

Ulladulla Harbour Concept Plan (refer to Plan A)

(Note: development to be staged over the planning period of 25 years)

Project Element	Plan Reference Note	Description
Harbour Entrance		
Breakwater Extension	7.1.1.1	<p>Improvement in the wave climate within the existing harbour area is fundamental to the success of proposal. The provision of a 90m extension to the southern breakwater of the harbour could:</p> <ul style="list-style-type: none"> • allow the full use of the limited harbour waterway for boat mooring; • encourage the use of the northern boat launching ramp which is currently unpopular (<i>wave issues</i>) reducing pressure on the overcrowded southern boat ramp and solve associated conflicts and parking issues; and • mitigate wave erosion issues on the western foreshore and associated shoaling of the entrance to Millard's Creek. <p>The configuration of the breakwater extension is a preliminary, conceptual design. Further detailed investigations of wave climate and navigational issues are necessary before detailed design.</p>
Navigation Track	7.1.1.2	<ul style="list-style-type: none"> • slight deviation from the existing navigation track necessary entering the harbour; • depths along the new track are comparable to existing conditions; • some concerns raised by stakeholders regarding potential compromise of navigation during certain conditions before vessels enter the lee of the new structure; and • compromise is considered to be outweighed by the overall benefits gained within the harbour. <p>A further detailed investigation of navigation issues is necessary to optimise the design of harbour wave climate improvement measures to ensure a safe navigation route is possible. Modification to the breakwater extension and navigational aids to be considered in subsequent phases of project (<i>detailed design</i>).</p>

Project Element	Plan Reference Note	Description
Northern Recreational Boating Precinct		
Fixed Timber Finger Jetty	7.1.3.1	<p>Jetty to provide the following benefits:</p> <ul style="list-style-type: none"> • fair weather wharfage for large transient craft on the eastern side of the structure; • additional wave protection for the northern recreational boating precinct through the utilisation of wave screens (<i>or similar structures</i>) along the length of the wharf; and • structure from which to attach floating pontoons style berths as part of the marina facility.
Marina Timber Boardwalk	7.1.3.2	<p>Boardwalk over rock shelf to provide foreshore area for the following activities:</p> <ul style="list-style-type: none"> • a structure from which to attach floating pontoons style berths as part of the marina facility; • foreshore access for pedestrians so that waterside circumnavigation of the harbour is now possible; and • café style facilities with an intimacy to the harbour and marina to encourage use of the foreshore.
Marina Style Floating Berths	7.1.3.3	<p>Marina style berthing facilities as described below:</p> <ul style="list-style-type: none"> • staged provision of approximately 200 floating berths will utilise the limited space to meet the future demands; • designed in accordance with Australia Standard AS 3962-2001 using an average design vessel of 12m in length with provision of vessels up to 25m in length; • feasibility level design only, further detailed design of the layout necessary once environmental design parameters are known (<i>wave study</i>); • A number of holding bay berths will also be provided adjacent to the northern harbour boat launching ramp for boats waiting to be launched or retrieved; • possible alternatives to achieve the same density of moorings in less favourable conditions are; i) using rough water mooring systems (<i>with or without the provision of floating access pontoons</i>) or, ii) a fixed mooring system in the most adverse of design wave climates; and • dredging of the area to navigatable depths would be required. Dredged material could be used in beach nourishment and stabilisation along the western foreshore of the harbour.

Project Element	Plan Reference Note	Description
Northern Recreational Boating Precinct (cont...)		
Skeleton Marina Facilities/Amenities and Restaurant	7.1.3.4	<p>Building development to provide facilities and amenities servicing the marina including the following:</p> <ul style="list-style-type: none"> • access and drop off service road; • links from service road to the marina berths would require both pedestrian walkway and lifting mechanism for heavy gear; • minimum amenities for marina guests (<i>marina showers, bathroom and laundry only</i>) in an attempt to maintain as much open space with Rotary Park public reserve as possible. Marina offices and more extensive associated services would be provided in the commercial development of the southern side on the harbour within the Working Harbour Precinct (7.1.7.2); • linkage to be provided between northern and southern precincts by water (<i>e.g. small boat</i>) and land (<i>e.g. golf cart</i>) taxi services; • restaurant to take advantage of the superb outlook of the location and encourage further public use of the foreshore area. The restaurant facilities would be run in association with the boardwalk café; and • Separate public amenities would also be provided.
Rotary Park Reconfiguration	7.1.3.5	<p>Reconfiguration to consolidate the parking facilities into the north eastern corner of the park would be undertaken including:</p> <ul style="list-style-type: none"> • optimising the mix of open space and car and boat trailer parking arrangements; • provision of angled street parking in surrounding streets to service the park and proposed marina facilities; and • keeping native vegetation as a priority while existing pavement within the park is reduced and reconfigured.

