



Nambucca River MASTER PLAN

Compendium - March 2010

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Project Disclaimer – Nambucca Shire Council in conjunction with its consultants has prepared this document with financial assistance from the NSW Government through the Department of Environment Climate Change and Water. Any information contained within does not necessarily represent the opinions of the NSW Government or the Department of Environment and Climate Change.



EXECUTIVE SUMMARY

The importance of the Nambucca River cannot be overemphasised regarding its value to not only residents of Nambucca Heads and region but also visitors from other areas.

The study area for the Master plan extends along the Nambucca River from Teagues Creek to the Nambucca River mouth. This area is influenced by surrounding land uses, activities, connections and topographical interactions.

The vision for the Nambucca River Master plan is to strengthen and highlight both the use and aesthetics of the waterway for residents and visitors. The restrained approach ensures the unique existing natural environment is maintained and highlighted as an asset to the Nambucca Valley.

The plan aims to establish the area's appeal as a desirable destination on the Mid North Coast by improving the built forms and recreational facilities while preserving the area's established relaxed coastal atmosphere and natural environment.

The immediate foreshore comprises a plethora of facilities to enable the enjoyment of the area. This analysis has however revealed the need to:

- upgrade and rationalise these facilities;
- create or reinforce distinctive themes along the foreshore;
- provide an effective framework for linking areas to each other and give a visual context in which the Nambucca River is clearly legible to locals and visitors alike;
- introduce new elements that will create a vibrancy in strategic locations along the foreshore;
- establish new codes for development which will ensure relevance to a coastal character and environmental/cultural context of the study area; and
- provide design solutions that will promote the use of indigenous vegetation and techniques to ensure a healthy sustainable foreshore.

The built form, open space use, signage and planting are a focus for analysis and future design concepts. Use of the river itself within the majority of the study area is restricted to small craft moving at slow speeds. The Nambucca River retains many natural features and it is within the scope of the study to enhance these while exploring the opportunities for greater use and appreciation.

An audit and analysis of the existing environmental condition of the study area was carried out. The results of this assessment are presented in this report and accompanying maps.

Four community workshops were held on Monday 6 April 2009 as part of the community consultation process for the Nambucca River Master Plan. Particular interest groups were invited to attend the meetings to assist in gathering targeted information and feedback.

Nambucca Shire Council set up an information desk on Bowra Street, Nambucca Heads to provide a further opportunity for community to interact in the master planning process.

The final Nambucca River Master Plan is based on the knowledge found during site assessments, review of past studies and primarily through an extensive consultation process.



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Prepared by Archaeological Surveys & Reports

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Appendix C Memorandum of Understanding – Generic (MOU)



1. INTRODUCTION

1.1 Project Objectives

The importance of the Nambucca River cannot be overemphasised regarding its value to not only residents of Nambucca Heads and region but also visitors from other areas.

The existing natural beauty of the Nambucca River and its surroundings will respond well to innovative urban landscape design solutions and benefit from a restrained approach that identifies and illustrates opportunities for improvements that would not overwhelm the relaxed character of the area whilst improving connectivity and uses in the area.

The river system extends north west to Bowraville and beyond, south to Scotts Head and south west to Macksville. It is a navigable waterway for much of its length and is an important recreational, fishing and aquaculture area. The interaction between activities in the river system and the adjoining reserves (e.g. Gordon and Bellwood Parks) and landuses is a critical balance for which the Master plan provides a solid framework for the future.

1.2 Study Area

The study area for the Master plan extends along the Nambucca River from Teagues Creek to the Nambucca River mouth. This area is influenced by surrounding land uses, activities, connections and topographical interactions.

Seven individual precincts within the study area have been identified as outlined below;

- Teagues Creek, Bellwood to the Visitor Information Centre,
- Stuarts Island including the golf course and causeway,
- Bellwood Park,
- RSL Club and surrounding area,
- Gordon Park and Wellington Drive, and
- V Wall Park including the Glen, river mouth, training wall.

The location of each of these precincts is shown in **Figure 1 – Study Area & Precincts** (in the Master plan). Each area has been considered separately as well as holistically within the issues paper.

1.3 Structure of Report

The Master plan has been provided in two separate volumes, Volume One is known as The Master plan and Volume Two is known as The Compendium. The Compendium has been separated into Seven Sections.

Section One	Introduces the Compendium and outlines the objectives, study area and contents of the Master plan .
Section Two	Documents the Literature Review undertaken.
Section Three	Provides an outline and assessment of the Planning Framework for the Master plan .
Section Four	Outlines the Contextual Analysis of the Study Area.
Section Five	Documents the Master planning Consultation Process.
Section Six	Lists further information required in the Master plan .
Section Seven	Concludes the Compendium.



The Nambucca River Master plan will be referred to as the Master plan or (NRMP) throughout this Compendium



2. LITERATURE REVIEW

2.1 Nambucca Shire Council Aboriginal Cultural Heritage Management Plan 2003

This plan was reviewed by John Appleton of Archaeological Surveys & Reports, who provides the following comments:

- Only Local Aboriginal Land Councils were consulted, but no Elders or other Aboriginal interest groups.
- The report does not refer to the research into the living Aboriginal histories and associations with Nambucca done by NPWS and UNE Researchers done in recent years and therefore does not recognise the cultural significance to living Aboriginal people.
- The consultation for this project must include not just the Land Council, but other members of the Aboriginal community who have a personal association with sites and places. The Land Council is an administrative body only, and does not represent all interests in the local Aboriginal community.

Further analysis / commentary regarding this study is found at Appendix A.

2.2 Nambucca Shire Structure Plan, 2008

The Nambucca Shire Structure Plan was prepared by SutherlandKoshy and adopted by Council in September 2007. The Structure Plan is a broad scale land use planning framework that was prepared to guide the accommodation of the predicted 2% annual growth in population in the Nambucca Valley in the next 20 years.

The Structure Plan cites the following population growth statistics:

- Year 2006 – 17,896 people
- Year 2011 – 19,759 people
- Year 2016 – 21,815 people
- Year 2026 – 26,593 people

The plan predicts that an additional 4.94 ha of additional land will be required for tourism related uses. It recommends the development of a new tourism precinct along the waterfront inclusive of eco-tourism close to the estuary.

The following future development principles of the Structure Plan apply to the study area:

- Promote Nambucca Heads as the main tourist town in the valley with sensitive new development designed to protect and enhance the world class estuary system that is the main asset of “the Heads”.
- Support rezoning of the Lower Nambucca tourist accommodation and eco-tourism (draft LEP 47 and 65) based on the report and concept plan prepared by King and Campbell, April 2007. (It is noted that this area is just south of the study area, however it will be considered within this master planning project.)

The Structure Plan also provided recommended Tourism – Strategies / Action / Implementation as follows:

- Zone more land for tourist accommodation and facilities
- Expanded tourism precinct along the V wall area
- Provide more facilities for recreational fishing, more mooring, better utilise boat landing facilities, potential access to island and peninsulas

The NRMP does not propose additional zoned land for tourist accommodation or facilities other than relocating the Visitor Information Centre car park to the opposite side of Riverside Drive on land presently zoned for residential uses.



The NRMP does not propose to expand the tourism precinct along the V Wall area. Rather, this area will be upgraded to improve paths, vegetation and emergency safety. Intensifying use in this area is not recommended due to dangerous swimming conditions.

Otherwise, the NRMP is consistent with these strategies.

Recommended Zoning / Policy changes:

- Increase the area of land zoned tourism in and around the town and permit increased heights of up to 18 to 20 metres above existing ground level for some land so zoned, particularly along the riverfront below the town and to 14 metres to screen Woolworths as viewed from the water. (High Priority)
- Permit mixed use at the Riverside Drive / Highway intersection. (High Priority)
- Draft LEP 47 rezones land to low density tourist and residential 2d. (High Priority)
- Investigate land along river south of town – aquaculture and tourism. (Medium Priority)
- Rezone land – draft LEP 47 – to light industrial – see King and Campbell report April 07. (Medium Priority)
- Prepare DCPs for 20m height areas. (High Priority)

It is noted that the NRMP does not support a building height of greater than 12 m along Wellington Drive due to safety and land slippage constraints.

The Structure Plan refers to the Hill PDA Economic Report in which the following recommendations are made:

- Identify tourism precincts and tourism trail
- Tourist accommodation to be characteristic of the area
- Promote water edge restaurant / dining
- Ecotourism
- Creative / cultural centres – mixed use zoning
- Tensions between locals and tourists – need to ensure local community benefits from tourism income.

An Action Plan which identifies and prioritises various activities is attached to the Structure Plan. Several 'actions' that are relevant to this study are already listed above and their priority is noted in brackets. Other relevant 'actions' are listed as follows:

- Prepare shire wide Scenic Landscape Plan (medium priority).
- Develop a Water Sensitive Urban Design (WSUD) Policy and revised on-site detention (OSD) policy (high priority)

A key element of the NRMP is improvements to stormwater quality and quantity through WSUD measures.

- Update shire-wide flood study (medium priority).
- Prepare a European and Aboriginal Heritage Management Plan for the shire (medium priority).

The NRMP proposes a Cultural Heritage pathway appropriately marked with interpretive signage in key locations. This would be supported by a brochure explaining the cultural significance of Aboriginal areas, sites and relics.

- Encourage and support employment generating activities (high priority).
- Prepare shire wide bicycle plan and implementation strategy (medium priority).

The NRMP proposes to widen and extend the existing walkway along the northern bank of the Nambucca River from Teagues Creek to the river mouth.



- Provide more facilities for recreational fishing particularly in Nambucca and Macksville. Provide more moorings and better utilise boat landing facilities for potential access to islands and peninsulas in the estuary for limited tourism (medium priority).

The NRMP provides improved moorings, boat facilities, pontoons and boardwalks that will increase opportunities for recreational fishing in the area.

- Investigate the environmental impacts of dredging the Nambucca River mouth to enable large ocean going commercial fishing vessels to enter (high priority).

This is the focus of a separate hydrological study and is not considered in the NRMP other than to recommend the use of shallow drafted boats that are better suited to the shallow river conditions within the study area.

- 'Refocus' the towns and encourage new mixed use development that relates more closely to the natural assets of each township, the rivers, creeks and estuary and provide built form links between the town centre and riverfront areas (high priority).

The NRMP proposes significant improvements to the interface between town and the river foreshore through improved linkages at Gordon Park and the RSL precinct.

- Increase the areas zoned for tourism uses within the town centres and in selected areas close to the natural assets of the shire (high priority).
- Prepare DCP controls for tourist developments to encourage the development of more carefully managed eco-tourism facilities in the shire to 'showcase' the unique natural areas in the valley (medium priority).

Low key day use and eco-tourism in the form of "walk-in" camping is proposed for the Sand Island. An oyster industry interpretive facility is proposed for the Visitor Information Centre.

- Make better use of the public land along the foreshore areas to provide facilities for residents, workers and tourists, particularly Council managed launching facilities (high priority).

The NRMP proposes significant upgrades to boat handling facilities, recreational facilities and pathways that will benefit residents, working and tourists.

- Development of multi-use river facilities, particularly at Nambucca Heads and Macksville (medium – low priority).

The NRMP proposes multi use river facilities in the Gordon Park and RSL precincts.

2.3 Nambucca River Catchment Estuary Management Study – Estuarine Geomorphology, Physical Condition and Mapping, 2005

This study was prepared to understand the physical process that controls the estuary character and its behaviour. This report provides a description of the Nambucca River Estuary and the processes and recent events that have shaped the estuary and its physical condition.

Key points taken from the study;

- In technical terms the Nambucca River is a drowned river valley with an infilled barrier estuary.
- Warrell Creek has the highest proportion of unstable banks at 6%, mostly due to the predominance of beach sand banks in this style and wave erosion.
- Of all the estuary arms North Arm is the most unstable with 6% highly unstable and 24% mostly unstable, followed by the Nambucca River then Taylors Arm.
- The condition of the riparian vegetation correlates closely with the results of the bank stability assessment, the most common impacts affecting riparian vegetation condition were clearing, weed incursion and stock grazing.



- A total of 13.5km of bank protection works were identified in the 200.7km of estuary surveyed, including 10.3km of rock walls. 69% of the rock walls within the Nambucca River are considered effective in improving bank stability.
- In terms of overall physical impact to the estuary, Nambucca River and Taylors Arm are the most impacts.

Four specific management issues were identified; estuary bank vegetation, estuary sedimentation, boating impacts and foreshore protection.

Seven recommendations for improving riverbank and riparian condition in the Nambucca Estuary were made and listed below.

- Address upstream erosion to limit downstream sedimentation,
- Protect and rehabilitate site with high quality riparian vegetation,
- Manage recreational boat use,
- Protect foreshore areas,
- Target serious invasive weeds in riparian areas,
- Incorporate river health goals into bank protection works, and
- Review Council planning mechanisms.

The NRMP is consistent with these recommendations other than the review of Council planning mechanisms which is beyond the scope of this study.

2.4 Nambucca River Estuary Management Study, 2006

The Nambucca River estuary has been and is currently being subjected to a range of direct and indirect pressures arising from current catchment land uses and waterway activities. These pressures typically result in a variety of impacts at both the macro- and micro-scale. To gain a thorough appreciation of the current estuarine condition and impacts resulting from current usage, an Estuary Management Study was prepared, in accordance with the NSW Estuary Management Program.

The study details the biophysical condition of the estuary; community uses of and values of the estuary and the current institutional arrangements that govern how the estuary is managed. This study was the precursor to the Estuary Management Plan.

The study found that the Shire has an approximate area of 1,491 km², while the Nambucca River has a total catchment area of 1,460 km². The river catchment is almost wholly contained within the Shire's boundary. The prominent waterways of the estuarine river system include the Nambucca River, Taylors Arm and Warrell Creek, which collectively have a waterway area of approximately 7.74 km².

Nambucca River has an area of 253.5 km² (approximately 20% of the total catchment).

The current land use within the study area is approximately evenly divided between cleared lands (50.3%) and remnant vegetation (43.4%). A small portion of the study area is comprised of regrowth vegetation (1.9%), forest plantation (0.3%) and horticulture (0.6%). The remainder of the study area is waterway (3.5%).

Many Crown Land areas are located on the foreshores of the estuary and as such form part of the land/water interface of the estuary. In terms of current waterway usage, community consultation has identified significant recreational usage with the most common activities being fishing (mainly from a boat), swimming and boating (i.e. waterskiing). A number of commercial activities also occur on the river including oyster production, commercial fishing and boat/houseboat hire. The estuary's high scenic and recreational amenity results in increased patronage and demands during summer and holiday periods.



Primary concerns noted by the community during the consultation phase included ongoing sedimentation ('infilling') of the entrance and the impact of boating (for fishing, waterskiing, etc) on the environmental values of the estuary. At present most boating effort (by local residents) occurs between the entrance and Macksville in the main branch of the Nambucca River.

Commercial fishing is undertaken within the Nambucca River estuary. Available data shows that the days of effort put into commercial fishing in the estuary have declined over the period of 1998 to 2004. This has been accompanied by a decrease in the overall weight of commercial catch from the estuary. Despite these declines, the direct value of the commercial fishery has remained relatively constant for the past few years at around \$280,000 per annum. Recent studies by DPI (Fisheries) have identified that the Mid-North Coast region of NSW has the third highest number of recreational fishers of all the regions in NSW.

Only Sydney rock oysters are grown and harvested within the Nambucca River. Presently, there are a total of 52 commercial oyster leases within the estuary, designated as "current" (43 leases) or "former" (9 leases). Ten permit holders utilise the current leases. The yearly oyster sales of the Nambucca River estuary oyster industry are estimated to be approximately \$500,000 to \$700,000 per annum (or 2% for the State industry income) based on average production values and 2002/2003 prices for farm gate sales.

There has been a reported increase in domestic travel to the mid North Coast region (includes other centres such as Coffs Harbour and Port Macquarie) reported by NSW Tourism for the 2002/03 financial year. Local tourist operators consider that the estuary is potentially under-utilised, except during the peak holiday times. The usage of the estuary for passive recreational pursuits is low, despite it having many superb areas that are suitable for a wide range of passive recreation pursuits.

In respect of the general goals of the Estuary Management Policy (NSW Government, 1992), a range of overarching management objectives has been developed for the Nambucca River estuary. The objectives are based on community uses and values associated with the estuary and from the technical reviews completed as part of this study. The objectives form the goal posts for estuary management and will serve as future measures against which to assess the success of the process. The objectives are further refined and published in the Nambucca River Estuary Management Plan, 2008.

2.5 Nambucca River Estuary Management Plan, 2008

This document presents the Estuary Management Plan for the Nambucca River. WBM Pty Ltd has prepared the EMP with input from GECO Environmental. The plan was prepared under the direction of the Nambucca Shire Estuary and Coastline Management Committee, Nambucca Shire Council and Department of Environment and Climate Change (DECC, formerly DNR) in accordance with a study brief released by Nambucca Shire Council in February 2004.

The main aim of the plan is to maintain and improve the recreation and amenity values of the river without resulting in deleterious impacts on the natural environment.

The following management objectives were developed for the Nambucca River estuary and are based on community uses and values associated with the estuary and from the technical reviews completed as part of the Nambucca River Estuary Management Study, 2006. The objectives have been ranked and prioritised accordingly.

Management Strategy	Priority	Rank
1. Improve overall riverbank condition (including riparian habitats) on all major streams and waterways within the Nambucca Valley.	High	1
2. Minimise the environmental impact of new development by integrating best practice water management approaches (encompassing design, construction and operation) into Council's planning, approval and regulatory systems.	High	2
3. Reinststate tidal flow through the Stuart Island Causeway, whilst minimising risk to swimmers utilising the Bellwood Swimming Hole.	High	3



Management Strategy	Priority	Rank
4. Raise community awareness as to the environmental impacts of boating within the estuary and boating techniques that could be employed to minimise them.	High	4
5. Support sustainable aquaculture industries within the Nambucca River estuary by application of the highest levels of catchment and waterway management to ensure that the estuary's water quality is sufficient to maintain this industry, in clearly identified areas.	High	5
6. Protect habitats of high ecological and estuarine conservation value (eg saltmarsh, wetlands, littoral rainforests, riparian zones and floodplain wetlands), through appropriate landuse planning and development controls.	High	6
7. Incorporate riparian protection zones within Council's planning framework to safeguard them against potential future development and land-use change.	High	7
8. Enhance condition of habitats of high ecological/ conservation value.	High	8
9. Raise community awareness of coastal/estuary processes to increase the level of understanding of shoaling mechanisms and associated implications as well as the consequences of intervention measures	High	9
10. To maintain and enhance the condition of Nambucca Valleys waterways to allow for responsible recreational boating and water sports activities.	High	10
11. Rationalise and improve access points, boat ramps and associated facilities to protect existing estuarine values and to provide quality public foreshore access to the estuary.	Medium	11
12. Integrate and improve upon existing water quality monitoring activities occurring within the estuary to provide a better indicator of overall estuarine health, whilst addressing all existing licence and operational requirements.	Medium	12
13. Improve swimmer safety in the lower estuary by a variety of means including improved signage / safety equipment, provision of new swimming areas and/or improving the safety aspects of existing swimming areas.	Medium	13
14. Address localised shoaling and erosion problems and improve navigable access where practical and most needed in the lower estuary giving consideration to the likely effectiveness, costs and benefits of works as well as the potential impacts.	Medium	14
15. Ensure proposals that affect the estuary and surrounds afford an appropriate level of protection to items and areas of Aboriginal and European cultural heritage.	Medium	15
16. Promote the values of the estuary in ways that promote its sustainable use and also support the valuable tourism industry of the Nambucca Shire.	Medium	16
17. Initiate fishing catch surveys on the Nambucca River estuary, which identify key fishing locations, fishing effort, catch quantities and species caught.	Medium	17
18. Obtain better understanding of fisheries habitat values and trends in fish communities over time in different parts of estuary.	Medium	18
19. Incorporate river health goals and best practice design into future bank protection works (e.g. construction of future foreshore retaining walls) through an integrated and streamlined approvals process.	Medium	19
20. Ensure climate change and sea level rise implications are incorporated into the current LEP and forward planning.	Low	20
21. Protect habitats of moderate or local ecological value (eg areas of native regrowth).	Low	21
22. Enhance condition of habitats of moderate or local ecological value.	Low	22
23. Ensure adequate representation of all key local stakeholder groups is maintained on the Estuary and Coastline Management Committee (ECMC) and that stakeholder input is encouraged in the implementation of the Plan	Low	23
24. Ensure all foreshore structures are appropriately licenced, designed and maintained to protect foreshore amenity and access.	Low	24
25. Improve recognition of Crown Land areas in the lower estuary, particular those around existing facilities that may promote greater connectivity and tourist related usage of the area.	Low	25

The NRMP is consistent with these management strategies.



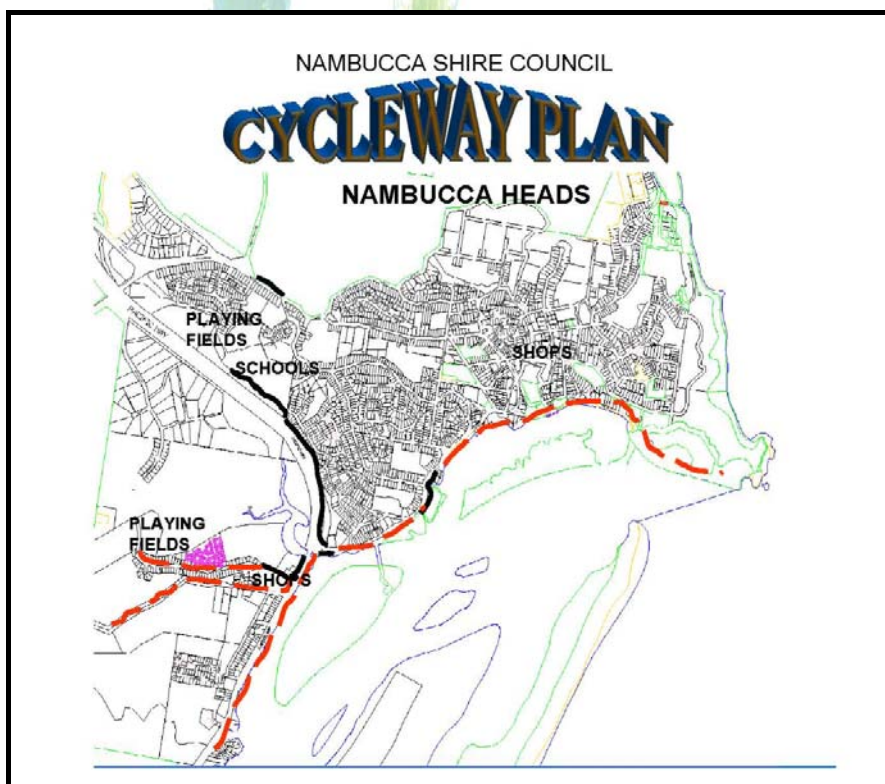
2.6 Nambucca Cycleway Plan, 2005

This plan was amended and adopted by Council in 2005. The aim of the plan is to:

Provide a cycleway network within the towns of Macksville, Nambucca Heads, Bowraville, Scotts Head and Valla Beach. Sections of this cycleway network in Macksville and Nambucca Heads will form part of possible future regional cycleway along the east coast.

The objective of the plan is to 'form defined links between areas such as schools, business centres, recreation areas, residential areas and between towns'.

The plan identifies a cycleway along the northern bank of the Nambucca River as shown below. (Black unbroken lines – existing, red broken lines – proposed)



The Cycleway Plan identifies the use of Section 94 funds, Reserves and Community Facilities Plan and a separate plan to implement the construction of the new cycleways.

The NRMP is consistent with the Cycleway Plan in that it proposes to widen, upgrade and provide new connections to the cycleway / walk way along the length of the northern bank of Nambucca River from Teagues Creek to the river mouth.

2.7 Nambucca Valley Tourism Strategy

Evolve Network Australia (ENA) prepared the Tourism Strategy in November 2007 to '*...discover the driving forces and the current blockages impacting the tourism industry in the Nambucca Valley and to make recommend strategies for future market growth*'.

The study involved a review of previous studies, interviews, a survey, observation and industry consultation. Relevant outcomes / factors identified in the strategy include:

- opportunities for eco-tourism
- water based activities will be impacted by the final Estuary Management Plan (this is discussed separately in this section and will be further considered in the draft Master Plan).
- market trends



- 'baby boomer' demand
- special interest – niche markets
- more frequent short break holidays
- environmental and social awareness
- variable fuel prices
- crime prevention at the Visitor Information Centre
- consultation / collaboration – ENA found that:

"There is a distinct lack of unity in the tourism industry across the valley, most of the operators who participated in the research operated alone with little or no collaboration with other local entities. Operators are unclear about the roles of Council and tourism bodies and feel unsupported."

This comment highlights the need to include all tourist related groups and individuals in the business group workshops to increase their participation rate. A series of Consultation workshops were held to discuss the Master Plan and seek input from interested people. Refer to Section 5 of this report for further details and a list of attendees.

2.8 Nambucca Shire Social & Community Plan, 2004

The Social and Community Plan was prepared by Nambucca Shire Council's Community Services staff in conjunction with Council's Community Services Committee in October 2004.

The purpose of the Social Plan is to assist Nambucca Shire Council, local community organisation/services, and government departments to determine the present and future social and community service needs of the Nambucca Shire. It is a tool which can assist in the orderly development of services and facilities for the community, and further, provides guidance to Council as to which priorities it should consider in its Management Plan and Budget processes.

The plan identifies the following 'issues, needs and strategies' that are relevant to the project:

RECREATION AND CULTURE					
OBJECTIVE: To provide facilities and services in response to the active and passive recreational and cultural needs of residents and visitors.					
ISSUE	STRATEGY	OUTCOME	ACTION WHOM	REQUIRED/BY	TIME FRAME
Preservation of Aboriginal culture and heritage	Develop a "keeping place" Consultation protocol & plan has to be developed & updated	Focal point for experiencing the culture Artefacts kept outside the Nambucca can be returned to their home area	Ngurrula Aboriginal Corporations and others to develop facilities (LALC'S, Language Group, Gumbaynggir Elders) Requires a suitable keeping place		Short-term
Suitable venues	To provide appropriate facilities for arts and cultural activities Liaise with Land Council for Culture & Heritage Centre	Facility for arts and crafts production and sale; a venue for performing arts Venue will attract high quality performers	Develop a cultural centre; seek out land and funding for buildings etc (NSC, community groups, Regional Arts Development Office) Continue to improve Nambucca Entertainment Centre (NSC, NV Arts Council)		Current and Ongoing Ongoing.
Preservation of history	To preserve and protect locally significant sites, buildings and artefacts	Knowledge of and respect for local history	Preservation being undertaken by groups based in Bowraville, Macksville and Nambucca Heads		Ongoing



John Appleton, Archaeologist met with Nambucca District Historical Society to discuss identification of a suitable venue for the preservation of Aboriginal culture and heritage. This is further discussed in the *Archaeological Assessment of Sites of Indigenous Cultural & European Significance* report found at Appendix A.

PRINCIPAL ACTIVITY: RECREATION AND CULTURE				
OBJECTIVE: To provide facilities and services in response to the active and passive recreational and cultural needs of residents and visitors				
ISSUE	STRATEGY	OUTCOME	ACTION REQUIRED/BY WHOM	TIME-FRAME
Providing a range of suitable sporting facilities	Plan ahead for improvements to existing facilities and building new ones	Adequate facilities to meet the increasing population	Develop an up to date plan for development of new recreation facilities (NSC) Review Section 94 Plan (NSC) Committee of Management to have Forward Plans	Short-term
Water safety	Provide facilities for water based organisations	Suitable facilities	Housing for Marine Rescue equipment and activities (Nambucca Shire Council, Nambucca River Marine Rescue)	Current and short-term
			Include concept of a Surf Club at Valla Beach in developing the Valla Beach Coastal Reserves Management Plan (NSC)	Likely to be very long-term; site identification could be medium term
			Continue to upgrade surf club at Main Beach Nambucca Heads	Current

Refer to Section 5 for details and outcomes of the community workshops held in Macksville and Nambucca Heads.

The Social Plan noted the lack of tourist facilities and the need for more picnic tables as an issue raised by the community. The NRMP has responded to this need.

2.9 Urban Design Strategies – Sites In Nambucca Heads (Final Draft)

This plan was prepared by Ruker Urban Design for Council in November 2008.

This plan details the urban design parameters for three key locations in Nambucca Heads including:

1. The Southern corners of the intersection of Bowra and Ridge Streets,
2. Sites along Liston Street between Ridge Street, Lackey Street, Small Street and Bellenger Street,
3. Sites along Wellington Drive east from Quarry Street.

To achieve a whole of precinct approach the plan provides a framework to inform the design direction for individual sites to assist land holders and the Council in negotiating an outcome.

The design principles embedded in this document have been developed using a place specific and urban design based approach that examines the sites within the context of Nambucca Heads.

The principles have been developed with regard for achieving high quality developments that enhance the quality and attractiveness of Nambucca Heads as a whole.

The three key locations within the Urban Design Strategy are relevant to the NRMP. The Urban Design Strategy is consistent with the relevant key findings of the NRMP:



Connection between the main urban area of the settlement and the foreshore occurs from only a few streets making the settlement separated from the water physically but not visually. Given the settlement's tourism base, access to, access along and use of the foreshore in proximity to the settlement's centre is important. This underlies the main opportunities:

- *Continue to reinforce the importance of public and pedestrian access along all foreshores and public views from key places along the main streets and Ridge Street.*
- *Ensure that pedestrian connections from the main street to the foreshores are retained.*

The NRMP strengthens the connections from the town to the river foreshore, both physically and through visual elements using paths, thematic design elements and focal points.

The Urban Design Strategy found that:

'The Wellington Drive Site is located so low as to be no more than 500mm above high tide. This poses significant risks in terms of sea level rise, storm surge and coastal erosion. The rear of the site has a high sheer cliff of unstable soil. This poses a risk in terms of slip.'

The strategy recommends that (future) designs for sites along Wellington Drive address sea level rise, storm surge, coastal erosion and slip. Principles and controls provided in the strategy for the Wellington Drive precinct have been deferred by Council.

2.10 North Coast Design Guidelines

These guidelines have been prepared to support the Far North Coast and Mid North Coast Regional Strategies developed by the NSW Department of Planning, and to manage this change, maintaining a prosperous economy and protecting the unique North Coast environment through good planning and urban design.

Councils, as part of their responsibilities under the Far North Coast and Mid North Coast Regional Strategies are required to prepare a Local Growth Management Strategy for their local government area. The North Coast Urban Design Guidelines are designed to assist with this process.

This document has been prepared in two parts.

- Part One of these guidelines is designed to assist councils in undertaking an assessment of the existing positive attributes of their own settlements to determine what planning responses may be required to maintain the character of the settlement through future settlement growth opportunities.
- Part Two outlines the principles and strategies for managing environmentally, economically and socially sustainable settlement growth. It addresses growth management in three typical planning scenarios and at three scale levels.

Growth and development must be properly planned and designed at all scales - regionally, locally, settlement by settlement, street by street and block by block - in order to properly preserve the existing natural and built character.

A clear understanding of and respect for the region's character is fundamental to its ongoing appeal and success. The guidelines are an additional tool in advancing quality urban design.

The NRMP is not part of a Growth Management Strategy, however, the need for the plan has followed on from the preparation of Councils Structure Plan and the Estuary Management Plan.

The following design principles of the North Coast Design Guidelines are relevant to the draft Master Plan:

- *Ensure local and regional transport connectivity*
- *Establish a development scale and density which is supportive of public transport, cyclist and pedestrian use; provide pedestrian and cycle routes that connect key community facilities, parks and open spaces*



- *Maintain axes with views and vistas towards watercourses and surrounding natural landscape, enhance and maintain river, coastal and landscape edge treatments, whilst minimising risk of flooding*
- *Maintain and protect any local heritage, natural or man-made, of physical, social or cultural significance in the community to establish an understanding of the collective past*
- *Define public open spaces and parks with consistent carriageway treatment and landscaping along the urban/natural edge*

The draft Master Plan is consistent with the following guidelines.

- *NSW DoP Settlement Planning Guidelines*
- *Nambucca Shire Council Street Tree Guideline*
- *North Coast Crown Reserves Management Strategy*
- *Guidelines for Tourism Development Adjacent to Natural Areas*
- *Tourism Development along the NSW Coast: Guidelines, NSW Department of Planning, 1992.*



3. PLANNING FRAMEWORK

The master planning vision and concept was developed under the guidelines of a statutory and strategic planning framework. This framework comprises State, Regional and local planning legislation, policies, plans, strategies and guidelines.

The study area comprises Crown Land, Council managed land and privately owned land. The NRMP proposes a range of land and river uses. A range of legislation and policies impacts on the way in which the study area is used and managed.

The principles of ecologically sustainable development (ESD) have guided much of the work that has preceded the preparation of the NRMP. The key background studies are the Nambucca Economic Strategy, Nambucca Shire Structure Plan, Nambucca River Estuary Management Plan and the Nambucca Valley Tourism Strategy.

The studies were prepared under the provisions of the NSW Coastal Policy (1997), NSW Estuary Policy (1992) and the Local Government Act (1993) all have regard to the ESD principles.

These principles are:

- The precautionary principle: the lack of full scientific evidence should not be used as a justification for the postponement of the introduction of measures to prevent or mitigate environmental degradation.
- Intergenerational equity: Each generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for future generations.
- Conservation of biological diversity and ecological integrity: Measures should be taken to prevent and protect against the extinction of plant and animal species due to human activities.
- Improved valuation and pricing of environmental resources: The quality and value of environmental resources should be maintained and enhanced through appropriate management, preventing degradation and damage.

A brief summary of the key State, Regional and Local planning documents follows:

3.1 The Environmental Planning and Assessment Act 1979

The principal law regulating land use in New South Wales is the *Environmental Planning and Assessment Act (EP&A Act) 1979*. The EP&A Act is administered by the Minister for Planning.

The EP&A Act provides the statutory basis for the development consent process in NSW. Depending on the scale of the development or activity and on the proponent, Part 3A, Part 4 and Part 5 of the Act may apply.

Significant development proposals would be assessed under Part 3A of the EP&A Act. Part 3A requires that major projects are to be determined by the Minister for Planning. The Major Projects SEPP identifies development to which the development assessment and approval process under Part 3A of the Act applies. Development involving marinas, structures over 13 metres and tourist facilities involving accommodation are considered to be major projects in the Nambucca River and within 100m of the mean high water mark.

Other development proposals would be assessed under Part 4 of the EP&A Act. Section 79C of Part 4 outlines the factors that a Council must consider when assessing a development application for local development. These matters include:

- *Any environmental planning instrument.*
- *Any draft environmental planning instrument that has been placed on public exhibition and details of which have been notified to the consent authority.*
- *Any development control plan.*



- *The Regulations.*
- *The likely impacts of the development, including environmental impacts on both.*
- *The natural and built environment, and social and economic impacts on the locality.*
- *The suitability of the site for the development.*
- *Any submissions made in accordance with the Act or the Regulations; and the public interest.*

Activities carried out by public authorities that do not require development consent will be assessed under Part 5 of the EP&A Act. In this case, the proponent must prepare a Review of Environmental Factors (REF) which will determine whether the activity may proceed, or whether it is likely to have a significant effect on the environment and an Environmental Impact Statement (EIS) must be prepared.

Future development proposals and activities will be assessed under the applicable part of the EP&A Act. The part applicable to a proposal will depend on the scale of the activity and whether or not the proponent is a public authority.

The EP&A Act establishes three types of Environmental Planning Instruments (EPIs) that are legally binding on both government and developers. These are:

- Local Environmental Plans (LEPs);
- Regional Environmental Plans (REPs), and
- State Environmental Planning Policies (SEPPs).

EPIs that are relevant to the study have been considered under the NRMP. The relevant EPIs and studies are summarised in this section.

3.2 State Environmental Planning Policies (SEPPs)

3.2.1 State Environmental Planning Policy No 71 (SEPP 71) – Coastal Protection

SEPP 71 was introduced in October 2002 as part of the NSW Government's Coastal Protection Package and applies to the coastal zone of the State as defined in the Coastal Protection Act 1979. The Nambucca River study area is located in the coastal zone. The Policy gives statutory force to some of the elements of the NSW Coastal Policy 1997.

While the policy primarily comes under consideration when a development application is submitted for determination, the objectives and general principles established in the SEPP should be recognised as relevant to any coastal planning exercise.

The aims of SEPP 71 are:

- *to protect and manage the natural, cultural, recreational and economic attributes of the New South Wales Coast,*
- *to protect and improve existing public access to and along coastal foreshores to the extent that this is compatible with the natural attributes of the coastal foreshore,*
- *to ensure that new opportunities for public access to and along coastal foreshores are identified and realised to the extent that this is compatible with the natural attributes of the coastal foreshore,*
- *to protect and preserve Aboriginal cultural heritage and Aboriginal places, values, customs, beliefs and traditional knowledge,*
- *to ensure that the visual amenity of the coast is protected,*
- *to protect and preserve beach environments and beach amenity,*
- *to protect and preserve native coastal vegetation,*
- *to protect and preserve the marine environments of New South Wales,*
- *to protect and preserve rock platforms,*



- to manage the coastal zone in accordance with the principles of ecologically sustainable development (within the meaning of section 6(2) of the Protection of the Environment Administration Act 1991),
- to ensure that the type, bulk, scale and size of development is appropriate for the location and protects and improves the natural scenic qualities of the surrounding area,
- to encourage a strategic approach to coastal management.

The following clause 8 'matters' are to be taken into account by a consent authority when it determines a development application to carry out development on land to which this Policy applies. Although the NRMP does not seek consent for any works, it is important that future works in the study area are consistent with clause 8 matters.

Clause 8 Matters for Consideration

Clause 8: Matters for Consideration	Response
(a) the aims of this Policy set out in clause 2: <i>Aim (a) - to protect and manage the natural, cultural, recreational and economic attributes of the New South Wales coast.</i>	The aim of the NRMP project is to develop an ecologically sustainable plan to protect and manage the natural, cultural, recreational and economic attributes of the Nambucca River study area.
<i>Aim (b) - to protect and improve existing public access to and along coastal foreshores to the extent that this is compatible with the natural attributes of the coastal foreshore.</i>	The NRMP improves public access whilst providing for improved vegetation through weed eradication and increased estuarine forest and mangrove planting.
<i>Aim (c) - to ensure that new opportunities for public access to and along coastal foreshores are identified and realised to the extent that this is compatible with the natural attributes of the coastal foreshore.</i>	The NRMP proposes new opportunities for public access to the foreshore.
<i>Aim (d) - to protect and preserve Aboriginal cultural heritage, and Aboriginal places, values, customs, beliefs and traditional knowledge.</i>	The study area, particularly Stuart Island is an area of great significance to Aboriginal people. The NRMP proposes to protect and better interpret these places.
<i>Aim (e) - to ensure that the visual amenity of the coast is protected.</i>	The Nambucca River is of high visual importance to the area. The draft MP proposes to protect this visual asset.
<i>Aim (f) - to protect and preserve beach environments and beach amenity.</i>	The study area does not include the beach environment.
<i>Aim (g) - to protect and preserve native coastal vegetation.</i>	The NRMP proposes protection, conservation and enhancement of native coastal vegetation.
<i>Aim (h) - to protect and preserve the marine environment of New South Wales.</i>	The NRMP aims to protect the river bank in accordance with the management objectives of the <i>Nambucca River Estuary Management Plan 2008</i> .
<i>Aim (i) - to protect and preserve rock platforms.</i>	Protection of rock platforms is not applicable to the NRMP.
<i>Aim (j) - to manage the coastal zone in accordance with the principles of ecologically sustainable development (within the meaning of section 6 (2) of the Protection of the Environment Administration Act 1991).</i>	Principles of ecological sustainable development have guided the preparation of the NRMP.



Clause 8: Matters for Consideration	Response
<i>Aim (k) - to ensure that the type, bulk, scale and size of development is appropriate for the location and protects and improves the natural scenic quality of the surrounding area.</i>	The type, bulk, scale and size of development proposed within the NRMP is consistent with the 'low key' coastal and riverine environment of the study area.
<i>Aim (l) - to encourage a strategic approach to coastal management.</i>	The NRMP is consistent with the strategic vision of the Nambucca Shire Structure Plan, Nambucca Valley Estuary Management Plan, Nambucca Valley Tourism Plan, Nambucca Economic Development Plan and the Nambucca Aboriginal Cultural Heritage Management Plan.
<i>b) Existing public access to and along the coastal foreshore for pedestrians or persons with a disability should be retained and, where possible, public access to and along the coastal foreshore for pedestrians or persons with a disability should be improved.</i>	The NRMP improves public access through widening paths and boardwalks and creating new access points and linkages to existing path networks.
<i>c) Opportunities to provide new public access to and along the coastal foreshore for pedestrians or persons with a disability.</i>	The NRMP proposes improvements to public access along the full length of the study area from Teagues Creek to the river mouth.
<i>d) The suitability of development given its type, location and design and its relationship with the surrounding area.</i>	Works and future development proposed under the NRMP are consistent with a low key, restrained coastal environment.
<i>e) Any detrimental impact that development may have on the amenity of the coastal foreshore, including any significant overshadowing of the coastal foreshore and any significant loss of views from a public place to the coastal foreshore.</i>	Works and future development proposals under the NRMP have been designed to minimise overshadowing and to maximise views of natural areas within the study area.
<i>f) The scenic qualities of the New South Wales coast, and means to protect and improve these qualities.</i>	The scenic qualities of the coastal area of Nambucca River have been protected and enhanced under the NRMP.
<i>g) Measures to conserve animals (within the meaning of the Threatened Species Conservation Act 1995) and plants (within the meaning of that Act), and their habitats.</i>	The NRMP identifies areas of ecological significance and proposes to protect and enhance these areas.
<i>h) Measures to conserve fish (within the meaning of Part 7A of the Fisheries Management Act 1994) and marine vegetation (within the meaning of that Part), and their habitats.</i>	Fish habitat and marine vegetation, particularly mangroves and sea grass areas are enhanced and protected under the NRMP.
<i>i) Existing wildlife corridors and the impact of development on these corridors.</i>	Works and future development proposals under the NRMP are low key and restrained and will not impact on wildlife corridors.
<i>j) The likely impact of coastal processes and coastal hazards on development and any likely impacts of development on coastal processes and coastal hazards.</i>	Urban impacts from the surrounding area will be improved using WSUD measures recommended in the NRMP. Impacts from coastal processes and hazards within the study area will be improved using native vegetation planting, rock bank stabilisation and rock 'fillets'.
<i>k) Measures to reduce the potential for conflict between land-based and water-based coastal activities.</i>	One of the aims of the NRMP is to better manage the interface between urban activities and the river environment. This is achieved through WSUD measures and improvements to public infrastructure.



Clause 8: Matters for Consideration	Response
<i>l) Measures to protect the cultural places, values, customs, beliefs and traditional knowledge of Aboriginals.</i>	The NRMP proposes a cultural walk / pathway, interpretative / educational signage and background brochures to better inform people of the aboriginal cultural significance of the study area. Cultural heritage places will be better protected through the use of defined pathways and recreation areas.
<i>m) Likely impacts of development on the water quality of coastal waterbodies.</i>	The NRMP proposes low key, restrained future works and development, WSUD measures and enhanced vegetation that will reduce existing urban impacts to water quality in the study area.
<i>n) The conservation and preservation of items of heritage, archaeological or historic significance.</i>	The NRMP proposes a cultural walk / pathway, interpretative / educational signage and background brochures to better inform people of the aboriginal cultural significance of the study area. Cultural heritage places will be better protected through the use of defined pathways and recreation areas.
<i>o) Only in cases in which a council prepares a draft local environmental plan that applies to land to which this Policy applies, the means to encourage compact towns and cities.</i>	A draft LEP is not proposed under this NRMP.
<i>p) Only in cases in which a development application in relation to proposed development is determined:</i> <i>(i) the cumulative impacts of the proposed development on the environment, and</i> <i>(ii) measures to ensure that water and energy usage by the proposed development is efficient.</i>	The NRMP is not a Development Application (DA), however, future DA's are required to be compliant with this provision. Works proposed under this MP have considered cumulative impacts and also propose the use of energy efficient public infrastructure.

3.2.2 State Environmental Planning Policy (Infrastructure) (SEPP) 2007

This SEPP provides a consistent planning regime for infrastructure and the provision of services and public works across NSW, along with providing for consultation with relevant public authorities during the assessment process. Where there is an legislation inconsistency, the provisions of the Major Development SEPP prevail over the Infrastructure SEPP.

Schedule 1 of the SEPP lists a range of minor activities, including car parks, some signage, disabled access ramps as exempt development (does not require development consent) if it is carried out by a public authority.

The SEPP lists a range of development controls that 'save' certain activities from the need for consent. Listed below are some of those activities that may be relevant to the study area:

Parks and other public reserves (Clauses 64 – 66)

Development for any purpose may be carried out without consent if, in the case of land that is a reserve within the meaning of Part 5 of the Crown Lands Act 1989, by or on behalf of the Director-General of the Department of Lands, a trustee of the reserve or (if appointed under that Act to manage the reserve) the Ministerial Corporation constituted under that Act or an administrator, if the development is for the purposes of implementing a plan of management adopted for the land under the Act referred to above in relation to the land.

Clause 65 (3) enables Council as reserve manager to carry out any of the development listed below on a public reserve:

- roads, cycleways, single storey car parks, ticketing facilities and viewing platforms,
- outdoor recreational facilities, including playing fields, but not including grandstands,
- information facilities such as visitors centres and information boards,



- lighting, if light spill and artificial sky glow is minimised in accordance with AS/NZS 1158: 2007, Lighting for Roads and Public Spaces,
- landscaping, including irrigation schemes (whether they use recycled or other water),
- amenity facilities,
- maintenance depots,
- environmental management works.

Clause 66 enables public authorities (including Councils) to carry out the following works as exempt development provided it complies with the criteria in Clause 20(1) and the development standards listed in Schedule 1. Construction, maintenance and repair of:

- walking tracks, boardwalks and raised walking paths, ramps, minor pedestrian bridges, stairways, gates, seats, barbecues, shelters and shade structures,
- viewing platforms with an area not exceeding 100m²,
- sporting facilities, including goal posts, sight screens and fences, if the visual impact of the development on surrounding land uses is minimal,
- play equipment where adequate safety provisions (including soft landing surfaces) are provided, but only if any structure is at least 1.2m away from any fence,
- routine maintenance (including earthworks associated with playing field regrading or landscaping and maintenance of existing access roads).

Port, wharf or boating facilities (Clauses 67 – 72)

Development for any of the following purposes may be carried out by or on behalf of a public authority without consent on any land or on unzoned land:

- navigation and emergency response facilities,
- environmental management works associated with a port, wharf or boating facility,
- construction works including dredging and land reclamation, (if it is required for the construction of facilities),
- routine maintenance works
- alteration, demolition or relocation of a local heritage item,
- alteration or relocation of a State heritage item.

Road infrastructure facilities (Clauses 93 – 97)

Subject to a range of criteria, development for the purpose of a road or road infrastructure facilities may be carried out by or on behalf of a public authority without consent on any land.

Waterway or foreshore management activities (Clauses 128 – 129)

Waterway or foreshore management activities includes coastal management and beach nourishment, including erosion control, dune or foreshore stabilisation works, headland management, weed management, revegetation activities and foreshore access ways.

Development for the purpose of waterway or foreshore management activities may be carried out by or on behalf of a public authority without consent on any land for the following purposes;

- construction works,
- routine maintenance works,
- emergency works, including works required as a result of flooding, storms or coastal erosion,
- environmental management works.

Stormwater Management Systems (Clauses 110 – 112)

This section allows public authorities to carry out stormwater management development without consent. This includes drainage works, detention basins and stormwater quality control devices. WSUD works proposed under the NRMP may be carried out by Council without the need for consent.



3.2.3 State Environmental Planning Policy (SEPP) (Major Development) 2005

This SEPP defines certain developments that are major development under Part 3A of the Environmental Planning and Assessment Act 1979 and determined by Joint Regional Planning Panels (JRPP).

One of the aims of this SEPP is to identify development to which the development assessment and approval process under Part 3A of the Act applies.

Development that is described in Schedules 1, 2 and 3 of the SEPP (in the opinion of the Minister) are deemed to be Part 3A projects.

The NRMP does not propose works or development listed under Schedules 1, 2 or 3 of the SEPP.

Clause 13A of the SEPP outlines those developments or works that **will not** be referred to the JRPP.

- (a) *complying development,*
- (b) *development within the area of the City of Sydney,*
- (c) *development for which development consent is not required,*
- (d) *development specified in Schedule 1, 2, 5 or 6,*
- (e) *development for which the consent authority is not the council.*

Clause 13B of the SEPP outlines those developments or works that **will be** referred to the JRPP for determination:

- a) development that has a capital investment value of more than \$10 million,
- b) development for any of the following purposes if it has a capital investment value of more than \$5 million:
 - affordable housing, air transport facilities, child care centres, community facilities, correctional centres, educational establishments, electricity generating works, electricity transmission or distribution networks, emergency services facilities, health services facilities, group homes, places of public worship, port facilities, public administration buildings, public ferry wharves, rail infrastructure facilities, research stations, road infrastructure facilities, roads, sewerage systems, telecommunications facilities, waste or resource management facilities, water supply systems, wharf or boating facilities,
- c) Crown development that has a capital investment value of more than \$5 million,
- d) development for the purposes of eco-tourism facilities that has a capital investment value of more than \$5 million,
- e) designated development,
- f) subdivision of land into more than 250 lots.

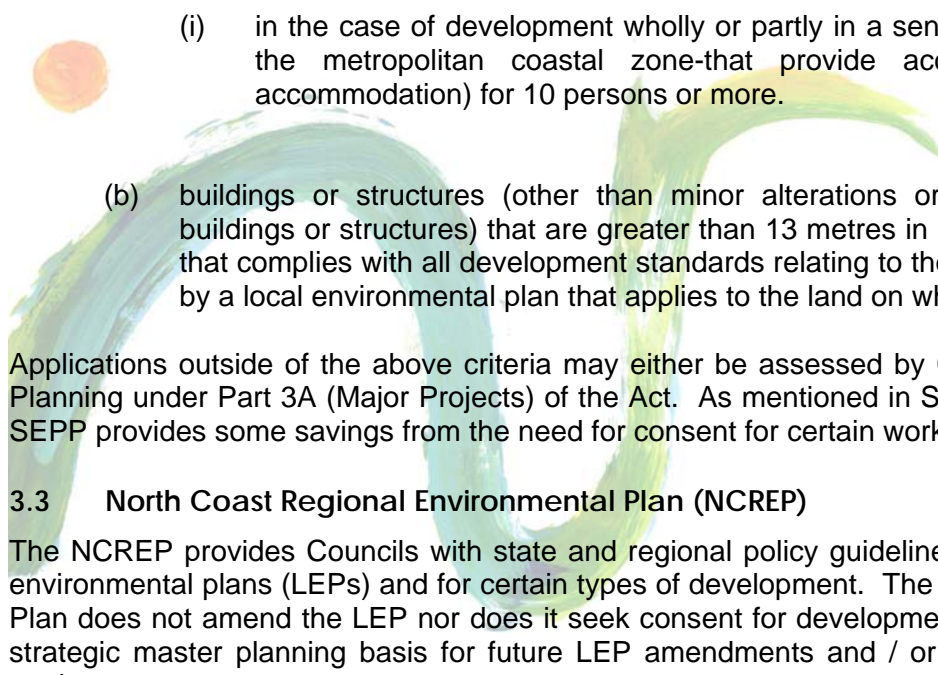
This Part also applies to development that has a capital investment value of more than \$5 million if:

- (a) a council for the area in which the development is to be carried out is the applicant for development consent, or
- (b) the council is the owner of any land on which the proposed development is to be carried out, or
- (c) the development is to be carried out by the council, or
- (d) the council is a party to any agreement or arrangement relating to the development (other than any agreement or arrangement entered into under the Act or for the purposes of the payment of contributions by a person other than the Council).

In addition to the above Clause 13C would apply regarding development within the Coastal Zone. Clause 13C applies to development within the coastal zone. The study area is located in the coastal zone, therefore Clause 13C applies. The relevant subclauses to future works under the NRMP are:

- (a) caravan parks and tourist and visitor accommodation:



- 
- (i) in the case of development wholly or partly in a sensitive coastal location outside the metropolitan coastal zone that provide accommodation (or additional accommodation) for 10 persons or more.
 - (b) buildings or structures (other than minor alterations or minor additions to existing buildings or structures) that are greater than 13 metres in height, excluding any building that complies with all development standards relating to the height of such a building set by a local environmental plan that applies to the land on which the building is located,

Applications outside of the above criteria may either be assessed by Council or by the Minister for Planning under Part 3A (Major Projects) of the Act. As mentioned in Section 3.2.2 the Infrastructure SEPP provides some savings from the need for consent for certain works.

3.3 North Coast Regional Environmental Plan (NCREP)

The NCREP provides Councils with state and regional policy guidelines for the preparation of local environmental plans (LEPs) and for certain types of development. The draft Nambucca River Master Plan does not amend the LEP nor does it seek consent for development, however it will provide the strategic master planning basis for future LEP amendments and / or new development within the study area.

The relevant aims of the REP are:

- *to develop regional policies that protect the natural environment, encourage an efficient and attractive built environment and guide development into a productive yet environmentally sound future,*
- *to provide a basis for the co-ordination of activities related to growth in the region and encourage optimum economic and social benefit to the local community and visitors to the region, and*
- *to initiate a regional planning process that will serve as a framework for identifying priorities for further investigation to be carried out by the Department and other agencies.*

The NCREP applies to a consent authority when determining an application for development consent for the carrying out of development on or in relation to land within the region, and to the Minister or a public authority when determining whether or not to grant concurrence to the granting of such a consent.

The following provisions of the NCREP are relevant to future development proposals within the study area:

Clause 15 Development control—wetlands or fishery habitats

A consent authority must consider a range of matters when assessing development proposals within or adjoining a fishery habitat area, including:

- *the need to conserve the existing amateur and commercial fisheries,*
- *any loss of habitat which will or is likely to be caused by the carrying out of the development,*
- *whether an adequate public foreshore reserve is available and whether there is adequate public access to that reserve,*
- *the proximity of aquatic reserves dedicated under the Fisheries Management Act 1994 and the effect the development will have on these reserves,*
- *the need to ensure that native vegetation surrounding the wetland or fishery habitat area is conserved.*

Clause 32B Development control—coastal lands

This clause requires that, in considering applications for development within the Coastal Zone, Council (or the relevant consent authority) consider issues associated with public foreshore access and the overshadowing of beaches. This clause also requires that Council consider the Coastal Policy, the Coastline Management Manual and North Coast Design Guidelines.



Clause 36 Development control—heritage items, generally

This clause requires consent for any activity or development that would impact on an item of environmental heritage. The following items are listed under the REP and are discussed in Section 4.3 Aboriginal & European Historical Analysis;

- “Royal Tar” Bed Logs, on vacant Crown land within the Inner Harbour on the northern bank of the Nambucca River near Nambucca Heads (A074)
- Nambucca Heads Sea-wall located within R81262 from Sale or Lease generally on the northern bank of the Nambucca River between the Nambucca Heads Inner Harbour to the west and Wellington Rocks to the east and including Indicator Point and the Fishing Wall (A082A)

In respect of future development that may impact on these items, development consent must not be granted unless an assessment is made of the following matters:

- *the heritage significance of the item,*
- *the extent to which the carrying out of the development in accordance with the consent would affect the heritage significance of the item and its site,*
- *whether the setting of the item and, in particular, whether any stylistic, horticultural or archaeological features of the setting, should be retained,*
- *whether the item constitutes a danger to the users or occupiers of that item or to the public, and*
- *measures to be taken to conserve heritage items, including any conservation plan prepared by the applicant.*

Clause 33 Development control—coastal hazard areas

This clause requires that where land is affected or likely to be affected by coastal processes, consent authorities take into consideration the following matters:

- the Coastline Management Manual,
- require as a condition of development consent, that disturbed foreshore areas be rehabilitated, and
- require as a condition of development consent, that access across foredune areas be confined to specified points.

Clause 75 Development control—tourism development

This clause provides that consent must not be granted to tourism development unless it is satisfied that:

- adequate access by road, railway or water transport (or any combination of them) exists or will be provided to service the development, taking into account the scale of the development proposed, and
- if the proposal involves permanent residential accommodation, all social and community services reasonably required by those residents exist in close proximity to the development, and
- the development will not be detrimental to the scenery or other significant features of the natural environment, and
- reticulated water and sewerage are available, or arrangements satisfactory to the council have been made for the provision of those facilities.

In considering an application for consent for tourism development, the council must have regard to principles contained in the *Tourism Development Along the New South Wales Coast: Guidelines*.

The council must not approve an application for large scale resort development unless it is within or adjacent to a prime tourism development area or adequate urban services are available.

The NRMP does not propose any large scale resort development.



Clause 76 Development control—natural tourism areas

'Natural tourism area' means an area within the region which:

- (a) *adjoins a national park, nature reserve or state recreation area within the meaning of the National Parks and Wildlife Act 1974, or a State forest,*
- (b) *comprises or is adjacent to predominantly Crown land, or*
- (c) *is, in the opinion of the council, a natural area with qualities which make it a major attraction.*

Most of the study area is Crown land, therefore this clause would apply to future development in the area.

Before granting consent for the development of a natural tourism area for tourism purposes, the council must have regard to the '*Tourism Development Near Natural Areas: Guidelines for the North Coast*' regarding the location of facilities, the intensity of development and the means of access available from the development to any adjoining natural areas.

Tourism Development Near Natural Areas: Guidelines for the North Coast was published in 1990. It is considered that the NSW Department of Planning *Settlement Planning Guidelines*, August 2007 and *North Coast Urban Design Guidelines*, 2008 provide more recent / relevant guidelines.

Clause 81 Development control—development adjacent to the ocean or a waterway

This clause provides that development consent should not be granted for development on land within 100 metres of the ocean or any substantial waterway unless it is satisfied that:

- *there is a sufficient foreshore open space which is accessible and open to the public within the vicinity of the proposed development,*
- *buildings to be erected as part of the development will not detract from the amenity of the waterway, and*
- *the development is consistent with the principles of any foreshore management plan applying to the area.*

The NRMP is consistent with the provisions of this clause. Future development proposals in the study area should be consistent with the Nambucca River Master Plan.

3.4 Nambucca Local Environmental Plan (LEP) 1995.

A Local Environmental Plan is an instrument prepared by a Council and approved by the Minister in respect of the whole or any part of the land within the Council's area. The Nambucca Local Environmental Plan (LEP) provides zone particulars, lists permissible and prohibited uses of land and provides general and special provisions for land within the shire.

Relevant objectives of the LEP are as follows:

- *to promote development that is consistent with the four principles of ecologically sustainable development;*
- *to encourage growth in a planned and co-ordinated manner which will be commercially viable and ecologically sustainable;*
- *to protect the quality of areas of high landscape and environmental value;*
- *to provide opportunities for and to encourage development which will support the area's economic, employment and tourism base;*
- *to provide land that is appropriate in area, location and quality for living, working and recreational activities;*
- *to protect places and buildings of archaeological or heritage significance, including Aboriginal relics and places;*
- *to provide public recreation areas and a range of recreational facilities to meet the needs of the population;*



The land within the study is primarily zoned 6 (a) Public Recreation. The objectives of this zone are:

- (a) *to identify proposed or existing publicly owned land that is used or is capable of being used for the purpose of active or passive recreation,*

The NRMP aims to improve active and passive recreation on publicly owned land.

- (b) *to encourage the development of public recreation in a manner which maximises the satisfaction of the community's diverse recreational needs,*

Community input has influenced the proposals made in the NRMP.

- (c) *to enable development associated with, ancillary to, or supportive of, public recreational uses, and*

The NRMP proposes uses that are supportive of public recreational uses.

- (d) *to encourage the development of open space as a major urban landscape element.*

The NRMP proposes passive and interactive uses of open space along the Nambucca River foreshore. It also improves linkages to the town and urban areas of Nambucca Heads.

The following uses are permissible with consent in the zone (note that the Infrastructure SEPP “saves” the need for consent for some of these uses):

advertising structures; boat landing facilities; boat sheds; buildings used for landscaping, gardening or bush fire hazard reduction; car-parking; caretaker's residences; child care centres; communications facilities; community centres; drainage; earthworks; educational establishments; environmental facilities; golf courses; kiosks; public buildings; recreation areas; recreation vehicle areas; roads; surf life saving clubs.

Other land in the study area is zoned as follows:

7(g) Environment Protection (Archaeological)

- The objective of this zone is to preserve areas that are of significance to the Aboriginal culture and to the local Aboriginal community because of their historical or mythological association.

One of these areas is located near the western bank of Stuart Island and likely to be preserving a significant Aboriginal burial ground. The other area is located near the foreshore to the south of the Caravan Park adjacent to Bellwood Park.

5 (a) Special Uses

This land is a public car parking area located near the Nambucca Head RSL Club

2 (b) Residential (Medium-High Density)

The main aim of this zone is to allow for higher residential densities in appropriate areas. This land is located along Wellington Drive in an area characterised by one to four storey residential flat buildings. A small area of 2(b) land is located adjacent to the RSL. Three storey apartments with river frontage are located on this site.

3 (a) General Business

This is a small retail site (fish and chip shop) located in the Gordon Park precinct on the corner of Wellington Drive.

1 (a1) Rural



This land is located on the southern edge of the study area adjacent to the Pacific Highway. This is private land on which one dwelling is located. There is no public access to the river from this area.

The following Special Provisions of the Nambucca LEP may be applicable to future development within the study area.

Clause 49 What restrictions apply to development of flood prone land?

Parts of the study area are identified as 100 year flood inundated land (Storm Consulting, Structure Plan 2008). This clause provides that consent is required for development of flood prone land, however, the provisions of the Infrastructure SEPP prevail over the LEP. The Infrastructure SEPP “saves” certain works (i.e. recreational facilities, roads, cycleways, stormwater infrastructure, boat handling facilities) from the need for consent.

Clause 52 What restrictions apply to Council works and facilities?

This clause provides that Council is not required to obtain its own consent for development by the Council (or a person acting on behalf of the Council) on land within any zone for the purpose of roads and their structures; car-parking; communication facilities; cycleways; stormwater drainage; recreation areas; buildings used for landscaping; gardening or bush fire hazard reduction; environmental facilities; public amenities (consisting of toilets, shelter sheds, picnic grounds, kiosks and the like); boat sheds; boat landing facilities; signage; utility installations.

Clause 54 What restrictions apply to development of Aboriginal conservation areas and relics?

