KEMPSEY SHIRE COUNCIL
LAND & PROPERTY MANAGEMENT
AUTHORITY

MATTYS FLAT AND NEW ENTRANCE

PLAN OF MANAGEMENT

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The following details are ascribed to the development of the DRAFT Mattys Flat and New Entrance Plan of Management produced by Patterson Britton & Partners Pty Ltd and presented to the Department of Lands and Kempsey Shire Council January 2006.
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INTRODUCTION

1.1 BACKGROUND

Mattys Flat and New Entrance are located on the bank of the Macleay River at South West Rocks on the mid-north coast of NSW. These two contiguous areas form part of the eastern bank of the Macleay River and extend along a relatively narrow two kilometre strip of foreshore land (refer Figure 1). The general area is accessed by road from South West Rocks town centre which is located about two kilometres to the east.

Mattys Flat and New Entrance comprise a mix of land uses with varying tenures and functions including Crown Reserve, Council recreational reserve and public road reserve. The area has environmental significance due to the proximity of wetlands classified under State Environmental Planning Policy (SEPP) No. 14.

With easy access to the Macleay River foreshore and the existence of good facilities, Mattys Flat and New Entrance have long been recognised for their excellent recreational opportunities. There is now greater pressure on this area as evidenced by increasing numbers of visitors and the encroachment of residential and tourist-related development.

Accordingly, Kempsey Shire Council in conjunction with the Land and Property Management Authority (formerly the NSW Department of Lands), has undertaken to prepare a Plan of Management for Mattys Flat and New Entrance. A Plan of Management is seen as necessary to manage these areas of public land in a more sustainable way. Given the pressures on existing boating facilities, Kempsey Shire Council recently a resolution (March 2004) that the Plan of Management should be prepared.

1.2 LEGAL BASIS FOR PREPARING A PLAN OF MANAGEMENT

Mattys Flat Reserve and New Entrance, like many public areas in NSW, comprise a mix of Council-controlled public land, Crown Reserve and public road reserve.

Under the Local Government Act, 1993 and the Local Government Amendment (Community Land Management) Act, 1998, a Plan of Management must be prepared for all public land. There are two areas of public land at Mattys Flat under the care and control of Council to which this legislation applies.

The Crown Lands Act, 1989 also allows for the preparation of Plans of Management for Crown Reserves whether they be publicly dedicated, reserved or privately leased.
Given the variety of land titles and the physical connection between Mattys Flat and New Entrance, it was thought prudent to prepare a coordinated and comprehensive Plan of Management to encompass both foreshore areas.

1.3 PLAN METHODOLOGY AND OBJECTIVES

This Plan of Management provides a decision-making framework for managing Mattys Flat and New Entrance based upon the:

- needs and aspirations of all stakeholders including the local community
- policy and resources of Kempsey Shire Council and the Lands and Property Management Authority; and
- natural resources of the site.

The Plan initially assesses the physical characteristics of the study area. The importance of the study area and the issues affecting it are then assessed, based upon the findings of stakeholder consultation undertaken during the preparation of this Plan.

A management study has been undertaken based on the findings of the site assessment and the consultation process. Options to sustainably manage the area have then been assessed.

Finally, an Action Plan has been developed which forms the essence of the Plan of Management. The Action Plan presents a strategy that effectively outlines the ‘why, how and by whom’ Mattys Flat and New Entrance should be managed.
2 MANAGEMENT FRAMEWORK

2.1 OVERVIEW

The management of Mattys Flat and New Entrance needs to be considered in the light of relevant state, regional and local policies. These include:

- State Environmental Planning Policy No. 14 – Coastal Wetlands
- State Environmental Planning Policy No. 71 – Coastal Development
- North Coast Regional Environmental Plan (REP)
- Kempsey Local Environmental Plan (LEP), 1987
- SEPP (Infrastructure) 2007

2.2 SEPP 14 – COASTAL WETLANDS

SEPP 14 aims to preserve and protect coastal wetlands. It does this by defining any development that involves clearing, draining or filling wetlands, or constructing levees on wetlands, to be designated development. All designated development requires the preparation and public exhibition of an Environmental Impact Statement (EIS), and the approval of the Director General of the Department of Planning.

Management options proposed within the wetland areas to the south of Mattys Flat will be subject to the requirements of SEPP 14.

2.3 SEPP 71 – COASTAL DEVELOPMENT

SEPP 71 aims to protect and manage the natural, cultural, recreational and economic attributes of the NSW coast. Of particular focus is the protection and improvement of visual amenity and public access to coastal foreshore areas.

Furthermore, SEPP 71 aims to ensure that proposed development in the coastal zone is appropriate for the location, and protects and improves the natural scenic quality of the surrounding area. It does this by requiring the preparation and adoption of a ‘master plan’ before a consent authority can determine a development application.

Management options proposed along the Mattys Flat and New Entrance foreshore and extending out into the Macleay River will be subject to the requirements of SEPP 71. It is also envisaged that this Plan of Management will guide the future preparation of master plans for the Mattys Flat and New Entrance area. SEPP 71 does not apply to development that can be assessed under SEPP 14.
2.4 NORTH COAST REGIONAL ENVIRONMENTAL PLAN

The North Coast REP aims to control development in the North Coast region by specifying planning and development objectives and by guiding the preparation of Local Environmental Plans (LEPs). Relevant sections of the REP that apply to this Plan of Management include:

- development control for wetlands and coastal lands;
- development control for tourism development and natural tourism; and, consideration of impacts on public recreation of development adjacent to a waterway.

2.5 KEMSPEY LOCAL ENVIRONMENTAL PLAN

The Kempsey LEP 1987 essentially aims to control development within Kempsey Shire by specifying objectives and consent conditions for different landuse zones. Proposed management options will need to be consistent with the requirements of the Kempsey LEP. Landuse zoning is discussed in the following section.

2.6 SEPP (Infrastructure) 2007

SEPP (Infrastructure) aims to facilitate the effective delivery of infrastructure across the state by improving regulatory certainty and efficiency and greater flexibility and services allowing for efficient development, redevelopment or disposal of surplus government owned land and identifying environmental assessment categories and matters of consideration while providing a consultation process with relevant public authorities.
3 SITE ASSESSMENT

3.1 OVERVIEW

The study area for this Plan of Management has been divided into two zones:

- Zone A – Mattys Flat
- Zone B – New Entrance

3.1.1 Zone A – Mattys Flat

Zone A comprises 5.4 ha of foreshore land bounded by private property to the east and SEPP 14 wetlands to the south (refer Figure 2a). It is accessed from the north via New Entrance Road.

Part of the southern boundary of Zone A adjoins a Crown Road Reserve which forms an extension of Keith Andrews Avenue located to the east (refer Figure 1). An overhead 33 kV transmission line running east-west marks the approximate southern boundary of Zone A.

The majority of Zone A comprises SEPP 14 wetland (refer Plate 1) and dry sclerophyll forest. Ground elevations across Zone A are typically less than 2 mAHD on average, but rise to a maximum of 13 mAHD in the south-east corner. The wetlands become inundated at high tide.

Development is concentrated in the north of Zone A and includes car parking areas, boat ramps, a children’s playground and a sewage pump station. A public toilet block and an old fibro building called the ‘Boat Shed’ are the only buildings located within Zone A. This developed area is commonly referred to as Mattys Flat.

The car park and boat ramps are the dominant features of Mattys Flat. The car park (refer Plate 2) was constructed by Council in 2002 as Stage 1 of a proposed two-stage works program. The car park, which originally comprised 29 marked parking bays for cars with trailable boats, has now been re-marked by Council to provide for a total of 38 parking bays. Stage 2, which was not constructed, involved extending the car park to the south to provide an additional five car-trailer bays and 39 single-car bays.

The ramps and jetty were constructed in late-2000 to supplement an older existing boat ramp located immediately south of the Boat Shed. A 25 metre long rock groyne separates the old and new boat ramps. There is a fish-cleaning table at the end of the groyne. A tap situated at the south-western edge of the car park between the toilet block and the new boat ramps provides town water and is often used for boat washing. This area tends to become waterlogged due to the absence of formal drainage.
Plate 1  SEPP 14 wetland area within Zone A

Plate 2  Entry to the Mattys Flat car park
The Boat Shed has been at the site for many years (refer Plate 3). Previously known as ‘Merv’s Boat Shed’, it operated until recently as a small shop and chandlery that served the basic needs of recreational boaters, anglers and charter boat operators. The Boat Shed is currently managed and operated under a lease agreement between the lessee and Land & Property Management Authority.

3.1.2 Zone B – New Entrance

Zone B – New Entrance extends about 1.5 km northwards along New Entrance Road from the northern end of Zone A (refer Figure 2b). It encompasses both the New Entrance Road reserve and an area of foreshore land located between the road reserve and the river training wall (refer Plate 4). Zone B is between 20 and 42 metres wide, as measured from the river training wall to the eastern edge of the New Entrance Road reserve, and covers 4.1 ha.

The New Entrance area is bounded by three private properties and one Crown Land property to the east. The area is mostly flat with ground elevations less than 2 mAHD.

3.2 LAND USE AND ZONING

3.2.1 Zone A – Mattys Flat

Table 1 sets outs landuse and zoning details for the four lots within Zone A. Figure 3a shows the extent of each lot and the landuse zoning.

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<td>Recreational Waterways</td>
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<tr>
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<td>Recreational Waterways</td>
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<td>Crown Reserve (No. 86775) managed under trust by Council</td>
<td>7(d) – Scenic Protection</td>
<td>E3 Environmental Management</td>
<td>Public recreation, Car park, three boat ramps and sewer pump station</td>
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<td>7(d) – Scenic Protection</td>
<td>E3 Environmental Management</td>
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<td>Council Recreation Reserve</td>
<td>7(d) – Scenic Protection</td>
<td>E3 Environmental Management</td>
<td>Access track for Department of Commerce quarry and SEPP 14 wetland, None</td>
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As designated under Kempsey LEP 1987
The objective of the 7(d) scenic protection (E3 Env. Man.) zone is to conserve the environmental and scenic quality of the visually significant land by controlling development so that it will accord with the appearance of the landscape. Recreation establishments, roads, tourist facilities and utility installations are some of the developments that are allowed within this zone but only with development consent.

Council is responsible for maintaining the majority of facilities at Mattys Flat. The responsibility for maintenance of the rock groyne and river training wall is currently under review by the Lands and Property Management Authority.

The Boat Shed operates under a private lease from the L&PMA and is maintained by the lessee. As such the Boat Shed site is outside Reserve 86775.