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Northern Recreational Boating Precinct (cont...)		
Apartment Development	7.1.3.6	<p>Located diagonally opposite Rotary Park on the block of land (<i>currently zoned for business - tourist accommodation</i>) adjacent to the existing police station rather than within the recreational reserve itself to achieve:</p> <ul style="list-style-type: none"> • preservation of open space on the foreshore of the harbour within Rotary Park; • up to 30 luxury apartments could be provided on the block of land; and • an outlook over the park, foreshore areas and harbour and maintain a link to the new Northern Recreational Boating Precinct and associated marina facilities through the open foreshore park.
Western Foreshore	<p>7.1.4.1</p> <p>7.1.4.2</p> <p>7.1.4.3</p> <p>7.1.4.4</p>	<p>Works to the western foreshore of the harbour to improve the public amenity and access in this area. Dredged sand removed to create the marina within the northern portion of the harbour utilised to widen and improve the alignment and profile of the foreshore and beach areas. Work activities to achieve this outcome and to compliment the works as follows:</p> <ul style="list-style-type: none"> • stabilisation of beach and Millard's Creek entrance - "soft-rock" groynes to maintain beach alignment and profile in reduced wave climate. Navigatable depths maintained; • foreshore park widening - larger area of foreshore park by reclaiming/landscaping pavement on the eastern side of the Princes Highway and beach profile nourishment. Compensation for lost car parking provided by formalised parking in Church Street with pedestrian links to foreshore; • terraced park - as suggested in previous planning reports. Links the western foreshore park and the commercial area in the south western corner of the harbour area, provision of public amenities; and • pedestrian bridge (<i>separate from road bridge</i>) - improved pedestrian access across Millard's Creek linking the western foreshore area with the northern recreational boating precinct

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Civic Centre/Town Square	<p>7.1.5.1</p> <p>7.1.5.2</p> <p>7.1.5.3</p> <p>7.1.5.4</p>	<p>Provision of a cultural centre in the form of a Town Square. Space for harbourside markets, and other festive occasions (<i>“blessing of fleet” associated festivities</i>) resolving conflict with these types of activities being undertaken within the Working Harbour area. Key works include:</p> <ul style="list-style-type: none"> • town square landscaping (<i>including reclamation of parking area on west of highway for open space</i>), public amenities and pedestrian links to other foreshore areas; • picnic and BBQ facilities along Millard’s Creek to encourage the passive recreation value of the area. • parking station - behind the existing Civic Centre building to optimise car parking space. Would service harbour foreshore users, Town Square and Civic Centre patrons, the northern marina development and associated facilities, and general Ulladulla town traffic; and • Princes Highway modifications - traffic calming measures to encourage traffic along the alternate route (<i>St Vincent St</i>). These traffic alteration measures have been planned with the understanding that there will be a Princes Highway bypass located to the west of Ulladulla built within the planning period (<i>i.e. 25 years</i>).

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Commercial Precinct	7.1.6.1	Redevelopment of this area to take advantage of the natural amphitheatre outlook over the harbour and to improve the visual and passive recreational amenity of the foreshore. Encouragement for private landowners within the commercial area to turn premises to face the harbour rather than the Princes Highway or Wason Street, as presently the case. Accompanying works on adjacent public land to compliment as follows:
	7.1.6.2	<ul style="list-style-type: none"> • foreshore boardwalk - pedestrian only area to create a greater intimacy with the harbour. Ground level commercial premises will front this pedestrian area with opportunities for alfresco dining and the like; • boating facilities relocation - the southern harbour boat ramp and the Council slipway to be removed and replaced, or compensated for, with alternate facilities elsewhere in the harbour (<i>northern boat ramp improvements, dry stack storage and launching facility</i>); and
	7.1.6.3	<ul style="list-style-type: none"> • Council carpark - expansion opportunity for car parking for the harbour, CBD and surrounding areas to relieve foreshore parking pressures through creation of consolidated and space efficient parking (<i>multistorey</i>). Provision of pedestrian friendly linkages to the harbour foreshore and CBD. Opportunity for apartment development above carpark.
Working Harbour Precinct	7.1.7.1	<p>This high use area of the harbour is currently under pressure from overcrowding, safety, maintenance and access issues. The implementation of works elements below are identified as a priority:</p> <ul style="list-style-type: none"> • floating berths - immediately alleviate overcrowding, safety and access issues within the small inner harbour between the historic stone jetty and the "T jetty". This would involve the dredging of this area to a uniform navigable depth. Dredge spoil (<i>mainly "soft rock"</i>) would be used to reclaim a small area of foreshore in the southern corner and improve the alignment of the inner harbour area.
	7.1.7.2	<ul style="list-style-type: none"> • commercial/port operations - A two storey redevelopment (<i>limit to the height of existing buildings</i>) of the southern foreshore area to provide commercial opportunities and to contain port and marina management operations. Specific operations include: <ul style="list-style-type: none"> ➤ marina land based facilities for the northern recreational boating precinct; ➤ general port operations management; ➤ marina and marine tourism related businesses (<i>including areas for current operations e.g. UFC, Royal Volunteer Coastal Patrol (RVCP) and Abalone divers</i>); ➤ general retail businesses and services (<i>e.g. fast food outlets, clothing stores, tourist information, public toilets and amenities</i>); ➤ Government agencies (<i>e.g. NSW Maritime</i>); ➤ consolidation of the existing Ulladulla Fisherman's Co-op (<i>UFC</i>) operations, a

