

KIAMA HARBOUR REVITALISATION ACTION PLAN

Kiama is part of the traditional lands of the D’harawal and Wodi Wodi people. The D’harawal and Wodi Wodi people are acknowledged as the traditional custodians of the country where Kiama was settled.

When referring to Country as a concept relating to Aboriginal peoples and their culture, it’s important to acknowledge that Country is at the core of every Aboriginal person’s identity and sense of belonging.

We acknowledge and pay our respects to Elders of the Country past, present and emerging. We acknowledge that the traditional custodians of this Country have an obligation to care for Country.

The Kiama Harbour Revitalisation Action Plan has been developed by a cross-government collaboration:

Project sponsor
Maritime Infrastructure Delivery Office
(Transport for NSW)

Project partner
Kiama Municipal Council

Design Governance and Management
Government Architect NSW (Department
of Planning, Industry and Environment)

Urban Design
Bennett and Trimble

Project Working Group members
NSW Ports Authority, and Department for
Regional NSW

Participating Stakeholders
Kiama & District Chamber of Commerce; Illawarra
Local Area Lands Council; Kiama and District
Historical Society; Boat Owners Association;
Game Fishing Club; Kiama Central Precinct Group;
1st Kiama Scout Group; Kiama SLSC
(Boat Storage); Kiama Harbour Fish Markets

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Diagrams and renders

All diagrams and renders by Bennett and Trimble unless otherwise stated. All contextual analysis plans contain information that was correct at the time of publication. All Action Plan diagrams are indicative only and subject to further investigation and development by relevant lead agencies.



EXECUTIVE SUMMARY

The Kiama Harbour Revitalisation Action Plan outlines a NSW Government future vision for Kiama Harbour to guide future investment. Its overall aim is to identify opportunities to attract people to work, visit and invest in Kiama's Harbour that align with local community values. It demonstrates an integrated urban design approach to regional harbour renewal.

The Action Plan has been developed following public consultation on the draft Kiama Harbour Revitalisation Strategic Framework which sought to identify potential short, medium and longer term opportunities for revitalisation of the harbour precinct. Feedback received through the consultation process identified that a number of the medium and longer term opportunities are not widely supported in the community. The Strategic Framework has therefore been recast as an Action Plan which focusses on short term activation opportunities. The Action Plan is informed by the analysis and the vision themes in the draft Strategic Framework which were generally supported in consultation feedback. Medium and longer term opportunities and actions for the harbour precinct will need to be re-visited in the future in consultation with harbour users and the local community.

The Kiama Harbour Revitalisation Action Plan (the Action Plan) development focused on people and place. Place-based contextual analysis and research (Appendix A) support the logic of the Action Plan recommendations and provide an overview summary of the social, economic and environmental factors that characterise Kiama. Appendix A also includes detailed analysis to inform opportunities to optimise precinct landscape, land-use, movement and built form.

The four vision themes for the Kiama Harbour precinct were developed from stakeholder discussions and workshops with appropriateness informed through extensive stakeholder scenario testing and community consultation:

Dynamic

In the future, a flexible and adaptable Kiama Harbour celebrates its versatile attractions, where locals and visitors will enjoy the diverse activities of a harbour setting, formed by ocean and ancient volcanic actions, all year round.

Welcoming

Kiama Harbour continues to be a place that reflects the heart and soul of its community. It will offer more experiences for everyone to enjoy with easy, safe access at all times of day and night, all year round.

Resilient

A revitalised Kiama Harbour will develop in response to the natural wild beauty of the place, its coastline and foreshore setting, while helping to make it resilient to extreme coastal weather of increasing severity.

Authentic

The Harbour proudly reflects its past as a rich combination of Aboriginal cultural heritage, industrial history, and recreation. It continues to be populated with maritime vessels and fishers as well as waterside businesses and public spaces that attract locals and visitors.

The vision themes are supported by three key objectives for future development in the Harbour precinct:

1. Celebrate local and regional attractions and activities and improve connections and access for residents and visitors
2. Respect and enhance the coastal character and environment including its natural and cultural heritage.
3. Support commercial and recreational boating activities as well as tourism in the harbour and its neighbouring precincts.

These objectives in turn are further articulated through design principles and considerations that will help to ensure that any new development in the precinct respects, enhances and celebrates the 'jewel in the crown'.

Please note that all contextual analysis plans contain information that is understood to be correct at the time of publication. All Action Plan diagrams are indicative only and are all subject to community consultation, as well as further detailed investigation and development by relevant lead agencies to determine business case proposals.

INTRODUCTION

The overall aim of the Kiama Harbour Revitalisation Action Plan (the Action Plan) is to identify opportunities to attract people to work, visit and invest in the harbour. Kiama harbour is in the heart of town and is much loved by locals.

Its maritime uses have evolved over the years and it is still home to an active commercial fishing and charter fleet, and a popular boat ramp. The harbour sits between the town CBD and the popular tourist destination of Blowhole Point. This means effective movement of pedestrians and vehicles within and through the precinct is a key consideration.

The Action Plan recommendations are intended to guide future investment in Kiama Harbour by aligning maritime infrastructure improvement opportunities with local, state and federal Government priorities. It is intended to be used to support business case development and project definition to deliver community focused solutions and responds to the aspirations of local stakeholders.

The objectives of the Action Plan:

1. Determine potential infrastructure enhancements to improve outcomes for recreational and commercial vessel operators;
2. Identify opportunities to enhance the connectivity of the harbour precinct to the Kiama town centre; and
3. Place the community at the centre of the vision making process.

The development of this Action Plan has been a process of multidisciplinary collaboration led by Transport for NSW in partnership with Kiama Municipal Council. The Action Plan development process has been led by Government Architect NSW (GANSW) with support from urban design consultants Bennett and Trimble and marine engineering experts Manly Hydraulics Laboratory.

Extensive contributions from key stakeholders who understand the harbour and its surrounding environment were provided through a series of briefings and workshops.

Developing an approach which responds to the unique qualities of the place lies at the heart of the Action Plan. The place-led approach to developing this Action Plan using strategic urban design responds to the objectives of the NSW Environmental Planning and Assessment Act and to the Premier's Priorities for Place in NSW. It will support on going precinct governance, conversations and consultation with the community, and inform the development and delivery of future masterplans and other urban design outputs for Kiama Harbour.

Project Area

School Flat, Black Beach, Robertson Basin, and Kiama Harbourside

Interface Areas

The identified interface areas are precincts where activities and uses have a relationship with the project area. The interface areas are:

1. Holiday Park and Visitor Information Centre
2. Blowhole Point Headland and Storm Bay
3. Kiama Town Centre
4. Kiama Arts Precinct

Each of these areas will influence and benefit from revitalisation of Kiama Harbour.

The intent of this Action Plan is to build on the Kiama Harbour Master Plan 2014 (the Master Plan), prepared by Kiama Municipal Council. This Action Plan is informed by the aspects of the Master Plan which are still relevant, and also identifies areas where conditions have changed since the completion of the Master Plan and require further consideration.

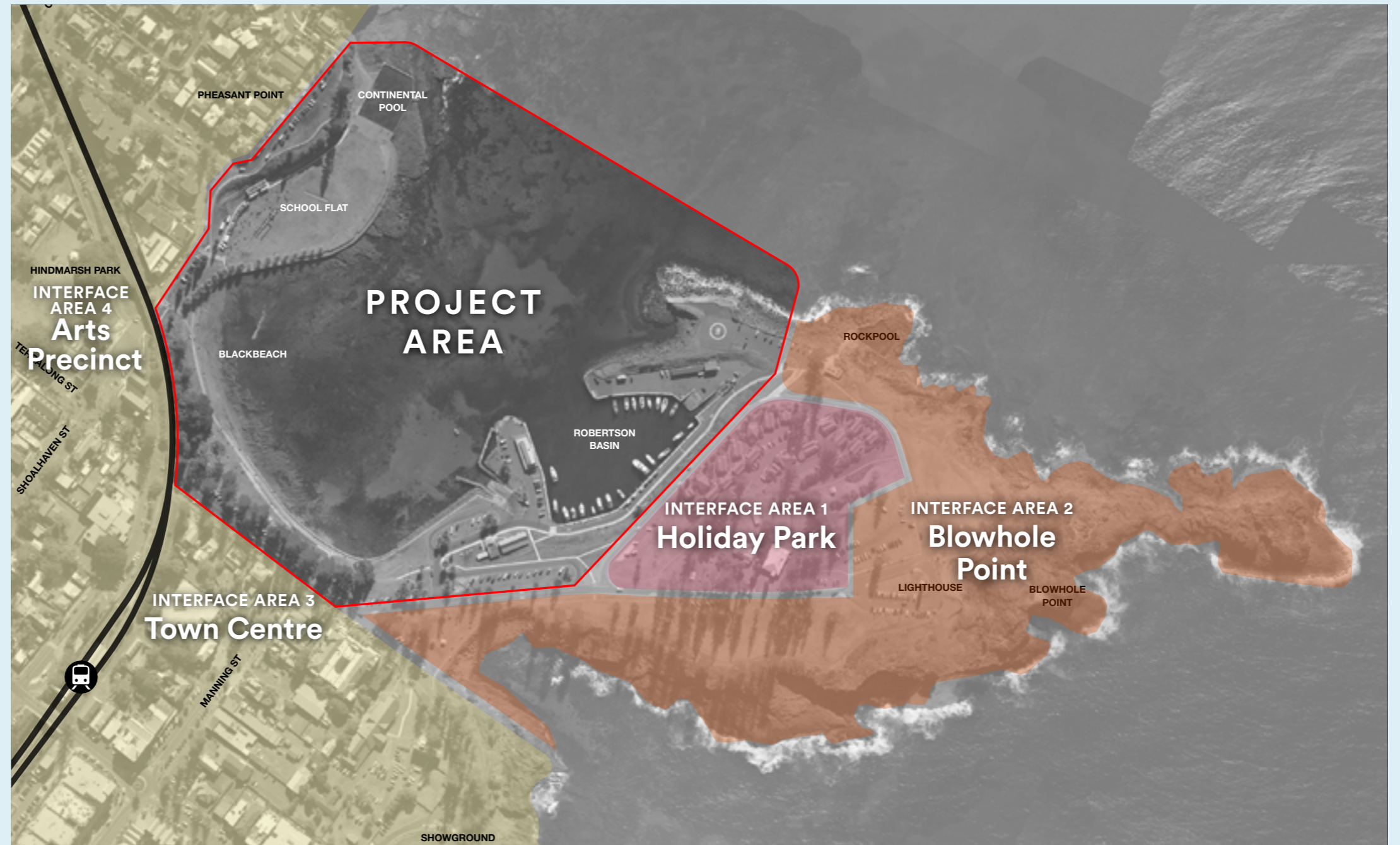


Figure 1: Project Area

A VISION FOR KIAMA HARBOUR REVITALISATION

Dynamic

In the future, a flexible and adaptable Kiama Harbour celebrates its versatile attractions, where locals and visitors will enjoy the diverse activities of a dynamic harbour setting, formed by the ocean and ancient volcanic actions, all year round.

Resilient

A revitalised Kiama Harbour will develop in response to the natural wild beauty of the place, its coastline and foreshore setting, while helping to make it resilient to extreme coastal weather.

Welcoming

Kiama Harbour continues to be a place that reflects the heart and soul of the community. It will offer more experiences for everyone to enjoy with easy, safe access at all times of day and night, all year round.

Authentic

The Harbour proudly reflects its past as a rich combination of Aboriginal cultural heritage, industrial history, and recreation. It continues to be populated with maritime vessels and fishers as well as waterside businesses and public spaces that attract locals and visitors.



01. UNDERSTANDING THE CONTEXT

The harbour is the 'jewel in the crown' of Kiama

This section provides an overview of the place-based approach and research that demonstrates the case for change in Kiama Harbour, and informs the recommendations contained in the Action Plan. It includes historical, environmental, social and access considerations, and outlines spatial constraints and strategic opportunities.



The Kiama region has scenically beautiful and diverse landscapes, including over 20 km of coastline with surf beaches, coves and estuaries. The natural amenity of the area is a strong attractor, for both new residents, holiday makers and day visitors. The coastal environment characterises the town and is a significant anchor to the place.

The Region is well connected to the large employment centres of Wollongong and Shoalhaven (Nowra), as well as Sydney and Canberra. It is connected to Wollongong and Sydney by rail. With relatively affordable house prices, rural and coastal lifestyle choices, small community feel, natural beauty, and diverse economy, the Region is an attractive place to raise a family, retire or semi-retire. Its location and lifestyle make Kiama an attractive residential area for people to live/work in Wollongong and Shoalhaven.

The landscape is defined by steep rolling hills that extend from the escarpment to the coast. The harbour is oriented to the north-east leaving it exposed to off-shore winds. Within the project area itself, the topography falls to the harbour and coast edge. The extent of harbour with a depth suitable for boat movements is limited.

The key priorities which emerge from the different plans and strategies include coastal tourism (including associated priorities of foreshore public amenity), improvement of maritime infrastructure (including associated priorities of safe and sustainable navigation/connectivity) and environment (including Aboriginal cultural values of the marine environment and biodiversity protection).

Kiama Harbour is situated in close proximity to the town centre of Kiama. As a town centre, it has a compact, walkable scale. The two main streets of Terralong and Manning are part of a compact grid network and support a range of mixed uses such as retail, food and beverage and services. The intersection of Terralong and Manning Streets forms a key nodal point directly adjacent to the harbour, giving a strong relationship between harbour and town.

Good accessibility via train, car or boat is a benefit for Kiama Harbour and the ability for visitors coming from Sydney or Canberra.

Although the harbour provides an anchor point to connect a series of destinations to explore within the region, it is not the celebrated destination experience that it could be. Despite Kiama being historically developed as a result of

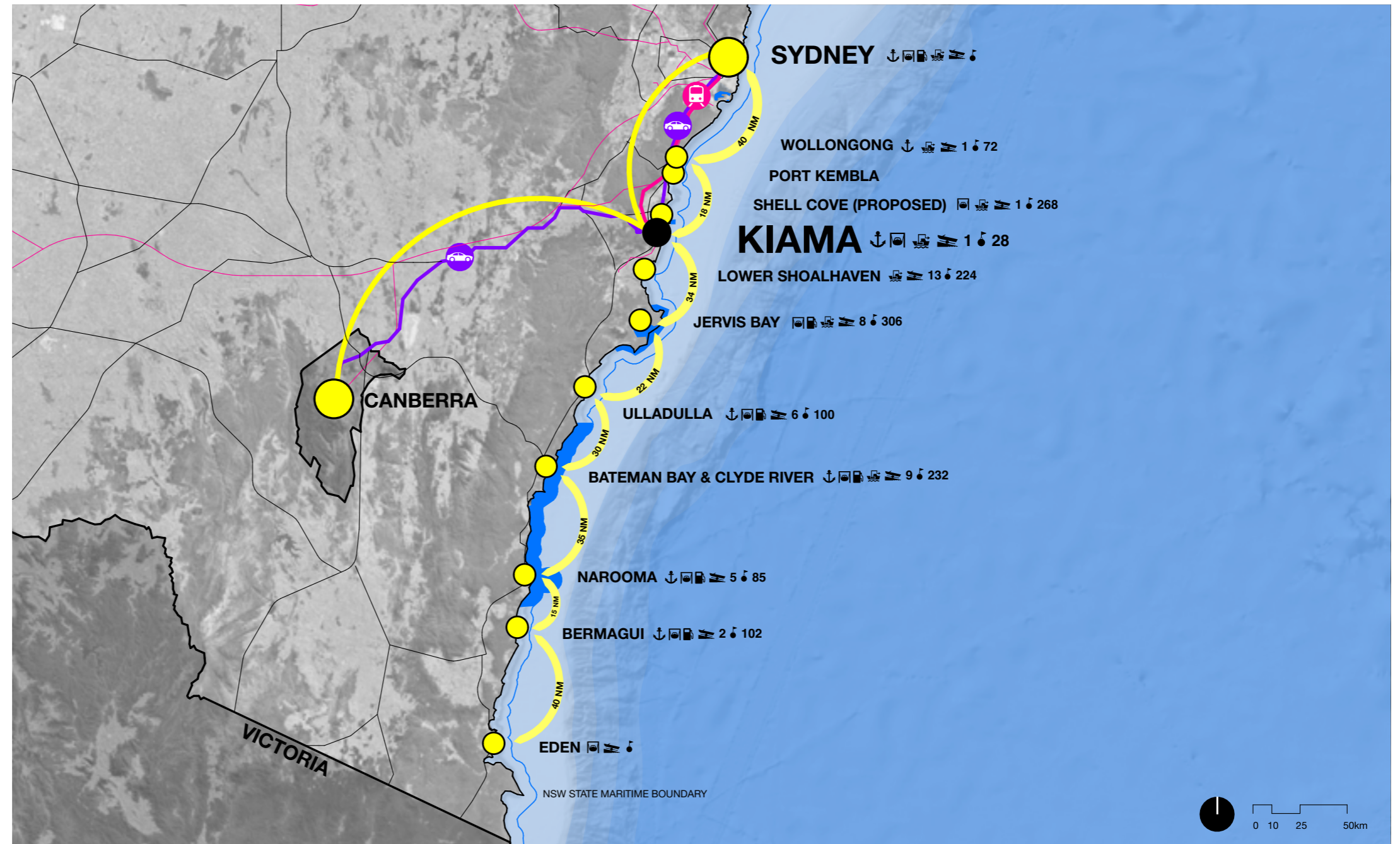


Figure 2: South Coast Regional Context

the harbour, the land-side development has accelerated and out-paced the harbour in the last half century.