About 45% of Zone A is accreted land formed by the natural deposition of river sediments. As this area is inundated at high tide it technically forms part of the Macleay River and thus has no Lot and DP number. The area is Crown land under the management of Land & Property Management Authority.
Plate 3  The Boat Shed, looking north from the Mattys Flat car park

Plate 4  Part of the New Entrance foreshore
3.2.2 Zone B – New Entrance

Zone B comprises the following elements:
- New Entrance Road Reserve
- Crown Road Reserve

New Entrance Road is a public road reserve under the care and control of Kempsey Shire Council. Council has been designated the Roads Authority as defined by the Roads Act, 1993.

Upon construction of the river training wall along the foreshore of New Entrance, a strip of land 4.87 metres (16 feet) wide was declared as Crown Public Road. The width of this strip was measured eastwards from the ‘centre’ of the river training wall. The public road was declared in order to provide vehicular access for construction and maintenance of the training wall. Maintenance responsibilities for this strip of land, together with the river training wall, are currently under review by Land & Property Management Authority.

Most of Zone B has a 7(d) scenic protection zoning (refer Figure 3b). However, KSC Standard LEP Conversions will have the 7(b) and 7 (f1) areas zoned as E3 Environmental Management. A 330 metre long section of the zone at its northern end has a 6(a) Open Space zoning (RE1 Public Recreation KSC Std LEP Conversion). This section adjoins Lot 12 DP666005 which is used by L&PMA as a works area for the maintenance of the training wall.

The objectives of the 6(a) open space zoning include protecting the visual and environmental qualities of foreshores reserves and to encourage development compatible with the natural environment, landscape and public recreation needs. Car parks, recreation areas and landscaping works are some of the developments that are allowed within this zone.

In 1984 the Coal wharf (approx 900m downstream of Boatshed) and adjoining land was declared a public wharf with control vested in Kempsey Shire Council.

3.2.3 Macleay River

The Macleay River up to the Mean High Water Mark (MHW) is classified as Crown Land under the care and control of the Land & Property Management Authority. Part of the river offshore from Mattys Flat and New Entrance (refer Figure 3a) is within “The Rocks Regional Crown Reserve” and is zoned 7(f1) – Coastal Lands Protection Zone. KSC Standard LEP Conversions will have the 7(b) areas zones as E3 Environmental Management. The objectives of this zone are to conserve the scenic quality an natural characteristics of foreshore land and to permit productive use of such land where the use does not prejudice its conservation value. Recreation establishments and tourist facilities are also allowable in this zone but only with development consent.
3.3 ACCESS

3.3.1 Zone A – Mattys Flat

Mattys Flat is accessed from the north via New Entrance Road (refer Figure 2a). Vehicles enter the existing car park and travel in an anti-clockwise direction (refer Plate 2). This traffic flow arrangement was recently implemented by Council to more safely allow trailable boats to be backed onto the new boat ramps.

Vehicle access is also available to the south via a gravel access track that begins in the south-east corner of the car park. The track was originally constructed to provide access to a rock quarry located approximately 700 metres south-east of the car park (refer Figure 1). The quarry was developed by the former NSW Public Works Department to provide rock for the river training wall. The quarry and the access track were previously used occasionally to provide rock for maintenance of the training wall. There is no road access past the quarry.

3.3.2 Zone B – New Entrance

Zone B can be accessed by vehicle either from Marlin Drive (refer Figure 2b) or by following New Entrance Road from its start at Quarry Street in the residential area immediately south of Back Creek (refer Figure 1). The latter route was the only access to the New Entrance area (and Mattys Flat) prior to the westwards extension of Marlin Drive to intersect with New Entrance Road.

There is also a Crown Road Reserve that is an extension of Government Road (refer Figure 1) which links New Entrance Road with Ocean Street. This 9.9 metre wide reserve is located approximately 10 metres inside Lot 5 DP1022342 and runs in an east-west direction parallel to the southern lot boundary (refer Figure 3b). The western end of this road reserve is very steep, dropping nearly 30 metres within a horizontal distance of 80 metres from Ocean Street to the SEPP 14 wetland located within Lot 5 DP1022342.
3.4 ACTIVITIES AND OPERATIONS

3.4.1 Zone A – Mattys Flat

Mattys Flat is used for a variety of land- and water-based activities which include:
- recreational boating (*river and offshore*)
- commercial charter boat operations
- recreational fishing; and
- picnicking, children’s playground and bird watching.

Figure 2a shows the location of key features associated with these activities.

Recreational Boating

Mattys Flat is primarily used by the boating fraternity wanting access to the Macleay River. Boats launched here are typically trailable boats up to about seven metres in length.

Boats are normally launched and retrieved using the two new boat ramps associated with a floating pontoon (*refer Plate 5*). The old boat ramp is used principally as an overflow ramp during peak periods (*refer Plate 6*) but is also preferred by some for the launching of larger vessels. The old ramp is slightly steeper than the newer ramps and has a steeper drop-off at its end. The ramp’s concrete surface is pitted and damaged in sections.

A timber jetty was situated on the northern side of the rock groyne to assist launching boats from the old boat ramp. This jetty was removed by Council due to concerns over its structural safety.

Commercial Charter Boat Operations

Five charter fishing boats operate from moorings within Zone A. These moorings have recently been operated by the Boatshed lessee. A new jetty is proposed for construction down stream from the Boatshed. The charter boats typically carry 8–12 passengers and undertake 2-3 cruises a day in peak periods. The boats embark passengers as early as 4.30 am, and at least three charter boats operate offshore.

Based on discussions with boat operators, bookings for fishing charters and river cruises have nearly tripled in the last five years.

Recreational Fishing

Fishing is popular along the foreshore area immediately to the south of the two new boat ramps. The foreshore is partly protected by a constructed rock wall and comprises a narrow sandy beach sloping up to a flat, grassed area immediately fronting the toilet block.
Picnicking, Children’s Playground and Bird watching

Picnicking occurs on the grassed area surrounding the toilet block immediately south of the car park. Wooden tables and barbeques have been constructed, however some of these facilities are in a state of disrepair (refer Plate 8).

A children’s playground is located immediately east of the toilet block (refer Plate 9). Children have been known to play and swim in the vicinity of the boat ramps. Bird watching is another activity undertaken in Mattys Flat particularly in and around the wetland areas.

Other Commercial Activities

A local kayaking tour operator, a scuba diving operator and two commercial fishermen launch their vessels from the new boat ramps.

Other Activities / Operations

A sewage pump station services the toilet block and the Boat Shed. There is currently no sewage pump-out facility for vessels at Mattys Flat. Kempsey Shire Council is currently investigating the logistical and financial considerations to develop a vessel sewage pump-out facility at Mattys Flat (Refer Section 5.4.6).

Few personal water craft, water-skiers or wake boarders have been observed in the lower- Macleay, however, the NSW Maritime Authority note that these activities may increase.
Plate 5  New boat ramps and pontoon

Plate 6  The old boat ramp
Plate 7  Charter and cruise boat moorings

Plate 8  Wooden seat and barbecue facilities next to the boat wash down area
Plate 9  Toilet block and children's playground at the southern end of the Mattys Flat car park

Plate 10  The RVCP mooring
3.4.2 Zone B – New Entrance

Zone B is primarily used for vehicular access along New Entrance Road between Mattys Flat and Marlin Drive in the south and Quarry Street in the north.

Notwithstanding, fishing and walking are popular activities along the New Entrance foreshore. Fishing can occur anywhere along the foreshore but is concentrated at the Coal Wharf and at the northern end of Zone B. This latter area is known locally as the ‘wire fence area’ and is a popular spot for blackfish. Bird watching is also another popular activity.

People can walk along the foreshore between the paved section of New Entrance Road and the river training wall. This area also serves as an informal car park for single cars and car-trailer combinations during peak periods when the car park at Mattys Flat overflows.

The Royal Volunteer Coastal Patrol (RVCP) operates a mooring Lot21809 DP Li331914) in the small embayment located north of the Boat Shed (refer Plate 10). The mooring consists of a sloped walkway leading down to a floating concrete pontoon orientated parallel to the foreshore.

The NSW Maritime Authority has also recently erected a mooring approximately 50 metres south of the RVCP mooring (Lot 22942 DP Li379232). The structure consists of a floating concrete pontoon supported by two piles and accessed by a sloped walkway. The mooring is used for the Authority’s 7.5 metre long boat built in 2004 specifically for river and ocean operations.

AMENITY

The eastern foreshore of the Macleay River is attractive and easily accessible, making it an area of great visual and natural amenity. This is perhaps best experienced by walking along the New Entrance foreshore, bounded as it is by the Macleay River to the west and grasslands and wetlands to the east. The mature Casuarina trees (Allocasuarina verticillate) growing along the New Entrance foreshore provide shade and add to the natural amenity. The scenic amenity of the area is best observed in its entirety from the high points along Ocean Street and Marlin Drive (refer Plate 11). The river training wall arguably detracts from this visual amenity with parts of the wall in a state of disrepair.

In a wider context, the eastern bank of the Macleay River represents an important element of the South West Rocks landscape. Overall, the Mattys Flat and New Entrance areas complement the local beaches, the small, back-beach creeks, and the forests and woodlands of Hat Head National Park.
The Mattys Flat and New Entrance area is one of the most accessible stretches of river foreshore in the lower Macleay River and is enjoyed by residents and visitors alike.

A pedestrian walkway on the western side of New Entrance Rd links Marlin Drive to the Tavern. A public use area with park benches is located opposite the Tavern. Although currents can be strong in the area (Refer 3.9.1), a small beach area located to the south of the launching area and adjacent to the play grounds is a favoured and relatively safe bathing location.

3.6 ECOLOGY

3.6.1 Zone A - Mattys Flat

Northern Section

Historical survey drawings show that the northern third of Zone A, now covered by the car park, originally consisted of loose, sandy soils with some grassed areas. The paved section of car park is now surrounded by grasses and shrubs and has some remnant dry sclerophyll forest at the eastern edge.

Wetland and Quarry Access Track

The large area of accreted land to the south of the car park comprises a well-established mangrove forest (refer Plate 1). The mangrove forest extends to the gravel access track which has been constructed above surrounding ground levels. The track represents the approximate limit of mean high water.

Casuarinas are evident along both sides of the access track. There is also a prevalence of lantana and blackberry bush which is typical of many NSW coastal areas. The vegetation changes to dry sclerophyll forest on the eastern side of the access track (refer Plate 12).

Data on flora and fauna from the National Parks and Wildlife Service reveals that no threatened or endangered species have been recorded within Zone A. However, threatened and endangered species of flora that have been recorded within the South West Rocks area may use, or be present at the site.

3.6.2 Zone B - New Entrance

The New Entrance area has been heavily modified and very little of the original vegetation remains. Historical survey drawings describe this area as level and well-grassed.