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Working Harbour Precinct (cont...)	<p>7.1.7.3</p>	<p>declining fishing industry, and increasing tourism related industries to provide a "Fish Market" trading/tourist attraction area on the foreshore of the inner harbour; and</p> <ul style="list-style-type: none"> ➤ some additional ground level parking . <ul style="list-style-type: none"> • dry stack boat storage and harbour working area - facility to store and launch/retrieve approximately 100 vessels to meet future demands for boat mooring/storage despite a limited waterway area. The use of the launching/retrieval forklift to double as a method of removing vessels from the water to be placed on a hardstand within the "Harbour Working Area" for maintenance. The "Harbour Working Area" will include: <ul style="list-style-type: none"> ➤ the existing slipway operations; ➤ dry stack boat launching pad; ➤ dry stack boat mooring holding bay; ➤ boat maintenance operations; ➤ area for general harbour works; and ➤ no public access (<i>fenced</i>) to improve health and safety concerns for harbour operations and include an enclosed working shed area for containment of air borne environmental contaminants associated with boat maintenance works.
	<p>7.1.7.4</p>	<ul style="list-style-type: none"> • possible future berthing duplications - demand driven (<i>additional large vessel accommodation</i>)

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Southern Accommodation Precinct	<p>7.1.9.1</p>	<p>Upgrade of the existing caravan park to resort style accommodation to address the lack of upper to luxury style accommodation establishments with the potential to attract the higher end, affluent “week-end escape” tourists of reasonably sized conference groups from Sydney, Canberra and Wollongong.</p> <ul style="list-style-type: none"> • eco resort - preserving the ecological values of the site and its surroundings. Graded development strategy for the site with the most dense development (<i>reception, conference facilities, pool, restaurant etc.</i>) occurring at the western end of the site gradually reducing to minimal development (<i>provision of unpowered camp site amongst natural bush</i>) at the eastern extremity of the site. 110 accommodation suites/bungalows and associated facilities to be built. Facilities include: <ul style="list-style-type: none"> ➤ reception and offices; ➤ accommodation suites/bungalows; ➤ conference facilities; ➤ car parking; ➤ swimming pool; ➤ food and beverage outlets; ➤ gym; ➤ amenities/laundry; ➤ recreational facilities (<i>tennis, beach volleyball</i>); ➤ camp kitchen; ➤ camp sites (<i>powered</i>); and ➤ camp sites
	<p>7.1.9.2</p>	<ul style="list-style-type: none"> • public foreshore reserve - public reserve to remain along the foreshore escarpment. Upgrade to the coastal walking track that continues through Warden Head Reserve to the lighthouse on Warden Head. Improved access to the southern harbour beach and ocean pool from the eco-resort area, along with public parking for uses of this ocean pool area and the coastal walking track.

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Public Amenity Improvements		
Northern Harbour Beach and Rotary Park	7.1.2	<ul style="list-style-type: none"> beach unsuitable for any development (<i>low dune crest and, narrow berm and backbeach areas</i>). dune rehabilitation and formalised accessways is intended to attract families and link to BBQ facilities, community hall, coastal walkway, viewing platforms and park areas on the top of the adjacent coastal bluff.
Southern Harbour Beach and Ocean Pool	7.1.8	<ul style="list-style-type: none"> additional BBQ and picnic facilities and other upgrades to existing public amenities in this area will assist in providing opportunities for families to utilise the harbour foreshore area. Pedestrian links to this area from Work Harbour Precinct and Southern Accommodation Precinct
Walkway and Lighting Strategy	7.1.10	<ul style="list-style-type: none"> pedestrian linkage from the coastal foreshore walks, parking and commercial areas to along the harbour foreshore. Public access and walkways has been denied in the harbour working area. Access is still provided to view the outer harbour along the crest of the southern breakwater. Night lighting along these paths and of major harbour features will provide round the clock amenity of the foreshore in a safe environment. Harbour pedestrian walkways to link with coastal walks through nature reserves on both the northern (<i>interpretive walks on Ulladulla Head</i>) and the southern headlands (<i>Warden Head lighthouse walk</i>).