

# ATTACHMENT BOOKLET 7

**ORDINARY COUNCIL MEETING**

**TUESDAY 27 JUNE 2017**

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Attachment 1

**OUTCOMES REPORT OF THE PUBLIC EXHIBITION OF  
THE PITTWATER WATERWAY DISCUSSION PAPER**

June 2017





## 1. Background

At its meeting of 5<sup>th</sup> August 2013, the former Pittwater Council resolved under recommendation no. 11:

*"That Council undertake a strategic review of the land use planning provision relating to the Pittwater waterway, commencing in July 2015".*

The project was identified and established during the preparation of the draft Pittwater Standard Instrument LEP which was a 'like for like' translation of the former Pittwater LEP 1993. During the public exhibition of the draft Pittwater LEP, the community and relevant stakeholders raised issues and challenges facing the Pittwater waterway. As a consequence of the scale of this interest, Council resolved "to undertake a strategic review of the land use planning provisions and zones relating to the Pittwater Waterway".

In accordance with the project plan, Council commenced the Pittwater Waterway Review (the Review) in July 2015, in partnership with Transport for NSW utilising a holistic approach, embracing ecological sustainable development (ESD).

The Review seeks to identify and assess all issues impacting the waterway and potential opportunities to address and balance the array of competing interests, and develop and implement strategies with specific actions to guide the management of the Pittwater waterway over the next 10-15 years.

The Review is made up of two distinct stages:

Stage 1 – the Pittwater Waterway Discussion Paper (the Discussion Paper), which provides information and an overview of key issues impacting Pittwater, with possible strategies moving forward. The information outlined in the Discussion Paper has been gathered from existing studies, online community surveys, and targeted community and stakeholder consultation undertaken in 2015 / 2016.

Stage 2 – the Pittwater Waterway Strategy (the Strategy), which will set the strategic framework for future planning and decision making based on the consultation process and data gathered as part of Stage 1 (the Discussion Paper). The Strategy will guide and inform future direction, decisions and actions associated with the Pittwater waterway, including allocation of specific actions to relevant stakeholders, such as State Agencies and Council.

The Discussion Paper was considered by Council at its meeting on 28<sup>th</sup> March 2017. It was subsequently resolved:

That Council:

- A. Receives the report outlining the background to the Pittwater Waterway Review and the Pittwater Waterway Discussion Paper
- B. Authorise the Pittwater Waterway Discussion Paper to be placed on public exhibition for a period of six weeks.
- C. Extend the existing scope of the Pittwater Waterway Review to incorporate the entire study area as comprised in the Pittwater Marine Industry – Demographic & Economic Study, 2016.
- D. Direct the General Manager to seek a high level meeting with Road and Maritime Services to discuss the impacts and implications of the current boating demand management policies.

In accordance with Council resolution B and C, the Discussion Paper was placed on public exhibition for a period of six weeks from 1<sup>st</sup> April to 14<sup>th</sup> May 2017 and included the extended study area.

With regard to Council resolution D, a high level meeting has being arranged with Roads and Maritime Services (RMS) to discuss the impacts and implications of their current boating demand management policies.

## **2. Purpose of report**

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The purpose of this report is to present the outcome of the public exhibition of the Discussion Paper, including details of the community engagement events held and the submissions received.

All submissions received during the public exhibition have been reviewed and considered as part of this process. A summary of submissions is contained in Attachment 1 of this outcomes report.

This outcomes report also identifies the key issues raised during the public exhibition and our response, to assist in outlining how issues raised will be considered in Stage 2 of the Pittwater Waterway Review – the Strategy.

## **3. Summary of the public exhibition period and community engagement events**

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During the public exhibition period, the following documents were made available at Council's Customer Service Centres, libraries and on Council's website and Facebook page:

- Council Report – Tuesday 28<sup>th</sup> March 2017 (Item 9.1, p48);
- Council Minutes with amended resolution;
- The Discussion Paper – Pittwater Waterway Review Stage 1 – Discussion Paper;
- Appendix 1 – Relevant extract from the Pittwater LEP 2014;
- Appendix 2 – Extract from Section D15 of the Pittwater 21 DCP;
- Appendix 3 – HillPDA consulting, Pittwater Marine Industry – Demographic & Economic Study (2016);
- Appendix 4 – List of existing studies and papers (reference documents);
- Appendix 5 – Community engagement reference documents (copy of the initial consultation waterway survey);
- Appendix 6 – Reference maps;
- Submission forms including details on how to submit the form and the final date for submissions to be received.

### **3.1 Advertising**

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On both Saturday 1<sup>st</sup> and 22<sup>nd</sup> April 2017 a public notice featured in the Manly Daily to advertise the public exhibition of the Discussion Paper and invite comment from the community. The public notice stated where the Discussion Paper and associated information could be accessed, including further information on the drop-in sessions and pop-up stalls, planned as part of the community engagement events, and how people could have a say.

On 24<sup>th</sup> April 2017, details of the public exhibition of the Discussion Paper were sent out in an e-mail from Community Engagement to 13,000 members of the community to notify residents of the project and related public engagement events.

The Northern Beaches e-news (April edition) under the Your Say section, notified approximately 62,000 subscribers, and the community engagement events were also advertised on social media including Facebook and Twitter.

Posters advertising the Discussion Paper were placed in Community Noticeboards at selected reserves adjacent to the Waterway and at public wharves (where possible).

A dedicated webpage for the Discussion Paper was also available for the duration of the public exhibition period. The webpage contained information on:

- The community engagement events
- The Discussion Paper and appendices
- The background to the Review, including the Council Report and Minutes
- How to have a say, including an online submission form
- The forward path for the Review
- How to speak to one of Council's Strategic Planners to find out further information

At the conclusion of the community consultation period, the webpage was updated and will continue to be updated as the Review progresses.

During the public exhibition period, a total of 1,230 people visited the Pittwater Waterway Review webpage to view the content.

### **3.2 The community engagement events**

During the community consultation period, Council staff facilitated two-drop in information sessions and three pop-up information stalls.

The two drop-in information sessions were held at the following places and times:

- Mona Vale Memorial Hall on Saturday 29<sup>th</sup> April 2017 from 12 – 3pm
- Mona Vale Memorial Hall on Tuesday 2<sup>nd</sup> May 2017 from 5 – 8pm

The pop-up information stalls were held at the following places and times:

- Frenches Forest Organic Market on Sunday 30<sup>th</sup> April 2017 from 8am – 1pm
- Warriewood Market (Rat Park) on Friday 5<sup>th</sup> May 2017 from 8am – 1pm
- Avalon (outside Woolworths) on Saturday 6<sup>th</sup> May 2017 from 12:30pm – 3pm

People were able to take away snapshot documents from the information sessions and were encouraged to make a submission via Yoursay dedicated webpage. Snapshot documents included a summary of the issues under each theme and all the possible strategies and prompt questions with information on how to have a say.

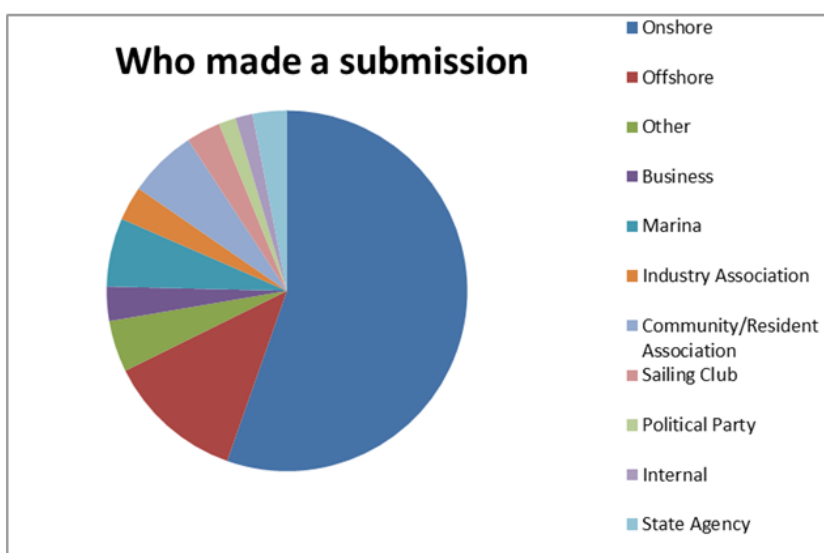
A total of 141 people visited the drop-in sessions and pop-up information stalls with the following breakdown:

- Mona Vale Drop-in sessions – 22 people
- Frenches Forest Market Pop Up Stalls – 25 people
- Warriewood Market (Rat Park) Pop Up Stalls – 68 people
- Avalon (outside Woolworths) Pop Up Stalls – 26 people

Interested members of the community also visited Council's Customer Service Centres to view the Discussion Paper.

#### **4. Overview of Submissions and Outcomes of the Public Exhibition**

A total of 64 submissions were received. Each submission was allocated a submission number and all submissions are summarised and logged at Attachment 1 of this report. In addition, State Government submissions from the Department of Primary Industries Fisheries (DPI Fisheries) and a joint submission from the Roads and Maritime Service (RMS) and Transport for NSW (TfNSW,) are contained at Attachment 2. An internal submission received from Council's Climate Change Adaptation Officer is contained at Attachment 3. Submissions received will also be referenced during Stage 2 of the review.



As is evident in the above chart, the majority of people who made a submission were onshore residents. In term of background, the initial consultation carried out as part of the Review included a community survey which received 321 responses. 149 respondents were from the offshore community (46%), 123 (38%) were onshore residents, with other respondents from outside of the former Pittwater LGA and elsewhere in Sydney making up the remaining 16%. Workshops were also held with Internal Council staff; relevant State Agencies; Offshore Residents; Marinas; pH Kuring-gai cultural exercise (artists and scientists) Currawong and Recreational Users of Pittwater.