The most dominant vegetation feature within Zone B is the line of casuarinas situated along the foreshore in the area between the river training wall and the paved section of New Entrance Road (refer Plate 13).
Although no fauna has been recorded within Zone B, Council data indicate the nearby presence of the following birds:

- **Osprey** (*Pandion haliaetus*);
- **Barred cuckoo-shrike** (*Coracina lineata*);
- **Black-necked stork (Jabiru)** (*Xenorhynchus asiaticus*); and,
- **Little tern** (*Sterna albifrons*).

Further information on the terrestrial and aquatic ecological character of the Mattys Flat and New Entrance areas may be provided within the pending Macleay River Estuary Management Plan - Ecological Assessment.
Plate 11 Views from Marlin Drive looking north-west across the SEPP 14 wetlands and the New Entrance Foreshore

Plate 12 Quarry access track looking south
3.7 LANDSCAPE AND SOILS

3.7.1 Zone A - Mattys Flat

The Mattys Flat area is classified under the Macksville–Nambucca 1:100,000 soil landscape sheet as an estuarine landscape with level intertidal and supratidal flats underlain by Holocene sands and muds. Areas undisturbed by the car park are characterised by sands and muds grading to an intertidal mangrove swamp.

The southern half of Zone A has accreted over the years but is still subject to tidal inundation. Soils have a high erodability, high permeability, strong salinity and low fertility. Soils also have an extreme acid generating potential which is confirmed by acid sulphate soil mapping provided by Council. Acid sulphate soils can be found at or near the surface.

3.7.2 Zone B - New Entrance

The 1:100,000 soil landscape sheets classify the New Entrance foreshore area as a level plain landscape located on the lower-Macleay fluvial deltaic plain. The dominant landform is an alluvial levee. This changes to an Aeolian dune system at the northern end of Zone B.

It should be noted that much of the New Entrance foreshore was only recently formed through the deposition of dredged material from the Macleay River. As such, the foreshore can be considered to be heavily modified.

Soils located at a depth of more than 200 cm are typically poorly-drained Hydrosols.

Typical properties include a low subsoil permeability, permanently high watertable, foundation hazard and poor drainage. Acid sulphate soils can be found at depths of less than 1 metre which represents a high-hazard potential.

3.8 CULTURAL HERITAGE

3.8.1 European Heritage

The Coal Wharf at New Entrance (refer Plate 14) is the only element identified within the study area that may have any significance to European heritage. The Coal Wharf is not identified in the State Heritage Inventory of the NSW Heritage Office; however the Coal Wharf (site only) has been listed on KSC Heritage Inventory (SHI No 1850437).
Plate 13  Casuarina trees along the New Entrance foreshore

Plate 14  The Coal Wharf
The Coal Wharf was one of several built along the Macleay River to service coastal shipping. The wharf appears structurally solid, although a detailed structural inspection would be required to confirm this.

The wharf currently serves as a ‘tie-up’, sometimes overnight, for larger vessels such as trawlers, tugs, barges and dredges. It can also be used in emergencies or during salvage operations. Due to its height and lack of stairs or ramps, the wharf is not suited for smaller vessels. The wharf is used most frequently by recreational anglers.

The Coal Wharf was gazetted as a Public Wharf on 20th July 1984 (Folio 3740) with Council vested control over the wharf and land described in the Schedule.

There exists an opportunity to upgrade the wharf to improve and expand it current usage patterns (Refer 5.4.7).

3.8.2 Aboriginal Heritage

The Kempsey Local Aboriginal Land Council was contacted in order to determine the presence of any sites of Aboriginal significance within Zones A and B. The Land Council advised (pers. comm. Ms Tracey Edwards) that there has been no heritage survey conducted within the Mattys Flat and New Entrance areas and that the Land Council was not aware of any significant sites. However, it was noted that a heritage survey would need to be undertaken by Land Council members prior to any development being undertaken in the area (such as excavation / earthworks).

Land & Property Management Authority were also contacted to determine whether there were any Native Title or Aboriginal land claims covering Zones A or B. The Department advised that there are presently no Aboriginal land claims or Native Title claims on land within Zones A and B. An Aboriginal land claim has been lodged with Lands & Property Management Authority covering, in part, New Entrance Road immediately to the north of Zone B and private property to the east of Zone B.

3.9 HAZARD ASSESSMENT

3.9.1 River Currents

Mean tidal prism of the Macleay River entrance is 11.4Mm³ and mean peak flow of 795m³ on the making tide and 711m³ on the ebbing tide. A full assessment of the tidal characteristics of the Macleay river estuary is presented in the Macleay River Estuary Processes Study (WMAWater 2009).

Current velocities in the Macleay River adjacent to Mattys Flat and New Entrance are observed to be relatively high. Flood and ebb tide velocities of approximately 1 m/s have been recorded by the NSW Department of Commerce (2004) at the confluence of the Macleay Arm and the Macleay
River. The tidal range at this point was estimated to be 1.61 metres (High high water to Indian spring low water) as compared to 1.99 metres in the ocean.

Currents can be hazardous for people attempting to launch or retrieve boats at the boat ramps. People swimming in the river at Mattys Flat are at risk of being swept from the shore, although swimming is not a common activity here. Swimming can be dangerous near the steep drop-off from the old boat ramp.

3.9.2 Foreshore Erosion

Bank erosion is occurring on exposed sections of the New Entrance foreshore. This is particularly evident along the foreshore in front of the Riverside Tavern. Erosion is most likely caused by high-velocity flows (caused by tidal movements and flood flows) scouring the unprotected sections. Anglers clambering onto the river training wall may also contribute to erosion.

3.9.3 Flooding

Mattys Flat and New Entrance are very low-lying and hence susceptible to flooding. The ‘Lower Macleay Floodplain Management Plan’ (1999) predicts a 100 year recurrence flood level of 2.54 mAHD at Mattys Flat. The typical depth of inundation over the car park during this flood would be in the order of 600 mm.

Survey on flood levels recorded at the Mattys Flat associated with the May 2009 flood event (1in10) indicated water levels reached 1.79m at the boat ramp and 1.88mAHD resulted from wave surge at high tide.

Peak 100 year recurrence flow velocities at Mattys Flat are predicted to be 2.5 m/s. Peak flows for 1 in 100 year flood events is estimated to be 7260m$^3$/s. Based on hydraulic and hazard categories in the NSW Floodplain Management Manual, the peak 100 year recurrence flood depth and velocity, taken together, represent a high hazard. This hazard has not been realised in the past due to the absence of any significant building development at Mattys Flat and New Entrance.

A full assessment of the Macleay River estuary hydrodynamics, including flooding is provided in the Macleay River Estuary Process Study (2009).
4  KEY VALUES AND ISSUES

4.1  OVERVIEW

In order to prepare an effective management strategy it is important to identify the values and issues relating to Mattys Flat and New Entrance.

Values are what is important about a place. Identifying values at the start will help focus the Plan of Management so that those values can be protected and enhanced.

Community participation in helping identify values and issues is vital to the success of the Plan of Management. Accordingly, consultation with stakeholders and the local community was undertaken as described in the following.

4.2  CONSULTATION

4.2.1  Stakeholder Consultation

Initial consultation was undertaken with various stakeholders on 11th February 2005 at Mattys Flat. In attendance were representatives from:

- Royal Volunteer Coastal Patrol
- NSW Maritime Authority
- charter and cruise boat operators
- the Boat Shed
- local landowners

The views expressed provided a basis for developing an agenda and list of discussion points for a community workshop. A community brochure advertising the workshop and an accompanying questionnaire were distributed in the local area. The brochure and questionnaire are attached at Appendix A.

Further consultation was undertaken with the following stakeholders by telephone in early- June 2005:

- Macleay River District Fisherman’s Cooperative
- Kempsey Local Aboriginal Land Council
- South West Rocks Chamber of Commerce
- South West Rocks Progress Association
- Seabreeze Fishing Club
- South West Rocks Marine Group
- various local residents and business owners
4.2.2 Community Workshop and Questionnaire

A Community Workshop was held at South West Rocks Surf Lifesaving Club on 3rd May 2005. The purpose of the workshop was to inform the wider community about the Plan of Management and to elicit the community’s views and their aspirations for the site. Approximately 40 people attended the three-hour workshop.

A total of 47 completed questionnaires were received after the workshop. The majority of respondents (87%) identified themselves as local residents.

The results from the stakeholder consultation, Community Workshop and returned questionnaires were analysed and used to develop a list of values and key issues.

4.2.3 Mattys Flat Working Group

A Mattys Flat Working Group was established by Council (Jul 2009) to assist in the development of the Mattys Flat New Entrance Plan of Management and oversee the commencement of on-ground works.

4.3 SUMMARY OF IDENTIFIED VALUES

The following list of values has been developed for Mattys Flat and New Entrance:

1. Recreational Opportunities:
   
   - Mattys Flat provides an easily-accessible boat launching facility for local residents and visitors; and,
   - Mattys Flat and New Entrance are desirable areas for passive recreation and are well-used by recreational anglers, walkers and picnickers.

2. Amenity:

   - there are attractive views of the Macleay River and adjacent wetlands, both along the foreshore and across the foreshore from Marlin Drive and Ocean Street;
   - the foreshore is a unique landscape element that complements the beach, bushland and wetland landscapes found elsewhere in South West Rocks; and
   - Mattys Flat and New Entrance form a unique and easily-accessible riverside setting of local and regional importance.
3. Natural Environment:

- SEPP 14 wetlands and the adjoining dry sclerophyll vegetation communities south of Mattys Flat have moderate to high conservation value; and,
- the line of casuarinas along the New Entrance foreshore are important in providing nesting habitat, shade and bank stabilisation.

4. Socio-economic Elements:

- charter and cruise boat operators provide a regular service to visiting tourists and holidaymakers, and contribute to the local economy;
- the Boat Shed meets a need for boat- and fishing-related services; and,
- the overall amenity of Mattys Flat and New Entrance contributes to the appeal of South West Rocks as a holiday destination.
- demand for increased mooring capacity

4.4 KEY ISSUES

4.4.1 Overview
The most significant issues facing Mattys Flat and New Entrance are:

1. Availability and capacity of facilities
2. Amenity and access
3. Environmental protection
4. Economic development; and
5. Safety and security.

4.4.2 Availability and Capacity of Facilities

a) Car Parking

The existing 38-space car park at Mattys Flat is too small to cope with the number of vehicles arriving during peak periods.

Vehicles that are unable to use the car park are forced to park on nearby grassed areas adjacent to the car park or to overflow along New Entrance Road. For example, cars with trailers are often parked on private property between the Riverside Tavern and Marlin Drive and along the eastern edge of New Entrance Road as far north as the Coal Wharf. Up to 120 cars with trailers have been counted by local residents at Mattys Flat and along New Entrance Road during peak periods.