This clause provides that Council must maintain a register of Aboriginal sites, conservation areas and relics. Consent is required for development on land identified in the register. The following sites within the study area are identified on the AHIMS register;

Four sites occur on Stuarts Island: Site 21-6-0008, an open camp site; Site 21-6-0076, a Bora ground; Site 21-6-0088, a burial ground; and Site 21-6-0089, a sacred artefact site. The other three sites are Site 21-6-0012, a natural mythological site – which is to the south of Teagues Creek and therefore just outside the study area; Site 21-6-003, a natural mythological site – since altered by the construction work to Bellwood Park; and Site 22-4-0053, an open camp site near the Lookout off Parkes Street.

Clause 55 What general provisions apply to advertising?

This clause provides that Council may grant consent to advertising on land in any Rural, Environment Protection or Recreation zone, if the advertising is directing the travelling public to tourist areas or tourist facilities or relates to the purpose for which the land is used.

Clause 64 What provisions apply to development below high water mark?

This clause provides that a person must not carry out development on any land:

- (a) *below high water mark,*
- (b) *forming part of the bed of a river, creek, bay, lagoon or other natural watercourse shown uncoloured on the map, or*
- (c) *which has been reclaimed,*

without the consent of the consent authority. As mention previously, the Infrastructure SEPP saves the need for consent for certain activities carried out by a public authority.

Clause 66 Development on land containing potential acid sulfate soils

This clause provides that consent is required for works on land that is identified as affected by acid sulfate soils. The Macksville (1997) Acid Sulfate Soils Planning Map identifies land within the study area as Class1, 2 and 3 acid sulfate soil. As mention previously, the Infrastructure SEPP saves the need for consent for certain activities carried out by a public authority.



Draft LEP 2009

All NSW Councils are required to prepare new LEPs in the prescribed 'template' which will provide a consistent format across NSW. All LEPs prepared in accordance with the Standard LEP Template will share the same set of land zones, standard clauses and definitions.

Nambucca Shire Council is currently preparing their new LEP under the standard template and aim to complete this task by 2010. Consequently, the current zonings applicable to the study area will change to a compatible zone prescribed under the new template. However, until a new LEP is gazetted, the existing zonings under the Nambucca LEP will continue to apply to proposals lodged prior to gazettal.

The aims of the Nambucca LEP have been carried forward into the draft LEP 2009. Land currently zoned 6(a) Public Recreation is likely to be zoned RE1 Public Recreation under draft LEP 2009.

The objectives of the RE1 Public Recreation zone are:

- *To enable land to be used for public open space or recreational purposes.*
- *To provide a range of recreational settings and activities and compatible land uses.*
- *To protect and enhance the natural environment for recreational purposes.*
- *To identify proposed or existing publicly owned land that is used or is capable of being used for the purpose of active or passive recreation.*
- *To enable development associated with, ancillary to, or supportive of, public recreational uses.*

The NRMP is consistent with these objectives. The following land uses are permissible with consent in the zone:

Advertising structures; Boat launching ramp; Boat sheds; Car parks; Child care centres; Community facilities; Caravan parks; Drainage; Dwellings (associated with another land use permitted within this zone); Earthworks; Educational establishments; Environmental facilities; Filming; Kiosks; Public administration buildings; Recreation areas; Recreation facility (indoor); Recreation facility (major); Recreation facility (outdoor); roads.

3.5 NSW Coastal Policy 1997

The 1997 NSW Coastal Policy responds to the fundamental challenge to provide for population growth and economic development without placing the natural, cultural, spiritual and heritage values of the coastal environment at risk. To achieve this, the Policy has a strong integrating philosophy based on the principles of ecologically sustainable development (ESD). The study area is within the area covered by the NSW Coastal Policy.

The Policy addresses a number of key coastal themes including:

- *population growth in terms of physical locations and absolute limits.*
- *coastal water quality issues, especially in estuaries.*
- *disturbance of acid sulphate soils.*
- *establishing an adequate, comprehensive and representative system of reserves.*
- *better integration of the range of government agencies and community organisations involved in coastal planning and management.*
- *indigenous and European cultural heritage; and integration of the principles of ESD into coastal zone management and decision making.*

The management of the coastal zone is the responsibility of a range of government agencies, local councils and the community. The Policy provides a framework for the balanced and coordinated management of the coast's unique physical, ecological, cultural and economic attributes.



In 2001, the NSW Government's Coastal Protection Package was announced. This consists of the Comprehensive Coastal Assessment (a program designed to build a set of consistent and comprehensive data on the physical, biological, social and economic values of the NSW coastline), SEPP 71, extension of the 1997 NSW Coastal Policy, and a number of related strategies and programs.

The NRMP is consistent with the principles and themes of the NSW Coastal Policy. A 'checklist' to verify the implementation of the NSW Coastal Policy is provided below:

Strategic Action Number	Summary Provision	Consistency
Protect, Rehabilitate and Improve the Natural Environment		
1.1.5	Councils will be encouraged to classify open space and land with conservation value as community land under the Local Government Act.	Most of the high conservation value land within the study area is publicly owned. Y
1.1.7	Conservation of coastal ecosystems through existing controls and water sensitive urban design (WSUD).	Y
1.1.8	The implementation of State Environmental Planning Policies No. 14 - Coastal Wetlands and No.26 - Littoral Rainforests will continue.	Y
1.1.11	Open space networks/corridors.	Y
1.2.1	Threatening processes for coastal species and communities will be identified and threat abatement plans prepared.	Y
1.3.2	Non-point source pollution.	Y
1.3.3	Water quality monitoring programs and environmental studies in coastal river systems, estuaries, inshore marine waters and coastal aquifers will be undertaken as necessary, and regular reporting on the state of the environment for these ecosystems will take place.	Y
1.3.7	Water quality and environmental flow objectives through catchment plans.	Y
1.3.8	Discharge of contaminated stormwater.	Y
1.3.12	The control of discharge of toilet and galley waste from vessels in intensively used waterways will be enforced and adequate vessel sewage pumpout facilities in the State's intensively used waterways will be provided.	Y
1.4.3	Detailed management plans for the coastline and estuaries, as provided for in the Coastline Management Manual and Estuary Management Manual, will continue to be prepared and implemented.	Y
1.4.4	The Government's Coastal Management Program will continue to be implemented. Technical and financial assistance will continue to be provided to local government and agencies for the purpose of preparing and implementing coastal management plans, providing protective measures where appropriate, rehabilitating the coastal environment, and improving the recreational amenity of the coastline, as outlined in the NSW Government's Coastline Management Manual.	Y



Strategic Action Number	Summary Provision	Consistency
1.4.6	The Government's Estuary Management Program will continue to be implemented by providing technical and financial assistance to local government and agencies for the purpose of preparing and implementing estuary management plans, undertaking activities to rehabilitate the estuarine environment, and improving the recreational amenity of estuarine foreshores.	Y
1.4.7	Development proposals in estuaries must be consistent with Fisheries Management Act, Crown Lands Act in regard to impacts to the ecology of the area.	Y
1.5.1	Community involvement in implementing measures to protect and rehabilitate natural areas.	Y
1.5.2	Catchment management committees and trusts will continue to play an influencing role in the protection and restoration of coastal environments.	Y
Natural Processes and Climate Change		
2.1.1	Coastline, estuary and floodplain management plans will continue to be prepared by local councils.	Y
2.1.4	Impact of Acid Sulfate Soils.	Y
2.2.2	Sea level change estimates (IPCC).	Y
Aesthetic Qualities		
3.1.2	Provisions to protect areas or items of high aesthetic value.	Y
3.2.1	North Coast Design Guidelines and NSW Guidelines for Tourism Development.	Y
3.3.2	The "Main Street"/"Small Towns" programs will continue to be implemented to promote the unique character of coastal towns.	Y
Cultural Heritage		
4.1.2	Coastal heritage resources.	Y
4.1.4	Views, vistas, street patterns and layout, heritage items.	Y
4.2.2	Aboriginal cultural and heritage values will be considered in the assessment of coastal Crown Lands, having regard to the Commonwealth Native Title Act, Local Land 1993.	Y
Ecologically Sustainable Use of Resources		
5.1.2	Regional economic and tourism development strategies.	Y
5.1.11	Nature-based tourism and ecotourism operators should have regard to the publication "Guidelines for Tourism Development Adjacent to Natural Areas."	Y
5.2.2	Local councils will include in their management plans a statement of activities to be undertaken to protect environmentally sensitive coastal areas and to promote ecological sustainability of the coastal area.	Y
5.2.11	Local tourism development plans.	Y



Strategic Action Number	Summary Provision	Consistency
Public Access and Use		
7.1.1	Increase opportunities for public access to and along the foreshore will continue.	Y
7.1.2	Public facilities - fair and equitable access to and enjoyment of the recreational amenity of the coast and estuary foreshores.	Y
7.1.3	Public access to council owned coastal lands should be facilitated by: <ul style="list-style-type: none"> • the preparation of plans of management • the provision of appropriate access to council owned operational land; • leasing arrangements for council owned coastal land which maximise public access opportunities. 	Y
7.1.5	Public access to foreshores included in new tourism development.	Y
7.2.6	Safe use of coastal / cliff areas – appropriate warnings.	Y
Integrated Planning and Management		
9.1.2	Consistency with Coastal Policy	Y
9.3.1	Ecosystem protection and rehabilitation.	Y
9.3.2	Coastal protection included in Council management plans.	Y

3.6 NSW Coastline Management Manual 1990 and NSW Coastline Hazard Policy 1988

In June 1988, Cabinet adopted a Coastline Hazard Policy involving:

- a) provision, under the proposed Coastline Hazard program, of financial and technical assistance to local government on the basis of 1:1 subsidy, (1 State : 1 Council);
- b) production of a Manual to assist local government in dealing with coastline hazards and with new coastline development proposals;
- c) amendment of the appropriate Act to provide Councils and other public authorities and their staff with immunity from liability in respect of advice provided or acts done in good faith in respect of coastline hazard matters, provided they follow the principles set down in the Manual; and
- d) amendment of appropriate Acts to allow Councils and other authorities to provide rate relief in respect of vacant land which cannot be developed because of planning decisions made in response to coastal hazards caused by oceanic processes.

The primary objective of the Coastline Hazard Policy is to reduce the impact of coastal hazards on individual owners and occupiers, and to reduce private and public losses resulting from natural coastal forces.

The Coastline Hazard Policy introduces a range of planning and structural measures.

In applying the Coastline Hazard Policy, all planning, development and building proposals should be treated on their merits. Social, economic, aesthetic, recreational, and ecological factors need to be considered, as well as coastline hazards. In this way, appropriate development of coastal areas will not be unnecessarily prevented, but potentially inappropriate development will either be excluded from hazardous areas or conditioned to render it compatible with the hazards and its environment.

As part of the implementation of the Policy, this Manual was prepared to assist those responsible for management of the coastline to reach balanced, merit based decisions. The Manual sets down a management system through which local councils can better manage the coastline in accordance



with the Government's requirements and provides information concerning coastal processes, hazards and hazard management measures to those involved with development proposed in proximity to the coastline and to those whose property is threatened by coastal hazards.

Implementation of the Coastline Hazard Policy generally involves the formulation and execution of a coastline management plan. In this regard, it is considered that the Nambucca River Estuary Management Study (WBM 2006), the Estuarine Geomorphology, Physical Condition and Mapping report by (GECO 2005) and the Nambucca River Estuary Management Plan (BMT WBM 2008) provide the necessary background documentation to enable Council, the Estuary Management Committee and DECC to make informed management decision regarding the Nambucca River estuary and coastline.

3.7 Coastal Protection Act 1979

The Coastal Protection Act 1979 regulates the use and occupation of the coastal region of NSW and facilitates coastal protection works to provide for the protection of the coastal environment for the benefit of both present and future generations. The specific objectives of the legislation include:

- (a) *to protect, enhance, maintain and restore the environment of the coastal region, its associated ecosystems, ecological processes and biological diversity, and its water quality, and*
- (b) *to encourage, promote and secure the orderly and balanced utilisation and conservation of the coastal region and its natural and man-made resources, having regard to the principles of ecologically sustainable development, and*
- (c) *to recognise and foster the significant social and economic benefits to the State that result from a sustainable coastal environment, including:*
 - a. *benefits to the environment, and*
 - b. *benefits to urban communities, fisheries, industry and recreation, and*
 - c. *benefits to culture and heritage, and*
 - d. *benefits to the Aboriginal people in relation to their spiritual, social, customary and economic use of land and water, and*
- (d) *to promote public pedestrian access to the coastal region and recognise the public's right to access, and*
- (e) *to provide for the acquisition of land in the coastal region to promote the protection, enhancement, maintenance and restoration of the environment of the coastal region, and*
- (f) *to recognise the role of the community, as a partner with government, in resolving issues relating to the protection of the coastal environment, and*
- (g) *to ensure co-ordination of the policies and activities of the Government and public authorities relating to the coastal region and to facilitate the proper integration of their management activities.*

The requirement for Councils to prepare Coastal Zone Management Plans is conferred by clause 55B of the act. Clause 55C provides matters that must be considered under a Coastal Zone Management Plan. As mention earlier, the Nambucca River Estuary Management Study (WBM 2006), the Estuarine Geomorphology, Physical Condition and Mapping report by GECO (2005) and the Nambucca River Estuary Management Plan (BMT WBM 2008) were prepared on behalf of Council, the Estuary Management Committee and DECC under the provisions of the act to assist in making informed management decisions regarding the Nambucca River estuary and coastline.

3.8 Crown Lands Act 1989 (as amended)

The Crown Lands Act 1989 provides for the administration and management of Crown Land in NSW consistent with the objectives and principles of Crown Lands Act.

The objectives of the Act are to ensure that Crown land is managed for the benefit of the people of NSW and in particular to provide for:

- a proper assessment of Crown land,
- the management of Crown land having regard to the principles of Crown land management,
- the proper development and conservation of Crown land having regard to those principles,



- the regulation of the conditions under which Crown land is permitted to be occupied, used, sold, leased, licensed or otherwise dealt with,
- the reservation or dedication of Crown land for public purposes and the management and use of the reserved or dedicated land, and
- the collection, recording and dissemination of information in relation to Crown land.

The principles of the Act are as follows:

- that environmental protection principles be observed in relation to the management and administration of Crown land,
- that the natural resources of Crown land (including water, soil, flora, fauna and scenic quality) be conserved wherever possible,
- that public use and enjoyment of appropriate Crown land be encouraged,
- that, where appropriate, multiple uses of Crown land be encouraged,
- that, where appropriate, Crown land should be used and managed in such a way that both the land and its resources are sustained in perpetuity, and
- that Crown land be occupied, used, sold, leased, licensed or otherwise dealt with in the best interests of the State consistent with the above principles.

The NRMP is consistent with the objectives and principles of the Crown Lands Act, particularly in regard to conservation and public use and enjoyment principles.

3.9 Threatened Species Conservation Act (TSC) 1995

The TSC Act commenced on 1 January 1996. This Act provides for the protection of all threatened plants and animals native to NSW and their habitats (including endangered populations and ecological communities, and their habitats). Threatened 'fish' and marine vegetation are specifically excluded as these are covered by the Fisheries Management Act 1994.

The TSC Act provides for the listing of species, populations and ecological communities considered (EEC's) to be threatened in NSW. Schedule 1 of the TSC Act contains listings of endangered species, populations and ecological communities. Schedule 2 contains listings of vulnerable species. Any person may nominate any species, population or ecological community for inclusion on, omission from, or amendment to Schedule 1 or 2. The NSW Scientific Committee is responsible for reviewing nominations and determining which species, populations and ecological communities are listed on the Schedules. The TSC Act requires that determinations made by the Scientific Committee are based on scientific criteria and considerations

The following EEC's and threatened species are mapped as present within the study area:

- Littoral Rainforest EEC
- Swamp Oak Floodplain Forest EEC (NSW only);
- Coastal Saltmarsh EEC (NSW only);
- Osprey, Sooty Oystercatcher, Pied Oystercatcher and Beach Stone-curlew (all listed as threatened species in NSW); and
- Potential habitat for a variety of threatened and migratory species.

Schedule 3 of the Act lists Key Threatening Processes. A key threatening process is a process that threatens, or may have the capability to threaten, the survival or evolutionary development of species, populations or ecological communities. A requirement of their listing on the TSC Act is that the process adversely affects two or more threatened species, populations or ecological communities, or that it may cause species, populations or ecological communities that are not threatened to become threatened.



Relevant key threatening processes to the study area are:

- Alteration to the natural flow regimes of rivers and streams and their floodplains and wetlands
- Clearing of native vegetation

The NRMP does not propose significant application of either of these processes; however, limited clearing of sea grass and mangroves for new boat moorings and pontoons would be offset by proposed riparian revegetation at degraded locations along the river bank. Prior to any works, an assessment of significance (see below) would be carried out.

The TSC Act provides for a set of factors which must be considered regarding the effects of a proposed development, activity or action on threatened biodiversity. These factors are contained in s5A of the EP&A Act and s94 of the TSC Act and form the 'Assessment of Significance'. These factors are often previously referred to as the '7 or 8 Part Test'.

If the application of the Assessment of Significance indicates that a significant effect on threatened biodiversity is likely then:

- the proposal may be modified such that a significant effect on threatened biodiversity is unlikely; and/or
- a Species Impact Statement (SIS) must be prepared.

3.10 Fisheries Management (FM) Act 1994.

The objectives of this Act are to conserve, develop and share the fishery resources of the State for the benefit of present and future generations. The act aims:

- (a) to conserve fish stocks and key fish habitats, and*
- (b) to conserve threatened species, populations and ecological communities of fish and marine vegetation, and*
- (c) to promote ecologically sustainable development, including the conservation of biological diversity,*
- (d) to promote viable commercial fishing and aquaculture industries, and*
- (e) to promote quality recreational fishing opportunities, and*
- (f) to appropriately share fisheries resources between the users of those resources, and*
- (g) to provide social and economic benefits for the wider community of New South Wales.*

The NRMP is consistent with these aims.

The FM Act is particularly relevant to the study area in that it provides for the protection of mangroves and sea grasses. NSW Department of Primary Industries (DPI) is responsible for the management of fish and marine vegetation, including mangroves and sea grasses, under the act. Any development or activity that may harm mangroves must be referred to NSW DPI for approval.

The FM Act sets out provisions to protect marine vegetation, including mangroves and sea grasses, from 'harm'. 'Harm' under the FM Act means gather, cut, pull up, destroy, poison, dig up, remove, injure, prevent light from reaching or otherwise harm the marine vegetation, or any part of it. A permit is required from NSW DPI to harm any marine vegetation. The maximum penalty for harming mangroves or sea grasses without a permit is \$220 000 for a corporation or \$110 000 for a person.

3.11 National Parks and Wildlife Act (NPW Act) 1974 (as amended)

The NPW Act establishes the National Parks and Wildlife Service (NPWS), and institutes a process for the management of conservation reserves, including national parks and nature reserves and administration of the Threatened Species Conservation Act (TSC Act) and certain provisions of the EP&A Act.

The NPW Act 1974 (as amended) provides the primary basis for the statutory protection and management of Aboriginal sites in NSW. The administration of legislation pertaining to sites is currently the responsibility of the Department of Environment, Climate Change and Water (DECCW).



In accordance with the Act, an Aboriginal object may not be knowingly disturbed, defaced, damaged or destroyed without written authority from the DECCW. The provisions apply to all Indigenous archaeological sites regardless of whether or not they have been registered with the DECCW. If any proposed development will or is likely to damage, deface, desecrate or destroy an Aboriginal object, a Section 90 Heritage Impact Permit must first be granted by the DECCW Director-General.

Such a permit is normally only issued following review of a specialist report, consideration of the object's significance, advice from the local Aboriginal community and consideration of all alternative conservation options. Except where destruction of an object/group of objects is or will be demonstrably unavoidable, DECCW policy is to require conservation in its original location and context.

Under the terms of the Act an Aboriginal object is defined as:

'any deposit, object or material evidence, not being a handicraft made for sale, relating to indigenous and non-European habitation of the area that comprises NSW, being habitation both prior to and concurrent with the occupation of that area by persons of European extraction.'

The study area includes areas and sites of Aboriginal cultural significance. The key sites are located in and around Stuart Island. Other sites and areas may become known as a result of consultation with Aboriginal people.

3.12 Native Vegetation Act 2003

The native vegetation legislation introduced in 2005 represented an historic change to the way native vegetation is managed across NSW. The Native Vegetation Act 2003 (NV Act) and Native Vegetation Regulation 2005 (NV Regulation) aim to ensure:

- the Government's commitment to end broadscale clearing, to protect the health of our land, rivers and wildlife;
- investment security and increased flexibility for farmers;
- additional funding for farmers and other local groups to repair damaged rivers and restore over cleared landscapes, and
- new powers to local Catchment Management Authorities (CMAs) to make decisions in the best interests of the community.

The system is based on Property Vegetation Plans (PVPs), voluntary agreements between landholders and CMAs. Urban areas are generally excluded from the operations of the NV Act, however land zoned for recreational purposes is not considered to be 'urban land' under the Act. Therefore, the NV Act applies to the study area.

The NV Act requires consent for clearing of native vegetation. Mangroves and sea grass are native vegetation. The Minister for Climate Change and the Environment is the consent authority for development applications for clearing of native vegetation. Part 5 of the EP&A Act does not apply to an activity that involves clearing of native vegetation.

3.13 Water Management Act 2000

The main objective of the Water Management Act (WM) 2000 is the sustainable and integrated management of the State's water for the benefit of both present and future generations. The Act recognises that:

- the fundamental health of our rivers and groundwater systems and associated wetlands, floodplains, estuaries has to be protected
- the management of water must be integrated with other natural resources such as vegetation, soils and land
- to be properly effective, water management must be a shared responsibility between the government and the community



- water management decisions must involve consideration of environmental, social, economic, cultural and heritage aspects
- social and economic benefits to the State will result from the sustainable and efficient use of water

The NSW Department of Water and Energy (DWE) administers planning and development assessment under the EP&A Act and the WM Act. In reviewing and assessing developments submitted under this legislation DWE considers the requirements of the Water Management Act 2000, the Water Act 1912 and relevant key water policies and publications

DWE is referred development applications that trigger the provisions of section 91 of the EP&A Act "Integrated Development". For DWE, Integrated Development applies when a development requires an approval under the Water Management Act 2000 or the Water Act 1912.

Development along water courses may be Integrated Development if it is deemed to be a "controlled activity". A controlled activity approval confers a right on its holder to carry out a specified controlled activity at a specified location in, on or under waterfront land (generally 40m from the river).

A 'controlled activity' means:

- (a) *the erection of a building or the carrying out of a work (within the meaning of the Environmental Planning and Assessment Act 1979), or*
- (b) *the removal of material (whether or not extractive material) or vegetation from land, whether by way of excavation or otherwise, or*
- (c) *the deposition of material (whether or not extractive material) on land, whether by way of landfill operations or otherwise, or*
- (d) *the carrying out of any other activity that affects the quantity or flow of water in a water source.*

When referred an application DWE will advise the consent authority (usually a local council) whether it will issue the required approval through DWE's General Terms of Approval. Some of the works proposed in the NRMP would require referral to DWE.

3.14 Maritime Services Act 1935 / Maritime Safety Act 1998.

The NSW Maritime Services Board administers the Maritime Services Act (MSA) and the Maritime Safety Act 1998. Under the provisions of the EP&A Act, 1979 and other relevant legislation, NSW Maritime has four separate development approval roles with respect to its own land and adjoining foreshore land, ie as land owner, as consent authority in the development approval process, as a determining authority and as a construction approval authority.

Maritime property policy generally applies to the following land:

- *the land comprising the beds of Sydney Harbour, Botany Bay, Newcastle Harbour and Port Kembla Harbour, as shown in Figure 1; and*
- *reclaimed lands, dry lands and intertidal zones which are owned by NSW Maritime, and adjacent to or in the vicinity of these bodies of water.*

The board administers other functions such as aquatic licences, speed limits of vessels in navigable waters, crossings of navigable waters etc. The NRMP does not propose development or activities that would be considered by the NSW Maritime Board.

3.15 Commonwealth Native Title Act 1993

Native title is the legal recognition of Indigenous Australians' rights and interests in land and waters according to their own traditional laws and customs. Unlike Land Rights, native title is not a grant or a right that is created by governments.



The High Court recognised native title for the first time in 1992, in what is known as the Mabo case. Native title is recognised and protected in Australian law by the Native Title Act 1993

The main objectives of this Act are:

- to provide for the recognition and protection of native title; and
- to establish ways in which future dealings affecting native title may proceed and to set standards for those dealings; and
- to establish a mechanism for determining claims to native title; and
- to provide for, or permit, the validation of past acts, and intermediate period acts, invalidated because of the existence of native title.

As a Crown Authority it is the Department of Lands responsibility to ensure that Native Title issues have been addressed in accordance with the Native Title Act 1993 prior to entering into any commercial terms, leases or management plans within the study area. It is understood that an unresolved claim under this Act affects the Sand Island area.

3.16 NSW State Plan (2006)

The NSW State Plan is a ten year plan consisting of 14 long term social, economic and environmental goals, 34 specific priorities for action and 60 targets, against which progress can be measured.

The plan is divided in to five major areas of Government activity:

- Rights, Respect and Responsibility – reducing crime and anti-social behaviour by improving the justice system and promoting community participation and citizenship.
- Delivering Better Services – improving service delivery in the key areas of healthcare, transport and education.
- Fairness and Opportunity – Promoting social justice and bettering outcomes for Aboriginal people, people with a disability and people with a mental illness. Increasing focus on early intervention, developing skills at school entry and reducing child abuse and neglect.
- Growing Prosperity Across NSW – promoting productivity and economic growth, supporting rural and regional economies and cutting government red tape.
- Environment for Living – improving urban environments, housing affordability and road networks as well as improving sustainable water and electricity supplies while focusing on environmental protection.

The State Plan is driving policy and planning and project development at the regional and local level. Development within Council and Crown land should be consistent with the outcomes sought in the State Plan.

The draft MP is consistent with the outcomes sought in the State Plan, particularly in regard to improving urban environments and environmental protection.

3.17 Mid North Coast Regional Strategy (MNCRS)

The primary purpose of the Regional Strategy is to ensure that adequate land is available and appropriately located to accommodate the projected housing and employment needs of the Region's population over the next 25 years.

The Strategy sets the policy to govern where and how growth can occur. While it is clear that expected growth can be accommodated in the Region, the Strategy places limits on growth in some areas where the value of environmental/cultural assets and natural resources is high.

The MNCRS recognises the economic and employment benefits that result from tourism in the region. It acknowledges that tourist development should not overwhelm natural landscape values. It also recognises the importance of the region's natural environment and natural resources to its economy, character, scenery and cultural values.



The draft strategy outlines a range of actions that will guide strategic planning decisions. Relevant actions to the Nambucca River study area are:

- *Tourism developments should not include permanent residential accommodation, except where the tourism development is within an area identified for urban development in an agreed local growth management strategy.*
- *New development adjoining and adjacent to farmland, extractive resources, waterways, wetlands and areas with high value biodiversity will incorporate buffers to avoid land use conflict.*
- *In order to manage risk associated with climate change, councils will undertake flood investigations over lands with the potential to be affected by sea-level rise and inundation to ensure that risk to public and private assets are minimised.*
- *Councils are to ensure that Aboriginal cultural and community values are considered in the future planning and management of the local government area.*

The NRMP is consistent with these strategic actions.

3.18 Crown Lands Policy for Marinas and Waterfront Commercial Tenures (2005)

This Policy was developed to guide the creation of new and renewed tenures for marinas and waterfront commercial facilities in accordance with the requirements of the Crown Lands Act 1989, the principles of Crown Land Management, and the wider considerations such as competition and probity. It sets out considerations that apply to existing Crown tenures, as well as new development sites.

The intent of the Policy is to:

- *ensure that the commercial leasing and licensing of Crown lands is consistent, transparent, fair and impartial;*
- *encourage the sound environmental management of New South Wales' waterways and foreshores;*
- *encourage the ongoing development and improvement of existing and new waterfront sites to ensure the availability of high infrastructure for the storage, maintenance, repair and use of watercraft by the boating public;*
- *encourage the use of waterfront land for public use and enjoyment;*
- *secure a market return from the commercial use of Crown land and the best outcome for the State;*
- *provide certainty for the holders of Crown tenures in a commercially secure environment; and*
- *promote and encourage the operation of market forces in the development and operation of Crown tenures.*

The NRMP provides new opportunities for waterfront commercial tenures along the northern bank of the Nambucca River.

3.19 Crown Lands Policy for Tourist & Associated Facilities on Crown Land (2006)

This Policy was developed to guide the creation of new and renewed tenures for Tourist & Associated Facilities in accordance with the requirements of the Crown Lands Act 1989, the principles of Crown Land Management, and the wider considerations such as competition and probity. It sets out considerations that apply to existing Crown tenures, as well as new development sites. The intent of the Policy is to:

- *ensure that the commercial leasing and licensing of Crown lands is consistent, transparent, fair and impartial;*
- *encourage the sound environmental management of Crown land in New South Wales;*
- *encourage the ongoing development and improvement of existing and new tourist facilities to ensure the availability of high quality infrastructure and accommodation for tourists;*
- *encourage the use of suitable crown land for public use and enjoyment;*



- *secure a market return from the commercial use of Crown land and the best outcome for the State;*
- *provide certainty for the holders of Crown tenures in a commercially secure environment; and*
- *promote and encourage the operation of market forces in the development and operation of Crown tenures.*

The NRMP is consistent with this policy particularly in regard to the use of suitable crown land for public use and enjoyment.

3.20 Bellwood Park Plan of Management (PoM), 2003

The purpose of this PoM is to document the environmental, economic, recreation and social values of the Bellwood Park Reserve and to guide the future use, development and management of the reserve. The key value of reserve is diverse range of active recreation activities.

The land use zone applicable to the reserve is 6(a) Public Recreation. The area of the reserve is 1.9 ha. Council was appointed as the corporate manager of the reserve in 1955 under the Crown Lands Act.

The reserve contains a number of facilities which were funded through the sale of an adjacent crown reserve. Any new development in the reserve must consider the following issues provided in Section 1.12 of the PoM:

- *The compatibility of the proposal with the notified purpose of the reserve;*
- *The impact on the existing use of the reserve;*
- *The compatibility with the Vision and Management Principles for the reserve;*
- *The need for the proposal and whether it will promote and be ancillary to the use and enjoyment of the reserve, as distinct from satisfying a requirement generated by an adjoining property or by an unassociated community need;*
- *The advantage and benefit that the development would bring to the normal reserve users;*
- *The need for a lease and its draft terms, conditions and rental that would apply; and*
- *The North Coast Crown Reserves Management Strategy.*

Vision Statement:

The Vision of the Reserve Trust in managing the Bellwood Park Reserve is that the land be managed to provide an outstanding asset for the recreational, social and educational benefit of the community while protecting and enhancing the reserves natural and cultural values for future generations.

Management Principles:

- *Identification and preservation of the natural environment and cultural heritage values;*
- *Recognition, protection and enhancement of the unique recreational values the foreshore location offers;*
- *Maintenance of existing infrastructure to ensure safe, accessible and enjoyable use; and*
- *Provision of new infrastructure to extend the recreational potential of the reserve.*

The purpose of this project to provide an ecologically sustainable master planning concept, design and implementation plan for the use, interaction, management, development and conservation of the study area is consistent with the Bellwood Park Plan of Management.

3.21 Nambucca Heads Foreshores Reserves Plan of Management.

This PoM was adopted by the Minister for Lands in March 1987 and applies to reserve land located from the mouth of the Nambucca River north to Deep Creek. The PoM was prepared to provide a planning guide for the development and management of reserves in this location.

Crown Reserve R81262 is located within the study area on the northern bank of the Nambucca River near the mouth of the estuary on the southern side of Shelly Beach. This includes the Wellington Rocks area.



Management Strategies for this area include:

- *formalising the gravel road to the Wellington Rocks beach hind dune area*
- *form car parking area at the end of this access road*
- *form and maintain pedestrian access to Wellington Rocks beach and Shelly Beach from this car park*
- *construct post and rail fence around caravan park*
- *plant trees and shrubs adjacent to post and rail fence to screen caravan park and improve amenity*
- *install signposts to designate the extent of the reserves, car parking areas and access, walking tracks and picnic areas*
- *install picnic / day use amenities at Wellington Rocks hind dune area*

The NRMP is generally consistent with these management strategies in that it is proposed to:

- strengthen banksia and casuarina planting in the area adjoining the caravan park
- install steps and reinstate the integrity of the existing pathway in the hind dune area
- vegetation rehabilitation and weed removal in the hind dune area
- upgrade amenities at the southern end of Shelly Beach
- new car park and turnaround area at the eastern end of the “tavern” car park.



4. CONTEXTUAL ANALYSIS

4.1 Landscape & Urban Analysis

The Nambucca Foreshore is a beautiful, relaxed and rich landscape. The study area is dominated by nature and the river processes that have swept through the region for eons. The landscape that exists today reveals how man over the years has interacted within this environment.

On the immediate foreshore there is a plethora of facilities to enable the enjoyment of the area. This analysis has however revealed the need to:

- upgrade and rationalise these facilities;
- create or reinforce distinctive themes along the foreshore;
- provide an effective framework for linking areas to each other and give a visual context in which the Nambucca River is clearly legible to locals and visitors alike;
- introduce new elements that will create a vibrancy in strategic locations along the foreshore;
- establish new codes for development which will ensure relevance to a coastal character and environmental/cultural context of the study area; and
- provide design solutions that will promote the use of indigenous vegetation and techniques to ensure a healthy sustainable foreshore.

Built form, open space use, signage and planting are a focus for analysis and future design resolution.

River Use

The geomorphology of the river itself has changed over the years leading to the build up of sandy shoals that are ever changing. This has meant that the large boats can no longer navigate the river mouth.

Use of the river itself within the majority of the study area is restricted to small craft moving at slow speeds. The Nambucca River retains many natural features and it is within the scope of the study to enhance these while exploring the opportunities for greater use and appreciation. This analysis has revealed the potential to increase:

- public mooring facilities within the river;
- the extent of boardwalks;
- the potential for small craft/boat hire; and
- the diversity of commercial premises that have relevance to the river foreshore.

Sense of Place

A sense of place relates to those characteristics that make a place special or unique, as well as those that foster a sense of human attachment and belonging. For the Nambucca River and its foreshore, it seems the strong sense of place is an intertwined reaction to the natural beauty of the location, the communal and recreational ways the river is used and the way in which people feel a sense of belonging to the area.

The physical attributes of the area that contribute to creating a sense of place in the study area include the meandering river and its foreshore, the steep escarpments, the nearby pristine beaches and the broad mountain views. Those activities that would seem to foster attachment to the river and its environs include the range of recreational pastimes focused on the river with community hubs at locations such as Bellwood Park, Gordon Park and the Vee Wall.



On the ridge above the river, the Bowra Street shops create a sense of a town centre. The human scale, of both the town centre and foreshore, encourages human interaction creating a strong sense of community.

Both the town centre and the river foreshore include historical elements. Some, such as heritage buildings are visible and obvious. Others, such as historical happenings and significant sites may only be known, remembered or noted with a memorial. These elements add to the sense of place that is the Nambucca River and its environs.

Proposals for the study area need to respect and enhance all the aspects that combine to creating this strong sense of place.

Landform – Skyline - Views

The vegetated skyline of Nambucca is spectacular and contributes markedly to the beauty and character of Nambucca Heads. Distant and close views rely on a green backdrop being present to nestle the urban areas within. Vegetated banks are also essential to limiting the occurrence and likelihood of landslip.

The estuarine system itself is expansive and undeniably beautiful. The estuary is an ever changing landscape as tides, and other processes alter the character of the river constantly. Any changes made within the estuarine environment must be sensitive to the changing influences of the river and aim to work with them, rather than place obstacles which may later be undermined.

Views available into and out of the study area are spectacular and as urbanisation of the coastal environment continues these views will only become a greater resource to protect and promote. It is essential to retain the views out over the Nambucca River as essentially a natural phenomenon. Opportunities to gain views should be made more legible in the landscape so that the true scenic potential of the Nambucca region can be more widely appreciated and promoted.

Vegetation

Indigenous Vegetation

There is diverse range of indigenous species found within the study area. It is vital to retain all indigenous vegetation and, where physically possible, to strengthen its occurrence. The vegetation provides for bank stabilisation, habitat preservation, water quality control, improved visual and physical amenity.

Importantly the vegetation also helps define the specific coastal character of Nambucca Heads. Vegetation communities include Mangrove, Swamp Oak, Paperbark, Mixed Estuarine Forests, Littoral Rainforest, Blackbutt-Tallowood Forests, Banksia and Coastal Dune. These communities are remnant in nature but the species contained within them are still extensive.

Sand Island has been ascribed a very high conservation significance along with all areas of Sea grass and Littoral Rainforest by Ecological Australia in their review of Ecological significance within the study area, February 2009.

Generally the foreshore vegetation appears to be in danger of decline as there are very few areas where natural regeneration is occurring. The exception to this rule is where boardwalks have been constructed and mangrove communities are healthy and thick. The introduction of elevated boardwalks elsewhere in the study area would have a positive effect on the ability for mangroves to naturally re-establish themselves and therefore stabilise the river edge.

In general where vegetation is sparse within the study area there is a direct correlation to an unstable bank edge. If a permanent strategy to bank stabilisation is to occur it must incorporate some level of indigenous planting or create an environment that will encourage natural plant regeneration to occur. There is also the potential to utilise a 'rock fillet' method of bank stabilisation in areas that are currently eroding to encourage mangrove reestablishment.



Sea grass communities are healthy and wide spread and do not appear to be unduly effected by adjoining land or river uses. Sea grass communities must not be allowed to deteriorate and a simple monitoring program should be instigated to track changes in sea grass densities and locations.

Street Trees

Street trees do not currently have a major influence on the character or legibility of the Nambucca Foreshore. The use of street trees can help in visually connecting places and providing visual cues for way finding and is therefore a strategy recommended for use within the study area.

Street trees can improve the human scale and enjoyment of the landscape. They can also play a role in improving safety and providing shade to areas that otherwise may appear harsh or inhospitable.

Nambucca Shire Council already has a Street Tree Guideline (2005) and this report makes further recommendations on species selection.

It is suggested that species selection be divided into three areas and that trees be chosen to give a distinct character to these precincts. These areas are:

- Precinct 1: Pacific Highway once it has been relocated
- Precinct 2: Riverside Drive
- Precinct 3: Wellington Drive

Weeds

A range of weed species has invaded the river foreshore environment. Weed species found within the study area reflect those commonly found along disturbed coastal sites of the mid-north coast and include but are not limited to: Lantana camara (Lantana), Senna pendula (Winter Senna), Chrysanthemoides monilifera (Bitou Bush), Ipomea cairica (Purple Morning Glory), (Cocos Palms) and numerous herbaceous and climbing garden escapees.

Weeds growing within the study area detract from the beauty and use of the foreshore. In some places weeds compromise and out-compete the native species and offer little stabilising force to the river bank edge.

Bank Edge

The character of the bank edge varies throughout the study area and, in general, the bank edges appear relatively stable. The river edge varies from 4-5m high vegetated banks, to shallow mangrove and sea grass communities, to totally man-made edges with introduced rock ballast and timber/concrete retaining structures.

Wherever hard edges are introduced there is always more potential for erosion to occur and structures to be undermined. In locations where manmade elements are used without incorporating vegetation there is currently evidence of bank erosion. In a few stretches where vegetation on the immediate edge is sparse some localised erosion is also occurring.

These are located in stretches along Riverside Drive between Freshwater Creek and Rotary Park and the section of foreshore along Wellington Drive where the bank edge is on an outward bend of the river. In these sections a proactive program to stabilise banks is recommended that incorporates vegetation.

Creeks – Stormwater

Creek lines that empty into the river tend to be highly modified. They generally lack vegetation cover and in places have become weed infested. Maintaining the environmental quality of the Nambucca River is imperative to its future and vegetation management along creek lines is vital to ensuring that goal.

Beer Creek in particular is currently showing signs of stress from upper catchment mismanagement.



When improvements to foreshore facilities are undertaken they should be accompanied with a planting scheme that utilises indigenous species as a way of not only environmentally enhancing the foreshore but also ensuring that future generations will also benefit from the stunning natural environment that attracts people to the Nambucca foreshore today.

Utilising Water Sensitive Urban Design (WSUD) measures such as gross pollutant traps may be another solution to improving water quality.

Urban Fabric

The urban character of Nambucca Heads has been derived by the interaction of the natural landscape, historic events and planning rules. The study area has two distinct precincts; the upper ridge and the river foreshore.

In the 19th century the centre of town was along the foreshore with the focus on the shipbuilding industry and much needed transportation links with the sea. The main town centre now sits on the upper ridge while the foreshore serves more marine, recreational and community service functions.

The Town Centre overlooks the Pacific Ocean to the east, and the Nambucca River and flood plain to the south. It is linked to the Pacific Highway by two main access ways; from the north along Mann Street and from the south along Riverside Drive following the river's edge.

Generally, built form in the town centre is a mix of low-density houses and shops and medium density apartments. Some bulky commercial and residential buildings reside on the main hilltop; particularly noticeable is the Woolworths building, which serves as a focal point to the town centre.

Along the foreshore the river is clearly the dominant natural feature and serves not only as an entry way to the town, via the Visitor Information Centre, but also as a tourist attraction. Buildings are generally low density and few buildings either engage with or enhance the river edge.

The road pattern is largely dictated by the topography. There are roads meandering along the foreshore or escarpments including Riverside Drive and Ridge Street and those radiating from these such as Nelson, Creek and Liston Streets.

The development of the two distinct precincts; ridge and river edge with some built form wrapping around the hillsides between; has contributed to the following effects:

- generally a lack of linkages between the town centre and the river;
- a lack of legibility and way finding; and
- limits opportunities for urban / commercial / recreation interaction

Building Character

Along the riverfront there is an eclectic mix of low density housing, small scale retail shops and a range of buildings that service the local community. The built form is dominated by 1-2 storey dwelling houses that are generally set back behind the streets that run parallel to the river; the Pacific Highway, Riverside Drive and Wellington Drive.

Several buildings sit within 10-20 metres of the water's edge including:

- the Visitor Information Centre;
- the permanent structures within the caravan park east of Bellwood Park;
- a limited number of residences adjacent to the same caravan park;
- the Golf Club clubhouse on Stuart Island;
- the RSL and adjacent motel and nearby cafe/restaurant; and
- the cafe and residential unit building east of Gordon Park.



Few buildings interact directly with the water. Those that do are the café/ restaurant near the RSL carpark, the cafe/restaurant and 3-storey unit building adjoining Gordon Park, the facilities associated with oyster farming and the boat storage facility for the Volunteer Sea Rescue.

Most structures within the study area are small and of lightweight construction with simple roof forms (skillion, gable and hip) reflecting the history of a working class society. Fibre cement, timber and corrugated iron are the dominant materials used in construction, although brick and tile structures are also common.

Generally the architecture of the river front is dated in style but coastal in scale and character and exhibits a palette of commonly used colours including greys, browns, off-whites, creams and reds.

Most buildings have the potential to be upgraded to conform with environmentally sustainable design principles. Larger masonry structures, including the RSL and Woolworths buildings, dominate the built form towards the town centre. These buildings have a large bulk and scale and would benefit from some design articulation to create a more human scale and coastal character.

Entry, Movement and Way Finding

Way finding along the foreshore, both by vehicle and on foot, is difficult to determine in places, particularly relative to the town centre. Providing an understanding of where facilities are located in relation to the town centre will enhance the use of the foreshore.

Nambucca lacks a distinct entry point that provides recognition of its wonderful river and setting. Despite the proximity of the river to the southern entry, there is nothing visually to draw visitors into the town.

Vehicle users have a serendipitous route if they try to stay in contact with the water and for visitors it is imperative that visual cues are provided to retain contact with the river and to identify opportunities where they can interact with that feature.

The highway runs adjacent to the river which gives great visual exposure but splits the urban/residential areas away from the river environment. There is currently no designated pull off area in which to enjoy the views and the highway noise and vehicular movement conflicts with the enjoyment of the area.

The narrowness of Wellington Drive and the lack of a proper turn around facility at the end of the foreshore drive have the potential to place the general public in an unsafe situation with emergency vehicles unable to manoeuvre adequately.

At pedestrian scale, the foreshore is more legible. There is an excellent path network along most of the foreshore with sections containing new concrete paths constructed to standards that accommodate motor scooters and bicycles as well as pedestrians.

However, in places the links between paths is unclear and the path itself is too narrow to cater for the full range of potential users. In some situations private ownership of foreshore areas restricts public access. Recently built boardwalks may also have a limited lifespan due to inappropriate construction materials used. New boardwalks must be constructed to endure within the marine environment.

Interpretative Signage and Memorials

Throughout the study area there are rich and diverse cultural heritage elements revealed through signs and memorials along the existing path network culminating with the ongoing evolution of the V-Wall rock paintings. These cultural elements enrich the Nambucca community and should be enhanced and strengthened as part of proposals for the river foreshore.

At present there is a plethora of ways this information is revealed. It is recommended that design guidelines be developed for signage across the study area to create a visually cohesive pattern of elements and a signage palette that is linked with the river setting.



In conjunction, it is suggested a brochure be developed that reveals information and story tellings associated with the Nambucca River and the “Nambucca River Way”.

Foreshore use and Activities

There is a vast range of activities undertaken within the study area. Use of the foreshore is essentially made up of low key activities that include walking, bike riding, picnics, social gatherings, fishing, swimming and small craft boating.

There are facilities already in place to cater at some level for all of these, but there is significant potential for updated and more appropriately built facilities to replace existing infrastructure. There is also the potential to build upon existing themes at each parkland and, at strategic locations, introduce facilities/structures which will enhance the vibrancy and use of the foreshore.

Open space System

Seven main park/open space areas have been identified along the foreshore. All have great views of the river and, due to their natural beauty, attract some level of use. All contain tables and chairs, but only four have assigned toilet facilities and two have children’s playground equipment.

Car parking is well catered for at some locations while at others poor design and layout is limiting the efficient use of space. There is also limited commercial activity close to these parks and opportunities to purchase refreshments along the foreshore, are restricted.

In general, the foreshore appears suited to continued low key development with use intensified at strategic locations through the introduction of new facilities and commercial/retail premises.

Use of the foreshore can also be diversified and increased through enhancing links to urban areas and the town centre. Specifically:

- The highway when realigned will offer potential for increased use of the foreshore between Teagues Creek and Brotherhood Park.
- The Visitor Information Centre is a great facility for the community but again is constricted in size and only offers generic information to visitors
- Stuart Island is identified as a location to undergo redesign to improve both facilities, usability and vegetation cover.
- Bellwood Park has an existing family/water park theme and it is envisaged this should be expanded upon.
- The Anzac Park area is constricted in size and would benefit from expansion.
- The RSL car park/boat ramp area presents opportunities for redesign to allow the expansion of potential commercial use of the foreshore. There is a huge underutilised area of bitumen carpark that may benefit from redesign.
- Gordon Park is identified as a location in which links to the town centre can be greatly improved. Due to its proximity to the CBD it is also identified as an area in which physical development which brings a more urban character to the foreshore is appropriate. The continued use of the public boat ramp at Gordon Park was identified as important to the community and users.

Facilities - General

Facilities across the study area tend to be dated and low key. They are constructed using a variety of materials, colours and standards. There is little commercial activity, particularly dining / food premises within the study area that take advantage of the captive recreation users of the foreshore or the beauty that the landscape has to offer.

One exception being the current cafe at Anzac Park which is well patronised and its scale and form is well suited to its foreshore location. This type of business could be expanded.



Amenities buildings are generally of brick and tile construction, dated in style and in need of refurbishment or replacement. Picnic structures are usually of timber construction, some in need of maintenance or refurbishment.

Facilities such as the Visitor Information Centre are constricted by size and the available adjoining limited car park spaces. There is potential for further commercial premises to be placed at strategic locations within the study area, without compromise to other values.

New and redeveloped facilities should fit into the coastal location and be of a scale and design appropriate to expected use. Boat hire, bait shops, bike hire, cafes, dining, tourist enterprises that are water based are all appropriate business use.

The bus shelter near Bellwood Park is of glass and steel construction in a style that suits the traditional skillion roofing apparent in the area. The more contemporary profile of this shelter may serve as inspiration for future guidelines for other shelters, across the study area.

Water Based Facilities

There is at present a lack of public mooring facilities within the study area. The finger wharf at Rotary Park is the only public mooring facility and is currently underutilised due to a lack of a floating pontoon, which is proposed but not yet built.

There is an oversupply of boat ramps; this issue is dealt with separately in the following section. There is one boat hire/bait shop premise at Anzac Park; this type of use could be expanded.

There is no structured public access to the water along the highway precinct. This is a location that has direct access to deep water upstream, a fact which could be capitalised on by provision of a wharf/ pontoon.

Swimming at the V Wall is presently popular in this location as it has parking, shaded grassed areas, showers, and a sandy beach which all facilitate easy access and use of the water. It is noted however that dangerous currents and a conflict with boat users is present. For these reasons it has been assessed that to promote this location as a suitable place to swim is inappropriate.

Boat ramps

There are numerous boat ramps within the study area with a number of ramps in extremely poor condition and rarely used. In some locations the presence of a boat ramp has compromised the potential for other activities to be undertaken. Rationalisation of boat ramps will actively assist the successful redesign of foreshore areas for the improvement of all users.

Stuart Island boat ramp has been identified as one of the high use successful boat ramps that gives access to deep water upstream of the study area. Gordon Park is identified as the other highly used boat ramp that gives more direct access to the river mouth and is currently used by boats to access the ocean on days that open ocean access is too difficult.

At both these ramps there are issues with vehicular movement and inadequate parking.

Safety and Security

Generally across the study area there is a lack of lighting in foreshore open spaces and along walkways. A lack of illumination can result in inappropriate activities occurring in public spaces and can also contribute to the perception of unsafe locations. Safer by design principles should be adopted for all public areas.

Proposals for the foreshore need to align proposed uses with appropriate lighting. Lighting proposals should also consider the use of sustainable energy sources such as solar lighting. Some parks, particularly Brotherhood Park and Gordon Park have minimal, or interruption to, active street frontage. This lack of surveillance of these spaces can create potentially unsafe public spaces.



Locations that lack public surveillance of facilities may suffer from graffiti and vandalism. Generally the foreshore does not appear to be subject to such activities. There are signs of graffiti at less surveyed locations such as the pedestrian underpass to the Pacific Highway between the information centre and Bellwood.

At some locations, there are issues with public safety in terms of the supply of inadequate pathways. For example, the pedestrian pathway along Wellington Drive is narrow and at some locations is exposed to an eroded foreshore edge. At other locations, east of Bellwood Park, pedestrian access diverts back to the vehicular route, with the pathway located next to a busy road.

New guidelines for the foreshore need to provide safe access that facilitates use by pedestrians, cyclists and disabled people.

4.2 Precinct & Study Area Analysis

To facilitate the understanding of the study area the project team divided the study area into seven precincts. Each precinct has similar characteristics and physical attributes which give it a distinctive character.

Highway Precinct

The highway precinct is characterised by a steep partially vegetated narrow bank and is heavily influenced by the presence of the Pacific Highway and the traffic movement it contains.

This precinct begins at the southern most point of the study area and includes Teagues Creek, the riparian zone between the Bellwood area and the river and finishes at the Visitor Information Centre on Riverside Drive.

The highway/river interface at this location is under private ownership. The river bank is either grassed or planted out with common garden species with some remnant riparian vegetation along the bank edge. The western road reserve of the highway contains a wide open verge with overhead power lines and is currently used for drainage.

There is the potential for pedestrian access and new tree planting along this side of the road. In the future the road may be narrowed as part of the RTA planned highway relocation. When this occurs, additional land may become available for river recreation and revegetation.





Highway Precinct



Stuart Island Precinct

Stuart Island

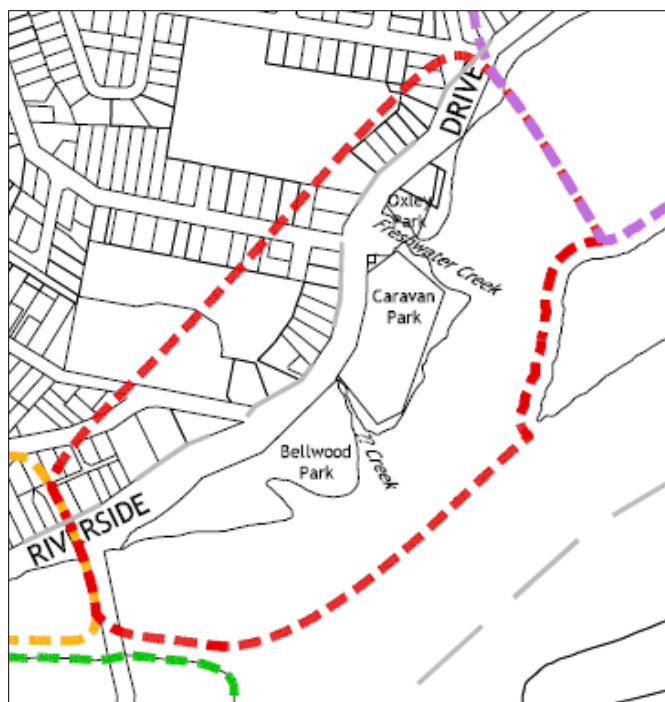
This precinct includes the whole of Stuart Island, a portion of the waterfront along Riverside Drive and the Causeway connecting Stuart Island to Riverside Drive.

The Golf course dominates the island and is one of the most popular courses in the region. The north eastern tip contains a boat ramp and day use area.

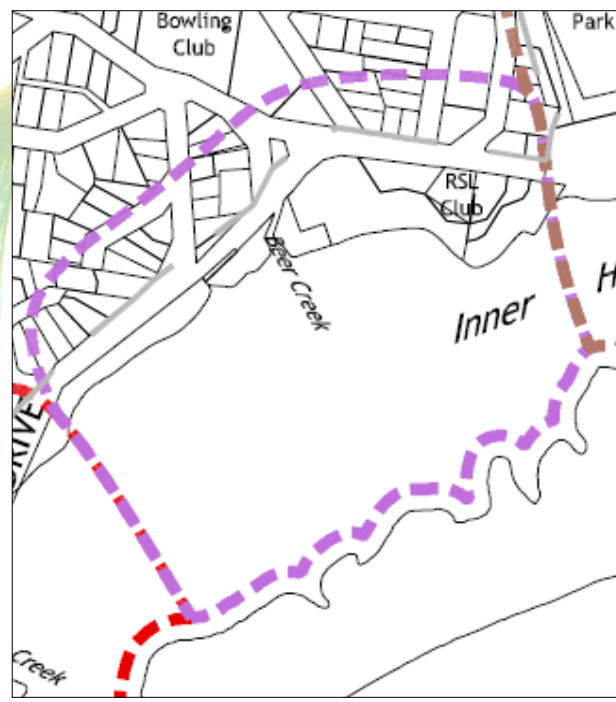
Bellwood Park

This precinct includes most of Riverside Drive, Bellwood Park, Oxley Park and Foreshore Caravan Park. It currently contains a family orientated water themed park and children's playground. A swimming area lies between it and Stuart Island. There is a caravan park located in the northern part of this precinct.





Bellwood Park Precinct



RSL Precinct

RSL Precinct

This precinct includes the remaining portion of Riverside Drive, Beer Creek, Nambucca RSL Club and associated car parking. An oyster lease, cafe and Anzac park are located here. The precinct contains boat ramps and is used for fishing, and swimming and recreation.

Gordon Park

This precinct extends up to the forested escarpment bordering the town centre and extends along Wellington Drive to the start of the V Wall. There are two public boat ramps and an informal mooring/beach site.

Sand Island

This area includes the Island and waters surrounding it. This is a natural feature containing no man made facilities.

V Wall

This area is dominated by the expanse of bitumen car park and the painted rocks that form part of the structure of the V Wall. Included in this area is the dune area between the V Wall and Shelly Beach.

To make sense of the study area the precincts were further broken down into areas, which could have detailed analysis comments prescribed. Refer Site Analysis Key Plan in the draft Master Plan portfolio for the breakdown of areas to be analysed.

4.3 Aboriginal & European Historical Analysis

Note: This is the Executive Summary of the Archaeological Assessment of Sites of Indigenous Cultural & European Heritage Significance report that is attached to this Compendium at Appendix A

This Cultural and Heritage Assessment was performed for Nambucca Shire Council (Council). Council commissioned Resource Design & Management Pty Ltd (RDM) to develop a Master Plan for



the lower Nambucca area and Nambucca River estuary – The Nambucca River Master Plan (NRMP).

RDM engaged Archaeological Surveys & Reports Pty Ltd (ASR) to undertake an Indigenous and Heritage (non-Indigenous) study of the area and to produce an assessment of the opportunities and constraints that Indigenous and Heritage sites posed for the development of the Master Plan.

The study area extends from Teagues Creek to the southwest to the end of the northern breakwall at the mouth of Nambucca River. It includes the Pacific Highway and the properties fronting the highway between Teagues Creek and the junction of the highway with Riverside Drive. It includes Riverside Drive and the properties fronting the road and the waterfront to the junction of Riverside Drive and Wellington Drive (including Quarry Street); and includes Wellington Drive and the properties fronting the street; and includes the breakwall to Wellington Rocks. The study area also includes Stuart Island, the Inner Harbour and the V Wall.

The brief for this project was for Archaeological Surveys & Reports Pty Ltd (ASR) to conduct an archaeological investigation of the study area and to identify any Indigenous or Heritage sites and relics that might be present that should be considered in developing the NRMP.

As a result of this investigation and having assessed the potential benefits to the Nambucca Community from upgrading the existing visitor facilities and sources of information on the Indigenous cultural and European heritage of features, structures, places and histories of the study area, ASR recommends that Council should consider the following proposal:

RECOMMENDATIONS FOR THE ENHANCEMENT OF THE STUDY AREA IN REGARDS TO PLACES OF INDIGENOUS & EUROPEAN HERITAGE SIGNIFICANCE

1. Construct a new, larger purpose designed Visitor Information Centre with light refreshment facilities and clean, maintained public amenities.
2. Have permanent thematic displays in the new Visitor Information Centre that directly relate Nambucca's past such as the timber getters, the bullockies, the timber mills, the boat-builders, the ship wrecks, the Aboriginal connections and associations.
3. Engage a specialist company to produce a brochure that lists the events of Nambucca's past, the sites of interest, a brief history of each site, and a photograph for each site, together with a map showing the numbered location for each feature.
4. Cull and/or replace the existing signs erected by Council which are both eyesores and dated.
5. Erect numbered bollards in front of each feature listed in the brochure with a corresponding number, and coloured in such a way as to provide a visual link between the information, the brochures and the bollards.

4.4 Environmental Analysis (Eco Logical Australia)

Eco Logical Australia conducted an audit and analysis of the existing environmental condition of the study area by undertaking a desktop assessment and site-based habitat assessment. The results of this assessment are presented in this report and accompanying maps. The mapping illustrates the areas of constraint (conservation significance) and the residential areas which are available for investment opportunities.

The methodology and results are presented below.

4.3.1 DESKTOP ANALYSIS AND MAPPING

Aquatic Mapping



Mapping undertaken by NSW Fisheries as part of the NSW Comprehensive Coastal Assessment Toolkit was used to highlight the spatial distribution of important aquatic habitats throughout the study area. Sea grass, mangrove and salt marsh were included within the mapping.

Data from the same project was used to provide information regarding habitat for species listed as threatened under the NSW Fisheries Management Act 1994 (FM Act).

Vegetation Mapping

Kendall (2003) Nambucca Catchment Vegetation Survey, prepared for Nambucca Vegetation subcommittee, was used as the primary source of vegetation mapping within the study area.

Threatened Flora and Fauna

Database searches on the Atlas of NSW Wildlife and the EPBC Protected Matters Online Database within 10 kilometres of the study area were conducted to provide an indication of the local distribution of threatened species and their potential likelihood of occurrence.

Constraints Mapping

Ecological constraints associated with the study area were mapped utilising the criteria outlined in Table 1.

Vegetation Community Level of Protection	Condition	Ecological Significance	Ecological Constraint
High (EEC)	High: good condition/extent	High or Moderate	Very High
	Moderate: moderate condition/extent	High or Moderate	Very High
	Low: poor condition/extent	Moderate	High
		Low	Moderate
Medium (habitat protection under FM Act or regionally significance)	High: good condition/extent	High	Very High
		Moderate	High
	Moderate: moderate condition/extent	High or Moderate	High
		Low	Moderate
	Low: poor condition/extent	High	High
		Moderate	Moderate
		Low	Low
	Low (Other)	High: good condition/extent	High
Moderate			Moderate
Moderate		High	High
		Moderate	Moderate
Low		Low	Low
		Moderate	Moderate
Low	Moderate	Moderate	
Condition <u>High:</u> Good condition/extent <u>Moderate:</u> Moderate condition/extent <u>Low:</u> Poor condition/extent			
Ecological Significance <u>High:</u> Recognised important habitat for threatened or regionally significant flora and fauna or provides important benefits to ecosystem health. <u>Moderate:</u> Potential foraging habitat for threatened flora or fauna and contribution to ecosystem health. <u>Low:</u> Negligible habitat for, or unlikely to be used by, threatened flora or fauna. Limited importance for ecosystem health.			

Table 1 – Constraints Matrix

4.3.2 FIELD SURVEY

The field survey was undertaken by Nathan Smith (Terrestrial Ecologist) and Simon Tweed (Aquatic Ecologist) on the 22nd and 23rd January 2009.



Terrestrial

Vegetation mapping (Kendall 2003) was validated in the field and additions made where vegetation had been previously unmapped. Structure, composition, condition, conservation significance, fauna habitat features (logs, hollows, rocks, water) and disturbance history were recorded. An assessment was also made of the level of ecological constraint that the various areas of native vegetation represented; though this was examined and adjusted accordingly after the field survey.

Aquatic

Existing mapping of aquatic habitats (NSW Department of Planning 2007) was verified during field survey by inspection of mapped areas. This involved either walking through mapped areas or viewing them from a boat, depending on available access. Sea grass beds were visually inspected either by snorkelling or with the aid of a bathyscope placed over the side of a boat. Spatial data regarding habitat boundaries was collected using a hand-held GPS accurate to approximately five (5) metres. Estimates of shoot length and density were made for sea grass habitats.

Limitations

This study is an overview of the key ecological constraints associated with the study area and does not represent an impact assessment under the Environmental Planning and Assessment Act 1979 (EP&A Act) or Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

4.3.3 RESULTS

Terrestrial Ecology

The key terrestrial ecological constraints are mapped in Figure 2 and include:

- Littoral Rainforest EEC (NSW only);
- Swamp Oak Floodplain Forest EEC (NSW only);
- Coastal Saltmarsh EEC (NSW only);
- Known habitat for Osprey, Sooty Oystercatcher, Pied Oystercatcher and Beach Stone-curlew (all listed as threatened species in NSW);
- Potential habitat for a variety of threatened and migratory species on both the NSW Threatened Species Conservation Act 1995 (TSC Act) and EPBC Act;
- Key riparian habitats and corridors; and
- Some physical constraints such as slope, existing roads and other sealed areas, buildings and parkland.

