Transport for NSW
Regional Boating Plan
Mid-North Coast Region
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Appendices

Appendix A  Maps
1. Introduction

The Mid North Coast Regional Boating Plan has been developed as part of a major NSW Government initiative to boost the experience of recreational boating across the state. The Plan was developed by the Maritime Management Centre (MMC) in Transport for NSW working closely with the NSW Maritime Division of Roads and Maritime Services (Roads and Maritime) and with expert coastal infrastructure advice from consultants GHD.

The Plan identifies the boating safety, access and infrastructure actions across the region to be implemented over the next five years. A summary of the projects and initiatives to be delivered as part of the Plan are detailed in the Delivery Program in Chapter 8. A Progress Report on the Delivery Program will be published annually to provide an update on the delivery of key projects and actions.

Funding for infrastructure projects will be allocated out of the NSW Boating Now program announced by the Minister for Roads and Freight in August 2014 which will see $14m per year made available for the delivery of boating infrastructure projects over the next five years.

The Plan is one of eleven Regional Boating Plans that have been developed across the major waterways in NSW as shown in Figure 1.

Each Regional Boating Plan was developed through a two-stage consultation process. The first stage involved workshops with local Councils and key stakeholder groups as well as an online survey open to all waterway users and members of the general public. Feedback received from the first stage was then used to inform the development a Consultation Draft which formed the basis of the second stage of consultation.

A public information session was held at Port Macquarie on 22 July 2014 and at Coffs Harbour on 23 July 2014 to discuss and seek feedback on the key findings and actions identified in the Consultation Draft. Further meetings were also held with Councils to help determine the priority infrastructure projects identified in the final Plan.
Inland lakes and dams have been allocated to their closest region.

Figure 1 – Map of regions

Key

1. Tweed-Clarence Valley Region
2. Mid-North Coast Region
3. Taree Great Lakes Region
4. Port Stephens-Hunter Region
5. Lake Macquarie-Tuggerah Lakes Region
6. Hawkesbury River, Pittwater, Brisbane Water Region
7. Sydney Harbour Region
8. Botany Bay, Georges River and Port Hacking Region
9. Shoalhaven-Illawarra Region
10. Far South Coast Region
11. Murray Riverina Region
2. Physical character of the waterways

2.1 Background

This region predominately consists of three major catchments; Bellinger, Macleay and Hastings. There are also a number of inland waterways that have been considered as part of the Mid-North Coast Regional Boating plan. Some of these waterways include Yarrie Lake, Lake Keepit, Split Rock Dam, Chaffey Dam, Copeton Dam, Malpas Reservoir, Pindari Dam, Tareelaroi Weir and Gwydir River.

Recreational boating is a popular past time in the region, with users undertaking a wide variety of boating activities. Further details on waterway users are provided in Chapter 3.

The waterways are covered by the following councils/board and a number of trusts:

- Armidale Dumaresq Council (ADC);
- Bellingen Shire Council (BSC);
- Coffs Harbour City Council (CHCC);
- Nambucca Shire Council (NamSC);
- Kempsey Shire Council (KSC);
- Port Macquarie-Hastings Council (PMHC);
- Narrabri Shire Council (NarSC);
- Gunnedah Shire Council (GunSC);
- Tamworth Regional Council (TRC);
- Gwydir Shire Council (GwSC);
- Guyra Shire Council (GuySC);
- Inverell Shire Council (ISC);
- Moree Plains Shire Council (MPSC);
- Liverpool Plains Shire Council;
- Lord Howe Island Board (LHI); and

Various trusts such as Lake Keepit State Park Trust, Tareelaroi Weir Reserve Trust, Yarrie Lake Flora, Fauna and Recreation Reserve Trust and the Bowling Alley Point Recreation Reserve Trust (Chaffey Dam).
Most councils have plans to manage their waterways and associated estuaries. The main objectives of these council plans have been to manage and co-ordinate waterfront development, improve public accessibility and to protect the visual character and natural landscape of the waterways.

The region incorporates the Solitary Islands Marine Park, Solitary Islands Marine Reserve (Commonwealth Waters) and Lord Howe Island Marine Park. Visitors and the local community enjoy a range of recreational and commercial activities in the marine parks. The most popular activities are swimming and surfing, followed by fishing. Commercial fishing vessels operating out of Coffs Harbour and the Clarence River also access the marine park.

The Solitary Islands marine park, which covers an area of approximately 72,200 ha, stretches over 75 km from Muttonbird Island in the south to the Sandon River and Plover Island in the north. The marine park incorporates estuaries to their tidal limit, foreshores to the mean high water mark and extends offshore to the 3 nautical mile State waters boundary. The Solitary Islands Marine Park Zoning Plan protects the marine biodiversity of the area while supporting a wide range of recreational and commercial activities.

Lord Howe Island Marine Park is approximately 600 km off the NSW north coast and stretches north around the Admiralty Islands and south-east around Balls Pyramid and South East Rock. In 1982 Lord Howe Island and the surrounding waters were declared a World Heritage site.

The following catchments are the major areas popular with recreational and commercial boating activities.

### 2.2 Bellinger and Nambucca catchments and Coffs Harbour area

The Bellinger Catchment is approximately 1,000 km² in size. The Bellinger River begins upstream in the Great Dividing Range and flows south-east through an extensive coastal floodplain to Urunga, where it meets the Pacific Ocean. The Kalang River also meets the ocean at Urunga. The tidal influence and the navigable waters extend 20 km upstream of the Bellinger River to Bellingen, and 25 km upstream of the Kalang River beyond Brierfield. Together the rivers cover an estuary area of approximately 8 km² in size with an average depth of 1.8 m. The catchments of both rivers are almost wholly contained within Bellingen Shire, with the remainder belonging to Nambucca Shire to the south.

The Nambucca River estuary is approximately 12.6 km² in size with an average depth of 2 m. The river system extends north-west to Bowraville and beyond through the main arm; and south-west to Taylor’s arm past Macksville. To the south, is Warrell Creek which extends to Scotts Head. The estuary is a navigable waterway for much of its length and is an important recreation, fishing and aquaculture area. The navigable waters of the river are wholly contained within Nambucca Shire. Just north of the Nambucca River entrance is Deep Creek which is normally open to the ocean.

The Corindi River is approximately 25 km long and approximately half the waterway is accessible only to smaller and non powered craft. The river estuary is approximately 1.9 km² in size with an average depth of 1.2 m. Tidal influences restrict navigation at the river entrance where sandy shoals become exposed at low tide. The remainder of the river is a deep channel. However, a number of unmarked hazards such as large snags and fallen trees can restrict navigation. The system falls within the jurisdiction of the Solitary Island Marine Park (SIMP) lies within the boundaries of Coffs Harbour City Council.

Coffs Creek is a very small waterway with an estuary area of 0.5 km² in size and an average depth of 0.6 m. The creek is only navigable between the two boat ramps at Edgar Street and Mellitas Avenue, a distance of 3 km. Coffs Creek lies with the Coffs Harbour Local Government Area (LGA).
Figure 2 – Bellinger and Nambucca catchments and Coffs Harbour area
2.3 **Macleay catchment**

The Macleay catchment is on the NSW mid-north coast. The catchment is approximately 11,450 km² in size and includes a sparsely populated escarpment area, and floodplains extending to the coast and includes the townships of Kempsey and South West Rocks. The catchment boundaries fall within the Kempsey, Armidale and Walca LGAs.