Any future development of private property fronting New Entrance Road will curtail parking in these areas. If this occurs, cars with trailers will be forced to use the road shoulders, which is likely to impede pedestrian access.
Problems at the car park are exacerbated by single cars using parking spaces designed for a car-trailer combination.

b) Boating Facilities

There are inadequate and insufficient boating facilities to service the increasing number of boats that visit the Macleay River. Deficiencies include:

- no public wharf;
- no vessel sewage pump-out facility;
- lack of diesel fuel and poor availability of petrol;
- inadequate moorings for some charter boats and the cruise boat operator;
- no public moorings; and,
- no NSW Maritime Authority presence at the waterfront.

Without a public wharf, boats cannot tie up safely at Mattys Flat and disembark passengers or load supplies. Visiting boats wanting to stay overnight sometimes moor in mid-stream in front of Mattys Flat. This presents a danger to fishing trawlers which frequently use the river at night and in the early morning.

Due to its design, the existing Coal Wharf is unsuitable for use by yachts and smaller vessels. However, it is common practice for small boats launching at Mattys Flat to pickup passengers at the Coal Wharf. This activity can be hazardous when the current is strong. The absence of stairs or ladders from the wharf to the water also increases the risk of accidents.

The lack of a vessel sewage pump-out facility on the Macleay River means that boats visiting the Macleay are likely to discharge sewage directly to the river. Previously, when in operation the operator of Osprey River Cruises currently uses a rubbish bin to dispose of sullage to the toilet block. The charter boats discharge sullage at sea.

Diesel fuel is currently brought to the site by road tanker on an as-needs basis. Unleaded petrol could previously be purchased at the Boat Shed, however availability was varied.

The current mooring arrangement at the Boat Shed is not conducive to the transfer of passengers onto the charter boats and cruise boats. Passengers for charter boats currently access the moorings through the Boat Shed.

The NSW Maritime Authority notes that the issue of moorings at Mattys Flat has been critical for many years. A courtesy mooring was installed several years ago immediately to the north-west of the Boat Shed, however it was removed because of liability issues. Swing moorings were also installed in the small embayment to the north of the Boat Shed; however these were removed as they could not be properly secured on the sandy river bed.

A proposal was put forward in 1999 to extend the area of the Boat Shed lease to the northeast along the river training wall in order to provide 6–8 additional
berths. The proposal was supported by the then Department of Lands and Waterways Authority but discussions with the lessee lapsed. The NSW Maritime Authority continues to receive enquiries about the availability of private moorings at Mattys Flat for yachts, river cruisers and houseboats. The Department has also continued to promote the development of a marina in this area since approving a Land Assessment (under Part 3 of the Crown Lands Act, 1989) in 2003 that confirmed this direction.

Since 1997, the NSW Maritime Authority has been promoting the establishment of a small operations centre and jetty in the area of foreshore land located between the Boat Shed and the old boat ramp (refer Figure 2a). The proposed development comprised a 8 metre wide by 14 metre long building containing an office and floor space for two vessels. An attached jetty and floating pontoon was to accommodate the Authority’s 7.5 metre boat built in 2004 specifically for river and ocean operations. The Department of Lands rejected the proposal in 2003 based on the Land Assessment in place at the time.

The new boat ramps sometimes become congested when many boats wish to launch at the same time. Congestion is expected to worsen in part due to the shoaling of South West Rocks Creek which has already forced some boat owners to launch from Mattys Flat.

A Maritime Infrastructure Assessment (MIA) is being undertaken as part of the Macleay River Estuary Management Plan process. The objectives of the MIA is map all current maritime infrastructure facilities, undertake a comprehensive community/user consultation process, assess all existing infrastructure in terms of usage patterns, current and future demands, environmental, social and economic considerations. In addition, the MIA will produce concept plans for specific high use locations and develop a Maritime Infrastructure Management Strategy.

c) Picnic Facilities

The picnic facilities available at Mattys Flat are not in good condition. There are also no picnic facilities along the New Entrance foreshore. The lack of good picnic facilities is an issue frequently raised by visiting holiday makers.

d) Boat Shed Operation

The Boatshed is currently managed and operated under a lease agreement between the lessee and L&PMA. Prior to the current lessee, some complaints had previously been received about the operation of the Boat Shed, prior to its closure by the Department of Lands in mid-2005. The complaints focussed on irregular opening hours and the poor availability of unleaded petrol.
4.4.3 Amenity and Access

Many stakeholders, particularly local residents, are concerned about the potential for the existing amenity of Mattys Flat and New Entrance to become compromised by inappropriate or over-development. Their concerns are focussed on the potential for future development to:

- place undue pressure on existing public facilities;
- interrupt views over and along the foreshore;
- cause adverse environmental impacts e.g., in terms of vegetation loss;
- cause an increase in vehicular traffic and cause a corresponding increase in noise and risk to pedestrians; and,
- usurp public land for private purposes and thus deny public access.

Other stakeholders have noted that the amenity of the foreshore area could be enhanced through appropriately-designed development that is sympathetic to the amenity of the area.

Mattys Flat has also been described as a ‘dead end’ without any focal point. The river training wall is in a poor condition in places and detracts from the amenity of the foreshore.

4.4.4 Environmental Protection

Issues concerning the natural environment are closely linked to concerns of overdevelopment, in particular the loss of existing foreshore vegetation and the degradation of water quality. Many stakeholders and community members believe that much native vegetation has already been lost through over-development in the South West Rocks area. This has adversely affected the habitat of nesting birds and other fauna.

There is also a concern that any proposed development or new activities undertaken close to or within the existing SEPP 14 wetlands at Mattys Flat may compromise the ecological integrity of the wetlands. For example, increased access to the wetlands could result in a further spread of exotic species and an increase in litter.

4.4.5 Economic Development

South West Rocks is becoming an increasingly desirable destination for holiday makers and new residents due to its favourable climate, wealth of natural attractions and range of recreational activities. Fishing tourism is well-established and South West Rocks is believed to be the third-most popular fishing spot along the NSW coast. Recreational anglers are known to come from as far away as Victoria to fish at South West Rocks.
Tourism represents an important component of the local economy. According to the South West Rocks Marine Group (pers. comm. Mr Lawrie McEnally), fishing tourism is worth an estimated $20 million to the town each year.

The potential for promoting tourism is limited by the lack of facilities at South West Rocks and along the Macleay River. Although the Macleay River is recognised as offering excellent recreational opportunities, a lack of facilities (e.g., public moorings and picnic facilities) has limited the number of people using the river and its foreshore. One consequence of not having public moorings is that boats heading along the coast tend to bypass the Macleay River and use the marinas at Coffs Harbour and Port Macquarie.

However, possible navigational limitations of the entrance needs to be considered if efforts are developed towards encouraging vessel over the entrance bar.

Kempsey Shire Council is currently investigating the logistical and financial considerations to construct a public jetty in Mattys Flat New Entrance foreshore area (Refer Section 5.4.4).

The potential for developing boating facilities on the Macleay, and in particular at Mattys Flat, has long been recognised. For example, the ‘Macleay River Fishing Port Facilities – Management Plan’ recommended in 1993 that consideration be given to constructing a 40-berth marina in the small embayment to the north of the Boat Shed. This was part of an overall recommendation to relocate the Macleay River District Fisherman’s Cooperative from Jerseyville to Mattys Flat.

More recently, the ‘Macleay Valley Coast Tourism Strategic Plan’ (2005) recognised the potential for boating-related tourist facilities to be developed at South West Rocks. In addition, Land Assessments and reviews undertaken in 1992, 1999 and 2003 by the Department of Lands (L&PMA) have supported the direction for expansion of moorings at Mattys Flat.

### 4.4.6 Safety and Security

Safety and security were raised as important issues at the Community Workshop. The following points were noted:

- conflict between people using the picnic facilities and boats using the new boat ramps;
- children at risk from traffic in the car park and when playing and swimming near the boat ramps;
- vandalism at the Boat Shed;
- strong river currents that make boat launching and retrieval difficult;
- pedestrians using New Entrance Road feel vulnerable to passing traffic; and,
- conflict between cruise boat loading operations and boat launching and retrieval at the new floating jetty.
4.5 SUMMARY OF CONSULTATION

It is apparent from the findings above that Mattys Flat and New Entrance are considered a unique and important element within the South West Rocks area. Mattys Flat and New Entrance are highly valued for the recreational opportunities available within an area of significant visual and natural amenity. The growth in tourism and residential development at South West Rocks suggests these values are shared by local residents and visitors alike.

The issues that have arisen because of the area’s increasing popularity appear to be reasonably well-known. The significance of these issues is however, seen differently by different groups of stakeholders.

For example, stakeholders working each day at Mattys Flat and New Entrance such as the RVCP, Maritime Authority, charter / cruise boat operators and the Boat Shed operator, view the lack of car parking, boating and visitor facilities, as of prime concern. These stakeholders, together with the South West Rocks Chamber of Commerce (pers. comm. Mr Peter Yarwood) and South West Rocks Progress Association (pers. comm. Mr David Thomas), were supportive of providing new and upgraded boating facilities.

Local residents, who formed the bulk of respondents to the questionnaires, place more emphasis on the loss of habitat, loss of amenity, and safety and security as some of the most significant issues. A significant proportion of respondents (20-30%) identified limiting development, protecting amenity and protecting the existing environment as their general aspirations for Mattys Flat and New Entrance.

An equal proportion of respondents (30%) suggested more specific ideas such as increasing the area of car parking and upgrading existing facilities such as picnic facilities, boat wash down and garbage collection facilities. Notwithstanding, many respondents recognised that any future works at Mattys Flat and New Entrance would need to be environmentally sustainable and compatible with the general aspirations stated for the area.

The consultation undertaken to date indicates that most stakeholders are likely to support options that address issues at a local level, without compromising existing recreational values, environmental values and amenity. This would include upgrading existing facilities. Support for providing additional facilities (e.g., new boating facilities) was more varied amongst stakeholders.

The Mattys Flat Working Group identified the construction of a public wharf, construction of vessel sewer pump-out facility, upgrading the Coal Wharf and improving parking arrangements as priority actions.
5 MANAGEMENT STUDY

5.1 MANAGEMENT OBJECTIVES

Based on the values and issues outlined above, the following management objectives have been formulated for Mattys Flat and New Entrance:

- To preserve and enhance the recreational, environmental and economic values of Mattys Flat and New Entrance.
- To preserve and enhance access to Mattys Flat and New Entrance for the general public, including those with disabilities, to use as a high-quality, multi-purpose recreation space.
- To provide an appropriate number and standard of facilities for stakeholders to safely and enjoyably use Mattys Flat and New Entrance.
- To ensure that the ongoing use and management of Mattys Flat and New Entrance is environmentally, economically and socially sustainable.