##### **4.1 Key issues**

This section of the report outlines key issues raised by submitters and our response to those issues. Table 1 sets out the key issues raised under the themes of the Discussion Paper, with reference to how many submitters commented on that issue.

How to read Table 1:

Column 1 provides reference to submissions which raise the key issues as outlined in the Discussion Paper and any other key issues not previously identified. Column 1 can be cross referenced with the submissions log at Attachment 1. The commentary set out under each key issue can represent the views of more than one submitter. When clear opposing views are expressed, the key issue is broken up into



two rows of the table to ensure clarity. In cross referencing with the submissions log, it is important to recognise that comments received and logged under one theme that clearly relate to another theme are summarised under their related theme. Also, cross-over between themes and submissions is inevitable given the scope of the Review.

Column 2 details the submission number recorded for the submission and is a useful mechanism to allow the user of this report to reference specific issues by the submissions log. The listing of submission numbers against the key issues will also enable reference back to the relevant submission at Stage 2 of the Review and the ability for reference by other divisions within Council.

Column 3 of the table highlights the percentage of submissions referring to that particular issue. As there are 33 key issues, and 64 submissions were received, the percentage of submissions for each key issue is relatively low.

Table 2 provides a summary on the key issue and our response which will assist in setting the forward path of the Review.

#### **4.2 What the community told us (with reference to the summary of submissions at attachment 1 of this report)**

##### Key Issues Raised

Table 1: Issues Raised by Theme, Submission number, and percentage of submissions referencing

Theme and Key Issue	Submission number	%
<b>Theme 1 - The Economics of the Waterway</b>		
<b>Economic growth</b>		
Economic growth is a given; Support Church Point waterfront development; Support for balanced, sustainable economic growth; Encourage supportive economic growth; General support for proposed economic findings and strategies; Existing marina plays a positive role in economic growth and local employment; Charter fishing and recreational boating industries could be included.	13,32,34,44,49,54,62,64	12.5%

<p>No economics without environment;  Preference for preservation over development;  Economic sustainability depends on the retention of navigable waterway;  Commercial/residential growth is occurring even if residents do not agree;  Do not support further economic development unless other issues addressed first;  There is no Pittwater waterway economy without maintaining the core resource – environment;  No new economic zones;  Southern end of Pittwater cannot sustain more development;  Offshore communities should not expand;  No support for economic growth on waterway due to conflict with Northern Beaches vision of community which values the natural environment;  Pittwater is a treasure not a cash cow;  No large scale development near water;  Foreshore development should be banned in most instances;</p>	<p>1,2,4,6,15,16,17,20,22,30,34,35,42,54,63</p>	<p>23%</p>
<b>Tourism</b>		
<p>Increase accommodation options to support tourism growth;  Tourism promotions supported;  Work with Tourism NSW to showcase Pittwater/encourage film makers;  Tourism is better and more sustainable than commercial fishing in Pittwater;  Support for ecotourism;  Support for tourism in Pittwater;  Welcome tourism spend;  Support for development of Pasadena/Church Point as tourism hub;  Tourism opportunities at Youth Hostel, Currawong and Basin;  Suggest hikers, walkers and fishers are big tourist drawcards;  Recognise importance of tourism due to world class beauty;  Welcome review's observation on tourism opportunities for ecotourism, walkways and bike paths;  More organized bus trips for tourists;</p>	<p>23,25,27,28,32,44,50,54</p>	<p>12.5%</p>
<p>Increased tourism should not occur until parking/infrastructure solutions in place;  Limit development to ecotourism;  More detailed breakdown of \$130m tourist spend needed;  Church Point should not be a destination for further tourism;  Tourism development should occur only when it does not jeopardize environmental integrity, sustainability; beauty and is restricted in foreshore areas;  Currawong, Basin and Youth Hostel management plans should prioritize cheap and accessible accommodation for all – maintain low key and simple character buildings on these facilities;  More to Pittwater than boats – tourists come here for other reasons;  Stream of tourist to the lighthouse and theme park development of Barrenjoey is not appropriate;</p>	<p>21,23,42,50,52,54</p>	<p>9%</p>

<b>Restaurants and cafes on the waterfront</b>		
Casual dining difficulties; Cafes should be allowed to expand in controlled manner; Existing commercial waterfront sites can be better used for business, café, restaurants; Support increase of cafes/restaurants on waterway; Support for business (café/restaurants) utilizing waterfront; More café styled activities near waterway with ease of access required; Qualified support for small low scale restaurants and cafes around waterway;	1,13,25,42,45,52	9%
No to a coffee shop at the lighthouse; More cafes/restaurants would require more parking; Newport Hotel shows land use intensification without additional parking facilities;	2,6	3%
<b>Church Point</b>		
Support Church Point waterfront development; Support development of Pasadena/Church Point as tourism hub; Address Church Point/Pasadena redevelopment immediately;	1,13,44	5%
Church Point should not be a destination for further tourism/central coast transport; Church Point has low scale activation, cannot sustain more; Do not support low scale activation of Church Point waterfront as it is already overwhelmed; Church Point should not be a destination for further tourism/Central Coast transport; Church Point is too important for offshore and local onshore residents and cannot sustain further development; Church Point already suffers from lack of parking and waterfront store/cafe caters for users and visitors; Concern re: car park/road works at Church Point not preserving the beauty of the foreshore;	6,30,42,52	9%

<b>Theme 2: Natural environment</b>	<b>Submission numbers</b>	<b>%</b>
<b>Scenic amenity and preservation of Pittwater's natural environment</b>		
Waterway is a unique and important resource; Natural environment is a key value; Appeal of Pittwater is pristine nature; Keep leafy outlook; One of the best natural resources in Sydney; Residents and business want to sustain natural environment; Pittwater is precious and must be preserved; Ecological sustainability is paramount; Northern Beaches Council's most valuable asset; Royal Motor Yacht Club devotes resources to environmental upgrades; Main concern is for the protection and sustainability of the natural environment; Waterway and setting is an important iconic setting to the community and must be protected; No environmental trends (p.15 of the Discussion Paper) have been identified despite the natural environment	1,2,3,4,15,19,20,27,2,34,42,4 9,52,64	20%



being identified by the community as the single biggest challenge facing Pittwater – any expansion of waterway use in Pittwater needs to consider the protection and potential recovery of this sensitive habitat;		
<b>Climate Change risks and adaptation</b>		
Considered full risk of climate change, including; a) Increased temperature, fire weather days and number of days above 35 C; b) Increased rainfall intensity (floods); c) Sea level rise and d) Storms and storm surge (coastal storms); Erosion on off shore communities caused by weather; Climate change is also a listed threat to seagrass	23,61,64	3%
<b>Impact of urbanisation on water quality</b>		
Concerns regarding pollutants; Need to sustainably manage storm water systems – dredging and prevention of sedimentation from storm water drains; Issues of Crystal Bay is already described in Estuary Management Plan 2010; Water quality auditing and monitoring should be implemented / published; Rehabilitation of creek lines will improve water quality; Track Beachwatch assessment and provide data to community; Pollution from other impacts can be hard to manage – less enforced; Direct correlation between development approval and health of waterway; Development should consider storm water run-off; Scotland Island and Western Foreshore needs sewerage; Extend investigation of sewerage at Scotland Island to include Coasters Retreat; Storm water run-off is a problem due to heavy sediment deposits around Scotland Island from heavy rain; Lack of investment in pump-out tanks and no facilities at Council public wharfs – relies on marina facilities; Only one pump station at Royal Prince Alfred; Marina expansion needs to include requirement for pump-out facilities; Lack of enforcement on boat holding tanks and illegal pump out; Reduce E.coli in the water so that it is safe to swim; Support initiative for sea bins / should be trialed; It is suggested that Council review the objectives and scope of the Review or to include broader catchment-based management of Pittwater it is scope (see Attachment 2 (A2)); Listed threats to seagrass also include dredging and reclamation,... increased sedimentation; eutrophication; storm water discharges...(A2)	3,6,19,22,23,25,26,27.2,30,3 3,34,42,44,49,50,51,52,54, 58,60,64	33%

<b>Ecological diversity and bush care</b>		
<p>Continue bushland regeneration; Alluvial fans and scouring around Crystal Bay obvious at low tide and aerial photography; Diversity of flora/fauna should be implemented / published; Insufficient care or finances to help natural environment; Lack of response to calerpa outbreak; Phased out two-stroke motors; No anchoring in seagrass areas to be legislated; Interface between urban / natural areas to be better managed; Concerns for seagrass / important breeding ground; Increased bush care; Bush around Pittwater is number one priority for protection; Maintain/improve wetlands and waterway; Development not be allowed to encroach or debase catchments; No-go zones for rehabilitation / sensitive areas; Increase protection of sensitive areas; Marine parks ok but not complete answer; Suggest movement activated cameras in wildlife areas; Support increased funding for conservation and management of foreshore reserves and habitats; Concern by tree loss around waterfront and Pittwater in general; Believe ecological sustainability be given priority over people related demands to ensure waterway is suitable habitat for flora/fauna, people, tourism; Rehabilitation of creek lines will improve water quality, biodiversity, wildlife, wildlife corridors; Expand mangroves to stabilize catchment sediment loss, marine habitat and clean water; Establish / rehabilitate floating gardens / wetlands – wildlife sanctuaries; Protect, maintain, transplant seagrass beds as important to sediment and coastline stabilization and nutrient cycling; The activities generating highest threat to environmental assets, as identified in MEMA's paper, should be considered in the review; Need to list threatened species, populations and ecological communities know to occur with Pittwater under the Fisheries Management Act 1994 and Endangered Ecological Communities under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 and Threatened Species Conservation Act 1995 (see Attachment 2 (A2)). Listed threats to seagrass also include dredging and reclamation, damage from boat anchors, construction of waterway infrastructure, increased sedimentation; eutrophication; storm water discharges, disturbance of altered tidal and wave regimes and climate change (A2)</p>	<p>1,6,16,20,22,25,26,27.2,28,4 2,50,52,54,58,61,62,64</p>	<p>27%</p>