There are opportunities to capitalise on the proximity of the harbour to key precincts, major transport connections and Kiama's coastal/local walks, including clear and consistent way-finding, facilities for cyclists, people arriving by train, and overnight guests.

A number of key plans and strategies, at a state, regional and local government level, form the basis for understanding priorities for the renewal of Kiama Harbour.

Environmental context

Basalt geology is the predominant form based on historic volcanic activity. Basalt geology is a constraint as expanding or excavating the harbour is a substantial undertaking, with significant cost and environmental impacts.

The climate of Kiama LGA is warm and temperate. Significant localised weather patterns, including predominant wind patterns regularly result in challenging conditions within the harbour leading to swell. This is a major constraint for all types of boats and limits both size and numbers of boats entering the harbour.

**KIAMA HARBOUR REVITALISATION
ACTION PLAN**
Understanding the context

Social and economic context

Kiama's residents and visitors are drawn to the natural appeal of the harbour and coastline.

Kiama attracts many people who reside either permanently or on a seasonal basis. The resident base is broad and includes a range of ages – from young to the elderly – and from a range of demographics.

Locals and visitors frequent the harbour to take advantage of its boating opportunities, the adjacent beaches and the coast walks.

As a place to visit, Kiama's appeal is that it is accessible to all age groups, abilities, and socio-economic backgrounds.

Community groups and associations are strong in Kiama, with a number focused around the harbour, such as the Scouts, the Kiama Game Fishing Club, the Kiama Boat Owners Association, and the Kiama Historical Society.

Many groups benefit from what Kiama Harbour has to offer. It is a place for both residents and visitors, young and old, all backgrounds and abilities. However, with increased activity in the harbour precinct, there could be opportunities to attract visitors to stay longer in the town. Ensuring the right infrastructure for maritime activities, public open space and amenity to cater for all these considerations is important.

Tourism is a major economic activity within Kiama. 67% of people visiting Kiama are on holiday with the highest number of visitors coming from regional NSW.

Kiama Municipal Council has a key objective to increase the tourist spend rather than the number of tourists. A key part of this is to shift day visits into overnight visits.

A number of the key attractions also located within precincts adjacent to the study area including the Blowhole, the Lighthouse, Visitor Information Centre, and the Pilot's Museum.

While commercial fishing is no longer a key economic activity within the region, there are remaining commercial operators based at Robertson Basin and it is still considered to be integral to Kiama's culture and heritage. Suitable infrastructure is required to sustain existing operations and to ensure continued activity.

There is currently one active food and beverage outlet within the project area, although stakeholder and community feedback strongly suggests that there is a ready market for more water-side food and beverage experiences.

There is currently one retail outlet selling fresh fish. Alongside the commercial boating activity in the harbour, the fresh fish outlet is very popular and a significant tourist attraction in its own right.

The Harbour has an important role economically, with many commercial activities linked to the harbour. Opportunities exist to improve retail and food/beverage offering in the harbour precinct to cater for different price points.

Other economic opportunities include maritime related activities and marine tour operations (subject to infrastructure upgrades).

Note: Analysis outputs/diagrams are available in the appendix.



Existing buildings serving current functions could be improved or upgraded to optimise and grow related business opportunities.



Robertson Basin brings both economic and social value.



Harbour activities bring significant recreational value for residents and locals, infrastructure for recreational boating is important for access to waterways.

Land use and built form context

Built form within the project area is varied, distinct and dispersed through the area. This built form includes harbour infrastructure, and the distinctive buildings of Cargos, the Fish Market and adjacent fishermen's lockers. All buildings in the project area are one storey, with the exception of Cargos.

While the built form around the harbour is relatively sparse, it's character is a defining feature of the place and connects the harbour with adjacent precincts.

The built form and natural features of the Headland precinct also form the defining character of the harbour, including the Blow Hole, the Lighthouse, the Tourist Information, Pilots Cottage, the rock pool and the landscape of the headland itself.

To realise the vision for a future, revitalised Kiama Harbour, there are opportunities to repurpose and/or upgrade existing buildings. As well, there are opportunities to enhance the diverse character of the harbour with new built form that is appropriate and compatible in scale and design.

A detailed review of existing buildings, their current uses and the ability to optimise or repurpose will need to be undertaken prior to any future projects to determine the feasibility of new built form in the project area.

It will also be important to undertake focused engagement with the community to inform future changes to land use.

Cargo's Fish and Chips; Fishermen's lockers; Robertson Basin; remnants of coal hoppers (L to R)



The complex land tenure and building management arrangements which apply to all the buildings and infrastructure across the study area reveal the critical need for collaborative governance arrangements to support any future development in the study area.

Please note the information provided here relating to land tenure and management arrangements is current at the time of printing and is subject to change. Any future development in or around the Harbour, resulting in changes to built form or tenure agreements, will of course be subject to arrangements with current leaseholders as well as Crown lands and their appointed management agencies. Crown Land infrastructure assets and associated land within the study area are now managed by TfNSW.

Movement and landscape context

Movement within the project area and interface areas is understood both from waterside and landside. They are inter-related and depend on each other.

Waterside movements are significantly limited by harbour depth, weather conditions and ocean swell which restricts access into Roberston Basin.

The narrow width between the harbour edge and embankment creates a congested zone for pedestrians, vehicular traffic and waterside operations. This results in some conflicting demands on the available area.

The overlap of boat handling, parking, visitor traffic and extensive pedestrian movements around the pier and coastal walk creates a public domain that impedes harbourside use and activation.



Landside movement within the project area could be further rationalised to improve pedestrian experience and public space amenity, making the harbour's edge a more inviting place to visit and spend time.

The landscape is coastal, with the harbour itself and the headland forming the defining elements. These contribute to give Kiama it's strong reputation as place of natural beauty.

At a finer grain, the open spaces on both landside and waterside within the project boundary include:

1. Continental Pool – ocean pool
2. School Flat – park and festivals
3. Kiama Harbour Kids Park – harbour park
4. Headland west – not used
5. Kiama Harbour – marine recreation
6. Robertson Basin – boat arrival and mooring

Within the project interface areas, the following areas include:

7. Kiama Rotary Park – small local park
8. Kiama Rock Pool – ocean pool
9. Kiama Headland – grassed headland with attractions, roadway and parking
10. Hindmarsh Park – formal local park

All of these spaces are well used by both locals and visitors for active and passive recreation.

Views both from the land and water are a key asset of the place. It is these views that give Kiama Harbour it's distinct appeal and define it as a gateway to this part of the region. The revitalisation of the Harbour should protect key views, with particular emphasis on arrival views from train, town and water.



The size and quality of the various public spaces changes depending on the functions at particular times of the day and according to season. A holistic strategy for the public domain that includes both the Harbour and all interfacing areas will be important to identify opportunities to rationalise and improve the open space.

Harbour history and evolution

Before colonisation, the local Dharawal and Wadi Wadi people lived in the area. Nearby Bombo was a source of sacred ochre used in ceremonies, and some suggest that the name Kiama is derived from the name of the Father Spirit Kiahma or Baiame. So it is likely that Kiama Harbour holds a special significance for Aboriginal people. It is also suggested that Kiama means fish caught from rocks, or where the seas roar (further information is available through Kiama Library).

Historically, the area connecting to the headland is reclaimed land, by a small sand spit, which was submerged at higher tides making the headland an island.

Kiama Harbour has undergone significant changes to the shoreline since colonisation to meet maritime needs in the context of providing protection from the rugged environmental conditions. It has a long history as a working harbour, of which the community is justly proud and protective. Although the logging and mining industries no longer require harbour infrastructure at Kiama, and the commercial fishing industry is dwindling, these historic uses should inform quality and form of any future development in the harbour precinct.



**KIAMA HARBOUR REVITALISATION
ACTION PLAN**
Understanding the context

The diagrams illustrate the stages in which the shoreline and harbour has been modified to meet the maritime demands of Kiama, including the realignment of the shorelines of School Flat, Robertson Basin and Storm Bay to the south. This included the relocation of spoil from the harbour excavation to widen the narrow spit connecting the headland to the town, which originally would have been submerged at during higher tides.

The diagrams also show the extent of landside infrastructure including rail lines and loading facilities that have supported the increased harbour capacity.

The Robertson Basin has increased the opportunity for maritime activity within Kiama and has contributed to key waterside functions, but today has reached its capacity to accommodate increasing demand from recreational boaters.

As Kiama continues to grow, the harbour is constantly evolving – on this basis additional harbour capacity may be warranted for the future.

There are a number of heritage items within the project area.

Many of these items have high heritage significance, important to the maritime history of the harbour and define its character (see Figure 24).

All future proposals need to be reviewed in the context of the Kiama Conservation Management Plan 1998.

Note that these heritage items do not reflect sites or items that may be significant to local Dharawal and Wadi Wadi people. Any future proposals need to be informed and guided by recognised knowledge holders from the local Aboriginal community.

Note: Analysis outputs/diagrams are available in the appendix.

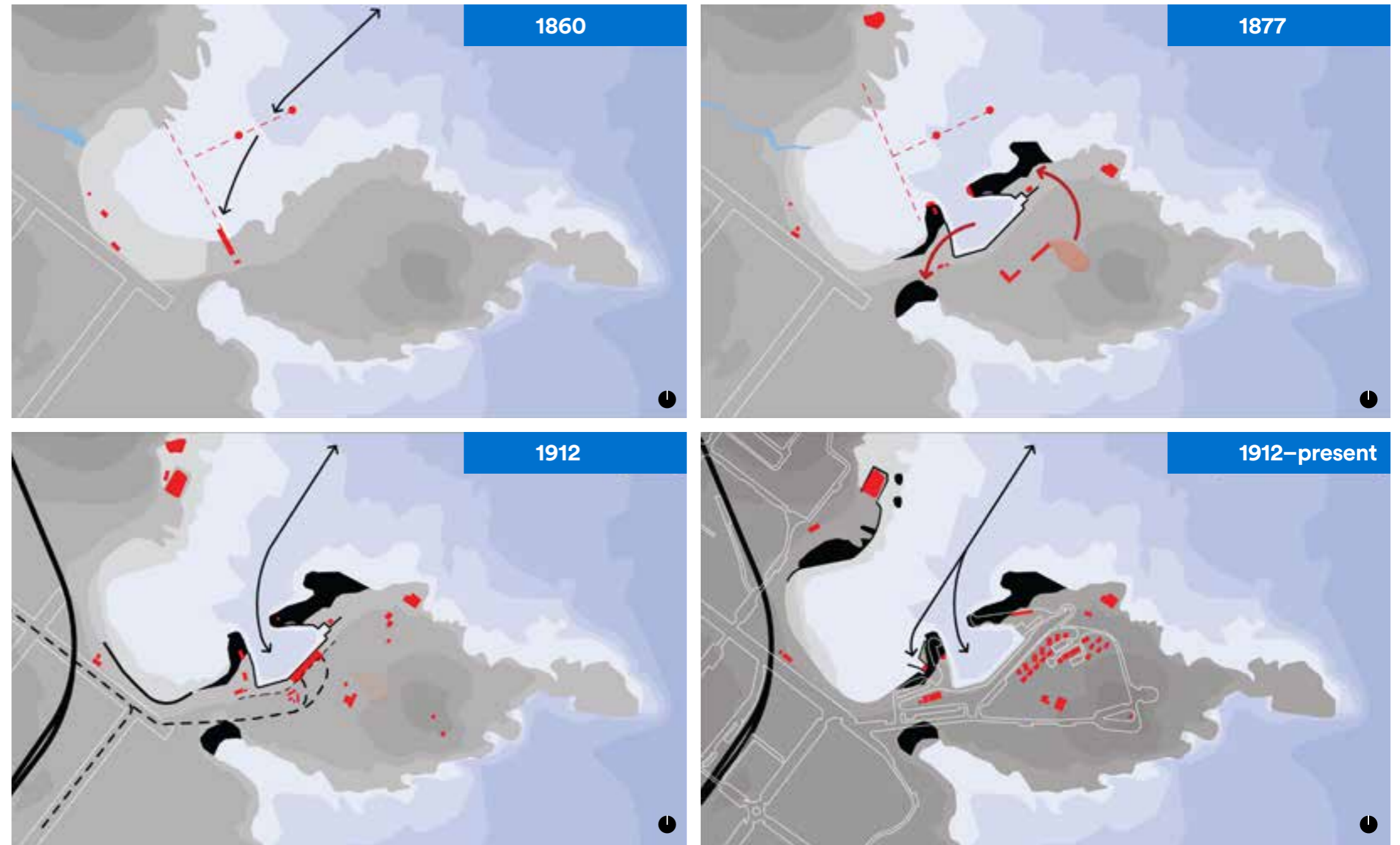


Figure 3: Development of the harbour

Excavation of the basin, hoppers, Kiama Harbour. Images Kiama Library



LEGEND	
Boat access	↔
Constructed harbour edge	—
Relocated spoil	→
Tram line	- - -
Mooring chains	. . .
Reclaimed land	■
Built Elements	■

1.1 Spatial constraints

This diagram summarises the contextual analysis that underpins the objectives and principles of this Action Plan. Research and inputs from stakeholders reveal that currently, Kiama Harbour is the geographic centre of the town and all its attractions – but it isn't the celebrated centrepiece it could be.

