

# ATTACHMENT BOOKLET

CORPORATE AND LEGAL &  
TRANSPORT AND ASSETS

**ORDINARY COUNCIL MEETING**

**TUESDAY 23 AUGUST 2022**

## TABLE OF CONTENTS

Item No	Subject	
<b>9.1</b>	<b>FUNDING ROLLOVER FROM 2021/22 BUDGET</b>	
	Attachment : Capital and Operational Expenditure - New Rollovers From 2021/22 to 2022/23 Financial Year .....	2
<b>13.1</b>	<b>PROPOSED ROAD RESERVE CLOSURE AND SALE OF COUNCIL LAND ADJOINING 58 HERBERT AVENUE, NEWPORT</b>	
	Attachment 1: Road Reserve Closure Plan - 58 Herbert Avenue, Newport .....	20
	Attachment 2: Community Engagement Report.....	21
	Attachment 3: Further Site Information - 58 Herbert Ave Newport.....	31
<b>13.3</b>	<b>PUBLIC EXHIBITION OF THE CHURCH POINT COMMUTER WHARF FEASIBILITY STUDY</b>	
	Attachment 1: Church Point Commuter Wharf User Survey Results.....	32
	Attachment 2: Church Point Commuter Wharf Feasibility Study Revision C.....	70
	Attachment 3: Draft Church Point Commuter Wharf Feasibility Study Consultation Outcomes Report.....	140
	Attachment 4: Church Point Commuter Wharf Feasibility Study Planning and Environment Constraints Report.....	155
<b>13.4</b>	<b>OUTCOME OF THE PUBLIC EXHIBITION OF PROPOSED CHANGES TO THE WATER SKIING TIMES AT MANLY DAM</b>	
	Attachment 1: Manly Dam Water Skiing, Proposed and Current Approved Times 2022.....	273
	Attachment 2: Manly Dam Water Skiing and Power Boat Zone .....	274
	Attachment 3: Community Engagement Report Water Skiing at Manly Dam 2022 .....	275



PROPOSED

# Net Budget Rollovers

## from 2021/22 to 2022/23

August 2022  
2022/462913

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### Contents

Income and operating expenses budget review statement	2
Capital expenditure and funding budget review statement	3
Operating expenditure budget proposed rollovers from 2021/22 to 2022/23	4
Capital expenditure budget proposed rollovers from 2021/22 to 2022/23	9



Northern Beaches Council

## 2022/23 Income and operating expenses budget review statement

For the net rollover of budgets from the 2021/22 financial year

	ORIGINAL	Recommended	PROPOSED
	Budget 2022/23	net rollovers from 2021/22 for Council resolution	Budget 2022/23
	\$'000	\$'000	\$'000
<b>Income from Continuing Operations</b>			
Rates and annual charges	234,543	-	234,543
User charges and fees	89,113	-	89,113
Investment fees and revenues	1,034	-	1,034
Other revenues	18,960	-	18,960
Grants and contributions - operating purposes	19,648	(1,078)	18,397
Grants and contributions - capital purposes	29,764	11,224	40,986
Other income	6,821	-	6,821
Gains on disposal of assets	457	-	457
<b>Total Income from Continuing Operations</b>	<b>400,340</b>	<b>10,146</b>	<b>410,311</b>
<b>Expenses from Continuing Operations</b>			
Employee benefits and oncosts	(147,610)	-	(147,610)
Borrowing costs	(2,207)	-	(2,207)
Materials and services	(145,251)	(2,686)	(147,921)
Depreciation and amortisation	(46,766)	-	(46,766)
Other expenses	(19,946)	(431)	(20,065)
<b>Total Expenses from Continuing Operations</b>	<b>(361,781)</b>	<b>(3,117)</b>	<b>(364,569)</b>
<b>Surplus / (deficit) from continuing operations</b>	<b>38,559</b>	<b>7,029</b>	<b>45,742</b>
<b>Surplus / (deficit) excluding capital grants and contributions</b>	<b>8,795</b>	<b>(4,195)</b>	<b>4,756</b>
<b>Operating Budget Reserve Transfers (to) / from</b>			
Externally restricted reserves and grants recognised as income in prior years		(449)	
Internally restricted reserves		(155)	
Working capital - 2021/22 operating budget		(5,597)	
<b>Total Reserve Transfers (to)/from</b>		<b>(6,201)</b>	
<b>Net rollovers from the operating budget - balanced budget</b>		<b>-</b>	



Northern Beaches Council

**2022/23 Capital expenditure and funding budget review statement**

For the net rollover of budgets from the 2021/22 financial year

	ORIGINAL Budget 2022/23 \$'000	Recommended net rollovers from 2021/22 for Council resolution \$'000	PROPOSED Budget 2022/23 \$'000
<b>Capital Expenditure</b>			
Capital expenditure - new assets	(55,108)	(15,642)	(70,750)
Capital expenditure - renewal of existing assets	(44,947)	(4,752)	(49,699)
<b>Total Capital Expenditure</b>	<b>(100,055)</b>	<b>(20,394)</b>	<b>(120,449)</b>
<b>Capital Funding</b>			
Working Capital	15,650	2,689	18,339
Depreciation	37,132	2,223	39,355
<b>Capital grants and contributions</b>			
New grants	13,299	5,067	18,366
Grants rolled over from prior years	9,513	5,860	15,373
<b>Externally restricted reserves</b>			
Developer contributions	17,161	2,338	19,499
Other	2,084	370	2,454
<b>Internally restricted reserves</b>			
Merger savings fund	949	627	1,576
Other	2,840	1,220	4,060
<b>Income from sale of assets</b>			
Plant and equipment	1,427	-	1,427
<b>Total Capital Funding</b>	<b>100,055</b>	<b>20,394</b>	<b>120,449</b>
<b>Capital funding Surplus/(Deficit) - Balanced budget</b>	<b>-</b>	<b>-</b>	<b>-</b>

Northern Beaches Council

## Operating budget proposed rollovers from 2021/22 to 2022/23

Trim Reference: 2022/454005

Project	Project Description	Roll over to 2022/23	Comments	SOURCE OF FUNDS					
				Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants Reserve	Unexpended Grants Liability	New Grants	Working Capital
34421005	Libraries - Mona Vale	(10,000)	Donation received in 21/22 to be applied to 22/23						(10,000)
43681004	Environmental Art & Design Prize	(15,000)	Environmental Art & Design Prize \$15k sponsorship funds received in 2021/23 to be spent in 2022/23						(15,000)
43681004	Environmental Art & Design Prize	(19,774)	Environmental Art & Design Prize \$19,774 entry fee funds received in 2021/23 to be spent in 2022/23						(19,774)
42251004	NSW Planning Portal API Grant	(80,000)	NSW Planning Portal API Grant to support the digital integration of NSW Council IT Systems with the NSW Planning Portal.			(80,000)			-
38581001	Accelerated Streetlight Replacement	(543,191)	Accelerated streetlight replacement - contributions paid in July 22/23					(50,313)	(492,878)
42521000	Aboriginal Heritage Office	(149,570)	Aboriginal Heritage Office program funds to be rolled forward to 2022/23						(149,570)
39051005	B-line offset Tree planting Mona Vale to Seaforth Road Corr-	(317,269)	B-Line offset Tree planting Mona Vale to Seaforth Road Corridor grant received in 2021/22 to be spent in 2022/23				(317,269)		
42791006	Community Services Special Projects1	(3,800)	Community Services Special Projects grant received in 2021/22 to be spent in 2022/23			(3,800)			
42811014	Suicide Prevention Community Gatekeeper Training	(128,679)	Suicide prevention community gatekeeper training Unspent Funds rolled to 2022.23				(128,679)		
42811016	Community Development Projects2	(76,910)	Community Development Project grant funds received in 2021/22 to be spent in 2022/23			(71,500)	(5,410)		

Project	Project Description	Roll over to 2022/23	Comments	SOURCE OF FUNDS					
				Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants Reserve	Unexpended Grants Liability	New Grants	Working Capital
43601004	Make Music Day 2021, Grant Funding	(798)	Unspent Make Music Day grant funding requested to be rolled into 2022.23			(798)	-		
39581003	Manly Environment Centre	(15,000)	Aquatic Reserve Unspent contribution received in 2021/22 to be utilised in 2022/23			(15,000)	-		
43771000	Stronger Communities Fund - Mona Vale P.S. Performance Space	(118,876)	Unspent funds for Mona Vale P.S. Performance Space 21/22 works to be completed in 22/23				(118,876)		
33441000	Infrastructure	(79,420)	Unspent funds for network switches installation to be completed in 2022/23						(79,420)
33441000	Infrastructure	(95,000)	Unspent funds for cabling installation required for network switches to be spent in 2022/23						(95,000)
33441000	Infrastructure	(252,945)	Ongoing project for the Sharepoint & OneDrive						(252,945)
33421011	People Central Development	(54,516)	Ongoing project for People Central						(54,516)
34401002	Library Local Priority	(26,501)	Unspent grant for the Library Strategy works in 2022/23			(26,501)			
42511014	Mona Vale Place Plan	(36,773)	Unspent Grant funds to be rolled to 2022/23			(36,773)			
42511004	Brookvale Structure Plan Implementation	(60,000)	Brookvale Structure Plan funds to be utilised in 2022/23						(60,000)
42511006	Northern Beaches LEP	(50,000)	Northern Beaches LEP funds to be utilised in 2022/23						(50,000)
42511013	Manly Place Plan	(47,863)	Manly Place Plan funds to be utilised in 2022/23						(47,863)
43731001	General Design Projects	(20,000)	General design projects funds to be utilised in 2022/23						(20,000)
43021002	Belrose Children's Centre Projects	(548)	Unspent Community grant funds (Belrose LDC) to be utilised in 2022/23			(548)			

Project	Project Description	Roll over to 2022/23	Comments	SOURCE OF FUNDS					
				Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants Reserve	Unexpended Grants Liability	New Grants	Working Capital
43041002	Brookvale Children's Centre Projects	(3,823)	Unspent Community grant funds (Brookvale LDC) to be utilised in 2022/23			(3,823)			
43051002	Dee Why Children's Centre Projects	(754)	Unspent Community grant funds (Dee Why LDC) to be utilised in 2022/23			(754)			
43061002	Harbour View Children's Centre Projects	(3,144)	Unspent Community grant funds (Harbour View LDC) to be utilised in 2022/23			(3,144)			
43081002	Roundhouse Children's Centre Projects	(1,536)	Unspent Community grant funds (Roundhouse LDC) to be utilised in 2022/23			(1,536)			
43091002	North Harbour Children's Centre Projects	(230)	Unspent Community grant funds (North Harbour LDC) to be utilised in 2022/23			(230)			
43101002	Manly Community Preschool Projects	(4,123)	Unspent Community grant funds (Manly Community Preschool) to be utilised in 2022/23			(4,123)			
39501005	PEF - Currawong Environmental Project	(20,745)	Unspent Currawong Environmental Project funding to be utilised in 2022/23			(20,745)			
39541007	MEL – Systems, Sustainability and climate change	(6,370)	Unspent Manly Environment Levy Project funding to be utilised in 2022/23		(6,370)				
39531007	MEL – Coast, catchment and estuaries	(29,074)	Unspent Manly Environment Levy Project funding to be utilised in 2022/23		(29,074)				
39561007	MEL – Stormwater management	(18,000)	Unspent Manly Environment Levy Project funding to be utilised in 2022/23		(18,000)				
39581005	MEL – Green communities	(13,016)	Unspent Manly Environment Levy Project funding to be utilised in 2022/23		(13,016)				

Project	Project Description	Roll over to 2022/23	Comments	SOURCE OF FUNDS					
				Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants Reserve	Unexpended Grants Liability	New Grants	Working Capital
39571010	MEL – Bushland & biodiversity	(11,002)	Unspent Manly Environment Levy Project funding to be utilised in 2022/23		(11,002)				
39551017	Manly to Seaforth FRMSP	(2,252)	Unexpended grant funding to 2022/23			(2,252)			
39571015	Local Land Services - Grant Projects	(22,250)	Unexpended Local Land Services grant funding to 2022/23			(22,250)			
39571016	Office of Environment and Heritage Grant Projects	(5,000)	Unexpended Office of Environment and Heritage grant funding to 2022/23			(5,000)			
39571017	SOS Freshwater Wetland Grant	(36,011)	Unexpended grant funding Wetland works to 2022/23			(36,011)			
39571021	Wakehurst CRIFP Grant	(21,818)	Unexpended Crown Reserve Improvement funding to 2022/23			(21,818)			
39571007	Weed Action Plan	(18,475)	Weed Action Plan Grant \$18,475 - Unexpended Tied Grant			-	(18,475)		
39581013	Sydney Water Business Efficiency Officer	(8,170)	Unexpended Sydney Water funding to be rolled to 2022/23				(8,170)		
39531008	Coastal management - Operations	2,658	Adjust to reflect current reserve balance			2,658			
39531009	Catchment management - Operations	1,930	Adjust to reflect current reserve balance			1,930			
39531016	Collaroy-Narrabeen Coastal Protection Private Works	(312,280)	Adjust to reflect current reserve balance					(156,140)	(156,140)
40571001	Better Waste Recycling Fund	(303,853)	Better Waste Recycling rollover to 2022/23				(303,853)		
40571002	Red Bin Audit & Strategy	(25,717)	Red Bin Audit & Strategy rollover to 2022/23				(25,717)		
39041001	Recreation Planning	(25,329)	Crown recreation POM funding to be utilised in 2022/23				(25,329)		
39051006	Greening our city – Brookvale industrial area	(4,872)	Greening our city funding to be spent in 2022/23				(4,872)		
39051007	Greener neighbourhoods Northern Beaches Urban Tree Plan	(21,155)	Greener neighbourhoods funding to be spent in 2022/23			(21,155)			
<b>Total expenditure adjustment</b>		<b>(3,116,842)</b>		-	-	<b>(77,462)</b>	<b>(373,172)</b>	<b>(956,648)</b>	<b>(206,453)</b>
								<b>(1,503,106)</b>	

Project	Project Description	Roll over to 2022/23	Comments	SOURCE OF FUNDS					
				Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants Reserve	Unexpended Grants Liability	New Grants	Working Capital
34081000	Levies		2022/23 Financial Assistance Grant - (General Component) - received funds in advance in 2021/22 financial year					1,566,252	(1,566,252)
38531000	Assets and Planning Management		2022/23 Financial Assistance Grant - (Roads Component) - received funds in advance in 2021/22 financial year					610,745	(610,745)
33263000	VPA Receipts		Revised payment date for VPA - contributions for undergrounding power at Lynne Czinner Park Warriewood	297,057				(297,057)	
34401007	Youth Opportunities Program		Program complete - surplus grant funds - to be returned to provider				(598)	598	
42851001	CHSP Emergency Support for Covid-19		Program complete - surplus grant funds - to be returned to provider				(92,003)	92,003	
38011002	Storm Damage Feb 2020		Storm Damage February 2020 - awaiting - natural disaster claim payment					(1,000,000)	1,000,000
39051003	Storm 26 Nov 2019		Storm Damage November 2019 - awaiting - natural disaster claim payment					(179,214)	179,214
39511000	Contribution to Emergency Services	(348,826)	2022/23 OLG ESL Contribution - received - funds in advance in 2021/22 financial year					1,243,725	(1,592,551)
<b>Total income adjustment</b>		<b>(348,826)</b>	-	<b>297,057</b>	-	-	<b>(92,601)</b>	<b>2,037,053</b>	<b>(2,590,334)</b>
<b>TOTAL OPERATING ROLLOVERS</b>		<b>(3,465,668)</b>		<b>297,057</b>	<b>(77,462)</b>	<b>(373,172)</b>	<b>(1,049,250)</b>	<b>1,830,600</b>	<b>(4,093,440)</b>

Northern Beaches Council

## Capital expenditure budget proposed rollovers from 2021/22 to 2022/23

Trim Reference: 2022/445621

EXPENDITURE				SOURCE OF FUNDS					
Job Description	Bring fwd from 2022/23	Roll over to 2022/23	Comments	Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
E2100. Digital and IT									
CN01012. IT Infrastructure – New Works		(798,413)	Switches upgrade project in progress with purchase orders raised and awaiting delivery in line with implementation.	-	-	-	-	-	(798,413)
CN01013. IT Software – New Works		(14,250)	Project in progress for the booking system Optimo version 4 approved by the governance committee.	-	-	-	-	-	(14,250)
CR05068. IT Infrastructure - Replacements		(21,833)	Ongoing project for replacement of CCTV, Wifi point etc. Project behind schedule due to COVID.	-	-	-	-	-	(21,833)
CR05127. Computers, Laptops and Mobile Devices - Replacements		(22,478)	Ongoing project with remaining budget rolled over to 2022/23 for the new three year asset replacement mobile plan.	-	-	-	-	-	(22,478)
Total E2100. Digital and IT	-	(856,974)		-	-	-	-	-	(856,974)
E2350. Library Services									
CN01158. Library Local Priority Grant Purchases		(81,624)	Ongoing project funded through Local Priority Grants.	-	-	-	(81,624)	-	-
Total E2350. Library Services	-	(81,624)		-	-	-	(81,624)	-	-

EXPENDITURE				SOURCE OF FUNDS					
Job Description	Bring fwd from 2022/23	Roll over to 2022/23	Comments	Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
E3150. Community, Arts & Culture									
CN01066. Theo Batten Bequest Purchases		(8,827)	Ongoing project with remaining budget rolled over to 2022/23 for external MAG&M artwork project.	-	-	(8,827)	-	-	
CN01121. Coast Walk Art Trail		(410,157)	Artwork works at Robert Dunn Reserve, McKillop Park, Long Reef Surf Life Club, Collaroy, Newport and Freshwater Beach Reserve as per Council's Resolution in February 2021.	-	-	(410,157)	-	-	-
CN01160. Coast Walk Aboriginal Art and Storytelling Project - Grant		(47,970)	Ongoing project with remaining budget rolled over to 2022/23 to undertake project with Urban Art Projects (UAP) with Frances Belle Parker, as per Council's resolution in July 2021.			(27,970)		(20,000)	
Total E3150. Community, Arts & Culture	-	(466,954)		-	-	(446,954)	-	(20,000)	-
E4050. Transport & Civil Infrastructure									
CN01010. New Footpaths		(31,617)	Works at Ralston Avenue and Batho Street rephased to 2022/23 due to weather and contractor availability.	(31,617)					
CN01011. New Traffic Facilities		(131,727)	The program is behind schedule because of the impacts of COVID-19 and wet weather.	(80,877)				(50,850)	
CN01018. Scotland Island Roads and Drainage Improvements		(188,247)	Multi-year project with design completed and construction to be completed in 2022/23.			(8,133)			(180,114)
CN01020. Warriewood Valley – Traffic and Transport Infrastructure		(99,304)	Multi-year project with design works to continue in 2022/23.	(99,304)					



Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2022/23	Roll over to 2022/23		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
CN01028. Bike Plan Implementation - New Works		(157,514)	Works at Abbott Road and Forest Way have minor delays in the construction phase due to ongoing wet weather.					(354,978)	197,464
CN01059. Church Point - New Infrastructure		(11,986)	Design only project deferred to 2022/23.						(11,986)
CN01079. Church Point Masterplan Boardwalk Extension		(807,354)	Multi-year project approximately 50% completed. Roll over funding for works to continue in 2022/23.					(534,000)	(273,354)
CN01141. Church Point Commuter Wharf Expansion		(64,996)	Project delayed awaiting completion of Church Point Parking Demand Management Strategy Report.	(62,439)				(2,557)	
CN01151. Smart Parking Infrastructure Project		(315,000)	Project tenders evaluation to continue in 2022/23.	(315,000)					
CN01182. Traffic Facility Delivery - Accelerated		(989,073)	Multi-year project rephased to 2022/23 due to significant size of works, impact of COVID and wet weather.	(60,073)				(929,000)	
CN01198. Safer Schools Infrastructure		(2,211,894)	Multi-year project to continue in 2022/23.					(2,211,894)	
CN01221. Queenscliff Headland Access Ramp		(44,387)	Multi-year project with remaining grant funding rolled over to 2022/23.				(44,387)		
CN01222. Active Transport Corridor Project		-	No budget change. Funding adjustment as grant was received in 2021/22 rather than 2022/23				(1,497,767)	1,497,767	
CR05011. Footpath Renewal Works		(702,905)	Federation Boardwalk deferred to 2022/23 due to delays in heritage approval and penguin breeding season deadline of June 30.					(702,905)	

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2022/23	Roll over to 2022/23		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
CR05013. Retaining Wall Renewal Works		(487,757)	Multi-year project rephased to 2022/23 due to weather and contractor availability.						(487,757)
CR05014. Road Resheeting Program	133,508	(320,342)	Ongoing program with remaining grant funding rolled over to 2022/23 and depreciation funding brought forward to balance 2021/22 budget.				(250,501)	(69,841)	133,508
CR05070. Major Plant Renewal		(467,447)	Plant delivery deferred to 2022/23 due to manufacturing and transport issues related to COVID.			(367,447)			(100,000)
CR05071. Light Fleet Renewal		(511,181)	Fleet delivery deferred to 2022/23 due to manufacturing and transport issues related to COVID.			(511,181)			
CR05074. Tidal Pools Refurbishment		(44,260)	Multi-year project with Paradise Beach tidal pool continuing with the structural drawings and construction to start in 2022/23.					(20,655)	(23,605)
CR05075. Bridge Renewal Works		(42,914)	Multi-year project with funding rolled over to 2022/23 for renewal of Ocean Street Bridge abutments and Oxford Falls Bridge design and construction.						(42,914)
CR05081. Wharves Works Program		(141,523)	Multi-year program with balance of funding assigned to renewals of various wharves including Mackerel Beach and Taylors Point.					(37,500)	(104,023)
CR05130. Carol's Wharf Renewal		(118,228)	Project delayed in manufacture of the pontoons caused by the restricted availability of materials.					(49,238)	(68,990)
CR05131. Bells Wharf Renewal		(155,276)	The project will be completed in July 2022 with the pontoons arriving and due to be installed.					(155,276)	
CR05151. Clontarf Reserve Tidal Pool		(33,420)	Multi-year project to be completed in March 2023.				(33,420)		
<b>Total E4050. Transport &amp; Civil Infrastructure</b>	<b>133,508</b>	<b>(8,078,352)</b>		<b>(649,310)</b>	<b>-</b>	<b>(886,761)</b>	<b>(1,826,075)</b>	<b>(3,620,927)</b>	<b>(961,771)</b>

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2022/23	Roll over to 2022/23		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
E4100. Parks & Recreation									
CN01005. North Curl Curl Youth Facility		(174,425)	Project delayed due to late delivery of playground equipment.	(174,425)					
CN01053. Sports Club Capital Assistance Program		(65,000)	Approvals given to Manly Warringah BMX Club, Collaroy Plateau Cricket Club, Mona Vale Golf Club, Manly Warringah Kayak Club and Manly Croquet Club to complete their projects in 2022/23.	(65,000)					
CN01116. Freshwater Beach Masterplan Implementation	44,392		Bring forward funding from 2022/23 to fund works progressed ahead of schedule.	44,392					
CN01144. Wyatt Avenue Open Space		(101,774)	Project delayed due to the need for a site specific Plan of Management, in lieu of the existing Generic Parks Plan of Management.	(101,774)					
CN01146. Commercial Centre Upgrade Program		(88,253)	Project delayed while Ausgrid considers the proposed lighting design and Council undertakes redesign to accommodate budget changes and increased material costs.	(88,253)					
CN01147. McKillop Park Walk			- No budget change - adjust funding allocation as grant was received earlier than anticipated (in 21/22 rather than 22/23)	(1,086,313) 1,086,313					
CN01169. West Esplanade Activation Plan		(96,073)	Project behind schedule due to delays in the irrigation design, contractor availability, and awaiting Ausgrid checks.	(96,073)					
CN01197. Manly Dam Boardwalk		(329,623)	Project delayed due to extended stakeholder consultation.	(1,017,585) 687,962					
CN01199. Frenchs Forest Precinct Park Upgrades		(5,692)	Multi-year project with remaining budget rolled over to 2022/23.	(5,692)					

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2022/23	Roll over to 2022/23		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
CN01201. Little Manly Point Reserve Playground Upgrade		(52,284)	Playground upgrade to be completed in 2022/23.	(52,284)					
CN01202. Jacka Park Playground Upgrade		(6,941)	Remaining budget rolled over to 2022/23 for completion of playground upgrade.	(6,941)					
CN01203. Griffith Park Playground Upgrade		(11,271)	Multi-year project with playground upgrade to be completed in 2022/23.	(11,271)					
CN01207. Little Manly Beach Masterplan Implementation		(330,931)	Project delayed due to adverse weather conditions.	(330,931)					
CN01208. Mona Vale Beach Upgrade		(3,489)	Multi-year project with remaining budget rolled over to 2022/23.	(3,489)					
CN01209. Ivanhoe Park Masterplan Implementation		(173,891)	Rollover unspent funding for the replacement of fences on Raglan Street and Sydney Road.	(173,891)					
CN01214. Lynne Czimmer Park		(89,737)	Project delayed due to delays in the crossover for the high voltage aerial powerlines to new underground lines.	(89,737)					
CN01220. Oxford Falls Bushland Reserve		(80,633)	Project behind schedule due to scheduling conflicts with other projects. Localised community engagement will commence in August 2022.				(80,633)		
CN01223. Warriewood Beach Foreshore Upgrades		(42,050)	Multi-year project with design completed and construction to commence in 2022/23.					(50,000)	7,950
CR05000. Sportsfield Renewal Program		(695,440)	Project behind schedule due to the delay in finalising the Cromer Park resurfacing project and delays to the renewal of the John Fisher Park softfall cages.					(407,221)	(288,219)
CR05001. Reserves Renewal Program		(52,195)	The design and construction of Tyagarah Bridge will be completed in 2022/23.					(50,000)	(2,195)
CR05002. Foreshores Renewal Program		(113,707)	Little Manly boat ramp works delayed to 2022/23 due to contractor availability.				(4,999)	(145,001)	36,293

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2022/23	Roll over to 2022/23		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
CR05004. Playground Renewal Program		(208,803)	The program is behind schedule due to continued delays in the supply chain for equipment. Contractors and suppliers have been engaged in 2022/23.				(74,250)		(134,553)
CR05134. Commercial Centre Renewal		(7,894)	Works on Church Point shops renewal scheduled to commence in 2022/23 once the boardwalk extension has been completed.		(7,894)				
<b>Total E4100. Parks &amp; Recreation</b>	<b>44,392</b>	<b>(2,730,106)</b>		<b>(910,252)</b>	<b>(7,894)</b>	<b>-</b>	<b>(2,269,472)</b>	<b>947,628</b>	<b>(445,724)</b>
<b>E4150. Environment &amp; Climate Change</b>									
CN01007. Collaroy- Narrabeen Coastal Protection Works		(2,576,086)	Construction works delayed pending completion of the neighbouring private property protection works.	-	-	-	-	(1,565,673)	(1,010,413)
CN01045. Planned Stormwater New Works		(361,905)	Project behind schedule due to inclement weather and contractor unavailability.	-	(361,905)	-	-	-	-
CN01061. Warriewood Valley Creekline Works		(188,659)	Project behind schedule due to heavy rainfall affecting site and operating conditions.	(188,659)	-	-	-	-	-
CR05007. Planned Stormwater Renewal Works		(234,846)	Headwall upgrade works at Mullet Creek under Garden Street were delayed due to inclement weather and contractor unavailability throughout the first half of 2022 and expected to commence in October 2022.	-	-	-	-	-	(234,846)
CR05008. Reactive Stormwater Renewal Works		(72,834)	Ongoing program with remaining funding rolled over to 2022/23.	-	-	-	-	-	(72,834)
CR05064. Energy Saving Initiatives Works Program (SRV)		(24,136)	Urban Night Sky Place project lighting upgrades for the public buildings in Governor Phillip Park, Palm Beach to be installed early 2022/23.	-	-	-	-	-	(24,136)

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2022/23	Roll over to 2022/23		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
CR05065. Energy Savings Initiatives Program		(11,766)	Ongoing project with savings from 2021/22 rolled over to 2022/23.	-	-	-	-	-	(11,766)
CR05119. Water Saving and Re-Use Initiatives		(14,063)	The installation of smart water irrigation controls has been delayed to 2022/23 due to supply chain issues.	-	-	-	-	-	(14,063)
<b>Total E4150. Environment &amp; Climate Change</b>	-	<b>(3,484,295)</b>		<b>(188,659)</b>	<b>(361,905)</b>	-	-	<b>(1,565,673)</b>	<b>(1,368,058)</b>
<b>E4200. Property</b>									
CN01096. Mona Vale Library - Upgrades and New Works		(228,073)	Works on hold pending the development of the Precinct Masterplan.	-	-	(228,073)	-	-	-
CN01109. Terrey Hills Emergency Services Headquarters		(194,438)	Project on hold pending approval from RFS to commit funds.	-	-	-	(30,858)	(163,580)	-
CN01110. Currawong Cottages New Cottages, Games Room and Amenities		(411,390)	Multi-year project rolled over to 2022/23 to allow cottages to be restored.	-	-	-	(188,282)	(74,408)	(148,700)
CN01125. Long Reef Surf Life Saving Club		(1,099,481)	Ongoing project expected to be completed during first quarter of 2022/23.	-	-	-	-	(590,000)	(509,481)
CN01139. Duffys Forest Rural Fire Station		(410,227)	Project to be approved in July Council Meeting. Construction to commence in the first quarter of 2022/23.	-	-	-	-	(361,420)	(48,807)
CN01142. Manly Life Saving Club		(172,337)	Multi-year project with the appointment of design consultancy services to be approved in July Council Meeting.	-	-	-	-	-	(172,337)
CN01161. Marine Rescue Broken Bay Building		(103,781)	Ongoing project with construction continuing in 2022/23.	-	-	-	(868,781)	765,000	-

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2022/23	Roll over to 2022/23		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
CN01173. Manly Cemetery Columbarium		(49,633)	Project delayed awaiting the development approval.	-	-	-	(49,633)	-	-
CN01180. Little Manly Point Amenity		(313,640)	Project tender to be advertised during the first quarter of 2022/23. Construction to be completed in 2022/23.	(313,640)	-	-	-	-	-
CN01181. Porters Reserve Clubhouse Changespace		(309,338)	Report recommending tender for construction to be approved in July Council Meeting.	-	-	-	(109,338)	(200,000)	-
CN01192. Forestville Town Centre New Amenities		(255,960)	Multi-year project with construction to be completed in 2022/23.	(255,960)	-	-	-	-	-
CR05029. Community Centres Minor Works Program		(11,132)	Ongoing project with remaining budget rolled over to 2022/23.	-	-	-	-	-	(11,132)
CR05035. Children's Centres Works Program		(99,574)	Ongoing program with budget rephased to 2022/23.	-	-	-	-	(99,574)	-
CR05043. Sport Buildings Works Program	11,024		Ongoing project progressed ahead of schedule.						11,024
CR05066. Emergency Buildings Works Program		(52,715)	Project in progress for Scotland Island RFS.	-	-	-	-	-	(52,715)
CR05076. Glen Street Theatre Renewal Works		(10,275)	Ongoing project with remaining budget rolled over to 2022/23.	-	-	-	-	-	(10,275)
CR05085. Mona Vale Cemetery Works Program		(96,068)	Ongoing project with remaining budget rolled over to 2022/23.	-	-	(96,068)	-	-	-
CR05122. Pittwater Golf Driving Range Renewal Works		(16,154)	Ongoing project with landscaping works under consultation and will commence in 2022/23.	-	-	-	-	-	(16,154)

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2022/23	Roll over to 2022/23		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
CR05133. Multi Storey Car Park Renewal Works		(1,663)	Ongoing project with remaining budget rolled over to 2022/23 for Bungan Lane fire order works.	-	-	-	-	-	(1,663)
CR05137. Creative Arts Space - Mona Vale Design Works		(103,586)	Project on hold pending the development of the Precinct Masterplan.	-	-	(103,586)	-	-	-
<b>Total E4200. Property</b>	<b>11,024</b>	<b>(3,939,465)</b>		<b>(569,600)</b>	<b>-</b>	<b>(427,727)</b>	<b>(1,246,892)</b>	<b>(723,982)</b>	<b>(960,240)</b>
<b>E4300. Capital Projects</b>									
CN01031. Connecting Communities - Footpaths Programs		(9,058)	Project construction deferred to allow for additional community engagement and design development.				(9,058)		
CN01032. Connecting Communities - Cycleways Program		(5,911)	Project construction deferred to allow for additional community engagement and design development.				(5,911)		
CN01034. Connecting all Through Play - Active Play		(488,907)	The project is behind schedule due to delays in obtaining the construction certificate and supply of light poles.			(85,389)		(84,400)	(319,118)
CN01068. Warriewood Valley Community Centre		(20,000)	The project tender documents have been drafted and further reviews are in progress. Construction commencement has been deferred until 2022/23.	(20,000)					
CN01138. Narrabeen Lagoon Pedestrian and Cycle Bridge		(420,740)	Multi-year project slightly behind schedule due to prolonged wet weather and delays in material supply.				(420,740)		
<b>Total E4300. Capital Projects</b>	<b>-</b>	<b>(944,616)</b>		<b>(20,000)</b>	<b>-</b>	<b>(85,389)</b>	<b>(435,709)</b>	<b>(84,400)</b>	<b>(319,118)</b>
<b>TOTAL CAPITAL ROLLOVERS</b>	<b>188,924</b>	<b>(20,582,386)</b>		<b>(2,337,821)</b>	<b>(369,799)</b>	<b>(1,846,831)</b>	<b>(5,859,772)</b>	<b>(5,067,354)</b>	<b>(4,911,885)</b>



## Proposed Road Reserve Closure Plan

Land adjoining  
58 Herbert Avenue, Newport NSW 2106



### Legend

- Land Parcel Boundary
- Proposed Road Reserve Closure Area

 <p>northern beaches council</p>	<div style="display: flex; justify-content: space-between;"> <div> <p><b>Scale (A4) - 1:175</b> GDA 94 MGA Zone 56</p> <p><small>Date Printed: 28/04/2021 Produced By: Spatial Information</small></p> </div> <div style="text-align: center;">  <p><small>0 0.75 1.5 3 Meters</small></p> </div> <div style="font-size: 0.8em;"> <p>The publisher of and/or contributors to this map accept no responsibility for injury, loss or damage arising from its use or errors or omissions therein. While all care is taken to ensure a high degree of accuracy, users are invited to report any map discrepancies and should use this map with due care.</p> <p align="right"><small>© Northern Beaches Council 2021</small></p> </div> </div>
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## Community and Stakeholder Engagement Report

### Proposed road reserve closure adjacent to 58 Herbert Avenue, Newport

Impact level: Four

Consultation period: 8 April 2021 to 13 May 2021

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#### Contents

1.	Summary.....	2
1.1.	How we engaged .....	3
1.2.	Who responded.....	3
2.	Background.....	4
3.	Engagement objectives .....	4
4.	Engagement approach .....	4
5.	Findings .....	5
	Appendix 1 Verbatim community and stakeholder responses .....	8

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## 1. Summary<sup>1</sup>

This report outlines the community and stakeholder engagement conducted as part of the Proposed road reserve closure adjacent to 58 Herbert Avenue, Newport project from 8 April 2021 to 13 May 2021.

The feedback collected during consultation from residents and government authorities indicated a majority level of support for the proposed road reserve closure adjacent to 58 Herbert Avenue. Respondents who were supportive of the proposal indicated that it will assist in providing off-street parking in a street that is both narrow and steep in terrain.

Respondents who were not supportive of the proposal felt that Council should retain the green corridor and protect the trees in this area. Additionally, some respondents felt that this public land should not be sold and should be kept for public use.

### Key outcomes

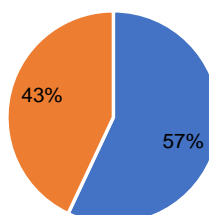


Total Your Say  
submissions  
received

7



Sentiment



■ Support  
■ Don't support

Note: The graph represents our analysis of 'support' or 'don't support' of the proposal based on a review of online Your Say submissions.







Feedback themes



Loss of public access to land.	Financial Issues.
Protection of flora and fauna.	Safety.
Use of the street.	Congestion.

<sup>1</sup> Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.

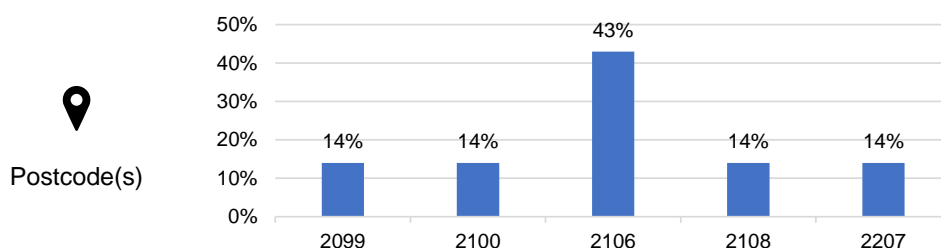
## 1.1. How we engaged

	Visitors: 527	Visits: 615	Av. time onsite: 0m54s
Have Your Say			
	Letter drop completed	Distribution: 12 residents	
Print media and collateral			
	Community Engagement (fortnightly) newsletter: 3 editions	Distribution: 20,000 subscribers	
Electronic direct mail (EDM)	Stakeholder email: 18 government authorities		
	Proposal raised by a Council staff representative at a meeting of the Newport Resident Association.		
Key stakeholder engagement			

## 1.2. Who responded<sup>2</sup>

	<ul style="list-style-type: none"> <li>Male</li> <li>Female</li> <li>Other id.</li> <li>N/A</li> </ul>	<div> <div>29%</div> <div>43%</div> <div>28%</div> </div>
Gender		
	<ul style="list-style-type: none"> <li>&lt;25 yrs</li> <li>26-50 yrs</li> <li>51-75 yrs</li> <li>76+ yrs</li> <li>N/A</li> </ul>	<div> <div>29%</div> <div>14%</div> <div>57%</div> </div>
Age group(s)		

<sup>2</sup> Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.



## 2. Background

This report outlines the community and stakeholder engagement conducted as part of the proposed road reserve closure adjacent to 58 Herbert Avenue, Newport project.

Under Section 38B of the Roads Act 1993, Council gave notice of its proposal to close a portion of council's road reserve adjacent to 58 Herbert Avenue, Newport.

The purpose of the application for the road reserve closure is to be able to park the applicant's vehicle safely as well as provide improved access to the applicant's property.

The applicant is asking Council to consider the closure of the adjacent road reserve land, for subsequent purchase of the land. Following successful purchase of the road reserve land, the applicant intends to submit a development application to Council for the construction of a carport structure.

Council has already closed and sold road reserves adjacent to: No 60, 64, 66 and 68 Herbert Avenue.

## 3. Engagement objectives

- Objective 1: build community and stakeholder awareness of participation activities (inform).
- Objective 2: provide accessible information so community and stakeholders can participate in a meaningful way (inform).
- Objective 3: identify community and stakeholder concerns, local knowledge and values (consult).

## 4. Engagement approach

Community and stakeholder engagement for the proposed road reserve closure adjacent to 58 Herbert Avenue, Newport project was conducted over a five-week period, from 8 April 2021 to 13 May 2021.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

A project page<sup>3</sup> was established on our have your say platform with information provided in an accessible and easy to read format. The project page included site plans and street views

<sup>3</sup> <https://yoursay.northernbeaches.nsw.gov.au/2021-road-reserves/proposed-road-reserve-closure-adj-58-herbert-avenue-newport>

of the proposed road closure area. The project was primarily promoted via resident and stakeholder notifications and our community engagement newsletter.

Feedback was captured through an online submission form embedded onto the have your say project page. There was an open-field comments box where community members could explain the reasons for their support or outline any issues or suggestions.

Contact details for the project manager were provided on the project page to allow for questions or enquiries.

The proposal was raised at a meeting of the Newport Resident Association who indicated that they had no issues or concerns.

## 5. Findings<sup>4</sup>

The feedback collected during consultation from residents and government authorities indicated a majority level of support for the proposed road reserve closure adjacent to 58 Herbert Avenue. Respondents who were supportive of the proposal indicated that it will assist in providing off-street parking in a street that is both narrow and steep in terrain.

During the consultation period, a Council staff representative raised the matter at a meeting of the Newport Resident Association and reported that they had no issues or concerns about the proposal.

Respondents who were not supportive of the proposal felt that Council should retain the green corridor and protect the trees in this area. Additionally, some respondents felt that this public land should not be sold and should be kept for public use.

**Table 1:** Feedback that expressed issues relating to the proposal

Theme	What we heard	Council's response
<b>Loss of access to public land</b>	Public land should not be sold off to landowners.	The land is public road reserve (approximately 20m wide) created at the time of subdivision on which the public road carriageway (approximately 5m wide) has been constructed to provide access to the lots created for dwellings – if the land is surplus to the road requirements, Council is able to close and dispose of it in accordance with the Section 38B of the Roads Act, 1993.
	The proposal will result in loss of access to this land for the public.	The subject land only provides access to the adjoining land at 58 Herbert Avenue. Due to the nature of the road reserve dropping away from the road a safety fence is in place which currently prevents any public access.
	Why has the parcel of land been allowed to be taken from the Reserve?	Council is not considering widening the constructed roadway in the future. Therefore, Council considers the subject land as surplus to road requirements.

<sup>4</sup> Note: This report represents what Council has heard as accurately and transparently as possible by using consistent quantitative and qualitative analysis techniques.

		Council has in the past sold road reserve land in front of number 60, 64, 66 and 68 Herbert Avenue.
<b>Protection of flora and fauna</b>	<p>Trees and green "patches". need to be protected in this area.</p> <p>It is a bushland area and potentially provides increasingly scarce habitat for wildlife.</p> <p>Suggestion that the land be maintained as a green corridor and not used to erect any built structures.</p>	<p>Once the land has been closed and sold to the adjacent owner, any proposed structures on the land will need to be assessed and approved under a Development Application in accordance with Council's LEP and DCP.</p> <p>It is during this stage that the assessment takes into consideration which area can be built on and to ensure that such development will not detract from local amenity or impact trees.</p>
<b>Use of the street</b>	<p>Many people use this area to sit and walk dogs and they will lose this access.</p>	<p>Due to the steepness of the terrain, local residents do not currently access this strip of road reserve land.</p> <p>The land falls approximately 4.5m from the bitumen road edge to the property boundary of the applicant.</p> <p>There is a buffer area that is retained by Council for access and maintenance to the road and Council does not support the closure of the full depth of the road reserve.</p> <p>Council has previously sold road reserve land in front of properties at 60, 64, 66 and 68 Herbert Avenue.</p>
<b>Safety and congestion</b>	<p>Herbert Street is narrow and on street parking creates safety issues and congestion.</p> <p>Council should provide off-street parking to ensure safety of pedestrians and drivers.</p>	<p>In streets such as Herbert Ave, where the street is very narrow and the terrain is very steep, Council have historically supported the sale of surplus roadway where appropriate for the provision of off-street parking to increase safety and reduce congestion.</p>
<b>Financial issues</b>	<p>Council should not be charging high prices to residents who wish to purchase the land for off-street parking.</p>	<p>Council's Fees and Charges are listed in the Operational Plan, which is reviewed annually.</p> <p>The current Road Reserve Policy and Guideline for this area provides that any applications for road reserve closure and purchase of Council land are subject to independent qualified valuation advice, Council approval, resolution and contract.</p>

		<p>The proposed sale of this strip of Council land to the adjacent landowner will enhance the value of the adjacent property as well increase the amenity through the provision of off-street parking.</p> <p>The sales proceeds will provide funds for continued maintenance and improvement of road infrastructure and footpaths in the local area. Such road works may vary including pavement strengthening, retaining structures, footpaths or streetscape improvements.</p>
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## Appendix 1 Verbatim community and stakeholder responses\*

Number	Comment/submission <sup>5</sup>
1	While I would normally strongly oppose the arrogation of public space to private ownership, I note that this is occurring in a cul-de-sac, meaning no through traffic, the space is otherwise unusable thanks to impingement by 60 Herbert Ave, and there is no material risk to active travel users from the loss of access to this space. I therefore (reluctantly) advise I see no problem with it.
2	Public land should not be sold off to landowners as it is just that, public land. It looks as though it is a bush land area & potentially provides increasingly scarce habitat for wildlife. The owners would/ should have been aware of the boundaries on purchase. Too many public reserves in the area are already being cleared & subsumed into residents backyards. Sales like this just set precedents & should not be considered. I appreciate the opportunity to comment. With the thanks
3	Why is the council planning to sell a part of the Road Reserve at number 58 Herbert Ave to an adjoining property? How come this parcel of land has been allowed to be taken from the Reserve? Was it created through the gifting to the council as a part of a development plan where it was part of a concessional block given to the council in lieu of money? If so, how can the Council sell it? The Council's responsibility is to preserve the green "patches" that these concessional blocks created when they were given to the Council for the communities welfare.  I do not agree with this proposal.
4	Re: selling of community reserve land The sale of this strip of council land to the adjacent landowner enhances the value and resale of that adjacent property. If the sale is permitted it should have a caveat placed on it that it can never be cleared or developed. It must be kept as a green corridor and not be used to erect any built structures.
5	I support the closure and sale of the proposed road reserve to the resident provided it is to facilitate the construction of an appropriate off street parking platform for the owner's vehicles. Herbert Avenue is an exceptionally narrow street and it is extremely difficult for all residents and visitors to navigate and certainly to navigate with safety, at all times. It should be noted that the majority of residents are disgusted with Council's apparent policy of charging exorbitant prices to resident's who wish to obtain the land to allow off street parking. Council staff should be aware council's primary role is to support the amenity of living safely and comfortably for residents within their local government area for which residents already pay significant funds through their rates and other charges. Council is not there for and councillors are not appointed to run a huge money making casino for high rollers.
6	Looks to be reasonable. Researching it's a large property (5 bd rooms) with no off street parking which am assuming this is the intended use for the property owner so would help with street congestion.

\*Personal details have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.

<sup>5</sup> The comments in the table are from the seven online submissions received via the Your Say project page.

	However future planning of garage/carport should take into account the current leafy nature of the street and proposed selling of the land to include conditions of how it may be potentially used in future so to not distract from local ambience.
7	No . Can we please protect the trees in this area and have more public spaces. Many ppl use this area to sit and walk dogs. Please keep public land public!!!

Document administration	
Version	1.0
Date	11 August 2021
Status	Draft

**Further Site Information- 58 Herbert Avenue, Newport**

Site from street looking east:



Site from street looking west:



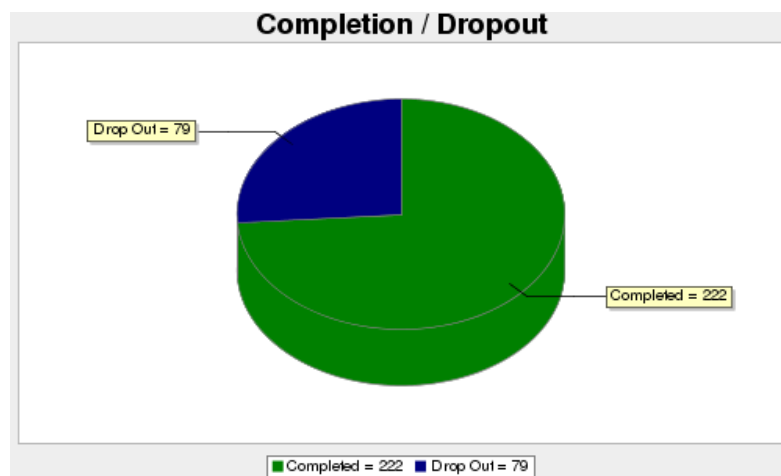


## Church Point Commuter Wharf - User Survey



**Results of questionnaire 19 February 2021 – 7 March 2021**

## Survey Overview

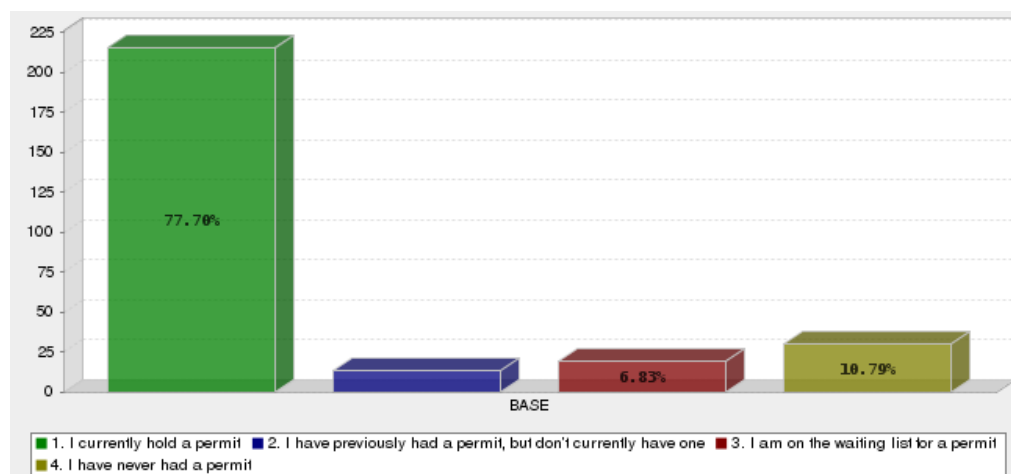


Viewed	Started	Completed	Completion Rate	Drop Outs (After Starting)	Average Time to Complete Survey
873	301	222	73.75%	79	8 minutes

Terminated via  
Branching

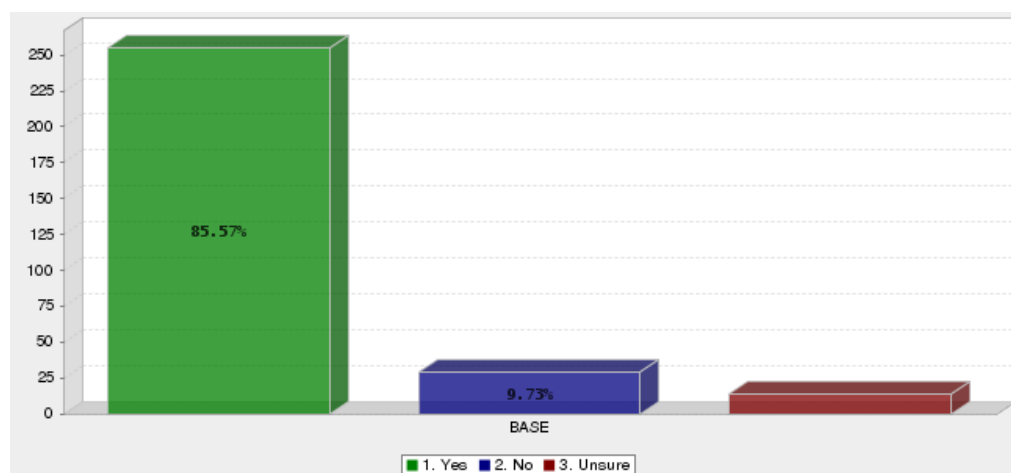
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## Q1. Do you have a Church Point Commuter Wharf Tie-up Permit?



	Answer	Count	Percent
	1. I currently hold a permit	216	77.70%
	2. I have previously had a permit, but don't currently have one	13	4.68%
	3. I am on the waiting list for a permit	19	6.83%
	4. I have never had a permit	30	10.79%
	Total	278	100%
Mean : 1.507	Confidence Interval @ 95% : [1.387 - 1.627]	Standard Deviation : 1.019	Standard Error : 0.061

**Q2. Do you currently use the Church Point Commuter Wharf to tie up your boat or have you used it regularly in the past?**



	Answer	Count	Percent
1.	Yes	255	85.57%
2.	No	29	9.73%
3.	Unsure	14	4.70%
	Total	298	100%
Mean : <b>1.191</b>		Confidence Interval @ 95% : <b>[1.135 - 1.248]</b>	Standard Deviation : <b>0.499</b>
		Standard Error : <b>0.029</b>	

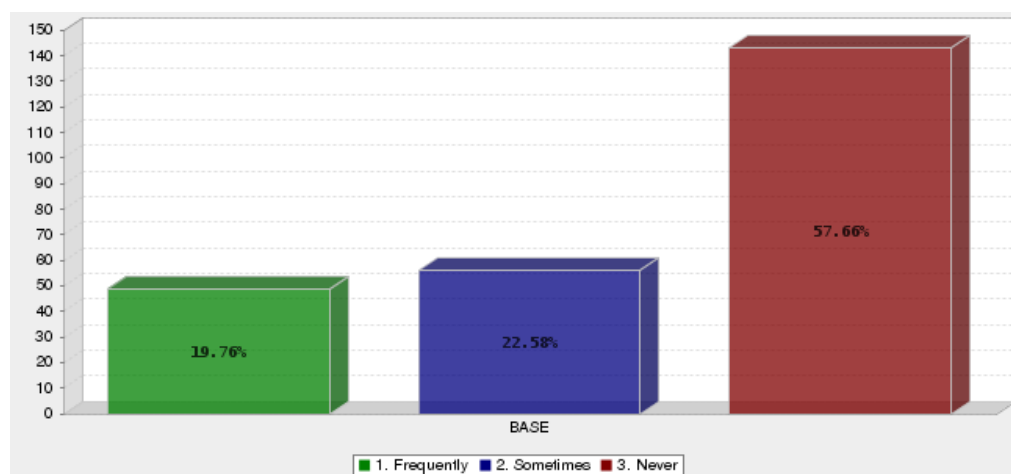


### Q3. Please tell us in more detail why you don't use the Church Point commuter wharf.

4085513	The wait list seems daunting. I'm new to the island and a single mum so I will apply but I have heard it takes a long time.
4085325	I don't have a boat currently and this is partly because of the long wait lists to get a place at both Church Point and Cargo commuter wharves. I have just passed my boat licence and will be putting my name on the wait list and do plan to get a boat when the wharf situation becomes practical.
4085273	Am on a waiting list. We bought property last year and not having a tie up permit makes life quite challenging. The ferry is great but for after hours transit and bringing home shopping, it is vital to have this option. More permits or spaces would be great
4084977	There are no available spaces. We manage the Pittwater YHA and have not been shown any priority. Our only option is to join the waitlist so we are exploring alternate options.
4084904	We have always parked at a marina
4084877	No boat. Use ferry from SI.
4084538	I have a berth at a marina
4084049	Its just too difficult, to wait for a permit to tie up at an overcrowded wharf and return to a damaged or vandalised boat, then to run the gauntlet and attempt to find parking at Church point, its an expensive nightmare.
4083701	As waiting on a permit
4083625	It is overcrowded, and the boats get too damaged
4083554	Can't get a permit to park at Church Point so no point taking the boat there
4083546	I haven't been able to get a permit and am on the waiting list.

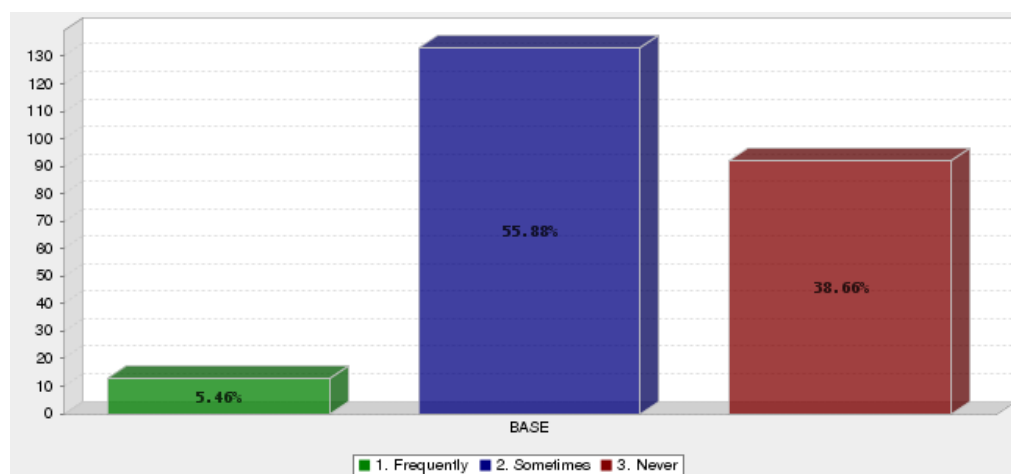
4080470	I am on the waitlist and desperate to park there. Other options suggested by council such as water taxi and ferry are not feasible or possible with my current situation. Please note most homeowners offshore have more than one boat, the facilities are simply inadequate for their purpose currently although we have already paid for the facility.
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**Q4. Do you tie your boat up at a different location other than the Church Point Commuter Wharf?**



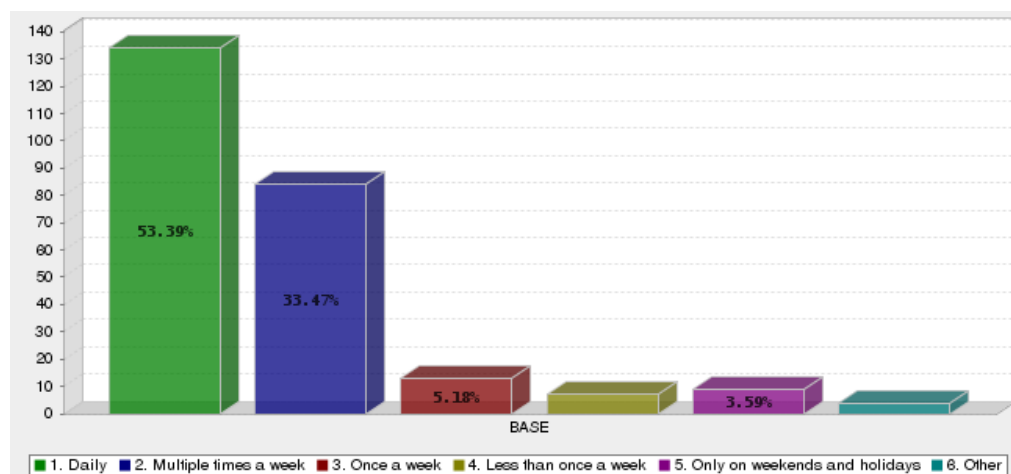
	Answer	Count	Percent
	1. Frequently	49	19.76%
	2. Sometimes	56	22.58%
	3. Never	143	57.66%
	Total	248	100%
Mean : <b>2.379</b>		Confidence Interval @ 95% : <b>[2.280 - 2.478]</b>	Standard Deviation : <b>0.796</b>
		Standard Error : <b>0.051</b>	

**Q5. Do you use other modes of transport to get to the mainland other than your boat?**



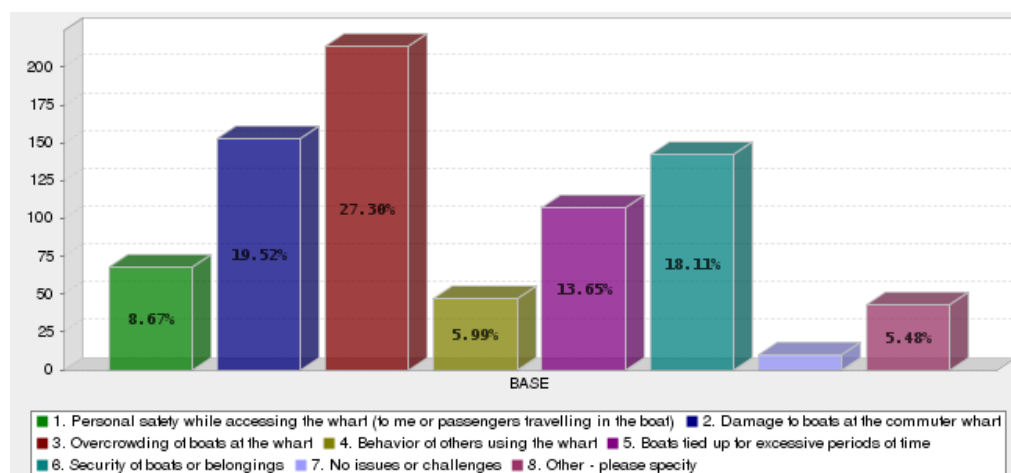
	Answer	Count	Percent
	1. Frequently	13	5.46%
	2. Sometimes	133	55.88%
	3. Never	92	38.66%
	Total	238	100%
Mean : 2.332		Confidence Interval @ 95% : [2.259 - 2.405]	Standard Deviation : 0.577
		Standard Error : 0.037	

## Q5. How often do you use the Church Point Commuter Wharf?



	Answer	Count	Percent
	1. Daily	134	53.39%
	2. Multiple times a week	84	33.47%
	3. Once a week	13	5.18%
	4. Less than once a week	7	2.79%
	5. Only on weekends and holidays	9	3.59%
	6. Other	4	1.59%
	Total	251	100%
Mean : 1.745		Confidence Interval @ 95% : [1.609 - 1.881]	Standard Deviation : 1.102
		Standard Error : 0.070	

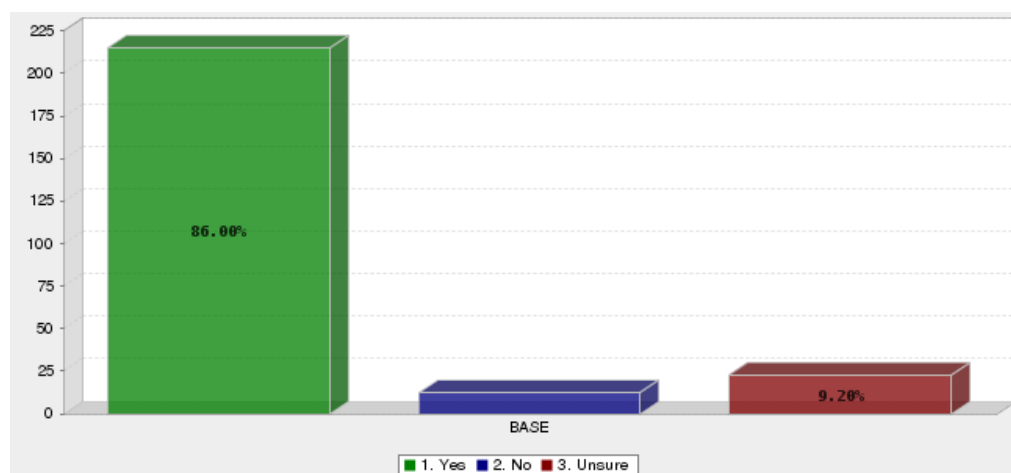
**Q7. What do you consider to be the main issues/challenges (if any) at the Church Point Commuter Wharf? (tick all that apply)**



	Answer	Count	Percent
	1. Personal safety while accessing the wharf (to me or passengers travelling in the boat)	68	8.67%
	2. Damage to boats at the commuter wharf	153	19.52%
	3. Overcrowding of boats at the wharf	214	27.30%
	4. Behavior of others using the wharf	47	5.99%
	5. Boats tied up for excessive periods of time	107	13.65%
	6. Security of boats or belongings	142	18.11%
	7. No issues or challenges	10	1.28%

8.	Other - please specify	43	5.48%
	Total	784	100%
<b>Mean : 3.833</b> <b>Confidence Interval @ 95% : [3.699 - 3.967]</b> <b>Standard Deviation : 1.914</b> <b>Standard Error : 0.068</b>			

**Q8. Do you support Council investigating ways to address overcrowding on the existing Church Point Commuter Wharf?**



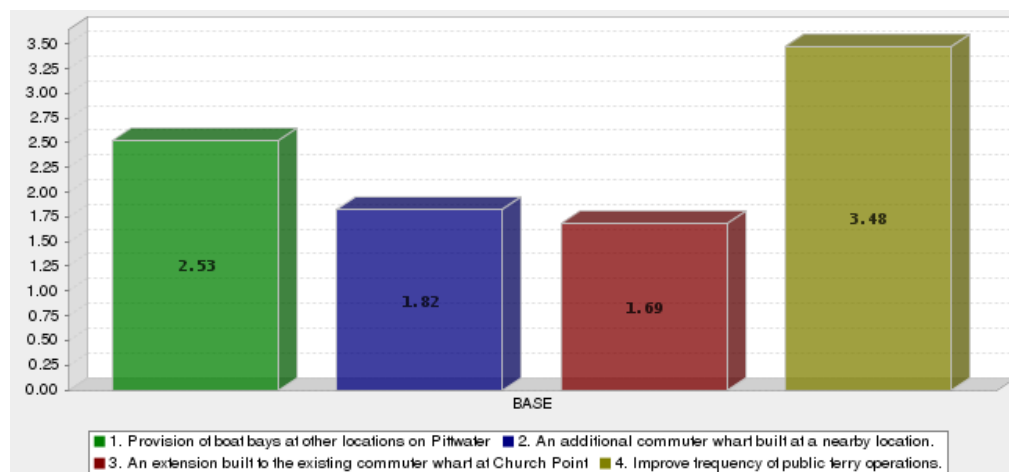
	Answer	Count	Percent
	1. Yes	215	86.00%
	2. No	12	4.80%
	3. Unsure	23	9.20%
	Total	250	100%
Mean : 1.232		Confidence Interval @ 95% : [1.157 - 1.307]	Standard Deviation : 0.603
		Standard Error : 0.038	



**Q9. Can you please provide the reasons you don't support Council investigating ways to address overcrowding at the Church Point Commuter Wharf?**

[illegible]

**Q10. Please rank the following in order of preference for potential solutions to overcrowding of boats at the Church Point Commuter Wharf :**



Average Rank		1	2	3	4		
Provision of boat ba ...	2.53						
An additional commut ...	1.82						
An extension built t ...	1.69						
Improve frequency of ...	3.48						
Data Table							

Provision of boat ba ...	36	15.72%	32	13.91%	92	58.23%	19	13.77%		
An additional commut ...	70	30.57%	123	53.48%	17	10.76%	7	5.07%		
An extension built t ...	113	49.34%	59	25.65%	32	20.25%	6	4.35%	1	50.00%
Improve frequency of ...	10	4.37%	16	6.96%	17	10.76%	106	76.81%	1	50.00%

**Q11. Do you have any other suggestions regarding alternate wharf locations or how we could address overcrowding of boats at the Church Point Commuter Wharf?**

4086642	Return the wharf that was temporarily there when the existing one was being extended.
4086368	OK..way too many people have two boats per household. This is ridiculous given space allocated. Non ticket holders should simply have their boat towed away. So they pay a fine big deal. Why can they break the law and I can't? If you keep collecting their boats, they will soon get the message. Some boats are monsters..4WD on water. A smaller boats size limit strictly enforced should be in place. Again fisherman at night...is it banned or not? Then do something like gate the wharf. I'm sick to death of sharing a wharf I pay for with people who don't/leave a mess/ become abusive etc.
4086141	Other wharf locations need to be as easily accessed (or easier) than Church Point - so not too far to travel on the water and have reliable parking options.
4085644	My main wharf concern is not the CP wharf, but the SI Cargo wharf and the reduction to capacity based on 'alleged' complaints received from one part time resident who likes the occasional skinny dip. It is outrageous that a whole section of the community is held to ransom while this individual continues to out gun the council in the courts. Currently the wharf is oversubscribed and often used by un-permitted residents, but they have no where else to go to access their homes.
4085572	The previous temporary at rostrevor reserve was great, not sure why council removed it.
4085496	A wharf at Newport Wharf or near Bay view Dog Park
4085420	Extend the current wharf
4085419	Build an extension to existing Commuter Wharf... Original concept plans back in 2014 showed extra wharf "Fingers" projecting out at 90 degrees to the shoreline.
4085415	reinstate to pontoon at the reserve between cargo and Holmeport. This is an absolute no brainer !!

4085407	No
4085385	1. Restrict commuter wharf the up to say 72 hours at a time. 2. Provide free or subsidised tie up for electric powered boats
4085373	By providing resident parking elsewhere from Mona vale to church point/Mccarrs creek. Boat wharf maybe at Mccarrs creek.
4085359	Taylors Point Public Wharf, Rowland Reserve
4085269	Build a 2nd commuter wharf in front of the main car park.
4085263	Bayview is the obvious one, but what do you do with your car
4085252	If the ferry was to run more services during peak times and also run until 9pm then there would be many people who would only need one boat instead of two
4085250	I think it is fairest that any household living off shore with boat access only be given priority to gaining a permit for the commuter wharf. I work evenings and am unable to catch a ferry or water taxi home after 8pm which is a problem. The council does not provide permit provision for these circumstances, and does not prioritise the permits for offshore residents which can make living and working from the offshore a difficult prospect.
4085141	Perhaps reinatate the temporary wharf that was between cargo and holmeport marin or built a new wharf at the end of the open car park
4085113	Between cargo Wharf and Holmport marina is a good location. It was the temporary location during the renovation and extension of the commuter wharf
4085086	A fair number of boats appear to be moored permanently at commuter wharf. It is a commuting facility not a marina. Council needs to enforce this. Permits should also be limited to offshore residents
4085081	Wherever you position additional wharf spaces you need to ensure there are appropriate parking options
4085013	Somewhere nearby that also provides ample car parking - such a solution would simultaneously assist in addressing the Church Point car parking problems
4084997	Having lived offshore in Pittwater for 40 years I understand that the community has grown. However previously boats were tied on long lines to allow them to move around and for others to fit in. People are now tying their

	boats up close to the wharf that doesn't allow the space for other boats. I do not think that an extension to the wharf will be a good long term solution as this behaviour will continue. I think that creating an alternate wharf location will ease the overcrowding at both the commuter wharf and the problem with car parking that still exists.
4084926	I have been offshore since 1987 and when I arrived most boats were tinnies and the average engine size was 9, 15 or 20 hp. Now most are very much larger boats, whether poly or aluminium, with engines from 60hp upwards. And so now, even with the much larger commuter wharf, it is overcrowded due to the average large size of the boats. The heavy large boats cause damage to small tinnies or fibreglass boats by coming in at speed to park and trying to move them out of the way. If parked on the outside, small tinnies are damaged by the swell bumping large boats against them. These large boats are clearly recreational boats that are also used for commuting, as opposed to a small commuter boat. Throughout the consultation period about introducing paid permits and reconstruction of Commuter Wharf, some of us asked that there be provision for smaller boats to give some encouragement for people to stick with smaller sizes. The only gesture was a small area on the inside which is designated for very small boats, I think it says under 1.2 or 1.4 m. This means they are often tenders from yachts - not the intended provision. A boat that small is not really adequate to be safe or viable in a strong wind to anywhere further than Bell Wharf or Elvina. Up to 1.8m or 20 hp would be more viable. The cheapest way for Council to fit more boats is to encourage genuine commuter boats to be smaller. This could be done by offering cheaper permits below a certain boat or engine size, and setting aside a larger area on the inside of this or any other wharf for boats or engines under a certain size. At the moment there is a perverse incentive to get a larger boat as it will not be as damaged at Commuter or other shared wharves.
4084918	1) An alternate wharf location would also require space for car parking which will be difficult. However, depending on the location, it could be more convenient for the northern & eastern side of the island. 2) Restrict the size of the commuter boats using the wharf.
4084878	Reinstate the wharf that was on the other side of cargo wharf during the board walk and commuter wharf upgrade
4084693	If commuter wharfs were put at other locations on Pittwater it may help to alleviate the car parking problem as well.
4084596	Regarding my above comment..... If council does not police and fine offenders that tie up without a permit, Council is educating them that they don't need a permit. These people take up space that other people, who have paid for a permit need. I believe there is a similar issue at Cargo wharf.

4084585	Perhaps Rowland Reserve, but you'd need to provide car parking as well.
4084535	The temporary pontoon during carpark works worked very well. Suggest it be returned as a simple answer to overcrowding.
4084418	Off shore residents need easy access from their boats to their vehicles. If additional car parking was provided NEXT to alternative / additional commuter boat wharf access, offshore residents may choose to use this facility as they can easily reach their vehicles. Many of us struggle with the current daily ongoing situation of not being able to park our cars at Church Point despite having paid for an annual parking permit - and having to park much further afield meaning trying to get home with shopping, young children, sports equipment etc becomes very difficult and stressful.
4084355	Rolands reserve, as it already has parking facilities that can be utilised.
4084351	Have another in a location closer to Monavale with additional parking
4084337	When the second part of the wharf was there, we were fine..so that location should be considered. A location where the Pasadena jetty is The location planned in the church point development plan would be maybe the best
4084054	A commuter tie up options at other public wharf locations such a Bayview next Gibsons Marina, there parking there and a bus stop and easy access for Keoride. The same goes for Newport Wharf, Saltpan Cove, Taylors point. All have parking near by and it's easy access to Keoride and the bus at some locations. Church Point is congested, a pain to park there even with permit, 10 minute parking which is supposed to be for off shore residents loading and unloading cars has visitors to the waterfront or the Pasadena parking there longer than 10 minutes. Having other locations will alleviate the demand for boat commuter mooring and car parking at the point. Also finding a spot at the commuter on weekends is harder than on the weekday due to all the boats without permits.
4084044	Incentive for the water taxi operators and the ferry service to work longer hours. Water taxi should return to 24 hour service at a rate that is affordable to most
4084043	by the Church Point car park
4084042	No other than expanding the present wharf and doing an audit on boat use at the commuter wharf. If a boat doesn't move from the wharf they should lose their spot on the wharf to people who are actually using it to go and come from offshore

4084032	Whilst the existing commuter wharf was being built around 2016 or so, there was a temporary wharf that they set up nearby that worked brilliantly. Then they took it away when the works finished and now we're left with overcrowding. Bringing that back would definitely help.
4084016	Bayview would be good
4083839	Another wharf close to the car park that could be an express time only....e.g. 3 hours use....
4083813	no
4083785	Have a wharf dedicated to offshore residents only, and possibly restrict permits to 2 per address
4083714	I believe extending the wharf will create enough space
4083709	Monitor much more frequently to remove boats without permits.
4083699	Sliding fee according to boat size. Larger boats take more room, damage smaller ones.
4083692	MCCarrs Creek reserve. Pittwater road
4083671	Extending the current commuter wharf at Church Point
4083669	Educate boat owners on correct lengths of ropes tide to wharfs. Install security cameras on the wharf to deter theft and to locate stolen goods. I also recommend this in the motorcycle parking too.
4083667	Encourage use of smaller boats
4083664	I think an additional commuter wharf just off the main car park is the most sensible option. There is sufficient space and it would make it easier for the offshore community to have the facility to where the majority of us park our vehicles. The new facility need to be secure in terms of access control and an appropriate security camera system to prevent theft.
4083661	We don't need more frequent ferries, we need the palm beach and church point ferries to be linked. This would get cars off the road and alleviate parking shortages at church point and palm beach, and alleviate road congestion up to palm beach. An additional nearby wharf could also help alleviate the parking situation at church point. It will be useless adding another commuter wharf where there isn't adequate parking - it is after all a commuter wharf.



4083656	Salt Pan Cove
4083654	I'm against other boat holders from the mainland using the facilities where it will cause even. One boat parking stress. The priority should be for offshore boats only ap.
4083641	Reinstate the wharf that was used when the works to the current one were being undertaken
4083613	Many households have more than one boat. The Ferry and Water Taxis are there to help, promote that service rather than inviting old leaking boats to pollute Pittwater even more
4083597	Wharfs need to be located where there can be car parking overnight. The current Commuter wharf location is best, as we can park there. If parking were available to offshore residents at Rowland Reserve then it would be a candidate for another commuter wharf.
4083577	Increased monitoring by council, to remove vessels tied up without permit. And they need to be removed. Only solution I can think of is to extend the existing commuter wharf.
4083569	Any other wharf would need to be very nearby to the carpark. I think extending the existing wharf makes less impact to the area.
4083564	Perhaps they could reinstate the pontoon off Rostrevor reserve again
4083560	Unfortunately other wharfs are constrained for parking (Newport wharf, row land on weekends, Bayview, etc).
4083556	Utilize Rowland Reserve better
4083552	Boat tie up at Bayview boat ramps would also resolve overcrowded parking problems at Church Point.
4083550	No
4083549	People that have moved off island to relinquish their boats permits, limit to boat permits per household, permanent residents to be given priority to owners of holiday houses.
4083548	Pontoon location that comes off of church point carpark or extension of existing commuter wharf
4083545	Make it only available to offshore residents. Provide guaranteed car parking also for these people
4083544	south side of the current cargo wharf in McCarrs creek. Pasadena jetty and Rowland Reserve

4083543	Rowland reserve?
4083542	Rowland Reserve McCarrs Creek Reserve Acquire Pasadena jetty and extend for commuter boats Where the temporary wharf was located whilst car park was built
4083538	In the same spot as the temporary commuter tie up was when building the car park. Rowland Reserve with parking permit options and Gibson Marina.
4082980	McCarrs Creek Park Rowland Reserve Near Boat Ramp at eastern end of Church Point Car Park
4082970	yes open a wharf at rowland reserve with parking .
4082773	The last commuter boat had areas for small boats to park which stopped damage. Maybe consider restricting useage to people who use boats far larger than necessary, The bigger poly boats and other commuter boats have now 60 h.p plus. Far to big for that wharf destroying all the smaller boats. At a personal level I think often of increasing the size of my boat to stop the constant damage but realise I am not travelling to the Orkney Islands off the coast of Scotland in the north sea only the placid waters of Pittwater, we are only commuting 1/2km at most. Another thing I find difficult is when transferring my 90 year old mum into the tinnies, the step down is too high. On Tennis wharf there is a step, almost at water level, with hand rails which make access for more disabled people easier, currently it is a hazard and I often have to recruit a couple of strong men to help me bring her home.
4082701	At SE end of car park would be a good location for an alternative wharf location
4082527	wharf close to the carpark east of the Pasadena. Or wharf on Newport side close to the Motor yacht club. The later would also take pressure of the current car park. With potential car parking on the Newport side.
4082355	Look at set up for Dangar Island at Brooklyn. Users receive what they pay for, an allocated bay with arms that protects your vessel from others and elements of weather.
4082283	Additional wharf at east end of car park. Additional wharf towards Homeport.
4082267	During construction of the current commuter wharf there was a temporary wharf built to accomodate commuter boats. I used it...It was not extensive and it worked very well. There was no congestion Why not put it back? It sets a precedent as proof of efficacy
4082247	Roland Park

4082226	Rowlands Reserve - expand the church point parking scheme and commuter wharf to use the facilities there
4082222	When the new commuter wharf was designed originally there were two floating pontoons .only 1 was built and that's why it is overcrowded. You could add the 2nd pontoon or reinstate the temporary wharf and pontoon at Rostrevor Reserve
4082200	No
4082185	I thought the 'temporary wharf' that was used during the new carpark construction etc was brilliant! Such a shame that this was not left in place as a permanent structure to alleviate the boat crowding issues of the main commuter wharf. Is it possible to reinstate it again? Good size and good location.
4082127	If alternate wharf locations are set up, they will also need to include parking
4082099	No
4082021	provide better parking /free parking at other wharfs
4081949	Utilising Rowland Reserve as a potential commuter wharf and reserved parking option for offshore residents
4081919	Bare in mind that this is the equivalent of a driveway. I don't want to see this resulting in higher costs. The user pays system is already extreme for offshore residents.
4081879	?Rowlands Reserve
4081783	Build another wharf between the cargo wharf and Holmport
4081741	New wharf locations must be linked to ample car parking for residents and the public. The outdoor parking area in Church Point should be extended, eg on the eastern side where the electrical cabling work has been occurring, even if it is over water on concrete piles. Zones should be designated for residents with Church Point parking permits. Another wharf can be built there to link to the car park extension.
4081708	Bayview boat ramp because of plenty of car parking
4081655	Of primary concern are derelict or long stay boats. Secondly, theft of gear, outboards and boats. Security cameras could deter this.

4081625	More places to choose from Stop boat owners who don't live off shore leaving their boats moored for months at a time without being penalised Teaching boat owners to tie up correctly one bay one boat
4081515	Due to the car parking problems at Church Point it would be great to have a commuter wharf at Rolland reserve maybe
4081506	The temporary wharf which was located between the existing commuter wharf and Holmport Marine was a great way of easing overcrowding and it was frustrating when council decided to remove it. I am a shift worker and coming over at midday when I am on a PM shift it is always frustrating when there are no spots available and I have to double stack. Our older residents/mothers with children (and babies strapped to them!) are commuting after the peak time and often find it difficult to find a spot which I think is very dangerous. Thank you for considering ways to improve this situation.
4081502	no
4081473	Replace the temporary wharf that was built whilst the current commuter wharf was being rebuilt during the car park construction ...the location was ideal and a lot of the foundations are still there ...it should not have been deconstructed ....such a waste of money and lack of foresight by council ...if you would have left it there you wouldn't be revisiting this issue
4081403	The one at Rostrevor park worked well
4081321	A wharf at the approximate site of the existing car park would be my suggestion.
4081309	The position of the temporary wharf at Rostrevor reserve during the reconstruction of commuter was the ideal spot for a second commuter wharf. The over crowding began when this was decommissioned. 3
4081250	When the temporary pontoon was next to the current pontoon it was great. A bit further to walk but atleast I could grey a spot at all times and long lines and over crowding rarely happened
4081232	Restricting boat size and length of stay would be a good start. I believe there used to be a sign restricting stays to 72 hours. That would free up space by the non-residents/holiday homeowners who tie up their boats for months at a time. The boats also seem to be getting larger with some commuter boats looking more like barges! I would suggest restricting boat lengths to 4.5m, ample for the commute. Bigger boats used for other purposes, e.g. work, should find alternative parking such as off the shore next to Cargo Wharf as many already do.

4081205	Ensure that only residents are leaving boats at the commuter wharf. For example, there is a boat at the commuter wharf that has a cover on it and stays there 90% of the time+
4081131	Stop selling commuter space to non off shore people and put up a gate on the ramp for security with keys for all off shore people.
4081113	The commuter wharf could certainly do with more short term stay spots and an extension fro commuter boats. It might be feasible to have a commuter wharf closer to other parking areas - near Rowland Reserve maybe? The car parking situation for off-shore residents is dire. It is hard to get a park after 5:00pm or on weekends and it will get worse as more people venture out when government covid restrictions are released. Maybe extending this wharf and considering another commuter wharf close to another car parking centre where church point permits are valid is worth thinking about. It is sad that Scotland Island residents have had to succumb to facebook messages alerting each other they are leaving their parking spot if someone is circling the car park looking for one.
4081106	Taylors Point,Bay view with its extra parking.
4080991	My concern is not so much with the boat tie up but more with the car transport link. When we used the wharf Ausgrid was taking up space in the carpark, more visitors were using the Pasadena and we had a lot of trouble getting a park for our car. We decided to use a more expensive option and joined RPAYC so we could get a commuter berth and use their under cover car park
4080985	When the workmen were working on the walkways and wharfs etc there was an additional wharf which could be reinstated at Rostrevor reserve
4080973	Rolland reserve / Dog park A wharf here would also solve some of the parking issues around church Point.
4080945	Reinstate the wharf that was removed in between Holme Port Marina and the current Commuter Wharf. Trades men with large boats that take up more space than a normal commuter boat and usually have steel boats that cause damage to other boats, should be relocated from the current commuter wharf to a more industrial type wharf.
4080900	Whilst I do not want to see parking at the McCarrs Creek Reserve become a problem, a limited commuter facility there could be considered. Difficulties with that location include distance for most commuters, parking and policing of authorized use. An additional ferry wharf in McCarrs Creek might be considered, however, I am not sure all residents would welcome that and I am not sure that there is the demand in that area.

4080837	SELL PERMITS ONLY_____TO COMMUTER RESIDENTS
4080800	Would prefer an alternate wharf location to be close to the existing one.
4080799	It just needs to be longer and there's space at both ends
4080796	There could be a time limit on leaving boats at the commuter wharf; i.e. no more than 2-3 consecutive weeks. Derelict/sinking boats could be removed in a more timely way.
4080744	My suggestions are as follows: 1. There needs to be more commuter boat capacity at Church point. 2. There needs to be some way of reducing the depreciation of the boats with the present system of parking. Good if there were set parking points like at Brooklyn. 3. Finally, there needs to be increased car parking for off-shore residents as on weekends parking can be impossible. Why can't it be like Coaster's (I think this is the off-shore community) where at Palm Beach there is a set parking for residents and public parking is not allowed.
4080686	Another wharf adjacent to the Church Point Carpark existing boat ramp
4080659	It is a long way to walk shopping down and a wharf near the car park would be better. However any improvement is good. A one level access point would be great .
4080650	Reinstate the temporary pontoon at Rostrevor Park. The main infrastructure on land is still in place, just needs a ramp and pontoon (with 2-3 poles) put in. The temporary pontoon held up to 40 boat spaces and was adequate to house commuter boat numbers. It was only once it was relocated to Rowland Reserve that overcrowding became an issue. The signage of 3 hour short-term space adjacent to the drop off zone needs to be redone. The vessels tied up under the boardwalk should be booked/removed. It is a commuter wharf, not a storage area, vessels should not be there for more than 72 hours (to cover a weekend away). The 4knot speed sign needs to be reinstated on the mainland side of McCarrs Creek, opposite the sign on the offshore side, (between the Waterfront Cafe and Commuter Wharf) to slow all users in the area down.
4080642	No
4080619	no
4080616	One near the Bayview dog park. It would ease congestion at the church point car park. Offshore residents only should have parking stickers that cover both Bayview and Church Point car parks.
4080596	Removal of boats with no permit; limiting long term storage of boats at the wharf

4080591	McCarrs Creek or Rowland reserve - where there is lots of parking
4080557	NO SORRY
4080543	Where the temporary what was
4080536	No, I'm not a wharf expert or transport modeller. But permits should be for offshore residents only.
4080532	must be close to car park or allow car parking ,so goods can be easily transferred from car to boat
4080501	While the car park was being built there was additional space made for tie-up at the small park net to the cargo wharf. Could this be reinstated?
4080468	The dangers involved in people with small children or older commuters, jumping from one commuter boat to another in order to reach the wharf cannot be understated. An extension to the existing wharf is by far the preferred option for proximity to car parking & cost effectiveness. Alternatively, another commuter wharf to be constructed at the end of the concrete pier, to the sth of the existing wharf, where the temporary commuter wharf existed is a good alternative.
4080455	could be closer to the car park where we all park, anyway. I think most users would prefer that location to be honest. There would be current, wind and tide considerations that may make it unfeasible, though. I would also like to think that building out the old car park to create more parking spaces would one day be considered an option by council. It would be foolish to design a wharf now that would get in the way of much needed and desired development at a later time...
4080445	No preference but the location must have adequate parking available
4080408	Make sure the permits are only given to offshore residents and limit the time a boat can be tied up on wharf...no week tie ups..
4080405	There seem to be boats that are used infrequently tied to the wharf. Some are used by non offshore residents for recreational purposes. Others by tradespeople working in the area. One boat that was for sale and owned by an ex offshore resident sat in the same spot for months. Can rangers check boats more frequently to see if they ever move over the course of weeks/months? Alternate wharf locations could include Bayview and Newport public wharves if a commuter pontoon was installed.

4080382	The best place would be a tie up nearer Mona Vale shops (eg Rowland Reserve) so that we could motor by boat and then walk to the shops. A second choice would be somewhere like Avalon or Palm Beach, to open up the peninsula to us for shopping and leisure.
4080378	Many boats do not have licenses OR the boats are increasingly too large using additional space.
4080368	Yes it is overcrowded at times but if everyone tied up at the appropriate distance (and no more) to the next door boat - it would release at least 5 or more tie ups and stop small boats lounging around sideways. Perhaps some public education on tie up etiquette would be useful.
4080342	There should be NO NEW wharf locations PITTWATER is too busy as it is. More wharves means more boats . Increase ferry times
4080319	Alternate location: next to the old car park, including loading bay for cars to drive up
4080300	In my opinion it is the lack of public transport after 8pm and before 6.30 am that causes people to buy their own boats. Once they have one they then use it to justify the cost. Once the water taxis stopped running 24hrs there seemed to be an increase in the number of commuter boats.
4080299	I'm aware that people tie up on commuter who would prefer to be near where they live such as Tennis Wharf- which needs to be properly developed - and Eastern. Yep, that's right some trek from the other side of the island to tie up at Commuter as there is no where else for them to go. The development of Bell and Carols appear, on paper at least, to provide some extra spots but the above still stands - extend Cargo - it was proposed to be longer but the council got wobbly at the threatened prospect of legal challenge from a holiday home owner, who in reality is barely there - I know him and his sister; properly develop Tennis - reconfigure, extend & locate in deeper water to maximise use - it dries out on one side most tides; and look at Eastern - this would probably have to be protected from the elements - current & wind - and have the wharf extended so as not to encroach on private property.
4080287	An overflow wharf could be constructed where the temp wharf while the current wharf was under construction, just to the south of the currently wharf
4080278	Police non permits holders

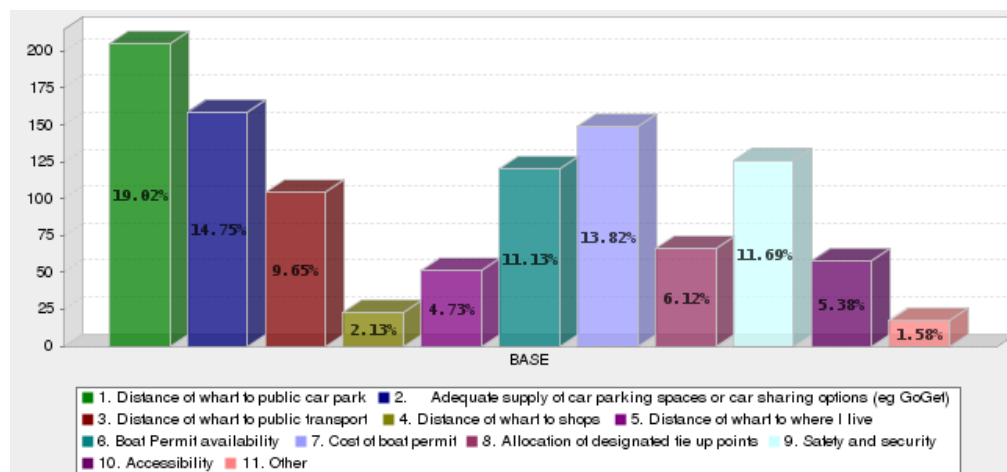


4080277	Security Cameras on the Wharf to help with items frequently being stolen off boats, An area for Students to tie up Wharf divided up so a section for smaller boats to the larger polycrafts etc A zone closer to the ramp for elderly? / short term shopping drop off/pick up
4080275	Bayview boat ramp area Newport Taylor's point Eastern side of Church Point car park where the old boat ramp is
4080272	Closer monitoring of boats that are tied up but not regularly used
4080263	Put back the pontoon that was in place to the south of the current commuter wharf. Public transport to the island is inadequate and expensive. There is no reliable public transport from 8pm till 6am, meaning that boat ownership and usage increases. Once people are forced into boat ownership they need to use it instead of the ferry to justify ownership.
4080251	The temporary wharf used at the adjacent park between cargo wharf and Holme port marina when car park/ wharf works were being done in 2018 should have never been removed. It was wasted money to remove this when the opportunity and structure already existed to alleviate this problem then. Partial structure still exists, should be reinstated there, maximising space for as many boats as possible. There will only ever be more people and more boats, even this solution will only service the growing offshore community demographic that requires boat tie up for a time before further upgrades are required
4080250	Boats shouldn't be allowed to park long term at the commuter wharf.
4080243	Council has a long history of allowing oversubscription of infrastructure, collecting revenue in the form of permit fees and not spending anything to enforce that permit system, at least in the Church Point Precinct. The Carpark at Church Point is one example and the Commuter Wharf is another. I use both facilities multiple times daily. It has been more than 18 months since I have seen a Council Ranger in the Car Park and a number of years since I encountered a Ranger at Commuter Wharf. Both these facilities require permits - yet no one from council appears to be regulating that system. Currently, on any given day, there are between 5 and 12 vessels moored at Commuter Wharf without a permit for extended periods. Occasionally larger, non commuter vessels moor alongside the Commuter Wharf to access the restaurants. Signage is required on the WATER side of the wharf reminding users a permit is required and a Ranger needs to visit the site at least monthly to deter serial offenders who are clearly ignoring the permit system.
4080217	A boat parking solution needs to fit in with improved car parking eg an alternative commuter wharf and commuter car park near Roland Reserve would ease the boat and car parking overcrowding at Church Point

4080203	we were promised that the wharf that was taken away when the Cargo wharf got built would be returned....but it never was.
4080195	There needs to be consideration of car parking for boat users also. The 10 min bays are inadequate and frequently used for longer periods by drivers not using the commuter wharf
4080187	Logical and reasonable planning! This issue is not new. I can't believe you require another feasibility study to confirm that the commuter wharf is still overcrowded, as it has been for 10+ years, and that you should have kept the other wharf that was in place whilst the new wharf was being built.
4080181	When the upgrade of commuter wharf happened they built a temporary wharf but took it away!! Stupid. This should have been left strictly for offshore resident only!! This is all we need plus additional early morning ferry services. First ferry on weekends isn't till 8.30am..joke!!
4080162	It was always my understanding that the Commuter wharf would be longer. I also believe it should be 1 permit per house and any left over are allocated via a ballot. There are some houses with 2-3 permits then others with none and it's extremely unfair that they move here and can't get to work without potentially parking illegally. The same option should be used for on island wharf spot allocation.
4080158	Enforce your own rules
4080154	Boat parking at bayview would alleviate both the boat and car parking issues. Id happily park my boat at bayview if i could as then i would be able to park in one of the many many car spaces there.
4080153	no
4080151	Uber Water taxis? Another commuter wharf provision would be ideal
4080139	Stop people using the commuter wharf as long term storage of boats
4080138	An alternate wharf either near the old car park (where majority of residents have to park) would be good. Otherwise near to Rowland Reserve which also offers good access to public transport & alternate parking opportunities (a different problem, I know).
4080135	No
4080124	no

4080123	Reduce the size of allowed boats. We had a temporary wharf set up, unsure why it was ever taken away but the location was good.
4080114	Rowland Reserve, BYRA, Bayview Baths, somewhere between Royal Motor Yacht Club and Taylors Point (ensuring there is enough parking provided to accommodate the resulting commuter cars)
4080102	Create more boat parking at NEWPORT Public Ferry Wharf. ( I appreciate the upgrade that happened last year ) Create an additional Commuter Boat Park Wharf of the existing Crown Land Car Park Need to create more KEORIDE type services to & from Church Point Ferry Wharf. Keoride drop off at Woollies is great addition to the service. Transport in & out of Church Point Ferry Wharf to Mona Vale is critical.
4066072	provide a car ferry,
4066067	blah blah blah blah blah blah blah blah blah blah blah blah

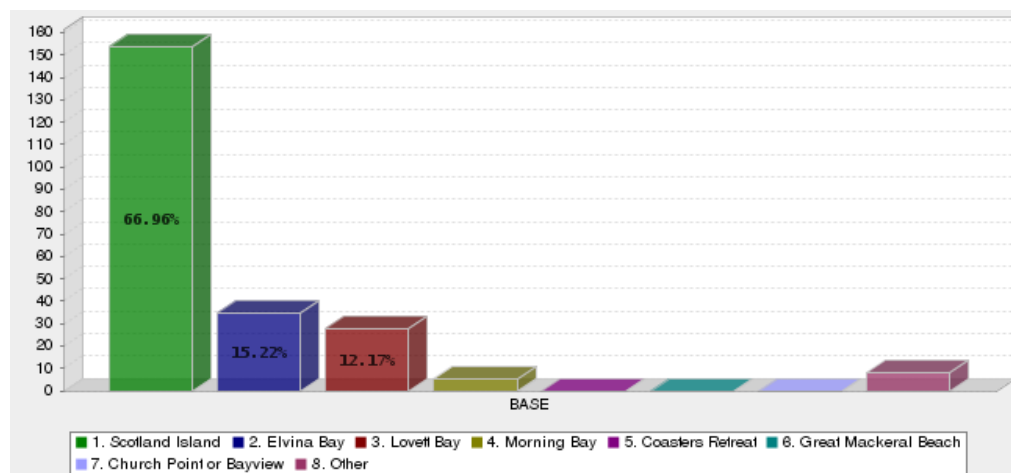
**Q12. If we were to look at constructing an additional wharf nearby, what are important considerations for you? (Please select all that apply or provide your own response in Other).**



	Answer	Count	Percent
1.	Distance of wharf to public car park	205	19.02%
2.	Adequate supply of car parking spaces or car sharing options (eg GoGet)	159	14.75%
3.	Distance of wharf to public transport	104	9.65%
4.	Distance of wharf to shops	23	2.13%
5.	Distance of wharf to where I live	51	4.73%

6.	Boat Permit availability	120	11.13%
7.	Cost of boat permit	149	13.82%
8.	Allocation of designated tie up points	66	6.12%
9.	Safety and security	126	11.69%
10.	Accessibility	58	5.38%
11.	Other	17	1.58%
	Total	1078	100%
<b>Mean : 4.985</b> <b>Confidence Interval @ 95% : [4.798 - 5.172]</b> <b>Standard Deviation : 3.128</b> <b>Standard Error : 0.095</b>			

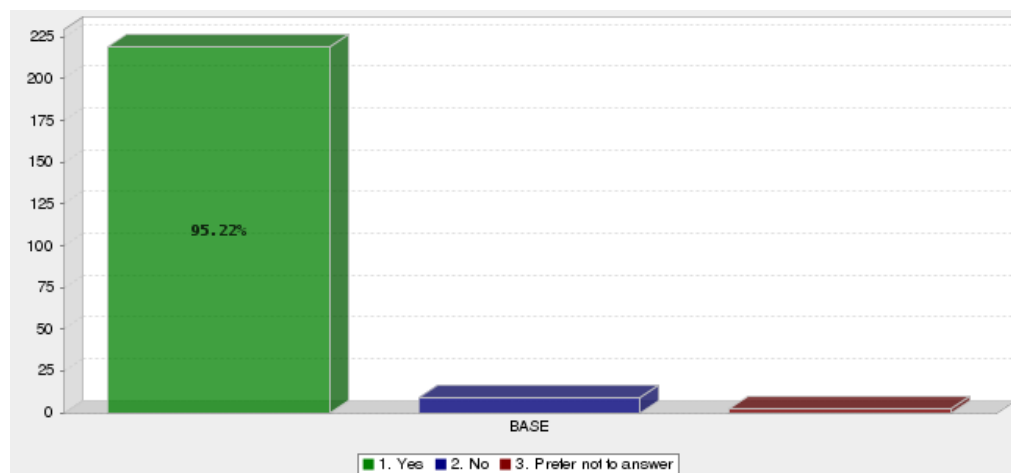
### Q13. Where do you live?