Aquatic Ecology

There was approximately 10 hectares of sea grass mapped within study area. Sea grass beds were monocultures of *Zostera capricorni*, which is the most common and widespread sea grass in NSW. *Z. capricorni* is relatively tolerant of disturbance compared with other species which occur in the region.

The density of sea grass beds varied throughout the study area however most areas supported medium to large beds (greater than 2 metres in diameter) with medium to high cover of sea grass and long shoot length (up to 50 centimetres).

The sea grass beds provide important nursery habitat and shelter for many estuarine and coastal fish species, some of which are important to the commercial fishing industry.



Nambucca River Master Plan

Client: Nambucca Shire Council
Project: 0298-0001

Legend

- Beach Stone-curlew
- Osprey
- Pied Oystercatcher
- Sooty Oystercatcher
- Study area

Aquatic Mapping

- Mangrove
- Seagrass

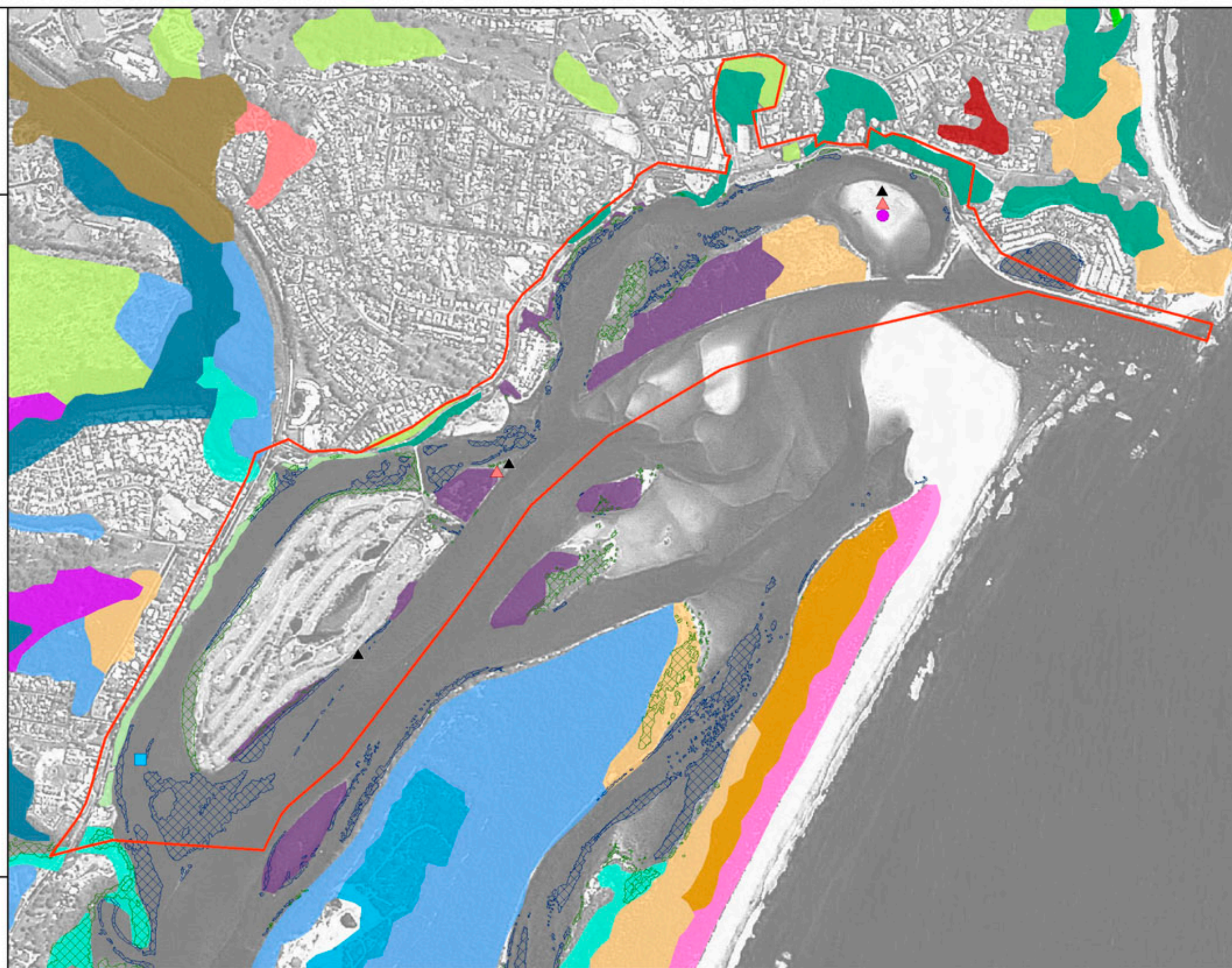
Vegetation Mapping

- Banksia
- Bitou and Coastal shrubland
- Coastal Brushbox-Littoral rainforest
- Coastal Sands Blackbutt
- Coastal Shrubland
- Dry Grassy Blackbutt-Tallowwood
- Dry Grassy Tallowwood-Grey Gum
- Heath
- Mid Elevation Wet Blackbutt
- Mixed Disturbed Estuarine Forest
- Mixed Moist Hardwood
- Rainforest
- Paperbark
- Mangrove
- Swamp Mahogany
- Swamp Oak

Imagery: SPOT (6/2/2005)

Prepared by: K.M.
Approved by: S.W.
Projection: GDA94
Zone 56
Date: 10/02/2009

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Nambucca Shire Council
Department of Lands



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Coffs Harbour NSW 2450

Nambucca River Master Plan

Client: Nambucca Shire Council

Project: 0298-0001

Legend

- Beach Stone-curlew
- Osprey
- Pied Oystercatcher
- Sooty Oystercatcher

Study area

Conservation significance

- Very High
- High
- Moderate

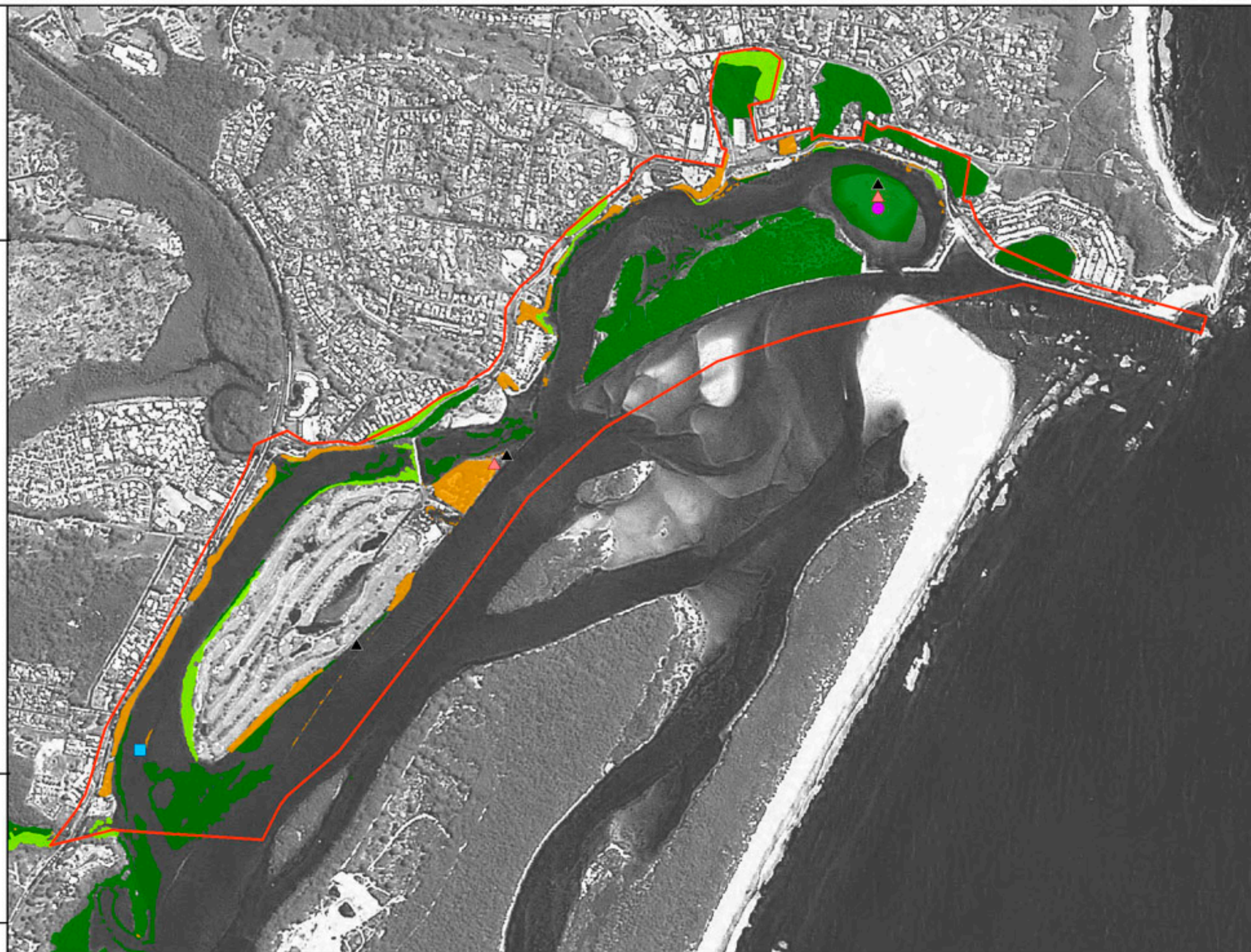
Imagery: SPOT (6/2/2005)

Prepared by: M.S.

Approved by: S.W.

Projection: GDA94
Zone 56

Date: 11/02/2009



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Department of Lands



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Coffs Harbour NSW 2450

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5. MASTER PLAN CONSULTATION PROCESS

The following Sections outline all the public consultation, advertising and submissions that were undertaken for the master plan . Attached at **Appendix B** are copies of all the submission received throughout the project.

5.1 Community Workshop

Four community workshops were held on Monday 6 April 2009 as part of the community consultation process. Particular interest groups were invited to attend the following meetings to assist in gathering targeted information and feed back:

- Nambucca River Estuary and Coastline Management Committee (NRE & CMC)
- Environmental Interest Groups
- Chamber of Commerce and Business Interest Groups
- General Community

The community consultation was divided into special interest groups to provide the opportunity for each group to participate in open discussions regarding their special interests. The intention of the final general community meeting was to allow all of the groups to come together for a combined presentation and discussion.

The final general community meeting was not well attended, indicating that most of those interested people had already participated in one of the earlier group sessions. To ensure that people had a further opportunity to participate, a 'shopfront' information desk was conducted on 30 April 2009.

5.2 Shop Front Information Desk

Nambucca Shire Council set up an information desk on Bowra Street, Nambucca Heads which was attended by Joseph Kane as a representative from the Master Planning Team to further interact with the community on what they want to see in the Master plan .

The majority of the issues and concerns raised had already been covered in the consultation held on 6 April 2009, however the following comments were made:

- Interest in closing the hole in the V Wall to concentrate more flow in the main channel and wash sand back out to sea.
- The Nambucca River has approximately 6-7 local fisherman who operate under license in the estuary. Most rivers in the region prohibit commercial estuary fishing as a result commercial fisherman form out of the region travel to the Nambucca River to catch.
- There is a native title claim on the sand islands within the Nambucca River and other areas within the study area.
- The Nambucca Heads Local Aboriginal Land Council would like to see the reinstatement of an ocean pool similar to the pool that was once within the river. Photos of this pool existing in the Headland Museum.
- A pedestrian boardwalk and cycleway along the entire length of the study area.
- Theft is a major issue when storing boats on the river overnight.
- A mix of suggestions were put forward for the Sand Island. Parts of the community want nothing to be done on the Sand Island except cleaned up and dedicated as a reserve. Portions of the community would like to see an environmentally responsible low key tourist development on the island. No members of the community wanted high-rise style development on the island.



- Support for and against the dredging of the Nambucca River.
- Support for the reopening of the river for tourist attractions, such as the Nambucca Princess and other tourist operators like a deep sea fishing charters or a dive boat.
- Increase the amount of waterfront dining options on the river.
- Any development on or adjacent to the river that is likely to have any affect on the water quality of the river should be required to provide an environmental protection bond to ensure construction of any type does not impact on the oyster and fishing industries.
- Most members of the community agree that Nambucca Heads needs to grow and that this is achieved through some form of development. However this development needs to be of the scale that ensures Nambucca maintains its style and character unique to the area.
- Some form of environmental protective bond applied to any development that may impact water quality and affect the oyster industry in the river.

5.3 Community Submissions

As part of the Master Planning consultation process a website was created with a specific section prepared for use by the Nambucca Community to submit their thoughts on what the master plan should contain or include. Submissions were also received via email and post.

While the majority of submissions were protesting against rumours from within the community, a number of constructive recommendations were received.

The following Table provides a summary of the submissions for the master plan project

Item	Support for	Against
Turn Nambucca Heads into a Must See Destination	1	
Signage Identifying the area from the Highway	3	
Cultural Walk/Historical Trail	3	
Fix problems with bridge to Stuart Island	2	
Themed Planting Throughout the Precincts	2	
Aesthetically pleasing development	1	
Development on Wellington Drive	Chamber of Commerce	1
Swimming Access from Gordon Park	1	
Maintain & Improve Swimming and Park Facilities at the Glen and V-wall	1	
Development of the Sand Island		3
All facilities located on the north side of the river are setback from the waters edge	2	
Restrict the Inner Harbour to passive recreational uses	1	1
Improve all Toilet Facilities	2	
Stuart Island Improvements	2	
Gordon Park Improvements	2	
Possible Development Opportunities at the Tennis Clubhouse	1	
Tinny Jetty at Gordon Park	1	
Upgrade the Pedestrian Links within the Rainforest above Gordon Park	2	
Extensive signage to be removed	1	
Redevelopment Bowra Street into a tourist precinct	1	
Introduce a homestay program in the area	1	
Become a Plastic Bag Free Town	1	
All new development to be mindful of Sea Level Rise	1	



Item	Support for	Against
Pedestrian Link from Wellington Rock to Shelly Beach improvements	1	
Develop Teagues Creek to Bellwood Creek as a recreation area (once Highway moves)	1	
Provide a quality boat access in the Teagues Creek Precinct	1	
Stabilization of Embankments along river frontage	1	
Protect Major Mangrove and Sea Grass Communities	1	
Provide pedestrian crossing to shops on Riverside Drive	1	
2 storey Carpark at the RSL Club		1
Upgrade RSL Club Boat Ramp	1	
Bowra Street Extension	Chamber of Commerce	1
Small Wharf and Boat parking adjacent Gordon Park	1	
Remove old bank stabilization rubbish	1	
Retain and upgrade small boat ramps along Wellington Drive for small craft	1	
Dredge the River	Chamber of Commerce	2
Maintain Building heights along Wellington Drive	2	
Close the hole in the Wall	1	1

Table 2 – Summary of Submission Received

5.4 Consultation with the Nambucca Heads Local Aboriginal Land Council

As part of the master plan consultation process a meeting between the Nambucca Heads Local Aboriginal Land Council and the Master plan team was organised by the project archaeologist. This meeting was held at the Aboriginal Co-op on Bellwood Road on 3rd July 2009.

5.5 First Draft Master plan Review by the Nambucca River Estuary & Coastline Committee

The first Draft Master plan was provided to the Nambucca River Estuary & Coastline Committee for initial review and an opportunity to provide the master plan team with comments/feedback on the master plan. The first Draft Master plan was provided to all members of the committee by Council with the following persons/organisations providing a response;

- John Monckton – 6 July, 7 July and 10 July 2009,
- Anne Smyth – 13 July 2009,
- John Tait and Edna Stride on behalf of the Gordon Park Rainforest Walks Committee – Undated,
- Fay Lawson – 22 July 2009,
- David McPherson, Crown Lands Division – 28 July 2009, attached as Appendix B and
- Stephen Channells, Department of Lands – 31 July 2009.

5.6 Final Consultation Stages

The Draft Master plan was exhibited from 25 September 2009 to 30 October 2009 requesting submissions / comments from the community and general public. The exhibition was advertised in the local print media and around the town to ensure the community was aware of the public exhibition and had an opportunity to make comment. Copies of all the submission received are attached at **Appendix B**.

5.7 Further Consultation

An outcome from a Nambucca River Estuary & Coastline Committee meeting identified further consultation was required with the Nambucca River Commercial Fisherman. The fisherman were each contacted by representatives from Council and their submissions received. These are included in **Appendix B**.



6 IMPLEMENTATION OF THE MASTER PLAN

This Implementation Plan has been provided as a guide to the timing of the proposed works only and will be further refined once the advertising and submission period has been completed and any changes required from this period finalised

6.1 Precinct 1 – Teagues Creek to Tourist Information Centre

Works proposed for this area mostly reliant on the relocation of the Pacific Highway. These works within Precinct 1 have been identified for implementation in the fifth and sixth year of the master plan, however the progress of these works can start as soon as the Pacific Highway has been relocated.

Installation of welcome signage is to be implemented in the initial year of the master plan to encourage vehicle traffic into Nambucca Heads.

The major project works within this precinct (New Visitor Information Centre building, floating pontoon, car park and pedestrian link) have been scheduled for years 5 to 7 to allow funds to be gathered and private investment/interest generated. Signage to welcome people to the area is to be constructed in the first year of the project.

Precinct One Works Proposed	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time line									
New "welcome to Nambucca" sign	\$3,000	Regional Tourism Partnership Funding Program, Tourism NSW	Nambucca Shire Council (NSC) Nambucca Valley Tourism (NVT)	Road & Traffic Authority (RTA)	1	2	3	4	5	6	7	8	9	10
New street trees (25 litre plant stock, based on 1 every 15m)	\$3,300	Landcare Australia or Coastcare Australia	NSC or contractor	Crown Land Division (CLD)										
New pathway 2.2m wide	\$185,500	Funded through Councils annual budget for footpath upgrade works	NSC or contractor	CLD										
Re-vegetation (from Teagues Creek to Bellwood Creek)	\$25,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NSC or contractor, Nambucca Valley Conservation Association (NVCA), Nambucca Valley Landcare (NVLC), Nambucca Valley River Uses Group (NVRUG)	CLD, Nambucca Heads Local Aboriginal Land Council (NHALC),										
Weed control	\$25,000	Funded by Council	NSC or Contractor	CLD										
Clean up rubbish removal	\$1,200	Funded by Council	NVLC, NVCA, NVRUG											
Road re-alignment	\$40,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	RTA, CLD										
New carparking (12 spaces)	\$20,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	RTA, CLD										
New pedestrian crossing	\$1,000	Funded by Council	NSC or contractor	RTA, CLD										



Precinct One Works Proposed	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time line									
Stepped access from shelter to pontoon	\$15,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	RTA, CLD, NSW Dept Natural Resources (DNR),	1	2	3	4	5	6	7	8	9	10
Ramped pathway to pontoon	\$4,200	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	CLD, DNR										
Shelter with concrete slab & seating	\$12,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	RTA, CLD										
Floating pontoon, gangway, 2 posts/pylons	\$30,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	DNR, CLD, NSW Department of Fisheries (DF), Environmental Protection Agency (EPA)										
Gardens	\$3,500	Funded by Council	NVLC, NVCA, NVRUG	CLD										
Turfed area, incl preparation	\$1,700	Funded by Council	NVLC, NVCA, NVRUG	CLD										
Other park furniture e g seats, bollards	\$7,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NVLC, NVCA, NVRUG	CLD										
Road realignment	\$4,200	To be discussed with the RTA	NSC or contractor	RTA, CLD										
New carparking (10 spaces)	\$15,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	RTA, CLD										
New pathway	\$3,500	Funded by Council	NSC or contractor	RTA, CLD										
Turfed area	\$1,350	Funded by Council	NVLC, NVCA, NVRUG	CLD										
Planted edge to river	\$6,300	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NVLC, NVCA, NVRUG	CLD, DNR, NHALC										



Precinct One Works Proposed	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time line									
Earthworks on bank	\$1,500	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NSC or contractor	DNR, CLD, DF, EPA, NHALC	1	2	3	4	5	6	7	8	9	10
Ex ground tree (for feature shade tree) 100 litre stock	\$550	Funded by Council	NVLC, NVCA, NVRUG	CLD, NHALC										
Bollards to park edge	\$4,000	Funded by Council	NVLC, NVCA, NVRUG	CLD, NHALC										
Picnic settings, bins, furniture	\$6,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NVLC, NVCA, NVRUG	CLD, NHALC										
Upgrade existing facilities	\$10,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	CLD, NHALC										
Planting to western side of highway	\$5,600	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NVLC, NVCA, NVRUG	CLD, NHALC										
"Cultural route" signage	\$2,000	Indigenous Heritage Program, Dept of the Environment, Water, Heritage and the Arts	NSC, NVT, NVCA, NVRUG, NVLC, NHALC, Nambucca Valley Historical Society (NVHS)	CLD, NHALC										
Information Centre														
Themed street pole treatment	\$15,000	Regional Tourism Partnership Funding Program, Tourism NSW	NSC or contractor	RTA, CLD										
New carpark (21 spaces, 2 coaches, 2 caravans) 6000m ²	\$500,000	Regional Tourism Partnership Funding Program, Tourism NSW	NSC or contractor	RTA, CLD										
Screen planting to carpark	\$20,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	RTA, CLD										
Tree planting to carpark (25 litre plant stock)	\$660	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	RTA, CLD										
Sculptural element (on northeastern corner)	\$50,000	Regional Arts Fund, Australian Government	NSC or contractor	RTA, CLD										



Precinct One Works Proposed	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time line									
New pathway	\$70,000	NSW Coastline Cycleway, Dept of Planning	NSC or contractor	RTA, CLD	1	2	3	4	5	6	7	8	9	10
Feature pavement to centre entry	\$180,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	RTA, CLD										
New facility (info centre, museum, art gallery, interpretive facility, café) including building, pavement, gardens, sculptural building façade, vegetation removal, exterior furniture, lighting etc	\$2,500,000	Regional Tourism Partnership Funding Program, Tourism NSW	NSC, NSW State Government,	NHALC										
Existing info centre modified to become boat/bike hire	\$20,000	Regional Tourism Partnership Funding Program, Tourism NSW	NSC, Private Operator	CLD										
Road realignment & creation of new disabled car parks	\$70,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	CLD										
Extension to existing jetty to include floating pontoon	\$50,000	Currently programmed as part of Council works	NSC, Private Operator	DNR, CLD, DF, EPA, NHALC										
New street tree planting (25 litre plant stock)	\$1,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NVLC, NVCA, NVRUG	CLD										
Precinct Total	\$3,914,030 00													



6.2 Precinct 2 – Stuart Island

The proposed works on Stuart Island are to be implemented in the first two years of the master plan. The upgrade of this area is immediately required, with the upgrading of the boat ramp and launching facilities required before the ramp at the RSL Club is removed.

The new roads and car/trailer parking facilities are required to prevent further erosion and degradation of the vegetation on the island. All works proposed on Stuart Island will take place in years 1 and 2.

Precinct Two Works Proposed Stuart Island	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
Re-vegetation of eastern edge of island	\$8,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NVLC, NVCA, NVRUG	NHALC	1	2	3	4	5	6	7	8	9	10
New interpretive material to burial site as part of "Cultural Route"	\$2,000	Indigenous Heritage Program, Dept of the Environment, Water, Heritage and the Arts	NSC, NVHS, NHALC	NHALC										
New interpretive material to bait shop & school sites as part of "Cultural Route"	\$3,000	Indigenous Heritage Program, Dept of the Environment, Water, Heritage and the Arts	NSC, NVHS, NHALC	NHALC										
Re-vegetation of riparian vegetation along northern edge of Stuart Island park	\$4,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NVLC, NVCA, NVRUG, Nambucca Valley Golf Course (NVGC)	NHALC, NVGC										
Weed removal & new planting at island entry	\$2,000	Landcare Australia or Coastcare Australia	NVLC, NVCA, NVRUG	NHALC										
Re-vegetation along drainage line edge (south of brick building)	\$3,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NVLC, NVCA, NVRUG	NHALC										
New entry sign to Stuart Island park	\$2,000	Regional Tourism Partnership Funding Program, Tourism NSW	NVT	NHALC										
New loop road & boat trailer parking	\$270,000	Better Boating Program, Maritime NSW	NSC or Contractor	NHALC										
Upgrade existing brick building to more coastal character	\$7,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NSW Volunteer Rescue Association	NHALC										
New carparking to Stuart Island park (26 spaces)	\$30,000	Better Boating Program, Maritime NSW	NSC or Contractor	NHALC										
Bollards/post and rail to loop road and carparking	\$8,000	Better Boating Program, Maritime NSW	NSC or Contractor	NHALC										
Establishment of re-vegetation areas to existing Casuarinas at Stuart Island Park (fencing, tree planting, understorey planting, signage)	\$10,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NVLC, NVCA, NVRUG	NHALC	1	2	3	4	5	6	7	8	9	10



Precinct Two Works Proposed Stuart Island	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
New picnic facilities to Stuart Island Park - shelters and furniture	\$30,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NVLC, NVCA, NVRUG	NHALC										
New toilet block to Stuart Island park	\$80,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or Contractor	NHALC										
Vegetated stormwater basin (earthworks, planting) 300m²	\$2,500	Landcare Australia or Coastcare Australia	NVLC, NVCA, NVRUG	NHALC										
New shade tree planting to Stuart Island park (25 litre stock)	\$800	Landcare Australia or Coastcare Australia	NVLC, NVCA, NVRUG	NHALC										
Remove old jetties & upgrade existing ramps	\$6,000	Better Boating Program, Maritime NSW	NSC, NVLC, NVCA, NVRUG	NHALC, DNR, DF										
New fish cleaning facilities	\$5,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NVRUG											
Precinct Total	\$473,300													

6.3 Precinct 3 – Bellwood Park

The upgrade to Bellwood Park has been scheduled for completion within the first two years of the master plan implementation. The upgrade to this community park is seen to be the first major outcome or result from this master plan.

The park and pedestrian link upgrades are all on public land and do not require private investment. Most of the works can be undertaken by Council or local trades persons. All works proposed in the Bellwood Park Precinct will take place in years 1 and 2.

Precinct Three Works Proposed Bellwood	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
Weed removal & revegetation to vegetation west of caravan park	\$6,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NVLC, NVCA, NVRUG	CLD	1	2	3	4	5	6	7	8	9	10
New park entry sign	\$2,000	Regional Tourism Partnership Funding Program, Tourism NSW	NSC, NVT	CLD										
Feature planting at park entry sign	\$5,000	Regional Tourism Partnership Funding Program, Tourism NSW	NVLC, NVCA, NVRUG	CLD										
Weed removal, installation of boulders & revegetation to creek	\$12,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NSC, NVLC, NVCA, NVRUG	CLD										
New pathway to park (2.2m wide)	\$37,100	NSW Coastline Cycleway, Dept of Planning	NSC, NVLC, NVCA, NVRUG	CLD										
Mooring poles	\$9,000	Better Boating Program, Maritime NSW	NSC	CLD, DF, DNR										
Bridged crossing to creek	\$15,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC	CLD										
New boardwalk east of caravan park (2.2m wide)	\$860,000	NSW Coastline Cycleway, Dept of Planning	NSC, NVLC, NVCA, NVRUG	CLD, DF, DNR, EPA										
Upgrade existing toilets	\$30,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC	CLD										
Upgrade existing shelters	\$30,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVLC, NVCA, NVRUG	CLD										
New pavement to park shelters	\$14,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional	NSC, NVLC, NVCA, NVRUG	CLD	1	2	3	4	5	6	7	8	9	10



Precinct Three Works Proposed Bellwood	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
		Development and Local Government												
New structures to park entries (simple arbor)	\$6,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVLC, NVCA, NVRUG	CLD										
Installation of 'water play' area	\$180,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractors	CLD										
New playground (dry play area)	\$120,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractors	CLD										
Mounded revegetation areas to park	\$10,500	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractors	CLD										
Sculptural water themed element to park	\$15,000	Regional Arts Fund, Australian Government	NSC or contractor	CLD										
Removal of existing timber wall	\$3,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVLC, NVCA, NVRUG	CLD, DF, DNR, EPA										
Installation of new shade trees to park	\$1,600	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVLC, NVCA, NVRUG	CLD										
Installation of turf to park (eroded areas)	\$22,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVLC, NVCA, NVRUG	CLD,	1	2	3	4	5	6	7	8	9	10



Precinct Three Works Proposed Bellwood	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
New shelters to park and furniture	\$25,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVLC, NVCA, NVRUG	CLD,										
Weed removal and revegetation of drain at western edge of park	\$4,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NSC, NVLC, NVCA, NVRUG	CLD,										
New street tree planting along Riverside Drive (25 litre stock)	\$1,400	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVLC, NVCA, NVRUG	CLD,										
Weed removal & revegetation to Freshwater Creek	\$7,500	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NSC, NVLC, NVCA, NVRUG	CLD, DF, DNR, EPA										
Precinct Total	\$1,416,100													

6.4 Precinct 4 – RSL Club

The RSL Club Precinct is one of two areas that required significant infrastructure investments. As a result this precinct has been programmed for implementation in years 7 to 10. These are major works and will need significant amounts of detailed planning, engineering and funds/commitments thus requiring the extended timeline. The environmental protection and upgrade works are to be undertaken initially before the major built works and infrastructure are implemented. All works proposed in the RSL Precinct will be undertaken in years 7 to 10.

Precinct Four Works Proposed RSL	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
New pathway link between new boardwalk & Riverside Drive path (at northern end of caravan park) 2.2m wide	\$3,500	NSW Coastline Cycleway, Dept of Planning	NSC, NVLC, NVCA, NVRUG	CLD,	1	2	3	4	5	6	7	8	9	10
Installation of rock filleting along Riverside Drive	\$30,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	Riparian Management Services	CLD, DF, DNR, EPA, Wetland Care Australia										
Upgrade to pathway, installation of shade trees to memorial park	\$20,000	NSW Coastline Cycleway, Dept of Planning	NSC, NVLC, NVCA, NVRUG	CLD,										
Install new coach parking on Riverside Drive outside memorial park	\$8,000	Funded by Council	NSC	CLD										



Precinct Four Works Proposed RSL	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
Weed removal & re-vegetation works to Beer Creek	\$4,500	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NSC, NVLC, NVCA, NVRUG	CLD, DF, DNR, EPA										
New pedestrian crossing to Beer Creek	\$10,000	Funded by Council	NSC, NVLC, NVCA, NVRUG	CLD, DF, DNR, EPA	1	2	3	4	5	6	7	8	9	10
Planted buffer to Anzac memorial (low planting)	\$3,000	Funded by Council	NSC, NVLC, NVCA, NVRUG	CLD										
New seating to Anzac memorial	\$8,000	RSL Club in partnership with NSC	NSC, NVLC, NVCA, NVRUG	CLD										
Pipe section of Beer Creek & install carparking	\$60,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NSC	CLD, DF, DNR, EPA										
Install gross pollutant traps to stormwater system at Beer Creek	\$15,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NSC	CLD, DF, DNR, EPA										
New 2 storey carpark to RSL carpark	\$2,800,000	Constructed by the RSL Club	RSL Club, NSC	CLD										
New road pavement to RSL carpark & new carparking	\$130,000	Constructed by the RSL Club	RSL Club, NSC	CLD										
Urban infrastructure, lighting, furniture, signage, pavement	\$400,000	Constructed by the RSL Club	RSL Club, NSC	CLD										
Tree planting and gardens, turfing to new carparking & road circulation at RSL carpark	\$200,000	Constructed by the RSL Club	RSL Club, NSC	CLD										
Mixed used development (within carpark)	\$1,500,000	Private Investment in partnership with NSC	RSL Club, NSC, Private Investment	CLD										
Mixed used development (on water)	\$2,000,000	Private Investment in partnership with NSC	RSL Club, NSC, Private Investment	CLD										
River edge upgrade, including outside cafe	\$5,000	Private Investment in partnership with NSC	NSC, Private Investment	CLD										
Upgrade boardwalk from RSL to Gordon Park 2.2 m wide	\$400,000	NSW Coastline Cycleway, Dept of Planning	NSC, NVLC, NVCA, NVRUG	CLD										
New street trees along Riverside Drive (25 litre stock)	\$2,000	Funded by Council	NSC											
New widened path from RSL precinct to southern end of Fraser Street (2.2 m wide)	\$23,100	RSL Club in partnership with NSC	NSC, NVLC, NVCA, NVRUG	CLD	1	2	3	4	5	6	7	8	9	10



Precinct Four Works Proposed RSL	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
Create shared pedestrian/local traffic zone western end of Riverside Drive (above Gordon Park) incl Pavement, bollards, signage, kerbing, crossing	\$120,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC											
Install new pavement along Fraser Street 2.2m wide	\$41,000	NSW Coastline Cycleway, Dept of Planning	NSC											
New street trees to Fraser Street in pavement (tree surrounds plus grates)	\$4,000	Funded by Council	NSC											
Precinct Total	\$7,787,100													

6.5 Precinct 5 – Gordon Park

The Gordon Park Precinct is the second precinct that requires major investment for building works and infrastructure upgrades. Similar to The RSL Club Precinct the Gordon Park Precinct is to be implemented in the final years, nine and ten of the master plan time line.

The Gordon Park proposal includes commercial opportunities for private investors and operators, the extra time allocated allows for these ventures to be organised and confirmed. All works proposed in the Gordon Park Precinct will be undertaken in years 9 and 10.

Precinct Five Works Proposed Gordon Park	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
Remove existing cadaghi tree & lop some trees at northwest corner of park	\$4,000	Funded by Council	NSC, NVLC, NVCA, Friends of Gordon Park Society (FGPS)	CLD	1	2	3	4	5	6	7	8	9	10
Install sculptural element & elevated platform at top of park	\$550,000	Regional Arts Fund, Australian Government	NSC or contractor	CLD										
Stepped pedestrian access from shared pedestrian/local traffic zone down to Gordon Park, incl lookout structure	\$800,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	CLD										
Demolition and relocation of the tennis club house	\$50,000	To be funded by contributions from private developers and consideration of sale/lease of land	NSC or contractor	CLD										
Earthworks to Gordon Park	\$40,000	To be funded by contributions from private developers and consideration of sale/lease of land	NSC or contractor	CLD										



Precinct Five Works Proposed Gordon Park	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
					1	2	3	4	5	6	7	8	9	10
New mixed used development to Gordon Park	\$1,200,000	Funded by private developer	Private Business	CLD, NSC										
Install new carparking area to Gordon Park	\$76,000	Funded as part of the development within the precinct	NSC or contractor	CLD										
Install new vehicular access to boat ramp at Gordon Park	\$160,000	Better Boating Program, Maritime NSW	NSC or contractor	CLD, DNR, EPA, DF										
Realign and install new pavement to boat ramp area at Gordon Park	\$20,000	To be funded by contributions from private developers and consideration of sale/lease of land	NSC or contractor	CLD										
Install themed park entry sign	\$4,000	Regional Tourism Partnership Funding Program, Tourism NSW	NSC, NVT											
Install bollards to park edge within Gordon Park	\$28,000	To be funded by contributions from private developers and consideration of sale/lease of land	NSC, NVLC, NVCA, FGPS	CLD										
Install new pathway to Gordon Park (2 2m wide)	\$72,800	NSW Coastline Cycleway, Dept of Planning	NSC, NVLC, NVCA,FGPS	CLD										
Install artwork at Gordon Park entry from carpark	\$10,000	Regional Arts Fund, Australian Government	NSC, NVLC, NVCA,FGPS	CLD										
Install new picnic shelters to Gordon Park, bbqs, picnic facilities	\$80,000	To be funded by contributions from private developers and consideration of sale/lease of land	NSC, NVLC, NVCA,FGPS	CLD										
Install seats to Gordon Park	\$40,000	To be funded by contributions from private developers and consideration of sale/lease of land	NSC, NVLC, NVCA FGPS	CLD										
Install play/sculptural element to Gordon Park	\$80,000	Regional Arts Fund, Australian Government	NSC, NVLC, NVCA, FGPS	CLD										
Install shade tree planting to Gordon Park (100 litre stock)	\$3,000	To be funded by contributions from private developers and consideration of sale/lease of land	NSC, NVLC, NVCA, FGPS	CLD										
Install shade trees to Gordon Park carpark (25 litre stock)	\$1,000	Landcare Australia or Coastcare Australia	NSC, NVLC, NVCA, FGPS	CLD										
Feature planting to Gordon Park	\$28,000	To be funded by contributions from private developers and consideration of sale/lease of land	NSC, NVLC, NVCA, GPS	CLD										



Precinct Five Works Proposed Gordon Park	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
Feature pavement to Gordon Park	\$210,000	To be funded by contributions from private developers and consideration of sale/lease of land	NSC, NVLC, NVCA, FGPS	CLD										
New timber deck at water in Gordon Park	\$180,000	To be funded by contributions from private developers and consideration of sale/lease of land	NSC, NVLC, NVCA, FGPS	CLD, DNR, DF, EPA										
Install platform seats along waterfront	\$15,000	To be funded by contributions from private developers and consideration of sale/lease of land	NSC, NVLC, NVCA, FGPS	CLD										
Rock filleting along Wellington Drive	\$30,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	Riparian Management Services	CLD, DF, DNR, EPA, Wetland Care Australia	1	2	3	4	5	6	7	8	9	10
New angle carparking at location on Wellington Drive	\$10,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	CLD										
Mooring poles on beach section on Wellington Drive	\$15,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or contractor	CLD, DF, DNR, EPA										
Upgrade existing pathway along Wellington Drive to 2.2m wide	\$120,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVLC, NVCA, FGPS	CLD										
New seating locations to Wellington Drive	\$18,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVLC, NVCA, FGPS	CLD										
Precinct Total	\$3,844,800													



6.6 Precinct 6 – Sand Island

Only very minimal works are proposed within the Sand Island Precinct. These works are programmed for middle of the master plan timeline and can comfortably be completed with a two year period. All works proposed on the Sand Island will be undertaken in years 4 and 5.

Precinct Six Works Proposed Sand Island	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
Install mooring poles to Sand Island	\$18,000	Better Boating Program, Maritime NSW	NSC or contractor	CLD, DF, DNR, EPA, NHALC	1	2	3	4	5	6	7	8	9	10
Install day use area/eco camping location to eastern end of Sand Island	\$20,000 - \$200,000	Landcare Australia or Coastcare Australia	NSC or contractor	CLD, DF, DNR, EPA, NHALC										
Install low impact nature trail to Sand Island (combination of at ground walking track & low boardwalk) 1.2m wide	\$45,000 - \$120,000	Landcare Australia or Coastcare Australia	NSC, Landcare or contractor	CLD, DF, DNR, EPA, NHALC	1	2	3	4	5	6	7	8	9	10
Precinct Total	\$18,000													

6.7 Precinct 7 – V Wall

The V Wall Precinct upgrade are all public works and can be implemented at the early stages of the master plan time line (Years two and three). These public works upgrade can be accommodated in a two year period and should aim to be completed in sections outside of holiday periods to minimise impacts of the operation of the area during its busiest time. All works proposed in the Vee Wall Precinct will be undertaken in years 2 and 3.

Precinct Seven Works Proposed V Wall	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
Install themed entry signage on arrival at V Wall precinct	\$4,000	Funded by Council	NSC, NVT	CLD	1	2	3	4	5	6	7	8	9	10
Install rock filleting just north of V Wall	\$25,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	Riparian Management Services	CLD, DF, DNR, EPA, Wetland Care Australia										
Upgrade existing toilet facilities	\$20,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVCA, NVRUG	CLD										
Earthworks, turfing and replanting to existing eroded drain	\$10,000	To be undertaken internally as regular councils maintenance works	NSC, NVLC, NVCA, NVRUG	CLD										
Install warning signage to V Wall swimming location	\$1,000	Funded by Council	NSC											



Precinct Seven Works Proposed V Wall	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
Mounding, re-vegetation planting, temporary fencing & signage to existing Casuarinas on V Wall	\$8,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVCA, NVRUG	CLD										
Upgrade existing path along southern edge of V Wall	\$14,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVCA, NVRUG	CLD										
Realign roadway and install new carparking with 65 car parking spaces & 5 coach spaces	\$90,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC or Contractor	CLD										
New street & carparking tree planting (25 litre stock)	\$3,300	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVCA, NVRUG	CLD	1	2	3	4	5	6	7	8	9	10
New shade trees (100 litre stock)	\$4,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVCA, NVRUG	CLD										
Create 'green park' along foreshore including balustrade, turf, shade trees, seating & picnic furniture	\$500,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVCA, NVRUG	CLD										
Install helipad for emergency evacuation	\$65,000	Regional and Local Community Infrastructure Program, Department of Infrastructure, Transport, Regional Development and Local Government	NSC, NVCA, NVRUG	CLD, Emergency Rescue Organisations										
Re-vegetation planting to existing Casuarinas (south of lagoon)	\$4,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NSC, NVCA, NVRUG	CLD										



Precinct Seven Works Proposed V Wall	Cost Estimate	Funding Opportunities & Grants	Organisation to Undertake Works	Authority/Organisation Requiring Concurrence & MOU	Time Line									
Re-vegetate Banksia and Casuarina forest (southeast of caravan park)	\$12,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NSC, NVCA, NVRUG	CLD										
Install elevated steps to dune access	\$7,500	Landcare Australia or Coastcare Australia	NSC, NVCA, NVRUG	CLD										
Create dune access including board & tie, constructed steps, fencing, re-vegetation	\$70,000	Landcare Australia or Coastcare Australia	NSC, NVCA, NVRUG	CLD										
Re-vegetation to dune	\$40,000	Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust	NSC, NVCA, NVRUG	CLD										
Elevated steps to Shelly Beach	\$250,000	Landcare Australia or Coastcare Australia	NSC, NVCA, NVRUG	CLD										
Upgrade existing Shelly Beach toilets	\$20,000	Landcare Australia or Coastcare Australia	NSC, NVCA, NVRUG	CLD										
Precinct Total	\$1,147,800													
Master plan Total	\$18,583,160													

6.8 Grants and Fund Locations

Indigenous Heritage Program, Dept of the Environment, Water, Heritage and the Arts

The Indigenous Heritage Program (IHP) is an Australian Government initiative that supports the identification, conservation, and promotion (where appropriate) of Indigenous heritage. Individual project funding for organisations will in general be available up to a maximum of \$100,000 (GST exclusive). Individual applicants will generally be eligible for funding up to \$5000. Applications for more than these amounts may be considered where the applicant demonstrates special circumstances or a genuine requirement for additional funds. The IHP may also help identify places likely to have outstanding Indigenous heritage value to Australia suitable for inclusion on the National Heritage List.

Environmental Restoration & Rehabilitation Grants, NSW Environmental Trust

The aim of the Restoration and Rehabilitation (R&R) program is to facilitate projects to prevent or reduce pollution, the waste stream or environmental degradation of any kind, run by community organisations and State and Local government organisations. Through these projects, we also aim to improve the capacity of communities and organisations to protect, restore and enhance the environment.

Total funds being offered under the R&R program in 2009 are: \$1.5 million allocated to the Community grants program and \$1.5 million allocated to the State and Local Government grants program. Grants between \$5,000 and \$100,000 are available.

Regional Arts Fund, Dept of the Environment, Water, Heritage and the Arts

The Regional Arts Fund (RAF) is supporting sustainable cultural development in communities across regional, remote and isolated parts of Australia. A key focus is to encourage the formation of productive partnerships to support home-grown arts activities and the creation of networks to reduce isolation, exchange ideas and publicise opportunities. The program also assists the professional development of, and provides employment opportunities for, artists based in regional areas.

Providing opportunities for community members to learn arts and broader skills is another RAF priority. With RAF support, professional artists provide workshops and collaborate with community participants on a wide range of creative projects.



Better Boating Program, Maritime NSW

The Better Boating Program (BBP) is a State Government grants program aimed at providing recreational boating infrastructure for the benefit of the boating community on New South Wales waterways. The BBP, commencing in July 2009, consolidates the three grants programs previously run by NSW Maritime. NSW Maritime utilises revenue raised from registration and licence fees to fund the grants program. Since the inception of infrastructure grant funding in 1998, the State Government has provided over \$20 million for around 450 boating infrastructure improvements across NSW.

NSW Coastline Cycleway, Dept of Planning

The NSW Coastline Cycleway program provides grants to non-metropolitan coastal councils to improve cycling facilities as part of the development of a cycleway along the entire NSW coast. Based on a concept devised by the urban planner Elias Duek-Cohen, the 1400 kilometre NSW Coastline Cycleway, stretching from the Queensland border to the Victorian border, was defined in a set of five studies coordinated by Bicycle NSW and largely funded by the NSW Roads and Traffic Authority. The alignment aims to avoid major roads and highways and link together separate communities along the NSW coastline. Grant funding is available to local councils for cycle projects on this route. Revisions to the route may be made with the support of the Department of Planning, councils, State agencies and local bicycle user groups to ensure that the route remains viable and current local priorities are accommodated.

Landcare Australia or Coastcare Australia

Fifty six Catchment Management Authorities (CMA) and regional natural resource management organisations (NRMO) around Australia administer specific regional funding. Community landcare groups can access funding and other support through their CMA or NRMO.

Private Developments and Contributions

Part of this master plan requires the sale or long term lease of land for use as a commercial opportunity. The capital generated from the sale and or lease of the asset can be used to fund community project proposed by the master plan. Development contributions will be paid as part of the development of the areas. These funds can also be used fund community projects proposed by the master plan.

Funded by Council

These works and upgrades are to be undertaken by Council as part of their regular upgrades and maintenance programs for the area.



7. OTHER INFORMATION REQUIRED

7.1 Emergency Management Plan

PURPOSE

The purpose of this Emergency Management Plan (EMP) is to identify areas of existing hazards and increased risk arising from the development of the Nambucca River Master Plan proposals. The EMP also proposes mitigation measures to manage increased risk to property and the community in regard to fire protection, security, evacuation and access utilising a risk minimisation approach.

EMERGENCY RISK MANAGEMENT REPORT

The Nambucca Shire LGA Local Emergency Management Committee (LEMC) prepared the Emergency Risk Management Report in June 2008 to improve community preparedness by developing a community Risk Based Emergency Management Plan. This plan addressed the natural, technological and biological risks that may affect the Nambucca Shire community.

The shire wide EMP considered the risks associated with a range of hazards that, if each hazard occurred, would require a "significant and coordinated emergency response" within the meaning of Section 4 of the State Emergency and Rescue Management Act 1989 (as amended).

For practical reasons, the shire wide EMP is not reproduced in this document, however, the hazard types identified in the shire wide EMP are relative to the NRMP study area. These hazard types are listed below:

Type	Risk Rating	Agency	Risk Statement*
Flood	Extreme	SES	There is a risk that a major flood (1% AEP) could result in a small number of human fatalities and injuries, inundation damage to property (up to 200 houses and 71 businesses) and temporary relocation of up to 500 persons for periods of 3-10 days, damage to infrastructure (road, rail washouts) with short-term disturbance and loss of access, impact on provision of services (power, telephone), loss of commercial activity and loss of agricultural production.
Landslip/Rockfall	Extreme	NSWPF	There is a risk that a landslip event occurring in Nambucca Heads could cause significant damage to infrastructure and buildings. It may also cause injuries, entrapment and the possible loss of life. Access to and egress from the site may also be impaired.
Tsunami	Extreme	SES	There is a risk that a level IV tsunami could impact on low level coastal areas and low level areas of the LGA, destroying extensive property and infrastructure and utilities, causing significant fatalities and injuries, requiring extensive long-term relocation. Damage to the immediate coastal zone (beach erosion, loss of infrastructure (surf clubs etc), dune system damage), environmental impacts to the estuary may also occur.



Type	Risk Rating	Agency	Risk Statement*
Hazardous Materials	Extreme	NSWFB	There is a risk that a HAZMAT incident resulting from road / rail transport accident / industrial incident could result in human fatality, injury or illness from exposure to the material, possible environmental damage, and in particular the threat to waterways and aquaculture, possible site evacuation (usually less than 24 hours), temporary closure of transport link (road, esp Pacific Hwy /rail) requiring detour and causing delay.
Transport Accident	Extreme	NSWPF	There is a risk that a MVA involving a passenger coach / school bus or heavy transport vehicles, or rail incident involving an XPT service could result in multiple human fatalities and injuries, possible stock loss, temporary blockage to road/rail services requiring detour, commuter disruption, environmental damage, with the potential to overload local medical services.
Bush/Grass Fire	High	RFS	There is a risk that a significant bush / grass fire may cause loss of rural infrastructure (buildings, equipment) and impact on the urban interface of towns and villages (Valla Beach, Scotts Head, Nambucca Heads and Hyland Park), and possible fatalities and injuries due to smoke inhalation, and temporary displacement of large numbers of persons. Temporary closure of the Pacific Highway and / or North Coast Rail line is also possible, as is damage to power, sewerage and communications infrastructure.
Severe Storm	High	SES	There is a risk that a significant storm may cause a small number of human fatalities and injuries, localised extensive damage to buildings (roofs, verandas, water damage), with the possible need for evacuation of a few people, possible destruction of sheds, localised crop damage, short-term road blockage from fallen trees, loss of power, loss of communications, localised flooding with short-term cutting of roads.
Building Collapse	High	NSWPF	There is a risk that a building collapse could result in some fatalities and a large number of severely injured persons, structural damage to adjacent buildings, relocation of residents and businesses, with corresponding community impacts.

*Shirewide



The Resource Design and Management (RDM) Project Team formed a working group for the purpose of preparing a study area draft Nambucca River Master Plan Study Area Emergency Management Plan (NRMPsaEMP).

The working group comprised the following members:

KEILEY HUNTER, Planner

JOSEPH KANE, Planner and Environmental Engineer

CHARLES BARNES, Engineer

STEVEN CHANNELS, Department of Lands

BRUCE REDMAN, Director of Engineering, Nambucca Shire Council

Each precinct within the study area was considered separately. The following is a list of issues that have been identified within each precinct.

HIGHWAY PRECINCT

- Chemical spill hazard
- Pacific Hwy / Willunga Avenue intersection – pedestrian hazard – crossing to river side of highway. Elderly residents in the precinct. No right turn off highway heading south.
- Halfway point between Sydney and Brisbane. Truck pull off area south of Bellwood Road – may improve once a new truck stop is opened at the proposed highway interchange at north Nambucca. The new McDonalds may increase trucks pulling over in this location.
- Pedestrian fatalities at the Bellwood Road intersection – underpass to Riverside constructed as a result. Memorials located on riverside of the highway.
- The Riverside Drive / highway intersection may come under increased pressure from the new McDonalds store and if a proposed Coles opens in the Bellwood area.
- Traffic lights proposed for Riverside Drive (30 years), Bellwood Road (15 years) if the highway has not been diverted before that time.
- The reserve land behind Bellwood retail precinct is a bushfire risk – two road exits out of the area.
- Pedestrian crossing from VIC to parking area and future mixed use area on the northern side of Riverside Drive.
- Land instability issues from Woodbell Street to Seaview Street

These issues are categorised into the following hazards. Treatment and/or actions that arise from the Nambucca Shire ERMR and the draft NRMP Master Plan are listed in the table below:

Hazard	NSC ERMR	Draft NRMP	Comments
Chemical spill hazard	Pacific Highway upgrading reducing vehicle accidents and incorporating better runoff management	Pacific Highway to be realigned once the highway bypass occurs. Bank revegetation and mangrove protection works will provide better filtration of runoff.	Highway bypass will significantly reduce the likelihood of this hazard occurring.
Transport Accident	Pacific Highway upgrade to dual carriageway (highway bypass is more relevant to the study area)	Highway realignment will provide better/safer 'pull-over / areas.	Highway bypass will significantly reduce the likelihood of this hazard occurring.



Hazard	NSC ERMR	Draft NRMP	Comments
Pedestrian Accident	-	Improved pathways and future pedestrian crossings (after highway bypass).	Highway bypass will significantly reduce the likelihood of this hazard occurring.
Bushfire / grassfire	-	Increased revegetated areas may increase risk of fire however, proximity to river is a significant mitigating factor.	Bushfire prone land is located on the western side of the highway and not impacted by any proposals in the draft NRMP.
Land instability (landslide)	Expand Retaining Wall Construction program to additional at-risk locations	Riverbank revegetation will improve bank stability.	Employ recommendation made in the Jason Cottages Landslide Remediation Geotechnical Report produce by GHD.

STUART ISLAND PRECINCT

- Access causeway – single lane, floods on king tide – evacuation from Golf Club
- Master Plan proposes new car parking and amenities – result in increased patronage of the area. Need to upgrade culvert crossing.

Hazard	NSC ERMR	Draft NRMP	Comments
Flooding/king tides	-	Stuart Island Causeway upgrade will reduce the likelihood of the causeway flooding.	The Golf Club evacuates all patrons in the event of a king tide.
Pedestrian / trailer accidents	-	Designated trailer parking areas and improved traffic flow.	
Boating accidents	-	Stuart Island upgrade will increase usage.	Nambucca Marine Rescue emergency contact details should be clearly visible near the boat ramp.



BELLWOOD PARK PRECINCT

- River bank slip zone along the bank at the eastern end of the boardwalk and adjacent to the car park.
- Recommend bank stabilisation using retaining wall treatment – see SMEC report figure D8.
- Riverside Drive flood near Freshwater Creek – alternative route via Seaview and Piggott Streets

Hazard	NSC ERMR	Draft NRMP	Comments
Land instability (landslide)	Expand Retaining Wall Construction program to additional at-risk locations	Riverbank revegetation will improve bank stability.	SMEC report provides recommendations for retaining wall treatment. Employ recommendation made in the Jason Cottages Landslide Remediation Geotechnical Report produce by GHD.
Flooding	-	Stormwater management measures will decrease flood occurrence and severity.	

RSL PRECINCT

- Landslip and instability along Riverside Drive between Piggott Street and Ellis Avenue – alternative route via Piggott Street, West Street and Dickson Street.
- Narrow boardwalk from RSL car park to Gordon Park – emergency access via motel car park or Gordon Park
- New Bowra Street pedestrian crossing/refuge opp Woolworths
- 40 kph speed limit to be extended from CBD through to new crossing
- 10 kph shared zone proposed between Bowra Street and entrance to Woolworths car park in Back Street.
- New linemarking to create a LH turning lane out of Back Street into Bowra Street and a southbound turning lane off Bowra Street into Back Street.
- One access from CBD - Bowra Street through to Gordon Park and Wellington Drive area.

Hazard	NSC ERMR	Draft NRMP	Comments
Land instability (landslide)	Expand Retaining Wall Construction program to additional at-risk locations	Riverbank revegetation will improve bank stability. No works proposed on northern side of Riverside Drive.	SMEC report provides recommendations for retaining wall treatment. Employ recommendation made in the Geotechnical Report produce by GHD.
Pedestrian accidents	-	Improved linkages between the CBD and the RSL and Gordon Park areas will increase pedestrian traffic.	Lower speed limits, turning lanes and the new pedestrian crossing will increase pedestrian safety.



Boating accidents	-	Boat ramp near RSL to be removed.	
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GORDON PARK PRECINCT

- Unstable area corner Ocean Avenue and Wellington Drive
- River silting near Gordon Park
- Widen path between Bowra Street and Gordon Street car park to allow emergency vehicle access.

Hazard	NSC ERMR	Draft NRMP	Comments
Land instability (landslide)	Expand Retaining Wall Construction program to additional at-risk locations	No works proposed on northern side of Wellington Drive.	Employ recommendation made in the Geotechnical Report produce by GHD.
River silting	-	No dredging recommended. Use of shallow drafted craft is the preferred option.	Natural occurrence.
Pedestrian / traffic/ boating accidents	-	Alternative access for emergency vehicles provide within Gordon Park from Wellington Drive to Bowra Street.	Upgraded Nambucca Marine Rescue shed will improve response time and capability.

SAND ISLAND

- Nambucca Marine Rescue – VRS located in close proximity to the Sand Island
- Master Plan proposal may increase risk of swimmers, light craft – kayaks, canoes, entering the water at the eastern end of the island. Increased danger from strong currents.

Hazard	NSC ERMR	Draft NRMP	Comments
Boating / swimmer accidents	-	Visitor numbers to Sand Island may increase.	Upgraded Nambucca Marine Rescue shed will improve response time and capability.
Flooding / king tides	-	Visitor numbers to Sand Island may increase. No increased threat to infrastructure – built elements will be limited to low impact boardwalks and pathways.	Advisory notes to be included in interpretive signage to warn day visitors of tides and flood hazards.




V WALL PRECINCT

- Department of Lands (Coastal and Infrastructure) - requires access from the carpark and along the breakwall to carry out remedial work. This could involve moving painted/rocks / armour from the river side of the breakwater as well as replenishing rock at sites of damage / instability along the breakwater. This would require traffic management to exclude the general public while work is being carried out.
- Emergency vehicle access is required along the breakwall. This will require the relocation of the first bench seat and the first light pole to allow sufficient width for a motor vehicle. A small cleared and grassed area is to be provided near the eastern corner of the caravan park to allow an emergency vehicle to turn around.
- The helipad should be a mown grassed cleared area. A marked emergency vehicle pullover bay is provided adjacent to the helipad and remain clear at all times.
- Recent land slip (February 2009) resulting in damage to first floor of a residential flat building in Wellington Drive.
- Localised land instability in Nambucca Heads due to ground moisture conditions and the geology / topography of the headland and ridges can occur usually after extended heavy rain leading to ground saturation. The most significant event was a large landslide / rockfall above the White Albatross Holiday Park where the material reached the accommodation buildings in the park, although no major structural damage or injuries occurred. (*Nambucca Emergency Risk Management Project*, June 2008)
- Continued landscaping works to the rear of properties in Wellington Drive contributing to the risk of further slippage.
- Tree poisoning along the Ridge Street area also contributing to land slippage.
- Power boat / swimmer conflict – danger for propellers - strong currents.
- Stairs to the beach near the start of the breakwall should be removed to discourage swimmers.
- NESB visitors particular swimming risk.
- Alcohol fuelled problems from the V Wall area to Gordon Park
- Headland slippage towards caravan park in mid 1990's – area has been rebenched, shaped and protected with mesh fencing.
- Rock fall near bus area off Wellington Drive in June 2008.

Hazard	NSC ERMR	Draft NRMP	Comments
Boating / swimmer accidents	-	Visitor numbers to the area may increase.	Upgraded Nambucca Marine Rescue shed will improve response time and capability.
Land instability (landslide)	Expand Retaining Wall Construction program to additional at-risk locations. Monitor identified high-risk locations during adverse weather conditions (sustained rain periods or after intense rainfall).	No works proposed on northern side of Wellington Drive. Restrictive covenants on land in Wellington Drive to restrict vegetation removal and landscaping to steep areas.	Northern side of Wellington Drive is considered a high-risk location.
Transport / pedestrian evacuation	-	Car parking area redesigned to accommodate large	



		emergency vehicles. Helipad to be kept clear at all times. Evacuation route along Wellington Drive to be clearly signposted. Gordon Park to be designated evacuation assembly area.	
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7.2 Report Limitations

This NRMP is limited in its outcomes as the following data was not available at the time of carrying out the various assessments that informed the final NRMP:

- Mapping associated with the draft Nambucca LEP 2009,
- Water quality test results and a description of the river and its tributaries,
- Stormwater runoff and drainage strategies,
- Flooding records and flood studies for the river and its tributaries,
- The Final Sea Level Rise Policy Statement to be released from the NSW Department of Environment, Climate Change and Water in June/July. This will provide the required information to determine the Sea Level Rise Benchmark.
- The Hydrology Study for the Nambucca River.



8. CONCLUSION

The preparation of the draft Nambucca River Master Plan is the culmination of Council, DECCW, Nambucca River Estuary and Coastline Management Committee, community and the project team's work over a considerable period of time.

The project team has relied heavily on inputs from all interested groups. These inputs have greatly assisted us to understand and appreciate the vital role the Nambucca River plays in many people's lives. The area is of great significance to Aboriginal people, and more recently, to the early pioneers of the area as a safe haven for shipping and an entry to the further reaches of the river.

The river environment is an important aquacultural resource, it is a nursery for fish breeding and it is a diverse ecological community - the source of many known and, as yet, unknown species. The river is a changing and evolving environment. The river is also a recreational environment and a scenic treasure.

The project team visited the area on many occasions between December 2008 and October 2009. We have watched and observed and we have listened. We hope we have heard the message correctly, that the river and estuarine environment is loved for what it is; a natural resource.

It is understood that the people of Nambucca Heads wish to retain the coastal character that exists today. This character is low key, restrained, informal, familiar, manageable and accessible. This character is not sophisticated or busy or ostentatious. This character is understood, considered and can be built upon to achieve better environmental, social and economic outcomes for the area.

The Nambucca River Master Plan presents a range of design concepts and environmental management elements that recognise the past, present and future character of the area. From simply revegetating natural areas to creating a vibrant riverside precinct on the foreshore near the RSL, the Master Plan aims to provide a clear and workable project plan that may be implemented in stages but understood as a holistic master plan.

Some of the key considerations of the Master Plan are:

- Boat mooring facilities - upgrades should be focused on the needs of smaller, shallow drafted craft that are best suited to the estuarine environment. Improved facilities for river foreshore landings of day craft are required.
- Waterfront Tourism Promenade - this is best located around the RSL/ Gordon Park precincts rather than Wellington Drive for reasons relating to access, safety, impacts from rising sea levels and better connectivity with the town centre.
- Bowra Street Road Extension - this is not supported due to engineering considerations / costs of construction and environmental impacts to the rainforest area. Improving connections between the town centre and the RSL and Gordon Park precincts is preferred using pathways, signage and a high sculptural element.
- The Hole in the V Wall - The V Wall is to remain open. Further study is required to better understand the hydrology of the area.
- Dredging - the social benefit of deeper channels may not be sufficient justification for the continued economic burden of dredging.
- Sand Island - low key eco-tourism preferred. Day use and 'walk-in' camping recommended.

The Master Plan concept designs resulted from site visits, consultation, review of past work and the adoption of the above key considerations.

The project team acknowledges the considerable input made by the Nambucca Shire Council, the Nambucca River Estuary Management Committee, DECCW and the community in the preparation of this plan.





Appendix A

Archaeological Assessment of Sites of Indigenous Cultural & European Heritage Significance

Prepared by
Archaeological Surveys & Reports



Nambucca River MASTER PLAN

rdm + keiley hunter + geoff smyth + fiona bennell + anne harrison + jackie amos + eco-logical + john appleton

**The archaeological assessment of sites of Indigenous
cultural and European heritage significance
NAMBUCCA RIVER MASTER PLAN
NAMBUCCA, North-Coast, NSW**



John Appleton

ARCHAEOLOGICAL SURVEYS & REPORTS PTY LTD

Project No. 470/09

MAY 2009

For

Resource Design & Management Pty Ltd

On behalf of

NAMBUCCA SHIRE COUNCIL



**This report has been compiled in 'Plain English',
but presented in a format suitable for developing policies
for the management of the cultural resources,
and as a basis for scientific reference
in future research studies.**

Project No. 470/09

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EXECUTIVE SUMMARY

This Cultural and Heritage Assessment was performed for Nambucca Shire Council (Council). Council commissioned Resource Design & Management Pty Ltd (RDM) to develop a Master Plan for the lower Nambucca area and Nambucca River estuary – The Nambucca River Master Plan (NRMP).