The key spatial issues constraining that potential are listed below:

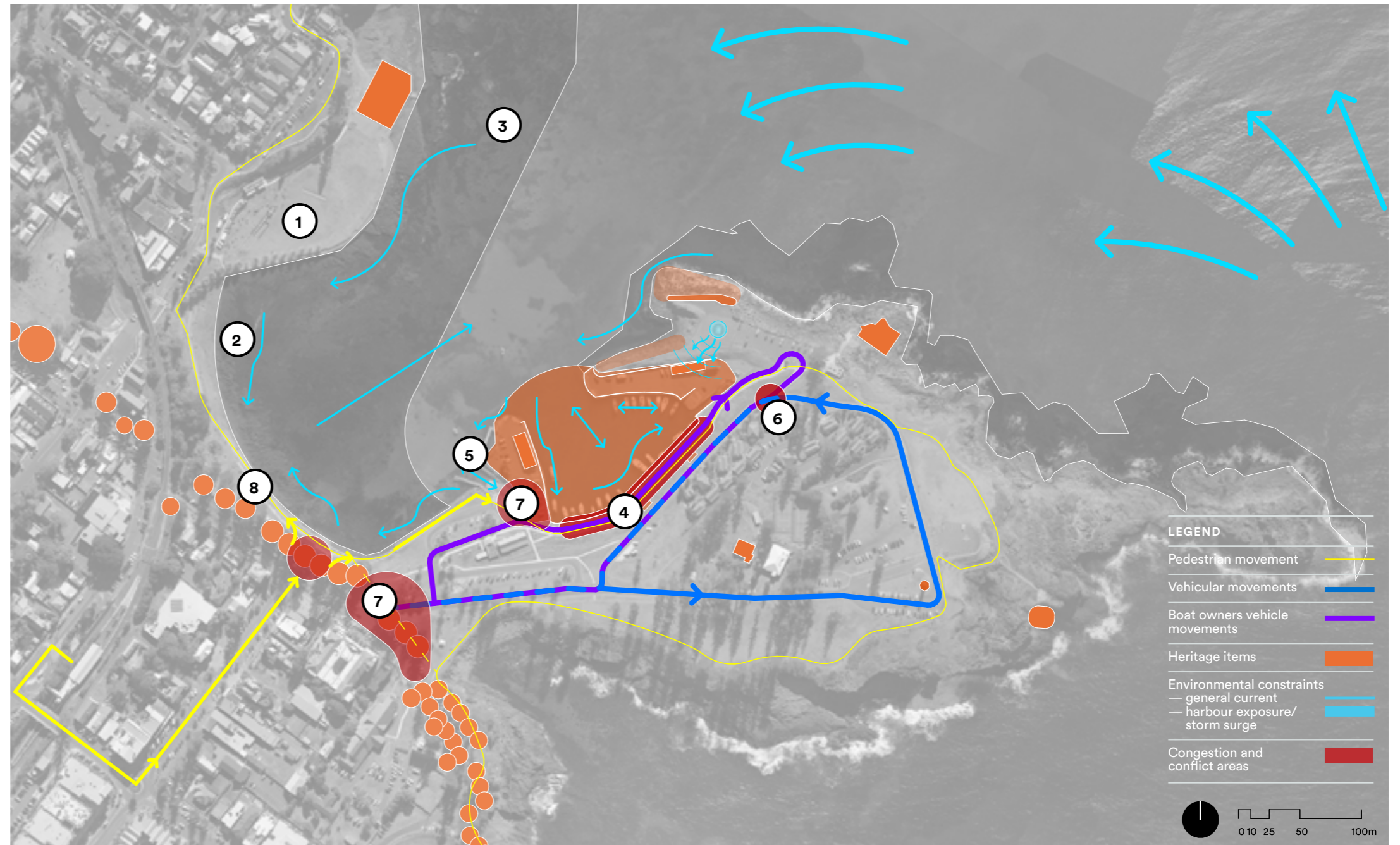


Figure 4: Spatial constraints

1. School Flat

The size and configuration of this open space restricts the capacity and type of events which can be accommodated – including numbers and servicing.

2. Harbour depth and geology

The limited harbour depth restricts boat movements and mooring opportunities. The basalt geology limits excavation options.

3. Challenging maritime conditions

The exposure of the harbour to northerly winds, tidal surges and swell can create unsafe conditions for boats, restricting harbour access, mooring numbers and waterside operations.

4. Competing space needs at the harbour front

Industrial, commercial and recreational activities compete with pedestrian and vehicle requirements. Parking, loading and general pedestrian access are some of the competing factors.

5. Heritage constraints

The harbour includes a number of significant heritage constraints including the basin walls, former cargo shed, storage lockers, former staith walls, slipway and surge ramp. These are all remnants of the working history of Kiama.

6. Traffic limitations

The merging of harbour and headland loop roads results in significant gridlock at peak times. Impacts emergency access to helipad.

7. Harbourside congestion

The constrained width between the harbour edge and embankment creates a constrained zone for pedestrians, vehicular traffic and waterside operations.

The overlap of boat handling, parking, visitor traffic and extensive pedestrian movements around the pier and coastal walk creates a public domain that impedes harbourside use and activation.

8. Harbour public domain

The narrow connection points limit the capacity and movement of pedestrians through this area.

1.2 Spatial opportunities

The key spatial opportunities that could help realise the vision for Kiama Harbour are listed below:

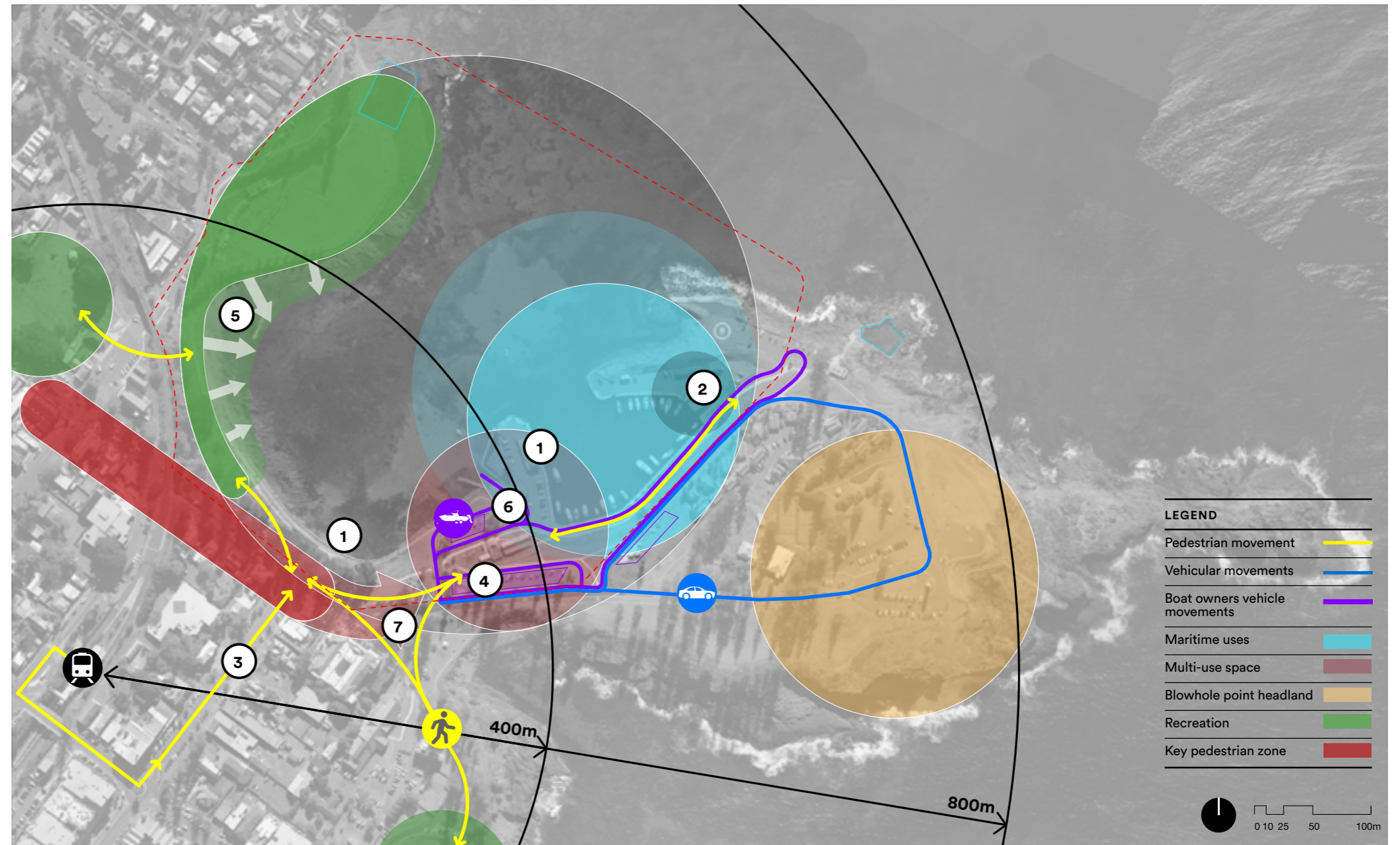


Figure 5: Spatial opportunities

1. Reinstate/repair/extend elements of maritime

Investment in maritime infrastructure has many benefits such as increasing the useable area of harbour and/or provide temporary/permanent moorings

2. Improve access to and amenity of slipway and fishermen's lockers (storage sheds)

The slipway and fisherman's lockers are fundamental elements to assist commercial fish operators in their core business activities.

3. Optimise walking and cycling proximity from station to Harbour front

The Harbour is a 6 minute walk or 2 minute cycle from Kiama Station. Increasing wayfinding opportunities from the station to the Harbour will optimise visits from those arriving by train.

4. Create a landing point that links the Harbour to Blowhole Point and other headland attractions

The junction of Terralong Street, Manning Street and Blowhole Point Road and the nearby Scout Hall are natural points which can assist in way-finding to other parts of the headland.

5. Improve access and opportunity for recreation and events

Investigate opportunities to incorporate other areas around the Harbour in events planning. Investigate opportunities for widening or otherwise improving connections and access between School Flat, Black Beach, and the Harbour promenade.

6. Co-location of compatible uses at key points

The Harbour and associated headland are home to distinct uses which can be co-located to optimise attraction and visitation.

7. Reinforced way-finding strategy

Kiama already has a clear way-finding strategy. Strengthening parts of this for example town maps/satellite tourist information at strategic points to connect key activities will connect visitors to all that is on offer.

1.3 Strategic constraints

Optimising the spatial opportunities requires an integrated approach that takes into account the strategic constraints and opportunities of the precinct.

1. Seasonal and daily peaks and troughs

Kiama and its Harbour are at capacity during the summer, public holidays and fair weather weekends but under-visited during other parts of the year. Similarly, the area receives greater day visitors, rather than those who extend their stay overnight.

2. Limited maritime functions and experience

Maritime infrastructure requires investment for upgrades to optimise their use for current and future needs. High winds, significant swell, harbour depth and orientation limit waterside access.

3. Contested movement and public domain

Competing user needs (parking, loading, boat ramp access, vehicular movement and pedestrians) at the harbour front restricts pedestrian access to the foreshore.

Driving is favoured over walking. It results in traffic congestion, parking which takes up valuable open space and limits the potential for both residents and locals to fully enjoy the place. factors.

4. Limited food and beverage offering

Current leasehold arrangements have resulted in only one food and beverage outlet operating in the harbour precinct.

5. Barriers to connectivity

The Harbour is not well connected to the town centre due to current traffic management (vehicles are prioritised over pedestrians) and poor wayfinding signage.

Pedestrian 'last mile' connection to and from public transport could be better supported by higher quality public realm and wayfinding.

The town centre is adjacent to the harbour but due to the geography, it is physically distant.

6. Heritage constraints

The harbour includes a number of significant heritage constraints including the basin walls, former cargo shed, storage lockers, slipway and surge ramp. These are all important remaining parts of the working harbour and its history.

Seasonal and daily peaks and troughs



Contested movement and public domain



Connecting Kiama Harbour locally and regionally



1.4 Strategic opportunities

1. Extend activities to increase offer for residents and tourists length of visitation

Explore opportunities to incorporate new complementary activities which are appealing to both residents and visitors, and in particular promote extended visitor stays.

2. Invest in existing and new maritime infrastructure

Identify elements of infrastructure, either new or existing which will assist in optimising the opportunities.

3. Improve the public domain

Opportunities to create a unified, high quality pedestrian focused public domain which links the 'jewel in the crown' to the town centre and other immediate attractions and precincts will benefit those enjoying the harbour on foot or bike.

4. Unlock ownership and leasehold opportunities

Understanding the opportunities with current ownerships and leaseholds and which can be prioritised. All future proposals for redevelopment present an opportunity to review complex legacy issues.

5. Connect the harbour with other places

The Harbour is located within close walking proximity of key precincts and the coastal walk in the centre. It is also located within close proximity of other cities along the coast. Both these opportunities should be explored.

6. Integrate all movement networks for all users

The nature of the harbour, headland and the existing movement offers the opportunity to rationalise landside movement to dedicate areas for those not in vehicles.

Invest in existing and new maritime infrastructure



Improve the public domain



Unlock ownership and leasehold challenges



02. STRATEGIC APPROACH

This section provides the place-based urban design Action Plan for Kiama Harbour that includes detailed objectives and principles to support the shared vision. It also provides ways of working to support the delivery of urban revitalisations through a considered approach. It incorporates a series of detailed urban design strategies and recommendations which underpin the Action Plan.



2.1 Realising the vision for Kiama Harbour

The Action Plan follows a sequence of aspirational values, objectives and principles (figure 6) which describe the shared values and ambitions for the place, based on research and contributions from key stakeholder groups.

The process of developing this Action Plan focussed on people and place, and optimising opportunity for Kiama Harbour. Overall, the aim of the Action Plan is to identify opportunities to attract people to work, visit, and invest in the harbour.

The place-based approach to developing this Action Plan using integrated and strategic urban design has been guided by a structure that is summarised in Figure 7 – this provides a high level summary of the contextual analysis in part one of this document in which the social, economic and environmental factors are the aspects of the place that define its overall character, the urban design elements are those elements that can be adapted and improved to respond to the context, and the design variables are the aspects which determine the quality of the place.

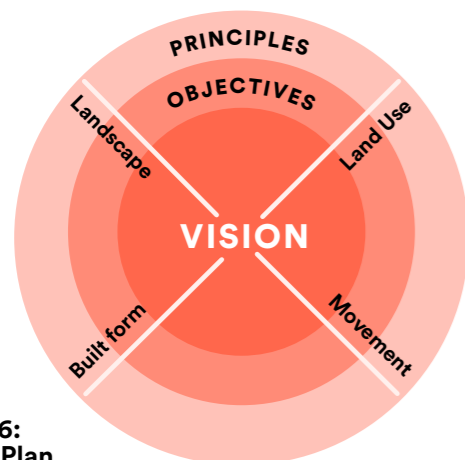


Figure 6: Action Plan

In bringing together many voices with different points of view the process has worked to foster a shared understanding and create a common ambition for Kiama Harbour that reflects its people and the place.

The Action Plan is also informed by a detailed review of the existing Master Plan (2014).

A series of workshops with key stakeholders has provided local expertise and a deep understanding of the study area and its direct interface areas.

The participating stakeholders included commercial operators, community organisations and other state agencies. This process has revealed the challenges and opportunities of the Harbour precinct across a range of themes:

- maritime infrastructure,
- community and culture
- tourism,
- environment,
- economic development.

Submissions from the public exhibition period, presented mixed community sentiment for and against any changes to Kiama Harbour. There was strong support for existing access to the rockpool and boatramp to be retained. Most submissions mentioning modifications to harbour breakwalls were concerned any proposals would negatively impact harbour accessibility and character.

Figure 7: Place-based contextual analysis

STRATEGIC CONTEXT

SOCIAL	ECONOMIC	ENVIRONMENTAL
High proportion of tourists	Marine and landside Tourism	Distinct coastal landform and landscape
Strong community focus	Commercial Fishing	Black volcanic geology
Significant heritage and cultural focus	Natural assets	Ecology and wildlife
Considered the 'Jewel of Kiama'	Investment and tenure	Hydrology and waterbodies
Recreational boating	Complicated and ownership and leasehold	
Recreational diving		
Recreational fishing		

URBAN DESIGN ELEMENTS

LANDSCAPE	LAND USE	MOVEMENT	BUILT FORM
Start with Country	Activity generating land-uses	Ease of access for all	Appropriate built form
Blue infrastructure – bordered by Pacific Ocean	Maritime operations/ servicing	Waterside – commercial and recreational	Detached buildings
Coastal setting – beaches	Active and passive recreation	Landside – vehicular takes priority over pedestrian	Single storey
Green infrastructure – coast walk and national parks inland	Food and beverage	Competing movement priorities	Purpose built and not consistent
	Food retail		Underutilised

DESIGN VARIABLES

MATERIALS/DETAIL	QUANTITY	DISTRIBUTION	DIVERSITY
Appropriate to conditions	Appropriate amount	Appropriate location	Appropriate diversity
Hard and soft landscape to public open space varies	Few buildings within the project site	Good distribution of buildings and space	Uses are focused on maritime and outdoor leisure
Details of buildings could be improved	Reasonable amount of open space relative to function		Access for pedestrians is reasonably diverse
Upgrades to maritime	Some buildings under-utilised		

Vision development

The four vision statements were co-developed through extensive stakeholder engagement and consultation, and submissions from the public exhibition period also confirmed their community suitability and fit.

1. Celebrate local and regional attractions and activities and improve connections and access for residents and visitors
2. Respect and enhance the coastal character and environment including its natural and cultural heritage.
3. Support commercial and recreational boating activities as well as tourism in the harbour and its neighbouring precincts.