5.2 OVERVIEW OF POTENTIAL MANAGEMENT OPTIONS

A series of potential management options has been formulated in order to meet the above objectives. These options comprise a mix of development works, planning-related actions and further investigations. These options have been broadly grouped into the following categories:

- car parking;
- boating facilities;
- public access;
- visitor facilities; and,
- environmental protection.

Each option was assessed such that it:

- ensures public safety;
- is environmentally sustainable;
- adheres to legislative requirements and policy guidelines;
- is economically viable; and,
- will be for the betterment of the local community.

As part of the requirements of the Local Government Amendment (Community Land Management) Act, 1998, this Plan of Management must also categorise community land under Council’s control. In this instance, Lot 849 DP777322 and Lot 85 DP263591 within Zone A are to be categorised according to the Act.

Figures 4a shows the location and extent of the management options for Mattys Flat and New Entrance.
5.3 CAR PARKING

5.3.1 Assessment of Car Parking Requirements

The existing car park at Mattys Flat is currently under-designed to cater for the number of cars using the car park during peak periods. To address this issue it is necessary to examine how many car parking spaces would be required.

Requirements for car parking spaces at a boat ramp are outlined in 'Australian Standard - Guidelines for design of marinas' (AS 3962 – 2001) and in the former NSW Public Works Department (PWD) document, 'Boat Launching Ramp Guidelines' (1985).

AS 3962 – 2001 states that 20-30 car-trailer bays are required for a single ramp in a rural area. The 'Boat Launching Ramp Guidelines' state that 25-30 car-trailer spaces and a minimum of 10 single car spaces are required for a single ramp.

Assuming that all three boat ramps at Mattys Flat are in operation, a total of 75–90 car-trailer spaces and 30 single car spaces would be required under AS 3962 – 2001 and the 'Boat Launching Ramp Guidelines'. The existing car park has only 38 car-trailer parking bays and is therefore not compliant with Australia Standards.

In order to meet the minimum requirements of AS3962 – 2001, the following three options were investigated:

- enlarge the existing car park;
- provide car parking along New Entrance Road; and,
- provide car parking on private property.

5.3.2 Enlarge the Existing Car Park

To provide additional parking spaces, the existing car park could be extended to the south and north.

**Option 1 (South)**
Extending the car park to the south would involve resiting the children’s playground and clearing approximately 2,800 m² of land, including the removal of several Casuarina trees (refer Figures 4a & 4d).

KSC has developed a number of possible car parking arrangement options or modifications that incorporate development towards the south. Figure 4D is a diagrammatic representation of one of the possible options.
**Option 2 (North)**
Extending the car park to the north would involve clearing the grassed area between the paved section of the car park entrance, the western boundary of Lot 810 DP1061151 and the start of the New Entrance Road Reserve. An additional four car-trailer spaces and nine single car spaces could be provided.

There is also an opportunity to place seven single car spaces immediately to the north of the Boat Shed. These should be designated as short-stay spaces only. The licensee of the Boat Shed is to be issued a license by L&PMA to construct eight (8) parking bays in this area, six (6) for public use.

**Constraints**
Based on Council car parking space guidelines (Car and trailer spaces: 12.5 – 15 metres long and 3.5 metres wide and Single car spaces: 5.5 metres long and 2.6 metres wide) a number of design constraints were considered in developing possible car park layouts. These included the following:

**Option 1**
- the car parking area to south is limited by SEPP 14 wetland area;
- the children’s play ground would need to be relocated
- there may be issues with the general public safety accessing the amenities block
- access to the quarry access track will be required to be maintained
- will require relocation of vessel wash-down area
- will require removal of a number of Casuarinas
- may require clearing of some vegetation along the quarry access road

**Option 2**
- there are a number of underground services in the area
- there may be issues with parking orientation

The physical limitations of the Mattys Flat area it would appear practically impossible to upgrade the area to confirm to the requirement described in [Section 5.3.1](#).

However, there may be an opportunity to redesign the current parking layout and include some grassed area parking to help reduce the parking problems associated with Zone A. An overall concept plan has been included in Appendix B.

**5.3.3 Provide Additional Car Parking along New Entrance Road**

Additional parking is still required to meet Australian Standards. This could potentially be provided along New Entrance Road in the form of angled parking bays designed to accommodate a car-trailer combination 3.5 metres wide and 15 metres long.

The provision of angled parking bays along New Entrance Road would require a realignment and kerbing of the existing six metre wide paved section of road.
The paved section of realigned road would then extend to the adjoining property boundary along the eastern edge of the road reserve. The road reserve would also incorporate a two metre-wide cycleway and footpath. The remaining width of the road reserve along the foreshore would be retained for passive recreation.

An approximate 450 metre length of roadway along New Entrance Road would be needed to accommodate the additional 27 car-trailer spaces required for the boat ramps to comply with Australian Standards (i.e., 90 spaces required minus 63 spaces made available at Mattys Flat). A turning bay, traffic calming measures and pedestrian crossings would also need to be incorporated within the road reserve.

Constraints
Discussions with Council have indicated however that the above option may not be workable given the potential difficulty involved in manoeuvring cars with trailers in and out of shallow-angled parking bays. Manoeuvring may also present an unacceptable hazard to passing traffic on New Entrance Road.

5.3.4 Development Consent
Both areas identified for Options 1 (south) and 2 (north) are Public Crown Reserves managed by Kempsey Shire Council. In accordance with SEPP (Infrastructure) 2007 Section 65 (3) construction of single storey car park carried out or behalf of Council is permissible without consent. However, concurrence from the Land & Property Management Authority may be required.
Plate 15 New Entrance Road Reserve

Plate 16 Embayment to the north of Mattys Flat
5.3.5 Additional Parking

An additional single car park spaces are required in order to comply with the required described in Section 5.3.1. These spaces could be provided on the eastern edge of New Entrance Road between the northern boundary of Lot 302 DP 754396 and the intersection of New Entrance Road with Marlin Drive.

In order to improve water quality, reduce stormwater runoff and provide a more visually attractive solution, it is suggested that permeable blockwork paving be considered in the construction of the additional car park spaces.

5.3.6 Provide Car Parking on Private Property

Parking spaces for car-trailer combinations could be provided on the properties fronting New Entrance Road, however this would be a commercial decision to be made by the property owner. It is feasible that a secure parking lot could be developed to accompany a marina development at Mattys Flat and New Entrance.

Alternatively, Council could negotiate with property owners to lease or purchase part of a property for use as an overflow car park for car-trailer combinations. This would likely be more expensive than the options discussed above, but may be the most feasible given the space constraints within the New Entrance road reserve.

5.3.7 Summary Vehicle Parking Management Options

1) Enlarge or redesign the existing car park
2) Facilitate parking along New Entrance Rd
3) Car parking on private property

5.4 BOATING FACILITIES

5.4.1 Overview

As previously identified in Section 4.4.2, there is currently a lack of boating facilities at Mattys Flat and New Entrance. There are opportunities to provide individual facilities or facilities within a consolidated development. Such facilities may include:

- an upgrade of the existing boat ramps
- a NSW Maritime Authority operations centre (would require negotiations between NSW Maritime & L&PMA)
- a public wharf
- upgraded moorings for charter and cruise boat operators
- a vessel sewage pump-out facility
- an upgraded Coal Wharf
• an upgraded Boat Shed (to be determine through negotiations with Lessee and L&PMA)

The feasibility of developing facilities elsewhere on the Macleay River is also discussed in the following.

5.4.2 Upgrading the Old Boat Ramp

The old boat ramp at Mattys Flat is less frequently used since the old timber jetty was removed and the new boat ramps were constructed. It is now used mainly during peak periods as an overflow from the new boat ramps.

However, to cater for the increasing number of boats using Mattys Flat and to reduce congestion at the new boat ramps, consideration should be given to upgrading the old boat ramp. This would involve resurfacing damaged sections of the ramp and upgrading the existing rock groyne. The old boat ramp could then be used by larger boats that require a wider ramp and deeper water in which to launch.

The NSW Maritime Authority has previously indicated that they could undertake repairs to the old boat ramp should the proposed development of their operations centre be approved in the future. Refer comments Section 4.4.2 p29.

5.4.3 Upgrading the ramps servicing the Pontoon Wharf

In late 2000 KSC constructed a floating pontoon wharf with two servicing boat ramps. The boat ramps are narrow and can only cater for the use by one boat trailer at any point in time. There is an opportunity to increase the width of both the ramps servicing the pontoon to accommodate increased usage of the each ramp during busy periods.

5.4.4 NSW Maritime Authority Operations Centre

The development of a NSW Maritime Authority operations centre in the area between the old boat ramp and the Boat Shed (as originally described in Section 4.4.2) can be justified on the following grounds:

• an operations centre at the waterfront allows the NSW Maritime Authority to increase its public profile and more effectively promote boating safety;
• NSW Maritime Authority can respond more quickly to emergencies on the river;
• the area is in a poor state of repair and is not used for public access; and,
an operations centre would have minimal parking requirements as the centre would be open only three days a week with customers conducting relatively short transactions.

Overall, it is considered that the proposal to develop an operation centre represents an efficient use of foreshore area that is in the interests of the public, and specifically the boating community. However, this concept is perhaps outside the scope of a Plan of Management for Reserve 86775 as it would require the revocation of the proposed operations centre site from the reserve. It is recommended that the Land & Property Management Authority continue to discuss this matter with the NSW Maritime Authority.

5.4.5 Development of a Public Wharf

A public wharf could be constructed at Mattys Flat to facilitate the temporary mooring of yachts, power boats and other recreational vessels. Several locations were considered during the development of this PoM including:

Option 1
- the area to the south of the new boat ramps adjacent to the existing small rock groyne

Option 2
- located on the protruding land groyne between the old boat ramp and floating pontoon where the fish cleaning table is currently located

Option 3
- the area between the Boat Shed and the old boat ramp (the area referred to for the Maritime Operational Centre)

Option 4
- at the Boat Shed

Option 5
- the area to the north of the Boat Shed, and

Option 6
- an area immediately south of the Tavern

All the above options were considered and assessed by the Mattys Flat Working Group taking into consideration comments from the consultation process and all the known logistical, environmental and social issues relating to each option. The Working Group decided and made recommendation that Option 2 be considered the preferred location for the public wharf (Refer Fig 2a Rock Groyne location).

Option 2 was subject to further investigation and was found to be cost prohibitive due to the depth of waster and extreme current velocity of the site.