	Answer	Count	Percent
1.	Scotland Island	154	66.96%
2.	Elvina Bay	35	15.22%
3.	Lovett Bay	28	12.17%
4.	Morning Bay	5	2.17%
5.	Coasters Retreat	0	0.00%
6.	Great Mackerel Beach	0	0.00%
7.	Church Point or Bayview	0	0.00%
8.	Other	8	3.48%

	Total	230	100%
Mean : <b>1.704</b>	Confidence Interval @ 95% : <b>[1.519 - 1.889]</b>	Standard Deviation : <b>1.432</b>	Standard Error : <b>0.094</b>

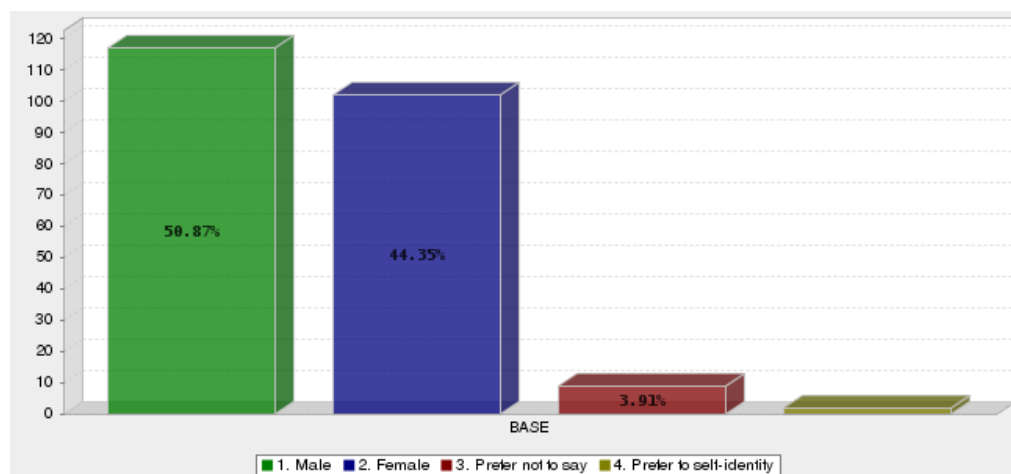
### Q14. Is this your primary place of residency?



	Answer	Count	Percent
	1. Yes	219	95.22%
	2. No	9	3.91%
	3. Prefer not to answer	2	0.87%
	Total	230	100%
Mean : 1.057	Confidence Interval @ 95% : [1.022 - 1.091]	Standard Deviation : 0.267	Standard Error : 0.018

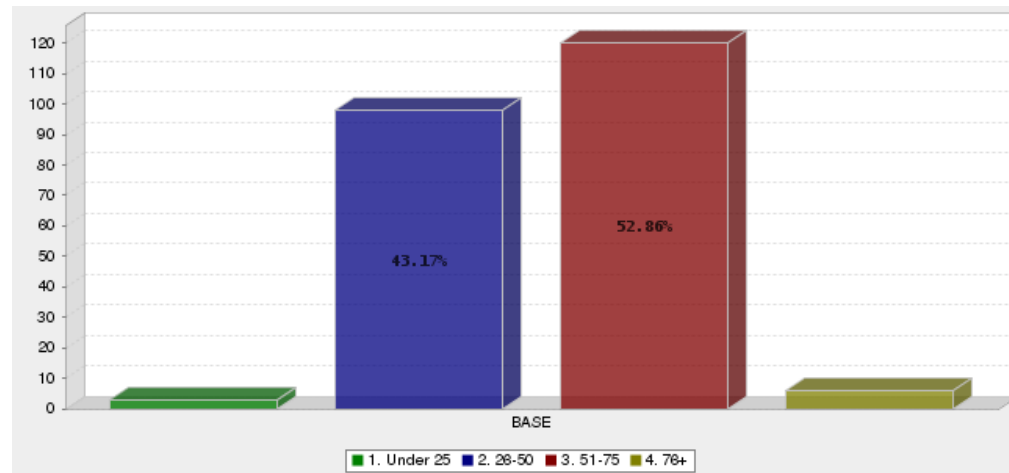


## Q15. What is your gender?



	Answer	Count	Percent
	1. Male	117	50.87%
	2. Female	102	44.35%
	3. Prefer not to say	9	3.91%
	4. Prefer to self-identify	2	0.87%
	Total	230	100%
Mean : 1.548		Confidence Interval @ 95% : [1.468 - 1.627]	Standard Deviation : 0.616
		Standard Error : 0.041	

## Q16. Age range:



	Answer	Count	Percent
1.	Under 25	3	1.32%
2.	26-50	98	43.17%
3.	51-75	120	52.86%
4.	76+	6	2.64%
	Total	227	100%
Mean : <b>2.568</b> Confidence Interval @ 95% : <b>[2.494 - 2.643]</b> Standard Deviation : <b>0.571</b> Standard Error : <b>0.038</b>			



## Church Point Commuter Wharf

### Feasibility Study

Northern Beaches Council

3<sup>rd</sup> May 2022

311010-00457

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## PROJECT 311010-00457 - : Church Point Commuter Wharf - Feasibility Study

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## Table of contents

Executive summary .....	ix
1 Introduction.....	1
1.1 Background.....	1
1.2 Scope.....	1
2 Current Site .....	2
3 Concept Options.....	5
3.1 Option 1a and 1b .....	5
3.2 Option 2a and 2b .....	6
3.3 Option 3a, 3b and 3c .....	10
3.4 Option 4 - Combination .....	12
3.5 Alternative – Operational and Policy Management Changes.....	13
4 Assessment Criteria .....	14
4.1 General .....	14
4.2 Environmental Assessment.....	14
4.3 Planning Approvals.....	15
4.4 Number of Additional Boat Berths.....	15
4.5 Traffic, Parking and Access.....	15
4.6 Coastal Processes .....	15
4.7 Cost Estimates .....	16
4.8 Community Opinion.....	16
5 Option Assessment .....	17
5.1 Option 1a and 1b .....	17
5.1.1 General.....	17
5.1.2 Environmental Assessment.....	18
5.1.3 Planning Approvals .....	19
5.1.4 Additional Boat Berths.....	19

5.1.5	Traffic, Parking and Access.....	19
5.1.6	Coastal Processes.....	20
5.1.7	Cost .....	20
5.1.8	Community Opinion.....	21
5.1.9	Summary Option 1b .....	21
5.2	Option 2a.....	22
5.2.1	General.....	22
5.2.2	Environmental Assessment.....	23
5.2.3	Planning Approvals .....	24
5.2.4	Additional Boat Berths.....	24
5.2.5	Traffic, Parking and Access.....	24
5.2.6	Coastal Processes.....	25
5.2.7	Cost .....	25
5.2.8	Community Opinion.....	26
5.2.9	Summary Option 2a.....	27
5.3	Option 2b .....	28
5.3.1	General.....	28
5.3.2	Environmental Assessment.....	29
5.3.3	Planning Approvals .....	30
5.3.4	Additional Boat Berths.....	30
5.3.5	Traffic, Parking and Access.....	30
5.3.6	Coastal Processes.....	31
5.3.7	Cost .....	31
5.3.8	Community Opinion.....	32
5.3.9	Summary Option 2b .....	33
5.4	Option 3a.....	34
5.4.1	General.....	34
5.4.2	Environmental Assessment.....	35
5.4.3	Planning Approvals .....	36

5.4.4	Additional Boat Berths.....	36
5.4.5	Traffic, Parking and Access.....	36
5.4.6	Coastal Processes.....	37
5.4.7	Cost .....	37
5.4.8	Community Opinion.....	38
5.4.9	Summary Option 3a.....	39
5.5	Option 3b .....	40
5.5.1	General.....	40
5.5.2	Environmental Assessment.....	41
5.5.3	Planning Approvals.....	41
5.5.4	Additional Boat Berths.....	41
5.5.5	Traffic, Parking and Access.....	42
5.5.6	Coastal Processes.....	42
5.5.7	Cost .....	42
5.5.8	Community Opinion.....	43
5.5.9	Summary Option 3b.....	44
5.6	Option 3c.....	45
5.6.1	General.....	45
5.6.2	Environmental Assessment.....	45
5.6.3	Planning Approvals.....	46
5.6.4	Additional Boat Berths.....	46
5.6.5	Traffic, Parking and Access.....	46
5.6.6	Coastal Processes.....	47
5.6.7	Cost .....	47
5.6.8	Community Opinion.....	48
5.6.9	Summary Option 3c.....	49
5.7	Option 4.....	50
5.7.1	General.....	50
5.8	Alternative – Operational and Policy Management Changes.....	52

5.8.1	Commuter Wharf Parking and Permit Policy Changes.....	52
5.8.2	Ferry Operations.....	53
5.9	Summary of Option Assessment.....	54
6	Funding Sources.....	55
7	Summary .....	56

## Appendices

Appendix A	Planning and Environmental Constraints Report
Appendix B	Community Survey
Appendix C	Community Engagement Outcomes Report

## Table list

Table E-1	Church Point Commuter Wharf Options Summary.....	ix
Table E-2	Church Point Commuter Wharf Options Ranking .....	x
Table 4-1	Assessment Ranking Scores .....	14
Table 5-1	Option 1b Environmental Assessment (Green – not a constraint, Yellow – constraint) .....	18
Table 5-2	Option 1b Car Space Requirements.....	20
Table 5-3	Option 1b Cost Estimate.....	20
Table 5-4	Engagement Outcomes – Option 1b- Curved Arm Existing Wharf.....	21
Table 5-5	Criteria and Scoring Summary Option 1b.....	22
Table 5-6	Option 2a Environmental Assessment (Green – not a constraint, Yellow – potential constraint).....	23
Table 5-7	Option 2a Car Space Requirements .....	25
Table 5-8	Option 2a Cost Estimate .....	25
Table 5-9	Engagement Outcomes – Initial Option 2a- Rostrevor Reserve.....	26
Table 5-10	Criteria and Scoring Summary Option 2a.....	27
Table 5-11	Option 2b Environmental Assessment (Green – not a constraint, Yellow – constraint, Red – high constraint).....	29
Table 5-12	Option 2b Car Space Requirements.....	31
Table 5-13	Option 2b Cost Estimate.....	32
Table 5-14	Engagement Outcomes – Option 2b- Church Point Reserve.....	33



Table 5-15	Criteria and Scoring Summary Option 2b.....	33
Table 5-16	Option 3a Environmental Assessment (Green – not a constraint, Yellow – constraint).....	35
Table 5-17	Option 3a Car Space Requirements .....	37
Table 5-18	Option 3a Cost Estimate .....	37
Table 5-19	Engagement Outcomes – Option 3a- Rowland Reserve.....	38
Table 5-20	Criteria and Scoring Summary Option 3a.....	39
Table 5-21	Option 3b Environmental Assessment (Green – not a constraint, Yellow – constraint) .....	41
Table 5-22	Option 3b Car Space Requirements.....	42
Table 5-23	Option 3b Cost Estimate.....	43
Table 5-24	Engagement Outcomes – Option 3b- McCarrs Creek.....	44
Table 5-25	Criteria and Scoring Summary Option 3b.....	44
Table 5-26	Option 3c Environmental Assessment (Green – not a constraint, Yellow – constraint).....	46
Table 5-27	Option 3c Car Space Requirements .....	47
Table 5-28	Option 3c Cost Estimate .....	48
Table 5-29	Engagement Outcomes – Option 3c- Bayview Baths.....	49
Table 5-30	Criteria and Scoring Summary Option 3c .....	49
Table 5-31	Option 1b and 2a Stage 1 Only Cost Estimate .....	50
Table 5-32	Total Cost Option 4 – Combination of 1b and 2a .....	51
Table 5-33	Summary of Option Assessment .....	54

## Figure list

Figure E-1	Church Point Commuter Wharf Location of Options.....	ix
Figure 1-1	Church Point Commuter Wharf.....	1
Figure 2-1	Current Site Location (circled in red) .....	2
Figure 2-2	Church Point Features. (a) Pasadena, (b) Holmeport Marina, (c) Cargo Wharf and (d) Rostrevor Reserve.....	3
Figure 2-3	Church Point Two Level Carpark.....	3
Figure 2-4	Cargo Wharf Adjacent to Rostrevor Reserve.....	4
Figure 3-1	Options to be Assessed.....	5
Figure 3-2	Option 1a and 1b. Extension to the Existing Church Point Commuter Wharf .....	6
Figure 3-3	Option 2a and 2b. Additional structures at either Rostrevor Reserve (2a) or Church Point Reserve (2b).....	7

Figure 3-4	Option 2a Staged Concept Floating Pontoons Rostrevor Reserve. (a) Initial Concept Option 2a Presented to Stakeholders and (b) Revised Concept Options 2a With Stage 1 Additional 32 Boat Berths and Stage 2 Additional 25 Boat Berths After Relocation of Swing Moorings. ....	8
Figure 3-5	Option 2b Staged Concept Floating Pontoons Church Point Reserve. Stage 1 Additional 90 Boat Bays and Stage 2 Additional 90 Bays.....	9
Figure 3-6	Church Point Reserve Obsolete Boat Ramp and Proposed Location of Option 2b.....	9
Figure 3-7	Option 3a, 3b and 3c. Additional Boat Bays at either Rowland Reserve (3a), McCarrs Creek Reserve (3b) and Bayview Baths (3c).....	10
Figure 3-8	Option 3a Concept Floating Pontoon Rowland Reserve. Additional 32 Boat Bays.....	11
Figure 3-9	Option 3b Concept Floating Pontoon McCarrs Creek Reserve. Additional 32 Boat Bays. ...	11
Figure 3-10	Option 3c Concept Floating Pontoon Bayview Baths. Stage 1 Comprises an Additional 32 Boat Bays. Stage 2 Additional 32 Boat Bays. Total Increase in Berths 64.....	12
Figure 3-11	Option 4 Combining Stage 1 of Option 1b and 2a. Providing an Additional 66 Berths and 177 in Total.....	12
Figure 5-1	Option 1b Staged Approach. Stage 1 34 Boat Berths and Stage 2 85 Boat Berths. Total of 230 Berths at Completion.....	17
Figure 5-2	Existing Commuter Wharf Pile/Finger Arrangement.....	18
Figure 5-3	McCarrs Creek Road and the carpark in the vicinity of Option 1a and 1b.....	19
Figure 5-4	Rostrevor Reserve Looking North and Proposed Concept Option 2a. ....	23
Figure 5-5	McCarrs Creek Road and on-street parking options in the vicinity of Option 2a. ....	24
Figure 5-6	Ad hoc Boat Mooring at Church Point Reserve.....	28
Figure 5-7	Option 2b Staged Concept Floating Pontoons Church Point Reserve.....	29
Figure 5-8	McCarrs Creek Road, bus stop, and Church Point Wharf in the vicinity of Option 2b.....	31
Figure 5-9	Option 3a Concept Floating Pontoon Rowland Reserve. Additional 32 Boat Bays.....	34
Figure 5-10	Rowland Reserve Boat Ramp, Dog Park, Dragon Boating and Surf Boats.....	35
Figure 5-11	Option 3b Concept Floating Pontoon McCarrs Creek Reserve. Additional 32 Boat Bays. ...	40
Figure 5-12	McCarrs Creek Reserve Dry Stack Storage and Boat Ramp.....	40
Figure 5-13	McCarrs Creek Road, and the carpark in the vicinity of Option 3b.....	42
Figure 5-14	Existing Bayview Baths Wharf and Proposed Concept Option 3c.....	45
Figure 5-15	Pittwater Road, and the carpark in the vicinity of Option 3c.....	47
Figure 5-16	Concept Master Plan Showing Location of Time Limited Tie Up Areas (Church Point Plan of Management, 2009). ....	52

## Executive summary

A feasibility assessment has been completed in order to rank options aimed at alleviating boat overcrowding at the Church Point Commuter Wharf. Options considered included extension to the existing facility as well as additional structures at various locations within the area. A summary of the options is provided in the Table E1 and shown on Figure E-1.

Table E-1 Church Point Commuter Wharf Options Summary

Option	Description
Option 1b	Extension to the existing commuter wharf through the addition of additional curved arm.
Option 2a	Additional Structure Rostrevor Reserve.
Option 2b	Additional Structure Church Point Reserve.
Option 3a	Additional Boat Berths Rowland Reserve.
Option 3b	Additional Boat Berths McCarrs Creek Reserve.
Option 3c	Additional Boat Berth Bayview Baths.
Option 4	Combination of Stage 1 Option 1b and 2a



Figure E-1 Church Point Commuter Wharf Location of Options

The assessment of each option has been based on a multi-criterion ranking that considered environmental impact, planning approvals required, number of additional boat berths, parking, accessibility and transport impacts, security, impacts to coastal processes, indicative cost, and stakeholder response. A score of 10 represents the highest score achievable with subsequent scores assigned based on comparing each option and each individual criteria. Each assessment criteria has been evaluated differently, for example looking at boat berths as an assessment criteria, the option providing the most number of additional berths (Option 2b) was assigned a 10, with alternative options then ranked accordingly. Further detail of the scoring system is provided in Section 4. A summary of the ranking of each option is presented in Table E-2.

Table E-2 Church Point Commuter Wharf Options Ranking

Option	Assessment Criteria and Score									Score	Rank
	Environmental	Boat Berths	Parking	Accessibility	Transport	Coastal Processes	Planning Approvals	Cost	Community		
Option 1b	8	9	10	10	10	6	10	10	5	78/90	2
Option 2a	8	8	10	10	10	10	10	7	6	79/90	1
Option 2b	7.5	10	10	10	10	5	10	8	4	74.5/90	4
Option 3a	7.5	6	10	6	10	6	10	6	5	66.5/90	5
Option 3b	8	6	10	5	10	4	10	6	3	62/90	7
Option 3c	8	6	10	6	10	4	10	6	3	63/90	6
Option 4	8	7	10	10	10	7.5	10	9	6*	77.5/90	3

\* This option was not assessed during the stakeholder engagement however the community score for Options 1b and 2a have been applied.

Option 2a achieved the highest score followed by Option 1b then Option 4. Option 4 provides a combination of the two highest ranked options (stage 1 only). If this combination of options were selected it would enable minimal impact to berth users during construction, Option 2a could be constructed first and used for berthing during construction/extension of 1b (stage 1). Option 4 would provide increased berth numbers with minimal impact to operation, navigation and swing moorings.

During consultation with Stakeholders, it was recognised by both on and offshore residents that changes to operation and policies relating to the commuter wharf may alleviate some of the issues associated with overcrowding. Examples of these changes to operation and policy are detailed in Section 5.8 and in summary could include time limits, a casual tie up area, survey of current permit holders and use frequency, encourage ferry usage and size limits on vessels. These changes could be implemented prior to any further berths being created to gauge whether overcrowding was still an issue.

These options have been developed at a conceptual level for consultation purposes and if progressed, they would be further optimised with regards to the user requirements, site constraints, further stakeholder consultation and community feedback and input from future potential studies (e.g. traffic/parking assessment, navigation study, ecological studies etc.).

## 1 Introduction

### 1.1 Background

The Church Point Commuter Wharf is an important transport hub for the local offshore community. The offshore community comprises residents from Scotland Island and the Western Foreshores of Pittwater (Elvina Bay, Lovett Bay and to a lesser extent Morning Bay, Coasters Retreat and Great Mackerel Beach).

Residents with private vessels may use the Commuter Wharf to access the mainland if they have a permit (Figure 1-1). At present the wharf can accommodate up to 111 boats. With 300 boat permits currently in possession and 21 residents on the waiting list for permits, the existing facility is unable to accommodate demand and experiences frequent overcrowding.



Figure 1-1 Church Point Commuter Wharf

### 1.2 Scope

Northern Beaches Council (NBC) has engaged Advisian to undertake a feasibility assessment of future wharf upgrade options to address boat mooring demand. The feasibility assessment involves developing and assessing options based on stakeholder engagement, strategic analysis of the issues and constraints, benefits and costs and pros/cons of each.



## 2 Current Site

The existing Commuter Wharf is located on the shores of Pittwater, off McCarrs Creek Rd adjacent to the Church Point Ferry Wharf within the Northern Beaches Local Government Area (LGA) (Figure 2-1). It provides a vital connection to the mainland, vehicle parking, local services and a social meeting place.



Figure 2-1 Current Site Location (circled in red)

The shoreline of the Church Point area is comprised of commercial entities at Thomas Stephens Reserve, namely the 'Pasadena' restaurant and the General Store (Figure 2-2a). The Holmeport Marina adjoins Rostrevor Reserve and provides services including boat moorings, storage, sales, maintenance, and secure car parking (Figure 2-2b). The Cargo Wharf is a heavy duty timber wharf located to the east of Rostrevor Reserve (Figure 2-2c,d). The wharf provides access to barges, collecting and delivering building material, household items and general heavy goods to the offshore residents.



Figure 2-2 Church Point Features. (a) Pasadena, (b) Holmeport Marina, (c) Cargo Wharf and (d) Rostrevor Reserve.

The commuter wharf was upgraded in 2012 and construction of an additional two level carpark adjacent to the wharf completed in 2018. The carparking facility comprises approximately 120 parking spots with 60 permits available for offshore residents (Figure 2-3). The Cargo Wharf (Figure 2-4) was upgraded in 2019 and plans exist to upgrade the foreshore area around the Pasadena.



Figure 2-3 Church Point Two Level Carpark.



Figure 2-4 Cargo Wharf Adjacent to Rostrevor Reserve.



### 3 Concept Options

As part of this study, options aimed at alleviating overcrowding at the existing commuter wharf are to be assessed (Figure 3-1). These options comprise extension to the existing facility, structures/boat bays at various location within the local area and an alternative 'present day' option comprising policy and operational changes, as detailed below.



Figure 3-1 Options to be Assessed

#### 3.1 Option 1a and 1b

Option 1a and 1b involve an extension to the existing Church Point Commuter Wharf as depicted in Figure 3-2. Option 1a includes six fingers perpendicular to the current wharf and Option 1b includes an additional structure running parallel with the existing facility. Option 1b would provide an additional 119 boat berths, bringing the total available to 230.

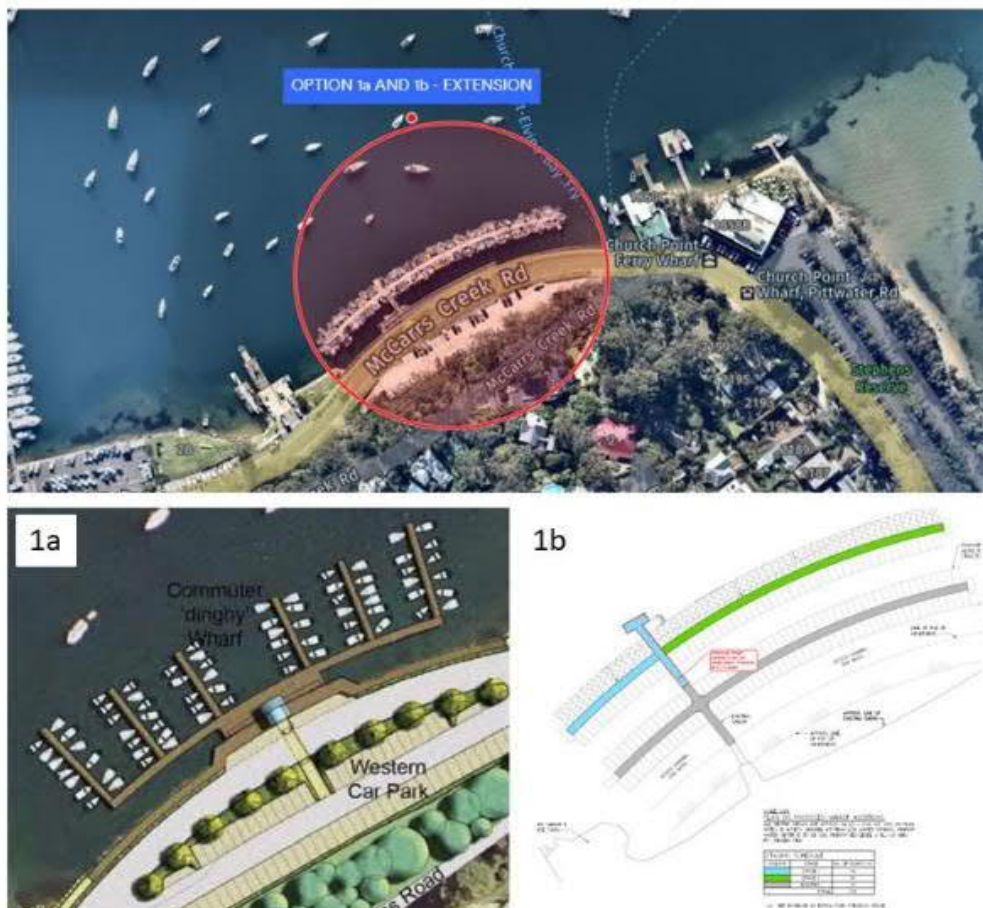


Figure 3-2 Option 1a and 1b. Extension to the Existing Church Point Commuter Wharf

### 3.2 Option 2a and 2b

Option 2 includes an additional structure at either Rostrevor Reserve (2a) or Church Point Reserve (2b) (also known as Stephens Reserve) (Figure 3-3). During construction of the new seawall adjacent to the commuter wharf in 2016 an additional pontoon was installed at Rostrevor Reserve. It was later removed once construction works were complete. The community survey results indicate that many residents support the installation of a structure at Rostrevor Reserve to provide additional berths. Church Point Reserve is currently used in an ad-hoc manner for offshore residents with many berthing their boats on the beach due to limited spots at the Commuter Wharf.



Figure 3-3 Option 2a and 2b. Additional structures at either Rostrevor Reserve (2a) or Church Point Reserve (2b).

Concept options for 2a and 2b have been developed for assessment. An initial Option 2a was presented to Stakeholders, shown in Figure 3-4a. Based on outcomes of the stakeholder consultation this option has been reduced in size to minimise impact to navigation and the need to relocate swing moorings. The updated Option 2a (Stage 1) comprises approximately 32 additional boat bays as shown in Figure 3-4. This version of Option 2a is further analysed within this report however stakeholder comment is based on the initial concept. The revised structure would consist of an arrangement of floating pontoons, fingers and piles. Further extension to the structure (Stage 2), if deemed necessary, would provide a further 25 boat bays (total 57). The staged approach has been nominated to enable usage assessment of Stage 1 to determine if Stage 2 is deemed necessary.

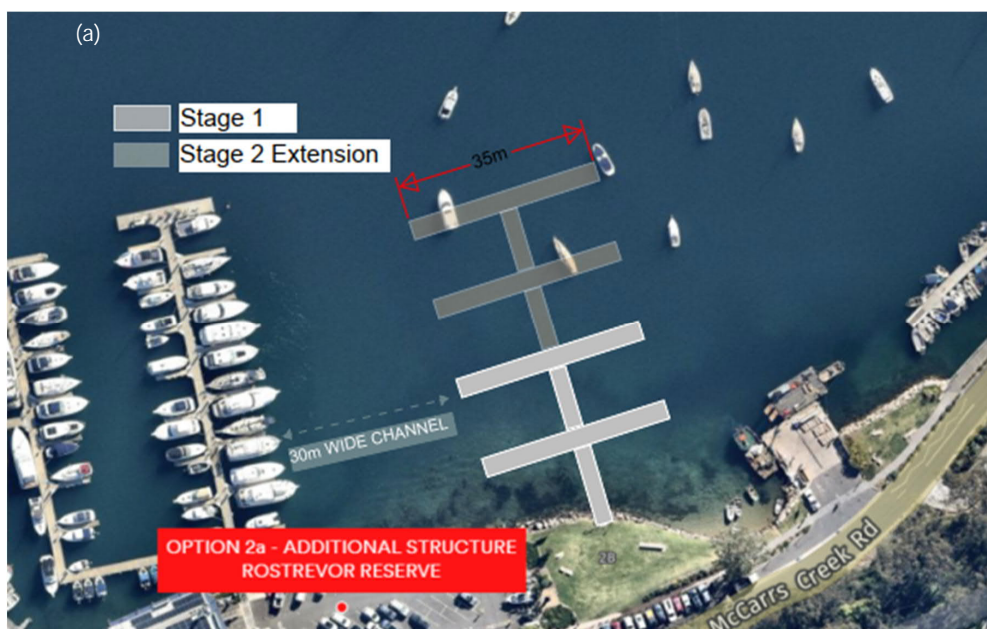






Figure 3-4 Option 2a Staged Concept Floating Pontoons Rostrevor Reserve. (a) Initial Concept Option 2a Presented to Stakeholders and (b) Revised Concept Options 2a With Stage 1 Additional 32 Boat Berths and Stage 2 Additional 25 Boat Berths After Relocation of Swing Moorings.

Figure 3-5 presents a concept option for an additional structure at Church Point Reserve (Option 2b). A two-stage approach could be adopted with both Stage 1 and 2 providing an additional 90 berths, 180 berths in total. This option would be positioned where the obsolete boat ramp is located (Figure 3-6) and would comprise floating pontoons, fingers and piles with an approximate overall length of 100m running parallel with the shore. Available water depth is required to be investigated further as this may limit access of deeper draft vessels or require the structure to be located further seaward which may impact on swing moorings.



Figure 3-5 Option 2b Staged Concept Floating Pontoons Church Point Reserve. Stage 1 Additional 90 Boat Bays and Stage 2 Additional 90 Bays.



Figure 3-6 Church Point Reserve Obsolete Boat Ramp and Proposed Location of Option 2b.

### 3.3 Option 3a, 3b and 3c

Option 3 covers provision of boat bays at other locations in Pittwater including Rowland Reserve (3a), McCarrs Creek Reserve (3b) and Bayview Baths (3c) (Figure 3-7). Rowland Reserve is approximately 3km from the Scotland Island Ferry Wharf travelling by water and McCarrs Creek and Bayview Baths are both approximately 2.3km.



Figure 3-7 Option 3a, 3b and 3c. Additional Boat Bays at either Rowland Reserve (3a), McCarrs Creek Reserve (3b) and Bayview Baths (3c).

Concept options have been developed as detailed in Figure 3-8 to Figure 3-10. All options would comprise floating pontoon structures approximately 35m long accommodating approximately 32 additional boats. Option 3c has the potential for a total of 64 boat berths if Stage 2 were undertaken after relocation of swing moorings. Available water depth is required to be investigated further for Option 3c as access for deeper draft vessels may be limited thus requiring dredging.





Figure 3-8 Option 3a Concept Floating Pontoon Rowland Reserve. Additional 32 Boat Bays.



Figure 3-9 Option 3b Concept Floating Pontoon McCarrs Creek Reserve. Additional 32 Boat Bays.



Figure 3-10 Option 3c Concept Floating Pontoon Bayview Baths. Stage 1 Comprises an Additional 32 Boat Bays. Stage 2 Additional 32 Boat Bays. Total Increase in Berths 64.

### 3.4 Option 4 - Combination

Option 4 comprises a combination of Stage 1 of Options 1b and 2a, extension to the existing Church Point Commuter Wharf and additional structure at Rostrevor Reserve (Figure 3-11). If additional berths were required in the future, Stage 2 of each could be implemented.

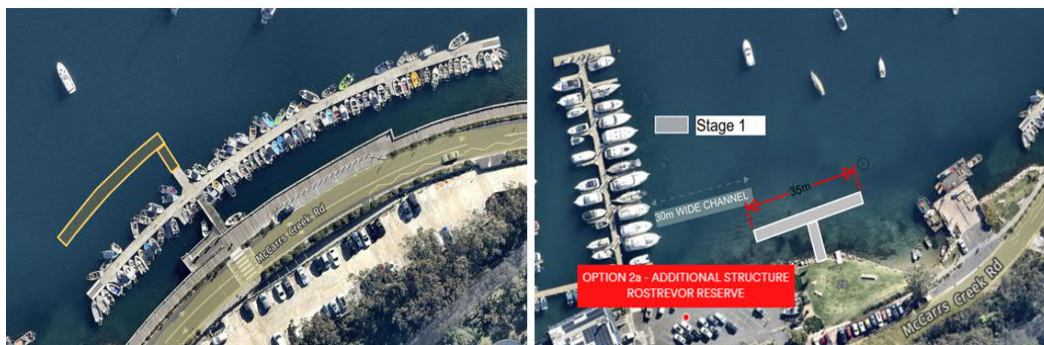


Figure 3-11 Option 4 Combining Stage 1 of Option 1b and 2a. Providing an Additional 66 Berths and 177 in Total.





### 3.5 Alternative – Operational and Policy Management Changes

During consultation with Stakeholders, it was recognised by both on and offshore residents that changes to operation and policies relating to the commuter wharf may alleviate some of the issues associated with overcrowding. Further details of potential operational and policy changes are provided in Section 5.8.

## 4 Assessment Criteria

### 4.1 General

The assessment of each of the options described in Section 3 has been based on a multi-criterion ranking considering the following:

- Environmental impact
- Planning approvals required
- Number of additional boat berths
- Parking, Accessibility and transport impacts
- Security
- Impacts to coastal processes
- Indicative cost
- Stakeholder response

Each criterion has been scored and a total score for each option calculated and presented to provide an overall ranking of options. The scoring system adopted is shown in Table 4-1. Options are ranked with the highest scoring most favourable.

Table 4-1 Assessment Ranking Scores

Colour	Score
Green	8 to 10
Yellow	4 to 7
Red	0 to 3

*\*Note relative to the environmental impacts Green = not a constraint (based on review of existing mapping/data) and Yellow = potential constraint. For all environmental constraints green = 10 and yellow = 7. An overall average score has been calculated for each option based on each of the environmental constraints considered.*

### 4.2 Environmental Assessment

A Planning and Environmental Constraints Report (Appendix A) has been prepared to assess each of the proposed options. The assessment included review and scoring of the following constraints:

- Land use and property
- Cultural heritage
- Aquatic and terrestrial biodiversity
- Hydrology, water quality and groundwater
- Geology, sediments and soils
- Socio-economic
- Landscape character and visual amenity



- Traffic, transport and access
- Noise and vibration
- Air quality

The identification of constraints was based on a desktop review of existing data as well as a general site inspection undertaken on 16<sup>th</sup> August 2021. No specialist surveys of flora (aquatic or terrestrial) or fauna were undertaken as part of the general site inspection but should be included for the following stage of approvals (i.e., preparation of an REF). An overall summary of the results of the environmental component is provided in Section 5 relative to each option.

### 4.3 Planning Approvals

As part of preliminary options analysis, a review of relevant legislative, regulatory, Commonwealth, State and Local statutory planning instruments has been undertaken to identify any planning issues and to advise on the expected planning approvals that would be required to construct and operate each option based on their respective location and environmental setting, scope of construction works and future use(s). A detailed summary of the planning approvals required for each option is provided within the Planning and Environmental Constraints Report (Appendix A). A summary of site-specific information relevant to individual options is included within this Section 5.

### 4.4 Number of Additional Boat Berths

An approximate number of boat berths for each of the concept options has been determined. This has enabled options to be ranked based on accommodating both current and future permit holders. Typically berth dimensions adopted for all the options considered are approximately 5 m long x 2.2 m wide. Total boat berths are calculated based on adding current and proposed. The scoring of this criteria has been based on assigning a score of 10 for the option achieving the most additional berths with each subsequent option scored accordingly.

### 4.5 Traffic, Parking and Access

Potential impacts on traffic movements and additional cars associated with boat permit holders is discussed and a score given to each option. Parking space requirements as set out in AS3962:2020 Marina Design require 0.25 car spaces per berth. However, this is based on people driving to a marina to access their berth, usually for recreational purposes (i.e. infrequently). For this project a higher value of 0.5 car spaces per berth has been adopted due to the likelihood that most offshore residents would have a car on the mainland and would be used for commuter purposes (i.e. regularly).

Parking availability near each of the nominated options is discussed and ranked. Each option has been given a score of 10 based on complying with the requirements of AS3962:2020. Ease of access for offshore residents, distance to carparking, public transport and shops is also considered, and a ranking assigned for each option.

### 4.6 Coastal Processes

A desktop assessment has been undertaken evaluating the coastal processes. The effect of coastal processes on the proposed structures as well as potential impact on coastal processes resulting from the structures is discussed. The following are considered, and each option ranked accordingly:



- Significant wave height at each structure
- Impact to coastal processes and sediment transport
- Boat wake
- Dredge requirements
- Vessel access and impact to navigation
- Tidal/flood currents

#### 4.7 Cost Estimates

Indicative cost estimates for each of the prefeasibility options have been prepared. As the options are concept, cost estimates are within  $\pm 50\%$  accuracy and contain a 25% contingency in accordance with Advisian's cost estimate guidelines. Approximate dimensions based on typical pontoon arrangements have been adopted for costing. The option with the lowest cost per berth has been assigned the highest score with subsequent scores allocated accordingly.

#### 4.8 Community Opinion

Initial community survey undertaken in 2021 (Appendix B) identified community preference regarding additional boat parking. Subsequent community engagement (September 2021) has provided further insight into community requirements with details provided in the Church Point Consultation Outcomes (Appendix C).

Advisian held four targeted workshops with those stakeholders directly impacted or with a vested interest in changes to the existing commuter wharf facility. The consultation was aimed at obtaining stakeholder input and feedback on the options being assessed. Due to COVID-19 public health restrictions, the workshops were held online via Microsoft Teams. The key options assessed as a part of the Feasibility Study were presented at the workshop by the Advisian Senior Coastal Engineer using PowerPoint. Following the presentation, stakeholders were given the opportunity to provide their comments of each option assessed, including any benefits or concerns. Stakeholders were also invited to share any comments about current usage of the wharf and alternative suggestions to address this. Key outcomes from the community engagement are summarized in the following section with the full report provide in Appendix C.

## 5 Option Assessment

### 5.1 Option 1a and 1b

#### 5.1.1 General

As detailed in Section 3.1 Option 1a and 1b include an extension to the existing Church Point Commuter Wharf. It has been determined that Option 1a will not provide additional boat berths and has the potential to reduce the number of berths available, as such the following assessment relates to Option 1b only.

Option 1b (Figure 5-1) would comprise additional pontoons/walkways approximately 3 m wide and piles located every 30 m (one side only) secured with fingers (2 m wide) as per the existing structure (Figure 5-2). Location of this option and the fact it is already being used as the commuter wharf are advantageous. Relocation of swing moorings would be required in order to maintain a clear navigation channel. Adopting a staged approach for construction (Figure 5-1) would allow time for relocation of the mooring. If this were deemed a preferred option further investigation into the potential affects to navigation would be required in the form of a navigation impact study.

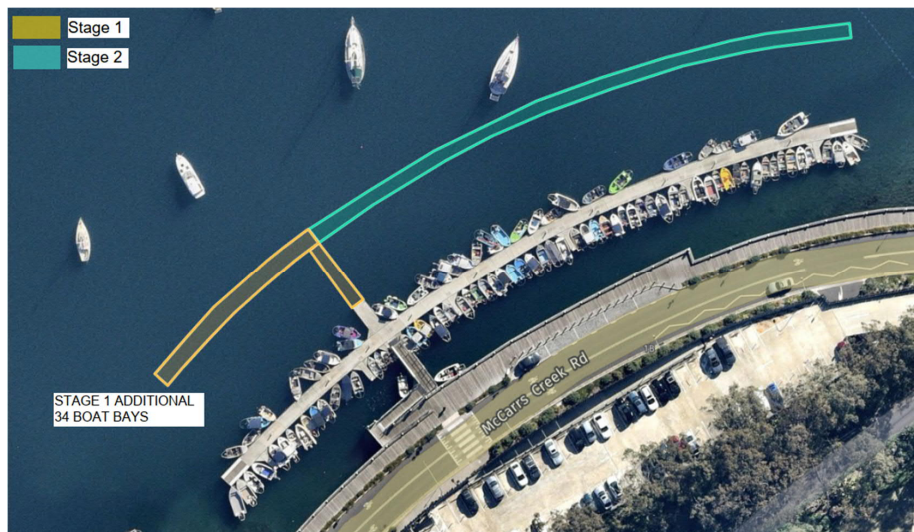


Figure 5-1 Option 1b Staged Approach. Stage 1 34 Boat Berths and Stage 2 85 Boat Berths. Total of 230 Berths at Completion.



Figure 5-2 Existing Commuter Wharf Pile/Finger Arrangement.

### 5.1.2 Environmental Assessment

A summary of the environmental assessment of Option 1b is provided in Table 5-1. The Planning and Environmental Constraints Report provides further summary of the assessment (Appendix A).

Table 5-1 Option 1b Environmental Assessment (Green – not a constraint, Yellow – constraint)

Criteria	Option 1b – Extension to Existing Commuter Wharf
Planning and Permissibility	10
Land Use and Property	10
Aboriginal Heritage	7
European Heritage	7
Aquatic Biodiversity	7
Terrestrial Biodiversity	10
Hydrology, Water Quality, Groundwater	7
Geology, Sediments and Soil	7
Socio-Economic	7
Landscape Character and Visual Amenity	10
Traffic, Transport and Access	10
Noise and Vibration	7
Air Quality	7
Weighted Score	106/130 = 8/10



### 5.1.3 Planning Approvals

It is expected that the construction of Option 1b can be carried out under the provisions of ISEPP. The planning approval pathway is development for the purpose of 'wharf or boating facilities' under Clause 68(4) when undertaken by or on behalf of a public authority may be carried out without development consent subject to the preparation and determination of a REF under Part 5 of the EP&A Act. Statutory consultation would be required with Transport for NSW and NTS Corp.

Other notification and permits that are likely to be required under the FM Act include:

- Section 199: Notification for carrying out of dredging and reclamation works.
- Section 205: Permit for works that harm marine vegetation.

### 5.1.4 Additional Boat Berths

Extension to the existing Church Point Commuter Wharf via Option 1b (Figure 5-1) would provide an additional 119 boat berths. This would bring the total number of available boat berths to 230.

### 5.1.5 Traffic, Parking and Access

The main road leading to Option 1a and 1b (McCarrs Creek Road), is a single carriageway with two lanes, primarily utilised by cars, busses, and bicycles. There is a bus stop approximately 150m west and 200m east of Option 1b. Water access is available via ferries and water taxis at the Church Point Wharf.

The existing wharf is in close proximity to the two-level carpark accommodating up to 120 vehicles with 60 designated spots for Church Point Permit holders and Church Point Reserve with 148 designated spots for permit holders (*Church Point Parking Demand Management Strategy 2016*). Disabled, motorcycle, and bicycle parking is also available in the carpark. The wharf is convenient for public transport, shops and offshore residents.



Figure 5-3 McCarrs Creek Road and the carpark in the vicinity of Option 1a and 1b.

An estimated 116 car spaces are required to be available for offshore residents (Table 5-32). If directions contained within the 2016 Parking Management Plan have been implemented car parking spaces are adequate for the anticipated 230 berths.

Table 5-2 Option 1b Car Space Requirements

Facility	Berths	Car Spaces Required (0.5 x berths)
Existing Commuter Wharf	111	56
Extension (Option 1b)	119	60
TOTAL	230	116

### 5.1.6 Coastal Processes

Due to the Option 1b orientation of the proposed additional berths the vessels would not be subject to beam-on seas with respect to prevailing wave climate. Provided the outer pontoon is of suitable width it would provide protection to those vessels berthed at the inner pontoon. For 'head' seas the 50yr ARI significant wave height ( $H_s$ ) is 0.6m, just on the boundary of a 'good' wave climate according to AS3962, condition for the existing berths would be the same as existing.

Option 1b would not have any significant impact on local coastal processes or sediment transport apart from any potential impact from increased boat traffic. There would likely be a reduction in wave climate at the Cargo Wharf due to the effects of the outer pontoon.

Regarding vessel access Option 1b would impact on the navigation channel used by barge operators to the cargo wharf. If this option were deemed as preferred a navigation study should be undertaken prior to proceeding.

### 5.1.7 Cost

A cost estimate for Option 1b (stage 1 and 2) is provided in Table 5-3. Costs have been determined assuming a floating pontoon structure would be adopted.

Table 5-3 Option 1b Cost Estimate

Item	Item Description	Quantity	Unit	Unit Rate	Amount	Comment
1.0	Mobilisation	1	No.	\$200,000.00	\$200,000.00	Mobilisation of plant/equipment
1.1	Walkway Pontoon	450	m <sup>2</sup>	\$1,000.00	\$450,000.00	Assumed walkway pontoon width of 3m
1.2	Finger Pontoon	24	m <sup>2</sup>	\$1,000.00	\$24,000.00	Assumed finger pontoon width of 2m every 30m along walkway
1.3	Walkway Pile	4	No.	\$15,000.00	\$60,000.00	Assumed steel pile every 30m
1.4	Finger Pile	4	No.	\$10,000	\$40,000.00	Assumed steel pile every finger



Item	Item Description	Quantity	Unit	Unit Rate	Amount	Comment
1.5	Services Bollard	5	No.	\$5,000.00	\$25,000.00	Assumed services bollard every 20m
1.6	Demobilisation	1	No.	\$100,000.00	\$100,000.00	Demobilisation of plant/equipment
Contingency (25%)					\$224,750.00	
TOTAL					\$1,123,750.00	
COST PER BERTH (Total/119 berths)					\$9,443.00	Used for comparison of options

*Disclaimer: This cost estimate includes construction cost and contingency allowance. The estimate is based on Advisian's experience and judgement as a firm of practising professional engineers familiar with the construction industry. The construction cost estimate can NOT be guaranteed as we have no control over Contractor's prices, market forces and competitive bids from tenderers. The cost estimate does not include further design development or owners' costs (eg site management).*

### 5.1.8 Community Opinion

The key outcomes from the stakeholder and community engagement are provided in Table 5-4.


Table 5-4 Engagement Outcomes – Option 1b- Curved Arm Existing Wharf

Theme	Key points
Location	<ul style="list-style-type: none"> <li>Stakeholders expressed that this was the best option for offshore residents as it was located close to parking, shops, and the post office.</li> </ul>
Design	<ul style="list-style-type: none"> <li>Stakeholders expressed that extending the existing facility could encroach on the existing channel potentially causing navigational issues.</li> </ul>
Swing moorings	<ul style="list-style-type: none"> <li>This option would involve the movement of swing moorings, which could take a long time, therefore a staged approach of a combination of the design of option 1b and 2a may need to be considered. Alternatively, further investigations, to assess whether moving the swing mooring could be avoided, could be undertaken if this was selected as the preferred option.</li> </ul>
Car parking	<ul style="list-style-type: none"> <li>Car parking at Church Point, can be an issue at time (e.g., weekends) as a result a parking study may be required if this option is selected to assess the adequacy of existing parking.</li> </ul>

### 5.1.9 Summary Option 1b

A summary and final score of Option 1b is provided in Table 5-5.

Table 5-5 Criteria and Scoring Summary Option 1b

Option 1b		
Description	Extension the existing commuter wharf through the addition of another curved arm. 	
Criteria	Description	Score
Environmental	Score out of 10 for all criteria assessed under the environmental assessment.	8
Additional Boat Berths	Current – 111 Additional – 119 Total - 230	9
Parking	Additional – 60 spaces Total – 116 required Available = 208	10
Accessibility	Convenient	10
Transport Impacts	Minimal	10
Coastal Processes	Impact to navigation and swing moorings	6
Planning Approvals	Minimal	10
Cost	\$9,443/berth	10
Stakeholder		5
TOTAL		78/90
RANKING		2 <sup>nd</sup>

## 5.2 Option 2a

### 5.2.1 General

An additional berthing structure at Rostrevor Reserve (Figure 5-4) was one of the preferred options as deemed by those members of the community who provided input in the initial survey (Appendix B) relating to increasing commuter berths. Proximity to the existing commuter wharf, two-level carpark, Church Point Reserve Parking, General Store and public transport are some of the positive attributes of this option.

The following sections provide a summary of the assessment of Option 2a.



Figure 5-4 Rostrevor Reserve Looking North and Proposed Concept Option 2a.

## 5.2.2 Environmental Assessment

Table 5-6 provides a summary of results from the environmental assessment. Option 2a achieves a total score of 8/10.

Table 5-6 Option 2a Environmental Assessment (Green – not a constraint, Yellow – potential constraint)

Criteria	Option 2a
Planning and Permissibility	10
Land Use and Property	10
Aboriginal Heritage	7
European Heritage	7
Aquatic Biodiversity	7
Terrestrial Biodiversity	10
Hydrology, Water Quality, Groundwater	7
Geology, Sediments and Soil	7
Socio-Economic	7
Landscape Character and Visual Amenity	10
Traffic, Transport and Access	10
Noise and Vibration	7
Air Quality	7
Weighted Score	106/130 = 8/10

### 5.2.3 Planning Approvals

It is expected that the construction of Option 2a can be carried out under the provisions of ISEPP. The planning approval pathway is development for the purpose of 'wharf or boating facilities' under Clause 68(4) when undertaken by or on behalf of a public authority may be carried out without development consent subject to the preparation and determination of a REF under Part 5 of the EP&A Act. Statutory consultation would be required with Transport for NSW and NTS Corp.

Other notification and permits that are likely to be required under the FM Act include:

- Section 199: Notification for carrying out of dredging and reclamation works.
- Section 205: Permit for works that harm marine vegetation.

### 5.2.4 Additional Boat Berths

If a staged approach is adopted for the construction of Option 2a an initial 32 additional boat berths can be created under Stage 1 and a further 25 boat berths as part of Stage 2. This would provide a total of 57 additional boat berths achieved at the new facility. Combined with the existing Church Point Commuter Wharf a total of 168 berths would be available.

### 5.2.5 Traffic, Parking and Access

Option 2a is located off McCarrs Creek Road, following the same structure of Option 1a and 1b. There are bus stops located directly adjacent to Option 2a travelling in both directions, with on-street parking lining the northern side of McCarrs Creek Road for approximately 100m (Figure 5-5). Water access is available via ferries and water taxis at the Church Point Wharf.



Figure 5-5 McCarrs Creek Road and on-street parking options in the vicinity of Option 2a.

Option 2a provides access to the local amenities regularly used by offshore residents. Navigation between Scotland Island and Rowland Reserve is direct and of short distance. Adopting a ratio of car spaces to berths of 0.5, Option 2a would require 64 car spaces (0.5 x 57). The existing commuter wharf requires approximate 56 car spaces, bringing the total required to 85 (Table 5-7).

Table 5-7 Option 2a Car Space Requirements

Facility	Berths	Car Spaces (0.5 x berths)
Existing Commuter Wharf	111	56
Additional Structure (Option 2a)	57	29
TOTAL	168	85

## 5.2.6 Coastal Processes

In order to achieve under keel clearance some dredging may be required at the south-western end of the proposed Stage 1 works or these berths be reserved for smaller vessels. The Estuary Planning level at the existing foreshore is 3.1m AHD (Lawson and Treloar, 2004) as such a raised pad may be required for placement of the gangway.

The addition of the structure would provide protection to the existing rock revetment at Rostrevor Reserve and some protection from westerly seas to the Cargo Wharf.

If this option were deemed as preferred a navigation study should be undertaken prior to proceeding in order to ensure minimal impact to the navigation channel.

## 5.2.7 Cost

A cost estimate for Option 2a is provided in Table 5-8. Cost have been determined assuming a floating pontoon structure would be adopted. The price is for both stage 1 and 2 inclusive.

Table 5-8 Option 2a Cost Estimate

Item	Item Description	Quantity	Unit	Unit Rate	Amount	Comment
1.0	Mobilisation	1	No.	\$200,000.00	\$200,000.00	Mobilisation of plant/equipment
1.1	Walkway Pontoon	210	m <sup>2</sup>	\$1,000.00	\$210,000.00	Assumed walkway pontoon width of 3m
1.2	Finger Pontoon	18	m <sup>2</sup>	\$1,000.00	\$18,000.00	Assumed finger pontoon width of 2m every 30m along walkway
1.3	Walkway Pile	4	No.	\$15,000.00	\$60,000.00	Assumed steel pile every 30m
1.4	Finger Pile	3	No.	\$10,000	\$30,000.00	Assumed steel pile every finger
1.5	Gangway	1	No.	\$20,000.00	\$20,000.00	Assumed 12m long and 1.5m wide

Item	Item Description	Quantity	Unit	Unit Rate	Amount	Comment
1.6	Services Bollard	3	No.	\$5,000.00	\$15,000.00	Assumed services bollard every 20m
1.7	Demobilisation	1	No.	\$100,000.00	\$100,000.00	Demobilisation of plant/equipment
Contingency (25%)					\$163,250.00	
TOTAL					\$816,250.00	
COST PER BERTH (Total/57 berths)					\$14,320.00	Used for comparison of options

*Disclaimer: This cost estimate includes construction cost and contingency allowance. The estimate is based on Advisian's experience and judgement as a firm of practising professional engineers familiar with the construction industry. The construction cost estimate can NOT be guaranteed as we have no control over Contractor's prices, market forces and competitive bids from tenderers. The cost estimate does not include further design development or owners' costs (eg site management).*

### 5.2.8 Community Opinion

The initial option proposed during stakeholder engagement provided an additional 64 berths for stage 1 and a further 64 berths at stage 2. Following conversations with local boating services the design and number of berths proposed under this option have been revised due to potential navigational safety impacts.

The key points raised by stakeholders in relation to the initial Option 2a is presented in Table 5-9.

Table 5-9 Engagement Outcomes – Initial Option 2a- Rostrevor Reserve

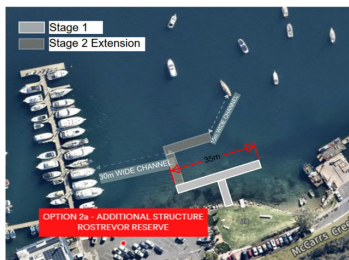
Theme	Key points
Location and amenity	<ul style="list-style-type: none"> <li>Stakeholders expressed a number of positive aspects regarding the location of this option including its proximity to the existing wharf, offering an easy overflow wharf facility. The location also offered easy access to the bus stop (located at entry to Holmeport Marina). It was also noted as a site sheltered from the wind and on a reserve, making it convenient for families if they need to wait there. It would also have low visual amenity impacts on Pittwater.</li> <li>Potential issues with pick up and drop offs; noise impacts and previous commitments regarding a permanent wharf at this location would need to be investigated further by Council.</li> <li>The proposed location is close to the high use cargo wharf and would need to consider pedestrian activity and safety; boat parking may also be an issue</li> </ul>
Navigational safety	<ul style="list-style-type: none"> <li>Navigational safety is a potential risk in this area, particularly around increased interaction between commercial and private vessels.</li> <li>Larger boats navigating to Holmeport Marina may be impacted if the full stage 2 wharf structure was to proceed; if only stage 1 proceeded navigational issues between the cargo wharf and Marina may be avoided.</li> <li>It was noted by stakeholders that when the temporary wharf was in place there were limited impacts to cargo wharf operations.</li> </ul>

Theme	Key points
Environment	<ul style="list-style-type: none"> <li>Although there is no mapped vegetation for this location, it was recognised as a low impact option in terms of fish habitat.</li> </ul>
Design	<ul style="list-style-type: none"> <li>Stakeholders suggested a staged approach to the development could be considered, to minimize potential navigational impacts; a stage approach would need to consider cost benefit scenarios.</li> <li>Stakeholders noted that the onshore infrastructure is already in place for this option which could reduce costs associated with the development.</li> </ul>
Swing moorings	<ul style="list-style-type: none"> <li>TfSNW commented that swing moorings would need to be relocated for this option if both stages were developed. If the proposed structure was smaller than the option presented, swing moorings may not be impacted.</li> </ul>

### 5.2.9 Summary Option 2a

A summary and final score of Option 2a is provided in Table 5-10.

Table 5-10 Criteria and Scoring Summary Option 2a

Option 2a		
Description	Additional Structure Rostrevor Reserve	
Criteria	Description	Score
Environmental	Score out of 10 for all criteria assessed under the environmental assessment.	8
Additional Boat Berths	Current – 111 Additional – 57 Total - 168	8
Parking	Additional – 29 spaces Total – 85 required Available = 208	10
Accessibility	Convenient	10
Transport Impacts	Minimal	10
Coastal Processes	Minimal	10



Option 2a		
Planning Approvals	Minimal	10
Cost	\$14,320.00/berth	7
Community		6
TOTAL		79/90
RANKING		1 <sup>st</sup>

## 5.3 Option 2b

### 5.3.1 General

Church Point Reserve is a popular recreational area for the local community being near the Pasadena, ferry wharf and beach area. The beach is currently used in an ad hoc manner for boat mooring (Figure 5-6)



Figure 5-6 Ad hoc Boat Mooring at Church Point Reserve.

The proposed structure would comprise floating pontoons, fingers and piles located adjacent to the obsolete boat ramp (Figure 5-7). The existing ramp would potentially need to be removed should this option be deemed as preferred.



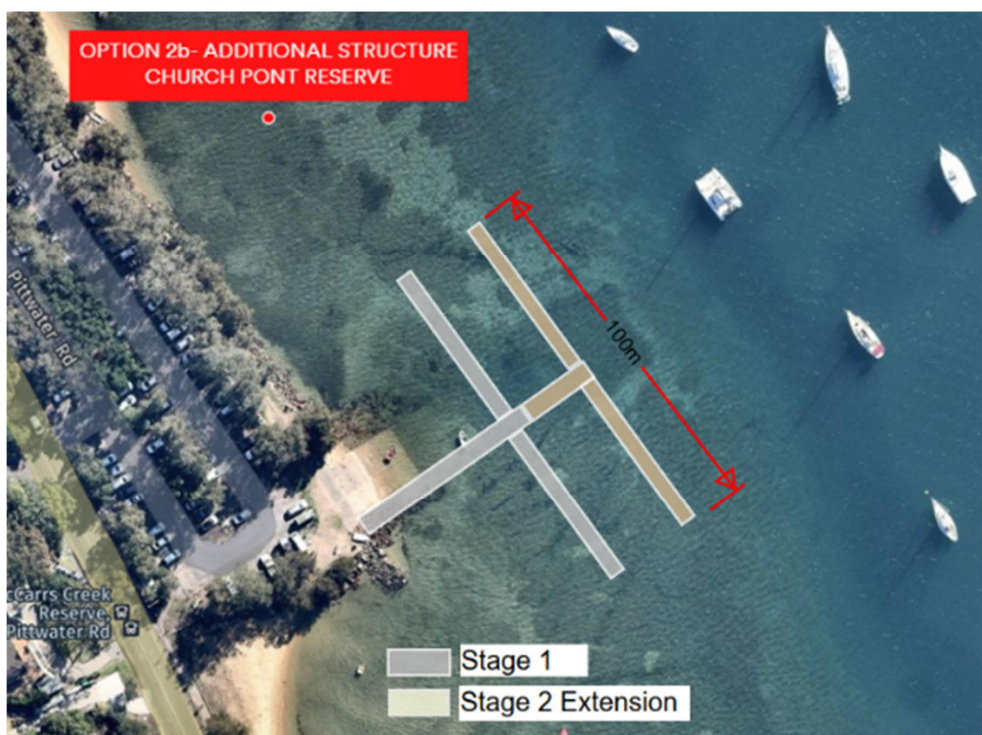


Figure 5-7 Option 2b Staged Concept Floating Pontoons Church Point Reserve.

### 5.3.2 Environmental Assessment

The environmental assessment (Appendix A) has identified expansive beds of *Posidonia* and smaller areas of *Zostera* seagrass in the vicinity of the proposed additional structure. Construction in this area will most likely impact directly on aquatic vegetation. Following stakeholder consultation this option has been deemed unlikely to proceed due to the potential impact to aquatic vegetation. A summary of the assessment of the option is still provided in the below sections.

Table 5-11 provides a summary of the environmental assessment.

Table 5-11 Option 2b Environmental Assessment (Green – not a constraint, Yellow – constraint, Red – high constraint)

Criteria	Option 2b
Planning and Permissibility	10
Land Use and Property	10
Aboriginal Heritage	7
European Heritage	7
Aquatic Biodiversity	1

Criteria	Option 2b
Terrestrial Biodiversity	10
Hydrology, Water Quality, Groundwater	7
Geology, Sediments and Soil	7
Socio-Economic	7
Landscape Character and Visual Amenity	10
Traffic, Transport and Access	10
Noise and Vibration	7
Air Quality	7
Weighted Score	100/130 = 7.5/10

### 5.3.3 Planning Approvals

It is expected that the construction of Option 2b can be carried out under the provisions of ISEPP. The planning approval pathway is development for the purpose of 'wharf or boating facilities' under Clause 68(4) when undertaken by or on behalf of a public authority may be carried out without development consent subject to the preparation and determination of a REF under Part 5 of the EP&A Act. Statutory consultation would be required with Transport for NSW and NTS Corp.

Other notification and permits that are likely to be required under the FM Act include:

- Section 199: Notification for carrying out of dredging and reclamation works.
- Section 205: Permit for works that harm marine vegetation.

### 5.3.4 Additional Boat Berths

The proposed structure at Church Point Reserve would comprise two stages each approximately 100 m long (Figure 5-7). Adopting a berth width of 2.2 m the structure would provide an additional 90 berths under Stage 1 and 90 as part of Stage 2, 180 in total. Combining these extra berths with those already available (111) would provide a total of 291 berths.

### 5.3.5 Traffic, Parking and Access

Option 2b is located at the northern end of Pittwater Road, which follows the same structure of McCarrs Creek Road. The Church Point Parking Area, a large, open-air, ticketed car park lining 600m, is directly adjacent to the site. Bus stops can be found at either end of the carpark, travelling in both directions. Disabled, motorcycle, and bicycle parking is available in the carpark. Water access is available via ferries and water taxis at the Church Point Wharf.



Figure 5-8 McCarrs Creek Road, bus stop, and Church Point Wharf in the vicinity of Option 2b.

Navigation from this proposed location to Scotland Island is direct. Under Stage 2 of the Parking Demand Management Strategy (2016) a total of 148 designated parking spots for offshore residents at Church Point Reserve were to be provided. Table 5-12 Identifies approximate number of parking spots required based on berths.

Table 5-12 Option 2b Car Space Requirements

Facility	Berths	Car Spaces Required (0.5 x berths)
Existing Commuter Wharf	111	56
Additional Structure (Option 2b)	180	90
<b>TOTAL</b>	<b>291</b>	<b>146</b>

### 5.3.6 Coastal Processes

Option 2b is subject to a south-easterly fetch distance of 2.3km, as such vessels at the outer stage 2 pontoon would be subject to beam seas with a 50yr ARI significant wave height of 0.83 m which exceeds criteria for a 'moderate' wave climate for both beam and head seas according to AS3962. This means vessels would not be able to be berthed on the outside of the outer pontoon.

Sediment transport is south to north, as such there may be a need for maintenance dredging in order to clear sediment moving into the area from the beach to the south.

### 5.3.7 Cost

A cost estimate for Option 2b is provided in Table 5-13. Cost have been determined assuming a floating pontoon structure would be adopted. The price is for both stage 1 and 2 inclusive.

Table 5-13 Option 2b Cost Estimate

Item	Item Description	Quantity	Unit	Unit Rate	Amount	Comment
1.0	Mobilisation	1	No.	\$200,000.00	\$200,000.00	Mobilisation of plant and equipment
1.1	Walkway Pontoon	835	m <sup>2</sup>	\$1,000.00	\$835,000.00	Assumed walkway pontoon width of 3m
1.2	Finger Pontoon	48	m <sup>2</sup>	\$1,000.00	\$48,000.00	Assumed finger pontoon width of 2m every 30m along walkway
1.3	Walkway Pile	8	No.	\$15,000.00	\$120,000.00	Assumed steel pile every 30m
1.4	Finger Pile	8	No.	\$10,000	\$80,000.00	Assumed steel pile every finger
1.5	Gangway	1	No.	\$20,000.00	\$20,000.00	Assumed 12m long and 1.5m wide
1.6	Services Bollard	8	No.	\$5,000.00	\$40,000.00	Assumed services bollard every 20m
1.7	Demobilisation	1	No.	\$100,000.00	\$100,000.00	Demobilisation of plant and equipment
Contingency (25%)					\$360,750.00	
TOTAL					\$1,803,750.00	
COST PER BERTH (Total/180 berths)					\$10,020.00	Used for comparison of options

*Disclaimer: This cost estimate includes construction cost and contingency allowance. The estimate is based on Advisian's experience and judgement as a firm of practising professional engineers familiar with the construction industry. The construction cost estimate can NOT be guaranteed as we have no control over Contractor's prices, market forces and competitive bids from tenderers. The cost estimate does not include further design development or owners' costs (eg site management).*

If this option were to be preferred, further consideration should be given to the cost associated with ongoing maintenance dredging if sedimentation were to be an issue. An indicative rate of \$20/m<sup>3</sup> with a mobilisation/demobilisation of approximately \$200,000. These rates are based on assuming the dredged material is free from Acid Sulphate Soils and could be reused locally.

### 5.3.8 Community Opinion

*The key points raised by stakeholders in relation to this option are presented in*

Table 5-14.


Table 5-14 Engagement Outcomes – Option 2b- Church Point Reserve

Theme	Key points
Environment	<ul style="list-style-type: none"> <li>Stakeholders noted that the additional proposed berths are located in an ecologically sensitive zone with extensive threatened seagrasses present- Posidonia and Zostera. DPIE seek to avoid impacts ( e.g., propeller wash, dredging) to ecologically sensitive areas and as a result it is unlikely this option would be approved for development.</li> </ul>
Design	<ul style="list-style-type: none"> <li>Stakeholders noted that as the water in this area is shallow, dredging may be required. Whilst dredging is not prohibited in the Pittwater region, there would need to be significant public benefit to justify it.</li> </ul>
Swing moorings	<ul style="list-style-type: none"> <li>The development of this option may involve the relocation of swing moorings.</li> </ul>
Location and amenity	<ul style="list-style-type: none"> <li>The wave climate and the capacity of boats to travel in this area require further investigation should the option be selected as preferred.</li> </ul>

### 5.3.9 Summary Option 2b

A summary and final score of Option 2b is provided in Table 5-15.

Table 5-15 Criteria and Scoring Summary Option 2b

Option 2b		
Description	Additional Structure Church Point Reserve	
Criteria	Description	Score
Environmental	Impact to aquatic vegetation	7.5
Additional Boat Berths	Current – 111	10
	Additional – 180	
	Total - 291	
Parking	Additional – 90 spaces	10
	Total – 146 required	
	Available = 208	



Accessibility	Convenient	10
Transport Impacts	Minimal	10
Coastal Processes	Exceeds criteria for 'moderate' wave climate Sedimentation	5
Planning Approvals	Minimal	10
Cost	\$10,020.00/berth	8
Community		4
TOTAL		74.5/90
RANKING		4 <sup>th</sup>

## 5.4 Option 3a

### 5.4.1 General

Located at Rowland Reserve option 3a would comprise a combination of pontoon walkways, fingers and piles (Figure 5-10). By water Rowland Reserve is approximately 3.5km from Scotland Island. The area is a popular for boat launching (fishing, dragon and surf boats), walking and off leash dog walking (Figure 5-10).



Figure 5-9 Option 3a Concept Floating Pontoon Rowland Reserve. Additional 32 Boat Bays.



Figure 5-10 Rowland Reserve Boat Ramp, Dog Park, Dragon Boating and Surf Boats.

#### 5.4.2 Environmental Assessment

Areas of aquatic vegetation and coastal wetlands are located at or in the vicinity of Option 3a. Table 5-16 provides a summary of results from the environmental assessment. Option 3a achieves a total score of 7.5/10.

Table 5-16 Option 3a Environmental Assessment (Green – not a constraint, Yellow – constraint)

Criteria	Option 2b
Planning and Permissibility	10
Land Use and Property	10
Aboriginal Heritage	7
European Heritage	10
Aquatic Biodiversity	7
Terrestrial Biodiversity	7
Hydrology, Water Quality, Groundwater	7

Criteria	Option 2b
Geology, Sediments and Soil	7
Socio-Economic	7
Landscape Character and Visual Amenity	7
Traffic, Transport and Access	7
Noise and Vibration	7
Air Quality	7
Weighted Score	100/130 = 7.5/10

#### 5.4.3 Planning Approvals

It is expected that the construction of Option 3a can be carried out under the provisions of ISEPP. The planning approval pathway is development for the purpose of 'wharf or boating facilities' under Clause 68(4) when undertaken by or on behalf of a public authority may be carried out without development consent subject to the preparation and determination of a REF under Part 5 of the EP&A Act. Statutory consultation would be required with Transport for NSW and NTS Corp.

Other notification and permits that are likely to be required under the FM Act include:

- Section 199: Notification for carrying out of dredging and reclamation works.
- Section 205: Permit for works that harm marine vegetation.

#### 5.4.4 Additional Boat Berths

Option 3a will provide an additional 32 berths. This combined with the 111 already available at the Commuter Wharf would provide a total of 143 berths.

#### 5.4.5 Traffic, Parking and Access

Rowland Reserve is approximately 3.5km by water from Scotland Island. The conveniences of the General Store, Marina and Cargo Wharf are approximately 3 km by road from the reserve. Bus stops are located south of the carpark travelling in both directions, as well as on-street parking, with access to the site via foot through Rowland Reserve.

Parking at Rowland Reserve is pay and display or permits (all Northern Beaches Residents eligible) with a total of 42 spaces.

Table 5-17 identifies approximate number of parking spots required based on berths.



Table 5-17 Option 3a Car Space Requirements

Facility	Berths	Car Spaces Required (0.5 x berths)
Existing Commuter Wharf	111	56
Additional Structure (Option 3a)	32	16
TOTAL	142	72

#### 5.4.6 Coastal Processes

Option 3a is well protected from waves due to the presence of the sand spit to the north.

Navigational access would be slow due to the 4 knot zones between Rowlands and offshore and the narrow access channel could be difficult to navigate.

#### 5.4.7 Cost

An indicative cost estimate for Option 3a is provided in Table 5-18. Cost have been determined assuming a floating pontoon structure would be adopted.

Table 5-18 Option 3a Cost Estimate

Item	Item Description	Quantity	Unit	Unit Rate	Amount	Comment
1.0	Mobilisation	1	No.	\$200,000.00	\$200,000.00	Mobilisation of plant and equipment
1.1	Walkway Pontoon	129	m <sup>2</sup>	\$1,000.00	\$129,000.00	Assumed walkway pontoon width of 3m
1.2	Finger Pontoon	6	m <sup>2</sup>	\$1,000.00	\$6,000.00	Assumed finger pontoon width of 2m every 30m along walkway
1.3	Walkway Pile	2	No.	\$15,000.00	\$30,000.00	Assumed steel pile every 30m
1.4	Finger Pile	2	No.	\$10,000	\$20,000.00	Assumed steel pile every finger
1.5	Gangway	1	No.	\$20,000.00	\$20,000.00	Assumed 12m long and 1.5m wide
1.6	Services Bollard	2	No.	\$5,000.00	\$10,000.00	Assumed services bollard every 20m
1.7	Demobilisation	1	No.	\$100,000	\$100,000	Demobilisation of plant and equipment

Item	Item Description	Quantity	Unit	Unit Rate	Amount	Comment
	Contingency (25%)				\$128,750.00	
	TOTAL				\$643,750.00	
	COST PER BERTH (Total/32 berths)				\$20,117.00	Used for comparison of options

*Disclaimer: This cost estimate includes construction cost and contingency allowance. The estimate is based on Advisian's experience and judgement as a firm of practising professional engineers familiar with the construction industry. The construction cost estimate can NOT be guaranteed as we have no control over Contractor's prices, market forces and competitive bids from tenderers. The cost estimate does not include further design development or owners' costs (eg site management).*

#### 5.4.8 Community Opinion

The key points raised by stakeholders in relation to this option are presented in Table 5-19.

Table 5-19 Engagement Outcomes – Option 3a- Rowland Reserve

Theme	Key points
Location and amenity	<ul style="list-style-type: none"> <li>Stakeholders expressed that the additional proposed berths would be located on community land, close to the dog beach and trailer users. Competing uses of the area and potential safety issues would need to be considered, particularly during weekends.</li> <li>As this option is located 3.5km from Scotland Island it would not be convenient for offshore residents, particularly in bad weather.</li> <li>The location was noted as far from amenities; stakeholders suggested the development of a private bus route between the reserve and Church Point to address this issue.</li> <li>The location would be ideal for when shopping at Mona Vale., some also thought it could assist in alleviating parking pressure at Church Point.</li> </ul>
Car parking	<ul style="list-style-type: none"> <li>Some stakeholders expressed a preference for the development of an option away from the main Church Point area due to the existing parking and traffic issues at Church Point.</li> <li>Stakeholders suggested that parking could be expanded at Rowland Reserve, through the development of a one-story carpark or relocation of existing SES facilities to allow for more parking.</li> </ul>
Ferry services	<ul style="list-style-type: none"> <li>Due to the distance offshore residents would have to travel to this location, which could be an issue in bad weather, it was suggested a ferry service could operate between Scotland Island and Rowland Reserve. Cost implications on the existing ferry service would need to be investigated.</li> </ul>

#### 5.4.9 Summary Option 3a

A summary and final score of Option 3a is provided in Table 5-20.

Table 5-20 Criteria and Scoring Summary Option 3a

Option 3a		
Description	Additional Structure Rowlands Reserve	
Criteria	Description	Score
Environmental	Potential impact to aquatic vegetation and coastal wetland	7.5
Additional Boat Berths	Current – 111 Additional – 32 Total - 143	6
Parking	Additional – 16 spaces Total – 16 required (just Rowland) Available = 42 (Rowland)	10
Accessibility	Not convenient	6
Transport Impacts	Minimal	10
Coastal Processes	Difficult to navigate due to narrow access channel	6
Planning Approvals	Minimal	10
Cost	\$20,117.00/berth	6
Community		5
TOTAL		66.5/90
RANKING		5 <sup>th</sup>

## 5.5 Option 3b

### 5.5.1 General

Option 3b is located at McCarrs Creek Reserve and would comprise a combination of gangways, floating pontoons and piles (Figure 5-11). A dry stack storage facility, boat ramp and jetty are located at the reserve (Figure 5-12). Travelling by water the reserve is located approximately 2.3km from the main wharf at Scotland Island.



Figure 5-11 Option 3b Concept Floating Pontoon McCarrs Creek Reserve. Additional 32 Boat Bays.



Figure 5-12 McCarrs Creek Reserve Dry Stack Storage and Boat Ramp

## 5.5.2 Environmental Assessment

Areas of aquatic vegetation and coastal wetlands are located at or in the vicinity of Option 3b. Table 5-21 provides a summary of results from the environmental assessment.

Table 5-21 Option 3b Environmental Assessment (Green – not a constraint, Yellow – constraint)

Criteria	Option 2b
Planning and Permissibility	10
Land Use and Property	10
Aboriginal Heritage	10
European Heritage	7
Aquatic Biodiversity	7
Terrestrial Biodiversity	7
Hydrology, Water Quality, Groundwater	7
Geology, Sediments and Soil	7
Socio-Economic	10
Landscape Character and Visual Amenity	7
Traffic, Transport and Access	7
Noise and Vibration	7
Air Quality	7
Weighted Score	103/130 = 8/10

## 5.5.3 Planning Approvals

It is expected that the construction of Option 3b can be carried out under the provisions of ISEPP. The planning approval pathway is development for the purpose of 'wharf or boating facilities' under Clause 68(4) when undertaken by or on behalf of a public authority may be carried out without development consent subject to the preparation and determination of a REF under Part 5 of the EP&A Act. Statutory consultation would be required with Transport for NSW and NTS Corp.

Other notification and permits that are likely to be required under the FM Act include:

- Section 199: Notification for carrying out of dredging and reclamation works.
- Section 205: Permit for works that harm marine vegetation.

## 5.5.4 Additional Boat Berths

Option 3b will provide an additional 32 berths. This combined with the 111 already available at the Commuter Wharf would provide a total of 143 berths.

### 5.5.5 Traffic, Parking and Access

Access to Option 3b is via a car park and Reserve off McCarrs Creek Road (Figure 5-13). The closest bus stop is approximately 400m from the car park entrance travelling northbound, with no footpaths leading to the site. Water access is also limited. The conveniences of the General Store, Marina and Cargo Wharf are approximately 3 km by road from the reserve.

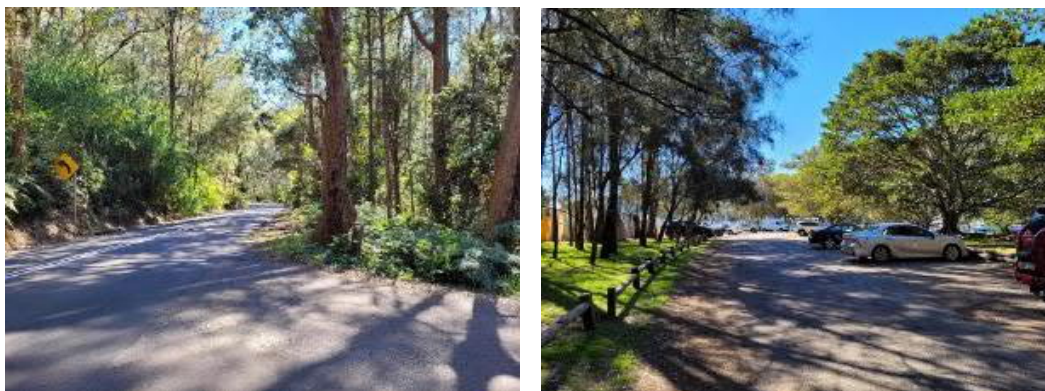


Figure 5-13 McCarrs Creek Road, and the carpark in the vicinity of Option 3b.

Parking at Rowland Reserve is pay and display. Table 5-22 identifies approximate number of parking spots required based on berths.

Table 5-22 Option 3b Car Space Requirements

Facility	Berths	Car Spaces Required (0.5 x berths)
Existing Commuter Wharf	111	56
Additional Structure (Option 3b)	32	16
<b>TOTAL</b>	<b>142</b>	<b>72</b>

### 5.5.6 Coastal Processes

Option 3b could be subject to significant tidal and/or flood currents from McCarrs Creek. There is also the potential that ongoing maintenance dredging would be required.

Navigation to this location would be difficult with no designated navigation channel.

### 5.5.7 Cost

An indicative cost estimate for Option 3b is provided in Table 5-23. Cost have been determined assuming a floating pontoon structure would be adopted.



Table 5-23 Option 3b Cost Estimate

Item	Item Description	Quantity	Unit	Unit Rate	Amount	Comment
1.0	Mobilisation	1	No.	\$200,000.00	\$200,000.00	Mobilisation of plant and equipment
1.1	Walkway Pontoon	129	m <sup>2</sup>	\$1,000.00	\$129,000.00	Assumed walkway pontoon width of 3m
1.2	Finger Pontoon	6	m <sup>2</sup>	\$1,000.00	\$6,000.00	Assumed finger pontoon width of 2m every 30m along walkway
1.3	Walkway Pile	2	No.	\$15,000.00	\$30,000.00	Assumed steel pile every 30m
1.4	Finger Pile	2	No.	\$10,000	\$20,000.00	Assumed steel pile every finger
1.5	Gangway	1	No.	\$20,000.00	\$20,000.00	Assumed 12m long and 1.5m wide
1.6	Services Bollard	2	No.	\$5,000.00	\$10,000.00	Assumed services bollard every 20m
1.7	Demobilisation	1	No.	\$100,000.00	\$100,000.00	Demobilisation of plant and equipment
Contingency (25%)					\$128,750.00	
TOTAL					\$643,750.00	
COST PER BERTH (Total/32 berths)					\$20,117.00	Used for comparison of options

*Disclaimer: This cost estimate includes construction cost and contingency allowance. The estimate is based on Advisian's experience and judgement as a firm of practising professional engineers familiar with the construction industry. The construction cost estimate can NOT be guaranteed as we have no control over Contractor's prices, market forces and competitive bids from tenderers. The cost estimate does not include further design development or owners' costs (eg site management).*

#### 5.5.8 Community Opinion

The key points raised by stakeholders in relation to this option are presented in Table 5-24.


Table 5-24 Engagement Outcomes – Option 3b- McCarrs Creek

Theme	Key points
Location and amenity	<ul style="list-style-type: none"> <li>Stakeholders expressed a number of concerns regarding the location and existing infrastructure at this option, including: <ul style="list-style-type: none"> <li>Limited access to public transport</li> <li>Limited infrastructure – additional lighting and public footpaths would be required</li> <li>Long distance from Scotland Island, including through areas harder to navigate which could present issues, especially at night.</li> <li>Long distance to drive to wharf location</li> </ul> </li> <li>Proximity to national parks and potential impacts would need further consideration</li> </ul>
Environment	<ul style="list-style-type: none"> <li>As the water is very shallow in this area, dredging may be required which could be an issue due to the presence of Zostera seagrass.</li> </ul>

### 5.5.9 Summary Option 3b

A summary and final score of Option 3b is provided in Table 5-25.

Table 5-25 Criteria and Scoring Summary Option 3b

Option 3b		
Description	Additional Structure McCarrs Creek Reserve	
Criteria	Description	Score
Environmental		8
Additional Boat Berths	Current – 111 Additional – 32 Total - 143	6
Parking	Additional – 16 spaces Total – 16 required (just McCarrs) Available = Yes	10
Accessibility	Not convenient	5
Transport Impacts	Minimal	10



Coastal Processes	Sedimentation and potential significant flood currents. Difficult navigation	4
Planning Approvals	Minimal	10
Cost	\$20,117.00/berth	6
Community		3
TOTAL		62/90
RANKING		7 <sup>th</sup>

## 5.6 Option 3c

### 5.6.1 General

Located at Bayview Baths, Option 3c would comprise an extension off the existing Bayview Baths Wharf. The structure would comprise a combination of pontoon walkways, fingers and piles (Figure 5-14).

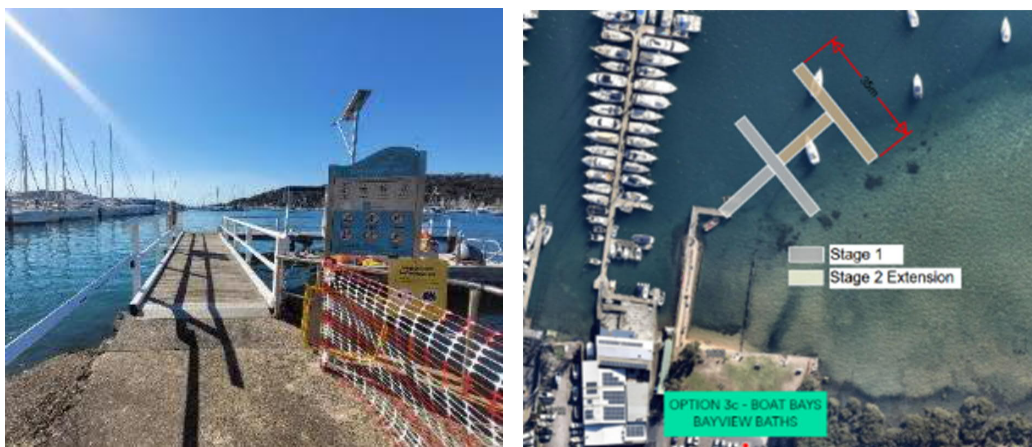


Figure 5-14 Existing Bayview Baths Wharf and Proposed Concept Option 3c.

### 5.6.2 Environmental Assessment

The environmental assessment has identified the following potential constraints relating to Option 3c. The Planning and Environmental Constraints Report provides further summary of the assessment (Appendix A).

Table 5-26 Option 3c Environmental Assessment (Green – not a constraint, Yellow – constraint)

Criteria	Option 2b
Planning and Permissibility	10
Land Use and Property	10
Aboriginal Heritage	7
European Heritage	7
Aquatic Biodiversity	7
Terrestrial Biodiversity	10
Hydrology, Water Quality, Groundwater	7
Geology, Sediments and Soil	7
Socio-Economic	7
Landscape Character and Visual Amenity	10
Traffic, Transport and Access	7
Noise and Vibration	7
Air Quality	7
Weighted Score	103/130 = 8/10

### 5.6.3 Planning Approvals

It is expected that the construction of Option 3c can be carried out under the provisions of ISEPP. The planning approval pathway is development for the purpose of 'wharf or boating facilities' under Clause 68(4) when undertaken by or on behalf of a public authority may be carried out without development consent subject to the preparation and determination of a REF under Part 5 of the EP&A Act. Statutory consultation would be required with Transport for NSW and NTS Corp.

Other notification and permits that are likely to be required under the FM Act include:

- Section 199: Notification for carrying out of dredging and reclamation works.
- Section 205: Permit for works that harm marine vegetation.

### 5.6.4 Additional Boat Berths

Option 3c will provide an additional 32 berths. This combined with the 111 already available at the Commuter Wharf would provide a total of 143 berths. Stage 2 extension of Option 3c has not been considered due to the number of swing moorings that would require relocation.

### 5.6.5 Traffic, Parking and Access

Option 3c is located off Pittwater Road, with an open-air car park adjacent to the site, with disabled and boat trailer parking available (Figure 5-15). There are bus stops located approximately 100m north

of the site, travelling north and southbound. Option 3c is approximately 2.3 km by water from Scotland Island. The conveniences of the General Store, Marina and Cargo Wharf are approximately 2.5 km by road from the baths. Water access is limited to water taxis.



Figure 5-15 Pittwater Road, and the carpark in the vicinity of Option 3c.

Parking at Bayview Baths is pay and display. Table 5-27 identifies approximate number of parking spots required based on berths.

Table 5-27 Option 3c Car Space Requirements

Facility	Berths	Car Spaces (0.5 x berths)
Existing Commuter Wharf	111	56
Additional Structure (Option 3c)	32	16
<b>TOTAL</b>	<b>142</b>	<b>72</b>

#### 5.6.6 Coastal Processes

In order to accommodate Option 3c dredging of the large sandbank will be required in order to allow safe access to berths. Ongoing maintenance dredging is anticipated due to encroachment of the adjacent large sandbank.

The orientation of the structure and the 4km fetch to the North may require the structure to be orientated so vessels berthed at the outer pontoon are head-on to the northerly seas.

#### 5.6.7 Cost

An indicative cost estimate for Option 3c is provided in Table 5-28. Cost have been determined assuming a floating pontoon structure would be adopted and only stage 1.

Table 5-28 Option 3c Cost Estimate

Item	Item Description	Quantity	Unit	Unit Rate	Amount	Comment
1.0	Mobilisation	1	No.	\$200,000.00	\$200,000.00	Mobilisation of plant and equipment
1.1	Walkway Pontoon	129	m <sup>2</sup>	\$1,000.00	\$129,000.00	Assumed walkway pontoon width of 3m
1.2	Finger Pontoon	6	m <sup>2</sup>	\$1,000.00	\$6,000.00	Assumed finger pontoon width of 2m every 30m along walkway
1.3	Walkway Pile	2	No.	\$15,000.00	\$30,000.00	Assumed steel pile every 30m
1.4	Finger Pile	2	No.	\$10,000	\$20,000.00	Assumed steel pile every finger
1.5	Gangway	1	No.	\$20,000.00	\$20,000.00	Assumed 12m long and 1.5m wide
1.6	Services Bollard	2	No.	\$5,000.00	\$10,000.00	Assumed services bollard every 20m
1.7	Demobilisation	1	No.	\$100,000.00	\$100,000.00	Demobilisation of plant and equipment
Contingency (25%)					\$128,750.00	
TOTAL					\$643,750.00	
COST PER BERTH (Total/32 berths)					\$20,117.00	Used for comparison of options

*Disclaimer: This cost estimate includes construction cost and contingency allowance. The estimate is based on Advisian's experience and judgement as a firm of practising professional engineers familiar with the construction industry. The construction cost estimate can NOT be guaranteed as we have no control over Contractor's prices, market forces and competitive bids from tenderers. The cost estimate does not include further design development or owners' costs (eg site management).*

If this option were to be preferred, further consideration should be given to the cost associated with ongoing maintenance dredging if sedimentation were to be an issue. An indicative rate of \$20/m<sup>3</sup> with a mobilisation/demobilisation of approximately \$200,000. These rates are based on assuming the dredged material is free from Acid Sulphate Soils and could be reused locally.

### 5.6.8 Community Opinion

The key points raised by stakeholders in relation to this option are presented in Table 5-29Table 5-24.


Table 5-29 Engagement Outcomes – Option 3c- Bayview Baths

Theme	Key points
Environment	<ul style="list-style-type: none"> <li>Mangroves and mapped seagrass exist within the vicinity of the baths and dredging may be required, as a result DPIE would need to issue permits to address issues with the sand spit migration and ongoing sedimentation.</li> <li>Whilst no seahorses are currently on the baths structure this would need to be investigated further.</li> </ul>
Location and amenity	<ul style="list-style-type: none"> <li>Stakeholders suggested that a small facility at Bayview Baths would allow for cycling to the beach and baths and would be a good option to get to Mona Vale.</li> <li>The distance would potentially be an issue for offshore residents.</li> <li>Potential impacts to the redevelopment of Bayview Baths would require further investigation.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>Stakeholders noted that location has major existing issues with parking and as a result was not considered a viable option.</li> </ul>

### 5.6.9 Summary Option 3c

A summary and final score of Option 3c is provided in Table 5-30.