Disagree with no-go zones over seagrass beds; Seagrasses are not Council's responsibility; Bush care should not reduce foreshore access; Bush care initiatives should not ban other uses/users without alternative arrangements; Highly value environmental sustainability, but consider there is people-related needs and wants;	3,11,14,52	6%
<b>Environmental protection</b>		
Environmental protection provisions of DCP21 should be strengthened; Environmental protection in LEP and DCP is only adequate if properly implemented; Marinas to comply with environmental management system (AS 3962-2001 guidelines for marinas are out of date / audit of marinas); The EPA audit contamination but there should be a focus on prevention rather than remediation; Investigate first flush diesel engines; No mention of pollution (from anti-fouling, oil, petrol) from increased boating use; Commercial operators get extra revenue without additional protection on environment quality; Maritime require more resources; Marinas operate under strict environmental controls and standards plus voluntary programs to raise environmental standards (Gold Anchor, etc.); Current marinas are environmentally sound; Marine Pollution Act is not relevant – should reference Protection of Environment Operations Act 1997; Reference to legislation that addresses the protection of waterway habitats should include: Fisheries Management Act 1994; Protection of the Environment Operations Act 1997; Marine Estate Management Act 1997; (for further information refer to DPI Fisheries (Attachment 2) DPI Fisheries Fish Friendly Marina Certification Program could be further promoted in Pittwater;	3,6,31;32,33,42,45,49,62,64	16%

<b>Waste management</b>		
<p>Provide bin service to offshore communities as an opt-in and user-pays system; Offshore wharf bins overflow due to demand; More dog waste bins supported; More bins in general; Green waste bins should be available for all offshore residents; Marinas / clubs / boatsheds etc. provide rubbish collection for boaters and wider community with no facilities at public wharfs; Minimise illegal dumping through facilities for low cost waste disposal and more public waste collection areas; Enforce by employing a litter ranger; Adopt zero tolerance to illegal dumping; Continuous education campaign to address illegal dumping; Community incentive required for waste collection; Need to look at cost / approach / initiatives for boat recycling program / boat removal etc.;</p>	<p>3,10,11,13,14,15,17,22,25,26,27.2,32,42,45,49,50,51,52</p>	<p>28%</p>
<b>Fishing</b>		
<p>Object to Council involvement in commercial fishing; If no ban on commercial fishing, ban net fishing; Support sustainable fishing; No netting near Mackerel / Basin sea beds / lagoon; Support improved compliance of recreational fishing and aquatic reserve management rules information to support compliance; Fishing should be better policed; Ban commercial fishing; Commercial fishing should be monitored to ensure fish stock sufficient for wildlife and recreational fishers; Commercial fishing nets catch juvenile / smaller fish which lower fish numbers; Support the Marine Estate Management Authority (MEMA) initiative to ban commercial fishing; Request study on fishing impact / introduce catch limits in sensitive areas; There is no acknowledgement that all commercial fishing activities with NSW have undergone a comprehensive environmental assessment process (see Attachment 2 (A2)); A number of species of fish in NSW have higher levels of extraction by the recreational fishing sector than the commercial fishing sector (see Attachment 2 (A2)); The fishing fleet makes up a very small percentage of vessel using the waterway (A2); The objective of Initiative 6 (MEMA) is to reduce resource-use conflict not to remove commercial fishing right – needs correcting (A2);</p>	<p>3,19,20,25,27.2,28,30,42,50,52,54,58,64</p>	<p>20%</p>

<b>Domestic animals and impacts on wildlife</b>		
Free roaming companion animals threaten native wildlife; Dog droppings on beaches pollute the waterway;	20,51	3%

<b>Theme 3: Natural reserves and recreation</b>	<b>Submission numbers</b>	<b>%</b>
<b>Public reserves</b>		
More and improved areas / facilities for recreation; Support audit of reserves to look at increased public access to the foreshore; Pittwater has many well managed reserves / natural areas; Support for updating Plans of Management (POM); POM for Coasters Retreat is out of date;	1,4,6,15,19,22,26,27.2,49,51	16%
<b>Foreshore access path</b>		
Why are Scotland Island and the Western Foreshore excluded from the foreshore walk? Support increased public access to the foreshore; Link Western Foreshore walks to West Head; Support concept of foreshore walk (Western Foreshore and Scotland Island excluded); Love the idea of foreshore walks; Be clear that the walkway extends as far as possible without detriment to development of water and related activities that require waterfront access; Council could explore availability of foreshore land; Support for creative path walks;	6,44,45,50,51,52,	9%
<b>Dog areas</b>		
Not enough / lack of areas to walk dogs off-leash; Dogs and dog areas / including walking dogs along the foreshore should be considered within the Review (was not discussed in off-leash assessment); Allow dogs on beaches; 'No Dogs' signs adjacent to permitted, open off-leash areas is pointless; There has been a decrease / loss of areas to walk dogs; Support keeping dog issue separate; Support specific dog areas on foreshore restricted to a few places;	1,3,7,8,9,10,11,12,13,14,17,33,50,52	22%
<b>Public Art</b>		
Why is public art given prominence? Agree with all strategies other than public art; Public art after essential infrastructure; Public art will not solve degradation of Pittwater Waterway;	6,22,25,33,	6%
Support for public art – watermarks and art trail; Pasadena could be a good base for artists; Invite local artists to competition to create community friendly foreshores; Support appropriate public art; Love areas of public art;	42,44,50,54	6%

<b>Theme 4: Development of the waterway</b>	<b>Submission numbers</b>	<b>%</b>
<b>Demand</b>		
<p>Increase in demand and use on waterway; Own research shows 31.5% increase patronage at Royal Motor Yacht Club; Support for qualitative and quantitative data aligned with HillPDA; Growth in Sydney means more boating use; Believe number of workers in boating sector is higher; Cooperative support to manage increase demand / usage by Council towards marinas; Mona Vale Road upgrade will bring more people to the area; Should consider more infrastructure / growth to support demand; Increased boats = increased demand on infrastructure; Demand for moorings will always be there but no reason to increase cap; There is increased demand for marina berths; Current facilities cannot cope with existing demand, no ability to expand;</p>	15,33,35,42,45,49,55	11%
<p>Need for ESD – balance between ESD and people-related demands / requirements; Area can't accommodate more boating facilities – southern end of Pittwater is overloaded; Public launch facilities are oversubscribed; Larger boats require more crew – impact on parking; Council must resist pressure for increased usage and demand to protect most valued resource; Any growth to use existing commercial sites; Marinas should not be the main provider for future demand; There may be better ways to accommodate demand, such as community marinas or marinas that only provide berth or service boats;</p>	31,33,42,44,52	8%
<b>Moorings</b>		
<p>Mooring fields are inefficient use of space or boat storage; Too many swing moorings cluttering the waterway / not space efficient, ugly; Issues regarding offshore residents' need for moorings / tie-up is caused by choice to live offshore; Many boats on swing moorings are never used (mooring minders), are a threat to the environment; Need for an audit; Environmental impact of swing moorings and impact on seagrass; Mooring fields better managed by removing mooring minders; Mooring minders due to cost of removal of boats; Support a mooring reference group; Support annual mooring inspection;</p>	1,2,3,6,13,14,15,22,25,27,2,30,31,32,33,34,35,42,44,45,49,50,52,54,62,63,64	39%



<p>The Boat Owners' Association [submitter reference] estimates that 30% of moored boats are derelict and just mooring minders;</p> <p>Moorings are revenue raiser for State Government without local consideration / issues;</p> <p>Commercial moorings exceed legislative requirements;</p> <p>Question if mooring waiting lists are artificially inflated by multiple duplicate requests;</p> <p>Moorings are not council responsibility;</p> <p>Support for environmental friendly moorings (EFM) provided they can be reliable in all weather conditions;</p> <p>There is scope to improve mooring systems (fore and aft, multi-point, EFM);</p> <p>Difficulty getting individual owners to multi-point moorings;</p> <p>Moorings in sensitive areas should be removed;</p> <p>Most moorings in Pittwater are outside of seagrass beds;</p> <p>EFM over swing moorings;</p> <p>Keep cap on mooring numbers / demand will always be there;</p> <p>Need for a breakdown of data between local and non-local users of moorings – prioritise locals;</p> <p>Support consolidating mooring fields;</p> <p>Moorings are less expensive and relatively available than berths;</p> <p>A review of multiple vessel mooring systems is currently underway and could lead to a trial on Pittwater...with local marinas to improve the density of on-water storage. TfNSW is also considering initiatives to address mooring minders;</p> <p>DPI Fisheries is working with TfNSW on mooring initiatives and supports points 1,4,5 and 6 listed on p40 (see Attachment 2);</p>		
<p>More public moorings to meet demand;</p> <p>No need to change from swing moorings to EFM at this time;</p> <p>Disagree with increase in marina berths with reduction in swing moorings;</p>	3,4,27.2,45,	6%
<b>Other boating facilities</b>		
<p>Need for public slipways;</p> <p>Need for more kayak and paddleboard storage;</p> <p>Priority for storage space for local residents;</p> <p>Agree to strategy to inform boat users of boat facilities and services, tie up strategy, boat ramp strategy, and dinghy storage strategy but concerns for foreshore and parking;</p> <p>Need more tie-ups and wharf / commuter facilities;</p> <p>Support private community facilities such as Pittwater Aquatic Club or join jetties;</p> <p>Support for shared jetties / pontoons;</p> <p>Boating launching from the foreshore has less of an impact than erosion;</p> <p>Private structures on beaches should be monitored to</p>	5,13,22,23,42,44,45,49, 50,52,54,64	19%