Option 5 is now the preferred location and is detailed on the concept plan in Appendix B.
Figure 4c is a schematic diagram of a jetty suitable for Option 2 for the Mattys Flat New area.

5.4.6 Upgraded Moorings for Charter Boat Operators

The mooring arrangements at the Boat Shed have developed in an ad hoc fashion over the years as a result of individual commercial decisions made by charter boat operators and former Boat Shed lessees.

There is an opportunity to consolidate and improve these moorings and provide a single, safe point of access from the foreshore to the charter and cruise boats. This could be undertaken by providing new floating berths. However, the need for improvement works will ultimately be a commercial decision that will depend on the aspirations of the charter and cruise boat operators, the future Boat Shed lessee and the Land & Property Management Authority and be compliant with Councils development process.

In March 2010 the Charter Boat operators initiated a process and submitted a Development Application to construct a jetty at an approved NSW Maritime mooring location approximately 100m down stream of the Boat Shed. Figure 4B is a schematic representation of that proposal.

5.4.7 Vessel Sewage Pump-out Facility

To service the identified needs for vessel sewer management in the Macleay River, a vessel sewage pump-out facility could be constructed either as part of the public wharf or as a stand-alone facility in the Mattys Flat area.

A combined sewage pump-out / public wharf facility comprising a walkway and floating pontoon was originally proposed by Council in 2002 and was to be located approximately 30 metres to the north of the existing RVCP mooring. (Option 5).

There would however be substantial cost savings associated with incorporating a pump-out facility as part of a public wharf. Council should therefore consider incorporating a pump-out facility as part of a public wharf at Mattys Flat as a first option.

Council and the Mattys Flat Working Group considered all the constraints, opportunities and logistical requirements while investigating design options and a suitable location for a vessel sewage pump-out facility in Mattys Flat New entrance foreshore area.

However, technical advice provided by KSC’s water services department indicated that significant costs for construction and on-going servicing of the pump-out facility and connecting sewer infrastructure could be expected.

Council will therefore allow for retrofitting the septic pump-out to the public wharf when funds become available.
5.4.8 The Coal Wharf

The Coal Wharf (Refer Section 3.81) serves a valuable function for:

- mooring large vessels in emergencies, poor weather or special circumstances such as salvage and repair operations;
- small boats to pick up passengers; and,
- recreational anglers.

To enable the Coal Wharf to continue and improve these operational functions it is recommended that:

1) discussions between L&PMA & KSC and other relevant agencies be fostered to investigate and clarify future management and possible funding opportunities of the Coal Wharf

2) an engineering inspection be undertaken to confirm the wharf’s structural integrity (the wharf’s decking is constructed of timber which has become a liability due to the state of disrepair. Any upgrade or replacement options should consider the use of more sustainable and durable materials).

3) on determination of the above two points, investigate mechanisms to upgrade the Coal Wharf (i.e. a ladder and small pontoon be constructed to allow safe access from the wharf to water level; the ladder and stairs be constructed such that they would not interfere with mooring large vessels); and,

4) signs be erected advising recreational anglers and boat operators of the multi-purpose function of the Coal Wharf, as well as the wharf’s local heritage value.

It is anticipated that any upgrade and improved boating facilities associated with the Coal Wharf would assist in reducing the current pressure applied on the Mattys Flat area.

5.4.9 An Upgraded Boat Shed

During the initial development of the Mattys Flat New Entrance Plan of Management in 2005/06 it was acknowledged that there was an excellent opportunity to refurbish the existing Boat Shed to better serve the needs of boaters, anglers and visitors, and to provide a focal point for the area.

Advice from Lands & Property Management Authority in 2010 indicated that upgrades to the Boatshed have been undertaken.

In the event that a Maritime Service Centre was located and operating within the Mattys Flat area (Refer Section 5.4.3) there also may be an opportunity to investigate the option of further developing the area through combing the public/boating use values of the Boat Shed and Maritime Service Centre.
5.4.10 Marina or Boat Harbour

A marina differs from a public wharf in that it provides permanent boat moorings rather than temporary moorings. A boat harbour is a marina (or an area of swing moorings) that is enclosed within a protective natural or artificial breakwater.

Council has confirmed that a marina may be considered to be a tourist facility under the definitions of the Environmental Planning and Assessment Act Model Provisions 1980 and would thus be permissible in the 7(d) and 7(f1) zones.

Currently there is no foreseeable demand for a substantial commercial marina at Mattys Flat. However, if warranted the application of developing a marina or boat harbour could be further considered at the review stage of the PoM.

5.4.11 Development of Facilities elsewhere on the Macleay River

There may be opportunities to develop facilities elsewhere on the Macleay River particularly for vessels using the Macleay River, in order to relieve pressure on the existing facilities at Mattys Flat and New Entrance. Council has recently upgraded the Jerseyville site by constructing a new boat ram and paved parking area, in an effort to relieve the pressure on the Mattys Flat area.

It has been suggested by some stakeholders that the small embayment on the western river bank immediately opposite Mattys Flat would be a suitable location for a marina. The area is relatively well-protected and currently contains several swing moorings. The ‘Macleay River Hydrographic Survey’ (2003) shows river bed levels of -5 mAHD in the area immediately north of the rock groyne.

The feasibility of developing this embayment as a marina would need to be discussed between the Land & Property Management Authority, NSW Maritime Authority, a marina developer and the foreshore property owners. At present there is currently very limited land access to the foreshore. However, it is recommended that this option be investigated given the lack of foreshore land available for land-based marina facilities at Mattys Flat.

As mentioned previously, a Maritime Infrastructure Assessment (MIA) is being undertaken as part of the Macleay River Estuary Management Plan process. The objectives of the MIA is map all current maritime infrastructure facilities, undertake a comprehensive community/user consultation process, assess all existing infrastructure in terms of usage patterns, current and future demands, environmental, social and economic considerations. In addition, the MIA will produce concept plans for specific high use locations and develop a Maritime Infrastructure Management Strategy.
5.4.12 Summary Boating Facilities Management Options

1) Upgrade old boat ramp
2) Upgrade the boat ramps servicing the pontoon wharf
3) Develop new public wharf (Option 2)
4) Upgrade charter vessel mooring (has commenced)
5) Construct vessel sewage pump-out facility
6) Upgrade Coal Wharf
7) Upgrade Boat Shed (already commenced)
8) Develop marina or boat harbour (presently not considered)
9) Construct additional facilities elsewhere (MIA underway)

5.5 PUBLIC ACCESS

5.5.1 Vehicular Access

Vehicular access is of concern given the number of cars and trailers that pass through the residential areas located on the hill overlooking Mattys Flat and New Entrance. Although this residential area is outside the study area, traffic management measures proposed for New Entrance Road will affect traffic noise levels in these residential areas. Moreover, it is likely that traffic volume will increase if the Mattys Flat and New Entrance area is developed and visitor numbers to South West Rocks continue to increase.

Vehicles can currently access New Entrance Road from Gordon Young Drive either in a clockwise direction via Gilbert Cory Street and Marlin Drive, or in an anti-clockwise direction via Entrance Street (refer Figure 1). Sharp bends at Entrance and Quarry Streets, and the narrow causeway over Back Creek, make the anti-clockwise route more difficult for cars with trailers.

Residents living along both routes are currently subject to traffic noise that peak in the morning and early evening when cars and car–trailer combinations arrive and leave.

A one-way traffic system for New Entrance Road was considered as an option to alleviate traffic noise in residential areas. However, it has two disadvantages:

- traffic noise experienced by residents along both routes becomes concentrated in the mornings and in the evenings; and,
- the provision of parking spaces for car-trailer combinations at New Entrance (either angled parking along New Entrance Road on adjoining private property – refer Section 5.3.3 and 5.3.4) means that cars with trailers would have to ‘circle’ through residential areas twice in order to launch and subsequently retrieve boats at Mattys Flat.
Two-way traffic flow along New Entrance Road should therefore be maintained. To reduce traffic noise for residents under a two-way system, a further two options should be considered:

**Option 1:** block the entrance of Marlin Drive and New Entrance Road thereby directing traffic to enter and leave the area via Quarry and Entrance Streets; or,

**Option 2:** consider the extension of Keith Andrews Avenue to link with New Entrance Road via Riverview Place and Marlin Drive (refer Figure 2a).

Option 1, will reduce traffic noise for the majority of residents but will increase it for residents in Quarry and Entrance Streets. The feasibility of improving road conditions at the causeway over Back Creek and at Quarry and Entrance Streets will also need to be examined. In addition, there are issues associated with emergency flood evacuations with Option 1 which would effectively only leave one evacuation route.

Option 2, is a long-term planning option that may be considered by Council as part of the future development of South West Rocks. However, it would appear that this option would be highly unlikely as there are number of issues associated with private property.

Although acknowledged that traffic management is pertinent to the overall management of the Mattys Flat New Entrance area, it is recommended that the above two (2) options would be more appropriately dealt with via a strategic traffic management plan/strategy for the South West Rocks area.

### 5.5.2 Vehicle Access Management Options

1) Blocking Marlin Drive and New Entrance Rd intersection (not recommended)
2) Possibly extending Keith Andrews Avenue (unlikely to occur)
3) Undertake a strategic traffic management plan for SWR (recommended)

### 5.5.3 Pedestrian / Cycle Access

At present there is no formal pedestrian access to the area except along roads. Mattys Flat is essentially a ‘dead end’ with no through-access to South West Rocks.

The following three options were considered in order to improve public access to, and within, the Mattys Flat and New Entrance area:

Option 1
- converting the existing 4.87 m-wide Crown Road Reserve at New Entrance into a public recreation reserve under Council management;

Option 2
• construction of a combined footpath and cycleway on the western edge of New Entrance Road; and

Option 3
• extending the footpath and cycleway towards South West Rocks via Crown Road Reserves at Government Road and Keith Andrews Avenue (refer Figure 1).

The first option is relatively simple and will permanently secure foreshore land as a public recreation reserve. It will involve Land and Property Management Authority formally ‘closing’ the road reserve and annexing the land to Lot 302 DP754396. Council will be the Reserve Trustee and will be responsible for management of the reserve. Access to the river training wall will need to be maintained. Land & Property Management Authority have indicated that they do not support this option.

The second option could be undertaken during any proposed provision of additional car parking spaces along New Entrance Road. Works would involve constructing a two metre-wide combined footpath / cycleway immediately adjacent to the paved section of New Entrance Road.

The third option as a longer-term measure the footpath and cycleway along New Entrance Road could be extended eastwards along the Crown Road Reserves that are extensions of Government Road and Keith Andrews Avenue (refer Figure 1). Although this option avoids the hazards associated with a footpath / cycleway at the New Entrance Road causeway at Back Creek, the link to Government Road is steep and may be unsuitable for pedestrian or bicycle use. The Government Road link will also need to take account of the current Aboriginal land claim that partly covers this area.