RDM engaged Archaeological Surveys & Reports Pty Ltd (ASR) to undertake an Indigenous and Heritage (non-Indigenous) study of the area and to produce an assessment of the opportunities and constraints that Indigenous and Heritage sites posed for the development of the Master Plan.

The study area extends from Teagues Creek to the southwest to the end of the northern breakwall at the mouth of Nambucca River. It includes the Pacific Highway and the properties fronting the highway between Teagues Creek and the junction of the highway with Riverside Drive. It includes Riverside Drive and the properties fronting the road and the waterfront to the junction of Riverside Drive and Wellington Drive (including Quarry Street); and includes Wellington Street and the properties fronting the street; and includes the breakwall to Wellington Rocks. The study area also includes Stuart Island, the Inner Harbour and the “V Wall”

The brief for this project was for Archaeological Surveys & Reports Pty Ltd (ASR) to conduct an archaeological investigation of the study area and to identify any Indigenous or Heritage sites and relics that might be present that should be considered in developing the NRMP.

As a result of this investigation and having assessed the potential benefits to the Nambucca Community from upgrading the existing visitor facilities and sources of information on the Indigenous cultural and European heritage of features, structures, places and histories of the study area, ASR recommends that Council should consider the following proposal:

**RECOMMENDATIONS FOR THE ENHANCEMENT
OF THE STUDY AREA IN REGARDS TO PLACES OF
INDIGENOUS & EUROPEAN HERITAGE SIGNIFICANCE**

1. Construct a new larger purpose designed Visitor Information Centre with light refreshment facilities and clean, maintained public amenities.
2. Have permanent thematic displays in the new Visitor Information Centre that directly relate the Nambucca's past such as the timber getters, the bullockies, the timber mills, the boat-builders, the ship wrecks, the Aboriginal connections and associations.
3. Engage a specialist company to produce a brochure that lists the events of Nambucca's past, the sites of interest, a brief history of each site, and a photograph for each site, together with a map showing the numbered location for each feature.
4. Cull and/or replace the existing signs erected by Council which are both eyesores and dated.
5. Erect numbered bollards in front of each feature listed in the brochure with a corresponding number, and coloured in such a way as to provide a visual link between the information, the brochures and the bollards.

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1. INTRODUCTION

1.1 Background to the investigation

This Cultural and Heritage Assessment was performed for Nambucca Shire Council (Council). Council commissioned Resource Design & Management Pty Ltd (RDM) to develop a Master Plan for the lower Nambucca area and Nambucca River estuary – The Nambucca River Master Plan (NRMP).

RDM engaged Archaeological Surveys & Reports Pty Ltd (ASR) to undertake an Indigenous and Heritage (non-Indigenous) study of the area and to produce an assessment of the opportunities and constraints that Indigenous and Heritage sites posed for the development of the Master Plan.

In May 2003, Susan McIntrye-Tamwoy was engaged by Council to produce the Nambucca Shire Council Aboriginal Cultural Heritage Management Plan (McIntrye-Tamwoy 2003).

The brief for this project was for Archaeological Surveys & Reports Pty Ltd (ASR) to conduct an archaeological investigation of the study area and to identify any Indigenous or Heritage sites and relics that might be present that should be considered in developing the NRMP.

1.2 The study area

The study area extends from Teagues Creek to the southwest to the end of the northern breakwall at the mouth of Nambucca River. It includes the Pacific Highway and the properties fronting the highway between Teagues Creek and the junction of the highway with Riverside Drive. It includes Riverside Drive and the properties fronting the road and the waterfront to the junction of Riverside Drive and Wellington Drive (including Quarry Street); and includes Wellington Street and the properties fronting the street; and includes the breakwall to Wellington Rocks. The study area also includes Stuart Island, the Inner Harbour and the “V Wall”.

The study area consists of public waterfront parkland and sand beaches, private waterfront land with some minor to moderate development and structures, native vegetation and habitat, boat launching areas, both stable and unstable river banks, car parks, constructed walkways and active and passive recreational sporting facilities, cycleways, oyster growing and fishing areas and significant archaeological, Aboriginal, historic, cultural, aesthetic and environmentally sensitive areas, including threatened species. It includes the accepted and encouraged public art along the "V Wall".

The study area contains large areas of public open space under the care and control and management of Council (committees of management) and/or Lands Department. In addition, Stuart Island houses the 18-hole Nambucca Island Golf Course and Clubhouse as well as boat launching facilities and public recreational areas.

There are several areas of considerable significance which are identified and zoned as 7(g) Environmental Protection (Archaeological), under the Nambucca Local Environment Plan 1995.

Figure 1 is a topographical map of the general area, **Figure 2** is an aerial photograph of the general area, and **Figure 3** shows the Study Area superimposed on an aerial photograph.

2. CONSULTATION

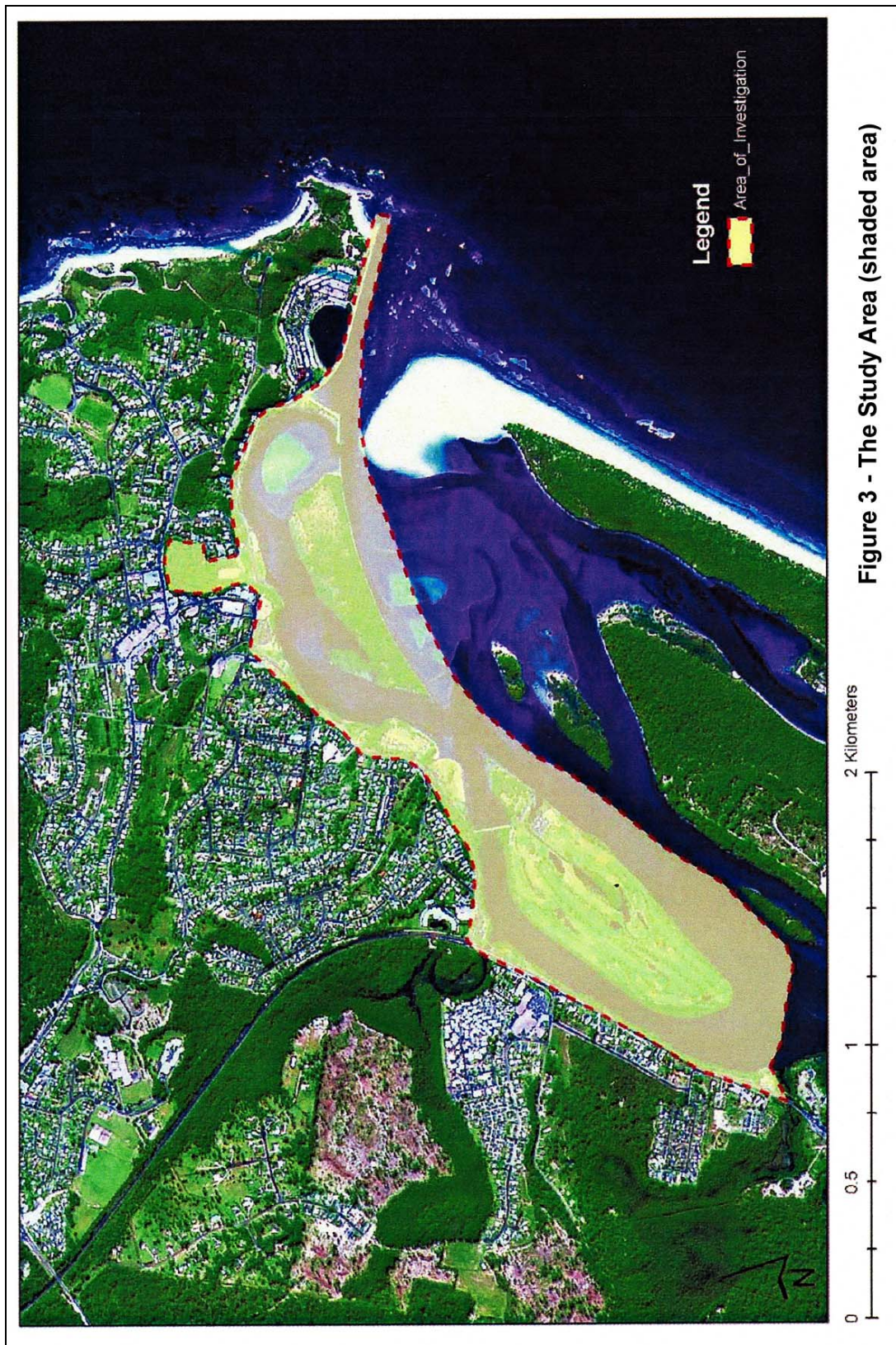
2.1 Aboriginal Consultation

To comply with the requirements of the brief ASR contacted the Nambucca Heads Local Aboriginal Land Council (LALC), to arrange for a meeting of Community Elders to discuss the study area. Prior to the meeting Appleton (ASR) forwarded an outline of the project to the Land Council so that it could distribute copies to all members of the Aboriginal Community to brief them on the purpose and objectives of the meeting. A copy of the email sent to Nambucca LALC is included as **Appendix i**.





Figure 2 - Aerial photograph of
the general area



The meeting was arranged for 26th March 2009 at the Muurrbay Aboriginal Language & Culture Co-op, but at 4pm on 25th March Appleton was informed that the meeting had to be cancelled as the Elders were going on a coach trip.

On 6th April a “Nambucca River Masterplan Community Workshop” was conducted by RDM, as were also “Nambucca River Masterplan Environmental Groups – Community Workshop”, and “Nambucca River Masterplan Business - Community Workshop”. The only Indigenous issues raised at the workshops were:

- Stuart Island has a very strong Aboriginal Cultural Significance.
 - There may be some Aboriginal cultural issues for a small part of land south of the caravan park adjacent to Bellwood Park.
 - There are possibly two Aboriginal burial sites on Stuart Island.
- (extracts from the minutes of the workshops)

It was clear from the minutes of the workshops and from the observations of the NRMP Design Team that very few Aboriginal people attended the workshops, and that to fully consult with the Aboriginal Community, further attempts should be made to arrange a meeting with the Aboriginal community.

On 3rd June 2009 Appleton contacted the Nambucca LALC again to arrange a meeting with the Elders. Subsequently a meeting was arranged for 3rd July 2009 at the Muurrbay Aboriginal Language & Culture Co-op.

Those from the Aboriginal Community who attended the meeting were:

Aunty Jessie Williams.
Aunty My Jarrett
Uncle Terry Marshall.
Uncle Herbert Marshall.
Uncle Russell Walker.
Uncle Bobby Marshall.

A copy of notes taken at that meeting is included as **Appendix ii**. To summarise the findings of the meeting with regards to the study area, the Aboriginal attendees identified several places of

Aboriginal importance within Brotherhood Park; Eric (Buster) Davis had a house where the Visitor Information Centre now stands; in addition to the burials on Stuart Island referred to elsewhere in this report, two or three babies were buried there; the area north of the Causeway (to Stuarts Island) was where local people would gather white clay; and the place where shops are now located opposite Bellwood Park was the site of an Aboriginal meeting place.

2.2 Other Consultation.

As part of the information gathering process Appleton visited the Nambucca Town Library, which unfortunately had no historic information other than a copy of the Townsend book. However he was told that he should contact Jean Phillipson, past-President of the Nambucca District Historical Society. Appleton spoke to Jean at some length on the telephone and during the conversation Jean stated that the Historical Society was currently reproducing a "Historic Walks" book published in 1984 and now out of stock. Unfortunately Jean was unwell and referred Appleton to June Mathews, another member of the society. .

Appleton then contacted June Mathews and arranged to visit her on 23rd July. June was keen to learn the objectives of the project as both she and Jean were concerned that it might duplicate their work for the "Historic Walks" book. Appleton explained that the intention was only to gather information for a brochure-style guide for a Cultural and Heritage Walk along the river bank. June then made a phone call to arrange for someone to be at the Nambucca Head Historical Museum, which we then visited to enable Appleton to gather additional information.

Of particular interest was the back-section of the museum that had formerly been the Aboriginal school on Stuarts Island. It appears that the school was relocated in one piece and that the only alterations were to remove one end and the rear of the building to which extensions were added to create the current floor plan of the museum. Even the children's' hat-rack was still in place on the wall.

Unfortunately only one faded photograph survives of the old school in situ, but it was probably very similar to the public school built at Macksville built about the same time. **Figure 4** following

is a plan of the Macksville School, built to a plan typical of its time, and probably much like the Stuart Island School.

While at the museum Appleton looked through the photographic records to try to find additional information, but the only significant find was the early photograph of “The Glen” before the extensions were added - the extensions which survive today although the original structure has since been demolished. It was surprising how few written records the museum holds. Appleton was told that the best place to find any written references was in the local newspaper collection in the Dixon Library, University of New England, Armidale.

Some of the old photographs shown in this report were kindly lent to ASR by a private owner.

ASR would like to acknowledge the help and assistance given by Nambucca District Historical Society, and the volunteers from the society who ‘man’ the Nambucca Heads Historical Museum, and in particular Jean Phillipson and June and Paul Mathews.

2.3 Searches.

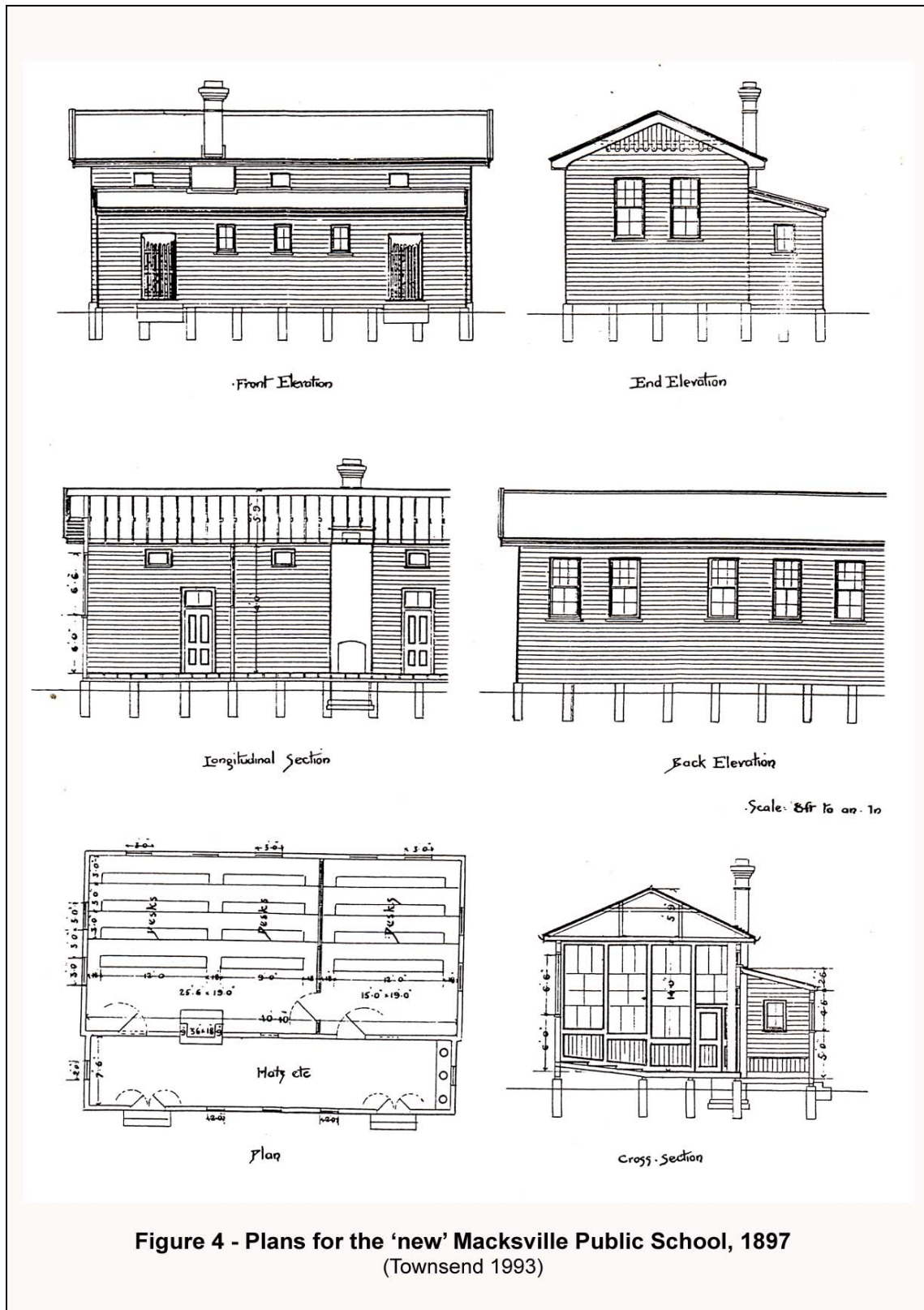
A search of the Heritage Branch Website Register found that there were no listings for the study area in the State Heritage Register.

A search of the National Trust Register found that there were no listings for the study area in the Register of the National Estate. A Council response to a State of the Heritage Report issued by the National Trust is included as **Appendix iii**.

A search of the Nambucca Coast Regional Environmental Plan – Schedule 2 found the following entry.

“Royal Tar” Bed Logs, on vacant Crown land within the Inner Harbour on the northern bank of the Nambucca River near Nambucca Heads (A074).

A copy of the results of the search is included as **Appendix iv**.



3. THE EXTANT FEATURES OF THE STUDY AREA

In order to identify the constraints and opportunities that might be considered in enhancing or redeveloping the study area, it is firstly necessary to take stock of what Indigenous and Heritage places, structures and relics exist and how they are currently presented.

On Wednesday 21st January Appleton (ASR) travelled to Nambucca Heads to walk the study area, compile a photographic record of many of the features in the study area, and to note the information presently available to the public, and how that information was presented.

The following photographic record is a selection of the record that was made. The sequence begins at Teagues Creek at the western end of the Study Area and continues to the breakwall.



Plate 1 – Footbridge over Teagues Creek viewed from the north.



Plate 2 – The Highway bridge over Teagues Creek viewed from the footbridge.



Plate 3 – Looking northwards along the Highway from the footpath to Teagues Creek.



Plate 4 – Looking southwards along the Highway to the bridges over Teagues Creek.



Plate 5 – Embarking point for Nambucca River Houseboats.



Plate 6 – Roadside memorial to Matthew Thomas Herring.



Plate 7 – Detail of the memorial.



Plate 8 – Roadside memorial opposite the Bellwood Road junction with the Highway.



Plate 9 – Roadside memorial shared with that in Plate 8.



Plate 10 – Commemorative plaque to Birrigan's Waterhole, Brotherhood Park.

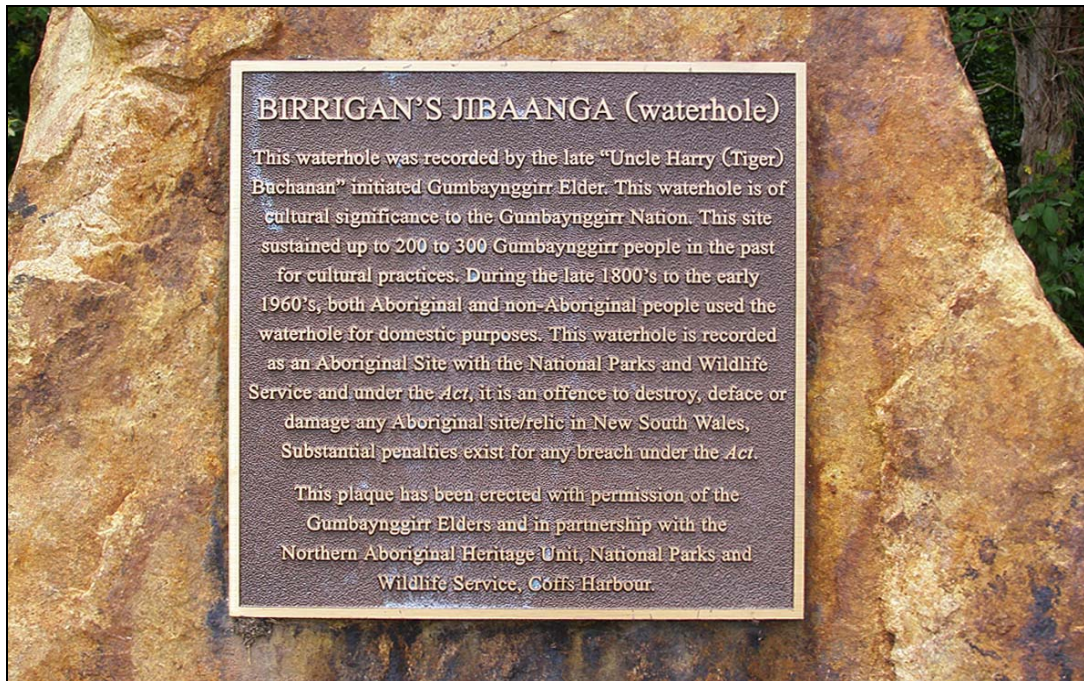


Plate 11 – Detail of Birrigan's Waterhole plaque.



Plate 12 – Brotherhood Park.



Plate 13 – Commemorative sign.



Plate 14 – Multiple signage in Brotherhood Park.

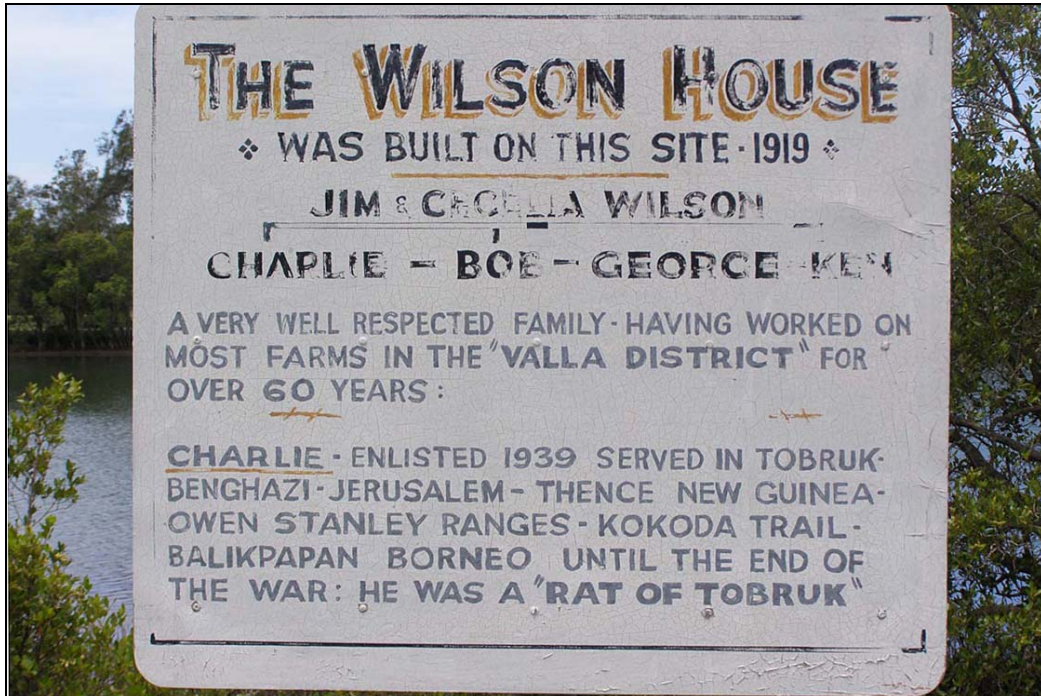


Plate 15 – Wilson House information board.

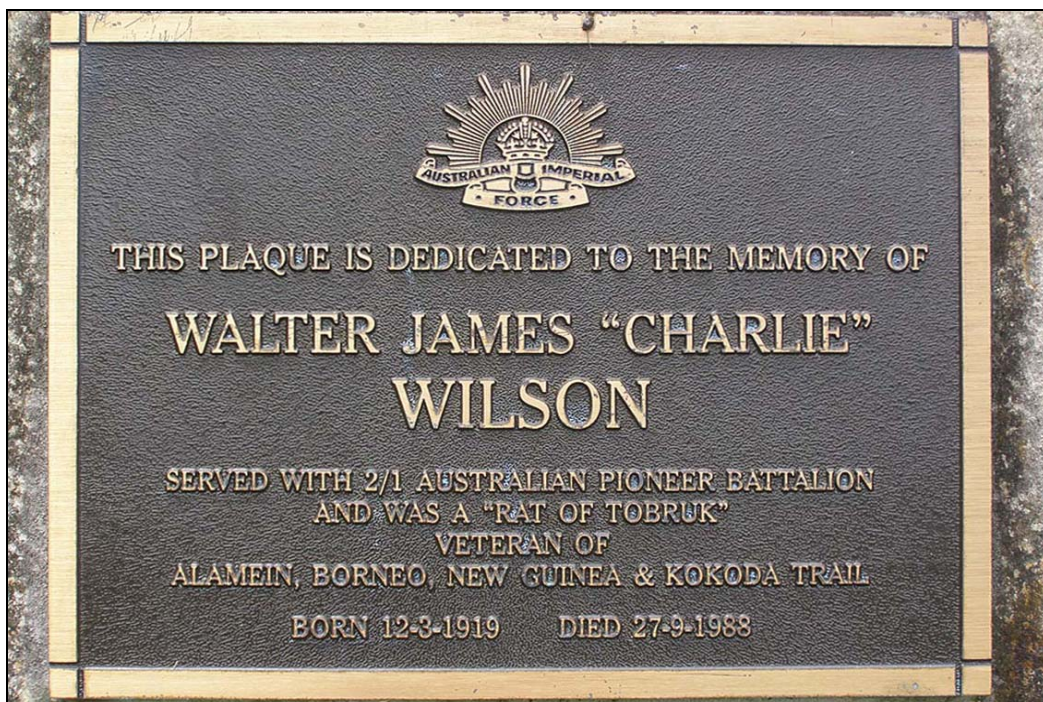


Plate 16 – Commemorative plaque.



Plate 17 – Brotherhood Park viewed from the north.



Plate 18 – Visitor Information Centre.



Plate 19 – Information board.



Plate 20 – Visitor information screen.

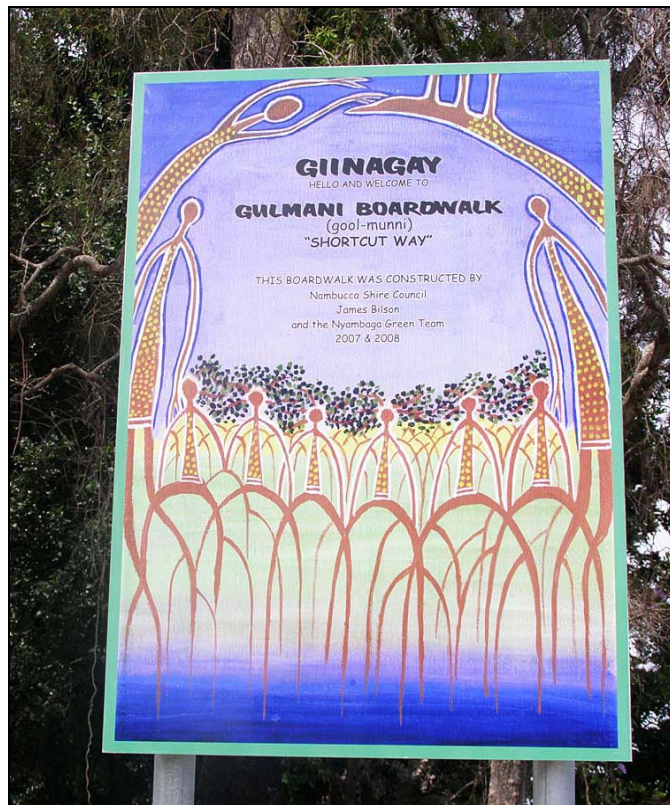


Plate 21 – Gulmani Boardwalk sign.



Plate 22 – Gulmani Boardwalk.



Plate 23 – The causeway to Stuart Island.



Plate 24 – Eastern end of Stuart Island.



Plate 25 – Stuart Island Aboriginal Burial Ground sign on the golf course.

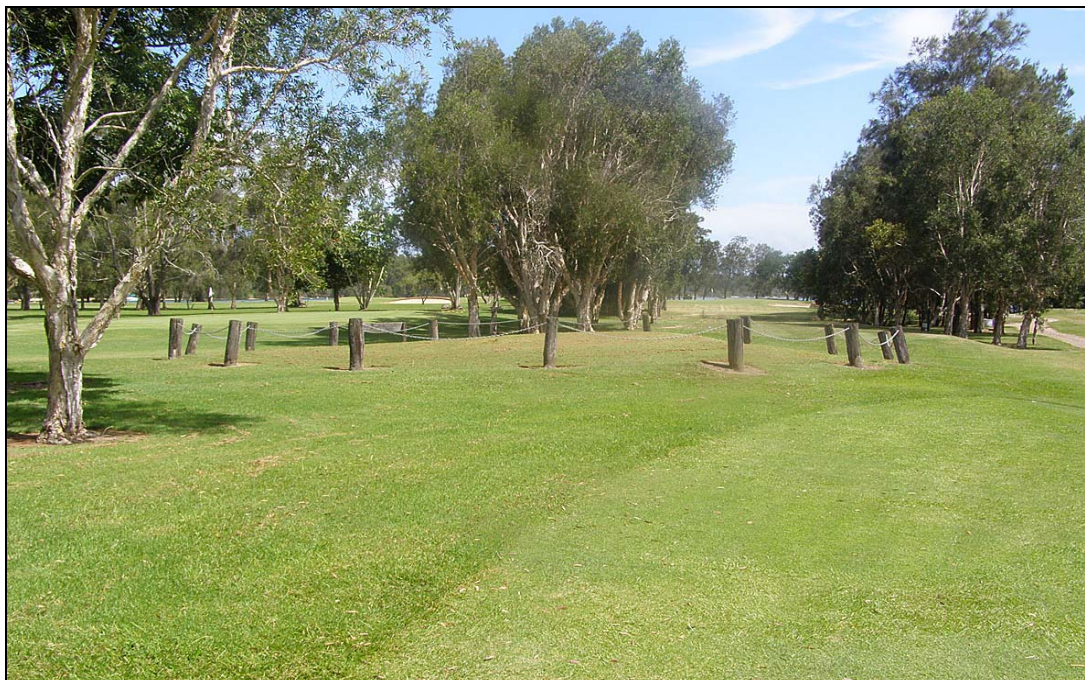


Plate 26 – Stuart Island Aboriginal Burial Ground.



Plate 27 – Bellwood Park.



Plate 28 – Bellwood Park from the west.



Plate 29 – Foreshore Caravan Park: site of Rock Davis's shipyard and Allan Taylor's Mill.



Plate 30 – The Davis' Homestead.



Plate 31 – Anzac Park.

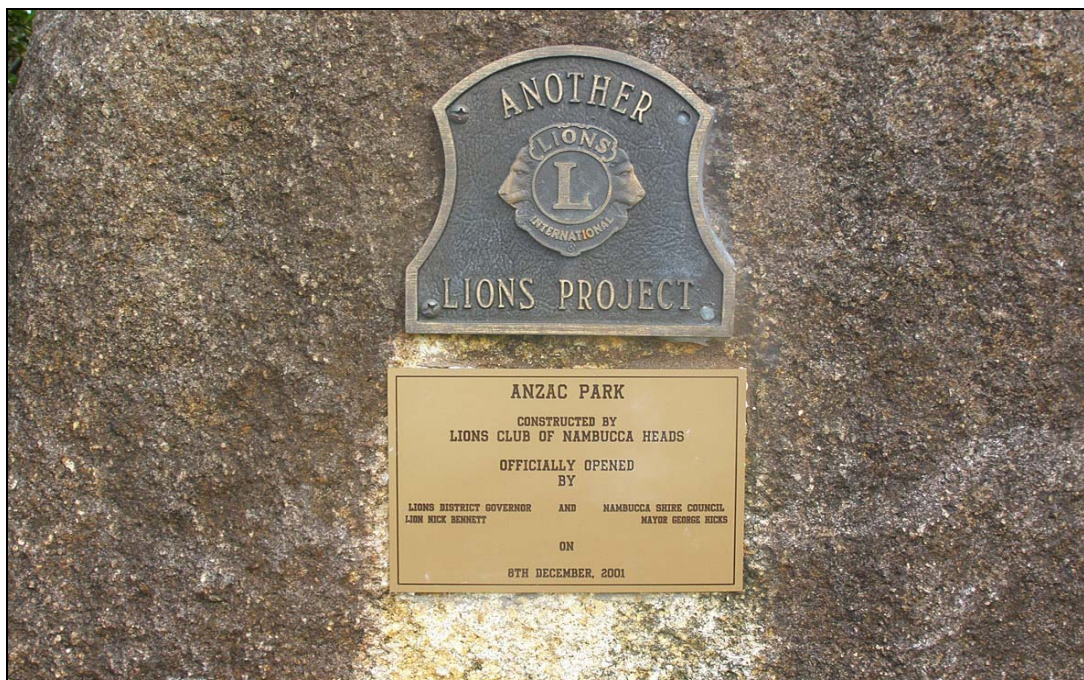


Plate 32 – Commemorative plaque, Anzac Park.

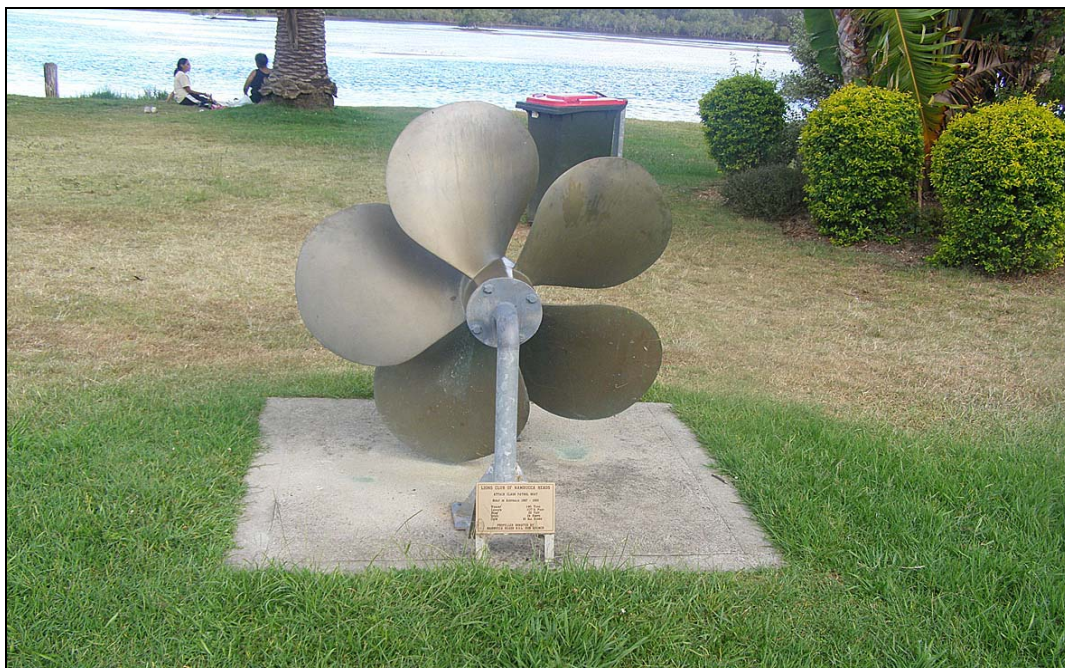


Plate 33 – Propeller from an Attack Class Patrol Boat.

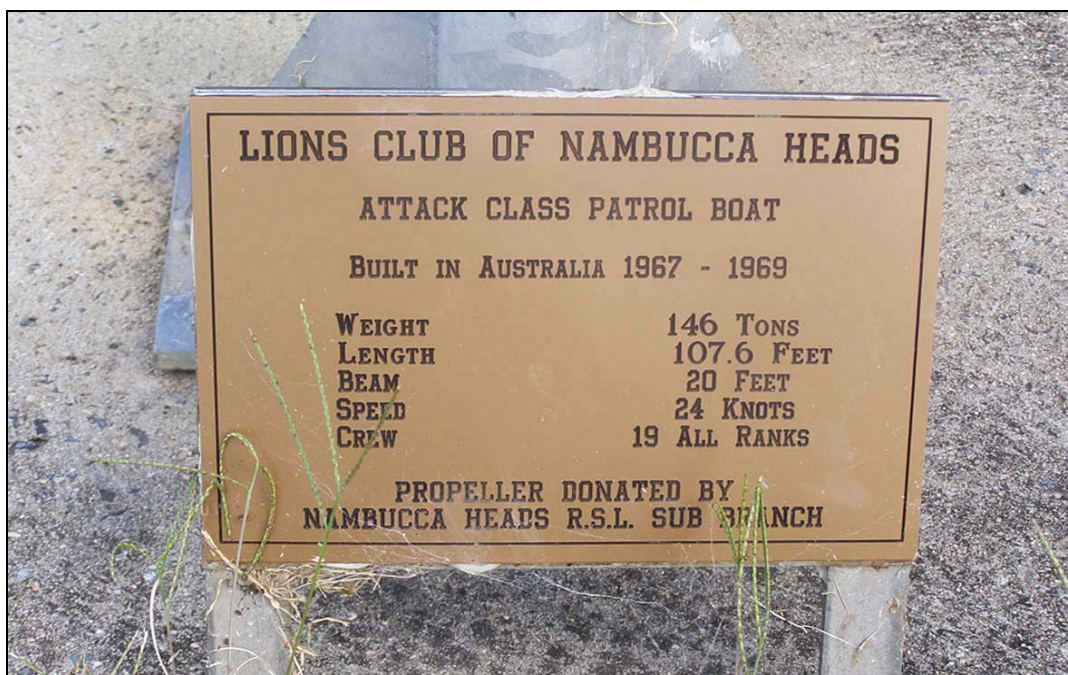


Plate 34 – The commemorative plaque associated with the propeller.



Plate 35 – Memorial to those killed in action in both World Wars.



Plate 36 – Detail of the memorial.



Plate 37 – Log and sign marking the Ellis Mill site.

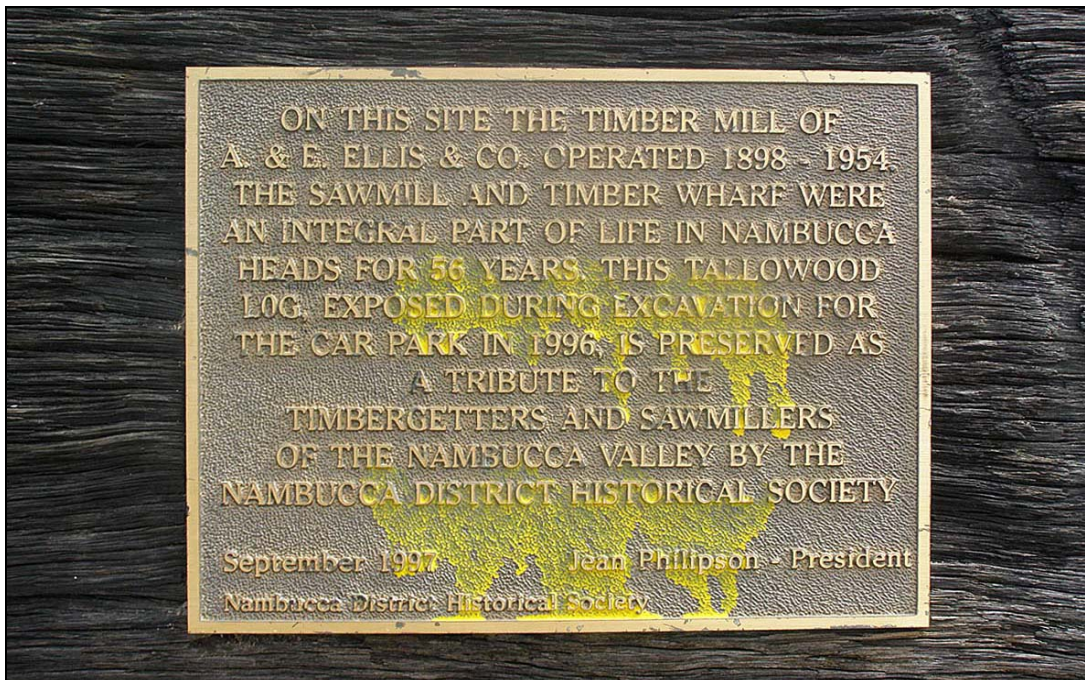


Plate 38 – Detail of the commemorative plaque on the log.

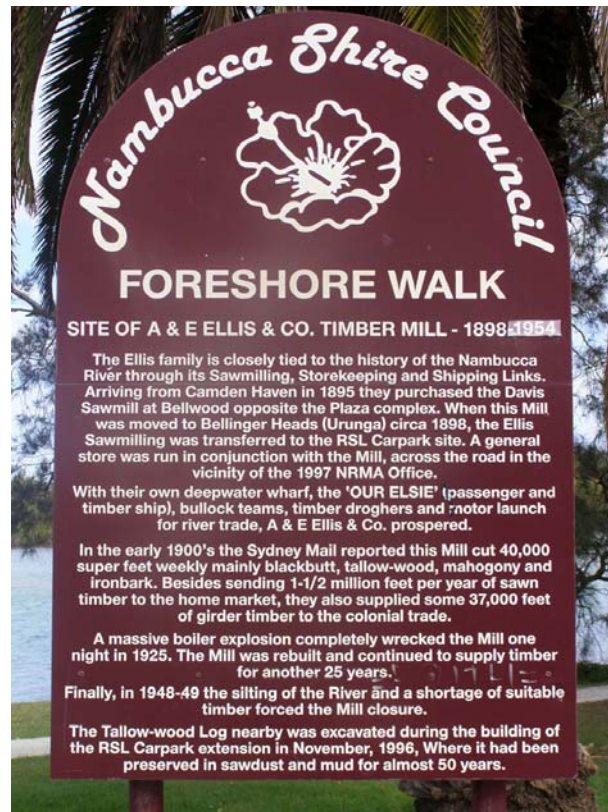


Plate 39 – Detail of the Ellis Mill sign.



Plate 40 – Gordon Park.



Plate 41 – Gordon Park viewed from the west.



Plate 42 – The plaque commemorating Buckman's Mill in front of "The Quayside".

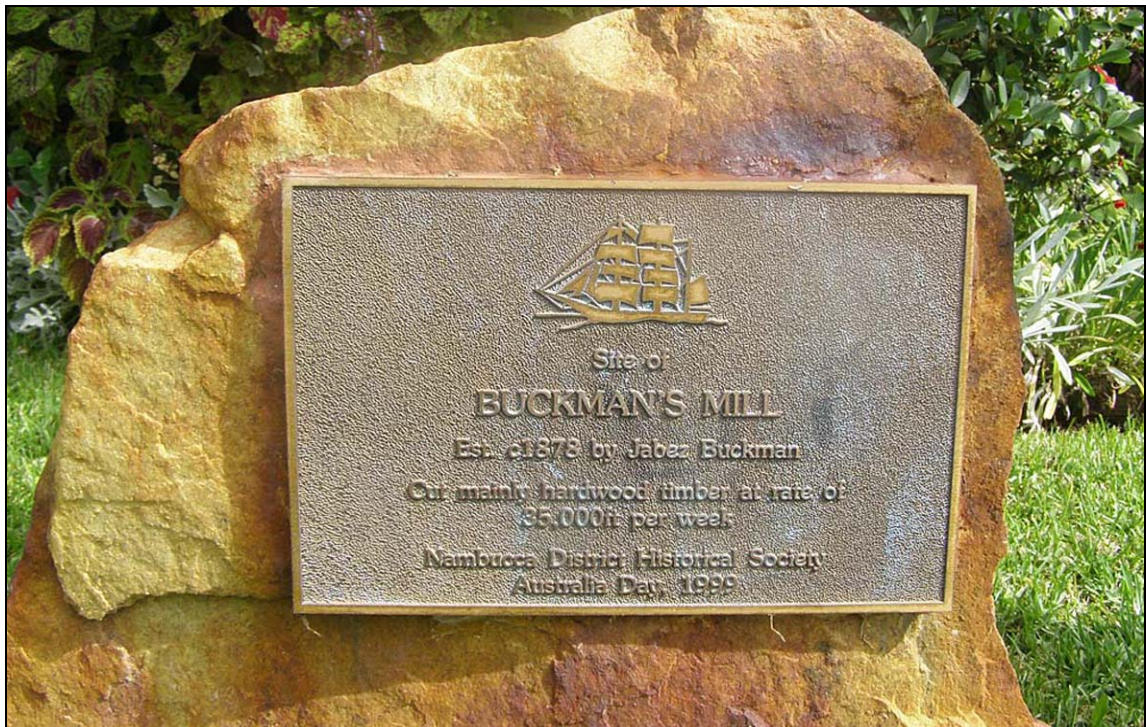


Plate 43 – Detail of the Buckman's Mill plaque.



Plate 44 – Nambucca Marine Rescue.

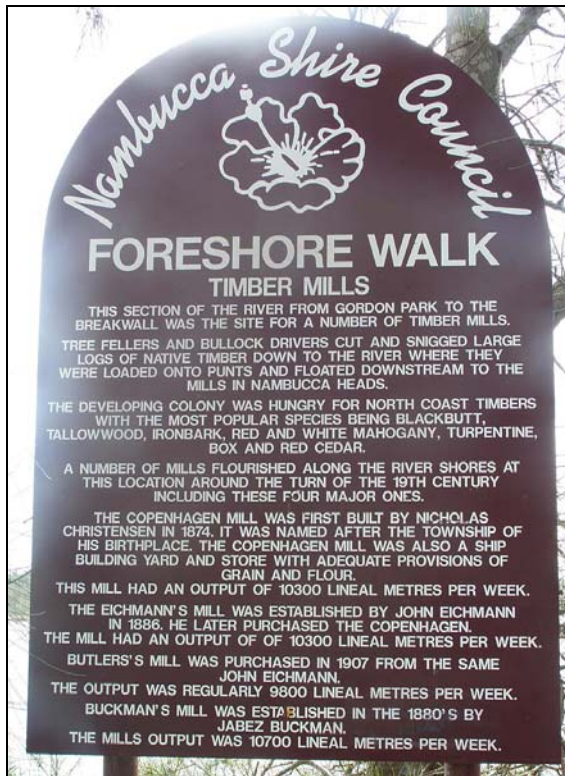


Plate 45 – Mill information board.



Plate 46 – Copenhagen Mill and shipyard.



Plate 47 – The plaque for the “Royal Tar”.



Plate 48 – Detail of the plaque.



Plate 49 – The stone on the left marks the location of Eichmann's Mill.



Plate 50 – The plaque



Plate 51 – “Pelican View Flats” on Wellington Drive:



Plate 52 – “The Glen” holiday apartments.



Plate 53 – Small plaque below knee height at the eastern end of Wellington Drive.



Plate 54 – Looking southwards along the "V Wall".



Plate 55 – The breach in the “V Wall”.



Plate 56 – Looking northwards along the “V Wall” with the breakwall in the distance.

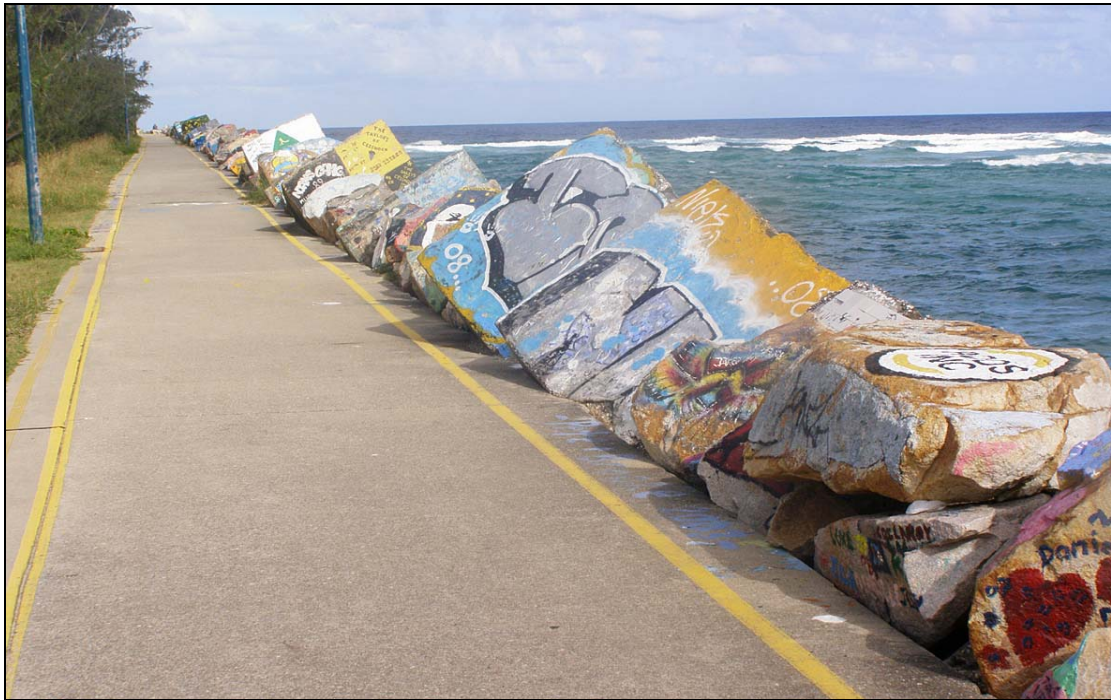


Plate 57 – Looking eastwards along the breakwall path.

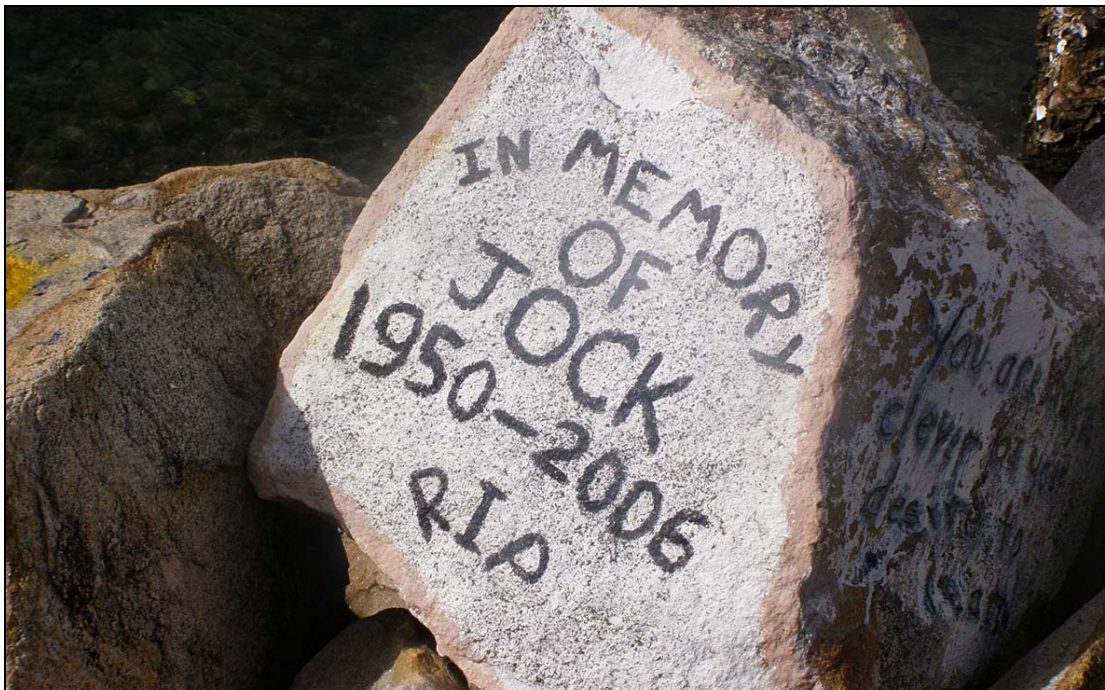


Plate 58 – More than just a place of fun – a place to remember.

4. THE MAKING OF NAMBUCCA.

The following information has been gleaned from a number of sources. Each source is in fact a Secondary source as the authors have researched their topics thoroughly using all of the available Primary sources. It was therefore unnecessary to re-visit the Primary sources, but the reader should be aware that the Primary sources, of which there are many, are listed in each of the Secondary sources.

The Secondary sources used were Ryan (1964), Gaddes (1990), Townsend (1993), Dunne (2001), and Vader (2002).

Before it can be considered how Nambucca Heads can be further enhanced or developed in the future it is important to recognise how it developed in the past. If the number of people visiting Nambucca is declining, or not increasing at a rate to maintain viable businesses in the town, then perhaps the promise of sandy beaches and a break-wall are no longer sufficient reasons to induce travellers and holiday makers to leave the Highway on their journeys north and south.

Holidaying families tend to return to familiar places, places where their children have found a niche into which they belong, either because they meet friends there, or because a particular caravan park has a great barbecue area, or there is somewhere to go where all the family want to go if it's raining. Families become creatures of habit and to some extent it is probable that the habit won't be broken until the children have tired of the same old place, or have left home.

Many of the visitors to Nambucca are visiting family or relatives and these people are the "fixed asset" component of the visitor balance sheet. They will continue to come regardless of any changes to the water front.

When Appleton spoke to the lady in charge at the Nambucca Valley Visitor Information Centre he was told that there were approximately 17,000 visitors to Nambucca a year. And when asked how many of them directly asked about the history and heritage of Nambucca she replied "about 100". Such information can be viewed in one of two ways. Either people who visit Nambucca are not interested in history or heritage; or that they are not aware there is any. If the truth is in

the former then it is difficult to explain why places such as Port Macquarie, Armidale, Broken Hill and Parramatta have such a high heritage profile and why there are so many visitors to those places that warrant heritage tours etc. If on the other hand the low number of inquiries as to the heritage of Nambucca is because they are not aware there is any then there is a massive untapped market to focus on – and the issue becomes one of how to inform would-be visitors in the most interesting way of what heritage there is, and how best to present and interpret those features.

The target visitor then is the adult couple who want somewhere interesting to go, where there are good restaurants, a nice pub, somewhere to walk, and interesting things such as historical sites, museums, art galleries, and good cafés. Countries such as Italy, France, England, Ireland, Scotland and Mexico, amongst many, depend on the tourist dollar, and invariably the attractions that bring the tourists are not the beaches or the views, but the history, the art, and the cultural traditions. Clear evidence of this targeted market is the fact that it is almost impossible to book a family room in a motel or hotel in Europe, and when the Appleton family of four toured France earlier in the year it was necessary to book two rooms wherever they went.

Nambucca may not have 2,000 year old buildings, but Nambucca has an active Aboriginal community that can directly relate to cultural places, and can arguably claim to be descendants of people who arrived in Australia some 45,000 years ago. And Nambucca may not have the Louvre, the Hermitage, or the Getty Museum, but it has a museum, and it has the opportunity to make far more of its history than it does. Nambucca also has the sand, the beaches, the river and the views.

Nambucca has a few quality restaurants and given Council support to present a more packaged and cohesive town image more could be made of what is available. Nambucca therefore has all it needs to be successful but it becomes a question of how what it has could be presented more interestingly, more enticingly, and more successfully.

This cultural and heritage assessment is directed to identifying the cultural and historical aspects of the study area. The 'cultural' in this context is primarily concerned with the Aboriginality of Nambucca and the role that Aboriginal culture can play in "making the place more interesting" to

people who would otherwise be unaware of the part that Aboriginal people played in the early development of Nambucca. The 'heritage' in this context is about how and why Nambucca is where and what it is, and how the history of those events can be better presented to the public.

The descriptions that follow are focussed on the study area and the activities that have taken place there. It does not include any other places elsewhere in Nambucca that might equally be considered to be significant in the history of the town, but they are not relevant to this study.

4.1 The Archaeological Record

In June 2009 a search was made of the Aboriginal Heritage Information Management System (Aboriginal Sites Register maintained by DECC) for all sites within a search area defined by coordinates E.497000-502000; N.6607000-6611000, an area of 5km east to west by 4km north to south, i.e. an area of 20sq.km centred on the area of the current investigation. The search resulted in a listing of 32 sites. Those sites relevant to the current investigation are shown on **Figure 5**.

Note that the AHIMS listing shows three of the coordinates as GDA and 29 as AGD. The Topographic map is drawn to GDA and so the listed AGD coordinates have been converted from AGD to GDA by increasing the Eastings by 104m and increasing the Northings by 188m.

Of the 32 sites seven occur within the area of the current investigation (refer to **Appendix v** for the detailed listing. The seven sites are indicated by ticks in the left margin). Four of the sites occur on Stuarts Island: Site 21-6-0008, an open camp site; Site 21-6-0076, a Bora ground; Site 21-6-0088, a burial ground; and Site 21-6-0089, a sacred artefact site. The other three sites are Site 21-6-0012, a natural mythological site – which is to the south of Teagues Creek and therefore just outside the study area; Site 21-6-003, a natural mythological site – since altered by the construction work to Bellwood Park; and Site 22-4-0053, an open camp site near the Lookout off Parkes Street.



The majority of the other 25 sites listed occur in the Bellwood area and old camps along Warrell Point, the banks of Warrell Creek, and behind Forster Beach.

Of the seven sites in the study area the four on Stuarts Island are the most significant to this study.

4.2 The Indigenous History of Nambucca

The name Nambucca comes from the Aboriginal word, *ngambugka*, variously translated as “winding or crooked river”, and as “entrance to the waters” (Townsend 1993).

The Aboriginal people of Nambucca were and are Gumbaynggirr (alternatively spelt as the Kumbainggiri), that is, they spoke the Gumbaynggirr language. While many people erroneously think of all Aboriginal people as being of one people, and while it is true that many have the same origins many thousands of years ago, even as recently as when Australia was first settled in the 1780s observers believed there were as many as 500 different language groups.

Gumbaingirr country extends from Pillar Valley, Tyndale, Grafton and Copmanhurst in the north, to Glen Innes, Guyra and Black Mountain to the west, and Bowraville to the south. Nambucca is just inside the southern boundary which meets the coast midway between Nambucca and Scotts Head (as defined by Tony Perkins, Ken Walker and Gary Williams of Red Rock to Wendy Beck, pers. comm.). The Nambucca Valley was part of the territory of two Aboriginal tribal groups, the Ngaku and the Gumbaynggirr. The border between them was the Nambucca River to Macksville, then east from there to the coast (Townsend 1993, 6).

Starting with the oldest Indigenous associations with Nambucca and the river first, the earliest Association is with “Birrigan” (sometimes spelt Birugan). Birrigan was, and still is, a very important mythological being of the Gumbaynggirr people of the Nambucca region. “Birugan” was a name used as a peculiarly manifold male deity, or a general term applied to the hero of many myths. But is difficult to reconcile the claim of the Elder men that Birugan is their god, with the fact that he is killed in so many of the legends” (Ryan 1964, 117).

The following story of Birugan's death at Arakoon is just one of many myths that result in Birugan's death.

"A Long time ago Birugan was living in Yamba with his mother-in-law. He had a large net bag into which he put red ochre, black mud and pipe clay. This he then fastened to the ridge pole of the house. Some men later came up from the south, and summoned him to a fight. Before he left he told his mother that if the bag were to fall off the pole while he was away, it would indicate that he had been killed. He then left for the battle. Subsequently his mother-in-law saw the bag fall down, and knew that he was dead. She then took the paints and marked herself with red, white and black (the three colours of the brolga). When this was done, she picked up her yamstick, and ran southwards with it, crossing many rivers as she went, until she came to Arakoon. Here she found she was already too late, for Birugan had already died and had been buried. This made her angry, so she picked up her yamstick and put a curse on the bystanders, turning them into ti-trees. Then she went to look at the grave, which some of the men showed her. When she had seen it, she said "Here I shall turn into a Brolga", and after dancing around the grave, she finally did so." (Ryan 1949).

Yamba is 150km to the north of Nambucca, and Arakoon is approximately 40km to the south of Nambucca. When Birrigan passed through Nambucca he was said to have drunk at *Birrigan's Jibaanga* or waterhole, then moving southwards crossed the mouth of Teagues Creek, known to the Gumbaynggirr people as *Birrigan's Crossing*.

And then there is the personal history of the living and those who have passed-on since they told their stories.

In 1883 Stuart Island was gazetted as an Aboriginal Reserve with each family allotted a piece of land. Many grew maize and vegetables to supplement their diet. Later, the land was leased to drovers for agistment, and some of the Aboriginal men minded the cattle. But it was reclaimed by the Crown through the Aboriginal Protection Board, and a school was opened in 1916.

Some of the Aboriginal children that went to the Stuart Island School were the Buchanans and the Waddys, Valerie Smith Cohen, Fay Davis, Yvonne Davis Jarrett, Vilma Whaddy Moylan, Emily Walker, and Jessie Williams, and while many were to move to Macksville or Bowraville there were often as many as 20 children attending the school at any one time

Stella and Walter Smith lived on the island and sold worms and pipis as bait (Dunne 2001), and later, Valerie Smith Cohen was to run a bait shop on the island.

The Bellwood Aboriginal Reserve was dedicated in the early 1950's and many of the Aboriginal community who had lived on the island moved to the new reserve, and the island Reserve officially ceased in 1955.

The AHIMS Site Register shows that there are four registered sites on Stuart Island, the Burial Ground, a Sacred Site, a Bora ground, and a camp site.

In the early 2000s researchers compiled a history related to them in interviews with nine Aboriginal women of Nambucca. For copyright reasons the stories have been abridged to their relevance to this project. A draft of this section was forwarded to Kathleen Schilling, Aboriginal Women's Heritage Co-ordinator, Department of Environment and Climate Change, to seek her permission to the inclusion of this recollections, taken from the publication, "Aboriginal Women's Heritage: Nambucca" (Schilling 2003). The following extracts are given in sequence in which they occur to minimise the many cross-references.

Valerie Smith Cohen

Valerie was born on Stuart Island and went to school there. She recalled that there had been a fresh-water well at the western end of the island in the 50s. In 1951 the last big corroboree was held where the golf club is now. There were three "clever" men on the island Harry Buchanan, Lambert Whaddy, and her father. Lambert Whaddy used to put the young men through their initiations teaching them the rules; while her father was a tribal medicine man and taught them about healing.



Figure 6 – Aerial photograph of Stuart Island (Schilling 2003).

The Aborigines planted the coral trees that still adorn the middle of the golf course, and tended cattle on the island, but the island flooded so many times the owner of the cattle took his stock off the island – and those Aborigines who had attended his herd were out of a job, and while Valerie had a bait shop on the island in the 50s in which she also sold comic books and romance magazines, eventually the floods became too much to bear and she moved away in 1967.