<p>prevent erosion; Support development strategies for additional boating facilities with exception for dinghy storage as this needs to be small scale and spread across different locations; Consider dinghy rentals to reduce need for storage; Reserves audit could identify more storage areas for dinghies / kayaks; Any future development within Pittwater should comply with the Fisheries Management Act 1994 and Policy and Guidelines for Fish Habitat Conservation and Management (2013) Council website / app for waterway / boating info; DPI Fisheries supports points 4-6 of p44 (see Attachment 2);</p>		
<b>Seawalls</b>		
<p>Support seawalls to avoid further foreshore erosion; Support environmental seawalls due to sedimentation issues; Environmental seawalls are supported unless there is a reduction in speed of watercraft;</p>	6,45,49	5%
<p>Concerns with seawalls due to diverting the natural ocean actions, and can't comprehend an environmental seawall; Do not support seawalls due to erosion on beaches</p>	22,54,63	5%
<b>Other boat storage options e.g. dry stack storage etc.</b>		
<p>Marinas could develop space saving boat storage; Designate areas for cheap / free boat trailer parking; Large yachts can be stored out of the water elsewhere; Approach State to have another Akuna Bay-style marina with dry stack and good parking; Support for dry stack and Council allocated areas; Council should identify areas for land based sites for rack and stack / vessel storage and maintenance; Support investigation of dry stack boat storage in industrial areas / Akuna Bay-type or small racks; Dry stack is viable but has many restrictions / away from water is difficult / launching mechanism / parking; Marinas could convert their slipways / workshops to dry storage or additional berths; Support more space efficient storage (all options); Support boat sharing arrangements; Support extra boat storage; Extra boat storage has advantages and disadvantages; Larger boat storage is difficult off the water / further away; TfNSW and RMS would support any initiative to facilitate dry storage development to provide alternative boat storage options;</p>	6,13,22,25,27,2,31,32,34,42,44,45,49,50,52,58,62	25%

<b>Theme 5: Activating the waterway</b>	<b>Submission numbers</b>	<b>%</b>
<b>Parking</b>		
<p>Not enough parking for current demand; Parking that is affordable needs to be improved at key</p>	13,15,17,20,23,25,31,33,35,42,45,49,52	20%



<p>locations;  Parking demand is high / major issue;  No ownership of parking by offshore residents on mainland;  Not enough parking at marinas currently;  Offsite parking is not a solution;  Rangers book illegally parked cars due to overflow;  Disagree with multi-storey car parks;  Waterfront not well serviced in terms of roads, parking, water, drainage;  Car parking restricts development;  Area suffers from lack of parking and congestion;  Car parking will always be an issue due to population growth;  Recreational users need access to car parking for load / unloading of water craft / boats / supplies;  Work with stakeholders to optimize parking;</p>		
<b>Public access to the waterway and sustainable transport networks</b>		
<p>Access to waterway and parking are issues of concern;  Foreshore to be celebrated and enjoyed by all;  Improve / protect public access to the water;  Waterfront access can increase economic activity;  Equity of access should be a consideration;  Support improved public transport but Council has no expertise here;  Access to Pittwater is poor,  Strategies that encourage access without cars supported;  Mona Vale Road upgrade will bring more people and demand to the area;  Marinas bus in visitors;  Permit more public access;  Integrate public transport (ferry and bus);  Ferry service offer to Pasadena but declined;  Ferry service is an asset to the community / reduces congestion / can offer additional services;  Church Point should not be a destination for Central Coast's transport;  Incorporate bike paths that connect to key localities – active travel strategy;  Welcomes Review's observations on opportunities for walkways, bike paths;</p>	<p>3,6,14,20,23,25,31,32,33, 34,42,44,49,50,52,54</p>	<p>25%</p>
<b>Trailer and boat parking</b>		
<p>Designate areas for cheap / free boat trailer parking and stop hassling trailer boats;</p>	<p>5</p>	<p>2%</p>

Place further restrictions on storage of watercraft and trailers on streets; Only Rowland Reserve can support boat trailer parking; Consider upright / locked to post / wall boat trailer parking potentially at Rowland Reserve; TfNSW's Trailer Storage Grants Program for boat trailer parking initiatives (2016) has now closed but a second round of funding is being considered and Council is encouraged to apply;	32,42,58,62	6%
<b>Personal Watercrafts (PWC)</b>		
Ban PWC's; Ban PWC's south of Palm Beach; Investigate impact of PWC's and compliance; PWC's should be better managed / regulated; Additional patrols allocated to deal with concerns;	1,2,20,21,22,25,30,32,34,42,62	17%

<b>Theme 6: Waterway regulation</b>	<b>Submission numbers</b>	<b>%</b>
<b>Governance</b>		
Groups and agencies with a regulatory role in Pittwater should also include: DPI Fisheries: Marine Estate Management Authority: Department of Primary Industries – Lands is now Department of Industry – Lands and Forestry; With regard to Waterway Regulation, the following should be included: Fisheries Management (General) Regulation 2010; Marine Estate Management Act 2014; DPI Fisheries Policy and Guidelines for Fish Habitat Conservation and Management (2013) (see Attachment 2 for further details); Marine Safety Regulation 2016; Ports and Maritime Administration Act 1995; Ports and Maritime Administration Regulation 2012; Protection of the Environment Operations (General) Regulations 2009; Clarify the Review's relevance to other related processes inc. statutory Coastal Zone Management Plan processes and District Plans; Actions identified need to be developed in consultation with the relevant State Agencies.	62,64	3%
<b>Land Use Planning – LEP Controls</b>		
Environmental protection in LEP is only adequate if properly implemented; Consider LEP amendments to allow marina growth; Provide designated W2 zoned areas to solve storage issues;	6,32,45,49,64	8%

<p>Zoning must be flexible or planning process, simplified to facilitate development;</p> <p>Council should provide zoning to allow for dry stack storage or assist operators to provide;</p> <p>LEP needs immediate review to ensure efficiency of the waterway;</p> <p>DPI Fisheries request to be consulted on any proposed LEP amendments regarding waterfront development and structures;</p>		
<b>Land Use Planning – DCP Controls</b>		
<p>Environmental protection provisions of DCP21 should be strengthened;</p> <p>Environmental protection in DCP is only adequate if properly implemented;</p> <p>Supports retention of existing development controls on marinas;</p> <p>Consider maximum limits on marina berths;</p> <p>DPI Fisheries request to be consulted on any proposed DCP amendments regarding waterfront development and structures;</p>	3,6,25,52,64	8%
<b>Amend W1 land use zoning</b>		
<p>Current W1 zoning is inadequate and restrictive;</p> <p>Proposed southern end of Pittwater be zoned W2 (below a line between Taylor's Point and Rocky Point);</p> <p>W1 zone should define areas where marinas can expand and where commercial activities are encouraged;</p> <p>Cost of rezoning is expensive on water compared with land based zonings;</p> <p>Review must set out clear zoning plan for development of waterway;</p> <p>'Like for like' translation of Pittwater LEP 1993 to 2014 did not cater for growth;</p> <p>Changing W2 zoning will allow marinas to expand and enable council to deal with boating demand increase;</p> <p>Support strategies that are mindful of growth and demand, including zoning expansions for marinas and storage facilities;</p> <p>Conflict between Crown lands and Pittwater LEP 2014;</p> <p>A reference group should be formed with those involved in waterfront development to resolve DCP / LEP control issues;</p> <p>Any W1 to W2 zone changes require extensive consultation with the community and relevant government departments including DPI Fisheries and TfNSW (see Attachment 2);</p>	15,29,32,45,49,55,62,64	12.5 %

Current W1 zone should be maintained unless there is a solution for parking, waterway congestion, impact of large vessels; Do not support any change to W1 zoning; If there are changes to W2 zoning or permitted uses in W1, marinas should be subject to stringent Development Application requirements; W1 zoning should remain unchanged but W2 considered; Marina growth should be by W2 zoning;	3,6,20,22,25,42,52	11%
<b>Marina expansion</b>		
More marina development to free channel; Berths over moorings opens more space for navigation / recreation; Marinas, cafés, boat storage should be allowed to expand in controlled manner; Controlled marina expansion is most viable option to manage boat increases / more efficient than moorings; Marina expansion is more environmentally friendly than mooring fields and contain growth in designated areas; Council should identify areas for marina expansion; Support for marina expansion due to the number of moorings / replace moorings with berths; Expanding marinas is most feasible, practical option and cost efficient method to deal with boating demand. Less impact than new marinas; Agree with HillPDA buffer zone around marinas; Marina industry can't grow or develop if Council is unsupportive of Development Applications; Support marina reference group; Marinas store more vessels efficiently; Allow for affordable / accessible marinas (expansion); TfNSW would welcome opportunity to work closely with Council on this issue to ensure appropriate and desirable expansion of marinas within waterway zoning. This approach recognises increasing demand, capacity of marinas and environmental, economic and amenity benefits of marinas; Expanding marinas offset by reducing commercial mooring would not address demand; Any future development within Pittwater should comply with the Fisheries Management Act 1994 and Policy and Guidelines for Fish Habitat Conservation and Management (2013) – Marinas need to be situated in water deep enough to allow access without the need for dredging or harm of all seagrass and other sensitive aquatic habitats (see Attachment 2)	1,2,3,6,13,15,22,25,32,34,44, 45,49,55,62,63,64	27%
Disagree with increase in marina berths with reduction in swing moorings; Expansion of marinas not practical due to impacts (parking, water congestion, environmental and visual impacts, sediment); Expansion of marinas should not occur until parking /	3,6,18,22,23,25,30,31,33, 35,42,50,52,54,	22%