The Macleay River begins in the Northern Tablelands and flows 150 km south-east through a coastal floodplain to a trained entrance where it meets the Pacific Ocean. The estuary area is 31.6 km² in size and the average depth of the river is 2.6 m. The waters are navigable beyond Kempsey which is 40 km upstream.

Within the catchment are two small coastal creeks. Korogoro Creek has an entrance at Hat Head and Killick Creek meets the ocean at Crescent Head. The estuary area for both creeks in total is 0.3 km² and the average depth is less than 1 m each.

![Figure 3 – Macleay catchment](image)

2.4 **Hastings catchment**

The Hastings catchment is approximately 4,500 km² in size. It extends from the New England tablelands to the Pacific Ocean. Major waterways within the catchment include the Hastings River, Camden Haven River and Queens Lake. The catchments boundaries fall within the Hastings LGA.

The Hastings River begins in the Great Dividing Range and flows 120 km southeast through a coastal floodplain to Port Macquarie to the Pacific Ocean. The estuary area is approximately 30 km² in size and the average depth of the river is 1.9 m. The waters are navigable beyond 32 km upstream, beyond the township of Wauchope. This is partially due to routine dredging in areas susceptible to siltation. Such locations include the inner bar at Port Macquarie and the entrances to tributaries including the Maria River and Limeburners Creek.

Lake Cathie and Lake Inness lie south of Port Macquarie.
The Camden Haven River estuary is approximately 30 km$^2$ in size with an average depth of 3.6 m. The river is 40 km long, however only half of its length is navigable, up to the town of Kendall. Within the estuary are two large coastal lakes: Queens Lake and Watson Taylors Lake.
2.5 **Lord Howe Island**

Lord Howe Island is a World Heritage-listed island in the Tasman Sea located 660 km off the north coast of NSW. The island is almost directly east of Port Macquarie and has a land area of approximately 15 km². Lord Howe Island is part of New South Wales, however it is an unincorporated area administered by the Lord Howe Island Board which reports to the NSW Minister for the Environment.

2.6 **Inland waterways**

Yarrie Lake, Lake Keepit, Split Rock Dam and Chaffey Dam all belong to the Namoi catchment. Yarrie Lake is small and falls within the Narrabri LGA. Lake Keepit in the Gunnedah LGA has a capacity of 426,000 ML and is the major irrigation storage for the catchment. Split Rock Dam has a capacity of 397,000 ML and it augments the supply from Lake Keepit as well as supplying users along the Manilla River. Chaffey Dam has a 62,000 ML capacity, regulates the flow of the Peel River, and augments water supply to Tamworth. Both Split Rock and Chaffey Dams are located within the boundaries of Tamworth Regional Council.

Copeton Dam, Tareelari Weir and the Gwydir River all belong to the Gwydir catchment, and span across the Moree Plains Shire Council and Gwydir Shire Council LGAs. Copeton Dam, 35 km south west of Inverell, has a catchment area of 5,300 km² and a total capacity of 1,364,000 ML. It provides for town water supplies, irrigation, stock and domestic use.

The major water storage in the NSW portion of the Border Rivers catchment is Pindari Dam, located on the Severn River. It was originally constructed in 1969 and has since been upgraded in 1995 to provide a full storage capacity of 312,000 ML. The dam supplies water for irrigation, stock, town water supply, and industrial purposes. Pindari Dam falls within the Inverell LGA.

Malpas Reservoir lies within the previously mentioned Macleay catchment. Malpas Dam is located to the south east of Guyra and to the north of Armidale, in the LGA of Guyra Shire Council. It was built as the major water supply for the city of Armidale in 1968 and has a storage capacity of 13,000 ML with expansion capabilities to 26,000 ML.

![Figure 5 – Map of some inland waterways (part 1)](image_url)
Figure 6 – Map of some inland waterways (part 2)
3. Waterway users

Recreational boating is a popular pastime in the mid-north coast regional waterways. These waterways are popular among recreational fishers and visiting boaters. Users undertake a wide variety of boating activities on the waters including water-skiing, sailing and fishing as well as canoeing, kayaking, rowing, dragon boat racing and other non powered boating activities. The two coastal harbours, Port Macquarie and Coffs Harbour, are the main destinations for cruising vessels.

The region experiences a significant increase in recreational boating activity over the peak summer and holiday periods.

On-water storage is concentrated in Coffs Harbour, Port Macquarie, South West Rocks and Camden Haven Inlet with waiting lists for popular mooring areas. The growing popularity of paddle craft is also beginning to impact on the demand for storage.

Bellinger, Nambucca and Coffs Harbour catchments

The Bellinger and Kalang Rivers are used extensively for recreational purposes, including swimming, canoeing, sailing, fishing, boating and waterskiing. Most of the motorised boating occurs downstream of the Pacific Highway crossing on the Kalang and from Mylestom downstream on the Bellinger. Types of vessels include dinghies, ski boats, small trailer boats, wake boats and jet skis. Waterskiing, tubing and wakeboarding (aquaplaning) occur in five distinct locations:

- Urunga between Newry Island and the Pacific Highway crossing (Kalang River);
- upstream of Newry Island, also known as “the mad mile” (Kalang River);
- downstream of the Mylestom Pool to the 8 knot area (Bellinger River);
- from the Mylestom boat ramps upstream to the caravan park (Bellinger River); and
- upstream of the Raleigh dredge (Bellinger River).

There has been a large increase in the numbers of registered watercraft within the Bellingen Shire over the past several years highlighting the rivers’ growing popularity. The rivers also accommodate a thriving oyster industry.

The Corindi River is a relatively small and quiet waterway, with use peaking in the Summer months. The river is most popular for water-based non-boating activities such as swimming and snorkelling. Boating takes place primarily around high tide when the river is navigable, and activities include fishing as well as aquaplaning in the upper reaches of the river where the 4 knot speed restrictions do not exist. Non powered craft also frequent the river with popular
activities including canoeing and kayaking. Occasionally small sail craft launch at the Red Rock ramp, although this is uncommon due to difficulty crossing the river entrance and the limited navigable waters of the river.

Coffs Creek is a very small waterway yet services the relatively large population of Coffs Harbour. The waterway is used only in its lower reaches, and is popular for swimming, recreational fishing, canoeing and kayaking. The use of non powered craft is particularly popular but the availability of soft launching sites is limited. Two boat ramps in the creek allow for small motorised boats, although a 4 knot speed restriction limits their use. Coffs Harbour itself offers a commercial marina for large recreational and commercial/fishing vessels in addition to a slipway (see comments below on the closure of the existing facility). There is also a boat ramp providing ocean access to trailered vessels.

The Nambucca River estuary offers relatively unrestricted travel between the major towns of Nambucca Heads, Bowraville, Scotts Head and Macksville. Boating levels are low for the majority of the year but can be very high in peak periods. Boat trips between centres, fishing and water sports such as waterskiing are popular activities on the Nambucca River. The river is also a small oyster and commercial fish producer.

Deep Creek is a popular recreational fishing location and during peak tourist periods is used by non powered and motorised vessels.

**Macleay catchment**

The Macleay River is a popular area for recreational boating, with major concentrations located in Kempsey, Smithtown, Jerseyville, Matty's Flat, Fishermans Reach, Stuarts Point and South West Rocks. Recreational fishing is widespread throughout the estuary system. South West Rocks provides the main departure point for commercial dive and fishing charter vessels in the area, and these provide significant economic and tourism benefits. Commercial operations also take place on the river, especially oyster farming.