Table 5-30 Criteria and Scoring Summary Option 3c

Option 3c		
Description	Additional Structure Bayview Baths	
Criteria	Description	Score
Environmental	Potential impact to aquatic vegetation and coastal wetland	8
Additional Boat Berths	Current – 111 Additional – 32 Total - 143	6
Parking	Additional – 16 spaces Total – 16 required (just Bayview) Available = Yes (If permits provided)	10
Accessibility	Not convenient	6

Transport Impacts	Minimal	10
Coastal Processes	Dredge and ongoing maintenance Dredging requirements Exposure to northerly seas	4
Planning Approvals	Minimal	10
Cost	\$20,117.00/berth	6
Community		3
TOTAL		63/90
RANKING		6 <sup>th</sup>

## 5.7 Option 4

### 5.7.1 General

Option 4 would comprise the stage 1 extension to the existing facility (Option 1b) and the stage 1 component of Option 2a (Rostrevor Reserve). The combination of these two options would provide an additional 66 berths. Adopting stage 1 of these two options would minimise impact to users during construction, Rostrevor reserve could be constructed first and subsequently used during extension of the existing facility (Option 1b). Indicative cost based on stage 1 of both options is shown in Table 5-31.

Table 5-31 Option 1b and 2a Stage 1 Only Cost Estimate

Item	Item Description	Quantity	Unit	Unit Rate	Amount	Comment
Option 1b Stage 1						
1.0	Mobilisation	1	No.	\$200,000.00	\$200,000.00	Mobilisation of plant/equipment
1.1	Walkway Pontoon	120	m <sup>2</sup>	\$1,000.00	\$120,000.00	Assumed walkway pontoon width of 3m
1.2	Finger Pontoon	12	m <sup>2</sup>	\$1,000.00	\$12,000.00	Assumed finger pontoon width of 2m every 30m along walkway
1.3	Walkway Pile	2	No.	\$15,000.00	\$30,000.00	Assumed steel pile every 30m
1.4	Finger Pile	2	No.	\$10,000	\$20,000.00	Assumed steel pile every finger
1.5	Services Bollard	2	No.	\$5,000.00	\$10,000.00	Assumed services bollard every 20m

Item	Item Description	Quantity	Unit	Unit Rate	Amount	Comment
1.6	Demobilisation	1	No.	\$100,000.00	\$100,000.00	Demobilisation of plant/equipment
Option 2a Stage 1						
1.1	Walkway Pontoon	129	m <sup>2</sup>	\$1,000.00	\$129,000.00	Assumed walkway pontoon width of 3m
1.2	Finger Pontoon	6	m <sup>2</sup>	\$1,000.00	\$6,000.00	Assumed finger pontoon width of 2m every 30m along walkway
1.3	Walkway Pile	2	No.	\$15,000.00	\$30,000.00	Assumed steel pile every 30m
1.4	Finger Pile	2	No.	\$10,000	\$20,000.00	Assumed steel pile every finger
1.5	Gangway	1	No.	\$20,000.00	\$20,000.00	Assumed 12m long and 1.5m wide
1.6	Services Bollard	2	No.	\$5,000.00	\$10,000.00	Assumed services bollard every 20m
Contingency (25%)					\$126,750.00	
TOTAL					\$633,750.00	
COST PER BERTH (Total/66 berths)					\$9,602.00	Used for comparison of options

If stage 2 of each option were to be completed a total of 176 additional berths would be provided, which when combined with the existing facility would mean a total of 287 berths. Indicative cost for both stages of each option is shown in Table 5-32. Adopting this combination of options offers the lowest cost/berth, \$5,629. This option has combined the mobilisation and demobilisation cost once for both options.

Table 5-32 Total Cost Option 4 – Combination of 1b and 2a

Option	Cost	
Option 1b Total	\$1,123,750.00	
Option 2a Total	\$ 441,250.00	Mob/demob only costed once
Total (Option 4)	\$1,565,000.00	
COST PER BERTH (Total/287 berths)	\$5,629.00	Used for comparison of options



## 5.8 Alternative – Operational and Policy Management Changes

During consultation with Stakeholders, it was recognised by both on and offshore residents that changes to operation and policies relating to the commuter wharf may alleviate some of the issues associated with overcrowding. These changes could be implemented prior to any further berths being created to gauge whether overcrowding was still an issue.

Recommended changes under this alternative are detailed below.

### 5.8.1 Commuter Wharf Parking and Permit Policy Changes

Stakeholders have identified issues associated with current operations of the commuter wharf. Some of the issues raised included the length of time a vessel is berthed, the size of vessel, policing of parking at the wharf and permit numbers. The following recommendations are made to address stakeholder concerns and ease overcrowding:

- Time limits for vessel parking be put in place and enforced. It is recommended that a 24 hour limit on parking be enforced and compliance monitored. If a permit holder requires a longer length of time for their vessel to be berthed, they should consider mooring at a marina or alternatively using alternative transport (ferry/water taxi). Vessels berthed more than 24 hours will receive a parking infringement and be impounded.
- Adopt a 'casual' tie up area (2 hour limit) as proposed in the concept master plan (Church Point Plan of Management, 2009) (Figure 5-16).
- Undertake a survey of current permit holders to ascertain frequency of commuter wharf use. This will enable an assessment of whether the 300 permits are being utilised. If a permit holder uses the existing commuter wharf less than 12 times per year consideration should be given to reassigning the permit to a regular commuter.
- Limit the size of vessels using the commuter wharf to a length of 6m or less.



Figure 5-16 Concept Master Plan Showing Location of Time Limited Tie Up Areas (Church Point Plan of Management, 2009).





### 5.8.2 Ferry Operations

Consideration should be given to increasing the frequency of ferry operations for offshore residents. The weekday ferry service commences at 6.20am from Bells wharf, running every 40 minutes. The last ferry to run from Church Point is 7.20pm, with drop off to Bell wharf only. Increasing the frequency of ferry operations and/or providing an 'on request' pick up/drop off service outside of normal hours may make the ferry a more favourable mode of transport and alleviate the overcrowding at the commuter wharf.



## 5.9 Summary of Option Assessment

Table 5-33 provides a summary on the total scores of each option along with ranking.

Table 5-33 Summary of Option Assessment

Option	Assessment Criteria and Score									Score	Rank
	Environmental	Boat Berths	Parking	Accessibility	Transport	Coastal Processes	Planning Approvals	Cost	Community		
Option 1b	8	9	10	10	10	6	10	10	5	78/90	2
Option 2a	8	8	10	10	10	10	10	7	6	79/90	1
Option 2b	7.5	10	10	10	10	5	10	8	4	74.5/90	4
Option 3a	7.5	6	10	6	10	6	10	6	5	66.5/90	5
Option 3b	8	6	10	5	10	4	10	6	3	62/90	7
Option 3c	8	6	10	6	10	4	10	6	3	63/90	6
Option 4	8	7	10	10	10	7.5	10	9	6*	77.5/90	3

\* This option was not assessed during the stakeholder engagement however the community score for Options 1b and 2a has been adopted.



## 6 Funding Sources

The delivery of any of the proposed works depends on available funding. Simplistic funding would potentially be sourced from the following:

- Council Funding
- Grant Funding
- State Government Contributions
- Commercial use Permits
- Community Contribution (user-pay system)

A potential funding source for consideration is the *NSW Boating Now Program*. The program provides grant funding to improve maritime infrastructure and facilities across NSW. This investment supports the needs of recreational and commercial boaters and enables broader economic and social benefits for communities. The Program is funded from boating licence, registration and other fees collected by *Transport for NSW* (TfNSW).

The cost estimates developed are indicative only. Further estimates based on more detailed plans may change estimates and necessitate further economic modelling and fee structures should council proceed with any selected works.



## 7 Summary

This feasibility study has assessed and ranked various options aimed at providing additional berths for offshore residents due to overcrowding at the current Church Point Commuter wharf. The ranking of options has been based on a review of various criteria including: environmental, planning, berths, traffic, parking, access, coastal processes, cost and stakeholder opinion.

Following stakeholder engagement an additional 'present day' solution has been proposed aimed at making operational and policy changes to assess whether overcrowding issues can be alleviated. If these changes were made in the first instance more detailed analysis of whether additional berth structures were required could be made.

Option 2b was the highest scoring options followed by Option 1b and Option 4. Option 4 provides a combination of the two highest ranked options (stage 1 only). If this combination of options were selected it would enable minimal impact to berth users during construction, Option 2a could be constructed first and used for berthing during construction/extension of 1b.

These options have been developed at a conceptual level for consultation purposes and if progressed, they would be further optimised with regards to the user requirements, site constraints, further stakeholder consultation and community feedback, and input from future potential studies (e.g. traffic/parking assessment, navigation study, ecological studies etc.).



## **Appendix A Planning and Environmental Constraints Report**



## Appendix B Community Survey



## Appendix C Community Engagement Outcomes Report







# Consultation Outcomes Report

## Church Point Commuter Wharf Feasibility Study

Northern Beaches Council

May 2022

311010-00457

**Advisian**  
Worley Group

[advisian.com](https://advisian.com)



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#### PROJECT 311010-00457 – Consultation Outcomes Report

Rev	Description	Author	Review	Advisian approval	Revision date	Client approval	Approval date
A	Draft for client review	<u>A.Geikie</u>	<u>L.Freeman</u>	<u>B.Morgan</u>	28/09/21	<u>N/A</u>	N/A
B	Issued for client review	<u>A.Geikie</u>	<u>L.Freeman</u>	<u>B.Morgan</u>	02/11/21		
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## Table of contents

1	Introduction.....	5
1.1	Document purpose and scope .....	5
1.2	Engagement objectives.....	5
1.3	Guiding regulations and principals.....	5
1.4	Project background.....	5
2	Engagement Methodology.....	7
3	Stakeholders Engaged.....	8
4	Engagement Outcomes.....	9
4.1	Option 1b- Curved arm existing wharf.....	10
4.2	Option 2a- Rostrevor Reserve.....	10
4.3	Option 2b- Church Point Reserve.....	11
4.4	Option 3a- Rowland Reserve.....	12
4.5	Option 3b- McCarrs Creek.....	12
4.6	Option 3c- Bayview Baths.....	13
4.7	Additional suggestions.....	13
5	Conclusion.....	15

## Table list

Table 3-1 Stakeholders engaged.....	8
Table 4-1 Engagement Outcomes – Option 1b- Curved arm existing wharf .....	10
Table 4-2 Engagement Outcomes – Option 2a- Rostrevor Reserve .....	10
Table 4-3 Engagement Outcomes – Option 2b- Church Point Reserve .....	11
Table 4-4 Engagement Outcomes – Option 3a- Rowland Reserve .....	12
Table 4-5 Engagement Outcomes – Option 3b- McCarrs Creek.....	13
Table 4-6 Engagement Outcomes – Option 3c- Bayview Baths.....	13
Table 4-7 Additional suggestions.....	14



## Figure list

Figure 1-1	Current Site Location.....	6
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## 1 Introduction

Advisian Pty Ltd (Advisian) was engaged by Northern Beaches Council to undertake the Church Point Commuter Wharf Feasibility Study (Feasibility Study). The purpose of the study was to assess different options aimed at alleviating overcrowding at the existing Commuter Wharf facility.

### 1.1 Document purpose and scope

The purpose of this document is to present the outcomes of engagement undertaken with stakeholders regarding the Feasibility Study. This includes key stakeholders engaged and outcomes of engagement activities.

### 1.2 Engagement objectives

The objectives of the targeted stakeholder engagement were to:

- Communicate details of the options assessed and preferred option, prior to the inclusion of stakeholder considerations, along with the option ranking criteria: environmental impacts, planning, accessibility, impact on coastal processes, cost, and stakeholder engagement.
- Capture and report on any constraints, issues and opportunities identified by stakeholders.
- Facilitate the consideration of stakeholder views and feedback as a part of the Feasibility Study.

### 1.3 Guiding regulations and principals

Stakeholder engagement for Feasibility Study was guided by relevant government and council regulations and guidance, for example, the Environmental Planning and Assessment Act 1979, Local Government Act 1993, and the Northern Beaches Community Engagement Framework.

### 1.4 Project background

The Church Point Commuter Wharf is an important transport hub for the local offshore community. The offshore community comprises residents from Scotland Island and the Western Foreshores of Pittwater (Elvina Bay, Lovett Bay and to a lesser extent Morning Bay, Coasters Retreat and Great Mackerel Beach).

Residents with private vessels may use the Commuter Wharf to access the mainland if they have a permit. At present the wharf can accommodate up to 120 boats. With 300 boat permits currently in possession and 21 residents on the waiting list for permits, the existing facility is unable to accommodate demand and experiences frequent overcrowding.

The existing Commuter Wharf is located on the shores of Pittwater, off McCarrs Creek Rd adjacent to the Church Point Ferry Wharf within the Northern Beaches Local Government Area (LGA) (Figure 1-1). It provides a vital connection to the mainland and facility for vehicle parking, local services, and a social meeting place.

The commuter wharf was upgraded in 2012 and construction of an additional two-level carpark adjacent to the wharf completed in 2018. The carparking facility comprises approximately 120 parking spots with 60 permits available for offshore residents.

To obtain an understanding of the usage of the Church Point Commuter Wharf as well as key stakeholder issues and suggestions for improvement, the Northern Beaches Council undertook a



Church Point Community Wharf Survey in 2021. This was completed by 222 stakeholders, with the majority of respondents residing on Scotland Island. The survey revealed that the majority of participants (86%) support the Council investigating ways to address overcrowding on the existing Church Point Commuter Wharf.



Figure 1-1 Current Site Location





## 2 Engagement Methodology

Stakeholder feedback was an essential part of the options assessment process and formed one of the option ranking criteria.

To obtain input into the options being assessed, Advisian held four targeted workshops with key stakeholders directly impacted or with a vested interest in changes to the existing commuter wharf facility.

Due to the ongoing COVID-19 public health restrictions, these workshops were held online via Microsoft Teams on:

- Tuesday 14<sup>th</sup> September 9:30am-11am with Council and Government representatives
- Tuesday 14<sup>th</sup> September 5-6:30pm with representatives of offshore residents, e.g. Scotland Island Residents Associations and West Pittwater Community Association
- Wednesday 15<sup>th</sup> September 9:30-11am with representatives of onshore residents, e.g. Bayview Church Point Residents Association and Church Point Community Projects
- Wednesday 15<sup>th</sup> September 1:00pm-2:30pm with Government and local business representatives.

The key options assessed as a part of the Feasibility Study were presented at the workshop by the Advisian Senior Coastal Engineer using PowerPoint. Following the presentation, stakeholders were provided the opportunity to provide their comments on each option assessed, including any benefits or concerns regarding any of options presented. Stakeholders were also invited to share any comments about current usage of the wharf and alternative suggestions to address overcrowding at the Church Point Commuter Wharf Facility.

Following the workshops, onshore and offshore resident representatives provided additional feedback regarding the Feasibility Study and the overcrowding issue at the Church Point Commuter Wharf via email. An additional meeting with a local boating service was also undertaken to discuss the potential impacts of one of the options on navigational safety. Further meetings with TfNSW were held by Council to discuss the various options and any potential impacts.

The feedback obtained by stakeholders is documented in this report and has been considered in the Feasibility Study assessment.

### 3 Stakeholders Engaged

Stakeholder identification and analysis for the Feasibility Study was completed through consultation with Northern Beaches Council and a review of the existing social context to understand which stakeholders could be directly or indirectly, positively and negatively, affected by the Project.

Key stakeholders of interest were selected to participate in the four targeted Feasibility Study workshops. In total 31 stakeholders were engaged in these workshops.

Stakeholder groups which attended the workshops and key interests raised are presented in Table 3-1.

Table 3-1 Stakeholders engaged

Stakeholder group	Key areas of interest
Internal teams within Northern Beaches Council – <ul style="list-style-type: none"> <li>Coast and catchments</li> <li>Parks and recreation</li> <li>Community engagement and communications</li> <li>Customer service</li> <li>Transport and Civil Infrastructure</li> <li>Major Infrastructure Projects</li> </ul>	<ul style="list-style-type: none"> <li>Environmental impacts, including protection of seagrass and national parks</li> <li>Navigational and community safety</li> <li>Stakeholder preferences</li> </ul>
State Government, including <ul style="list-style-type: none"> <li>Department of Planning, Industry and Environment</li> <li>NSW Environmental Protection Authority (EPA).</li> <li>Transport for NSW (TfNSW)</li> <li>NSW Office on Environment and Heritage- National Parks and Wildlife</li> </ul>	<ul style="list-style-type: none"> <li>Environmental impacts, including protection of seagrass and national parks</li> <li>Relocation of swing moorings</li> <li>Navigational safety</li> </ul>
Offshore community associations <ul style="list-style-type: none"> <li>Scotland Island Residents Association (SIRA)</li> <li>West Pittwater Community Association (WPCA)</li> </ul>	<ul style="list-style-type: none"> <li>Location</li> <li>Safety</li> <li>Amenity</li> </ul>
Onshore community resident associations <ul style="list-style-type: none"> <li>Bayview Church Point Residents Association (BCPRA)</li> <li>Church Point Community Projects</li> <li>Church Point Friends</li> </ul>	<ul style="list-style-type: none"> <li>Location</li> <li>Parking</li> <li>Holistic development of Church Point</li> <li>Amenity</li> </ul>
Pittwater Waterway operators e.g. water taxis, ferry operators, e.g. <ul style="list-style-type: none"> <li>Church Point Ferry Service</li> </ul>	<ul style="list-style-type: none"> <li>Navigational safety</li> <li>Impact to business</li> </ul>
Local Business, including: <ul style="list-style-type: none"> <li>Holmeport Marinas</li> <li>The Waterfront Café and General Store</li> <li>Pasadena</li> <li>Barrenjoey Boating Services</li> </ul>	<ul style="list-style-type: none"> <li>Location</li> <li>Navigational safety</li> <li>Impact to business</li> </ul>





## 4 Engagement Outcomes

This section summarises the collective feedback received by stakeholders, during the four targeted workshops, as well as the additional feedback provided by residents following the workshops, on the options assessed as well as additional suggestions to the set options.

At the workshops, stakeholders were presented on the following options considered as a part of the Feasibility Study:

- Option 1a- Perpendicular arms existing wharf
- Option 1b- Curved arm existing wharf
- Option 2a- Rostrevor Reserve
- Option 2b- Church Point Reserve
- Option 3a- Rowland Reserve
- Option 3b- McCarrs Creek
- Option 3c- Bayview Baths

Stakeholders were informed that whilst Option 1a was considered initially, it was removed from further consideration as it would not provide a substantial increase in the number of berths and would potentially impact adjacent swing moorings. Stakeholders were requested to provide comments on all other options presented.

In addition to feedback on the assessed options, stakeholders provided a number of additional suggestions to be considered by Council to address the issue of the overcrowding at the commuter wharf. This feedback has been collated and is presented as additional suggestions in Section 4.7.

Key elements stakeholders considered important to any plans to address the issue of overcrowding at Church Point Commuter Wharf were:

- Location- selected options would need to consider distance from Scotland Island, consider disability access and ease of use
- Holistic development and use of the Church Point area- i.e. addressing wharf overcrowding, potential parking constraints and community use of the area as a whole
- Parking- numerous stakeholders noted that parking in the Church Point area is an ongoing issue. As result Council may need to consider undertaking a parking study for some options
- Permitting arrangements- including the consideration of permit time limits (e.g. 3 hour limits up to 48-72-hour limits), the future need for additional permits, permits allowed per household and permits for smaller vessels. Noting that currently, most offshore residents have one permit per household.
- Navigational safety- It was also noted that over the last 12 months there had been an increased use of barges in the Church Point area and that as a result navigational safety is important to consider with any option.
- Swing moorings- a number of options presented may require the movement of swing moorings. Pittwater has the longest waitlist for private and commercial moorings in the state. As a result, any changes to moorings would result in concessions for private and/or commercial/ industry users and could be a lengthy process.



The preference for particular options varied significantly across the different stakeholder groups depending on their interest and concerns. A number of stakeholders expressed a preference for a combination of options to address the issue of boat overcrowding at the commuter wharf, such as additional ferry services and changes to the structure of the permitting system. Stakeholders also suggested that some options could be partially developed, such as Option 2a, to minimise the visual impact and cost of addressing boat overcrowding.

Despite the variations between stakeholder group preferences, only a few of the options assessed were considered viable overall. These were:

- Option 1b- Curved arms existing wharf
- Option 2a- Rostrevor Reserve
- Option 3a- Rowland Reserve

A summary of engagement outcomes for each option is presented in Section 4.1 to Section 4.6.

## 4.1 Option 1b- Curved arm existing wharf

This option involves an extension to the existing commuter wharf, would result in an extra 119 berths and would have minimal environmental impact. The key points raised by stakeholders in relation to this option are presented in Table 4-1.

*Table 4-1 Engagement Outcomes – Option 1b- Curved arm existing wharf*

Theme	Key points
Location	<ul style="list-style-type: none"> <li>Stakeholders expressed that this was the best option for offshore residents as it was located close to parking, shops, and the post office.</li> </ul>
Design	<ul style="list-style-type: none"> <li>Stakeholders expressed that extending the existing facility could encroach on the existing channel potentially causing navigational issues.</li> </ul>
Swing moorings	<ul style="list-style-type: none"> <li>This option would involve the movement of swing moorings, which could take a long time, therefore a staged approach of a combination of the design of option 1b and 2a may need to be considered. Alternatively, further investigations, to assess whether moving the swing mooring could be avoided, could be undertaken if this was selected as the preferred option.</li> </ul>
Car parking	<ul style="list-style-type: none"> <li>Car parking at Church Point, can be an issue at time (e.g., weekends) as a result a parking study may be required if this option is selected to assess the adequacy of existing parking.</li> </ul>

## 4.2 Option 2a- Rostrevor Reserve

This option proposed an additional berth at Rostrevor Reserve. Initially it was proposed that this would result in an extra 64 berths for stage 1 and a further 64 berths at stage 2. Following conversations with local boating services the design and number of berths proposed under this option have been revised due to potential navigational safety impacts. This option would have minimal environmental impact. The key points raised by stakeholders in relation to this option are presented in Table 4-2.

*Table 4-2 Engagement Outcomes – Option 2a- Rostrevor Reserve*

Theme	Key points
Location and amenity	<ul style="list-style-type: none"> <li>Stakeholders expressed a number of positive aspects regarding the location of this option including its proximity to the existing wharf, offering an easy overflow wharf facility. The location also offered easy access to the bus stop (located at entry to Holmeport Marina). It was also noted as a site sheltered from the wind and on a reserve, making it convenient for families if they need to wait there. It would also have low visual amenity impacts on Pittwater.</li> <li>Potential issues with pick up and drop offs; noise impacts and previous commitments regarding a permanent wharf at this location would need to be investigated further by Council.</li> <li>The proposed location is close to the high use cargo wharf and would need to consider pedestrian activity and safety; boat parking may also be an issue</li> </ul>
Navigational safety	<ul style="list-style-type: none"> <li>Navigational safety is a potential risk in this area, particularly around increased interaction between commercial and private vessels.</li> <li>Larger boats navigating to Holmeport Marina may be impacted if the full stage 2 wharf structure was to proceed; if only stage 1 proceeded navigational issues between the cargo wharf and Marina may be avoided.</li> <li>It was noted by stakeholders that when the temporary wharf was in place there were limited impacts to cargo wharf operations.</li> </ul>
Environment	<ul style="list-style-type: none"> <li>Although there is no mapped vegetation for this location, it was recognised as a low impact option in terms of fish habitat.</li> </ul>
Design	<ul style="list-style-type: none"> <li>Stakeholders suggested a staged approach to the development could be considered, to minimize potential navigational impacts; a stage approach would need to consider cost benefit scenarios.</li> <li>Stakeholders noted that the onshore infrastructure is already in place for this option which could reduce costs associated with the development.</li> </ul>
Swing moorings	<ul style="list-style-type: none"> <li>TfSNW commented that swing moorings would need to be relocated for this option if both stages were developed. If the proposed structure was smaller than the option presented, swing moorings may not be impacted.</li> </ul>

### 4.3 Option 2b- Church Point Reserve

This option involves additional berths at Church Point Reserve and would result in an extra 180 berths however it is located close to highly sensitive fish habitats and within the vicinity of protected seagrasses- Posidonia and Zostera. The key points raised by stakeholders in relation to this option are presented in Table 4-3.

*Table 4-3 Engagement Outcomes – Option 2b- Church Point Reserve*

Theme	Key points
Environment	<ul style="list-style-type: none"> <li>Stakeholders noted that the additional proposed berths are located in an ecologically sensitive zone with extensive threatened seagrasses present- Posidonia and Zostera. DPIE seek to avoid impacts ( e.g., propeller wash, dredging) to ecologically sensitive areas and as a result it is unlikely this option would be approved for development.</li> </ul>
Design	<ul style="list-style-type: none"> <li>Stakeholders noted that as the water in this area is shallow, dredging may be required. Whilst dredging is not prohibited in the Pittwater region, there would need to be significant public benefit to justify it.</li> </ul>

Theme	Key points
Swing moorings	<ul style="list-style-type: none"> <li>The development of this option may involve the relocation of swing moorings.</li> </ul>
Location and amenity	<ul style="list-style-type: none"> <li>The wave climate and the capacity of boats to travel in this area require further investigation should the option be selected as preferred.</li> </ul>

#### 4.4 Option 3a- Rowland Reserve

This option involves additional berths at Rowland Reserve and would result in an extra 32 berths. It is noted as having a potential impact to aquatic vegetation (Zostera seagrass) and sensitive fish habitats. This location is located 3.5km from Scotland Island. The key points raised by stakeholders in relation to this option are presented in Table 4-4.

Table 4-4 Engagement Outcomes – Option 3a- Rowland Reserve

Theme	Key points
Location and amenity	<ul style="list-style-type: none"> <li>Stakeholders expressed that the additional proposed berths would be located on community land, close to the dog beach and trailer users. Competing uses of the area and potential safety issues would need to be considered, particularly during weekends.</li> <li>As this option is located 3.5km from Scotland Island it would not be convenient for offshore residents, particularly in bad weather.</li> <li>Speed restrictions in Bayview Channel, which need to be maintained for safety reasons would limit the speed of the service.</li> <li>The location was noted as far from amenities; stakeholders suggested the development of a private bus route between the reserve and Church Point to address this issue.</li> <li>The area is quite isolated at night, as a result additional lighting and /or security would need to be considered for this to be a viable option.</li> <li>The location would be ideal for when shopping at Mona Vale., some also thought it could assist in alleviating parking pressure at Church Point.</li> </ul>
Car parking	<ul style="list-style-type: none"> <li>Some stakeholders expressed a preference for the development of an option away from the main Church Point area due to the existing parking and traffic issues at Church Point.</li> <li>Stakeholders suggested that parking could be expanded at Rowland Reserve, through the development of a one-story carpark or relocation of existing SES facilities to allow for more parking.</li> </ul>
Ferry services	<ul style="list-style-type: none"> <li>Due to the distance offshore residents would have to travel to this location, which could be an issue in bad weather, it was suggested a ferry service could operate between Scotland Island and Rowland Reserve. Cost implications on the existing ferry service would need to be investigated.</li> </ul>

#### 4.5 Option 3b- McCarrs Creek

This option involves additional berths at McCarrs Creek and would result in an extra 32 berths. It is noted as having a potential impact to aquatic vegetation (Zostera seagrass and mangroves) and sensitive fish habitats. This location is 2.3km from Scotland Island. The key points raised by stakeholders in relation to this option are presented in Table 4-5.

*Table 4-5 Engagement Outcomes – Option 3b- McCarrs Creek*

Theme	Key points
Location and amenity	<ul style="list-style-type: none"> <li>Stakeholders expressed a number of concerns regarding the location and existing infrastructure at this option, including: <ul style="list-style-type: none"> <li>Limited access to public transport</li> <li>Limited infrastructure – additional lighting and public footpaths would be required</li> <li>Long distance from Scotland Island, including through areas harder to navigate which could present issues, especially at night.</li> <li>Long distance to drive to wharf location</li> </ul> </li> <li>Proximity to national parks and potential impacts would need further consideration</li> <li>The reserve is a popular recreational area, used for picnicking, fishing, swimming and loading/unloading watercraft, additional boats could impact the reserves amenity.</li> </ul>
Environment	<ul style="list-style-type: none"> <li>As the water is very shallow in this area, dredging may be required which could be an issue due to the presence of Zostera seagrass.</li> </ul>

## 4.6 Option 3c- Bayview Baths

This option involves additional berths at Bayview Baths and would result in an extra 32 berths. It is noted as having a potential impact to aquatic vegetation ( Zostera and Posidonia seagrass, and mangroves) and sensitive fish habitats. This location is 2.3km from Scotland Island. The key points raised by stakeholders in relation to this option are presented in Table 4-6Table 4-5.

*Table 4-6 Engagement Outcomes – Option 3c- Bayview Baths*

Theme	Key points
Environment	<ul style="list-style-type: none"> <li>Mangroves and mapped seagrass exist within the vicinity of the baths and dredging may be required, as a result DPIE would need to issue permits to address issues with the sand spit migration and ongoing sedimentation.</li> <li>Whilst no seahorses are currently on the baths structure this would need to be investigated further.</li> </ul>
Location and amenity	<ul style="list-style-type: none"> <li>Stakeholders suggested that a small facility at Bayview Baths would allow for cycling to the beach and baths and would be a good option to get to Mona Vale.</li> <li>The distance would potentially be an issue for offshore residents.</li> <li>Potential impacts to the redevelopment of Bayview Baths would require further investigation.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>Stakeholders noted that location has major existing issues with parking and as a result was not considered a viable option.</li> </ul>

## 4.7 Additional suggestions

During the workshops, stakeholders expressed a number of additional suggestions for Council to consider, to address the issue of boat overcrowding at the existing Church Point Commuter Wharf Facility. These are summarised and presented in Table 4-7.

*Table 4-7 Additional suggestions*

Theme	Key points
Review of permit system	<ul style="list-style-type: none"> <li>Stakeholders expressed that despite lockdown approx. 25 boats remain at the wharf. Although some could be emergency workers, it could also mean that those parking their boats there are not commuters or have multiple permits. It was suggested that Council investigate whether people are parking at the wharf without permits, have multiple permits or are parking for a longer amount of time. Additional suggestions include: <ul style="list-style-type: none"> <li>The implementation of some short-term boat parking ( i.e. 3 hours) to allow people to do their shopping and return.</li> <li>Permits for smaller boats, e.g. rowing boats.</li> </ul> </li> </ul>
Increased Council monitoring	<ul style="list-style-type: none"> <li>Stakeholders expressed that, at times larger boats use the commuter wharf as a marina, limiting spaces available for commuters. It was suggested that Council increase monitoring of the wharf to prevent this issue.</li> <li>Drop off areas within the existing wharf were also noted as an issue and further monitoring by Council was requested.</li> </ul>
Other locations	<ul style="list-style-type: none"> <li>Stakeholders suggested that other locations, in addition to those already included in the Feasibility study could be considered for additional berths. Locations suggested were Taylors Point and Saltpan. Newport Wharf, in terms of an extended pontoon from the existing fixed wharf in an easterly direction under 'The Newport Hotel', could also be investigated.</li> <li>It was also suggested that the option to park boats under the existing boardwalk be investigated.</li> </ul>
Bridge to Scotland Island	<ul style="list-style-type: none"> <li>Stakeholders expressed that a ferry or a bridge to Scotland Island or the foreshore could be investigated as a possible option.</li> </ul>
Ferry and Taxi services	<ul style="list-style-type: none"> <li>Stakeholders suggested additional ferry and taxi services could be investigated. This includes a ferry, from the east side of Scotland Island to Rowland reserve; increased number and expanded timing of existing services; incentives for increased use of ferry services and subsidisation of water taxis.</li> </ul>



## 5 Conclusion

The feedback provided by stakeholders for the Church Point Commuter Wharf Feasibility Study will form an important part of the ranking criteria of the options assessed as a part of the study. The additional suggestions provided by stakeholders will be also be considered as a part of the study and by Council for the ongoing monitoring and management of the commuter wharf facility.

The Feasibility Study will be made available for public exhibition in June 2022 on the Council's 'Have Your Say' webpage. Additional stakeholder feedback received during the exhibition stage will be considered by Council for future development of the commuter wharf.





# Church Point Wharf Feasibility Study

## Planning and Environmental Constraints Report

Northern Beaches Council

14 February 2022

311010-00457

**Advisian**  
Worley Group

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#### PROJECT 311010-00457: Church Point Wharf Feasibility Study - Planning and Environmental Constraints Report

Rev	Description	Author	Review	Advisian approval	Revision date	Client approval	Approval date
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## Table of contents

Executive summary .....	10
Acronyms and abbreviations .....	11
1 Introduction and Options .....	13
1.1 Introduction.....	13
1.2 Options.....	14
1.2.1 Option 1a and 1b.....	14
1.2.2 Option 2a and 2b.....	15
1.2.3 Option 3a, 3b and 3c.....	16
1.2.4 Option 4.....	16
2 Planning and Approvals.....	17
2.1 Federal Legislation.....	17
2.1.1 Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)...	17
2.1.2 Native Title Act 1993 (NT Act) .....	18
2.1.3 Disability Discrimination Act 1992 (DDA).....	18
2.2 NSW Legislation.....	19
2.2.1 Environmental Planning and Assessment Act 1979 (EP&A Act) .....	19
2.2.2 Environmental Planning and Assessment Regulation 2000 (EP&A Regulation) .....	19
2.2.3 Biodiversity Conservation Act 2016 (BC Act) .....	20
2.2.4 Fisheries Management Act 1994 (FM Act).....	20
2.2.5 Water Management Act 2000 (WM Act).....	21
2.2.6 National Parks and Wildlife Act 1974 (NPW Act).....	22
2.2.7 Heritage Act 1977 .....	22
2.2.8 Crown Land Management Act 2016 (CLM Act) .....	22
2.2.9 Local Government Act 1993 (LG Act).....	25
2.2.10 Protection of the Environment Operations Act 1997 (POEO Act).....	25
2.3 Environmental Planning Instruments.....	26



2.3.1	State Environmental Planning Policy (Coastal Management) 2018 (CM SEPP) .....	26
2.3.2	State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) .....	27
2.3.3	State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP) .....	28
2.3.4	State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (ECD SEPP) .....	28
2.3.5	Pittwater Local Environmental Plan 2014 (LEP) .....	28
2.4	Planning Approvals Pathway .....	32
3	Environmental Constraints .....	33
3.1	Land Use and Property .....	33
3.1.1	Option 1a and 1b – Extension .....	33
3.1.2	Option 2a – Additional Structure Rostrevor Reserve .....	34
3.1.3	Option 2b – Additional Structure Church Point Reserve .....	34
3.1.4	Option 3a – Boat Bays Rowland Reserve .....	34
3.1.5	Option 3b – Boat Bays McCarrs Creek Reserve .....	35
3.1.6	Option 3c – Boat Bays Bayview Baths .....	35
3.1.7	Summary of Land Use and Property Constraints .....	36
3.2	Cultural Heritage .....	37
3.2.1	Option 1a and 1b – Extension .....	37
3.2.2	Option 2a – Additional Structure Rostrevor Reserve .....	38
3.2.3	Option 2b – Additional Structure Church Point Reserve .....	38
3.2.4	Option 3a – Boat Bays Rowland Reserve .....	39
3.2.5	Option 3b – Boat Bays McCarrs Creek Reserve .....	39
3.2.6	Option 3c – Boat Bays Bayview Baths .....	40
3.2.7	Summary of Heritage Constraints .....	42
3.3	Aquatic and Terrestrial Biodiversity .....	43
3.3.1	Matters of National Environmental Significance .....	43
3.3.2	Mapped Aquatic Vegetation .....	45
3.3.3	Key Fish Habitat, Waterway and Fish Habitat Classification .....	52

3.3.4	Coastal Wetlands .....	55
3.3.5	Littoral Rainforest .....	57
3.3.6	Marine Protected Areas.....	58
3.3.7	Terrestrial Protected Areas.....	59
3.3.8	Biodiversity Values Mapping.....	61
3.3.9	Critical Habitat / Areas of Outstanding Biodiversity Value .....	64
3.3.10	Threatened and Protected Fauna.....	65
3.3.11	Summary of Biodiversity Constraints.....	69
3.4	Hydrology, Water Quality and Groundwater .....	70
3.4.1	Hydrology .....	70
3.4.2	Groundwater Dependent Ecosystems .....	71
3.4.3	Local Water Quality.....	73
3.4.4	Summary of Hydrology, Water Quality and Groundwater Constraints.....	80
3.5	Geology, Sediments and Soils.....	81
3.5.1	Geology .....	81
3.5.2	Acid Sulphate Soils.....	82
3.5.3	Sediment Quality .....	83
3.5.4	Summary of Geology, Sediments and Soils Constraints.....	83
3.6	Socio-Economic .....	83
3.6.1	Option 1a and 1b – Extension .....	83
3.6.2	Option 2a – Additional Structure Rostrevor Reserve .....	85
3.6.3	Option 2b – Additional Structure Church Point Reserve .....	86
3.6.4	Option 3a – Boat Bays Rowland Reserve.....	88
3.6.5	Option 3b – Boat Bays McCarrs Creek Reserve.....	90
3.6.6	Option 3c – Boat Bays Bayview Baths.....	91
3.6.7	Summary of Socio-economic Constraints.....	92
3.7	Landscape Character and Visual Amenity .....	93
3.7.1	Option 1a and 1b – Extension .....	94
3.7.2	Option 2a – Additional Structure Rostrevor Reserve .....	94

3.7.3	Option 2b – Additional Structure Church Point Reserve .....	94
3.7.4	Option 3a – Boat Bays Rowland Reserve.....	94
3.7.5	Option 3b – Boat Bays McCarrs Creek Reserve.....	94
3.7.6	Option 3c – Boat Bays Bayview Baths.....	94
3.7.7	Summary of Landscape Character and Visual Amenity Constraints.....	94
3.8	Traffic, Transport and Access.....	95
3.8.1	Option 1a and 1b – Extension .....	95
3.8.2	Option 2a – Additional Structure Rostrevor Reserve .....	96
3.8.3	Option 2b – Additional Structure Church Point Reserve .....	97
3.8.4	Option 3a – Boat Bays Rowland Reserve.....	98
3.8.5	Option 3b – Boat Bays McCarrs Creek Reserve.....	99
3.8.6	Option 3c – Boat Bays Bayview Baths.....	100
3.8.7	Summary of Traffic, Transport and Access Constraints .....	100
3.9	Noise and Vibration .....	101
3.9.1	Summary of Noise and Vibration Constraints.....	102
3.10	Air Quality.....	102
3.10.1	Summary of Air Quality Constraints.....	102
4	Summary of Constraints .....	104
5	References .....	105

## Appendices

Appendix A	EPBC Act Protected Matters Search
Appendix B	BioNet Atlas of NSW Wildlife Search
Appendix C	FM Act Schedules
Appendix D	AHIMS Database Search
Appendix E	NSW Marine Protected Areas
Appendix F	Boating Map for Pittwater

## Table list

Table 2-1 Assessment of impacts to MNES.....	17
Table 2-2 Zoning for the options. ....	29
Table 2-3 Zone objectives and land uses. ....	30
Table 3-1 Summary of land use and property constraints for each option. ....	36
Table 3-2 Summary of heritage constraints for each option. ....	42
Table 3-3 Summary of biodiversity constraints for each option.....	69
Table 3-4 Ku-ring-gai Stream Monitoring Program, McCarrs Creek (from Ku-ring-gai Council 2020). .....	74
Table 3-5 ANZG (2018) Hawkesbury Shelf IMCRA mesoscale bioregional default guideline values for physical and chemical stressors.....	77
Table 3-6 Other Water Quality Guidelines applicable to the project.....	78
Table 3-7 Summary of hydrology, water quality and groundwater constraints for each option. ....	80
Table 3-8 Summary of geology, sediments and soils constraints for each option. ....	83
Table 3-9 Summary of socio-economic constraints for each option.....	93
Table 3-10 Summary of landscape character and visual amenity constraints for each option. ....	95
Table 3-11 Summary of traffic, transport and access constraints for each option.....	101
Table 3-12 Summary of noise and vibration constraints for each option.....	102
Table 3-13 Summary of air quality constraints for each option.....	103
Table 4-1 High level summary of environmental constraints identified for each option. ....	104

## Figure list

Figure 1-1 Existing commuter wharf and vessels at Church Point.....	13
Figure 1-2 Location of options to be assessed.....	14
Figure 1-3 Option 1a and 1b - Extension to the Existing Church Point Commuter Wharf. ....	15
Figure 1-4 Option 2a and 2b - Additional structures at either Rostrevor Reserve (2a) or Church Point Reserve (2b).....	16
Figure 1-5 Option 3a, 3b and 3c - Additional Boat Bays at either Rowland Reserve (3a), McCarrs Creek Reserve (3b) and Bayview Baths (3c).....	16
Figure 2-1 Crown land mapped around Rowland Reserve – Option 3a (Source: NSW Planning Portal). ....	23
Figure 2-2 Crown reserves at Options 1a, 1b, 2a and 2b (Source: NSW Planning Portal).....	23
Figure 2-3 Crown reserves at Option 3b (Source: NSW Planning Portal).....	24

Figure 2-4 Crown reserves at Option 3c (Source: NSW Planning Portal).....	24
Figure 2-5 Land mapped as CM SEPP Coastal Wetlands and Proximity Areas for Coastal Wetlands (Source: NSW Planning Portal).....	26
Figure 2-6 LEP Land Zoning (Source: NSW Planning Portal).....	29
Figure 3-1 Location of heritage items and archaeological sites (Source: Northern Beaches Council 2021).....	38
Figure 3-2 Curtilage for the "Ku-ring-gai Chase National Park, Lion, Long and Spectacle Island Nature Reserves" (Source: Department of Agriculture, Water and Environment 2021). .....	40
Figure 3-3 Location of heritage items and archaeological sites (Source: Northern Beaches Council 2021).....	41
Figure 3-4 Protected Matters Search area (Protected Matters Search Tool 2021).....	43
Figure 3-5 Aquatic vegetation distribution around Church Point and surrounding areas (NSW DPI 2021).....	45
Figure 3-6 Aquatic vegetation mapped in the vicinity of Option 1a and 1b (NSW DPI 2021).....	46
Figure 3-7 Aquatic vegetation mapped in the vicinity of Option 2a (NSW DPI 2021).....	47
Figure 3-8 Inshore aquatic vegetation in the vicinity of Option 2b.....	47
Figure 3-9 Aquatic vegetation mapped in the vicinity of Option 2b (NSW DPI 2021).....	48
Figure 3-10 Inshore aquatic vegetation in the vicinity of Option 2b.....	48
Figure 3-11 Aquatic vegetation mapped in the vicinity of Option 3a (NSW DPI 2021).....	49
Figure 3-12 Inshore aquatic vegetation in the vicinity of Option 3a.....	49
Figure 3-13 Aquatic vegetation mapped in the vicinity of Option 3b (NSW DPI 2021).....	50
Figure 3-14 Aquatic vegetation in the vicinity of Option 3b.....	50
Figure 3-15 Aquatic vegetation mapped in the vicinity of Option 3c (NSW DPI 2021).....	51
Figure 3-16 Aquatic vegetation in the vicinity of Option 3c.....	52
Figure 3-17 Mapped Key Fish Habitat in the study area (NSW DPI 2021).....	53
Figure 3-18 Table 2 - Classification of waterways for fish passage (NSW DPI 2013).....	53
Figure 3-19 Table 1 - Key fish habitat and associated sensitivity classification scheme (NSW DPI 2013).....	54
Figure 3-20 Coastal Wetlands and Proximity Areas for Coastal Wetlands (NSW DPI 2021).....	55
Figure 3-21 Coastal Wetlands and Proximity Areas for Coastal Wetlands in the vicinity of Option 3a (NSW DPI 2021).....	56
Figure 3-22 Coastal Wetlands and Proximity Areas for Coastal Wetlands in the vicinity of Option 3b (NSW DPI 2021).....	57
Figure 3-23 Coastal Wetlands and Proximity Areas for Coastal Wetlands in the vicinity of Option 3c (NSW DPI 2021).....	57

Figure 3-24 Littoral Rainforests and Proximity Areas for Littoral Rainforests (NSW DPI 2021).....	58
Figure 3-25 Marine Protected Areas identified in the study area (NSW DPI 2021). ....	59
Figure 3-26 Ku-ring-gai Chase National Park in relation to Church Point.....	60
Figure 3-27 Biodiversity Values Map for the general study area (NSW Government 2021).....	61
Figure 3-28 Biodiversity Values Map for the Church Point area (NSW Government 2021).....	62
Figure 3-29 Biodiversity Values Map for the Rowland Reserve and Bayview Baths areas (NSW Government 2021).....	63
Figure 3-30 Biodiversity Values Map for McCarrs Creek Reserve (NSW Government 2021). ....	63
Figure 3-31 Pittwater sub catchment showing waterways that drain into Pittwater (NSW Spatial Map Viewer).....	70
Figure 3-32 Aquatic groundwater dependent ecosystems in the study area (BoM 2021).....	71
Figure 3-33 Terrestrial groundwater dependent ecosystems in the study area (BoM 2021).....	72
Figure 3-34 Terrestrial groundwater dependent ecosystems near Option 3c (Bayview Baths) (BoM 2021). ....	72
Figure 3-35 Subterranean groundwater dependent ecosystems in the study area (BoM 2021).....	73
Figure 3-36 Microbial assessment categories and risk of illness (NHMRC, 2008). ....	75
Figure 3-37 Beachwatch recreational water quality at swimming locations close to Church Point..	76
Figure 3-38 Australia's six marine planning regions (Commonwealth of Australia 2019).....	79
Figure 3-39 Local geology (Pittwater Council 2010).....	81
Figure 3-40 Acid sulfate soil risk mapping for Church Point (ePlanning Portal, Pittwater LEP 2014). ....	82
<i>Figure 3-41 Local businesses and residential properties in the vicinity of Option 1a and 1b. ....</i>	<i>84</i>
<i>Figure 3-42 Local businesses and residential properties in the vicinity of Option 2a.....</i>	<i>86</i>
<i>Figure 3-43 Local businesses and recreational activities in the vicinity of Option 2b.....</i>	<i>88</i>
<i>Figure 3-44 Wharf, boat ramp, residential housing, and seating in the vicinity of Option 3a.....</i>	<i>89</i>
<i>Figure 3-45 Dinghy storage, boat ramp, and residential housing in the vicinity of Option 3b. ....</i>	<i>91</i>
<i>Figure 3-46 Gibson Marina Bayview, seating, and the carpark in the vicinity of Option 3c.....</i>	<i>92</i>
<i>Figure 3-47 McCarrs Creek Road and the carpark in the vicinity of Option 1a and 1b. ....</i>	<i>96</i>
Figure 3-48 McCarrs Creek Road and on-street parking options in the vicinity of Option 2a.....	97
Figure 3-49 McCarrs Creek Road, bus stop, carparking and Church Point Wharf in the vicinity of Option 2b.....	98
Figure 3-50 Pittwater Road, bus stop, carpark and wharf in the vicinity of Option 3a.....	99
Figure 3-51 McCarrs Creek Road, wharf and the carpark in the vicinity of Option 3b. ....	100
Figure 3-52 Pittwater Road, and the carpark in the vicinity of Option 3c.....	100





## Executive summary

Scotland Island is located on the Northern Beaches of Sydney in the Northern Beaches Council (NBC) Local Government Area (LGA). The island has 359 private dwellings and a permanent population of 579. The Island can be accessed by the Church Point Ferry and private vessels.

Residents with private vessels may use the Church Point Commuter Wharf to access the mainland. At present, the commuter wharf has 111 boat bays. With 300 permits and 21 residents on the waiting list for permits the existing mooring facility needs to be upgraded to minimise overcrowding.

NBC has engaged Advisian to undertake a feasibility assessment of future wharf upgrade options in order to address boat mooring demand. Selection of the most feasible option will be based on stakeholder engagement, strategic analysis of the issues and constraints, benefits and costs and pros/cons of each. This report provides an overview of the planning and environmental constraints for each of the potential wharf options. A desktop review of the following items was undertaken and constraints for the various options identified and summarised:

- Planning and approvals
- Land use and property
- Cultural heritage
- Aquatic and terrestrial biodiversity
- Hydrology, water quality and groundwater
- Geology, sediments and soils
- Socio-economic
- Landscape character and visual amenity
- Traffic, transport and access
- Noise and vibration
- Air quality

Based on a review of all matters above, along with the proximity of Scotland Island to the proposed wharf locations, the options with the least environmental constraints are identified as:

- Option 1a and 1b - extension to the existing Church Point Commuter Wharf; or
- Option 2a - Rostrevor Reserve.

This information should be considered along with the results of stakeholder engagement, strategic analysis of the issues and constraints and benefits and costs and pros/cons of each being investigated alongside this planning and environmental constraints analysis. Full environmental assessment in the form of a Review of Environmental Factors (REF) will be required for the selected option.

## Acronyms and abbreviations

Acronym/abbreviation	Definition
AHIMS	Aboriginal Heritage Information Management System
AHIP	Aboriginal Heritage Impact Permit
AOBV	Areas of Outstanding Biodiversity Value
ASS	Acid sulphate soils
BC Act	<i>Biodiversity Conservation Act 2016</i>
BOS	Biodiversity Offsets Scheme
CLM Act	<i>Crown Land Management Act 2016</i>
CM SEPP	State Environmental Planning Policy (Coastal Management) 2018
DA	Development Application
DAWE	Department of Agriculture, Water and Environment
DDA	<i>Disability Discrimination Act 1992</i>
DPI	NSW Department of Primary Industries
DPIE	NSW Department of Planning, Industry and Environment
ECD SEPP	State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
EEC	Endangered Ecological Community
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPL	Environmental Protection Licence
FM Act	<i>Fisheries Management Act 1994</i>
GDEs	Groundwater Dependent Ecosystems
ISEPP	State Environmental Planning Policy (Infrastructure) 2007
KFH	Key Fish Habitat
LALC	Local Aboriginal Land Council
LEP	Local Environmental Plan
LG Act	<i>Local Government Act 1993</i>
LGA	Local Government Area

MNES	Matters of National Environmental Significance
MPAs	Marine Protected Areas
NBC	Northern Beaches Council
NPW Act	<i>National Parks and Wildlife Act 1974</i>
NPWS	NSW National Parks and Wildlife Service
NSW	New South Wales
NT Act	<i>Native Title Act 1993</i>
NTS Corp	Native Title Services Corp Ltd
PASS	Potential Acid Sulphate Soils
Pittwater LEP	<i>Pittwater Local Environmental Plan 2014</i>
POEO Act	<i>Protection of the Environment Operations Act 1997</i>
REF	Review of Environmental Factors
SEPP Coastal Protection	State Environmental Planning Policy 71
SEPP Coastal Wetlands	State Environmental Planning Policy 14
SEPP Littoral Rainforests	State Environmental Planning Policy 26
SEPPs	State Environmental Planning Policies
SIS	Species Impact Statement
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSI	State Significant Infrastructure
TfNSW	Transport for New South Wales
WM Act	<i>Water Management Act 2000</i>

# 1 Introduction and Options

## 1.1 Introduction

Scotland Island is located on the Northern Beaches of Sydney in the Northern Beaches Council (NBC) Local Government Area (LGA). The island has 359 private dwellings and a permanent population of 579 (ABS Census, 2016). The Island can be accessed by the Church Point Ferry and private vessels.

Residents with private vessels may use the Church Point Commuter Wharf to access the mainland (Figure 1-1). At present, the commuter wharf has 111 boat bays. With 300 permits and 21 residents on the waiting list for permits the existing mooring facility needs to be upgraded to minimise overcrowding.

NBC has engaged Advisian to undertake a feasibility assessment of future wharf upgrade options in order to address boat mooring demand. Selection of the most feasible option will be based on stakeholder engagement, strategic analysis of the issues and constraints, benefits and costs and pros/cons of each. This report provides an overview of the planning and environmental constraints for each of the potential options.



*Figure 1-1 Existing commuter wharf and vessels at Church Point.*

## 1.2 Options

As part of this study four options aimed at alleviating overcrowding at the existing facility are being assessed. These options and their locations are shown in Figure 1-2. These options comprise an extension to the existing facility as well as alternative structures/boat bays at various location within the local area, as detailed below.



Figure 1-2 Location of options to be assessed.

### 1.2.1 Option 1a and 1b

Option 1a and 1b involve an extension to the existing Church Point Commuter Wharf as depicted in Figure 1-3. Option 1a includes the addition of six fingers perpendicular to the current wharf and Option 1b includes an additional structure running parallel with the existing facility. Option 1b would provide an additional 119 boat berths and a total of 230 when combined with existing.



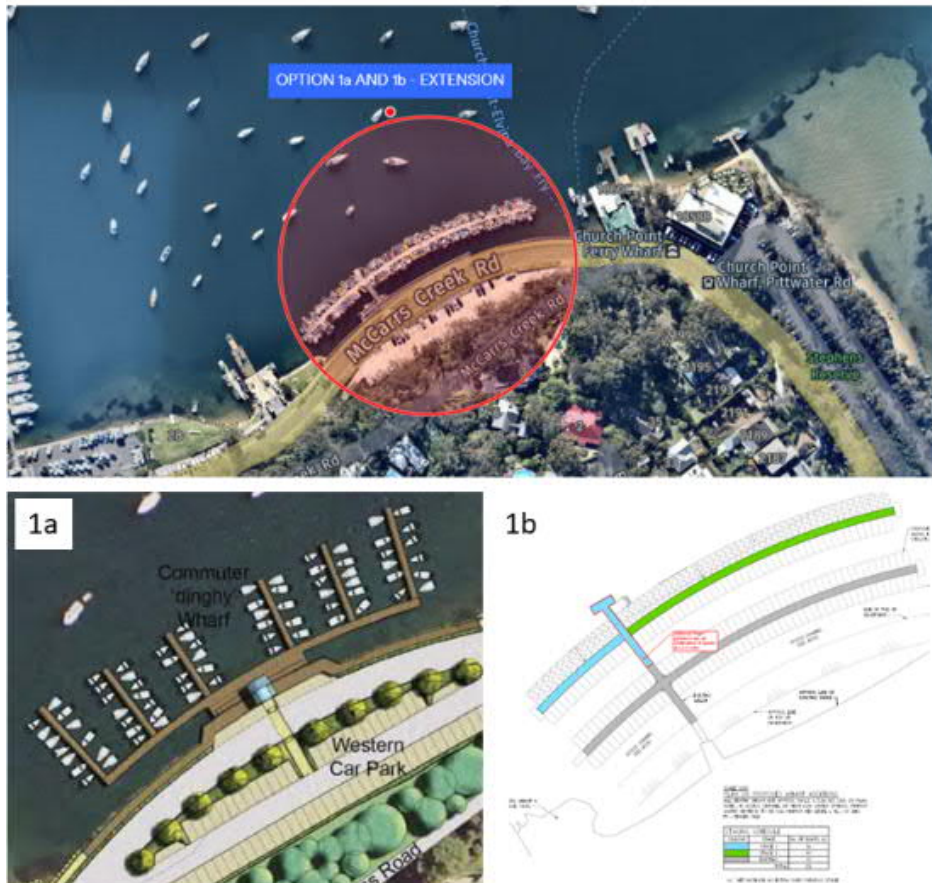


Figure 1-3 Option 1a and 1b - Extension to the Existing Church Point Commuter Wharf.

### 1.2.2 Option 2a and 2b

Option 2 includes an additional commuter wharf at either Rostrevor Reserve (2a) or Church Point Reserve (2b) (Figure 1-4). During construction of the new seawall adjacent to the commuter wharf in 2016 an additional pontoon was installed at Rostrevor Reserve. It was later removed once construction works were complete. The community survey results indicate that many residents support the installation of a structure at Rostrevor Reserve to provide additional tie-up spaces. Church Point Reserve is currently used in an ad-hoc manner for offshore residents with many parking their boats on the beach due to limited spots at the Commuter Wharf.



Figure 1-4 Option 2a and 2b - Additional structures at either Rostrevor Reserve (2a) or Church Point Reserve (2b).

### 1.2.3 Option 3a, 3b and 3c

Option 3 covers provision of boat bays at other locations in Pittwater including Rowland Reserve, McCarrs Creek Reserve and Bayview Baths (Figure 1-5). Rowland Reserve is located approximately 3 km from the Scotland Island Ferry Wharf, travelling by water, and McCarrs Creek and Bayview Baths are approximately 2.3 km away.



Figure 1-5 Option 3a, 3b and 3c - Additional Boat Bays at either Rowland Reserve (3a), McCarrs Creek Reserve (3b) and Bayview Baths (3c).

### 1.2.4 Option 4

Option 4 would consider either a 'do nothing' approach or assessment on the feasibility of a possible combination of the above-mentioned options. If a combination of options was considered it is envisaged indicative costs would be a largely weighted deciding factor.

## 2 Planning and Approvals

As part of preliminary options analysis, a review of relevant legislative, regulatory, Commonwealth, State and Local statutory planning instruments has been undertaken to identify any planning issues and to advise on the expected planning approvals that would be required to construct and operate each option based on their respective location and environmental setting, scope of construction works and future use(s). Site-specific information relevant to individual options is included within this section.

### 2.1 Federal Legislation

#### 2.1.1 Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)

The EPBC Act provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places, defined in the EPBC Act as Matters of National Environmental Significance (MNES). The EPBC Act requires assessment of whether proposed actions are likely to significantly impact on MNES or Commonwealth land. MNES are identified in an EPBC Act Protected Matters Search undertaken for the study area (see Appendix A).

A preliminary assessment of the potential impact of the options on MNES and Commonwealth land in Table 2-1 found that there is unlikely to be a significant impact on relevant MNES or on Commonwealth land. Accordingly, it is expected that none of the options would require a referral to the Australian Government Department of Agriculture, Water and Environment (DAWE) under the EPBC Act.

Table 2-1 Assessment of impacts to MNES.

MNES and Commonwealth Land	Potential Impacts
Any impact on a World Heritage property? There are no World Heritage properties within 1 km of the option locations.	Nil
Any impact on a National Heritage place? There are no National Heritage places within option locations. Option 3b is located in the vicinity of the National Heritage place "Ku-ring-gai Chase National Park, Lion, Long and Spectacle Island Nature Reserves".	Nil
Any impact on a wetland of international importance? There are no wetlands of international importance within 1 km of the option locations.	Nil
Any impact on a listed threatened species or communities? There are a number of listed threatened species and ecological communities under the EPBC Act which have the potential to occur within the general study area (refer to Sections 3.3.1 and 3.3.10). Further site investigations would be required to confirm the presence/absence of species and listed ecological communities (e.g. Posidonia seagrass meadows, saltmarsh, swamp oak forest). However, with appropriate design and adoption of mitigation measures during	Potential



construction, it is unlikely that the development of the options would significantly affect any listed threatened species or communities.	
<p>Any impacts on listed migratory species?</p> <p>There are a number of listed migratory species under the EPBC Act which have the potential to occur within the general study area (refer to Section 3.3.10). Further site investigations would be required to confirm the presence/absence of species. However, with appropriate design and adoption of mitigation measures during construction, it is unlikely that the development of the options would significantly affect listed migratory species.</p>	Potential
<p>Does the proposal involve a nuclear action (including uranium mining)?</p> <p>The options do not involve a nuclear action.</p>	Nil
<p>Any impact on a Commonwealth marine area?</p> <p>There are no Commonwealth marine areas in the vicinity of the options.</p>	Nil
<p>Does the proposal involve development of coal seam gas and/or large coal mine that has the potential to impact on water resources?</p> <p>The options do not involve development of coal seam gas or a large coal mine.</p>	Nil
<p>Additionally, any impact (direct or indirect) on Commonwealth land?</p> <p>The options would not be undertaken on or near any Commonwealth land.</p>	Nil

### 2.1.2 Native Title Act 1993 (NT Act)

The NT Act recognises the traditional rights and interests to land and waters of Aboriginal and Torres Strait Islander people. Under the NT Act, native title claimants can make an application to the Federal Court to have their native title recognised by Australian law. A search of the National Native Title Register indicates there are no native claims registered with respect to the option locations.

The NT Act presumes that Native Title exists on all land within the country (including Crown land) unless there has been an extinguishing event. The development of the options would be considered a Future Act as defined in the NT Act as a facility for services to the public under Subdivision K of Division 3 of Part 2 of the NT Act. The Future Act would not extinguish native title interests in the land and waters affected as the non-extinguishment principle will apply. For any works to commence, consultation under 24KA to Native Title Services Corp Ltd (NTS Co Corp) would be required.

### 2.1.3 Disability Discrimination Act 1992 (DDA)

The DDA aims to eliminate as far as possible, discrimination against persons on the ground of disability in areas including access to premises and the provision of facilities, services and land. The design of the options would be required to have regard to the requirements of the DDA, where facilities are to be used by the public.



## 2.2 NSW Legislation

### 2.2.1 Environmental Planning and Assessment Act 1979 (EP&A Act)

The EP&A Act is the principal planning and development legislation in NSW. The EP&A Act establishes planning approval pathways and environmental planning instruments which include State Environmental Planning Policies (SEPPs) and Local Environmental Plans (LEPs).

#### Part 4 Developments

Division 4.3 of the EP&A Act sets out the provisions for development that needs consent. Section 4.15 of the EP&A Act details the matters requiring consideration by the consent authority in determining a development application (DA).

Under Section 4.10 of the EP&A Act, certain DAs may be declared to be designated development by an EPI or the regulations which are high-impact developments. A designated development can also be integrated development, when under Section 4.46 of the EP&A Act, certain DAs may require the approval (such as a permit or license) from an NSW Government agency (approval body) before determination can be made by the consent authority.

Development of the options does not require consent.

#### Part 5 Activities

Section 5.5 of the EP&A Act requires determining authorities, when assessing an 'activity' under Part 5, to "examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of that activity". A Review of Environmental Factors (REF) is prepared and determined in accordance with these provisions.

As per Section 4.1 of the EP&A Act, if an environmental planning instrument provides that development may be carried out without the need for development consent, a person may carry out the development, in accordance with the environmental planning instrument, on land to which the provision applies.

### 2.2.2 Environmental Planning and Assessment Regulation 2000 (EP&A Regulation)

#### Designated Development

Clause 4 of the EP&A Regulation provides definition of designated development as development described in Part 1 of Schedule 3 of the EP&A Regulation unless declared not to be designated development by Part 2 or 3 of that Schedule. The relevant designated development criteria is included in Part 1, Clause 23 of Schedule 3 of the EP&A Regulation as follows:

#### *23 Marinas or other related land and water shoreline facilities*

*(1) Marinas or other related land or water shoreline facilities that moor, park or store vessels (excluding rowing boats, dinghies or other small craft) at fixed or floating berths, at freestanding moorings, alongside jetties or pontoons, within dry storage stacks or on cradles on hardstand areas—*



- (a) that have an intended capacity of 15 or more vessels having a length of 20 metres or more, or*
- (b) that have an intended capacity of 30 or more vessels of any length and—*
  - (i) are located in non-tidal waters, or within 100 metres of a wetland or aquatic reserve, or*
  - (ii) require the construction of a groyne or annual maintenance dredging, or*
  - (iii) the ratio of car park spaces to vessels is less than 0.5:1, or*
- (c) that have an intended capacity of 80 or more vessels of any size.*
- (2) Facilities that repair or maintain vessels out of the water (including slipways, hoists or other facilities) that have an intended capacity of—*
  - (a) one or more vessels having a length of 25 metres or more, or*
  - (b) 5 or more vessels of any length at any one time.*

It is considered that the boat bays would not meet the above definition for designated development as the primary purpose is to moor, park or store rowing boats, dinghies or other small craft.

#### Clause 228

Clause 228 of the EP&A Regulation defines the factors which must be considered when determining if an activity assessed under Division 5.1 of the EP&A Act has or is likely to have a significant impact on the environment.

### 2.2.3 Biodiversity Conservation Act 2016 (BC Act)

The purpose of the BC Act is to maintain a healthy, productive and resilient environment for the greatest well-being of the community, now and into the future consistent with the principles of ecologically sustainable development.

The BC Act outlines the protection of threatened species, communities and critical habitats in NSW. In the aquatic environment seabirds, waders, aquatic reptiles, aquatic mammals and insects, endangered aquatic ecological communities and key threatening processes are addressed under the BC Act. A number of threatened species listed under the BC Act 2016 have the potential to occur within the study area (refer to Section 3.3.10.1 and Appendix B). No Areas of Outstanding Biodiversity Value (AOBV) declared under the BC Act occur within the study area (refer to Section 3.3.9.2).

Part 7 of the BC Act contains the biodiversity assessment and approvals provisions for which developments or activities are to be assessed. There are not expected to be any significant impacts on any threatened species or on any endangered ecological community (EEC) listed under the BC Act as a result of the options. Therefore, preparation of a Species Impact Statement (SIS) would not be expected to be necessary and entry into the Biodiversity Offsets Scheme (BOS) under the BC Act would not be required.

### 2.2.4 Fisheries Management Act 1994 (FM Act)

The FM Act aims to conserve threatened species, populations and ecological communities of fish and key fish habitats. Part 7 of the FM Act relates to the protection of aquatic habitats including providing



management of dredging and reclamation work within permanently or intermittently flowing watercourses as well as for the management of marine vegetation. The FM Act is administered by NSW Department of Primary Industries (DPI).

NSW DPI administers legislation, which protects marine vegetation (mangroves, seagrasses and seaweeds) on public water land and foreshores. Harming or removal of marine vegetation is generally only permissible by permit.

NSW DPI applies the following policies in relation to harm to marine vegetation:

- Under most circumstances damage to live seagrass is only permitted for replanting and scientific research purposes.
- Strapweed (*Posidonia australis*) seagrass must not be directly or indirectly impacted by any activity or development.
- The collection of living macroalgae, with the exception of green 'bait weed' (*Enteromorpha* and *Ulva* spp.), requires a permit from NSW DPI.
- Removal of marine vegetation, such as mangroves, requires a permit. No removal of marine vegetation will generally be permitted in certain areas, such as SEPP14 wetlands (Coastal Wetlands).

There are a number of threatened fish species listed under the FM Act with the potential to occur in the study area, which have been identified and discussed in Section 3.3.10.2 (also see Appendix C). No significant impacts on these species are expected to occur.

Marine vegetation, including the endangered *Posidonia australis* seagrass population of Pittwater, is mapped by NSW DPI at many of the option sites. It is also expected to occur at sites where current mapping does not indicate its presence (also note that macroalgae is not included within the DPI mapping and a review of aerial imagery suggests that aquatic vegetation does occur at many sites where not mapped). This is discussed in Section 3.3.2.

No areas of declared Critical Habitat under the FM Act occur within the study area and would not be impacted by any of the proposed options (refer to Section 3.3.9.1).

Permits or notification to DPI that would likely be required (for any option) under the following sections of the FM Act are as follows:

- Section 199: Notification for carrying out of dredging and reclamation works (note that piling is regarded as reclamation).
- Section 205: Permit for works that harm marine vegetation (i.e. mangroves, saltmarsh, seagrass or macroalgae).

## 2.2.5 Water Management Act 2000 (WM Act)

Under Section 91 of the WM Act, an approval is required for a "controlled activity that is undertaken on waterfront land". Waterfront land includes beds of any river, lake and estuary. Development of any of the options would be exempt from the requirement to obtain a 'controlled activity' approval under Clause 41 of the Water Management (General) Regulation 2018 for work on waterfront land as it would be conducted by a public authority.



#### 2.2.6 National Parks and Wildlife Act 1974 (NPW Act)

The NPW Act provides controls in relation to the protection of land reserved under the NPW Act as well as controls in relation to the protection of items of cultural heritage. It is an offence under the NPW Act to 'harm' Aboriginal objects or sites of Aboriginal significance without an Aboriginal Heritage Impact Permit (AHIP). Refer to Section 3.2 for further discussion on potential impacts to any Aboriginal places and sites. Refer to Section 3.3.7 for a description of the location of National Parks and Nature Reserves under the NPW Act.

#### 2.2.7 Heritage Act 1977

The *Heritage Act 1977* contains provisions for listing sites or places on the State Heritage Register (SHR), establishment of State Government Agencies Heritage and Conservation Registers and the protection of relics. None of the option locations are listed on the SHR or any Agency's Heritage and Conservation Register.

The Heritage Act 1977 defines a "relic" as follows:

*"relic means any deposit, artefact, object or material evidence that:*

*(a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*

*(b) is of State or local heritage significance."*

There are no known relics at the option locations or any known maritime heritage (such as shipwrecks) that would be directly impacted. Refer to Section 3.2 for further discussion.

#### 2.2.8 Crown Land Management Act 2016 (CLM Act)

The CLM Act includes provision for the ownership, use and management of the State's Crown land. Crown land is administered by the Department of Planning, Industry and Environment (DPIE). The majority of the bed of Pittwater and McCarrs Creek is mapped as Crown land, with the exception of Rowland Reserve and parts of the adjoining bed of Winererremy Bay (Figure 2-1).

Crown reserves are identified in Figure 2-2 to Figure 2-4. Most of the reserve trusts are managed by Council, except for the Pittwater Regional Crown Reserve.

Under Division 3.4 of the CLM Act, if a Council is a manager of a reserve trust and the reserve is a public reserve, the trust has all the functions of a Council under the *Local Government Act 1993* (LG Act). However, the trust has no authority to classify a public reserve or any part of it as operational land under the LG Act.



Figure 2-1 Crown land mapped around Rowland Reserve – Option 3a (Source: NSW Planning Portal).



Figure 2-2 Crown reserves at Options 1a, 1b, 2a and 2b (Source: NSW Planning Portal).





Figure 2-3 Crown reserves at Option 3b (Source: NSW Planning Portal).



Figure 2-4 Crown reserves at Option 3c (Source: NSW Planning Portal).



### 2.2.9 Local Government Act 1993 (LG Act)

The LG Act requires that all councils classify public land as “operational” or “community” and that plans of management be prepared for community land, except land to which the CLM Act applies. The Council maintains a Land Register under Section 53 of the LG Act.

Land at Options 1a, 1b, 2a, 2b, 3b and 3c does not directly include community land vested in Council and is therefore not subject to the provisions of the LG Act. However, there is a Church Point Plan of Management, dated November 2009 that currently exists. Land at Option 3a at Rowland Reserve is classified as community land (Figure 2-5) and the Winnererremy Bay Plan of Management, dated May 2003 applies to this land.



Figure 2-5 Council owned/managed land (NBC Land Register 2021).

### 2.2.10 Protection of the Environment Operations Act 1997 (POEO Act)

The POEO Act regulates activities which may result in pollution impacts (for example land, air, water and noise pollution). Part 3.2 of the POEO Act requires an environmental protection licence (EPL) for scheduled development work and to carry out scheduled activities as identified in Schedule 1 of the POEO Act. Examples of scheduled activities including extractive activities (dredging) where more than 30,000 tonnes per year and marinas including boat moorings and storage capacity to handle more than 80 vessels (excluding rowing boats, dinghies and other small craft) at any time. None of the options would require an EPL.

## 2.3 Environmental Planning Instruments

### 2.3.1 State Environmental Planning Policy (Coastal Management) 2018 (CM SEPP)

The CM SEPP aims to update and consolidate into one integrated policy, a series of previous SEPPs including State Environmental Planning Policy 14 (Coastal Wetlands), State Environmental Planning Policy 26 (Littoral Rainforests) and State Environmental Planning Policy 71 (Coastal Protection). The CM SEPP gives effect to the objectives of the *Coastal Management Act 2016* from a land use planning perspective, specifying how developments are to be assessed if they fall within the coastal zone.

All option sites falls within the Coastal Environment Area and Coastal Use Area zones identified in the CM SEPP. The option locations do not fall within any mapped Coastal Wetlands or Littoral Rainforests. Options 3a and 3b are located within land mapped Proximity Areas for Coastal Wetlands (Figure 2-6). Section 3.3.4 and 3.3.5 provide further detail on the location of Coastal Wetlands and Littoral Rainforests in relation to each of the options.



*Figure 2-6 Land mapped as CM SEPP Coastal Wetlands and Proximity Areas for Coastal Wetlands (Source: NSW Planning Portal).*

Under the CM SEPP, development consent for land in proximity to Coastal Wetlands must not be granted if a development will have a significant impact under Clause 11. For development on land within the Coastal Environment Area and Coastal Use Area, consent must not be granted if a development is likely to cause an adverse impact to these areas with respect to matters outlined in Clauses 13 and 14.



As any development would be assessed and determined under Division 5.1 of the EP&A Act, the consideration of these development controls is not a statutory requirement.

### 2.3.2 State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)

The ISEPP aims to facilitate the effective delivery of various infrastructure types across NSW including provisions for exempt and complying development, development without consent and development permitted with consent.

Clause 68(4) of the Infrastructure SEPP permits the development of 'wharf or boating facilities' on any land by or on behalf of a public authority without consent. The definition of 'wharf or boating facilities' under the Standard Instrument is:

*"a wharf or any of the following facilities associated with a wharf or boating that are not port facilities—*

- (a) facilities for the embarkation or disembarkation of passengers onto or from any vessels, including public ferry wharves,*
- (b) facilities for the loading or unloading of freight onto or from vessels and associated receipt, land transport and storage facilities,*
- (c) wharves for commercial fishing operations,*
- (d) refuelling, launching, berthing, mooring, storage or maintenance facilities for any vessel,*
- (e) sea walls or training walls,*
- (f) administration buildings, communication, security and power supply facilities, roads, rail lines, pipelines, fencing, lighting or car parks."*

Clause 68(5) allows the following to be undertaken when in connection with development for the purpose of wharf or boating facilities:

- "(a) construction works (including dredging or land reclamation, if the dredging or land reclamation is required for the construction of those facilities),*
- (b) routine maintenance works,*
- (c) environmental management works,*
- (d) alteration, demolition or relocation of a local heritage item,*
- (e) alteration or relocation of a State heritage item."*

In addition, Clause 68(7) allows dredging, or bed profile levelling, of existing navigation channels, if that dredging or levelling is:

- "(a) carried out for safety reasons, or*
- (b) carried out in connection with any such facilities that, at the time of the dredging or levelling, exist."*



As the proposed activity is for the purpose of 'wharf or boating facilities' and would be carried out by Council, it can be assessed and determined by Council under Division 5.1 of the EP&A Act. A REF would be prepared to describe the proposed activity, its potential environmental impacts, and safeguards and management measures to be implemented. In doing so, the REF helps to fulfil the requirements of Section 5.5 of the EP&A Act, including that Council examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the activity.

Clause 16 contains provisions for consultation with public authorities other than councils for certain types of development including Clause 16(2)(e) for "*development comprising a fixed or floating structure in or over navigable waters—Transport for NSW*".

### 2.3.3 State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)

The SRD SEPP identifies development that is State significant infrastructure and critical State significant infrastructure.

Clause 14(1) of the SRD SEPP declares development to be State significant infrastructure if the development is, by the operation of a State environmental planning policy, permissible without development consent and the development is specified in Schedule 3 of the SRD SEPP.

Schedule 3 specifies that development for the purpose of port and wharf facilities or boating facilities (not including marinas) by or on behalf of a public authority that has a capital investment value of more than \$30 million is State significant infrastructure.

The proposed development has a capital investment value of less than \$30 million. Therefore, it is not State significant infrastructure as declared by the SRD SEPP.

### 2.3.4 State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (ECD SEPP)

The ECD SEPP contains provisions for:

- Exempt development in Part 1, Subdivision 40A Waterways structures—minor alterations to existing lawful boat sheds, jetties, marinas, pontoons, water recreation structures and wharf or boating facilities.
- Complying development in Part 4A, Subdivision 6 Waterways structures for structural repairs to, the replacement of, or the carrying out of maintenance works in relation to, existing lawful boat sheds, cranes, davits, jetties, marinas, pontoons, slipway rails, winches, water recreation structures and wharf or boating facilities.

### 2.3.5 Pittwater Local Environmental Plan 2014 (LEP)

The LEP governs local development controls and land use zonings. The zoning for each option is shown in Figure 2-7 and Table 2-2.

As stated previously, Clause 68(4) permits development for the purpose of wharf or boating facilities to be carried out by or on behalf of a public authority without consent on any land. As development



without consent, the options would not be subject to the provisions of the LEP. However, the LEP is useful in identifying the objectives of the land use zonings and range of permitted land uses (Table 2-3).

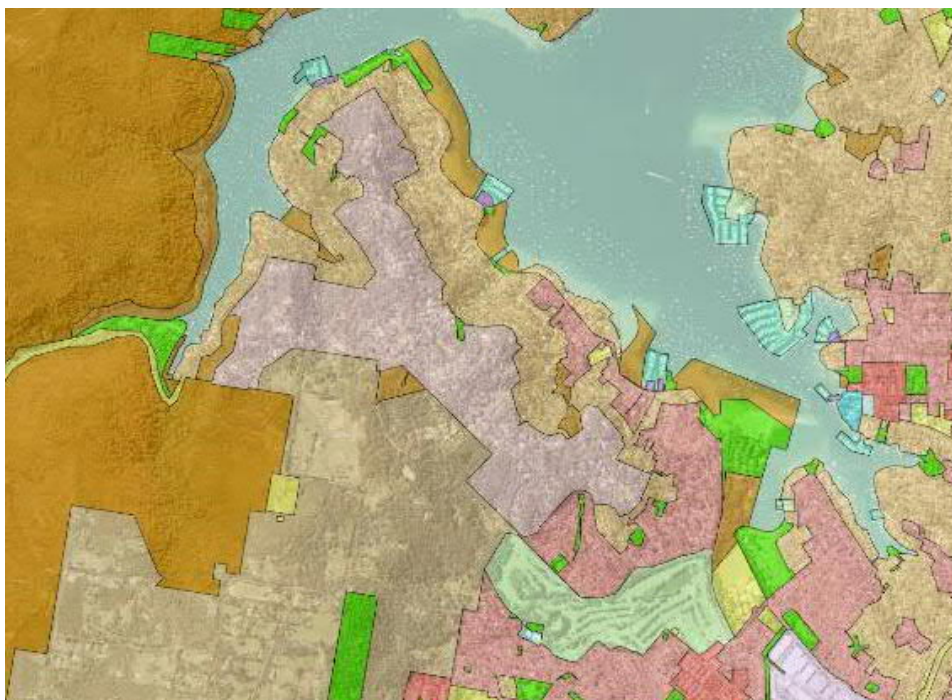


Figure 2-7 LEP Land Zoning (Source: NSW Planning Portal).

Table 2-2 Zoning for the options.

Option	Zoning
Option 1a and 1b	W1 Natural Waterways
Option 2a	W1 Natural Waterways, RE1 Public Recreation
Option 2b	E2 Environmental Conservation, RE1 Public Recreation
Option 3a	W1 Natural Waterways, E2 Environmental Conservation, RE1 Public Recreation
Option 3b	W1 Natural Waterways, E2 Environmental Conservation, RE1 Public Recreation
Option 3c	W1 Natural Waterways, W2 Recreational Waterways, RE1 Public Recreation

Table 2-3 Zone objectives and land uses.

Zone	Zone objectives	Permitted without consent	Permitted with consent	Prohibited
W1 Natural Waterways	<ul style="list-style-type: none"> <li>To protect the ecological and scenic values of natural waterways.</li> <li>To prevent development that would have an adverse effect on the natural values of waterways in this zone.</li> <li>To provide for sustainable fishing industries and recreational fishing.</li> <li>To ensure development does not adversely impact on the natural environment or obstruct the navigation of the waterway.</li> <li>To provide opportunities for private access to the waterway where these do not cause unnecessary impact on public access to the foreshore.</li> </ul>	Environmental protection works	Aquaculture; Environmental facilities; Mooring pens	Business premises; Hotel or motel accommodation; Industries; Multi dwelling housing; Recreation facilities (major); Residential flat buildings; Restricted premises; Retail premises; Seniors housing; Service stations; Warehouse or distribution centres; Any other development not specified in item 2 or 3
RE1 Public Recreation	<ul style="list-style-type: none"> <li>To enable land to be used for public open space or recreational purposes.</li> <li>To provide a range of recreational settings and activities and compatible land uses.</li> <li>To protect and enhance the natural environment for recreational purposes.</li> <li>To allow development that does not substantially diminish public use of, or access to, public open space resources.</li> <li>To provide passive and active public open space resources, and ancillary development, to meet the needs of the community.</li> </ul>	Building identification signs; Environmental protection works; Horticulture; Markets; Roads	Aquaculture; Centre-based child care facilities; Community facilities; Environmental facilities; Information and education facilities; Kiosks; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Restaurants or cafes; Signage; Take away food and drink premises; Water recreation structures	Any development not specified in item 2 or 3
E2 Environmental Conservation	<ul style="list-style-type: none"> <li>To protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values.</li> <li>To prevent development that could destroy, damage or otherwise have an adverse effect on those values.</li> <li>To ensure the continued viability of ecological communities and threatened species.</li> </ul>	Environmental protection works	Environmental facilities; Oyster aquaculture Recreation areas; Roads	Business premises; Hotel or motel accommodation; Industries; Multi dwelling housing; Pond-based aquaculture; Recreation facilities (major); Residential flat buildings; Restricted premises; Retail premises; Seniors housing; Service stations; Tank-based

	<ul style="list-style-type: none"> <li>To protect, manage, restore and enhance the ecology, hydrology and scenic values of riparian corridors and waterways, groundwater resources, biodiversity corridors, areas of remnant native vegetation and dependent ecosystems.</li> </ul>			aquaculture; Warehouse or distribution centres; Any other development not specified in item 2 or 3
W2 Recreational Waterways	<ul style="list-style-type: none"> <li>To protect the ecological, scenic and recreation values of recreational waterways.</li> <li>To allow for water-based recreation and related uses.</li> <li>To provide for sustainable fishing industries and recreational fishing.</li> <li>To provide for amateur and professional recreational yachting or boating clubs and the like that serve Pittwater and the wider region.</li> <li>To ensure development does not adversely impact on the enjoyment and use of the waterway or adjoining land.</li> <li>To provide for a variety of passive and active recreational pursuits and water-based transport while preserving the environmental setting of the waterway.</li> <li>To ensure that public access to the waterway and foreshore areas suitable for public recreational and transport purposes is maintained.</li> </ul>	Environmental protection works	Aquaculture; Boat building and repair facilities; Boat launching ramps; Boat sheds; Charter and tourism boating facilities; Emergency services facilities; Environmental facilities; Jetties; Kiosks; Marinas; Mooring pens; Signage; Water recreation structures	Industries; Multi dwelling housing; Residential flat buildings; Seniors housing; Warehouse or distribution centres; Any other development not specified in item 2 or 3





## 2.4 Planning Approvals Pathway

It is expected that the construction of the new boating facilities can be carried out under the provisions of ISEPP at any of the option locations. The planning approval pathway is development for the purpose of 'wharf or boating facilities' under Clause 68(4) when undertaken by or on behalf of a public authority this may be carried out without development consent subject to the preparation and determination of a REF under Part 5 of the EP&A Act.

Statutory consultation would be required with Transport for New South Wales (TfNSW) and NTS Corp (Native Title Service Provider for Aboriginal Traditional Owners in New South Wales and the Australian Capital Territory).

Other notification and permits that are likely to be required for the proposal under the FM Act include:

- Section 199: Notification for carrying out of dredging and reclamation works.
- Section 205: Permit for works that harm marine vegetation.

## 3 Environmental Constraints

Environmental constraints associated with each of the six locations identified by NBC are outlined in the following Sections. This identification of constraints is based on a desktop review of existing data as well as a general site inspection undertaken on 16<sup>th</sup> August 2021. No specialist surveys of flora (aquatic or terrestrial) or fauna were undertaken as part of the general site inspection but should be included for the following stage of approvals (i.e. preparation of an REF).

### 3.1 Land Use and Property

Land use and property constraints for all six options are identified in the following Sections as well as other areas of this report as follows.

Land use zoning is discussed previously in Section 2.3.5. The NBC LEP governs local development controls and land use zonings. The land use zoning for each option is shown previously in Figure 2-7 and Table 2-2. Clause 68(4) permits development for the purpose of wharf or boating facilities to be carried out by or on behalf of a public authority without consent on any land. As development without consent, the options would not be subject to the provisions of the LEP. However, the LEP is useful in identifying the objectives of the land use zonings and range of permitted land uses (Table 2-3).

Crown land is discussed previously in Section 2.2.8. The majority of the bed of Pittwater and McCarrs Creek is mapped as Crown land, with the exception of Rowland Reserve and parts of the adjoining bed of Winnereremy Bay (Figure 2-1). Crown reserves in the vicinity of the options are identified in Figure 2-2 to Figure 2-4. Most of the reserve trusts are managed by Council, except for the Pittwater Regional Crown Reserve.

Native title is discussed previously in Section 2.1.2. A search of the National Native Title Register indicates there are no native claims registered with respect to any of the option locations.

National parks and nature reserves are discussed in Section 3.3.7. No National Parks or Nature Reserves occur on land identified for any of the options.

Socio-economic factors are discussed in Section 3.6 and traffic, transport and access constraints in Section 3.8.

#### 3.1.1 Option 1a and 1b – Extension

A summary of land use and property matters for Option 1a and 1b is provided below.

- Land Zoning – W1 Natural Waterways
- Crown Land – Yes
- Native Title – No native claims registered
- National Parks and Nature Reserves – No
- Residential (in vicinity) – Yes
- Open space and recreation – Yes



- Commercial areas - Yes

### 3.1.2 Option 2a – Additional Structure Rostrevor Reserve

A summary of land use and property matters for Option 2a is provided below.

- Land Zoning – W1 Natural Waterways, RE1 Public Recreation
- Crown Land – Yes
- Native Title – No native claims registered
- National Parks and Nature Reserves – No
- Residential (in vicinity) – Yes
- Open space and recreation – Yes
- Commercial areas - Yes

### 3.1.3 Option 2b – Additional Structure Church Point Reserve

A summary of land use and property matters for Option 2b is provided below.

- Land Zoning – E2 Environmental Conservation, RE1 Public Recreation
- Crown Land – Yes
- Native Title – No native claims registered
- National Parks and Nature Reserves – No
- Residential (in vicinity) – Yes
- Open space and recreation – Yes
- Commercial areas - Yes

### 3.1.4 Option 3a – Boat Bays Rowland Reserve

A summary of land use and property matters for Option 3a is provided below.

- Land Zoning – W1 Natural Waterways, E2 Environmental Conservation, RE1 Public Recreation
- Crown Land – No
- Native Title – No native claims registered
- National Parks and Nature Reserves – No
- Residential (in vicinity) – Yes
- Open space and recreation – Yes
- Commercial areas - No



### 3.1.5 Option 3b – Boat Bays McCarrs Creek Reserve

A summary of land use and property matters for Option 3b is provided below.

- Land Zoning – W1 Natural Waterways, E2 Environmental Conservation, RE1 Public Recreation
- Crown Land – Yes
- Native Title – No native claims registered
- National Parks and Nature Reserves – In close vicinity of “Ku-ring-gai Chase National Park, Lion, Long and Spectacle Island Nature Reserves”. The option would have no have direct physical impacts on this item, but the REF would be required to assess any potential visual impacts to this item.
- Residential (in vicinity) – Yes
- Open space and recreation – Yes
- Commercial areas - No

### 3.1.6 Option 3c – Boat Bays Bayview Baths

A summary of land use and property matters for Option 3c is provided below.

- Land Zoning – W1 Natural Waterways, W2 Recreational Waterways, RE1 Public Recreation
- Crown Land – Yes
- Native Title – No native claims registered
- National Parks and Nature Reserves - No
- Residential (in vicinity) – Yes
- Open space and recreation – Yes
- Commercial areas - No

### 3.1.7 Summary of Land Use and Property Constraints

A summary of key land use and property constraints for each option is provided in Table 3-1.

*Table 3-1 Summary of land use and property constraints for each option.*

Option	Residential Areas	Open Space / Recreation Areas	Commercial Areas	Native Title Claims	Crown Land *	National Parks	Nature Reserves
1a and 1b – Extension at Church Point	Yellow	Yellow	Yellow	Green	Yellow	Green	Green
2a – Additional Structure Rostrevor Reserve	Yellow	Yellow	Yellow	Green	Yellow	Green	Green
2b – Additional Structure Church Point Reserve	Yellow	Yellow	Yellow	Green	Yellow	Green	Green
3a – Boat Bays Rowland Reserve	Yellow	Yellow	Green	Green	Green	Green	Green
3b – Boat Bays McCarrs Creek Reserve	Yellow	Yellow	Green	Green	Yellow	Yellow	Green
3c – Boat Bays Bayview Baths	Yellow	Yellow	Yellow	Green	Yellow	Green	Green

Green = not a constraint (based on review of existing mapping/data). Yellow = potential constraint. \* Identifies that the site is on Crown Land (not particularly a constraint).



## 3.2 Cultural Heritage

### Aboriginal cultural heritage

A desktop Aboriginal Heritage Due Diligence Assessment in accordance with the Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales (DECCW, 2010) was undertaken for each site. The assessment included Aboriginal Heritage Information Management System (AHIMS) database searches, review of landscape context and review of any previous investigations. It is suggested that consultation with the relevant Local Aboriginal Land Councils (LALCs) is undertaken at a later phase (i.e. REF stage). The Due Diligence Assessment has determined whether an Aboriginal Heritage Impact Permit (AHIP) is likely to be required for each site.

A copy of the AHIMS database search is provided in Appendix D.

### Non-Aboriginal heritage

Non-Aboriginal heritage (including historic research of the study area and identification of built, archaeological and landscape items with their statutory status) was considered for each site by reference to statutory and non-statutory heritage lists/registers as well as previous studies, where available. A preliminary assessment of the potential impact(s), if any, on any conservation values that may constitute the heritage significance of the site and its elements, as well as impact(s), if any, on heritage items that may be located in vicinity of the site has been included.

### 3.2.1 Option 1a and 1b – Extension

No Aboriginal places have been recorded in AHIMS.

Two Aboriginal sites have been recorded in AHIMS in or near the locations at Church Point based on a map search. Section 2.1.1 of the Church Point Plan of Management (Pittwater Council and Land and Property Management Authority, 2009) states that *“Several Aboriginal Middens have been identified within or near the Church Point study area. Prior to detailed documentation the exact locations and extent of Middens on site will be investigated and liaison with the Aboriginal Land Council undertaken to ensure the long term protection of viable sites”*.

An extensive AHIMS search would be required to be undertaken to confirm the location of the two Aboriginal sites recorded in or near the locations. If any Aboriginal sites are determined to be located within the options footprint, the design is to seek to avoid harm to these sites. If harm is unavoidable, detailed investigation and impact assessment of potential Aboriginal archaeology would be required to inform the submission of an AHIP.

No heritage items, archaeological sites or heritage conservation areas listed under the LEP are located on the location. The following items listed under Schedule 5 of the LEP are located in the vicinity of the option locations (Figure 3-1):

- “Memorial Obelisk” (Item No. 2270007).
- “Church Point Post Office and store” (Item No. 2270010).
- “Rostrevor” (House)” (Item No. 2270005).
- “Homesdale” (house)” (Item No. 2270070).

- "Graveyard and site of former Methodist Church" (Item No. A2270125).
- "Church Point Wharf" (Item No. A2270336).

The options would have no have direct physical impacts to the heritage items and archaeological sites located in the vicinity. The REF would be required to assess any potential visual impacts to these items.



Figure 3-1 Location of heritage items and archaeological sites (Source: Northern Beaches Council 2021).

### 3.2.2 Option 2a – Additional Structure Rostrevor Reserve

No Aboriginal places have been recorded in AHIMS. See above discussion in Section 3.2.1 regarding Aboriginal sites at Church Point.

The heritage item “Memorial Obelisk” (Item No. 2270007)” is located within Rostrevor Reserve. The option design would be required to avoid direct physical impact to this item. The REF would be required to assess any potential indirect heritage and visual impacts to this item.

The heritage items “Rostrevor” (House) (Item No. 2270005) and “Homesdale” (house) (Item No. 2270070) are located in the vicinity. The option would have no direct physical impacts to the heritage items located in the vicinity. The REF would be required to assess any potential visual impacts to these items.

### 3.2.3 Option 2b – Additional Structure Church Point Reserve

No Aboriginal places have been recorded in AHIMS. See above discussion in Section 3.2.1 regarding Aboriginal sites at Church Point.

No heritage items, archaeological sites or heritage conservation areas listed under the LEP are located on the location. The following items are located in the vicinity of the option locations (Figure 3-1):





- “Church Point Post Office and store” (Item No. 2270010).
- “Graveyard and site of former Methodist Church” (Item No. A2270125).
- “Church Point Wharf” (Item No. A2270336).

The option would have no have direct physical impacts to the heritage item and archaeological sites located in the vicinity. The REF would be required to assess any potential visual impacts to these items.

### 3.2.4 Option 3a – Boat Bays Rowland Reserve

No Aboriginal places have been recorded in AHIMS.

Four Aboriginal sites have been recorded in AHIMS in or near the location at Rowland Reserve for Lot 8 DP578688 with a 200 m buffer. It is noted that Section 2.1.3 of the Wimmererremy Bay Plan of Management (Pittwater Council, 2003) states that *“No archaeological survey has been conducted in the study area, however, due to past dredging and reclamation works over an extended period of time, it is most unlikely that any physical evidence of Aboriginal culture still exists”*.