<p>infrastructure solutions in place; Marina expansion must satisfy parking demand; Royal Motor Yacht Club expansion could set precedent for expansion; Marina extension is not a practical option for the Pittwater Waterway; Marina expansion to be transparent / assessed; No further marina berths; Individual marina economic growth should not be tied to unfettered berthing area increases; Cost of berths is more than moorings (equality of access); No support for expansion of commercial marinas as a practical option; Marinas could convert their slipways / workshops to dry storage or additional berths; Marina development should be strictly controlled to avoid environmental damage and ugly clutter; Not enough parking at marinas currently; Move full service marina facilities to industrial areas; No marina growth before resolution of mooring minders; Any new marinas should be public;</p>		
<b>Wash Free zone and safety on the water</b>		
<p>Extend no wash zone north of the Basin; All Pittwater no wash zone; Review wash zone; Educate boat owners; Boat speed limits enforced; Better training for boat licenses; Not necessary to lobby for greater safety measure, maritime community are already aware of standards; Royal Prince Alfred Yacht Club has ongoing promotion of safety; Council should be an advocate for greater safety on the water; Current water police presence is sufficient; Royal Motor Yacht Club provides facilities for education courses; Support for continued water police and RMS officers; Support extension of wash free zone north and rename low wash zone; RMS undertakes considerable effort to improve safe boating education (Attachment 2)</p>	<p>4,19,22,25,27.2,30,32,42,49,52,62</p>	<p>16%</p>

<p>No change to wash zones; Environmental seawalls are supported unless there is a reduction in speed of watercraft; RMS developing online advanced boating course; Boating Officer needs to be out every day; RMS will not be extending the current No Wash Zone limit but will focus on increasing education and awareness of wash as well as increasing patrols and enforcement in the area; Consider speed restrictions on larger vessels; Vessels shouldn't be navigating mooring fields at night / plus not practical to light moored boats; Pittwater already well-lit by navigational marks;</p>	1,20,32,35,45,49,62	11%
<b>Education</b>		
<p>Educate not fine people to stop leaf litter going into gutter; Royal Motor Yacht Club strongly advocates for maritime authorities and education – provide facilities for education courses; Support for better education on waterways; Community citizen science programs be investigated to better understand changes to ecology from climate change; More education on correct use and care of National Park beaches; RMS undertakes considerable effort to improve safe boating education (Attachment 2)</p>	16,49,50,52,61,62	9%
<b>Coasters Retreat Structures over the water</b>		
<p>Council be proactive with illegal structures; Existing concern and conflict within community regarding structures over the water in E2 zone / safety of structures / enforcement / compliance / encroachment on public land; Crown lands / Council policy on domestic waterfront structures is not clear;</p>	23,36,51	5%



Our response to key issues raised

Table 2: Issues raised by theme and Council response/ action

Themes and Key Issues	Response actions
<b>Theme 1 - The Economics of the Waterway</b>	
<p><b>Economic growth:</b> Economic growth in the context of the Review is recognition of the benefits and opportunities arising from existing and potential economic growth whilst ensuring economic sustainability.</p> <p>Contained at Appendix 3 of the Pittwater Waterway Discussion Paper is HillPDA Consulting, Pittwater Marine Industry – Demographic &amp; Economic Study, 2016 which should be read in conjunction with the Discussion Paper and provides demographic, use demand and economic data with regard to Pittwater's Marine Industry.</p>	<p>Although broken up in Table 1 into two sections with comments for and against, the common thread is for well-managed, balanced and sustainable growth that recognises the intrinsic value of the natural environment.</p> <p>The overarching aim of the Review is to identify and assess all issues impacting the waterway and potential opportunities to address and balance the array of competing interests, and develop and implement strategies with specific actions to guide the management of the Pittwater waterway over the next 10-15 years with a holistic approach embracing ecological sustainable development (ESD).</p> <p>Continue the emphasis of Ecological Sustainable Development in accordance with established Council policy, the aim of this Review and the submission comments received.</p> <p>At Stage 2, consider drawing further analysis of data from the HillPDA (2016) study and data provided by TfNSW.</p>
<p><b>Tourism:</b> As outlined in the Discussion Paper, the Pittwater waterway is a primary tourism attraction and potentially more so in the future. Two of the possible strategies of the Discussion Paper were to promote tourism through coordinated waterway's branding / web information and establish initiatives to focus on tourism accommodation, including exploring additional eco-tourism facilities.</p> <p>The submissions and response to possible strategies were relatively well received; however, as highlighted under Economic growth, there is a clear need for a balanced, well managed approach to any tourism related strategies.</p>	<p>Continue the emphasis of Ecological Sustainable Development in accordance with established Council policy, the aim of this Review and the submission comments received.</p> <p>Further investigate at Stage 2 the possible strategies at points 1,3 and 4 on page 20 in light of the submissions received.</p>

<p><b>Restaurants and cafes on the waterfront:</b> One of the questions put to the community in the Discussion Paper was, "Would you like to see more cafes, restaurants and businesses utilising the water's edge?"</p> <p>There was clear support for this approach but with the need to address parking provision / access and considered in a controlled manner.</p>	<p>This approach will be further considered in the development of Stage 2 taking into account the submission comments made and in accordance with the proposed emphasis of ESD.</p>
<p><b>Church Point:</b> One of the questions put to the community in the Discussion Paper was, "Do you support Church Point waterfront precinct being considered as a future area of low scale activation, including a hub for café, restaurant and tourism focused activity?"</p>	<p>Although there was some support for Church Point as a waterfront precinct, greater concern was expressed with this approach given the existing use constraints and capacity of the area.</p> <p>Consideration of this issue during Stage 2 of the review will take into account the views outlined in the submissions received and the focus of a waterfront precinct in this location removed as a possible strategy.</p>

<p><b>Theme 2 – Natural environment</b></p>	
<p><b>Scenic amenity and preservation of Pittwater's natural environment:</b> 20% of comments were received on this issue and all highlighted the significance of Pittwater as a unique and importance resource which should be valued. This emphasis is line with the feedback received during the initial consultation carried out as part of the review.</p>	<p>The emphasis of Ecological Sustainable Development will be carried over and form the overarching aim of Stage 2 (the Strategy) in accordance with established Council policy.</p> <p>At Stage 2, continue on going consultation with Natural Environment and Climate Change division of Council.</p> <p>At Stage 2, continue to pursue opportunities to develop strategies and actions, in association with relevant state authorities, focused on the appropriate environmental management and protection of the waterway as set out in point 8 of the possible strategies in the Discussion Paper (pg26).</p> <p>At Stage 2, continue to identify any gaps in the Review.</p>
<p><b>Climate change risks and adaptation:</b> This issue had not been fully explored during Stage 1 of the review. Submissions received from a member of the community, Council's Climate Change Adaptation Officer and DPI Fisheries all highlighted the gap.</p>	<p>At Stage 2, continue on- going consultation with Natural Environment and Climate Change division of Council.</p> <p>At Stage 2, arrange a meeting with Council's Climate Change Adaptation Officer to discuss the recommendations and actions required as a result of their submission.</p> <p>Consider incorporating climate change risk and adaption as a key issue into Stage 2 of the Review.</p>
<p><b>Impact of urbanization on water quality:</b></p>	<p>Further investigate at Stage 2 the possible strategies - point 2,6,7,8,9,10,11 of page 26</p>



<p>This issue was a high priority in terms of submissions received. 33% of the total submissions referred to water quality issues as outlined in table 1. The Discussion Paper had already identified the impact of urbanization on water quality as a key issue and highlighted possible strategies to tackle this issue.</p>	<p>and point 6 on page 35 which were largely supported in the submissions received.</p> <p>At Stage 2, continue to identify and consider gaps in the Review such as rehabilitation of creek line corridors, inclusion of catchments into the scope of the Review.</p> <p>Continue on going consultation with Natural Environment and Climate Change in Stage 2 of the Review.</p> <p>Recognise that this is a high priority key issue in Stage 2 of the Review.</p> <p>Recognise that although dredging was highlighted in some submissions received, DPI Fisheries state that dredging is one of the listed threats to seagrass (along with other listed threats detailed in Attachment 2 and in table 1).</p>
<p><b>Ecological diversity and bush care:</b> This issue was a high priority in terms of submissions received. The discussion paper has already identified ecological diversity as a key issue and possible strategies.</p>	<p>Recognise that this is a high priority area in Stage 2 of the Review.</p> <p>At Stage 2, further investigate the possible strategies on page 26 which were largely supported in submissions received.</p> <p>At Stage 2, reword possible strategy – point 12 (support initiative 6 of MEMA discussion paper) in accordance with DPI Fisheries submission – Attachment 2.</p> <p>At Stage 2, continue to identify gaps in the Review and address.</p> <p>Continue on going consultation with Natural Environment and Climate Change division of Council.</p> <p>Consider at Stage 2, the activities generating highest threat to environmental assets, as identified in MEMA's paper and in accordance with DPI Fisheries submission – Attachment 2.</p> <p>At Stage 2, list threatened species, populations and ecological communities known to occur in Pittwater under the Fisheries Management Act 1994 and Endangered Ecological Communities under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 and Threatened Species Conservation Act 1995 (see Attachment 2 (A2)).</p>
<p><b>Environmental protection:</b> This issue has been identified in the Discussion Paper and extends into other areas of the Paper such as theme 6 – Waterway regulation.</p>	<p>Further investigate at Stage 2 the possible strategies on page 26 which were largely supported in submissions received.</p> <p>Continue to identify gaps in the Review and</p>