Korogoro Creek is locally popular for non powered activities such as swimming, kayaking and canoeing. It is also used by small motorised boats primarily for fishing purposes.

**Hastings catchment**

The Hastings estuary provides facilities for residents and visitors to use the waterway for a range of boating activities. These include sailing, canoeing, rowing, power boats, water skiing, and personal water craft (PWC). The popularity of the waterway increase significantly during summer as a result of the influx of tourists. During off peak season, the river is still well occupied due to the large population of Port Macquarie and a significant oyster industry. The Birdon Group operates a dry dock and slipway on the Hastings River.

Lake Cathie and Lake Innes, south of Port Macquarie, also provide a range of recreational opportunities.

The Camden Haven River is a popular waterway for recreational fishing from October through to June each year including peaks during Christmas and Easter. Common species include freshwater bass, bream, flathead and luderick. Water-based fishing is popular in Queens Lake, Stingray Creek and Watson Taylors Lake. The river is also frequented by boaters due to the extensive protected waters. The Camden Haven River also accommodates a small oyster and commercial fishing industry.

Commercial vessel operations in the catchment include whale watching vessels, fishing charters, PWC hire and drive, pleasure cruises and a commercial fishing fleet.
Lord Howe Island

The majority of the waters surrounding Lord Howe Island allow most forms of recreational activities such as boating and fishing, however some restrictions apply.

Inland waterways

Yarrie Lake is a popular waterway for water skiing, but an application for a licence must be made through the Yarrie Lake Flora & Fauna Reserve Trust. Swimming, the use of non powered craft and yabby catching also take place on the lake.

Lake Keepit is a popular waterway for recreational activities. These include sailing, boating and fishing.

Split Rock Dam is a popular waterway for fishing and waterskiing. The dam gets very busy during the peak season but is otherwise quiet.

Chaffey Dam is popular for swimming, sailing, boating and fishing.

White water rafting below Copeton Dam is extremely popular between October to March when dam levels are full and water is released. The dam itself hosts activities including fishing, sailing, wakeboarding and water-skiing.

Malpas Reservoir is a popular sailing waterway, and is home to the New England Sailing Club. Dragon boat racing and recreational fishing are also popular.

Pindari Dam is popular for outdoor recreation including sailing, swimming, fishing and waterskiing.

The Gwydir River is a popular waterway for canoeing and river rafting. Tareelaroi Weir lies on the Gwydir River and forms a reservoir which is used for fishing and waterskiing.

3.1 Analysis of waterway users

3.1.1 Licence data analysis

An analysis of the 2011 census (between 2006 and 2011) of the catchments in this region has revealed the following:

- Bellinger Catchment – Bellingen Shire Council, Coffs Harbour City Council and Nambucca Shire Council had a collective population of 99,575 and experienced a population growth of 4.6%.

- Hastings Catchment – the Port Macquarie-Hastings Council had a population of 72,696 and experienced a population growth of 6.2%.

- Macleay Catchment – Kempsey Shire Council and Guyra Shire Council had a collective population of 32,531 and experienced a population growth of 2.9%.

- Namoi Catchment – Narrabri Shire Council, Gunnedah Shire Council and Tamworth Regional Council had a collective population of 81,283 and experienced a population growth of 3.9%.

- Gwydir Catchment – Gwydir Shire Council and Moree Plains Shire Council had a collective population of 18,394 and experienced a negative population growth of -4.6%.

- Border Rivers Catchment – the Inverell Shire Council had a population of 16,075 and experienced a population growth of 3.6%.

The population growth of the above catchments is below the national average growth of 8.32% over the census period. All catchments, with the exception of Hastings fall below the NSW average of 5.63%.
There are currently approximately 42,000 boat licence holders in the mid-north coast region. This represents approximately 8% of all boating licences in NSW. The majority of licence holders in the region carry a General Boat Licence with approximately 8% licensed to operate PWCs. This contribution of PWC licenses is slightly below the State average.

### 3.1.2 Registration data analysis

There are currently approximately 20,000 registered recreational vessels in the mid-north coast region, this represents approximately 9% of all registered recreational vessels in NSW.

Open runabouts dominate, accounting for 70% of all registered vessels. Punts and cabin runabouts are also popular, comprising 21% of all vessels collectively. PWCs, yachts and motor cruisers have a modest presence on the region’s waterways.

A majority (91%) of all vessels are between 2 and 6 m in length and the average vessel length for the region is 4.6 m. Vessels less than 6 m in length are defined as trailerable. This has a strong influence on the boating access and storage requirements in the region with a strong demand on boat ramps and trailer parking.

### 3.1.3 Other users

While the above data provides information on licence holders and vessels registered in the mid-north coast region, it does not capture vessels from other regions and occasionally from Queensland that use these waterways. This can add significantly to the local demand at certain times of the year.

Roads and Maritime’s licence and registration data does not capture non powered craft numbers such as kayaks, canoes, beach-launch sail craft which do not require registration. Based on the estimated total number of these vessel types in NSW, it is estimated that there may be several thousand of these vessels in the mid-north coast region.

### 3.1.4 Future demand

In 2010, the former NSW Maritime released a report titled *NSW Boat Ownership and Storage Growth Forecasts to 2026*. The report forecast a continuing growth trend in vessel ownership of 2.9% annually across NSW.

The report used a different regional profile to that being used for the Regional Boating Plan. It identified that the north coast region (which incorporates mid-north coast) has experienced the most significant growth. Despite this growth (approximately 4% per annum across all boat sizes), the north coast has the second smallest proportion of boats greater than 6 m in length which suggests that most growth is in the <6 m category (trailerable vessels).
4. Safety

Key findings

- Stakeholder consultation suggests high levels of satisfaction with current boating safety in the region.
- The exceptions to this were the safety issues associated with the Coffs Harbour boat ramp (see Section 5) and the dangers associated with crossing coastal bars in the region.
- Concerns with existing signage and navigation aids were limited to a number of specific locations.
- There is a need for a slipway at Lord Howe Island to and Coffs Harbour to allow slipping of larger vessels and emergency repairs.

Actions

a. Review strategies to improve user behaviour and safe boating practices.
b. Review and improve signage and navigation aids
c. Review strategies to improve boating safety across ocean bars.
d. Support the ongoing provision of boat servicing / slipway facilities at Coffs Harbour following the completion of remediation works at the site.
e. Support the establishment of a slipway on Lord Howe Island

4.1 Overview of existing safety activities

The MMC has led a campaign with Roads and Maritime to promote the wearing of lifejackets, especially in small vessels. The campaign is a response to the fact that 9 out of 10 people who drown when boating, are not wearing a lifejacket.

The campaign has been the most comprehensive, targeted program on boating safety in NSW history. It included an extensive and targeted advertising campaign, an innovative mobile lifejacket promotional van which took the safety message to the boating public State-wide (including visits to the Mid North Coast), a zero tolerance on-water compliance approach and a host of supporting activities.

Roads and Maritime is responsible for the operational delivery of marine safety in NSW including the operational aspects of the regulation of recreational and commercial boating activity throughout the State. This enforcement role is chiefly performed by Boating Safety Officers (BSOs) who conduct regular on-water patrols and inspections throughout the mid-north
coast waterways to waterways to provide boating safety education and ensure compliance with safety requirements (such as lifejackets), speed, wash, distance off, aquatic licences, commercial operations and mooring requirements.