An extensive AHIMS search would be required to be undertaken to confirm the location of the four Aboriginal sites recorded in or near the location. If any Aboriginal sites are determined to be located within the options footprint, the design is to seek to avoid harm to these sites. If harm is unavoidable, detailed investigation and impact assessment of potential Aboriginal archaeology would be required to inform the submission of an AHIP.

No heritage items, archaeological sites or heritage conservation areas listed under the LEP are located on the location or in the vicinity.

### 3.2.5 Option 3b – Boat Bays McCarrs Creek Reserve

No Aboriginal places or sites have been recorded in AHIMS.

The location is in the vicinity of the heritage item “Ku-ring-gai Chase National Park, Lion, Long and Spectacle Island Nature Reserves” listed on the National Heritage List (Figure 3-2) and protected under the EPBC Act. The option would have no have direct physical impacts to the heritage item located in the vicinity. The REF would be required to assess any potential visual impacts to this item.

No heritage items, archaeological sites or heritage conservation areas listed under the LEP are located on the location or in the vicinity.



Figure 3-2 Curtilage for the “Ku-ring-gai Chase National Park, Lion, Long and Spectacle Island Nature Reserves”  
(Source: Department of Agriculture, Water and Environment 2021).

### 3.2.6 Option 3c – Boat Bays Bayview Baths

No Aboriginal places have been recorded in AHIMS.

Four Aboriginal sites have been recorded in AHIMS in or near the location based on a map search. An extensive AHIMS search would be required to be undertaken to confirm the location of the four Aboriginal sites recorded in or near the location. If any Aboriginal sites are determined to be located within the options footprint, the design is to seek to avoid harm to these sites. If harm is unavoidable, detailed investigation and impact assessment of potential Aboriginal archaeology would be required to inform the submission of an AHIP.

No heritage items, archaeological sites or heritage conservation areas listed under the LEP are located on the location. The following items listed under Schedule 5 of the LEP are located in the vicinity of the option location (Figure 3-3):

- “Sea scout hall” (Item No. 2270406).
- “Street trees—1 Bunya Pine (*Araucaria bidwillii*) and 2 Norfolk Island Pines (*Araucaria heterophylla*)” (Item No. 2270046).
- “Sandstone retaining wall” (Item No. A2270057).

The option would have no have direct physical impacts to the heritage items and archaeological sites located in the vicinity. The REF would be required to assess any potential visual impacts to these items.



Figure 3-3 Location of heritage items and archaeological sites (Source: Northern Beaches Council 2021).

### 3.2.7 Summary of Heritage Constraints

A summary of heritage constraints for each option is provided in Table 3-2.

*Table 3-2 Summary of heritage constraints for each option.*

Option	Aboriginal Places	Aboriginal Sites	Native Title Claims	European Heritage Items	European Archaeological Sites	European Landscape Items	Heritage Conservation Areas
1a and 1b – Extension at Church Point							
2a – Additional Structure Rostrevor Reserve							
2b – Additional Structure Church Point Reserve							
3a – Boat Bays Rowland Reserve							
3b – Boat Bays McCarrs Creek Reserve							
3c – Boat Bays Bayview Baths							

Green = not a constraint (based on review of existing mapping/data). Yellow = potential constraint.

### 3.3 Aquatic and Terrestrial Biodiversity

Aquatic and terrestrial biodiversity constraints in the study area were identified through a review of existing data (e.g. online databases and mapping). The review of existing data included a preliminary identification of terrestrial and aquatic habitats, protected vegetation communities and threatened and/or protected fauna listed under State and Federal legislation.

Identification of important conservation tenures (e.g. NPWS reserves, areas of critical habitat (as identified under the FM Act and EPBC Act) and Areas of Outstanding Biodiversity Value (AOBVs) (as identified under the BC Act), NSW DPI mapped marine vegetation (i.e. mangroves, saltmarsh and seagrass), SEPP Coastal Wetlands or Littoral Rainforest as identified under the CM SEPP and identification of waterways and Key Fish Habitat was made. Recent Nearmap aerial imagery was reviewed for each site in order to assist with the identification of any areas of aquatic vegetation which may not be mapped under existing NSW DPI mapping.

#### 3.3.1 Matters of National Environmental Significance

Matters of National Environment Significance (MNES) relating to biodiversity, as listed under the EPBC Act, were identified via an EPBC Act Protected Matters Search for the study area (<http://www.environment.gov.au/epbc/protected-matters-search-tool>). A point was selected in the approximate middle of all proposed sites with a 5 km radius search area adopted to cover the entire area of interest (Figure 3-4). The Protected Matters Search Report is provided in Appendix A.

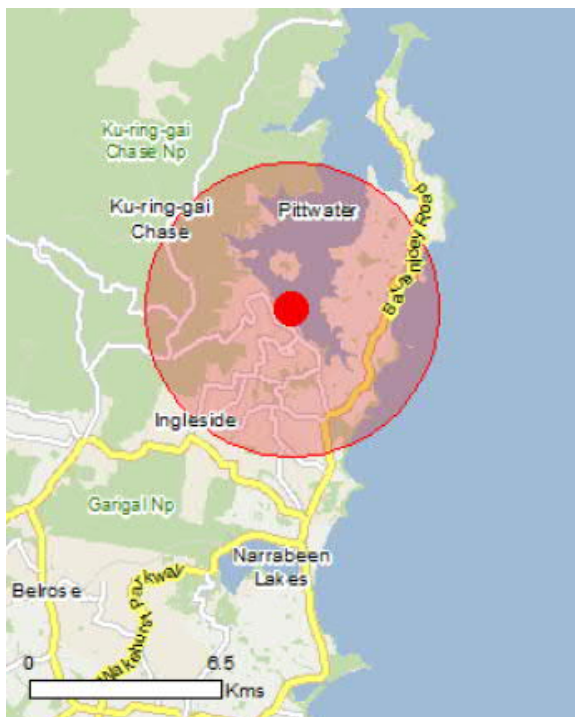


Figure 3-4 Protected Matters Search area (Protected Matters Search Tool 2021).



Matters of National Environmental Significance (MNES) relating to aquatic and terrestrial biodiversity in the study area are relevant for all options and are listed below:

- Wetlands of International Importance - None
- Great Barrier Reef Marine Park – None
- Commonwealth Marine Area – None
- Listed Threatened Species – 90 (refer to Section 3.3.10)
- Listed Threatened Ecological Communities – 6 (see following).
- Listed Migratory Species – 59 (refer to Section 3.3.10)

Other Matters Protected by the EPBC Act in the study area are listed below:

- Listed Marine Species – 77 (refer to Section 3.3.10)
- Whales and Other Cetaceans – 14 (refer to Section 3.3.10)
- Critical Habitats - None
- Australian Marine Parks – None
- Nationally Important Wetlands - None
- Key Ecological Features (Marine) – None

Listed Threatened Ecological Communities in the study area are listed below:

1. Coastal Swamp Oak (*Casuarina glauca*) Forest of New South Wales and South East Queensland ecological Community - Endangered Community likely to occur within area.
2. Coastal Upland Swamps in the Sydney Basin Bioregion - Endangered Community likely to occur within area.
3. Littoral Rainforest and Coastal Vine Thickets of Eastern Australia - Critically Endangered Community likely to occur within area.
4. *Posidonia australis* seagrass meadows of the Manning-Hawkesbury ecoregion - Endangered Community likely to occur within area.
5. River-flat eucalypt forest on coastal floodplains of southern New South Wales and eastern Victoria - Critically Endangered Community likely to occur within area.
6. Subtropical and Temperate Coastal Saltmarsh - Vulnerable Community likely to occur within area.

Site investigations will be required to determine and/or confirm whether any of these listed communities occur within the waterway or on the foreshore at the individual option sites.

Areas of saltmarsh and *Posidonia* seagrass, as previously mapped by NSW DPI in the study area, are described further in Section 3.3.2. Areas of mapped saltmarsh occur in the vicinity of Option 3a. Areas of *Posidonia* seagrass are mapped in the vicinity of Option 2a and Option 3c. Inspection of aerial



imagery for the sites suggests, and past experience has shown, that areas of aquatic vegetation are often more expansive or differ from the DPI mapping so this must be confirmed with specific site inspections.

### 3.3.2 Mapped Aquatic Vegetation

All aquatic vegetation (i.e. mangroves, saltmarsh, seagrass and macroalgae) is protected under the FM Act. Under the FM Act it is an offence to remove or harm (either directly or indirectly) aquatic vegetation without a permit. Six locations within NSW (Port Hacking, Botany Bay, Sydney Harbour, Pittwater, Brisbane Waters and Lake Macquarie) have suffered significant population declines of the seagrass *P. australis* and these have been listed as endangered populations. In addition, *P. australis* Seagrass Meadows of the Manning Hawkesbury Ecoregion are a Nationally Significant Ecological Community listed under the EPBC Act.

NSW DPI has mapped estuarine vegetation in all estuaries of NSW, with mapping available on the NSW DPI Fisheries Spatial Data Portal (<https://www.dpi.nsw.gov.au/about-us/research-development/spatial-data-portal>). Figure 3-5 provides an overview of all mapped aquatic vegetation within the local waterway. Site specific maps for each option are included in the following sections with further descriptions of mapped aquatic vegetation occurrence. Note that the NSW DPI mapping does not include areas of macroalgae (which is common around intertidal rocky shores, subtidal rocky reefs and also on artificial structures).

A NSW DPI Part 7 s205 Permit to Harm Marine Vegetation is likely to be required for any of the options being considered based on the known occurrence of aquatic vegetation (seagrass, mangroves or saltmarsh) at, or in the vicinity, of the proposed options, and the likelihood that marine macroalgae will also occur. However, the need for such permits will need to be confirmed once site specific investigations are undertaken for selected option at the REF stage.



Figure 3-5 Aquatic vegetation distribution around Church Point and surrounding areas (NSW DPI 2021).







Figure 3-7 Aquatic vegetation mapped in the vicinity of Option 2a (NSW DPI 2021).



Figure 3-8 Inshore aquatic vegetation in the vicinity of Option 2b.

### 3.3.2.3 Option 2b – Additional Structure Church Point Reserve

Quite expansive beds of *Posidonia* and smaller areas of *Zostera* seagrass have been mapped in the vicinity of Option 2b (Figure 3-9). Images of nearshore seagrass and macroalgae, taken from the shore during a general site inspection in August 2021, are shown in Figure 3-10. Based on the aerial imagery it is likely that the extent of seagrass in this area is more widespread than current NSW DPI mapping suggests. In addition, additional species may be present. Construction in this area will most likely impact directly on aquatic vegetation. Site specific investigations should be undertaken to inform an REF for the proposal. In addition, this option has been identified by NSW DPI Fisheries as one which is not preferred due to the mapped *Posidonia*.



Figure 3-9 Aquatic vegetation mapped in the vicinity of Option 2b (NSW DPI 2021)

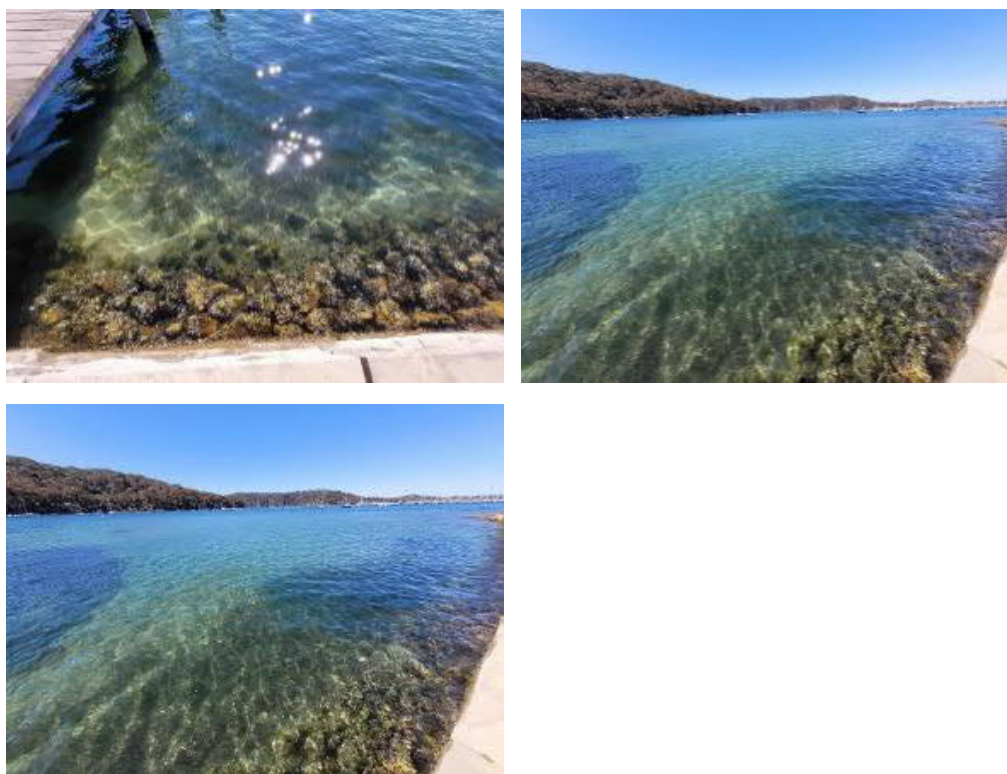


Figure 3-10 Inshore aquatic vegetation in the vicinity of Option 2b.



#### 3.3.2.4 Option 3a – Boat Bays Rowland Reserve

Areas of *Zostera* seagrass, mangroves and saltmarsh are mapped in the vicinity of Option 3a (Figure 3-11). Images of nearshore seagrass and mangroves, taken from the shore during a general site inspection in August 2021, are shown in Figure 3-12. The extent of this aquatic vegetation may differ slightly than is mapped and the species of seagrass present may be more diverse. Construction in this area may impact directly and/or indirectly on aquatic vegetation. Site specific investigations should be undertaken to better inform an REF for the proposal.



Figure 3-11 Aquatic vegetation mapped in the vicinity of Option 3a (NSW DPI 2021).

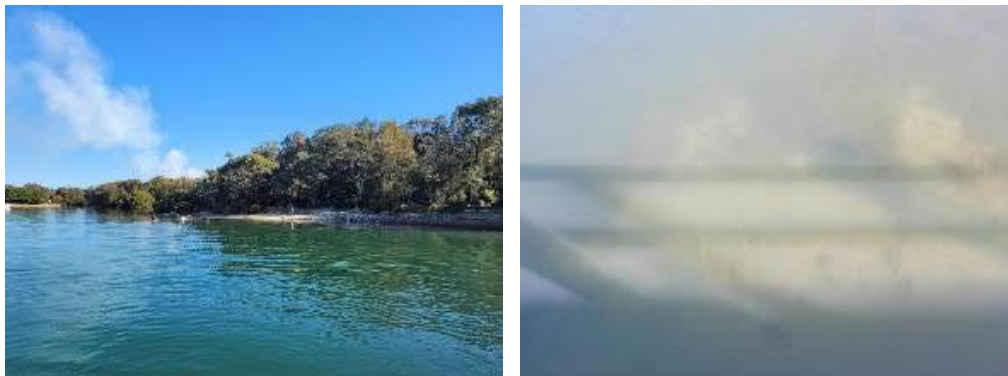


Figure 3-12 Inshore aquatic vegetation in the vicinity of Option 3a.

#### 3.3.2.5 Option 3b – Boat Bays McCarrs Creek Reserve

Expansive areas of *Zostera* seagrass and mangroves are mapped within the vicinity of Option 3b (Figure 3-13). Seagrass occurs in the inshore location of the proposed option, across the river and upstream, while mangroves occur across the river and upstream. These seagrass beds may be more expansive than mapped. Some images of aquatic vegetation taken from the shore during a general

site visit in August 2021 are shown in Figure 3-14. Construction here may impact directly and/or indirectly on aquatic vegetation. Site specific investigations should be undertaken to inform an REF.

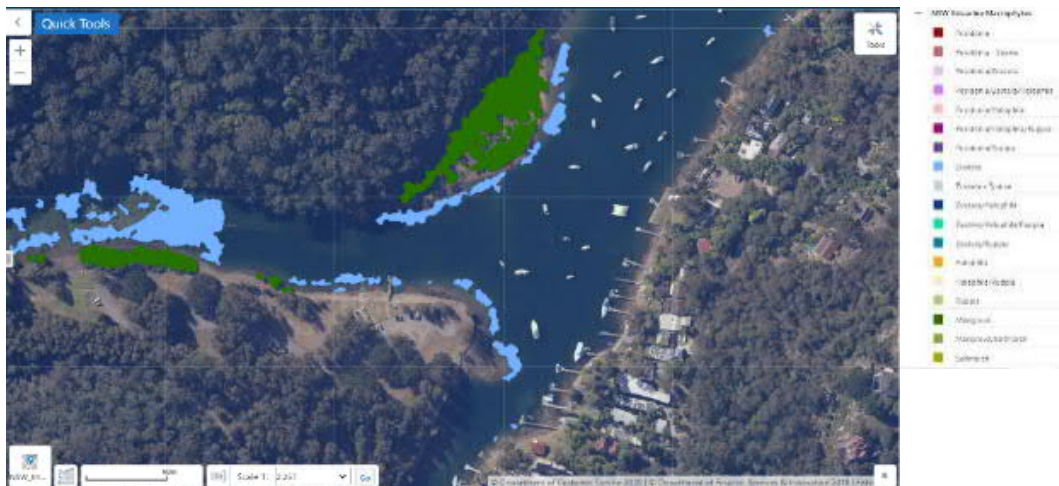


Figure 3-13 Aquatic vegetation mapped in the vicinity of Option 3b (NSW DPI 2021).



Figure 3-14 Aquatic vegetation in the vicinity of Option 3b.



### 3.3.2.6 Option 3c – Boat Bays Bayview Baths

Mangroves, Posidonia and Zostera seagrass are all mapped in the vicinity of Option 3c (Figure 3-15). Mangroves are quite extensive around the areas of shoreline which are currently undeveloped. Smaller patches of seagrass are mapped further offshore but aerial imagery suggests that they may be more expansive inshore also. Images taken during a general site inspection are shown in Figure 3-16 showing mangroves and macroalgae occur in the study area. Construction in this area may impact directly and/or indirectly on aquatic vegetation. Site specific investigations should be undertaken to better inform an REF for the proposal.



Figure 3-15 Aquatic vegetation mapped in the vicinity of Option 3c (NSW DPI 2021).





*Figure 3-16 Aquatic vegetation in the vicinity of Option 3c.*

### 3.3.3 Key Fish Habitat, Waterway and Fish Habitat Classification

#### Key Fish Habitat

Key Fish Habitat (KFH) is defined as “aquatic habitats that are important to the sustainability of the recreational and commercial fishing industries, the maintenance of fish populations, and the survival and recovery of threatened aquatic species” (NSW DPI 2021). KFH includes all marine and estuarine habitats up to highest astronomical tide level (that reached by 'king' tides) and most permanent and semipermanent freshwater habitats including rivers, creeks, lakes, lagoons, billabongs, weir pools and impoundments up to the top of the bank (NSW DPI 2021).

KFH in the study area is shown in Figure 3-17. All of the proposed wharf option sites are located within mapped KFH which will need to be considered in the preparation of an REF for the selected option.





Figure 3-17 Mapped Key Fish Habitat in the study area (NSW DPI 2021).

#### Waterway and Fish Habitat Classification

Waterway and Fish Habitat Classification for each of the option areas under the NSW DPI Fisheries NSW Policy and Guidelines for Fish Habitat Conservation and Management (NSW DPI 2013) was determined using available data from the desktop review.

All sites would be classed as Class 1 Waterway – Major Key Fish Habitat under “Table 2 – Classification of waterway class” (see Figure 3-18), with Pittwater being a marine or estuarine waterway and also a habitat of a threatened or protected fish species.

Under “Table 1 - Key fish habitat and associated sensitivity classification scheme” (see Figure 3-19) the Type of KFH for the various options differ as identified for each option following.

Table 2 - Classification of waterways for fish passage	
Classification	Characteristics of waterway class
<b>CLASS 1</b> <b>Major key fish habitat</b>	Marine or estuarine waterway or permanently flowing or flooded freshwater waterway (e.g. river or major creek), habitat of a threatened or protected fish species or ‘critical habitat’.
<b>CLASS 2</b> <b>Moderate key fish habitat</b>	Non-permanently flowing (intermittent) stream, creek or waterway (generally named) with clearly defined bed and banks with semi-permanent to permanent waters in pools or in connected wetland areas. Freshwater aquatic vegetation is present. TYPE 1 and 2 habitats present.
<b>CLASS 3</b> <b>Minimal key fish habitat</b>	Named or unnamed waterway with intermittent flow and sporadic refuge, breeding or feeding areas for aquatic fauna (e.g. fish, yabbies). Semi-permanent pools form within the waterway or adjacent wetlands after a rain event. Otherwise, any minor waterway that interconnects with wetlands or other CLASS 1-3 fish habitats.
<b>CLASS 4</b> <b>Unlikely key fish habitat</b>	Waterway (generally unnamed) with intermittent flow following rain events only, little or no defined drainage channel, little or no flow or free standing water or pools post rain events (e.g. dry gullies or shallow floodplain depressions with no aquatic flora present).

Figure 3-18 Table 2 - Classification of waterways for fish passage (NSW DPI 2013).

**Table 1 – Key fish habitat and associated sensitivity classification scheme**  
(for assessing potential impacts of certain activities and developments on key fish habitat types)

<p><b>TYPE 1 – Highly sensitive key fish habitat:</b></p> <ul style="list-style-type: none"> <li>Posidonia australis (strapweed)</li> <li>Zostera, Heterozostera, Halophila and Ruppia species of seagrass beds &gt;5m<sup>2</sup> in area</li> <li>Coastal saltmarsh &gt;5m<sup>2</sup> in area</li> <li>Coral communities</li> <li>Coastal lakes and lagoons that have a natural opening and closing regime (i.e. are not permanently open or artificially opened or are subject to one off unauthorised openings)</li> <li>Marine park, an aquatic reserve or intertidal protected area</li> <li>SEPP 14 coastal wetlands, wetlands recognised under international agreements (e.g. Ramsar, JAMBA, CAMBA, ROKAMBA wetlands), wetlands listed in the Directory of Important Wetlands of Australia<sup>2</sup></li> <li>Freshwater habitats that contain in-stream gravel beds, rocks greater than 500 mm in two dimensions, snags greater than 300 mm in diameter or 3 metres in length, or native aquatic plants</li> <li>Any known or expected protected or threatened species habitat or area of declared 'critical habitat' under the FM Act</li> <li>Mound springs</li> </ul>	<p><b>TYPE 2 – Moderately sensitive key fish habitat:</b></p> <ul style="list-style-type: none"> <li>Zostera, Heterozostera, Halophila and Ruppia species of seagrass beds &lt;5m<sup>2</sup> in area</li> <li>Mangroves</li> <li>Coastal saltmarsh &lt;5m<sup>2</sup> in area</li> <li>Marine macroalgae such as Ecklonia and Sargassum species</li> <li>Estuarine and marine rocky reefs</li> <li>Coastal lakes and lagoons that are permanently open or subject to artificial opening via agreed management arrangements (e.g. managed in line with an entrance management plan)</li> <li>Aquatic habitat within 100 m of a marine park, an aquatic reserve or intertidal protected area</li> <li>Stable intertidal sand/mud flats, coastal and estuarine sandy beaches with large populations of in-fauna</li> <li>Freshwater habitats and brackish wetlands, lakes and lagoons other than those defined in TYPE 1</li> <li>Weir pools and dams up to full supply level where the weir or dam is across a natural waterway</li> </ul> <p><b>TYPE 3 – Minimally sensitive key fish habitat may include:</b></p> <ul style="list-style-type: none"> <li>Unstable or unvegetated sand or mud substrate, coastal and estuarine sandy beaches with minimal or no in-fauna</li> <li>Coastal and freshwater habitats not included in TYPES 1 or 2</li> <li>Ephemeral aquatic habitat not supporting native aquatic or wetland vegetation</li> </ul>
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Notes: For the purposes of these policy and guidelines the following are **not considered key fish habitat**<sup>5</sup>:

- First and second order streams on gaining streams (based on the Strahler method of stream ordering)
- Farm dams on first and second order streams or unmapped gullies
- Agricultural and urban drains
- Urban or other artificial ponds (e.g. evaporation basins, aquaculture ponds)
- Sections of stream that have been concrete-lined or piped (not including a waterway crossing)
- Canal estates

Figure 3-19 Table 1 - Key fish habitat and associated sensitivity classification scheme (NSW DPI 2013).

### 3.3.3.1 Option 1a and 1b – Extension

Class 1 Waterway – Major Key Fish Habitat.

Key Fish Habitat = Type 2 – Moderately Sensitive Key Fish Habitat (area is permanently open, intertidal and subtidal mudflats/sandflats, macroalgae).

### 3.3.3.2 Option 2a – Additional Structure Rostrevor Reserve

Class 1 Waterway – Major Key Fish Habitat.

Key Fish Habitat = Type 2 – Moderately Sensitive Key Fish Habitat (area is permanently open, intertidal and subtidal mudflats/sandflats, macroalgae).

### 3.3.3.3 Option 2b – Additional Structure Church Point Reserve

Class 1 Waterway – Major Key Fish Habitat.

Key Fish Habitat = Type 1 – Highly Sensitive Key Fish Habitat (*P. australis* is present, *Zostera* seagrass beds are >5 m<sup>2</sup> in area).

#### **3.3.3.4**     *Option 3a – Boat Bays Rowland Reserve*

Class 1 Waterway – Major Key Fish Habitat.

Key Fish Habitat = Type 1 – Highly Sensitive Key Fish Habitat (*Zostera* seagrass beds are >5 m<sup>2</sup> in area, coastal saltmarsh is >5 m<sup>2</sup> in area, mangroves present).

#### **3.3.3.5**     *Option 3b – Boat Bays McCarrs Creek Reserve*

Class 1 Waterway – Major Key Fish Habitat

Key Fish Habitat = Type 1 – Highly Sensitive Key Fish Habitat (*Zostera* seagrass beds are >5 m<sup>2</sup> in area, mangroves present).

#### **3.3.3.6**     *Option 3c – Boat Bays Bayview Baths*

Class 1 Waterway – Major Key Fish Habitat.

Key Fish Habitat = Type 1 – Highly Sensitive Key Fish Habitat (*Zostera* seagrass beds are >5m<sup>2</sup> in area, mangroves present).

### **3.3.4**     Coastal Wetlands

Coastal Wetlands are wetlands which are situated along a coastline. These include including estuarine lakes and lagoons, mangrove and saltmarsh swamps, dune swamps and lagoons, upland lakes and lagoons, upland swamp, coastal floodplain forests, and coastal floodplain swamps and lagoons (NSW DPI n.d.). An overview of the location of Coastal Wetlands and Proximity Areas for Coastal Wetlands, which were mapped using the NSW DPI Spatial Data Portal in the general study area, are shown in Figure 3-20. The occurrence of Coastal Wetlands at each of the option sites is discussed following.



Figure 3-20 Coastal Wetlands and Proximity Areas for Coastal Wetlands (NSW DPI 2021).



#### **3.3.4.1**     *Option 1a and 1b – Extension*

There are no Coastal Wetlands or Proximity Areas for Coastal Wetlands located in the vicinity of Option 1a or Option 1b.

#### **3.3.4.2**     *Option 2a – Additional Structure Rostrevor Reserve*

There are no Coastal Wetlands or Proximity Areas for Coastal Wetlands located in the vicinity of Option 2a.

#### **3.3.4.3**     *Option 2b – Additional Structure Church Point Reserve*

There are no Coastal Wetlands or Proximity Areas for Coastal Wetlands located in the vicinity of Option 2b.

#### **3.3.4.4**     *Option 3a – Boat Bays Rowland Reserve*

Coastal Wetlands and Proximity Areas for Coastal Wetlands are located within the area identified for Option 3a, as shown in Figure 3-21.



Figure 3-21 Coastal Wetlands and Proximity Areas for Coastal Wetlands in the vicinity of Option 3a (NSW DPI 2021).

#### **3.3.4.5**     *Option 3b – Boat Bays McCarrs Creek Reserve*

Option 3b is located within a Proximity Area for Coastal Wetlands and in the vicinity of mapped Coastal Wetlands, as shown in Figure 3-22.



Figure 3-22 Coastal Wetlands and Proximity Areas for Coastal Wetlands in the vicinity of Option 3b (NSW DPI 2021).

#### 3.3.4.6 Option 3c – Boat Bays Bayview Baths

The site for Option 3c is located in close proximity to a mapped Coastal Wetland and a Proximity Area for Coastal Wetland as shown in Figure 3-23.



Figure 3-23 Coastal Wetlands and Proximity Areas for Coastal Wetlands in the vicinity of Option 3c (NSW DPI 2021).

#### 3.3.5 Littoral Rainforest

Littoral Rainforests are closed forests for which their structure and composition are heavily influenced by their proximity to the ocean. The majority of Littoral Rainforests are found within 2 km of the ocean

and are made up of predominantly rainforest species (Office of Environment & Heritage 2020). Littoral rainforests mapped in the study area are shown in Figure 3-24. There are no Littoral Rainforests or Proximity Areas for Littoral Rainforest within the vicinity of any of the options identified.



Figure 3-24 Littoral Rainforests and Proximity Areas for Littoral Rainforests (NSW DPI 2021).

### 3.3.6 Marine Protected Areas

Marine Protected Areas (MPAs) are areas protected under the *Marine Estate Management Act 2014* in order to conserve marine biodiversity and support marine science, recreation and education (NSW DPI 2021). NSW DPI undertakes the day to day management of marine parks and aquatic reserves.

The NSW system of marine protected areas includes:

- Marine parks – six multiple use marine parks cover around one third (approximately 345,000 hectares) of the NSW marine estate.
- Aquatic reserves – 12 aquatic reserves cover around 2,000 hectares of the NSW marine estate.
- National parks and nature reserves – include around 20,000 hectares of estuarine and oceanic habitats.

A map of MPAs in NSW is provided in Appendix E. MPAs in the vicinity of the proposed options are shown in Figure 3-25. There are no MPAs in the vicinity of any option sites. Barrenjoey Head, located approximately 6 km north of Church Point, is the closest MPA to the site. The reserve covers 30 hectares, extends 100 m offshore, and features a range of habitats and organisms including rocky shores, seagrass beds, reef systems, long spined sea urchins and finfish. This MPA will not be impacted by the proposed works.



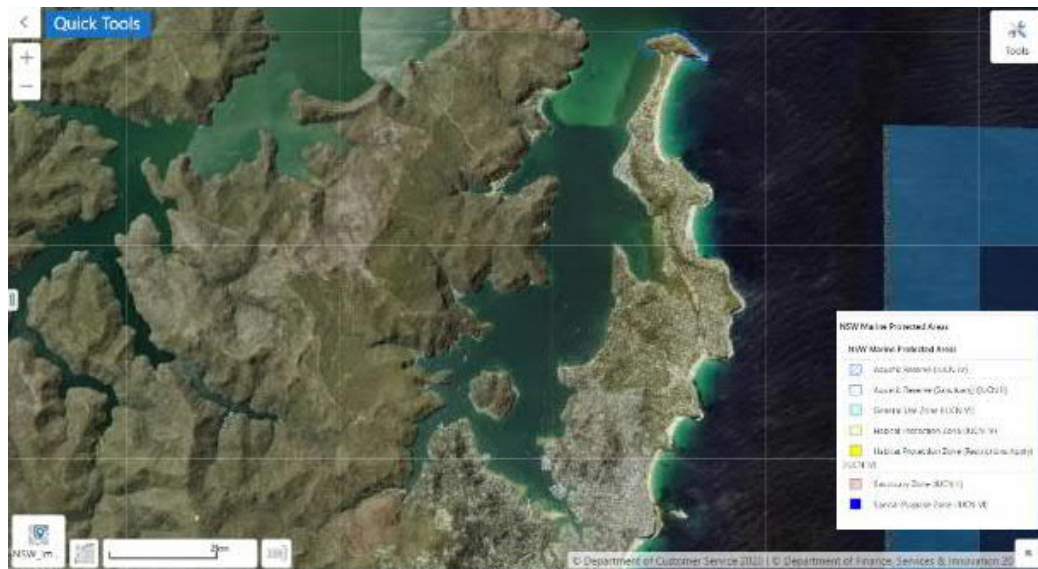


Figure 3-25 Marine Protected Areas identified in the study area (NSW DPI 2021).

### 3.3.7 Terrestrial Protected Areas

Protected areas are set aside for conservation and managed by the NSW National Parks and Wildlife Service (NPWS), part of the Department of Planning, Industry and Environment. NPWS also jointly manages over 30 reserves in partnership with Aboriginal people. The protected area network in New South Wales includes a range of habitats and ecosystems, a diversity of plant and animal species, significant geological features and landforms, as well as Aboriginal cultural heritage sites, heritage buildings and historic sites (DPIE 2021).

Ku-ring-gai Chase National Park is the closest National Park to the Church Point site (Figure 3-26). The National Park is home to a variety of flora and fauna species including the long-nosed bandicoot, White-bellied sea eagle, old man banksia, grass tree, scribbly gum, and grey mangroves.

None of the option sites are located within the National Park. The proximity of each site the National Park is provided in the ensuing Sections.



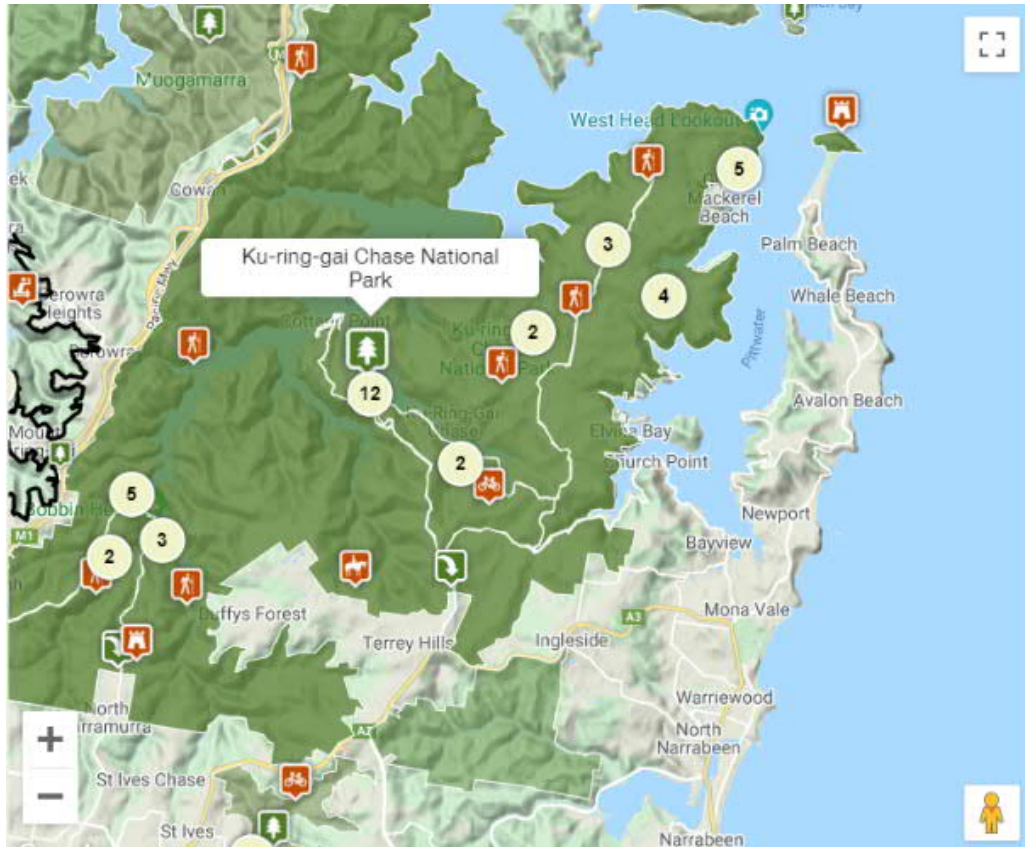


Figure 3-26 Ku-ring-gai Chase National Park in relation to Church Point.

### **3.3.7.1**     *Option 1a and 1b – Extension*

Ku-ring-gai Chase National Park is located approximately 600 m west of Option 1a and 1b. Construction at this site will not directly impact the National Park and is very unlikely to indirectly impact the National Park.

### **3.3.7.2**     *Option 2a – Additional Structure Rostrevor Reserve*

Ku-ring-gai Chase National Park is location approximately 475 m west of Option 2a. Construction at this site will not directly impact the National Park and is very unlikely to indirectly impact the National Park.

### **3.3.7.3**     *Option 2b – Additional Structure Church Point Reserve*

Ku-ring-gai Chase National Park is location approximately 1 km west of Option 2b. Construction at this site will not directly impact the National Park and is very unlikely to indirectly impact the National Park.



### 3.3.8.1 Option 1a and 1b – Extension

No BV areas lie within the proposed works area for Option 1a or 1b (Figure 3-28). Suitable land and water access is available to the site, meaning that the need for any land clearing is unlikely. The in-water construction required for Option 1a or 1b will not impact the terrestrial BV areas mapped nearby.



Figure 3-28 Biodiversity Values Map for the Church Point area (NSW Government 2021).

### 3.3.8.2 Option 2a – Additional Structure Rostrevor Reserve

No BV areas lie within the proposed works area for Option 2a (Figure 3-28). Suitable land and water access is available to the site, meaning that the need for any land clearing is unlikely. The in-water construction required for this option will not impact the terrestrial BV areas mapped nearby.

### 3.3.8.3 Option 2b – Additional Structure Church Point Reserve

No BV areas lie within the proposed works area for Option 2b (Figure 3-28). Suitable land and water access is available to the site, meaning that the need for any land clearing is unlikely. The in-water construction for this option will not impact the terrestrial BV areas mapped nearby.

### 3.3.8.4 Option 3a – Boat Bays Rowland Reserve and Option 3c – Boat Bays Bayview Baths

No BV areas lie within the proposed works areas for Option 3a or 3c (Figure 3-29). Suitable land and water access is available to the site, meaning that the need for any land clearing is unlikely. The in-water construction for this option will not impact the terrestrial BV areas mapped nearby.





Figure 3-29 Biodiversity Values Map for the Rowland Reserve and Bayview Baths areas (NSW Government 2021).

### 3.3.8.5 Option 3b – Boat Bays McCarrs Creek Reserve

No BV areas lie within the proposed works area for Option 3b (Figure 3-30). Suitable land and water access is available to the site, and in-water construction for this option will not impact the terrestrial BV areas mapped nearby across the waterway.

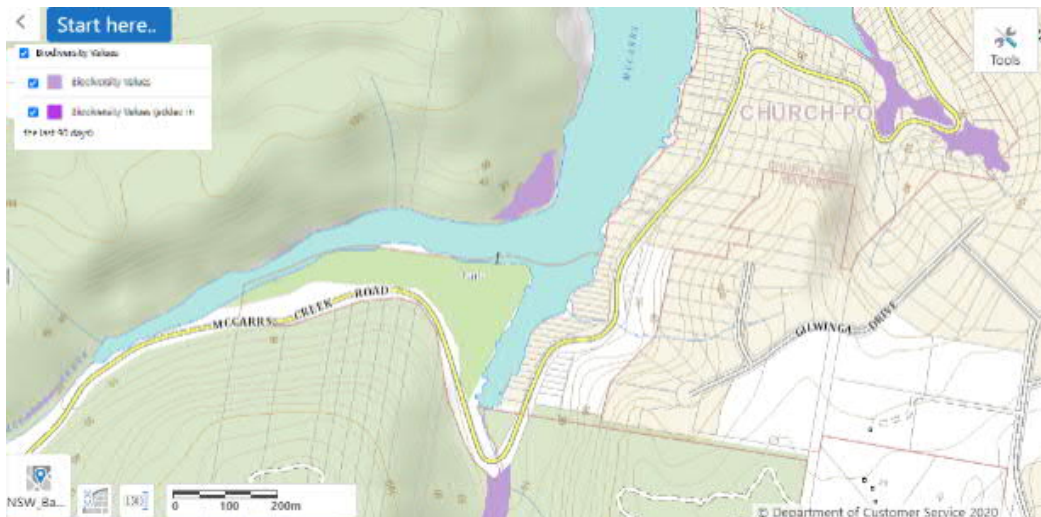


Figure 3-30 Biodiversity Values Map for McCarrs Creek Reserve (NSW Government 2021).



### 3.3.9 Critical Habitat / Areas of Outstanding Biodiversity Value

#### 3.3.9.1 Land Identified as Critical Habitat

This section identifies any land declared as Critical Habitat located within the study area as listed under the EPBC Act 1999 and FM Act 1994.

##### EPBC Act 1999

The Register of Critical Habitat for species listed under the EPBC Act 1999 indicates that no areas of listed Critical Habitat under this Act occur within the study area (Commonwealth of Australia 2021) (<http://www.environment.gov.au/cgi-bin/sprat/public/publicregisterofcriticalhabitat.pl>).

The only areas of Critical Habitat for species identified under the EPBC Act 1999 are:

- *Diomedea exulans* (Wandering Albatross) - Macquarie Island.
- *Lepidium ginninderrense* (Ginninderra Peppergrass) - Northwest corner Belconnen Naval Transmission Station, ACT.
- *Manorina melanotis* (Black-eared Miner) - Gluepot Reserve, Taylorville Station and Calperum Station, excluding the area of Calperum Station south and east of Main Wentworth Road.
- *Thalassarche cauta* (Shy Albatross) - Albatross Island, The Mewstone, Pedra Branca.
- *Thalassarche chrysostoma* (Grey-headed Albatross) - Macquarie Island.

None of these sites are located near to any of the proposed option sites and will not be impacted by the Proposal.

##### FM Act 1994

The FM Act 1994 makes provision for the declaration of Critical Habitat by the Minister for Primary Industries. Critical Habitat is defined under the FM Act 1994 as '*the whole or any part of the habitat of an endangered species, population or ecological community that is critical to the survival of the species, population or ecological community*'. Regulations can be developed to control specific activities in critical habitat areas. The Register of Critical Habitat under the FM Act (NSW DPI 2021) (<http://www.dpi.nsw.gov.au/fishing/species-protection/conservation/what/register>) includes:

- Grey Nurse Shark Critical Habitat – Various locations in NSW are listed ([https://www.dpi.nsw.gov.au/\\_data/assets/pdf\\_file/0003/636330/Grey-nurse-shark-critical-habitat.pdf](https://www.dpi.nsw.gov.au/_data/assets/pdf_file/0003/636330/Grey-nurse-shark-critical-habitat.pdf))

None of these identified sites are located near to any of the proposed option locations and will not be impacted by the Proposal.

#### 3.3.9.2 Areas of Outstanding Biodiversity Value

The BC Act gives the Minister for the Environment the power to declare Areas of Outstanding Biodiversity Value (AOBV). AOBVs are special areas that contain irreplaceable biodiversity values that are important to the whole of NSW, Australia or globally (DPIE 2021). The Biodiversity Conservation Regulation 2017 establishes the criteria for declaring AOBVs. The criteria have been designed to identify the most valuable sites for biodiversity conservation in NSW.



AOBV declarations in NSW include:

- Gould's Petrel (*Pterodroma leucoptera leucoptera*) – Cabbage Tree Island, and to a lesser extent, Boondelbah Island, off the coast of Port Stephens, NSW, are the only breeding sites in the world of Australia's rarest seabird, the Gould's Petrel.
- Little penguin (*Eudyptula minor*) population in Sydney's North Harbour, NSW.
- Mitchell's Rainforest Snail (*Thersites mitchellae*) in Stotts Island Nature Reserve, NSW.
- Wollemi Pine (*Wollemia nobilis*) – a single population in the Wollemi National Park on the Central Tablelands of NSW.

(<https://www.environment.nsw.gov.au/topics/animals-and-plants/biodiversity/areas-of-outstanding-biodiversity-value/area-of-outstanding-biodiversity-value-register>).

None of these sites are located near to any of the proposed options and will not be impacted by the Proposal.

### 3.3.10 Threatened and Protected Fauna

Identification of the potential for threatened and protected fauna listed under the BC Act, FM Act and EPBC Act to occur in the study area was made using the following online databases.

- BioNet Atlas of NSW Wildlife - <http://www.bionet.nsw.gov.au/> (refer to Appendix B for listing of species)
- Schedules 4 to 5 of the FM Act 1994 - [http://classic.austlii.edu.au/au/legis/nsw/consol\\_act/fma1994193/](http://classic.austlii.edu.au/au/legis/nsw/consol_act/fma1994193/) (refer to Appendix C for listing of species)
- EPBC Act Protected Matters Search Tool - <http://www.environment.gov.au/epbc/protected-matters-search-tool> (refer to Appendix A for listing of species).

Threatened and/or protected aquatic fauna have the potential to utilise aquatic habitats in the vicinity of all wharf options. Threatened and/or protected terrestrial fauna may utilise nearby terrestrial habitats but are unlikely to be impacted by the proposal which is expected to involve predominately in-water works and is unlikely to directly impact on any native terrestrial habitat. However, site specific investigations should be undertaken at the REF stage once design and construction details are developed to further assess the potential for specific threatened and protected fauna to occur at the selected site and be impacted by the proposed works.

#### 3.3.10.1 Biodiversity Conservation Act 2016

An online database search for threatened and protected species listed under the NSW BC Act 2016 recorded within a 10 km radius of the study site (using the BioNet Atlas of NSW Wildlife) was undertaken on 9<sup>th</sup> August 2021. The full Atlas of NSW Wildlife search results (including aquatic and terrestrial species) are provided in Appendix B. Purely aquatic species which are more likely to be impacted by the proposed works are listed below.

- Little Penguin (*Eudyptula minor*) – protected
- Dugong (*Dugong dugon*) – endangered, protected





- Australian Fur-seal (*Arctocephalus pusillus doriferus*) – vulnerable, protected
- Unidentified Fur-seal (*Arctocephalus* sp.) - protected
- Unidentified Seal (*Seal* sp.) - protected
- Southern Right Whale (*Eubalaena australis*) – endangered, protected
- Humpback Whale (*Megaptera novaeangliae*) – vulnerable, protected
- Sperm Whale (*Physeter macrocephalus*) – vulnerable, protected
- Common Dolphin (*Delphinus delphis*) - protected
- Unidentified Dolphin (*Dolphin* sp.) - protected
- Long-finned Pilot Whale (*Globicephala melas*) - protected
- Dusky Dolphin (*Lagenorhynchus obscurus*) - protected
- Spotted Dolphin (*Stenella attenuate*) - protected
- Long-beaked Bottle-nosed Dolphin (*Tursiops aduncus*) – protected
- Bottlenose Dolphin (*Tursiops truncatus*) - protected

### 3.3.10.2 Fisheries Management Act 1994

Threatened and protected marine species listed under the FM Act (see Appendix C) were reviewed in order to satisfy requirements of the Fisheries NSW Policy and Guidelines for Fish Habitat Conservation and Management (NSW DPI 2013). Marine species, populations and ecological communities currently listed as endangered, critically endangered and/or vulnerable under Schedule 4, 4A and 5 of the FM Act with the potential to occur in the study area are listed below.

#### Schedule 4: Endangered Species, Populations and Ecological Communities

- White's Seahorse (*Hippocampus whitei*) – endangered species
- Scalloped hammerhead shark (*Sphyrna lewini*) - endangered species
- Southern bluefin tuna (*Thunnus maccoyii*) - endangered species
- Marine worm (*Hadrachaeta aspeta*) - species presumed extinct
- Green sawfish (*Pristis zijsron*) - species presumed extinct
- Bennetts seaweed (*Vanvoorstia bennettiana*) - species presumed extinct

#### Schedule 4A: Critically Endangered Species and Ecological Communities

- Grey nurse shark (*Carcharias taurus*) - critically endangered species
- Marine slug (*Smeagol hiliaris*) - critically endangered species
- Marine brown algae (*Nereia lophocladia*) - critically endangered species

#### Schedule 5: Vulnerable Species and Ecological Communities

- Great white shark (*Carcharodon carcharias*) - vulnerable species
- Black cod (*Epinephelus daemeli*) - vulnerable species
- Great hammerhead shark (*Sphyrna mokarran*) - vulnerable species

#### Protected Species

- All species of the families 'Syngnathidae', 'Solenostomidae' and 'Pegasidae' (i.e. seahorses, sea dragons, pipefishes, pipehorses).
- Ballina angelfish (*Chaetodontoplus ballinae*)
- Bluefish (*Girella cyanea*)
- Eastern blue devil fish (*Paraplesiops bleekeri*)
- Elegant wrasse (*Anampses elegans*)
- Estuary cod (*Epinephelus coioides*)
- Herbsts nurse shark (*Odontaspis ferox*)

#### **3.3.10.3** *Environment Protection and Biodiversity Conservation Act 1999*

An online database search for species listed under the EPBC Act 1999 with the potential to occur in the study area (within a 5 km radius of the site) was made on 10<sup>th</sup> August 2021 using the EPBC Act Protected Matters Search Tool. Full search results are provided in Appendix A.

The search returned the following in regard to threatened and protected fauna:

- 90 listed threatened species
- 59 listed migratory specie
- 77 listed marine species
- 14 Whales and Other Cetaceans

Marine species which have the potential to occur in the study area and be impacted by the proposal are listed below:

- Cauliflower Soft Coral (*Dendronephthya australis*) - Endangered
- Black Rockcod (*Epinephelus daemeli*) - Vulnerable
- White's Seahorse (*Hippocampus whitei*) – Endangered
- Blue Whale (*Balaenoptera musculus*) – Endangered, Migratory, Whales and Other Cetaceans
- Southern Right Whale (*Eubalaena australis*) – Endangered, Migratory, Whales and Other Cetaceans
- Pygmy Right Whale (*Caperea marginata*) – Migratory, Whales and Other Cetaceans

- Humpback Whale (*Megaptera novaeangliae*) – Vulnerable, Migratory, Whales and Other Cetaceans
- Bryde's Whale (*Balaenoptera edeni*) – Migratory, Whales and Other Cetaceans
- Killer Whale (*Orcinus orca*) – Migratory, Whales and Other Cetaceans
- Minke Whale (*Balaenoptera acutorostrata*) – Whales and Other Cetaceans
- Loggerhead Turtle (*Caretta caretta*) – Endangered, Migratory, Listed
- Green Turtle (*Chelonia mydas*) – Vulnerable, Migratory, Listed
- Leatherback Turtle (*Dermochelys coriacea*) – Endangered, Migratory, Listed
- Hawksbill Turtle (*Eretmochelys imbricata*) – Vulnerable, Migratory, Listed
- Flatback Turtle (*Natator depressus*) – Vulnerable, Migratory, Listed
- Yellow-bellied Seasnake (*Pelamis platurus*) - Listed
- Grey Nurse Shark (east coast population) (*Carcharias taurus*) - Critically Endangered
- White Shark (*Carcharodon carcharias*) – Vulnerable, Migratory
- Whale Shark (*Rhincodon typus*) – Vulnerable, Migratory
- Oceanic Whitetip Shark (*Carcharhinus longimanus*) – Migratory
- Porbeagle (*Lamna nasus*) – Migratory
- Dugong (*Dugong dugon*) – Migratory, Listed
- Dusky Dolphin (*Lagenorhynchus obscurus*) – Migratory, Whales and Other Cetaceans
- Indo-Pacific Humpback Dolphin (*Sousa chinensis*) – Migratory, Whales and Other Cetaceans
- Common Dolphin (*Delphinus delphis*) - Whales and Other Cetaceans
- Indian Ocean Bottlenose Dolphin (*Tursiops aduncus*) - Whales and Other Cetaceans
- Bottlenose Dolphin (*Tursiops truncatus* s. str.) - Whales and Other Cetaceans
- Risso's Dolphin (*Grampus griseus*) - Whales and Other Cetaceans
- Spotted Dolphin (*Stenella attenuata*) - Whales and Other Cetaceans
- Reef Manta Ray (*Manta alfredi*) – Migratory
- Giant Manta Ray (*Manta birostris*) – Migratory
- New Zealand Fur Seal (*Arctocephalus forsteri*) – Listed
- Australian Fur Seal (*Arctocephalus pusillus*) - Listed
- 21 Syngnathids – Listed (including White's Seahorse (*H. whitei*) – Endangered

### 3.3.11 Summary of Biodiversity Constraints

A summary of key biodiversity constraints for each option is provided in Table 3-3. Based on the desktop review, the three options with the least potential biodiversity constraints are expected to be Option 1a and 1b, Option 2a or Option 2b.

*Table 3-3 Summary of biodiversity constraints for each option.*

Option	Aquatic Vegetation *	Key Fish Habitat	Coastal Wetlands	Littoral Rainforests	Marine Protected Areas	National Parks / Nature Reserves	Critical Habitat / AOBVs	Threatened Species **
1a and 1b – Extension at Church Point	Green	Yellow	Green	Green	Green	Green	Green	Yellow
2a – Additional Structure Rostrevor Reserve	Green	Yellow	Green	Green	Green	Green	Green	Yellow
2b – Additional Structure Church Point Reserve	Yellow	Yellow	Green	Green	Green	Green	Green	Yellow
3a – Boat Bays Rowland Reserve	Yellow	Yellow	Yellow	Green	Green	Green	Green	Yellow
3b – Boat Bays McCarrs Creek Reserve	Yellow	Yellow	Yellow	Green	Green	Green	Green	Yellow
3c – Boat Bays Bayview Baths	Yellow	Yellow	Yellow	Green	Green	Green	Green	Yellow

\* Note that this constraints analysis is based on the NSW DPI mapped estuarine vegetation. There is the potential that additional areas or types of aquatic vegetation may occur at any of the sites proposed (this is probable) and final options should be subject to site investigations. NSW DPI has advised Option 2b in unsuitable due to Posidonia. \*\* There is the potential for threatened species to utilise habitats near to all proposed sites - threatened species assessments should be the subject of site specific investigations at the REF stage. Green = not a constraint (based on review of existing mapping/data). Yellow = potential constraint.

## 3.4 Hydrology, Water Quality and Groundwater

### 3.4.1 Hydrology

The study area for all potential options is located within the Pittwater subcatchment of the Hawkesbury-Nepean River Catchment and is characterised by tidal influences and estuarine waters (Figure 3-31). The whole western side of the subcatchment is Ku-ring-gai Chase National Park which is reserved bushland interspersed with pockets of urban development.

Pittwater drains a catchment area of approximately 51 km<sup>2</sup> with an average depth of 9.9 m and maximum of 22 m (TfNSW 2014). On the Eastern side, drainage into Pittwater is via McCarrs Creek and Cicada Glen Creek. On the Western side, drainage is divided by a ridge which extends along the peninsula with drainage to the west into Pittwater and to the east into northern ocean beaches including Avalon, Whale and Palm Beach.

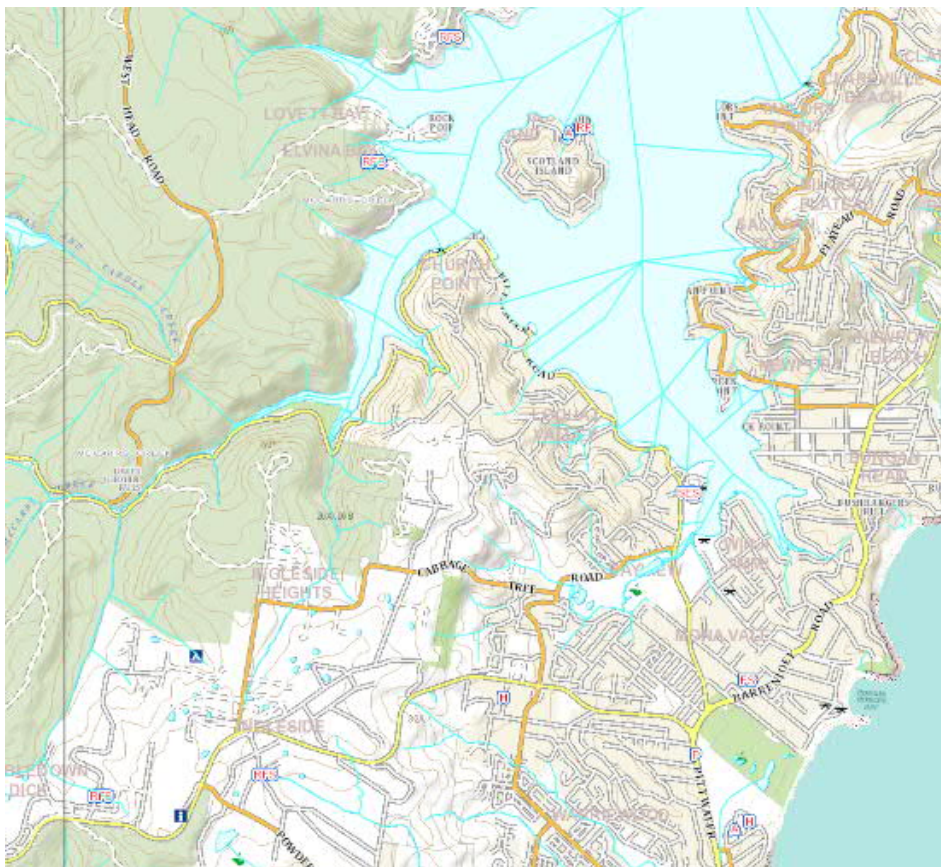


Figure 3-31 Pittwater sub catchment showing waterways that drain into Pittwater (NSW Spatial Map Viewer).

In 2002, Local Land Services (LLS) identified a number of risks to hydrology within the Pittwater subcatchment which included:

- Extensive number of modified or engineered channel structures including seawalls and foreshore structures.
- Flow regulation.
- Urban land use.
- Boat use – Pittwater is the most heavily moored waterway within NSW.

Cardno undertook an overland flow mapping and flood study on behalf of Council in 2013 and this modelling did not identify the study site as subject to minor or major flood events (Cardno 2013).

#### 3.4.2 Groundwater Dependent Ecosystems

The location of aquatic, terrestrial and subterranean groundwater dependent ecosystems (GDEs) in relation to the study area was mapped using the Groundwater Dependent Ecosystems Atlas (<http://www.bom.gov.au/water/groundwater/gde/map.shtml>) (BoM 2021). No aquatic GDEs occur in the study area and will not be impacted by any of the proposed options (Figure 3-32). Terrestrial GDEs occur in the general study area as shown in Figure 3-33, with a terrestrial GDE located a few hundred meters to the north west of Option 3c (Boat Bays Bayview Baths)(Figure 3-34). However, this terrestrial GDE is not within the proposed option site and is highly unlikely to be impacted by any proposed works in this location. Subterranean GDEs occur over the entire study area (Figure 3-35), however, the construction and operational activities required for the proposed works are very unlikely to have any impact on subterranean GDEs.

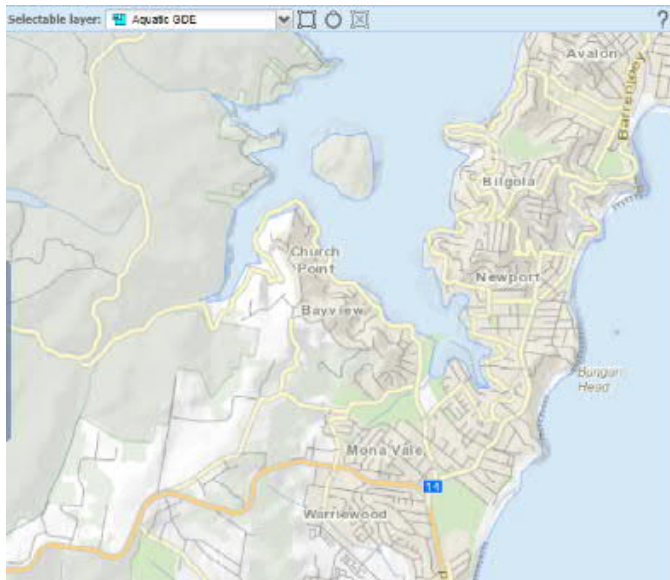


Figure 3-32 Aquatic groundwater dependent ecosystems in the study area (BoM 2021).



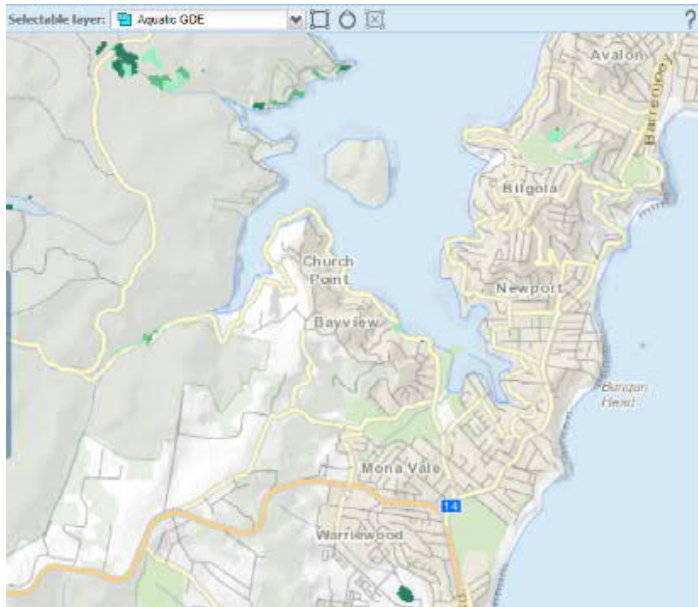


Figure 3-33 Terrestrial groundwater dependent ecosystems in the study area (BoM 2021).

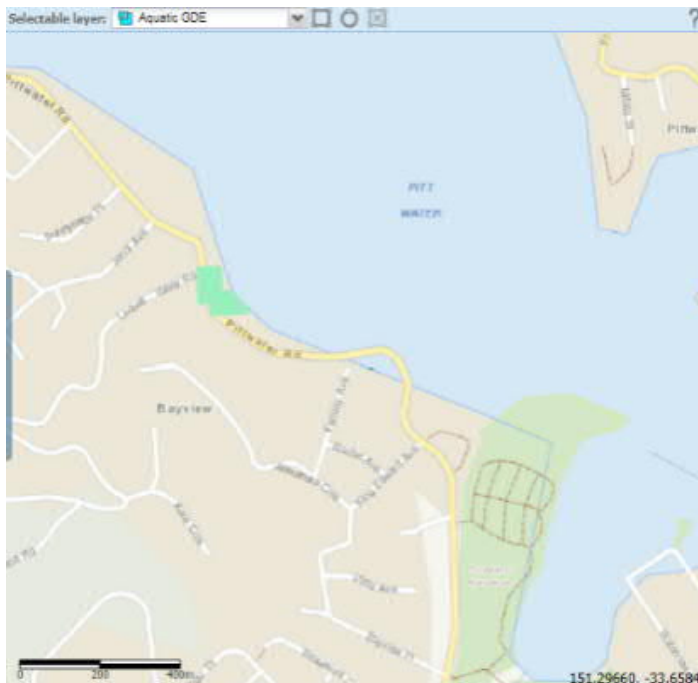


Figure 3-34 Terrestrial groundwater dependent ecosystems near Option 3c (Bayview Baths) (BoM 2021).

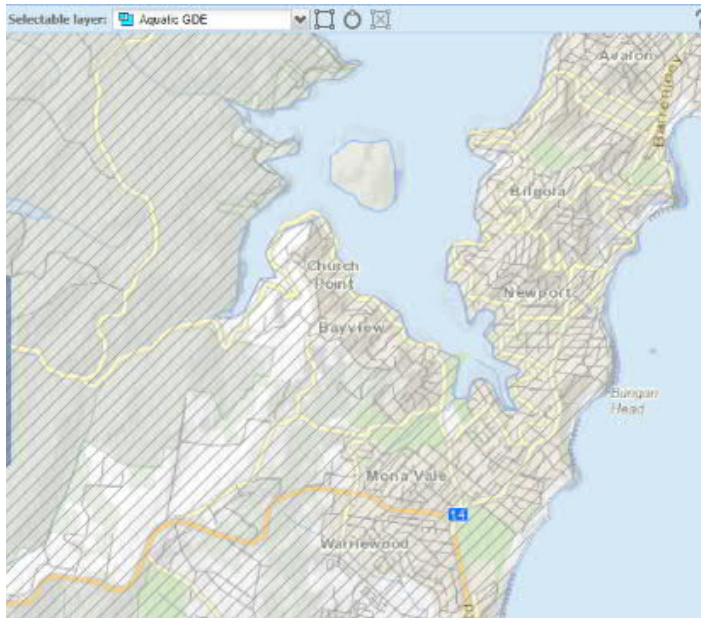


Figure 3-35 Subterranean groundwater dependent ecosystems in the study area (BoM 2021).

### 3.4.3 Local Water Quality

No local water quality testing was undertaken as part of the initial constraints identification. A summary of existing data is provided below.

#### 3.4.3.1 General

As Pittwater is close in proximity to the ocean and subject to tidal influence, water quality is typically quite good. However, this waterway also has quite significant waterway traffic and is used extensively for recreational activities including swimming, sailing, fishing, sailboarding, water-skiing, sailing and fishing (TfNSW 2012). There are also regular ferries that commute between Scotland Island and the western foreshore to the mainland.

Major tributaries that drain into the Pittwater catchment on the western side are McCarrs Creek and Cicada Glen Creek that run through Ku-ring-gai National Park. McCarrs Creek has been used as a reference site as part of the Ku-ring-gai Council stream health monitoring program since 1998 and results from this area are shown in Table 3-4 (Ku-ring-gai Council 2020).

Local water quality has the potential to be impacted by construction activities at all sites identified and this must be adequately managed. There is also the potential for less flushing and higher levels of impacts at locations located further upstream (e.g. at Option 3a, 3b and 3c) than those located in more open waters (e.g. Option 1b, 1b, 2a and 2b).

Table 3-4 Ku-ring-gai Stream Monitoring Program, McCarrs Creek (from Ku-ring-gai Council 2020).

Reference Monitoring Site C - McCarrs Creek										
Sampling Season/ Date	EC	Turbidity	DO	pH	Ammonium Nitrogen	Oxidised Nitrogen	Total Nitrogen	Total Phosphorous	Faecal Coliforms	SIGNAL 2
Units	µs/cm	NTU	%		mg/L	mg/L	mg/L	mg/L	CFU /100mL	
Autumn 1998 (11/5/98)	166	2.38	84.43	6.7						5.57
Spring 1998 (27/10/98)	180	3.50	76.16	6.4						6.01
Autumn 1999 (25/3/99)	195	2.50	94.41							5.75
Spring 1999 (28/10/99)	147	1.48	89.22	5.7						6.16
Autumn 2000 (25/3/00)	144	2.16	90.20	5.7						5.88
Summer 2006-2007 (7/1/07)										4.73
Summer 2006-2007 (8/1/07)										3.91
Summer 2006-2007 (9/1/07)										4.90
Summer 2006-2007 (10/1/07)	193	9.50	72.85	5.5						
Summer 2006-2007 (12/1/07)	192	9.80	81.84	5.7						
Summer 2006-2007 (15/1/07)	199	12.95	74.33	5.6						
Spring 2007 (15/10/07)				6.7			0.30	0.11		
Spring 2007 (22/10/07)				5.7			0.10	0.05		
Spring 2007 (29/10/07)				6.3			0.40	0.07		
Spring 2007 (5/11/07)							0.20	0.05		
Spring 2010 (21/12/10)	193	1.00	84.40	5.6	0.01	0.11	0.10	0.03	95	4.79
Autumn 2011 (11/5/11)	209	0.50	80.60	8.0	0.02	0.04	0.20	0.05	4	5.71
Spring 2016 (6/11/2016)	232			6.51	0.02	0.03	0.05	0.01	53	4.88
Autumn 2019 (23/04/19)	121	1.2	94.4	6.61	0.03	0.005	0.1	0.01	18	5.25
Spring 2020 (17/11/2020)	154	0.1	66.1	7.01	0.005	0.005	0.2	0.005	34	4.6

### 3.4.3.2 Recreational Water Quality

The water quality of NSW beaches and other swimming locations, including popular swimming harbour locations near Church Point (Elvina Bay, South Scotland Island and North Scotland Island) are routinely monitored under the NSW Government's Beachwatch Program (NSW DPIE 2021). Elvina Bay is located on the south-west foreshore of Pittwater. North Scotland Island is a netted swimming enclosure on the north side of Scotland Island. South Scotland Island is an un-netted swimming site at Carols Wharf on the southern side of Scotland Island and is the closest location, approximately 15 0m northeast, to the study site.

Microbial assessment (of enterococci) measures the impact of pollution sources, enables the effectiveness of stormwater and wastewater management practices to be assessed and highlights areas where further work is needed. Swimming sites are graded as Very Good, Good, Fair, Poor or Very Poor in accordance with the National Health and Medical Research Council (NHMRC) 2008 Guidelines for Managing Risks in Recreational Waters. Grades are determined from the most recent 100 water quality results (two to four years' worth of data) and a risk assessment of potential pollution sources. There are four Microbial Assessment Categories (A to D) and these are determined from the 95<sup>th</sup> percentile of an enterococci dataset of at least 100 data points. Each category is associated with a risk

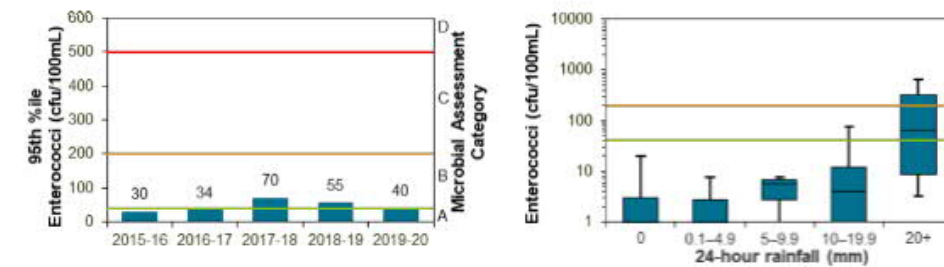
of illness determined from epidemiological studies (refer to Figure 3-36). The risks of illness are not associated with a single data point but are the overall risk of illness associated with the 95<sup>th</sup> percentile of the enterococci dataset.

Category <sup>a</sup>	95 <sup>th</sup> percentile value for intestinal enterococci/ 100 mL (rounded values)	Basis of derivation	Estimation of probability
A	≤40	This value is below the NOAEL in most epidemiological studies.	GI illness risk: < 1% AFRI risk: < 0.3% The upper 95 <sup>th</sup> percentile value of 40/100 mL relates to an average probability of less than one case of gastroenteritis in every 100 exposures. The AFRI burden would be negligible.
B	41–200	The 200/100 mL value is above the threshold of illness transmission reported in most epidemiological studies that have attempted to define a NOAEL or LOAEL for GI illness and AFRI.	GI illness risk: 1–5% AFRI risk: 0.3–1.9% The upper 95 <sup>th</sup> percentile value of 200/100 mL relates to an average probability of one case of gastroenteritis in 20 exposures. The AFRI illness rate would be 19 per 1000 exposures or approximately 1 in 50 exposures.
C	201–500	This represents a substantial elevation in the probability of all adverse health outcomes for which dose–response data are available.	GI illness risk: 5–10% AFRI risk: 1.9–3.9% This range of 95 <sup>th</sup> percentile values represents a probability of 1 in 20 to 1 in 10 risk of gastroenteritis for a single exposure. Exposures in this category also suggest a risk of AFRI in the range of 19–39 per 1000 exposures or a range of approximately 1 in 50 to 1 in 25 exposures.
D	> 501	Above this level there may be a significant risk of high levels of illness transmission.	GI illness risk: > 10% AFRI risk: > 3.9% There is a greater than 10% chance of illness per single exposure. The AFRI illness rate at the guideline value of 500 enterococci per 100 mL would be 39 per 1000 exposures or approximately 1 in 25 exposures.

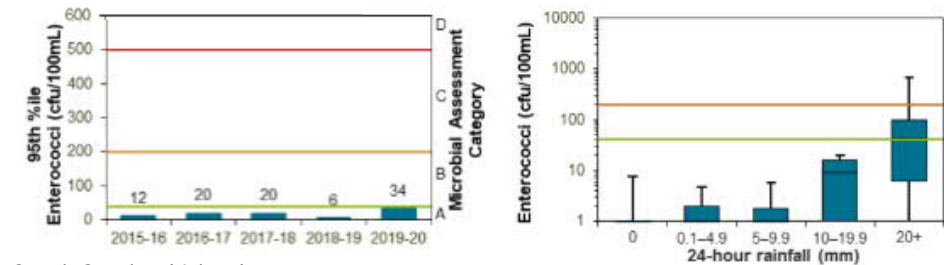
Figure 3-36 Microbial assessment categories and risk of illness (NHMRC, 2008).

The NSW State of the Beaches 2019-2020 report for the Sydney region showed that Elvina Beach was rated as “Very Good for most of the time with microbial water quality considered suitable for swimming almost all of the time, with few potential sources of faecal contamination. The South Scotland and North Scotland beaches were both rated as “Good” indicating that they are suitable for swimming most of the time but are susceptible to pollution following rain and there are several potential sources of faecal contamination nearby. Data is provided in Figure 3-37.

#### Elvina Bay



#### North Scotland Island



#### South Scotland Island

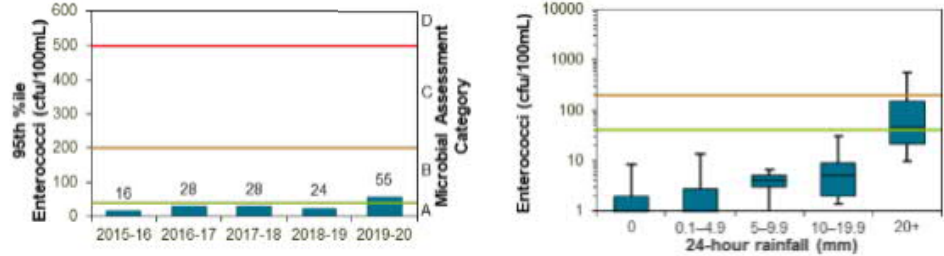


Figure 3-37 Beachwatch recreational water quality at swimming locations close to Church Point.

#### 3.4.3.3 Water Quality Guidelines

The ANZG (2018) Water Quality Guidelines provide high-level guidance on the management context, ecological descriptions, biological indicator selection and other advice for five of Australia's six marine planning regions as well as for the Great Barrier Reef Marine Park (which represents the inshore portion of the Coral Sea Marine Region) (Figure 3-38). Physical and chemical stressor default guideline values (DGVs) for marine waters have also been derived on a finer scale, using the Integrated Marine and Coastal Regionalisation of Australia (IMCRA 4.0) mesoscale bioregions.

The ANZG (2018) Water Quality Guidelines for physical and chemical stressors for the IMCRA mesoscale bioregion: Hawkesbury Shelf, in which the option sites are located, are listed in Table 3-5. For those physical and chemical stressors not listed specifically for the Hawkesbury Shelf Marine Region, the DGVs for Australian ecoregions for slightly disturbed marine ecosystems (in this case for the south-east marine region) are adopted (Table 3-6).

The following guidelines are applicable to the site and for any future water quality assessments:



- NSW Department of Environment and Conservation – Marine Water Quality Objectives for NSW Ocean Waters (2005).
- Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZG 2018) – Toxicant Default Guideline Values for 95% species protection.  
<http://www.waterquality.gov.au/anz-guidelines>.
- Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZG 2018) – IMCRA mesoscale bioregions Default Guideline Values for Physical and Chemical Stressors, Hawkesbury. <http://www.waterquality.gov.au/anz-guidelines>.
- Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC 2000) – Default Guideline Values for Physical and Chemical Stressors, East Coast Australia.
- National Health and Medical Council Water Quality Guidelines for Recreational Users (NHMRC 2005).

The relevant water quality default guidelines for stressors within the Hawkesbury Shelf mesoscale region are shown in Table 3-5. Other relevant water quality guidelines that apply to the project in terms of the protection of aquatic ecosystems and primary contact recreation are shown in Table 3-6. These guidelines should be adopted for any monitoring required during the construction phase.

Table 3-5 ANZG (2018) Hawkesbury Shelf IMCRA mesoscale bioregional default guideline values for physical and chemical stressors.

Parameter	Guideline Value – 80 <sup>th</sup> iles for surface waters (top 20 m) <sup>1</sup>			
	Summer	Autumn	Winter	Spring
Salinity	35.557PSU	35.594PSU	35.591PSU	35.589PSU
Temperature	23.6°C	23.3°C	19.8°C	20.3°C
Turbidity	0.067 1/m	0.073 1/m	0.082 1/m	0.091 1/m
Dissolved oxygen	5.128 mL/L	5.042 mL/L	5.403 mL/L	5.428 mL/L
Nitrate	0.636 µmol/L	0.681 µmol/L	1.307 µmol/L	0.664 µmol/L
Phosphate	0.216 µmol/L	0.18 µmol/L	0.267 µmol/L	0.266 µmol/L
Chlorophyll-a	0.433 µg/L	0.517 µg/L	0.653 µg/L	0.778 µg/L
Silicate	1.101 µmol/L	1.154 µmol/L	1.416 µmol/L	1.099 µmol/L

<sup>1</sup> The 80<sup>th</sup>ile is calculated for that season and then compared to the guideline.



*Table 3-6 Other Water Quality Guidelines applicable to the project.*

Water Quality Guideline	Parameter	Guideline Value	NSW Water Quality Objective
Protection of Aquatic Ecosystems – default stressor Ecosystem default stressor guidelines- East Coast (ANZECC, 2000)	Frequency of algal blooms	--	No change from natural conditions
	pH	8.0-8.4	--
	Turbidity	0.5-10 NTU	0.5-10 NTU
	Total nitrogen	120 µg/L	<120 µg/L
	Total phosphorus	25 µg/L	<25 µg/L
Protection of Aquatic Ecosystems – 95% protection level for toxicants (ANZG, 2018)	Cadmium (Cd)	5.5 µg/L	--
	Chromium (Cr)	4.4 µg/L	--
	Copper (Cu)	1.3 µg/L	<1.3 µg/L
	Nickel (Ni)	70 µg/L	--
	Lead (Pb)	4.4 µg/L	<4.4 µg/L
	Zinc (Zn)	15 µg/L	<15 µg/L
	Mercury (Hg)	0.4 µg/L	--
	Tributyltin (TBT)	0.006 µg/L	--
Primary Contact Recreational – biological (NHMRC, 2008)	Faecal coliforms	Median over bathing season of less than 150 faecal coliforms/100 mL	Median over bathing season of less than 150 faecal coliforms/100 mL with 4 out of 5 samples
	enterococci	Median over bathing season of less than 35 enterococci/100 mL	Median over bathing season of less than 35 enterococci/100 mL (maximum number in any one sample = 100 organisms/100 mL)
Primary Contact Recreational – physiochemical (NHMRC, 2008)	Visual clarity	Natural visual clarity should not be reduced by more than 20%. Horizontal sighting of a 200 mm black disc should exceed 1.6 m	A 200 mm diameter black disc should be able to be sighted horizontally from a distance of more than 1.6 m
	pH	pH of the water should be within the range of 5.0-9.0 assuming that the buffering capacity of the water is low near the extremes of the pH limits	--
	Temperature	15-35°C (for prolonged exposure)	--
	Salinity (TDS)	<1,000,000 µg/L	--

Water Quality Guideline	Parameter	Guideline Value	NSW Water Quality Objective
	Surface films	Oil and petrochemicals should not be noticeable as a visible film on the water nor should they be detectable by odour	--
Primary Contact Recreational – toxicants (NHMRC, 2008)	Arsenic (As)	50 µg/L	--
	Cadmium (Cd)	5 µg/L	--
	Chromium (Cr)	50 µg/L	--
	Copper (Cu)	1000 µg/L	--
	Nickel (Ni)	100 µg/L	--
	Lead (Pb)	5 µg/L	--
	Zinc (Zn)	5000 µg/L	--
	Mercury (Hg)	1 µg/L	--

- not listed.

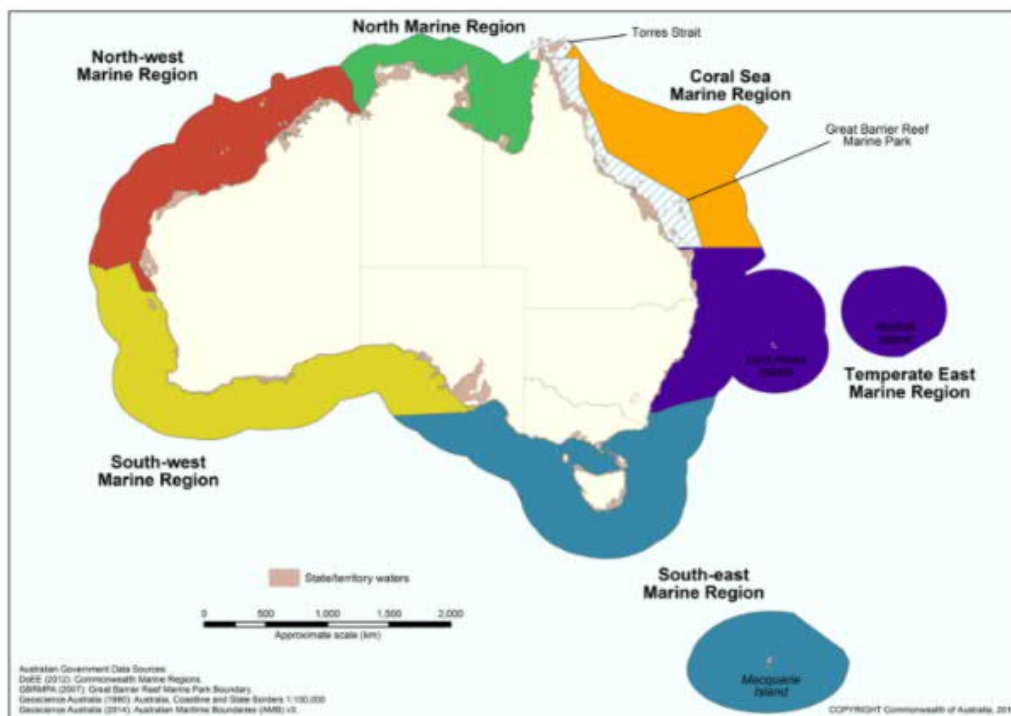


Figure 3-38 Australia's six marine planning regions (Commonwealth of Australia 2019).

#### 3.4.4 Summary of Hydrology, Water Quality and Groundwater Constraints

A summary of key hydrology, water quality and groundwater constraints for each option is provided in Table 3-7. All sites have the potential to be impacted by water quality issues associated with construction and this may be more pronounced at locations further upstream, however, this can be managed/mitigated with typical controls. It is highly unlikely that subterranean GDEs will be impacted by the proposed works although they are mapped in the study area and applicable to all locations. A terrestrial GDE occurs in close proximity to Option 3c so appropriate mitigations must be adopted to prevent any impacts on this GDE if Option 3c is selected.

*Table 3-7 Summary of hydrology, water quality and groundwater constraints for each option.*

Option	Hydrology	Flooding Risk*	Local Water Quality	Aquatic GDEs	Terrestrial GDEs	Subterranean GDEs
1a and 1b – Extension at Church Point						
2a – Additional Structure Rostrevor Reserve						
2b – Additional Structure Church Point Reserve						
3a – Boat Bays Rowland Reserve						
3b – Boat Bays McCarrs Creek Reserve						
3c – Boat Bays Bayview Baths						

\* based on overland flow mapping and flood study which did not identify the study site as subject to minor or major flood events (Cardno 2013).

### 3.5 Geology, Sediments and Soils

#### 3.5.1 Geology

The geology of Pittwater is described in the Pittwater Natural Areas Plan of Management 2010 (Pittwater Council 2010). The geology of the area underlain by a near-horizontally bedded sequence of sedimentary rocks of the Triassic Age. Erosion of the rocks has produced a surface profile with a flat crest above steep slopes with relatively narrow terraces, often underlain by sandstone. The flat-capped ridges are formed by Hawkesbury Sandstone while the slopes surrounding the plateaus are underlain by an interbedded sequence of laminate, siltstone, shale and quartz sandstone of the Narrabeen Formation. On the slopes these rocks are overlain by talus that has fallen from the sandstone uphill and by clayey colluvium derived by weathering of the siltstone and shale. On the lower slopes rock is overlain by Quaternary Age alluvial and marine sands (Mac Gregor et. al. 2007). A map of local geology is provided in Figure 3-39.

Once the selected option is identified the geology of underlying substrates will likely need to be considered for the construction stage.

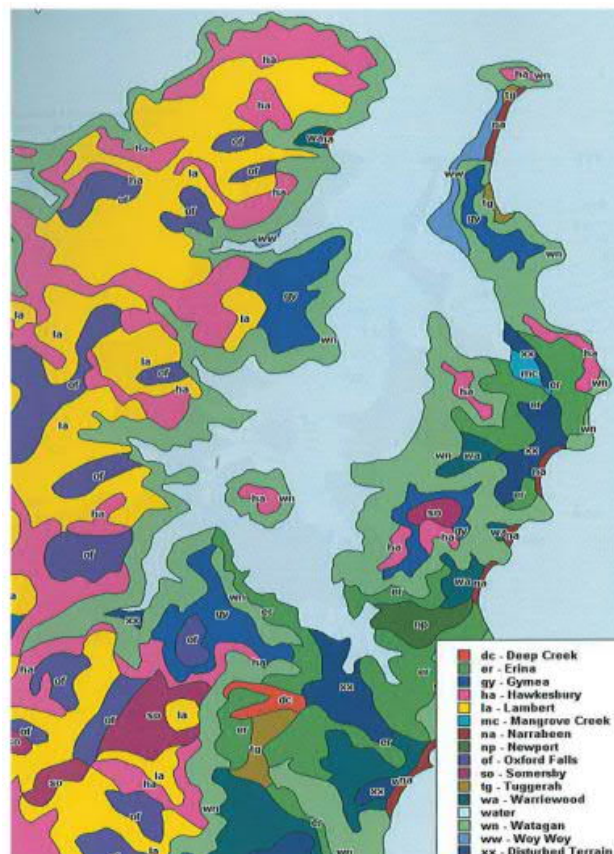


Figure 3-39 Local geology (Pittwater Council 2010).

### 3.5.2 Acid Sulphate Soils

All options being considered are located in areas which have been mapped as containing Class 1 and Class 2 potential for acid sulfate soils (Figure 3-40), which are designated as below:

- Class 1: Acid sulfate soils in a class 1 area are likely to be found on and below the natural ground surface.
- Class 2 : Acid sulfate soils in a class 2 area are likely to be found below the natural ground surface.

Site specific testing of soils/sediments in accordance with the NSW Acid Sulphate Assessment Guidelines (Ahern et al. 1998) should be undertaken for the selected option if any excavation or dredging is proposed as part of the proposed construction works. This is required in order to confirm the occurrence of potential or actual acid sulfate soils at the site and the potential for construction related impacts. If potential or acid sulphate soils are confirmed to occur then specific management/treatment will be required during construction.

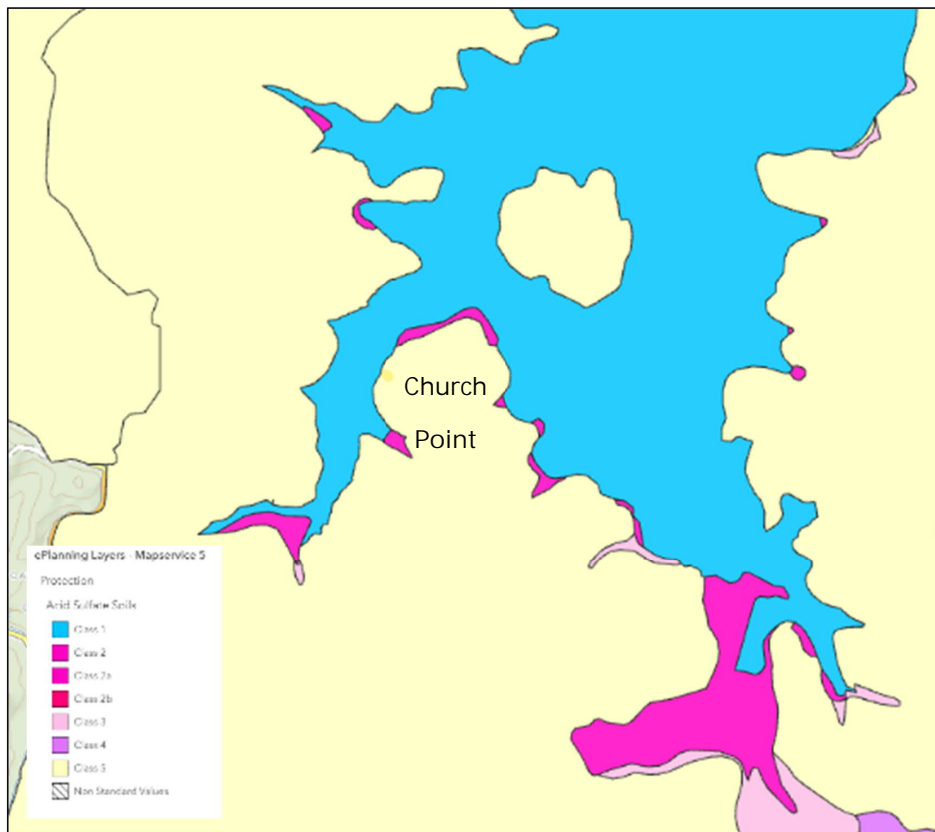


Figure 3-40 Acid sulfate soil risk mapping for Church Point (ePlanning Portal, Pittwater LEP 2014).

### 3.5.3 Sediment Quality

No sediment quality assessment was undertaken as part of the preliminary assessment; however, a suitable assessment should be undertaken once the preferred option and construction methodology/requirements are identified in order to identify potential risks of construction and disturbance of marine sediments in the selected location.

### 3.5.4 Summary of Geology, Sediments and Soils Constraints

A summary of geology, sediments and soils constraints for each option is provided in Table 3-8. For the identified option, appropriate geological and soil/sediment quality investigations must be undertaken to inform both the constructability and potential impacts relating to disturbance of soils/sediments during construction. Appropriate mitigation/management measures must be applied.

*Table 3-8 Summary of geology, sediments and soils constraints for each option.*

Option	Geology	Acid Sulphate Soils	Sediment Quality
1a and 1b – Extension at Church Point			
2a – Additional Structure Rostrevor Reserve			
2b – Additional Structure Church Point Reserve			
3a – Boat Bays Rowland Reserve			
3b – Boat Bays McCarrs Creek Reserve			
3c – Boat Bays Bayview Baths			

## 3.6 Socio-Economic

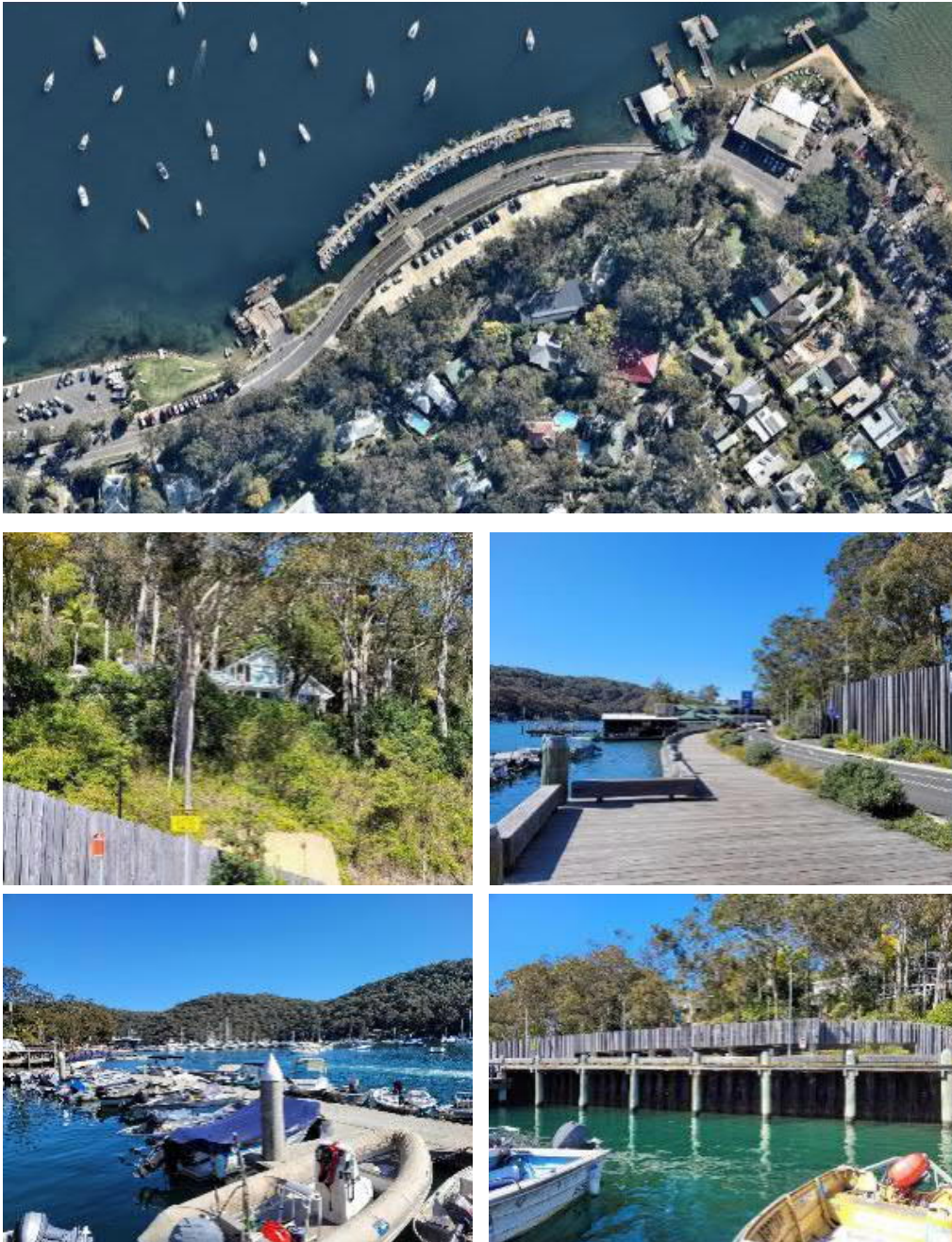
A high level overview of socio-economic matters which may be impacted by the proposal at each option site was assessed by reviewing aerial photographs, identifying local businesses, recreational facilities, residential property, access, amenities etc.