	<p>address in Stage 2.</p> <p>Continue on going consultation with Natural Environment and Climate Change division of Council.</p> <p>At Stage 2, further investigate and update relevant legislation where necessary in accordance with submission details:</p> <p>Marine Pollution Act is not relevant – should reference Protection of Environment Operations Act 1997; Reference to legislation that addresses the protection of waterway habitats should include: Fisheries Management Act 1994; Protection of the Environment Operations Act 1997; Marine Estate Management Act 1997; (for further information refer to DPI Fisheries (Attachment 2)</p> <p>Investigate in Stage 2, as a possible strategy, DPI Fisheries Fish Friendly Marina Certification Program promoted in Pittwater;</p>
<p><b>Waste management:</b> This issue is addressed in the Discussion Paper with possible strategies supported in related. Water quality and biodiversity are key issues given high priority from the submissions received and effective waste management supports this objective.</p>	<p>Further investigate at Stage 2 the possible strategies on page 26 which were largely supported in submissions received.</p> <p>At Stage 2 of the Review, arrange a meeting with the Waste Management division of Council.</p> <p>At Stage 2, potentially investigate a possible strategy for initiatives for boat recycling.</p>
<p><b>Fishing:</b> Fishing has been identified as a key issue in the Discussion Paper arising from concern expressed by survey respondents and by some workshop participants during the initial stage consultation. Concern expressed was largely related to commercial fishing and a possible strategy was to support initiative 6 of the MEMA discussion paper which the Paper stated seeks to remove commercial fishing access rights to Pittwater. The submission from DPI Fisheries has confirmed an error with this possible strategy as initiative 6 seeks to reduce resource conflict, not remove commercial fishing rights.</p>	<p>It is acknowledged that there is a mixed response to this issue and a need to re-evaluate the emphasis on banning commercial fishing in light of submissions received.</p> <p>At Stage 2, reword possible strategy – point 12 (support initiative 6 of MEMA discussion paper) in accordance with DPI Fisheries submission – Attachment 2.</p> <p>At Stage 2, look to engage in discussion with DPI Fisheries on this issue.</p>
<p><b>Domestic animals and impacts on wildlife:</b> This issue was identified in the Discussion Paper but didn't give rise to any possible strategies due to the scope of the Review. Limited submissions were received with regard to this issue.</p>	<p>At Stage 2 consider addressing this issue in Ecological Diversity and bush care.</p>

<b>Theme 3 – Natural reserves and recreation:</b>	
<b>Public reserves:</b> Increased public access of reserves to allow for greater access to the foreshore and the need for additional facilities was highlighted in the Discussion Paper. This issue was well received in submissions with acknowledge of the level of provision already provided.	Further investigate at Stage 2 the possible strategies on page 29 which were largely supported in submissions received.  At Stage 2, arrange a meeting with Parks and Recreation division of Council to discuss possible strategies.
<b>Foreshore access path:</b> A possible strategy set out a point 4 on page 29 of the Discussion Paper is to explore funding and grant opportunities to establish a continuous foreshore walk, including boardwalks, around Pittwater waterway.	Further investigate at Stage 2 this possible strategy at point 4 on page 29 which was largely supported in submissions received.  At Stage 2, arrange a meeting to discuss this possible strategy with active Transport, Parks and Recreation and Property divisions of Council.
<b>Dog areas:</b> This issue was clarified to be out of scope of the Review in the Discussion Paper.	An Unleashed Dog Exercise Areas Review Report was out on exhibition until 21 <sup>st</sup> June 2017. Further information can be found via Council's your say page. This issue continues to be out of scope of this Review.
<b>Public art:</b> This issue was identified during the initial consultation stage of the Discussion Paper as a key strategy to activate the waterway. However, the response received limited and submissions received were mixed.	At Stage 2 consider the retention of this issue as a key issue or whether public art could be incorporated into other possible strategies such as education, signage, etc.
<b>Theme 4 – Development on the waterway:</b>	
<b>Demand:</b> This issue is central to the Review as increasing boat ownership is increasing the demand for boat storage and associated facilities. HillPDA study at Appendix 3 of the Discussion Paper also outlines the identified demand for increased boat storage and facilities.	Submissions received on this issue largely recognized the increasing demand and need to address the pressure on storage and facilities.  At Stage 2 breakdown the data provided from TfNSW with regard to demand to address some of the queries raised in the submissions received.
<b>Moorings:</b> This issue was identified during the initial consultation stage of the Review and forms a large part of the Discussion Paper with a range of possible strategies set out on page 40. A significant number of submissions made comment on this issue.	Further investigate at Stage 2 the possible strategies on page 40 which were largely supported in submissions received.  At Stage 2, further analyse the mooring data provided by TfNSW in response to some submissions raised.  At Stage 2 potentially discuss with RMS an additional possible strategy for an audit of the existing mooring fields.  At Stage 2, potentially discuss with TfNSW the review of multiple vessel mooring systems currently underway and whether the trial could

<p><b>Other boating facilities:</b> This issue covers facilities such as: Ageing infrastructure; storage of small sailing boats; jetties and wharves; dinghy / kayak / paddleboard storage; tie up facilities; boat ramps and is discussed on pages 42-43 of the Discussion Paper with possible strategies set out on page 44.</p>	<p>be extended to Pittwater and investigate.</p> <p>Further investigate at Stage 2 the possible strategies on page 44 and points 3 and 4 on page 49 which were largely supported in submissions received.</p> <p>At Stage 2, investigate any other possible strategies as identified in submissions received such as: reserves audit extending to identify more storage areas for dinghies; supporting private community facilities like Pittwater Aquatic Club; considering dinghy rentals to limit individual storage needs, etc.</p>
<p><b>Seawalls:</b> Seawalls are an issue identified and contained with other boating facilities in the Discussion Paper and possible strategy point 4 on page 44. Only a few submissions were received on this issue and the stated need was balanced against the environmental concerns relating to seawall development.</p>	<p>Further investigate at Stage 2 the possible strategy at point 4 on page 44 in light of the submissions received and concerns expressed.</p> <p>Consult Natural Environment and Climate Change on this issue and possible strategy.</p>
<p><b>Other boat storage options:</b> Dry Stack boat storage was identified in the Discussion Paper on page 32 but has been an issue highlighted in the submissions received to investigate further.</p>	<p>Further investigate at Stage 2 the possible strategy at point 1 on page 35 and point 2 on page 49 in light of the submissions received.</p> <p>At Stage 2, discuss the potential for dry stage storage with TfNSW and RMS to discuss their support for any initiative to facilitate dry storage development.</p>

<p><b>Theme 5 – Activating the waterway:</b></p>	
<p><b>Parking:</b> Initial consultation highlighted a huge demand for parking and parking related issues in the Review area. This issue has been further recognized in the submission responses received.</p>	<p>The Palm Beach Parking Demand Management Strategy has been out on Public Exhibition closing 28<sup>th</sup> June 2017. At Stage 2, look to obtain an update on this strategy from Transport division of Council.</p> <p>At Stage 2, look to identify possible strategies to address this issue in public areas as well as possible parking strategies at marinas in light of the submissions received and in consultation with the Transport division of Council.</p>
<p><b>Access to the waterway and sustainable transport networks:</b> This issue, which was identified in the initial consultation and is set out on pages 46-49 of the Discussion Paper, covers active travel paths, public transport integration and ferry services.</p> <p>This issue has been further recognized in the submission responses received.</p>	<p>Further investigate at Stage 2 the possible strategy at point 1, 5,7 on page 49 in light of the submissions received which was well supported.</p> <p>At Stage 2, look to identify additional possible strategies for active transport networks in light of the submission received and with regard to investigating the potential of linking with the Palm Beach to Manly path in consultation with the Transport division of Council.</p> <p>At Stage 2, potentially discuss possible integrating of public transport and ferries with RMS, TfNSW and the private ferry companies.</p>
<p><b>Trailer and boat parking:</b> This issue was identified in the initial</p>	<p>At Stage 2, consider, in consultation with the Transport division of Council, to investigate a</p>



consultation and is set out on page 46 of the Discussion Paper.	possible strategy for inclusion in TfNSW trailer Storage Grant Program.
<b>Personal watercrafts (PWC's):</b> This issue was first identified in the initial consultation with 89% of survey respondents considering this is to be an important or very important issue and submissions have been received citing similar concerns. This issue is set out on page 47 of the Paper with a possible strategy at point 6 of page 49.	Further investigate at Stage 2 the possible strategy at point 6 on page 49 in light of the submissions received which was well supported.
<b>Theme 6 – Waterway regulation</b>	
<b>Governance:</b> This issue highlights relevant legislation and agencies with a role in regulating or managing activities in the Review area.	At Stage 2, Update and revise relevant legislation and agency information in accordance with the submissions received.  At Stage 2, clarify the Review's process role in relation to Coastal Zone Management Plans and District Plans.  At Stage 2, look to engage in discussions with the relevant Council and State agencies responsible for the possible strategies identified and investigated.
<b>Land use planning – LEP controls:</b> This issue is central to the need for this Review and other LEP controls that may need investigating as part of the Review.	At Stage 2, consider breaking this issue down into the related sections of the LEP where identified issues have been identified.  At Stage 2, look to engage in discussion with the relevant Council and State agencies on any possible strategies relating to potential LEP amendments in accordance with submissions received.  At Stage 2 and in discussion with relevant Council and State agencies, consider the implementation of any possible strategies relating to LEP amendments in accordance with submissions received.
<b>Land use planning – DCP controls:</b> This issue raised submissions with regard to a number of matters relating to DCP Controls and was considered across a range of issues in the Discussion Paper.	At Stage 2, identify all the possible strategies from the Discussion Paper, submissions received and on-going consultation with Council and State agencies relating to potential DCP amendments.  At Stage 2, look to engage in discussion with the relevant Council and State agencies on any possible strategies relating to potential DCP amendments in accordance with submissions received.
<b>Amending the W1 zoning:</b> This issue relates to one of the primary drivers for this review and is raised throughout the Paper but particularly in relation to highlighted demand, emerging trends, topic areas in theme 1, theme 4 and theme 6. Possible strategies and questions to the community are set out on pages 20, 35 and 55. Although this issue also relates to marina	Given the identified demand, submissions received and that this issue is one of the primary drivers for this review, at Stage 2, further investigate the possible strategies set on pages 20, 35 and 55.  At Stage 2, consider these possible strategies in accordance with the need for ESD to be the overarching aim of this review.