Roads and Maritime also operate a Mobile Safety Education and Compliance Team which is a team of specialist BSOs who can be deployed throughout NSW.

The BSOs work in close partnership with the local NSW Police Force (both general duties police and the local Marine Area Command), often conducting joint patrols, although police officers are solely responsible for conducting random breath testing on NSW navigable waters.

BSOs also work in partnership with officers of the Department of Primary Industries (Fisheries) and National Parks’ rangers in relation to matters of common interest.

- In addition to State-wide regulatory requirements and boating safety campaigns, specific boating safety restrictions that apply in the mid-north coast region are shown on the maps included in Appendix A and online at http://www.rms.nsw.gov.au/maritime/using-waterways/maps/boating-maps.html. These are summarised as follows:
  - Speed restrictions such as:
    - 4 knot zones, specifically at:
      - Coffs Harbour;
      - Corindi River;
      - Nambucca River;
      - Macleay River (Gladstone, Stuarts Point);
      - Trial Bay, South West Rocks;
      - Hastings River (Telegraph Point, Port Macquarie); and
      - Creeks such as Coffs Creek, Moonee Creek, Korogoro Creek, South West Rocks Creek, Bonville Creek, Limeburners Creek, and Cathie Creek.
    - 6 knot zone at South West Rocks, Macleay River; and
    - 8 knot zones at Kalang River, Bellinger River, Lake Keepit, Chaffey Dam.
  - "no wash" zones;
  - personal watercraft prohibited areas;
  - all or power boats prohibited areas;
  - no anchoring submarine cables;
  - shallow waters;
  - bar crossings;
  - shared zones; and
  - no towing zones.

Further controls exist in the International Regulations for Preventing Collisions at Sea which are observed in NSW and include, but are not limited to, the following:

- The skipper (master of the vessel) is responsible for the safety of the vessel and all people on board;
- The skipper must always:
– keep to a safe speed for the conditions (e.g., slower speeds at times of reduced visibility, rough water, congested waterway);
– keep a proper lookout;
– be prepared to take action to avoid a collision; and
– display appropriate navigation lights at night.

In addition, there are also a number of general “distance off” restrictions which apply on all NSW waters – for example, vessels travelling at 10 knots or more must remain at least 60 m from people in the water and 30 m from structures, shorelines and other powered vessels. Where it is not possible to maintain the specified distances, a “safe distance” should be maintained. This is the distance which will ensure that a vessel will not endanger or injure people or damage property, having regard to relevant factors such as prevailing weather conditions, visibility, speed and any obstructions.

4.2 Complaints

Analysis of the complaints received by RMS during the 5 years leading up to 1 January 2014 reveals that the majority of complaints received relate to:

• irregular riding of personal watercraft and jet skis, including wash and vessels not observing correct distances off;
• speeding; and
• faulty navigation marks and signage.

The greatest number of complaints received by Roads and Maritime for the mid-north coast region related to the populated township of Port Macquarie on the Hastings River. Other noticeable areas for which complaints were received included the Nambucca River and Arrawarra Beach.

4.3 Infringements

Between 2009 and 2013, the number of penalty notices issued within the mid-north coast region accounted for 4% of all infringement notices issued throughout NSW. Of the penalties issued over that period, approximately 70% were issued by Roads and Maritime, whilst the remainder were issued by NSW Police. In addition to these penalties, 888 formal warnings were issued. Eighteen percent of infringements were issued in coastal waters while an additional 17% was issued in both the Macleay and Hastings Rivers.

As indicated in Figure 7 below, the infringements for which the most penalty notices were issued in the region were for:

• failure to carry the correct safety equipment;
• insufficient or no registration; and
• excessive speed.
4.4 Incidents

In the period between 1 January 2009 and 31 December 2013, there were 111 vessel incidents reported to Roads and Maritime in the region. Thirty eight incidents occurred offshore, 21 occurred on the Hastings River, 12 occurred on the Macleay River and another 11 occurred in inland waterways. The remaining incidents were spread across the remaining waterways of the region. Seventy eight of the incidents involved recreational vessels, four involved an interaction between a recreational and commercial vessel and 29 involved commercial vessels only. This breakdown of incidents among vessel categories is broadly consistent with State-wide observations.

4.4.1 Incidents resulting in death or injury

Four fatal incidents have occurred in the region during this period, which resulted in five fatalities. Three of the incidents took place in coastal waters, while a fourth occurred inland on the Gwydir River. Two incidents took place in the dark and one incident occurred on a weekend. Yachts were the vessel type involved on two occasions and vessel capsize occurred in three of the incidents. Contributing factors to these incidents included wash, inadequate vessel stability and a lack of judgment. All but one of the deceased were not wearing an appropriate lifejacket and probably drowned. It is likely that most of these victims would have survived had they been wearing a lifejacket at the time of the incident.

In April 2014 a further boating fatality occurred at Camden Haven, which is being investigated by the Coroner.

Twenty three incidents occurred which resulted in serious injury to the victim. A serious injury is classified as one requiring hospitalisation or outpatient treatment. These incidents resulted in 27 injuries. Nearly half of the incidents occurred in either December or January, and all but two took place in daylight hours. Commercial vessels had a high representation, accounting for over one third of the incidents. Small motorised craft (open runabout, cabin runabout, motor cruiser, PWC) were a common hull type with involvement in two thirds of the incidents. Common causes were lack of judgement and bar conditions.
4.4.2 Types of vessels

The main types of vessels involved in incidents, where recorded, were predominantly small powered craft (open runabouts 31%, cabin runabouts 13%, PWC 10%). Other significant contributions came from sailing vessels (9%), larger motor cruisers (8%), fishing vessels (8%) and non powered craft (8%). A number of other vessel types had small representations.

One apparent anomaly is that commercial fishing vessels, which make up only 0.31% of all vessel registrations in the region, were involved in 8% of incidents.

4.4.3 Incident locations

While incidents occurred throughout the region there are a number of areas where incidents were concentrated. These areas are:

- Nineteen incidents on the Hastings River from the entrance to Settlement Point ferry, including at least 7 at the Hastings River Bar.
- Eleven incidents at the Macleay River Bar.
- Eight incidents occurred on Lake Keepit.
- Eight incidents occurred in Coffs Harbour.

4.4.4 Incident cause

Environmental factors were identified as the primary cause of the majority of incidents. Twenty seven incidents were the result of weather, bar or tidal conditions and an additional 12 were due to hazardous waters. Behavioural factors were attributable to 17 incidents involving lack of judgment and lack of a proper lookout. Material factors were attributable to 14 incidents involving failure of a variety of equipment, machinery, electronics or hull; higher than the State-wide average.

4.4.5 Incident type

Incident types in the mid-north coast region were considerably different to State-wide averages. Almost a quarter (25 incidents) involved capsizing, which is almost double the State-wide average. Approximately 25% of these capsize incidents were associated with bar crossings.

The next most common type of vessel incident recorded in the region was collision with another vessel (17 incidents), grounding (nine), injury onboard (eight) and bar crossing incidents (eight). It should be noted that this figure does not capture all bar crossing incidents, which are also variously described as capsizes, swampings, fall-overboards and on-board injuries. While there were a number of incidents which had serious consequences, no other incident type registered more than six incidents.