These objectives in turn are further articulated through design principles and considerations that will help to ensure that any new development in the precinct helps to respect, enhance and celebrate the 'jewel in the crown'. The appropriateness of the vision, objectives, and principles has been determined through a scenario testing process that asked stakeholders and technical advisors to consider possible futures for the Harbour to understand what the most desirable long term outcomes might be. Over time, conditions and community desires can change, and a flexible approach to the future is appropriate with ongoing guidance from the community.

This framing of the contextual analysis and research reveals the place-based logic of the Action Plan recommendations. It provides an overview summary of the social, economic and environmental factors which characterise Kiama, and how the landscape, land-use, movement and built form might be adapted to optimise conditions and aspirations.

The following sections expand on these findings.

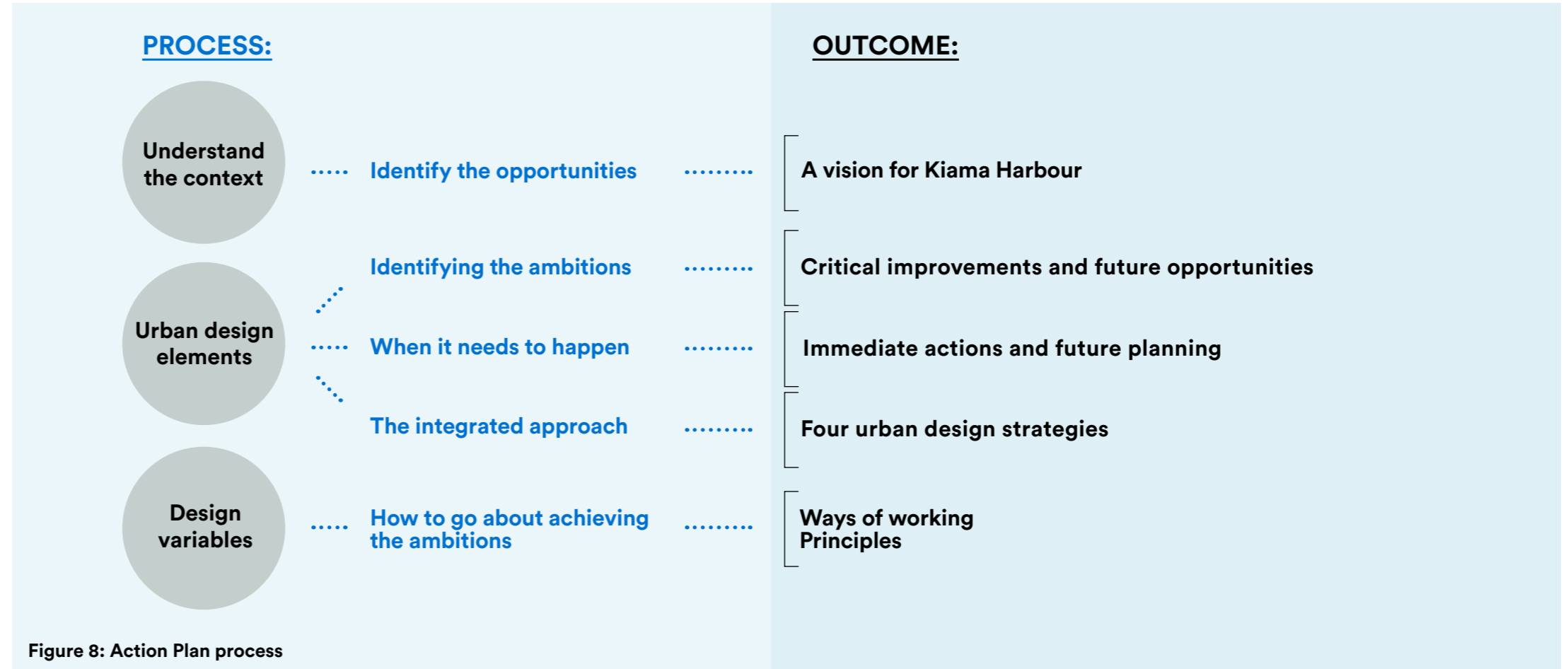


Figure 8: Action Plan process



Vision	<p>Dynamic In the future, a flexible and adaptable Kiama Harbour celebrates its versatile attractions, where locals and visitors will enjoy the diverse activities of a dynamic harbour setting, formed by the ocean and ancient volcanic actions, all year round.</p>	<p>Welcoming Kiama Harbour continues to be a place that reflects the heart and soul of the community. It will offer more experiences for everyone to enjoy with easy, safe access at all times of day and night, all year round.</p>	<p>Resilient A revitalised Kiama Harbour will develop in response to the natural wild beauty of the place, its coastline and foreshore setting, while helping to make it resilient to extreme coastal weather.</p>	<p>Authentic The Harbour proudly reflects its past as a rich combination of Aboriginal cultural heritage and industrial history. It continues to be populated with maritime vessels and fisher-people as well as waterside businesses and public spaces that attract locals and visitors.</p>
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Objectives	Support a strong focus on commercial and recreational boating activities as well as tourism around the Harbour	Celebrate local and regional attractions and activities and improve connections and access for residents and visitors	Respect and enhance the coastal character and environment including its natural and cultural heritage
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Principles	<p>Co-locate complementary uses next to each other</p> <p>Provide infrastructure which is multi-use</p> <p>Improve amenity, safety and access to Black Beach</p> <p>Cater for a wide range of maritime vessels</p> <p>Rationalise movement within the Robertson Basin precinct to balance boating and tourist needs</p> <p>Improve existing access and capacity</p> <p>Ensure that design supports sustainability as well as resilience to weather & tidal impacts</p> <p>Improve marine environment for all marine species</p>	<p>Co-locate complementary uses in existing and new buildings</p> <p>Where possible, retain or repurpose existing built fabric as a way to preserve and celebrate history of place (eg. Fishermen’s lockers)</p> <p>Enable better way-finding and connection between attractions</p> <p>Ensure alignment across the precinct with a coherent public domain strategy that reflects heritage influences (eg. tramlines)</p> <p>Integrate with objectives & design approach of surrounding precincts</p> <p>Prioritise pedestrian and cyclist access</p> <p>Preserve key views from both waterside and landside</p> <p>With reference to ‘Better Placed’, provide high quality design that responds appropriately to existing character, heritage and scale</p>	<p>Limit car movements to restore natural and cultural settings</p> <p>Provide opportunities for people to dwell at the water’s edge</p> <p>Ensure a legible, attractive and high quality public realm along the foreshore from School Flat through to the Helipad</p> <p>Preserve key views from both waterside and landside</p> <p>Ensure all projects engage the traditional Aboriginal custodians to integrate principles which are important to them</p> <p>Respect and protect key sight-lines across and through the Harbour (from Black Beach and School Flat, from the harbour mouth towards the town and headland)</p> <p>Evaluate potential to redesign damaged elements for multiple uses and greater long term resilience to weather and tidal impacts</p>
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Ways of working

All new initiatives undertaken in response to this Action Plan will require a leadership model that links stakeholders and community to the decision-making process to ensure better outcomes. Section 3 of this document outlines recommendations for implementation that considers all parties as an effective alliance to best leverage expertise and knowledge. In addition, clear governance principals for all projects will ensure community needs are balanced with planning and development requirements. These principles will help to link skills, expertise and resources of stakeholders and their teams with key tasks to be undertaken at the various stages of a project.

The following principles are provided to guide future project teams and project sponsors in their approach to developing and delivering business cases for investment in Kiama Harbour:

Resilience

- Protection into the future against climate and its impacts
- Asset management life-cycles ISO 55001

Collaboration

- Deep engagement with traditional custodians
- Clear long-term governance arrangements (including who will lead and who will support)
- Accessing different funding sources (state, local and other grants) as well as private sector partnerships
- Community representation

Integration

- Collaboration across interfacing precincts
- Government policy context
- Alignment with Town Centre Plan, and Plan of Management

Design excellence

- Aim for high quality design outcomes
- Creation of a place which is beautiful and inspiring.



2.2 Landscape strategy

The coastal environment of Kiama Harbour sets a strong landscape character.

The key approach to landscape is focused on preservation of the natural topography and soft landscape that exists, within a maritime setting, both on the waterside and the landside. The existing and distinguishing qualities of the harbour are retained, including the natural topography, the water's edge and horizon line. It has the opportunity to be multi-functional whilst responding to these qualities, and providing activities which are intrinsically linked.

Developing a connected, holistic, legible, and high quality public domain within the project area along the foreshore from School Flat through to the Helipad will ensure that these opportunities are integrated. This strategy can co-ordinate hard landscape (ground surface material, lighting, seating, rubbish bins, way-finding) and soft landscape (grass, small scale landscape, large scale).

The objectives and principles below outline this approach in further detail (Table 1 – Landscape Strategy Priorities).

Table 1: Landscape strategy priorities

PRIORITIES	ACTION
1.a Preserve key views from both waterside and landside	New buildings are designed to an appropriate scale which retains significant views Existing trees are retained and preserved Any new planting within the project area is of a small to medium scale
1.b Allow for multi-functional activities within the landscape	Consider the public domain strategy as three distinct areas (see figure 9), and within these, distinct public spaces
1.c Optimise and restore natural and cultural settings	Prioritise pedestrians and in parallel limit car movements to reinstate landscape and reduce physical and visual impact on the setting.



2.3 Movement and place strategy

Kiama Harbour offers the opportunity to bring many people together, who will move through the spaces for either boating functions or landside recreational purposes.

Movement within the project area currently favours vehicular traffic, particularly cars. The opportunity to access boats for recreational and commercial purposes can be optimised, rationalising the vehicular movement to allow greater access to the water. For pedestrians, there is an opportunity to transition the harbour foreshore edge as a continuous public space and enjoy the views will optimise its potential.

The priorities in the table below are intended to ensure that different movements – from vehicles, pedestrians, those with mobility vehicles and others can be rationalised to ensure that the harbour can be accessed and enjoyed on foot by locals and visitors alike. This will also ensure that the landscape and attractions in and around the harbour can accommodate a growing population and is not further overwhelmed by cars and carparking. It will be critical that all movement be considered both within the project area and the surrounding interface precincts.

Table 2: Movement and place priorities

PRIORITIES	ACTION
2.a Optimise maritime movements to allow greater capacity for boats to utilise the harbour	Investigate maritime infrastructure and planning to optimise boat movements and vehicle connections to the harbour
2.b Investigate ways to improve the prioritising of emergency services vehicles	Review vehicle and vessel movements and loading as part of a holistic traffic and transport study

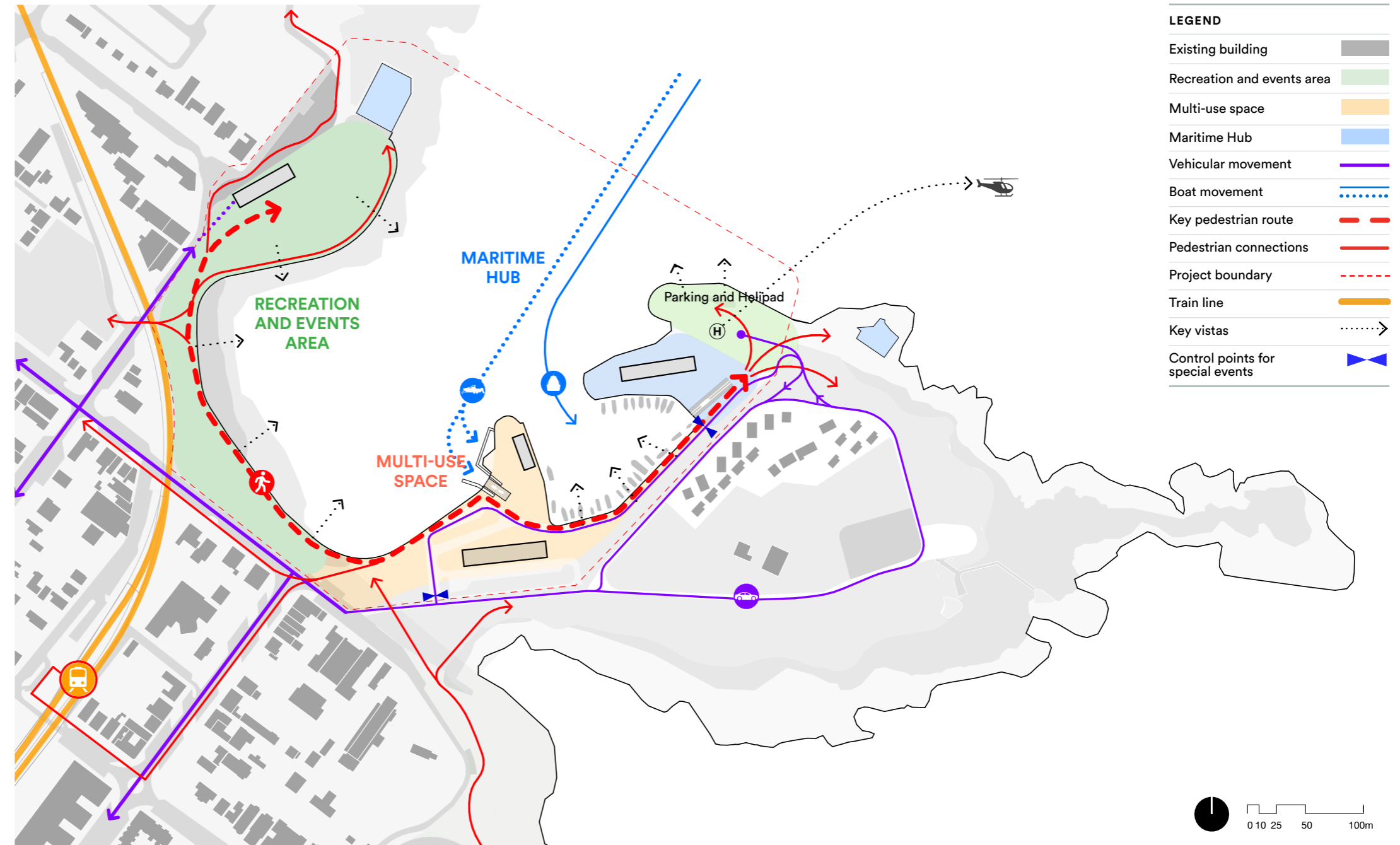


Figure 9: Movement and place strategy

PRIORITIES	ACTION	PRIORITIES	ACTION
2.c Prioritise pedestrians along the water's edge, ensuring contiguous access from School flat through to the Helipad – ie the opportunity to promenade	Review movement in conjunction with the public domain opportunities of the landscape strategy	2.e Enable better way-finding and connection between attractions	Wayfinding strategy which connect the Harbour with Blowhole Point, coastal walks, the Town Centre precinct and the Arts precinct Linked with over-arching public domain strategy
2.d Restore natural and cultural settings	Engage with Aboriginal knowledge holders, and historical experts to identify opportunities		

See page 39 for existing movement and place context.

2.4 Land uses

Primary land use in the harbour precinct is public open space and maritime. These activities contribute to and enable the harbour as an attractive and active place that continues to draw people to Kiama.

Current land use permissions are focused on an outcome to retain a character around maritime harbour and open space uses of the project area. Simple land use interventions supporting the character of Kiama Harbour will revitalise the precinct by enabling more activities that complement and support new and existing public and commercial opportunities.

With an expanding population (as projected by NSW Department of Planning demography research) in Kiama it is important to ensure that, through consultation with community, land uses around the harbour help to sustain and do not diminish the harbour as an environmental, social, cultural and economic asset for the community.

Table 3: Land use priorities

PRIORITIES	ACTION
3.a Ensure commercial opportunities contribute to all aspects of sustainability (cultural, environmental, social, and economic)	Integrate appropriate uses that will contribute to long term sustainability Balance of commercial activities with public space uses and the historic and natural character of the place
3.b Co-locate complementary uses in existing and new buildings	Review existing activities and determine area requirements, and what dependent space they required – for example, direct access to water, or open space
3.c Cater for a wide range of maritime vessels	Ensure multifunctionality of maritime design
3.d Spread and lengthen the visitation to the harbour through all seasons and times of day	Explore appropriate balance of new activities which will ensure a night-time economy, increased visitation during current off-seasons and increase overnight stays.