### 3.6.1 Option 1a and 1b – Extension

Local businesses within the vicinity of Option 1a and 1b include cafés, restaurants, and a post office. A boardwalk provides easy access to these businesses. A number of residential properties are located directly behind the existing two storey car park. Access to the site is primarily via a foreshore



boardwalk. Public toilets, whilst not within the direct vicinity, are located within 200 m of the site. Images are provided in Figure 3-41.



*Figure 3-41 Local businesses and residential properties in the vicinity of Option 1a and 1b.*

### 3.6.2 Option 2a – Additional Structure Rostrevor Reserve

Option 2a is located directly adjacent to Rostrevor Reserve. The reserve contains public seating facilities and open space for recreation. There is a cargo wharf, marina, boat dealer and boat repair business within the vicinity of the site. Residential properties are located across the road from the site. Access to the site is primarily via the reserve. Access to public toilets requires an approximate 350 m walk. Images are shown in Figure 3-42.





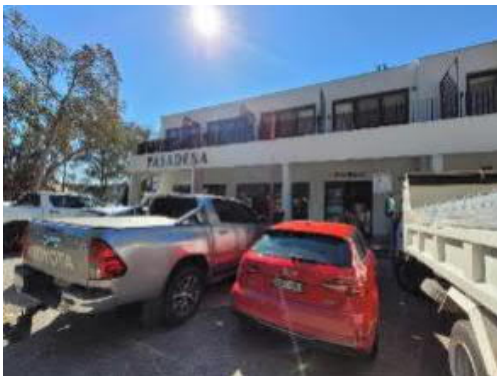


*Figure 3-42 Local businesses and residential properties in the vicinity of Option 2a.*

### 3.6.3 Option 2b – Additional Structure Church Point Reserve

Option 2b is located within the direct vicinity of Church Point Reserve and beach. The reserve contains seating facilities for the public, open space for recreation and storage for unpowered recreational vessels (e.g. kayaks). The northern end of the reserve contains a public toilet fitted with wheelchair access, as well as a number of local businesses including a post office, bottle shop, real estate agent, cafe, hotel and restaurant and wharf. Residential properties are located opposite the reserve. Images are provided in Figure 3-43.





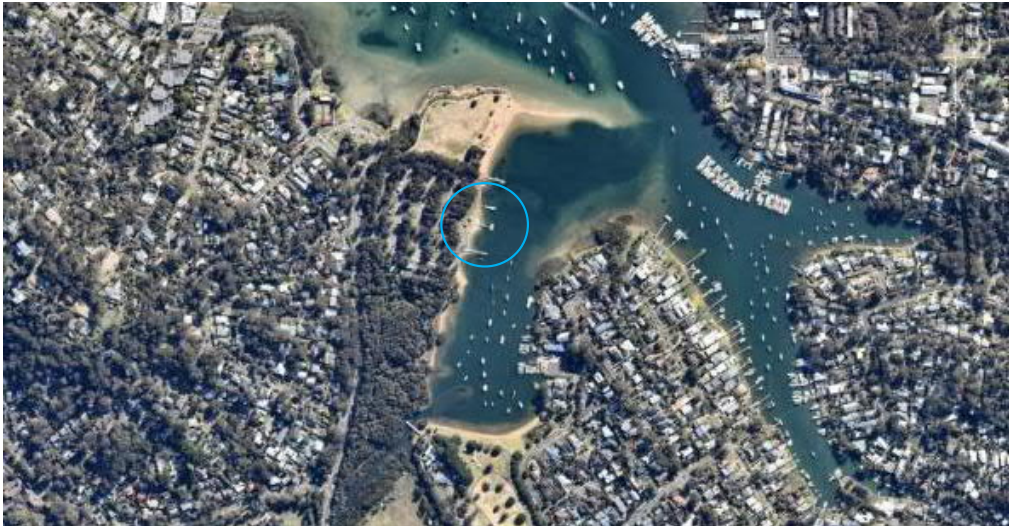




*Figure 3-43 Local businesses and recreational activities in the vicinity of Option 2b.*

#### 3.6.4 Option 3a – Boat Bays Rowland Reserve

Option 3a, located at Rowland Reserve, is the furthest site from Scotland Island by boat. This area contains public seating and picnic facilities and open space and small beaches for recreation. A number of small wharfs/pontoons and boat ramps line the water's edge for small vessel access and other recreational activities. The Rowland Reserve Dog Park is located at the northern end of the reserve, which is also home to the Bei Loon Dragon Boat Club. Public toilets are located at the rear of the Rowland Reserve carpark. The Marine Rescue Broken Bay unit is based at the southern end of the carpark. Residential properties and a marina are located on the opposite side of the river. Images are provided in Figure 3-44.



*Figure 3-44 Wharf, boat ramp, residential housing, and seating in the vicinity of Option 3a.*



### 3.6.5 Option 3b – Boat Bays McCarrs Creek Reserve

Option 3b, located at McCarrs Creek Reserve, is the least developed of all sites and one of the furthest sites from Scotland Island by boat. This area includes considerable open space for recreation and contains public seating, BBQ, and picnic facilities. The reserve currently contains dinghy storage, a small wharf and boat ramp extending into the creek. There are no commercial businesses at this site. Residential properties are located within the vicinity of the site (across the waterway). Dogs are allowed off the leash in designated areas. Public toilets are available in the direct vicinity of the site. Access is strictly via McCarrs Creek Road and there is an existing carpark. Kuring-Gai Chase National Park lies on the opposite bank. Images are provided in Figure 3-49.





*Figure 3-45 Dinghy storage, boat ramp, and residential housing in the vicinity of Option 3b.*

### 3.6.6 Option 3c – Boat Bays Bayview Baths

Option 3c is located directly adjacent to Gibson Marina Bayview, and the many local businesses alongside it (e.g. cafés, boat dealers, canoe and kayak rental services). An existing carpark leads to a small reserve which offers public seating and access to the Historic Bayview Baths and wharf. Residential properties are situated opposite the carpark. Images are shown in Figure 3-46.







Figure 3-46 Gibson Marina Bayview, seating, and the carpark in the vicinity of Option 3c.

### 3.6.7 Summary of Socio-economic Constraints

A summary of key socio-economic constraints for each option is provided in Table 3-9 on the following page. In regard to residential, commercial and open space constraints these relate to the potential for impacts (e.g. noise, access, visual) during construction (with these socio-economic factors existing at or near the site). While carparking has been identified at all sites this constraints analysis does not represent a specialist parking study and has not considered specifics like number of car park spots to number of proposed berths etc.

Table 3-9 Summary of socio-economic constraints for each option.

Option	Residential Areas	Commercial / Business	Open Space / Reserves	Nearby Amenities (e.g. toilet blocks)	Public Transport Routes	Carparking
1a and 1b – Extension at Church Point						
2a – Additional Structure Rostrevor Reserve						
2b – Additional Structure Church Point Reserve						
3a – Boat Bays Rowland Reserve						
3b – Boat Bays McCarrs Creek Reserve						
3c – Boat Bays Bayview Baths						

### 3.7 Landscape Character and Visual Amenity

It is not considered that the proposed wharf upgrades are considerably out of keeping with the existing landscape character of any of the option sites and/or waterway use. All sites are already subject to a high level of recreational vessel use and include various and multiple boating facilities including swing moorings, boat ramps, small pontoons/jetties and some with larger commercial or commuter wharves. The visual amenity of the majority of the sites would not be considerably changed by the proposed works during operation but there would be some unavoidable short term visual impacts to local receivers during construction (refer to Section 3.6 for details of these receivers).

However, it is also noted that some sites are more similar in terms of their existing landscape character and uses to the proposed works than others. The option sites which are most similar include Option 1a and 1b (Extension), Option 2a (Rostrevor Reserve) and Option 3c (Bayview Baths). Option 2c (Church Point Reserve) is considered to be next most similar but currently has more open space and a lower level of development. The two sites which are currently the least developed in terms of boating facilities and currently have the most natural outlook and surroundings include Option 3a (Rowland Reserve) and 3b (McCarrs Creek Reserve). These sites are also the most distant from Scotland Island for vessel travel.



### 3.7.1 Option 1a and 1b – Extension

Option 1a and 1b are not expected to present any significant change to these sites landscape character or visual amenity during operation. Some short term construction impacts on visual amenity are to be expected.

### 3.7.2 Option 2a – Additional Structure Rostrevor Reserve

Option 2a is not expected to present any significant change to the landscape character or visual amenity during operation. Some short term construction impacts on visual amenity are to be expected.

### 3.7.3 Option 2b – Additional Structure Church Point Reserve

Option 2b will present a slight change to the local landscape character and visual amenity during operation. Some short term construction impacts on visual amenity are to be expected.

### 3.7.4 Option 3a – Boat Bays Rowland Reserve

Option 3a presents a minor change to the existing landscape character and visual amenity during operation. Some short term construction impacts on visual amenity are to be expected.

### 3.7.5 Option 3b – Boat Bays McCarrs Creek Reserve

Option 3b will result in some changes to landscape character and visual amenity during operation. This site is considered the most sensitive location for landscape character and visual amenity impacts due to the higher extent of undeveloped land / foreshore reserve and the proximity to the National Park. Some short term construction impacts on visual amenity are to be expected.

### 3.7.6 Option 3c – Boat Bays Bayview Baths

Option 3c is not expected to present any significant change to landscape character or visual amenity during operation. Some short term construction impacts on visual amenity are to be expected.

### 3.7.7 Summary of Landscape Character and Visual Amenity Constraints

A summary of the general landscape character and visual amenity constraints for each option is provided in Table 3-10. This high level assessment takes into account the existing landuse and landscape character of each site and impacts of the proposed new facilities on the local landscape character and visual amenity during construction and operation. While some sites are identified as being constrained more than others, it is not expected that for any option these impacts would be significant.

Table 3-10 Summary of landscape character and visual amenity constraints for each option.

Option	Landscape Character	Visual Amenity (Operation)	Visual Amenity (Construction)
1a and 1b – Extension at Church Point			
2a – Additional Structure Rostrevor Reserve			
2b – Additional Structure Church Point Reserve			
3a – Boat Bays Rowland Reserve			
3b – Boat Bays McCarrs Creek Reserve			
3c – Boat Bays Bayview Baths			

### 3.8 Traffic, Transport and Access

A high level overview of traffic, transport and access constraints (on water and land) was undertaken for each site considering their distance from Scotland Island, local land uses, local roads, available public transport facilities and available parking areas.

The NSW Roads and Maritime boating map for Pittwater (<https://roads-waterways.transport.nsw.gov.au/documents/maritime/usingwaterways/maps/boating-maps/9a-pittwater.pdf>) is included in Appendix F for reference.

#### 3.8.1 Option 1a and 1b – Extension

Option 1a and 1b are located ~500 m from Scotland Island by water (noting that vessel proximity is dependent on the island location being departed from) and are one of the most proximate locations for commuters of all the options being considered. The main road leading to Option 1a and 1b (McCarrs Creek Road), is a single carriageway with two lanes, primarily utilised by cars, buses and bicycles. There is a public bus stop approximately to the 150 m west and 200 m to the east of Option 1a and 1b, and a double story carpark is located directly opposite the site. Disabled parking, motorcycle and bicycle parking is also available in the carpark. Water access is available via ferries and water taxis at the Church Point Wharf as well as small private vessel access via the existing Church Point Commuter Wharf. Images are provided in Figure 3-47.





*Figure 3-47 McCarrs Creek Road and the carpark in the vicinity of Option 1a and 1b.*

### 3.8.2 Option 2a – Additional Structure Rostrevor Reserve

Option 2a is located ~650 m from Scotland Island by water (noting vessel proximity is dependent on the island location being departed from) and also is one of the most proximate locations for commuters of all options being considered. Option 2a is located off McCarrs Creek Road, following the same structure of Option 1a and 1b. There are bus stops located directly adjacent to Option 2a travelling in both directions, with on-street parking lining the northern side of McCarrs Creek Road for approximately 100 m. Water access is available via ferries and water taxis at the Church Point Wharf and small vessel access via the existing Church Point Commuter Wharf. Images are provided in Figure 3-52.



*Figure 3-48 McCarrs Creek Road and on-street parking options in the vicinity of Option 2a.*

### 3.8.3 Option 2b – Additional Structure Church Point Reserve

Option 2b is located ~350 m from Scotland Island by water (noting vessel proximity is dependent on the island location being departed from) and is the most proximate location for commuters of all options being considered. Option 2b is located at the northern end of Pittwater Road, which follows the same structure of McCarrs Creek Road. The Church Point Parking Area, a large, open-air, ticketed car park covering 600 m, is located directly adjacent to the site. Bus stops can be found at either end of the carpark, travelling in both directions. Disabled parking, motorcycle and bicycle parking is available in the carpark. Water access is available via ferries and water taxis at the Church Point Wharf. Images are provided in Figure 3-49.





*Figure 3-49 McCarrs Creek Road, bus stop, carparking and Church Point Wharf in the vicinity of Option 2b.*

#### 3.8.4 Option 3a – Boat Bays Rowland Reserve

Option 3a is located ~ 2.5 km from Scotland Island by water (noting vessel proximity is dependent on the island location being departed from) and is one of the furthest locations for commuters of all options being considered. Option 3a is located off Pittwater Road, through an open-air, ticketed car park, where disabled parking and boat trailer parking is available. Bus stops are located south of the carpark travelling in both directions, as well as on-street parking, with access to the site via foot through Rowland Reserve. Water access is available via water taxis at the small wharf. Images are provided in Figure 3-50.



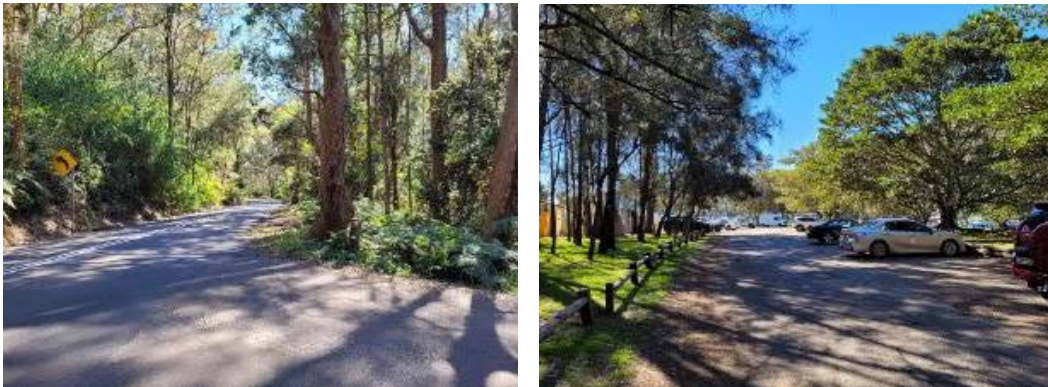




*Figure 3-50 Pittwater Road, bus stop, carpark and wharf in the vicinity of Option 3a.*

### 3.8.5 Option 3b – Boat Bays McCarrs Creek Reserve

Option 3b is located ~2 km from Scotland Island by water (noting vessel proximity is dependent on the island location being departed from) and is one of the furthest locations for commuters of all the options being considered. There are a large number of swing moorings which occur along the McCarrs Creek waterway on the way to this site. Land access to Option 3b is via a car park and Reserve off McCarrs Creek Road. The closest bus stop is approximately 400 m from the car park entrance travelling northbound, with no footpaths leading to the site. While there is a small wharf for access by water taxis, no public ferries visit this location. Images are provided in Figure 3-51.





*Figure 3-51 McCarrs Creek Road, wharf and the carpark in the vicinity of Option 3b.*

### 3.8.6 Option 3c – Boat Bays Bayview Baths

Option 3c is located ~1.8 km from Scotland Island by water (noting vessel proximity is dependent on the island location being departed from) and is also one of the most distant locations for commuters of all options being considered. Option 3c is located off Pittwater Road, with an open-air car park adjacent to the site, with disabled and boat trailer parking also available. There are bus stops located approximately 100 m north of the site, travelling north and southbound. Water access is limited to water taxis from the existing wharf. Images are provided in Figure 3-52.



*Figure 3-52 Pittwater Road, and the carpark in the vicinity of Option 3c.*

### 3.8.7 Summary of Traffic, Transport and Access Constraints

A summary of key traffic, transport and access constraints for each option is provided in Table 3-11. All options have some form of carparking available as well as decent access roads and most have bus stops in their near vicinity. However, Options 3a, 3b and 3c are all considered to be constrained by their distance via water from Scotland Island, potentially making travel to and from these sites at night and in poor weather conditions unsuitable for small vessels.

Table 3-11 Summary of traffic, transport and access constraints for each option.

Option	Distance from Scotland Island	Carparking Available	Access Roads	Land Based Public Transport (nearby)	Water Based Public Transport
1a and 1b – Extension at Church Point					
2a – Additional Structure Rostrevor Reserve					
2b – Additional Structure Church Point Reserve					
3a – Boat Bays Rowland Reserve					
3b – Boat Bays McCarrs Creek Reserve					
3c – Boat Bays Bayview Baths					

### 3.9 Noise and Vibration

Noise and vibration resulting from the proposed construction works will have short term impacts on local residents, businesses and commercial activities. These receivers have been identified in Section 3.6. There is also the potential for noise impacts on aquatic and terrestrial fauna. Depending on the option selected, the required construction activities and noise impacts will differ slightly.

Once the selected option and construction methodology is decided on then noise and vibration impacts should be considered further in an REF with regard to the local socio-economic factors and ecological factors in that location.

All noise impact assessment and construction works should be undertaken within standard construction hours and in accordance with the following. It is not expected that noise impacts from the small scale works would be significant as long as these guidelines and policies are adhered to.

- Interim Construction Noise Guideline (DECC, 2009).
- NSW Noise Policy for Industry (EPA, 2017).
- Vibration is to be assessed in accordance with Assessing Vibration: A Technical Guideline (DECC, 2006).



### 3.9.1 Summary of Noise and Vibration Constraints

A summary of key noise and vibration constraints for each option is provided in Table 3-12. There are the potential for construction associated noise impacts of some kind at all locations. Operational noise impacts are considered to be insignificant given the current high recreational use of all waterways.

Table 3-12 Summary of noise and vibration constraints for each option.

Option	Residential	Commercial / Local Businesses	Ecological (Aquatic or Terrestrial Fauna)
1a and 1b – Extension at Church Point			
2a – Additional Structure Rostrevor Reserve			
2b – Additional Structure Church Point Reserve			
3a – Boat Bays Rowland Reserve			
3b – Boat Bays McCarrs Creek Reserve			
3c – Boat Bays Bayview Baths			

### 3.10 Air Quality

General construction vessel and vehicle exhaust emissions are expected to occur from the proposed works. Impacts to air quality would primarily occur from exhaust emissions from the use of diesel powered construction vessels and fugitive refuelling emissions. Fugitive refuelling emissions are predicted to be minor as a result of the proposed works. It is not expected that any stockpiling of sediments or soils would be required that have the potential to generate dust, however, this would need to be confirmed and addressed once the selected option and required construction methods are identified. No other significant air quality emissions form part of the proposal.

#### 3.10.1 Summary of Air Quality Constraints

A summary of key air quality constraints, based on the proximity of sensitive receivers for each option, is provided in Table 3-13. However, it must be noted that for many of those areas which are identified as constrained, activities with similar air quality impacts already exist (i.e. local main roads with private vehicles and buses, marina facilities, public ferries and recreational vessel emissions).

*Table 3-13 Summary of air quality constraints for each option.*

Option	Residential	Commercial / Local Businesses
1a and 1b – Extension at Church Point		
2a – Additional Structure Rostrevor Reserve		
2b – Additional Structure Church Point Reserve		
3a – Boat Bays Rowland Reserve		
3b – Boat Bays McCarrs Creek Reserve		
3c – Boat Bays Bayview Baths		

## 4 Summary of Constraints

Table 4-1 below provides a very high level overview of environmental constraints identified for each of the options which have been drawn from the multiple impacts within each of these topics identified in the previous Sections. Specifics relating to the constraints identified in Table 4-1 are provided in Table 3-1 to Table 3-13.

Based on the identified environmental constraints, Options 1a and 1b (Extension at Church Point), Option 2a (Additional Structure Rostrevor Reserve) or Option 2b (Additional Structure Church Point) are considered to be most preferable.

Table 4-1 High level summary of environmental constraints identified for each option.

Option	Planning and Permissibility	Land Use and Property	Aboriginal Heritage	European Heritage	Aquatic Biodiversity	Terrestrial Biodiversity	Hydrology, Water Quality, Groundwater	Geology, Sediments and Soils	Socio-Economic	Landscape Character and Visual Amenity	Traffic Transport and Access	Noise and Vibration	Air Quality
1a and 1b – Extension at Church Point													
2a – Additional Structure Rostrevor Reserve													
2b – Additional Structure Church Point Reserve													
3a – Boat Bays Rowland Reserve													
3b – Boat Bays McCarrs Creek Reserve													
3c – Boat Bays Bayview Baths													

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## Appendix A

### EPBC Act Protected Matters Search





## Appendix B    BioNet Atlas of NSW Wildlife Search





## **Appendix C    FM Act Schedules**







## **Appendix D   AHIMS Database Search**

## Appendix E NSW Marine Protected Areas

## Appendix F Boating Map for Pittwater



**Attachment 1: Water Skiing at Manly Dam, Timetable Proposed by the Manly Warringah War Memorial State Park Advisory Committee v Current Approved Times 2022**

**Water-skiing at Manly Dam - Daylight Saving (Oct-Apr)**

Park opens 7am, closes 8:30pm

		Morning	Afternoon
<b>Monday</b>	Current	10am-2:30pm	2:30pm-7pm
	Proposed	10am-2:30pm	2:30pm-7pm
<b>Tuesday</b>	Current	7:30am-12:30pm	12:30pm-5pm
	Proposed	7:30am-12:30pm	No skiing
<b>Wednesday</b>	Current	7:30am-1:30pm	1:30pm-7pm
	Proposed	9am-1pm	1pm-7pm
<b>Thursday</b>	Current	10am-2:30pm	2:30pm-7pm
	Proposed	10am-2:30pm	2:30pm-7pm
<b>Friday</b>	Current	7:30am-12:30pm	12:30pm-5pm
	Proposed	7:30am-12:30pm	No skiing
<b>Saturday</b>	Current	9am-1:30pm	1:30pm-7pm
	Proposed	9am-1pm	1pm-5pm
<b>Sunday &amp; Public Holidays</b>	Current	7:30am-12noon	12noon-4 pm
	Proposed	8am-12:30pm	No Skiing
No skiing ANZAC Day & Remembrance Day			

**Water-skiing at Manly Dam, Non-Daylight Saving (Apr-Oct)**

Park opens 7am, closes 5:30pm

		Morning	Afternoon
<b>Monday</b>	Current	8am-12:30pm	12:30pm-5pm
	Proposed	10am-1:30pm	1:30pm-5pm
<b>Tuesday</b>	Current	8am-12:30pm	12:30pm-5pm
	Proposed	8am-12:30pm	No-skiing
<b>Wednesday</b>	Current	8am-12:30pm	12:30pm-5pm
	Proposed	9am-1pm	1pm-5pm
<b>Thursday</b>	Current	8am-12:30pm	12:30pm-5pm
	Proposed	10am-1:30pm	1:30pm-5pm
<b>Friday</b>	Current	8am-12:30pm	12:30pm-5pm
	Proposed	8am-12:30pm	No skiing
<b>Saturday</b>	Current	8am-12:30pm	12:30pm-5pm
	Proposed	8am-12:30pm	12:30pm-5pm
<b>Sunday &amp; Public Holidays</b>	Current	8am-12:30pm	12:30pm-5pm
	Proposed	8am-12:30pm	No skiing
No skiing ANZAC Day & Remembrance Day			

The current times are confirmed by the Manly Warringah War Memorial Park Plan of Management, 2014.



**Attachment 2: Water Skiing at Manly Dam – Approved Water Ski and Power Boat Zone**



The Manly Dam Water Ski and Power Boat Zone was confirmed in the Manly Warringah War Memorial Park Plan of Management (2014).



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## Community and Stakeholder Engagement Report

### Proposal to trial reduced water-skiing times at Manly dam

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#### Contents

1.	Summary.....	2
1.1.	Key outcomes .....	2
1.2.	How we engaged .....	3
1.3.	Who responded.....	4
2.	Background.....	4
3.	Engagement objectives .....	5
4.	Engagement approach .....	5
5.	Findings .....	6
	Appendix 1 – Water Skiing Timetable with Current and Proposed Times.....	10
	Appendix 2 Verbatim community and stakeholder responses .....	11

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## 1. Summary

The Manly Warringah War Memorial State Park Advisory Committee (Advisory Committee) has requested that Council consider its proposal for reduced water skiing times at Manly Dam as per the timetable in Appendix 1. This proposal is about providing:




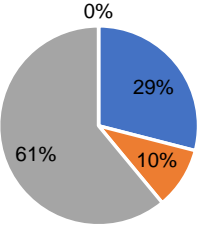

- More and equitable access to the entire lake at Manly Dam for other sport and recreational activities
- More quiet time at Manly Dam when there are no motorised boats and water skiing on the lake
- Ongoing access to the lake at Manly Dam for water skiing.

The hours were proposed to be reduced as follows:

- Summer (daylight saving) - skiing hours reduced from 67 to 50.5 hours a week.
- Winter (non-daylight saving) - skiing hours reduced from 63 to 44.5 hours a week.



In response to the Advisory Committee's request Council publicly exhibited a plan to conduct a 12-month trial of the proposed reduced water ski times via the Your Say online hub from 27 April 2022 to 5 June 2022. 746 submissions were received during the exhibition period (excluding duplicates). The majority of responses (61%) were not supportive of the trial or reduced water ski times. 29% were supportive and 10% supportive with changes.

### 1.1. Key outcomes

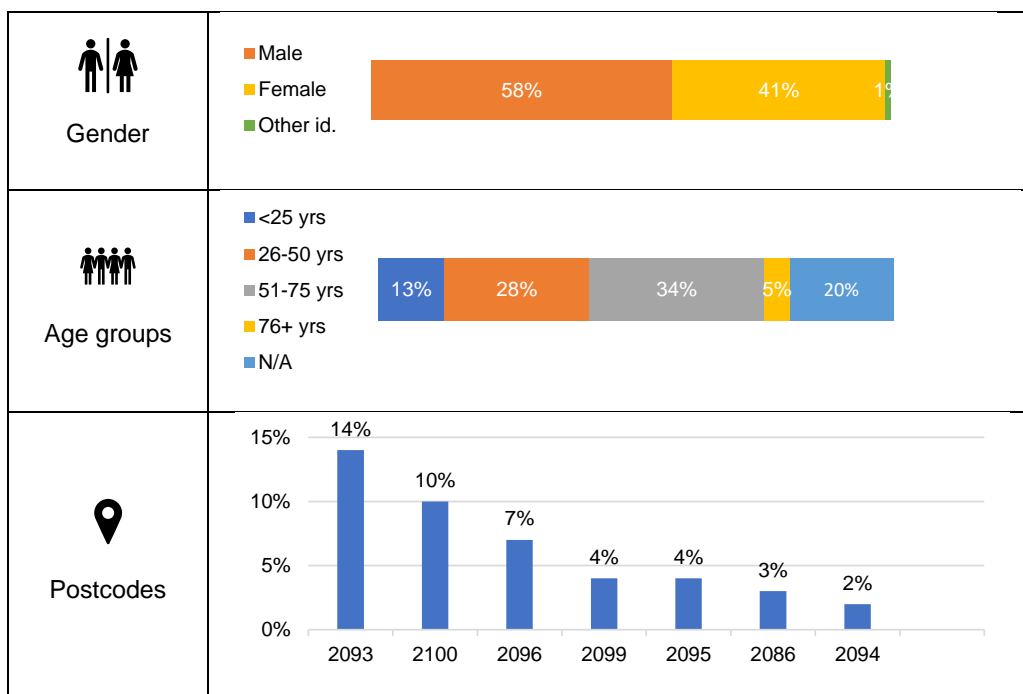
 Total unique responses	746	
 How responses were received	Submission/Comment form Written responses (email/letter)	Completions: 707 Number received: 39
 Online sentiment question: Do you support the proposal for a 12-month trial of reduced water skiing times at Manly Dam?	<div style="text-align: center;">  <p>0% 29% 10% 61%</p> <p>■ Yes ■ Yes with changes ■ No</p> <p>Total responses = 746</p> </div>	
 Feedback themes	There are no suitable safe alternative locations for water skiing on the Northern Beaches.	Further reduce the water skiing times  There is currently enough space for other users on the lake and

	<p>Physical, mental, and social well-being benefits of water skiing at Manly Dam</p> <p>Reduced water ski times allows more quiet time to enjoy Manly Dam</p> <p>The proposed water skiing times are too restrictive</p> <p>The proposed reduced water skiing times enables more access to the entire lake for other activities</p> <p>It is unnecessary to restrict the water skiing times as the current arrangements work well</p>	<p>there are other nearby facilities available for these users</p> <p>Environmental impacts</p> <p>Water skiing has a long history at Manly Dam</p> <p>Water skiing is available to only a select few people</p> <p>Transparency of water ski bookings and information</p>
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## 1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 2,237	Visits: 2,918	Average time onsite: 3min 09sec
 Print media and collateral	Letterbox drop: 2093 and 2100 Site signs used: Yes		Distribution: 300 Number of signs: 4
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 3 editions Council (weekly) e-News: 1 edition Stakeholder email: 10		Distribution: 22,000 subscribers Distribution: 180,000 subscribers

### 1.3. Who responded<sup>1</sup>



## 2. Background

Water skiing has been held on the lake at the Manly Warringah War Memorial State Park (Manly Dam) since 1947. Manly Dam is located on Crown land managed by Council. The Manly Warringah War Memorial Park Plan of Management, 2014 (Plan of Management 2014) identifies, among other things:

- Standard approved times for water skiing and power boat use at Attachment 1
- A water skiing and power boat zone on the lake at Attachment 2
- The Manly and Warringah Water Ski Club Inc's use and management of the water skiing and power boat zone and an intent for a formal agreement with Council
- The Club was formed in the 1960's and has been managing water skiing at Manly Dam on Council's behalf since that time

The Manly Warringah War Memorial State Park Advisory Committee (Advisory Committee) has requested that Council consider its proposal for reduced water skiing times at Manly Dam as per the timetable in Appendix 1. This proposal is about providing:

- More and equitable access to the entire lake at Manly Dam for other sport and recreational activities
- More quiet time at Manly Dam when there are no motorised boats and water skiing on the lake
- Ongoing access to the lake at Manly Dam for water skiing.

<sup>1</sup> Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.

The hours were proposed to be reduced as follows:

- Summer (daylight saving) - skiing hours reduced from 67 to 50.5 hours a week.
- Winter (non-daylight saving) - skiing hours reduced from 63 to 44.5 hours a week.

In response to the Advisory Committee's request Council publicly exhibited a plan to conduct a 12-month trial of the proposed reduced water ski times via the Your Say online hub from 27 April 2022 to 5 June 2022. 746 submissions were received during the exhibition period. The majority of responses (61%) were not supportive of the trial or reduced water ski times. 29% were supportive and 10% supportive with changes.

The project's impact is assessed as level two (high impact local) in accordance with the Northern Beaches Council Community Engagement Matrix, resulting in a community engagement process devised on a single staged approach.

### 3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities
- provide accessible information so community and stakeholders can participate in a meaningful way
- identify community and stakeholder concerns, local knowledge and values
- seek out and facilitate the involvement of those affected by or interested in a project

### 4. Engagement approach

Community and stakeholder engagement about Water Skiing at Manly Dam was conducted between Wednesday 27 April and Sunday 5 June 2022, and provided opportunities for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

A project page was established on our have your say platform with information provided in an accessible and easy to read format.

The community were informed of the opportunity to provide feedback through; onsite signs at Manly Dam, a Your Say online project page, letterbox drop to homes around Manly Dam, media release, Council's engagement newsletter, e-news and social media and stakeholder emails.

Feedback was captured through an online comment form embedded onto the have your say project page. The form included a question that directly asked respondents for their level of support on the proposal.

An open-field comments box provided community members a space to explain or elaborate on their support, not support or neutral sentiment as well as any other feedback they wished to contribute.

Email and written comments were also invited.



## 5. Findings

During public exhibition, 707 unique submissions were received through the Your Say submission form and 39 submissions outside of the Your Say submission form totalling 746 unique submissions. Duplicates were excluded.

A total of 39 percent of the submissions received supported the proposal for reduced water-skiing times with 29 percent saying yes to the proposal and 10 percent supporting the proposal with changes.

A total of 61 percent of the submissions received did not support the proposal for reduced water-skiing times.

Several formal submissions were received from key stakeholders including:

The Manly & Warringah Water Ski Club made a submission indicating they do not support the trial nor the reduced times though does support no skiing all day on ANZAC Day and all day on Remembrance Day. Also that the proposed changes will have a significant impact on the: viability of the Club, family, community, economic benefits water skiing provides, tournament training due to the distance to the nearest alternative sites.

The club also included survey results from a study completed by KANTAR, a company commissioned by the club to conduct research into community attitudes towards water skiing at Manly Dam. 300 residents were contacted by phone from 19 to 27 May 2022. The Club indicated that KANTAR's research does not support reduced water skiing times.

The WaterSki & Wakeboard Australia (WAWA) made a submission – they do not support changes to the water skiing times. WAWA indicated that Manly Dam is the only training area within hundreds of kilometres with many active competitors in the club.

The Save Manly Dam Catchment Committee (SMDCC) made a submission in support of the proposal for reduced water skiing times and immediate implementation.

The Surf Life Saving Sydney Northern Beaches Branch were informed about this community engagement however no formal submissions were received by the Branch or any Northern Beaches Surf Life Saving Club.

**Table 1: Thematic Summary of Comments Received**

Key Theme	What We Heard (Summary)	Council's response
There are no suitable safe alternative locations for water skiing on the Northern Beaches	1. There are no suitable safe alternative locations for water skiing on the Northern Beaches. 2. There is a shortage of places to water ski on the Northern Beaches and in Sydney.	1 & 2 – Council supports the continuation of water skiing at Manly Dam (as outlined in the Plan of Management, 2014). There is not a water ski location on the Northern Beaches with similar characteristics to Manly Dam.
Physical, mental, and social well-being benefits of water skiing at Manly Dam	3. Water skiing at Manly Dam provides physical, mental and social well-being benefits to the individuals, families and groups who participate. There would be less of these benefits should the water skiing times be reduced.	3 – Noted.

Key Theme	What We Heard (Summary)	Council's response
Reduced water ski times allows more quiet time to enjoy Manly Dam	4.Reducing the water ski times would mean less boats on the lake and more quiet time to enjoy Manly Dam particularly when visiting the picnic areas located on the lake's edge.	4 – Council's draft Open Space and Outdoor Recreation Strategy 2022 identifies the value of spending quiet time in nature.
The proposed water skiing times are too restrictive.	5.The proposed times are too restrictive, reducing the times available for training, club members and casual users.  6. The Manly and Warringah Water Ski Club indicate that the reduced times would make the club less viable.	5 – Council supports the continuation of water skiing at Manly Dam (as outlined in the Plan of Management, 2014).  6 - Noted
The proposed reduced water skiing times enables more access to the entire lake for other activities	7. The proposed times enable more access to the entire lake for other activities such as swimming and paddle boarding.  8. The proposed times are fairer and more equitable.	7 & 8 – Council is supportive of continued access to Manly Dam for a variety of recreational opportunities.
It is unnecessary to restrict the water skiing times as the current arrangements work well	9. The current water skiing arrangement has worked well for a lengthy period of time and does not need to change.	9 – The Plan of Management (2014) supports an annual review of the approved times for water skiing.  A Council officer review about water skiing will be conducted annually and a report provided to Council only if changes are proposed
Further reduce the water skiing times	10. More restrictions are necessary to enable more access to the entire lake for other activities.  11. Consider removing water skiing from Manly Dam.	10 – Noted. See also response to point 12.  11 – Council supports the continuation of water skiing at Manly Dam (as outlined in the Plan of Management, 2014).

Key Theme	What We Heard (Summary)	Council's response
There is currently enough space for other users on the lake and there are other nearby facilities available for these users	12. Water skiing takes up only 40% of the lake and there is enough space already for other lake activities. There are also plenty of other facilities on the Northern Beaches for these activities such as surf lifesaving training, triathlon, kayaking, and canoeing.	12 – There are alternate places on the Northern Beaches where some lake activities can be conducted e.g. surf lifesaving training is conducted from time to time on the lake however their primary training location is on the ocean beaches. The Surf Life Saving Sydney Northern Beaches Branch were informed about this community engagement however no formal submissions were received by the Branch or any Northern Beaches Surf Life Saving Clubs.
Environmental impacts	13. Pollution is caused by the boats on the lake, there is shoreline erosion caused by boat wake, and noise impacts on wildlife.	13 – Environmental concerns raised will be considered in a Manly Dam water quality project 2022/23, the review of the Manly Dam water quality management plan 23/24 (should funds be available) and in future environmental research to be undertaken for Manly Dam.
Water skiing has a long history at Manly Dam	14. There is a long and successful history of water skiing at Manly Dam.	14 – Noted. The Manly and Warringah Water Skiing Club has been managing water skiing at Manly Dam on Council's behalf since the 1960's.
Water skiing is available to only a select few people	15. Only a small minority of people water ski and they have exclusive use of the lake at Manly Dam.	15 – The Plan of Management, 2014 identifies, among other things, the Manly and Warringah Water Skiing Club's use and management of the water skiing and power boat zone (a section of the lake) on Council's. Exclusive use of the lake for water skiing is only permitted in this zone during the approved times. The lake is available for other uses in this zone within these times with consent from Council and following consultation with the Club.

Key Theme	What We Heard (Summary)	Council's response
Transparency of water ski bookings and information	<p>16. It would be beneficial to know in advance if boats will be on the lake</p> <p>17. On site signage about water skiing would be helpful for other users of Manly Dam</p> <p>18. Club fee review</p>	<p>16. In 2022/23 Council will work with the Manly and Warringah Water Skiing Club to find an effective way to communicate to the public when the lake is booked for water skiing.</p> <p>17. Council will install water skiing information signs at Manly Dam and update the water ski information on Council's website in 2022/23.</p> <p>18. A Council officer review about water skiing will be conducted annually (including where relevant fees review) and a report provided to Council only if changes are proposed</p>

## Appendix 1 – Water Skiing Timetable with Current and Proposed Times

### Water-skiing at Manly Dam - Daylight Saving (Oct-Apr)

Park opens 7am, closes 8:30pm

		Morning	Afternoon
<b>Monday</b>	Current	10am-2:30pm	2:30pm-7pm
	Proposed	10am-2:30pm	2:30pm-7pm
<b>Tuesday</b>	Current	7:30am-12:30pm	12:30pm-5pm
	Proposed	7:30am-12:30pm	No skiing
<b>Wednesday</b>	Current	7:30am-1:30pm	1:30pm-7pm
	Proposed	9am-1pm	1pm-7pm
<b>Thursday</b>	Current	10am-2:30pm	2:30pm-7pm
	Proposed	10am-2:30pm	2:30pm-7pm
<b>Friday</b>	Current	7:30am-12:30pm	12:30pm-5pm
	Proposed	7:30am-12:30pm	No skiing
<b>Saturday</b>	Current	9am-1:30pm	1:30pm-7pm
	Proposed	9am-1pm	1pm-5pm
<b>Sunday &amp; Public Holidays</b>	Current	7:30am-12noon	12noon-4 pm
	Proposed	8am-12:30pm	No Skiing
No skiing ANZAC Day & Remembrance Day			

### Water-skiing at Manly Dam, Non-Daylight Saving (Apr-Oct)

Park opens 7am, closes 5:30pm

		Morning	Afternoon
<b>Monday</b>	Current	8am-12:30pm	12:30pm-5pm
	Proposed	10am-1:30pm	1:30pm-5pm
<b>Tuesday</b>	Current	8am-12:30pm	12:30pm-5pm
	Proposed	8am-12:30pm	No-skiing
<b>Wednesday</b>	Current	8am-12:30pm	12:30pm-5pm
	Proposed	9am-1pm	1pm-5pm
<b>Thursday</b>	Current	8am-12:30pm	12:30pm-5pm
	Proposed	10am-1:30pm	1:30pm-5pm
<b>Friday</b>	Current	8am-12:30pm	12:30pm-5pm
	Proposed	8am-12:30pm	No skiing
<b>Saturday</b>	Current	8am-12:30pm	12:30pm-5pm
	Proposed	8am-12:30pm	12:30pm-5pm
<b>Sunday &amp; Public Holidays</b>	Current	8am-12:30pm	12:30pm-5pm
	Proposed	8am-12:30pm	No skiing
No skiing ANZAC Day & Remembrance Day			

The current times are confirmed in the Manly Warringah War Memorial Park Plan of Management, 2014.

## Appendix 2 Verbatim community and stakeholder responses\*

ID	Comment
59729	Water skiing doesn't unpack anyone living around or using the dam. As regular dam visitors we barely notice them, and when we do it's as we enjoy the show! Reducing times will only reduce the ability of people to access a sport they love, and in a world with so much screen time, hectic lives etc why make accessing outdoor activities harder? From a non skiing family.
59727	I have had the benefit of learning to Skiing as at Manly Dam. It is a great place to spend the afternoon with friends. I understand the dam has been used for water skiing for many years and was surprised to hear that the council was considering a reduction in skiing hours. Does not seem to make sense to me ???
59726	This is not a good idea. All my children have learned to ski at Manly Dam and still see it as a valuable Water Ski resource in Sydney. We have had the benefit to have many friends over to ski and teach them to ski. Introducing them to healthy outdoor activities and away from their devices.. There are no other safe places to learn to ski. Don't do this please
59725	It is unnessecary and restricts one of the most popular activities to do on the dam.
59724	This Dam is the only location with a slalom course and ski jump in Sydney or greater Sydney, this along with the already strick restrictions that the skiers already adhere to, such as high fees, insurance costs, limited time availability and limited facilities, I believe that making these changes for "other recreational activities" is simply unnessecary when all of these can be done at narrabeen lakes or in the other 60% of the manly dam this is available to them or in the many bays and beaches that bless the northern beaches.
59722	There are few places to ski in Warringah council area . Don't make it even less.

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*\*Personal details and inappropriate language have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.*



59721	<p>I fully support the trial for reduced hours for water-skiing.</p> <p>Reasons: The current timetable allows water-skiing during most daylight hours every day of the week throughout the year.</p> <p>This is an extensive allocation of time for an elite sport that is beyond the means of the majority of the population.</p> <p>Other water sports notably canoeing and swimming are excluded from a large central area of the reservoir during these times.</p> <p>Currently these more popular water sports can only take place at the extremities of the day in the early morning and late afternoon.</p> <p>The current allocation of time to water-skiing is disproportionate and does not allow sufficient time for other water sports such as canoeing.</p> <p>During the week when I visit the Park I only occasionally observe water-skiing taking place even though it may be scheduled in the timetable.</p> <p>It would be useful to have a prominent sign showing the timetable for water-skiing as well as on-line information with an update about the water-ski bookings.</p> <p>The proposed reduction in the hours allocated to water-skiing is modest and continues to allocate the majority of the time to water-skiing.</p> <p>As well as several afternoon times, I would like to see a morning session allocated to canoeing and swimming.</p> <p>Note: During the community consultation for the 2014 Draft Park Plan of Management, I attended a workshop in which participants were asked about the allocation of time for water-skiing and should it be reduced. I recall that many attendees wanted to increase the time allowed for canoeing and swimming across the central area of the reservoir. It seems this did not eventuate at the time, but it is an additional reason to support the current trial.</p>
59720	<p>The proposed hours will reduce the Prime Club member skiing time by one third. IE Saturday afternoon, Sunday morning and Sunday afternoon. This will likely make it unviable to manage the booking process or maintain the equipment. This could lead to skiing ceasing at Manly Dam.</p> <p>As well as there are no other water skiing areas with a slalom course or waterski jump, which means there are no other suitable training facilities for water ski tournament training.</p> <p>Kind regards</p>
59718	<p>Hello!</p> <p>My name is [REDACTED], I'm a 27 year old woman, I have grown up visiting manly dam. Some of my most vivid memories take place at manly dam. As do those of my family. This beautiful piece of nature provides an incredible way to spend time outdoors with loved ones, and the versatility of manly dam never ceases to amaze me.</p> <p>I learned to water ski, at manly dam, probably when I was about 3 or four years old. You'd probably think us all a bunch of loud and obnoxious people, but in reality, we have several scientists and budding scientists in our midst. The privilege of skiing on a spectacular, well maintained slice of native wonderland, has fueled my love of science, and is one of the many reasons I'm doing a PhD now. Our constant exposure to manly dam, sun, wind, rain, thunder, native animals, plants and life, all the while doing something we love, has created a family of balance, one that has and always will respect the land of manly dam.</p> <p>The proposed reduction of hours, particularly on weekends, would be a huge loss. For me personally, for our family and for the club.</p> <p>Please don't hesitate to reach out if further statement is needed.</p> <p>Cheers, [REDACTED]</p>

59717	there are numerous available areas for swimmers, kayakers, SUP'ers etc but there is almost NO available areas on the Northern Beaches for Water skiing. I do not agree in reducing the hours available to water skiers on Manly Dam. It is the only place in the Northern Beaches Council Area where skiers can ski from the bank (rather than from the boat). This allows skiers (such as knee boarders, wake boarders and water skiers) who are learning to feel more secure and open to trying the sport. It also allows for other family members (particularly older and disabled members of the family) to come and watch from the bank and feel part of the activity. It makes for a wonderful family inclusive day. It also allows for friends to come and see what Water skiing is all about. The water skiers are very respectful of the facility and other park users. It would be a great injustice to reduce their access to the area.
59716	The Manly Dam ski club has a vast number of people that utilise the dam for skiing and a reduced time will limit those who ski with family and friends
59715	I've been skiing in the dam with my family all my life. In the afternoons when the boats need to hop off for the swimmers to swim across there is very few often none. So why take time away from our sport.
59714	Water Skiing is a wonderful family sport involving up to 4 generations of skiers ranging in ages from 1 year old to 85 year old currently skiing. The proposed hours will reduce the Prime Club member skiing time by one third. IE Saturday afternoon, Sunday morning and Sunday afternoon. This will likely make it unviable to manage the booking process or maintain the equipment. This could lead to skiing ceasing at Manly Dam. The proposed reduction in hours will see a loss of 2 complete weekday afternoons (aside from the loss of Sunday afternoon) and a loss of hours on Wednesday morning and Saturday afternoon. This is taking prime time and making it difficult for families to use the Dam for skiing.
59713	(Note - previous submission gave a message that it failed) My family started water skiing at Manly Dam before I was born. I grew up going to Manly Dam with extended family and friends, and we still have amazing family days, with three generations skiing and learning to ski. My eldest child learnt to water ski at Manly Dam, and my five-year-old is now learning. My three-year-old can't wait for his turn! They love going to Manly Dam, spending time with extended family and friends, and learning to ski or riding on the tube. We invite their friends and families from school as well, and it is a lot of fun for everyone. The proposed changes will change all of that – with such short hours, we wouldn't be able to have an extended group – not everyone would get a turn. It makes it much less viable, and highly likely skiing would stop altogether. This would be likely to stop my younger children learning to water ski, with no safe alternatives available in Sydney. The Ski Club ensures that skiing at Manly Dam is very safe and secure – all boats used on Manly Dam are registered and insured, and the drivers are fully licensed. There is no alternative place that offers this safety. Every year, my children and I also assist the Ski Club with hosting a Disabled water ski come 'n' try day each year. This is an important contribution to the NSW Waterski Federation - Disabled Division, it opens opportunities for those that would not normally be able to access water sports. The area of Manly Dam that is used for water skiing is less than half (40%), and is mostly surrounded by rocks. There are large sections already reserved that are perfect locations for other sports such as kayaking, stand up paddle boarding, and nippers board training. Having the boats there also provides safety for other users. There have been many occasions where people have got into trouble, and it was the families with ski boats that were able to help. Additionally, Manly Dam is not designed to cope with large crowds. There is very little car parking available within the Park, and if people park outside and walk in, there is no pathway, so they have to walk on the road. The Northern Beaches Council provides sporting facilities for many other sports, including soccer, netball, golf, cricket, football, skateboard parks, mountain and bmx bike tracks, and tennis courts. It is important to also provide a location for water skiing/ wakeboarding. With no other alternatives available, please don't make these negative changes to the only water-skiing place we have.
59712	I've been skiing at the dam and visiting here for years now and at times when boats are not allowed on the water, I have not seen any other sports voluntarily use the dam. I think it would be better to leave the dam to the ski boats and waterskiing as it is a hard sport to find a suitable place.
59711	Leaving Dam water skiing times unchanged is important to my family and to those who enjoy and have enjoyed on the Dam for the past 75 years and hope to continue to do so into the future.

	<p>We have been using the dam for 6+ years for recreational skiing. Our family can now claim 3 generations of skiers with the 4th soon to follow. Access is limited for non members of the club but the member who handles the bookings is very accommodating. Weekday afternoons can be particularly helpful given the pressure on Saturday mornings so curtailment of times should be avoided if the objective is to provide access to the public for a variety of sports and pastimes at Manly Dam. The proposed changes to reduce hours on the weekends are unnecessary and will put even more pressure on the ski times available for non club members which are limited enough given that for safety reasons only 2 boats operate at the Dam at any one time.</p> <p>In our case it would be wrong to think that it benefits only a few water-skiers. For all of these years we have been enjoying skiing on the Dam it has been an event where family and friends gather to enjoy the Dam and all that it has to offer aside from waterskiing. On any ski day we consistently would have a party off 15 enjoying our time there and not all are skiers. My observation is that many families do likewise. This year has been more challenging due to weather events. We have been unable to ski twice when booked.</p> <p>Finally, a word on alternatives. For us, finding a safe alternative, particularly for younger members of my family will be challenging. We choose not to risk skiing in salt water on the Harbour and Pittwater not only because of the increasing threat of sharks but because of boat traffic. Likewise, the Hawkesbury river is less a safe place for family ski boats these days given the increasing numbers of large boats and their aggressive owners.</p> <p>Pollution is an issue also. Very challenging and dangerous for families with children.</p> <p>Thank you for the opportunity to comment. I strongly ask that NO change to ski times on the Dam be made. Nothing will be achieved other than to spoil the experience for many people who have and want to continue to enjoy the Dam around waterskiing. Apart from that, the alternative locations increase the safety risk to our families.</p>
59709	<p>My family live on the Northern Beaches (Balgowlah Heights) and use the Dam for waterskiing - with my wife and 4 children. All enjoy the activity immensely and it is a tremendous family outdoor sporting facility. It is already difficult to get time on the Dam due to excess demand and limited capacity and hours - and this proposal limits the capacity even further.</p> <p>The Dam is an ideal location to learn, and practice waterskiing on the Northern Beaches. The Northern Beaches is full of active, sporting families and Water Skiing is a long standing sport with a rich history. It adds diversity and opportunity to local residents - why limit that further? There are many other places nearby to swim and paddle board - but not to Ski.</p> <p>I am the Boat Driver and the existing maintenance of distance from swimmers and paddle boards is significantly better already than at many other locations - it is a safe and complimentary activity to other water sports on the Dam.</p> <p>Thank you for this consideration - please do not limit the opportunity to enjoy the Dam on top of the already restrictive hours</p> <p>Many thanks [REDACTED]</p>
59708	<p>I fully support this trial for reduced water skiing times at Manly Dam and would support a permanent change to this scenario at a minimum.</p> <p>I would also support a ski free day each week.</p> <p>I know this proposal has been discussed for well over 18 months now and deserves a trial The water skiing community has had a long exclusive usage of a large part of the dam and it is time to more equitably share this resource with all other users at the park.</p> <p>Covid-19 showed us how popular this resource is - and we need to make it available to the wider community and more equitable for users of watercraft of all types and swimmers. It is also a place of quiet contemplation.</p> <p>As discussed at the MWWMSA Advisory Committee:</p> <ul style="list-style-type: none"> <li>- NO water skiing on Remembrance Day and ANZAC Day as a sign of respect to the War Memorial Park status is an imperative.</li> <li>- I fully support the availability of the whole water area for ALL USERS on every SUNDAY afternoon and all Public Holiday afternoons.</li> <li>- I support the reduced times on a range of days and would further seek a ski-free day during the week to better enable consistent usage for quiet, reflective activities on those days. I support Tuesday and Friday afternoons as ski free.</li> <li>- I also support more visible signage so other users are aware of the water ski restrictions.</li> <li>- I fully support visibility of the lake booking system - currently no-one from the general public can see if it is being used or not.</li> <li>- I support a review of the fee for water skiing. Northern Beaches Council receives a very small fee for the exclusive use or reservation of 60% of the water area for over 60 hours per week.</li> </ul>

	I fully support this proposed trail and seek its implementation as soon as possible, and its extension to becoming permanent.
59707	The water skiing at Manly Dam is already highly restricted. Skiing is not permitted at Narrabeen Lakes anymore & people whom wish to waterski are being further limited on their options on the Nth Beaches
59706	<p>In my opinion this proposal is a clear attempt to make the waterski club no longer viable and to stop waterskiing all together.</p> <p>The waterski area covers only ~40 per cent of the waterway.</p> <p>If it is a real genuine idea to make the dam more accessible to the public ? Why aren't there any proposals to make the other 60 per cent accessible ?</p> <p>In case there might be the argument waterskiing on the dam is exclusive only available to a few ? I find that extremely misleading. Cutting the proposed of any hours would give this argument even more cause.</p> <p>The waterski club is hosting annual Come n' Try day that includes people with disabilities to offer the an opportunity to waterski. Which in return promotes membership.</p> <p>Every member, financial and casuals, bring all there Familie members and friends along. This would be 20 people and more per session.</p> <p>I have not seen any suggestions or offers of any other venue where waterskiing is made available.</p> <p>The criteria to waterski on Manly Dam is that every boat user is fully insured and licensed. Giving certainty to the high standards. The club manages the booking process. Which makes it safe for everyone that uses the Dam.</p> <p>Narrabeen been lake is available for paddling and swimming to the public. Plus all the ocean pools and patrolled beaches.</p> <p>The council in fact is benefiting of having the waterskiing club at Manly Dam.</p> <p>The club has been using this facility for over 70 years. Completely self funded. Does not receive and has asked for any money from any governing body.</p> <p>The club is actually paying the council to use this facility and helps cleaning and maintaining it.</p> <p>The waterski club has provided, installed and is maintaining the boat ramp, slalom course, waterski ramp, boundary markers.</p> <p>There is no other places with slalom courses or ski ramps.</p> <p>On a few occasions the waterskiing boats even rescued people in trouble, potentially from drownings.</p> <p>The waterskiing activity on the Dam provides an entertainment value to onlookers.</p> <p>The surroundings of the water are mainly rocks. Not really suitable and safe for swimming.</p> <p>The sand at the beaches that everybody (public) enjoys is also provided by the club. The areas were the boats come and go at the beaches are free of any weeds under the water (which will return). Also enjoyed by the public.</p> <p>This proposal is a real thread and danger for the existence of the waterski club.</p>
59705	<p>Save Manly Dam Catchment Committee (SMDCC) fully supports this trail for reduced water skiing times at Manly Dam and would support a permanent change to this scenario at a minimum.</p> <p>We fully support NO water skiing on Remembrance Day and ANZAC Day as a sign of respect to the War Memorial Park status.</p> <p>We fully support the availability of the whole water area for ALL USERS on every SUNDAY afternoon and all Public Holiday afternoons. This is a much fairer option for the large numbers of users of the area and more equitable for users of watercraft of all types - which are increasing. e.g. canoes, kayaks, paddleboards, etc.</p> <p>We support the reduced times on a range of days and would seek a ski-free day during the week to better enable consistent usage for quiet, reflective activities on those days. We support Tuesday and Friday afternoons as ski free.</p> <p>We would also support more visible signage so other users are aware of the water ski restrictions.</p> <p>We support visibility of the booking system so there is prior knowledge of when the area is actually being used - rather than just restricted in case a water skier wants to use it.</p> <p>Additionally, the booking fee for 60% of the lake is very low compared to booking a picnic table - this could be reviewed. Our understanding is that the Water skiing club has very limited membership availability so is a very "closed shop" receiving this benefit.</p> <p>We support this proposed trail and seek it's implementation as soon as possible.</p>
59704	There are no other options for children to safely learn and practise to water ski which is a great sport to learn. It is a sport that can be done until a high age. It's always a great day out at the dam. Water skiers are very respectful towards others and always helpful with information about the dam.

59702	<p>To whom this may concern Please find attached letter from: [REDACTED]</p> <p>Please feel free to call me anytime to discuss, please keep me updated also. Best Regards, [REDACTED]</p>
59700	<p>I fully support a reduction of water skiing times at Manly Dam and I actually don't think it goes far enough. I've visited manly dam a few dozen times times and often wondered how the water skiers have managed to commandeer such a vast section of the water. I find if the noise doesn't disturb you, the wake will and there's very much a feeling of encroachment on the swimming area when the boats are running. The less boats the better, in my view. When the boats leave for the day the breathing space for swimmers and kayakers a great improvement to the allocation. unfortunately the most pleasant part of the day is gone by that point.</p> <p>On reviewing this proposal I did some research into the water skiing club and note the is no social media presence I can find, only an website on which link to join the club does not function and a seach of the web archive shows the link to join has in fact never worked. <a href="https://web.archive.org/web/20190511070458/http://www.mwwaterskiclub.com.au:80/home/#">https://web.archive.org/web/20190511070458/http://www.mwwaterskiclub.com.au:80/home/#</a></p> <p>All I can find is a gmail account on the northern beaches council website which I expect was at the request of the council.</p> <p>While the purpose of this is not too exacerbate the problem by seeking an increase in water skiers,I have to refer back to my previous point on how this club, which is evidently a closed shop to all but the most persistent, has managed to find itself in a position where it can impact the enjoyment of manly dam for so many people for so few.</p> <p>Referring back to the trial. Yes I support it and would like to see the scale back of boats further than proposed.</p>
59698	<p>I am completely opposed to any change of the existing water skiing times for a number of reasons.</p> <ol style="list-style-type: none"> <li>1. Water skiing only uses 1/3 of the available/usable water area. There are 2/3 of the water area available for all other recreational sports activities</li> <li>2. There is no other space available on the northern beaches let alone Greater sydney for water skiing in a safe controlled and regulated space with a slalom course and jump</li> <li>3. The waterskiing area is currently used as a training space for at least 12 different current state and national junior and senior water skiers. The proposed time changes mean that the skiers would have very minimal time to train after school /work</li> <li>4. It is a family friendly sport and have been in my family for over 4 generations. Future generations should have the opportunity for this to continue</li> <li>5</li> </ol>
59697	<p>I feel the hours should to stay how they are because I like going waterskiing. It is already too short for me and I would like to learn how to waterski on 1 single ski. I won't be able to keep waterskiing and having fun if the hours are reduced at Manly Dam. Because there is no where else close to us and safe that I can go waterskiing. I like going to Manly Dam with my Mum, Dad, Sisters, Grandma and Grandpa, Uncles, Aunties and Cousins and my friends. We have lots of fun together.</p>



59696	<p>My family started water skiing at Manly Dam before I was born. I grew up going to Manly Dam with extended family and friends, and we still have amazing family days, with three generations skiing and learning to ski. My eldest child learnt to water ski at Manly Dam, and my five-year-old is now learning. My three-year-old can't wait for his turn! They love going to Manly Dam, spending time with extended family and friends, and learning to ski or riding on the tube. We invite their friends and families from school as well, and it is a lot of fun for everyone.</p> <p>The proposed changes will change all of that – with such short hours, we wouldn't be able to have an extended group – not everyone would get a turn. It makes it much less viable, and highly likely skiing would stop altogether.</p> <p>This would be likely to stop my younger children learning to water ski, with no safe alternatives available in Sydney. The Ski Club ensures that skiing at Manly Dam is very safe and secure – all boats used on Manly Dam are registered and insured, and the drivers are fully licensed. There is no alternative place that offers this safety. Every year, my children and I also assist the Ski Club with hosting a Disabled water ski come 'n' try day each year. This is an important contribution to the NSW Waterski Federation - Disabled Division, it opens opportunities for those that would not normally be able to access water sports.</p> <p>The area of Manly Dam that is used for water skiing is less than half (40%), and is mostly surrounded by rocks. There are large sections already reserved that are perfect locations for other sports such as kayaking, stand up paddle boarding, and nippers board training.</p> <p>Having the boats there also provides safety for other users. There have been many occasions where people have got into trouble, and it was the families with ski boats that were able to help.</p> <p>Additionally, Manly Dam is not designed to cope with large crowds. There is very little car parking available within the Park, and if people park outside and walk in, there is no pathway, so they have to walk on the road. The Northern Beaches Council provides sporting facilities for many other sports, including soccer, netball, golf, cricket, football, skateboard parks, mountain and bmx bike tracks, and tennis courts.</p> <p>It is important to also provide a location for water skiing/ wakeboarding.</p> <p>With no other alternatives available, please don't make these negative changes to the only water-skiing place we have.</p>
59694	<p>I believe that water skiing hours at Manly Dam should not be reduced because as an elite athlete I know how hard it is to train. I am a rock climber. Manly Dam is really the only appropriate place to train for waterski competition, it would really be a boost to the area if Manly Dam had competing water skiers using Manly Dam as a training facility.</p> <p>Water skiing is a family event and brings everyone together. It's a fun way to spend time together, we may just be playing in the sand, eating or water skiing. Whatever it is, it's fun. Everyone loves it.</p> <p>Without a doubt water skiing hours should not be reduced, we all know it should be an obvious choice.</p>
59693	<p>This proposal is will cause a reduction in community sports participation ( not a goal of council)</p> <p>This proposal will stop people coming together as families at dam waterskiing.</p> <p>This proposal will cause children not to compete in tournament skiing as they cant train due to reduction in times, which will have negative effects on mental health.</p> <p>This proposal will give 100% access to paddlers and swimmers of the whole dam, seems unfair one group gets to use the whole waterway, it is there to share.</p> <p>Paddlers and swimmers already have large areas with exclusive use. The western end is approx 700m of usable area plenty of room to paddle and long distance swim in.</p> <p>The waterski area is already shared on a timetable that has worked among water user groups.</p> <p>Families will no longer have the opportunity to come together and enjoy 4 hrs of skiing on Sunday afternoon. Week day time restrictions will lead to the dam being used less, the nsw state government has clear policies on increasing active recreation spaces, this proposal is clearly goes against it.</p> <p>Seems certain people have hidden personal agendas they are pushing without the support of the broader community using their position, that is how this issues was created and brought to council, definately needs further investigation.</p> <p>This proposal will destroy peoples sport and mental health for the benefit of their own personal agendas.</p> <p>This proposal gives unequal use to paddlers and swimmers as it gives exclusive use to these groups at the expense of excluding waterskiers.</p> <p>Waterskiing has no other facilities on the northern beaches to participate.</p> <p>The nearest train facilities are in regional NSW.</p>



	With more modern boats being used on the dam they are quieter than ever, with music of picnickers and cars within the park being the predominant background noise.
59692	<p>The swimming have a much bigger zone than us and they can use that, there is no need to stop skiing so they can use the whole dam.</p> <p>Because of other sport sometimes Sunday afternoon is the only time people can ski.</p> <p>There are a lot of people training for nationals state titles and big events which they won't have enough trying time if you change times.</p> <p>Plus people go and swim and paddle up the side of the dam so they are already using the whole dam</p>
59691	<p>Water skiing has been a tradition in our family, since I started skiing in my early 20s in the '60s. My son Gus Medeiros started skiing in at the age of 6 and proudly continued the family tradition at Manly dam, the only place he can water ski in Sydney, seven years ago. My wife and I visit him in Sydney at least once a year and it is a immense pleasure to spend time and ski with him and our grandchildren (my wife is 72 and I am 80 and we still ski). It would be sad and a shame if the available skiing time at Manly Dam, which is already limited, is reduced. Therefore my wife and I are against the proposal.</p>
59690	<p>No I don't support because it means we have less time to ski before or after school.</p> <p>Also we will not be able to ski on sundays with pop and granny in the afternoon and their will be less days to ski at the dam.</p>
59689	<p>The ski club already operates under a very regulated and controlled way, there are only ever 2 boats on the water and members are very well behaved and experienced water users. No one really wants to swim in manly dam; there are so many other places to swim in the beaches it's not funny. The proposed times take away afternoons normal local families part of the club can ski-after work or on weekends. The dam is the only place to go skiing anywhere within an hours drive, and I have never seen or heard of any issue anyone has with the ski club on the dam. There shouldn't be any change to the current times, if anything they should be extended.</p> <p>There are already huge areas of the dam open for swimming or paddling, and the ski area is not an area that people picnic or swim anyway. If people are keen to swim, the harbour is much nicer are much more free of underwater grass and many more sand-covered water entries.</p> <p>I do not think there should be any more restriction of skiing on manly dam. It just seems like restriction for the sake of it; as not many people really want to use the dam in the way the council is proposing. If they want to swim, it's already very available for it at all times.</p>
59688	<p>Skiing on the Dam is an activity that all my family and friends participate in. When the Dam is being shared by 2 boats, and when you account for all the people waiting for a turn, the current time frame for skiing on the dam is appropriate; therefore shortening the time would be a great loss.</p>
59687	<p>To whom it may concern,</p> <p>Water Skiing has been an important part of my family since before I was born. It has been integral to bringing family and friends from all across Sydney to experience water skiing. We are constantly inviting people to the area not only to try Water Skiing but to also enjoy the surrounding community. Because it is an important part of the day, we are always spending money on food and supplies at local businesses bringing that support and love to the community.</p> <p>Manly Dam offers a truly unique experience for Water Skiing because there is nowhere else in Greater Sydney that provides safety and tranquillity like Manly Dam. It is becoming an increasingly popular sport, therefore it is important to support this for local residents and furthermore support this in the greater community. My family and friends travel across North Sydney from Dural, Baulkham Hills, and Macquarie just to spend the part of the day we can Water Skiing. With the reduction of Water Skiing times, there will be fewer available time slots for all the families and less inclination to visit the area. We are only able to ski maybe 10 times a year providing we don't have any wet weather, and, on those occasions, it is only for a small part of the day.</p> <p>Finally, the infrastructure around the Water Skiing section of the dam can not support more people. There are no large picnic areas, and insufficient parking nearby. It would be difficult for visitors to safely enter the park without walking on roads and into the path of vehicles.</p>

	Kind regards, [REDACTED]
59685	My family have been skiing on the dam for 60 years in harmony with other users, over the years have had competitions, taught school classes and had disabled ski days, aswell as 5 generations of my family's activities. The club has produced many ski champions over the years and is the only facility in the Sydney metro area. It would put family skiing in jeopardy trying to get a crew of 30 people on a 90 minute journey out of Sydney and no slalom course or ski jump as well as a safe clean family friendly place
59684	I support reduced hours as it increases usability by different user groups currently excluded. The reduced hours should end at 5pm so people can enjoy it after work.
59680	<p>I have been going to Manly Dam with my family since I was born. I grew up on the Northern Beaches, and when I was four years old, I started to learn how to water ski. I loved it! It was so much fun! We would be at the waterside with our family and friends, going for a ski with your best friend, rides on the tube with my brother, picnics and boat rides and sandcastles!</p> <p>Now, having my own children growing up and learning to water ski at Manly Dam, I can also really appreciate the safety that was provided by Manly Dam. With the Ski Club managing all bookings, it ensures all boats are registered and insured, and all drivers are fully licensed, so the whole area was safely controlled.</p> <p>My parents learnt to ski at Manly Dam, I learnt (along with my siblings and many, many friends), and my children, nieces and nephews are now sharing this experience. We all still go – multiple generations of families spending time together, learning and sharing experiences.</p> <p>The proposed reduction of the hours for skiing greatly concerns me. There is a significant amount of work needed before and after a ski day, and the reduced hours means we are likely to not even get one ski per for everyone. This makes it highly unlikely that skiing at Manly Dam would continue at all.</p> <p>The only alternatives near Sydney are the Hawkesbury or Penrith. Neither of these have the safe environment that Manly Dam has, making learning and training for all ages far more difficult.</p> <p>After learning to ski at Manly Dam, both my brother and I went on to ski competitively, which we also loved. I don't believe that would have been possible if we hadn't been able to train at Manly Dam. Travelling to and from the Hawkesbury for training just wouldn't have been sustainable.</p> <p>It is also important to remember that while there are no alternatives on the Northern Beaches for water skiing, there are many alternatives available for swimming, kayaking, stand-up paddle boarding, etc. including Narrabeen lagoon, and many beaches and ocean pools.</p> <p>Additionally, only a proportion of the area is used for skiing at Manly Dam (section 2). There are large areas available for other water sports to use, and these are accessible and available all day.</p> <p>The area that is used for water skiing is not very accessible, it is mostly surrounded by rocks, and has no picnic areas. Where we water ski from has sand that is supplied and distributed by the Ski Club, and this would quickly become overgrown without the on-going maintenance.</p> <p>There is no financial burden on the Northern Beaches from the Ski Club - they have never asked for or received any Government money, they paid for and installed the boat launching ramp, and they own and manage the Boundary markers, slalom course and waterski jump. In fact, the Ski Club provides money to the Council for use of the area.</p> <p>There is instead a positive flow to Northern Beaches. Among other things, when we come to ski with the family now, we are coming from the Hills District. We invite friends from all over Sydney – from the Hills District, from Southern Sydney, from the city, and we all bring our business to the local shops and businesses while we are there.</p> <p>Having water skiing at Manly Dam has created so many moments of happiness for so many people. The thought of losing this, not only for us but for future generations - all the children that have not had the opportunity, and may never have the opportunity if this change occurs – this is incredibly sad.</p>
59679	It is already very difficult to get a booking for water skiing on the dam. Reduced hours and time slots will make this even more difficult. There are currently large areas of the dam available for other water activities.

59678	<p>Leaving Dam water skiing times unchanged is important to my family and to those who enjoy and have enjoyed on the Dam for the past 75 years and hope to continue to do so into the future.</p> <p>We are not members of the water ski club but as public have used the Dam for over 12 years for recreational skiing. We believe that our family can now claim 3 generations of skiers with the 4th soon to follow. Access is limited for non members of the club but the member who handles the bookings is very accommodating.</p> <p>Weekday afternoons can be particularly helpful given the pressure on Saturday mornings so curtailment of times should be avoided if the objective is to provide access to the public for a variety of sports and pastimes at Manly Dam. The proposed changes to reduce hours on the weekends are draconian and unnecessary and will put even more pressure on the ski times available for non club members which are limited enough given that for safety reasons only 2 boats operate at the Dam at any one time.</p> <p>In our case it would be wrong to think that it benefits only a few water-skiers. For all of these years we have been enjoying skiing on the Dam it has been an event where family and friends gather to enjoy the Dam and all that it has to offer aside from waterskiing. On any ski day we consistently would have a party of 15 enjoying our time there and not all are skiers. My observation is that many families do likewise. This year has been more challenging due to weather events. We have been unable to ski twice when booked.</p> <p>Aside from the benefits we enjoy, I respect the Dam's history of producing waterskiing champions, The Club's maintenance of the area used by skiers and families both on and off water is to a high standard. The area occupied by the skiers leaves the majority of the Dam available for other watersports and users.</p> <p>Finally, a word on alternatives. For us, finding a safe alternative, particularly for younger members of my family will be challenging. We choose not to risk skiing in salt water on the Harbour and Pittwater not only because of the increasing threat of sharks but because of boat traffic. Likewise the Hawkesbury river is less a safe place for family ski boats these days given the increasing numbers of large boats and their aggressive owners. Pollution is an issue also. Very challenging and dangerous for families with children.</p> <p>Thank you for the opportunity to comment. I strongly ask that NO change to ski times on the Dam be made. Nothing will be achieved other than to spoil the experience for many people who have and want to continue to enjoy the Dam around waterskiing. Apart from that the alternative locations increase the safety risk to our families..</p>
59677	<p>I strongly believe that the hours of skiing in Manly Dam should not be reduced as it is a place where family and friends get together to enjoy skiing and boating in a beautiful lake, Manly Dam is very special to me and my family as I have been going there since I was 6 years old. I am not in favour of reducing the hours of powered boat usage and skiing as time spent skiing each year is very limited already. Thank you so much.</p>
59676	<p>I'm a 57 year old waterskier who learnt to ski on Manly Dam in the late 70s</p> <p>To date our family skies at least twice a month on the dam</p> <p>Relatives friends and overseas travellers have experienced the lifestyle the Dam has to offer</p> <p>At any given time we have at least 10-15 crew turn up to ski</p> <p>If reduced hours were introduced to the Dam our family would have to travel at least 90 minutes to ski in safe waters</p> <p>Hence adding a considerable cost to our much loved sport</p> <p>As the Northern Beaches has plenty of options for Swimmers and paddlers to utilise Where the skiers do not</p>
59675	<p>There are many waterways in the Northern Beaches that are available for other water based activities such as swimming and paddling including many beaches, Pittwater, Narrabeen Lagoon, Sydney Harbour. This is the only freshwater area on the Northern Beaches that is available for boating and skiing. At any given time we have up to 20! People coming down to enjoy the dam with us including water ski on the dam with children as young as six and as old as 70 many generations enjoy the dam and the freshwater when we use the boat. Some of those people come from north shore and out west to enjoy the dam. We also bring work to the Northern Beaches as our boat is regularly serviced on the Northern Beaches. It is already very difficult to get time on the dam as it is very well utilised. To reduce the times would make it impossible to access and no replacements for boating.</p>
59674	<p>It will be nice to be able to use the whole water way on a Sunday afternoon and public holidays.</p>
59673	<p>Skiing on Manly Dam is already restricted to Morning/afternoon, limited to only 2 boats and finishing early on specific days and gala events. Making further restrictions to this amazing summer sport would ruin the opportunity for so many who do or would like to participate.</p>

59672	<p>Hi there!</p> <p>Thanks for the opportunity to share why I am OPPOSED to the proposed changes.</p> <p>I speak as a multi purpose user of the dam. I'm a runner, biker, kayaker, swimmer and also have appreciated the opportunity to ski with friends at the dam.</p> <p>I've never had my ability to enjoy the dam diminished by motorised boats. I've also thoroughly enjoyed the times I've been taken out water skiing.</p> <p>In an age where we want to get kids off their computers and reduce screen time it seems backwards that you would reduce dam time for water skiing. Every time I see a boat out on the water someone under the age of 18 is on board. How incredible for their physical health, their family bonds and their mental health. And especially after years of Covid where we've been locked up. It seems more important than ever to have local outdoor sport opportunities.</p> <p>I don't see any issue with folks sharing the dam today. If it ain't broke don't fix it.</p> <p>I hope you consider this and don't do this trial.</p>
59671	<p>Submission to Northern Beaches Council regarding proposed reductions of skiing times.</p> <p>Why would the ski times be reduced while the current ski times work extremely well and allows many people in our area and outside the area the possibility to ski. Manly Dam is the only freshwater area available for skiing and there are also many people outside the northern beaches area who come to ski.</p> <p>Manly Dam is a fabulous community place and welcomes skiing, bike riding, bushwalking, swimming, picnics and gatherings.</p> <p>The water skiing is so much a family sport and brings families together to enjoy the skiing and the natural area. Where the skiing is allowed is not conducive to other activities because the area is surrounded by rocks and weeds. The ski club provides and spreads sand on the two ski areas around the ramp.</p> <p>The Ski Club pays rental and a huge proportion of booking fees to council for use of this area. Reduction of ski times would result in less or no cash for the Council.</p> <p>Please reconsider this issue and maintain the normal ski times as outlined by the Plan of Management.</p> <p>Many thanks [REDACTED]</p>
59669	<p>I support the sharing of this resource, and consider it fair for the community.</p>
59668	<p>I do not support any changes. I have grown up around the corner from the dam and have been a regular user and the water access in from ski area is practically inaccessible safely from the edges so gaining more time for that area for swimming is null. I have participated in skiing and could not envisage a safer place to learn as I know of no other location in Sydney like it.</p>
59667	<p>Please do not change the schedule</p> <p>I have been a regular user of the dam since 1979 as a picnic location and swimmer with family and friends and have absolutely loved it. I always liked watching and seeing the skiers on the dam back then and things seem to work fine. It was through an incident of some canoers getting in trouble at the top end of the dam and the ski boat coming over to help and quite possibly preventing a serious life-threatening situation, I came to meet some of the crews.</p> <p>Indirectly through other friends I started skiing there as part of a crew in 1983 and eventually married into one of the boat owning families so have enjoyed skiing there for 39 years now and have shown, trained, entertained and enjoyed teaching hundreds of other friends, guests and acquaintances the fun of water-skiing, many of them have become crew members over the years spending many hours enjoying the dam and it's scenery.</p> <p>Whenever the opportunity for skiing happens it's always more than just the family involved and regularly three generations participate together for the afternoon, I DO NOT know of many other sports where the happens so often.</p>

	Reducing hours would likely make it unviable to continue skiing, the club will fold and the manmade dam will likely become a weed pond, and have potentially dangerous algae blooms so no one could use it. The boats do help the water circulate and the ski area itself has only the ramp area and sand beaches (installed by the club) as safe access points to that part of the waterway
59666	I am against the reduction of ski hours at manly dam because I love going to the dam with my family and my friends on our boat. The dam is the only place that I can ski, kneeboard and swim because it is the only place without sharks and the only dam that is not two hours away. Also we have been going to the dam since we were little to have fun and we want to go there more and cannot drive for two hours to go to another dam every time.
59663	Hello, i am a student who cannot go waterskiing during the week due to school hours and time. This time change would make it quite difficult to get training in if i was only able to go skiing every 3-4 weeks. Thanks you for understanding.
59662	Hi my name is [REDACTED], I do not support any change in the times for water skiing at the dam as I feel that especially on the weekends when people are available or have spare time this is the only facility that is open in all of Sydney. Unless you go out to the out of suburbs of Penrith which could sometimes take up to two hours travelling time. The dam is probably only frequented alot on the weekends and does have a lot of spare time during the week where it is unused. There is plenty of facilities for swimmers and rowers and people in small boats it seems to be a happy balance the way that it is now. If the facility could be left the way it is that would be best for all I think, there is a few national champions that also train at the facility which we need to support in the Australian water ski sport, reducing the hours would only reduce the ability to have training facilities for these competitors in the water skiing sport. [REDACTED]
59661	I enjoy watching waterskiing on Manly Dam which is unique in Sydney as there are no other water skiing areas with a slalom course and waterski jump. It is great to see more and more families, friends and local and overseas visitors come together socially and improve their skills. They would set up a BBQ, ski periodically, and enjoy the ambience alongside other users under the current rules.  This is well managed by the Manly Warringah Ski Club and Council and I do not support reduced water skiing times at Manly Dam. Manly Dam is in high demand for the limited sessions available and Manly Warringah Ski Club is strong at State and National competition. This season three local Manly Dam Skiers were selected for the Australian Junior Development Squad to train for the World Waterski Championships, in part due to the current access to Manly Dam for training and it would be a shame to see these opportunities for our talented residents unsupported with these proposed new restrictions.
59646	I do not support the reduction of waterskiing hours at Manly Dam. For many years, we have enjoyed waterskiing at Manly Dam. It has been a great family activity. I still an active waterskier at 72 years old and hope to waterski for many more years. I feel safe waterskiing at Manly Dam. I can't actually swim and feel it would be unsafe to waterski in the harbour or river. We share the water area safely with other users like canoeing, kayaking, paddlers, swimmers etc. Manly Dam is big enough for all users to enjoy their sport safely. There are plenty of allocated areas for picnics in section 1, 3 and 4 so families can enjoy the space too.



59645	<p>My family have for years attended birthday functions and picnics at Manly Memorial Park with so much delight and enjoyment.</p> <p>It was so much fun with the childrens park and also fun to watch the boats and skiers</p> <p>As the years passed we were fortunate enough to hire ski days on the Dam and eventually became members of the Ski Club.</p> <p>I learned to ski which made me extremely fit for many years and still enjoy the very occasional Ski at an advanced age. My five year old grandson skied at the age of three.</p> <p>Still we enjoy to watch the different skiers doing their tricks and even ski backwards they are so steady and very fit. It is a great sport and develops quite a talent.</p> <p>It is very much a family event, with absolutely everybody welcome to ski or ride their boards.</p> <p>The whole family gets together – it is very precious time together.</p> <p>We have our boats tested periodically to ensure we keep the noise down. There is no other area we can go to ski and have our family get together. There are no other water-skiing locations like Manly Dam in Sydney.</p> <p>Neither Hawkesbury River or Penrith give the safety and security that Manly Dam has.</p> <p>We have many members who train for water ski tournament training and are very successful with their efforts.</p> <p>Manly &amp; Warringah Ski Club was heavily represented at the 2022 National Water Ski Championships and won a total of 23 medals were won. To have the ability to train at Manly Dam has allowed three Manly Dam Skiers to be selected for the 2024 World Water-ski Championships.</p> <p>We need to keep the existing hours for everybody to enjoy the park and water ski-ing.</p> <p>To go to Wisemans Ferry is quite a trek and has very few facilities and the water is deep and drops off quite dangerously, particularly for the children wishing to swim. Lives are lost on the Hawkesbury River. Safety is quite an issue there.</p> <p>My family's wish is that the current timetable for skiers remain the same and I believe no changes were requested by all waterway groups attending the last review for the Plan of Management.</p> <p>The area allocated to water skiing is not conducive to safe areas for families to enjoy as the surrounds are quite rocky and barren or user unfriendly.</p> <p>There are alternative locations available for swimming and kayaking throughout the district and other waterways, but no alternative locations for water skiing with safety.</p> <p>The Ski Club provides money to the council for use of the area and pay a yearly rental fee and a high percentage of booking fees. The ski club manages the booking process and all boats that are used on the Dam are registered and insured and all drivers fully licensed.</p> <p>Each February we hold a Disabled Day which gives the opportunity to disabled groups to try skiing and they are entirely fantastic and clever with their efforts and thoroughly enjoy the day. We make club boats available for this great event and provide a barbecue lunch.</p> <p>With Manly Memorial Park the ski club keeps the two areas beside the ramp neat and tidy and we provide sand for the areas. With the boats on the water the area doesn't suffer so much silt and weeds growing and making the water murky.</p> <p>It is a beautiful park and a very safe water ski area and we truly wish to keep it that way for all to enjoy.</p> <p>There has been skiing on Manly Dam since 1947.</p> <p>Why would anybody wish to stop water skiing which is a great family sport because everybody can participate and enjoy the beautiful surroundings. It's a great place to ski, to picnic, to walk through and mountain bike riding and many swimmers enjoy the area also.</p> <p>Our council provides many and numerous venues for all sports and our wish is to Council to continue provide the current normal hours available at this time.</p>
59644	<p>I have been skiing at Manly Dam for over 40 years. My children and grandchildren have all learnt to waterski at Manly Dam. As it is a safe and family friendly environment. It is free from the worry of sharks and other dangers of the Harbour. Waterskiing was once available at Narrabeen Lakes but was removed and as such, Manly Dam is now the only suitable location for waterskiing in Sydney. We have happily shared the waterway and will continue to happily share the waterway. The waterskiing area is only 1/3 of the total water area, leaving 2/3 of water suitable for other water users. The times were adjusted to allow other user groups to access the water. I don't feel many people or groups actually use the allocated times they requested. The Manly &amp; Warringah Water Ski Club are the only group within Manly Dam that provide an income to Council. The Club manages the booking process insuring all boats are registered and fully insured and that all drivers are fully licenced. The Club manages all the boundary markers, slalom markers, the waterski jump, the boat ramp and beach areas. This is all done by volunteers.</p>





59643	<p>Having lived next to Manly Dam for 20 years, been swimming in the dam and walked the dam track countless of times - I have never experienced any issue or discontent with the water skiers on the dam. This proposal will not affect me in any way shape or form, but I know many community members who use the dam for skiing will be devastated by this proposed timetable. I do not approve of this proposal and believe it will unjustly discriminate against the many innocent community members who promote and enjoy recreational waterskiing.</p>
59642	<p>Manly Dam has a long history of waterskiing and water sports. It is a well known skiing area and is visited by many people both within the local Northern Beaches Community and from other areas. My family has been visiting Manly Dam for many reasons since before born. My first outing as a newborn was Manly Dam. My third daughter was born just before Christmas and her first outing was Manly Dam on New Year's Day. I strongly oppose the proposal to reduce water skiing hours. Waterskiing is a fantastic family sport and is multi generational. My eldest daughter learnt to waterski at 20 months old and my mum is still waterskiing at 72 years old. It is a wonderful way for family and friends to come together. When we ski at Manly Dam we have an average of 15 people but often have more people come along. We have taught more people than I can count to waterski, including family and friends. We have also taught many international visitors to waterski at Manly Dam. We would not have been able to do this if skiing hours were reduced. There are no other waterskiing facilities like Manly Dam in Sydney. The nearest location is in Moree, which is a 9 hour drive away in North West NSW. The Moree City Council recognised how important it was to provide a location for skiing and they created 2 waterski dams.</p> <p>Manly Dam is a safe environment for learner skiers and a great training location for competitive skiers. The skiing area is only a small portion of the available waterway and there is plenty of space available for other water users in section 1, 3 and 4. Waterskiing is safe as there are only 2 boats booked on at a time. All boats must be registered, fully insured and have current drivers licence, There are many competitors that use Manly Dam as a training venue.</p> <p>Manly Dam has a strong history of waterskiing, there has been skiing at Manly Dam for 75 years and the Club has been managing waterskiing for 60 years. Over that time there has been many iconic events occur. Barefoot Waterski Jumping originated at Manly Dam, with the first ever jump occurring there.</p> <p>The daylight savings hours have already been adjusted to allow for other user groups. All groups have worked well together and there have been no issues.</p> <p>The waterski Club works with the NSW Waterski Club - Disable Division to host a Disabled water ski come and try day. This wonderful day is important to help the Disabled Division increase their membership but also to allow all members of the community to experience this wonderful inclusive sport. We have had children, teens and adults over the years all with varying special needs and requirements. There has been a 10 year old with vision impairment who was able to ski on 2 skis with the special instructions he received by a headset in a custom made head set. We have had multiple people with spinal cord injuries that were able to ski using a custom made seat ski or a inflatable tube. It is a very special day to be part of. Reduction in hours would make days like these harder to facilitate.</p> <p>Section 2, the waterskiing section at Manly Dam is mostly surrounded by rocks and trees. It is barren and does not have the picnic areas like Section 1, 3 and 4. Over the years, many people have gotten into danger, thinking they could swim across the waterski area and misjudging the distance. We have rescued many people with our boat who would have certainly drowned had we not been in a position to help them.</p> <p>I have spent many hours at Manly Dam waterskiing, having picnics, walking the tracks, watching my kids play in the playground etc. Many times when I am there, there is hardly anyone else within the whole park. We often notice the skiers are the only people enjoying the park. Over covid there was an increase with people enjoying Manly Dam, mostly walking and riding bikes on the road way. But now people are back to normal the Dam is quieter again. I have attached a photo of Manly Dam where you can see that the waterski area is not suitable for other recreation activities as there is not safe access from the water edge. It is surrounded by bushland and rocks.</p> <p>Waterskiing at Manly Dam is enjoyed by thousands of people each year. Those include people who ski, just enjoy socialising with their friends and family while they are skiing and members of the public who enjoy watching the skiing. It is very special to watch this cool sport. My girls still get people cheering them on when they ski. Or you will hear people clapping when my husband lands a jump off the waterski jump. Waterskiing brings people together.</p>

59641	<p>This is a ridiculous idea. I am not sure what is driving this thinking. I learned to ski on this Dam when I was young and had the benefit of the safety of this dam. This is a unique water ski location and needs to be preserved as that</p> <p>I really enjoy coming down to Sydney and going to the dam with my parents and friends to have a relaxing afternoon skiing or tubing on the Dam with my mates.</p> <p>This restriction of time is not a good option.</p>
59640	<p>I am sorry, this is an absurd proposition and unsure of what/who is driving this proposed change. Manly Dam is the one and only competition ski training venue in Sydney. Yes, you can ski on the Hawkesbury but very dangerous ( People get hurt there every year with regular deaths - very little regulation). This is the thin edge of the wedge to rid the Dam of water skiing all together and should not be allowed to happen! The Dam has been used for Waterskiing since 1947. I learned to ski there in the early 70's. The Water Ski club do an excellent job managing the skiing on the dam ensuring it is a safe venue for both competition training and social skiing. We have taught our 5 children how to ski there, something they greatly cherish.</p> <p>The Club maintains the beaches there at their cost whilst paying the Council a rent for the use of the Dam. They ensure all boats and drivers are registered and properly licensed.</p> <p>This reduced hours trial is not necessary is a complete waste of Council Funds for administration. It should not go ahead.</p> <p>A number of Skiers that use this facility have represent in state and national titles. Without this facility they would have to travel a significant distance from Sydney to train. You will ultimately be taking a high quality training venue from NSW if you proceed down this track!</p>
59639	I love seeing all the fun families have skiing on Manly Dam on my regular walks around the dam. This is a public space for all. The more use the better from ALL sports.
59638	It's the only place on the Northern Beaches a family can engage in the recreation that has brought joy to so many families
59637	Would like to see longer rather than shorter times
59634	Dam areas work well as is for all activities. Perhaps more information for out of area users and more facilities would help
59632	Love the dam for all activities, no need to change, perhaps the issue is people from out of area who are familiar with areas.
59631	Use the dam for all sorts of activities
59630	Hours work well currently, no reason to change. Perhaps more education around usage areas.
59629	There aren't that many places around for Water Skiing and I feel that this place is perfect for that sport. There are plenty of other places you can picnic and do water paddling sports.
59628	Use the dam with the family for all activities. Been invite to ski by club members before, no need to change the system and times works well for whole community
59627	It would be a great shame to reduce the water skiing times at manly dam. Great family sport. Not many other places to safely participate in water skiing.
59626	I find it extremely annoying when trying to enjoy a quiet walk in beautiful surroundings to be assaulted by the noise from speedboats on the dam
59625	Dam should be available for full public use, swimming, kayaking etc without the noise pollution caused by water skiing.