Fay Davis

Fay was born in Bellingen but went to school on Stuart Island. She lived in the Mission on the Bellwood Aboriginal Reserve but would cross the river to the school near Birrigan's Waterhole wading through the shallows when the tide was low.

The Late “Granny Bonn” – Yvonne Davis Jarrett.

Granny Bonn was well known and respected in the valley. When she was a girl she lived on the mission at Bellwood, and went to school on Stuart Island.

Amy Marshall Jarrett

Amy's brother Pompy, Aunty Rose, and Granny Jarrett Taylor were born on Stuart Island. Stuart Island was called *Girr-Girr Julgaa*, which was the Aboriginal name meaning island. They (the authorities) moved the Aboriginal people to Stuart Island from the mission at Cows Creek where there was an Aboriginal reserve, and then later when the island was wanted for a golf course, the Aboriginal people were moved to the Bellwood Mission.

Vilma Whaddy Moylan

Vilma was born on Stuart Island and went to school there until third class. Both a brother and her grandfather are buried on the island. She recalled how they used to dredge around Stuart Island. The sand was used to build up the shoreline along the riverside (southern side) of the island.

Emily Walker

Emily was born in Bowraville, but later when her family moved to Nambucca, she went to school on Stuart Island. At the age of 38, Emily decided to do a language course, and at 49 she went back to study and did an Aboriginal Education Assistant Certificate Course and became a language teacher and a poet.

Jessie Williams

Jessie was born on Stuart Island as was her brother, and her cousin Phoebe, “as were all the Buchanans”. Jessie went to school on the island until the family moved to Bowraville. Jessie said that “We all have strong feelings about this island and about our little school”. The school was moved to the Bellwood Mission, and then it was removed to become part of the Nambucca Heads Historical Museum. She continued, “They should have left it on the mission and made it into something for Aboriginal people. They should have made it into a place where we could hold workshops or teach the children to sing or something like that”.

Elizabeth “Queenie” Davis (Her unpublished account was recorded in 1994).

The late Queenie was born in Nambucca, in the family home on Ellis’s Hill (behind the present Bowling Club). The house was one of three owned by A. & E. Ellis, owner of the Ellis Mill on the site of the present RSL carpark. Her mother was Ellen Marshall, and her father, Chris Davis, was a saw-sharpener at the Ellis Mill. Both were from New Zealand.

Queenie recalled when a three-masted ship was built on the Davis’s slip. At the time two Aboriginal shipwrights, brothers Lambert and Dougie Waddy worked in the Davis boat-building yards. She remembered two ships, “Our Elsie” and “Our Jack”, coming into the Jensen Mill to get timber. Her father was saw-sharpener at the mill at the time.

Queenie remembered when the Eichmann’s had a small shop, and later, when Eichmann built a bigger shop. Later Eichmann was to own a saw mill at Warrell Creek.

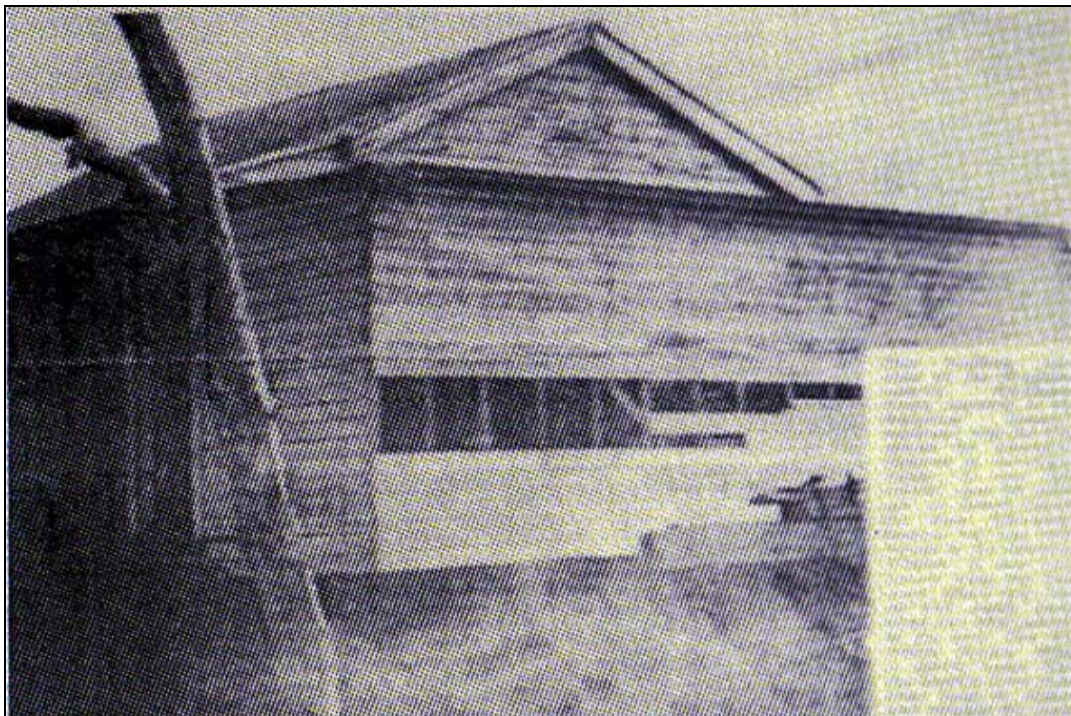


Plate 59 – The Aboriginal school on Stuart Island.

4.3 The cedar-getters

Cedar logging began on the banks of the Hawkesbury in about 1790, and the first export of red cedar went to India in 1795. By 1801 the cutters had reached the Hawkesbury, and in that year the first controls over cedar cutting were introduced. On the south coast cutting began on the Shoalhaven in 1811, but following clashes with Aboriginal people, Governor Macquarie banned cutting on the Shoalhaven for a period in 1814 (Gaddes 1990, 10-11).

But the hunger for cedar was growing and according to the NSW Forestry Commission the expansion followed the following pattern.

Port Stephens	1815 through to the 1820's;
Hastings River	starting 1823;
Manning River	1828, continuing to the 1840's;
The Wyong District	1830;
The Macleay	the early 1830's;
Clarence River	began 1835, well established by 1836, continued for approximately another 20 years;
Paterson and Williams Rivers	late 1830's;
<u>The Nambucca</u>	<u>1842;</u>
The Bellinger	1842, continuing into the 1870's;
Dungog Area	late 1840's;
Dorrigo Plateau	1857, timber carted overland to Armidale;
Tweed River	established by the 1860's;
Head of the Hunter River	late 1860's.

By 1890, a hundred years after it began, the cedar industry was finished, although cedar continued to be taken from remote area up to the 1960's (Gaddes 1990, 11-12).

The history of early European settlement in the Nambucca area began with the discovery of *Ngambugka* by the escaped convict, **William Smith** in 1817. Having seized the "William Cossa" in Sydney Harbour his group set sail for China, but their ship was beached 16km north of the

mouth of Nambucca River. In 1818 Smith was brought to the penal settlement at Newcastle. On the strength of his recollections of Ngambugka and those of Captain William Eckford, who had returned to the region with Smith to recover the “William Cossar”, Governor Macquarie sent the Surveyor-**General John Oxley** to survey the Port Macquarie/Nambucca coastline and hinterland in 1820.

Oxley observed that the Aborigines of the area either avoided Oxley’s party or gestured to them to go away, but the door had been opened, and the cedar-getters were soon to follow, but the cedar-getters were secretive and little information as to where they were operating reached the Sydney Press. (Townsend 1993, 11-13).

Sawyers were working in the Nambucca as early as 1833, and by 1842 it was claimed that the Nambucca (and the Macleay) were ‘nearly if not quite, done up for supplies of cedar’ (Townsend 1993, 20).

By 1841, when Clement Hodgkinson surveyed the Nambucca, cedar-getters had been active on the Macleay for at least 16 years, and had been working on the Nambucca since 1833. The pastoralists followed soon after, and **William Scott** held land on Warrell Creek, but some land taken up in 1841 on Taylors Arm was deserted by 1843.

By 1842 the hostility between the Aboriginal occupants and the European cedar-getters and pastoralists had become one with lethal consequences. Two cedar-getters were murdered in late 1841 or early 1842, and there were retaliatory raids in which an unknown number of Aborigines were killed. But in 1843, with the opening of the bar on Bellinger River the dealers and sawyers left the Nambucca.

On his return from seeing the Nambucca River In 1842, **William Scott**, who had recently opened the Bellinger River for the purpose of shipping cedar, “spoke favourably of his prospects on this splendid new river (the Nambucca), which he says is full equal to the Macleay in its best days for the quality of its cedar” (Vader 2002, 84). And by 1846, Scott and his family were living next to the Nambucca River.

There were seven timber dealers on the Nambucca at the peak of cedar-getting in the early to mid 1840s. The dealers were needed as middle-men for the sawyers, paying the licence fees, arranging for the transportation and disposal of the timber, but the cedar-traders were neither scrupulous nor necessarily financially astute, and in 1842, Robert Massie seized and auctioned cedar belonging to William and George Scott, who had failed to pay the licence fees for 19 sawyers whom they had working for them on the Nambucca. And four of the Nambucca dealers were bankrupt by 1844. The cost of transporting the timber from Warrell Creek overland to Grassy Head resulted in the abandonment of the cedar trade on the Nambucca and the Scotts and William Wright moved to the Bellinger. Thomas Small, shipowner, pastoralist and cedar-dealer left Nambucca at the same time (Townsend 1993, 24-25).

The cedar-getters returned to the Nambucca in 1856, when James Williams and John Thompson began logging in Warrell Creek, and within a couple of years more sawyers and pastoralists arrived, but numbers were small, and life was tough. Access and shipping were a problem and the almost impenetrable rainforest inhibited movement and communication (Townsend 1993, 32-35).

4.4 The timber mills

The first area to be established in Nambucca Heads surrounded the small bay and valley which become known as “Log Hollow”, because of the accumulation of logs that had been floated down the Nambucca to “**Buckman’s Mill**”. The original mill was erected for Mr Christensen, who named it (the “**Copenhagen**”), and later sold it to his brother-in-law, **Jabez Buckman** (Gaddes 1990, 79). Christensen, who described himself in the census of 1891 as a city merchant, was declared bankrupt in the same year (Townsend 1993, 121).

Note: The Gaddes family were well-known bullockies in the early 1900s. At that time they were still cutting cedar from the ridges between the valets of North Arm and Taylors Arm, as well as hauling hardwoods from the forests. The Gaddes brothers were some of the last to cut cedar in the area (Dunne 2001, 11).

A Nambucca Shire Council sign reads:

FORESHORE WALK

SITE OF COPENHAGEN MILL AND SHIPYARD

THE SITE HOUSED A TIMBER MILL AND SHIPYARD FROM THE 1870'S
THE LOGS PLACED TO SUPPORT THE KEEL OF SHIPS UNDER CONSTRUCTION
CAN STILL BE SEEN IN THE WATER. THE CONCRETE FOUNDATIONS OF
THE MILL CAN ALSO BE SEEN

JOHN CAMPBELL STUART CONSTRUCTED A NUMBER OF SHIPS AT THIS
YARD INCLUDING THE "HEROINE", THE "NICHOLAS" AND THE "ROYAL TAR"
AT THAT TIME THE ROYAL TAR WAS THE LARGEST SHIP BUILT ON
THE N.S.W. COAST.

THE KEEL OF THE ROYAL TAR WAS LAID IN 1872 USING LOCAL TIMBERS
SUCH AS BLOODWOOD AND BLUE GUM. THIS TIMBER WAS CUT ON SITE
AT THE MILL. THE HULL WAS COMPLETED IN 1876 AND LAUNCHED WITH
GREAT DIFFICULTY OVER A THREE DAY PERIOD. AFTER THE LAUNCHING
THE TOW LINE PARTED AND THE SHIP DRIFTED ONTO SOUTH BEACH WHERE
SHE REMAINED FOR TEN DAYS

THE TUG "AGNES IRVING" ASSISTED IN MOVEING THE ROYAL TAR FROM
THE SAND AND THEN TOWED THE HULL TO SYDNEY FOR FINAL FITTING OUT.

THE ROYAL TAR PLIED THE SHIPPING ROUTES BETWEEN AUSTRALIA,
JAPAN, AMERICA AND NEW ZEALAND CARRYING COAL AND TIMBER.
HER MOST FAMOUS VOYAGE WAS TO PARAGUAY IN 1893 WHERE AN ATTEMPT
WAS MADE TO SET UP A SOCIALIST STATE CALLED "NEW AUSTRALIA"
SHE WAS EVENTUALLY WRECKED AT SHEARER ROCK, NEW ZEALAND IN 1901
WHILE CARRYING A LOAD OF COAL.



Plate 60 - The "Log Hollow" viewed from "Goat Hill".

The Victoria Hotel is on the extreme left edge of the photo (Dunne).

Jabez Buckman, a migrant, established the first sawmill, "**Buckmans Mill**", and wharf on the flat now known as Gordon Park, or Park Street, specialising in the milling of hardwoods (Gaddes 1990, 103). Buckman came "with a fine lot of sons, enough to work the mill themselves", and his descendants were leading residents in Nambucca for many years (Gaddes 1990, 77). The boat shed at the mill which had been a wharf site was to become the "**Government Wharf**" when Buckman's Mill ceased milling timber in 1879 (Dunne 2001). Jabez was a poor businessman, and as a sawmiller and storekeeper had been bankrupt before he came to Nambucca. When fire destroyed the mill in 1883, his creditors foreclosed, and by 1884, poor Buckman was a bankrupt again (Townsend 1990, 132).

Ben Buckman was later to figure in the rescue of the crew of the "Wellington" which foundered on the rock now known as Wellington Rock in 1892 (Gaddes 1990, 79).

An extremely small, ankle-height plaque reads:

Site of

BUCKMANN'S MILL

Est. C.1878 by Jabez Buckman

Cut mainly hardwood timber at rate of
35,000 ft per week

Nambucca District Historical Society

Australia Day, 1999



Plate 61 - The "Nerong" berthed at Government Wharf, 1909. Note the recently completed breakwall.

The early saw-millers with the exception of **John Eichmann** found financial survival difficult on the Nambucca despite the timber resources (Townsend 1993, 122). Each mill had its own general store in an effort to make money and survive. And the mill owners built cottages for their workers, many of whom were newly married, and one line of cottages on the side of a hill was known as "Honeymoon Terrace (Townsend 1990, 132). The cottages were no doubt a means of keeping workers while paying them low wages and charging rent.

John Eichmann, a Prussian, with links to Balmain, came to Nambucca and established his mill, the “**Enterprise**”, in 1886. He also established a sawmill near Government Wharf on Warrell Creek, as well as having ships on the Sydney run and droghers on the river, and a general store. Eichmann invested a great deal in the mill using the latest technology, and at one time, had as many as 13 bullock teams hauling logs to the mill. In 1907 Eichmann returned to Balmain and sold the mill to a Mr Butler (Dunne 2001, 13), and the mill thereafter became known as the **Butler Mill**.

The plaque at the site reads:

MILL SITE

THE CHRISTENSEN, EICHMANN AND BUTLER MILLS
OPERATED IN THIS AREA FROM 1874 TO c.1913
THESE MEN CONTRIBUTED MUCH TO THE DEVELOPMENT
OF THE VILLAGE
JOHN EICHMANN WAS LARGELY RESPONSIBLE
FOR THE ESTABLISHMENT OF THE FIRST SCHOOL IN 1884
TIMBER FOR THE SCHOOL AND OTHER PUBLIC BUILDINGS
WAS MILLED ON THIS SITE

NAMBUCCA DISTRICT HISTORICAL SOCIETY – 29TH APRIL 2001

A Nambucca Shire Council sign reads:

FORESHORE WALK

TIMBER MILLS

THIS SECTION OF THE RIVER FROM GORDON PARK TO THE
BREAKWALL WAS THE SITE FOR A NUMBER OF TIMBER MILLS.

TREE FELLERS AND BULLOCK DRIVERS CUT AND SNIGGED LARGE
LOGS OF NATIVE TIMBER DOWN TO THE RIVER WHERE THEY
WERE LOADED ONTO PUNTS AND FLOATED DOWNSTREAM TO THE
MILLS IN NAMBUCCA HEADS

THE DEVELOPING COLONY WAS HUNGRY FOR NORTH COAST TIMBERS
WITH THE MOST POPULAR SPECIES BEING BLACKBUTT,
TALLOWWOOD, IRONBARK, RED AND WHITE MAHOGANY, TURPENTINE,
BOX AND RED CEDAR

A NUMBER OF MILLS FLOURISHED ALONG THE RIVER SHORES AT
THIS LOCATION AROUND THE TURN OF THE CENTURY
INCLUDING THESE FOUR MAJOR ONES

THE COPENHAGEN MILL WAS FIRST BUILT BY NICHOLAS
CHRISTENSEN IN 1874. IT WAS NAMED AFTER THE TOWNSHIP OF
HIS BIRTHPLACE. THE COPENHAGEN MILL WAS ALSO A SHIP
BUILDING YARD AND STORE WITH ADEQUATE PROVISIONS OF
GRAIN AND FLOUR.
THIS MILL HAD AN OUTPUT OF 10300 LINEAL METRES PER WEEK.

THE EICHMANN'S MILL WAS ESTABLISHED BY JOHN EICHMANN
IN 1886. HE LATER PURCHASED THE COPENHAGEN.
THE MILL HAD AN OUTPUT OF 103000 LINEAL METRES PER WEEK.

BUTLERS'S MILL WAS PURCHASED IN 1907 FROM THE SAME
JOHN EICHMANN
THE OUTPUT WAS REGULARLY 9800 LINEAL METRES PER WEEK.

BUCKMAN'S MILL WAS ESTABLISHED IN THE 1880'S BY
JABEZ BUCKMAN
THE MILLS OUTPUT WAS 10700 LINEAL METRES PER WEEK.

A. & E. Ellis established the **Ellis Mill** on the site of the present RSL carpark. The mill drew much of its timber from Warrell Creek carried by its own droghers. The company also operated sailing vessels and a passenger steamer, including the locally well known passenger steamer "Our Elsie". The company owned a number of mills further upstream, but the mill (on the RSL carpark) was destroyed in 1925 when a boiler exploded.

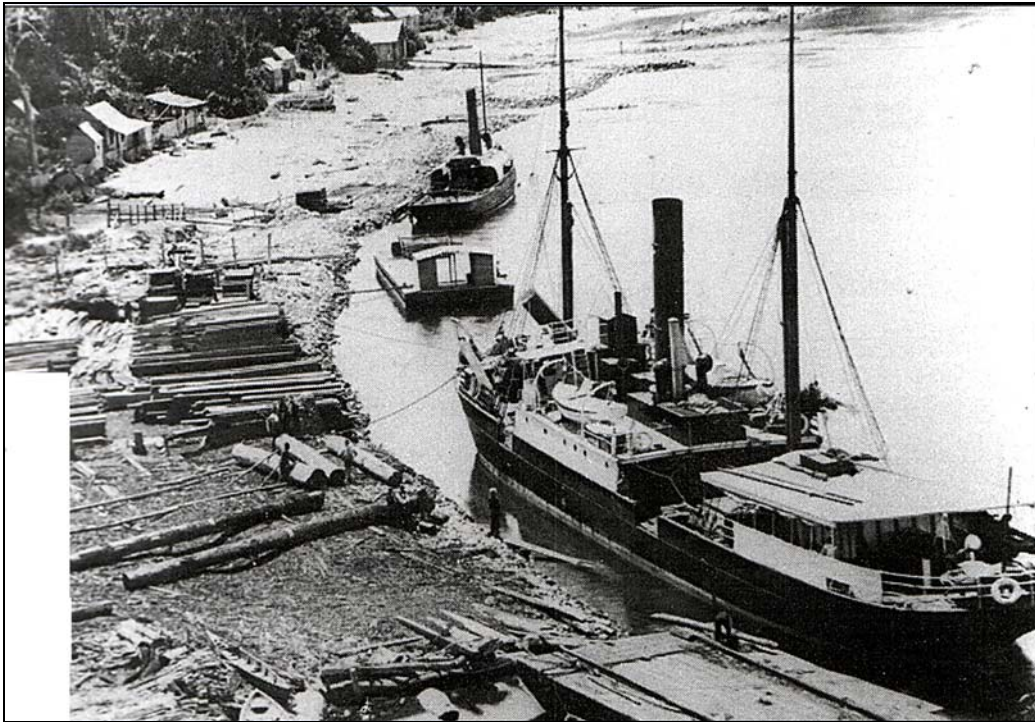


Plate 62 - The "Rosedale" berthed near Eichmann's mill.

A plaque on the log reads:

ON THIS SITE THE TIMBER MILL OF
A. & E, ELLIS & CO. OPERATED 1898-1954
THE SAWMILL AND TIMBER WHARF WERE
AN INTEGRAL PART OF LIFE IN NAMBUCCA
HEADS FOR 56 YEARS. THIS TALLOWWOOD
LOG, EXPOSED DURING EXCAVATION FOR
THE CAR PARK IN 1996, IS PRESERVED AS
A TRIBUTE TO THE
TIMBERGETTERS AND SAWMILLERS
OF THE NAMBUCCA VALLEY BY THE
NAMBUCCA DISTRICT HISTORICAL SOCIETY

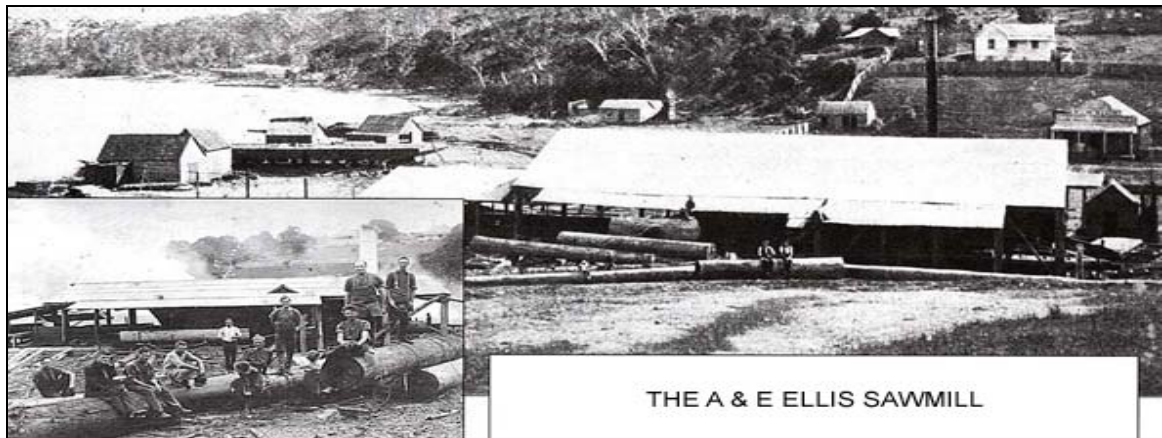


Plate 63 – The A & E Ellis Sawmill.

A Nambucca Shire Council sign reads:

FORESHORE WALK

SITE OF A & E ELLIS & CO. TIMBER MILL – 1898-(?)

The Ellis family is closely linked to the history of the Nambucca River through its Sawmilling, Storekeeping and Shipping Links. Arriving from Camden Haven in 1895 they purchased the Davis Sawmill at Bellwood opposite the Plaza complex. When this mill Was moved to Bellinger Heads (Urunga) circa 1898, the Ellis Sawmilling was transferred to the RSL Carpark site. A general Store was run in conjunction with the Mill, across the road in the Vicinity of the 1997 NRMA Office.

With their own deepwater wharf, the “OUR ELSIE” (passenger and Timber ship), bullock teams, timber droghers and motor launch For river trade, A & E ELLIS & Co. prospered.

In the early 1900’s the Sydney Mail reported this Mill cut 40,000 Super feet weekly mainly blackbutt, tallow-wood, mahogany and Ironbark. Besides sending 1-½ million feet per year of sawn Timber to the home market, they also supplied some 37,000 feet

Of girder timber to the colonial trade.

A massive boiler explosion completely wrecked the Mill on Night in 1925. The mill was rebuilt and continued to supply timber for another 25 years.

Finally, in 1948-49 the silting of the River and a shortage of suitable Timber forced the Mill closure.

The Tallow-wood Log nearby was excavated during the building of The RSL Carpark extension in November, 1996, Where it had been Preserved in sawdust and mud for almost 50 years.



Plate 64 - "Our Elsie" at the Government Wharf in 1906.

Bellwood Timber Mill

Mr A.E. Jansen established the **Bellwood Timber Mill**, near the present Plaza shopping centre in about 1916.

Wagstaff Point Mill

The **Wagstaff Point Mill** was completed to the order and under the supervision of Messrs Leonard and Co. in 1909 by Mr W, Buckman. The mill was built on the site of the Foreshore Caravan Park, and operated by Mrs Leonard until 1926, when it was taken over by Tom McMorris. Suffering the fate of many early timber mills it burnt down in 1942.



Plate 65 - The "Rosedale" moored at Government Wharf beside Eichmann's Mill.

Prologue

After the failure of the banks in 1893, most of the mills closed down and people went away, searching for work elsewhere (Gaddes 1990, 79).

The level river front area of Gordon Park was subsequently used by a visiting circus, and later used for camping, both under canvas and in caravans, a swimming pool was constructed at the western end of the inlet, and a tennis court was established in Gordon Park in 1940 (Dunne 2001, 13) – see more below.

4.5 The Boat-builders

It is worth remembering that even as recently as 1889 the only means of transport for those living along the banks of the Nambucca was by boat (Gaddes 1993, 84).

John Campbell Stuart

John Campbell Stuart was a Scottish shipwright, who had established his credentials in Balmain in the 1850s. Stuart was one of the original ship-builders on the Nambucca, who constructed ships on a site near the “Copenhagen Mill”. Stuart preferred to build larger ships such as schooners, brigantines and barques, and in December 1876 launched his first ship built on the Nambucca, the “**Royal Tar**”. The “Royal Tar”, which was built for William Marshall, was not only Stuart’s largest ship but the then largest colonial-built vessel up to 1916 (Townsend 1993, 119).

The workforce of whom there were as many as 40 men, many of whom were specially brought to Nambucca to work on the “Royal Tar”, lived in temporary huts in the reserve adjacent to the slipway of the “Royal Tar”. But Stuart lived with his family on the island, which by 1875 was to bear his name. Stuart’s workforce ‘community’ was to become the foundation of the village (Townsend 1993, 120).

The “**Royal Tar**” was built by John Stuart and Matthew Holmes for John Booth, a Sydney produce agent. The “Royal Tar” turned out to be too big for the shallow Nambucca River as she was 598 tons and at 170 ft long, difficult to handle in tight shallow waters, so she was used between the larger ports, until some years later when she was chartered to transport emigrants from Australia to Uruguay, where they had hopes of setting up a new Australian Colony (Gaddes 1990, 77). Eventually the “Royal Tar” was wrecked on rocks in Hauraki Gulf, New Zealand in 1901.

The signage in the survey area states:

The barque *Royal Tar*

THE SAILING SHIP ROYAL TAR (598 TONS, 52.1 METRES LONG) WAS

LAUNCHED FROM THIS RIVER FRONTAGE ON 4 DECEMBER 1876.

THE LARGEST VESSEL BUILT ON THE COAST OF NEW SOUTH WALES
TO THAT TIME, SHE WAS CONSTRUCTED HERE BY SHIP BUILDER
JOHN CAMPBELL STUART FOR SYDNEY MERCHANT WILLIAM MARSHALL
TO TRADE BETWEEN AUUSTRALIA, JAPAN AND NORTH AMERICA
IN 1893 THE *ROYAL TAR* WAS PURCHASED BY THE NEW AUSTRALIA
SETTLEMENT ASSOCIATION AND REFITTED FOR PASSENGERS. IN
1893-94 SHE MADE TWO VOYAGES TO SOUTH AMERICA CARRYING
AUSTRALIAN EMIGRANTS, ON THEIR WAY TO ESTABLISH A RADICAL
SOCIALIST COLONY IN PARAGUAY.

ROYAL TAR WAS REFITTED AGAIN FOR CARGO TRADE IN 1894. SHE
SANK WHEN SHE STRUCK A ROCK IN HAURAKI GULF, NEW ZEALAND
ON 26 NOVEMBER 1901.

AUSTRALIAN NATIONAL MARITIME MUSEUM
NAMBUCCA DISTRICT HISTORICAL SOCIETY

4TH DECEMBER 1993

Rock Davis

William Davis was the first school teacher in Brisbane Waters on the Central Coast. His son Rock was born at sea in 1833. William and his sons, Rock (Edward) and Tom (Thomas), are recorded as being ship-builders at Davistown (named after them) on the Central Coast in 1862. Rock opened a shipbuilding yard at Davistown before moving to Blackwell, but he was attracted to the Nambucca by the cedar, and his original timber mill and ship-building works were at the entrance to Watt Creek.

The **Davis Boat** builders built many vessels, including the “Heroine”, the “Baden Powell” for Buckle and Co. and the “Alfa” for John Eichmann. Davis employed Aboriginal workers, and Lambert Waddy and Doug Waddy were two that worked there (Dunne 2001, 12).

The Davis family was one of the first to have an oyster lease on the river, Japheth Davis having taken out a ten year lease in 1901. The **Davis family home**, built in the 1880’s, is still intact and from the exterior appears to be unaltered.

Plate 66 below shows the drogher “Bowra” and dredge “Lota” at Rock Davis shipyard where the Foreshore Caravan Park is located now.

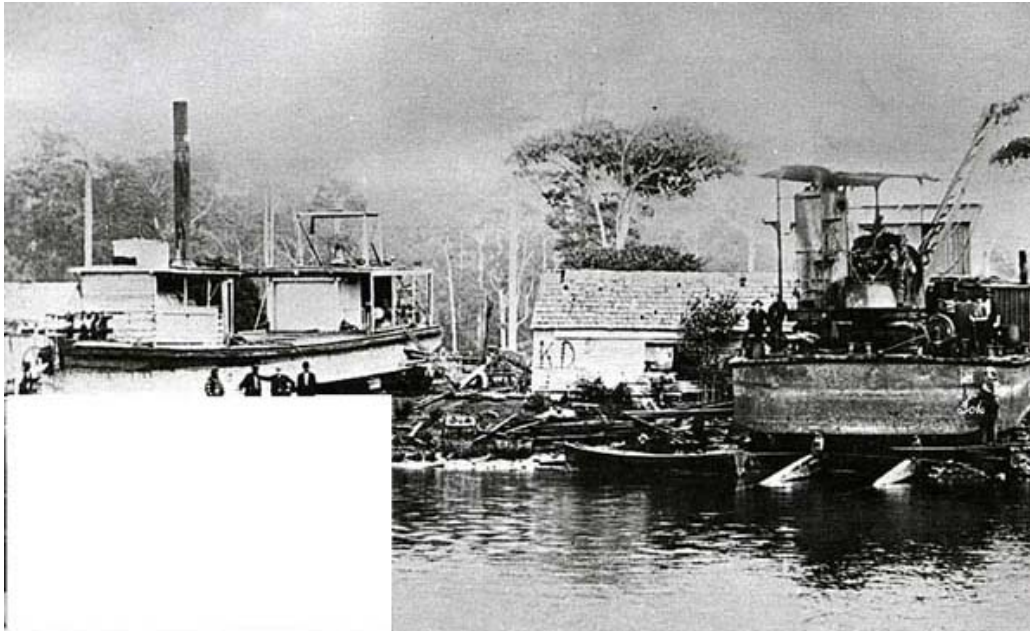


Plate 66 - The drogher “Bowra” and dredge “Lota” at Rock Davis’s shipyard.



Plate 67 - The Davis family home viewed from the river
during a model yacht racing event in 1932.

4.5 Other sites along the river bank.

North Coast Steam Navigation Co.

There is one other small plaque which is at ankle height and can only be read from a half-crouched position. Children could read the sign if they saw it but adults would walk past without noticing it, and if they did notice it they would have had great difficulty in reading it.

The plaque reads:

NORTH COAST STEAMSHIP CO.

Est. c.1891

Ships trading from this site included

The "Wellington", the "Rosedale",

The "Nerong", the "Doepel" and the "Nambucca"

Nambucca District Historical Society

Australia Day, 1999



Plate 68 - The "S.S Nambucca" aground at the end of the seawall in 1931.

Note the bullocky in the foreground about to successfully refloat the ship.

Late in the 1880's, **John See and Co.** (who later amalgamated with the Clarence and Richmond Company to form the **North Coast S. N. Company**) started a steamship run on the Nambucca for general cargo to the Bellingen River (Gaddes 1990, 79).

The “**Wellington**” was put on the Bellingen run in November 1892, but was wrecked soon after at the Heads on the rock known as “Spion Kop” (as it had been named at the time of the Boer War), and which thereafter became known as Wellington Rock (Gaddes 1990, 79).



Plate 69 – The “Wellington” aground on “Spion Kop” in 1892.

The “**Rosedale**” had steamed out of Nambucca on Friday, 22nd September 1911 bound for Sydney. When it didn't arrive, and when wreckage was sighted on the following Wednesday it was realised she had been lost at sea. She had been beached at least seven times, but this time she went down with the crew and seven passengers and no trace of her was ever found.

The “**Nambucca**” ran aground in 1931. She was refloated but was finally wrecked in 1934. The third “S.S. Nambucca” was built for the North Coast Steam Navigation Co. in 1936.



Plate 70 – A sad end to the “S.S. Nambucca” on South Beach: 7th May 1934.

Between 1878 and 1954 15 ships were wrecked on the bar and river, and numerous vessels became trapped within the river mouth when the sandbars became too dangerous to cross. Eventually, in an attempt to control the flow of the river and reduce the build-up of the sand bar it was decided to build a breakwall.

The “Breakwall”.

Construction of the Breakwall began in about 1895 and was completed in 1907. The stone for the wall was quarried from the site now occupied by the ‘White Albatross Kiosk’. Quarrying left a large pit that filled with water and was known locally as “Siberia”, a place where children were told not to swim because its depth and steep sides made it very dangerous. Eventually sometime prior to 1949, “Siberia” was filled with sand and later the ‘White Albatross Kiosk’ was built on the site.

The original plan was for the breakwall, or training wall as it was called at the time, was for it to continue around the headland, but work was stopped when it was decided that the cost of further extension of the wall could not be justified.

Despite its solid construction storms and floods caused major damage to the breakwall, and work to restore it began in the early 1930s as part of the Depression Works.

When the Wall Street stock market crashed in 1929 the western world reeled, and by 1932 unemployment in Australia had reached 32%. The American response was for its government to pour money into public works as a means of providing sustenance to those who would otherwise be unemployed. New South Wales Labour Premier Jack Lang followed suit, initiating a program to maintain wages and use loans to fund public works. Lang however was to come into conflict with the Federal Government, when it wanted to reduce Government spending, eventually causing a split in the Labour Party and precipitating an early Federal Election in which the Labour Prime Minister Scullin was ousted by the United Australia Party leader Joseph Lyons.

For Nambucca at least there was an up-side to the Depression as the stock market crash was responsible for the State government funding the repairs to the breakwall. Not only did it bring jobs, and therefore purchasing power and demand for goods and services, but it also resulted in capital works at no cost to the local economy. The population of Nambucca at the time was a little over 2,000 people and it is probable that with so few people to fund the repairs necessary to repair the wall that without the “Depression Work” or “Sustenance Funding” from the State Government that the breakwall would have deteriorated beyond repairs.

The “V Wall” that extended across the river mouth to a large sand island, was constructed in order to channel the wide, shallow and treacherously sand-banked river mouth into a single deep navigable channel. It was completed prior to 1916 (although it is unclear whether it had been completed by 1907). Presently a gaping breach to the “V Wall” allows a branch of the river to egress into the ocean, but the cause of the breach has been variously attributed to the river in flood, but more likely in the views of some locals, to having been blown up (dynamited) by an unnamed local fisherman! A hero for some; a villain for others!



Plate 71 - Quarrying the rock for the breakwall in 1902.

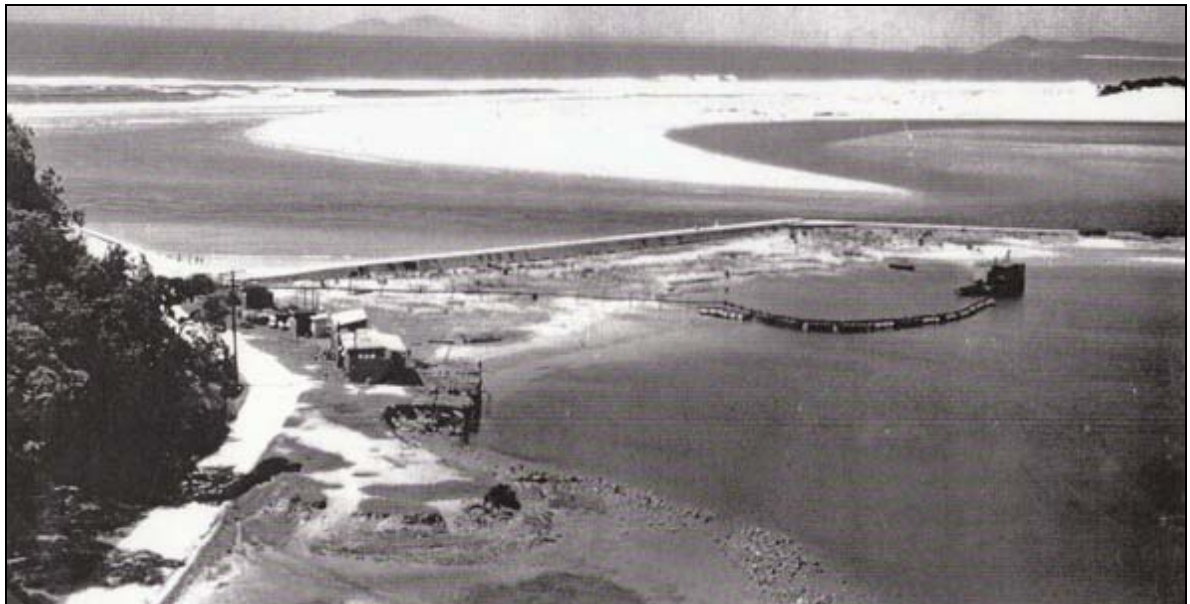


Plate 72 - Dredging upstream of the "V Wall", c.1948.

Construction began on a training wall to connect the river bank opposite Leonard and Co's mill with Stuart Island, with the intention of connecting the southern wall with the northern wall in order to make one channel into the river instead of two as at present, but construction was abandoned (Dunne 2001, 71).

The "Glen"

The "Glen" boarding house occurs towards the eastern end of Wellington Drive. At first glance it is a striking building in a neighbourhood of not so pleasing structures; however it probably owes much of its appearance to smart heritage livery. On second glance and looking past its neat colouring it becomes a simple pitched-roofed, two-storey weatherboard building with an ill assortment of windows – the upper storey of which appear too close to the eaves, and randomly placed doors - refer again to **Plate 52**.

However, the "Glen" boarding house has changed considerably since 1927, and is not all that it seems. The original building is no longer standing, while the building that remains was originally an extension added to the original building. As such, while the existing building is old it is of no local, state or national heritage significance.

Compare the two photographs below with **Plate 52**. While the outline of the extensions has remained the same the upper storey windows have been replaced, as presumably have been the internal walls to facilitate bathrooms etc to current standards. The current building sports a tall chimney stack, and a porch has been added.

"The Glen" was also the name given to a sandbank that formed in the river immediately opposite the boarding house, and which became a focus of activity for the holidaying children, as it was a safe place for snorkelling.



Plate 73 – The original “Glen” boarding house in 1927.



Plate 74 - The “Glen” with extensions (on the right) – note the man hugging his cow, three women on two legs, and the bricks and debris on the river bank – a holiday snap to remember.

The Victoria Hotel.

The original Victoria Hotel was built in 1887 for John Davies, to take advantage of the passengers disembarking at Government Wharf. In 1920 the licence was transferred to a new building built immediately alongside the Victoria, and the old building became “The Ranch” accommodation house.

The ‘new’ Victoria Hotel survived until 1961, when it was demolished to make way for the expansion of the Tooth Brewery, and from 1962 the licence was registered to a new hotel named the “Golden Sands”. Sadly in 1998 the Golden Sands was demolished to make way for a “Woolworths” store (Dunne 2001).



Plate 75 - The original Victoria Hotel built on the edge of Gordon Park, overlooking Government Wharf (built 1887).

Gordon Park.

Gordon Park was named after Robert Gordon, who built and ran the first hotel at Nambucca Heads, known as Gordon's Hotel but licenced as the "Commercial". From 1884 he competed with the mill-owned stores, and opened a general store to complement his hotel in Log Hollow (later to become Gordon Park) which at the time was the centre of Nambucca Heads. He was close to the wharves, on the allotment which William Whaites had bought at the first successful Crown auction within the township reserve (Townsend 1993, 121). The hotel was burnt down, then rebuilt and converted to a boarding house (Dunne 2001, 75).



Plate 76 - Gordon's hotel and general store (built in 1884).

Gordon Park has seen more changes than perhaps any other location in Nambucca. From the site of a timber mill and wharf, with associated workers' 'village', Gordon Park was to become the site of the Government Wharf, the site for a visiting circus, and in the 1940s, a camping ground with a swimming pool.

In November 1939 work began on the construction of the first clay tennis court, funded by the players of the Nambucca Heads Tennis Club and their helpers. It was finished soon after in early

1940 and the club has flourished ever since, and today there are four courts with synthetic grass surfaces (Nambucca web 4/6/2009).

The Swimming Pool.

The late 1930s appears to have been a period of sporting awakening, because in addition to the tennis court in Gordons Park, work began on the construction of the 'swimming baths' in 1937, the cost being met by Public Subscription. While the swimming pool fell into disuse during the Second World War years, the concrete footings are still visible below the water surface when viewed from the hill above.



Plate 77 – The swimming pool alongside the defunct shipbuilding slips.

Over the last 10,000 years or so Gordon Park has witnessed the comings and goings of many Aboriginal people, and today looks out on the river where Aboriginal children dive, swim and search for oysters, which they shuck on the river bank. In nearly all ways Gordon Park was the

hub of yesterday's Nambucca, and yet today it resides quietly between the tree shrouded hills, occasionally sounding to the thud of racket on tennis ball and the curses and excuses of the beaten player.

The Circus

The 1930s also witnessed the arrival of the circus to Gordon Park. Sometimes it was the Perry Brothers Circus, sometimes the Bullen's Circus, and some people remember Silver's Circus. A circus came to town once a year for at least ten years during or about the 1930s. Sometimes more than one circus would visit during the year but there seems to have been at least one circus Nambucca each year for at least a ten year period. Local memory (of those that were asked) recalls that the circuses probably stopped coming sometime during the Second World War.



Plate 78 - Circus, with the original Victoria Hotel on the right c.1934.

5. DISCUSSION.

From the above it is clear that there is more to the Nambucca river bank than just a boardwalk, manicured public reserves and mangroves. There is a wealth of Indigenous culture and “European” heritage that generally goes unnoticed by most and not understood by others. For over 170 years Nambucca has witnessed most of the events that have shaped Australian history and yet today there is little or no recognition of the part that history has played in the making of Nambucca, or the role that Nambucca had in the age of cedar-getting and milling of timber, in boatbuilding, and as a point of contact for the early settlers of the Nambucca hinterland with Sydney, Maitland, and ultimately ports abroad.

A simple events-board for the settlement of Australia helps illustrate the role that Nambucca has played.

A sequence of past events for the Nambucca River and establishment of Nambucca.

c.10,000 - c.4000b.p.	Probable Aboriginal occupation of the edge of a bay (the present riverbank).
c.4,000 - 1820	Aboriginal occupation of the river bank.
1770	Cook lands in Botany Bay
1788	The first settlers arrive in Australia.
1820	Oxley surveys the Nambucca coastline
1833	Cedar-getters move into the Nambucca.
1841	By then the pastoralists had moved in and taken up some land.
1841	The surveyor, Mr Hodgkinson of Kempsey, was sent by the Government to make a plan of the Nambucca River. His map showed Mr Scotts residence on Gurravembi Creek (later known as Warrell Creek) near Scott’s Head.
1841 - 1843	Continuing hostilities between the Aborigines and the settlers and timber getters.
1842	Cedar belonging to William & George Scott was seized for non-payment of his licence.

1843	Opening of the bar on the Bellinger River resulted in timber dealers and sawyers moving out of Nambucca.
1840 - 44	Seven timber dealers operated on the Nambucca during this period.
1844	Four of the timber dealers went bankrupt when the cost of obtaining the timber became greater than the return.
1846	William Scott and family were living on the Nambucca.
Late 1840s	The cost of transporting the timber from Warrell Creek overland to Grassy Head resulted in the abandonment of the cedar trade on the Nambucca and the Scott family and William Wright moved to the Bellinger.
1856	James Williams and John Thompson began logging in Warrell Creek.
1950's	The last cedar was taken from the Bellinger.

In relation to the river bank subject of this investigation there are a number of relevant historical events.

A sequence for the NRMP survey area (all of those events that are not directly associated with the survey area are in brackets).

(1862	William Davis and his sons, Rock and Tom, were recorded as boat-builders on the Central Coast.)
1872	John Stuart Campbell began building boats on the Nambucca next to where the "Copenhagen" mill would be constructed.
1874 -?	The first mill in Nambucca was erected for Mr Christensen, who named it the " Copenhagen ". Christensen, who described himself in the census of 1891 as a city merchant, was declared bankrupt in the same year. In the meantime he had sold his mill to his brother-in-law, Jabez Buckman.
1876 - 1901	John Campbell Stuart launched the " Royal Tar " in 1876. The first ship built on the Nambucca. Her slips were next to the "Copenhagen" mill. The "Royal Tar" sank off New Zealand in November 1901.
1880	The Davis family [boat builders] home was built on its present site.
1886 - 1907	John Eichmann, came to Nambucca and established his mill, the " Enterprise ". He also established a sawmill near the Government

	Wharf, and in addition to owning ships and droghers, ran a general store – and was largely responsible for the establishment of the first school in Nambucca in 1884.
	He later purchased the “Copenhagen” mill.
(Late 1880s	John See and Co. began a steamship run on the Nambucca for general cargo to the Bellingen River).
? - 1883	Jabez Buckman took over the “Copenhagen” and it was renamed “ Buckman’s Mill ”. Buckman established the first sawmill in Nambucca. Buckman’s Mill ceased milling timber in 1879. When fire destroyed the mill in 1883, his creditors foreclosed, and Buckman was declared a bankrupt in 1884.
1879	Buckman’s old wharf became Government Wharf .
1884	Robert Gordon opened the first hotel known as “Gordon’s Hotel”, but licenced as the “Commercial”. Later it was burnt down, then rebuilt and converted to a boarding house.
1887	The Victoria Hotel was built for John Davies.
1891	The North Coast Steamship Company was established.
1892	The “ Wellington ” steamship was destroyed on the rocks known as “Spion Kop” at the heads.
(1895 - 1895	The Ellis family purchased the Davis Sawmill opposite the Plaza complex. The mill was subsequently moved to the Bellinger.)
1898 - 1925	A & E Ellis established the Ellis Sawmill and deep-water wharf. The company also ran a general store. The mill was destroyed when a boiler burst in 1925.
1901	Japheth Davis acquired the first oyster lease on the Nambucca.
1907	Eichmann sold the “Enterprise” mill to Mr Butler.
1907 - ?	From 1907 the “Enterprise” was known as the “ Butler Mill ”.
1907	Construction of the Breakwall was completed.
(1909 - 1925	The Wagstaff Point Mill was built by Mr W, Buckman for Messrs Leonard and Co. when it was taken over by Tom McMorine)
(1911	The “ S. S. Rosedale ” was lost at sea on the way to Sydney.)
(1916 - ?	Mr A.E. Jansen established the Bellwood Timber Mill .)

1920	The licence was transferred from the Victoria Hotel to a new hotel built alongside, and the old Victoria Hotel became the “Ranch” accommodation house.
(1925 - 1942	The Wagstaff Point Mill was destroyed by fire in 1942.)
1925 - c.1950	The Ellis Mill was rebuilt and operated for a further 25 years.
1934	The “ Nambucca ” was wrecked on South Beach.
c.1934 - c.1942	The Circus came to Gordon Park.
1939	Work began on construction of the tennis courts for Nambucca Heads Tennis Club.

Since 1942 there have been other significant events but there is a kind of homogeneity about the latter half of the 20th Century and most towns can probably boast of similar events, successes and failures, and such events do not attract the tourists attention in the sense that they do not have a cultural or historic significance peculiar to any particular town.

The objective then is to decide which cultural and historic associations with a place might be an attraction to the would-be tourist.

Associations

Of the cultural and historic associations with Nambucca discussed ahead, ASR suggests that the following associations are the ones that should be emphasised.

- The timber getters and the bullockies
- The timber mills
- The boat-builders
- Aboriginal connections to place.
- Aboriginal connections to activities
- Shipwrecks and shipping incidents.

Resources

Next we should identify the resources of each.

The timber getters: photographs, written history.

The bullockies: photographs, written history.

The timber mills:	photographs, the Ellis Mill Log, written history
The boat builders:	photographs, the Royal Tar slips, Davis' House, written history
Shipwrecks:	photographs, written history.
Aboriginal connections to place:	
	photographs, research, living stories, places, written history
Aboriginal connections to activities:	
	living stories, places, written history

Themes

Then we might consider how such resources might be grouped into themes, and the obvious ones are:

- Timber getters and timber mills
- Boat builders and shipwrecks
- Aboriginal connections to places and activities.

Presentation

The next problem is how the themes might be presented, i.e. what display strategy would be most appropriate given that there will be limited funding available, and there might be practical reasons why one display strategy would be more appropriate than another.

1. Timber getters, bullockies, and timber mills.

There are no extant locations that readily identify with the timber getters but as they more than any others were responsible for the opening up of the Nambucca River their story must be told.

Another problem to consider is that while the locations of the mills are known the sites have all been developed, and mostly for private commercial purposes. For that reason it is not practical to try to connect the locations with physical displays.

ASR recommends that there should be a permanent display of photographs and records etc of both the timber getters and the timber mills readily available to tourists on a daily basis. Street signage is discussed below.

2. Boat builders and shipwrecks.

As with the timber mills the locations of the boat building yards are known but some occur on sites since developed for private commercial use.

Shipwrecks on the other hand are almost an intangible element of Nambucca's history. They had a significant impact on the willingness of traders to use Nambucca, and in effect shaped the river, being the primary reason for the construction of the breakwall and the "V Wall".

ASR recommends that there should be a permanent display of photographs and records etc of both the boat-building yards and the ships that were built in them and the ships that were wrecked, readily available to tourists on a daily basis. Street signage is discussed below.

3. Aboriginal connections to places and activities.

Ironically, one might expect that any semblance of Aboriginal connections to places and activities would long since have been destroyed by development, and yet it is perhaps one of the most tangible of themes to identify.

Of all of the connections the ones that are most commonly referred to by Aboriginal people are Stuarts Island, and the school on the island. The island is a common bond amongst many of the Aboriginal community, not only because of the school, but because of fishing, swimming, the Bora ground, and the association of the island with people who have passed on. The island remains relatively undeveloped, and in a perfect society the fact that there is ample room to provide a display of some kind on the island would be the perfect solution as to how to display or present a cohesive Aboriginal story; but in a less than perfect society it is unrealistic to believe that an Aboriginal display in a public area readily accessible to night venturers would remain intact or at least un-vandalised.

ASR recommends that there should be a permanent display of photographs and records etc of Aboriginal connections to places and activities, in a secure place, readily available to tourists on a daily basis. The Aboriginal story should include not only the published and documented associations but also some of the recollections of the current Aboriginal community as listed in the minutes of the meeting at the Muurrbay Centre included as **Appendix ii**. Street signage is discussed below.

So where do these displays go?

Display facilities/Information centres.

Currently there are two places where tourists might learn something about Nambucca, the Nambucca Heads Historical Museum and the Nambucca Valley Visitor Information Centre.

While the Nambucca Heads Historical Museum is a neat and interesting small-town museum it is only open from 2-4pm Wednesday, Saturday and Sunday (or by appointment) and manned by volunteers. ASR believes, having on three occasions dropped in at the museum on the spur of the moment only to find it closed, tourists are entitled to expect more accessibility to information. There is a sign on the door with telephone numbers to be rung if someone wants access to the museum when it is closed, but most people would say “I can’t be bothered chasing someone up who might then take some time to get here, and may be in not so good a mood having been called out when they had other things planned”.

The Nambucca Valley Visitor Information Centre is open seven days week, and is manned by enthusiastic staff, but contains little or no useful information on the history of the town. It provides numerous pamphlets about everything from bees to butterflies, and coach trips to car yards, but nothing of cultural history and heritage. The centre is very small and appears to have been designed primarily to fit between the footpath and the carpark, and not as a user-friendly Information Centre. There are no light refreshments and its sole purpose seems to be as a repository of handouts the slots for which are dutifully refilled after each tourist visit. While information of some kind is forthcoming in the form of pamphlets it is most unsatisfactory as a Tourist Information Centre.

Many Visitor Information Centres elsewhere provide a far superior service and as a consequence have higher usage. The Nambucca staff try to do their best but with limited resources, and there is a great opportunity for Council to optimise the use of their enthusiasm in a new Visitor Information Centre designed to provide more information, and with facilities that encourage visitors to stay longer; rather than to pop in briefly to grab a few brochures, most of which will never be read because there is nowhere to sit and plan their next move in the current Nambucca Valley Visitor Information Centre.

The Visitor Information Centre at Broken Hill, a town of 22,000 residents, is a large spacious facility, three times the size of the Nambucca centre, with clean public conveniences, with a restaurant where visitors can peruse their newly collected brochures over a cup of tea and a piece of cake to decide where they might go next. The centre has thematic displays to help them decide what interests them related to themes identified with Broken Hill, such as the history of the mines, local artists, and the fauna and flora of the Barrier Ranges.

Similarly the Visitor Information Centre at Bathurst, a town of 32,000 residents, has a restaurant attached and clean, maintained public conveniences. The large central room is at least four times the size of the Nambucca centre, has thematic displays of Cobb & Co. (including a restored stage coach and associated paraphernalia as well as a brief description of the history and restoration of the stage coach). Bathurst owes its origins to being a staging post on the mail run between Sydney and the west, and to gold mining, and car racing, both of which are well represented in the permanent displays and information provided in brochures and books.

The Visitor Information Centre in Armidale, a town of 23,000 residents, does not have a restaurant but has clean, maintained public conveniences, and backs onto a Hungry Jacks Restaurant, and faces a family-friendly public house with a restaurant. The centre, which is at least three times the size of the Nambucca centre, has two permanent thematic display – The National Parks of New England, and the local wineries, as well as generous display of brochures on themes peculiar to Armidale such as the university, waterfalls, gold mining, and books on abandoned towns such as Hillgrove, old Farming properties, family histories, and places to visit.

The manageress informed Appleton that the centre welcomes approximately 85,000 visitors a year, approximately half of which want to know about the gorges, waterfalls and National Parks, and the other half who want to know about the cultural history and European heritage of the city. No attempt is made to promote either of the two cathedrals or the University of New England other than to display large photographs of them, as they 'sell' themselves. The Heritage Tour bus that carries 18 passengers at a time around Armidale visiting old houses, churches and public buildings of historic interest, the Folk Museum, the New England Regional Art Museum, and the Armidale Aboriginal Cultural Centre and Keeping Place, operates seven days a week except on Christmas Day, and last year it carried approximately 6,000 visitors. Future plans for

the centre include the acquisition of a large plasma screen on which to show various aspects of New England.

Among a number of brochures is one on a Self Guided Heritage Tour (targeted at those who wish to tour the town on foot) complete with a map (included as **Appendix vi**) and another on Self Guided Heritage Drive for those who wish to travel further afoot by vehicle (included as **Appendix vii**).

Question = So what is missing in Nambucca?

Answer = A spacious Visitor Information Centre with instructive, informative and interesting displays, and clean, maintained welcoming facilities, and where there is somewhere to relax to consider the information that has just been obtained!

If such a facility was to be constructed, possibly at or near the present location of the information centre, at the gateway to Nambucca – then the three themes identified above for Nambucca, timber, boats and Aborigines, could be displayed permanently, altogether in one location.

Brochures

Displays however are only one aspect of providing the information to tourists. There must also be something that the visitor can take away with them to provide instant on-the-spot information when a particular place of interest is reached. If that information is in a glossy, informative, professionally produced brochure with photographs then the visitor will keep the brochure as a memento of their visit. Subsequently, friends and relatives get to see the brochures when they are shown the holiday snaps, and the brochure becomes an advertisement directly targeting holiday makers and visitors.

ASR would like to see a brochure that firstly contains at least one of the dot-point listing of historical events such as the two provided in **Section 5** above. The brochure would then list the sites along the “Cultural and Heritage Walk” in the sequence in which they occur between Brotherhood Park and the Breakwall. The brochure would contain a photograph or illustration of

each feature, together with a brief description of what the feature is, when it was used/in use, who by, and what for.

The brochure would be free to the visitor, or cost a nominal amount to defray publication costs.

Signage

The third element of the tourist seduction process is to provide clear indicators or signage of where the features are that they are looking for. One of the major sensations for the visitor is to feel that they are on a journey of discovery, that they are wiser for having solved the riddle of reading a history in a brochure, following a map, and reading a sign. Tourism is not rocket science. It is about being involved in discovering something new, or in reacquainting oneself with something familiar, or in re-finding a forgotten memory.

But to keep the visitor's interest the journey should not be a difficult one, should be a satisfying experience, and certain of achievement – and ideally should include places to rest, to partake of food and drink, ice-cream or lollies, or to use public amenities along the way.

There is also no point in providing a display, and printing a take-away story, if the object of interest is not findable. Unfortunately when signs are blazing into ones vision from all directions, whether they are road signs, advertising signs, professional services signs, door numbers and house names, motel and apartment block signs, or merely bus numbers and destinations, breaking lights and turning indicators, or logos and telephone numbers on the sides of passing delivery trucks – there are limitations as to how a feature of cultural or heritage interest might be indicated.

The existing signs for points of interest, historic places, and mangroves and sea-grass along the waterfront have been erected without any thought as to how they go together, or whether a sign for mangroves that flourish everywhere along the eastern and northern coastline of New South Wales should be eight times the size of a sign for a historic feature, unique to Nambucca and significant in the history of the town.

Unfortunately too many people have erected too many signs and created an eyesore. Ideally, Council would take all of the signs down, and engage a specialist company to redesign the

signage so that it was complementary to the waterfront. However the reality is that Council is unlikely to think that such an action would be wise, as some of the signs have been erected by the Historical Society, some on behalf of Aboriginal groups, by Council itself, by the Nambucca Heads Lions Club, by the Uniting Church Men's Brotherhood, and by Nambucca Heads RSL.

As a move in the right direction ASR recommends that the Council removes the signs for Sea-grass and Mangroves all together, and replaces its other signs with signs the quarter of the size, with far less information on them. The information would be found in the new brochure for the **"Cultural and Heritage Walk"**. The new signs would also not include the Council scroll and flower emblem which presently dominate the signs. Instead the reference to Council would be at the bottom of the sign, and subordinate to the name and brief explanatory text of the feature. Signs are indicators and should not contain all the information known about the feature. The existing signs are oversized, of poor design, and dated – perhaps from the 1960s-70s, and present an image of an old, neglected and slowly dying seaside town.

One sign in particular – the Wilson House sign in Brotherhood Park, should be replaced with a sign approved by the Aboriginal community, but no larger than the existing sign. The present sign looks tatty and does not represent the significance of the site to Aboriginal people.

Presently there is no cohesion between the Visitor Information Centre and the hotch-potch of signs along the water front. ASR believes that one way of linking the sites listed in the new brochure to the various locations would not be by adding new signage, but simply by placing a numbered cast-iron bollard in front of each site, perhaps in the same colour scheme as the external colour scheme of the new Tourist Information Centre – thereby providing an obvious, but at the same time, subliminal link between the information centre and the sites. The brochure might also use the same colours as background to the text or in a logo on the front of the brochure.

Conclusion

A brochure issued by Tourism New South Wales spells out the benefits of attracting more visitors. Details from the brochure are shown below in **Figures 7 and 8**. Currently the visitor facilities at the Nambucca Valley Visitor Information Centre and the promotion of the Indigenous cultural and European heritage places of interest are inadequate, undersold, and under-

Did you know?

- Tourism pumps \$36,000 a minute into the economy of New South Wales - that's \$19.1 billion a year to this State alone.
- **Tourism employs 167,000 people in New South Wales.**
- Tourism provides direct employment for 670,000 or 11.5% of Australia's workforce.
- **International visitors stay in New South Wales on average 11 nights. Typically, visitors stay for 3 nights.**
- Australia received \$17.5 billion export earnings from tourism during 2000.

International Visitors to New South Wales

- Australia attracted 3 million international visitors during 1999/00.
- **In 1999/00 international visitors, 15 years and over, spent 42.2 million nights in New South Wales.**
- Each international visitor spends on average \$892 on food, drink and accommodation and \$483 on shopping.
- **New South Wales attracts 58.9% of international visitors, ahead of Queensland, 46.1% and Victoria, 25.2%.**
- Of total international visitors to New South Wales, 38% come from Asia, 29% from the United Kingdom and Europe, 13.7% from the United States and Canada, and 12% from New Zealand.

Domestic Visitors to New South Wales

- Domestic visitors to New South Wales spend on average \$100 per night.
- **Domestic overnight visitors in Australia spend \$7.0 billion on accommodation, \$4.9 billion on take away and restaurant meals, \$4.3 billion on airline fares and \$3.9 billion on shopping, gifts and souvenirs during 1999/00.**
- In 1999/00, 72 million overnight visits were made by Australians. New South Wales received 36% of these visitors which is more than Queensland, South Australia, Tasmania and ACT combined.
- **73% of New South Wales' domestic visitors nights were spent in regional areas.**

Day Trips to New South Wales

- In 1999/00, New South Wales attracted 56.6 million day trip visitors.
- **Day-trippers spent on average \$72 per day in 1999/00.**
- Main leisure activities participated in by day visitors to New South Wales included visiting friends and relatives, going to the beach, visiting national parks, bushwalking and rainforest walks, and going to pubs, clubs and discos.

Figure 7 – Detail from brochure issued by Tourism New South Wales.



Figure 8 – Detail from a brochure issued by Tourism New South Wales.

6. RECOMMENDATIONS.

As a result of the review of the places and sites of Indigenous cultural significance and/or non-Indigenous heritage significance ASR recommends that Council should consider applying to add the following sites to its list of “ Heritage items of State and regional environmental significance” in the North Coast Regional Environmental Plan.

- Brotherhood Park
- Birrigan’s Waterhole
- The Breakwall
- The “V Wall”.

In addressing the requirements of the brief for this study, ASR sees that there are **three main issues to be addressed**.