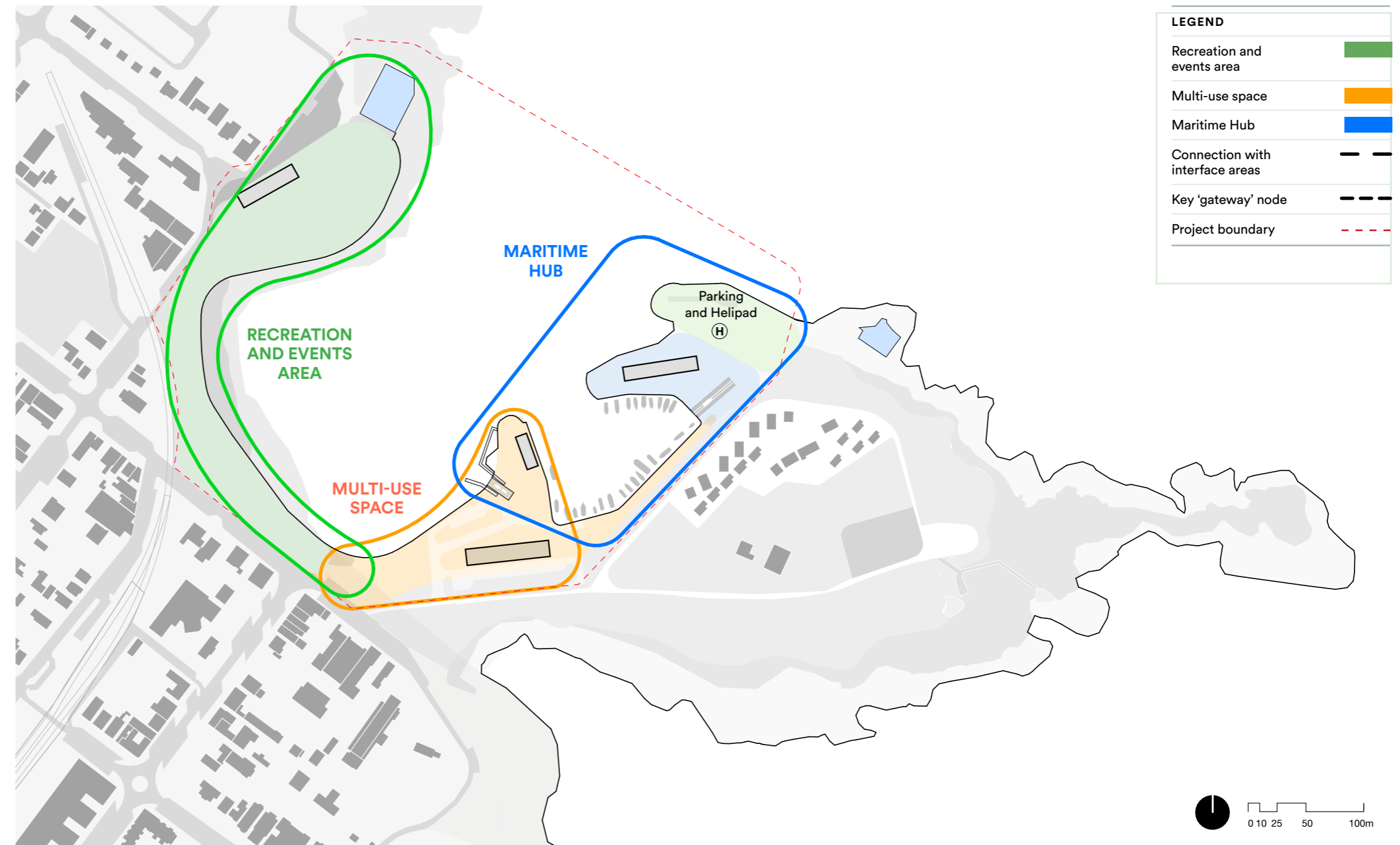


Figure 10: Land use strategy

See page 38 for existing land use context.

2.5 Built form strategy

The built form – both buildings and maritime infrastructure – within the project area is currently located in a manner that reflects previous needs and uses, and demonstrates varying styles and functions. These ‘frontier’ type developments reflect a can-do approach to making the most of opportune harbour conditions and desirable places for settlement.

Within the project area, and also importantly within the interface area of Blowhole Point Headland, the limited amount of built form is secondary to the natural coastal setting – often referred to by locals as the ‘jewel in the crown’.

Buildings within the project area are purposefully located in a manner responding to the topography and landscape. In most cases, this means nestling of buildings against the slope of the land and taking advantage of a change in level. This has ensured that buildings are unobtrusive, yet accessible to adjoining service areas. In other cases, built form such as the lighthouse, and (historically) the Pilot’s Cottage, in the adjoining interface area were located to be clearly visible and with wide clearance around them. Combined, this disparate nature allows the harbour and the headland to take priority. From the waterside, they contrast in front of the backdrop of the two continuous edges of the towns main streets.

The priorities are intended to protect and celebrate this jewel in the crown (see table right).

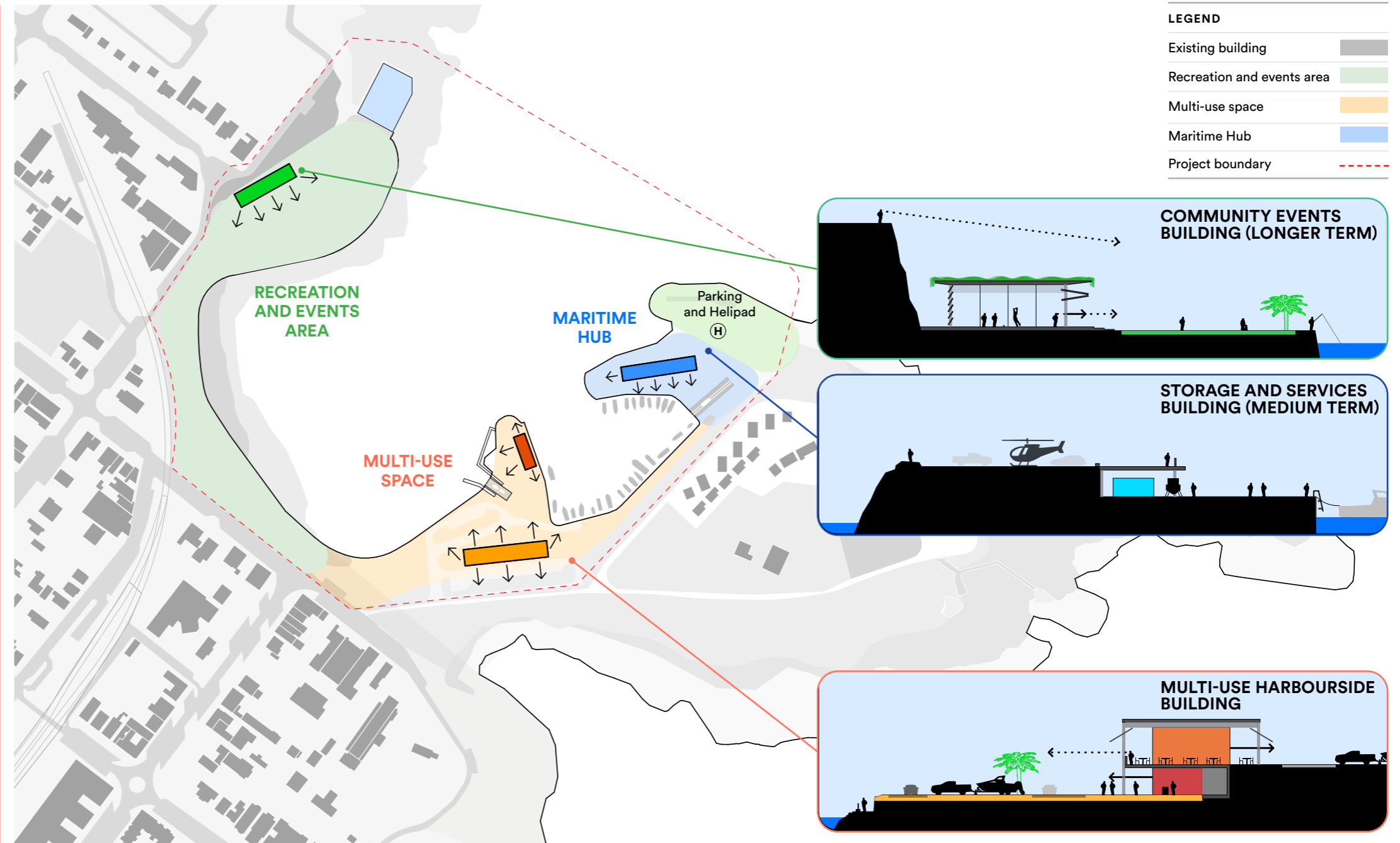


Figure 11: Built form strategy

Table 4: Built form priorities

PRIORITIES	ACTION	PRIORITIES	ACTION	PRIORITIES	ACTION
4.a Respond to and enhance natural and cultural settings	<p>Refurbish and extend existing buildings where feasible and practical; co-locating uses (refer also Land Use Approach)</p> <p>Respond to the landscape and topography to tuck any new buildings within it</p> <p>Architecture of refurbishments or new buildings should respond to the natural and cultural setting. For example, the use of natural material such as brick or stone and green roofs</p>	4.b Ensure buildings and maritime infrastructure which is multi-use – to cater for current complementary uses and a range of future functions	Design buildings to be adaptable, flexible, and allow for future uses	4.d Ensure buildings are designed independent of mechanical services as far as possible	Ensure aspects such as natural ventilation, solar panels to roofs are embedded within the design
		4.c Ensure buildings are accessible by foot	Design any refurbishments or new buildings to minimise service access to core essential requirements. Design in parallel with the movement and place strategy	4.e Ensure buildings can be opened up to the adjoining open spaces	Design with large openings for both service and indoor/outdoor recreational connection

See page 37 for existing built form context.

Multipurpose infrastructure

The examples provided show the potential for utilitarian infrastructure to contribute positively and significantly to the look and character of the place. The opportunity for new infrastructure to provide services and facilities for temporary events (such as power and water) would also ensure that future investment will support flexible and adaptable use over the long term.

Brooklyn wharves, New York – surge protection and access to water for paddlecraft; form and materials create a destination at the waters edge (USA).

Cloudreef – playscape and public art project for Coffs Harbour City Council as part of Arts Mid-North Coast public art trail (NSW).



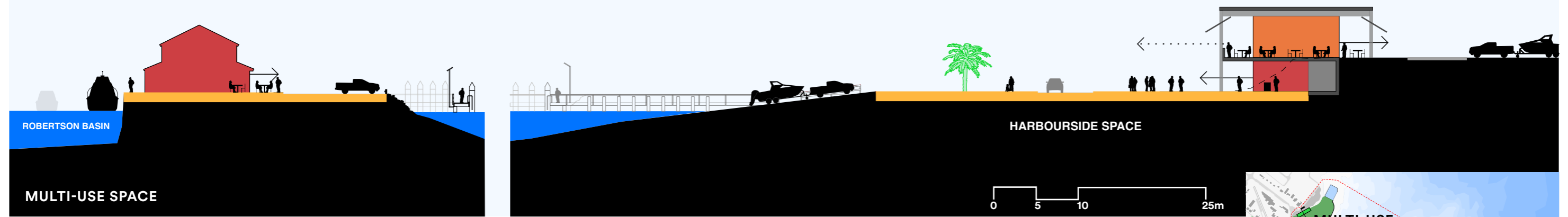


Figure 12: Proposed indicative sections

Mixed-use harbourside buildings

These examples show very different waterside locations where multi-use buildings have been developed to accommodate services and amenities associated with the adjacent harbour activities. In all three cases they also accommodate food and beverage offerings and community events spaces. While different, they all exhibit a similar robustness of character as well as a scale and honest material palette that responds to their respective settings.

The Fishermans Wharf Co-op at Bermagui, the Akuna Bay marina building, and Rick Steins at Padstow in the UK show similar characteristics and amenities to those proposed for Kiama including: visitor activities, jetty access, food and beverage, waters edge fine dining.

The Fishermans Wharf Co-op at Bermagui



Akuna Bay marina building



Wayfinding + integrated public art – night time

Blackpool UK Illuminations – annual lights festival (since 1879) drawing daytime visitors to stay longer in the sea-side town of Blackpool (UK).



**KIAMA HARBOUR REVITALISATION
ACTION PLAN
Strategic Approach**

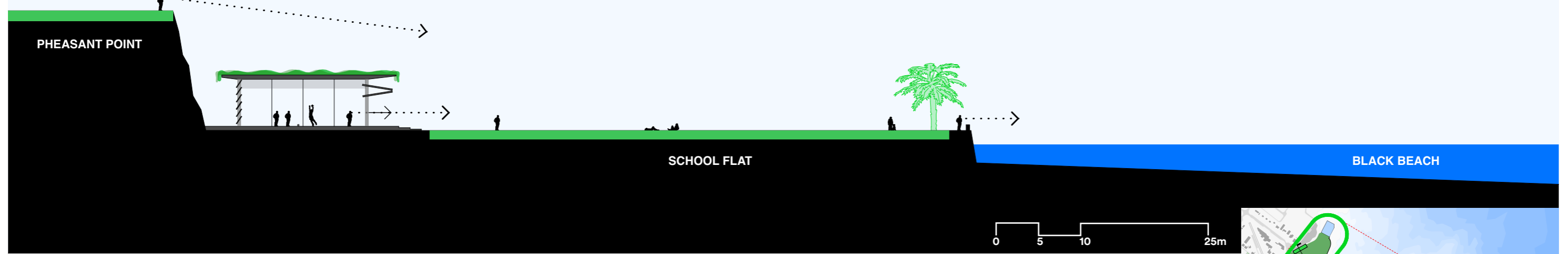
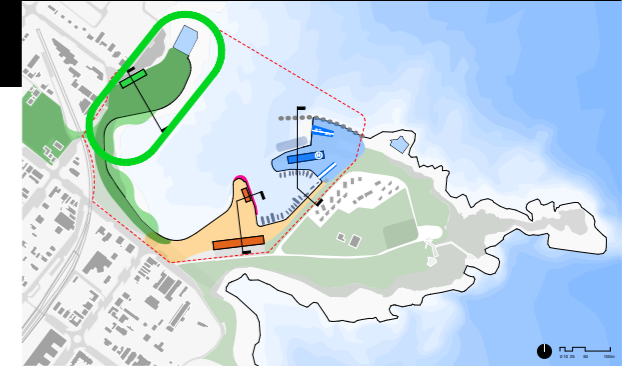


Figure 13: Proposed indicative sections



Wayfinding and integrated public art

In the same way that multipurpose infrastructure can reflect and contribute to the character of place, so too can a wayfinding strategy that integrates public art. The examples provided demonstrate the wide range of scales and possibilities of this approach.



Wayfinding – Culture, heritage & place

Ynys Llanddwyn island – the Landscape setting dominates; attraction of the place as an ‘Outdoor museum’ celebrates the landscape and its history. Objects in the landscape, pathways and significant views are carefully protected (Wales, UK)



Eora Journey (Sydney Harbour) – developed with Traditional Custodians from the Gadigal clans, showcases places of significance and incorporates artworks that celebrate Aboriginal culture and heritage (right – image of proposed bara sculpture by Judy Watson and UAP).

03. DELIVERY AND IMPLEMENTATION

This section outlines a series of actions to implement the recommendations, such as staging and sequencing, responsibilities, approvals and dependencies. Implementing the recommendations of this Action Plan will rely on long term commitment to collaborative governance and project delivery across government.

The recommended staging and implementation approach is intended to ensure that increased commercial development opportunities in the Harbour precinct are created by investing in and upgrading the infrastructure that supports maritime activities.



3.1 Recommendations for staging and implementation

This table outlines the recommended stages and potential projects to support the delivery of those stages of revitalisation. Each of the recommended projects will require further business case and feasibility studies to guide investment, planning, detailed design and delivery. The uptake of these recommendations will also be contingent on further feedback from community.

This table is developed from the recommendations table to inform an implementation process to realise the vision for Kiama Harbour Revitalisation.