59624	<p>My family and I enjoy going waterskiing on the dam about once a month. We often bring our friends to have a go and make a nice day of it. The dam is the best spot in the area as it is very flat and good for beginners.</p> <p>We oppose this reduction in times as it reduces the already competitive chance to book a skiing time slot on the weekend. Even though two boats can be on the dam at once, there is only ever one boat driving around the circuit at any given time. Paddlers and swimmers can still use the dam while we are there and many of the paddlers go along the side of the river bank while we are there and we are mindful of them when driving.</p>
59616	<p>Reasons for the proposed change in hours to water skiing</p> <p>The water body (Lake) at Manly Dam is unique in the LGA for so many reason, e.g., freshwater, swimmable, safe, and located in a largely undeveloped catchment, surrounded bushland, in the heart of Sydney's sprawling urban development.</p> <p>Many would say, because of these features, together with the environmental values, functions and amenity it provides, Manly Dam stands alone in the Sydney basin as an iconic water body. Hence, the reasons why the proposed changes in hours to water skiing should be supported. These reasons can be summarised in three key themes:</p> <p>Inequitable use of a community asset</p> <ul style="list-style-type: none"> <li>• Need to provide greater access to the entire waterbody for the broader community</li> <li>• The current water-skiing arrangements, e.g., times of use (7 days/weeks, 365 days/year, most daylight hours), extent of 'water skiing only' area, clubs exclusive use at peak times, are all inconsistent with the intent and guiding principles (which are legislated) of PoM, that is, equity of use.</li> </ul> <p>Increased community needs for open space for passive use</p> <ul style="list-style-type: none"> <li>• The PoM states that Manly Dam (the Park) is third most popular facility in the LGA, with 40% residents visiting per annum. And with an increasing population there's an increasing need for open space/nature areas to recreate and relax. As the PoM states a place to enable a 'respite from urban living'.</li> <li>• With a dramatic increase (and growing) in popularity of passive water-based recreational activities, e.g., kayaking, stand-up paddle boarding, open-water swimming, and Manly Dam offers ideal conditions for these pursuits, e.g., safe, sheltered and freshwater.</li> </ul> <p>Loss of amenity</p> <ul style="list-style-type: none"> <li>• The noise from motorboats is inconsistent with the principle of the place being for 'peaceful reflection' and relaxation and impacts on the capacity for other uses to enjoy the Park</li> </ul> <p>The proposed changes in hours are at the very most moderate. And while there's acknowledgement for the need to provide opportunities for a diversity of recreational pursuits, Council should seriously consider, due to the factors outlined above, whether Manly Dam is an appropriate location for water skiing into the future.</p> <p>Other areas for consideration in the future should also include:</p> <ul style="list-style-type: none"> <li>- role, membership, transparency and rights of the water ski club</li> <li>- cost to use water skiing facilities</li> <li>- access from end to end of Lake during water skiing times</li> </ul> <p>Thank you for the opportunity to comment on this important matter</p>
59611	<p>I am a local resident (was in north Balgowlah and now Clontarf) and over the last twenty plus years I have enjoyed a wide variety of sports and recreational activities around Manly Dam - including: cycling, walking, picnicking, kaiaking and water skiing.</p> <p>I feel we are very fortunate to have such a wonderful park of tips quality for everyone can share.</p> <p>I do not think there are any issues with noise / or use if this space.</p> <p>I feel this proposal is totally unnecessary and a disruptive intervention.</p> <p>Sincerely [REDACTED]</p>
59610	<p>Waterskiing is great recreational use of the water and does not impede swimming or paddling. The area has been used for decades for waterskiing.</p>

59606	I have lived next to the dam used it regularly for at least 10 years. NEVER have I recognised any disruption of my personal use of the dam for swimming and walking the dam track whilst ski boats are being used. The allocated swimming area is more than enough and there is simply no need to restrict skiers with this proposed timetable. Given the sheer size of the dam I see it completely unreasonable to restrict skiers, particularly on early mornings, Friday and Sunday afternoons - this time is precious for all community members who work and wish to enjoy the dam just like everyone else. I see this as a decisive proposal that will make little difference to those who use the dam for swimming, paddling and walking and a MASSIVE difference for local community members who enjoy waterskiing.
59602	I've been to Manly Dam for waterskiing / swimming a number of times and I've never noticed any conflicts in usage for the dam. Users happily manage to share the resource. Amenities are not stretched and the status quo has seemed fine. Additionally, it's a very valuable area for waterskiing - there are plenty of locations throughout Sydney to swim but very few to waterski in as straightforward and controlled a manner as on the dam.
59592	Please keep the current hours as changing would make it nearly unviable for families to use on weekends (and other times). There is large area not accessed by power boats (approx. 60%) that others can use for such activities such as swimming and non powered water craft.
59591	It has been such a fantastic FAMILY sport with lots of friends, young people and children coming for a active fun day out
59590	It is my opinion that there are enough other venues already for other uses such as Narrabeen lake manly lagoon etc waterskiing and training ie with salom and ski jump is not available anywhere else, at present there are times available outside of existing waterskiing times for other users . I also believe the reduction specifically of a weekend period would render the club unviable to continue to maintain the equipment and the general ability for it to function.
59586	It's the only place we have on the northern beaches to do this family sport . We've always done it . Don't take that away from us
59580	<p>I support the proposed trial and would hope that it would be made permanent, and ideally have even more reduced hours.</p> <p>Over the years to my disappointment I have seen the hours be extended and the allocated area of the dam increased for waterskiing. I don't think these changes have taken into account the purpose of Manly Dam or the majority of the community.</p> <p>Manly Dam is a war memorial, and to me it should be respected by being a peaceful place the community can come and enjoy. The boats are loud and overbearing, it impacts the ability for swimmers, paddleboarders and kayakers, people walking, people having picnics and BBQs to enjoy the space peacefully.</p> <p>Manly Dam hosts a huge array of fauna and fauna both in the dam and surrounding bushland, all of which are impacted by boats on the dam.</p>
59576	<p>The hours need to be reduced further during daylight savings - I would support the maximum open time during day light savings until 5pm - keeping the proposed opening afternoon starting time as well.</p> <p>This would allow greater usability of the dam for swimming etc post working hours during day light savings.</p> <p>Otherwise I support the reduction in use water skiing and motor boat use in the dam.</p>
59571	<p>Please do NOT reduce ski time!!</p> <p>This is many peoples passion, and something families can treasure together!</p>
59563	The old story ,why change something that s not broke !,
59560	<p>As someone who goes to the dam a lot I believe the whole dam should be available for everyone to use all of the time.</p> <p>It's a nice place to get away from all the noise, and when there are boats it really detracts from the peace and quiet.</p>

59559	Taking is already restricted to certain areas and times. Don't believe further restriction is necessary.
59553	I can not see any harm to leave the times unchanged. It seems we constantly make the things that are actually good for us, like healthy sport, more difficult to do. Please support and teach our kids an active healthy life is what will make us all happier.
59549	<p>Reasons to keep the dam skiing times as is.</p> <p>Waterskiing is a fantastic family sport. My family and friends have been skiing at the dam for many years and enjoying this amazing local opportunity to have fun together, exercise, and be immersed in the magic the dam provides on our doorstep.</p> <p>Reducing the hours would be severely impacting the time we can spend skiing.</p> <p>There are no other locations to water ski safely within Sydney.</p> <p>Manly Dam is a training venue for many competitive, title winning skiers.</p> <p>There is a long history of skiing at Manly Dam - skiing has been at Manly Dam for 75 years.</p> <p>Waterskiing only uses a small portion of the water area at Manly Dam. There is <math>\frac{2}{3}</math> of the water way that is available for swimming, paddling etc.</p>
59546	I don't believe one group should dominate usage of the water
59542	This is a War Memorial and native bushland conservation Park and as such we should respect AT LEAST one or two days of no motorised activity (i.e. respectful silence) on the Dam as a mark of respect to our fallen as well as our Curl Curl Creek Catchment flora & fauna.
59539	there should be no motorised boats in such a small area
59532	<p>Reasons to keep the dam skiing times as is.</p> <p>Waterskiing is a fantastic family sport. My family and friends have been skiing at the dam for many years and enjoying this amazing local opportunity to have fun together, exercise, and be immersed in the magic the dam provides on our doorstep.</p> <p>Reducing the hours would be severely impacting the time we can spend skiing.</p> <p>There are no other locations to water ski safely within Sydney.</p> <p>Manly Dam is a training venue for many competitive, title winning skiers.</p> <p>There is a long history of skiing at Manly Dam - skiing has been at Manly Dam for 75 years.</p> <p>Waterskiing only uses a small portion of the water area at Manly Dam. There is <math>\frac{2}{3}</math> of the water way that is available for swimming, paddling etc.</p>

59530	<p>Reasons to keep the dam skiing times as is.</p> <p>Waterskiing is a fantastic family sport. My family and friends have been skiing at the dam for many years and enjoying this amazing local opportunity to have fun together, exercise, and be immersed in the magic the dam provides on our doorstep.</p> <p>Reducing the hours would be severely impacting the time we can spend skiing.</p> <p>There are no other locations to water ski safely within Sydney.</p> <p>Manly Dam is a training venue for many competitive, title winning skiers.</p> <p>There is a long history of skiing at Manly Dam - skiing has been at Manly Dam for 75 years.</p> <p>Waterskiing only uses a small portion of the water area at Manly Dam. There is 3/4 of the water way that is available for swimming, paddling etc.</p>
59528	<p>Given the amount of time the site is used for skiing already (not 24/7) and the area of the dam that remains unused by the water-skiers and is available to other groups / public to use, I don't think that a time of use reduction is a fair or warranted action.</p>
59526	<p>By the time we set up the boat it doesn't leave much time on the water</p>
59518	<p>Re: Objection to proposed reduction of skiing hours at Manly Dam</p> <p>Over the past four years I have been able to teach my children how to water ski and use a wake board, in a safe and controlled water environment at Manly Dam.</p> <p>This is due to the ongoing commitment of the Manly Warringah Water Ski Club to manage the space made available at Manly Dam. The facilities for water skiing generally are very limited, so I appreciate the opportunity that this provides.</p> <p>I have been impressed by the courtesy and care take by the other users who share the fairly small space available, and enjoy the sense of community that comes with the water skiing experience at Manly Dam.</p> <p>It is difficult with all of life's other commitments to find the time to fit in time for water skiing, and will be even more so if the times available are reduced. I strongly oppose the proposal to reduce the current skiing hours.</p> <p></p> <p>1 June 2022</p>
59517	<p>Re: Objection to proposed reduction of skiing hours at Manly Dam</p> <p>Over the past four years I have been able to teach my children how to water ski and use a wake board, in a safe and controlled water environment at Manly Dam.</p> <p>This is due to the ongoing commitment of the Manly Warringah Water Ski Club to manage the space made available at Manly Dam. The facilities for water skiing generally are very limited, so I appreciate the opportunity that this provides.</p> <p>I have been impressed by the courtesy and care take by the other users who share the fairly small space available, and enjoy the sense of community that comes with the water skiing experience at Manly Dam.</p> <p>It is difficult with all of life's other commitments to find the time to fit in time for water skiing, and will be even more so if the times available are reduced. I strongly oppose the proposal to reduce the current skiing hours.</p> <p></p> <p>1 June 2022</p>
59508	<p>Why the government interference? Let people ski.</p>
59506	<p>Just make it more usable for everyone.. makes it a nicer place to be special have quality time with family and friends</p>



59504	There is no reason to limit water skiing times, it is a family friendly and enjoyable sport by many.
59503	Always a pleasure when picnicking and watching the children learn to water ski etc etc from the boats..there is plenty of room for canoes kayaks swimming please do not stop these ski boats they add to the fun ....
59502	Is not easy to find places to train for tournament waterskiing, you need a crew of people and to organise this around work, school and everyone's busy life's and then to have to work around restricted hours will make it almost impossible to train. Skiing and tournament skiing is an amazing sport that should be supported, it's great for families and meeting amazing people around the world.
59500	I have already filled this in but ticked the wrong answer !!!!!!!!!!!!!oops sorry.....I want ski boats to stay at manly dam .....
59499	Please think about this long and hard if you change times you risk killing a bit more 3 event water ski community and we'd loose more family's from our dying sport , which we can't afford. It's the only place in Sydney that has facilities to train for competitions. The next closest places are multiple hours away ,It would drastically make a expensive sport unobtainable for a family
59498	Waterskiing is a sport that brings family's and friends to participate in a highly social atmosphere out on the water. This environment over the years has created world champions that have been at the top of there sport for over years and haven't lost a single competition in this period. Places like Manly Dam are the future for upcoming athletes and the social side to waterskking. Places like this give the opportunity for Waterskiing athletes to train and compete at the world's most prestigious Waterskiing event the Moomba Masters Melbourne.
59497	There is plenty of space for 2boats at a time on the dam to allow paddle boats /kayaks /swimming ....infact they bring fun to families who are picnicking along the water to watch young children learning to water ski and weight boarding etc etc from the boat you can hear them cheering ....where else can you do this in a safe environment .....I am a nana and love to watch ....pls give these boat owners a chance to continue please .....thank you
59495	Waterskiing is not possible when other boats or recreation activities are happenings it's always skiers etiquette that it comes first. Waterskiing is a sport and brings families and friends together.
59487	<p>Reasons to keep the dam skiing times as is.</p> <p>I don't want to have to travel far to go wakeboarding. This is far better and more efficient for getting to locally. Waterskiing is a fantastic family sport. My family and friends have been skiing at the dam for many years and enjoying this amazing local opportunity to have fun together, exercise, and be immersed in the magic the dam provides on our doorstep.</p> <p>Reducing the hours would be severely impacting the time we can spend skiing.</p> <p>There are no other locations to water ski safely within Sydney.</p> <p>Manly Dam is a training venue for many competitive, title winning skiers.</p> <p>There is a long history of skiing at Manly Dam - skiing has been at Manly Dam for 75 years.</p> <p>Waterskiing only uses a small portion of the water area at Manly Dam. There is 2/3 of the water way that is available for swimming, paddling etc.</p>

59484	<p>I strongly disagree and do not support any changes to the hours for Water Skiing to be changed. Water Skiing has been at Manly Dam since 1947 and the proposed hours will reduce the prime Club member skiing time by one third.</p> <p>Manly Warringah Water Ski Club is a fully self-funded club and pays the council to have the right to use Manly Dam. The club is not for profit and any money not paid to the council goes back into maintaining the Manly Dam such as the sand on the shore.</p> <p>There have been multiple occasions over the years when we have rescued people who are not capable swimmers ending up too far from shore within the water skiing area and were at risk of drowning. Note water skiers do not experience this issue as they are required to wear a life jacket by law.</p> <p>The water ski area has less weed than other areas, as the boats stop the weed from overgrowing, just as it has in the other areas.</p> <p>There are alternative locations available for swimming, kayaking, and stand-up paddleboarding. With over 15 Ocean pools on the Northern Beaches, even more surf beaches and Narrabeen Lagoon is a fantastic location for kayaking and paddleboarding.</p> <p>Just to reiterate, I do not agree with the changes to the water skiing hours at Manly dam.</p>
59483	Disrupts natural environment and native creatures. Noisy.
59482	<p>Waterskiing needs to be promoted and supported not restricted. We have many world champion Waterskiers in Australia who use this venue for training and training venues are diminishing that allows them to train. Waterskiing is a family sport with thousands of not only local families, Sydney families, NSW families and interstate families enjoying waterskiing on Manly Dam for the past 75 years. Waterskiing only uses a small area of the dam. Thank you.</p>
59481	Its already so complicated to be even eligible to go skiing on manly dam. Why make it even harder. Will kill the ski club entirely due to increased complications and reduced ability to be compliant with times. People will go elsewhere and never come back. Another local drawcard gone.
59480	<p>In a natural area such as Manly Dam and its surrounding bushland, the broader population should be able to have adequate opportunities to visit the reserve without being subject to motorised noise. It is really important for the community's mental health to have places where they can recreate and walk in a natural setting along bushland tracks and with a backdrop of natural sound (bird noise, leaves blowing in the wind etc). This proposal will particularly benefit the many dogs and their owners in the local area. Dog ownership has increased as a result of the COVID pandemic and with the large amount of national park in the Council area out of bounds to dogs (and for good reason), there needs to be places that people can exercise with their dogs in peaceful natural surrounds. This includes on weekdays where people working from home can pop out for a break during their work hours. See the Facebook Group <a href="https://www.facebook.com/SydneyBushwalkingDogs/">https://www.facebook.com/SydneyBushwalkingDogs/</a>.</p>
59479	<p>Would love to see times reduced even more.</p> <p>Less noise pollution</p> <p>Less water pollution</p> <p>Less pollution overall</p> <p>More safe swimming and paddling time</p>
59478	<p>Manly Dam is one of the last remaining waterways in Sydney with a competition ski site including course and jump. It has been the training ground for countless skiers who have gone on to represent NSW and Australia. The site is tightly regulated and the majority of the dam remains open for use by other sports and recreational activities. The time restrictions, especially on Fridays and Sundays/Public Holidays will severely impact its useability by skiers.</p>
59476	There is already plenty of water way in Manly Dam to support all other water activities.
59475	You can swim and paddle board at a lot of other places, there is NOT enough places to ski at.

59474	Water skiing is a great family friendly sport. Keep the times the same
59473	Watersking is one user group dominating the beautiful natural body of water in Manly Dam, in my opinion the limited space of the dam would be better utilised with passive recreation such as kayaking, paddle boarding, rowing, swimming, sailing small skiffs, swimming etc. Waterskiing does seem totally inappropriate considering how loud and dominating the big engines in small boats are. These boats are better suited to the wide expanse of the Hawkesbury River. Manly Dam the is a special place, unique to the Northern beaches, should be there for everyone to enjoy a wide variety of activities, not just waterskiing!!
59471	Because for myself growing up, skiing was the best thing I could ever think of. The joy of the weekend coming through and being able to see my friends and family come together is nothing like any other activity could ever be compare to
59470	Waterskiing is a great family sport that should be encouraged not restricted.
59468	The entire dam should be of use to all residents, not just one particular group. Reasonable first step to reduce motor boat area and traffic.
59466	Let them ski
59465	It is one of the only places to water ski in Manly.
59464	Manly Dam is a relatively small and unique freshwater recreational resource not only for the northern beaches, but greater Sydney. Being a conservation reserve for native flora and fauna, we should prioritise passive forms of recreation that cater to many users, rather than the very few who are permitted to access the lake (and can afford to water ski). This activity is a historic anomaly and should be phased out over time. I support the 12 month trial of reduced water skiing times on Manly Dam.
59461	water skiing should be allowed, water skiing doesn't affect others that much
59459	Waterskiing is a family sport and only 1/3 of the lake ... how Many swimmers and paddlers do you think there are?  There are no other locations to water ski safely within Sydney.
59455	The beauty of Manly Dam is it is a beautiful and peaceful space minutes from densely populated areas. Reducing noise at Manly Dam is entirely appropriate
59453	More peace and quiet in a precious space. Motorboats can always go elsewhere.
59450	It makes no sense at all, in not from the area, but I've never lived anywhere where there actually is restrictions? Sounds very stupid to me that there is in fact, already restrictions in place

59449	<p>To whom it may concern</p> <p>reducing the hours of allowable water-skiing time at Manly Dam seems very short-sighted when considering the social and environmental benefits of having.</p> <p>I ask that the current time be retained for the below reasons.</p> <p>it's fun</p> <p>listen for most skiing is lots of fun, not only single ski, double ski but also tubes, and boating in general, to get out amongst nature with your friends and family, creating memories and lasting bonds, all with a smile on your face.</p> <p>it's for the whole family</p> <p>in our circumstances it is not uncommon for us to have three generations of family and friends in one session, meaning it's a community group that would seldom if ever get together without this opportunity. It allows more experienced individuals (older) to help the younger and less experienced individuals to offer assistance and show value to their experience and knowledge, whilst reminding older individuals on how much fun it was to be "physically challenged" and learning to develop skills.</p> <p>teachers' responsibility to the family unit</p> <p>we always use boating as an opportunity for the family/community to take responsibility for personal and group</p> <ol style="list-style-type: none"> <li>1. equipment,</li> <li>2. preparedness</li> <li>3. safety,</li> <li>4. and leadership.</li> </ol> <p>Over the years it has amazed me how children (or young people in general) when given the opportunity to be responsible for a fun activity can "flourish". It is truly a honour to be involved with.</p> <p>teachers' responsibility to society</p> <p>having a location that is "owned" by the council, and is offering a "enjoyable service" to the community to families and young people allows young people to recognise the importance of counsel and involvement in community, organised sport on playing fields is not an equivalent, as the frequency of use and the sheer numbers of people using the playing fields diminishes this impact.</p> <p>it's so much fun that the kids (and families) can share with their non-"organised sports" community groups, allowing for less closed community groups</p> <p>the above are not just for the few minority, these services allow the outreach of socialising between existing groups and sharing with friends that are less seldom seen</p> <p>thanks</p> <p>██████</p>
59446	<p>My husband water skis on the dam and I take our children there when he goes. We can't go on the weekdays during school term so I guess I'm talking about the weekends and any weekdays in the school holidays.</p> <p>Our children loves the dam, going on the boat and being pulled by the boat. We also like to invite friends who are like minded and its a great opportunity for us to catch up and get some exercise and experience nature.</p> <p>We are aware that manly dam is HUGE. There is plenty of other recreational areas for non motorised water sports activity and It would be a shame to have to have less boat time opportunities for our children and friends. I feel that it is a privilege to be able to have a boat on a beautiful nature reserve such as manly dam and I wish we can keep the current arrangements. Having shorter time means less time to catch up with friends whilst we are on the Dam. Sometimes our friends come from far away so less time means not being able to make the most out of their long travel times.</p> <p>In particular I would be against "no skiing in the afternoon" on public holidays as these are times that we do love spending time on the dam on our boat and skiing with friends and family.</p>
59445	No reason to cut time available for family activity
59438	there should be no water skiing at the Dam, this is a pristine area and the noise pollution from water skiing is not what people want to hear when they visit the area.

59435	<p>It's a fabulous outdoor safe activity It's an activity that offers so much, courage strength friendship and so much more pls don't take time or venues away from our water activity family Thank you</p>
59434	<p>I have been waterskiing on the dam since about 1998 and it is an important recreational activity for me personally and now also for my young family,</p> <p>The water skiing area of the dam only represents about half the available water area. There are other separate areas available for all other activities - so there is no need to take away any of the existing waterskiing times.</p> <p>The proposed hours will reduce the Prime Club member skiing time by one third. IE Saturday afternoon, Sunday morning and Sunday afternoon. This will likely make it unviable to manage the booking process or maintain the equipment. This could lead to skiing ceasing at Manly Dam.</p> <p>The proposed reduction in hours will see a loss of 2 complete weekday afternoons (aside from the loss of Sunday afternoon) and a loss of hours on Wednesday morning and Saturday afternoon. This is taking prime time and making it difficult for families to use the Dam for skiing.</p> <p>The waterski area has sand at the beaches as The Ski Club supplies and distributes the sand. The waterski area has less weed than other areas, as the boats stop the weed from over growing. If hours are reduced and The Club is not viable, There will be no sand on ski beaches, the underwater weed would also grow, just as it has in the other areas of the Dam.</p> <p>What is the alternative for water skiers? If there were a reduction of hours or removal of skiing at Manly Dam. There are no other water skiing locations like Manly Dam in Sydney. The only other water ski locations near Sydney are Penrith or Hawkesbury River. Neither of these locations have the safety and security that Manly Dam has.</p> <p>There are no other water skiing areas with a slalom course or waterski jump, which means there are no other suitable training facilities for water ski tournament training.</p>
59429	<p>Water Skiing is great family activity. Limiting time on the water with your kids means more time in front of a computer for kids (not good!) Keep them outside and with the family as much as possible!</p>
59428	<p>The dam should be enjoyed by all not just a select few who have permission to water skii. A peaceful environment is what people want at manly dam</p>
59422	<p>The proposed changes are not consistent so there will be confusion with other lake users and you will end up with lower recreational usage and greater potential for conflict between user groups as timings change. There is also a large area still available for non powered activities. Waterskiers usually chase the flat water, so losing morning ski times is a prime training period so would be a significant loss.</p>
59421	<p>Skiers are already limited enough with where and when we can ski. Doing this could really hurt the advancement of the sport.</p>
59420	<p>Please keep the water skiing times the same</p>
59415	<p>Manly dam is a natural sanctuary for people and wildlife. The health benefits and ecological benefits of peaceful areas of natural bushland and waterways are considerable and a valuable resource for all our community. If we reduce hours of noisy motorised activity and water wash it delivers more accessibility to the wider community to enjoy safe swimming and paddling and tranquil environments in which to picnic, walk and play. Now more than ever we need to prioritise connection with our natural environment as a way to slow down and come back into balance through our senses of hearing smelling touching and being with Nature. Mental ill health is at unprecedented levels and being in nature is scientifically proven as improving wellbeing as is social engagement with family and friends. So let's provide more opportunity for more people to access these benefits without the noise, fumes and backwash and risks that motorised craft pose rather than prioritising an activity for a smaller group that impacts on others enjoyment and connection.</p>

59412	Water skiing is a great family sport with a great community of enthusiasts. Skiers need calmer water than other water based activities and sports, early morning is the best time for that.
59411	Restricting the hours for waterskiing doesn't make sense. For those that don't understand, Waterski runs take no more than five to ten minutes. It's an amazing family time and an activity on the water for all ages. Mother Nature creates it's own restrictions, which is plenty!
59410	there is no other water skiing in sage waters if this is reduced
59409	Waterskiing should be allowed
59408	<p>There are no other locations to water ski safely within Sydney.</p> <p>Waterskiing is a fantastic family sport</p> <p>Manly Dam is a training venue for many competitive skiers</p> <p>There is a long history of skiing at Manly Dam - skiing has been at Manly Dam for 75 years.</p> <p>Waterskiing only uses a small portion of the water area at Manly Dam. There is 3/4 of the water way that is available for swimming, paddling etc.</p>
59407	SKIED THERE IN THE 60'S AND 70'S SHAME NOT TO GIVE YOUNG ONE'S TO-DAY SAME OPPORTUNITY
59406	<p>Reduced hours is unfair to skiers that already have limited places to go recreationally and train also. It is discriminating against the sport we love.</p> <p>There are more options for paddle boarders and swimmers then there is skiers!!</p>
59402	I'm an avid waterskiier myself and understand the importance of being able to do sport around working hours, often early morning and late afternoon are the only times during the week I can ski. This is also often the time of best water due to less wind. I'd hate to see the waterskiiers of manly dam miss out on being able to do something they love, that's healthy physically and mentally, that's a family sport, simply due to reduced hours they can access the dam.
59400	<p>I am Tournament Waterski Australia Secretary. As a parent of a NSW waterskier who has also represented Australia more than 8 times, I have watched the state numbers decline as more and more areas are closed for skiers. In Sydney there are only 2 designated tournament water ski site - Manly Dam and Sydney (Chipping Norton Lakes) which is a public Water way and not conducive to training. While Manly is limited to members we have a new generation of skiers coming through who will be limited to training times.</p> <p>Myuna Bay was shut down so for these skiers to train if Manly is limited then they will need to travel up to 5 hours to Port Macquarie if they are allowed on a closed site.</p> <p>NSW was once a strong state winning the State shield for 11 years in a row yet the past 3 years we have not won due to our declining numbers - a direct result of NSW closing down and limiting training sites</p>
59399	i use the dam all sorts of activites and have no problem with the skiing times !!
59398	this is a family sport and a holiday destination for many u are about to wreck everyone apart of it. want to distroy a community? we'll take take about the most valuable thing for it, waterskiing. this is a training dam for many athletes, now where else are we meant to go?
59397	Whilst I appreciate the need to open it up to reduce water skiing on Sunday afternoon will seriously reduce the availability for members.
59396	Best times are determined by the Weather and early is always better
59394	The skiers need to train
59393	More time to enjoy Manly Dam without noise pollution



59392	<p>Waterskiing is a fantastic family sport. My family and friends have been skiing at the dam for many years and enjoying this amazing local opportunity to have fun together, exercise, and be immersed in the magic the dam provides on our doorstep.</p> <p>Reducing the hours would be severely impacting the time we can spend skiing.</p> <p>There are no other locations to water ski safely within Sydney.</p> <p>Manly Dam is a training venue for many competitive, title winning skiers.</p> <p>There is a long history of skiing at Manly Dam - skiing has been at Manly Dam for 75 years.</p> <p>Waterskiing only uses a small portion of the water area at Manly Dam. There is ⅓ of the water way that is available for swimming, paddling etc.</p>
59391	There is a group of NSW waterski team athletes who use this site to train. Reducing the times that they can ski will abolish the sport in the Sydney area all together.
59390	Water skiing is a fantastic family sport and there's plenty of room at manly dam for all activities as skiing only takes place on 30% of the lake.
59389	I live on the Gold Coast and know what it's like to have no safe place to train for my son and I to be competitive in the sport that we love reducing hours for skiing on manly dam will greatly reduce other skiers ability to train. We need to look after this great family sport rather than hinder it.
59388	Waterskiing has very few venues and any reduction in sites will adversely affect the sport. Australia has produced many world champions in waterskiing who started their careers on sites like this.
59387	I don't support this as it limits the times we can ski and there are often 2 boats on the dam it is a very large area and can support swimmers kayakers Paddleboards and waterskiing community together please do not change any of these times as it's a great family sport and there is nowhere else in this area that is safe and free of marine threats like this large freshwater dam
59385	<p>Australia develops many world class skiers that represent our country internationally. Such a small amount of training facilities being further limited will impact the ability for skiers to train. It's a tricky sport to train for as it requires the elements such as weather, water conditions and support network to be conducive to assisting. There are limited bodies of water that facilitate the correct environment. It's not like you can simply pack up and move to a different field.</p> <p>We should not limit what is available rather be accepting of all. Why is a kayaking, swimming given precedence when they can do this in far more locations very easily. Let's be inclusive to all sports.</p>
59384	Manly dam is a place where families can come together to water ski safely. I have had my fair share of unsafe water ski accident and Manly is safe ski spot to reduce these issues. Aswell manly dam is the only competitive ski training spot for competitive water skiers like myself!
59382	Waterskiing is an essential sporting activity that enables a community balanced opportunity for an active and healthy lifestyle. Waterskiing is also a world recognised sport and athletes not only represent our country, but need access to training sites like this.
59381	<p>What true harm is there for the water skiing?</p> <p>paddle boarding and other activities can coincide with skiing.</p> <p>Alternative areas for skiing are far away.</p>
59380	What is the basis for this change?
59379	Don't change the times
59378	Keep the hours the same, you are eliminating the most commonly used ski hours.

59377	There are limited areas for water skiing to be enjoyed on fresh water in Sydney without travelling a very long way. Harbour areas are becoming congested and not as safe as in the past. Narrabeen Lake was closed to water skiing and has subsequently silted up. Please don't let this happen to Manly Dam. Keep waterskiing on a weekend roster - others can use the Dam during the week.
59376	Only enclosed place to waterski on the beaches
59375	Waterskiing is a fantastic family sport. My family and friends have been skiing at the dam for many years and enjoying this amazing local opportunity to have fun together, exercise, and be immersed in the magic the dam provides on our doorstep.  Reducing the hours would be severely impacting the time we can spend skiing.  There are no other locations to water ski safely within Sydney.  Manly Dam is a training venue for many competitive, title winning skiers.  There is a long history of skiing at Manly Dam - skiing has been at Manly Dam for 75 years.  Waterskiing only uses a small portion of the water area at Manly Dam. There is ⅓ of the water way that is available for swimming, paddling etc.
59373	No change needed. People can swim and paddle alongside the skiers, just like they have for 70+ years
59372	Access is important for a short that struggles with sites. They need support not restriction
59371	Don't take away time in the morning. It is the best time to ski.
59369	I have been an active waterskier for 55 years, first learning to ski at a youth summer camp. I've since taught the sport to hundreds of youth, some being disadvantaged. Skiing is a wonderful family activity, bringing families and children's friends closer together as deep conversations are had when confined to the small space of a boat. Skiing is a wonderful confidence-builder for young people, as it is easy to learn and builds self esteem. There are no other locations to water ski safely within Sydney. Manly Dam is a training venue for many competitive skiers There is a long history of skiing at Manly Dam - skiing has been at Manly Dam for 75 years. Waterskiing only uses a small portion of the water area at Manly Dam. There is ⅓ of the water way that is available for swimming, paddling etc.
59368	Why does it need to be reduced?
59367	As an avid water skier this would limit freedom of when people can go. Freedom should never be limited
59366	Skiing times should stay the same. Please do not change the times.
59365	Why limit for no real reason?

59364	<p>Reasons to keep the dam skiing times as is.</p> <p>Waterskiing is a fantastic family sport. My family and friends have been skiing at the dam for many years and enjoying this amazing local opportunity to have fun together, exercise, and be immersed in the magic the dam provides on our doorstep.</p> <p>Reducing the hours would be severely impacting the time we can spend skiing.</p> <p>There are no other locations to water ski safely within Sydney.</p> <p>Manly Dam is a training venue for many competitive, title winning skiers.</p> <p>There is a long history of skiing at Manly Dam - skiing has been at Manly Dam for 75 years.</p> <p>Waterskiing only uses a small portion of the water area at Manly Dam. There is 3/4 of the water way that is available for swimming, paddling etc.</p>
59362	Skiing times should remain the same
59361	We need more ski time, not less.
59360	water skiing does not affect me when i go swimming or windsurfing. the water skiing times should definitely not be shortened.
59359	It seems you already have a zone where powerboats are not allowed. As a waterskier, we are also limited to skiing when the weather dictates. For slalom waterskiing and barefoot waterskiing, we need there to be little-to-no wind. By limiting our time of day, you are adding one more boundary making it more and more difficult for us to enjoy our activities. Where I live, we already have these sorts of measures in some districts. Even worse, they dictate the direction we can travel on the lake. This has effectively killed the waterski sport in that area. Where I live, we like to ski as early as possible before we go to work. This would not be possible at all with the changes you are proposing (or the current limitations, for that matter).
59358	Skiing is a short set in a straight line and it doesn't interfere with us of the lake for others.
59356	I've seen added restrictions on other bodies of water that led to more boats operating simultaneously. This creates more wave action during operating times and results in hazardous conditions with boats running closer together.
59355	It's hard enough to find a safe place to ski without only being able to do it at stupid non family times
59354	There's no reason to change, earlier is better
59351	Is ridiculous to limit a sport with minimal places to do so and especially at times of fri and Sunday afternoons when they are the main family times to do such activities.
59350	skiing is important to our health!
59349	The morning times are important to skiers when winds are typically lower and water is calmer. The proposals do not greatly impact the non motorized community.
59348	My daughter is 14 years old and is about to represent Australia at the IWWF U17 Worlds Championships in Chile in January 2023. She started social skiing at 5 and skied at her first Moomba this year. Waterskiing is a family sport and through meeting so many families across Australia I have learnt the incredible values the sport gives to the youth of today. Waterskiing needs to be promoted and made more assessable as it allows our youth to be united with like minded people, a healthy environment and keeps them outdoors. My daughter wouldn't be able to achieve the success she has today with accessible lakes and dams to ski at. Please promote the sport don't restrict it.

59347	Water skiing is restricted to only a very few venues in Sydney. People have to travel Miles to the rivers or other dams to access a water ski location with the family. Water skiing has been in Manly dam for 75 years and the time should be getting expanded not reduced.
59346	The time frame is not long enough by the time you get there, get ready. It's immediately time to pack up again.
59345	the best times are early in the morning based on conditions and many people's work schedules. Please do not reduce this activity. The few times I get there would be a severe impact to me and my family
59344	There are so few places to waterski in Sydney, it makes no sense to reduce e times.
59342	You need sun up to sundown to get the best conditions this game
59341	Reducing waterskiing time would affect athletes greatly as this is the only place in Sydney they can train. People have work, school and other commitments so reducing the time would be completely unnecessary affect their sport
59340	There are very limited areas available to ski in Sydney. This should not be reduced, as it gives less opportunity to ski in the right conditions.
59339	These time changes are ridiculous 😡
59337	<p>Swimmers and paddlers should have more then enough lake space the way it is at the moment. Water skiers cannot ski directly along the banks of the lake where swimmers generally are. Also boat drivers are trained and Licensed to know the rules, how far to stay from swimmer etc, so they should be safe!</p> <p>Wanting to significantly alter a sport that has been going on for decades through many generations for no real reason is appalling of council.</p>
59336	<p>I wakeboard myself regularly at Manly dam with friends. It's always a great day out at the dam, we always bring picnics and chill on the little beach when it's the other boat's turn.</p> <p>I can understand that people seem to think that the waterski community is taking up all the time on the lake and support reducing skiing/wakeboarding time, but in a different way than proposed: please keep the Sunday and Public Holiday afternoons! This is one of our most enjoyable timeslot, as some of our friends have to work on Saturdays. The Sunday afternoon sessions already end at 4pm, which in summer leaves plenty of time for swimmers, paddlers etc. Instead, I think most waterskiers would probably be fine with giving up two morning sessions during the week. The Monday mornings and Thursday mornings are already proposed to be very short, so I personally wouldn't mind to give those mornings up for swimmers and paddlers, as long as we can keep the Sunday afternoons.</p> <p>Can I also suggest to renew and relocate signs and possibly even put up more of them in better visible spots. Often weekend visitors swim in the waterski area because they don't know any better, as some of the signs that are pointing out the different water areas are either overgrown or placed in really strange spots, where no one can actually read them.</p>
59335	Let people be active. Don't take the nature away from us! We want to water ski.
59334	Stress is a big factor in life and family recreation time is vitally important.
59330	Water skiing is great for physical fitness and we need to ensure that suitable lakes are accessible to all locally
59329	I've been skiing at manly dam since I was a teenager we now have 2 teenagers that compete in water skiing and the reduced hours makes it hard to train for competition. It's also a family day out with friends and we often teach beginners who are interested in the sport.
59328	We love going down with our friends and enjoy water skiing and picnic days all the time!! Summer loving fun

59326	There are very few safe places to ski in Sydney this is needed by all the families that have been there generation after generation.
59325	No change to existing hours
59324	<p>Reasons to keep the dam skiing times as is.</p> <p>Waterskiing is a fantastic family sport. My family and friends have been skiing at the dam for many years and enjoying this amazing local opportunity to have fun together, exercise, and be immersed in the magic the dam provides on our doorstep. Some of my happiest memories are the time spent waterskiing on manly dam.</p> <p>Reducing the hours would be severely impacting the time we can spend as a family skiing.</p> <p>There are no other locations to water ski safely within Sydney.</p> <p>Manly Dam is a training venue for many competitive, title winning skiers.</p> <p>There is a long history of skiing at Manly Dam - skiing has been at Manly Dam for 75 years.</p> <p>Waterskiing only uses a small portion of the water area at Manly Dam. There is 2/3 of the water way that is available for swimming, paddling etc.</p>
59323	There are no other areas to safely water ski and provide this opportunity for local community and kids
59320	There are very limited places to ski in Sydney. It's never been a problem before in all its history so why make this change now?
59318	They have skied on manly dam as long as I have been alive, they should be able to stay!
59317	Waterskiing is a great sport, have always had loads of fun with friends and family on the water and it would be a shame to see another place restricted within Sydney for this type of sport/ recreation.
59314	<p>What is the restrictions trying to achieve? A lack of fun for those attempting to have a good time and exercise? Public holidays are often the busiest times on the dams, so by restricting use here, you then make more traffic at another boat ramp and water way, arguably then making that/those areas more unsafe and overcrowded. Such restrictions were posed on a lake local to me not long ago to divide equal use between skiers and paddlers, even though paddlers found their way onto the lake all 7 days, effectively unrestricted; yet those paying very real club membership fees could not use the lake for 4/7 days of the week.</p> <p>Let recreational water craft be as is and common sense prevail!</p>
59312	Water skiing is a family sport and this spot used to ski does not interfere with other lake activities.
59311	This is the best way to spend time with your family and friends.
59310	Sound like there is not a lot of areas to ski local to this location. If you take away waterskiing for some you are taking away their way of exercising but more importantly you are taking away their escape...their way to mentally and emotionally recharge.
59309	Waterski supporter
59305	The waterskiing operating hours should remain the same as they currently are - there should be no change to the hours allocated to waterskiing.
59304	Waterskiing has a long history at manly dam. With reduced hours Australian waterskiing as a sport will suffer given there are no other safe places to train in the area. I support longer waterski hours, not shorter!!
59303	I've grown up water skiing with my family. It would be devastating to put a time restraint on someone learning a new skill or improving on one. Ski boats are very respectable as they run the same lines over and over. It's very normal for paddlers and swimmers to stay on the edges and enjoy the lake at the same time

59302	Because anyone can enjoy the lake at anytime. You guys are a joke
59300	My friends and I use the dam all the time for swimming, paddling, and wakeboarding in the specified areas. No reason to change the current regulations
59299	I use the dam for many different activities including waterskiing. The system works well for me and my friends to use this community area.
59298	Skiing is a wholesome and energetic physical activity and a great family sport. It helps keep young adults close to family and away from detrimental activities. Skiing has been on that lake for 75 years plus with no ill effects. There is plenty of water space for non powered water sport but no where else to ski safely close to Sydney. Lots of professional skiers train here. Please do not deprive skiers of this valuable area and reduce time to participate in their sport. They are already limited by weather and season. People's who do not ski cannot fully understand how important it is to those who do. Thank you for leaving their time for them to utilise and enjoy. In solidarity from a fellow Victorian skier who would hate to lose her ski place.
59297	I use the dam regularly for many different activities and have no issue with skiing times as they are today
59295	No to changing the times
59294	I think the hours could be limited even further. I would like to see no skiing AT ALL on one of the days of the weekend. It is such a loud activity that has an impact on everyone else enjoying the Dam peacefully. A huge part of that enjoyment is getting away from the sounds of urban life - motors! Just one water skier can ruin a peaceful experience of the Dam for all other users. It doesn't seem fair.
59291	Waterskiing is a great family sport. It keeps kids off the streets. Please don't reduce skiing times.
59289	The dam is the only place in the Greater Sydney area where recreational (families) and competition skiers can access flat water. Please do not limit this activity into narrower time windows as, unlike water-skiers, the other users of the dam are already catered for at all times of the day.
59287	Waterskiing on the dam is a relic of a noise polluting, fuel guzzling 20th century. It is entirely incongruous with the peaceful and environmentally sensitive place that Manly Dam is now. I fully support the reduction of waterskiing hours and would be in greater support of the total eradication of waterskiing on the dam.
59283	Waterskiing is a great family sport skiing times should be increased cheers Peter smith
59282	Waterskiing is a competetive sport and water skiers need training venues just like AFL or Rugby or any other sport but you don't see them loosing their training venues, and nor should Waterskiers. Thank you
59281	There's plenty of non skiing area and people want to ski there so why would you take that away from them?
59280	Plenty of dam available for other sports already. Waterskiing is somewhat dependant on the weather. Early morning and late afternoon typically have better conditions Water skiing is a family friendly activity - so why would you stop skiing on a sunday afternoon? Please keep it. Very limited options to ski safely in the region already. A "trial" is a clever way of getting some momentum....we all know that once a change like this has been implemented - it is very hard to reverse....
59279	Leave it alone
59278	No, this is because waterskiing is a great family activity and is very good for personal fitness and mental health. Reducing the hours of skiing at manly will impact the ability of people to be able to train and enjoy the benefits of waterskiing thus leading to impacting peoples fitness and mental health. With poor fitness and mental health on the rise we as a community need to be helping create a environment where people are able to get out and be healthy not hinder there ability to do so. We want our community Happy and healthy so we need to not hinder this sport but help foster it to keep people involved and also promote sports like waterskiing.



59277	Water skiing causes much noise and water pollution. It should be banned altogether, otherwise definitely reduced timed. The joy of one person water skiing disrupts all the other leisure seekers,
59276	There is room for both to exist. Seems ludicrous to reduce access to the entire lake for non motorised activities which for the vast majority will be in a localised area of the dam.
59275	<p>Whilst there are many avenues for general boating on and around the northern beaches, apart from Manly Dam, there are no suitable or safe locations for water skiing. The districts open waterways are unsuitable to safely teach youngsters and newcomers to the sport due to other traffic and marine life as well as being unpleasant due to wind chop and constant wash from other vessels.</p> <p>Since the closing of Narrabeen lake to water skiers many years ago, the closest alternatives are the Nepean River at Penrith (75 km away), The Hawkesbury River at Windsor (65km away) or The Hawkesbury River at Mooney Mooney 55k m away). All of these aforementioned waterways also experience high traffic levels which can make it difficult (if not impossible) to observe maritime law when towing skiers, boarders and tubes.</p> <p>Manly Dam is responsibly managed, with vessel numbers being limited to a maximum of two vessels on the water at any given time. This is generally further restricted with only one vessel towing skiers on the course at a time. This creates a very safe environment for all participants and onlookers.</p> <p>With designated areas already in place at the dam for various water sports, I believe that all current users of the dam are adequately catered for in regards to access to the water and surrounding facilities.</p> <p>Manly Dam has been available to water skiers for many years, with little or no impact on the surrounding environment or residents. Current time restrictions already consider the local residents and amenity of the area. Considering the lack of suitable alternative local venues, it would be significantly restrictive to the local water skiing community to have access to Manly Dam further limited.</p>
59274	We need to keep families active and waterskiing is one of the best family activities to do.
59273	There is no reason to reduce skiing times and you will effect people who want to skii
59272	Waterskiing is a great family sport and is a great way to get outdoors and enjoy the water and sunshine
59271	I suggest a corridor on the north side of the dam where kayakers, skiers and other dam users can utilize the length of the dam, rather than the dam being essentially cut in half by the skiing area during their times. This can be achieved by simple moving the yellow buoys in a few meters.
59270	I think that area zoning would be a better solution than restricting time's.
59269	<p>Please help me save waterskiing at Manly Dam.</p> <p>I need all my friends to put in a submission to not support the proposed changes to waterskiing at Manly Dam. Please go to the council page <a href="https://yoursay.northernbeaches.nsw">https://yoursay.northernbeaches.nsw</a></p> <p>There are no other locations to water ski safely within Sydney.</p> <p>Waterskiing is a fantastic family sport</p> <p>Manly Dam is a training venue for many competitive skiers</p> <p>There is a long history of skiing at Manly Dam - skiing has been at Manly Dam for 75 years.</p> <p>Waterskiing only uses a small portion of the water area at Manly Dam. There is 2/3 of the water way that is available for swimming, paddling etc</p> <p>40 years of family skiing could be lost</p>

59268	There is plenty of room for everyone to use the dam. It only has skier's on the dam in summer and even then the times are restricted. Even when ski boats are not on the dam it is still very rare to see anyone out in the middle where the boats normally go. The people with boats are very respectful of other users and keep well away. there are already noise restrictions in place that ensure it does not bother other users. If the dam is taken away you would have to drive out Penrith way to be able to ski where as there are hundreds of places to swim, paddle and picnic on the northern beaches. It is very selfish to not share it in my view. I use the dam as a non skier and think its a storm in a tea cup created by a small minority. It annoys me that this is what our society is becoming. regards
59263	With modern life styles and work hours being what they are Family's need to have access to their recreation venues when they are able to use then without the restraints of weather or not the venue is available for use. These resources need to be kept open, and people need to get out doing things, not stuck at home because the venues have been closed.
59262	people should be able to swim/ paddle at any time around the foreshore within 30 mtrs of the shore line at any time, and waterskiing should be allowed at anytime on the rest of the lake just like any other dam in Nsw, we don't need to make things so hard all the time
59261	Physical exercises, such as skiing, must not be reduced.
59259	Leave times as they are for easy access. One of few places we can ski near Sydney
59258	Supporting access to all sports codes is a vital part of the council responsibility
59257	It is a closed body of water where pollution caused by boating activities will impact the environment, children and the general public.
59256	I have lived in the neighbouring suburbs and have been water skiing on Manly Dam for 20+ years. It has never interrupted the swimmers/paddlers and the members are very respectful to other dam users. Restricting the times will only make it more difficult to enjoy such a fabulous sport in a beautiful location right in the heart of the beaches. I strongly disagree with this proposal, swimmers and paddlers can go anywhere, however water skiers are extremely limited when it comes to access to a body of fresh/calm water in Sydney. Don't ruin something that has been an asset to the community for decades!
59255	Do not reduce opportunities for people to participate in sports. It's an important part of some peoples mental well-being
59254	<p>As a year-round regular endurance swimmer in the dam, having boats take up - and interdict - a vast majority of the waterway (blocking the whole middle of the dam) is unfair. It is also extremely dangerous. I have personally experienced and witnessed dangerous and aggressive behaviour and language from boat operators towards swimmers numerous times. There is not a cordial, civil and safe sharing of the space. There is also not a proportionate risk to both parties. When boats come too close to swimmers the risk is entirely skewed against swimmers.</p> <p>Manly dam is a haven for endurance swimmers all-over the greater Sydney region. When ocean conditions are inclement, swimmers from all over Sydney meet at the dam on Saturday mornings to train.</p> <p>The vast majority of endurance swimmers swim in the mornings on a weekend day - usually Saturday.</p> <p>Currently, swimmers have to meet as early as 5am to get in a decent swim before 8am when boats arrive. At 5am, it is dark, we have to wear headlamps in the water, and the gate is closed, forcing us to park outside the dam and walk in. This means that walking all of the way around the dam to the other side of the skiing area is not a reasonable walk out and back.</p> <p>A fair sharing of the space would allocate (at least) a full morning per weekend and per week to swimming-only - ex: Saturday &amp; Thursday.</p> <p>Happy to discuss this.</p>

59253	The waterskiing times are appropriate. There is plenty of other water space available for other use. The waterskiing community are highly respectful and grateful for the use of this space.
59252	<p>Sydney waterskiing and towing locations are already severely limited. Limiting them more will hinder future generations joining the sport and or competing competitively</p> <p>Flat water is needed and early mornings is the only time of day that is regularly available</p>
59250	Our friends and families have been water skiing on Manly Dam since the 1980's. The 3rd generation of these families are now learning to ski. It is a family activity that is greatly enjoyed by all age groups. There is nowhere else for these people and the many other families who use Manly Dam to continue their sport of water skiing. It is great for them to be out in the fresh air getting involved with sport and exercise. Over the years we too have been part of these friends family days at the dam skiing. We do not want the facility closed to water skiing or restricted.
59248	<p>I first skied on Manly Dam 45 years ago. This isn't just a dam, it's a ski site where elite athletes train for international competitions. There isn't a ski site fit for this level of training anywhere else in Sydney or Newcastle.</p> <p>All the boats used are appreciative of noise &amp; make every effort to minimise this. Instead of reducing hours, make the installation of hush kits &amp; mufflers mandatory for a period &amp; monitor noise. Have any studies been done regarding noise levels?</p>
59245	Water skiing is already challenging enough if a sport to find a place suitable to train for tournaments with consistent lake conditions. People also have busy schedules to reduce time limits participants and the ability of more participants to be involved. This hurts the water ski community in a significant way and is not the way forward. The water ski community is accepting, friendly, helpful and family oriented and often are involved in the community and give a lot back don't restrict times for the skiers.
59244	<p>I personally use the dam for triathlon training, mountain biking, walks, gatherings, events, including water skiing. I have no issue with all these activities once accustomed to regulations.</p> <p>To support the skiers;</p> <p>There are no other locations to water ski safely within Sydney.</p> <p>Waterskiing is a fantastic family and community sport</p> <p>Manly Dam is a training venue for many competitive skiers</p> <p>There is a long history of skiing at Manly Dam - skiing has been at Manly Dam for 75 years.</p> <p>Waterskiing only uses a small portion of the water area at Manly Dam. There is 3/4 of the water way that is available for swimming, paddling etc.</p> <p>No change required</p>

59243	<p>Dear Councillors,</p> <p>I must say i am curious to why this question has been raised? as born and raised Northern beaches person that has been living Bilgola/Newport/Church point and Manly all my life along with my parents and grand parents! we have always used Manly Dam for skiing (since 1980) picnics, biking, walking etc</p> <p>We have had 3 generations of our family ski at Manly Dam... I have Tournament skied for 30 years and Manly dam is the only fully equiped site in Sydney that allows us to train! both my teenage daughters also compete at a national level.</p> <p>The Ski club has a positive input to the whole community as it helps fellow skiers use what would really be a quiet bit of water. The club also has disabled ski days giving all disabled people the ability to try something that isn't always available for them to try.</p> <p>Just our family boat we could have anywhere from 10-30 friends and family members travel to Manly dam to ski in our ski session!!! they normally will go to local deli, food shops etc and spend money for their time at the dam.</p> <p>I really encourage the councillors to leave our skiing arrangement as is... its a very unique place that we share with lots of other people in the community.</p> <p>regards</p> <p>██████████</p>
59241	Waterskiing is a great way to get families out & about to use the facilities!
59240	<p>Great family sport</p> <p>Safest area around</p> <p>Still plenty of room for other activities</p>
59238	I've never seen a issue with water ski person during my many times at the lake.
59237	This has been a spot for decades to Water Ski, this should stay the way it is for Families to enjoy outdoor time
59235	<p>It has been operating successfully for 75 years, the skiers only use a small portion of the Dam.</p> <p>My grandsons and their parents have been using this Dam all of their lives.</p>
59232	<p>There is ample room for activities elsewhere on the dam. Either end is expansive and beautiful for other uses. All land is owned by the people. The council has no jurisdiction as they are not a sworn in level of government. This waterway has been used this way for over half a century and councillors think they can change the status quo.</p> <p>How many opposing statements do you have to say people want the use changed? Likely less than a handful. Whingers can keep on whining. They'll always find something they are displeased with or offended by. The majority of northern beaches residents haven't complained so leave it as it was.</p>
59231	I used to waterski on the Dam and it was always tough to get a time slot, so reducing the number of available time slots would not be a good thing.
59224	<p>Over the last two years many of our opportunities for sport or outdoor activities have been impacted by covid. Now as we move on many sport's participation levels are down particularly none mainstream sports like water skiing.</p> <p>Fresh water skiing within the sydney basin in non existent with the exception of Manly Dam. These changes while some may see as minor are not as many people use the weekdays to train, practice or shift workers use for recreation. In addition mornings are the ideal time to be on the water.</p>
59222	It would be nice to paddle up and down the entire dam without worry for a few times a week

59213	The dam should be available for all users. The limited power boat hours proposed are ideal for other users who typically use the dam in the early morning, such as swimmers and paddlers. Additionally, you might consider a swim/paddle 'corridor' on the Northern side of the dam, to effectively and safely join both ends of the dam and to enable safe passage. As a long distance swimmer, the dam is one of the only decent and safe places in Sydney to train for longer events, such as the English Channel. It is also an excellent place for cold water training. Whilst the swimmers and the power boats are generally respectful of each other, swimmers have accidentally ventured towards the boat ramp and boat drivers/crews have been aggressive towards swimmers. Boat drivers have deliberately caused wash to upset swimmers, even when swimmers were inside the yellow hazard markers. We appreciate your review and I believe your proposed hours work well for swimmers and power boats to both use the dam at different times without conflict or safety risk. Thanks for bringing a smart approach to managing the dam for all users.
59206	I enjoy swimming in the dam and this will give us more time to do longer swims in the morning
59205	There should be a more equitable sharing of this wonderful recreational resource. Whereas bushwalkers, mountain bikers and picnic users already share the bushland /park/ track resources of Manly Dam. Water skiing is a more exclusive recreational pursuit - with swimmers or other watercraft not safely able to share the whole waterbody when water skiing is underway. As an exclusive user their times should be more restricted.
59203	I am a regular user of Manly Dam - both in the water and around the banks. I attend Manly Dam, when open, 3 times a week at minimum. I strongly support reduced hours of water skiing on Manly Dam. Water skiing ultimately means that a handful of people dominate what practically amounts to the entire dam (effectively preventing water access between either end whilst in operation), whilst everyone else has to look on. Not only do speed boats make the water space unsafe for co-recreational activities, they also generate a level of noise that interrupts the quiet enjoyment of land-based activities around the dam whilst they are operating. Boat drivers are on occasion excessively aggressive to water users, using their boats to intimidate. There are considerable, unacceptable, fundamental and obvious potential risks to life when using the water in the vicinity of water skiers, even outside of the marked areas. That said, I'm sure there is a function that water skiers play in encouraging mixing of the waters. I think that the reduced hours potentially allow for a sensible balance between Dam users.
59201	The dam should be for all.
59200	NBC should apply the same policy as they do on Narrabeen Lakes ie no power boats west of a certain line.
59199	Why are some days to be banned? Don't have a problem as long as they use engine exhaust mufflers. My grandkids love seeing the boats and so do I.
59198	<p>Personally I'd like to see the water skiing hours reduced even more than suggested in this proposal. Or even stopped all together! But I can see that would create a big push back from the water skiing community, so better to gradually reduce available hours over the years!</p> <p>I love walking in the dam and swimming there in summer. Having the water skiing completely changes the peaceful vibe. God knows what the wildlife make of it. To me the wildlife takes priority over motorised boats</p>
59197	The ski area is only approximately 40% of the total water area. There is a larger portion of water never accessible to boats. The non power boats area in Section 1, 3 and 4 are perfect locations for other sports such as kayaking, stand up paddle boarding, nippers board training. What is the alternative for water skiers? If there were a reduction of hours or removal of skiing at Manly Dam. There are no other water skiing locations like Manly Dam in Sydney. The only other water ski locations near Sydney are Penrith or Hawkesbury River. Neither of these locations have the safety and security that Manly Dam has.

59194	<p>Thank you for the opportunity to comment on the proposed changes to the water skiing facilities at manly dam. To me, with the current environmental crisis we are in the middle of the decision should be obvious. Motorised water skiing is in every aspect a terrible and unnecessary luxury which should be discouraged. The unnecessary burning of fossil fuels for the sake of a quick thrill is unacceptable. Australians needs to be made more aware of the impact of it's activity. We are a wealthy nation and the northern beaches in particular. We are privileged to have such beautiful locations and recreation opportunities but we also have a responsibility to behave appropriately. Our contribution to global warming needs to be addressed and northern beaches council should take a lead in that and set an example. Motorised water skiing should be banned unconditionally in manly dam and funds spent on ways to REDUCE our environmental impact not the opposite. Noise pollution and disturbance to wildlife is also an obvious reason to unconditionally ban all such motorised water sports in manly dam reserve. I hope northern beaches council act responsibly in this regard. Thanks again for the opportunity to make my comments.</p>
59190	<p>I do not support any water skiing on Manly dam. It would involve the use of motor boats which are noisy and polluting. This would affect the enjoyment of the dam and its surrounding recreation areas and walks for other community members.</p> <p>Additionally, I do not believe that activities involving significant use of fossil fuels should be encouraged. They pollute the local waterways and emit greenhouse gases. This is not consistent with moving to Net Zero. Climate change impact should be considered as a primary consideration in all decisions made by the council.</p>
59166	<p>When people are water skiing no one else can use the water. It is unsafe and unpleasant not to mention the pollution and impact on wildlife.Reduce water skiing hours more then what has been propped.</p>
59164	<p>I support less water skiing at Manly Dam overall. It's a beautiful local - refuge for native plants and animals. Our human footprint should be quiet and respectful of this special place. I often worry the water skiing is too loud and must disrupt the animals that seek sanctuary at the dam.</p>
59160	<p>I feel that all sports should have equal access to suitable areas. Just like the Council provides ovals, courts and fields for sports like Netball, Soccer, Cricket, Football, Softball. I feel it is important to have access to safe places to waterski. Waterskiing is a family sport and is a great way for family members of all ages to socialise and enjoy the sport together. If waterskiing hours are reduced it will make it difficult for the many families wanting to access the water to enjoy the sport. I have been skiing at Manly Dam for 20 years. I met my wife's family at Manly Dam and have enjoyed skiing with them ever since. Over the years I have learnt to slalom ski, barefoot and jump ski. Manly Dam has also been the place for some very special family memories. I taught my daughter's to waterski at Manly Dam. It was the proudest moment of my life skiing next to my daughter when she learnt to waterski at 20months old. I have attached a photo of our first time skiing together. I have since taught my other daughter and look forward to teaching my youngest. She is only 5 months old and my older daughters are also looking forward to being able to teach her. I only feel comfortable teaching my daughters to ski at Manly Dam because it is safe. There are only 2 boats booked on at a time and all boats must be registered, insured and have licenced drivers. There are no other locations like Manly Dam in Sydney, The next closest location is in Moree which is in North Western NSW. I strongly feel it is important for waterskiing hours to remain as they are. Waterskiing at Manly Dam has a very strong history. The first barefoot jump water ski ever in the world was at Manly Dam. This is an amazing connection to a historical moment within our local community.</p>
59158	<p>Less intrusive activities = more time for those to enjoy the quieter pleasures the area allows.</p>
59154	<p>Manly dam is a great spot for paddleboarding, which is not great where skiboats are operating. In addition, the noise of petrol motors is not enjoyable.</p>



59143	<p>Thank you for the opportunity in providing feedback regarding the changes in the water skiing times at Manly Dam. I strongly disagree with the proposed changes. The Council's proposal for a 12-month trial of reduced water skiing times should not be progressed.</p> <p>I have grown up as a water skier on Manly Dam and believe it is an asset the Council should be proud to be the custodian of. I fear that these changes may impact the feasibility of water skiing at Manly dam to the water ski club. In any event that the water ski club is no longer able to function, will likely lead to the end of water skiing at Manly Dam, a pastime I not only look to continue with my friends and family but also with my children in the future.</p> <p>I also have reservations about the associated safety of opening the dam to general users throughout, due to the drowning hazard associated with freshwater dams. Existing operators of freshwater dams that offer swim areas, typically restrict swim areas to help concentrate the vigilance of the general public to decrease the risk of drownings.</p> <p>Please note my opinion is that I do not support the trial.</p> <p>Kind regards [REDACTED]</p>
59142	<p>There are very few places within the local area where people can safely waterski. Limiting access reduces opportunities for water sking and there are still areas for swimming outside of the area used for water sking.</p>
59140	<p>I support the proposed changes, yet would like there to be even fewer hours allocated.</p> <p>Manly Dam is a tranquil sanctuary for both people local fauna, fish and most significantly the rare and endangered climbing galaxias fish.</p> <p>Noisy motor boats used for water-skiers pollute the water and destroy the tranquility. Only a small percent of Manly Dam visitors waterskii - yet they impact upon all other users.</p>
59139	<p>There should be no power boats of any kind on Manly dam. It spoils the whole ambience of a peaceful place. Wake up to yourselves.</p>
59138	<p>I do not support the changes that are being proposed to water skiing at Manly Dam.</p> <p>I've been brought up around skiing at Manly Dam my whole life and many friends and family have all been part of the community at Manly Dam. I wish to not only continue doing this in the future but also continue to share this experience with others. I feel like the changes in the proposed ski times may put this in jeopardy in the future. When there are so many other more suitable bodies of water to support swimming in a safer environment.</p> <p>If the water ski club was to become unviable due to the proposed changes. I would be very disappointed if the annual day where the club hosts the NSW Water Ski Federation – Disabled Division would be canceled. I have helped at this event for the past five years and think it is a wonderful event for the community and personally I enjoy having the opportunity.</p> <p>I'm concerned about how the proposed time changes will vastly spread out swimmers in the dam. Being freshwater it is difficult to swim in and the weed can easily confuse and disorientate an unsuspecting swimmer.</p>
59134	<p>My family loves going to Manly dam from QLD to enjoy time with my brother's family. It is a time for the cousins to enjoy tubing, wakeboarding, kneeboarding... and fun times at the lake.</p> <p>It is sad to see less time available (if it happens) since is already hard to find a spot in peak times.</p> <p>Thanks [REDACTED]</p>
59132	<p>More time for peaceful experiences</p>
59131	<p>Noise and erosion , emissions ,</p>
59126	<p>Agree with changes but with even further reductions on weekends and public holidays. 10AM to 3 pm only</p>
59107	<p>I am most concerned about the noise reverberating around the dam. Particularly on weekends, I am coming up for a few quite hours and relaxation.</p>
59106	<p>I think there should be no water skiing at all!</p>

59097	I really don't know why water skiing is allowed at Manly Dam as it is basically a nature reserve. My family and I enjoy the amazing tranquility of the dam regularly which is frequently ruined by the noise of the water skiing boats. I would like to add 2 changes. 1. Only electric boats allowed to stop the noise and pollution. 2. No skiing on Christmas day and Easter Sunday.
59089	theres enough dam to go around for everyone to do the activities that they want to  there is a big lake at narabeen for paddle boarding - there is no other fresh water lake that allow waterskiing allowed
59087	I support the trial.  I enjoy water skiing, it's fun but I don't like hearing the noise of boats when other people are skiing. Manly Dam is a small area and the noise of boats is terrible. It really takes away from it being a place that everyone can enjoy as a bit of wilderness right in the heart of the city. Limiting the times for water skiing is a step in the right direction.
59084	fun and healthy sport, lucky to have access to fresh water on our doorstep  boats are all insured and kept up to date with services so no oil / petrol pollution
59083	unique spot for fresh water for children to learn to waterski and enjoy quality time with family  the dam is big enough to still allow other activities to take place
59077	we are long standing members of the waterski club. We have a 3yr old and 7yr old and it is a safe place to teach them to ski. The harbour is too dangerous with sharks and the shallow water enables the children to gain confidence and enjoyment. There are only 2 boats on at a time. We are respectful of noise and rubbish pollution. There is lots of other space in the dam for other water activities to take place. i volunteer for the disabled water skiing day which is a wonderful opportunity to demonstrate to our children how capable these individuals are and break down barriers and judgement
59068	The community would value some morning slots with no water skiing to enable full public use and appreciation of this beautiful location. The proposed changes are quite minimal and should be more extensive.
59055	As a long time resident of the Northern Beaches, I'm actually surprised that water skiing has so much time allocated. I'd be reducing the time allotment by even more.
59050	Too bad for the environment and other people
59049	Water skiing is not an appropriate sport for this area given its recreational and biodiversity value could be improved with reduced (or no) waterskiing activities. I have used this site for 40 years and its time for a change.
59046	Water skiing impacts the area where the majority of dam users are. There are smell, noise and wake impacts for families picnicking in the very popular sections 1,2 and 3 and on the other side of the dam. I would welcome any reduction possible in this activity in which few participate at the expense of the majority of other users. I would like to see the reduction go further in fact, to include no skiing after 12.30 Saturday and Sunday as well as Friday.
59041	Too noise
59040	This is a public space, needs to be shared, simple as that
59039	This resource should be available for the WHOLE community, not just a handful of entitled families. Without motor boats the lake could be used by SUPs, Kayaks, long distance swimmers, nippers and more. Please kick off those who have kept others from joining their closed club for decades and give it back to all.

59035	I have been a resident of North Balgowlah since 1981 and have seen Manly Dam Reserve become noisier and busier over the years and yet it is a wildlife reserve. I believe the more invasive usage of water skiing needs to be modified because of the water churn it creates, the noise it makes and the damage to wildlife from propellers. While it is equitable that all comers are entitled to enjoy this beautiful space the sharing needs to be more fair between those who desire quiet enjoyment and those who use speed boats. The speed boat users and skiers are given priority over all others in terms of the extent of the area that they can book, the length of time for which they can book it and the comparative peppercorn costs of those bookings considering the amenity of the area and the disruption to other's users. It would also be very helpful for the wider public to be able to find information in advance about the times that the area is booked by skiers. For all these reasons I strongly endorse the trialling of reducing the times that skiing is permissible on the lake.
59030	Local passive recreation creates a balanced community.
59024	I would reduce the times even further. It appears this is mainly about moving water skiing times until later in the day, requiring other users to use the dam earlier.
59022	The lake as a water body should be shared and by restricting some section to just one user group for all times does not enable full access for all. This is different from specific courts and fields that can given to some sports due to the facilities required for these purposes. The water can be used by other if they are given access
59001	There is sufficient time / space already provided for other recreational activities.
58996	I believe having spent time at this beautiful spot there is enough for everyone to share. No need to reduce water sports. It's already well regulated.
58995	To whom it may concern on this matter,  I am not a member of the Manly Dam water ski club however have friends who are. Through our friendship we have had the fortune of spending some wonderful family times, kids birthday parties and an appreciation of the beautiful environment. All the members of the club in our experience are completely respectful of the area, whether its looking out for swimmers, kayaker's or local wildlife and playing by the ski club protocols. This fun environment and doing something different in our local area where there is no alternative should not be dampened. Im sure the dam can be easily shared as it already is. I hope you consider my thoughts. Thank you
58994	Manly dam provides recreational opportunities for all in our community including swimmer's, kayaks, boats and water skiing. It is important that all these groups are respected moving forward. The water skiing section of the dam still allows for the majority of the dam to be used for other purposes safely while skiing activity is taking place.
58993	There are plenty of other areas locally for swimming and paddling. Also areas with better waterways for swimming.  Removal of Friday afternoon skiing is disappointing.  Summer evenings should allow use later than 5pm during daylight savings.

58990	<p>The area for water-skiing is only 40% of the dam area, why not share this beautiful space and not take it all for non motorised water sports. There are many other locations that can be used for non motorised water sports, Narrabeen lagoon is only a few kms away and a massive area and not available for water skiing.</p> <p>Water Skiing has been at Manly Dam for 75 years, since 1947 and at the recent 2022 NSW State Titles and 2022 National Water Ski Tournament Championships, Manly &amp; Warringah Water Ski Club was the most represented individual Club. 17 Medals were won at the recent 2022 NSW State Titles and 6 at the National Championships. Also an equal National record was achieved. There are three Manly Dam Skiers that have been selected for the Australian Junior Development Squad for the 2024 World Waterski Championships. This is not to be ignored, that's a massive achievement for the Northern Beaches and should be recognised and celebrated not looking towards banning.</p> <p>I'm a member of the dam, we have 3 families who all contribute to the operation of my boat and all ski regularly ranging in age between 2 and 76 years, when we use the dam there are normally between 10 and 15 people with the boat and the same is normal to be seen on the other boat ramp for each session. That's a large amount of people making use of this facility, come rain or shine. Often on wet days the skiers and a few walkers are the only people at the dam.</p> <p>On a safety note, over the last 10 years I have personally rescued 2 people who were swimming across the dam on morning ski sessions. Both young males were still drunk from the night before and had we not dragged them in the boat it was unlikely they would have made it to shore. Removing the boats who are unofficially patrolling the area then you will be removing a safety element to manly dam.</p> <p>I strongly vote against reducing any of the current hours allocated to the water ski club and recommend the current allocation be maintained.</p>
58987	There's nowhere else to waterski in the area.
58980	We like to use the dam for non-motorised recreation, and would support further reduction of water skiing on the dam.
58977	Provides for fairer distribution of usage
58976	<p>Waterskiing has saved my life, it is an incredible sport that brings families and friends together. I have met an amazing community at Manly Dam, all wonderful people with a similar passion, not just for the sport for spending quality time with their family and friends. This is rare with few sports that offer the same sense of community. Waterskiing at Manly Dam has relieved my depression, it has given me connections with beautiful people and allowed me to carry out the sport I love. Water skiers have a roster and so reducing skiing hours at the Dam means that we may not be able to ski for months at a time. The sense of community diminishes and mental</p> <p>Health issues will become apparent once again. I 100% oppose the proposal to reduce waterskiing hours.</p>
58975	Water skiing and boats required are loud and disruptive to the majority of users of the dam. Since covid there has been a large increase in users which is welcome but it also means it is time to reconsider existing use if waterways. Pollution from boats is another consideration.

58970	<p>Dear Norther Beaches Council team,</p> <p>The proposed reduction of water-skiing times at Manly Dam will significantly reduce what is already a very restricted available time for water skiing for the community. This further reduction will probably mean the end of water skiing for my family given that Manly Dam is the only practical option for residents in the Northern Beaches. The Hawkesbury River or Penrith are not options for my family given their distance. Even less availability for water skiing at Manly dam will make it very difficult to justify owning a boat for water skiing, which will also have economic implications for the Northern Beaches economy.</p> <p>Water skiing at the dam is an essential activity for my family. It is an experience that my three teen age children, my partner and I treasure like no other in Sydney. We have been waterskiing at Manly Dam for seven years, since my children were five years old, and this has changed our lives. My children transform themselves the moment we arrive at the ramp for our skiing session - their excitement and happiness are great to see. Mobile phones are placed in the bag and it is all about getting the boat ready for our session and enjoying a great session of water skiing and family time together. Water skiing, Tubing, playing the beach, lunch in the boat...so much happiness and great family time together with friends and family.</p> <p>Having water skiing at display at the dam is also great for the community as it entertains non water skier visitors and displays a great sport to the community. The proposal asks for "More access to the entire lake at Manly Dam for other recreational activities such as swimming and paddling." And "More time to enjoy Manly Dam when there are no motorised boats on the lake." I would like to observe that every time that I am at the dam, both areas restricted for boats at the dam are almost always empty – these areas occupy about half of the area of the dam. Hence, these areas already offer plenty of space for everyone to swim, paddle and enjoy the Dam - in the true spirit of the Norther Beaches community. I would also observe that nearby Narrabeen lakes is another excellent option for paddles and swimmers, where water skiing is not allowed.</p> <p>Water skiing at Manly Dam is a 75-year tradition. The number of families and people touched by the sport over the years is incalculable. In addition to its great community and family importance, the Manly Dam also enables and encourage the development of water-skiing athletes. For instance, Manly Dam skiers have performed extremely well in in recent water-skiing tournaments. As we all now, supporting sporting activities has been a priority and tradition in Australia for many years – given the innumerable benefits sport brings to everyone, in particular supporting the physical and emotional well-being of teenagers. For this and all the reasons above I would encourage Council to consider expanding the times available for water skiing at Manly Dam not reducing it.</p> <p>Thank you for considering my comments. I respectfully ask the council not to reduce the times for water skiing at the dam given the importance of water skiing at Manly Dam as an activity for the community and my family.</p> <p>Thank you Kind regards, [REDACTED]</p>
58968	<p>The Dam has been a great place for a number of skiers to enjoy their hobby or sport. And it is the only place in the Northern Beaches for great skiing. I support the current schedule and I appreciate if no trials are done. And the broad community can still enjoy the Manly Dam and its surroundings.</p> <p>Tks, [REDACTED]</p>
58960	<p>It should be a space for all to enjoy, peacefully.</p>

58957	<p>As far as we are aware Water Skiing has been at Manly Dam for as long as we have lived in Allambie Heights some 40+ years and should be allowed to operate as previously.</p> <p>We understand that the ski area is an area less than 50% of the whole Dam area, allowing for everyone to share the same!</p> <p>We also understand that it is a fertile training ground for up and coming junior Water Skiers and this should always be fostered as should all other Competitive Water Sports on the Northern Beaches!</p> <p>We also understand that there are many and various opportunities for all other water sports to be active and participate at many locations throughout the Northern Beaches.</p> <p>We trust that the Council see their way clear not to diminish and reduce the Water Skiing on Manly Dam as is important as Water Skiing on the Northern Beaches has no other opportunity to carry on the same!</p>
58956	<p>to whom it may concern.</p> <p>Myself and family have been enjoying using the dam for the past 20 years and have just loved it. So many fantastic memory's for both myself and my girls.</p> <p>If the slots are reduced even more the whole purpose of owning a boat and having such great family time will be reduced dramatically. This is very important for us as a family as we have grown up with the dam.</p> <p>Hope this helps you in making your decision.</p> <p>Thanks agsin.</p> <p>██████████</p>
58950	<p>Waterskiing is very disruptive to other users and not in keeping with the dam's natural atmosphere. Every evening should be clear of motor boats.</p>
58938	<p>Everyone should be able to use the dam without fear of being run down</p>
58931	<p>My family and I enjoy bush walking, swimming and kayaking in and around Manly Dam. I strongly support the reduction to allow more enjoyment of the area for a greater number of people. A reduction in both chemical and sound pollution to the area is an added bonus.</p>
58930	<p>The lake should be safe for all users and animals. More people in the community participate in activities such as SUP and kayaking. It is public space and should be shared.</p>
58927	<p>The trial should be to cease all water skiing and gain back the whole of this water body to swimming, kayaking and peaceful enjoyment of the foreshore without incessant boat noise. At very least all weekend boat use should cease. The dam provides a perfect environment for paddle, or sail boats. Not a private, small select individuals using noisy boats. From a recreational planning and opportunity perspective, maintaining the current use on this public site is a poor outcome for the greater community.</p>
58924	<p>I hate the water skiing. it's noisy and disturbs the wildlife. We often walk down the bush track from the Nyrang rd. car park and find that we can't swim across because the track leads into the water skiing precinct. Manly dam is too small for water skiing. I don't understand how you can allow a noisy, disruptive, motorized sport in Manly Dam but you won't allow me to walk my small dog on a leash along the footpaths. So stupid.</p>
58922	<p>Why should a public waterway not be available for use by all community for passive recreational activities as opposed to allowing a very limits few people to dominate its use in an activity that impacts other users (and the environment) so negatively?</p>
58920	<p>The lake should be for all to use</p>
58918	<p>The lake should be available to as many recreational users as possible, these amended times are minor but it is an improvement - it takes a SUP longer to get further than a water ski does!</p>



58915	Then I visit the area the noise is terrible
58913	We enjoy the park when it is quiet and we can listen out for birds. So I support the reduction of waterski boats.
58906	Water skiing needs to share the lake with others and the proposed reduction will allow that to happen.
58904	<ul style="list-style-type: none"> <li>- I'd like to be able to use the entire lake for swimming/paddling/kayaking/SUP'ing.</li> <li>- The lake should be for all to use.</li> <li>- We need places to get away from the noise of our busy lives.</li> </ul>
58901	<p>I'd like to be able to use the entire lake for swimming, paddling and kayaking.</p> <p>The lake should be for all to use.</p> <p>It should be a place away of serenity away from the noise of our hectic lives.</p>
58900	Dam needs to be shared equitably
58899	I would like to kayak and paddle board on Manly dam.
58897	I have been to the dam at times there are no boats on the water and no one else is using it either, very few people would be in the water at the dam, and you are taking away time a sport that has very few locations in this area to use away from them.
58894	I've skied many times on the dam with family and friends and each time the water skiing groups vastly outnumber those that are using other parts of the dam (where there is still plenty of dam area) for other water sports. Water skiing is a fun and active sport and whilst at the face of it there are limited members in the club, the reality is that each boat usually has at least 10 people enjoying their session. Reducing ski times will simply reduce the numbers of people using the dam and reduce the opportunity for families to participate in a fun and active sport.
58893	<p>Water skiing creates noise pollution in an otherwise peaceful natural park.</p> <p>Waves generated by ski boats are detrimental to kayakers and swimmers and also potentially damage the shoreline.</p> <p>Waves also increase turbidity and uproot ribbon weed damaging fish habitat.</p> <p>Finally the use of combustion engine powered craft causes pollution.</p>

58891	<p>I do not support the changes to the current water skiing times at Manly Dam.</p> <p>I have been living in the Northern Beaches for over 65 years and skiing at Manly Dam for 30 years. During my younger life I was a water skier at Narrabeen Lake from the age of 4 till it was closed by the Council. Subsequently, Manly Dam was the only other safe local option. Since then I have raised my three sons using the water skiing facilities at Manly Dam and have recently introduced my Granddaughter to the experience which she thoroughly enjoys. Let alone hosting hundreds of friends and family being the owner of the ski boat. I am currently a member of the water ski club and the reduction of time available to water skiing could make it unviable to manage for the ski club. This will result in the decommissioning of the ski jumps and slalom course at Manly Dam. These facilities are used to foster not only local but sporting talent in the wider Sydney metropolitan area. With users including the disable community of greater Sydney.</p> <p>The proposed changes will impact the ability for users outside not only local, but those that travel from outside of the Northern Beaches, as Manly Dam is one of the best skiing facilities in Sydney.</p> <p>To use Manly Dam, all boat owners have to pay the Council through the ski club to use Manly Dam. In addition, the ski club also maintains the ski area amenities such as the sand on the beaches, the marker buoys and the ski jump.</p> <p>I am also genuinely concerned about the public safety around a vast available area to the general public without any water safety. The dam is fresh water, which is a lot less buoyant than salt water. Many of freshwater dams around Sydney which are available to the public have limited and defined swimming areas, as does Manly Dam. However, increasing the availability will increase the risk exposure similar to Lake Parramatta which has life guards. This additional safety is provided at great expense to the Council.</p> <p>The Council should be proud to have one best water skiing facilities and a strong and passionate ski club that promote public safety, support groups such as hosting the NSW Water Ski Federation – Disabled Division annually and a great environment for bringing up families.</p> <p>Kind regards [REDACTED]</p>
58886	<p>Hi I would appose any changes to the present system as i am a public skier this would reduce time for the public.</p> <p>The Members times have not been affected.</p>
58880	<p>I am a 14 year old junior waterskier, local resident and member of the Australian Junior development squad for the 2024 Junior world titles.</p> <p>I have bene skiing a Manly dam since I was 4 years old.</p> <p>I ski as much as I can to remain competitive. I ski on the weekend and train on a number of days after schools</p> <p>Any reduction in skiing times will severely restrict my ability to train, resulting in not benign able to compete at the world titles. it is already difficult enough to get access to the Dam without restricting hours.</p> <p>Manly dam is the ONLY dedicated private ski facility within 300 kms of Sydney.</p>
58877	<p>Water skiers have ample time on the proposed schedule to ski. It is a small body of water and it is more useful to the wider community as a paddle and swimming area. Happy for water skiing at certain times but it is noisy and not good for the environment. Surely there are plenty of other areas on the Northern Beaches much larger for skiers to utilise. We have to think differently about our environment and adapt, petrol boats are not the way forward.</p>
58856	<p>Waterskiing is a fun recreational sport which should be encouraged because it allows families to come together and bond over a healthy activity. I personally love a good trip to the dam with my friends as is it such an enjoyable experience, especially if it is hot outside and after we have done our exercise we have a hearty lunch. This truly strengthens the bonds between my friends, and cutting the dam's hours would be a great loss to me and I will no longer be able to share those special experiences.</p>
58839	<p>I have been going to Manly dam since I was a little girl, I water ski and wakeboard and have been looking forward to becoming a professional. Manly dam is the only place I am able to practice in a safe controlled environment, cutting down the hours of use on the dam makes it especially difficult to practice especially in these covid times.</p>

58838	<p>As an avid Waterskier, from a Waterskiing family as well as a Member of the Manly &amp; Warringah Waterski Club, we (my family and I) are not in support of the proposal to reduce the current hours of access by roughly a third. This will have a huge impact on the ability to enjoy the unique location that is Manly Dam as well as the ability to train for waterskiing competitions, it is worth noting this is the only waterskiing facility with a Slalom Course and Jump within a 250km radius.</p> <p>Given the nature of the sport, it requires a community to be able to ski, both on the day and to maintain the facilities at the dam required to ski, therefore we are always accompanied by family and friends when using the dam during our allocated ski sessions that we pay for.</p> <p>Waterskiing and Manly Dam in particular have afforded my son and I the opportunity to compete at State and National levels in the sport around the country, and I have recently qualified to represent Australia in France in September this year and am very much looking forward to the ability to train through Winter at Manly Dam.</p> <p>We would seek to maintain the current hours of operation for Waterskiing at Manly Dam.</p>
58833	<p>Skiing on manly dam is a sport of limited times currently but reducing Ski hours by dropping Sunday afternoon completely and reducing Saturday afternoons is totally unreasonable . It's a sport with limited ski venues on the Northern beaches so reducing manly dam ski times is totally discriminatory To those enjoying that water sport .</p>
58823	<p>Having enjoyed swimming in beautiful and peaceful Manly Dam for over 50 years I consider that speed boats should have no place there just for few water skiers I have read that the waves from any motorised water vehicle damage the banks and shorelines. I have not appreciated the noise and pollution that spoil this special retreat for the enjoyment of a few. I do love the paddle boards and can live with most forms of oared craft.</p>
58820	<p>Will be a much safer and fairer solution for all that use Manly dam.</p>
58814	<p>There needs to be a recognition of services meeting the needs and capabilities of the wider and whole community, not just those who have or can afford ski equipment and physically capable of this water sport</p>
58813	<p>We have been skiing on manly dam with friends for the past 15 years and just love it. Our kids have all grown up and made great friends with skiing in their lives. Having access to ski in shark friendly waters has always been a big attraction for our kids. Manly dam is safe and allows swimming paddling or just cooling off in the water at both ends of the dam. Restricting access for us would be devastating and really hope access isn't restricted any further.</p> <p>Thanks again for letting us voice our opinion.</p> <p>Kind regards [REDACTED]</p>
58811	<p>Seems fairer to open it up to all sorts of users.</p>
58809	<p>If the water-skiing timetable was to be altered and locals were to lose 2 hours of the Saturday afternoon session, skiers would lose a lot of skiing time, especially families. Most families have kids who do Saturday sport, which doesn't finish until later. The Saturday late session is so beneficial for everyone but especially these families because it allows them to make the most out of the day and still experience an amazing and long ski session. Removing the Sunday afternoon session entirely would result in significantly less skiing time, making it even more difficult for a session to come around for families, and this doesn't even account for the many sessions that are lost due to weather and bad conditions. It would also mean that there would be significantly less time for people and groups to enjoy the dam, as mid-week sessions simply aren't practical. A decline in water-skiing will impact so many people physically and mentally. I personally love water-skiing; I have been doing it for as long as I can remember, and I have so many fond memories of being at the dam with my friends and family doing something I love. I have made some of my closest memories and had the most fun at manly dam. I have had birthday parties there, skied with my family and friends and have just had the best time being behind the boat. Water-skiing on Manly dam is one of my most things to do and it has such a special place in my heart as it does with many, many, many other people.</p>
58808	<p>The dam is a huge space that is barely utilised and I think that there is far more potential for its use but that is difficult when there only about 1 third of it is able to be used</p>

58807	The reservoir should be able to be used by more people and these changes seem minor in order to accomplish this.
58799	Need more space and time for other activities.
58798	I believe the whole Lake should be made available for a wider variety of leisure pursuits rather than just one.
58796	More usage for broader community and preservation of the quiet environment there
58795	A very small and somewhat exclusive group currently seems to have carte Blanche to dominate the use of the water. It'd be great to have some more windows of opportunity to take my kids out paddling the full waterway without the danger of boats and skiers.
58794	Water skiing on Saturday afternoon is our only time slot with morning sports, and enjoying the warm long days in summer is a family favourite.
58792	The dam is for everyone not a select few
58784	<p>I am strongly against this proposal. Waterskiing is a fantastic family sport, something that was passed down to me by my father, and I now do with my kids, friends and family. I competed for Australia in Wakeboarding, and note that the club is home to many successful tournament skiers. It is the only facility within hours of Sydney where they can train. Even casual skiers would need to travel to the Hawkesbury as the only alternative.</p> <p>The number of families using the dam for skiing is on the increase, and the proposed reduction of hours will have a significant impact.</p> <p>The shorter hours reduce the number of people we can cater for in a single session - we would need to restrict the activity to only our own family, and securing a booking would become difficult.</p> <p>I cannot see a benefit to the reduction of hours. I would suggest that the proposed changes would make little to no difference to people using the dam for non-waterskiing activities, but will have a massive impact on the skiers. The existing division of the dam area for skiing and other recreation ensures everyone benefits.</p> <p>How does it benefit the public to open up the ski area to swimming on a Sunday afternoon? Since it's a family-oriented area, I'm not sure swimming should be encouraged in the ski area - the banks are not enticing or approachable for swimmers, and the main body of water is a long way from shore.</p> <p>The club ensures its members adhere to strict rules, properly insured, and held to a far higher standard than on other public waterways. The northern beaches has almost unlimited areas for swimming and other water-related activities, but manly dam is the only place that is practical for water skiing.</p>
58779	Manly dam is a beautiful area that should be for all to use, for many many years 80% of the water way has been out of bounds for sailing, swimming, canoeing etc. just 2 boats and a few people have dominated this large area. I would ask that this great area be given back to the general public on weekends and public holidays. It is unfair for so few to control so much. I have lived near and used the dam for much of my 76 years of life and could never understand how such a small group had control of so much, this should not continue in this day and age, there should not be power boats on weekends or public holidays

58778	<p>Manly Dam is a valuable resource for outdoor recreation for many people. People go to Manly Dam to enjoy the picnic area, the bushwalking, swimming, canoeing bike riding and outdoor fun. Warringah Council and now Northern Beaches Council have been working to manage the use of the area for all of the people interested for the last 50 years. The waterskiers have been consistent, fair and considerate users of their small part of the dam throughout this time.</p> <p>The Water is already divided allowing equitable use of the space for motorised watersports and other watersports. There is already a significant area set aside for passive watersports and it makes no sense to cut the time even further - I assume this is to allow the passive watersports to utilise the entire Dam. The current division allows the power boats approximately half of the water surface and the non motorised users the other half f the water surface. This is equitable use fo the water - cutting the times available for waterskiing would give unfair use of the water to non motorised activities. The water surface where skiing is allowed is less accessible to non motorised users as the vegetation goes to the waters edge and there are fewer places for swimmers, kayakers etc to enter and exit the water.</p> <p>I agree the area is highly valued by many people and it is important to keep it's use fair and to not listen to a minority of people who do not want to share the Dam.</p> <ol style="list-style-type: none"> <li>1. The waterskiers already have a limited part of the dam where they can ski</li> <li>2. There has been extensive research to show there is no direct correlation between waterskiing boats and erosion - and in fact, decreasing waterskiing on the Dam would make no sense if this is the reason for cutting the hours</li> <li>3. There are no other safe places in Sydney City where children can learn to waterski.</li> <li>4. Kids have School sport on Saturday mornings so cutting the Saturday time slot and removing one from Sundays will greatly impact on the ability for children and families to enjoy waterskiing time together.</li> <li>5. In a world of obesity and kids spending too much time on devices, it makes no sense to cut the times in which they can enjoy waterskiing on Manly Dam.</li> <li>6. If noise is the issue, this is actually a non-issue. The waterski boats make very little noise. There is so much vegetation that absorbs the small amount of noise that they do make, the peace and quiet of the area is not impacted at all by the motor sports.</li> <li>7. It would be a mistake for Council to bow to the pressure of one or two people who have a personal problem with the Dam usage. Council bowed to the pressure of a noise complaint at Manly Lagoon and were forced to remove the signs asking for peace and quiet for the neighbours.....</li> <li>8. In my opinion Manly Dam is already shared equitably by the passive and active users of the water. To cut the waterski times would take away significantly from the families who enjoy waterskiing in the area. As kids have Saturday sport, families can usually only enjoy the space on Saturday afternoon/evenings and Sundays. Many local children also have sport on Sunday mornings so the Sunday afternoon slot and the long Saturday slot are very important times for ensuring fair use of the water by families and people pf all ages.</li> </ol>
58777	<p>Water Skiing with my family at Manly Dam provides a safe environment for us to teach them the skills of watersports in an environment that is managed and safe for all. With limited fresh water lakes/places for us to visit in the local area. Manly Dam provides us with a local facility that is ideal for our children to enjoy all forms of watersport that otherwise would not be available to us. The reduced times/days drastically eat into our available times to do this.</p>
58776	<p>75 YEARS THE CLUB HAS BEEN SELF FUNDED AND DONE A GREAT JOB OF MAINTAINING THE SELF MADE BEACHES AND BOAT RAMP WHICH MAN PEOPLE USE NOT JUST CLUB MEMBERS IF THE PRPOSED 12 CHANGE HAPPENS THE CLUB WILL NOT BE ABLE TO FUNCTION AND RUN. SIMPLE. YOU CAN NOT HAVE REDUCED HOURS AND STILL SUPPORT THE 200+ CAUSUAL AND CLUB MEMBERS IN THE TIMES OFFERED. THIS WOULD AFFECT AT LEAST 1800 FAMILIES WHO CURRENTLY HAVE ACCES TO THE DAM. THERE ARE ALREADY PLENTY OF OTHER ARES FOR NON MOTORISED AND SWIMMING AREAS ACCESABLE TOP AND BOTTOM OF THE DAM THE SKI AREA IS A SMALL AREA ! IN TRUTH YOU SHOULD BE GIVING THEM A BIGGER AREA AND MORE TIME.</p>
58766	<p>The reduction in skiing times on Manly Dam is unreasonable given the pleasure that water skiing has brought to so many families over many years. Our family has water ski for three generations. On any ski day we would have up to 20 persons involved. Even with the current time for sessions we are rushed to achieve a single ski run for each person. Given the time to launch boats and set up on the beach an average ski takes 10 to 15 minutes. All motor boat crews take our role to be safe and courteous to other dam users very seriously( please note the excellent safety record). Please favourably review your decision to reduce ski session times. Thank you</p>

58721	<p>I don't support the reduce hours for water skiing times at Manly dam. I was shocked when I heard of this, I assume it a small few and wondering how long they been living in the area for? I was brought up as a child water skiing on the dam and will continue the tradition with my own daughter. It's a strong bonding experience where families catching up and having a little fun in a controlled environment. Swimmers, kids and the community use the east and western swimming areas that is easily visible. This put family members and parents at ease and differs the need to have a permanent life guard present covering the whole dam.</p> <p>The water skiing community also donates their time to maintain the dam (since I remember as a 5yr old) and hold events such as water skiing for the disabled to say thank you for the council in allowing us to use the dam. It be a shame to create changes that will deteriorate this water skiing community.</p>
58656	PLEASE DONT DO THIS THEY HAVE HAD THE WORST 2 YEARS WITH THE COVID AND FLOODS AND ANOTHER BLOW FROM THE COUNCIL LIKE THIS WILL KILL THE CLUB
58655	THIS CLUB HAS BEEN AMAZING WITH SUPPORT DAYS FOR THE DISABLED AND ARE ALWAYS SO POLITE WHEN WE CHAT TO THEM AT THE DAM.
58654	CANNOT BELIEVE THE COUNCIL IS THINKING OF DOING THIS, THE SKIING THERE IS THE BEST SAFE PLACE, I DONT THINK THERE HAS EVER BEEN ANY COMPLAINTS MADE ABOUT THIS AWESOME CLUB - CUT THE TIME AND KILL OFF THE CLUB GREAT IDEA.....
58653	75 YEARS OF THE BEST FAMILY FUN AND STATE TRAINING ON THE NORTHERN BEACHES. DROP IT BUY A THIRD AND YOU KILL OFF THE SPORTS AND INDUSTRY OF WATER SKIING ....
58613	Less noise pollution on the dam allows people to enjoy more of the natural landscape.
58590	I grew up on the Northern Beaches and always enjoy taking my family back to ski on Manly Dam with my close friends/residents. In summer our families enjoy the long afternoon of skiing on a Saturday or Sunday - as kids sport etc dominate our mornings. Water skiing is a very healthy, social and family based activity which is already heavily restricted. We therefore do not support any further restrictions on this activity and its use of the dam.
58580	The dam is for all , but not at all a pleasant place when water skiing is on. It's not fair and enough is enough. Restore balance and some peace to the dam with passive activity's allowed to continue without the noise and waves of the small elite ski club.
58576	There needs to be more time for people to participate in other activities, such as kayaking, swimming, windsurfing etc - and feel safe and relaxed whilst they are doing so.
58567	The resource needs to be shared better amongst users ... not a specific and small group
58564	The dam should be available for all recreational users and not just a select minor group who have had the monopoly on the public asset for way too long.
58533	<p>Hi.</p> <p>I paddle a ski with my family and would like to use the dam more often without having to worry about the safety of my kids</p>
58281	I would like to see FAR less water skiing and boats on the dam than already proposed. Remove motor boats and ALL water skiing entirely and please have only non-powered boats. The dam is a serene environment and needs protection. Thanks
58280	Would make waterskiing unviable
58277	<p>I am one of 4 generations who have grown up water skiing on Manly Dam. I have been a resident of the Northern Beaches for most of my life.</p> <p>Manly Dam is a safe place for families to teach their children to ski. Some of these children have gone on to become champions of this sport representing our Club at National and World Water Skiing Tournaments. There are no other places in Sydney for this to have been achieved.</p> <p>There are a lot of places on the Northern Beaches for swimmers, kayaking, paddle boarding etc. The beaches,</p>



	ocean pools, Cowan Waters, Pittwater, Narrabeen Lakes and Middle Harbour. An influx of people to the area would cause traffic problems for the residents and parking would be at a premium.
58276	My family are 4 generations of skiers on Manly Dam and I am one of 4 generations who has been a resident of the Northern Beaches all my life. Any extra useage of MD waterways would require 50% widening of the road, doubling of car parking spaces which would cost over a million dollars and would destroy valuable vegetation. The swimming at both ends of the dam has never been crowded, with no more than 20 swimmers at the dam wall end at any one time. There are a lot of places on the Northern Beaches for swimmers, kayaking, paddle boards etc. The beaches, ocean pools, Cowan Waters, Pittwater, Narrabeen Lakes and Middle Harbour.
58270	The excellent Manly Dam waterski facility brings diversity and interest, thus enriching the appeal of the Manly region. This should not be diluted. Thank you for the opportunity to comment.
58264	Water skiing, unlike other less imposing recreational uses, reduces the amenity of the area. Swimming and paddling doesnt impose such restrictions on other users. It reduces the ability to enjoy the natural environment.
58263	All other waterways and bodies of water that I use throughout Australia are shared by all users. My experience of Manly Dam is that there is ample room for swimmers, paddle boarders, kayakers, etc to enjoy the dam at the same time as it is being used for water skiing. It should be noted that a maximum of only 2 boats are permitted to use the dam at any one time and similarly there are substantial areas of the dam that whilst not accessible to water ski boats are accessible for the previously mentioned alternate uses. In an area with many other options for swimmers, paddle boarders, kayakers etc I find it disappointing that the council is considering a trial that will restrict the use of the dam for which there is no alternative in the area.
58262	In my opinion there should'nt be any water skiing on the dam. The wash must cause a great deal of damage and noise. The area should be for passive enjoyment which includes picnicking and children at play with the view of the lake in the background.
58258	The skiing facility in Manly Dam is unique and the only offering of its type in the area. Reducing the times further will restrict the ability of a broad community to use the dam and I know of many families in the area that would be very concerned by this. I think it is worth noting that the skiing capability within the dam has been a part of the community for many years - since the 1940's and it is a self sufficient program that does not require any level of investment from the government. Some further points below; <ul style="list-style-type: none"> <li>• The Club owns and manages the Boundary markers, slalom course and waterski jump.</li> <li>• The Club paid for and installed the boat launching ramp.</li> <li>• The ski area is only approximately 40% of the total water area. There is a larger portion of water never accessible to boats. The non power boats area in Section 1, 3 and 4 are perfect locations for other sports such as kayaking, stand up paddle boarding, nippers board training etc.</li> </ul>
58257	Some of the boats are way too noisey with no one enforcing noise limits. It's not fair that so few impose their noise and taking a third of the lake plus the swans and other wildlife need more peace to thrive.