4.4.6 Incident operation

Vessel operation at the time of an incident provides some insight into the nature of incidents occurring. Sixty six were the result of vessels underway, a contribution slightly higher than the State-wide average. Twenty seven incidents took place while crossing a bar, reflecting the dangers associated with bar crossings in this area. This is further discussed in section 4.4.9. Three vessels were moored and seven were at anchor or berth. Only two tow sport incidents were reported during the period, however this is in line with the State-wide average.

4.4.7 Time of Day, Month and Year

Where the time of the incident is known, 92 occurred during daylight; 43 in the morning and 49 in the afternoon. Nineteen incidents occurred at night, with an even spread before and after
midnight. November, December, January and March were the main months when incidents occurred, corresponding to the heaviest periods of boating activity. Similarly, weekends were the most likely days for incidents to occur.

### 4.4.8 Wind and weather

The river entrances can be subject to rapidly changing weather and tidal conditions, which can cause problems for boaters, particularly in small vessels. Of the incidents where the weather conditions are known, more than three quarters occurred on days with clear visibility and fine weather. However, more than half of the incidents where water conditions are known were described as choppy, rough, very rough or in strong current.

### 4.4.9 Bar crossings

As noted earlier, bar crossing is a common cause of boating incidents in this region. This is partly because of the number of coastal bars in the region including at the Bellinger, Corindi, Nambucca, Macleay River, Hastings and Camden Haven River entrances. There have been 27 bar crossing incidents reported to Roads and Maritime in the period studied. Despite the relatively large number of bar crossing incidents, including the recent fatal incident and two incidents resulting in serious injury, analysis indicates a positive impact from the introduction of compulsory lifejacket wearing requirements when crossing a bar, introduced in 2003.

### 4.5 Key findings

The consultation feedback suggests that boaters in the mid-north coast generally have a positive view about safety on the region’s waterways. There were however a number of exceptions. For example, improving the behaviour of waterway users was a common theme across the different stakeholder groups, particularly in areas where there are conflicting uses of the waterway and where speed of waterway users is an issue. State-wide education campaigns are important in improving the behaviour of waterways users, however there are also actions that can be taken at the local level such as enforcement and improving the visibility and clarity of signage and navigation aids.

During site visits, numerous examples were noted of faded and/or obscured safety signage, or safety signage that is “lost” among a cluster of signage. Updating existing and installing new navigation aids was also cited as an opportunity to improve boating safety in the area.

Crossing the entrances at harbours and rivers such as the Macleay, Hastings and Nambucca Rivers pose challenges to safety due to water depth, bar crossings and the limited size of channels. Opportunities to expand the existing network of bar crossing cameras and to improve communication of bar crossing conditions and ocean access ramps are captured in the projects and initiatives identified in Chapter 8.

The Coffs Harbour Slipway has for many years provided an important service for both local and visiting vessels travelling the east coast by enabling safety checks and repairs to be conducted. Consultation feedback also indicated that the temporary closure of the Coffs Harbour Slipway from July 2014, which is subject to a remediation direction from the Environmental Protection Authority, could have safety implications in the region should the slipway not reopen in the future. MMC has commissioned a report on the network of slipways available to service recreational and commercial vessels across the State. The report identified a gap in the network of slipways at Coffs Harbour as a result of this closure. MMC is in discussions with Crown Lands on options to address strategic gaps in this network.
The Coffs Harbour boat ramp presents both safety and access challenges and is discussed further under Section 5.2.

A slipway on Lord Howe Island has been identified as important infrastructure to allow the out of water inspection of the larger tourist, fishing and charter boats operating from the Island, as required under State and Federal vessel safety legislation. A slipway would also allow removal from the water of keeled and other non-trailerable vessels, including visiting vessels requiring repairs, or vessels which may put the marine environment at risk. Lord Howe Island was also identified as a gap in the network of slipways in NSW.

**Figure 8 – Examples of safety issues**

- Extensive warning signage at Mattys Flats
- Coffs Harbour Boat Ramp
5. Access

Key findings

- There are a relatively large number of waterway access points in the mid-north coast region. Upgrade works to improve the condition and facilities at strategically significant locations would improve the boating experience in the region.
- Stakeholder feedback identified the state of the Coffs Harbour boat ramp, which impacts on both access and safety due to siltation and wave surge, as being a major access issue for the region.
- The closure of the Coffs Harbour slipway was also identified as a major issue for the region due to the loss of access to boat repair facilities.
- There is a lack of capacity at some strategically significant boating access points to accommodate demand at peak times.
- The provision of safe ocean access at South West Rocks is of great importance to the local area.
- Strategic placement of additional courtesy moorings will enhance the overall boating experience.

Actions

f. Work with councils to improve the condition of existing boat ramps and other access infrastructure, particularly at Coffs Harbour.

gh. Work with councils and other partners to increase boat ramp and trailer parking capacity at regionally significant locations.

h. Provide courtesy moorings at popular locations

i. Continue support for the Rescuing Our Waterways dredging program.

j. Review options to improve waterways access and boating safety in the Macleay Bar / South West Rocks
5.1 Overview of existing access facilities

Vessel access to the waterways of the mid-north coast region is available through several avenues including private and commercial moorings, marina berths, club or private landing facilities and boat ramps. Trailered vessels can be launched and retrieved at public boat ramps, some of which have public facilities available such as trailer parking, fish cleaning tables and toilets. Public wharves and jetties are also located on the region’s waterways and provide alternate access to vessels that are on the water. Waterfront landowners can also gain direct access to the waterway through private landing facilities. There is also informal access for smaller vessels (such as dinghies, runabouts, and non powered craft) from a number of public reserves and beaches.

During the site visits, some of the ramps visited were visually identified to be in below average condition, lacking amenities and access facilities. This is reinforced by stakeholder feedback as well as the existing literature that was reviewed, such as the Macleay Estuary Marine Infrastructure Assessment issued by Kempsey Shire Council.

Boat ramps

There are currently approximately 68 boat ramps.

- Locations:
  - 10 are located on the Nambucca River;
  - 8 are located on the Macleay River;
  - 8 are located on the Hastings River;
  - 8 are located on the Camden Haven River;
  - 5 are located on either the Bellinger or Kalang Rivers;
  - 5 provide direct access to coastal waters.
  - 10 are located on coastal rivers and creeks including Arrawarra Creek, Bonville Creek, Boambee Creek, Deep Creek, Killick Creek, Korogoro Creek, Coffs Harbour, Station Creek and the Corindi River; and
  - 14 are located inland in Lake Copeton, Lake Keepit, Split Rock Dam, Chaffey Dam, Pindari Dam, Wareena Weir, Malpas Reservoir, Lake Cathie, Yarrie Lake and the Namoi, Peel and Gwydir Rivers.

Public jetties, wharves and pontoons

In addition to ramps there are approximately 44 public access points in the region including wharves, jetties, pontoons and landings.

- Locations:
  - 11 on the Hastings River;
  - 8 on the Macleay River;
  - 8 on the Camden Haven River;
  - 5 on the Nambucca River;
  - 5 in either Coffs Harbour or Coffs Creek;
  - 3 on either the Bellinger or Kalang Rivers;
  - 1 on Lake Keepit;
  - 1 on Station Creek;
  - 1 on Malpas Reservoir; and
  - 1 offshore on Lord Howe Island.
**Courtesy moorings**

- There were no courtesy moorings identified in the mid-north coast region except for those at Lord Howe Island (16 administered by the Lord Howe Island Board and approximately eight administered by the Marine Park Authority) and those around Solitary Island Marine Park (approximately seven).