<p>expansion, it is more related to whether the W1 zone should be amended rather than if the approach to explore marina expansion should be further investigated.</p> <p>A number of submissions raised this issue with arguments for and against.</p>	<p>At Stage 2 consider whether these possible strategies should be subject to conditions for the surrender of equal number of moorings (given demand and submission comments) and whether this review should only focus around existing marinas.</p> <p>At Stage 2, consider these possible strategies on balance with other possible strategies to address demand or the 'do nothing' approach.</p> <p>Consider, at Stage 2, the implications of these possible strategies on the other possible strategies in this review.</p> <p>At Stage 2, consider the required environmental studies that would be necessary as a pre requisite to this possible strategy given the submissions received.</p> <p>At Stage 2, look to engage in discussions with the relevant Council and State agencies with regard to these possible strategies and in accordance with submissions received.</p>
<p><b>Marina expansion:</b> This issue relates more to amendments to the W1 zone around marinas to facilitate marina expansion, demand, on land implication of marina expansion, equity and cost of marina berths, water space efficiency compared to swing moorings, etc. This issue is also central to the Review and is similarly discussed in themes, 1, 4 and 6 of the Discussion Paper. Possible strategies and questions to the community are also set out on pages 20, 35 and 55.</p> <p>A large number of submissions were received on this issue with arguments for and against.</p>	<p>Given the identified demand, submissions received, at Stage 2, further investigate the possible strategies set on pages 20, 35 and 55.</p> <p>At Stage 2, consider these possible strategies in accordance with the need for ESD to be the overarching aim of this review.</p> <p>At Stage 2 consider whether these possible strategies should be subject to conditions for the surrender of equal number of moorings (given demand and submission comments), the need for additional LEP controls, parking strategies, environmental studies, demand studies, consideration on the implications on other possible strategies in this review, etc.</p> <p>At Stage 2, consider these possible strategies on balance with other possible strategies to address demand or the 'do nothing' approach.</p> <p>At Stage 2, consider the required environmental studies that would be necessary as a pre requisite to this possible strategy given the submissions received.</p> <p>At Stage 2, look to engage in discussions with the relevant Council and State agencies with regard to these possible strategies and in accordance with submissions received.</p>
<p><b>Wash Free zone and safety on the water:</b> The issue is covered on page 54 of the Paper and point 6 of possible strategies on page 55. A number of submissions related to this issue with some for and some against extending</p>	<p>Note the joint submission from TfNSW and RMS stating that RMS will not be extending the current No Wash Zone Limit.</p> <p>At Stage 2, look to discuss with RMS the</p>

the no wash zone / speed limit zones.	<p>stated concerns detailed in submissions on this issue.</p> <p>At Stage 2 and in consultation with RMS, consider possible strategies to increase education, awareness of wash and enforcement.</p>
<p><b>Education:</b> This issue is discussed on page 54 of the Discussion Paper and was identified during the initial consultation. The issue of education was supported in the submission received on this issue.</p>	<p>Further investigate at Stage 2 the possible strategies at points 4, 5, 9 and 10 on page 55 in light of the submissions received which were well supported.</p> <p>At Stage 2, recognize and further understand /detail the existing level of education already undertaken by RMS and local marinas.</p> <p>At Stage 2, and in consultation with Natural Environment and Climate Change (submitter), potentially investigate opportunities for Community citizen science programs to better understand changes to ecology from climate change.</p>
<p><b>Coasters Retreat – structures over the water:</b> This is a new issue identified in submissions received and outlines concern re: unauthorized structure over the water at Coasters Retreat, community concerns and user needs.</p>	<p>At Stage 2, consider investigating this issue raised during the public exhibition of the Discussion Paper and possible strategies.</p>

## 5. Forward path

This report presents the outcomes of the public exhibition of the Discussion Paper, detailing the community engagement events held and the submissions received, identifying key issues to be carried forward, and our response to these issues.

This Outcomes Report signifies the end of Stage 1 of the Review which aimed to provide information and an overview of key issues impacting Pittwater, with potential strategies moving forward. The objectives of Stage 1 have been met. The initial consultation, review of background studies, and analysis of submissions received during the public exhibition of the Discussion Paper, has informed the Review moving forward.

The next stage of the review is Stage 2 – the Pittwater Waterway Strategy (the Strategy). At Stage 2, the response actions set out in Table 2 and identified Key Outcomes in the Outcomes Report will be addressed.

### **The Key Outcomes of Stage 1 are to:**

- Close Stage 1 of the Review – The Pittwater Waterway Discussion Paper;
- Progress to Stage 2 – The Pittwater Waterway Strategy (the Strategy);
- Note and continue to reference the feedback and information received in the initial consultations stage and the public exhibition of the Pittwater Waterway Discussion Paper;
- Note and continue to reference the supporting background reports identified during Stage

1 and update at Stage 2;

- Record and continue to reference the Pittwater Waterway Discussion Paper – Stage 1 of the Review and the associated Outcomes Report to provide information and an overview of the key issues impacting Pittwater with possible strategies moving forward;
- Continue the emphasis of Ecological Sustainable Development in accordance with the aim of the Review and submissions received during the public exhibition of the Discussion Paper;
- Further investigate at Stage 2 the possible strategies of the Discussion Paper and additional possible strategies arising from the submissions received during the public exhibition of the Discussion Paper;
- Continue on going consultation with Internal Council Divisions in a collaborative approach to achieve the objectives of the Review;
- Continue consultation with relevant State Agencies in a collaborative approach to active the objectives of the Review;
- Continue identifying and consider any gaps in the Review during Stage 2;
- Draw further analysis of data from the HillPDA (2016) study and data provided by TfNSW;
- Add further information, make amendments where highlighted in the submissions received and include in Stage 2 – The Strategy, where required;
- Note clarification that the review of Dog Exercise Areas continues to be out of scope of this Review.

### **Stage 2 – The Pittwater Waterway Strategy**

Stage 2 will set the strategic framework for future planning and decision making based on the consultation process and data gathered as part of Stage 1 (the Discussion Paper). The Strategy will guide and inform future direction, decisions and actions associated with the Pittwater waterway, including allocation of specific actions to relevant stakeholders, such as State Agencies and Council.

Stage 2 will commence on endorsement of the recommendation presented to Council at its meeting on 27<sup>th</sup> June 2017.

The draft Strategy will be presented to Council, once prepared, with a recommendation for its public exhibition. This approach will enable the community to be engaged further in the development of future actions.



Attachment 1.1 – Summary of Submissions

No	Format	Suburb	Category	Theme 1	Theme 2	Theme 3	Theme 4	Theme 5	Theme 6	Other comments
1	Yoursay	Newport	Onshore	Waterway is a privilege. Casual dining difficulties. Too many casual moorings cluttering the waterway. More marina development to free channel	Continue bushland regeneration. More accessible areas on water.	More areas for recreation.	Fix Church Point/Parsadero. More Marina development.	More dog parks.	No change to wash zones.	Action needs to be taken.
2	Yoursay	Newport	Onshore	Waterway is unique. Natural Environment key value. Uncontrolled development. Too many swing moorings. Space encroachment. Replace swing moorings with marina berths. Mooring mandats. Preference for preservation over development.	Invest in NPWS for walking tracks in national park. No coffee shop at lighthouse.	Largely agree with strategies.	Swing moorings replaced with marina berths.	Limits to development. Enhance existing facilities. Ban PVC's.	No answer	Happy to be involved in constructive discussions.
3	Yoursay	Palm Beach	Onshore	Waterway adds value to surrounding property.	Boat launching from foreshores is less impact than erosion/deposition. Dogs and dog areas should be considered within the review. Disagree with no go zones over seagrass beds. Seagrasses are not Council's responsibility. Bush care should not reduce foreshore access. Environmental protection provisions of PDOP21 to be strengthened. Bin service to	Dogs and dog parks. Inadequacy of dog off-leash review. Concerns with PCMA being updated to reflect communities' wishes.	Error or typo. Mooring fields' vs marina berths. Moorings not Council's responsibilities. Offshore residents moorings/tie-ups caused by choice to live there. Offshore communities should not expand.	Separation between "access" and "parking". Survey unrepresentative. Access to offshore community may impinge onshore/tourists.	Disagree with increase in marina berths with reduction in swing moorings. Marina growth should be encompassed by W2 zoning.	Did not like online submission form. Loaded questions. Banning is not balance. Survey data should be published

Attachment 1.1 – Summary of Submissions

4	Yoursay	Avon	Onshore	N/A	offshore communities be opt-in and user-pays. Strong support for dog waste bins. Objection to Council involvement in commercial fishing. Stormwater monitoring/auditing Ecologically sustainable development. Mooring - sailing via environmentally friendly moorings Mooring not Council's responsibility. Keep leafy outlook. No large scale development near water.	Improved Park/reserves facilities. Rowland Reserve - free parking for dog walkers.	More public moorings. Need for public slipway	N/A Reduce regulation. Reduce cost/charges.	Extend no wash zone to just north of Basin. Let people enjoy waterway. No nanny state.	N/A Stop wasting money. Implement Estuary Management Plan.
5	Yoursay	Other	Other	Cost and charges expensive. Cost and over administration of dinghy/small craft. Stop hassling trailer boats. Designate areas for cheap/free boat trailer parking.	Narrabeen Lagoon (outside study area).	Why is public art given prominence? Why is Scotland Island and Western Foreshores excluded from foreshore walk? Support for audit of reserves + Council activities involving waterway. More toilets in reserves (especially Deanin Reserve - issues from Newport	Ignore obvious problems in favour of bureaucratic process. Behind closed doors talk without action.	Support improved public transport but Council has no expertise here. Other 'strategies' have been already been done with no result. Insufficient information to comment further.	Maintain existing W1 zones until solved. Dry storage in industrial areas away from water would require provision of launching mechanisms requiring additional parking facilities at	
6	Yoursay	Newport	Onshore	Economics impacted by negligence of council to maintain of stormwater systems and impacts on foreshore areas (sediment and runoff). Council must manage assets in sustainable (economically and environmentally)	Alluvial fans and scouring around Crystal Bay obvious at low tide and aerial photography. Issues of Crystal Bay already described in Estuary Management Plan 2010 etc. If nothing is done, Crystal Bay will be degraded and	Why is public art given prominence? Why is Scotland Island and Western Foreshores excluded from foreshore walk? Support for audit of reserves + Council activities involving waterway. More toilets in reserves (especially Deanin Reserve - issues from Newport	Ignore obvious problems in favour of bureaucratic process. Behind closed doors talk without action.	Support improved public transport but Council has no expertise here. Other 'strategies' have been already been done with no result. Insufficient information to comment further.	Maintain existing W1 zones until solved. Dry storage in industrial areas away from water would require provision of launching mechanisms requiring additional parking facilities at	Stop wasting money. Implement Estuary Management Plan.