The cycleway linking Keith Andrews Avenue and Government Road will pass through SEPP 14 wetlands. A formal environmental assessment (e.g. an EIS) and permission from the Director of Planning would be required to formalise these routes as a footpath / cycleway.

5.5.4 Pedestrian / Cycle Access Management Options

1) Converting Crown Road Reserve into recreational area (not supported by L&PMA)
2) Construct passageway on western edge of New Entrance Rd
3) Extending passageway via Crown Road reserve, Government Rd & Keith Andrews Ave.

Although pedestrian access is very pertinent to the overall management of the Mattys Flat New Entrance area, it is recommended that the above options would be more appropriately dealt with through Councils Pedestrian Access Mobility Plan for the Kempsey and South West Rocks area.
5.6 VISITOR FACILITIES

There is an excellent opportunity to provide upgraded facilities at Mattys Flat and New Entrance including the following:

- improve the foreshore area adjacent to the amenity block and playground area
- new picnic facilities and children’s play areas along the New Entrance foreshore;
- enclosed garbage collection facilities at the rock groyne located between the old and new boat ramps; and
- car park lighting.

The foreshore area adjacent to the amenity block and playground area is a favoured location for bathing within the Mattys Flat area.

Currently, large rocks have been positioned in an attempt to address erosion in the area. It is recommended that the large rocks be removed and the area be redesign to improve the aesthetic, bathing and general use values of the area.

Two park benches with tables have been erected in a small enclosed area opposite the Tavern.

Constructing new picnic facilities along the New Entrance foreshore will give visitors and local residents a safe area from which to enjoy the Macleay River. It will also provide an additional focal point for visitors to South West Rocks. Consideration should be given to providing potable water and a toilet block along the foreshore.

5.6.1 Visitor Facility Management Options

1) Improve bathing area adjacent to amenity block (highly recommended)
2) Construct picnic facilities and amenity block along New Entrance Rd
3) Construct enclosed garbage collection facilities (not supported)
4) Improve car parking lighting (recommended as apart of any pending car park upgrade)
5.7 ENVIRONMENTAL PROTECTION

It is important that the existing environmental features of Mattys Flat and New Entrance are retained and where possible, enhanced. For instance, all existing Casuarina trees along the New Entrance foreshore should be protected and preserved.

If any extension of the existing car park to the south is considered (as discussed in Section 5.3.2) it will require the removal of several Casuarina trees. In order to compensate for this habitat loss it is recommended that additional trees be planted along exposed sections of the New Entrance foreshore.

It is also recommended that the trailing parking area remain grassed, as suggested in the ‘Boat Launching Ramps Guidelines’ (1985), or that permeable paving be used. In addition, vegetated buffer zones should be provided around the car park.

The infestation of exotic plants along either side of the quarry access track should be addressed by Council when this area is opened up for pedestrians and cyclists. This could be undertaken by local bushcare organisations or similar groups with an interest in conservation.

Land & Property Management Authority should undertake an inspection of the New Entrance foreshore in order to address the bank erosion that is occurring. This may require minor bank-protection works that are additional to the maintenance of the river training wall.

Environmental impacts of the boat wash down area and vessel sewer pump-out facility should also be comprehensively assessed and managed accordingly.

5.8 CATEGORISATION OF COMMUNITY LAND

The Local Government Act 1993 and the Local Government Amendment (Community Land Management) Act 1998 require that community land be categorised according to certain categories given in the Acts. Based on the above discussion of management options, it is recommended that the following categories be adopted for the two areas of community land controlled by Council:

- Lot 849 DP777322 – general community use and natural area (wetland);
- Lot 85 DP263591 – natural area (wetland) and natural area (foreshore)

The management objectives listed in Section 5.1 will also apply to these parcels of land. The objectives for general community use will be met, for example, by extending the existing car park and developing a footpath and cycleway without compromising existing environmental values.
The latter can be achieved by retaining a grassed foreshore area, providing vegetated buffer zones around the car park and not developing within SEPP 14 wetland areas.

The Council can assess its performance in achieving these objectives by regularly ensuring that public access is maintained and that there is no degradation of foreshore and wetland areas. The latter can be achieved by undertaking informal but regular (e.g., annual) ecological surveys of the area.

Categorisation of Lot 849 DP777322 and Lot 85 DP26391 was undertaken as described above by Council in May 1994.
5.9 OVERVIEW OF MANAGEMENT OPTIONS

The options discussed above have been proposed to meet the management objectives for the Mattys Flat and New Entrance area, as outlined in Section 5.1. and Table 2. In summary, the proposed options are as follows:

a) Car Parking
   - given the limitation of the site provide additional car parking spaces at Mattys Flat and New Entrance through:
     1) redesign the existing car park area
     2) facilitation of additional parking, and
     3) investigate further mechanisms for increased parking
b) Boating Facilities
   - upgrade existing boating facilities such as the old boat ramp, ramps servicing the pontoon, charter and cruise boat moorings, the Boat Shed and the Coal Wharf
   - construct a public wharf (Option 5) and vessel sewer pump-out facility
   - improve foreshore area adjacent to amenity block for general use
   - facilitate the development NSW Maritime Operations Centre
c) Access
   - improve public access via the development and/or implementation of pedestrian and vehicle management through appropriate plans and strategies
   - improve visitor facilities
d) Environmental Protection
   - undertake environmental enhancement and protection through tree planting, bank erosion investigations and bush regeneration works, weed control management,

Figures 4a shows the location and extent of the proposed management options for Mattys Flat and New Entrance. The way by which is these options can be implemented is discussed in the following section.
5.10 MATTY FLAT CONCEPT PLAN

The design Concept Plan for the Mattys Flat area (Append B) has been developed to provide general design principles towards implementing relevant sections of the Mattys Flat New Entrance Plan of Management.

The concept designs illustrate possible arrangement for car parking improvement, maritime infrastructure and general public use considerations.

The layouts presented in the Concept Plan aims to achieve optimal site efficiency, while creating a attractive and functional setting for operational and recreational activities.
6 ACTION PLAN

6.1 PROPOSED MANAGEMENT STRATEGY

A proposed management strategy and list of actions has been developed based on the options discussed in Section 5 above. Table 2 sets out this strategy together with estimated costs.

6.2 AVAILABLE FUNDING

6.2.1 Kempsey Shire Council

The majority of strategy elements highlighted in Table 2 would need to be funded by Council using Council’s general funds or loan funds. Works such as enlarging the car park would most likely be undertaken by Council’s Shire Services department. There are several organisations and government programs that Council could apply to for financial assistance in undertaking these works. They are as follows.

6.2.2 Land & Property Management Authority

Land & Property Management Authority operates several programs which could provide funding, including:

- Public Reserves Management Fund: loan monies and limited grants can be provided to reserve trust boards for capital development and maintenance of Crown Reserves.
- Waterways Program: can provide 50% funding to Councils for the planning, design and construction of new works or maintenance works for waterway infrastructure such as public wharves, car parking, and landscaping, lighting and general improvements.
- River Entrances Program: for the maintenance of river training walls and river entrance infrastructure.

6.2.3 NSW Maritime Authority

The NSW Maritime Authority operates the Maritime Infrastructure Program (MIP) formerly known as the Waterways Asset Development and Management Program. Works eligible for funding under the MIP could include:

- development of the public wharf;
- construction of the vessel sewage pump-out facility;
- upgrading of the old boat ramp and provision of a new jetty and, modifications to the existing Coal Wharf to provide improved waterway access.
It is expected that the NSW Maritime Authority would fund the construction of its own operations centre at Mattys Flat.

6.2.4 NSW EPA Environmental Trust

The NSW Environmental Protection Authority Environmental Trust operates an Environmental Restoration and Rehabilitation Program that funds projects aimed at protecting and enhancing threatened ecosystems. Grants could be made available to local community organisations or Council to undertake the removal of the weed infestation along the quarry access track.

Local community organisations could include local bushcare groups that could obtain funding through the National Heritage Trust Envirofund. Local community organisations could also call upon Green Corps and Conservation Volunteers to assist in bush rehabilitation work.

6.2.5 Regional Partnership Program

The Commonwealth Department of Transport and Regional Services (DOTAR) is promoting regional development through its Regional Partnerships program. Funding is available for a wide variety of projects that can be shown to support economic and social participation in the community and improve access to community services.

Funding could be made available under the Regional Partnership program for several of the recommended works including:

- construction of the footpath and cycleway;
- development of a public wharf;
- upgrading and refurbishment of the Boat Shed; and,
- development of a marina.

The Mid North Coast (NSW) Area Consultative Committee assists in implementing the Regional Partnerships program at a local level and should be consulted about funding applications.

6.2.6 Australian Tourism Development Program

The Commonwealth Department of Industry, Tourism and Resources, through AusIndustry, operates the Australian Tourism Development Program (ATDP). This program aims to promote tourism development in regional Australia and contribute to long-term economic growth.
Funding could potentially be made available from this program for the following:

- picnic facilities along the New Entrance foreshore;
- development of a public wharf;
- upgrading and refurbishment of the Boat Shed; and,
- development of a marina.

6.2.7 NSW Government Coast & Estuary Program

The Department of Environment Climate Change and Water administers an Estuary Management Program, which allows local communities to develop and implement their own plans to restore and protect estuaries. The program focuses on improving or maintaining the overall health and functioning of an estuary, and maintaining the environmental, economic, recreational and aesthetic values of the whole system.

Since its introduction in 1992, the Estuary Management Program has provided almost grants to projects across NSW.