**Figure 9 – Examples of access facilities within the region**

![Back Creek Boat ramp](image1)

![Mylestom Pontoon](image2)

![Coffs Harbour – Boat ramp and access pontoon](image3)

![New Entrance Road Pontoon (Mattys Flat)](image4)

![Laggers Point Boat Ramp](image5)

![Stuart Island Timber Jetty](image6)

### 5.1.1 Better Boating Program grants

Through the Better Boating Program (BBP), Roads and Maritime has provided 57 grants totalling over $3.18 million for 55 projects in the mid-north coast region between 2005 and 2014. A selection of these can be seen in Figure 10 with all projects listed in Table 1 below. It is important to note that the total cost of the projects is not depicted in this table. For total cost of the projects refer to [http://www.maritime.nsw.gov.au](http://www.maritime.nsw.gov.au).
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TOTAL $3,204,326

* denotes Active projects as of 11/11/2014
5.2 Key findings

The mid-north coast region has a large number of boating access points however some of the infrastructure is aged and offers a relatively basic level of amenity. The consultation feedback suggests there is a lack of capacity at some strategically significant locations to accommodate demand at peak times, and to keep pace with the expected growth in boat ownership over the next decade.

There are numerous opportunities to enhance the boating experience in the region by upgrading existing facilities and the strategic placement of additional access infrastructure. As a large proportion of waterway use is in close proximity to the coast, infrastructure facilities in these areas are often in high demand. Facilities in these areas need to be developed and upgraded to ensure safe waterway access while minimising user conflicts on the water.

Facilities should be developed to encourage waterway use that is appropriate for the physical characteristics of the waterway and that minimises conflicts between different waterways user groups. For example, an opportunity exists at the Nambucca Heads to separate motorised and non-powered craft by designating one of the Inner Harbour boat ramps for motorised vessels and the other for non-powered vessels.

The Coffs Harbour boat ramp was highlighted by a number of stakeholders as both a significant safety and access issue. Surge within the Coffs Harbour boat ramp basin imposes a safety concern that restricts usage under certain conditions. Siltation across the passage into the boat ramp basin has also led to difficult and limited access. Coffs Harbour also has ongoing siltation which can limit access throughout the harbour and in the northern marina.

In recognition of the importance of this issue, a special grant of $1 million has already been provided for the Coffs Harbour boat ramp basin upgrade. A review of possible solutions to reduce surge to increase safe waterway access at the boat ramp is currently being undertaken with this funding. Options to address sedimentation are also being considered.

Maintaining safe ocean access at South West Rocks is of local importance. The recent upgrades to the Matty's Flat boat ramp on the Macleay River, South West Rocks, are very popular with local and visiting boaters and as a result can be crowded during peak periods. This ramp also requires ocean going boaters to cross the Macleay Bar which can be dangerous. Alternate ocean access is available through South West Rocks Creek (also known as Back Creek) and from Trial Bay boat ramp (also known as Lagger’s Point). The usability of the Lagger’s Point boat ramp could be improved by formalising more trailer parking spaces which has been designated a priority project in Table 2. There is also scope to improve access at the Back Creek boat ramp which will be explored further in the investigation work referred to in Table 2.
Figure 11 – Examples of access issues

Siltation in Coffs Harbour

Siltation and shallow waters Back Creek boat ramp

Scouring at Urunga Boat Ramp (Atherton Drive)

Coffs Harbour Boat Ramp
6. **Storage**

**Key findings**

- The growth in boat storage capacity across the region will need to keep pace with the forecast growth in vessel numbers.
- Long waiting lists for private moorings in popular areas in Port Macquarie and Camden Haven are limiting access for boaters.
- Access to on-water boat storage for larger and cruising vessels in Coffs Harbour is impeded by the limited size of the inner harbour storage facilities and siltation at the site of berths.
- Access to on-water boat storage for larger and cruising vessels in Port Macquarie is impeded by the limited size of the current storage facilities and channel width on the Hastings River.

**Actions**

k. Identify opportunities for increasing harbour storage facilities at Coffs Harbour and Port Macquarie.

l. Optimise configurations of existing mooring fields to improve access and navigation and enable future growth in Port Macquarie and Camden Haven as required.

m. Provide dingy and paddle craft storage

### 6.1 Existing storage

#### 6.1.1 Overview of existing storage types

Storage for vessels is generally provided on-land for smaller (< 6 m), e.g. trailerable power or sail, and on-water for larger vessels (> 6 m); however larger vessels can also be stored on-land, for example at dry-storage facilities, for vessels up to approximately 10 m.

The main types of on-water storage in the mid-north coast region are as follows:

- Private moorings;
- Commercial moorings;
- Commercial marina berths; and
- Domestic berths, moorings and other associated.
On-water storage at commercial marinas, yacht / sailing clubs, or boating facilities, is provided through berths (floating or fixed), moorings (swing, fore and aft or other) and where space permits on-land, through dry storage such as a hard-stand or dry-stack. Examples are shown below at Figure 12.

Figure 12 – Aerial view of Coffs Harbour and examples of commercial marina berths at Coffs Harbour

Storage at private facilities can be adjacent to private property through domestic jetties, slipways, boatsheds, and berths or fore and aft moorings, or on private swing moorings. Private swing moorings usually also require access to the water with a tender/dinghy and this vessel also requires its own form of storage on-land. An example of a private facility is the canal development at Settlement Point in Port Macquarie which has a significant number of storage spaces for private vessels.

Vessels less than 6 m (91% of the region’s vessels) are most often stored on private property on trailers and access the water via boat ramps.

6.1.2 Overview of existing storage volume

There are approximately 1,200 vessels stored on-water or at associated land facilities in the region. Of these, less than 150 are private moorings and just over 105 are commercial mooring licences issued administered by RMS. However, there are also a number of licences administered by NSW Trade and Investment (Crown Lands). Analysis has shown that in this region, vessels occupy the licences at a higher rate than in more urbanised areas. It should be noted that the use of these licences is usually exclusive to the property owner and they cannot be sub-leased or licenced.

The mid-north coast region is characterised by a number of rivers and small to medium boat harbours primarily centred on Port Macquarie in the south and Coffs Harbour in the north. Camden Haven Inlet, Nambucca Heads and South West Rocks are the only other areas with a small amount of on-water storage in the region.

While the numbers provided for each category are in many cases approximate, they can be generally grouped as follows:

Commercial sites:

- Coffs Harbour – separate commercially operated marina and fishing co-op and associated boating facilities including:
  - Coffs Harbour Marina: 168 berths;
  - Coffs Harbour Fishing Co-op: <30 berths; and
  - There are also approximately five berths used by emergency services including Water Police and Marine Rescue NSW along with other government vessels.
Nambucca Heads has a small number (<10) of visitor moorings at the Jaaning Tree restaurant;

The Boatshed has a small number (<10) of berths and moorings at South West Rocks on the Macleay River;

Port Macquarie – separate marina and commercial precinct including:

- Port Marina – 60 berths, 10 moorings and five hardstand spaces; and
- Commercial berths and jetties / landings in proximity to Short Street boat ramp: approximately 25 berths for commercial charter vessels.

Dunbogan Boatshed on the Camden Haven Inlet – seven berths, 10 moorings, and an additional jetty for larger vessels.