58256	<p>I was first introduced to skiing at Manly dam by family who live in the council area and have been skiing for many generations. It was my first time visiting the local surrounds, and the safe location and ski beaches made it the ideal location to learn to water ski. Since then we have made it a regular occurrence to meet as a family and enjoy skiing on the water, visiting local businesses and cafes and walking through the surrounding bush land. As I live a great distance from the dam, the reduction in time would make it impossible for us to continue enjoying skiing. There are also no other suitable options for the family in terms of location with ideal water for a range of skiing abilities within the family. With a new generation of kids within our family just beginning to pick up the sport, there would be no alternative location for them to safely learn and our family would have to cease this enjoyable gathering. No other locations provide the safety, practicality and location that Manly dam does and therefore are not viable options.</p> <p>Over the years we have invited many friends visiting Sydney to enjoy a ski on the dam, or even a picnic or bush walk within the other surrounding facilities. With the reduction in times, we simply would not be granted sufficient time to make the trip worth while and therefore would cease to have reason to visit the council area. This would mean no longer visiting local cafes and shops or introducing friends and family to the area.</p> <p>Finding water skiing has been a great source of physical activity, mental relief and social bonding - to lose this would be devastating to not only our family, but the community as a whole.</p>
58253	<p>I have enjoyed water skiing at Manly Dam on numerous occasions and hope to continue to do so. It is a very special place and a fun and healthy activity to do with your family / friends.</p> <p>There is no other safe and suitable location to waterski in the area. Thank you.</p>
58252	Make it permanent. Such a selfish activity.
58250	<p>I have learnt to ski at Manly Dam with my parents and my sister on our boat. It's been a great &amp; safe environment there. Nowhere else around here is there any safe waterway for us to use. My whole family are skiers at Manly Dam, its a great family day. It would be unfair to shorten the skiing hours for us on the small section of the Dam. If people want to use it for other sports there is plenty of area at each end for them to do that there for free. The waterskiers pay to use that part of the water! I hope you consider my opinion and keep it as it is.</p>
58249	To allow others to access the water for other recreational activities
58247	Proposed times are too restrictive and not flexible enough to allow families with children to experience and enjoy the outdoors and health benefits of water skiing in a location on the northern beaches.
58246	I go to the dam for peace and for walking meditation. Being able to do that without the noise of the water skiers would be far preferable to the current situation.
58244	Water skiing is too annoying in this peaceful place and I fear that the wildlife in and around the dam is adversely affected.
58243	Less disturbance to flora & fauna. Less pollution. More opportunity for those without desire to waterski to enjoy the water or trails.
58241	Manly Dam is a haven for wildlife in a freshwater lake environment, rare in the Sydney area. It is also a place for quiet recreation for thousands of residents, becoming more important as urban bushland is developed elsewhere in the Northern Beaches. Water skiing severely impacts both of these benefits through noise, disturbance of the waterway and possible pollution. Only a very small number of individuals benefit, at the expense of large numbers of human and non-human users. A reduction in water ski hours is highly warranted.
58240	It's loud and annoying.. it ruins the serenity and The wake is annoying when on a Sup or kayak
58238	I'd like to see waterskiing completely eliminated. It benefits very few individuals at the expense of all other users and wildlife in the park. As well, it is a grossly wasteful and unsustainable activity from an environmental point of view due to the huge quantities of petrol consumed.

58237	<p>Manly Dam offers locals the opportunity to connect with nature through gentle pursuits such as bush walking, bird watching, picnicking, swimming and kayaking. It offers us peace and tranquility in a hectic world.</p> <p>Incongruous to this is water-skiing. An activity that is extremely noisy and requires a large section of the dam to be reserved, often for the pleasure of just a few.</p> <p>I not only support the trial of reduced water-skiing at the dam, but would like to see it removed all together.</p>
58235	<p>Make the same decision as Pittwater Council did with Narrabeen Lagoon, ie NO motorised boats at all. Better for wildlife and people.</p>
58234	<p>Hello, Later starts are better for water activities for example kayakers exercising on flat waters prior to Motor Boats creating large waves.</p> <p>Also after working in and around plant and machinery for work, the last thing wanting to hear is engines which block nice nature sounds found at Manly Dam.</p> <p>Regards</p>
58232	<p>More peaceful and quiet locations in and for nature are needed, thank you!!</p>
58231	<p>I would like to see even more restrictive times. The noise of the boats is really not compatible with enjoying the natural environment</p>
58229	<p>Would like to visit the Dam without the noise of power boats</p>
58228	<p>I would like to see waterskiing and all powered craft use completely removed from Manly Dam. This oasis for wildlife should be enjoyed peacefully by all, not taken over by a couple of people in a speed boat. The fact that it's also a war memorial is actually quite shocking that waterskiing is allowed currently. We have hundreds of miles of waterways that allow waterskiing around Sydney so this small lake should be reserved for unpowered watercraft to be used safely without the danger of being hit by a speedboat or toppled over by their wake.</p>
58227	<p>TrailCare believe this is the only freshwater skiing area in the GSB. We feel that been such a unique body of water that the club should continue usage time as it is at the moment and not reduce access. Best water condition are usually in the early morning and making a late morning start later will not help getting access to the water on glassy water mornings before the wind comes up.</p> <p>What could be done to help reduce noise and make it better for other park uses, is the stop loud music been played at accessible levels and reducing the dba of the exhaust noise. The latter been best for residence in the morning.</p> <p>TrailCare Committee</p>
58224	<p>Manly Dam ceases to be a peaceful nature reserve when boats are water skiing. It's that simple. It becomes a water racetrack for the few, while the rest of us there ponder "How's the serenity!?" in reference to the movie "The Castle".</p> <p>It is at complete odds with it's environment. It's placement right in the middle of the dam, makes swimming and kayaking feel more dangerous than it should. Thankfully I've never seen any motor boats outside of area 2, to their credit.</p> <p>With Narrabeen Lake, Middle Harbour and an abundance of water ways within a 10min drive, you have to wonder how this anomaly was allowed to take root in the first place. Well done to the committee for taking actions towards making the memorial park less of a theme park.</p>
58223	<p>I think prioritising quieter forms of water recreation at Manly Dam is a great idea especially given the recent increase in the uptake of kayaking and paddle boarding, and is generally better for the wildlife that inhabits the dam.</p>

58222	<p>Still too much time dedicated to such a small niche past time. The dam should be available to all users not just those wealthy enough to own boats. The water ski ramp is an ugly imposition on the dam and in 10 years I've still never seen anyone use it - it should be removed.</p> <p>There should be many more boat free evenings in this revised schedule.</p>
58221	<p>Manly Dam is a small body of water. Can water skiing and power boats which are polluting be totally banned from Manly Dam? Power boats disturb the peace and quiet of the surrounding park. The petrol fuels and exhaust are polluting.</p>
58220	<p>I paddle regularly. And when kids are older, I will buy a ski boat again, hopefully fully electric. MD and access to slalom course was a factor in buying a house when moving to Sydney.</p> <p>This is the only place where you can slalom waterski. I used to train 3 to 4 days a week for 40 minutes, so did my crew (2hrs on the water). For safety in slalom you need flat water (no white caps), has to be freshwater (salt is higher density and stuffs speed, feels faster and stuffs timing while also making holding an edge and decelerating to get around bouy harder), no currents as this affects timing and carry snags which hit bouys and take out the \$500 magnets that are detected by the boats cruise control) minimal wind as a tailwind makes it difficult to slow down (skiers go from near 0km/h to up 100km/h in 2 seconds while the boat is steady at 58km/h going through the slalom course).</p> <p>There is no shortage of places to paddle. Narrabeen Lagoon, Pittwater, Roseville Bridge etc etc and there are loads of places to swim.</p> <p>The biggest problem is the limited opening hours of MD. Eg before moving to Sydney we always finished slalom training by 8am (7am usually) at the latest and went to work. On the water from 5am. Or a quick evening session, put the boat into the water at 7pm. If you looked at the hours MD is open, you'd create a load more capacity. Just make sure noise is managed, stereos, engines and soon more will go electric not ICE anyway.</p> <p>Also lack of common sense. I kayaked regularly with 18mo kids while ski boats were on MD and used the boat ramp in the ski lane. Only easy access carrying a 5.3m kayak and getting a young kid in on my knee. No issue with the skiers, let them know what you're doing and hug the side of the dam out of the way. It's the clowns with no idea on paddle boards and kayaks cutting in front of a boat doing 32-65km/h that cause anxiety to drivers and skiers who don't always speak to kindly to the clowns.</p> <p>I also have used MD for wrist, elbow and shoulder rehab. The sheltered water is good to paddle during rehab as you don't have to deal with wind and current. But again, with work, most paddling I do on MD for rehab, MD isn't open. Always parking the car near the boom gate and carrying it on my good shoulder to the water.</p> <p>Same with when I was a beginner to intermediate and mountain biked at MD. It was always around work hours and MD was mostly shut.</p> <p>MD for me is a great place, but usually shut when you use it. Or in the future, shut when I'd want to ski on it, so I'd have to make do with the current limited hours for slalom.</p> <p>If you were to restrict the hours, why not adjust the hours so that it's open earlier and later for prime slalom training times. And for general water sport use, open for 3 hours or so around midday from 10:30am when the bulk of the population get out and do stuff in the weekend.</p>
58219	<p>There are already no ski areas in place at all times that be used for alternate sports.</p>
58218	<p>Water skiing is a great family sport and there are limited water skiing facilities available in the Sydney area or NSW more broadly. Reducing hours would make it more difficult for the people of Sydney to get access to train for water skiing and enjoy the sport. Manly Dam has been a key part of the water skiing community since the 1950s and the local council should resist any changes.</p>

58217	I have been regularly visiting Manly Dam since I was a child in the 1960s. It has been a loved place by my family and scene of many picnics and birthday parties. I now take my grandchildren. It has always saddened me that water skiing is allowed in this very precious public asset of bushland and a water body nestled amongst dense suburban development. The pleasure of a couple of individuals tearing around with a huge engine disturbs every other visitor as well as the wildlife with its noise, visual intrusion and waves. It destroys the peace and natural feel of this very special place. I fully support reducing the hours, but more importantly, believe it should be stopped altogether.
58216	I don't understand why stopping a sport that hasn't many options. There are 100 places where people can swim and Paddle.  To be clear: I like waterski but don't practice.
58215	The water skiers take up a tiny portion of the dam. I am a regular paddle boarder and swimmer and it's no problem for me. Same for swimmers.  Waterskiing in Australia needs all the help it can get. Reducing this would be a travesty. Wakeboarding is continuing to grow, so they need somewhere to use, as roseville bridge is too dangerous with sharks. Manly Dam is a safe alternative.
58213	Changing times to ski or paddle is confusing. Keep it simple. The present system has worked for many years. There are other areas to paddle/swim. I think there are so few places left to water ski. It is great for adults and children to watch or participate. I was in the NSW WaterSki Assn water ballet show team in the 60's. See The Seniors newspaper May edition page 16.
58212	Water skiing was stopped on Narrabeen lakes for good reason. It should not be allowed on Manly dam for the same reasons. Water skiers can ski in the harbour, in Botany Bay and in the Hawkesbury. Surely that is enough.
58211	This is one of the only areas for us to locally ski if people want to swim in more areas than they should go swim in the ocean
58209	I use the dam for swimming and paddling.
58207	I support the idea of shortening the times because the water skiing is so inaccessible to N Beaches residents. For example We have to drive all the way to the cable waterskiing/wakeboarding park in Penrith every weekend because we can't afford our own boat! I would alternatively propose the hours stay the same if waterskiing were more accessible with public lessons and boat for hire or a cable park be built!!! I don't feel most teenagers and kids find kayaking or swimming in the dam very attractive. And ocean surfing and surf Life saving club is not for everyone, skateboarding is quite dangerous. A more safe cable park would be a great addition for local kids and teens who want diverse sport options. Could change teenagers lives and improve teenage crime and idleness?
58204	Waterskiing disrupts swimming, kayaking, sailing, paddleboarding and is noisy for picknickers and bushwalkers. The lake itself is also too small for such a disruptive activity. I support this initiative with a view to banning water skiing altogether.
58202	I feel that the motor boats which have been in this area for many years have now lived out there life cycle and as the Peninsular grows so should our recreational areas to foster our growing young family's . This space can cater for many activities on a greater scale where motor boating is limited to a very small group but for a larger required space , let's give our growing families this space and enjoy our beautiful northern beaches for all . Kind regards [REDACTED]
58201	I enjoy being in nature and the peace. That's what I go into nature for.
58199	The current times should stay the same,the water ski club are very considerate and responsible . I don't see any reason for a change,all parties can use the beautiful dam together.
58197	I think the hours should remain unchanged, with the exception of Anzac Day and Remembrance Day. There should be no power boat noise these days.

58195	Some parts of the world actually have electric powered boats - no noise and no pollution. I actually think that banning jet skis would be a better initiative (or has that already happened)? Jet skis spoil the natural beauty of the dam for me.
58194	Thank you for the opportunity to comment on the changes. I support the reduction in water skiing access to Manly Dam. However I think the proposed changes are insufficient and greater reduction should apply. I feel that water skiing on Manly Dam is an inappropriate activity. The area for water skiing is very small by regular standards & is an activity able to be enjoyed by an exclusive few. Water skiing is environmentally non sustainable, water & noise pollution, wave erosion and the disturbance to native flora, fauna and aquatic species and plants should be eliminated. I would prefer no waterskiing, but would accept additional reductions with more greater access to the community as a whole rather than to this exclusive group.
58192	I often kayak at Manly dam and would love to be able to access the whole area. I rarely see waterskiers using the dam, while there are often kayakers. Kayaking tends to be much quieter also, which is part of the appeal of the dam. Thanks for the opportunity to give an opinion.
58191	As someone who water skied with the Sydney University Club on Narrabeen Lakes in 1962/63, they are no other safe wateski environments within the Northern Beaches/North Shore Regions  Australia seems to have become a Cluster of Karens and NIMBY's
58190	It is my opinion that water skiing on the Dam should not be allowed at all. The Dam has become a great place where people and wildlife interact in a peaceful environment. This is disrupted by water skiing being allowed.
58188	Manly Dam is a beautiful area of Australian bushland home to native animals and birdlife. It's a readily accessible area for people of all ages - bushwalking, swimming, paddle boarding, etc. none of these activities have a detrimental impact on the area. Waterskiing on the other hand, as well as disturbing people who want a peaceful picnic, is sure to have an adverse effect on animals and wildlife .
58187	Motorised sports such as water skiing benefit few and reduce the opportunities for enjoyment for others. Good idea to reduce the times.
58186	As a regular paddler on the dam I'd like to see a bit more access for paddlers and swimmers, and less complexity. Simplify the reduced times - like start 9:30. Also finish earlier to allow other parts access in the afternoon from 4pm. So like Morning 9:30-12:30 and Afternoon 1:00-4:00pm.
58185	An inclusive approach to the use of Manly Dam makes a lot of sense. Ensuring that high speed powered craft are only on this small area of water, means a wider range of times for other aquatic uses. It also means that the noise levels for hikers and picnics are reduced across a wider range of times. Limit waterskiing and expand more human-powered recreational time.
58177	This is a rare place for waterskiing amongst a growing community of boat owners and access should be increased not reduced. Other water activities can co-exist on the dam and have scope to take place on other bodies of water.
58176	The dam had been a perfect place for skiing especially for younger families with smaller kids that don't need to head to Pittwater. Narrabeen lake is fairly dangerous due to the shallow areas, so the Dam is perfect.
58175	I would like to see continued availability for water skiing however think that times should be further restricted to remove skiing before 10am to permit more open use of the lake for all other users. I do not actually believe power boating is in keeping with the current use of the Dam at all, but recognise the need to maintain access to legacy uses of the park.



58173	<p>I have skied at Manly Dam since the early 90s winning a waterski Tournament championship in the slalom course which was a significant achievement for me given there are no other waterski facilities in this area! Manly Dam is a wonderful spot for families to enjoy waterskiing sport in a safe environment, meeting all the insurance, sound and safety criteria required for this activity. We have shared this water with friends and family over the years and always looked after the area, leaving it in pristine condition. We have cleaned up many times after visitors, using the picnic facilities that are not part of the skiers group. We are proud to have such a wonderful waterway that skiers can enjoy with their children growing up with the sport. The section of water currently allocated for boats/waterskiing is only about 40% of the waterway, giving other users to swim, paddle, SUP, train etc in the current generous sized swim zones. The current timeslots are already tight fitting time for the skiers, especially when sharing with another boat. I am strongly against losing 18.5 hrs in the week of skiing time especially when its mainly used during the warmer months! Manly Warringah waterskiers Club was formed in 1962 and waterskiing at the Dam, has been active for 75 years there! Many older generations are seeing their younger families follow in their footsteps. The Club has been solely responsible for maintaining and looking after the ski facilities on the Dam including the installation of the 'boat ramp' and providing 'sand' on the 2 beaches! It would be a huge injustice to the large waterskiing community enjoying this area if hours were to be restricted/shortened in anyway. I am strongly against this motion. Please consider the growing popularity of this sport and the lack of any other safe waterskiing facilities in our area, we call home.</p> <p>Kind regards [REDACTED]</p>
58171	<p>Having been on the dam as an extended family member I cannot believe you are thinking of reducing the weekend hours for skiing we have such a lovely morning or afternoon with up to 20 people in the group sharing the session and having a blast this is one time we're all the families get together and hang out as a group of families being outdoors and excising without electronics being used!</p> <p>The Club have also be involved in quite a few rescues over the years I myself and the boat driver have helped 2 people to shore who were close to drowning when they thought it was a good idea to get drunk and try to swim across the dam.</p>
58170	<p>I am totally opposed to the reduction of water skiing hours on Manly Dam. Please see the attached as to why I am opposed</p>
58169	<p>Waterskiing is a great outdoor, family friendly activity. It teaches kids about water safety and boat safety. If the hours are reduced it will make it very difficult for all club members to get a chance to ski on a regular basis. There are very few places to waterski in this part of Sydney.</p>
58167	<p>My family and I are regular users of Manly Dam - mainly for paddleboarding, kayaking and swimming. We throughoughly support reduced water skiing times at Manly Dam as a large proportion of the dam is only for the use of a select few otherwise. You only have two half days without power boats on the proposal and I would strongly recommend one of the weekend half days being a morning rather than an afternoon for all of us who prefer to us the dam in the mornings. However, any reduction that allows users more time to explore the whole dam is very welcome.</p> <p>Perhaps in the future the community could have a say about banning fishing from the dam due to the discarded fishing line, lures, bait bags etc. that we and many other non-fishing users of the dam collect and dispose of properly every single time we are there? Water birds and discarded fishing lines are a terrible combination. We regularly pull discarded lures with long fishing line attached from the reeds near where the swans nest. We have so many other fishing spots in our area - does the dam have to be one of them? I think the welfare of the native wildlife that abounds in the area is more important than having yet another place to fish. Thank you for the chance to have say.</p>
58166	<p>Such an amazing place to waterski. So very many family memories created there. The bookings are organised amazingly . There is nothing else like it water skiers in NSW <b>MUST NOT BE STOPPED!</b></p>

58165	This is unique to Manly dam. The area designated for waterskiing is limited. There is no sense in reducing morning times as this would be a time of low public attendance particularly mid week. Eliminating skiing Friday and Sunday afternoons is simply unfair for waster skiing. This sport has been enjoyed in the Dam for decades. All water skiing parties are well behaved, the club is well managed. Me and my family have enjoyed manly dam for picnics and birthday parties for years and have never been bothered by the waterskiing in fact the kids are in Awe at the skiers and boats. Manly Dam is multi use and this is one of the many uses. I strongly disagree with the adjusting of hrs. to any extent
58164	It is the most unique incredible waterway that provides beautiful safe and easily accessible waterskiing and it is run incredibly efficiently and loved by all
58163	I live in Castle Hill and my fmaily lives in Freches Forest. I have been going to Manly Dam to water ski all 23 years of my life. I have gone and continue to go there to water ski and spend time with my family. This includes my cousins, uncles, aunties and grandparents. I always go to your local shops to buy food and supplies for the day. However with the number of us, we spend the entire day at Manly Dam. If the time we can ski is reduced it would stop us from even being able to use the Dam just due to the number of us. This is on top of all the Ski club im sure has brought to your attention. Please to change the times.
58161	I beleive there should be as much time as possbile allocated for water skiing as there are so few places in the area where it is allowed.
58160	As a member of the Many dam waterski club, I totally disagree for the change as we only have few oppourtuny to use the dam due to the number of members and the only place to safely practice our sport. All other waterways are already very restricted and limited to waterski and not as safe.
58159	I feel water skiing is an essential activity for Manly dam. The small space the skiers use gives so many people so much enjoyment. Please don't reduce the hours. Thank you.
58158	I feel water-skiing is a must for the dam. I have seen so many young people learn to ski there. It is keeping the kids off the streets, giving excellent exercise and usually a lovely family outing which is the purpose of this beautiful green space.
58156	The current arrangements are a very modest use of the dam and don't need amending.
58155	Manly dam is such a unique location for families. To limit its use would be such a waste and totally unnecessary
58152	Whilst this is a welcome change to reduce water skiing hours, further reductions to water skiing times and space is highly needed. There are a greater number of individuals who would otherwise be able to use manly dam for recreation activities (for kayaking, swimming, paddle boarding). The space dedicated to water skiing is also disproportionate to the space otherwise available to peaceful recreational dam users
58151	Why reduce what is already not enough
58150	Hours should be reduced further, water skiiers represent a very small proportion of users and so disproportionately impact amenity of Manly dam.
58149	There are no alternative locations in the area for safe, fresh water waterskiing, a much beloved activity of our family, and reduced times would limit our ability to access this amazing location. The resources seems to have been very well managed by the Waterski club but spots are already extremely limited - further reductions in times would make bookings that much harder. Moreover the water-ski area is only a limited part of the total water area leaving the majority of it for other recreational users.

58148	<p>We currently utilise Manly Dam for Tubing/Waterskiing with family and friends.</p> <p>My Daughters Birthday celebration with friends and family in December was unforgettable by all.</p> <p>The joy that is had puts a smile on everyone's faces in these times of Covid and Torrid World events, would hate to have that ability and enjoyment reduced from current available session times when there is already a Large /Ample amount of swimming facilities and Paddling areas on the Northern Beaches including Narrabeen Lakes</p> <p>As a byproduct of this unnecessary proposal with the reduction in available hours for Skiing will mean far less chance of getting a session booked by my family.</p> <p>There are no other safe Freshwater waterskiing facilities except perhaps travelling from the Northern Beaches to Penrith which we feel is unreasonable considering we live on the Northern Beaches Also, why should our council fees go towards a reduction in our use of facilities that we currently enjoy and have been a healthy tradition in this Community decades?? Considering many people enjoy the sport and this is the ONLY facility of its type in Sydney/Northern Beaches, a reduction in user hours is not at all reasonable.</p> <p>Water Skiing /tubing with Bull Sharks in the Harbour is not and never will be an option that we would consider for our family.</p> <p>Hoping that the Council will leave current arrangements with Manly Dam Use as they are.</p> <p>The Manly Warringah water Ski Club provide a fantastic service for people of all ages and always ensure members take care of the environment and look out and participate in the safe use of the Dam.</p> <p>If sessions are not available for talented skiers (I see many young people training for tournaments, where would you have them attend training?? why would you jeopardise this sport and outlet for young people???)</p> <p>It is noted that this club providing the valuable community service may cease to be able to function if Session hours reduce from current times, a crazy scenario where a Club could close due to this action.....Well done:(</p>
58146	<p>i do not support these changes. i have been water skiing on manly dam since i was 5 yrs old. Why would there need to be a change? Water skiing is a form of recreation that can be enjoyed by all generations and family's alike and would be a shame to loose this wonderful facility that manly dam is.</p>
58145	<p>As a local Manly Vale resident I enjoy seeing the local amenities being used and the proposal effectively cuts the number of sessions on offer by a third. The long Saturday sessions were the most enjoyable and the Sunday sessions great for children after Saturday sport. I see no reason to change an arrangement that has been working successfully for years.</p>
58144	<p>I love skiing on the dam. It is such a unique activity to be able to do so close to the city that it would be a crying shame to reduce hours or eliminate it. Specifically the Saturday afternoon long session is the all time favourite. It is a long session so the kids can bring friends down and we have picnic dinner and ski till 7pm. It is a scene that has created some amazing memories for the kids and their mates as well as the parents.</p> <p>The loss of an entire slot on Sunday basically means a reduction of available weekend slots by 1/3rd for members (from 3 to 2). This is a huge reduction in ski time and i am not sure what the benefits is. There is plenty of space for other activities eg swimming and paddling etc so i have no idea who is going to use the space on Sunday afternoon? Note also there is literally nowhere else to go to waterskiing in the greater Sydney area unless you hike to the Hawkesbury. Even then, there is no slalom course out there.</p> <p>Please do not reduce hours. Skiing is a fantastically social (we have at last 3 other families that usually come down with us), healthy, high energy activity that gets the kids out on the water and having blast. Why would you want to risk this? And for what benefit?</p> <p>That said, i support giving up ANZAC day if that aligns with community expectations</p>

58136	<p>This proposal Bans access to waterskiers on 3/4 of the most likely times we can ski. Tuesdays, Fridays and Sundays are when we are finishing work and can use the facilities</p> <p>This is my local area and my local electorate and this is one of the reasons I wanted to live here.</p>
58135	<p>Manly Dam is the only waterway with a slalom course and it would be a terrible shame to reduce the hours even further than they already are. It is a fantastic and safe place for children, and adults, to learn how to ski and there is no other skiing zone like it in Sydney. Paddlers and swimmers already have access to the area and the skiing zone only takes up a relatively small portion of the dam. I regularly paddle around the dam and love watching the skiers as I make my way around.</p>
58134	<p>We are very lucky to have such a secluded area away from the surf beaches that this sport can take place, it's a sport for the whole family especially teenage kids and keeps them engaged in family occasions, limiting the time will make this difficult with everyone's busy lives of work, school commitments. The area in use is away from the swimmers and not impacting other sports that take up to the 60% of the dam. I also run around the dam regularly and it is not intrusive to the peaceful surroundings. This is an area to be enjoyed and utilized and reducing the hours limits the use for families and the water skiing sport.</p>
58133	<p>With limited facilities in Sydney to train for tournament waterskiing Manly Dam reducing its hours will just limit the opportunities these athletes have to available to train, some of whom are competing at an international level.</p> <p>Also the rest of the lake is still accessible for other water-based activities during these times.</p>
58130	<p>Hi there, I am strongly against this proposal.</p> <ul style="list-style-type: none"> <li>• Water Skiing has been at Manly Dam for 75 years, since 1947</li> <li>• The Manly Warringah Water SKi Club was formed at the direction of the State Government in 1962</li> <li>• Water Skiing is a wonderful family sport involving up to 4 generations of skiers ranging in ages from 1 year old to 85 year old currently skiing.</li> <li>• The proposed hours will reduce the Prime Club member skiing time by one third. IE Saturday afternoon, Sunday morning and Sunday afternoon. This will likely make it unviable to manage the booking process or maintain the equipment. This could lead to skiing ceasing at Manly Dam.</li> <li>• The proposed reduction in hours will see a loss of 2 complete weekday afternoons (aside from the loss of Sunday afternoon) and a loss of hours on Wednesday morning and Saturday afternoon. This is taking prime time and making it difficult for families to use the Dam for skiing.</li> <li>• The Club has never asked for or received any Government money. Manly Warringah Waterski Club is a fully self funded club.</li> <li>• The Club owns and manages the Boundary markers, slalom course and waterski jump.</li> <li>• The Club paid for and installed the boat launching ramp.</li> <li>• The ski area is only approximately 40% of the total water area. There is a larger portion of water never accessible to boats. The non power boats area in Section 1, 3 and 4 are perfect locations for other sports such as kayaking, stand up paddle boarding, nippers board training etc.</li> <li>• The boats provide safety to other community users. The waterskiing area in section 2 is barren and surrounded almost completely by rocks. There have been multiple occasions of people who are not capable swimmers ending up too far from shore in Section 2 and have almost drowned. Boats and the families using them have performed many rescues.</li> <li>• Section 2 - The waterski area does not have surrounding picnic areas.</li> <li>• The waterski area has sand at the beaches as The Ski Club supplies and distributes the sand. The waterski area has less weed than other areas, as the boats stop the weed from over growing. If hours are reduced and The Club is not viable, There will be no sand on ski beaches, the underwater weed would also grow, just as it has in the other areas of the Dam.</li> <li>• The Ski Club manages the booking process. All boats that are used on Manly Dam are registered and insured and all drivers are fully licensed. There is not the same level of certainty skiing on unchecked areas such as the Hawkesbury river.</li> <li>• The safety and security of Manly Dam makes it a safe location for all ages to ski, for people to learn and competitive skiers to train.</li> <li>• What is the alternative for water skiers? If there were a reduction of hours or removal of skiing at Manly Dam. There are no other water skiing locations like Manly Dam in Sydney. The only other water ski locations</li> </ul>

	<p>near Sydney are Penrith or Hawkesbury River. Neither of these locations have the safety and security that Manly Dam has.</p> <ul style="list-style-type: none"> <li>• There are no other water skiing areas with a slalom course or waterski jump, which means there are no other suitable training facilities for water ski tournament training.</li> <li>• At the 2022 NSW State Titles and 2022 National Water Ski Tournament Championships, Manly &amp; Warringah Water Ski Club was the most represented individual Club. 17 Medals were won at the recent 2022 NSW State Titles and 6 at the National Championships. Also an equal National record was achieved.</li> <li>• There are three Manly Dam Skiers that have been selected for the Australian Junior Development Squad for the 2024 World Waterski Championships.</li> <li>• There are alternative locations available for swimming, kayaking, stand up paddle boarding etc. There are 15 Ocean pools on the Northern Beaches and many more surf beaches. Narrabeen lagoon is a fantastic location for kayaking, paddle boarding etc. The Harbour is another alternative.</li> <li>• At the last review for the Plan of Management, all waterway user groups for Manly Dam had a meeting. All groups agreed that the current timetable should remain. No changes were requested.</li> <li>• Tournament Water Ski NSW Association has requested to work with Manly &amp; Warringah Water Ski Club to host a Come 'n' Try day to offer the chance of Skiing to the Northern Beaches Community.</li> <li>• Manly &amp; Warringah Water Ski Club in conjunction with NSW Waterski Federation - Disabled Division host a Disabled water ski come 'n' try day each year. This is a successful part of the Disabled division's annual calendar and helps to boost membership within their Club.</li> <li>• The Ski Club provides money to the Council for use of the area. The Council is paid a yearly rental fee as well as a 75% of booking fees.</li> <li>• Council provides sporting facilities to many user groups like soccer, cricket, football fields, netball courts, skateboard parks, mountain and bmx bike tracks, golf course and tennis courts. It is important to provide a location for water skiing/ wakeboarding.</li> <li>• Moree City Council has built two man made water ski lakes to service their community. Water Skiing is a growing family sport and it is important for Councils to support their residents.</li> <li>• Manly Dam is not designed to cope with large crowds. There is a lack of internal car parking within the Park. It is estimated that there are only 100 car spaces.</li> <li>• It is a safety hazard if people were to park outside Manly Dam in the residential area as there is no pathway, so people would be required to walk on the road.</li> </ul>
58129	We live very close to the dam and it very rarely used for skiing, I don't support reduced times because it's not a concern.
58128	I don't believe 4 hours is sufficient to meet demand. I have previously water skiiied at Manly Dam and believe it is has many benefits and few disadvantages for the existing times. We want people to be more active and not less active and this would make water skiing unviable for many and reduce physical activity.
58118	Would like to leave as it is now
58111	<p>I was very touched and upset to hear about this proposal with the Manly Dam I have family in Sydney and I am often there to spend time with my brother and his kids on the boat. I love waterskiing and have practice the sport since I was 6 years old in Brazil. The whole family water ski and this opportunity came in great times when my brother bought his boat to offer this hours of leisure by the water. My nephews started to also love the sport and with this new proposal we will not be able to enjoy as much as we would like to. I have been in Australia for 21 years - and for most of this time all I wanted to find was some where to practice the sport- its took about 4 years or so for me to do my first water skii in Australia- then again in another 5 or plus years in Qld. Eventually when my brother found the Manly dam and he told me this will be my place to ski, I was very extremely happy and was booking my trip to Syd to visit him 3 times a year so I can go to the boat and ski. This is a hobby that the whole family takes advantage of since moving to Australia as it reminds us of our childhood with our parents in Brazil when we were going to a lake every weekend to waterski. It is devastating to know that we would not be able to enjoy the dam as often as we want to.</p>
58110	There should be no reduction of water skiing hours as this provides an important training and recreational facility for water skiers & Wake boarders

58109	Not many other places like this in Sydney. Provides a unique opportunity for skiers to train and enjoy locally in a safe and proven good location after 75 years. It's away far enough that noise isn't an issue and provides safety for other dam users as many have been rescued by boaters using the dam for skiing. We need more places for recreation, not less. And a safe place for skiers like manly dam is essential. It's also uniquely close enough to allow parents and the club to get the next generation involved without adding to traffic going west all the time to congested waters. We mustn't let the few couch complainers ruin yet another joy of life that everyone else can benefit from.
58108	To whom it may concern. with floods on the Hawkesbury river restricting access, Myuna bay being closed for skiing and stoney park losing its commercial availability to ski Manly dam is one of the last remaining sites for slalom skiing in NSW. it would be yet another great lose for more access restriction for our much loved sport.
58105	i do not Support the proposal for reducing the water skiing times as there is nowhere else close by that has fresh water for Skiing or a good place to water ski in general with out having to drive for 2 hours to the Hawkesbury river as Pittwater is always to rough and dangerous with all the cruiser boats, fishing boats and sailing boats putting out big washes  i have been water skiing at manly dam since i was a little kid and my Parents have been skiing there since the early 80's with their friends and kids who are now adults
58103	I think the Dam is a beautiful, peaceful place and water skiing is very disruptive to the families and wildlife appreciating the Dam.
58100	The only other option to waterski, if you live on the northern beaches, is to head up to the Hawkesbury river. I don't understand what the problem is with skiing on Manly Dam and hope it continues
58099	Manly Dam is a quiet place, there should be no water skiing there
58096	We support waterskiing, but the monopolisation of membership and access is completely undemocratic. We've tried for years to get a response from the club for access, and have only heard bad things from current and past members that most people have "zero" chance of access. How can a small group of private individuals hold the keys (for decades) to a public asset/facility? No voting or ballot system, just the discretion of a few in control who seem only interested in keeping it for themselves. Happy for it to continue, but there needs to be a much fairer and accessible pathway to participate.
58095	This is nature with wildlife and we have so little of it. I have seen wombats here. Loved it!
58094	Water skiing is a noisy and polluting sport. It is not appropriate to allow this activity in such a natural and peaceful environment. My family and our neighbours like to swim and paddle at Manly Dam. We like to picnic in the peace and quiet of Manly Dam. Waterskiing is not an environmentally friendly activity and I support a reduction in the hours, eventually to nil.
58093	NO water skiing at Manly Dam. There are other spots skiers can use without having swimmers and ski paddlers to be mindful of.
58090	Why stop people having fun? People have been through enough in the past years. And life is already hard, without reducing time from more sports, and fun and peoples chance to relieve them selves of every day stress off life by being able to go skiing. Where is it all going to stop is the big question. Fun police in form again!!!
58084	I like walking around the dam and also paddle boarding and water skiing is a noisy disruptive activity which spoils the ambience of the area.



58081	I would support any proposal to reduce noise or periods of noise in manly dam. Both my son and I, who are regulars at the dam, are neuroatypical with sensitivity to noise. We are not alone, including many neurodiverse people who struggle in our increasingly busy noisy world. It is increasingly difficult to find places away from it. We usually need to promptly pack up and leave when the motor boats start up so it would be wonderful to have more times we can be confident that we can stay and enjoy the beautiful park.
58071	I am supportive of reduced times, but would prefer to see half days from Friday through to Monday. I regularly use the dam for paddle boarding and find water ski usage both disruptive to the water surface and noisy.
58070	Council via its website (see <a href="https://www.northernbeaches.nsw.gov.au/things-to-do/parks-and-trails/parks/manly-dam/water-sports">https://www.northernbeaches.nsw.gov.au/things-to-do/parks-and-trails/parks/manly-dam/water-sports</a> under "Swimming and Kayaking") currently bans use of the 'dedicated water skiing' area (the bulk of the dam area and the only way to get from the dam wall section to the upper dam by water) by swimmers and non-motorised users at ALL TIMES ON ALL DAYS, which I think creates unnecessary animosity towards water skiers. The council website and good signs around the dam need to explain that swimming and other non-motorised use of the entire dam is encouraged outside of motorised times and when there are no motor boats present. Two further suggestions:  1. Having different times on different days is confusing - I suggest that times and days be simplified so that people can more easily remember them. 2. The amount of time the bulk of the dam is off-limits to the bulk of people who aren't water skiers is still too long in my view. I would like to see the dam a hive of activity for swimmers, kayakers, sup boarders and other activities that don't take up vast areas per person, as water skiing does.
58069	Reducing the hours available for water skiing will allow opportunities for canoeists SUP boarders to conduct their activities in safety. In addition it will reduce the noise pollution from the ski boats thus enhancing the ambience of this beautiful place.
58068	I recently went swimming at the dam with my kids - Sunday afternoon. It was lovely and Imd like to have the option to do that on more afternoons so less skiing suits well.
58067	I live close to the Dam and have used the Dam and it's surrounding areas for the last 10 years. I have noticed far more people are using it for non motorised activity ( ski's, SUP, canoes, long distance swimming) over that time. I agree with reducing the times available for water skiing to allow more non motorised activities. In fact i would like to have at least one morning a week set aside to be water ski free, ie no boats on the Dam. I realise there are not many places to water ski in our area and the Dam is a good place to do this activity. Personally i find the noise disturbing and disruptive to the beautiful quiet tranquility of the Dam and it's surrounding bushland. The more time slots available to enjoy activity in and around the Dam free of motor noise would be my preference.
58066	Gives other park users some times where there is no noise pollution from motor boats so they can enjoy their picnics etc. Allows for more space & times for swimmers, Paddle craft and recreational use during no skiing times. Also reduces pollution due to engine fuel leaks etc.
58062	Motorised watercraft are inappropriate for Manly Dam due to their negative impact on the enjoyment of other users of the area and on the flora, fauna and landscape of the area.
58060	Less boat time the better to enable safer use by other uses, less negative environmental impact, less noise
58058	Water Skiing has been banned from Manly Dam for many years.It is a noisy and annoying past time. You also have to think of the residents of Allambie, and North Balgowlahwho will have to put up with this noise. Manly dam is a wonderful quiet place and it does not need anything else.
58057	Particularly in summer hours it will allow more freedom for swimmers to access the whole dam.
58056	Ban waterskiing altogether, an indulgence of a select few that destroys the serenity of such a beautiful calm natural environment that many local families try to enjoy over the constant droning of noisy ski boats.

58055	<p>We are a family who uses the Manly Dam for waterskiing. We absolutely do NOT support the reduction in times for many reasons:</p> <ol style="list-style-type: none"> <li>1. There are other parts of the dam which can be used during the times where boats are on the dam, yet there are no other places for boats to waterski on fresh water within an hours drive. We are unable to waterski on Middle Harbour or Pittwater (salt water) as our boat can only be used in fresh water.</li> <li>2. We LOVE using the dam in the evenings after school or work. we invite friends and it's a beautiful way of connecting outdoors and being active. Evenings are always quiet at the dam - the evenings we're there, there's barely another person - so I'm not sure what's driving this proposal. Same with Saturday mornings - the dam starts to get busy with other users after 10:30 so why not allow the boats to use it early before other dam users even get there.</li> <li>3. This is the only place in Sydney which has a salom course and ski jump. My kids are just getting to an age where they LOVE the challenge of training on these facilities.</li> <li>4. Early morning and late afternoon are when the Dam is flat and the conditions the best to waterski/wakeboard. My husband, who represented Australia at the world championships for wakeboarding, trains my son wakeboarding yet he will only train on technical tricks when the water's flat, for safety. If we were limited to middle of the day when the wind comes up, it'd impact their training time.</li> <li>5. Rather than reducing waterskiing times in the morning/evening, I'd certainly give up week day, middle of the day hours as the dam is rarely used by boats during these times (with the exception of public holidays).</li> <li>6. With only 2 boats allowed on the dam at any one time, the waterskiing you can get done in a session is already limited. If those sessions are reduced further, we'll barely be able to fit in our whole family a run behind the boat.</li> <li>7. I'm unclear the driver behind this idea to reduce hours. If it's for using the dam for other activities, are those other activities able to be done on other Northern Beaches Waterways such as Narrabeen Lake or harbour, beach pools, ocean etc. We have no alternate for flat &amp; fresh water boating within an hour yet swimmers/paddleboarders etc can use other waterways easily.</li> </ol> <p>PLEASE DO NOT reduce the hours we are allowed to use Manly Dam.</p>
58054	<p>It is fantastic that the water will be given back to ALL people on Sunday afternoons in Summer, to enjoy the tranquility and facilities without the noise pollution of the boats on the lake. A further time reduction should be included for Saturday afternoons too so that more local rate payers can enjoy the natural beauty of the park.</p>
58052	<p>Reduce it to nothing. I have always wanted to ski on the dam with my kids, I live next to the dam in north balgowlah. But after I enquired on the details of booking, I was advised that as I don't insure my boat with 'club marine' that excludes me from being allowed to? Are they a sponsor? Is someone getting a back hander? I thought this was a state park not a commercial enterprise! Either we can all ski or no one ski's is my thought. Regards [REDACTED]</p>
58051	<p>Plenty of other areas for people to Ski. Leave the Dam alone in peace.</p>
58050	<p>Better swimming times, particularly during winter afternoons</p>
58049	<p>I support reduced water skiing times so that the peaceful, beautiful nature of Manly Dam can be enjoyed by more people. In fact, the best option is to have no water skiing on the Dam. If this is not agreed then I support the least amount of hours. At a minimum half of Saturday and Sunday should have no water skiing.</p>
58048	<p>More equitable use of the Dam.</p>
58047	<p>People go to relax not to be annoyed by a few noisy individuals. Water ski and JetSki Should be banned from all suburban waterways.</p>
58045	<p>I would actually like there to be no waterskiing or engine noise allowed at Manly Dam as it is one of the only easily accessible peaceful places in the area. I'm sure none of the other users such as birds and wallabies enjoy the engine noise! How ever, as a compromise I would like to see a limit every day until 10am as the morning is so peaceful at Manly Dam anyway and I have noticed many more animals and birds are active on days when there is no engine noise early in the morning. I think it would be good to give the whole ecosystem this longer peaceful time every day, as well as those who come for a peaceful morning walk. Plenty of time for louder, more high energy activities in the afternoon.</p>

58044	I like to swim at Manly Dam and find the current restrictions due to motorised boats difficult. This would allow our family the opportunity to visit manly family more regularly and enjoy the water.
58043	The quiet location of Manly Dam is a haven for people and animals, the noise and disturbance to the foreshores because of water skiing has always been inappropriate. Because this is a small body of water the impact of waterskiing is disproportionately large. There are other larger areas where water skiing is less intrusive, which are an alternative for people who ski as a hobby. Water birds cannot nest in areas where there is water skiing activity. Caught in a bowl like environment, the noise rackets around, creating a horrible disturbance, completely out of keeping for the rest of the area.
58042	Less noise pollution swimmers and picnickers can have a few quiet afternoons,
58041	Water skiing only occurs in specific locations. They can't go elsewhere. Other water sports have the ability to go elsewhere with a lot more ease. Let the water skiers and power boats stay where they are. I've watched the water skiers and it takes time to set up and they can come with multiple skiers so I think it is unfair to reduce their hours of fun when they are limited to less locations. Let them be able to have fun in a safe location as well. The rest of us can choose multiple other locations.
58040	As a member of the manly warringah water skiing club, the main thing I'd like to see is the ability to still allow waterskiing on Friday afternoons til 5pm (or preferably extend to 6pm to compensate for taking hours away elsewhere), and on Saturday afternoons in daylight savings time until 6pm. I'd also prefer that skiing is permitted on Sunday afternoons until 4pm. The other changes i.e. later start time on Monday, Wednesday & Thursday, and no skiing on Tuesday afternoon, I'm ok with.  Daylight savings times are when most people use the dam with their boat, and limiting weekend time will severely effect the number of users/members that can utilise the dam. It's hard enough at the moment to get a booking and have substantial time to ski.  Unfortunately there are no other options for waterskiing close by that are safe with children and free from sharks. PLEASE do not limit weekend and Friday afternoon times for motorised boats, especially in daylight saving times.  As a final comment, there are obviously a lot of people that do not use motorised boats that will support the proposal, however the council must listen to those people who do use it and weigh their responses accordingly. There is still so much dam space available for paddling and swimming.
58039	Very little waterskiing available now
58038	Manly Dam is a nature sanctuary and as such, the amenity of a peaceful place is destroyed by water ski activity. I would propose a greatly reduced water ski availability.
58037	The dam us a really beautiful peaceful place of which there are not enough. Please keep thewater skiers and the ir motorised boats our of the dam and not destroy a wonderful haven.
58036	Why have waterskiing at all on such a small waterway ? Waterskiing at Narrabeen Lakes was stopped in the late 70's, now it's a beautiful area enjoyed by many without the noise of motorboats. Why not try a world first of allowing electric powered ski boats to use the waterway. Yet another opportunity to put Warringah on the world map with news broadcasts and possibly create a new local business for making such watercraft.
58035	I don't think water skiing is suitable for Manly Dam and would like to see it phased out. Paddling and swimming are much more environmentally sound.
58034	I am a beginner paddler. Having a few more time slots for learning to paddle in a safe environment like Manly Dam would be great to progress my technique. I think the proposed changes are fair, and leave plenty of options for water skiing.
58032	I think water skin should be restricted more to half a day every day It is confusing having different times on different days Will there be a ranger there everyday to police the changes

58031	We often take our kids in their kayaks and on a SUP down to the dam, entering from Nyrang Rd carpark on weekends and holidays. We make sure we head straight to the section past the white floating markers so that we are all safe, however we have frequently had moments getting back to the beach where water ski boats have driven way too close to our kids, when it is clear that they are children and they are heading back from the safe area to the beach. The drivers of the boats are acting irresponsibly and it has been quite harrowing to watch them come very close to our kids, who are paddling as fast as they can to get back to the beach and safety. We could avoid those times of day if we knew there were times when water skiers won't be on the dam.
58030	No water skiing at all would be better. The noise and noxious fumes are extremely annoying and the wake and wash from the high speed boats interferes with any other use of the water. This jewel of the Northern Beaches should be exclusively a place for quiet family enjoyment, not for thrill seekers and lunatics.
58028	I like to swim and kayak on the dam with my kids. It would be great if we could utilise more of the dam area safely without the waterski boats.
58027	After growing up in [REDACTED] on the eastern side of the park during the 60's and 70's and then bringing up my family in North Balgowlah from the 80's to the 2000's I know the park like the back of my hand. Was very pleased to read about the new schedule and am all for the changes! I have to add that I find it unbelievable that such a small group of very exclusive water skiers can dominate the parks agenda for over half a century. In my opinion they should ban water skiers from this iconic location so that our increasing population can enjoy its unique attributes. As a footnote I wonder if any funds are being allocated to preserve the indigenous rock carvings slowly being erased by runoff from Wakehurst golf club. Please include me in any correspondence on this subject. Sincerely [REDACTED]
58025	There are few places where skiing can be safely undertaken with children and young adults and this is one of them. It is already very well managed with limited numbers of people on the water and to take away times will mean less people are able to actually undertake this sport
58023	There should be even less availability to any motor boats on the dam. The sounds of the boats ruin the peaceful nature of the area, and the water movement is harmful to the environment.
58022	The time when a lot of people are able to get away from work to ski would be a Friday afternoon, yet this proposal wants to stop Friday afternoon skiing. The same applies to public holidays as skiers work too. At the moment the majority of the lake is not available to skiers so other water users have plenty of access. One thing that you could try is having a 50m exclusion zone from the shoreline for skiers, other than the area around the boat ramp, that would enable easier access for paddlers to the full length of the dam.
58021	Water skiing and motorized boats should not have access to the manly dam. Limiting the time in the water is a step in the right direction. The wake from the boats erodes the shore line, any motorized boats on the lake significantly increase the risk of a severe incident and two motorized boats operating so two people can enjoy the lake and prevent every other water user access to a substantial portion of the lake is ridiculous. I spend a lot of time at Manly Dam and have witnessed far too many cringe worth near misses when a non motorized lake user heads into the motorized portion of the lake while a motorized boat is operating.
58020	Water skiing is making a lot of noise and creates pollution if pulled by a motor boat. Manly Dam is a nature reserve and should be protected from both, noise and pollution.
58019	I don't support the changes in daylight savings.  The dam is there to share and restrictions should not be made on boats on the dam who all use it responsibly.  Stop enforcing nanny state rules and let people have fun
58018	It's a peaceful environment so this proposal will help to reduce noise from motorized boats.
58017	It's foremost a water reservoir and should not have or only at short times have motor boats / ski's on it. Water quality is most important as is environmental protection.

58016	As a Kayak fisherman, I think the new times will help with fish populations, and give the dam a few more hrs to calm down with the new times proposed. The fish will have a quiet time to move into the zone and feed and breed
58014	I propose at least one full day per week free of waterskiing noise and disruption.
58013	Please don't change. Not many other places to waterski in protected waters
58012	I suggest the times need to be reduced a LOT more. A select few people benefit with the access. Whilst hundreds of people at picnics, walkers, runners and nature lovers have to listen to the boats roaring around. The Balance is off it's a beautiful place that often is compromised by the noise.
58011	I would like to see NO water skiing at Manly Dam at all. Manly dam should be a non motorised craft recreational area only for swimming, boating, kayaking and fishing. Access to water skiing is only available to a privileged few people to the detriment of thousands of other Manly Dam users. The water skiers spoil the whole ambience of Manly Dam and restrict its use for everyone else.
58010	The new proposed times are confusing and overcomplicate things as they vary every day, making it more difficult to plan for all users of the dam without any material benefit to the community that I can see. In fact there are not many places with such specialised water skiing facilities and reducing an already very limited access will only do damage to the sport.
58009	The less water skiing the better. 1 boat ruins the tranquility for every other user. Such a shame.
58007	There seems to be barely any difference, and surely it would be better to impose restrictions early morning, when people are more likely to want to kayak and stand up paddle in peace. To be honest, I would prefer water skiing is removed from the lake completely - it is too small an area and I don't see many people using it anyway. Certainly not to ski - recently I have only seen people tubing. I certainly have NEVER seen anyone use the ski jump in the 30 years I have lived in the area. Could that eye-sore be removed?
58006	Most users of the dam are there for peace and quiet and to enjoy nature. Water skiing is a legitimate sport but it is noisy and affects everyone nearby. I think the new times still afford skiers plenty of time. I would actually prefer even less times and think Saturday morning or afternoon should be waterski free.
57996	Manly Dam is a peaceful place where we can enjoy the quiet of nature and the Australian Bush..... Until someone smashes past with a roaring motor. Fun for them, but not for anyone else.  I get that people want to have fun, and that my comment may have impact on the people enjoying themselves skiing, but the fun is only had by the people making the roar, which I believe is inherently selfish.  The city is getting busier and louder, finding a quiet place is more important than ever.  If electric quiet boats become available then I would reassess my position.
57990	No need for a trial, make it permanent.  Less noisy boats the better.
57986	Are there going to be life guards on duty when the dam opens up to everyone? Currently the area by the play park and picnic area is perfect for young families to enjoy the water while be able to keep an eye on them. If you open up the whole area I think the risks would increase as you cannot see people and kids in the water! Also there are no laws for paddle boarders to wear pfd's when using them. When I've been to the dam the waterski groups seem very well organised and always have the proper protection and equipment I also assume they are insured. Will we be insured while out on the water?? Just not sure there needs to be a bigger area opened up.

57984	Manly Dam is a perfect place for children to learn and practice the sport of water-skiing and wakeboarding. We have taught all 4 of our children on Manly Dam and continue to use the dam for this sport. It is the only enclosed water anywhere in Sydney Metro Area that this can be done. Manly Dam only takes 2 boats at a time so to get a spot we have to wait for availability, obviously this needs to work around school and work so we try and fit it in where we can with evenings and weekends the most appropriate times. Limiting use of the dam would effect our ability to pass on this skill to our children. We understand the dam is also popular with others eg. kayaking, paddle boarding and swimming however Narrabeen Lake is only a few kilometres away. If water-skiing was to be reduced, waterskiers would have to travel over 50-100kms or more (with a boat on a trailer) to find a safe place to teach children skiing in enclosed waters. We, as long standing Northern Beaches residents find this proposal unfair and are therefore completely opposed to it. We appreciate your consideration of our comments.
57983	Totally against it.
57982	Totally against it.
57979	As a surf club our Nippers use the Dam during the weekdays afternoons for training with 30 plus kids and parents. We start at 4:30pm. I suggest the days water skiing is allowed it should only be until 4/4:30pm as this allows all Nipper groups to use the Dam without fear that a young child might be hit by a boat or water skier. Any suggestion of a time after 4:30 causes a significant risk to the Council if a child or parent gets hurt by a boat.
57976	Waterskiing only reflects a small percentage of users. Most users go there for the peace and quiet. I also have concerns about the environment and the pollution ( noise and water) The wildlife have a much better chance of survival and reproduction.
57970	I think there could be a morning with no waterskiing as well
57966	the noise from water skiing boats is very annoying, to add noise pollution to this pristine area is a crime
57963	As per the Park Advisory Committee : To allow more access to the Lake for other Water Activities and More time to enjoy Manly Dam without Motorised Boats in action.
57962	Less noise and fuel runoff will increase the wildlife use of the dam and provide more space for families to enjoy the water. Currently, very congested on good days.
57955	Unfortunately as time goes by and the with the increase in population it is no longer appropriate to allow exclusive access all day everyday to a very small number of water skiers. The reason is it deprives access to large parts of the dam to a much larger group of other users (kayakers, canoeists, stand up paddle boarders, windsurfers, swimmers, fishers etc) as well as taking away the peace and quiet for too long.  The proposed changes don't go far enough in my view. 2 half days during the week and 2 half days during the weekend would be a reasonable compromise based on the number of skiers v's other users.  Also during La Niña Weather events the council must consider a reduced base water level (or reducing the water level more proactively based on predicted weather systems) to allow better protection from flooding and this may mean restricting water skiing further during these periods. I.e. it is completely inappropriate if water levels are being maintained at a higher level to allow waterskiing but causing a potential higher risk of flooding for local businesses and residents. Most other water users could enjoyably and safely use the dam at lower levels, but I'm assuming not water skiers due to spread and potentially exposed rocks.
57954	I think the new times, even though reduced are still too long. Best to have mornings 10-1 for water skiing and afternoons for others. Have some complete days no skiing too.



57953	<p>As a former NSW Maritime Officer, with the navigable waters and Manly Dam ski activities falling under my jurisdiction for a 17 year period, not once in that time did I ever receive a complaint about any of the ski activities for that area. So, my next thought is what prompted the proposal and what does the ski club think about it as there is no mention about their thoughts.</p> <p>I'm not in favour of later start times as water skiing is best at the earlier time of a morning, when the water is like glass. As the day progresses the water sheen generally reduces so an earlier finishing time would then be a better alternative.</p> <p>A factor to consider is that Manly Dam is the only consistent smooth water venue for skiing in the Sydney area, it is unique - similar sheltered dam type alternatives are located a long distance away from Sydney so, to start nibbling away at reducing the availability of ski time is unreasonable for the participants of that sport. There has been a demonstrated need and use of the type of water conditions that are evident on Manly Dam, for 75 years. As an aside, I am not a water skier myself but, I do recognise the importance of the Ski Club and its continued use of the waters of Manly Dam at the times specified. However, I would agree with no skiing on Anzac and Remembrance Days, in recognition of the speciality of those events.</p>
57945	<p>Manly Dam is a great spot for safe long distance swimming. It's also a very peaceful spot in the middle of a built up area. Great place to unwind when there's no motor boats about.</p>
57942	<p>There are few other places it is possible to waterski where as there are a million other places locally where one can swim paddleboard etc. Harbour, Narrabeen Lake Ocean etc.</p> <p>These options are not available to waterskiers.</p>
57937	<p>I agree with all of your reasons for doing so:</p> <ul style="list-style-type: none"> <li>* More access to the entire lake at Manly Dam for other recreational activities such as swimming and paddling.</li> <li>* More time to enjoy Manly Dam when there are no motorised boats on the lake.</li> <li>* Ongoing access to the lake at Manly Dam for water skiing.</li> </ul> <p>But ongoing access to the dam for water skiing should be questioned again in the future as it should not be for motorised boats.</p>
57936	<p>Water skiing is very noisy, and it interferes with other people's enjoyment of the park and water.</p>
57932	<p>It is always difficult to balance the different needs of Manly Dam. I would like to see less access for motor boats. They are noisy and disturb the peace. They also disturb the birdlife</p>
57931	<p>Do many people water ski? Would be interesting to have some stat's.</p> <p>I was dissapointed a larger kids playground was not supported a few years ago. Seems unfair to have the ongoing impact of water skiing from a small number of people when a larger play area (used by many many families) was not supported.</p>
57929	<p>My family and I often visit Manly Dam for bush walks, picnics and also Stan up paddling. We love the serenity whenever we're there and the mental health benefits of getting away from urban life. Less motorised sport would be welcome.</p>
57923	<p>No water skiing on weekends at all</p>
57915	<p>Should be more boat free times, at least a few more mornings and evenings so larger numbers of people can enjoy the whole lake, not just the handful of waterski club members. You are only proposing a 25% reduction in times, leaving this tiny group a vastly disproportionate amount of exclusive use of a massive area of the dam.</p> <p>If you're willing to do similar exclusive use 'deals' for walkers/ kayakers and mountain bikers at the dam then it would be fair.</p> <p>Incidentally how many registered boats and members are there in the club. Their estimate of 15-20 people per boat makes not sense as I only ever see 3-4 people per boat on the water.</p>
57910	<p>Having three afternoons with no water skiing would be a great improvement in reducing noise disturbances, but I think there should be a block out period every day so other people could peacefully enjoy the lake and surroundings. I think the permitted times for skiing should be the same every day and perhaps from 9am to 1pm.</p>

57907	Water skiing on Manly Dam is a very unique experience without any similar facilities available in the local area. For most other recreational activities there are plenty of local options in the local area.
57906	how many people get to use the dam for skiing? Is it a pretty closed group of people?
57905	<p>Ban water skiing at all times is my preferred option Damian. Manly Dam should be reserved for non polluting activities such as kayaking and swimming.</p> <p>You can't water ski on Narrabeen or DY Lagoons, so why should water skiers alienate a large area of Manly Dam? Noisy, and environmentally damaging activities like these should be things of the past.</p> <p>Water skiing was banned in Sydney Harbour in 2001 and it's long overdue for the same policy to be adopted for a relatively small body of water, quite unsuitable for water skiing and far better suited for non motorised recreation.</p>
57903	No motorised boats please. They really disturb the peaceful environment by creating waves. From what I have heard it is only a select few who water ski and disturb the peaceful environment for every body else.
57902	I am rather disgusted that there is even water skiing at Manly Dam. It's a nature reserve. A quiet place to sit with wildlife - whom I am sure do not need boats in their homes. I think the less time there is water skiing the better. I think NO water skiing is best. I don't want to go there and have soon person mowing through the water on a boat with another behind. That's not relaxing or family friendly. Neither is it good for the environment.
57900	Just stop with all this removal of quiet, tranquil places to visit! Skiers have the River and the Ocean! Manly Dam is a beautiful place and you have no right to ruin it! Boats, Water skiing, alcohol, yobbos, noise.....JUST STOP! The Northern Beaches is fast becoming a really horrible place to keep living!
57899	I would like to see water skiing removed permanently from Manly Dam
57898	Proposal is a better balance of sharing the Dam. With the other ever increasing users of the water and surrounding foreshore.
57897	The bigger problem is the unfair way the waterski club manages it and doesn't allow others to access. You can't join it's a dictatorship so they can hog access.
57896	There are many places available for swimming and paddling. Please allow water skiers a place for their chosen activity within the limited times available.
57895	<p>The dam is a tranquil place and skiing is not in line with its core objective. It's noisy for animals and humans . It impacts on use of paddling and swimming , other recreation at the dam.</p> <p>Playground expansion was reduce due to noisy children but in reality noisy boat are much worse. They are noisy, bad for the environment and only benefits a few. I support a much more reduced timetable than proposed.</p>
57894	Water Skiing causes a lot of disturbance to the water and makes it unpleasant to enjoy the rest of the Dam when all you hear is boats zooming around.
57893	Early morning is best time to ski before the wind starts. Maybe cut the afternoon back a bit.
57892	NO water skiing or motorised craft at all at any time.
57890	This beautiful natural dam would be more beneficial for our mental and physical health without the engine noise of fuel boats. These sounds don't belong in a natural park environment
57889	The dam is and should be a refuge - water skiing disrupts this
57887	<p>We live close to the dam (walking distance) and love spending time there multiple times a week. Our 5 year old son is however fearful of the motor boats and struggles to enter the water anywhere other than section 4 if boats are operating. This will give us much more opportunities to enjoy the dam.</p> <p>Furthermore we find the noise can be quite invasive, so welcome this proposal.</p>

57886	The times for water skiing should ideally be reduced more
57885	<p>I'm a very regular user of Manly Dam. It is a special place. I walk and mountain bike around the perimeter and use the water, as much as possible, for swimming, kayaking and stand-up paddle boarding.</p> <p>I say "as much as possible" because the majority of the Dam is reserved for one or two water ski boats. I have water skied myself so know it's a great sport. However, often the users aren't water skiing, they're pulling people round in an inflatable donut. Also, this is not a place to waterski. The body of water is small and it's the ultimate act of selfishness by those who can afford this expensive sport to believe that everyone else should sacrifice their enjoyment for their benefit.</p> <p>I've seen sea scouts trying to teach youngsters to sail and they are confined to a tiny space at the far end. It's ridiculous. Lots of triathletes and long distance swimmers like to train at Manly Dam but they can only swim back and forth 100 - 200 m. Many also use the Dam to master SUPing - again you are confined to a tiny space.</p> <p>I used to kayak at Manly Dam. I've had days when there is just me and one boat. I've kept right to the very edge of the Dam where it wouldn't even be safe for a high speed boat to venture and they've still come over and shouted very rudely at me to remove myself.</p> <p>Manly Dam is a quiet, shady place to escape to and to enjoy family parties. Noisy boats going around and around spoil everyone's enjoyment.</p> <p>I presume water ski boats pay a fee for hogging most of the Dam for themselves. But other small businesses could base themselves there and make money for the council and support local jobs. We could have kayak hire and SUP hire as currently happens at Narrabeen Lagoon, thus increasing enjoyment and exercise levels even further.</p> <p>There are plenty of other good places to waterski. Wiseman's Ferry is empty, even at weekends. Akuna Bay and areas of the Pittwater Basin are also used by less selfish water skiers. The hours for water skiing should be restricted much further and preferably, water skiers should be banned completely.</p>
57882	I believe this would be a better use of the facility, with water skiing not being very popular and rendering most of the dam unusable when operating. Will further enhance the peace and quiet at the facility. Will provide much better access on public holidays.
57876	<p>Usage is highly exclusive when most others are just trying to use the lake safely</p> <p>These restrictions are not enough. It's unfair that a limited club gets exclusive use of most of the lake. Even locals with boats can't use it. Ban Saturdays as well</p>
57874	<p>There has been a material increase in usage of Manly Dam for swimming and paddling since the start of the Covid pandemic (along with walking and mountain biking). This change is likely to be permanent as awareness of the amenity of Manly Dam is now much higher and local population density is increasing.</p> <p>Actual water skiing usage appears to be far below current and proposed capacity.</p> <p>We think council should assess actual water skiing usage and scale water skiing back further to better reflect the changing usage patterns at the Dam e.g. more water ski free afternoons especially after school hours to enable more use for swimming and paddling and less risk and noise for recreational users, swimmers, picnickers etc.</p> <p>This would likely provide better amenity for local residents, casual swimmers and paddlers, and local surf clubs and paddling communities to use this wonderful resource without risk from powered craft. Given limited water skiing use we think this can be done without materially disadvantaging the water skiing community.</p>
57873	I live around the corner from the Dam and personally don't utilize the water skiing option but I have no problem with the current hours. There are so few areas that people can water ski except on Sydney harbor. I think that having water skiing on the Dam is an attraction and a point of difference. It's only allowed in a restricted area and doesn't seem to negatively impact the overall usage and enjoyment of the Dam.
57872	Recreational use of the dam by swimmers, paddlers, etc, has significantly increased over the past few years. It would be lovely to have an increased allocation for these activities for all families rather than the reduced space that is currently available.

57870	<p>We have been skiing at the dam for more than 30 years. It's the only site of its kind for skiing within Sydney. The dam is more than large enough to accommodate all users and the modern boats are quiet, efficient and very safe. Access to skiing at the dam has lead to a number of junior state and national champions.</p>
57866	<p>Ski boats ruin the tranquility of the area. There is Roseville Bridge nearby for that activity. Unsure what impact motor boats have on marine and birdlife, doubt it is positive. I back onto the dam at Nth Balgowlah and can hear boats when operating</p>
57864	<p>I don't understand why waterskiing is allowed at Manly Dam, isn't it supposed to be a war memorial</p>
57860	<p>I live next to the dam and visit there frequently for swimming, kayaking, bush walking and the kids play ground. There seems to be very little water skiing at the dam. I don't know who has raised an issue with it but I'd bet some old person who has run out of other things to complain about.  I'm not a water skier, but I think this is a non issue which is wasting council and community resources.</p>
57855	<p>The reduced time frames are nit picking, making it harder for the skiers to enjoy the day. Negligible impact to other users.</p>
57853	<p>There should be several days a week when there is no water skiing at all, give the wildlife and shoreline a break. As a board paddler the wash from ski boats as well as the noise are irritating and disturb the beautiful serenity we are lucky enough to have on our doorstep</p>
57852	<p>I feel that it is such a small space at manly dam, that the water skiing takes up a large amount of the water area. Also the noise factor to everyone else trying to enjoy the tranquil atmosphere of the dam. Plus the disturbance to marine and shore life e.g fish, ducks, birds, all animals. Plus it's a war memorial site, which I believe shouldn't be allowed big power boats. I find it ironic that you can't have a child's model powered boat in the dam, but there's no problem having a noisy, disruptive speed boat. I have lived on the northern beaches all my life and I feel speed boats should be totally banned for Manly Dam not just reduced hours.</p>
57850	<p>When there was a major review of the dam several years ago, I recommended in my submission, that it be reserved for passive and non motorised activities only.  Water skiing takes up far too much of the dam area and is horribly noisy and polluting.  I remain of that opinion today, but I realise that view will not be shared by the club.</p>
57849	<p>Stop waterskiing altogether, it disturbs the natural peace of the place.</p>
57847	<p>Water skiing should be banned at Manly Dam.</p>
57841	<p>We enjoy Manly Dam for walking, picnics, swimming and the playground with our family. One of the great attractions of the area is its natural beauty and quietness. We support the trial but would encourage motorised activity to be reduced even more. It may be our imagination but we felt the buoyed area for motorised boats was increased some time ago. If so, that is disappointing.</p>
57840	<p>I don't feel safe swimming with water skiers in the water.</p>

57838	<p>I'm so glad this is being considered. I'd like to see these proposals go further.</p> <p>The water ski area restricts use from entering at section 1 for kayaking and swimming further in to the dam. People are already breaking the rules every day to undertake these activities as ski boats are rarely on water most of the time.</p> <p>Also, in my opinion ski boats are noisy and don't fit with the current use of the dam which is largely family and recreational use of land and water.</p> <p>I would like to see ski boats off the water completely, but understand this may not be fair to longer term users. 3 or 4 sessions per week for skiers would be appropriate maybe less or none during daylight saving. Power Boat access should be the exception rather than the norm.</p>
57837	About time there were more quiet boat free afternoons on the dam.
57836	<p>The water ski club has a tiny membership and disproportionate exclusive use of the lake compared with the other user groups. There should be more non waterskiing days so swimmers, kayaks and surf life savers can use the full length of the dam. The proposed changed timetable gives only a handful of hours back and is unacceptable. Water skiing is noisy and not in keeping with the dams war memorial remit. Waterskiing should not be permitted past 5 in summer so picnics can be enjoyed at sunset.</p>
57832	<p>I fully support reducing waterskiing hours. However i don't think this goes far enough to encourage other uses of the dam. I feel kayaking (competitive and social), rowing, sailing, long distance swimming, kids inflatable play, are all missing out due to one very small user group.</p> <p>I would like to know of the available hours allocated to water skiing over past 5 years what has actually been used (allowing for covid anomalies)? I would guess it's below 10%. It seems crazy to still allocate 80% of available daylight hours to this user group.</p> <p>I still feel Waterski should have access, its a great use of the dam, but perhaps no more than 50% of daylight hours.</p> <p>Thank you for taking the time to look into this issue.</p>
57831	<p>There should be no skiing after 3pm on any given day. This doesn't seem to decrease the time with much significance. I've never understood why their is skiing on such a small area of water that is shared by people doing activities that don't include motors and wildlife.</p>
57830	<p>Our family love swimming at manly dam. Any increase to the times and places for swimming would be great for us.</p>
57827	<p>My family recently purchased a boat during COVID lockdown. We have been able to teach our children and so many of their friends to wakeboard and waterski on manly dam. Manly dam provides a safe environment for the kids to learn, many are scared of sharks, pollution, other boats etc in the open waters. We hope the available times are not reduced for this amazing sport.</p>
57825	<p>I back on to Manly Dam and can hear the boats. There has always been water-skiing on the dam. There is plenty of the dam area available for swimming etc in the current arrangement.</p> <p>What would help tremendously in these discussions is a survey by Council of usage by water skiers throughout the week. If no-one currently skies on Tuesday or Friday afternoons for instance then these discussions are moot.</p> <p>Note - I do not water ski so have no vested interest.</p>

**Comments / Submissions received outside of Your Say**

1	I am strongly opposed to the proposal to reducing water skiing times on Manly Dam. This is a unique experience with limit usage as it is.
	<p>It's difficult to imagine any time when it would be appropriate for waterskiing at Manly Dam. I often go there for the peaceful, pleasant atmosphere. Even when there are plenty of people around, it is always possible to find a place to have a picnic. The native fauna and bird life would be heading for the hills if groups of noisy yahoos took over this natural area.</p> <p>Manly Dam is somewhere I think typifies our Australian bushland. I have often taken overseas visitors there to bushwalk and see wildflowers. It certainly wouldn't have the same appeal with the air ripped with the sound of revving boats speeding around the lake.</p>
	MHL has no objection to the proposal.
	<p>To whom it may concern. I am a resident and always have been of the Many Warringah district I am now 72 years of age and have water skied from the age of four years old where I started waterskiing at Manly dam I am second generation of water skiers and my children and grandchildren are also waterskiing which brings it up to 4 generations of water skis in our family we were very saddened to hear of this proposal about changes to times regarding the water skiing on Manly dam I would like to put forward some of the justifiable reasons for you To continue with the Present timetable of water skiing we have no other places where we can have a tournament practice for waterskiing with skiers in this area we also are subject to once again with the majority of the public to override a minority sport like the same as the speedway which was originally at the Sydney Showground which the resident squashed , went to Westmead where it was squashed again Liverpool where it was squashed and now we're out at Eastern Creek all these things happen because of Majority opinion sometimes the majority opinion is not always the right opinion as in the case with water skiing we are certainly a minority but where do these minority groups go to benefit from the advantage of having a ski jump and Slalom course set up and all maintained by the club. Hoping that the powers to be will reconsider and embrace and be proud of ,and support this unique sport.</p>



	<p>Hi Damian</p> <p>My name is [REDACTED] I live at the end of [REDACTED] and have been here for 10 years. I'm writing to you in a personal capacity as well as a professional observation (through my vocation &amp; business).</p> <p>I've water skied all my life and, like many Australians, love the freedom that it gives us. Skiing on the dam is a unique part of our local history. However, times have changed and we are lagging in this change.</p> <p>I am at the Dam most days (walking in the AM and/or PM) and in the 20 years we've been in the district (Allambie &amp; Manly Vale) we've noticed a surge in interest at the Dam. On occasion you would see some one kayaking, now you see Nippers galore, SUP paddlers, and keen swimmers on and in the Dam. It's a radical change, most notable in the last 10 years. Quite simply we see a significant increase in numbers of people using the Dam. In front of our home, we once could easily park 24/7. These days, weekdays &amp; weekends, it's nearly 'chock a block'. Yes, Mountain Bikers ride nearly all day and all night (LED lights have made a huge difference) and Trail Running is huge. But it is the recreational user of the Dam that has really increased. People have, quite simply, discovered the dam and embraced recreational fitness.</p> <p>As a result, we have seen, most notably on weekends, angst and at times verbal conflict between the powered and non-powered users of the dam. The challenge with water skiing at the Dam is that it benefits a minority – and you must be in the 'clique' to be part of this minority. It's well known and causes consternation by those who may want to ski recreationally. Over the last ten (10) years you hear enough gossip from people to know that the group that controls skiing on the dam do so for their benefit and not a wider community. This is, though, a side issue. We should also note that we have a ski jump at the dam that, to the best of my knowledge, has not been used in ten (10) years. We must ask the question, 'is this a legacy of history' as well as a known risk symbol. Professionally I have been in the area of risk and risk appetite for some 20 years (my details can be found below). The world of 2022 does not allow us to ignore the minimisation of risk that has to be not just acknowledged by governing bodies but acted on. We cannot lean on history and 'culture or cultural practice' as a crutch for not making decisions. Skiing on the dam is one such issue. I am not as busy as I once was and, through Covid, now enjoy working from home rather than my offices in Sydney &amp; Houston. Yes, a little more time on my hands to observe behaviour and contribute to my community.</p>
	<p>Greetings, I am now 84 and now live overseas. However, my family still resides in Manly Warringah. In the 50s and early 60s [REDACTED] (Manly Warringah and League legend) and I ran and then swam most mornings at Manly Dam. Due to the pollution of the water by the speedboats hauling the skiers, we met with Warringah Councillors after many complaints, not only about pollution but also what appeared to be one water skiing group monopolising the dam with skiing. Some of those skiers had a lot of influence on Council, it seems. In the end, none of the skiing was curtailed. Hopefully this time, Council will heed the monopoly on the use of the dam by skiers and regulate so that all can enjoy a beautiful and pristine facility for the Manly community.</p> <p>[REDACTED]</p>

	<p>The fact that the Northern Beaches water skiers are well represented in all top level Water Ski events, is something to be proud of! This cannot be done without the use of the Dam for training, as well as enjoyment.</p> <p>I have lived in the area for over 80 years and Manly Dam has always been part of my life, whether picnicking, kayaking, walking, swimming or waterskiing. All these have been 'shared' sports with family and friends.</p> <p>I have never felt inconvenienced by the hours allocated to the Water Skiers and there is room for ALL of the above activities at any one time.</p> <p>The Ski Club keep the jump safe and functional, as well as servicing the 'water ski' beaches - what a bonus!</p> <p>On behalf of my family and friends (too numerous to count and of all ages) who have enjoyed participating in Water Skiing, please do not shorten the allocated hours!!!!</p>
	<p>To Whom it may concern,</p> <p>I would like to raise my opinion regarding the Northern Beaches Council's proposed reductions of skiing times.</p> <p>I do not support the changes to the current water skiing times at Manly Dam.</p> <p>I have been living in the Northern Beaches for over 65 years and skiing at Manly Dam for 30 years. During my younger life I was a water skier at Narrabeen Lake from the age of 4 till it was closed by the Council. Subsequently, Manly Dam was the only other safe local option. Since then I have raised my three sons using the water skiing facilities at Manly Dam and have recently introduced my Granddaughter to the experience which she thoroughly enjoys. Let alone hosting hundreds of friends and family being the owner of the ski boat.</p> <p>I am currently a member of the water ski club and the reduction of time available to water skiing could make it unviable to manage for the ski club. This will result in the decommissioning of the ski jumps and slalom course at Manly Dam. These facilities are used to foster not only local but sporting talent in the wider Sydney metropolitan area. With users including the disable community of greater Sydney.</p> <p>The proposed changes will impact the ability for users outside not only local, but those that travel from outside of the Northern Beaches, as Manly Dam is one of the best skiing facilities in Sydney.</p> <p>To use Manly Dam, all boat owners have to pay the Council through the ski club to use Manly Dam. In addition, the ski club also maintains the ski area amenities such as the sand on the beaches, the marker buoys and the ski jump.</p> <p>I am also genuinely concerned about the public safety around a vast available area to the general public without any water safety. The dam is fresh water, which is a lot less buoyant than salt water. Many of freshwater dams around Sydney which are available to the public have limited and defined swimming areas, as does Manly Dam. However, increasing the availability will increase the risk exposure similar to Lake Parramatta which has life guards. This additional safety is provided at great expense to the Council.</p> <p>The Council should be proud to have one best water skiing facilities and a strong and passionate ski club that promote public safety, support groups such as hosting the NSW Water Ski Federation – Disabled Division annually and a great environment for bringing up families.</p> <p>King regards [REDACTED]</p>

10	<p>The proposed reduction of water-skiing times at Manly Dam will significantly reduce what is already a very restricted available time for water skiing for the community. This further reduction will probably mean the end of water skiing for my family given that Manly Dam is the only practical option for residents in the Norther Beaches. The Hawkesbury River or Penrith are not options for my family given their distance. Even less availability for water skiing at Manly dam will make it very difficult to justify owning a boat for water skiing, which will also have economic implications for the Northern Beaches economy.</p> <p>Water skiing at the dam is an essential activity for my family. It is an experience that my three teen age children, my partner and I treasure like no other in Sydney. We have been waterskiing at Manly Dam for seven years, since my children were five years old, and this has changed our lives. My children transform themselves the moment we arrive at the ramp for our skiing session - their excitement and happiness are great to see. Mobile phones are placed in the bag and it is all about getting the boat ready for our session and enjoying a great session of water skiing and family time together. Water skiing, Tubing, playing the beach, lunch in the boat...so much happiness and great family time together with friends and family.</p> <p>Having water skiing at display at the dam is also great for the community as it entertains non water skier visitors and displays a great sport to the community. The proposal asks for "More access to the entire lake at Manly Dam for other recreational activities such as swimming and paddling." And "More time to enjoy Manly Dam when there are no motorised boats on the lake." I would like to observe that every time that I am at the dam, both areas restricted for boats at the dam are almost always empty – these areas occupy about half of the area of the dam. Hence, these areas already offer plenty of space for everyone to swim, paddle and enjoy the Dam - in the true spirit of the Norther Beaches community. I would also observe that nearby Narrabeen lakes is another excellent option for paddles and swimmers, where water skiing is not allowed.</p> <p>Water skiing at Manly Dam is a 75-year tradition. The number of families and people touched by the sport over the years is incalculable. In addition to its great community and family importance, the Manly Dam also enables and encourage the development of water-skiing athletes. For instance, Manly Dam skiers have performed extremely well in in recent water-skiing tournaments. As we all now, supporting sporting activities has been a priority and tradition in Australia for many years – given the innumerable benefits sport brings to everyone, in particular supporting the physical and emotional well-being of teenagers. For this and all the reasons above I would encourage Council to consider expanding the times available for water skiing at Manly Dam not reducing it.</p> <p>Thank you for considering my comments. I respectfully ask the council not to reduce the times for water skiing at the dam given the importance of water skiing at Manly Dam as an activity for the community and my family.</p>
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11	<p>As a long term resident of King St, Manly Vale, I am writing to support a proposal to reduce water skiing times at the Dam.</p> <p>The Dam is a shared recreation space, used by bikes, walkers, paddlers, swimmers, people with dogs and others. Each user type is subject to different rules, ensuring that we can all enjoy this fabulous natural space without impacting too much on other users.</p> <p>Water skiers are very much a minority group whose use impacts others significantly, both through the resulting noise pollution and the lack of access to the water for others.</p> <p>Currently, skiers have exclusive access for most of the available daylight hours.</p> <p>In fact, to avoid skiers and have access to the entire dam, residents are restricted to:</p> <p>Monday before 10am or after 7pm  Tuesday before 7.30 am or after 5pm  Wednesday before 7.30 am or after 7pm  Thursday before 10am or after 7pm  Friday before 7.30 am or after 5pm  Saturday before 9am or after 7pm  Sunday &amp; PH before 730am or after 4pm  That's really a very small proportion of daylight hours.</p> <p>The current proposal still allows exclusive use for almost the entire of Saturday's useful daylight hours as well as many time slots throughout the week.</p> <p>It seems to be an eminently reasonable change.</p>
12	<p>Thank you for the opportunity to comment on the proposed changes to the water skiing facilities at manly dam.</p> <p>To me, with the current environmental crisis we are in the middle of the decision should be obvious.</p> <p>Motorised water skiing is in every aspect a terrible and unnecessary luxury which should be discouraged. The unnecessary burning of fossil fuels for the sake of a quick thrill is unacceptable. Australians needs to be made more aware of the impact of it's activity. We are a wealthy nation and the northern beaches in particular. We are privileged to have such beautiful locations and recreation opportunities but we also have a responsibility to behave appropriately. Our contribution to global warming needs to be addressed and northern beaches council should take a lead in that and set an example. Motorised water skiing should be banned unconditionally in manly dam and funds spent on ways to REDUCE our environmental impact not the opposite. Noise pollution and disturbance to wildlife is also an obvious reason to unconditionally ban all such motorised water sports in manly dam reserve.</p> <p>I hope northern beaches council act responsibly in this regard.</p> <p>Thanks again for the opportunity to make my comments.</p>

13	<p>Thank you for the opportunity in providing feedback regarding the changes in the water skiing times at Manly Dam. I strongly disagree with the proposed changes. The Council's proposal for a 12-month trial of reduced water skiing times should not be progressed.</p> <p>I have grown up as a water skier on Manly Dam and believe it is an asset the Council should be proud to be the custodian of. I fear that these changes may impact the feasibility of water skiing at Manly dam to the water ski club. In any event that the water ski club is no longer able to function, will likely lead to the end of water skiing at Manly Dam, a pastime I not only look to continue with my friends and family but also with my children in the future.</p> <p>I also have reservations about the associated safety of opening the dam to general users throughout, due to the drowning hazard associated with freshwater dams. Existing operators of freshwater dams that offer swim areas, typically restrict swim areas to help concentrate the vigilance of the general public to decrease the risk of drownings.</p> <p>Please note my opinion is that I do not support the trial.</p>
14	<p>I do not support the changes that are being proposed to water skiing at Manly Dam.</p> <p>I've been brought up around skiing at Manly Dam my whole life and many friends and family have all been part of the community at Manly Dam. I wish to not only continue doing this in the future but also continue to share this experience with others. I feel like the changes in the proposed ski times may put this in jeopardy in the future. When there are so many other more suitable bodies of water to support swimming in a safer environment.</p> <p>If the water ski club was to become unviable due to the proposed changes. I would be very disappointed if the annual day where the club hosts the NSW Water Ski Federation – Disabled Division would be canceled. I have helped at this event for the past five years and think it is a wonderful event for the community and personally, I enjoy having the opportunity.</p> <p>I'm concerned about how the proposed time changes will vastly spread out swimmers in the dam. Being freshwater it is difficult to swim in and the weed can easily confuse and disorientate an unsuspecting swimmer.</p>
15	<p>We need less of these on our waterways. Unfortunately some people abuse the privilege of the dam. I also see this with Pittwater and jet skis. Worth trying to find a acceptable solution.</p>
16	<p>Re: Reduction of hours available for water skiing at Manly Dam</p> <p>We wish to object to this proposal for a number of reasons.</p> <p>Over the past 4 years we have been taking our grandchildren to Manly Dam to learn how to water ski and ride a wakeboard. It is a truly wonderful local facility, providing a relaxed and enjoyable community experience. The bookings are managed very competently by the Manly Warringah Water Ski Club. Users are courteous and sharing of the relatively small water space available and all users take care to observe the safety rules set out by the club.</p> <p>The only alternative facility is at Nepean and Hawkesbury Rivers, some hours and several road tolls away, with no guarantee of access or ability to pre-book access.</p> <p>Because of the booking system, everyone gets a fair go. However, as parents and grandparents become more time poor it becomes harder to calculate and secure an appropriate time – particularly if the time available is also reduced.</p> <p>There are several other open water areas suitable for kayaker, canoers, wind surfers and the like within the LGA, but there is nowhere else suitable for water skiing, due to the water depth required.</p> <p>The Manly Warringah Water Ski Club has a very long history and association with Manly Dam. It has done a stellar job in managing use of this section of the dam and to reduce hours would have a significant impact on the community.</p>

17	Please leave water skiing times as they are. This has been done safely and successfully for years. You will be supporting an on-going family friendly activity. [REDACTED]
18	<p>I wish to lodge a submission requesting there is no change in hours to the current waterski timetable.</p> <p>I am 64 years of age and have been Water Skiing at Manly Dam all my life. My Children learnt to Water Ski there and My Grandchildren are now learning to water ski there.</p> <ul style="list-style-type: none"> <li>• The proposed hours will reduce the Prime Club member skiing time by one third. IE Saturday afternoon, Sunday morning and Sunday afternoon. This will likely make it unviable to manage the booking process or maintain the equipment. This could lead to skiing ceasing at Manly Dam.</li> <li>• The proposed reduction in hours will see a loss of 2 complete weekday afternoons (aside from the loss of Sunday afternoon) and a loss of hours on Wednesday morning and Saturday afternoon. This is taking prime time and making it difficult for families to use the Dam for skiing.</li> <li>• The Club has never asked for or received any Government money. Manly Warringah Waterski Club is a fully self funded club.</li> <li>• The Club owns and manages the Boundary markers, slalom course and waterski jump.</li> <li>• The Club paid for and installed the boat launching ramp.</li> <li>• The waterski area has sand at the beaches as The Ski Club supplies and distributes the sand. The waterski area has less weed than other areas, as the boats stop the weed from over growing. If hours are reduced and The Club is not viable, There will be no sand on ski beaches, the underwater weed would also grow, just as it has in the other areas of the Dam. When Waterskiing was banned from Narrabeen Lake this is exactly what happened.</li> <li>• The safety and security of Manly Dam makes it a safe location for all ages to ski, for people to learn and competitive skiers to train.</li> <li>• What is the alternative for water skiers? If there were a reduction of hours or removal of skiing at Manly Dam. There are no other water skiing locations like Manly Dam in Sydney. The only other water ski locations near Sydney are Penrith or Hawkesbury River. Neither of these locations have the safety and security that Manly Dam has.</li> <li>• There are alternative locations available for swimming, kayaking, stand up paddle boarding etc. There are 15 Ocean pools on the Northern Beaches and many more surf beaches. Narrabeen lagoon is a fantastic location for kayaking, paddle boarding etc. The Harbour is another alternative.</li> <li>• At the last review for the Plan of Management, all waterway user groups for Manly Dam had a meeting. All groups agreed that the current timetable should remain. No changes were requested.</li> <li>• Council provides sporting facilities to many user groups like soccer, cricket, football fields, netball courts, skateboard parks, mountain and bmx bike tracks, golf course and tennis courts. It is important to provide a location for water skiing/ wakeboarding.</li> <li>• Moree City Council has built two man made water ski lakes to service their community. Water Skiing is a growing family sport and it is important for Councils to support their residents.</li> <li>• Manly Dam is not designed to cope with large crowds. There is a lack of internal car parking within the Park. It is estimated that there are only 100 car spaces.</li> <li>• It is a safety hazard if people were to park outside Manly Dam in the residential area as there is no pathway, so people would be required to walk on the road.</li> </ul>