ITEM	REQUIREMENTS + INTERDEPENDENCIES	LEAD AGENCY RESPONSIBLE	STATUTORY APPROVALS (PLANNING PROPOSAL/DA/SSD/SSI)	KEY GOVERNANCE GROUP MEMBERS
1.0 Undertake detailed technical and feasibility studies, including: — Investigate strategies to align current and future lease agreements with the vision and objectives of this Action Plan — Traffic & movement (incorporating all relevant and interfacing areas)	Align with current studies (particularly town centre traffic study and any studies being undertaken to support the plan of management) Ensure a regular forum with Harbour Precinct stakeholders and user groups is established and maintained for ongoing governance and engagement	TfNSW		Kiama Municipal Council (KMC)
1.1 Upgrade the existing jetty adjacent to the boat ramp, and reinstate the accessible floating pontoon	Scope of recommended upgrade will depend on feasibility and business case studies.	KMC	KMC	KMC TfNSW
1.2 Upgrade and improve the slipway (in current location)	Collaboration with Boat Owners Association	TfNSW	DPIE – public domain works Crown Lands	Boat Owners Association (BOA) KMC
1.3 Repair and upgrade damaged sea wall and retaining wall	Crown lands approval Investigate feasibility for improvements harbour edge amenity (eg bench seating or similar)	Crown Lands	KMC Crown lands	TfNSW NSW Crown Lands
1.4 Test dedicated public waterfront space	Enable temporary activation / uses to lead behaviour change and test community response (eg mobile food & beverage offerings; alternate use events closed to vehicular traffic)	KMC	KMC	BOA Business operators Aboriginal community and Local Area Lands Council Department of Regional NSW (DRNSW)
1.5 Landscape & wayfinding upgrade to improve pedestrian connections between the harbour & adjacent public open space & precincts	Alignment with current wayfinding investigations (KMC) and development of holistic long-term wayfinding strategy incorporating harbour and adjacent precincts	KMC	KMC	Aboriginal community and Local Area Lands Council KMC
2.0 Testing program for alternate traffic arrangements (peak & off peak, night-time, special events)	Public awareness through accompanying communications campaign; alignment with activities and events (1.4)	KMC	KMC	TfNSW KMC
3.0 New multi-use harbourside building (including relocated fish market & Scouts)	— Agreement with fish market operators and other anchor tenants (eg charter booking office) as well as Scouts and other operators — Contingent on technical studies, usage studies and business cases	TfNSW (potential public-private partnership)	Crown Lands – building	Kiama Municipal Council Crown Lands
3.1 Relocate fish market	Contingent on: — Agreement with fish market operators & provision of alternate, improved location	TBC	KMC	TfNSW KMC DPIE User groups
3.2 Build a new boating services building to the eastern headland (inc. hard stand; lockers; chandlery; SLSC; workshop & storage)	Contingent on feasibility studies, heritage studies, and business cases.	TfNSW (potential PPP)	Kiama Municipal Council (KMC) – building Crown Lands –	Ports Authority NSW SLSC Boat Owners Association
3.3 Relocate helipad	Investigate alternate locations with consistency of emergency services vehicular access that are not severely impacted by fair-weather traffic, weekends and holidays.	TfNSW KMC	Crown Lands KMC	Resilience NSW Kiama SLSA Royal Life Saving Australian Defence Force CASA NSW Police
4.0 5 Year review point	Review of completed studies and community sentiment to determine approach to medium and long-term opportunities	TfNSW		KMC
4.1 New public infrastructure within Robertsons Basin to improve fair-weather boater accessibility, and connections with tourism opportunities.	Contingent on environmental and maritime infrastructure technical studies, useage studies, and business cases	KMC	Crown lands	KMC PANSW BOA
4.2 Establish new community facility to service events on School Flat	Contingent on: — on agreement by Scouts, — provision of access & servicing;	KMC (potential PPP with operators)	KMC Crown lands	Scouts KMC DRNSW
4.3 Potential to expand & improve access and connections to Black Beach promenade and School Flat	Contingent on modelled climate change impacts such as increasing severe storms and coastal inundation.	TfNSW with KMC	TfNSW KMC Crown lands	

3.2 Recommendations for staging

Minimal intervention to Robertsons Basin including potential to optimise moorings, reinstate a suitable (destroyed in 2016 ECL) boat ramp floating pontoon, potential to extend slipway, repair damaged retaining wall, and NW foreshore reclamation/modifications to optimise harbour/ foreshore safety and accessibility.

Recommendations

- 1 Repair subsidence of structural rock revetment between carpark and wharf
- 2 Upgrade the existing jetty adjacent to the boat ramp, and reinstate the accessible floating pontoon
- 3 Replace damaged sea wall and foreshore retaining wall with improved infrastructure
- 4 Upgrade and improve the slipway to enable safe and accessible regional boat owner maintenance
- 5 Explore options to enable temporary uses in the area to increase activation
- 6 Increase options for water recreation
- 7 Investigate options to improve wayfinding and open space connections between the harbour and adjacent public open space and precincts
- 8 New public infrastructure within Robertsons Basin to improve fair-weather boater accessibility, and connections with tourism opportunities

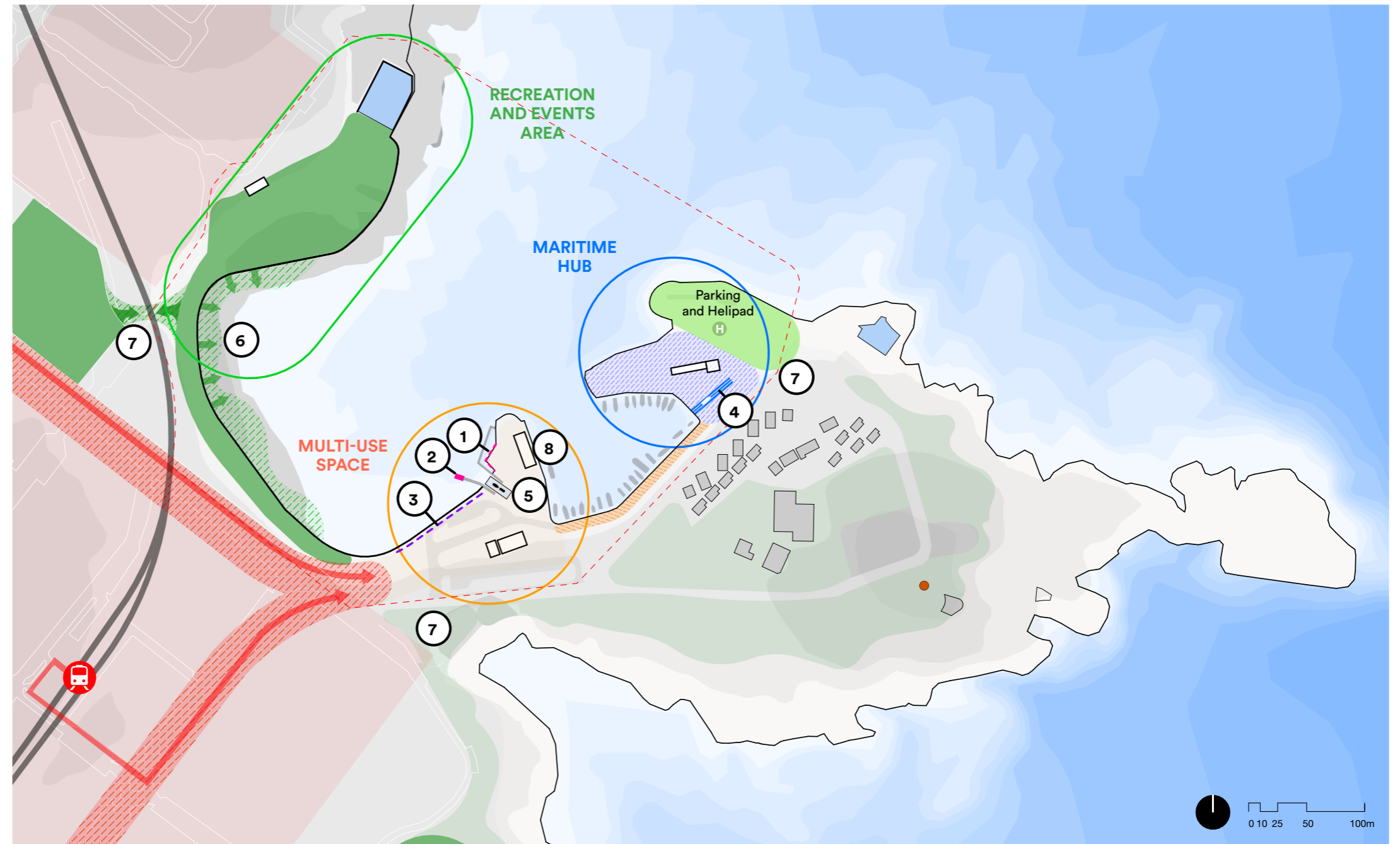


Figure 14: Short term staging recommendations

LEGEND	
Project boundary	---
Key access corridors	█
Recreation and events area	█
Maritime hub	█
Multi-use space	█
Maritime infrastructure (water side)	█
Maritime infrastructure (land side)	█

Note: potential new breakwall and mooring locations shown indicatively. Topography and bathymetry source: Department of Planning, Industry and Environment NSW Marine Lidar Topography Bathymetry 2018 (contours).

Long term considerations

Recommendations

- 1 Locate a new storage and services building
- 2 Locate a new multi-use harbourside building to activate the space that would also accommodate the Scouts and SLSC
- 3 Investigate opportunities to optimise Kiama Harbour mooring accessibility
- 4 Improve pedestrian connections between the town centre, Black Beach and the new public space
- 5 Consider vertically integrated fish market and restaurant operation in Cargo's building. Relocate the public wharf and pontoon into the basin to enable direct fishing fleet connections and Sea-to-Serve tourism opportunities
- 6 Investigate options to improve the landscape connections between School Flat, Black Beach and the new public waterside space
- 7 Consider new multi-use community facility on School Flat pending further investigation

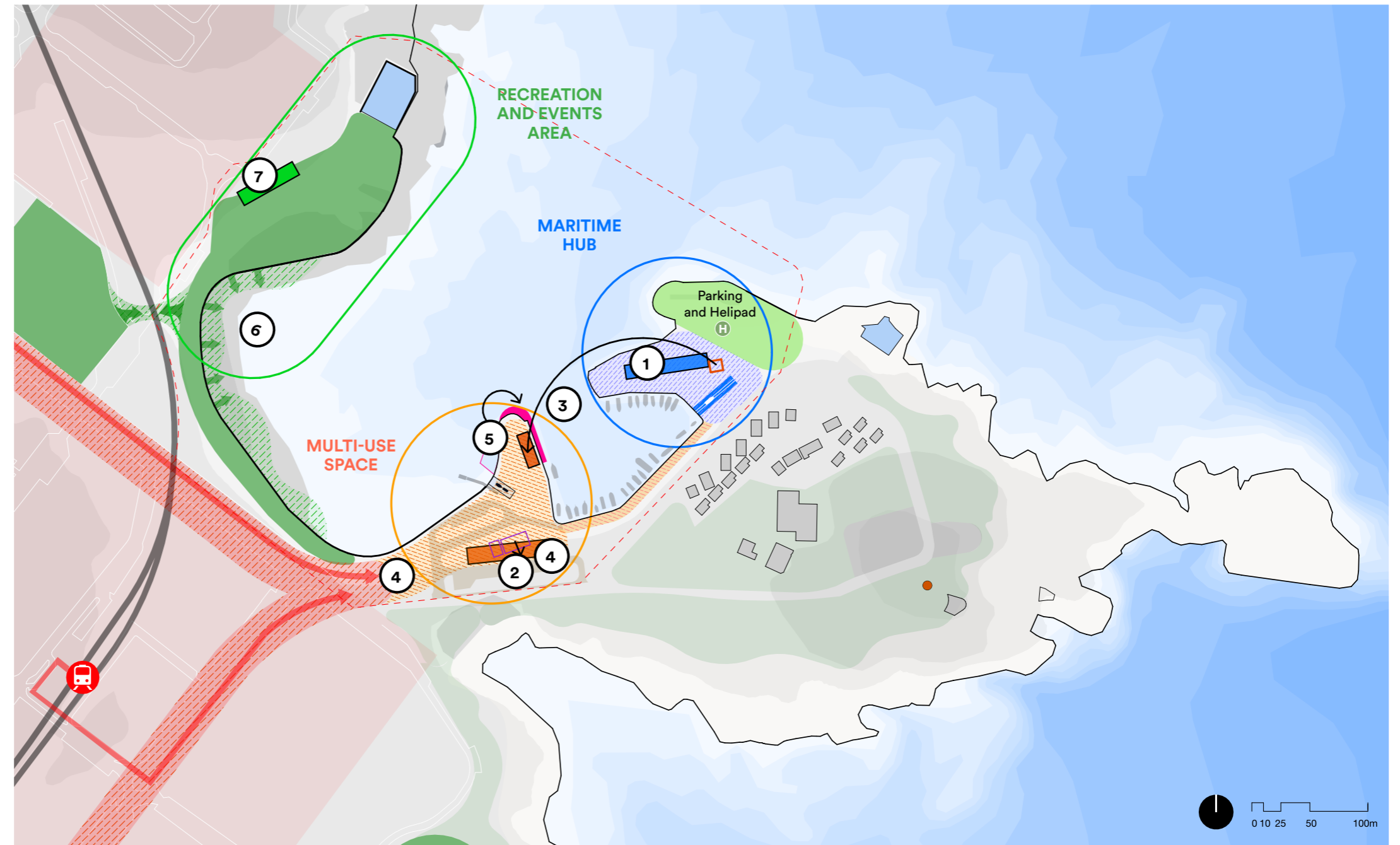


Figure 15: Long term staging recommendations

LEGEND

Project boundary	---
Key access corridors	█
Recreation and events area	█
Maritime hub	█
Multi-use space	█
Maritime infrastructure (water side)	█
Maritime infrastructure (land side)	█

Note: potential new breakwall and mooring locations shown indicatively. Topography and bathymetry source: Department of Planning, Industry and Environment NSW Marine Lidar Topography Bathy 2018 (contours).

APPENDICES

Kiama Harbour is situated in close proximity to the town centre of Kiama. As a town centre, it has a compact, walkable scale. The two main streets of Terralong and Manning are part of a compact grid network and support a range of mixed uses such as retail, food and beverage and services. The intersection of Terralong and Manning Streets forms a key nodal point directly adjacent to the harbour, giving a strong relationship between harbour and town.

Good accessibility via train, car or boat is a benefit for Kiama Harbour and the ability for visitors coming from Sydney or Canberra.

Although the harbour provides an anchor point to connect a series of destinations to explore within the region, it is not the celebrated destination experience that it could be. Despite Kiama being historically developed as a result of the harbour, the land-side development has accelerated and out-paced the harbour in the last half century.

There are opportunities to capitalise on the proximity of the harbour to key precincts, major transport connections and Kiama's coastal/local walks, including clear and consistent way-finding, facilities for cyclists, people arriving by train, and overnight guests.

A number of key plans and strategies, at a state, regional and local government level, form the basis for understanding priorities for the renewal of Kiama Harbour.



Figure 16: Local context

LEGEND	
Project boundary	--- --
Key vehicular routes	□
Train line	— (pink)
Coast walk	— (yellow)
Open space	■ (green)

A town built around a harbour

Environmental context

Basalt geology is the predominant form based on historic volcanic activity. Basalt geology is a constraint as expanding or excavating the harbour is a substantial undertaking, with significant cost and environmental impacts.

The climate of Kiama LGA is warm and temperate. Significant localised weather patterns, including predominant wind patterns regularly result in challenging conditions within the harbour leading to swell. This is a major constraint for all types of boats and limits both size and numbers of boats entering the harbour.