The region has a relatively small number of commercial (<105) and private (<150) moorings, mainly at Coffs Harbour, South West Rocks on the Macleay River, Port Macquarie on the Hastings River and Camden Haven Inlet. The total number of commercial moorings includes those moorings attached to land-based facilities, such as Port Marina.

Private moorings:

- Port Macquarie – 107;
- Coffs Harbour – six moorings on the Kalang and Bellinger Rivers; and
- South West Rocks – 23 on the Macleay River and Nambucca Rivers.

Domestic jetties, private berths and canal estates north to south:

- Canal estate at Settlement Point, Port Macquarie – >430; and
- Hibbard and riverside on the Hastings River – >60.

Sailing and other club storage

- There a small number of sailing clubs in the region, including Coffs Harbour Yacht Club, Nambucca River Sailing Club, Port Macquarie Sailing Club, Port Macquarie Yacht Club and Urunga Sail Training Club. Most are land-based and use access points such as beaches or similar to launch their craft. The majority of clubs in the region do not have any direct access to water adjacent to their base. Similar to other regions, such as the Tweed – Clarence Valley, vessels are small and stored on-land. Most small clubs offer members access to storage. Storage for these generally smaller vessels can be on-water or land-based, in an open hardstand area, or inside stacks in smaller sheds. Some of these vessels are not required to be registered and therefore do not appear on Roads and Maritime registrations statistics.
- Rowing clubs in the region also rely on land-based storage and access to waterways, such as at Port Rowing Club in Port Macquarie.
**Dinghy and other small vessel storage**

Due to the diffusion of moorings in the region, dinghies are often stored and launched from private property and storage is generally not formalised at the location of the moorings. The growth in non-powered boating such as paddle craft has seen an increased demand for storage and access for this type of craft in areas such as Port Macquarie which has little formalised storage.

**Lord Howe Island**

Due to delicate coral and benthic communities in the lagoon on Lord Howe Island, visiting vessels including those transiting from international destinations, are only able to use temporary storage through courtesy moorings situated in the lagoon.

There are currently 16 courtesy moorings at Lord Howe Island administered by the Lord Howe Island Board which are provided for hire by visiting vessels. The Board also administers around 35 moorings which are available for use by local residents for a fee. The Lord Howe Island Marine Park Authority administers approximately 8 additional moorings which are primarily used by small commercial tourist operators for a fee.

There may be opportunities to improve the configuration and quality of moorings on Lord Howe Island. MMC and Roads and Maritime will work with the Lord Howe Island Board and Marine Park Authority to investigate opportunities for improvement.

### 6.2 Key findings

There is evidence of unmet demand for private moorings at Port Macquarie and Camden Haven Inlet at Dunbogan. There is also demand for moderate increases in both on and off-water boat storage capacity in the Coffs Harbour and Port Macquarie areas. Wet berths in particular are generally the preferred method of storage for larger vessels such as cruising vessels that require direct on-water access to services.

Coffs Harbour would ideally offer safe anchorage to cruising vessels as well as storage for the region’s larger vessels. Stakeholder feedback and observation during regional visits highlighted a number of issues including the lack of suitable on-water storage and the need to upgrade facilities. The latter was seen as an inhibitor to attracting passing vessels as any future improvements would encourage more visitors to the region.

In Port Macquarie, the need to modernise and increase both on and off-water boat storage capacity was identified. The feedback received indicated Port Marina offered a small number of dry-stack spaces in the past, which has now ended. Dry storage may provide a solution to current and future demand in Port Macquarie, particularly in light of any medium to high density residential developments in the future.

There are relatively few private moorings in the region with approximately 150 across all the rivers and coastal areas. Two mooring areas, one at Westport in Port Macquarie and one on the Camden Haven Inlet have waiting lists. There may be opportunities to reduce these waiting lists through reconfiguration of mooring fields and more active compliance aimed at reducing the number of “mooring minders”.

In March 2014, MMC released the Moorings Review Issues Paper which highlights potential policy and regulatory changes to help respond to growing demand for on-water boat storage across NSW. Further consultation will take place in 2015 on policy and regulatory reforms arising from the Moorings Review. Funding has been set aside to support the implementation of these reforms as well as more direct measures to help reduce the number of “mooring minders” and reduce mooring waiting lists in popular areas.

With relatively few moorings, dinghy storage is not a major issue in the region. However the need for more storage for paddle craft was highlighted as an issue, particularly in the Port Macquarie area.

**Figure 13 – Examples of storage issues/opportunities identified during regional site visits**

Opportunity to provide access for paddle craft and dinghies in proximity to boat ramp at Buller St

Storage at Coffs Harbour nearing/at current capacity
7. Feedback on Consultation Draft

7.1 Feedback Summary

Feedback received from Councils and other stakeholders in submissions and at the public information sessions was supportive of the key findings and actions contained in the Consultation Draft.

7.1.1 Safety

Submissions were supportive of the proposed Safety actions in the Consultation Draft, particularly the need to improve user behaviour. The importance of educating boaters, particularly those not familiar with the area, about safe behaviour on the Region’s waterways was suggested as being of particular importance.

At the Public Information Session, suggestions were made about providing additional compliance resources during peak periods and the potential safety benefits of reducing the number or size of unrestricted speed zones along the Hastings River. Concerns were expressed about the difficulty of seeing non powered craft at times and that such craft should be required to do more to improve visibility. Minor concerns were raised about people fishing from the Town Wharf casting lines into the navigation channel and obstructing navigation of passing vessels.

7.1.2 Access

There was broad agreement that there are significant opportunities to provide additional boating access infrastructure and improve and modernise existing facilities in the region. Each of the councils indicated their willingness to work with MMC and RMS to improve boating facilities in the region. Comments received on the potential projects identified in the Consultation Draft, including Councils’ views on priority projects have helped to inform the list of projects in Chapter 8 that have been prioritised for funding under the NSW Boating Now program.

Other key issues raised in community feedback on the consultation draft include the condition of certain access infrastructure and need for new infrastructure to accommodate existing and forecast demand particularly in the Port Macquarie/Hastings River area and the South West Rocks area. This confirmed the findings of the draft report. The importance of improving disabled access to these facilities was also raised, particularly at McInherney Park. Suggestions were also made about re-examining the restrictions for power boats to the beach at McInherney Park.

Feedback at the public information sessions also identified a need for additional access points in the Port Macquarie area including at Hat Head and Hibbard. The benefit of spreading use of the waterway by providing additional access points was noted.
Submissions supported the construction of a boat ramp to access Watson Taylor Lake and the Namoi River at Wee Waa (Yellowbanks) for future consideration.

The provision of courtesy moorings was suggested at Coffs Harbour, McInherney Park, Hibbard, Camden Haven, Queens Lake, Port Macquarie, Watson Taylors Lake and Fernbank Creek. The provision on emergency moorings in Port Macquarie was also suggested.

### 7.1.3 Storage

Feedback from Councils and other stakeholders highlighted the need for additional on water and land based storage options and improved trailer parking at the key boating areas.

There is some demand for non-powered craft storage at both Port Macquarie (Westport Park) and Wauchope.
8. Delivery Program

8.1 Summary

Table 3 provides a summary of how the actions identified in the Regional Boating Plan will be delivered across the three categories of safety, access and storage. A progress report on the Delivery Program will be published annually.

8.2 NSW Boating Now Funding

$3.07 milli in NSW Boating Now funding has been allocated to support delivery of the following 24 infrastructure projects identified as being a priority for delivery over the next three years.