1. The inadequacy of the existing information sources to provide the information on the Indigenous cultural heritage and the European history of Nambucca, to visitors seven days a week.
2. The inability of the existing Visitor Information Centre to provide light refreshment and rest facilities, primarily because the existing building is too small and its design too restrictive.
3. The discontinuity and in many instances, inadequacy of the signage to provide a cohesive and interesting link to the places of cultural and historical interest.

To address these issues ASR recommends that Council should consider the following proposals in order that it can increase the “100 or so” visitors a year to Nambucca interested in culture and heritage, to visitor numbers that more accurately represent the interest of the public in films on Australia’s past, programmes such as “Time Team”, adventure channels, touring exhibitions of archaeological discovery, visitor numbers to historic sites and places of cultural association in the States, Europe, the Middle East and the Far East – and even to Armidale, NSW.

PROPOSED MANAGEMENT PLAN FOR INCREASING VISITOR NUMBERS TO NAMBUCCA HEADS

1. Construct a new larger purpose designed Visitor Information Centre with light refreshment facilities and clean, maintained public amenities.
2. Have permanent thematic displays in the new Visitor Information Centre that directly relate the Nambucca’s past such as the timber getters, the bullockies, the timber mills, the boat-builders, the ship wrecks, the Aboriginal connections and associations.
3. Engage a specialist company to produce a brochure that lists the events of Nambucca’s past, the sites of interest, a brief history of each site, and a photograph for each site, together with a map showing the numbered location for each feature.
4. Cull and/or replace the existing signs erected by Council which are both eyesores and dated.
5. Erect numbered bollards in front of each feature listed in the brochure with a corresponding number, and coloured in such a way as to provide a visual link between the information, the brochures and the bollards.

ACKNOWLEDGEMENTS

John Appleton, author of this report, would like to acknowledge the input and assistance of Jean Phillipson Past-President of Nambucca District Historical Society; June and Paul Mathews and other members of the Nambucca District Historical Society and the Nambucca Heads Historical Museum; staff of the Nambucca Valley Visitor Information Centre; staff of the Dixon Library, University of New England, Armidale; the Golf Professional, Nambucca Heads Island Golf Club; the staff of Nambucca Public Library; the Davis family of "Davis Seafoods"; Peter Davis, proprietor of the "Nambucca Plaza Café"; Greg Myers of Nambucca Shire Council; Assoc. Prof. Wendy Beck, Dept. of Archaeology and Palaeoanthropology, School of Human Sciences, University of New England, Armidale; and Geoff Smyth of Geoffrey Smyth Consulting.

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APPENDICES

Appendix i – Email to Nambucca LALC

Appendix ii – Notes from the meeting with the Aboriginal Community

Appendix iii – State of the Heritage Report: National Trust

Appendix iv – North Coast Regional Environmental Plan – Schedule 2

Appendix v – Results of the search of the AHIMS Site Register

Appendix vi – Armidale Self Guided Heritage Walk

Appendix vii – Armidale Self Guided Heritage Drive

Appendix i – Email to Nambucca LALC

JOHN APPLETON

From: JOHN APPLETON [japples@northnet.com.au]
Sent: Monday, 9 March 2009 8:17 PM
To: Nambucca LALC (nambuccaheads@bigpond.com)
Cc: Geoff Smyth (Geoff.Smyth@bigpond.com)
Subject: Meeting

Louise

Further to our telephone conversation of today, this is a summary of what the meeting is for.

I am the archaeologist in a team of consultants that has been engaged by Nambucca Shire Council to recommend a Management Plan for the upgrading of the river bank between Teagues Creek and the Training Wall at the Heads. Our brief is to develop a plan for improving the appearance of the entry into Nambucca at the Tourist Information Centre to attract tourists to stay, and travelers on the Pacific Highway to stop, look and linger in Nambucca. The archaeology is only one part of the brief, which is also to look at ways to improve the quality of run-off in the creeks, protect the environment, and to make better use of the board-walk and the facilities along the way, etc. It should be added that the improvements that Council adopt will be partly determined by cost and so it is unlikely that costly ideas will be adopted.

As the archaeologist my brief is to assess the Indigenous cultural aspects and European heritage features along the river bank and to try to find a way of making them more informative and interesting.

One of the very important aspects of the project is to involve the local community in developing ideas that they would like to be considered. From my experience of undertaking over 480 projects across the state over the last nineteen years, I have found that those things that are important to Indigenous people are not necessarily those things that are important to non-Indigenous people. Consequently I think that to avoid a meeting at which there is cultural tension from different groups having different ideas – rather than different individuals with different ideas, that there should be a meeting for interested Indigenous people at which they can discuss various ideas of a cultural nature. There will be other meetings for discussion of the river, the boardwalk, car parking, access, boat ramps, drainage etc. but this meeting will be one at which discussion will be purely about Indigenous cultural matters.

At this stage of my work on the project I have identified 15 individual places of interest along a hypothetical (at this stage) tourist walk between Teagues Creek and the Training Wall. Of these only three are Aboriginal: Birrigan's Waterhole, the Aboriginal boardwalk, and Stuarts Island Burial Ground – although the last one is not readily accessible to the general public. However, we know that Aboriginal people were employed in the timber mills and the boat-building yards, and that there was an Aboriginal school, and an Aboriginal bait shop on the island. I would like to see a greater emphasis on the role that Aboriginal people played in the development of Nambucca Heads.

Again, my early thoughts are that all of the places of interest along the river bank and on the island should be part of a mapped walk for which there is a brochure available in the Tourist Information Centre, and that there should be a second brochure, or second part of one brochure, in which there are very brief descriptions of Indigenous sites along the river bank and on Stuarts Island, and the part they played in Nambucca's history.

As well as me attending the meeting I will also ask Geoff Smyth to attend. Geoff is one of the technical advisors on the project, his expertise being in planning and development. Geoff would give a broad outline of the project, and then we would have a brain-storming session in which all ideas are listened to and discussed. There is no guarantee that what everybody wants will actually happen, but it will give the Aboriginal community the opportunity to say their bit and influence the outcome.

No-one will be entitled to payment to attend the meeting, but as I advised, I will pay for the mailing cost which you estimated to be about \$75.

Would you please mail out a flyer to everyone in the Aboriginal community for the meeting for a date during the week of 23rd-27th March, but preferably not on the afternoon of 25th.

Appendix ii – Notes from the meeting with the Aboriginal Community

*Meeting attendance

Aunty Jessie Williams
Aunty Amy Jarrett
Uncle Terry Marshall
Uncle Herbert Marshall
Uncle Russell Walker
Uncle Bobby Marshall

Significant Sites that the Community would like included into the heritage trail.

- The knoll south off Teagues Creek known as "Blue Tongue" is very powerful and spiritual place. Development has impacted on this already.
- Along the river back opposite the Pacific Highway are a number of historic places of aboriginal importance. The Washing Tree, The Ellis mill wharf ????, A cave known as "Black Rock", numerous marked spots within Brotherhood Park, Charlie Wilsons House within Brotherhood Park,
- The Brotherhood Park area was used for Painting up for ceremonies "buurrwi" Site
- The registered site on Stuart Island may be in the incorrect location, 2 or 3 babies have been buried their.
- The Gumbaynggir Name for Stuart Island is "Girr Girr juljaa" which means Plover Island
- The land north-west around Bellwood Creek is a burial ground. Not to be touched.
- Gumma is a place of strong spiritual significance and should not be touched. It is an initiation ground for young men.
- Eric (Buster) Davis had a house at the information centre site.
- The area north of the Causeway was a spot the local people would gather white clay.
- The shops opposite Bellwood Park is a site where there was a meeting place.

Element of the masterplan the aboriginal community would like to see in the Masterplan.

- Bridge the connection to Stuart Island and remove the causeway.
- Close the Gap in the Vee wall, if not the get rid of the arm completely.
- Provide better access to the river for fishing access, specifically around the break wall.

There are plenty of significant sites that can be added to the trail, the Land Council should be further consulted when designing the trail and its specific locations.

Appendix iii – State of the Heritage Report: National Trust

State of the Heritage Report

The following checklist can be completed by local government authorities to ensure that their Council has submitted complete and up to date information for incorporation into the National Trust's 'State of the Heritage Report'.



Please complete the checklist with examples and return to the National Trust of Australia (NSW), GPO Box 518, Sydney 2001.

Local Government Authority: **Nambucca Shire Council**

Research and Investigation

1. Has a Heritage Study been undertaken and completed in your LGA?

Bowraville Heritage Study, October, 1989

This report formed the basis of Nambucca Shire Council Development Control Plan No 9 - Bowraville Heritage Guidelines.

Heritage Main Street Study Macksville, December 1999

The purpose of this study was to provide advice to Council which would enable it to take measures to conserve and enhance the identified heritage character and heritage items of the central business district of Macksville and provide advice, information and guidelines to building owners and the Council, to enable appropriate restoration, painting, infill and streetscape design including street furniture, paving and tree planting. This study is yet to be made into Council policy.

2. If so when was the Study completed? Has it been revised?

Both studies have not been revised since they were originally completed.

Tourism and Promotion

3. Does Council actively pursue cultural tourism in its area?

Council does not actively pursue cultural tourism in its area.

4. Has Council established specific heritage initiatives such as a 'heritage trail', design guidelines & workshops?

No, apart from some heritage signage in Macksville township giving a history of the old Bowraville Wharf and signage along the Inner Harbour at Nambucca Heads indicating the location of past timber mills and boat building facilities.

Support

5. Does Council operate or support the operation of a facility to allow recycling of fabric from demolished buildings?

Council operates a waste management facility that recycles all types of materials including materials from demolished buildings.

6. Does Council operate or provide assistance to operate a local history research facility for local residents use?

No facility is available but Council supports local History Societies.

7. Does Council operate or provide financial assistance, or in kind support, for the operation of a local history museum in its area?

Three local history museums operate in Nambucca Shire: Bowra Museum, Nambucca Heads Museum and Mary Boultons Cottage in Macksville. Council own all three and they are controlled by a Committee of Management. They are operated by volunteers. Money is allocated in Council's budget each year to pay rates and maintenance of the properties. Museums only display local history and provide no facilities for research.

8. Does Council operate a 'local heritage fund'? Please indicate level and type of assistance.

Council has a small fund available for Macksville township i.e. \$10,000 (\$5,000 from the Heritage Council).

9. Does Council provide conservation incentives other than through its local heritage fund?

No

10. Does Council prepare and distribute information to its local community to assist residents in undertaking and conserving items of significance?

Council's Development Control Plan - Bowraville Heritage outline information to assist residents of Bowraville in heritage conservation.

11. Does Council employ a Heritage Adviser? (please give details)

No

Statutory Controls

12. Does Council have an adopted Heritage Local Environment Plan or a Schedule of Items of Environmental Heritage attached to its LEP?

Part II of the Nambucca Shire LEP 1995 is concerned with Heritage Conservation. This part of the LEP is supported by the following schedules:

- Schedule 2 Clause 41 - Heritage Conservation Areas
- Schedule 3 Clause 41 - Heritage Items
- Schedule 4 Clause 41 - Potential Archaeological Site

13. Does Council have a policy of removing items from the LEP on the basis of an owner's opposition even though due process has been followed and the item's significance established?

Heritage items included in the LEP were with owner support. Some items not included where opposed by land owners.

14. How many items from the following periods are included in the LEP? 1900-1929? 1930-1949? 1950-2001?

	12 (A number of items are dated pre 1900 and no date is available for many other items)		
1900- 1929	1930-1949	9	1950-2001 2

15. How many industrial heritage sites are included in the LEP?

Garage/Workshop - 56 High Street, Bowraville

16. How many items of moveable heritage or collections are included in the LEP?

None

17. Does the LEP require consideration of impacts from developments in the vicinity of heritage items?

Osprey nest sites and land within 100 metres of those sites

18. Does the LEP include curtileges for listed items and important views and vistas?

Yes

19. Does the LEP include items or places owned by Council?

Yes

20. How many conservation areas are included in the LEP?

Nambucca North Headland - approximately 12 hectares, located immediately north of the mouth of the Nambucca River, comprising the rock platforms and adjacent rocky cliff section between the mouth of the Nambucca River and the south end of Shelly Beach.

New England National Park

Bowraville Conservation Area

21. How many listings of significant interiors are included in the LEP?

None

22. How many natural areas of heritage significance are included in the LEP?

Nambucca North Headland - approximately 12 hectares, located immediately north of the mouth of the Nambucca River, comprising the rock platforms and adjacent rocky cliff section between the mouth of the Nambucca River and the south end of Shelly Beach.

New England National Park

Osprey Sites

23. How many archaeological sites are included in the LEP?

Nambucca Aboriginal Area

24. How many Aboriginal sites are included in the LEP?

Nambucca Aboriginal Area

Appendix iv – North Coast Regional Environmental Plan – Schedule 2



New South Wales Consolidated Regulations

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NORTH COAST REGIONAL ENVIRONMENTAL PLAN - SCHEDULE 2

SCHEDULE 2 – Heritage items of State and regional environmental significance

(Clause 5)

BALLINA

- Richmond River Lighthouse, East Ballina
- “Brundah”, 37 Norton Street

BELLINGEN

- Bellingen Court House, 53 Hyde Street (A095)
- Bellingen Police Station and Residence, 49 Hyde Street (A096)
- Hammond and Wheatley Emporium, Hyde Street

BYRON

- Barnes House, 40 Mullumbimby Street (A088)
- Cape Byron lighthouse group (comprising lighthouse and residential quarters)
- Mullumbimby Power Station (comprising the power house containing two water turbines and four diesel generators, the sub-station and the weir, flume and tunnel), Wilson’s Creek Road, near Laverty’s Gap (A029)

CASINO

- Old Casino Railway Station Group (comprising the former railway station building, the remains of the carpenter’s/fettler’s shed and associated components such as switching gear), located adjacent to the north of Dyraaba Street at the northern end of Walker Street and on the northern side of the Casino-Murwillumbah Railway Line, Casino (A030, A031, A032)

COFFS HARBOUR CITY

- Coffs Harbour jetty

GRAFTON CITY

- Clarence River bridge

- Christ Church Cathedral, Cnr Duke and Victoria Streets
- "Arcola" (comprising house, stables buildings, outside toilet, garden and perimeter fencing), 150 Victoria Street
- Grafton Gaol Group (comprising the main gate house, the associated perimeter wall fronting onto Hoof Street, the adjacent former Governor's residence (now used as the administration building), the range building for prison officers and visitors and the male cell block ("A" Wing)), corner of Queen and Hoof Streets (A025)
- The hull of "SS Induna", bank of Clarence River, west of Grafton Road and Rail Bridge (part of the bank of Clarence River below MHWL, R56146 from Sale or Lease Generally) and the Bow Memorial in Earl Page Park, near Riverside Drive, South Grafton (A021)

HASTINGS

- Kindee suspension bridge, Kindee Road off Oxley Highway
- Hibbard slipway (comprising timber slipway to the water and slab engine house), Boundary Street and Narimba Close
- School of Arts, Albert and Comboyne Streets
- School of Arts, 58 Bold Street
- Port Macquarie Court House, Cnr Clarence and Hay Streets
- Hastings District Historical Society Museum, 22 Clarence Street
- Old General Cemetery, Cnr. Gordon and Horton Streets
- St. Thomas Church of England, Hay Street
- Lake Innes complex (comprising ruins of Lake Innes House, stables block, kitchens, "bachelor's hall", garden remnants and corduroy road across the swamp), The Ruins Way, 10km south of Port Macquarie

KEMPSEY

- Arakoon House, near corner of Philips Drive and Cardwell Street (A141)
- Trial Bay Gaol (comprising remains of gaol, gaol wall, reservoirs and German graves), Laggies Point
- The ruins of "Gordon's Gaol" huts, remains of graves and "Gordon's jetty", located some 200 metres from the Maria River at the foot of "Gordon's Hill" (Lot 1 DP 196559) (A144)
- Frederickton Public School group (comprising school building, including weather vane and bell tower, residence and shelter shed) Great Northern Road

- Andrews Presbyterian Church and Hall, 67 Smith Street
- Pipers Creek lime kilns, Ballengarra and Maria River State Forests, comprising the remnants of such kilns as are visible above ground level near grid ref 760493-CMA Topo 1:25,000 Tinebank, and a curtilage of 50 metres around those kilns, excluding existing roadways and associated clearing
- Pacific Guest House, 21-23 Livingstone Street

KYOGLE

- Tabulam Bridge, Bruxner Highway (over Clarence River) (A037)

LISMORE CITY

- "Tulloona", 106 Ballina Road

MACLEAN

- Shark Creek Bridge, off Pacific Highway

NAMBUCCA

- "Royal Tar" Bed Logs, on vacant Crown land within the Inner Harbour on the northern bank of the Nambucca River near Nambucca Heads (A074)

NYMBOIDA

- The Ramornie Homestead Group (comprising the main dwelling, the former kitchen building and connected walkway and separate stables), Ramornie Station Road, off Gwydir Highway (C003)
- Ramornie meatworks site (comprising animal yard posts, concrete floor slabs, brick-walled bins, dams, drains and artefacts) off Gwydir Highway adjacent to the Orara River

TWEED

- Chinderah Cemetery, Chinderah Road, Chinderah (Lot 493 DP 720407 (R87004 for Preservation of Graves) and Lot 49 DP 841783) (A013)
- Murwillumbah High School (comprising the three storey brick classroom block referred to as "A Block"), Riverview Street (Lot 6 DP 820602) (A010)

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Appendix v – Results of the search of the AHIMS Site Register



Your reference : Nambucca Shire Council
Our reference : AHIMS #26216

Archaeological Surveys and Reports
16 Curtis Street
Armidale NSW 2350

Friday, 19 June 2009

Attention: John Appleton

Dear Sir or Madam:

Re: AHIMS Search for the following area at River Management Plan for Nambucca Shire Council;E:497000-502000;N:6607000-6611000

I am writing in response to your recent inquiry in respect to Aboriginal objects and Aboriginal places registered with the NSW Department of Environment and Climate Change (DECC) at the above location.

A search of the DECC Aboriginal Heritage Information Management System (AHIMS) has shown that 32 Aboriginal objects and Aboriginal places are recorded in or near the above location. Please refer to the attached report for details.

The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not to be made available to the public.

The following qualifications apply to an AHIMS search:

- AHIMS only includes information on Aboriginal objects and Aboriginal places that have been provided to DECC;
- Large areas of New South Wales have not been the subject of systematic survey or recording of Aboriginal history. These areas may contain Aboriginal objects and other heritage values which are not recorded on AHIMS;
- Recordings are provided from a variety of sources and may be variable in their accuracy. When an AHIMS search identifies Aboriginal objects in or near the area it is recommended that the exact location of the Aboriginal object be determined by re-location on the ground; and
- The criteria used to search AHIMS are derived from the information provided by the client and DECC assumes that this information is accurate.

All Aboriginal places and Aboriginal objects are protected under the *National Parks and Wildlife Act 1974* (NPW Act) and it is an offence to destroy, damage or deface them without the prior consent of the DECC Director-General. An Aboriginal object is considered to be known if:

- It is registered on AHIMS;
- It is known to the Aboriginal community; or

- It is located during an investigation of the area conducted for a development application.

If you considering undertaking a development activity in the area subject to the AHIMS search, DECC would recommend that an Aboriginal Heritage Assessment be undertaken. You should consult with the relevant consent authority to determine the necessary assessment to accompany your development application.

Yours Sincerely



Freeburn, Shannon
Administrator
Information Systems & Assessment Section
Culture & Heritage Division
Phone: 02 9585 6471
Fax: 02 9585 6094

Pages removed at the request of the Nambucca Valley Aboriginal
Land Council

Pages removed at the request of the Nambucca Valley Aboriginal
Land Council

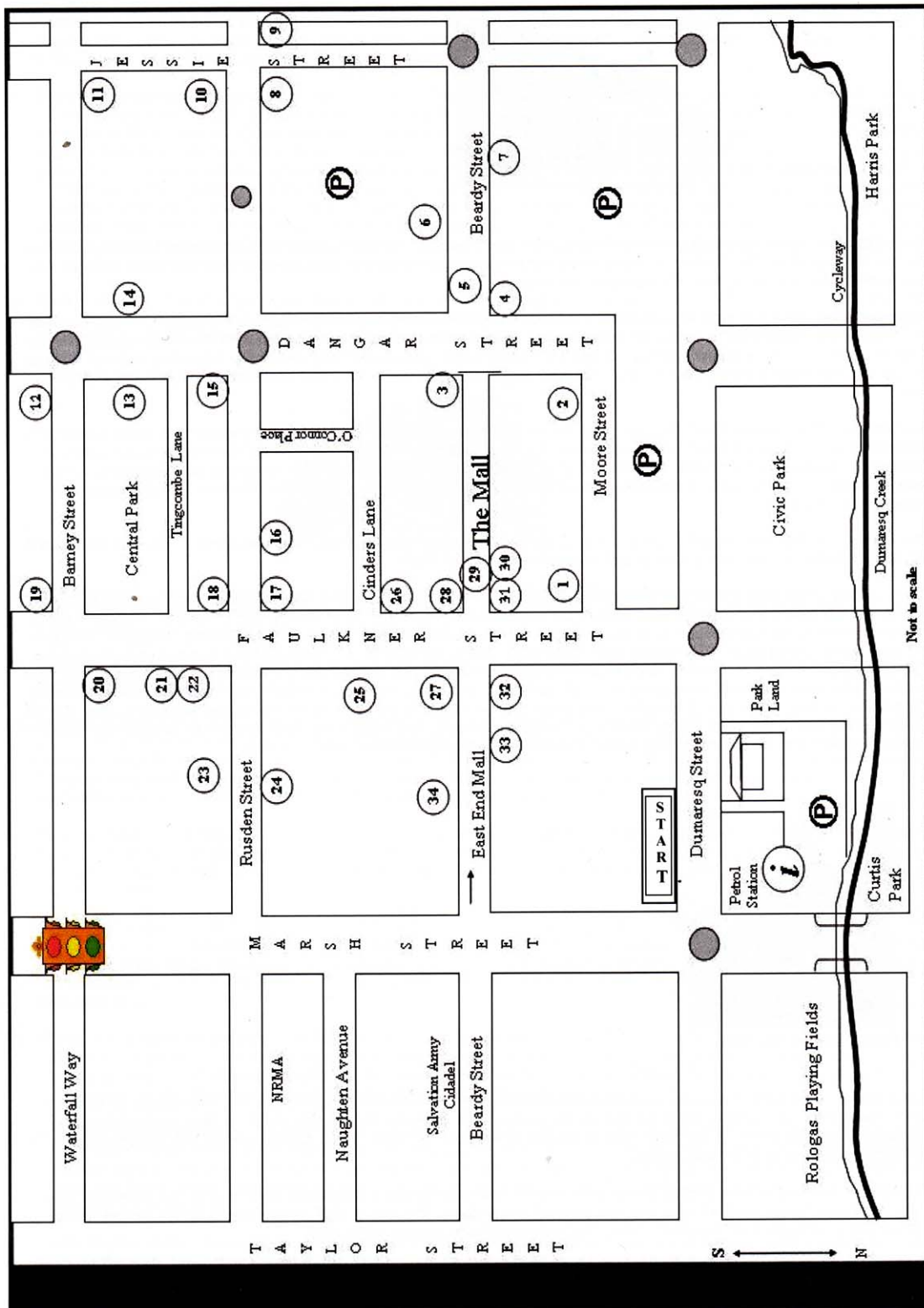
Appendix vi – Armidale Self Guided Heritage Walk

Armidale Visitor Information Centre

SELF GUIDED HERITAGE WALK

START AT – Corner of Dumaresq & Marsh St, "McLean's Corner" This building was established as an archaeological interpretive project to preserve the remains of what used to be a house and mill dating back to the 1850's, originally owned by Mr James McLean a local businessman and onetime mayor and coroner of Armidale.

1. **Sheriff's Cottage** – Situated at the rear of the Armidale Court House. The buildings was originally a 'lockup' and two of the original cell windows face Moore Street, but have since been bricked in. On the opposite corner is the Armidale Police Station and current 'lockup'.
2. **The Stables** – constructed approximately 1879, the building still has a slate roof and hoist over the main door to serve the loft.
3. **New England Hotel** – One hundred years ago the traveller to Armidale had a choice of twenty-one hotels, today there are nine. First opened in 1857, the New England Hotel is one of Armidale's oldest business establishments. The original building stood for 40 years until rebuilt on the same site in 1897 by the local builder George F. Nott.
4. **J.R. Richardson and Company Limited 1842** – The site of this shopping complex is the oldest business site in Armidale in continual commercial occupation. The first building to be constructed on this site was John Mathers Armidale Stores where apparently bartering was an acceptable trade practice. Trading probably began in 1844 when it is recorded that Mather purchased the land. In 1872 John Richardson purchased the business to establish Richardson's Store. The date that appears on the parapet (1842) marks the establishment of a chandlery by John Richardson in Brisbane. Over several years extensive remodelling has taken place inside the building.
5. **Beardy Street** – Beardy Street was named after Duval and Chandler, two bearded stockmen who were employed as guides by prospective squatters in the area.
6. **State Bank** – The Australian Joint Stock Bank, later to be known as the State Bank, was constructed between 1887 and 1889. The high Victorian architecture of the time is reflected in the elegant columns, balustrades and tower-like structures on the front corners of the building. Entrance to the building formerly involved use of an iron shutter that could be raised and lowered from the inside.
7. **Capitol Cinema building** – The Capitol Cinema opened in 1925 as the Theatre Royal. Three years later the cinema reopened as the Capitol and remained a popular venue for well over fifty years.
8. **Minto** – The Minto, originally known as the Central Hotel was designed by J. Rutledge Louat and constructed in 1894. Although this Victorian building has been substantially remodelled, remnants of the original cast iron lace work used in its original verandah can still be seen on the upper window ledges.
9. **Baptist Church** – The commercial traveller and evangelist, Thomas Llewellyn, organised construction of the first Baptist Church in Armidale on the corner of Brown and Allingham Streets. In 1918, Frank Nott constructed the present church in Gothic Revival style. The contrasting brickwork is similar to that used in the old Express Building and Masonic Centre in Faulkner Street.
10. **St Mary's Primary School** – The Ursuline nuns who arrived in Australia in 1882 began teaching at St Mary's in 1883. The school had originally been founded as a parochial school in 1862.
11. **Ursuline Convent** – This impressive building was built for Armidale investor, Peter Speare in 1877 and sold to the Ursuline Sisters in 1882. G.F. Nott extended the house during the period 1901 to 1902 and the front verandah and bay window areas were added in 1922. The large convent building facing Barney Street was constructed in 1889 and the chapel on the corner of Barney and Jessie Streets was completed in 1928.
12. **Smith House and Southall** – S.H. Smith House, or "The Girrawheen Boarding Establishment" as it was then known, was constructed in 1889 for Miss Higgs' New England Ladies College, which closed in 1904. In 1928 the house was purchased by the Armidale Teacher's College and extensively remodelled. The building features Flemish bond brickwork and the broken pediment (a form of gable) overhead testifies to its Victorian origins. In 1960, "Southall", a two storeyed Victorian building constructed in 1886, was incorporated into Smith House with Verandah extensions joining the two buildings. "Southall" features lace verandas, chimney pots, cedar mantle-pieces, doors and staircase. Smith House is now privately owned and operating as budget accommodation and includes other business, within the complex.
13. **Central Park** – Central Park was dedicated as a reserve in February 1874 as a result of the work of Brother Francis Gatti who transformed the area into a popular recreational site close to the centre of town. The park contains picnic benches, public toilets and various memorials. The first memorial erected in the park commemorates the Irish born doctor, William Murray (1848-1897), who became Armidale's Mayor in 1893. The band rotunda is a memorial to those Australians who served in the Boer War. It was unveiled on St Patrick's Day, 17 March 1902. The memorial fountain is a monument to 762 people, including 11 local nurses who served in Belgium, Gallipoli, Egypt, Palestine, Mesopotamia, Rabaul and France during World War 1. The avenue of trees planted in 1956 along Tingcombe Street marks 100 years of government service in New South Wales. The H.M.A.S. Armidale memorial commemorates the sinking of the Corvette *HMAS Armidale* in the Timor Sea in 1942.



thrive
in Armidale

82 Marsh Street, Armidale NSW 2350
Tel: (02) 6772 4655 Fax: (02) 6771 4486
Email: armvisit@bigpond.net.au Web: www.armidaletourism.com.au



Appendix vii – Armidale Self Guided Heritage Drive

Armidale Visitor Information Centre

Armidale Self Guided Heritage Drive

Armidale's rich cultural heritage is reflected in its impressive public buildings and private residences, monuments and parklands. This drive has been designed for completion either in sections or as a whole. We hope you enjoy your drive. The length of the full drive is approximately 25km.

1. Armidale Visitor Information Centre—Turn left into Dumaresq Street, left into Marsh Street then cross Stephen's Bridge before taking the next left turn into Kirkwood Street, proceed west along Kirkwood Street, 160 Kirkwood Street is on the right.

2. 160 Kirkwood Street—This cottage is an example of a surviving farmhouse built by Joseph Daly in 1873. Many features of the original architecture survive. *Proceed west along Kirkwood Street and take the first turn right into Millie Street. "Kiola" is the second house on the left.*

3. "Kiola" originally "Beaconsfield" (18 Millie Street) - "Beaconsfield" was built as a family home for Barnett Aaron Moses c1880. The house was named after Benjamin Disraeli (Lord Beaconsfield) and later "Kiola" by Archbishop White. It became in turn a nursing home, student residence and later a private home. The house was remodelled in a Federation style earlier last century. *Proceed now to Millie Street and turn left into Donnelly Street. Turn left again at the roundabout at Markham Street and drive south, through a further roundabout before re-crossing Dumaresq Creek and then turning right into Beardy Street. 307 Beardy Street is on the right at the intersection with Ohio Street.*

4. 307 Beardy Street—This restored cottage, painted in heritage colours is typical of West Armidale timber residences built at the turn of the century. The cottage won a Heritage Award presented by the Armidale City Council in 1991. *Proceed westwards along Beardy Street to Niagara Street and turn left. Turn right into Rusden Street. St Mary's Anglican Church is on the left about halfway along the block.*

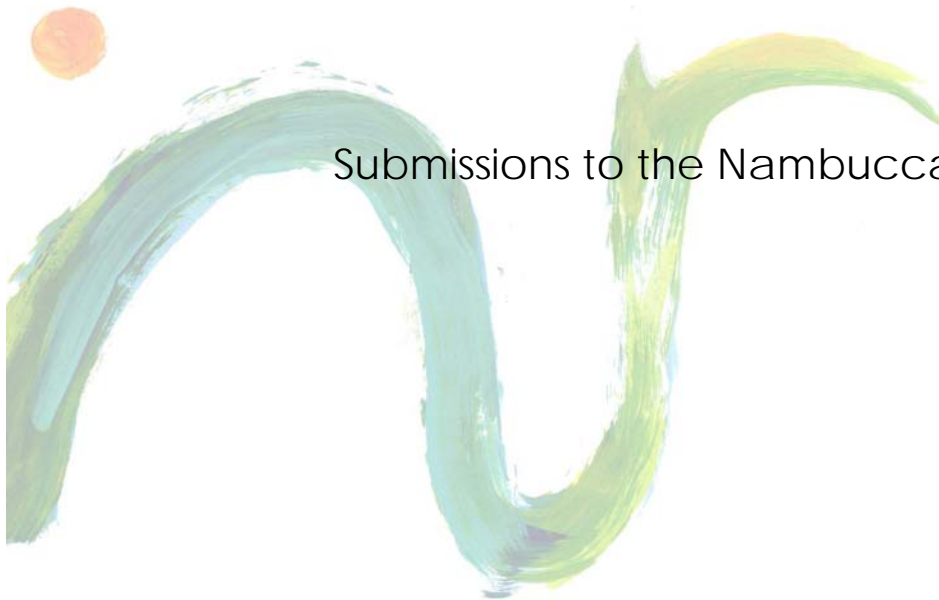
5. St Mary's Anglican Church, West Armidale—This little west end Mission Church of St Mary designed by Armidale architect William Henderson Lee and completed by Armidale builder George F Nott was completed in 1896. Mrs FR White of Saumarez laid the foundation stone of the Church on 25 March 1896. *Turn around in Rusden Street and return to the intersection with Niagara Street. On the left at the intersection is the Johnson and Kennedy Service Station.*

6. Johnson and Kennedy Service Station—This small corner service station was identified in the 1991 Armidale Heritage Study as being a rare survivor from the era before mass car ownership. The original building has been little altered and retains architectural interest. *Cross Niagara Street and proceed east along Rusden Street. Drummond School is immediately on the right.*

7. Drummond Memorial School—West Armidale School commenced in 1890 as an Infants School and was rebuilt and renamed as the Drummond Memorial School in 1966. The school was named in honour of David Henry Drummond, Country Party MLA for the Northern Tablelands and Armidale from 1920-1949. *Take the first right at Ohio Street and drive south to the T intersection at Brown Street. Turn left and then immediately right into the forecourt of the Armidale Railway Station.*

8. Armidale Railway Station—The Armidale Railway Station is a high Victorian building built by Edmond Lonsdale in 1882. The first official train arrived in Armidale on 1 February 1883. The fine cast iron work completed at New England Foundry in Uralla by Henry Sheldon Goddard, the ornamental chimneys and mouldings are typical of buildings of this period. The nearby two storey stationmaster's residence similar to the one at Uralla was completed at the same time. *From the Railway Station look north directly across Brown Street to view 247 Brown Street.*

9. 247 Brown Street—The small Georgian cottage directly opposite the Railway Station was the former police lock-up. Tenders for the construction of the building were called in 1885 and the land was gazetted as a reserve for police purposes on 23 August 1886.



Appendix B

Submissions to the Nambucca River Master plan



Nambucca River MASTER PLAN

rdm + keiley hunter + geoff smyth + fiona bennell + anne harrison + jackie amos + eco-logical + john appleton

The General Manager
Nambucca Shire Council
PO Box 177
MACKSVILLE NSW 2447

Crown Lands Division

Level 1, 76 Victoria Street
PO Box 272
GRAFTON 2460
telephone (02) 6640 3400
facsimile (02) 6642 8124

www.lands.nsw.gov.au

Our Reference: **08/10653**

28 July 2009

Attention: Mr Greg Meyers

Dear Sir

Re: Draft Nambucca Master Plan

Thank you for the opportunity to review the above document. The Department makes the following comments:

Highway Precinct

- Development of this precinct is largely dependant upon the future relocation of the Pacific Highway, however, any urgent stabilisation works, endemic plantings and weed removal can commence now to ensure natural values are not diminished in the interim.
- Highway relocation will enable narrowing and repositioning of the existing road pavement further west, closer to freehold property boundaries, thus creating a much larger public foreshore area. Better planned alignment would maximise the social and environmental outcomes for the area and is preferable to just creating another 90° carpark on a riverbank as proposed in the draft masterplan (p 37). Enhanced use of the larger foreshore area will promote a natural link from the Bellwood commercial precinct to the Nambucca River.
- The Department would support Council's consideration to acquire undeveloped freehold lands adjoining the river and incorporate those lands into the new foreshore reserve. This would also allow for public management of any future necessary environmental works. Currently there is no guarantee that the Department would allow a residential or commercial licence attaching to the subject freehold lands.
- It is recommended that the proposed expanded pontoon hire (p 37) could then be relocated away from existing seagrass beds perhaps northward to the Brotherhood Park area and the cleared foreshore rehabilitated.



Diagram 1: Air photograph of Highway Precinct



Diagram 2: Parish map showing status of Highway Precinct

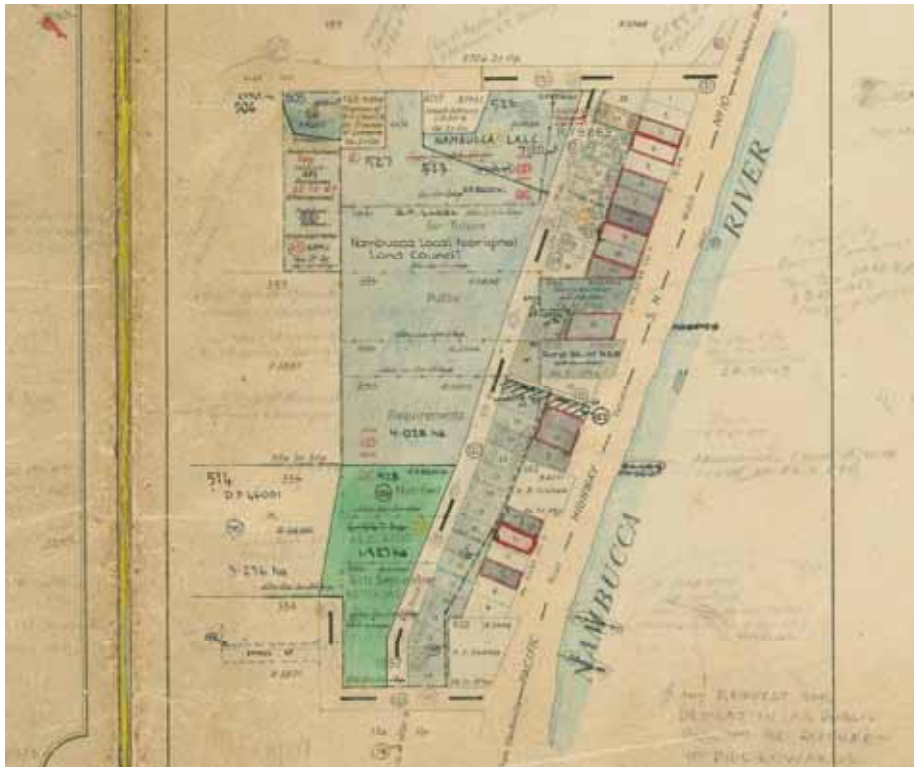


Diagram 3: Parish map showing status of Highway Precinct

Stuarts Island Precinct

- What are the Native Title implications, if any, of developing the northern area of Stuarts Island?
- The boat ramp area contains seagrasses that are currently subject to disturbance from boating and recreational activities.
- Shore erosion and revetment may need to be addressed around the boat ramp both on the north bank near the existing building and on the southern bank.
- The Preliminary Discussion Paper outlines some of the shortcomings of the existing causeway, however, other than recommending the reinstatement of mangroves nearby, the draft masterplan is silent in this area.
- There is no proposed pedestrian link between the northern part of Stuarts Island and the Bellwood Swimming area. Is the existing informal access arrangements and associated environmental impacts sustainable for future levels of use?
- Fishing jetty near carpark may require licence
- Does the Golf Club currently undertake any water quality treatment works and does it have plans for redevelopment?



Diagram 4: Air photo of Stuarts Island



Diagram 5: Parish Map showing status of Stuarts Island

Bellwood Park Precinct

- The Preliminary Discussion Paper identifies erosion issues at Bellwood Park stating that the timber retaining wall is unattractive and that rocks have been dumped along the foreshore in response to erosion. The masterplan recommends development of the park but does not discuss issues relating to removal of the retaining wall and the potential affects on equipment and use of the reserve. Consequently the ongoing viability of works proposed for the area remains in question.
- Proposed foreshore treatment does not take into account potential wave induced erosion and is at odds with the retaining wall as suggested in the Draft Nambucca Coastal Hazard Study
- Proposed boardwalk extending from the caravan park north will need to be designed so that access for residents and visitors is not restrained.
- Need to address stormwater management issues in this area



Diagram 6: Air Photo of Bellwood Precinct

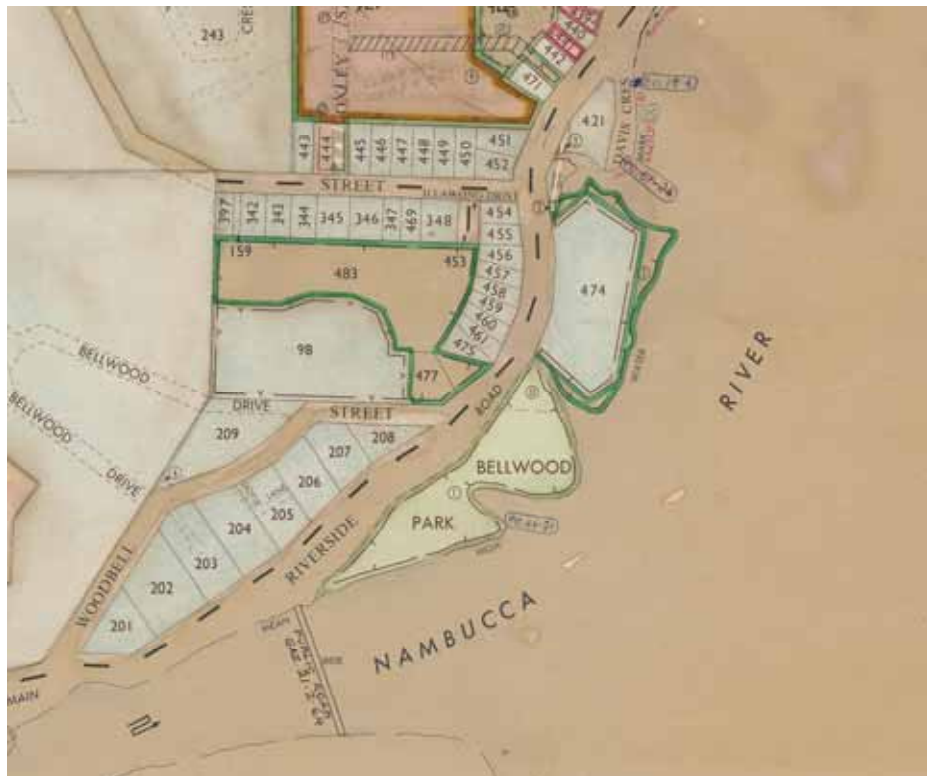


Diagram 7: Parish Map showing status of lands around Bellwood Park

RSL Precinct

- Proposed mixed development will require lease from Department
- Further information will be forwarded regarding Departmental administration of this public recreation reserve



Diagram 8: Air Photo of RSL Precinct



Diagram 9: Parish Map showing status of RSL Precinct

Gordon Park Precinct

- The land proposed for lopping tree limbs comprises Reserve for Preservation of Native Flora and Council is Corporate Manager of the Reserve Trust. Such action is not supported by the Department and clearing vegetation for the purpose of enhancing views from town sends the wrong message to landowners with similar interests.
- Any proposal to impose vegetation retention covenants on landholders along Wellington Drive may be inequitable unless similar requirements could be placed on property holders at the top of the escarpment to ensure no vegetation is cleared for view enhancement purposes.
- Discussion needs to be provided regarding the statement that building height along Wellington Drive be set at 15 metres, particularly given earlier statements (p19) that new developments may not be desirable given geostability, the single access/exist point (which could be blocked by a relatively small scale landslip) that already suffers from congestion, its location at an outward eroding riverbend, its low height above current sea level and potential for inundation from tidal surge, floods, sea level rise etc.
- Where is material proposed to be obtained for ongoing beach replenishment?



Diagram 10: Air Photo of Gordon Park/Wellington Drive

Sand Island Precinct

- The land is currently the subject of an unresolved Aboriginal Land Claim. Generally where such claims exist the Department is unable to propose development or enter into licence agreements until such time as the claim has been determined.



Diagram 11: Air Photo of sand island



Diagram 12: Parish map showing status of sand island and Gordon Park

V Wall Precinct

- Due to current lack of information the Department supports the masterplan's recommendation that the hole in the V Wall not be closed.



Diagram 13: Air photo of V Wall Precinct

13 JUL 2009

3 Lecky St
Nambucca 2448
10-7-09

RDM.

Submission Nambucca River Master Plan.

Page 4

2.2. Nambucca Shire Structure Plan 2008
 The plan predicts that an additional 4.94ha (don't know why not 5ha) of additional land will be required for Tourist related uses. Beautiful property & lower Nambucca could easily cater for this LOT 3 DP749153.

Draft LEP's 47 & 65.

It is noted that this area is just south of the study area. However it will be considered within this Master Planning project, yet the Estuary Waterfront in this area is not included in LEP's. LOT 3 DP749153.

Just love the Visitor Information Center, but who owns the car park? Needs immediate start.

Dangerous swimming conditions is B's only close to the hole & change of tides

Page 5.

Screen Woolworths from the north east
 Draft LEP 47 rezones land to low density tourist & residential 2D High Priority.
 So why take 2D zone from opposite side of highway?
 What is to happen with the graves on the Dugdale's property?

Page 6.
Development of multi use river facilities. This should
be high priority for Lower Nampucca.
LOT 3 DP 749153

Page 23.
Best paragraph. Why not?

Page 24.
Again best paragraph
to provide opportunities for & to encourage development
which will support the areas economic, employment
and tourism base.

to provide land that is appropriate in area location
and quality for living, working & recreation.

Doesn't LOT 3 DP 749153 cover these well

Page 27.
Acid sulfate soils in West Australia are diluted by
pumping to sea

Page 34.
Mangroves are only part of the reclamation process

Page 35.
Only neglect allows seagrass to grow. Removal of silt
equals no seagrass.

Page 36.
Where is this government red tape being cut?

Page 41
Mangrove, swamp oak, paperbark are all part of
reclamation process.

Page 25

On a second read
a / Rural.

I have been unable to locate this, after
living in the area for 40 years
Any help?

Sand island is just regrowth rubbish

Page 44

Just clean up the foreshore and the visitors will follow the beautiful river to Nanbucca just as we did 40 years ago.

Page 45.

The Jeaning Tree is just dying to supply outdoor waterfront dining

Page 46.

New plan still inadequate for boat trailer parking @ Stuart Island.

Page 53.

Didn't get what they wanted so had to have another shop front information desk.

Page 54.

I expected Chamber of Commerce petition on dredging would cover development of Sand Island.

Page 57.

How will this plan help economic outcomes?

Yours Olgapine

John Blanch

P/S.

After sleeping on it I was up early pacing the pavement.

There is a definite lack of Car Parking at Gordon Park & V Wall.

Gordon Park.

On the river side of Tennis courts both sides of this road need parking as far as the walk way. this would allow 16 extra spots.

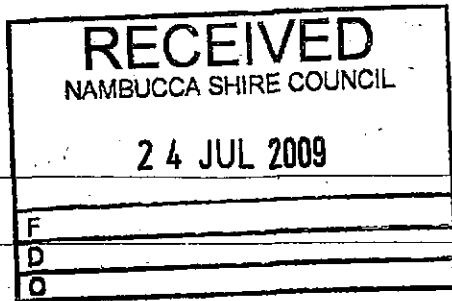
Or maybe up the road reserve.

How would you gain access to potential new accommodation?

V Wall.

100 Car parks down to 65 minus 35

What could be done with the area between Toilet block & Tavern re parking?



84 Jollie ST
Macksville

22.7.09.

Dear Sir,

Please find enclosed my
comments on 1st draft N.B.M. Plan.

Overall it is quite interesting but
would it ever be affordable.

Plan no 7. Sand island should
not be developed in any way

It would block boat exit
entry from inner harbour for
rescue boat should across be
a bridge type structure.

It is likely to be inundated
due to sea level rise, storm
surges etc. in the future.

Currently had a land claim
pending.

Plan 8

many requests for a swimming pool from the public don't seem to have been included. Could this not be sited at Bellwood Park, given your plan suggested water play area could operate on recycled water.

Maybe area 3 could be considered

Plan 13

The island should not be developed. Should be removed from management plan. Coastal Hazard Study and Flood Study will almost certainly show this island will be at grave risk in future from sea level rise and sea surges.

Plan 14

As this entire area will be effected by sea level rises, storm surges, cyclones and floods as it has in the past, the dangers will increase. Currently the sand dune protecting casuar, park is eroded to 2-3 metre from breaching through as it did in June 1974

It is only a matter of time before a major disaster happens. To develop this area and have a helipad is totally irresponsible.

Coastal hazard study will show how sea surges and sea level rises will effect this whole area. A plan should be to have the site returned to crown land for safety reasons. There is a major issue for this area

especially should a land slip
block the only exit road (Wellington
drive) as it has in the past.

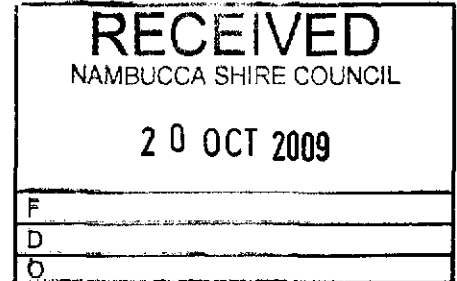
Helipad would most likely be
affected by big seas minus the
rendering it useless.

I enclosed newspaper story
from 1974 in addition

Yours sincerely
Fay Lawson.

**Nambucca Shire Council
Gordon Park Tennis Centre
Committee of Management
PO Box 9
Nambucca Heads NSW 2448
Tel: 6569 4445
16 October 2009**

Mr Michael Coulter
General Manager
Nambucca Shire Council
PO Box 177
Macksville NSW 2447



Dear Mr Coulter

River Master Plan – Plan 12 Gordon Park

At the meeting of the Gordon Park Tennis Centre Committee of Management and the meeting of the Nambucca Heads Tennis Club Committee, held on 15 October, committee members voted unanimously to send in the following submission containing the viewpoint of both committees on the Gordon Park section as outlined in Plan 12 of the Nambucca River Master Plan.

1. Support concept of relocating tennis clubhouse to SW corner of tennis courts as this will remove the eyesore of the old building from view line to river

- but raises problem of funding for removal of old building and funding for building of new clubhouse and new amenities block
- new clubhouse will need to be entirely fenced in (3-4 metres high) to prevent unauthorised entry from the bank behind the proposed new clubhouse onto the roof
- storage shed will need to be abolished to make way for the pathway to access gates on western side of the courts. A ramp will also be required to allow players to move from the clubhouse to court 3. New fencing wire will be needed where the storage shed accessed court 1.
- storage capacity of the old storage shed will need to be incorporated into the new clubhouse as will a unisex toilet
- if the new road position were to be retained then parking spaces need to be included at the SW corner of the courts for unloading supplies and maintenance equipment

2. Do not support concept of relocating road to boat ramp

- already the principle of people/grassy area close to the river bank and cars/parking away from the bank is established at Gordon Park.
 - unnecessary expense for a cash-strapped shire
- proposed new road would basically cut through the middle of the park rather than being located towards the outer edge. New road looks artistically appealing on plan but by bisecting the area of the park used by the people for "free range" activities it is effectively bringing potential danger closer to all users.
 - This is particularly so for children of tennis players and junior tennis players (who may not be so careful particularly when skylarking around their mates) when they move from the tennis court area to enjoy the "sculptural play element". They will need to cross the road. The difference from the present situation is that children from

the present grassy area near the river wishing to move to the children's jungle gym are more likely to be with their parents.

Danger factor will be far greater than now as the plan is encouraging the closing of other boat access points and concentrating boat launching at Gordon Park and Stuart Island.

- If cost is not critically important (and it does not seem to be so when the conceptual plan includes the moving of the present road), then the ideal situation would be to move the boat launching/trailer parking area next to the takeaway section of the restaurant connected to Quayside Apartments. This would entirely remove the need for a road cutting through the park and open up the area at the bluff below the Miramar Motel for development as a safe swimming area making Gordon Park an even more diverse and even safer user-friendly park. Whether the swimming area needs to be enclosed or not is debateable, but it should be recalled that there was an enclosed swimming pool in that vicinity many years ago, a valuable facility that was lost in an earlier redevelopment.

3. Major drainage works will be required on the eastern side of the tennis courts where the present day and proposed car park are located to take stormwater underground to the river. Already the area floods to the width of 6-8 metres when there is a heavy downpour as the single pipe cannot cope with the water from the eight stormwater inlets. The 8th inlet has been added recently, directing stormwater straight to the floodprone area so that the problem is worse now than it was 6 months ago. When the carparking area is bitumened in accordance with the proposals in the Master Plan, the problem will be even worse, as there can be no sinking into the soil of water falling on or pouring into the carpark. These drainage works are required not just to keep the carpark useable all year round but to prevent flooding of the tennis courts. Before the installation of the 8th storm water entry point there have been occasions when the floodwaters have been lapping at the top of the tennis court surface so there is no safety margin left.

4. Do not support using public lands for commercial premises. We cannot afford to be losing scarce and valuable public land which should be retained for the public's recreational enjoyment.

Yours sincerely



Peggy Lyons
President Gordon Park Tennis Centre Committee of Management
President Nambucca Heads Tennis Club

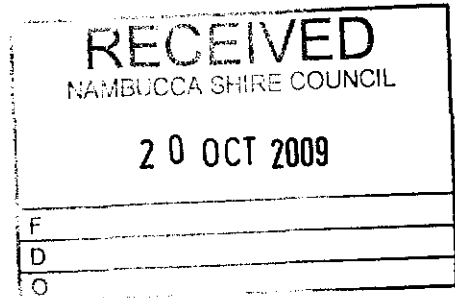


Nambucca Heads Island Golf Club Ltd

ABN 79 002 470 582

19th October 2009

The Director of Environment & Planning
Nambucca Shire Council
P O 177
Macksville NSW 2448



Dear Sir,

Re: Nambucca River Master Plan

I refer to our recent letter to the Property Officer, regarding a strategic plan the Club is putting together, to enable us to obtain funding for the future development of our business.

There are many facets to the proposed development of the club, one of which is to construction of a Jetty to in the front of the Club to allow passing craft access to our facilities. This concept is only in the discussion stages at the Club and will be on our wish list for the future.

We look forward to our request being included in the River Plan.

Yours faithfully

Peter Coutman
Secretary/Manager

From: ANNE SMYTH [<mailto:spottedgumtrees@gmail.com>]
Sent: Monday, 13 July 2009 11:54 AM
To: Greg Meyers
Subject: NAMBUCCA RIVER MASTER PLAN ~ COMMENTS

GREG THE FOLLOWING ARE MY COMMENTS, TO BE PASSED ON TO RDM.

I WAS PLEASED TO SEE THE SUGGESTION TO USE RECYCLED MATERIALS IN A NUMBER OF PLACES IN THE DRAFT MASTER PLAN, BUT WOULD LIKE TO SEE IT ALSO INCLUDED IN THE FOLLOWING WHERE IT HAS NOT BE MENTIONED:

On Page 80 "Boardwalk Construction ~ Future boardwalk construction must ensure that timbers that come into contact with the water are marine durable." I WOULD LIKE TO SEE A MENTION OF RECYCLED MATERIALS. "REPLAS" PRODUCE BOARDWALKS MADE FROM RECYLED MATERIALS WHICH HAVE BEEN UTILISED IN OTHER LGAs.

On Page 91 "Park Furniture is to be: Built from class one or two durable timber, stainless steel, external grade plywood, aluminium or copper" I WOULD LIKE TO SEE A MENTION OF RECYLED MATERIALS HERE ALSO. "REPLAS" PRODUCE PARK FURNITURE (SEATS, BENCHES, SHADE SHELTERS, ETC.).

I also make mention of the height limits suggested for Wellington Drive. I believe that 12m is sufficiently high for that area, given the risks associated with slippage, sea level rise, etc. I do not agree with the suggestion of 15m (pages 15 & 22 in the Compendium to the Master Plan). My other concern with allowing a 15m height limit is that approval for such developments comes under Part 3A of the EP&A Act and approval is taken out of Council's hands. I believe that the community's concerns may not be addressed if approvals are left to the State Government.

Thanks

Anne Smyth

Nambucca Heads Surf Life Saving Club

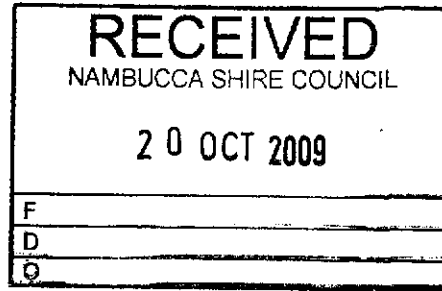
INCORPORATED



THE SECRETARY
P.O. BOX 121
NAMBUCCA HEADS N.S.W. 2448



Nambucca Shire Council,
Princes Street,
MACKSVILLE
NSW 2447



Attention: Mr Greg Meyers

19th October, 2009

Dear Greg,

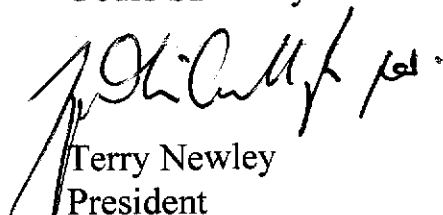
Re: NAMBUCCA HEADS SLSC BOATSHED

In reference to the adoption of the Nambucca River Management Plan 2009. We believe that it would be advantageous and imperative that a designated car park area be established adjacent to the current boatshed on Stuart Island.

This would be required for the expedient and safe access to the Surf Rescue equipment housed within the boatshed.

Signposting of the car park/boatshed would be required to prevent vehicles blocking the access to the same rescue equipment.

Yours Sincerely


Terry Newley
President
Nambucca Heads SLSC

The Manager Nambucca Shire
Mr Michael Coulter

Submitting previous submissions to save time
and paper.

Yours Obedient

John March

RECEIVED	
NAMBUCCA SHIRE COUNCIL	
23 OCT 2009	
F	
D	
O	

Hideaway Island
Nanbuca 2448
11-2-09

Michael Samot RDM.

As I told you this morning I had a touch of them.

Surely to have done the job properly wouldn't have cost any more?

is the whole river front of Nanbuca Heads to Watt Creek.

Maybe we will have to become North Blockville.

Jim Champion

John March 97

P/s Mr Meyers told me it wasn't included because it was privately owned. But I see your plan includes lease of private property

3 Lecky St
 Manbucca 2448
 10-7-09

RDM.

Submission Manbucca River Master Plan.

Page 4

2.2. Manbucca Shore Structure Plan 2008
 The plan predicts that an additional 4.94ha (don't know why not 5ha) of additional land will be required for tourist related uses. Beautiful property & sewer Manbucca could easily cater for this LOT 3 DP749153.

Draft LEP's 47 & 65.

It is noted that this area is just south of the study area. However it will be considered within the Master Planning project, yet the Estuary Waterfront in this area is not included in LEP's. LOT 3 DP749153.

Just love the Visitor Information Center, but who owns the car park? Needs immediate start.

Dangerous swimming conditions is B/S only close to the hole & change of tides

Page 5.

Screen Woolworths from the north east
 Draft LEP 47 rezones land to low density tourist & residential 2D High Priority.
 So why take 2D zone from opposite side of highway?
 What is to happen with the graves on the Dugdale's property?

Page 6.
Development of multi use river facilities. This should
be high priority for Lower Manubucca.
LOT 3 DP 749153

Page 23.
Last paragraph. Why not?

Page 24.
Again last paragraph.
to provide opportunities for & to encourage development
which will support the areas economic, employment
and tourism base.

to provide land that is appropriate in area location
and quality for living, working & recreation.

Doesn't LOT 3 DP 749153 cover these well

Page 27.
Acid sulfate soils in West Australia are diluted by
pumping to sea

Page 34.
Mangroves are only part of the reclamation process

Page 35.
Only neglect allows seagrass to grow. Removal of silt
equals no seagrass.

Page 36.
Where is this government red-tape being cut?

Page 41
Mangrove, swan p oak, paperbark are all part of
reclamation process.

Sand island is just regrowth rubbish

Page 44

Just clean up the foreshore and the visitors will follow the beautiful river to Nanbucca just as we did 40 years ago.

Page 45.

The Jeaning Tree is just dying to supply outdoor waterfront dining

Page 46.

New Plan still inadequate for boat trailer parking @ Stuart Island.

Page 53.

Didn't get what they wanted so had to have another shop front information desk.

Page 54.

I expected Chamber of Commerce petition on dredging would cover development of Sand Island.

Page 57.

How will this plan help economic outcomes?

Yours Olgun

J. L. Blanch

Page 25

On a second read
a / Rural.

I have been unable to locate this, after
living in the area for 40 years
Any help?

P/S.

After sleeping on it I was up early pacing the pavement.

There is a definite lack of Car Parking at Gordon Park & V Wall.

Gordon Park.

On the river side of Tennis courts both sides of this road need parking as far as the walk way. this would allow 16 extra spots.

Or maybe up the road reserve.

How would you gain access to potential new accommodation?

V Wall.

100 Car parks down to 65 minus 35

What could be done with the area between Toilet block & Tavern re parking?

2 Sackey St
Membrucca 2448

RDM.

16-7-09

3 Day Membrucca River Waste Plan.

Better late than never.

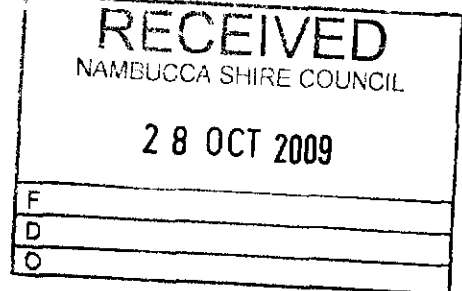
Has any thought been made to lift the profile
of the Tourist Office by having the parking
at ground level?

This would also be a benefit in rainy weather.

J. Blonett

Gordon Park Rainforest Walks Committee
11 Lower Lee St
Nambucca Heads NSW 2448
Tel: 6569 4445
24 October 2009

Mr Michael Coulter
General Manager
Nambucca Shire Council
PO Box 177
Macksville NSW 2447



Dear Mr Coulter

Estuary Draft Master Plan – Sub-Plan 12 Gordon Park

General –While many residents and visitors appreciate the underdeveloped, fairly natural, appeal of Nambucca Heads, some development is both warranted and inevitable, and we do believe that this plan is a blueprint for preserving most of what is presently attractive about the foreshore, while sensitively introducing many enhancements. Our overall assessment is one of considerable delight with the document the consultant has produced, but even though we appreciate that it was not part of the Terms of Reference, we are of course still faced with the challenge of funding this “wish list” in an era of cash strapped local, state and federal government.

We have elected not to praise the many enhancements but to highlight only those few matters we consider to be deficiencies in the Plan in the vicinity of Gordon Park.

Rats of Tobruk Walk – While there is mention of a dramatic redesign of this important pathway linking the CBD with the river, this needs to be more than widening and the incorporation of a viewing platform at the top. For the elderly and infirm, the gradient needs to be made manageable – for example a zigzag path with seats at some switchbacks for rest and recuperation or for just sitting and enjoying the view. The upgrade needs some elaboration in the Plan, including involving the RSL and featuring the Rats of Tobruk story and the commemorative plaque/rock. These should be tied into the self guided Heritage/History/Tourist Attraction Trail.

We suspect that the path may not be able to be upgraded properly and sufficiently while-ever there is the suggestion that accommodation might be built on the road reserve, as wide sweeping switchbacks may need to cut into parts of the road reserve. Priority needs to be given to solving the problem of the steepness of the Rats of Tobruk Walk while not cutting in to the treed area.

Backpacker Accommodation – The town needs more holiday accommodation, both motel and backpacker. Some day it's to be hoped that the Blue Dolphin Motel will be redeveloped into classy apartments stepped down the hillside, so it seems incongruous (and bad planning) for a high class development to be overlooking cheap backpacker accommodation. An alternative site in the town should be found for the backpacker accommodation and the road reserve used where necessary to get a satisfactory path up the hillside with the correct gradient and width, plus viewing/resting seats.