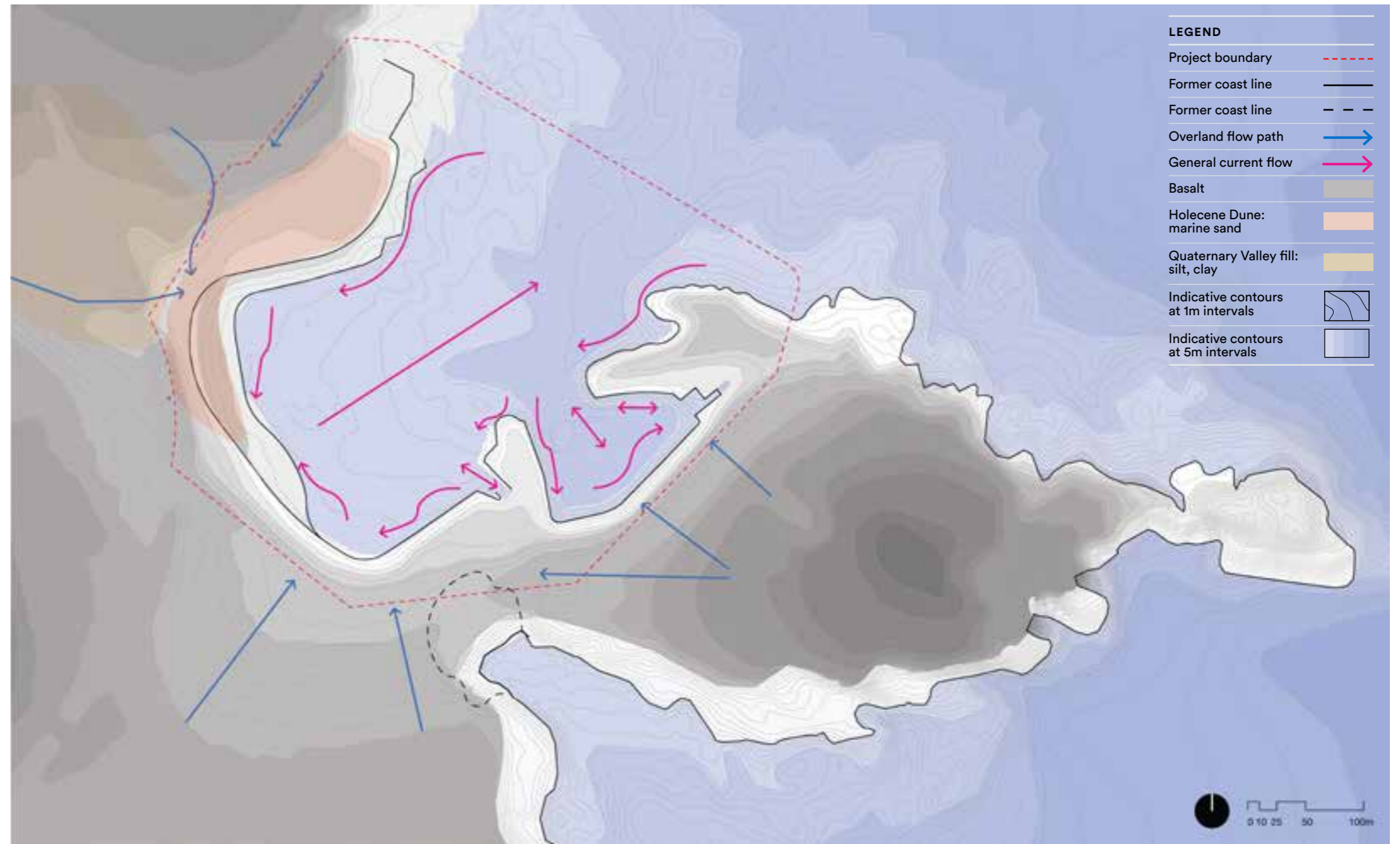


Figure 17: Environmental context

Source: Department of Planning, Industry and Environment NSW Marine LiDAR Topography Bathymetry 2018 (contours). General current flow – Typical Current flows provided by markup by Deon Voyer Transport for NSW. Overland flow – Made from high level site observations. Minimal resource information available.

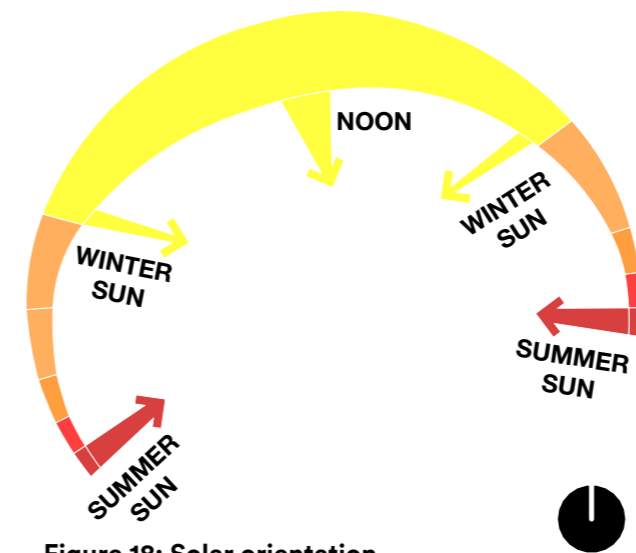


Figure 18: Solar orientation

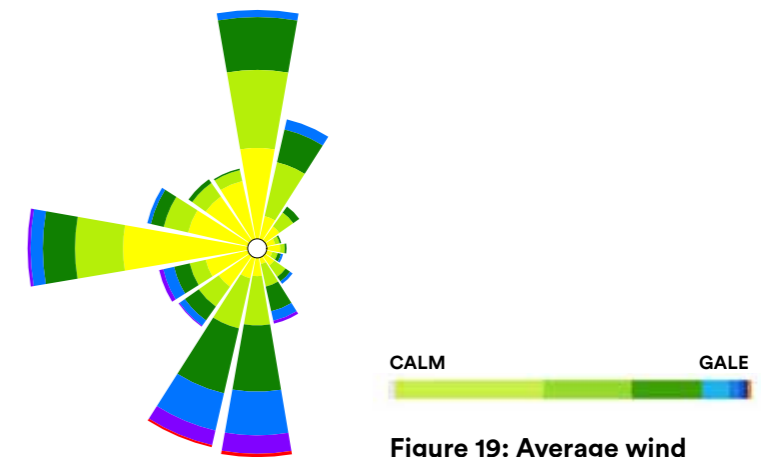


Figure 19: Average wind patterns over 5 year period

Source: <https://wind.willyweather.com.au/nsw/illawarra/kiama.html>

Land use and built form context

Built form within the project area is varied, distinct and dispersed through the area. This built form includes harbour infrastructure, and the distinctive buildings of Cargos, the Fish Market and adjacent fishermen’s lockers. All buildings in the project area are one storey, with the exception of Cargos.

While the built form around the harbour is relatively sparse, it’s character is a defining feature of the place and connects the harbour with adjacent precincts.

The built form and natural features of the Headland precinct also form the defining character of the harbour, including the Blow Hole, the Lighthouse, the Tourist Information, Pilots Cottage, the rock pool and the landscape of the headland itself.

To realise the vision for a future, revitalised Kiama Harbour, there are opportunities to repurpose and/or upgrade existing buildings. As well, there are opportunities to enhance the diverse character of the harbour with new built form that is appropriate and compatible in scale and design.

A detailed review of existing buildings, their current uses and the ability to optimise or repurpose will need to be undertaken prior to any future projects to determine the feasibility of new built form in the project area.

It will also be important to undertake focused engagement with the community to inform future changes to land use.

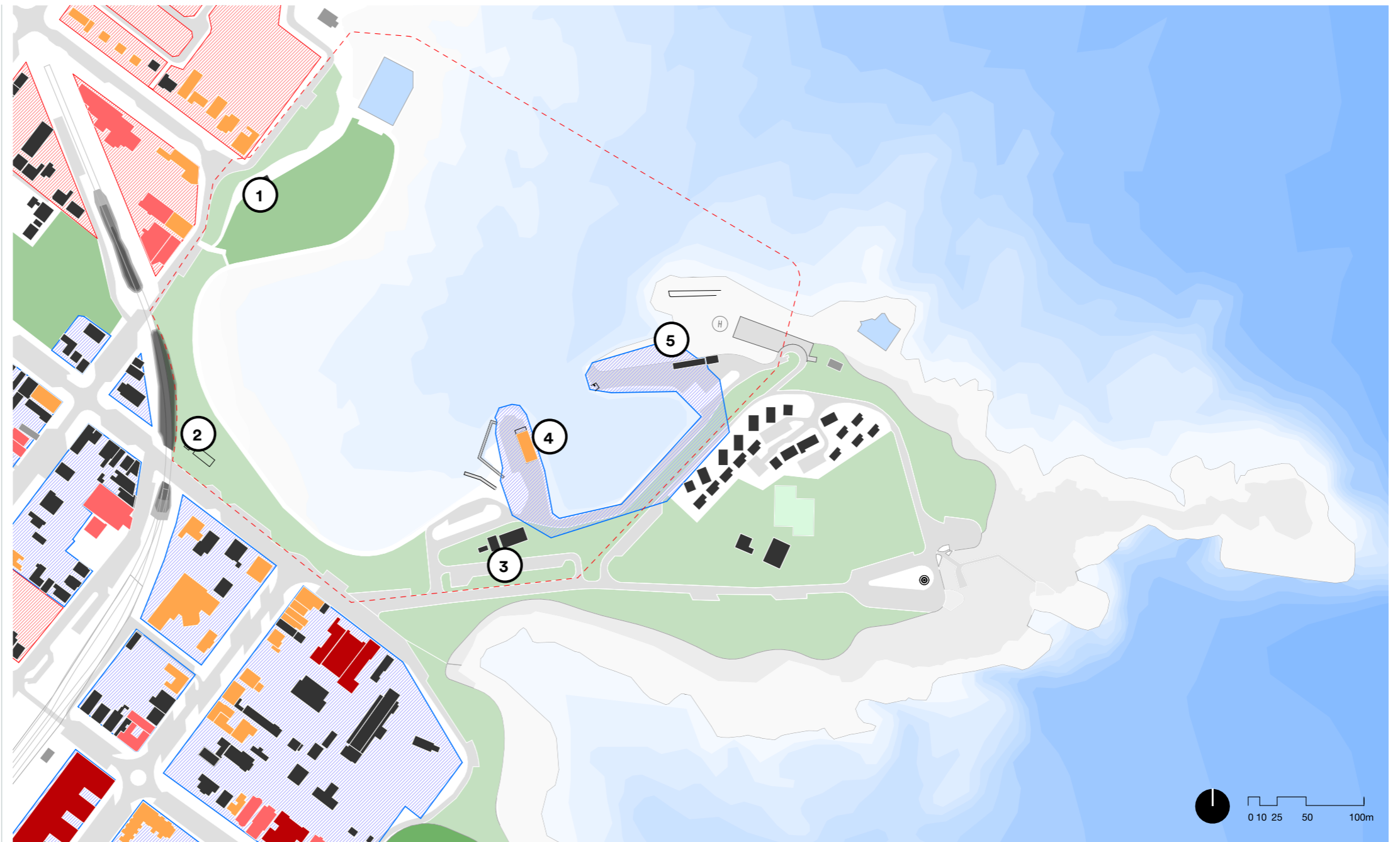


Figure 20: Existing built form context

LEGEND

Project boundary	- - - -
1 storey	■
2 storey	■
3 storey	■
4 storey	■
Kiama LEP (2011) permissible height – 11m	■
Kiama LEP (2011) permissible height – 8.5m	■

KEY

1 Amenities block	Function – amenities Storeys – one storey Condition – contemporary building
2 Amenities block and playground	Function – amenities Storeys – 1 Condition – contemporary building
3 Scout Hall and free standing amenities block	Function – community facility Storeys – 1 Condition – mid-century
4 'Cargos'	Function – food and beverage Storeys – 2 Condition – heritage significance
5 Fish Market	Function – fish market/storage lockers Storeys – 1 Condition – functional/working building

The complex land tenure and building management arrangements which apply to all the buildings and infrastructure across the study area reveal the critical need for collaborative governance arrangements to support any future development in the study area.

Please note the information provided here relating to land tenure and management arrangements is current at the time of printing and is subject to change. Any future development in or around the Harbour, resulting in changes to built form or tenure agreements, will of course be subject to arrangements with current leaseholders as well as Crown lands and their appointed management agencies. Crown Land infrastructure assets and associated land within the study area are now managed by TfNSW.

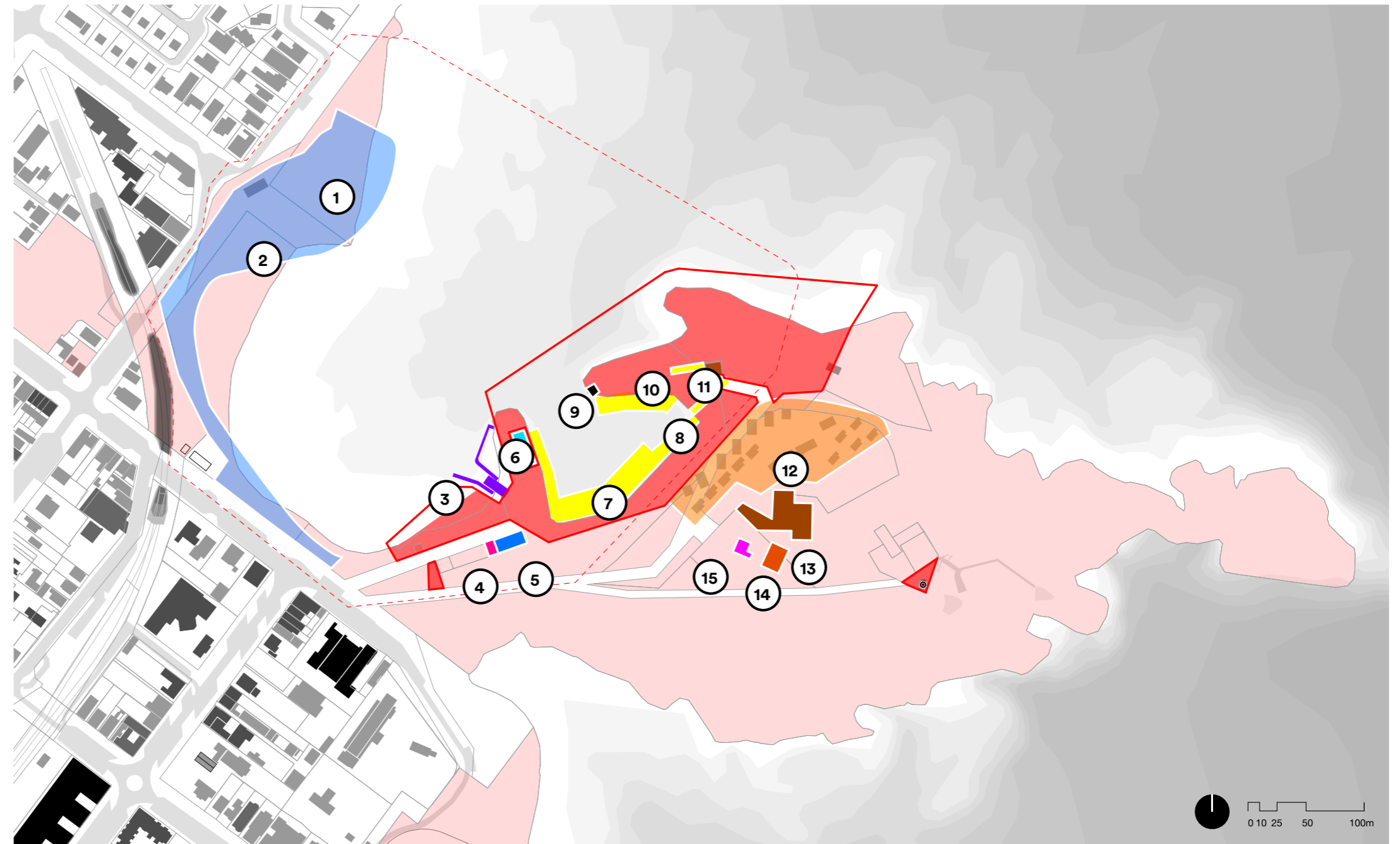


Figure 21: Land tenure and building management context

LEGEND

Project boundary	- - - - -
Crown Land area – managed by TfNSW	— (Red)
Crown Land – managed by Kiama Council	— (Pink)
Crown Land (land side) – managed by TfNSW	— (Dark Red)

1 Laurie's Amusements	— (Blue)
2 Seaside Markets	— (Blue)
3 Jetty/Wharf/Boat Ramp Licencee – Kiama Municipal Council	— (Purple)
4 WC Amenities & Kiama Surf and Lifesaving Club	— (Pink)
5 Hall – Kiama Scouts Reserve Trust	— (Blue)
6 Restaurant Licencee – Cargo's at the Wharf	— (Light Blue)
7 Moorings – Kiama Harbour Boat Owner's Association	— (Yellow)
8 Slipway – Kiama Harbour Boat Owner's Association	— (Yellow)
9 Scales – Kiama Game Fishing Club	— (Black)
10 Storage Lockers – Kiama Harbour Boat Owner's Association	— (Yellow)
11 Fish Market – Leo's Kiama Fisheries (Kiama Fish Market)	— (Green)
12 Tourist Cabins – Licencee – Kiama Municipal Council	— (Orange)
13 Tennis Courts – Blowhole Point Tennis Club	— (Brown)
14 Kiama Visitor's Centre	— (Orange)
15 Pilots Cottage – Kiama Historical Society	— (Pink)

Movement and landscape context

Movement within the project area and interface areas is understood both from waterside and landside. They are inter-related and depend on each other. Figure 9 illustrates the current arrangement of movement between different modes.