6.2.8 Northern Rivers Catchment Management Authority

The Northern Rivers CMA provides advice and funding to individuals and community groups for targeted land use planning, biodiversity conservation, water management, coastal and marine resource management, and soil and land resource management projects.
<table>
<thead>
<tr>
<th>STRATEGY</th>
<th>ACTION</th>
<th>ESTIMATED COST</th>
<th>TIMEFRAME FOR ACTION</th>
<th>RESPONSIBILITY</th>
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<tr>
<td>Provide additional car parking</td>
<td>Investigate and implement actions to improve existing car park at Mattys Flat to provide additional parking bays and safe traffic movement</td>
<td>Depending on extent of possible improvement up to $290,000</td>
<td>Immediate</td>
<td>Kempsey Shire Council</td>
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<td>Provide single car parking spaces (under license) adjacent to the Boat Shed</td>
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<td>Short-term</td>
<td>Land &amp; Property Management Authority</td>
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<td></td>
<td>Investigate the provision of parking spaces for car-trailer combinations on private property adjoining New Entrance Road</td>
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<td>Short-term</td>
<td>Kempsey Shire Council</td>
<td>Costs dependant on Council negotiation with property owners</td>
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<td>Upgrade existing boating facilities and provide new facilities</td>
<td>Permit construction of a NSW Maritime Authority operations centre and jetty / pontoon between the old boat ramp and the Boat Shed</td>
<td>$320,00</td>
<td>Medium-term</td>
<td>NSW Maritime</td>
<td>Funded by NSW Maritime</td>
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<td>Repair the old boat ramp and provide a new 25 metre long timber jetty alongside the rock groyne</td>
<td>$160,00</td>
<td>Medium-term</td>
<td>NSW Maritime; Kempsey Shire Council</td>
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<td></td>
<td>Upgrade boat ramps servicing the pontoon wharf</td>
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<td>Construct new floating berths for charter and cruise boats to the north of the Boat Shed</td>
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<td>Charter boat operators</td>
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<td>Construct vessel sewer pump-out facility</td>
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<td>Budget</td>
<td>Timeframe</td>
<td>Responsible Authority</td>
<td>Status</td>
<td></td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------------</td>
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<td>-----------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Upgrade the Coal Wharf by providing safe access for small boats</td>
<td>$100,000</td>
<td>Medium-term</td>
<td>Kempsey Shire Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Investigate the feasibility of providing additional boating facilities elsewhere on the Macleay River</td>
<td>$30,000</td>
<td>Short-term</td>
<td>Land &amp; Property Management Authority: NSW Maritime</td>
<td>Has commenced via the Macleay R Estuary Management Plan</td>
<td></td>
</tr>
<tr>
<td>Provide improved public access</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construct a combined cycleway and footpath extending from the Boat Shed to at least the northern end of Zone B</td>
<td>$160,000</td>
<td>Medium-term</td>
<td>Kempsey Shire Council</td>
<td>Requires further assessment</td>
<td></td>
</tr>
<tr>
<td>Consider linking the cycleway and footpath to the Crown Road Reserves which are extensions of Government Road and Keith Andrews Avenue</td>
<td>n/a</td>
<td>Medium-term</td>
<td>Kempsey Shire Council</td>
<td>Requires further assessment</td>
<td></td>
</tr>
<tr>
<td>Consider options for traffic access from South West Rocks to New Entrance Road</td>
<td>n/a</td>
<td>Long-term</td>
<td>Kempsey Shire Council</td>
<td>Requires further assessment</td>
<td></td>
</tr>
<tr>
<td>Develop visitor facilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improve foreshore bathing area adjacent to amenity block and playground</td>
<td>$30,000</td>
<td>Short-term</td>
<td>Kempsey Shire Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Relocate playground and construct pedestrian foot path</td>
<td>$100,000</td>
<td>Medium-term</td>
<td>Kempsey Shire Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Install picnic facilities and toilet block along New Entrance foreshore</td>
<td>$110,000</td>
<td>Short-term</td>
<td>Kempsey Shire Council</td>
<td>Requires further assessment</td>
<td></td>
</tr>
<tr>
<td>Install security lighting at Mattys Flat car park</td>
<td>$15,000</td>
<td>Immediate</td>
<td>Kempsey Shire Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Undertake environmental protection and enhancement works</td>
<td>n/a</td>
<td>Short-term</td>
<td>Kempsey Shire Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Protect and maintain existing Casuarina trees along New Entrance foreshore</td>
<td>n/a</td>
<td>Short-term</td>
<td>Kempsey Shire Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposal Description</td>
<td>Cost</td>
<td>Timeframe</td>
<td>Responsible Authority</td>
<td>Additional Notes</td>
<td></td>
</tr>
<tr>
<td>----------------------</td>
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<td></td>
</tr>
<tr>
<td>Consider using reinforced grassed areas or permeable paving for new car parking at Mattys Flat and along New Entrance Road</td>
<td>n/a</td>
<td>Short-term</td>
<td>Kempsey Shire Council</td>
<td>Additional cost to be estimated car parking construction cost above</td>
<td></td>
</tr>
<tr>
<td>Provide vegetated buffer zones and screening vegetation around new car parking at Mattys Flat</td>
<td>$20,000</td>
<td>Immediate</td>
<td>Kempsey Shire Council</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enhance New Entrance foreshore with additional tree planting</td>
<td>$40,000</td>
<td>Short-term</td>
<td>Kempsey Shire Council: local bushcare and community groups</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Remove infestation of exotic plants and undertake bush regeneration along quarry access track</td>
<td>$20,000</td>
<td>Medium-term</td>
<td>Kempsey Shire Council: local bushcare and community groups</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Investigate bank erosion along New Entrance foreshore and consider bank protection works</td>
<td>$30,000</td>
<td>Medium-term</td>
<td>Land &amp; Property Management Authority</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Categorise community land</td>
<td>n/a</td>
<td>Immediate</td>
<td>Kempsey Shire Council: Land &amp; Property Management Authority</td>
<td>Proposal not supported by L&amp;PMA</td>
<td></td>
</tr>
<tr>
<td>Categorise the two Council reserves at Mattys Flat as follows: - Lot 849 DP777322 – general community use and natural (wetland) - Lot 85 DP263591 – natural (wetland) and natural area (foreshore)</td>
<td>n/a</td>
<td>Immediate</td>
<td>Kempsey Shire Council</td>
<td>Completed</td>
<td></td>
</tr>
</tbody>
</table>

The cost estimates given in Table 2 are based on rates given in Rawlinsons (2004) ‘Australian Construction Handbook Edition 22’ and Patterson Britton & Partner’s experience and judgement as a firm of practising professional engineers familiar with the construction and consulting industries. Costs have been estimated based on an assumed scope of work. They are indicative only and are
limited by the lack of design undertaken. The assumed scope of work, and hence the cost, is subject to change depending on numerous factors such as community aspirations, available funding, environmental constraints, planning and development controls and commercial factors.

Furthermore, cost estimates for construction cannot be guaranteed as we have no control over Contractor’s prices, market forces and competitive bids from tenderers. The construction cost estimates may also exclude items which should be considered in a cost plan. Examples of such items are design fees, project management fees, authority approval fees, contractors risk and project contingencies (e.g., to account for construction and site conditions, weather conditions, ground conditions and unknown services).

The cost estimates by Patterson Britton & Partners are not to be relied upon in any way. If reliable cost estimates are required, then additional design would be required. An appropriately qualified Quantity Surveyor should also be engaged.

Not applicable (n/a) refers to action items that are listed for consideration by the nominated stakeholder, or that can be undertaken internally by the nominated stakeholder as part of their existing function.

- Short term – within one year
- Medium term – one to 3 years
- Long term – over 3 years
6.3 IMPLEMENTATION OF THE ACTION PLAN

This Plan of Management establishes management strategies and actions for Mattys Flat and New Entrance. Each action shall be undertaken by the responsible organisation(s) within the nominated timeframe as soon as funding can be secured. Kempsey Shire Council and the Land & Property Management Authority, are however the primary stakeholders and will need to assume responsibility for driving this process.

It is recommended that this Plan of Management be reviewed when all immediate and short-term actions have been undertaken. This will allow Council and the Land & Property Management Authority to ensure that management objectives are being met. It will also allow both organisations to confirm the way forward in undertaking medium to long-term actions.

For example, it is conceivable that visitor numbers will rise once existing car parking and visitor facilities are upgraded. This will need to be taken into account when upgrading or developing new boating facilities.

The Plan will also require review following Council’s adoption of the Macleay River Estuary Management Plan, the preparation of which is underway.

It is recommended that this Plan of Management remain in force until it is amended. An amendment will be required where strategies or works are proposed that are not consistent with this Plan.
7 REFERENCES


Department of Commerce (2003), ‘Macleay River Hydrographic Survey, April – September 2003’, prepared for Department of Infrastructure Planning and Natural Resources.


FIGURE 1

NOTES
Figure based on 1:25,000 topographic mapping

LOCALITY PLAN
Public wharf with vessel sewage pump-out facility to be moved to new location

Retain and enhance existing foreshore vegetation to be moved to new location
Figure 4B

Schematic diagram of possible charter boat jetty (Source DA T6-10-38)
Figure 4C Schematic diagram of possible public wharf (Source KSC)
Figure 4D Schematic diagram of possible public car park layout (south option) to increase parking bay number
Introduction

Company State Council, in cooperation with the Department of Lands, has recently conserved Mattys Flat Reserve and will undertake the preparation of a Plan of Management for Mattys Flat Reserve.

The Reserve comprises a relatively narrow area ofilmed land to the west of South West Rocks village. It consists of two remnants along the remote banks of the Gooney River, encompassing rocklands, a creek, promontory, the 'Chief' head and part of New Sussex Road. The study area is shown below.

What is a Plan of Management?

A Plan of Management is a document that provides a framework for managing an area of public land. The Plan outlines the 'why', 'how and by whom' an area should be managed.

The aim of the Mattys Flat Reserve Plan of Management is to provide a decision-making framework based upon:

- needs and aspirations of all stakeholders, including the local community,
- policy and strategies of Company State Council and the Department of Lands, and
- current resources of the site.

The requirement for a Plan of Management

Mattys Flat Reserve, like many public reserves throughout NSW, comprises a mix of both Council-owned community land and Crown Reserve.

Under the Local Government Act, 1999 a Plan of Management must be prepared for all community land. The Crown Lands Act, 1993 also allows for the preparation of Plans of Management for Crown Reserves where publicly defined, reserved or privately leased.

The Department of Lands and Company State Council have now come together to prepare a coordinated and comprehensive Plan that encompasses this mix of land titles.
3. Community Meeting

A Community Meeting will be held once the draft Plan of Management is prepared and placed on public exhibition.

Details of the public exhibition period, the Community Meeting and how you can comment on the draft Plan will be advertised in due course.

Questionnaire

Please note this opportunity to have your say by taking a few minutes to complete this questionnaire.

1. What do you currently value at Mattys Flat Reserve area as it is?

<table>
<thead>
<tr>
<th>Very Important</th>
<th>Important</th>
<th>Not Important</th>
<th>Don’t Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recreation opportunities</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Beauty</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Historical significance, materials, associated water</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Local economical benefits, community involvement</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Safety</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

Could you describe what specific aspects of the area are important to you and why?

2. What do you see as the most significant issues using Mattys Flat Reserve?

<table>
<thead>
<tr>
<th>Very Important</th>
<th>Important</th>
<th>Not Important</th>
<th>Don’t Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessibility of swimming hole</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Public and personal safety</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Biodiversity and habitat</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Historical significance, materials, associated water</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>Environment protection</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

Could you describe the issues you feel are significant? Are there other issues you would like to see?
APPENDIX B
CONCEPT PLAN MATTYS FLAT – NEW ENTRANCE AREA