Sculptural Element/Viewing Platform Top of Rats of Tobruk Walk

More important than the sculptural element is an attractive and easily comprehensible sign that tells the tourist what is accessible below on foot, bike or car from Shelley

Beach to Stuart Island, including the forest trails and Gordon Park. The viewing platform should be one of the series down the zigzagging Rats of Tobruk Walk, and as such does not need to be glorified for its own sake. Our selling point is what to anticipate around the next corner or at the next viewing platform and possibly what is in between, not the vista from the top which in fact will never be one of the main viewing locations (of which there are quite a few far, far better ones elsewhere around Nambucca Heads).

After saying all this, care needs to be taken with signage near the 5 way corner so that it is informative but not distracting, as the intersection can be dangerous already. Care also necessary to avoid an over proliferation of signs (throughout the town) causing visual pollution.

Tree Lopping Gordon Park – There is no argument to save the two Cadagis (just as there is no argument to save other trees in Gordon Park and the rainforest that should not be there (Camphor Laurels, Privet etc). It just happens that the Cadagis are also among a number of trees that are regarded by some people as a hindrance to the water view looking down Bowra Street. A very few will have an interest in the removal or lopping to improve the view from Neptune Apartments but this should not be a consideration since those apartments were built knowing full well that there was rainforest between the apartments and the river.

While removal of the Cadagis can happen, it would be folly to lop the trees near them as lopping just results in coppicing, a multitude of thinner trunks/branches growing rapidly skyward. These will not only fairly rapidly impede the water view again but also require regular lopping, which is both a nuisance and expensive.

In fact, beautiful views do not have to equate with uninterrupted waterviews. There is beauty in a water view framed by trees or seen through trees. It is also not necessary for the water to be seen from all parts of the town. There is satisfaction in coming around a bend or corner and encountering the vistas that we have. Rather than chopping down trees to see more of the river from Bowra St, it would be preferable to be installing sufficient (tasteful) signage around the town so that visitors can easily find their way to our various attractions, which include the forest, Gordon Park and the river. Specifically signage is needed to guide the pedestrian to Wellington Drive, to the Rats of Tobruk Walk and to the other entrances to the rainforest that lead from the ridge, via the forest, to the water. They do not need to be able to see all these access points from wherever they may be on the ridge but they need to be able to work out easily how to get to the access point that best serves their objective at the time.

Having suffered a number of blows in recent years (the removal of the start of the avenue of trees down Wellington Drive during the construction of the Neptune Apartments with no attempt to do some planting sympathetic to the start of the rainforest, the loss of 100 trees poisoned in Parkes St, the 26 year history of tree felling in the reserve fronting Parkes St, the poisoning of trees and shrubs in the main street, and the planned removal of shrubs and trees from the main street and the Entertainment Centre – to name a few), there should be an emphasis on preserving what we have rather than looking at ways to trim one of the major green features of the town that complements the river, surf and sand selling points.

Wellington Drive

The meandering Wellington Drive down through the rainforest is another feature of the town which should be preserved and valued. The shady boulevard and its bends create an anticipatory effect. The slowing effect on traffic is in keeping with the relaxed style the town has and should be aiming to maintain. However the footpath does need a major upgrade that would include widening, removal of tripping points and the installation of a rail, or chain-linked bollards or some such device on the traffic side for safety sake. Every so often a motorist crosses onto the footpath particularly at the corner opposite Bozzey's Gully.

Relocation of Road to Boat Ramp

Do not support concept of relocating the road to the boat ramp. The proposed new road looks artistically attractive on the plan map but by bisecting the area of the park used by the people for 'free range' activities it is effectively bringing potential danger closer to all users. It would also mean that all pedestrians using the Rats of Tobruk Walk would also need to cross the new road to move from the CBD to the river: far from desirable.

While appreciating that the moving of the road and the regrassing/paving of the former road route are expensive actions and so likely to receive low priority from a cash strapped Council anyway, as the Master Plan is essentially a blueprint for a wish list, and should funds some day not be as critical as they are today, then ideally the road should be taken out of the park completely. The boat ramp and its car/trailer park with the very necessary large turning circle could be moved next to the restaurant connected to Quayside Apartments. This would keep all parking to the eastern side of the park and all boat launching and mooring in the one area (there are already jetties in front of Quayside) leaving the whole of the remainder of the park for pedestrians and land activities like touch football, French cricket, shuttlecock, Frisbee throwing, the jungle gym, free of car movements other than on the periphery.

One bonus would be the availability of the area below the bluff (where the boat ramp and a small sandy area are presently) for possible development as a swimming area, far safer than that up at the V-Wall, providing another attraction for Gordon Park (that used to be there in years gone by when there was a fenced in swimming pool somewhere close by).

A second bonus would be the extra land reclaimed from the road route becoming useable by a greater number of people. If the inclusion of the extra couple of buildings in the park gets the greenlight in some form or another, then reclaiming some space for free range activities becomes an important factor. Gordon Park is being used for Australia Day celebrations, Legacy's Breakfast in the Park and similar larger scale events. The loss of the open space will be just that – a severe loss creating a feeling of claustrophobia. Reclaiming the roadspace would counteract that.

Wharf Structure

Regardless of the location of the boat ramp, there is a need for a structure for pleasure boat users to be able to tie up their boats after launching, enabling them to then park their boat trailers. This could be a short jetty parallel to and lower than the present boardwalk, with a few mooring poles when the ramp moves close to the Quayside restaurant, or just the mooring poles up near the ramp in its present location, presuming that that is where the ramp will be for quite some time.

Fish Cleaning Facility

Necessary but needs not to be located on a prominent site blighting the view to the river, as is the present situation in Gordon Park.

Other Facilities in Gordon Park

- . Support moving the tennis clubhouse/public toilets out of the viewlines to the river
- . Toilets badly need upgrading. Location of new toilet block should also be out of the view lines to the river and so preferably over towards the bluff on which the Miramar Motel is located. This would be close to the new swimming area when the boat ramp is relocated and could incorporate a change area and outdoor shower.
- . Relocating the boat ramp and its associated parking area would effectively remove the other mixed use building from the plan – not necessarily a great loss when considering that the suggested layout is looking congested for such a small park.
- . Children's playground equipment should be made more modern and challenging but with a care to avoid the equipment that has been the subject of some Council's being sued. Bark material below equipment should be changed to rubberised or equivalent material to avoid the broken glass/ syringe dangers that occasionally arise.
- Need some covered seating (could be with table) near children's playground for sun protection and convenience of parents and grandparents.
- . Would be good to have another, separately located, barbecue facility, as the present concentration of two at the one site can cause congestion.
- . Recommend one larger covered picnic table area for larger groups - for example a bus group. Not right up at the boardwalk/river edge in order not to block the view.

Stormwater

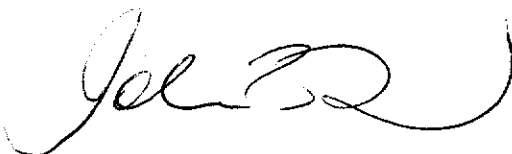
As we know only too well in times of a heavy down pour, even if it is only up on the ridge, the stormwater rushes down through the rainforest and can become a 6-8 metre wide flood running parallel to the tennis courts trying to reach the river. With all the new provision for bitumened carparking and extra buildings in Gordon Park, to avoid flooding it will be necessary, certainly desirable, to expand the pipes several times over to take the stormwater (parallel to the tennis courts) underground to the river.

Sub-Plan 13 The Sand Island

Support limited access to the Sand Island in the form of the proposed pathway and mooring pole sites. Oppose the limited camping proposed, on the basis of difficulty in coping promptly with any fire that may get out of hand in this very bushfire susceptible area. Also overnight camping increases the likelihood of rubbish not being removed, careless use of the facility (vandalism, prolonged drinking sessions, poor regard for toilet facilities) and skylarking around endangered bird species sites.

The aim should be to preserve the untrammelled view looking south from the town towards Scotts Head/ South West Rocks and not encouraging other than limited use of the Sand Island to avoid the necessity and cost of clean up exercises by Council in a not so easy area for Council staff to access.

Yours sincerely



John R Tait
Secretary

11 Lower Lee St
Nambucca Heads NSW 2448
Tel: 6569 4445
26 October 2009

Mr Michael Coulter
General Manager
Nambucca Shire Council
PO Box 177
Macksville NSW 2447

RECEIVED NAMBUCCA SHIRE COUNCIL	
28 OCT 2009	
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Dear Mr Coulter

Nambucca River Master Plan Final Draft

Generally speaking, we were extremely pleased with the concepts drawn together by the consultants for the maintenance of the health of the river and for possible developments and enhancements along the foreshore from Teagues Creek to the river mouth. It fits in with what we believe should be the thrust of any such development: maintenance of the natural beauty, keeping man made structures to the northern bank of the river and blending them into the landscape whenever possible, so retaining or, better still, expanding the people's opportunity to enjoy this special environment that we have.

The following observations and recommendations are put forward with a view to enhancing, if not everyone's, then the majority's enjoyment of Nambucca Heads:

Sub Plan 4 – Visitor Information Centre

The present VIC is too small, of ugly construction, with insufficient parking and difficult access from the present highway. Unfortunately after considerable thought we have been unable to come up with an alternative site that would solve these problems without introducing others.

Equally unfortunately, the solution proposed by the consultants is not at all good. A carpark on the opposite side of the road will be a disincentive to many travellers to bother stopping at the VIC at all, and for those who do decide to stop, a carpark not adjacent to the VIC introduces the danger factor of having to cross a busy road near a busy intersection.

We believe the best option, if no satisfactory alternative site can be found, would be to slightly enlarge the present building and to give it an exterior makeover to upgrade the appearance while retaining the carpark next to the building. No in-house coffee shop is necessary and in fact it would be better to be recommending the commercial premises in the town, to get travellers to proceed to the town and also to assist established commercial businesses to prosper.

While such an arrangement may not provide the optimum enlarged VIC to match the current situation with the Pacific Highway located nearby, it will save overcapitalisation in a building that may not need to be overly large once the highway bypass is completed at some distant date. At that time it may be that there should be a VIC astutely situated relative to the "new highway" exit at Macksville and another at the northern entrance to Nambucca Heads.

Regarding the recently installed wharf structure, we are completely baffled as to why it was located there in the first place as there is a dearth of car parking spaces. It makes no sense to be endeavouring to expand its usage as this will only exacerbate the parking situation at the VIC.

Sub Plan 6 – Stuart Island

Basically the plan proposed by the consultants is very good. We would only question whether there has been enough parking and boat launching capacity built in to allow for the expansion of demand by the boating community. Perhaps it would be wise to duplicate the boat ramp section and to have only shrub type planting at the ends of the trailer parking area to enable relative easy expansion of the parking area when the need arises.

Regarding the causeway, if it is correct that doubling the width of the opened area will reduce the current velocity, then it would appear to be the thing to do to improve safety at the swimming area while achieving a good clean flow.

Sub Plan 8 – Bellwood Park & Sub Plan 10 - RSL

Look excellent but prompts the warning that the section of Beer Creek between the parks needs rehabilitation with extreme care – perhaps as a Landcare project with supervision of the team by someone with expertise so that any efforts to clean up and revegetate do not add to the erosion propensity of that section of the creek. The difficulty should not prevent the necessary action taking place (rather than the option of piping and filling) as a rehabilitated Beer Creek can be another fine attraction for the town making the two parks there even better.

Sub Plan 12 – Gordon Park

Rats of Tobruk Walk – For the elderly and infirm, the gradient needs to be made manageable – for example a zigzag path with seats at some switchbacks for rest and recuperation or for just sitting and enjoying the view. The upgrade needs some elaboration in the Plan, including involving the RSL and featuring the Rats of Tobruk story and the commemorative plaque/rock. These should be tied into the self guided Heritage/History/Tourist Attraction Trail.

As the plan emphasises the importance of linking the CBD with the river and fostering walking and cycling rather than driving, and as this pathway is one of those major pedestrian linkages, every effort has to be made to ensure the pathway is user friendly. If a plan to incorporate backpacker accommodation on the road reserve would prevent the path from being zigzagged and landscaped appropriately, then that is the first reason to sacrifice the backpacker accommodation and giving priority to a solution to the Rats of Tobruk Walk.

Backpacker Accommodation – The town needs more holiday accommodation, both motel and backpacker. Some day it's to be hoped that the Blue Dolphin Motel will be redeveloped into classy apartments stepped down the hillside, so it seems incongruous (and bad planning) for a high class development to be overlooking cheap backpacker accommodation. Egalitarian as we may claim to be, the economics are such that expensive accommodation goes on expensive land and the investor should not be hampered in the effort to profit adequately by low cost accommodation being located

in close proximity using government funds to acquire premium land in some subsidised arrangement.

An alternative site in the town should be found for the backpacker accommodation and the road reserve used where necessary to get a satisfactory path up the hillside with the correct gradient and width, plus viewing/resting seats.

Sculptural Element/Viewing Platform Top of Rats of Tobruk Walk

More important than the sculptural element is an attractive and easily comprehensible sign that tells the tourist what is accessible below on foot, bike or car from Shelley Beach to Stuart Island, including the forest trails and Gordon Park. This sign in particular needs to be cleverly devised as it needs to be informative while not overly distracting being located, as it would be, near an already dangerous intersection.

The view from the platform at the top of the ridge and the start of the Rats of Tobruk Walk will never be sensational as it is from other locations around town and as such does not need to be spuriously sensationalised in the plan. It would be but one of the series down the zigzagging Rats of Tobruk Walk. The allure in fact will not be the view from the ridge but what to anticipate around the next corner or at the next viewing platform and possibly what is in between.

Tree Lopping Gordon Park – Beautiful views do not have to equate with uninterrupted waterviews. There is beauty in a water view framed by trees or seen through trees. It is also not necessary for the water to be seen from all parts of the town. There is satisfaction in coming around a bend or corner and encountering the vistas that we have. Rather than chopping down trees to see more of the river from Bowra St, it would be preferable to be installing sufficient (tasteful) signage around the town so that visitors can easily find their way to our various attractions, which include the forest, Gordon Park and the river. Specifically signage is needed to guide the pedestrian to Wellington Drive, to the Rats of Tobruk Walk and to the other entrances to the rainforest that lead from the ridge, via the forest, to the water. They do not need to be able to see all these access points from wherever they may be on the ridge but they need to be able to work out easily how to get to the access point that best serves their objective at the time.

The two Cadagis at the ridge near the start of the Rats of Tobruk Walk are designated environmental weed trees and should go (if there were funds available) just as there are in the forest, and even in the park, Camphor Laurels which are designated environmental weed trees and should theoretically go but will not because funds are not available. What should not happen is the lopping of trees near the Cadagis. That would be absolute folly since lopping would result in coppicing, a multitude of thinner trunks and branches growing rapidly skyward, necessitating regular lopping. In fact, our vegetated reserves having suffered a number of blows in recent years (the removal of the start of the avenue of trees down Wellington Drive during the construction of the Neptune Apartments with no attempt to do some planting sympathetic to the start of the rainforest, the loss of 100 trees poisoned in Parkes St, the 26 year history of tree felling in the reserve fronting Parkes St), as well as the poisoning of trees and shrubs in the main street, and the removal of shrubs and trees from the main street and the Entertainment Centre, there should be an emphasis on preserving what we have rather than looking at ways to trim one of the major green

features of the town that complements the river, surf and sand selling features of the town.

Wellington Drive

The meandering Wellington Drive down through the rainforest is another feature of the town which should be preserved and valued. The shady boulevard and its bends create an anticipatory effect. The slowing effect on traffic is in keeping with the relaxed style the town has and should be aiming to maintain. However the footpath does need a major upgrade that would include widening, removal of tripping points and the installation of a rail, or chain-linked bollards or some such device on the traffic side for safety sake. Every so often a motorist crosses onto the footpath particularly at the corner opposite Bozzey's Gully.

Relocation of Road to Boat Ramp

We do not support the concept of relocating the road to the boat ramp as proposed by the consultant. The proposed new road looks artistically attractive on the plan map but by bisecting the area of the park used by the people for 'free range' activities it is effectively bringing potential danger closer to all users. It would also mean that all pedestrians using the Rats of Tobruk Walk would also need to cross the new road to move from the CBD to the river: far from desirable.

Removal of the Road to Boat Ramp, Relocation of the Boat Ramp and Reintroduction of Swimming to Gordon Park

While appreciating that the moving of the road and the regrassing/paving of the former road route are expensive actions and so likely to receive low priority from a cash strapped governments at the three levels, as the Master Plan is essentially a concept incorporating our wish list, and should funds some day not be as critical as they are today, then ideally the road should be taken out of the park (almost) completely.

The boat ramp and its car/trailer park with the very necessary large turning circle could be moved next to the restaurant connected to Quayside Apartments. This would keep parking by all park users to the eastern side of the park and all boat launching and mooring in the one area (there are already jetties in front of Quayside). This would leave the whole of the remainder of the park for pedestrians and land activities like touch football, French cricket, shuttlecock, Frisbee throwing, the jungle gym, free of car movements other than on the periphery.

One bonus would be the availability of the area below the bluff (where the boat ramp and a small sandy area are presently) for possible development as a swimming area, far safer than that up at the V-Wall, providing another attraction for Gordon Park (that used to be there in years gone by when there was a fenced in swimming pool somewhere close by).

A second bonus would be the extra land reclaimed from the road becoming useable by a greater number of people. If the inclusion of the extra couple of buildings in the park gets the green light in some form or another, then reclaiming some space for free range activities becomes an important factor. Gordon Park is being used for Australia Day celebrations, Legacy's Breakfast in the Park and similar larger scale events. The loss of the open space will be just that – a severe loss creating a feeling of

claustrophobia. Reclaiming the roadspace would counteract that. If the relocation of the boat ramp and associated car/trailer parking gets the green light then that would effectively remove the other mixed use building from the plan – not necessarily a great loss when considering that the suggested layout is looking congested for such a small park.

At the town meeting, when the idea of moving the boat ramp was first put forward, there was no negative reaction from the representatives of the boating community present. The sole audible reaction was something to the effect that “We don’t care what you do with the boat ramp in Gordon Park providing we have very good facilities elsewhere (in Nambucca Heads)”.

Wharf Structure

Regardless of the location of the boat ramp, there is a need for a structure for pleasure boat users to be able to tie up their boats after launching, enabling them to then park their boat trailers. This could be a short jetty parallel to and lower than the present boardwalk, with a few mooring poles when the ramp moves close to the Quayside restaurant, or just the mooring poles up near the ramp in its present location, presuming that that is where the ramp will be for quite some time.

Fish Cleaning Facility

This is a necessary facility but should not be a feature located on a prominent site in the view lines to the river as is the present situation in Gordon Park. It should be relocated along with, and next to, the boat ramp.

Other Facilities in Gordon Park

- . Support moving the tennis clubhouse/public toilets out of the viewlines to the river
- . Toilets badly need upgrading. Location of new toilet block should also be out of the view lines to the river and so preferably over towards the bluff on which the Miramar Motel is located. This would be close to the new swimming area when the boat ramp is relocated and could incorporate a change area and outdoor shower.
- . Children’s playground equipment should be made more modern and challenging but with a care to avoid the equipment that has been the subject of some Council’s being sued. Bark material below equipment should be changed to rubberised or equivalent material to avoid the broken glass/syringe dangers.
- Need some covered seating (could be with table) near the children’s playground for sun protection and the convenience of parents and grandparents.
- . Would be good to have another, separately located, barbecue facility, as the present concentration of two at the one site can cause congestion.
- . Recommend one larger covered picnic table area for larger groups - for example a bus group. Not right up at the boardwalk/river edge in order not to block the view.

Stormwater

As we know only too well in times of a heavy down pour, even if the precipitation is only up on the ridge, the stormwater rushes down through the rainforest and can become a 6-8 metre wide flood running parallel to the tennis courts trying to reach the river. With all the new provision for bitumened carparking and extra buildings in Gordon Park, to avoid flooding of the carpark and the tennis courts it will be necessary to expand the pipes several times over to take the stormwater (parallel to the tennis courts) underground to the river.

On route to the river we wonder about the practicalities of having an underground holding tank for the regular flow from the main spring. The water from that tank could be used for watering the grassy areas of the park and feeding the flush toilets in the amenities block. We believe grants may be available for a project such as that.

Sub Plan 13 - The Sand Island

We support limited access to the Sand Island in the form of the proposed pathway and mooring pole sites. We oppose the limited camping proposed, on the basis of difficulty in coping promptly with any fire that may get out of hand in this very bushfire susceptible area. Also overnight camping increases the likelihood of rubbish not being removed, careless use of the facility (vandalism, prolonged drinking sessions, poor regard for toilet facilities) and skylarking around endangered bird species sites.

The aim should be to preserve the untrammelled view looking south from the town towards Scotts Head/ South West Rocks and not encouraging other than limited use of the Sand Island to avoid the necessity and cost of clean up exercises by Council in a not so easy area for Council staff to access.


Sub Plan 14 – V Wall

Agree wholeheartedly with the principle of placing cars and carparks back from the water in selected areas like the V Wall and bringing people and people activities up to the water's edge. While desirable, and so qualifying for inclusion in a wish list, the limiting factor is the availability of funding to reposition facilities that already exist.

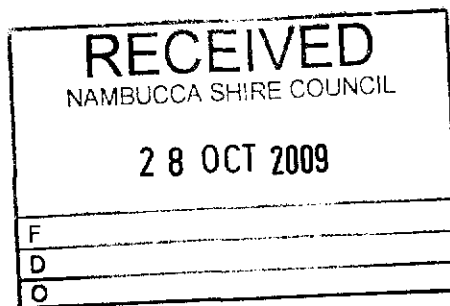
At the town meeting there was some criticism of such a plan because rough seas on occasions throw sand and salt spray onto the (present bitumened/concreted) area closest to the river edge. If salt tolerant grass will not survive such treatment then there is always the possibility of dispensing with grass close to the edge and having a pavement treatment (as per page 44 of the plan) with salt tolerant grass further back between the paved area and the carpark. Additionally, for the long term, if we are to prepare for a 40cm rise in the sealevel then we should be making provision in the plan for a raised sea wall, or 50cm-1m high wall upon the wall. Who knows? Maybe the federal and state governments will make grants available for just such a project as this in the future.

While basically supporting the consultant's proposals, we do seriously query the number of parking spaces allocated for coaches. Five coach spaces would seem excessive in this area that is already prone to congestion in peak user periods and would only exacerbate the problems associated with traffic movement and parking. By limiting coach parking to one or two spaces we would be encouraging coaches not to overload the V Wall area and to spread their parking over the various precincts.

Yours sincerely


Margaret Tait


John R Tait



26 Mumbler Street
Nambucca Heads
NSW 2448

To whom it may concern,

I have had a quick look at plans for the river and while I think in general they look pretty good, what about the river?

You have plans for boardwalks, shops and other developments even putting mooring points in the deep channels for boats.

What size boats are you looking at 3 metre tinnies maybe? Maybe you are waiting for the river to sand up so that you can develop more housing sites.

Some time ago the local council had a person wanting to dredge the river for free all he wanted was the sand. What did the council do? They put a levy on the sand, bad move. Why charge a man for wanting to do something to help the river?

If the river is not dredged soon we wont have one so why worry about future plans.

Any work that is done should start near South Beach/ Warrel Creek then back to the hole in the wall around to the Glen then back to Gorden Park then onto Bellwood Park.

Any way what the heck nothing will be done .The river is the main thing people used to come to Nambucca to see and use, no river no tourists that's about it .

My opinion only .

Bill Carr.



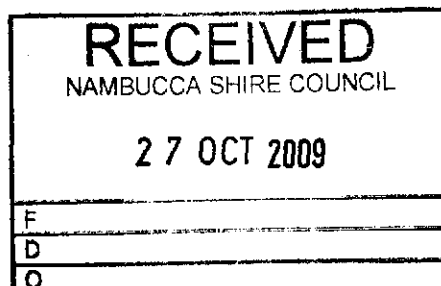
THE LIONS CLUB OF NAMBUCCA HEADS Incorporated

P.O. Box 11 Nambucca Heads NSW 2448

District 201N1

21 October 2009

Nambucca Shire Council
P.O. Box 177
MACKSVILLE NSW 2447



Attention: Greg Myers

Dear Sir,

The Board of the Lions Club of Nambucca Heads have great concern over the state of the river in and around the Gordon Park Boat Ramp, as it is only accessible at half or high tide. Which means that only very shallow draft craft are able to enjoy the beautiful Nambucca River from this ramp, as well it should have access to the break in the wall for larger recreational craft including licensed fishing boats.

We believe that the only way to solve this difficulty is to dredge a channel from the boat ramp east to the Marine Rescue shed.

Yours sincerely,
Lions Club of Nambucca Heads Inc.

Paul Schultz
Secretary

President:
Harry Mills
7 Bellinger Street
NAMBUCCA HEADS 2448
Telephone: 65 68 6563

Secretary:
Paul Schultz
7 Newville Cottage Park
NAMBUCCA HEADS 2448
Telephone: 65 68 7370

Treasurer:
John Wilson
8/20 Bellinger Street
NAMBUCCA HEADS 2448
Telephone: 65 68 9275

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25th October, 2009.

11/20 Bellinger Street,
NAMBUCCA HEADS 2448

The General Manager,
Nambucca Shire Council,
P.O. Box 177,
MACKSVILLE N.S.W 2447.

Dear Mr Coulter,

Re: Draft Nambucca River Master Plan

Firstly I would like to congratulate the Consultants. On the whole they have addressed the issues that were put to them particularly with regard to the River from Teagues Creek to the ocean. They have recognised the unique character of this area and seek to enhance this further.

Nambucca Heads is a very popular destination and although Appleton says 17,000 visit, it is 17,000 enquiries both telephone and people calling in to the Visitors Information Centre (V.I.C.) annually. This does not include internet enquiries and bookings. The Annual figure for visitors to the whole Shire is somewhere in the region of 131,000 Australians, the majority from N.S.W., plus International visitors (roughly 3,500 of them call into the VIC annually) they spend in excess of \$44 million in the Shire each year.

I would like to just address my thoughts on some of your plans. I feel it important that we have achievable goals otherwise it is just a waste of money even doing the Draft. I appreciate that the Consultants are going to provide Council with ideas on how to get funding to carry out the plan.

There is a problem with access at the V Wall and having a turning circle is a good idea. The Heliport too is essential if Council are to address access in times of disaster and would be liable if they did not provide such a facility.

New gardens in the area of the V Wall or trees and scrubs will need to be protected so a higher wall would be essential. Council continually have to remove sand from the footpaths at the Vee so unless some protection was afforded there it would be a waste to put in new plantings.

The rips on the outgoing tides are so dangerous at the V Wall that a young man last year gave his time voluntarily in the summer do his Life Guarding duties there in his own time and was responsible for rescuing and warning people not to swim when it was dangerous. We need funding to pay someone to be there in the Tourist Season, signs are not enough, as was pointed out people do not read them. A guide to surfing on page 4 of the Visitors Guide warns about the dangers of surfing at the bar at the mouth of the Nambucca River.

I think the sand islands should stay as they are, flooding is an issue, maybe have simple board walks, no camping or toilets. Even though the concept is minimalist and was in response to requests to develop that area for tourism. It is recognised that there are many tropical fish in the river from the V wall down towards Gordon Park especially nearer the rescue shed and people love to snorkel and catch crabs in that area.

Gordon Park - the plan is great but as the boat owners pointed out at the meeting, because of the sand it is not a good spot to launch boats from, if an alternate launching spot could be found perhaps the park should be redesigned to make a larger green area, more shade trees and a safer swimming spot than at the V Wall. There was originally a swimming pool in the vicinity of the boat

launching ramp. The Tennis Club building should be moved as planned and perhaps the road not be continued through the green space to the water. A Café would be an added attraction, I don't see that you need two as there are already two restaurants in close proximity one on the water and one on Wellington Drive.

Appleton in his Archaeological survey seems to have missed the Historic Well in the Gordon Park Nature Reserve, behind the tennis courts. This is of historical significance as it was the original water supply for Nambucca Heads. Council have applied for a Heritage listing for that site. Refer to our "Glossy" Nambucca Visitor Guide page 6 for further information.

Bellwood Park and Stuart Island – the plans for those areas seem very good and will make them more user friendly. The Boat Ramp on Stuart Island is the one most River users use and is indeed in need of an upgrade and expanded facilities. Improving the Eastern end of the Island as suggested will further enhance the area.

While I'm no expert, I am a Volunteer at the Visitors Information Centre, a Member of Nambucca Valley Tourism Association and have travelled Australia and visited about 50 countries in the World in my lifetime.

What we need is an enticing "Toilet Stop". Public Art. For example Kawakawa in New Zealand. This is a town on the way to the Bay of Islands where no one used to stop. Then an Austrian Architect came to town by the name of Hundert Wasser, he designed a toilet block reminiscent of Gaudi . Photos enclosed.

We have an artist in the area who created the Mosaic Wall in Bowra Street, the Mosaic Toilets at Scotts Head and the whale table at Scotts Head Beach and more. A creative Toilet block would be a crowd stopper and consistent with the Artwork in the Shire. Placed on the edge of Quota Park, visible from the highway and only open 9 a.m. – 5 p.m. (to stop vandalism.) People would stop in droves to have their photo taken. We would still have the 2 toilets at the VIC. They are inadequate at present when a tour bus stops. There will be more tour buses now that our River Boat is taking passengers from the new jetty so we need more toilets, so why not a "Taj Mahal" of toilets?
Funding should be sought for such a project.

It is very important that we have an expanded Visitors Information Centre on the site with a full time Manager. Everyone agrees that this building is too small. The co-ordinators office, the area where Volunteers take bookings all need to be enlarged. We need to create income to keep the facility going. There is a need for a larger space to sell Souvineers. At present we sell a few sweets, some postcards, jackets, T shirts and hats. There is a seating area outside with tables and chairs facing the river, it is never used by visitors and the glass windows and doors although attractive have been damaged many times by people breaking in. The Centre needs to be expanded and more secure. There is a bus stop there for Inter and Intra State passengers and busses stop there day and night on their way through to pick up and drop off passengers. There is a telephone essential for people arriving in the dark.

When Appleton visited the Centre he should have identified himself. All he did was ask how many people made enquiries regarding history of the area and how many people visited. In his report he has taken on a Tourism expert role whereas I understood he is an Archaeologist. He said there should be somewhere for people to sit – there is. He said that all the Volunteers do is hand out brochures and spend their time re-stocking them. He does not understand what a Visitor asks of us and what they want. He does not understand the role we play in enticing people to stay in the area. Lonely Planet has always listed the Nambucca Visitors Information Centre as being a very helpful and friendly place to visit and because of that we get many International Travellers. That little comment is worth a fortune to the Valley. We tailor our responses to the Visitor's needs. All travellers have a goal, it may be that they are heading north or south and want further information,

they may be already staying here and want to know what else to do and where to go on day trips. The VIC is a very convenient spot to stop, easy to park and if you are in a hurry we can satisfy the Travellers needs quickly. Be it giving them a map, brochure or whatever. We can book them accommodation. They are encouraged to view the beautiful estuary, visit our Cafes and Shops, be it Scotts Head, Bowraville, Valla Beach or Macksville, depending what their needs are. We want them to support our businesses and the members of NVTa the people who provide employment, (Food and Accommodation is the second highest growth sector for the Shire). We make sure that they understand that our Estuary is one of the most beautiful and unspoilt in Australia. We offer them our comprehensive "Glossy" Visitor Guide. If it's about the weather for the next few days, traffic information, someone's phone number we can do it all. Our Co-ordinator speaks 4 languages fluently as well as English and can communicate in Spanish & Italian, a real plus for Nambucca Tourism and a delight for our International Visitors some of whom struggle with English. We also have an Aboriginal language centre in nearby Bellwood who welcome visitors.

Some of the criticism of the signage is correct it is tired and could be improved especially in the area of Brotherhood Park, and maybe our historic information boards have too much on them but they are very easy to read and interesting. Some Councils use a smaller sign with a photo and a story placed in areas of historic significance. Our logo is important to us and the sign near the VIC with the town map attests to that. It is a logo used by the Council and the Visitors Information Centre and Nambucca Valley Tourism Association, There would be a loss of identity if it was changed. The larger Display Board near the toilets is a National Park sign showing the National Parks in the Shire with Aboriginal Paintings on the rear of it and serves it's purpose admirably plus shows people exactly where they are. The Paintings are unfinished and negotiations to have it finished have been undertaken by N.V.T.A. Inc.

Appleton compares us to Broken Hill, Armidale, Bathurst and Port Macquarie, areas with much bigger population and different tourism attractions. Like comparing chalk to cheese, as does comparing us to France and other overseas countries. It appears to me having visited Port Macquarie twice recently that our VIC is more accessible and has more tourism displays and information than they do. I was a resident of Bathurst for 27 years. The first VIC was in the wing of the Court House and was part of the Museum. They outgrew the premises and moved to a new building behind the Kentucky Fried Chicken outlet just off the highway. Although purpose built it was felt it did not get enough passing visitors. A new site was sought on the highway and a lovely new VIC was built with a Café attached by a breezeway. From my experience it is the locals who use that Café more than the travellers. Travellers have an Agenda and they want to move on.

When the highway by passes Nambucca Heads it is my opinion that the main Tourist Centre will need to be visible from the Highway, probably situated at Macksville just after the highway crosses the river if there is an off shoot road there. The New Tourist Centre would be a level 1 or 2 Information Centre with a full time Manager and the present expanded site at Nambucca Heads would remain as a secondary site servicing the main tourist area of Nambucca Heads. It could be utilised as a booking office for accommodation, boats, river cruises, kayaks, selling Souvineers and still servicing the tourists who come to Nambucca Heads and be a level 3 Tourism Centre as it is now with maybe a Kiosk serving refreshments attached.

Parking is insufficient at times especially when there's an accident and the highway is blocked as happened a couple of weeks ago, The centre was extremely busy, so there should be extra angle parking available outside 50-54 Riverside Drive to allow for this and especially when the river boat is running it should be recommended that patrons park there.

The piles for the Pontoon off the Jetty went in this week and the River Boat, Party Pontoon and House Boat will be picking their passengers up from the jetty next month on a regular basis

Caravans - There was mention of the need for Dump Spot (sewer) for Caravans, somewhere they can get water and places for them to park near shopping centres so that they can re-stock. The Campervan and Motor home Club is getting 700 new Members each month. A lot of these Vehicles are self sufficient and so the Club is asking for towns to have facilities to service their members. An R.V. friendly town brings lots of dollars into the town. The self sufficient vehicles may not stay in regular camping ground preferring Camps such as Gumma Crossing or the Showgrounds where they do not need electricity, toilets or Showers. But there are still many members who like to stay at regular caravans parks, to have a good shower, connect to the mains, do their washing etc. enjoying the facilities offered. We need to be a R.V. Friendly town such as Kempsey, Urunga and Dorrigo.

With regard the self sufficient vehicles, the Campervan Motor home Club of Australia is prepared to supply the Camper Dump Point attachment for free and subsidise the costs of signage for R.V. friendly towns.

I think that the main town for this scheme should be Macksville because of the flat terrain. Maybe Bellwood Park would be a suitable Dump Point Spot and water replenishing area in Nambucca Heads. This should be explored. The local person authorised to give out the information on this matter is Bob Phipps Phone 65693366.

So with all of the above and the plan's implementation along with sympathetic development I think Nambucca Heads will become a special and unique place to visit for future generations.

Yours sincerely,



Dorothy Harris

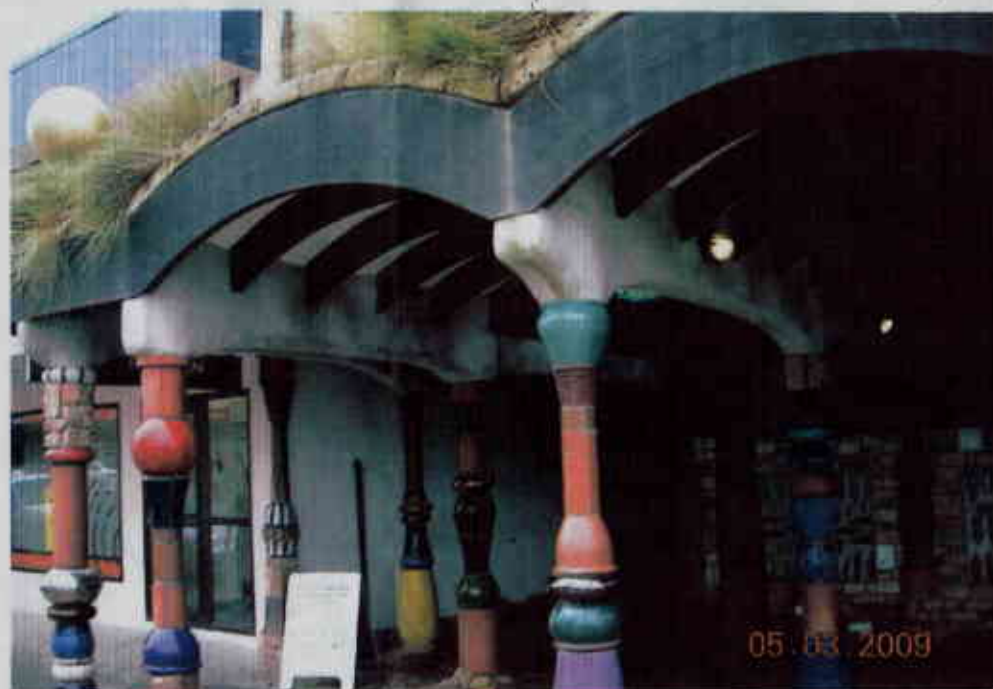
Attachment: Photos

c.c. R.D.M. Resources att. G. Smyth



FAMOUS TOILETS - TOURIST DRAWING KAWAKAWA

N.2. Nish Lo.



The General Manager
Nambucca Shire Council
PO Box 177
MACKSVILLE NSW 2447

27th October 2009

Attention: Mr Greg Meyers

Dear Sir

Nambucca River Master Plan *Submission*

I am concerned that the Master Plan has omitted to include the need for improvements to causeway entrance to Stuart Island. The Master Plan aims to provide the vision for future improvements to the Nambucca River and should include all items for the future even if further information or studies are required and even if they are relevant matters only raised by one or two people.

Including items in the Master Plan has the following advantages:-

1. Adds importance to the item, giving it a level of formal acknowledgement that will assist in obtaining grants or other sources of funding to have the item constructed.
2. Makes the general public aware that the item is intended to be undertaken at some future time.
3. Identifies items that might be undertaken by volunteer or services organisations when looking for projects to assist the community.

The causeway is the only entrance to the Nambucca Golf Club, the Stuart Island picnic area and an important boatramp for local and visiting fishermen and boat users to access the Nambucca River. The causeway has been opened up by adding a culvert to allow for the free flow of water through to Bellwood Park. The culvert has created a raised section on the causeway access that detracts from the visual appearance of the entrance and acts more as a traffic hazard.

The causeway was opened to permit water to flow through at the request of the Aboriginal community and it is understood that extending the opening is supported by the Aboriginal community. Council has resolved to pursue extending the opening and as such it should be identified in the Master Plan.

The Master Plan should include an artistic impression of a widened and improved causeway opening. The improvement should include levelling out the vehicle crossing of the culverts and a decorative treatment of the walls by adding stonework or other treatment to make the crossing an entrance statement rather than a mechanical engineering solutions.

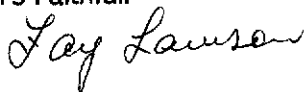
The opening of the causeway aimed to improve the quality of water and swimming attraction of the Bellwood Park area by flushing the water through the area. The culvert opening that has been added has allowed for some flushing, however, it is of insufficient width to be effective and is causing sand

build up at inappropriate locations. Additional free flowing water volumns are essential to the health and usability of the swimming area at Bellwood Park. It is also noted that the Master Plan identifies additional planting of mangroves on the approaches to the causeway. The planting of additional mangroves should not be encouraged as the free flow of water through the causeway opening is essential and should not be inhibited.

In addition to the foregoing, it is essential that the free flow of traffic to Stuart Island be encouraged. To this end, the potential conflict of vehicles access the picnic area, the Golf Club and the boat ramp needs to be carefully managed and recognition given to the three seperate interest groups with defined, controlled and seperated entrances.

Finally, the Master Plan should not be finalised until the flood and hydrology studies as recommended in the Estuary Management Plan have been completed. This specialist information is critical to finalising many of the items identified in the Master Plan.

Yours Faithfull

A handwritten signature in cursive script that reads "Fay Lawson".

Faye Lawson
84 Jellicoe Street
MACKSVILLE NSW 2447



Nambucca River Marine Rescue INC
NSW Y2419229

Affiliated with N.S.W. VRA

Member of Volunteer Marine Rescue Council N.S.W

Member of Volunteer Marine Rescue
Council Australia.

ABN: 93 158 769 255



Headquarters:
Boatshed, Wellington Drive
Nambucca Heads 2448

P.O. Box 558
Nambucca Heads 2448

After reviewing the Nambucca River Master Plan I have the following comments I would like to add:

I believe the recommendation is no dredging.

It is within our interest to have boat users in the river. This can not happen without maintenance dredging of the main channels and boat ramps. The majority of ramps have problems with sand build up and no one will come to our valley to use the river if they can not launch their boats at any time of the day.

Gordon Park Development

There is no room for more businesses in this area.

As recognised in the Plan this is a jewel in the valley with it's open space. More buildings and the creation of more parking has to come from the park land.

The park is not big enough to cater for this requirement especially the extra boat and car parking.

The proposed mooring at Gordon Park is situated on the only remaining channel and would block vessel access to the boat ramp.

The boat ramp is surrounded by sand which needs removing for the best use of the facility.

By far this is the best ramp in the valley but the sand causes massive problems especially at low tide.

A loading jetty with appropriate ramps is required to allow disable access into vessels.

Sand Island

Use of the Sand Island in principal is great. The remains of the old Break wall is a potential hazard. It would also give more people access to the fast flowing water which runs on the Southern side of the wall. More people will swim across to it and get caught in the out going fast flowing water. More people will no doubt find themselves stranded on the island and will require extracting at all sorts of hours (more than they do).

Belwood Park

I think this is a great concept and great use of an asset.

Stuart Island

Stuart Island needs the facilities especially toilets.

It also requires mooring facilities outside in the river to take away the congestion around the boat ramp which is in the creek area.

Teages Creek Development

I have no problem with the use of the river bank once the Highway has been moved.

I do have a problem with a Pontoon Facility / Jetty designed for private / public use.

If it is to be private with lockable gate then it should be paid for and leased by the person who wishes to construct it and use it.

If it is to be public then it should not be used for commercial purposes and not be locked up with a gate.

RSL

A mooring around the old boat ramp is in the fastest flowing section of the river. This makes it difficult to moor a vessel due to the fast flowing currents thus could be dangerous. Keeping a structure in this fast flowing water would also be very difficult.

V-WALL

The V-Wall is too congested for a Helicopter Pad. It would be better up in one of the town football grounds.

My Thoughts and I am open for discussion

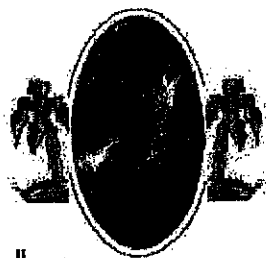

Owen Rushton

Nambucca Marine Rescue

29/10/09

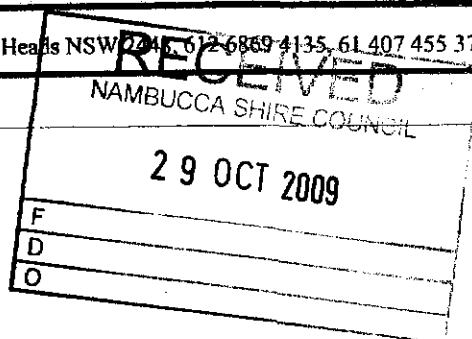
Secretary Telephone: 6568 2375

Fax: 6568 2375



Nambucca Heads Offshore Fishing Club

Secretary: Rhett Smyth, 24 Pacific Highway, Nambucca Heads NSW 2245, 612 6869 4135, 61 407 455 378



NAMBUCCA RIVER FORESHORE MASTER PLAN

The Nambucca Offshore Fishing Club notes with disappointment that the Nambucca River bar was not included in the consultants brief.

While we recognise that sand movement is cyclic, we have noted from other river mouth studies that if the river velocity is headed in one direction, with the aid of training walls, then the shoaling problems further upstream are lessened.

A safe and deep river mouth will attract many more boat owners and fishers who spend a lot of money in pursuit of their recreation.

However the "wish list" is a step in the right direction.

The Fishing Club see an urgent need to dredge the boat launch and retrieval area at the end of the Gordon Park ramp. At low tide there are only inches of water there to float a boat.

The Stewart Island ramp is a little better, but it too is in need of dredging. This ramp is the major ramp in Nambucca Heads and has reached the point where it needs to be widened with guide rails at either end.

During peak periods, the two lanes on the ramp are not enough, particularly if a large boat fills the whole ramp. Car with boat trailer parking in this area needs to be addressed as do safety issues with many young children frolicking in this area.

We don't agree with a grassed area ilo the car park at the v wall. Sea water and sand will have a detrimental effect on most vegetation and being able to park right on the waters edge is an attraction. The Council's bobcat visits the car park on a regular basis to remove sand build up.

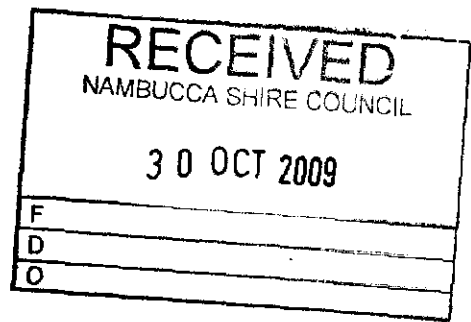
The Fishing Club is always ready to aide Council with decision making by providing a boat with an experienced skipper for river inspections and access to members with a long history of river use.

Yours Faithfully

Rhett Smyth
Club Secretary

This Form was sent by Warwick Lean
The Contact details for Warwick Lean are as follows.
Phone: 65686610
Mobile:
Email: nambuccanews@optusnet.com.au

The following details have been sent
Went to exhibit on !9/10/09 and it is a great idea. Often over summer
we snorkel from the V Wall up to near Gordon Park or vice versa
depending on the tide. It is very popular.
(1) You could start With Stuart Island and Bellwood Park I agree mostly
with the plans.
(2) to set up camping on the Island would be a Unique experience and
has potential.
(3) The V Wall would need to be built up because big seas go over the
wall and washes out the beach on The Glen.
(4) Changing Gordon park Ramp to the East end has Merit. It would make
a good Beach area where the existing boat ramp is and the park can
meet the river without roads and have the car park at one end.
Overall some great Ideas.



2 Ellis Avenue
Nambucca Heads.
28th October, 2009.

Re submission
Nambucca Shire Council
44 Princess Street,
Macksville.

Dear Sir/Madam,

I write this submission with some concern following attending a public meeting & seeing the plan for the future of Nambucca River Valley. A native of this area I have seen many changes & I also own property near & overlooking the areas involved.

My concerns are

1. Erosion - much erosion has occurred especially this year 2009

2

A large area of beach & river areas have suffered large amounts of damage - none so little has been repaired or re-inforced.

2. The river is completely changed now. - ie South beach.

3. Tourism - has the area able to cope ie. water, sewerage, transport schools, medical, dental & hospital areas.

4. Natural beauty & very ~~now~~ beautiful ocean, river beaches & mountains views already enchant locals & visitors. Would development be very controlled.

5. Parks & green areas are much used now & more needed. As this area is between roads, river & ~~black buildings~~ houses also cliffs it is already restricted.

3

6. Parking & anti-social behaviour & littering. Major problems often.

7. All people should be able to walk, sit, boat, surf, swim & fish. - not just some.

8. Who will pay for this - many house owners already on low incomes & struggling with rates

9. Some points in the plan are good but many cause me grave concern.

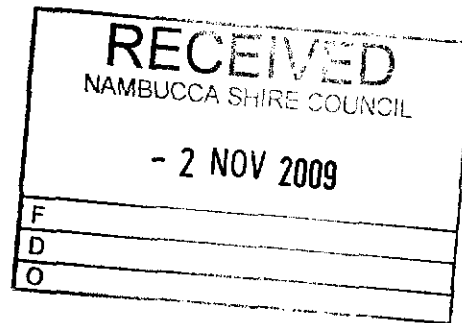
Thank you

Yours faithfully
Janice Frost

Nambucca Heads Community Action Group Inc

29th October 2009

The General Manager,
Nambucca Shire Council
P.O. Box 177
MACKSVILLE 2447



Dear Mr. Coulter,

Re: Nambucca River Estuary Draft Plan Presentation

We would like to thank Council for organising this open forum. It was well promoted beforehand thus resulting in a good attendance from both NHCAG members and the public in general.

The impression of the Executive of NHCAG is that the Consultants did an excellent job in addressing the issues raised by the community prior to doing the Draft. In our opinion the Consultants show they have understood the unique character of the river and have made every effort to further enhance the river frontage so that it may be developed in a sympathetic manner. On the whole we agree with many aspects of their Management Plan. We believe it will make the area an even more desirable place for tourists to visit and attract more new residents. We hope funding can be organised as soon as possible so that implementation may begin.

Thank you once again for providing the opportunity for the public to express their views, on this important matter.

Yours sincerely

A handwritten signature in cursive script, appearing to read "C Ramsay".

Celia Ramsay
Secretary

***An independent improvement group with no political affiliations
P.O. Box 386, Nambucca Heads 2448 action@nambucca.org***

28th October 2009

Michael Coulter and Councillors

General Manager

Nambucca Shire Council

44 Princess Street

MACKSVILLE NSW 2447

Dear Michael and Councillors

We must congratulate the Nambucca Shire for realizing the importance of the Nambucca River to the local residents, businesses and the tourists. We hope that many of the proposed changes eventuate. This area is unique and it is most important that the character of this area is managed sensitively with a view to the future development of the area. Personally it was the beauty of the river that made us want to invest in this Valley.

As you are already aware tourism is a very important asset to the valley and its' businesses and residents. The Annual figure for visitors to the whole Shire is somewhere in the region of 131,000 Australians, the majority from N.S.W., plus International visitors (roughly 3,500 of them call into the VIC annually) they spend in excess of \$44 million in the Shire each year.

We were disappointed that we were not consulted by Mr Appleton and that he used some outdated negative quotes to exemplify tourism and the Tourism Strategy that was implemented two years ago. There has been much cooperation between the Tourism Association, Council (yourself and previously Wayne Lowe), other Tourism Associations and Tourist bodies, Chambers of Commerce and importantly business owners.

One of our Visitor Information Centre volunteers and a meeting attending member of our Association Dorothy Harris has written a very carefully considered and comprehensive letter addressing individual issues and we would like to support the issues she has raised.

The volunteers and workers in the VIC were very disappointed that Mr Appelton did not introduce himself and ask them for more information about what types of activities and attractions in Nambucca visitors to the area request and would like to see. This is a wealth of practical information which was not used in the Master Plan. He would have found out that historical information although interesting and obviously his passion is not a common request.

Yours sincerely

Eleonora Snart

Secretary Nambucca Valley Tourism Association Inc.

9th November 2009

Mr G D Meyers
Director Environment and Planning
Nambucca Shire Council
P O Box 177
Macksville NSW 2447

Dear Mr Meyers

Re: Draft Nambucca River Master Plan

I thank you for your response to our initial submission on the Nambucca River Master Plan.

Since that submission there has been another matter raised by our Golf Course Greens Committee relating to the erosion of the various water ways on the Island. The waterways are all connected, via culverts and canals, to the Nambucca River through the inlet at the Boat Ramp. The constant action of the tidal flow in and out of the waterways over time has been the major factor in the degradation of some of the waterways.

We would like to include this item as part of the Master Plan, particularly as the various Dams and Canals are a fish breeding habitat and a place where a large number of water birds are beginning to gather.

We understand that Submissions have closed, however, when I contacted the Consultants regarding Stuart Island they were unaware the waterways connected to the river. We have a number of suggestions we believe would help the waterways, they include the building of a weir, to limit the strength of the inward and outward flow of water, adjacent to the bridge leading to the Car Park and the installation of rock walls to shore up the walls of the canals. Another matter they may require attention is the river bank erosion on the eastern side of the Island.

Thank you for your consideration.

Yours faithfully

Peter Coutman
Secretary/Manager

MEMORANDUM

TO: DIRECTOR ENVIRONMENT AND PLANNING

FROM: DIRECTOR ENGINEERING SERVICES

SUBJECT: NAMBUCCA RIVER MASTER PLAN

DATE: 11 NOVEMBER 2009

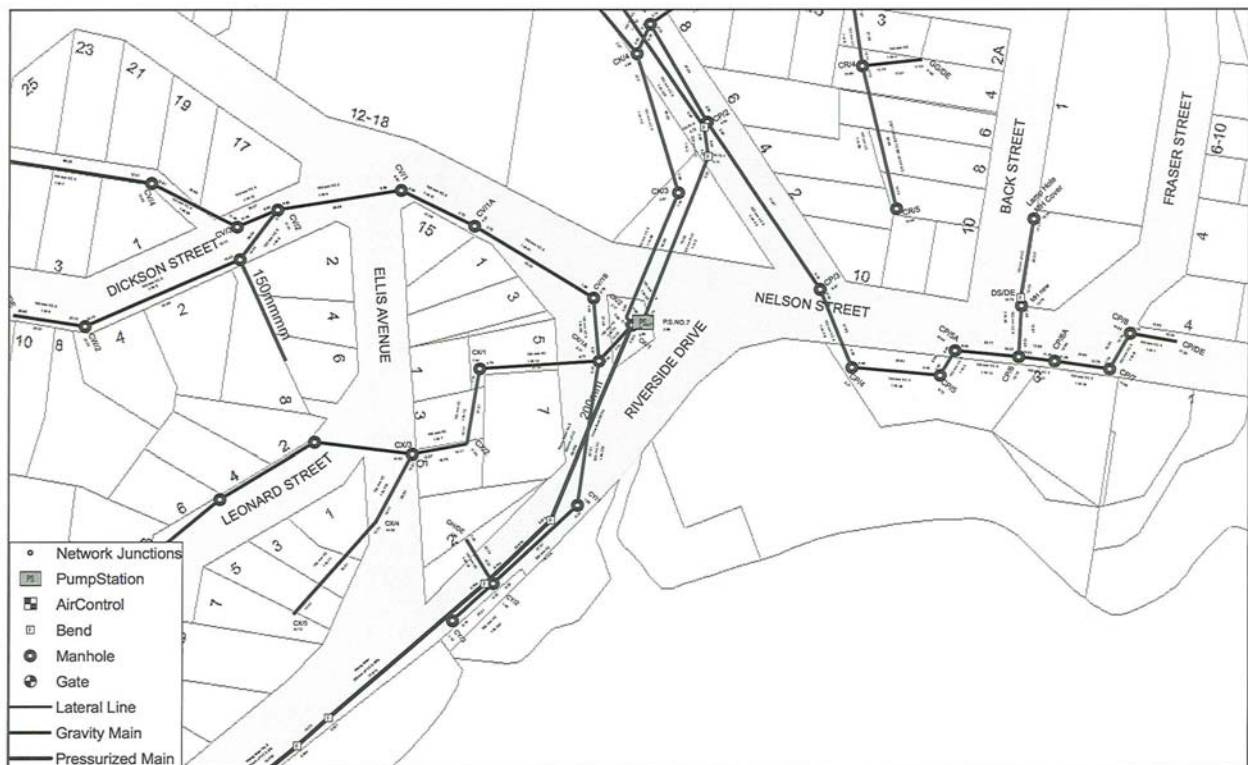
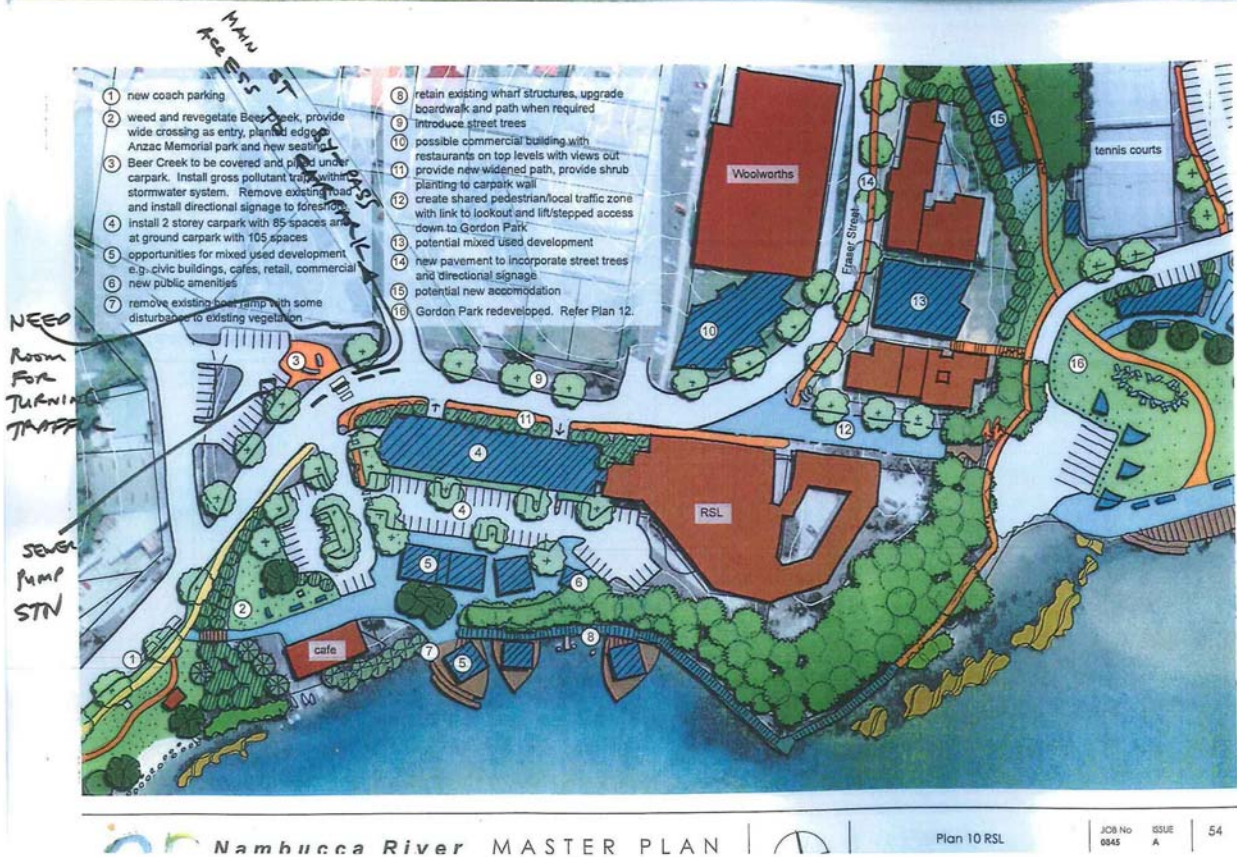
FILE NO: SF1141

There are two issues for the new entry to the Nambucca Heads RSL Club as follows:

- 1 There is currently a significant sewer pump station in the area nominated for a carpark on the northern side of Riverside Drive. It may not be feasible to work around the pump station.
- 2 In the long term Creek Street will be redeveloped as the main street bypass and access to the Reedy Street carpark. The plan should recognise the future bypass and ensure that sufficient room exists for turning lanes etc. The original traffic plan was for a roundabout at this location. That is not necessary with the proposed closure of part of Nelson street.

BRUCE REDMAN

Enc GIS map identifying pump stations
Master Plan – Page 54



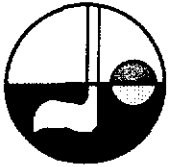
DISCLAIMER
 Maps Updated and Published by Nambucca Shire Council. Copyright Nambucca Shire Council 2009.
 Base data supplied by NSW Department of Lands.
 Map or plan accuracy is not guaranteed to be exact to scale or survey standard. Nambucca Shire Council accepts no responsibility for any errors or inaccuracies.
 This is an extract from plans prepared and provided to Nambucca Shire Council by NSW Public Works and/or private contractors.
 The position of structures, boundaries, and services shown on this plan are approximate only.

NAMBUCCA SHIRE COUNCIL **Sewer Services**

Approximate Location of Sewer Services.
 Prior to excavating, contact Trevor Cowin on 0418 660 819
 or Council on 0255 682555 for onsite location.



1:1,653
 Scale @ A4
 Date: 10/03/2009



Nambucca Heads Island Golf Club Ltd

ABN 79 002 470 582

9th November 2009

Mr G D Meyers
Director Environment and Planning
Nambucca Shire Council
P O Box 177
Macksville NSW 2447

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Thank you for your consideration.

Yours faithfully


Peter Coutman
Secretary/Manager

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Nambucca Shire Council
Relocation of Boat Ramps.

Thankyou to Barry Duffus for indicating that local professional fisherman have not been adequately consulted in the proposals. As we use these facilities on a daily basis I feel our input is important.

1) Gordon Park

By moving this ramp easterly you are putting too much congestion of people and traffic in one place. It is well suited at the end of the road away from the majority of people, especially Kids. Even if you relocate easterly you will still experience difficulty with sand build up. At a smaller cost it would be more efficient to dredge the ramp we currently use. The ramp itself is great allowing for two boats to use it at once. We do not agree that it should be moved.

2) RSL Club

I do not wish for it to be closed. In all the times we have used it we have never encountered conflict. All the early morning walkers are very polite and friendly. It is also considered a deeper water ramp easy to launch and retrieve with adequate parking. It is a safer place to leave your vehicle of a night with plenty of lighting and activity. We can not afford to lose our access points to our river we need more not less.

3) Wellington Drive.

Many people use this ramp, it is a popular spot to swim and snorkel from. For the little use it receives it is of more benefit to have it there then not.

D Stuart Island

This is a great ramp. It has dual facilities which allows traffic to flow easily. We use this ramp on a daily basis. But there is a major concern with vandalism. We have had thousands of dollars worth of damage done to our vehicles over the period of ten years we have used it. You cannot leave a vehicle there unattended after dark. It needs lighting. Under no circumstances are any of our vehicles left there day or night. We have had smashed windows and windcreens smashed, tyres slashed, radiators stabbed and our possessions stolen. We have asked for more police surveillance but we understand Police are busy. The problem lays with its isolated position and the darkness there. Any campers use this ramp overnight or for a period of days. I have seen tourists return to their brand new landcruisers, prado's etc after overnight stays and not have one window left intact. Please do something to prevent the vandalism. It is a big inconvenience for us to use it daily when you can't leave your vehicle unattended.

Futhermore, we need more ramps not less, safer places and more need to eliminate the vandalism.

for Priestley

Rj Brisbane.