19	<p>I wish to lodge a submission requesting there is no change in hours to the current waterski timetable.</p> <p>I am 67 years of age and have been Water Skiing at Manly Dam all my life. My Children learnt to Water Ski there and my Grandchildren are now learning to Water Ski there.</p> <ul style="list-style-type: none"> <li>• The proposed hours will reduce the Prime Club member skiing time by one third. IE Saturday afternoon, Sunday morning and Sunday afternoon. This will likely make it unviable to manage the booking process or maintain the equipment. This could lead to skiing ceasing at Manly Dam.</li> <li>• The proposed reduction in hours will see a loss of 2 complete weekday afternoons (aside from the loss of Sunday afternoon) and a loss of hours on Wednesday morning and Saturday afternoon. This is taking prime time and making it difficult for families to use the Dam for skiing.</li> <li>• The Club has never asked for or received any Government money. Manly Warringah Waterski Club is a fully self funded club.</li> <li>• The Club owns and manages the Boundary markers, slalom course and waterski jump.</li> <li>• The Club paid for and installed the boat launching ramp.</li> <li>• The waterski area has sand at the beaches as The Ski Club supplies and distributes the sand. The waterski area has less weed than other areas, as the boats stop the weed from over growing. If hours are reduced and The Club is not viable, There will be no sand on ski beaches, the underwater weed would also grow, just as it has in the other areas of the Dam. When Waterskiing was banned from Narrabeen Lake this is exactly what happened.</li> <li>• The safety and security of Manly Dam makes it a safe location for all ages to ski, for people to learn and competitive skiers to train.</li> <li>• What is the alternative for water skiers? If there were a reduction of hours or removal of skiing at Manly Dam. There are no other water skiing locations like Manly Dam in Sydney. The only other water ski locations near Sydney are Penrith or Hawkesbury River. Neither of these locations have the safety and security that Manly Dam has.</li> <li>• There are alternative locations available for swimming, kayaking, stand up paddle boarding etc. There are 15 Ocean pools on the Northern Beaches and many more surf beaches. Narrabeen lagoon is a fantastic location for kayaking, paddle boarding etc. The Harbour is another alternative.</li> <li>• At the last review for the Plan of Management, all waterway user groups for Manly Dam had a meeting. All groups agreed that the current timetable should remain. No changes were requested.</li> <li>• Council provides sporting facilities to many user groups like soccer, cricket, football fields, netball courts, skateboard parks, mountain and bmx bike tracks, golf course and tennis courts. It is important to provide a location for water skiing/ wakeboarding.</li> <li>• Moree City Council has built two man made water ski lakes to service their community. Water Skiing is a growing family sport and it is important for Councils to support their residents.</li> <li>• Manly Dam is not designed to cope with large crowds. There is a lack of internal car parking within the Park. It is estimated that there are only 100 car spaces.</li> <li>• It is a safety hazard if people were to park outside Manly Dam in the residential area as there is no pathway, so people would be required to walk on the road.</li> </ul>
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20	<p>I am writing you in regards to the proposed reduction in hours for waterskiing on Manly Dam. My father Michael was one of the founding members of Manly Dam Waterskiing Club in 1947. He is turning 82 years old this year and is not only still an active member but also still waterskiing on our rostered days on the Dam. Our waterskiing membership and use of Manly Dam brings all 3 generations of our family together each month for a great day of activity. Our family members, both male and female, aged 14, 17, ,47, 48, 77 and 82 - all waterski. We find waterskiing a fantastic family sport.</p> <p>Unfortunately there are not many safe areas to practice waterskiing available in Sydney and certainly not in our council area. The Manly Dam Waterskiing Club provides a safe place for waterskiing, for both members of the club and also the members of the public through hire of the Dam on allocated days. Manly Dam Waterskiing Club manages the booking process and all boats that are on used Manly Dam are registered and insured. Further, all drivers are fully licensed. There is not the same level of certainty waterskiing on unchecked areas such as the Hawkesbury river.</p> <p>The proposed reduction in hours will see a loss of 2 complete weekday afternoons (aside a loss of Sunday afternoon), a loss of hours on Wednesday morning and Saturday afternoon. This is taking away prime time and making it difficult for families to use the Dam for skiing.</p> <p>As such we would like to stress the importance of keeping the current timetable available to Manly Waterskiing Club to use Manly Dam unchanged.</p> <p>We would also like to point out that the ski area is only approximately 40% of the total water area. There is a larger portion of water never accessible to boats. The non power boats area in Section 1, 3 and 4 are perfect locations for other sports such as kayaking, stand up paddle boarding, nippers board training etc.</p> <p>There are alternative locations available for swimming, kayaking, stand up paddle boarding etc. There are 15 Ocean pools on the Northern Beaches and many more surf beaches. Narrabeen lagoon is a fantastic location for kayaking, paddle boarding etc.</p> <p>Please consider our objections to the proposed reduction of hours available for Waterskiing on Manly Dam when making a decision on the matter.</p>
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21	<p>To Whom it may concern</p> <p>I strongly disagree and do not support any changes to the hours for Water Skiing to be changed. Water Skiing has been at Manly Dam since 1947 and the proposed hours will reduce the prime Club member skiing time by one third.</p> <p>Manly Warringah Water Ski Club is a fully self-funded club and pays the council to have the right to use Manly Dam. The club is not for profit and any money not paid to the council goes back into maintaining the Manly Dam such as the sand on the shore.</p> <p>There have been multiple occasions over the years when we have rescued people who are not capable swimmers ending up too far from shore within the water skiing area and were at risk of drowning. Note water skiers do not experience this issue as they are required to wear a life jacket by law.</p> <p>The water ski area has less weed than other areas, as the boats stop the weed from overgrowing, just as it has in the other areas.</p> <p>There are alternative locations available for swimming, kayaking, and stand-up paddleboarding. With over 15 Ocean pools on the Northern Beaches, even more surf beaches and Narrabeen Lagoon is a fantastic location for kayaking and paddleboarding.</p> <p>Just to reiterate, I do not agree with the changes to the water skiing hours at Manly dam. Kind regards  <div style="background-color: black; width: 20px; height: 10px; display: inline-block;"></div> </p>
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22	<p>I wish to lodge a submission requesting there is no change in hours to the current waterski timetable.</p> <p>I am 37 years of age and have been Water Skiing at Manly Dam all my life. My Children are now learning to Water Ski there.</p> <ul style="list-style-type: none"> <li>• The proposed hours will reduce the Prime Club member skiing time by one third. IE Saturday afternoon, Sunday morning and Sunday afternoon. This will likely make it unviable to manage the booking process or maintain the equipment. This could lead to skiing ceasing at Manly Dam.</li> <li>• The proposed reduction in hours will see a loss of 2 complete weekday afternoons (aside from the loss of Sunday afternoon) and a loss of hours on Wednesday morning and Saturday afternoon. This is taking prime time and making it difficult for families to use the Dam for skiing.</li> <li>• The Club has never asked for or received any Government money. Manly Warringah Waterski Club is a fully self funded club.</li> <li>• The Club owns and manages the Boundary markers, slalom course and waterski jump.</li> <li>• The Club paid for and installed the boat launching ramp.</li> <li>• The waterski area has sand at the beaches as The Ski Club supplies and distributes the sand. The waterski area has less weed than other areas, as the boats stop the weed from over growing. If hours are reduced and The Club is not viable, There will be no sand on ski beaches, the underwater weed would also grow, just as it has in the other areas of the Dam. When Waterskiing was banned from Narrabeen Lake this is exactly what happened.</li> <li>• The safety and security of Manly Dam makes it a safe location for all ages to ski, for people to learn and competitive skiers to train.</li> <li>• What is the alternative for water skiers? If there were a reduction of hours or removal of skiing at Manly Dam. There are no other water skiing locations like Manly Dam in Sydney. The only other water ski locations near Sydney are Penrith or Hawkesbury River. Neither of these locations have the safety and security that Manly Dam has.</li> <li>• There are alternative locations available for swimming, kayaking, stand up paddle boarding etc. There are 15 Ocean pools on the Northern Beaches and many more surf beaches. Narrabeen lagoon is a fantastic location for kayaking, paddle boarding etc. The Harbour is another alternative.</li> <li>• At the last review for the Plan of Management, all waterway user groups for Manly Dam had a meeting. All groups agreed that the current timetable should remain. No changes were requested.</li> <li>• Council provides sporting facilities to many user groups like soccer, cricket, football fields, netball courts, skateboard parks, mountain and bmx bike tracks, golf course and tennis courts. It is important to provide a location for water skiing/ wakeboarding.</li> <li>• Moree City Council has built two man made water ski lakes to service their community. Water Skiing is a growing family sport and it is important for Councils to support their residents.</li> <li>• Manly Dam is not designed to cope with large crowds. There is a lack of internal car parking within the Park. It is estimated that there are only 100 car spaces.</li> <li>• It is a safety hazard if people were to park outside Manly Dam in the residential area as there is no pathway, so people would be required to walk on the road.</li> </ul>
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23	<p>Dear NBC</p> <p>I am writing to state that I strongly oppose the changes to the times that waterskiing will be available at Manly Dam.</p> <p>Water skiing has been a popular sport at Manly Dam for generations and in fact, the club was established at the suggestion of the state government. The club has happily co-existed with the broader community successfully for over 60 years but this change will threaten the very survival of the club. The proposed changes will reduce the available club booking times by 33% on weekends when most club members utilise this valuable resource.</p> <p>Our club is completely self-sufficient and has worked to improve the amenities at the dam. The club pays an annual rental fee and remits the majority of the booking fees to the council. What other community sports program does not seek subsidisation and actually generates revenue for the council. Other councils in NSW have had to fund the construction and maintenance of water skiing facilities.</p> <p>The proposed change will also have an impact at state and national levels of the sport. This is the only location in Sydney that offers slalom and ski jump facilities, both being international water skiing events. Surely it would not be a proud legacy to leave for future generations.</p> <p>Your sincerely [REDACTED]</p>
24	<p>As an ex-member of the Manly &amp; Warringah Water Ski Club Ltd. Since its inauguration in 1962 under the auspices of the State Government (and a skier from the late 1950's) I am appalled at the proposal to further limit the hours available for water skiing at Manly Dam.</p> <p>Manly Dam is the only place in the Metropolitan area where skiers can train for championships having a slalom course and water jump which is maintained by the Club. Over the years many members have been represented at championships in New South Wales, Australia and overseas. There is a long list of achievements by members over many years since the Club was formed. Whilst it is imperative that this venue be retained for training of future competitors water skiing is a fantastic family sport.</p> <p>The Manly &amp; Warringah Water Ski Club has an impeccable record of its management of the water skiing area and in view of this I am amazed that a proposal to reduce the hours of water skiing has been put forward. I urge "the powers that be" give very careful consideration to every aspect for the continuation of the sport of competitive water skiing.</p> <p>Yours sincerely. [REDACTED]</p>
26	<p>Long Submission -</p> <p>Please find attached my submission on the proposal to trial new restrictions for waterskiing at Manly Dam. I appreciate the Council's efforts to consult on this issue, and I encourage the Council to decline the proposed restrictions.</p>

28	<p>Dear Sir/Madam,</p> <p>I write to oppose the proposal for daylight savings times, suggesting a reduction of 3 afternoons of skiing and a total weekly reduction of 16 hours.</p> <p>The proposed hours will reduce the Prime Club member skiing time by one third. IE Saturday afternoon, Sunday morning and Sunday afternoon. This will likely make it unviable to manage the booking process or maintain the equipment.</p> <p>This could lead to skiing ceasing at Manly Dam. The proposed reduction in hours will see a loss of 2 complete weekday afternoons (aside from the loss of Sunday afternoon) and a loss of hours on Wednesday morning and Saturday afternoon.</p> <p>This is taking prime time and making it difficult for families to use the Dam for skiing.</p> <p>The Club has never asked for or received any Government money. Manly Warringah Waterski Club is a fully self-funded club.</p> <p>There is ample space for everyone including swimmers, paddlers, walkers, picnickers, riders—and all have combined perfectly for decades.</p> <p>My best [REDACTED]</p>
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31	<p>Dear Council,</p> <p>1. While I understood water skiing was allowed at MDWMPark I had no idea that water skiing access was as wide ranging and pervasive as it is as set out in the notification of a trial to reduce the allocation. I was jobsmacked to see the huge amount of time allocated to SUCH NON PASSIVE recreational activity in such a park.</p> <p>2. I fully support such a trial and thank Council for its recognition of the need to better balance the requirements of a vast and broad cross section of people who use the park for non motorised activities and the needs of a relatively small group of waterskiers.</p> <p>3. Manly Dam is special for it "being" natural. I support greater use of Manly Dam in its natural state and with less domination by activities that directly affect the leisure activities of other users.</p> <p>4. Not only does use by water skiers result in the incongruence of noise via the speed boats but the use of boats results in wash that makes it extremely difficult for other users of the water outside the area designated for the skiers to be involved in their activities.</p> <p>5. When considering public response I request Council look at the diversity nd range of bodies supporting, or opposing, the trial and NOT just the quantity of "fors" and against.</p> <p>6. In my making my submission I do NOT represent any body or group but do so as a concerned resident who treasures the unique nature of Manly Dam and wants to improve the access of the dam to EVERYONE, which is better done by moving ahead with a trial of restricting the access of waterskiers.</p> <p>Regards,</p> <div style="background-color: black; width: 80px; height: 15px; margin-top: 5px;"></div>
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34	<p>I would like to point out some key points about water skiing with the Manly Dam Ski Club and what they have contributed to the skiing community and its past history, reducing the ski times is taking away a local activity enjoyed by so many, please do not reduce skiing time on the dam.</p> <p>Water Skiing has been at Manly Dam for 75 years, since 1947</p> <ul style="list-style-type: none"> <li>• The Manly Warringah Water SKi Club was formed at the direction of the State Government in 1962</li> <li>• Water Skiing is a wonderful family sport involving up to 4 generations of skiers ranging in ages from 1 year old to 85 year old currently skiing.</li> <li>• The proposed hours will reduce the Prime Club member skiing time by one third. IE Saturday afternoon, Sunday morning and Sunday afternoon. This will likely make it unviable to manage the booking process or maintain the equipment. This could lead to skiing ceasing at Manly Dam.</li> <li>• The proposed reduction in hours will see a loss of 2 complete weekday afternoons (aside from the loss of Sunday afternoon) and a loss of hours on Wednesday morning and Saturday afternoon. This is taking prime time and making it difficult for families to use the Dam for skiing.</li> <li>• The Club has never asked for or received any Government money. Manly Warringah Waterski Club is a fully self funded club.</li> <li>• The Club owns and manages the Boundary markers, slalom course and waterski jump.</li> <li>• The Club paid for and installed the boat launching ramp.</li> <li>• The ski area is only approximately 40% of the total water area. There is a larger portion of water never accessible to boats. The non power boats area in Section 1, 3 and 4 are perfect locations for other sports such as kayaking, stand up paddle boarding, nippers board training etc.</li> <li>• The boats provide safety to other community users. The waterskiing area in section 2 is barren and surrounded almost completely by rocks. There have been multiple occasions of people who are not capable swimmers ending up too far from shore in Section 2 and have almost drowned. Boats and the families using them have performed many rescues.</li> <li>• Section 2 - The waterski area does not have surrounding picnic areas.</li> <li>• The waterski area has sand at the beaches as The Ski Club supplies and distributes the sand. The waterski area has less weed than other areas, as the boats stop the weed from over growing. If hours are reduced and The Club is not viable, There will be no sand on ski beaches, the underwater weed would also grow, just as it has in the other areas of the Dam.</li> <li>• The Ski Club manages the booking process. All boats that are used on Manly Dam are registered and insured and all drivers are fully licensed. There is not the same level of certainty skiing on unchecked areas such as the Hawkesbury river.</li> <li>• The safety and security of Manly Dam makes it a safe location for all ages to ski, for people to learn and competitive skiers to train.</li> <li>• What is the alternative for water skiers? If there were a reduction of hours or removal of skiing at Manly Dam. There are no other water skiing locations like Manly Dam in Sydney. The only other water ski locations near Sydney are Penrith or Hawkesbury River. Neither of these locations have the safety and security that Manly Dam has.</li> <li>• There are no other water skiing areas with a slalom course or waterski jump, which means there are no other suitable training facilities for water ski tournament training.</li> <li>• At the 2022 NSW State Titles and 2022 National Water Ski Tournament Championships, Manly &amp; Warringah Water Ski Club was the most represented individual Club. 17 Medals were won at the recent 2022 NSW State Titles and 6 at the National Championships. Also an equal National record was achieved.</li> <li>• There are three Manly Dam Skiers that have been selected for the Australian Junior Development Squad for the 2024 World Waterski Championships.</li> <li>• There are alternative locations available for swimming, kayaking, stand up paddle boarding etc. There are 15 Ocean pools on the Northern Beaches and many more surf beaches. Narrabeen lagoon is a fantastic location for kayaking, paddle boarding etc. The Harbour is another alternative.</li> </ul>
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	<ul style="list-style-type: none"> <li>• At the last review for the Plan of Management, all waterway user groups for Manly Dam had a meeting. All groups agreed that the current timetable should remain. No changes were requested.</li> <li>• Tournament Water Ski NSW Association has requested to work with Manly &amp; Warringah Water Ski Club to host a Come 'n' Try day to offer the chance of Skiing to the Northern Beaches Community.</li> <li>• Manly &amp; Warringah Water Ski Club in conjunction with NSW Waterski Federation - Disabled Division host a Disabled water ski come 'n' try day each year. This is a successful part of the Disabled division's annual calendar and helps to boost membership within their Club.</li> <li>• The Ski Club provides money to the Council for use of the area. The Council is paid a yearly rental fee as well as a 75% of booking fees.</li> <li>• Council provides sporting facilities to many user groups like soccer, cricket, football fields, netball courts, skateboard parks, mountain and bmx bike tracks, golf course and tennis courts. It is important to provide a location for water skiing/ wakeboarding.</li> <li>• Moree City Council has built two man made water ski lakes to service their community. Water Skiing is a growing family sport and it is important for Councils to support their residents.</li> <li>• Manly Dam is not designed to cope with large crowds. There is a lack of internal car parking within the Park. It is estimated that there are only 100 car spaces.</li> <li>• It is a safety hazard if people were to park outside Manly Dam in the residential area as there is no pathway, so people would be required to walk on the road.</li> </ul>
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	<p>Dear Mr Ham</p> <p>I have been a North Curl Curl resident since 1999 and have warmly welcomed the ability to go water skiing in my local area. The Council provides sporting facilities to many groups, which include people who play soccer, cricket, football, netball, skateboard, ride mountain and BMX bikes, play golf and tennis. My family believe it is important to provide Manly Dam as a location for water skiing and wakeboarding and for competitive skiers to train. I feel blessed to be able to continue to pursue water skiing, something I have done since I was 10. I have also introduced my children and husband to water skiing, which is a fabulous activity to bond over. However, we are all very concerned about the proposed reduction in hours that we would be able to water ski on Manly Dam.</p> <p>There are alternative locations available for swimming, kayaking, stand up paddle boarding, nippers board training etc, with the Northern Beaches having fifteen ocean pools and numerous surf beaches. The ski area is only approximately 40% of the total water area of Manly Dam. Narrabeen Lagoon is a fantastic location for kayaking, paddle boarding etc, with the Harbour as another alternative.</p> <p>I have been very impressed by how the Manly Warringah Water Ski Club operates and respects and maintains the Manly Dam space. The Club provides and distributes the sand at the beaches at the Manly Dam. The waterski area has less weed than other areas, as the boats stop the weed from over growing. If hours are reduced and the Club is not viable, there will be no sand on the ski beaches, the underwater weed would also grow, just as it has in the other areas of the Manly Dam. Safety is paramount in all that is done and we all value the ability to pursue our chosen recreational activity. All boats that are used on Manly Dam are registered and insured and all drivers are fully licensed.</p> <p>Council resources are not required to manage the booking process and the Club provides money to the Council for use of the area. The Council is paid a yearly rental fee as well as a 75% of booking fees. The Club has never asked for or received any Government money – it is a fully self-funded club. The Club owns and manages the equipment, such as the boundary markers and the ski jump, installed in the water in Manly Dam and paid for and installed the boat launching ramp. The proposed reduction in skiing hours on the Manly Dam will result in a substantial reduction in the member skiing time, which would likely make it unviable to manage the booking process or maintain the waterski equipment. This could lead to water skiing ceasing at Manly Dam, the loss of Council revenue and unfair treatment for those ratepayers for whom water skiing is their chosen sport.</p> <p>Please give due consideration to not moving forward with the proposed reduction in the water ski hours offered to the Club's members.</p> <p>Kind regards</p> <div data-bbox="331 1563 737 1653" style="background-color: black; width: 254px; height: 40px; margin-top: 10px;"></div>
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	<p>I am proposing a Platypus Recovery in Manly Dam, which has been a protected Native Fauna since 1912. But the Manly Dam Conservation NGO has confirmed that the Platypus has been extinct for circa 80 years.</p> <p>So the Water Skiing has started in circa 1947 ( after the Platypus Locally was "extinct").</p> <p>So as Northern Beaches Council in 2019 has claimed that it is facing a "Climate Emergency". So this could include the Local "Extinction" of the Platypus, and the "challenges" to achieve the recovery.</p> <p>So the "Overall Concept may include "Commercial-in-confidence" matters"</p>
	<p>[Apologies for this late submission. I hope Council will include these comments in the submission review process.]</p> <p>[I strongly support the trial of new water-skiing hours, with a view to making such changes permanent.</p> <p>There has been motorised waterskiing on Manly Dam since at least the 1970s and there exists a community of skiers who wish to continue with the existing arrangements. However this is not and has never necessarily been the wish of the rest of the community.</p> <ul style="list-style-type: none"> <li>• When water-skiing is in progress in the large central portion of the lake, swimmers and watercraft are unable to swim or paddle from the southern to the northern zones and visa-versa.</li> <li>• Manly Warringah War Memorial State Park (MWWMSP) is a wonderful area for quiet, low-impact recreation. Motorised recreational vehicles such as speed boats diminish the experience of the majority of MWWMSP users. It should be a place where precedence is given to non-motorised watercraft, which are also non-polluting and do not disturb all other users. A core value of the park is its quiet, natural state. Some restriction of noisy, intrusive, recreational vehicles is consistent with this value. Peace and quiet should be appropriately valued.</li> <li>• MWWMSP is a living War Memorial, yet ski boats are able to book the lake on both 25 April and 11 November. This seems inappropriate, even disrespectful. Ensuring that the lake is free of noise on 25th April and 11th Nov is an appropriate mark of respect by the community.</li> <li>• The Park and its lake is a wonderful natural area. It belongs to the entire community and access should not overly privilege a specific interest group.</li> <li>• It is more equitable to the broader community to increase safe access to the lake for all other user groups at premium times.</li> <li>• Historically high levels of access by water-skiing is not a valid argument to maintain existing arrangements.</li> <li>• The proposed reduction in hours is both modest and reasonable given water-skiing would retain a significant level of access during the most desirable times. Waterskiing would continue to have significantly privileged access under the proposal. The reduction in hours could go much further - eg non-motorised boating only on Sundays.</li> <li>• Usage of the lake by swimmers and paddlers has greatly increased over the years. There are many more such users compared to water-skiers and thus they deserve greater access to the lake at premium times of the week.</li> <li>• Consider making water-skiing start and finish times more consistent day to day. This would enable better compliance.</li> </ul>

	<ul style="list-style-type: none"> <li>• A trial would enable Council to collect objective data in order to make evidence-based decisions on lake usage.</li> <li>• Consider increasing the fee for use of the lake to better reflect the exclusive use of a large, unique public space by a small group.</li> </ul> <p>I strongly urge Northern Beaches Council to implement this trial proposal and to regularly monitor all impacts during the trial.</p>
	<p>Dear Council,</p> <p>I am objecting to the change in hours to the current waterski timetable. My family has been going to the dam for water skiing since 2010 and the reduced hour would very much stopped us from going. The reduced time would not great help other recreational activities yet the impact on the existing water skiing will be greatly affected.</p> <p>Thank you for your consideration,</p> <p>Regards,</p> <p></p>



**Reduced Water-Skiing Hours at Manly Dam – Long Submissions Outside of Your Say**

3<sup>rd</sup> June 2022

Northern Beaches Council,  
PO Box 82  
Manly NSW 1655

RE: Waterskiing at Manly Dam

This is to certify that the Manly and Warringah Water Ski Club is directly affiliated with the Australian Waterski and Wakeboard Federation (AWWF), trading as Waterski and Wakeboard Australia (WAWA). WAWA is the governing body of Water Skiing in Australia and covers the six key disciplines of Barefoot, Wakeboard, Disabled, Show Skiing, Cable Wakeboard and Tournament skiing with strong ties to Ski Racing. We represent over 5000 competitors from a total social skier base of over 1.3 million.

WAWA would like to make comment on the proposed changes to current water skiing times at Manly Dam and advise that we do not support the changes.

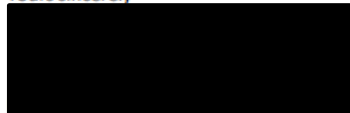
The growth in recreational and competitive water skiing and wakeboarding is increasing every year. Water skiing is one of a few family orientated sports and for it to be conducted in a safe manner, adequate waterways need to be provided. With the increasing popularity of our sport, the areas that are available for water skiing are constantly under pressure due to the number of users in each water ski area.

The existing water skiing times at Manly Dam provides an opportunity for families to recreate and ski in a safe area, and the reduction of these times would be seen by WAWA as a step backwards, and once again add more pressure on the safe operation of the site.

Manly Dam is the only training area within hundreds of kilometres with many active competitors in the club. The proposed reduction in available times would have a devastating effect on the families, competitors, and the viability of the club.

Waterski and Wakeboard Australia fully supports the Manly and Warringah Water Ski Club in its' continued skiing at Manly Dam during the existing times and should you require any further information or clarification, please do not hesitate to contact me.

Yours sincerely



Australian Waterski and Wakeboard Federation



Australian Government  
Australian Sports Commission

Australian Waterski and Wakeboard  
Federation Inc.

PO Box 457  
Forrestfield WA 6100  
Tel: +61 8 9361 1005  
Email: admin@awwf.com.au  
ABN 83 058 843 468

- The governing body for water skiing and wakeboarding in Australia
- Member of the International Water Ski & Wakeboard Federation
- Member of the Australian Olympic Committee

4 June 2022

Councillor Michael Regan  
Mayor – Northern Beaches Council

CC: Mr Damian Ham  
Manager – Open Space and Recreation Planning

**RE: Preserving waterskiing on Manly Dam**

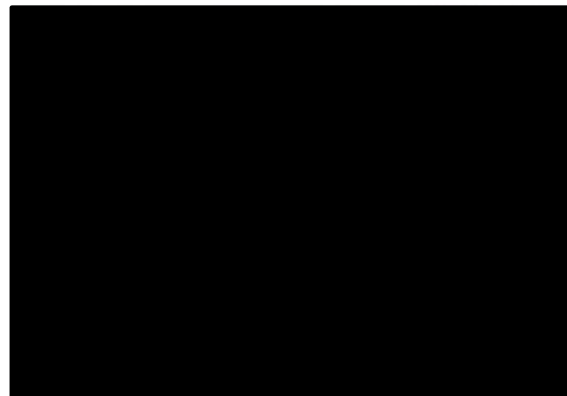
Dear Councillor Regan,

I write to oppose the restriction of waterskiing on Manly Dam, and share my experiences as a person with deep connections to that park. I understand and value the Council's vital work to maintain the reserve. However, the proposed rules needlessly interfere in the enjoyment of the park by mixed users who coexist peacefully and sustainably today.

**Background.** My family lives immediately next to Manly Dam, and has done so for 20 years. Through the '90s and '00s, my sisters, cousins, and I attended North Balgowlah Public School, which also borders the park. In that time, I have regularly:

- Bushwalked the park's nature trails
- Cycled (and bled) on the established mountain bike tracks
- Swum in the Dam
- Kayaked on the Dam and nearby Middle Harbour
- Attended ANZAC and Remembrance services as an Australian Air Force Cadet
- Slalom waterskiied on the Dam with family, friends, neighbours, and strangers

I have a profound appreciation for the park as a wilderness preserve, a war memorial, and an aquatic recreation area.



*Above: Respondent's first experiences of Manly Dam, circa 1997. Just look at that smile.*

**The existing rules work.** Manly Dam is one of Sydney's last truly diverse and "mixed use" oases, and it supports all of these activities. Historically, local councils have carefully balanced the rights of different users while ensuring reasonable access to visitors from all walks of life.

Today, these users happily coexist together. Swimmers and kayakers have access to nearly 600m (western end) and 200m (eastern end) of uninterrupted waterway – around  $\frac{3}{4}$  of the Dam by length. That's as much water as the Manly to Shelly ocean swim, or every Northern Beaches ocean pool laid end to end. Any sound from waterski boats operating in the boating zone is intermittent, generally indistinct, and always time-limited. Hikers, picnickers, and cyclists come and go as they please.

**The proposed rules are devastating.** Previously, the Council balanced the interests of these users by limiting waterskiing to the day (when visitors expect activity on our waterways) and restricting waterskiing in the early morning or evening (when visitors rightly expect serenity).

However, the proposed rules will nearly halve the amount of time open to waterskiing, with fewer waterski sessions and shorter time frames. The consequences include:

- **Less access.** The proposed rules will ban waterskiing three afternoons per week, including Sunday. Those users who are lucky enough to take time off work or school midweek will have to compete for fewer sessions. For many, the reduction in sessions, the shortened time, and the increase in competition will make a trip to the Dam entirely unviable. The proposed rules will reduce access to the Dam by the waterski community, without materially improving the all-day, all-week access enjoyed by other groups.
- **Higher intensity.** Historically, waterskiing at the Dam was a leisurely activity. Families, friends, and visitors would set up a BBQ, ski periodically, and enjoy the ambience alongside other users. However, as Council introduced further restrictions on hours, waterskiing became an intensive scramble. Now, the proposed rules will limit the time frame for waterskiing to just 3.5 hours per session. If anyone is able to justify their waterski trip to the Dam at all, they will need to cram their activities into this short window. The result will be higher intensity activity in those periods, which is unenjoyable for participants, and highly conspicuous to other visitors.

- **Unequal effects.** Retaining existing waterskiing hours will have almost no impact on other Dam users, who can continue to enjoy their activities on the Dam or in myriad other waterways nearby. By comparison, cutting these sessions and hours will have a disastrous effect on the viability of waterskiing in Sydney. There are no suitable alternative venues for slalom waterskiing. Narrabeen Lake is now closed off to waterskiing, as is Myuna Bay Sport and Recreation Centre on the Central Coast (a decision of Origin Energy [condemned](#) by the NSW Legislative Council). The few other sites in Sydney are located far south or far west; they are often proprietary sites; and they are unsuitable for slalom waterskiing.

Further, the proposed rules are highly convoluted. A lay visitor to the Dam is unlikely to know when boats are present, and when they are banned. As such, the proposed schedule is unlikely to materially change how other visitors utilize the park.

**Conclusion.** I welcome the prominent role that Council plays in managing our treasured Manly Dam. However, sustainable park management is consistent with the reasonable use and enjoyment of the park by waterskiers. The proposed rules overreach – they are an excessive and unjustified solution in search of a problem. As someone who loves to sit quietly at the Dam, walk its foreshore, cycle its trails, swim its length, and ski over the surface, I am confident that existing arrangements are sustainable.

Yours sincerely,



*On behalf of my family in North Balgowlah, and the countless Sydneysiders who have enjoyed waterskiing on Manly Dam*





**Submission to Northern Beaches Council re Proposed Changes to Water Ski Times on Manly Dam, June 2022.**

I am against ANY changes to the water skiing times at Manly Dam.

I do not believe there is a valid reason to change the times; only greed or vested interest.

Water skiing is truly a family sport. I use the dam for water skiing, swimming and picnicking. When we are skiing, we almost always have 3 generations of our family in attendance. In times gone by we have had 4 generations. We also have friends and their family with us, usually 2 generations. The family is together, having fun, talking and generally enjoying ourselves, unlike so many other individual sports or sports where the children are dropped off and picked up later. This is an important part of family life, and in these times cannot be underestimated. To remove Sunday afternoons would take, not just one third of prime Club member time, but half, in many cases, of family time together, as many families have other things to do on Saturdays, allowing only Sundays together. If a family attends church on a Sunday morning, it could preclude them altogether.

Reducing skiing time may likely make operation of the ski club unviable as the reward for effort would be cut by one third. It takes a fair amount of voluntary work to operate the Club booking system, record keeping, equipment maintenance of the ski jump, slalom course and area delineation marker buoys.

The ski club pays to use the part of the dam. No other sport pays to use the waterway. Council fosters a multitude of sports but is considering reducing, and possibly, unwittingly, causing a cessation of this sport. The council does not have the expertise or the timely intervention to maintain the equipment and is not in a position to run the booking system. Council spends millions and millions and millions of dollars on other sporting facilities such as skateboard parks, mountain bike and BMX bike tracks, building and maintaining football and cricket ovals, tennis courts to name a few. Yet the ski club has never asked for or received government money.

There is no alternative facility in Sydney, or within hundreds of kilometres with competition training facilities such as slalom course or ski jump. Manly dam was the most represented club at this year's National and State Championships, winning 22 medals at the State and 6 medals at the National Championships and the proposed cut will dramatically cut after school and work practising. The Club has a huge history of competitive skiers over its 60 years. Yet there are many venues available for other water sports such as nearby Narrabeen Lakes, Sydney Harbour, Pittwater, rock and harbour pools, to name a few. Also, while the entire dam area is never available for skiing, it is available to all other sports at certain hours and when no boats are using it and the non-boating areas are very large, allowing for long swimming and paddling sports. The huge, north-western area is, I believe, very under-utilised and has parking, an amenities facility and reasonable shoreline and shade.

The ski area has an, almost totally, barren shoreline, making it dangerous for people who get into trouble swimming in a distant, deep freshwater lake.

At the last review, representatives from all waterway user groups attended and agreed 100% to maintain the times, saying "it isn't broke, so don't fix it".

Such a timetable change could be the death knell of the Club's annual "Disabled Person's Come 'n' Try" day, which would be a real shame and no one would want to see that.

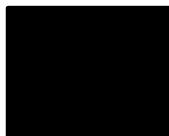
Throughout the world Councils support water skiing, rather than pull at the heart of all important weekend, family time. Water skiing deserves Council support and does not need the uncertainty that goes with such reviews and certainly not on an annual basis, as I hear is threatened. Perhaps the Council should consider expansion of the sport, by reopening of the old water ski section of Narrabeen Lakes under proper control, as there seems no other sport making use of it.

Modern boats are quiet and the Club enforces a noise limit well below that of the EPA, meaning no disruption to other users.

The Many & Warringah Water Ski Club commissioned a professional survey of Northern Beaches residents to ascertain their thoughts on reducing the skiing time. Of those who used the park, 96.5% said there should be no changes made. The full results are in the Club submission.

My family, friends and I implore you to allow the sport to continue as is.

Yours sincerely,







1<sup>st</sup> June, 2022.

**Submission to Northern Beaches Council Water Ski Review on Manly Dam**

**June, 2022.**

I am against the proposed changes to water skiing times on Manly Dam and below are some points as to why;

- Water Skiing has been at Manly Dam for 75 years, since 1947
- The Manly & Warringah Water Ski Club was formed at the direction of the State Government in 1962
- Water Skiing is a wonderful family sport involving up to 4 generations of skiers ranging in ages at the dam from 1 year old to 85 years old.
- If the hours of skiing at Manly Dam are reduced by about one third, the Club may find it unviable to manage the booking process and maintain the equipment. This could lead to a cessation of skiing at Manly Dam.
- The Club has never asked for or received any Government money. Manly & Warringah Water Ski Club is a fully self funded club.
- The Club owns and manages the Boundary markers, slalom course markers and water ski jump.
- The Club paid for and installed the boat launching ramp.
- The ski area is only approximately 40% of the total water area. There is a larger portion of water not accessible to boats. The non-power boat areas in Section 1, 3 and 4 are perfect locations for other sports such as swimming, kayaking, stand up paddle boarding, nippers' board training, etc.
- The boats provide safety to other community users. The water skiing area shoreline is largely barren and unsuitable for other uses. There have been multiple occasions of people who are not confident swimmers ending up too far from shore in the deep, freshwater Section 2 and have almost drowned. Boats and the families using them have performed a number of rescues.
- Section 2 - The water ski area does not have surrounding picnic areas.
- The water ski area has sand at the beaches as the Ski Club supplies and distributes the sand. Dangerous underwater weed growth from that shoreline is kept to a minimum by boats. If hours are reduced and the Club is not viable, the dangerous underwater weed would likely grow, just as it has in the other areas of the Dam.
- The Ski Club manages the booking process. All boats that are used on Manly Dam are registered and insured and all drivers are fully licensed. There is not

the same level of certainty when skiing on uncontrolled areas such as Hawkesbury and Nepean River.

- The safety and security of Manly Dam makes it a safe location for all ages to ski, for people to learn and competitive skiers to train.
- What is the alternative for water skiers? If there were a reduction of hours or removal of skiing at Manly Dam. There are no other water skiing locations like Manly Dam in Sydney. The only other water ski locations in Sydney are Penrith or Hawkesbury River. Neither of these locations have the safety and security of Manly Dam or the slalom course and jump facilities provided by the Club.
- There are no other water skiing areas with a slalom course or water ski jump within many hundreds of kilometres, which means there are no other suitable training facilities for water ski tournament training.
- At the 2022 NSW State Titles and 2022 National Water Ski Tournament, Manly & Warringah Water Ski Club was the most represented individual Club.
- 17 Medals were won at the recent 2022 NSW State Titles and 6 at the National Championships by Manly Dam skiers.
- There are three Manly Dam Skiers that have been selected for the Australian Junior Development Squad for the 2024 World Water Ski Championships.
- There are alternative locations available for swimming, kayaking, stand up paddle boarding etc. There are 15 Ocean pools on the Northern Beaches and many more surf beaches. Narrabeen lagoon is a fantastic location for kayaking, paddle boarding etc. The harbour is also another alternative.
- At the last review for the Plan of Management, all water stakeholders for Manly Dam attended a meeting. All users agreed that the current timetable should remain. No changes were requested.
- Manly & Warringah Water Ski Club, in conjunction with NSW Water Ski Federation - Disabled Division host a Disabled Water Ski Come 'n' Try day each year. This is a successful part of the Disabled division's annual calendar and helps to boost membership within their Club.
- The Ski Club provides money to the Council for use of the area. The Council is paid a yearly rental fee as well as a percentage of booking fees.
- Council provides sporting facilities to many user groups like soccer, cricket, football fields, netball courts, skateboard parks, mountain and ~~bmx~~ bike tracks, golf course. It is important to provide a location for water skiing and wakeboarding.
- Moree City Council has built two man made water ski lakes to service their community. Water Skiing is a growing sport and it is important for Councils to support their residents.

**I urge you to consider these points.**

*Thank you*



Northern Beaches Council  
725 Pittwater Road  
DEE WHY NSW 2099

Dear Councillors,

**Re: Submission Manly Dam Water Skiing Proposal**

I am a regular visitor to the Manly Warringah War Memorial Park.

Together with my family and friends we have been regular visitors to the dam for over 32 years.

We bushwalk, mountain bike, swim, picnic and frequently water ski using our own ski boat on the Dam.

I note with concern the current submission to downgrade the water ski access times.

Other Dam users (swimming, paddling, sailboards, etc) are blessed with many nearby waterway alternatives - Pittwater, Narrabeen Lagoon, Middle Harbour, Sydney Harbour, yet for skiing there is simply no freshwater, tournament standard waterway available.

I disagree with the current proposal and urge the Council to please reconsider to allow local families to continue to enjoy the unique water skiing benefits of the Dam within the existing and successful framework.

Yours sincerely,

[Redacted signature]

[Redacted address]



4 June, 2022

Councillor Michael Regan  
Mayor – Northern Beaches Council  
CC: Mr Damian Ham  
Manager – Open Space and Recreation Planning

**RE: Waterskiing at Manly Dam**

Dear Councillor Regan,

I have been skiing at Manly Dam for over thirty years and as a competitive slalom water skier I rely on having regular access to the Manly Dam for training which is a necessity to stay competitive at a national level. Under the current rules, even with the time allocation as it is, it is still very difficult to get the quality water time that is required to maintain a high level and any reduction of this will make it significantly more challenging. Manly Dam is the only facility in the whole of the greater Sydney area that has a quality slalom course, my next closest option is at Stoney Aqua Park in Port Macquarie!

Manly Dam is the home site of multiple high level skiers who rely on this unique facility to train. If the available hours are reduced it will have significant negative impact on all these athletes.

Moree City Council has built two man made water ski lakes to service their waterski community, would Northern Beaches council similarly build an alternate to Manly Dam?

I urge the Council to decline the proposal to trial further restrictions for waterskiing on Manly Dam.

Yours truly,





**MANLY & WARRINGAH WATER SKI CLUB LTD.**

ACN 056 104 744

P.O. Box 56, Balgowlah, 2093.

## **Manly & Warringah Water Ski Club**



### **Response to Northern Beaches Council proposal to reduce times for Water Skiing**

3-June-2022

1



## TABLE OF CONTENTS

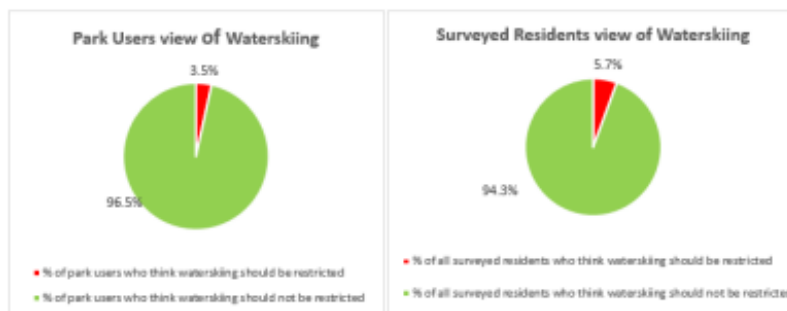
Executive Summary.....	3
Introduction.....	4
History of Complaints.....	4
Training and Competitive Skiing on Manly Dam.....	5
International Participation .....	5
National Participation.....	6
State Participation.....	6
Community Participation - Come and Try Days.....	7
History of Skiing on Manly Dam.....	8
Manly Dam - Segmented for Safe Usage.....	9
Manly Dam – Usage by Water skiers and their Families.....	11
Funding and Maintenance of the Manly Dam Water ski Facilities – Benefit to Council.....	13
Proposed Amendments - Impact on Club Viability and Site Maintenance.....	15
Structure of the Club.....	15
KANTAR (Independent Market Research) – Process and Research Findings.....	16
Summary of Survey Findings conducted by KANTAR.....	17
Conclusion.....	18
Appendix A – KANTAR Research.....	19



## Executive Summary

The Manly & Warringah Water ski Club encourages Council to reject the proposed changes to reduce Water skiing times on Manly Dam. The Club is supportive of water skiing not occurring on Anzac and Remembrance Days.

Based on the results of a survey commissioned by the Club undertaken by KANTAR of 300 local residents, only 3.5% of Park Users and 5.7% of all Residents want water skiing to be restricted, KANTAR finds no evidence that the broader Community support a proposal to reduce water skiing times on Manly Dam.



Over the course the last 60 years the Manly & Warringah Water ski Club and through the collaboration of the Warringah and Manly Councils, the Manly & Warringah District Parks Joint Committee, agreement had been reached to Divide Manly Dam into 4 sections:

- Section 1: 'Swimming Area' - This area is approximately 15% and closest to the dam wall and mainly utilised by swimmers, paddlers/kayakers and picnic makers
- Section 2: 'Water Skiing Area' - This area is approximately 40% of the overall water area at Manly Dam
- Section 3 and Section 4: 'Swimming Area' - This area is approximately 45% to the North West of the Water Skiing Area, mainly utilised by swimmers, paddlers/kayakers, small sailing vessels, recreational fishers and picnic makers

Through this arrangement and the collaborative nature and engagement between Manly & Warringah Water ski Club and the main user groups that share the use of Manly Dam, there have been no formal complaints registered with the Water ski Club, either by National Parks, Council or members of the public.

The Manly & Warringah Water Ski Club is run by volunteers who donate time and effort to maintain the Club's infrastructure, the Water ski Area and the various Administration roles required to operate the Club at its own expense, the result of which, is a payment of \$45,346 that has been paid to Council over the last 6 years.

It is worth recapping on the history of Water skiing at Manly Dam which commenced in 1947, with the Manly & Warringah Water Ski Club Limited being formed in 1962 under the direction of the then Minister for Local Government, with the agreement of Warringah and Manly Councils and the Manly & Warringah District Parks Joint Committee. Since this time the club has produced, and continues to produce, Water skiers who participate at State, National and International Levels, the reduction in proposed hours of almost 30% will have a huge impact on this continuing. Manly Dam is also unique as a training facility in the Sydney area as the closest publicly accessible Slalom Course and Jump are 8 hours from Sydney in Mulwala (NSW/VIC Border) and Moree NSW.

The Manly & Warringah Water Ski Club records show that 79 different boats currently use Manly Dam, the average size of the crew for each boat is at least 15 people meaning approximately 1185 different people (of all ages) have enjoyed water skiing on the Dam since January 2020. As part of this usage the Club Members and their families have engaged with the New South Wales Disabled Water Ski Division and Collaroy's Sargood patients to host "Come n Try" Water Ski days where people of all ages both physically and mentally challenged are given the opportunity to try the sport of Water skiing in a safe and controlled environment at Manly Dam.

## SUPPORTING SUBMISSION

### Introduction

Water Skiing has been a key feature on Manly Dam for 75 years. With Water Skiing first commencing in 1947, with the first official water skier being Jack Murray. With the Manly & Warringah Water ski Club Limited being formed in 1962 under the direction of the then Minister for Local Government Pat Hills, with the agreement of Warringah and Manly Councils and the Manly & Warringah District Parks Joint Committee.

The club prides itself on multi-generational family and community participation, it is self-funded, owning and maintaining the ski jump, slalom course and delineation marker buoys as well as providing ongoing funds to Council for the use of Manly Dam.

The club facilitates more than 1,185 skiers and their families from the local Community, it is the only facility in Sydney that contains a slalom course and a jump for training, with the next closest sites being Moree and Mulwala. The club has and continues to produce, State, National and International Champions, with the highest number of participants from any one club at the recent 2022 National Water ski Championships in Mulwala NSW that hosted over 300 participants.

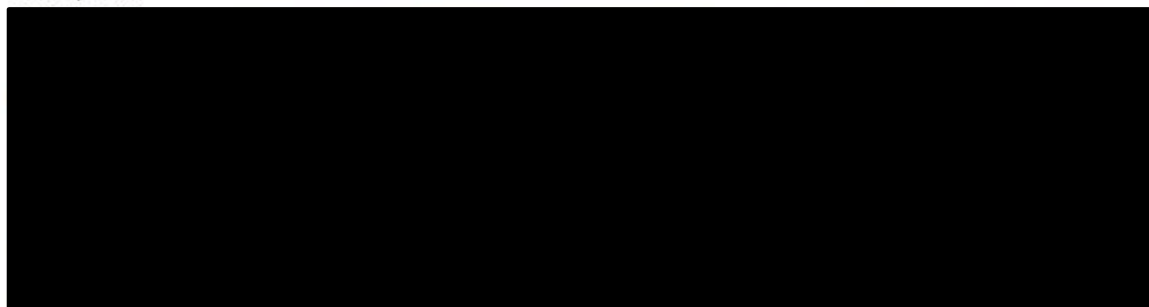
The club since its inception has always sought to work with Council and Community groups to facilitate a fair and equitable use of Manly Dam and has made several concessions and changes over the years. The most recent request however for a change in usage times, mainly the removal of prime weekday and weekend time will severely cripple both the chances of competitive training and the all-important family time that this sport provides, let alone the viability of the Club.

An independent survey, conducted by KANTAR, highlights that only 3.5% of Park Users and 5.7% of all Residents want water skiing to be restricted, KANTAR finds no evidence that the broader Community support a proposal to reduce water skiing times on Manly Dam.

Although the club is supportive of Water skiing not occurring on Anzac and Remembrance Days, it is not supportive of any changes to the current Summer and Winter Ski Sessions and Hours.

### History of Complaints

Given the collaborative nature and engagement with user groups on Manly Dam, there have been no formal complaints registered with the Manly & Warringah Water Ski Club, either by National Parks, Council or members of the public.





### Training and Competitive Skiing on Manly Dam

Manly Dam has a very long history as a successful training ground for a number of Australian and NSW water ski champions. This history goes right back to the establishment of the club where it held its first Australian National Championships in 1954 and again in 1961 and 1966.

Manly Dam has also hosted Metropolitan, State and National Championships, as well as the World's first Barefoot Water Ski Championship along with State and National Barefoot Championships.

This tradition has continued, as Manly Dam is currently the only Sydney based training facility that provides a slalom course and jump for Tournament Water Skiing, affording members and the public the opportunity to train and become eligible to compete at State, National and International levels:



### International Participation

The Club currently has 4 members that are either competing or part of a training squad to represent Australia at upcoming World Water Ski Championships

- 2024 Junior World Championships
  - o Ellouise Fletcher, Emita McCarthy and Hayden Bickerton have been selected as part of the Australian Junior Development squad for the 2024 Junior World Water Ski Championships.
  - o These skiers are all under 16 years of age, local residents and have skied at Manly Dam for a number of years with significant assistance and commitment from their families both on the weekends and importantly before and after school to train at Manly Dam
- 2022 Over 35 years World Water Ski Championships
  - o Mark Hooper has been selected to represent Australia in the Over 45 years Men's Slalom at the over 35 Years World Water Ski Championships to be held in France in September 2022, a local resident that has trained at the Manly Dam for the past 15 years during the week and weekends

**National Participation**

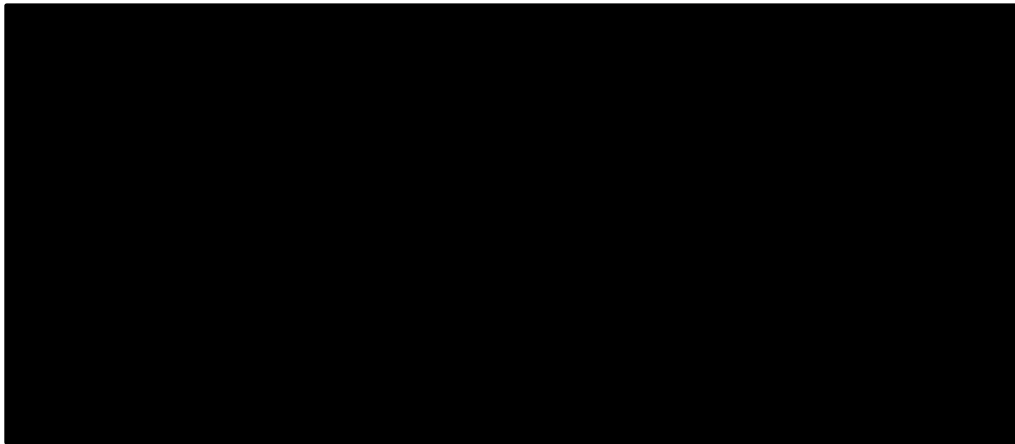
The Australian National Championships were held in Mulwala NSW on 31 March - 4 April with over 300 skiers competing. Manly Warringah Water Ski Club had 8 Skiers competing with the standout skiers being:

- Ellouise Fletcher under 10 girls - First Slalom, First Tricks and First overall.
- Mitchel Fletcher under 10 boys - Third Slalom. Second trick and Second overall
- It is worth noting that two Manly Dam skiers also hold Australian records:
  - o Barry Mason is the holds and over 45 years Men's slalom record
  - o Ellouise Fletcher is the current equal under 10 years Girls slalom record holder

**State Participation**

At the 2022 NSW State Titles held in Port Macquarie on the 26-27<sup>th</sup> March, 10 skiers from Manly Dam competed, the largest single club representation. Achieving the following results:

- Mitchell Fletcher under 10 Boys - First Slalom, First Tricks and First Overall
- Ellouise Fletcher under 10 Girls - First Slalom, First trick and First Overall
- Sienna McCarthy under 10 Girls - Second Slalom, Second Tricks and Second Overall
- Emita McCarthy under 17 Girls - Third Tricks
- Hayden Bickerton under 17 Boys - Second Slalom, Second Tricks, Second Jump and Second Overall
- Barry Mason over 35 Men's - Second Slalom
- Bob Fletcher over 35 Men's - Third Slalom
- Mark Hooper over 45 Men's - First Slalom



**Community Participation - Come and Try Days**

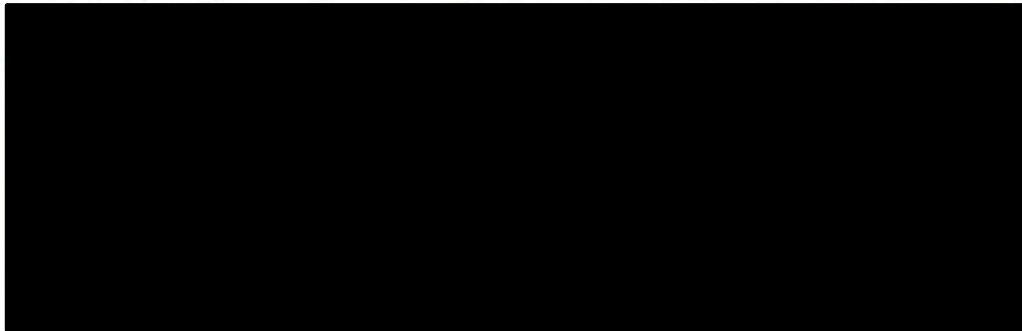
Water Ski and Wakeboard Australia (WAWA) is the peak body for Water Skiing in Australia, overseeing the operation in each State of the following Water ski Disciplines:

- Divisions of Tournament Water Skiing – Slalom, Trick and Jump
- Barefoot Water Skiing
- Disabled Water Skiing
- Show Skiing
- Wakeboarding

Manly & Warringah Water Ski Club has operated Come and Try days for Barefoot and Tournament Water Skiing, whilst our focus over the last 5 years has been with the Disabled Water Skiing Division, which has seen on average the participation of 12 disabled skiers and their families at each of these days. The event is sanctioned by WAWA so as to ensure that participants are registered and insured prior to participating.

It is worth noting that the team from 'Sargood of Collaroy' have assisted in this event over the last 3 years, Sargood is a world first resort, purpose built for people living with spinal cord injuries and based here on the Northern Beaches. These days are a highlight of the club's calendar and very well supported by our members and their families, it truly is an inspirational event.

One of the Standout successes of this day has been a participant that had never Waterskied before, that now holds an Australian Disabled record following the 2022 National Water Ski Championships.



Disabled Water Skiing Come and Try Day Participants



### History of Water Skiing on Manly Dam

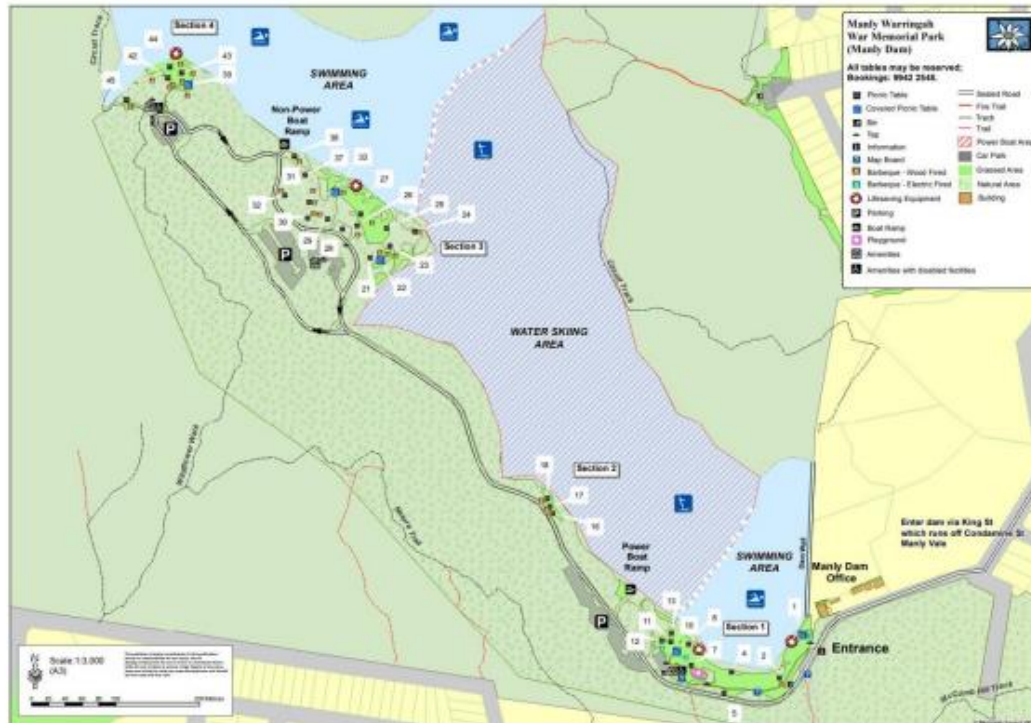
Historically the Dam has been home to a number of water-skiers that had a significant contribution to the sport, from participation to administration, those of note being:

- Betty Leighton, International and Australian Hall of Fame inductee, multiple National Champion, including Gold Oscar (all event winner at National Tournament), Australian Representative in first Australian team to World Championships, Australian representative later as Judge at World and International Championships
- Jack Ellison, Ten times National Champion, Five times Australian representative, Former Australian Wakeboard Champion
- The Courtney Family
  - o "Chicka" Courtney - Former Australian Slalom Champion and winner of virtually every water ski race. A true legend of the sport. Multiple state champion, representative and Team captain
  - o Rayna Courtney - State Champion tournament skier and top women's race skier
  - o Charles Courtney - Top level race skier with father Chicka after death of Fred Croft
- Fred Croft - Ski racing partner to Chicka Courtney
- Geoff Nicholls - Australian Barefoot Water Ski endurance record holder in the 1960's. World first to go over a Barefoot Water Ski Jump. (Followed by Club members Michael McEnnally and Harold Fletcher).
- McEnnally Family
  - o Michael McEnnally - Top level race skier
  - o Scott McEnnally - Top level race skier
- Fletcher Family
  - o Paul Fletcher - Former Junior and Open Men's State and National Slalom Champion, selected in Australian team for Group 3 World Championships. Top level race skier
  - o Bob Fletcher, Former Australian Over 21yrs Men's Jump Champion
- Chris Gerrans - Former Australian Over 35 Men's Slalom Champion
- Mark Louder - Australian over 55yrs Champion and record holder, current NSW Team Captain, Over 35 Australian Team Captain and representative
- Barry Mason - Former Over 35 National Men's Slalom Champion. Wild card in World Over 35 Team
- Mark Hooper - Former Over 35 National Men's Slalom Champion and Australian Over 35 Team Member





### Manly Dam - Segmented for Safe Usage



Since the inception of the Manly & Warringah Water Ski Club Limited and through the collaboration of the Warringah and Manly Councils, the Manly & Warringah District Parks Joint Committee and Manly & Warringah Water Ski Club Limited, agreement had been reached to Divide Manly Dam into 4 sections:

- Section 1: 'Swimming Area'
  - o This area covers approximately 15% and closest to the dam wall
  - o This area is mainly utilised by swimmers, paddlers/kayakers and picnic makers
- Section 2: 'Water Skiing Area'
  - o This area is approximately 40% of the overall water area at Manly Dam
  - o Other than the two water ski beaches (maintained and paid for by the Club) the rest of the foreshore on both sides of the dam is barren and has no direct access to the dam.
  - o The area at the Eastern and Western end is lined with drums/buoys that are the Section makers that delimitate the each of the sections (maintained and paid for by the Club)
  - o A number of rescues have occurred over the years for members of the public that have under estimated the distance across the dam and the conditions that can change quickly, many boat users and their crews have rescued kayakers, paddle boarders and swimmers
- Section 3 and Section 4: 'Swimming Area'
  - o This area covers approximately 45% and is to the North West of the Water Skiing Area
  - o These areas are mainly utilised by swimmers, paddlers/kayakers, small sailing vessels, recreational fishers and picnic makers

**Manly Dam - Segmented for Safe Usage continued**

There are no other locations like Manly Dam for water skiing within the Sydney Metropolitan area. Whilst there are other locations for non-power boat activities on enclosed waters such as Narrabeen lagoon, Pittwater and Sydney Harbour, and a great many ocean pools and beaches which can provide alternative locations for swimmers.

Manly Dam is accessed and shared by many Community Groups, these include Warringah Triathlon Club, Life Saving NSW, State Emergency Service, NSW Police, NSW Fire and Rescue, NSW Water Ski Federation Disabled Division, Manly & Warringah Water Ski Club Limited, Film Crews. All of the groups work together to have safe access to the water. There have been no complaints to Council regarding the water use and access. The Water Ski Club works closely with these groups to ensure all users have the required access.



Sailing on Manly Dam

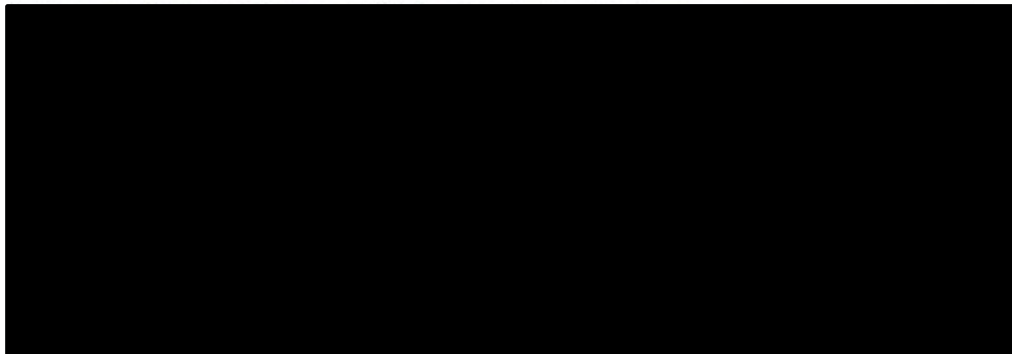
#### Manly Dam – Usage by Water Skiers and their Families

The people who use Manly Dam for Water skiing, varies from adults and children training for competitions to families and friends skiing as a social activity. There are many people from within the Northern Beaches community but also further away that enjoy Manly Dam. Over the years there have been people who have traveled to the Northern Beaches to have a water skiing holiday. Families have come from Northern NSW, Victoria. They have booked a cabin at Lakeside Caravan Park in Narrabeen and then used their boat at Manly Dam. We have also arranged for world champion skiers to use Manly Dam for training before events like Moomba Masters which is an International Water Ski and Wakeboard event held each year in Melbourne.

Manly Dam is an ideal location to enjoy sport and celebration simultaneously. People booking sessions for skiing have held Birthday parties for kids and adults. Other users have held celebrations for Easter, Greek Easter, and Christmas, including Santa arriving by boat.

A number of users have moved to the Northern Beaches to be closer to Manly Dam and enjoy using the dam for water skiing. One user believes that *'boats keep families and friends together'* as a boat cannot be enjoyed for water skiing by only one person. At the bare minimum a boat needs three people, a driver, an observer and a skier. Due to this fact, Water Skiing is a wonderful way of connecting people and creating fantastic memories for families and friends.

As Manly Dam is an accessible location with safe access to the water it is very popular with families. We have multi-generational families that have children skiing from as young as 1 year old, through to 83 years of age. There are some groups that have 4 family generations all enjoying Manly Dam and the access to water skiing. These families all comment that they would not be able to teach their children to ski at such a young age in other locations.



Manly Dam is unique in its rules of use, as there are only 2 boats on the water at any one time, with access to a 'ski beach', all boats must be registered, insured and have licensed drivers to use a session. This provides all users with security and peace of mind.

Over the years the Manly & Warringah Water Ski Club has asked users to provide details of the number of people they have in attendance during their sessions, we have averaged this information to determine that each has an average crew of 15 people.



#### Manly Dam – Usage by Water Skiers and their Families continued

In terms of session usage, since January 2020 to May 2022 there were 79 different boats booked to use the available sessions at Manly Dam. Using simple math's:

- If each boat has an average of 15 people, this would give a total of 1,185 people accessing water skiing at Manly Dam

It is worth noting this usage for the past 2 years is lower than average due to Manly Dam being closed for over 222 days due to flooding, poor water quality, COVID-19 and bushfires. This information is included in the following table.

**Table: Water Skiing Sessions – Usage since January 2020**

Month	Member Sessions	Extra Member Sessions Booked	Casual Hirer Sessions Booked	Dam Closed Number of Days	Total Sessions Used
Jan-20	32	10	39	-	81
Feb-20	12	-	14	10 (Water Quality)	26
Mar-20	28	3	15	2 (COVID-19)	46
Apr-20	-	-	-	30 (COVID-19)	0
May-20	-	2	5	15 (COVID-19)	7
Jun-20	-	1	4	-	5
Jul-20	-	-	6	-	6
Aug-20	-	1	3	-	4
Sep-20	-	16	6	-	22
Oct-20	30	4	13	-	47
Nov-20	28	7	15	1 (Police Day)	50
Dec-20	12	6	15	12 (COVID-19)	33
Jan-21	38	14	34	Limited (COVID-19)	86
Feb-21	22	8	12	1 (Disabled Day)	42
Mar-21	24	10	15	2 (UTS Water Testing)	49
Apr-21	36	4	19	-	59
May-21	-	7	11	-	18
Jun-21	-	3	-	4 (COVID-19)	3
Jul-21	-	-	-	31 (COVID-19)	-
Aug-21	-	-	-	31 (COVID-19)	-
Sep-21	-	5	1	12 (COVID-19)	6
Oct-21	34	11	12	-	57
Nov-21	24	5	11	-	40
Dec-21	34	9	30	1 (Track Work)	73
Jan-22	40	6	38	-	84
Feb-22	22	4	9	-	35
Mar-22	12	1	3	17 (Water Quality)	16
Apr-22	-	-	-	30 (Water Quality)	-
May-22	-	-	-	31 (Water Quality)	-
<b>TOTAL</b>	<b>428</b>	<b>137</b>	<b>330</b>	<b>230</b>	<b>895</b>

Note: There have been 61 different casual boat hirers since Jan 2020

#### Funding and Maintenance of the Manly Dam Water Ski Facilities – Benefit to Council

The Manly & Warringah Water Ski Club Limited is a self-funded club that requires no financial assistance from council to operate and actually pays rent each year for its use of the dam.

The Club provides the following income to Council annually, over the past 6 years, the total payment to council has been \$45,346 or an average of over \$7,500 per year. In a 'normal year' this amount is closer to \$8,500 - \$9,000. Over the last 2 years this payment has been reduced due to COVID-19, flooding, water quality issues and bushfires.

In addition to the fees collected and paid to Council, the Manly & Warringah Water Ski Club (at its cost) also maintains and improves the Water Ski Area of Manly Dam in the following ways:

- The laying of high grade, impurity free sand to maintain the 'ski beaches'
- Ongoing maintenance of water ski infrastructure - the slalom course, the ski jump and the barrel markers (that identified the sections of the dam)
- Building and management of a website for online bookings for water ski sessions
- Repair of the boat ramp (delayed due to rain and the high-water level in the dam)

#### Proposed Amendments – Impact on Sessions and Hours

The Manly & Warringah Water Ski Club understanding of the proposed amendments to reduce water skiing sessions is:

Overall Position	Current	Proposed	Reduction
Number of Weekly Sessions - Winter	14	11	3
Number of Weekly Sessions - Summer	14	12	2
Total Weekly Hours - Winter	63	44.5	18.5
Total Weekly Hours - Summer	67	50.5	16.5

To provide further detail and context into the impact of this reduction

- During Summer
  - o The current weekend session times allow for approximately 10 slots per member for the season
    - Noting it is common for at least 1 if not 2 of these slots to be lost due to poor weather (eg rain or high wind)
    - This means members in practice receive 8-9 slots per season
  - o The proposed change in ski times has the following impacts:
    - The proposal to reduce Saturday afternoon skiing severely impacts the longest session on the schedule. Saturday afternoon is the longest session of the week at 5 ½ hours and it inevitably involves larger crews, more socialisation, picnic dinners, and kids playing and learning to ski
    - The elimination of Sunday afternoon reduces the weekend slots and all important family time available for members by 33% (from 6 slots per weekend to 4 slots per weekend)
    - This means the members current 8-9 practical slots will be reduced to around 5-6 practical slots per season

13

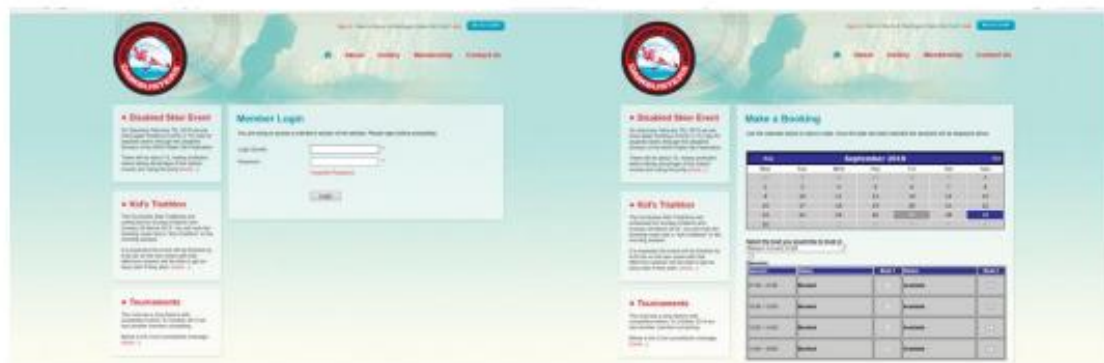
### Proposed Amendments – Impact on Sessions and Hours continued

- During Winter
  - o The Club does not operate a roster system and the 14 weekly sessions are available to all members and authorised hirers users via the online booking system
  - o The Proposal is to reduce the current 14 sessions back to 11 sessions being 18.5hrs in total or 29% of the total available hours per week
  - o The Dam is still utilised by members and authorised hirers given favourable weather conditions during Winter and a reduction of 29% of the available hours is substantial further impacting the opportunity to train

### Structure of the Club

The Manly & Warringah Water Ski Club is run by volunteers and requires significant time and effort to maintain the following activities:

- o Directors meetings and dealing with ad hoc issues
- o Account preparation and submission of fees to Council
- o Bookings officer to co-ordinate and manage bookings
- o Insurance officer to ensure all boat insurance is up to date
- o Enquiries Officer to handle all new enquires and initial registrations
- o Annual General Meeting and attendant activities
- o Providing volunteers for maintenance days - maintaining infrastructure)
- o Liaising with Council
- o Providing volunteers for disabled Come and Try days
- o Responding to Council plans for management and usage reviews



Manly & Warringah Water Ski Club Limited - Web based booking System



**Proposed Amendments - Impact on Club Viability and Site Maintenance**

Given the proposed reduction in hours, it has brought into question the ongoing viability of the Club. The Club and its members are concerned that given the volunteer nature of the Club and the fee paid to Council for use of Manly Dam, that:

- The time and effort required by members to operate the club is unsustainable when the return on that effort has been reduced by 33% and the longest slot of the weekend (Saturday afternoon) is proposed to be reduced
- The elimination of Sunday afternoon reduces the weekend slots and all important family time available for members
- The objectives of the proposal (ie reduction in hours) is incompatible with the relationships and collaborative nature enjoyed by all of the community groups that use Manly Dam
- There be an understanding of what impact the proposed reduction in hours would have on any future fee paid to Council for use of Manly Dam

### KANTAR (Independent Market Research) – Process and Research Findings

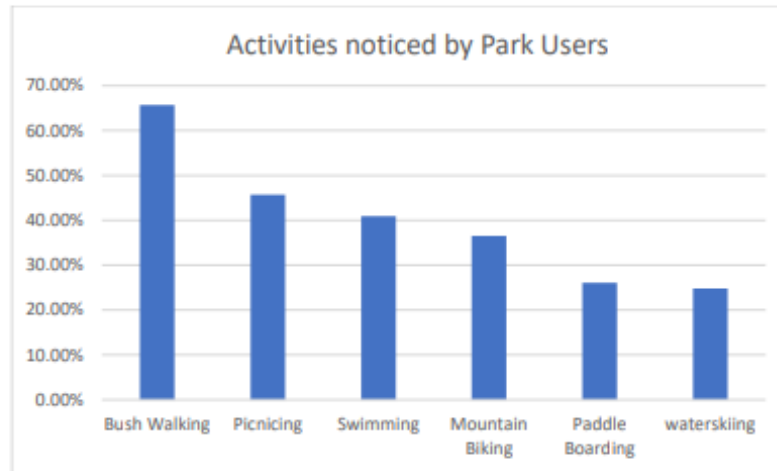
Manly & Warringah Water Ski Club Limited commissioned KANTAR to conduct research into Community attitudes towards water skiing on Manly Dam.

- Who was researched and when?
  - o KANTAR contacted 300 Northern Beaches residents by telephone during the 19<sup>th</sup> to 27<sup>th</sup> May 2022. The respondents all lived in the lower Northern Beaches suburbs and were randomly selected by KANTAR
  - o Of the 300 people, 144 males were surveyed and 156 females
  - o KANTAR's view is that the Age Bands detailed in the table below, represent a broad cross section of the Northern Beaches Community and provide a reasonable reflection of Community views

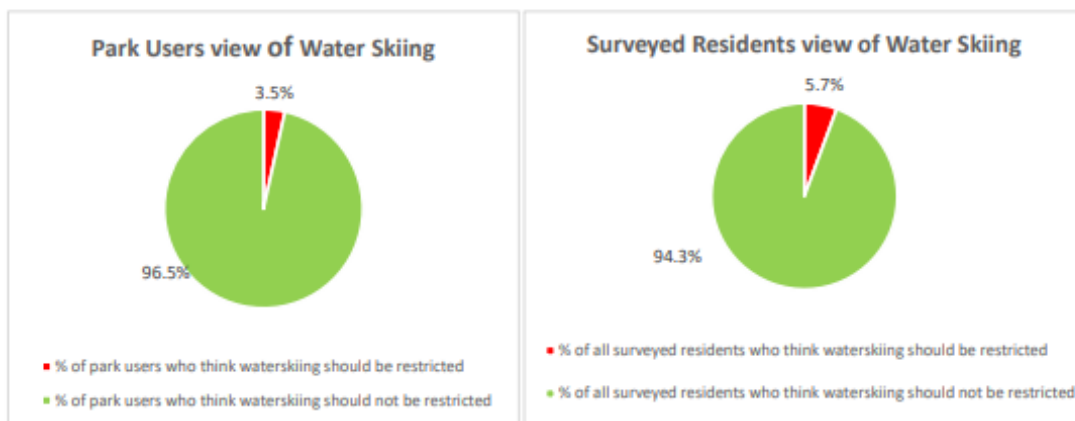
Age band	# Respondents	% Respondents
under 18	0	0%
18-27	6	2%
25-29	11	4%
30-34	9	3%
35-39	23	8%
40-44	20	7%
45-49	24	8%
50-54	29	10%
55-59	16	5%
60-64	29	10%
65+	133	44%
total	300	100%

- Survey Results
  - o Who has not visited the park and what did they think?
    - Of the 300 people surveyed, 70 people (23.3%) had not visited the dam or surrounding park in the last 5 years. Of these 70 people, 9 people (13%) said water skiing should be restricted and 61 (87%) did not think water-skiing should be restricted
  - o Who has visited the park in the last 5 years?
    - Of the 300 people surveyed, 230 people 76.7% have visited the park in the last 5 years
  - o What activities did these park users notice:
    - Of the 230 users of the park, only 24.8% people noticed water-skiing taking place and 75.2% did not notice water-skiing taking place. Water Skiing was the least noticed of the activities in the park This does not support the idea that noise from ski boats is particularly problematic.

#### Summary of Survey Findings conducted by KANTAR



- What do park users think of Water Skiing?
  - o The surveyed then asked all people who had visited the park in the last 5 years if any of these activities should be restricted
  - o Critically, of the 230 people who visited the park, only 8 people (3.5% of respondents) said that water-skiing should be restricted and 96.5% did not think there should be any restrictions
  - o Finally, of the full 300 residents surveyed, only 17 people (5.7%) of respondents said that water skiing should be restricted whereas 94.3% did not think there should be any restrictions.



- Conclusion
  - o Based on the Survey results only 3.5% of Park Users and 5.7% of all Residents want water skiing to be restricted, KANTAR finds no evidence that the broader Community support a proposal to reduce Water Skiing times on Manly Dam.

## Conclusion

The Manly & Warringah Water Ski Club Limited position is as follows:

- That the Water Skiing Sessions and Hours that are currently in place for Winter and Summer remain as is
- Water Skiing to not occur on Anzac and Remembrance Day
- Based on the Survey results only 3.5% of Park Users and 5.7% of all Residents want water skiing to be restricted, KANTAR finds no evidence that the broader Community support a proposal to reduce Water skiing times on Manly Dam
- That the proposed changes in Water Skiing Sessions and Hours will have a significant impact on the:
  - o Viability of the Club
  - o Ability for Tournament Water Ski training due to the distance to the nearest training sites in Moree and Mulwala (8 hours from Sydney)
  - o The family, community, social and economic benefits that water skiing on Manly Dam provides

## APPENDIX A – KANTAR Research

### KANTAR

Project: Manly Dam  
Client: Manly and Warringah Waterski Club Ltd  
Fieldwork: 19/05/22-27/05/22

Results of study manllive at Wed May 25 19:07:20 2022

Question COMP Single-Coded. Answered by 300 out of 300

STORE INFO ABOUT THE STATE OF THE INTERVIEW

	Tot/Ans	300 %/Ans	300 %/Resp
1. Completed	300	100.0	100.0

Question S1 Single-Coded. Answered by 300 out of 300

INTERVIEWER: RECORD GENDER

	Tot/Ans	300 %/Ans	300 %/Resp
1. Male	144	48.0	48.0
2. Female	156	52.0	52.0

Question S2 Single-Coded. Answered by 300 out of 300

In which of the following age groups are you?  
[+on+] [READ OUT IF NECESSARY] [+off+]

	Tot/Ans	300 %/Ans	300 %/Resp
1. Under 18	0	0.0	0.0
2. 18 - 24	6	2.0	2.0
3. 25 - 29	11	3.7	3.7
4. 30 - 34	9	3.0	3.0
5. 35 - 39	23	7.7	7.7
6. 40 - 44	20	6.7	6.7
7. 45 - 49	24	8.0	8.0
8. 50 - 54	29	9.7	9.7
9. 55 - 59	16	5.3	5.3
10. 60 - 64	29	9.7	9.7
11. 65 and over	133	44.3	44.3

Question DUMAI Single-Coded. Answered by 300 out of 300

Gender by Age

	Tot/Ans	300 %/Ans	300 %/Resp
1. Males 18-39	27	9.0	9.0
2. Females 18-39	22	7.3	7.3
3. Males 40-54	29	9.7	9.7
4. Females 40-54	44	14.7	14.7
5. Males 55+	88	29.3	29.3
6. Females 55+	90	30.0	30.0

## KANTAR

Project: Manly Dam  
Client: Manly and Warringah Waterski Club Ltd  
Fieldwork: 19/05/22-27/05/22

Question Q1 Single-Coded. Answered by 300 out of 300

How often have you visited Manly dam (including the surrounding park) in the last 5 years:

		300	300
	Tot/Ans	%/Ans	%/Resp
1. No visit	70	23.3	23.3
2. 1-5 times	105	35.0	35.0
3. 5-10 times	48	16.0	16.0
4. More than 10 times	77	25.7	25.7

Question Q3 Multi-coded. Answered by 230 out of 300

What recreational activities did you notice people participating in when you visited the dam?

		230	300
	Tot/Ans	%/Ans	%/Resp
1. Mountain biking	84	36.5	28.0
2. Bush walking	151	65.7	50.3
3. Waterskiing	57	24.8	19.0
4. Paddle boarding	60	26.1	20.0
5. Swimming	94	40.9	31.3
6. Picnicing	105	45.7	35.0
7. Other	119	51.7	39.7
8. None	9	3.9	3.0

Question Q2 Multi-coded. Answered by 79 out of 300

Do you think any of these activities should be restricted or stopped at Manly Dam?

		79	300
	Tot/Ans	%/Ans	%/Resp
1. Mountain biking	6	7.6	2.0
2. Bush walking	0	0.0	0.0
3. Waterskiing	9	11.4	3.0
4. Paddle boarding	0	0.0	0.0
5. Swimming	0	0.0	0.0
6. Picnicing	0	0.0	0.0
7. None of these should be restricted	67	84.8	22.3

Question Q4 Multi-coded. Answered by 221 out of 300

Were you a participant in any of these activities?  
IF RESPONDENT SAYS YES... Which ones:

		221	300
	Tot/Ans	%/Ans	%/Resp
1. Mountain biking	29	13.1	9.7
2. Bush walking	125	56.6	41.7
3. Waterskiing	7	3.2	2.3
4. Paddle boarding	19	8.6	6.3
5. Swimming	30	13.6	10.0
6. Picnicing	62	28.1	20.7
7. Other	67	30.3	22.3
8. None	33	14.9	11.0



## KANTAR

Project: Manly Dam  
Client: Manly and Warringah Waterski Club Ltd  
Fieldwork: 19/05/22-27/05/22

Question Q5 Single-Coded. Answered by 221 out of 300

Of the recreational activities you [+on+]noticed[+off+], did any of them enhance your enjoyment of the dam?

	Tot/Ans	%/Ans	%/Resp
1. Yes	168	76.0	56.0
2. No	53	24.0	17.7

Question Q5A Multi-coded. Answered by 142 out of 300

Out of the recreational activities you noticed people participating in, which two enhanced your enjoyment of the dam the most?

	Tot/Ans	%/Ans	%/Resp
1. Mountain biking	19	13.4	6.3
2. Bush walking	74	52.1	24.7
3. Waterskiing	4	2.8	1.3
4. Paddle boarding	12	8.5	4.0
5. Swimming	25	17.6	8.3
6. Picnicing	44	31.0	14.7
7. Other	45	31.7	15.0
8. None	5	3.5	1.7

Question Q5B1 Multi-coded. Answered by 20 out of 300

What was it about Mountain biking that enhanced your enjoyment when you visited the dam?

	Tot/Ans	%/Ans	%/Resp
1. Social or family catch up	4	20.0	1.3
2. Exercise	10	50.0	3.3
3. Visually interesting / fun to watch	2	10.0	0.7
4. Children enjoyed watching or participating	0	0.0	0.0
5. Personal enjoyment	8	40.0	2.7
6. Other (specify)	5	25.0	1.7

Question Q5B2 Multi-coded. Answered by 85 out of 300

What was it about Bush walking that enhanced your enjoyment when you visited the dam?

	Tot/Ans	%/Ans	%/Resp
1. Social or family catch up	9	10.6	3.0
2. Exercise	11	12.9	3.7
3. Visually interesting / fun to watch	31	36.5	10.3
4. Children enjoyed watching or participating	1	1.2	0.3
5. Personal enjoyment	18	21.2	6.0
6. Other (specify)	33	38.8	11.0

## KANTAR

Project: Manly Dam  
Client: Manly and Warringah Waterski Club Ltd  
Fieldwork: 19/05/22-27/05/22

Question Q5B3 Multi-coded. Answered by 4 out of 300

What was it about Waterskiing that enhanced your enjoyment when you visited the dam?

	Tot/Ans	%/Ans	%/Resp
1. Social or family catch up	0	0.0	0.0
2. Exercise	0	0.0	0.0
3. Visually interesting / fun to watch	2	50.0	0.7
4. Children enjoyed watching or participating	0	0.0	0.0
5. Personal enjoyment	2	50.0	0.7
6. Other (specify)	0	0.0	0.0

Question Q5B4 Multi-coded. Answered by 13 out of 300

What was it about Paddle boarding that enhanced your enjoyment when you visited the dam?

	Tot/Ans	%/Ans	%/Resp
1. Social or family catch up	1	7.7	0.3
2. Exercise	0	0.0	0.0
3. Visually interesting / fun to watch	5	38.5	1.7
4. Children enjoyed watching or participating	1	7.7	0.3
5. Personal enjoyment	2	15.4	0.7
6. Other (specify)	6	46.2	2.0

Question Q5B5 Multi-coded. Answered by 25 out of 300

What was it about Swimming that enhanced your enjoyment when you visited the dam?

	Tot/Ans	%/Ans	%/Resp
1. Social or family catch up	5	20.0	1.7
2. Exercise	3	12.0	1.0
3. Visually interesting / fun to watch	7	28.0	2.3
4. Children enjoyed watching or participating	2	8.0	0.7
5. Personal enjoyment	6	24.0	2.0
6. Other (specify)	9	36.0	3.0

Question Q5B6 Multi-coded. Answered by 49 out of 300

What was it about Picnicking that enhanced your enjoyment when you visited the dam?

	Tot/Ans	%/Ans	%/Resp
1. Social or family catch up	18	36.7	6.0
2. Exercise	1	2.0	0.3
3. Visually interesting / fun to watch	13	26.5	4.3
4. Children enjoyed watching or participating	2	4.1	0.7
5. Personal enjoyment	8	16.3	2.7
6. Other (specify)	19	38.8	6.3

## KANTAR

Project: Manly Dam  
Client: Manly and Warringah Waterski Club Ltd  
Fieldwork: 19/05/22-27/05/22

Question Q5B7 Multi-coded. Answered by 53 out of 300

What was it about Other that enhanced your enjoyment when you visited the dam?

	Tot/Ans	53 %/Ans	300 %/Resp
1. Social or family catch up	10	18.9	3.3
2. Exercise	4	7.5	1.3
3. Visually interesting / fun to watch	15	28.3	5.0
4. Children enjoyed watching or participating	4	7.5	1.3
5. Personal enjoyment	16	30.2	5.3
6. Other (specify)	21	39.6	7.0

Question Q7 Single-Coded. Answered by 221 out of 300

Of the recreational activities you noticed, did any of them detract from your enjoyment of the dam?

	Tot/Ans	221 %/Ans	300 %/Resp
1. Yes	29	13.1	9.7
2. No	192	86.9	64.0

Question Q7A Multi-coded. Answered by 27 out of 300

Out of the recreational activities you noticed people participating in, which two detracted your enjoyment of the dam the most?

	Tot/Ans	27 %/Ans	300 %/Resp
1. Mountain biking	7	25.9	2.3
2. Bush walking	1	3.7	0.3
3. Water skiing	8	29.6	2.7
4. Paddle boarding	0	0.0	0.0
5. Swimming	2	7.4	0.7
6. Picnicing	0	0.0	0.0
7. Other	9	33.3	3.0
8. None's	3	11.1	1.0

Question Q7B1 Multi-coded. Answered by 7 out of 300

What was it about Mountain biking that detracted your enjoyment when you visited the dam?

	Tot/Ans	7 %/Ans	300 %/Resp
1. Access to dam or parking or gates etc interfered with	0	0.0	0.0
2. Felt there was risk of injury to self / family	2	28.6	0.7
3. Noise	0	0.0	0.0
4. Crowded space	1	14.3	0.3
5. Interfering with Facilities (toilets / playground)	1	14.3	0.3
6. Other (specify)	4	57.1	1.3

## KANTAR

Project: Manly Dam  
Client: Manly and Warringah Waterski Club Ltd  
Fieldwork: 19/05/22-27/05/22

Question Q7B2 Multi-coded. Answered by 2 out of 300

What was it about Bush walking that detracted your enjoyment when you visited the dam?

	Tot/Ans	%/Ans	%/Resp
1. Access to dam or parking or gates etc interfered with	0	0.0	0.0
2. Felt there was risk of injury to self / family	0	0.0	0.0
3. Noise	0	0.0	0.0
4. Crowded space	0	0.0	0.0
5. Interfering with Facilities (toilets / playground)	0	0.0	0.0
6. Other (specify)	2	100.0	0.7

Question Q7B3 Multi-coded. Answered by 8 out of 300

What was it about Water skiing that detracted your enjoyment when you visited the dam?

	Tot/Ans	%/Ans	%/Resp
1. Access to dam or parking or gates etc interfered with	0	0.0	0.0
2. Felt there was risk of injury to self / family	1	12.5	0.3
3. Noise	8	100.0	2.7
4. Crowded space	1	12.5	0.3
5. Interfering with Facilities (toilets / playground)	0	0.0	0.0
6. Other (specify)	2	25.0	0.7

Question Q7B5 Multi-coded. Answered by 2 out of 300

What was it about Swimming that detracted your enjoyment when you visited the dam?

	Tot/Ans	%/Ans	%/Resp
1. Access to dam or parking or gates etc interfered with	0	0.0	0.0
2. Felt there was risk of injury to self / family	0	0.0	0.0
3. Noise	1	50.0	0.3
4. Crowded space	1	50.0	0.3
5. Interfering with Facilities (toilets / playground)	1	50.0	0.3
6. Other (specify)^	0	0.0	0.0

Question Q7B6 Multi-coded. Answered by 1 out of 300

What was it about Picnicing that detracted your enjoyment when you visited the dam?

	Tot/Ans	%/Ans	%/Resp
1. Access to dam or parking or gates etc interfered with	0	0.0	0.0
2. Felt there was risk of injury to self / family	0	0.0	0.0
3. Noise	0	0.0	0.0
4. Crowded space	0	0.0	0.0
5. Interfering with Facilities (toilets / playground)	0	0.0	0.0
6. Other (specify)	1	100.0	0.3

## KANTAR

Project: Manly Dam  
Client: Manly and Warringah Waterski Club Ltd  
Fieldwork: 19/05/22-27/05/22

Question Q787 Multi-coded. Answered by 9 out of 300

What was it about Other that detracted your enjoyment when you visited the dam?

		9	300
	Tot/Ans	%/Ans	%/Resp
1. Access to dam or parking or gates etc interfered with	1	11.1	0.3
2. Felt there was risk of injury to self / family	2	22.2	0.7
3. Noise	5	55.6	1.7
4. Crowded space	1	11.1	0.3
5. Interfering with Facilities (toilets / playground)	0	0.0	0.0
6. Other (specify)	6	66.7	2.0



05/06/22

Dear Northern Beaches Council,

We write this letter today in despair and feel let down at the thought of reduced skiing hours especially after a period of COVID-19 lockdown, followed by some of the most rainfall on record then poor water quality in Manly Dam and now the winter period to wait for warmer water and weather.

Recently in March 2021 we upgraded to a pure slalom ski boat, our Master Craft Pro Star 190 "World Tournament Team" was designed to run through a slalom course on flat water with the modern technology of course mapping and precision speed control via zero off. This boat was built for smooth enclosed waters and is not suitable for seawater due to its very low bow, which helps to create one of the smallest ski wakes on the planet. This boat is Water Ski Association approved (AWSA) that also holds the highest 4 star rating of Super Ultra Low emission.

Our decision for this purchase was based on our family's growing interest in our chosen sport. I grew up water skiing and my wife also skis every time we go out on the dam. Our children [REDACTED] and [REDACTED] are working towards skiing competitively due to their increasing skill level. [REDACTED] also holds a restricted boat licence, which allows her to legally observe the skier with a licenced boat driver at her current age. We now take our fun seriously.

Living at [REDACTED] has become our rock and we couldn't think of living anywhere else due to our love of skiing on Manly Dam. A ski session on the dam for us with other ski families, friends or introducing new people to the sport is something we prefer to do than going to the beach for a surf or any other activity. Our love of the sport is already restricted by available sessions and hours available especially on the weekends when most families have the time.

Water skiing keeps families and friends together for a lifetime and requires a team effort with moments of execution that only happen with a desire to work together. Everyone is involved regardless of age. Not many sports allow a family to work together and include everyone as one team like water skiing does.

We always have positive comments from friends and neighbours on what it takes to make a day on the dam happen. Coordinating a day skiing includes preparing the boat, launching and retrieving plus storing the boat. My children have learnt so much from this sport besides skiing, which is also a family hobby in so many ways even once the boat has left the water.

Ski boat ownership and water skiing comes with a lot more effort than just strapping a board on the roof and heading to a beach. Preparing and packing up can take longer than the hours we currently have for one session on the dam. Add the cost of servicing, maintenance, winter storage, insurance cost, etc. These are some of the burdens we carry to create the special days we cherish on Manly Dam water skiing.



Like any sport, passion is the driver. We feel lucky to live on the Northern Beaches, which has it all including a fresh water dam with an international standard slalom course and a ski jump that is perfect for skiing. Manly Dam is the only place we can do this as our plentiful ocean beaches are not suited for so many of us that love to water ski.

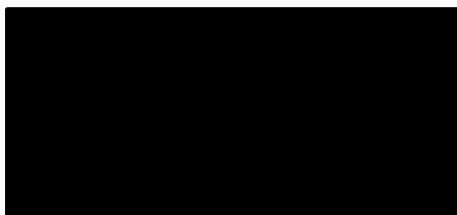
Weekend skiing is already very popular with many ski families including us who are actually wanting more sessions on the weekends for skiing. Reducing ski time on weekends or weekdays for many of us who ski train after school also would further cripple any ambition for practice and tournament skiing.

Could there be anything more exciting than watching a boat from the shoreline as a spectator, boat observer or being a skier? We think not. Whether it's surfing, surf club training, Olympic pool swimming, kayaking, stand up paddle boarding, golf, tennis, skate boarding, etc. All these sports have multiple places for practice within the Northern Beaches to gain any level of competency for fun, training or to become a champion. It's all possible in our own backyard.

Please let's keep section 2 of Manly Dam for what the Water Ski Club has worked so hard for, skiing. Let's give our dedicated kids who want to be skiers a chance to follow their dreams also. Let's not make a mistake in reducing the ski times in the only place suitable for slalom skiing. Thank you all for taking the time to read our letter and for your consideration.

**See photos below on next page also**

Yours Sincerely,



Dear Councillors:

We thank you for allowing us to use the dam for skiing and family outings. It's a beautiful area and a great venue for our children and their children and friends to experience the joy and physical experience of waterskiing.

The resource is particularly valuable, because we would have to travel a long way to ski on water where the parents are not challenged by the danger of sharks in the water.

We have enjoyed skiing there weekday afternoons after school and appeal to you to consider leaving the Skiing times as they are PLEASE!

Respectfully yours

[Redacted Signature]

[Redacted Address Line 1]

[Redacted Address Line 2]

I wish to lodge a submission requesting there is no change in hours to the current waterski timetable.

I am 64 years of age and have been Water Skiing at Manly Dam all my life. My Children learnt to ski there and now my grand children are learning to Water Ski there.

- The proposed hours will reduce the Prime Club member skiing time by one third. IE Saturday afternoon, Sunday morning and Sunday afternoon. This will likely make it unviable to manage the booking process or maintain the equipment. This could lead to skiing ceasing at Manly Dam.
- The proposed reduction in hours will see a loss of 2 complete weekday afternoons (aside from the loss of Sunday afternoon) and a loss of hours on Wednesday morning and Saturday afternoon. This is taking prime time and making it difficult for families to use the Dam for skiing.
- The Club has never asked for or received any Government money. Manly Warringah Waterski Club is a fully self funded club.
- The Club owns and manages the Boundary markers, slalom course and waterski jump.
- The Club paid for and installed the boat launching ramp.
- The waterski area has sand at the beaches as The Ski Club supplies and distributes the sand. The waterski area has less weed than other areas, as the boats stop the weed from over growing. If hours are reduced and The Club is not viable, There will be no sand on ski beaches, the underwater weed would also grow, just as it has in the other areas of the Dam. When Waterskiing was banned from Narrabeen Lake this is exactly what happened.
- The safety and security of Manly Dam makes it a safe location for all ages to ski, for people to learn and competitive skiers to train.
- What is the alternative for water skiers? If there were a reduction of hours or removal of skiing at Manly Dam. There are no other water skiing locations like Manly Dam in Sydney. The only other water ski locations near Sydney are Penrith or Hawkesbury River. Neither of these locations have the safety and security that Manly Dam has.
- There are alternative locations available for swimming, kayaking, stand up paddle boarding etc. There are 15 Ocean pools on the Northern Beaches and many more surf beaches. Narrabeen lagoon is a fantastic location for kayaking, paddle boarding etc. The Harbour is another alternative.
- At the last review for the Plan of Management, all waterway user groups for Manly Dam had a meeting. All groups agreed that the current timetable should remain. No changes were requested.
- Council provides sporting facilities to many user groups like soccer, cricket, football fields, netball courts, skateboard parks, mountain and bmx bike tracks, golf course and tennis courts. It is important to provide a location for water skiing/ wakeboarding.
- Moree City Council has built two man made water ski lakes to service their community. Water Skiing is a growing family sport and it is important for Councils to support their residents.
- Manly Dam is not designed to cope with large crowds. There is a lack of internal car parking within the Park. It is estimated that there are only 100 car spaces.
- It is a safety hazard if people were to park outside Manly Dam in the residential area as there is no pathway, so people would be required to walk on the road.

[Redacted Signature]

Document administration	
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Related Projects	Add any relevant projects
Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.