The total Regional allocation is based on estimated projects costs and the proposed financial contributions from Council and other delivery partners for individual projects. The total Regional allocation may be subject to variation following further negotiations with delivery partners to confirm project scope, design, timeframes, funding contributions and the most efficient project delivery method.

The projects are included as part of NSW Boating Statement which includes a total funding commitment of over $33 million to support the delivery of Priority Regional Projects across NSW. The NSW Boating Statement can be downloaded at www.transport.nsw.gov.au/mmc. It includes the full list of Priority Regional Projects for each Region and details on how the Priority Regional Projects were identified.

The NSW Boating Statement includes a summary of the categories of funding to be made available over the five years of the NSW Boating Now program, including at least $10 million to be made available in 2017/18 and 2018/19 to support the delivery of a second round of infrastructure projects. Other funding categories include:

- $10 million to support the delivery of Major Projects that provide benefits to boaters in more than one region including:
  - Measures to address concerns about the impact of boating on riverbanks
  - Boat storage strategies and pilot projects
  - Establishing slipway facilities in strategic locations
  - Measures to reduce the number of “mooring minders”.

- $5 million to support the delivery of dedicated off-street boat trailer parking facilities

- $5 million to assist with emergency repairs to boating infrastructure, particularly after flood or storm events.
| 1. Upgrade Boambee Creek boat ramp,                           | 2. Improve access for non-powered vessels in Woolgoolga Lake |
| 3. Improve access for non-powered vessels in Coffs Creek      | 4. Improve access for non-powered vessels in Moonee Creek     |
| 5. Upgrade Westport Park boat ramp, Port Macquarie             | 6. Support improved disabled boating access for McInherney Park |
| 7. Investigate recreational boating facility needs on the Hastings River | 8. Investigate recreational boating facility needs on the Camden Haven River |
| 9. New pontoon at Rocks Ferry Reserve, Wauchope               | 10. New public wharf and pontoon at Riverside Park, Kempsey   |
| 11. Support further improvements to the Matty’s Flat boat ramp car/trailer park, South West Rocks | 12. Upgrade car park and explore options for pontoon at Laggers Point, South West Rocks |
| 13. Reseal boat ramp at Fishermans Reach                      | 14. New pontoon at Jerseyville Boat Ramp                      |
| 15. Investigate access improvements at Back Creek, South West Rocks | 16. Support Stuart Island Boating Facilities Improvements Stage 2, Nambucca Heads |
| 17. Upgrade boat ramp and car park at Shelley Beach, Nambucca Heads | 18. Upgrade boat ramp and car park at Gordon Park, Nambucca Heads |
| 19. Improve access for non-powered vessels at Nambucca Heads RSL boat ramp | 20. Install pontoons to improve foreshore access at Macksville |
| 21. Upgrade boat ramp and car park at Deep Creek              | 22. New slipway and boat ramp improvements on Lord Howe Island |
| 23. Upgrade boat ramp at Bowling Alley Point (Chaffey Dam)     | 24. Copeton Waters Holiday Park boat ramp improvements        |
### Table 3 – Implementation of Boating Safety, Access and Storage Actions

<table>
<thead>
<tr>
<th>Action</th>
<th>Delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Safety</strong></td>
<td><strong>Action</strong></td>
</tr>
<tr>
<td>Review strategies to improve user behaviour and promote safe boating practices</td>
<td>Roads and Maritime will work with MMC to review current approach to addressing user behavior issues identified in the region, including education and compliance campaigns.</td>
</tr>
<tr>
<td>Review and improve signage and navigation aids</td>
<td>Roads and Maritime will review and upgrade as required existing signage and navigation aids across the region.</td>
</tr>
<tr>
<td>Review strategies to improve boating safety across ocean bars.</td>
<td>Roads and Maritime will work with MMC to review and update the education, communication and compliance campaigns to raise awareness of safety issues associated with crossing coastal bars. Roads and Maritime will explore options to expand the existing network of bar crossing cameras and to improve communication of conditions at bar crossings and ocean access ramps.</td>
</tr>
<tr>
<td>Support the ongoing provision of boat servicing / slipway facilities at Coffs Harbour following the completion of remediation works at the site.</td>
<td>MMC recently commissioned a review of slipways in NSW which determined the most significant gap in the network of slipways in NSW is on the mid-north coast with the closure of the Coffs Harbour slipway. MMC will liaise with Crown Lands and other relevant agencies to advocate for the provision of an equivalent or improved facility and service in the area.</td>
</tr>
<tr>
<td>Support the establishment of a slipway on Lord Howe Island</td>
<td>Project 20 in Table 2 supports the construction of a slipway on Lord Howe Island.</td>
</tr>
<tr>
<td><strong>Access</strong></td>
<td><strong>Action</strong></td>
</tr>
<tr>
<td>Work with councils and other partners to improve the condition of existing boat ramps and other access infrastructure, particularly at Coffs Harbour.</td>
<td>$3.07 million in NSW Boating Now funds have been allocated to support the delivery of the 24 Priority Regional Projects listed in Table 2.</td>
</tr>
<tr>
<td>Work with councils and other partners to increase boat ramp and trailer parking capacity at regionally significant locations.</td>
<td></td>
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<tr>
<td><strong>Provide courtesy moorings at popular locations</strong></td>
<td>Roads and Maritime will investigate the feasibility of installing courtesy moorings at the following locations that were identified during consultation on the draft Mid North Coast Regional Boating Plan: Coffs Harbour, McInherney Park, Hibbard, Camden Haven, Queens Lake, Port Macquarie, Watson Taylors Lake and Fernbank Creek.</td>
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<tr>
<td><strong>Continue support for the Rescuing Our Waterways dredging program.</strong></td>
<td>MMC and Roads and Maritime will continue to support the Rescuing Our Waterways dredging program and will work with Crown Lands on a longer term strategy for navigation dredging in NSW. Since the Consultation Draft was released, Rescuing Our Waterways round 2 funding has been allocated to the Coffs Harbour Boat Ramp ($375,000).</td>
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</tbody>
</table>
| **Review options to improve waterways access and boating safety in the Macleay Bar / South West Rocks area.** | NSW Boating Now funds have been allocated to support delivery of the following three projects to improve access around the Macleay Bar and South West Rocks area:  
- Mattys Flat Car Park Upgrades (Project 9)  
- Lagger Point boat ramp car park upgrade (Project 10)  
- Investigation into access improvements at the Back Creek Boat Ramp (Project 13) |
| **Storage** | **Identify opportunities for increasing harbour storage facilities at Coffs Harbour and Port Macquarie.** | MMC has begun working with Crown Lands and industry to identify coastal infrastructure needs to support boat storage and access facilities in NSW coastal harbours |
| | **Optimise configurations of existing mooring fields to improve access and navigation and enable future growth in Port Macquarie and Camden Haven as required.** | The MMC will undertake further consultation in 2015 on policy and regulatory reforms arising from the Moorings Review. Funding has been set aside to support the implementation of these reforms as well as more direct measures to reduce the number of “mooring minders” and reduce mooring waiting lists in popular areas. In addition, funding will be made available from NSW Boating Now Major Projects allocation to trial alternate mooring systems at a number of pilot sites across the state. |
| Provide dingy and paddle craft storage | Feedback on the Consultation Draft did not identify any specific dinghy storage projects as a priority. The need for such storage will be assessed again for funding under the second round of NSW Boating Now funding allocations. |
Appendix A – Maps