Waterside movements are significantly limited by harbour depth, weather conditions and ocean swell which restricts access into Roberston Basin.

The narrow width between the harbour edge and embankment creates a congested zone for pedestrians, vehicular traffic and waterside operations. This results in some conflicting demands on the available area.

The overlap of boat handling, parking, visitor traffic and extensive pedestrian movements around the pier and coastal walk creates a public domain that impedes harbourside use and activation.

Landside movement within the project area could be further rationalised to improve pedestrian experience and public space amenity, making the harbour's edge a more inviting place to visit and spend time.

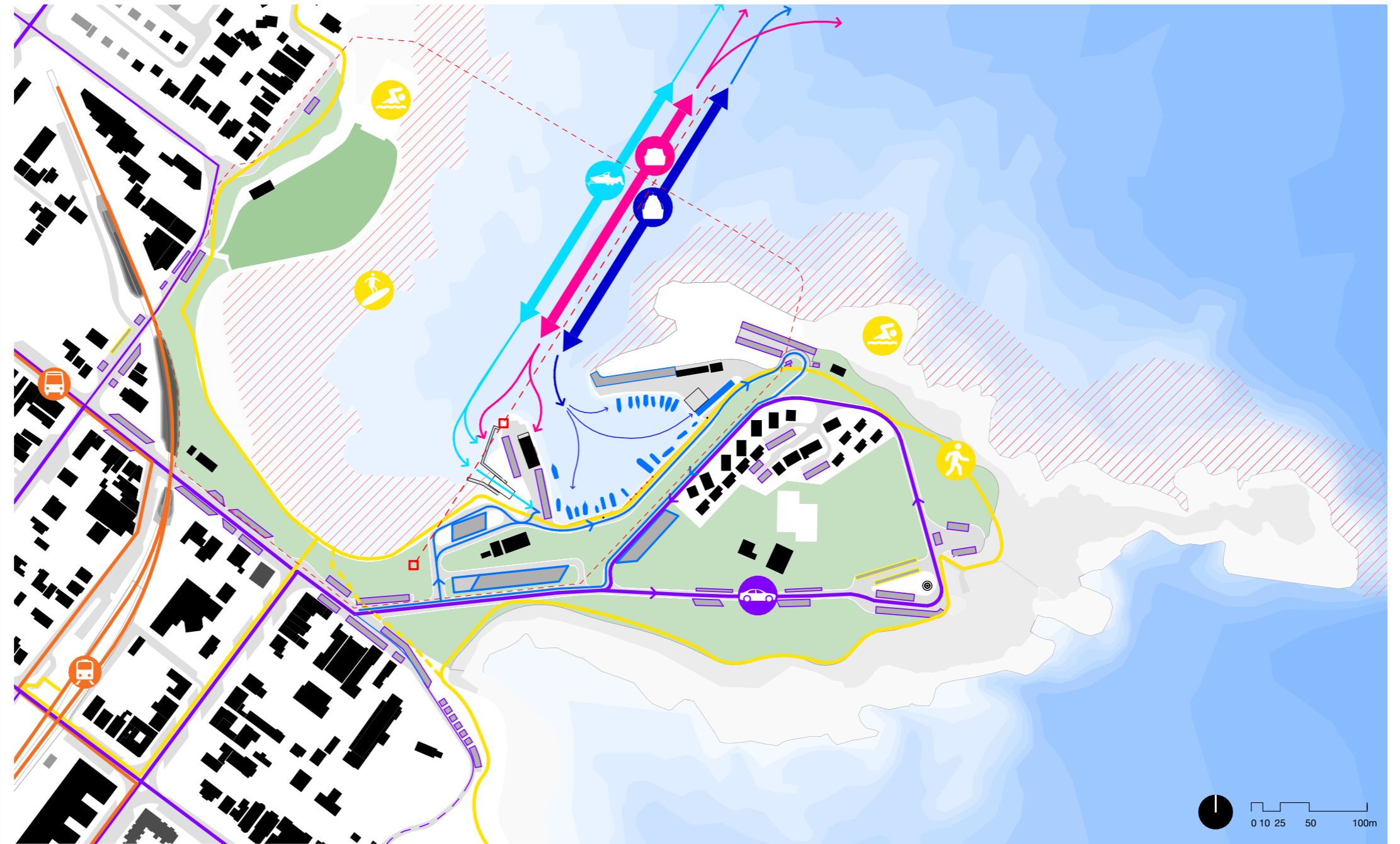


Figure 22: Existing movement context

LEGEND	
Project boundary	--- --
Vehicular movement	— — — —
Boat movement landside	— — — —
Boat movement (moored vessels)	— — — —
Boat movement (trailerable)	— — — —
Boat movement (tenders/charters)	— — — —
Train	— — — —
Area not suitable for boat access	///
Kiama Coast Walk	— — — —

The landscape is coastal, with the harbour itself and the headland forming the defining elements. These contribute to give Kiama its strong reputation as place of natural beauty.

At a finer grain, the open spaces on both landside and waterside within the project boundary include:

1. Continental Pool – ocean pool
2. School Flat – park and festivals
3. Kiama Harbour Kids Park – harbour park
4. Headland west – not used
5. Kiama Harbour – marine recreation
6. Robertson Basin – boat arrival and mooring

Within the project interface areas, the following areas include:

7. Kiama Rotary Park – small local park
8. Kiama Rock Pool – ocean pool
9. Kiama Headland – grassed headland with attractions, roadway and parking
10. Hindmarsh Park – formal local park

All of these spaces are well used by both locals and visitors for active and passive recreation.

Views both from the land and water are a key asset of the place. It is these views that give Kiama Harbour its distinct appeal and define it as a gateway to this part of the region. The revitalisation of the Harbour should protect key views, with particular emphasis on arrival views from train, town and water.

The size and quality of the various public spaces changes depending on the functions at particular times of the day and according to season. A holistic strategy for the public domain that includes both the Harbour and all interfacing areas will be important to identify opportunities to rationalise and improve the open space.

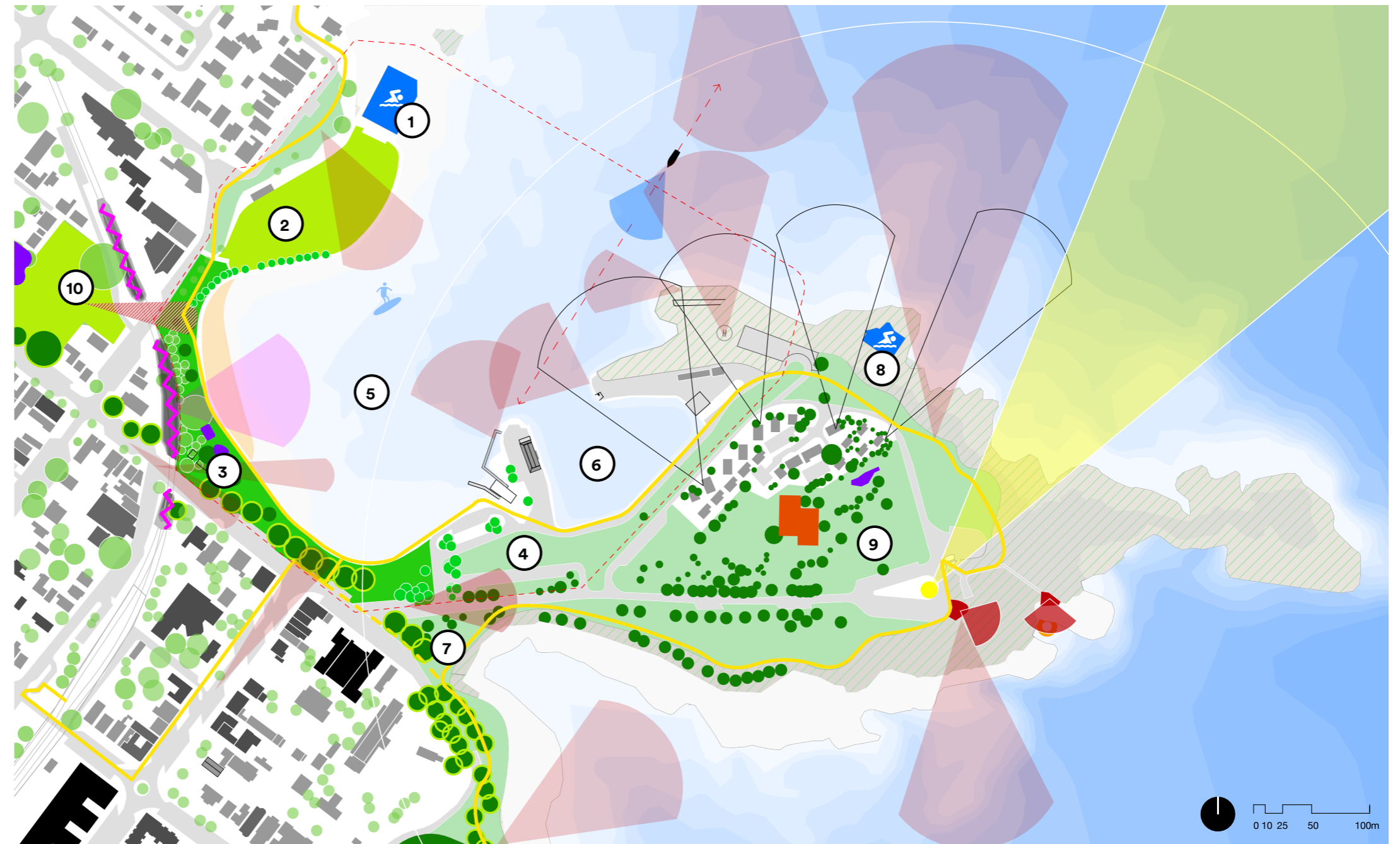


Figure 23: Existing open space and vistas context

LEGEND		LEGEND	
Project boundary	---	Tennis Courts	■
Navigational indicators	← →	Kiama Coast Walk	—
Headland Open Space	■	Train	—
Harbourside Edge Park	■		
Local Park	■		
Existing tree (heritage listed)	●		
Existing tree	●		
View from train	▲		
Lighthouse view	▲		
Landside views	▲		
View from boat	▲		
View of the blowhole	▲		
View from the headland	▲		

There are a number of heritage items within the project area.

Many of these items have high heritage significance, important to the maritime history of the harbour and define its character.

All future proposals need to be reviewed in the context of the Kiama Conservation Management Plan 1998.

Note that these heritage items do not reflect sites or items that may be significant to local Dharawal and Wadi Wadi people. Any future proposals need to be informed and guided by recognised knowledge holders from the local Aboriginal community.

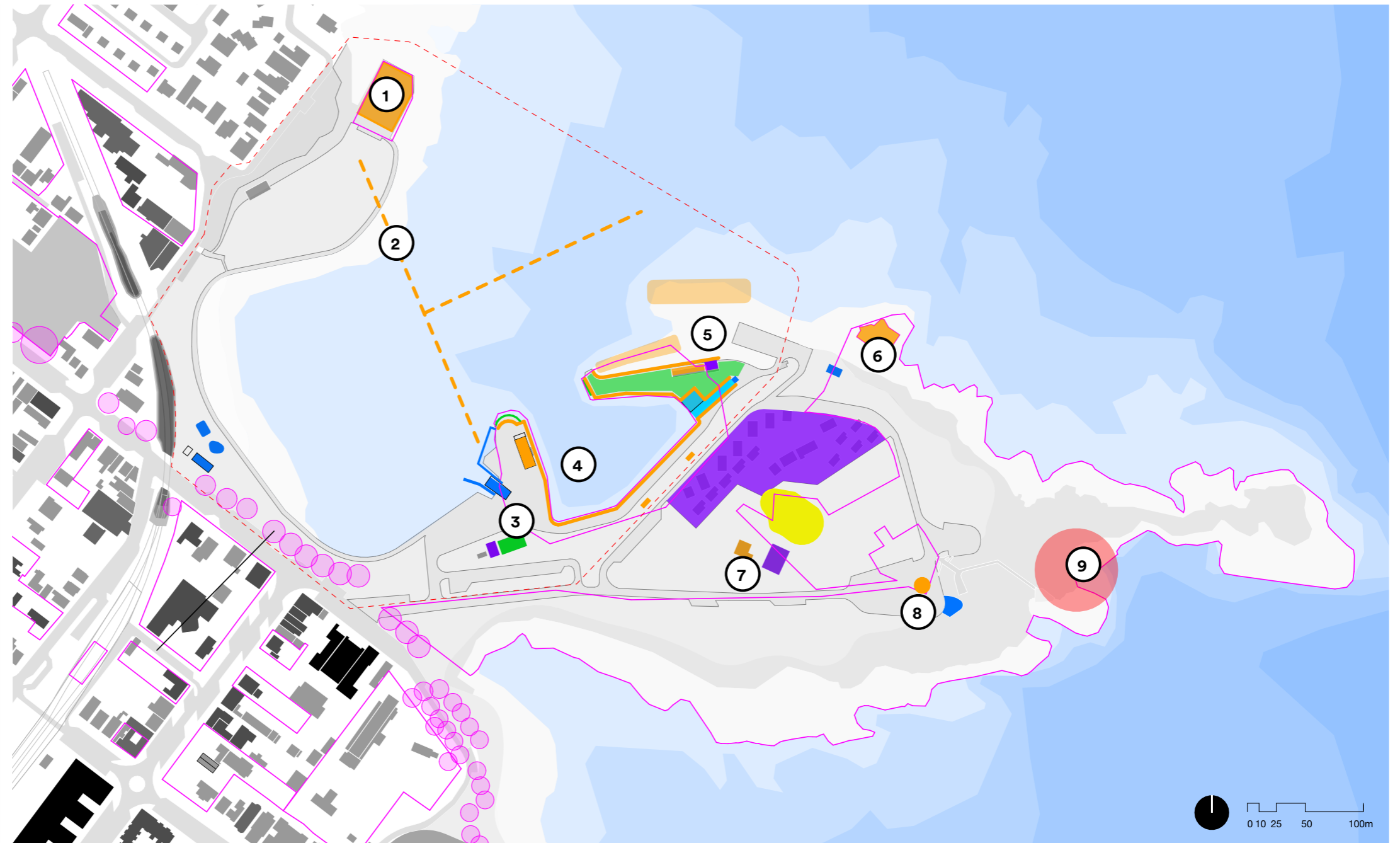


Figure 24: Heritage items

LEGEND		KEY	
Project boundary	-----	1	Womens Ocean Baths
NSW State Heritage Inventory (KMC Conservation Management Plan 1998)		2	Historical Mooring Chains
A Exception		3	Kiama Cargo Building
A/B	■	4	Robertson Basin
B High	■	5	Fish market
B/C	■	6	Mens Ocean Baths
C Moderate	■	7	Pilot Keeper's Cottage
C/D	■	8	Lighthouse
D Low	■	9	Kiama Blowhole
D/X	■		
X Intrusive	■		
Kiama LEP 2016 Heritage Item – Item within lot	□		
Heritage Item (including trees)	■		