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16 December 2009

Mr G Meyers

Director Environment and Planning

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Dear Mr Meyers

Thank you for the invitation to comment on the Nambucca River Master Plan – RE: Boat Ramps.

Gordon Park boat ramp is in the best possible position as it is completely out of tidal flow – in the corner. I would like to see this ramp widened at least two bays in its current position to accommodate holiday traffic, as I often have to wait 30 – 40 minutes to load my boat during the Christmas holiday period.

However the sand build up needs to be removed at this ramp as boats cannot cross at low tide. To relocate this ramp eastward towards the buildings is ridiculous as the sand spit extends from the bank some 70 to 80 metres across the river at this point and would make it more open to tidal flow at high tide and launching onto the sand spit at low water.

I don't agree to the removal of any boat ramps, as they are all used to capacity during the holiday period. I also have to launch and retrieve my boat at the RSL ramp or the Quarry St ramp at low tide. The tidal flow is a bit of a problem, but at least they both have deep water access.

We have already lost a good boat ramp at Macksville, due to unfortunate circumstances and to lose any more would be disastrous for tourism to the valley.

I feel we actually need more boat ramps on the river to accommodate the ever increasing river users.

The Stuart Island ramp is a no-go area because several vehicles have had windows smashed to gain access and one was even burned. I most certainly would not leave my vehicle at this ramp for six to seven hours a day, whilst at sea.

Yours faithfully



Denis Sutton

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11-12-2009

ATTENTION GREG MEYERS

REF SF 1141

WOULD YOU PLEASE ENSURE THAT
EACH COUNCILLOR CONCERNED
RECEIVES A COPY.

THANKING YOU

*To: The General Manager
Nambucca Shire Council
P.O. Box 177
Macksville 2447*

Your Ref: SF1141

Dear Sir,

Thank you for your letter of invitation to reply to some specific issues within the Nambucca River Master Plan, especially the removal and moving of boat ramps. We would also like to comment on other aspects of the plan.

We do NOT agree with the removal of ANY of the ramps mentioned in your letter. They are all crowded at times during the busy summer holiday seasons, both by locals and tourists. Improve some of the ramps if necessary but leave them at their current locations as this spreads the congestion of water craft within our river. THE NAMBUCCA RIVER ACTUALLY NEEDS MORE ACCESS RAMPS NOT LESS.

The Gordon Park ramp, in our opinion, is the best ramp in the river, even if, at the moment, it is unusable at low tide.

A QUICK and CHEAP fix for this problem would be a NAVIGABLE channel, from the hole at the end of the ramp - upstream to deeper water.

This wants doing QUICKLY, BEFORE the holidays and we believe it could all be done from the bank. The sand could then be spread along the upstream bank from the ramp to create a longer, sandier beach for landings etc. If this channel is dug then boat skippers have the choice of proceeding upstream to the main river or across the river to proceed downstream to access the main river.

Council should consider, as a matter of priority, pushing to have the hole in the wall blocked and the upstream wall - from the hole strengthened and renewed for the following reasons:

1. A large section of the upstream wall is ready to collapse into the river.
2. To make a safe swimming/picnic area. As, both professional fishermen and lifesavers we cannot stress too strongly the dangers of using this area as it is now. Especially since it has now been designated as one of a number of "black spots" for drowning, within the North Coast Surf Life Saving Branch.
3. To return the inner harbour to a safer mooring area.
4. To return a larger volume flow of water to the main river. This is important as it will not only shift sand with the rise and fall of tides - especially king tides - but even more so during floods.

We can name at least seven professional vessels that moored in the inner harbour and used the river before the "hole in the wall". They all accessed the main river by way of the Golf Club Training Wall. We believe that the Public Works Department should have a LOT of pressure put on it to repair the wall - it belongs to them?

If something isn't done soon then the rapid build up and movement of the sand towards the "hole in the wall" will make it impassable. If the hole is blocked so that some water flows in and out (as it always did) through the wall, then the inner harbour will not stagnate. The lagoon at the White Albatross and the inner harbour beach behind the V - Wall were always clean water and popular.

The Nambucca River Master Plan Committee could also consider as a long term project, the extension of the break - wall to Wellington Rock, to protect the sand dunes that are now quickly eroding at the end of the present wall and also protect the residents of the White Albatross.

We fully support trying to encourage private enterprise to develop the inner harbour area in the form of a marina or some such development because "the big boys with their big toys also have big bank accounts" and spend accordingly. Port Macquarie foreshores development is a prime example. Who knows, we might have the steam ships calling again?

As a matter of historical interest, Keith Davis, told us that all the islands at this end of the river are man made by the dredges and that

his and Vince Ulrick's oyster racks were covered by sand overnight when the wall broke. That is how quickly the sand is moving in the inner harbour. That is only 1/3 of the river flow that has moved and blocked the inner harbour.

If the Nambucca Shire Council or the Nambucca River Master Plan Committee feels it is necessary, we are only too happy to answer any questions they may have regarding the comments we have made.

Yours sincerely,

Kevin Morrison, Alexander Morrison and Peter Morrison.

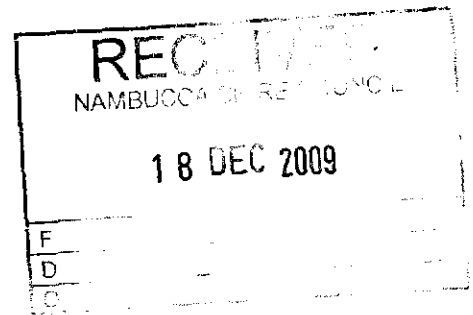
10-12-2009
PER *Kevin Morrison*

17th December 2009

Trevor Johnson

P.O Box 678

Nambucca Heads NSW 2448



Mr Meyers

Nambucca Shire Council

44 Princess Street

Macksville NSW 2447

Dear Mr Meyers

Re: Nambucca River Master Plan Relocation of Boat Ramps

I strongly disagree all of your proposals for relation of boat ramps.

- 1) Relocating Gordon Park Boat Ramp closer to the buildings, have you not seen the sand build up where you propose to move it? The cost would be high to move it and what about the parking? Leave Gordon Park alone, you cannot be serious.
- 2) The closure of the RSL Boat Ramp it is not an eye sore and it is not costing anything to leave it there.
- 3) Quarry Street Boat Ramp I have on regular occasions seen professional fisherman unloading their boats at this ramp, especially on the lower tides, due to you the Council will not do anything about sand build up at Gordon Park Boat Ramp, leave it alone. Lots of people use that ramp to going swimming and snorkelling; I have also seen on many occasions the aboriginal elders and their families regularly using this spot on hot days for swimming and family gatherings.
- 4) Please don't waste any more money or time on these stupid proposals.

Would you not be better off fixing or beautifying the public toilets around the Valley and maybe do something about vandalism and graffiti and stop wasting money on your ridiculous proposals.

Regards

Trevor Johnson

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Nambucca Heads, 2448
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16 December 2009

Mr G Meyers

Director Environment and Planning

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Yours faithfully



Denis Sutton

Joseph Kane

From: Juliet Tilson [juliet@2nvr.org.au]
Sent: Monday, 1 June 2009 17:53
To: Joseph Kane
Subject: Nambucca River Master Plan

Hello Joseph,
thank-you for the interview which was broadcast on 2NVR.

Re: the Nambucca River Master Plan

I have been meaning to send on these thoughts for some time, finally here they are.

I am concerned about the public safety on riverside drive, where people walk along the road rather than on the beaut new boardwalk. This is particularly an issue at night, the road is lit, the boardwalk is not.

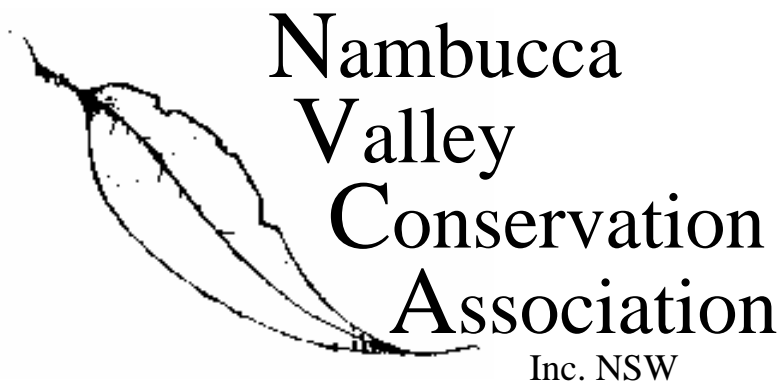
Across the bridge at Bellwood people walk across the highway from the park (Brotherhood?) to the Plaza. An extension of the roadside cable barriers to enclose the park could help reduce this very dangerous practice.

Finally my main concern is with the Beach Stone-curlew which I have sighted 2 years in a row on the sand on the eastern end of Stuart Island opposite the Bellwood park. These birds are **Endangered** and subject to recovery strategies by DEC NSW, including "protect undisturbed beaches, islands, reefs, estuarine intertidal sandflats and mudflats". This and more information is available on www.threatenedspecies.environment.nsw.gov.au/tsprofile

Please include consideration of these concerns in the development of the Nambucca River Master Plan.

many thanks,
Juliet Tilson
65689418

2NVR 105.9FM



P.O. Box 123
Bowraville NSW 2449
Ph.: (02) 6569 5670
Em: nvca@midcoast.com.au
Web: www.nvca.green.net.au

Let's care for the environment ... Life depends on it.

Resource Design & Management
Mr Michael Lamont
Project Director
Nambucca River Master Plan

25 May 2009

Dear Mr Lamont

RE: Community Workshop Issues Paper – Nambucca River Master Plan

The Nambucca Valley Conservation Association (NVCA) is most concerned that its input provided at the Environment Group Workshop at the Nambucca Entertainment Centre on Monday 6 April 2009 was not recorded and presented along with other comments, in the RDM Community Workshops Issues Paper.

Nambucca Valley Conservation Association takes very seriously such opportunities to participate in planning processes which will impact on the local environment. Even though comments might have been repeated in other workshops, accurate recording of points raised at each workshop should have been undertaken to clearly reflect each sector's interests and concerns.

The Issues paper shows in the 'Environmental Interest Groups' section for Study Area 2, only one statement recorded, in Study Area 3 and 4 'nil (!)' recorded and in Study Area 6 and 7, only two comments recorded. This does not by any means reflect this Association's input and comments at the workshop.

Therefore we now provide to you in writing, the comments which were made at the workshop, as follows:

Study Area 2. – Stuart Island

- Aboriginal consultation necessary
- Do not support any development of north end of Stuart Island
- Can be enhanced by strategic planting of vegetation to restrict car movement
- No hard surfaces

Study Area 3 - Bellwood Park

- Upgrade and maintain amenities and soften impact of toilet block with landscaping
- Re-vegetate parking area with local native species to create more shade and amenity
- Do not support a 'theme park' idea
- No development required, natural with picnic facilities is best.

Study Area 4 - RSL area

- Impacts on estuary from Beer Creek need to be assessed and remediated
- Vegetation planted on riparian area of Beer Creek to improve its health
- Do not support further development in this area eg more cafes

Study Area 5 – Gordon Park

Comment about your recording of dot point 2:- Another vehicle link between Bowra St and Wellington drive is not supported as there is already a beautiful road existing. There is also currently a pedestrian link.

Study Area 6 – V Wall

- Impacts from caravan park on study area investigated and remediated
- Improve vegetation in whole area
- Upgrade amenities

Study Area 7 - Sand Island

- Against any development of sand island

Study Area as a Whole

Comment on dot point 5 is not correct. It should read: Do not support dredging of river as it is ecologically and economically unsustainable

(It is also regulated, but that may not stop it from being dredged).

Please note there are two omissions on the attendance table under the Environmental Interest Group column; Cr Anne Smyth and NVCA member Lloyd Ellis were both in attendance.

We received this Issues Paper on Wednesday 13 May with only two days to comment. We consider this inadequate time for volunteers to review and comment on the document, especially given the omissions which have resulted in our needing to collate our comments and present to you in writing. We ask that that our comments be taken into consideration and included in the Issues Paper.

The NVCA will also provide more detailed comments on the Nambucca River Master Plan Preliminary Discussion Paper, for your consideration.

Thank you for the opportunity to participate in this important process.

Yours sincerely, Georgette Allen, President, NVCA
CC Mr Greg Meyers, Director Environment and Planning, Nambucca Shire Council

Joseph Kane

From: james ford [james_ford22@hotmail.com]
Sent: Monday, 25 May 2009 23:24
To: Joseph Kane
Subject: RDM NRMP Feedback Form

This Form was sent by james ford
The Contact details for james ford are as follows.
Phone: 65 689987
Mobile: na
Email: james_ford22@hotmail.com

The following details have been sent
hello guys good luck with this one can u trust the council you are dealing with i believe you guys have already questioned this from what is have seen at the public meeting .Anyway your choice on that one ,lets just say something gets in for a developer with your large expertise feild be hind you can someone please tell me the governing body to control the developers mistakes when my industry is screwed with again????????oysters.....As last time we tried every governing body to hold the developer to his legal enviroment task/laws with no body haveing the power to do anything on site to stop the enviroment pollllution from happening our great council had no money to go on site and stop it them selves 2 years of devestation every time it rained .Please pre arm me with names phone numbers of people who have the powers to stop this from happening again as another west street development would wipe us out but hay that may just make a few council people very happy and a win for !
the developers .How did west street stop pollution 2 years of natural regrowth nothing that the developer did or governing bodies.....even a short answer would be great thank you ..A problem sollution six figure enviromental bonds to fix enviroment problems so that council has money to save our beloved dying river it takes a pretty picture so they think all is good not the case.....there is proof.....

Joseph Kane

From: niftynevio@bigpond.com
Sent: Wednesday, 20 May 2009 4:12
To: Joseph Kane
Subject: plan for Nambucca waterfront

We have looked at your area for development and offering our opinion:

- 1) that the rainforest at Gordon Park be left in its natural state, with the only improvement be to the walk way opposite w'worths car park, and that it remains as a WALK WAY ONLY
- 2) no building on the waterfront or sand island.
- 3) that perhaps you could draw attention to the walk ways with nice signage.
- 4) no high-rise development.

Thank you for asking for our opinioions.

Joseph Kane

From: Edward C. Orrego [ed_orr@yahoo.com]
Sent: Monday, 11 May 2009 16:09
To: Joseph Kane
Subject: RDM NRMP Submission Form

This Form was sent by Edward C. Orrego
The Contact details for Edward C. Orrego are as follows.
Phone: 65647108
Mobile:
Email: ed_orr@yahoo.com

The following details have been sent
Thank You for this opportunity to submit my views on the master plan. As there is no master plan to comment on now I will address my thoughts in general and some remorse which are about.

Firstly let me say I am a carpenter who has lived and worked in the Nambucca valley over the past 30 years. I know the area of the study via visits to friends, the V wall Tavern, swimming and snorkelling the waters and stays in some of the tourist accommodations.

1- Swimming and boat traffic. Swimming can be dangerous from the break in the vee wall all along the way up Wellington Dr. I do not think we should stop the boats or the swimmers but we must mark the boat channel and speed limit better. Boats should be made aware that swimmers have the right of way.

2- The break in the vee wall. It should not be closed. I believe if we close the break the water inside there would become stagnant. I remember many times the swimming at Bellwood Park was closed because of e coli build up, this because of the lack of a flush of the water.

3- Wellington Drive. I am closely aware of the condition of 3 buildings along the section of Wellington Dr where it is a single row of building against the cliff on one side and the river on the other side.

a- The road is very low here and with projected higher sea levels we can expect it to be under water often.

b- The cliff is not stable and in some cases the buildings are holding the cliff back. These buildings are suffering dampness and pressure from the soil build up at the back of the buildings. Mould is a health problem in some of the buildings.

c- The buildings all face south. This means some of the buildings get zero direct sunlight in winter, the rest get very limited sun if any.

c- There is very limited space for development of this area and again with higher sea levels we may lose whatever we invest there or have to invest more money to save what has been already invested.

d- Keeping the road open to the V wall Tavern and the caravan park will mean the road level will have to be raised. This means the buildings will all be behind a dike, making the dampness problems worse.

4- The Caravan park. Will we be able to keep the Park there? If the sea level becomes high enough to push the sand dunes which now protect the park into the park what can be done?

5- Sand Island. I think picnic areas could be set up there and maintained. If sea level rise should flood the area the investment lost would not be too much.

6- Tourist precinct. I understand some would like to develop Wellington Dr as a tourist precinct. For all the reasons above under item 3 of my comments this would be a costly mistake. While the commercial centre of the town is moving to the highway any investment of a tourist precinct nature should be applied to Bowra St.

7- Gordon Park There may be the idea to change the road or worse add a road though Gordon Park. This would be a mistake. What the park needs is improved and perhaps some new walking tracks. It could also benefit from signs up in the town advising the people of the parks existence. Instead of cutting tree for the view a beautiful sign with big pictures of the interior of the park could show everyone what waits them down

there.

8- Marina A small anchorage could be establish in front of Gordon Park.

Joseph Kane

From: John Tait [johntait@westnet.com.au]
Sent: Tuesday, 5 May 2009 14:12
To: Joseph Kane
Subject: River Estuary Master Plan

To Mr Joseph Kane from Margaret and John Tait 11 Lower Lee St Nambucca Heads Tel: 65694445. We've listed up what we'd like to see eventuate from the Master Plan.

1. Keep manmade structures off the Sand Island to preserve the natural panoramic view from the north side of the river looking south.
2. All facilities on the north side of the river to be located back from the river's edge as far as possible to leave the river and the panoramic view (major attractions of Nambucca Heads) uninterrupted and untarnished by man made structures.
3. Keep the inner harbour for passive recreational activities - swimming, snorkelling, canoeing, recreational fishing, recreational (low speed) boating.
4. Toilet facilities: all existing ones to be improved drastically, construct toilet facilities on Stuart Island near the boat ramps (but again, well back from the river's edge).
5. Expand and lay bitumen in the car parking facilities at the west end of the picnic area on Stuart Island making spaces for trailers and for cars. Fence off the carpark from the eastern end of the island with walking access only for the picnickers and those who fish from the island itself.
6. Establish and lay bitumen in the carpark in Gordon Park next to the tennis club (not just for the tennis club but for all users of Gordon Park and the patrons of the nearby restaurants). Often a boggy area made worse by drivers doing wheelies.
7. Redevelop tennis clubhouse to 2 storeys with clubhouse and toilets below and some facility on the first floor with balconies (restaurant? hall for hire?) to take advantage of the river view. Alternative is to move clubhouse close to courts and expand the building as a single floor with access to clubhouse on north side and access to say a restaurant on the south side.
8. Jetty for tinnies to be temporarily tied to to be located in Gordon Park to the west of the boat launching ramp but linked to it. Not for long term mooring
9. Zigzag walk to be created out of the steep Rats of Tobruk Walk making the grades manageable. Seats and tables to be strategically located for resting, for enjoying river view or for picnicking.
10. Walkway down Wellington Drive to be widened and made safer underfoot. Footpath and curbing and guttering to be completed.
11. Remove as many parking and other signs as possible from road edge (eg along Ridge Street) as they are the cause of numerous rear parking collisions. Cause of disenchantment for locals and visitors alike.
12. Heritage and other attractions to be linked into a walk with attractive signage (bronze plaques on rocks) and flyer map with further descriptive material.
13. Map to attractions to be located in Bowra St. Visitors entering the town from the north end up in the town with no idea where the beaches, caravan parks etc are. Similar detailed map to be located at Visitor Information Centre. Could be similar signs in other strategic areas.
14. Upgrade Visitor Information Centre.
15. Introduce program of planting and replanting of trees and shrubs to supplement natural beauty in manmade areas and to replace the vegetation removed by developers, and tree poisoners.
16. Revamp the whole of Bowra St into a trendy tourist precinct with outdoor dining under tree/shade sail canopy with plenty of beautification through coordinated colour scheme plus carefully tended window boxes/planters of non annuals. Need to look at traffic/parking problem perhaps introducing one way traffic or parking in centre of street. Vital for survival of this part of the town now that Coles supermarket/shopping complex has been approved.
17. Need attractive (eye catching and seductive) descriptive and directional signage on new highway and on present pacific highway north and south of both entrances.
18. Homestay program to be introduced to counteract the decline in motel accommodation and to spread the income around and to utilise presently underutilised accommodation (empty rooms, empty granny flats etc). A program already operating for friends and family but could be expanded for those without relatives/friends in the town.
19. Town to go plastic bag free for sake of the river's fish and birdlife as well as to reduce the unsightly garbage in and around the river.

Regards and good luck with producing a fantastic plan that actually comes to fruition - Margaret and John Tait

Joseph Kane

From: rhonda davies [littlewood@activ8.net.au]
Sent: Monday, 4 May 2009 17:43
To: Joseph Kane
Subject: NRMP Teagues plan..doc

Comments on Nambucca River Master plan discussion paper.

Mr. Joseph Kane
Resource Design & Management
Coffs Harbour.

Comments on Nambucca River Master Plan (Teague's Creek)

Section 1. Teague's Creek, Bellwood complex.

Presently the main issue is the existing highway.

- . it precludes any proposal to access the river,
- . no reasonable safe access from highway to river
- . traffic flow is too constant to allow safe entry to river bank
- . limited area for any development of parking/picnic area .

It would be nice in the long term, after the highway is moved further west to see this entire area from Teague's Creek to Bellwood Creek redeveloped as open plan recreation area, fully identifying the entrance to Nambucca Heads.

This would be dependent on the formalization of access point from the new highway into Nambucca Heads.

Upgrade access from Bellwood residential area to residents who currently have to commute via public transport, walk, or drive to Nambucca Heads.

Provide greater access for small water craft to this section of river, there are currently no formal ramps in this area.

Preclude any major residential, commercial structures along the river front.

Provision of suitably designed signage identifying Nambucca Heads and it's attractions.

Upgrade, with a view of providing legal public access along entire foreshore for walking/cycle way.

Secure lease or purchase where required necessary private lands to facilitate access.

Provide stabilization of embankments along river frontage to reduce erosion.

Depth of river purely dependent on tides and sand movement, not really reliable, in the longer term.

Ensure protection of major mangrove and sea-grass communities in the entire area.

These habitats are currently in reasonably good condition.

Investigate, manage any residential/sporting (golf club), run-off that may affect this area.

Section 2. Stuart's Island & Golf Course.

Limited access, non existent facilities for any purpose, fishing, boat use, picnic's etc.

Deliberate intent by Golf Club to limit public access to area.

One very popular boat ramp, that is seriously neglected and does not provide tie-off unload/load boat facilities at ramp or in small creek inlet, to the east of club house.

Lack of definition to car parking areas.

New 2008 culvert opening that may have improved water quality and flow on this arm of the river, is not suitable for two boat trailers to pass each other with safety.

Culvert is subject to high tide levels, flooding and was closed for short periods in April 2008, after heavy rain in area.

Golf course is subject to high tide levels and will be subject to rises in sea levels with future climatic

changes taken into consideration.

Golf course (Stuart's Island), is of significance to local Aboriginal people and is reported Aboriginal burial ground.

Both sides of aquatic area and river edge are still of importance to Aboriginal people.

Needs:

Identify land tenure and access rights.

Upgrade boat facilities.(For small boats, estuary not suitable for large draft boats)

Identify and support use of Stuart's Island by both Aboriginal people for cultural significance, and general public for access and use of island.

Provide definition to car parking/boat facilities, provide toilet facility and picnic tables.

Protect sea grass areas to the north of golf course.

Monitor run-off from golf course, and waste output from club house effectively.

Although probably highly subject to vandalism, promote replanting of native vegetation in pockets on the northern end of the island.

Val Cohen is a **female** Elder of the local Aboriginal community and should be identified as such, in all references.

The last three dot points of this section are misleading, ambiguous and are saying two different things, should be clarified.

Upgrade, with reference to the Nambucca River Estuary Management Plan 2008, (Nambucca Shire Council), all erosion control measures surrounding Stuart's Island.

Section 3. **Bellwood Park.**

One of the main family oriented recreational areas of the study site.

Possibly, for several reasons,

Safe, good swimming/paddling for all family members., close to shop, generally clean open safe grass area, decent picnic facilities & shelters, serviceable but outdated toilet, and has a reasonable set of playground facilities.

Upgrade toilet.

Regularly back fill retaining wall along southern edge of grassed area to maintain visual acceptability.

Provide more native vegetation ,to enhance mature trees in area, that do not have any natural regeneration around them.

Provide more informal seating (table platform & seats) without cover, provide more two/three person seats. Consider placement for mowing purposes.

Investigate land tenure to improve access east from Bellwood Park along foreshore.

Provide marked pedestrian crossing to shop across Riverside Drive.

Identify Aboriginal significance of site.

Upgrade/improve erosion control barriers to reduce natural (wind) and created (boat) on beach area, particularly in vicinity of creek between park and caravan park.

Upgrade caravan park boat facilities, provide tie points/posts for boats on water at ramp.

Section 4. **RSL Club & surrounds.**

Wrong. It is not a "low-key" family recreation area.

It is a car park for the RSL club that just happens to also service the café/restaurant, a bait and tackle shop, and a boat ramp, while providing access to the board walk below the RSL club.

Do not promote elevated car park for RSL, the aesthetics are all wrong.

Upgrade boat ramp, provide tie points for boats on water at ramp.

Narrow channel, any major works could restrict boat access.

Excise area of car park to provide parking for boats/trailers, parking for café and tackle shop.

Recommend improving entry point to RSL car park, on a very bad corner.

Replace and widen boardwalk.

Identify “gophers” and show location of community of such creatures.

Identify Aboriginal significance of area, and promote use of river by oyster farmers.

Section 5. **Gordon Park.**

Site of major historical significance to Nambucca Heads, although not promoted as such.

Remnant rainforest area.

Supposed site of first freshwater well used by early settlers.

Site of early timber mills and boat building activity.

Site of majority of residential community activities for celebratory purposes.

Moderate commercial use, by restaurants in particular, but life span is short for most.

Commercial building on water's edge has been site of several small water oriented/food style small shops over last eight to ten years.

Extension of Bowra Street should not be promoted. The existing access to the waterfront gives a unique sense of arrival and should not be changed at the whim of any developers.

Upgrade boat ramp and provide tie points.

Develop small bay immediately west of boat ramp for boat parking, including small wharf area.

Ramp is frequently used by SES and marine rescue craft, providing quick, deep water access to main river, through the “hole in the wall”.

Deep water is currently on northern side of channel, and any projecting structure may interfere with boat traffic.

Promote Gordon Park historic value (original water source ?).

Develop historic sign/age to cover timber mills and boat building activity, along northern river bank, in conjunction with walking trail.

Upgrade erosion control methods to protect river bank along entire area.

Remove unsafe timbers and stonework previously used for bank stabilization/erosion control.

Retain and upgrade small boat ramps along Wellington Drive to provide river access for canoes/kayaks and small tinnies, separate from main ramp at Gordon Park.

Upgrade Gordon Park toilet facility.

Provide more picnic tables and seats in grassed area at Gordon Park.

Maintain existing building elevations along Wellington Drive, without proposing height increase.

Leave Sand Island as a passive recreation area, not included in study proposal for section 5.

The undeveloped Sand Island is a valued backdrop to views from the V-Wall down the coast and should remain as is. Many tourists have been heard to comment on how special the natural view is and how this is becoming increasingly rare on the coast.

Access can be difficult, and certainly requires use of watercraft, which then would require location and construction of a suitable jetty/wharf, that in turn, the construction of which may interfere with normal river traffic and larger craft using the channel, particularly at low tides.

Limited room for provision of caravan service site.

Only suitable area would be somewhere near Gordon Park tennis court, and may quickly become a park for overnights which would be unsuitable for the area.

Several caravan parks exist in Nambucca Heads to cater for caravanners.

Upgrade toilet facilities at eastern end of Wellington Drive.

Hi-lite water safety issues in proximity to main river channel.

Section 6. **V Wall park** (The Glen, river mouth, training wall and Sand Island).

Major traffic flow, parking problems and access in periods of high visitation.

Extremely high visitation site at Christmas and Easter.

Retain grassed area in front of V-Wall tavern, it is a prime refuge site for families and children, also provides limited shade area.

Turn around at end of break wall could be easily constructed, alternative is to link into caravan park access roads, down northern side of break wall.

Water safety is a major problem when sand bank is visible across water from V-Wall, tourists try to swim across current, which is surprisingly strong on a out going tide.

I personally have seen three groups get into difficulty trying to swim across the river to the sand bank.

Close the “hole in the wall “ and you are going to have a very large sand pit very quickly. Dredging will be long term maintenance on a continuing basis and will both be costly and environmentally unacceptable.

Benefits will be of short term duration. Natural sand drift along this section of coast is south to north.

“Demand for blue water access “, promoted by very few, and I have not heard of any major push for such a proposal.

Nor has there been any “letters to the Editor” promoting this, other than as a response to the late review of Shire’s Estuary Management Plan

Sand bar has traditionally been an inconvenient natural hazard in this river.

Check information in Nambucca Shire Estuary Management Study 2006, and Nambucca River Estuary Management Plan 2008, both prepared and adopted by Nambucca Shire Council.

Why is there a need for “further public and private commercial opportunities”?

Would they be viable?

Will they increase the already significant traffic problem in peak visitor periods,?

Where are they going to be located.?

Upgrade toilet block.

Leave the Sand Island alone.

Study area issues

Dot Point #1. River is shallow, probably because of land clearing. Although has traditionally been a problem.

Dot point #8. Large boats did use the river, as long as dredging was maintained.

Dot Point # 9. Very important. Not really mentioned in any of the study briefs.

Outfall from Shire’s sewerage treatments works at Macksville can be a problem.

Acid sulphate soils are also a problem.

Dot point # 10. You can guarantee it, as well as a big bun fight over environmental issues.

Dot point #15. Can be major problem, not effectively covered by current signage.

Dot point #33. Agreed. Majority of trees in parks are, either getting too old or are not suitable as shade trees. Vandalism will be a problem.

Dot point #38. Vandalism on all structures can be a major problem.

Dot point # 39. Very limited.

General

No consideration given to environment/ habitat or rare species associated with river.

Any development must incorporate environmental impacts.

Should give more consideration for potential loss of sea-grass beds by overshadowing, pollution, additional watercraft use, damage by mooring sites and anchoring areas.

Any recommendations for wharf/jetty structure to consider these areas.

Any recommendation for river bank development to consider impact of overshadowing of sea-grass beds.

As all buildings along water edge throw shadows onto the river bed.

River mouth and sections of the estuary are frequently used by migratory waders on an annual basis.

Use and transient occupation by migratory birds of the river and estuary do not fit the selection criteria required for declaration of a Ramsar Site.

Consider identifying Osprey use of estuary along with White breasted Sea Eagles and Brahminy

Kites.

Dolphin are relatively common in river, and sea turtles seen occasionally.

Estuary also supports migratory tropical, subtropical fish species on an irregular basis depending on off shore currents moving down the coast.

Provide case for better promotion of local important oyster industry.

Rather than promoting dredging and big marinas as one developer desires, we need to promote what is unique and special to the area. We do not desire to be another “Gold Coast”. A small school dedicated to teaching the skills of sailing boats for instance could be a worthwhile business.

Paul Davies

Littlewood @activ8.net.au

671 Valla road

Valla. 2448

Joseph Kane

From: ROSEMARY VERNER [VERNER@VIRGINBROADBAND.COM.AU]
Sent: Sunday, 3 May 2009 12:06
To: Joseph Kane
Subject: RDM NRMP Feedback Form

This Form was sent by ROSEMARY VERNER
The Contact details for ROSEMARY VERNER are as follows.
Phone: 0255092006
Mobile: 0414 555660
Email: VERNER@VIRGINBROADBAND.COM.AU

The following details have been sent

I and most of my friends, would like to see Nambucca river area stay almost as is!!
The main thing is thar we keep the area as natural and beutiful as it is, any thing
that sustains this and the rainforest are needed rainforest made larger if
possible..taking into consideration what they have done in Dorriggo with the rain
forest walk over the canopy should be looked at to be repeated here, also the Museum
is in the wrong place at the Headland where it is at present not so many tourist come
to tht area ,it should be located down by the V Wall area where most of the tourists
go!!! Nambucca is unique in it's natural beauty and any thin that enhanses that is a
win....We don't want too much modernisation in the river area except passive activity
on the river, not fast ski doos and all that type of thing, river trips that show the
beauty of the river banks, they also should be sustained and looked after the sand
flats are actually very good to look at, even though they do hassard!

the smaller boats. that could be looked at in a sustainable way. small rowing boats
on the river and small sedate craft and safe swimming areas for our tourist which we
depend on so much...I have talked to many tourist when walking my dogs by the V wall
and all, with no exception just love the natural beauty of the place with no high rise
and much commercialisation, thats why they return with their children due to all
these things and the safety aspect they feel in a country town...my last idea is that
the Wellington drive area be kept and the idea of a road straight down to the park be
forgotted, driving or walking through that lovely part of the rain forest is unique
and should not be spoiled it was the beuty and tranquil setting tht made us settle
here 12 years ago and we don't want it spoled by all the development that the
developers want..they are only in it for the money and could do better to go to coffs
or Port Maq. which has already lost its tranquil and beutif!

ul vistas...once changed will ruin Nambucca and too late to change. p lease don't
let the developers get our heritage area...tourism is our most sustainable asset and
we don't want to lose it.....could a walk above the wellinton drive area be considered
starting at the proposed road near Woolworths going right over the area and ending up
on Ridge street where the forest walk startsfrom that area. surely something more
could be done there the rain forest is our asset but some people don't realise it's
there. The river up to Maxville could be better looked after and more smaller boating
be itroduced.

Joseph Kane

From: Mac Wilson [macw@activ8.net.au]
Sent: Saturday, 2 May 2009 11:56
To: Joseph Kane
Subject: RDM NRMP Feedback Form

This Form was sent by Mac Wilson
The Contact details for Mac Wilson are as follows.
Phone: 6569 6844
Mobile:
Email: macw@activ8.net.au

The following details have been sent
Perhaps I have been asleep at the wheel or just missed seeing any publicity about this process, but I became aware of the Bowra St information"opportunity (30/4/09) at the last minute. I was unable to speak to the representative there as he was speaking to the same group of 3 people over a period of more than 15 minutes and could not queue for longer. Could the maps showing the areas of consideration, the scope of the plans and any specific objectives. Also, I have yet to see any mention of opening or closing dates for submissionsa

NAMBUCCA HEADS CHAMBER OF COMMERCE & INDUSTRY INC

ABN 47516

PO BOX 404 NAMBUCCA HEADS NSW 2448

EXECUTIVE & MANAGEMENT

President: Ken Winton
Vice President: Ken Rothe
Secretary: Ken Rothe
Treasurer: Lauris White
Management: Chris Davis
Management: Neville Ledger
Public Officer: Ken Rothe

COMMITTEE LEADERS

Special Events: Chris Davis 65686 624
Main Street: Alan Rudge 65689 500
Creek Street: Ken Rothe 65 686 405
Business Dinners: Ken Rothe 65 686 405
Light Up: Scott Gaddes 65687 344
Annual Social: Noeline Winton 65689 844
Street Stall Permits: Lauris White 65686 455

1 May 2009

Attention: **Joseph Kane**
Urban Planner
Resource Design & Management

Email: joseph@resdesman.com.au

Dear Joseph

This letter is to confirm that the Nambucca Heads Chamber of Commerce and Industry placed a petition in selected shops in Nambucca Heads and Macksville between the 4th and 29th January 2007.

The petition stated: That the river estuary is now sand-drowned. Severe silting has adversely effected tourism, boating, water sports and fishing. As a consequence the town economies of Macksville and Nambucca Heads are experiencing gradual tightening of business activity. As the undersigned believe, that the Nambucca River should be dredged.

The petition also stated organized by the Management Committee Nambucca Heads Chamber and Commerce Industry.

5807 signatures were obtained, in favour of the petition, two signatories objected. I personally presented the petition to the Minister of Lands Mr Tony Kelly. It should be noted that petitions were stolen from shops particularly in Macksville.

On analyzing the petition signatories more than 80% were locals.

I would also like to point out a proposal was shown to Chamber Members which had been prepared by a Town Planning Consultant to Council proposing that Bowra Street be extended through the dedicated road reserve between the Blue Dolphin and the tennis courts to allow connectivity between the main street and the river foreshore. This was to encourage tourists to explore our beautiful foreshore and therefore support businesses through tourism

Yours faithfully

Ken Winton
President
Nambucca Heads Chamber of Commerce and Industry
0418 202 209

Joseph Kane

From: ELAINE ARMSTRONG [eja01@bigpond.net.au]
Sent: Thursday, 30 April 2009 10:38
To: Joseph Kane
Subject: RDM NRMP Submission Form

This Form was sent by ELAINE ARMSTRONG
The Contact details for ELAINE ARMSTRONG are as follows.
Phone: 0265687023
Mobile: 0407890860
Email: eja01@bigpond.net.au

The following details have been sent
Why fiddle with perfection I came to live here because of the beauty of Nambucca
Heads. I have sung its praises world wide please do not destroy what nature has
created

Joseph Kane

From: Michael Lamont
Sent: Monday, 27 April 2009 8:48
To: Joseph Kane
Subject: FW: Website Contact page

Joe

[See comments below on NRMP.](#)

Regards

Michael Lamont

From: Pat Curnow [mailto:pekno@bigpond.net.au]
Sent: Saturday, 25 April 2009 9:28 AM
To: rdm
Subject: Website Contact page

Briefly, my comments at this stage would be

- a. Opening the river mouth further to permit entrance of larger vessels would be too expensive and would be a continuing expense.
- b. Historically, any interference or further development of the banks behind Wellington Drive could only prove disastrous due to instability
- c. The Sand Island should be left alone to allow natural use by birds...day trips by bird observers could then become a reality....changes in the river or water levels are likely to remove or erode it at some future time
- d. Keep some of the signage as it is...Nambucca Heads may well benefit from its "eccentricities" rather than becoming like all the cloned shopping centres up and down the coast.

Pat Curnow
Nambucca Heads

River Estuary Draft Master Plan – Comments by John Tait & Edna Stride on behalf of the Gordon Park Rainforest Walks Committee

General –While many residents and visitors appreciate the underdeveloped, fairly natural, appeal of Nambucca Heads, some development is both warranted and inevitable and we do believe that this plan is a blueprint for preserving most of what is presently attractive about the foreshore while sensitively introducing many enhancements. Our overall assessment is one of considerable delight with the document the Consultant has produced, but even though we appreciate that it was not part of the Terms of Reference, we are of course still faced with the challenge of funding this “wish list” in an era of cash strapped local, state and federal government.

We have elected not to praise the many enhancements but to highlight only those few matters we consider to be deficiencies in the Plan.

1. Page 40 Light pole treatment – This needs to be done very well or not at all. We need to avoid the tacky.

2. Page 43 Visitor Information Centre Carpark - Agree with the desirability of an expanded VIC, both building and carpark, but it troubles me that the solution proposed is a carpark on the opposite side of Riverside Drive. How many will perhaps not bother to visit the VIC at all if they have to park a long way away? There is also the danger factor introduced for the pedestrians compelled to cross the busy road. Perhaps the bus stop should be in the new carpark and the new VIC building not so ambitious and not so large so that there is room for some parking adjacent to the building.

3. Pages 49 & 67 Eco Camping on the Sand Island - I'd go along with a pathway and mooring pole sites and even some camping on the Sand Island so long as it is definitely confined to the denuded area mentioned and so long as the tents are screened by trees and other greenery to preserve the “green” view to the Sand Island from the north side of the river. However the reason I would go along with these less obvious developments would be in an endeavour to appease those who are continually pushing for considerable development of the Sand Island (in the form of visible structures: cabins, marina or jetties etc) – but do you think this is good logic or will the permitting of some development just be the thin edge of the wedge? So far as possible I hope we can preserve the untrammelled view looking south from the town towards Scotts Head/ South West Rocks. I believe this is one of the (many) trump cards of the town.

While appreciating that the basis of the eco-use of an area is reliance on leaving nothing more behind than one's footprints, one worry about permitting “eco camping” is that there will be irresponsible people who do not remove their rubbish so that the site could become a disgrace for the town. The matter of no toilet could produce a nasty situation as well. As we do not need to be creating a cleanup task for Council, we also need to be sure that there may be a volunteer organisation prepared to undertake the cleaning of the camp ground including the gas barbecues.

4. Page 59 Tree Lopping Gordon Park – There is no argument to save the Cadagi (just as there is no argument to save other trees in Gordon Park and the rainforest that should not be there (Camphor Laurels, Privet etc). It just happens that the Cadagi is also among the bunch of trees that hinder the water view for some people looking down Bowra Street. I would like to think that the tree removal and tree lopping is not

about improving the view from the Neptune Apartments which were built knowing full well that there was rainforest between the apartments and the river.

Beautiful views do not have to equate with uninterrupted waterviews. There is beauty in a water view framed by trees or seen through trees. It is also not necessary for the water to be seen from all parts of the town. There is satisfaction in coming around a bend or corner and encountering the vistas that we have.

However I suspect that it would be fighting a losing battle to oppose a little extra opening up of the water view from Bowra Street when in the Plan there is so much emphasis on linking the town with the river and also increasing the importance of Gordon Park ("the new hub of foreshore activities"). With a viewing platform somewhere opposite Woolworths and the "large scale sculptural element" there as well, these will desirably have to be visible from up in Bowra Street as part of the connectivity objectives of the plan.

While removal of the Cadagi can happen, it would be folly to lop the trees near it as lopping just results in coppicing, a multitude of thinner trunks/branches growing rapidly skyward. These will not only fairly rapidly impede the water view again but also require regular lopping which is both a nuisance and expensive. While loathe to suggest it when there are mad tree fellers and poisoners around, the best plan would be to selectively thin out the trees among the clump at the top edge of the Rats of Tobruk Walk. This might mean the loss of 2-3 trees in addition to the Cadagi. I reiterate that I hope that this is what the townspeople might appreciate and that it would not be incorporated in the Plan just for the benefit of future owners/occupiers of the Neptune Apartments.

5. Page 62 Backpacker Accommodation – The town needs more holiday accommodation, both motel and backpacker. Greg Meyers said that the location of the proposed backpacker accommodation is in the Road Reserve (owned by the Crown) not on the community's reserve as I had thought. Some day I would hope that the Blue Dolphin Motel will be redeveloped into classy apartments stepped down the hillside so that it seems incongruous (and bad planning) for a high class development to be overlooking cheap backpacker accommodation. I think an alternative site in the town should be found for the backpacker accommodation and the road reserve be used where necessary to get a satisfactory path up the hillside with the correct gradient and width, plus viewing/resting seats.

6. Page 62 Stormwater – As we know only too well in times of a heavy down pour, if only up on the ridge, the stormwater rushes down through the rainforest and can become a 5m wide flood running parallel to the tennis courts trying to reach the river. With all the new provision for carparking and extra buildings in Gordon Park, to avoid flooding it will be necessary, certainly desirable, to expand the pipes several times over to take the stormwater (parallel to the tennis courts) underground to the river.

7. Page 63 Proposed Buildings in Gordon Park – While it is necessary to take into account sea level rise, I think we should knock on the head any suggestion of demountable buildings. They scream cheap and nasty. By all means have a ramp up to a raised building.

Question: Has enough space been left in the park for such popular community gatherings as Australia Day? I suspect not and if that is the case then perhaps it would be better to have one less "mixed use development" buildings (the pair at no 6 on page 62).

We have lost the open space (opposite Matilda's) that has been used by families and groups for touch football, French cricket, frisbee throwing, shuttle cock, kite flying etc but the land is high value and not so often utilised for these activities, so I guess it can be rationalised away as a case of sacrificing some activities to increase the water sports and picnicking usage. Perhaps there is still space at Bellwood Park for the frisbee throwing etc.

8. Page 63 Rats of Tobruk Walk – While there is mention of a dramatic redesign, this needs to be more than widening and the incorporation of a viewing platform at the top. For the elderly and infirm the gradient needs to be made manageable – for example a zigzag path with seats at some switchbacks for rest and recuperation or for just sitting and enjoying the view. The upgrade needs some elaboration in the Plan including involving the RSL and featuring the Rats of Tobruk story and the commemorative plaque (which may not be there now. I cannot recall it though there is a sign saying Rats of Tobruk Walk which is inadequate).

9. Building Heights in Wellington Drive – Pleasing to see that the consultants are recommending building heights below the 20 metres suggested by earlier consultants and that the sensible suggestion has been included that the ground floor not be for commercial premises but for carparking. Repeatedly it has been pointed out that rising sea level, congested roadway, insufficient parking etc mitigate against concentrating more tourist attractions (restaurants, cafes, water sports businesses etc) along Wellington Drive in the approach to the V-Wall.

The reason for the consultant's recommending 15 metres appears to be so that the built form does not overwhelm the green escarpment feature – a commendable reason but there are supplementary reasons that should be included: the instability of the escarpment, the problem of insufficient parking for larger numbers of apartments in higher buildings when additional floors with wonderful views are naturally allocated to apartments and not to carparking.

If there is a danger that even the 15 metre height enables the planning decisions to be taken out of our Council Planning Department's hands with the possible outcome of a higher, bigger development approved with insufficient consideration of the instability of the site and the susceptibility of the site to general sea rise and higher king tides, then it would be preferable to lower the maximum height even further.

John Tait
Edna Stride

Joseph Kane

From: James Tedder [jtedder@bigpond.com]
Sent: Thursday, 28 May 2009 12:42
To: Joseph Kane
Subject: Nambucca Estuary Study

The following comments are made on behalf of the National Park Association Three Valleys Branch

The statement (page 3) " that the natural beauty will respond well to innovative urban landscape design solutions" is in our opinion not only false but quite contradictory.

Nambucca River Estuary Process Study 2000 (p.11) bank erosion is particularly serious in the Warrell Creek. We believe that very little is caused by the wind as it rarely blows across the creek but parallel to the water course. It has been scientifically proved that boat wash has a different pattern and causes more erosion than wind. By far the best way to control erosion is to protect the banks where ever possible by mangroves which can best be established behind small rock wave breakwalls established just off the banks. We do not understand (p13) the comment that the tourist industry considers the estuary is under utilised except during peak holiday times. Are we about to embark upon a campaign to have all visitors go fishing in boats or water skiing just to fill up the river with activities. Many visitors achieve what they wish from walking beside it or sitting and admiring the tranquil scene.

NR E Management Plan 2008 (p.14) has some excellent suggestions but we would wish to see a higher priority given to point 20 on possible sea level rises. Even half metre rises when coupled with high tides, floods and storm surges would have very significant impacts on much of the lower estuary.

Beaches of the NSW Coast (p.14) Mention is made of Shelly beach which is not only a boat launching place but popular with swimmers. There are at times serious conflict between these two uses and the study should give careful consideration to solving this problem.

Nambucca Structure Plan 2008 (p.20) We doubt that the predicted rate of growth will be 2% per year. To date in good economic times the rate has been less than 1%

We question the need for zoning for tourism purposes -it is often used to establish small urban areas. There may be some justification for large resorts but holiday houses and flats surely do not justify a special zone.

In the recommended actions there is mention of providing better access to the islands and peninsulas. These islands are essential for the bird life of the estuary where they can nest and rest without dogs and foxes. The less human visitors the better. At least one threatened bird species -the beach curlew often nest on these islands. If by the peninsulas the report mean the entrance to Warrell Creek then the same applies. Besides some of this land is owned by the Aboriginal people and they may have something to say about "opening up" these areas. On the sea side of Warrell creek is an important nesting area for the threatened little tern and the least number of people who visit the better.

Promoting water side dining is great for visitors but it removes the ability for the public to walk along the river bank. In any case such diners are busy with their food and conversations and pay little attention to the view.

The suggestion (p.21) that the entrance to the river be dredged is obviously made without knowledge of what happens up and down the coast with river estuaries and the movement of sand north. There would have to be a sand pump as at the Tweed or a full time dredge and the impact upon the beaches further north may be serious.

(p.37) There are some statements here which we question. What is meant by "upgrading the present pathway from the CBD" Does this mean converting to a road. It is in our opinion quite suitable as a pathway to the river.

The threat to put signs and "landscaping" in the rainforest area on Wellington drive is a worry.

Let the forest speak for itself with visitors doing their own interpretation. We certainly agree some small signs identifying the various plants would be useful. There is certainly need to find ways to hide the ugly building holding Woolworths. There is no need for a marina

On p.38 there a statement that heritage connections are missing. Surely the interesting signs along the board walk are satisfactory. The board walk is excellent and we congratulate the Council. How can it be classed as dated ? There appears to be a desire to fill the town with signs -surely it should be left to the visitor to "discover " for themselves. That surely is one of the delights of visiting a new place. The idea of another road behind Wellington drive does not appear to have considered the potential of landslips which occur

James Tedder for NPA Three Valleys Branch

Joseph Kane

From: Tim Woodward [tim.woodward@nambucca.nsw.gov.au]
Sent: Tuesday, 20 October 2009 6:06
To: Joseph Kane
Subject: RDM NRMP Submission Form

This Form was sent by Tim Woodward
The Contact details for Tim Woodward are as follows.
Phone: 0417 271 378
Mobile:
Email: tim.woodward@nambucca.nsw.gov.au

The following details have been sent
I would like the Bushland Friendly Nursery Scheme also included within the plan. This can be accessed via website or i can provide hard copies of the recently updated and reprinted version. Also I would like the Thumb Creek Rainforest Nursery listed as a local supplier of local provenience plants, including tube stock for re-planting degraded sites.



Appendix C

Memorandum of Understanding – Generic (MOU)



MEMORANDUM OF UNDERSTANDING
(Generic)

Relating to the Nambucca River Masterplan
(NRMP)

BETWEEN

NAMBUCCA SHIRE COUNCIL

-And-

ENTER RELEVANT AUTHORITY HERE

MEMORANDUM OF UNDERSTANDING dated:

PARTIES

NAMBUCCA SHIRE COUNCIL ("Council")

And

(enter relevant authority here)

MEMORANDUM OF UNDERSTANDING

To create a formal agreement and understanding between Nambucca Shire Council and *insert relevant authority here* supporting the Nambucca River Master Plan and its Implementation Plan.

The Nambucca River masterplan provides a documented framework which deals with issues and identifies opportunities associated with the use of the waterway and the foreshore and includes proposing new facilities. The masterplan considered the needs of end users, the current issues and their potential for further impacts.

1. Aims of the Masterplan are to:

- Improves the public domain in and around the study area and enhances recreation and tourist facilities;
- Investigates opportunities to increase activity on the River (passive, active, recreational and investment);
- Improves movement networks and linkages between traffic, parking, pedestrian and cycle ways including connectivity to and between the business areas and the study area;
- Meets the competing and complementary needs of the local community, aquatic industries, river users and visitors to the Nambucca Valley whilst maintaining and/or improving the environmental qualities of the area, including river water quality and habitat, while ensuring a proper balance between conservation and development;
- Identifies ecological context, noting potential threatened species and significant habitats within the study area;
- Identifies the Aboriginal cultural heritage significance of the study area through the involvement of the local Aboriginal community and through relevant and appropriate survey;
- Seeks a reasonable balance between private investment and public works expenditure;
- Provides for increased usage of the study area and lower foreshore precinct through improved security and safety for users, business operators, residents and visitors;
- Improves access for emergency services;
- Meets/fulfils the statutory requirements of relevant government departments/authorities for approvals for ongoing and future applications to implement the actions in the Master Plan.

2. PRINCIPLES OF THE MASTERPLAN

The following principles are to be agreed to by the Nambucca Shire Council and *insert relevant authority here*.

It is vital that the custodians of the Nambucca River protect its natural assets and develop them in keeping with high standards of environmental awareness, regard to its cultural past and in a way which enriches its coastal character. To attain this goal the Nambucca River Masterplan recommends a series of design principles which can be implemented through a staged approach.

- 1) The protection of remnant vegetation, the strategic enhancement of vegetation and in some places establishing new areas for revegetation. It is critical to protect all riverine and escarpment indigenous vegetation.
- 2) The long term realignment of the highway to allow for more diverse use of the river bank and provide for its long term stabilisation.
- 3) The enlargement of the Nambucca Visitors Centre, as an entry point, to further promote tourism and interpret local industries to the wider public.
- 4) The instigation of a coordinated cultural route or "River Way" experience, which will update the existing plethora of interpretive material into one style with a set of standards applied to guide finishes, dimensions and content.

It would be advantageous if the Aboriginal community could become actively involved in the formation of this "River Way" experience. In conjunction with the path network is the introduction of both large and small sculptural elements which will give Nambucca a new legibility.

- 5) Updating all pathways / boardwalks to a width of 2.2m so that all users can be accommodated. All pathways are to be linked and this connectivity is visually reinforced through the use of street trees, coordinated signage and sculptural elements.
- 6) Upgrading facilities on the northern tip of Stuart Island, which will provide for improved parking, an amenities block, day use facilities, constructed roading, and the enhancement of existing vegetation cover.
- 7) The upgrading of Bellwood Park into a water themed family park and further encouraging swimming in the Nambucca River between Bellwood Park and Stuart Island.
- 8) The possible introduction of rock fillets to regain bank edge stability at specific locations (to be further investigated for feasibility).
- 9) The eradication of weeds within the study area.
- 10) Monitoring and protection of seagrass and mangrove communities.

- 11) The redesign of Anzac and Rotary Park to facilitate greater use and unite the areas with the adjoining RSL precinct.
- 12) To remodel the RSL precinct to create greater vibrancy and commercial activity along the water's edge.
- 13) To redesign Gordon Park and its approaches so that it can be accessed by pedestrians from all sides. Gordon Park is to be revitalised as a central green gathering space that has additional parking, commercial activities and a revitalized public wharf and mooring area that will facilitate increased river/foreshore use.
- 14) To redesign the V Wall and Tavern car park area to rationalize parking, enable a turnaround, provide for emergency vehicles and allow a new green park to be placed along the foreshore edge.
- 15) The creation of a dune care project which addresses upgrading access to Shelly Beach whilst rehabilitating the dune/foreshore area.

3. KEY OUTCOMES FOR EACH PRECINCT

Both parties agree to implement the Nambucca River masterplan as outlined below and further detailed in the Masterplan Document

3.1 Teagues Creek (Highway Precinct)

This area presents opportunities to utilise the interface between the residential area of Bellwood and the presence of deep water within the Nambucca River more effectively. The existing infrastructure of roadway and boat hire premises is a logical basis from which to improve the utilisation of the river as long as the issue of access over the river bank is addressed.

3.2 Pull-over Lookout Point (Highway Precinct)

This area presents expansive views along the Nambucca River. The river bank at this point is denuded of vegetation, has weeds growing on the bank edge but has a slope which enables easy access to the edge. It is proposed that this is a logical point to introduce a formal pullover, picnic point for travellers and/or locals. With some bank reshaping, the installation of parking bays, picnic tables and bins combined with an accompanying planting plan this area can become a scenic location that takes full advantage of the views offered.

3.3 Brotherhood Park (Highway Precinct)

It is recommended that Brotherhood Park remain essentially as it is. Facilities will require upgrading in future and these are to be in line with the style and materials recommended for shelters, seating and general recreation facilities.

3.4 Highway Precinct Alternative Strategy

This design has been provided based on the potential for the existing road to be completely realigned. This scenario would see a new local road installed as far west in the road corridor as possible to maximise public land on the river front.

3.5 Entry Point - Information Centre (Highway Precinct)

This is an opportunity to vastly improve the entry point to Nambucca Heads and promote a whole range of activities and attractions particular to Nambucca. The proposed building with signed and painted exterior walls will become the entry focal point for visitors. This will be further enhanced by the placement of a vertical sculpture on the other side of Riverside Drive associated with a much expanded car park to cater for cars, coaches and trailers.

3.6 Stuart Island Precinct

Stuart Island is predominantly used as a golf course with the very northern extent of the island functioning as a low key park and boat launching facility. The Nambucca River Masterplan supports the continued use of the island as a golf course with appropriate strategies to be adopted for bank stabilisation and the retention and enhancement of indigenous vegetation. It has been recognised that the island includes a number of historically significant sites that should be identified and interpreted as part of the "Cultural Route" for the Nambucca River foreshore.

3.7 Bellwood Park

Proposals for Bellwood Park and its access seek to enhance the way the park is already used and to create a strong theme to the park that reflects the riverside location. Strategies for revegetation and new planting seek to stabilise the existing park subgrade and to provide for the longevity of the park landscape and river edge.

3.8 RSL Precinct

The RSL precinct is to become a revitalised and focal meeting place for dining and commercial activity along the foreshore. This precinct will undergo a substantial physical change, incorporating a range of built structures and hard urban treatments to bring a more sophisticated level of development to the foreshore. Civic buildings, restaurants, cafes, retail, accommodation and commercial activities are all considered appropriate within this precinct.

3.9 Gordon Park Precinct

Gordon Park is set to become the new hub of foreshore activities. New connecting links will enable ease of access for pedestrians from various entry points. The introduction of further commercial premises and the upgrade of a public wharf should further attract use.

Community facilities such as a defined market space will provide a sense of purpose to the location. Overlaid on the facilities is the introduction of sculptural elements which will link the foreshore and reveal areas of interest and intrigue.

3.9.1 Wellington Drive

It is recommended that strategies for this area hinge on the rehabilitation of the river bank edge as current trends show that in its present condition infrastructure such as paths and road pavement may be at risk of undermining. Primarily it is recommended that the introduction of rock fillets be investigated. This is to be combined with some grouped hand planting of vegetation on the strip of bank available.

3.9.2 Gordon Park

Gordon Park is to be redesigned to become a major foreshore destination. Vehicular access to the park is to be enhanced with new carparking areas. The existing boat ramp has been identified as being well utilised and has been retained. Access to the boat ramp has been redesigned to create a unified park space that takes advantage of the broad expanse of river frontage.

Pedestrian access to the park will be enhanced both along the foreshore and from the town centre. Proposals for the park seek to create a large flexible space with opportunities for commercial premises. Spaces and connections have been kept simple in layout, particularly close to the waterfront, to maximise the outlook to the river.

3.10 Sand Island Precinct

Sand Island is not recommended for any substantial form of structured development. The island is dominated by fragile endangered ecological communities that host

fauna of equal ecological significance. To suggest the possibility of large scale development would be irresponsible and likely conclude in refusal by a variety of approval authorities.

3.11 Dune Area / connection to Shelly Beach - V Wall Precinct

This area sustains pressure from natural forces such as wind and wave action on a daily basis and is changeable by nature. To sustain human use it is recommended that steps be taken to shore up and rationalise the existing path network. In addition revegetation and dune rehabilitation should be carried out to ensure greater stability to the area.

4. TERM OF MEMORANDUM

The Parties agree that the Memorandum:

- 4.1 will come into effect on the date of its signing by the Parties; and
- 4.2 will remain in force until it is terminated by any Party upon giving three months written notice to the other Parties.

5. MODIFICATION

Any modification or amendment of the Memorandum must be in writing and signed by all Parties.

6. LEGAL EFFECT OF MEMORANDUM

- 6.1 The Memorandum records the current level of understanding between the Parties and is a record of their intention to collaborate with each other to achieve beneficial outcomes for the Nambucca River Masterplan.
- 6.2 The Memorandum is not intended to create legally enforceable obligations on any of the Parties.
- 6.3 The Parties also agree that the Memorandum does not constitute any offer or invitation which is capable of acceptance.

7. FUNDING AND FACILITIES

- 7.1 The Memorandum arrangement has no financial obligation on any Party.
- 7.2 The funding of any activities under the Memorandum, the provision of facilities and/or resources will be in accordance with detailed terms to be agreed to by the relevant Parties in each implementing arrangement or contract (if any).

8. CONSULTATION

- 8.1 The Parties agree to consult with each other on an ongoing basis or upon the request of another Party regarding any matter relating to the terms of the Memorandum.
- 8.2 The Parties will endeavour, jointly in a spirit of cooperation and mutual trust, to resolve any difficulties or misunderstandings which may arise.

9. COPYRIGHT AND INTELLECTUAL PROPERTY

- 9.1 The Parties acknowledge that during the course of their dealings under the Memorandum, they may provide each other resource materials of various kinds including, but without being limited to, any code, guides, manuals and other texts, or documents of any kind whatsoever.
- 9.2 To the extent that each Party may have Intellectual Property Rights in any such Materials, written notice of which must be given by the Parties to each other, the Parties acknowledge and agree that Intellectual Property Rights in the Materials remains the absolute property of the Party providing the Materials.
- 9.3 No Party will copy any other Party's Materials without the prior written consent of the other Party and, then on such terms and conditions as may be agreed between the relevant Parties from time to time.
- 9.4 The obligations as to Intellectual Property Rights under this Clause survive any expiry or termination of the Memorandum.

10. CONFIDENTIALITY

10.1 Each Party agrees to treat as confidential all confidential information obtained from another Party in connection with the Memorandum and must not divulge such information to any other person

10.2 Subclause 1 of this Clause does not apply to information which was rightfully in the possession of a Party prior to the execution of the Memorandum or which is already public knowledge or becomes so at a future date (otherwise than as a result of a breach of this Clause).

10.3 The obligations as to confidentiality under this Clause survive any expiry or termination of the Memorandum.

11. CONFLICT OF INTEREST

If a conflict of interest arises between the Parties or is likely to arise:

11.1 as soon as learning of the actual or likely conflict, the identifying Party must give written notice to the corresponding Party of the actual or likely conflict; and

11.2 upon receiving such notice or otherwise learning of the actual or likely conflict, the relevant Party must take such reasonable steps to either resolve or otherwise deal with the conflict.

12. EMPLOYEES AND AGENTS

The Parties acknowledge and agree that any act, matter or thing which either is required to be performed or done by a Party pursuant to the Memorandum may be performed or done by a Party's duly authorised employees or agents.

13. EXCLUSION OF IMPLIED RELATIONSHIPS

13.1 The relationship between the Parties is only that of independent contractors with several rights, liabilities, duties and obligations set out in the Memorandum.

13.2 No Party is deemed or construed to constitute any Party a partner, joint venturer, principal, agent or fiduciary of any other Party.

13.3 No Party has the authority to act for or to incur any liability or obligation on behalf of any other Party except with the express written authority of that other Party.

14. PARTIES REPRESENTATIVES

14.1 Nambucca Shire Council:

Name

Position

Address Line 1

Address Line 2

Address Line 3

Telephone:

Email:

17.4 *enter relevant authority here*

Name

Position

Address Line 1

Address Line 2

Address Line 3

Telephone:

Email:

EXECUTED as a Memorandum of Understanding

SIGNED for and on behalf of the)

Nambucca Shire Council)

by the)

Title.....

In the Presence of:

.....

[WITNESS' SIGNATURE]

.....

[NAME OF WITNESS]

Dated.....

SIGNED for and on behalf of the)

Insert relevant authority here)

By)

)

)

)

In the Presence of:

.....

[WITNESS' SIGNATURE]

.....

[NAME OF WITNESS]

Dated.....