## Attachment 1.1 – Summary of Submissions

way (stormwater at Crystal Bay). Landowners, moorings, marinas, business all impacted by accumulated and deposited sediment. Paper omits dredging as a strategy. Current W1 zone should be maintained unless there is a solution for: parking congestion, waterway congestion, impact of large vessels (enviro and visual) maintenance of waterways and channels (sediment control, dredging). Expansion of marinas not practical due to above issues. More cafes/restaurants would require more parking. Newport Hotel shows land use intensification without additional parking facilities. Economic sustainability depends on the retention of navigable waterway. Church Point already suffers from lack of parking and waterfront store/cafe caters for users and visitors. No spending on studies when infrastructure requires.	Hotel)	<p>unavoidable due to sedimentation. Stormwater polluted from many sources - roofs, roads, run off from sand, silt, building materials, litter, leaf litter, dead and decaying plants or animals etc. Smell from run off apparent. Strategies ignore dredging and sedimentation. Environmental protections in LEP and DCP only adequate if properly implemented. Support seawalls to avoid future foreshore erosion. Council has no control over moorings.</p>	waterway. Insufficient evidence to comment further.
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## Attachment 1.1 – Summary of Submissions

[illegible]

[illegible]

Attachment 1.1 – Summary of Submissions

15	Yoursay	Other	Other	Personally seen increase in demand and use on waterway. Own research 31.5% increase in patronage at RMYC. Support for qualitative and quantitative evidence aligned with HIPOA. Commercial/retail growth is occurring even if residents do not agree.	Pittwater one of best natural resource in Sydney. Residents and business want to sustain natural environment. Marinas work with all government agencies to keep close eye on berthed vessels compared to those on moorings. Moorings in sensitive areas should be removed. Mooring minders pose threat to environment. Marinas are well managed and compliant. Area required for moorings over berths is significant. Berths over moorings opens more space for navigation /recreation. Paper doesn't mention marinas/cubes/boat sheds provide rubbish removal and access.	Pittwater has many well managed reserves/natural areas. Access to waterways and parking are issues of concern.	Waterway needs to be developed and managed. Marina's most efficient means of vessel storage and management. Review shows off shore residential growth/demand but they are local issues. Council should work on parking, commuter boats, sewerage /water recirculation with marinas clubs and other operators. Average users want to moor vessel, have access and use of waterway. Should consider more infrastructure /growth to support demand including marinas and removal of existing moorings. Support for marina working group. New technologies should be supported and would be happy to contribute as industry specialist.	Parking is the major issue. New zoning should be looked at. Reference group should look at zoning.	Like for like transition of zoning was not smart or effective. Support two suggestions of HIPOA for marina growth accommodation. Regulation of waterway well represented. Parking, commuter demand, sewerage need more policing than waterways. Marina expansion will relieve pressure on parking.	Support for Stage 1. Support for HIPOA study. Hope council takes advice from submissions.
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Attachment 1.1 – Summary of Submissions

16	Yoursay	Elvina Bay	Offshore	State Government makes lots of money from Pittwater but not a lot of local benefits.	Insufficient care or finances to help natural environment. Lack of response to catnip outbreak. Phased out 2 stroke motors. More sea grass friendly moorings. No anchoring in seagrass areas to be legislated.	More education on correct use and care of NP beaches. More protection /resources for NP	No more development. Waterways are jammed and busy.	N/A	N/A	N/A
17	Yoursay	Palm Beach	Onshore	N/A	Concerns around Off-leash Dog Area Review. All dog issues should be considered as part of review. More dog bins generally. Development Impact of people should be balanced, not skewed to environmental or people issues. No need to reinvent wheel - already systems that well manage issues	Concerns around off-leash dog areas. Dogs should be considered as part of review. More dog bins generally.	N/A	Policy should not encourage growth of off-shore communities. Offshore communities create externalities on Palm Beach /Church Point. No ownership of parking by offshore residents on mainland. Off-shore parking reduces space for local mainland residents. Privatisation of public land.	No need to reduce mooring numbers. Marina berths are expensive, cost prohibitive. Waterway should be open to all, not wealthy.	Publication of survey data.
18	Yoursay	Newport	Onshore	N/A	N/A	N/A	No further marina berths.	N/A	N/A	N/A
19	Yoursay	Scotland Island	Offshore	Like that there is little industry on Pittwater.	Pittwater is precious and must be preserved. Fishing should be better policed. Scotland Island needs sealed roads. Scotland Island needs sewerage. Tighter pollution controls on slipways. No high-rise development. More tree preservation.	More reserves are better. Don't overpopulate and ruin area.	Scotland Island needs sealed roads. Scotland Island needs sewerage. Tighter pollution controls on slipways. No high-rise development. More tree preservation.	Unsure of what advancing means. Don't want more activity/people around.	Too much revenue raising from commuter boats. Not enough enforcement on large boats that speed/cause wash.	No Church Point parking permits for anyone other than offshore residents. Enforce restrictions on illegal dumping (asbestos, building rubbish, piles)

Attachment 1.1 – Summary of Submissions

20	Yoursay	Elvina Boy	Offshore	No economics without environment. Stewardship over management	Most important resource needs to grow and prosper. Population and gentrification threaten to overshadow environmental issues. Interface between urban/natural areas to be better managed. Free roaming companion animals threaten native wildlife.	N/A		Bait in plastic bags banned. Boat speed limits enforced.	Stronger focus on preserving the environment.	Car parking will always be an issue due to population growth. Strategies that encourage access without cars supported. Church Point management should consider potential for increasing growth of offshore communities and issues arising. Outside area parking for second/ third vehicles. Ban PWCs. Ban PWCs. Ban commercial fishing. Speed restrictions on large vessels.	N/A	N/A	Applaud initiative. Adopt stewardship approach.
21	Yoursay	Whale Beach	Onshore	N/A	N/A	N/A							

Attachment 1.1 – Summary of Submissions

22	Yoursay	Newport	Onshore	Concerns regarding theme /issue priority Do not support further economic development unless other issues addressed first.	Agree with all strategies. Concerns for seagrass. Concerns regarding pollutants. ESD requires eco/social and enviro issues considered together in balanced approach. Pittwater needs more social/environ to get ESD balance back. More bins generally. Unfamiliarity and concern with 'environmental seawall' EFM over swing moorings. Minimise illegal dumping through facilities for low cost waste disposal.	Possible strategies priorities (public art). Agree with all strategies other than public art. Likes continuous foreshore walk. Agree with audit of reserves.	Agree with first strategy theme 4 in principle. No to marina expansion without appropriate security. Marina expansions to be transparent. Council develop guidelines for EIS reports on marinas. Navigation on Pittwater is an issue. Poor applications should be rejected (Newport Arms). Agree to strategy to inform boat users of boat facilities and services. Support any initiative for waterway cleanliness. Support marina reference group. Support a mooring reference group. Agree with swing moorings to other types. Difficult in getting individual owners to multipoint moorings. Agree to yearly inspections of moorings be mandatory. Agree with tie-	Agree with first strategy theme 4 in principle. No to marina expansion without appropriate security. Marina expansions to be transparent. Council develop guidelines for EIS reports on marinas. Navigation on Pittwater is an issue. Poor applications should be rejected (Newport Arms). Agree to strategy to inform boat users of boat facilities and services. Support any initiative for waterway cleanliness. Support marina reference group. Support a mooring reference group. Agree with swing moorings to other types. Difficult in getting individual owners to multipoint moorings. Agree to yearly inspections of moorings be mandatory. Agree with tie-	Support theme 5 strategies. Increase access to waterway. Ban PWCs. Agree with dry stack away from water.	Marina expansion proposal to be transparent, fair and comprehensively assessed. W1 zoning is appropriate. Support additional speed limits. Signs are too small to read. Better requirements /training for boat licenses.	Greater emphasis on compliance with existing legal requirements, rules and procedures.
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223	Yoursay	Coasters Retreat	Offshore	Expansion of marinas, commercial operators or increased tourism should not occur until parking infrastructure solutions in place. Not enough parking for current demand. Access to Pittwater is poor.	NP under resourced. Lack of investment in pump-out tanks. Lack of enforcement on boat holding tanks. Erosion on offshore communities caused by tides/weather	Management plan for parking away from Pittwater/Palm Beach. Shuttle bus used to ferry people back and forward. More organised bus trips for tourist	Owners need security with licensee/leases for waterway structures. Council needs to reorganize needs of Coasters/Mackies. More slips, wharves/commuter facilities. Commercial development or expansion only if adequate on-site parking. Development of	Encourage clubs to sponsor events. Work with Tourism NSW to showcase Pittwater. Encourage film makers (Home and Away).	More resourcing for state agencies. Council being proactive with illegal structures or moorings. Council proactive with resourcing for parking, commuter boats. Manage impact of Central Coast/Northern Beach residents using parking/jetty facilities.	No commercial fishing in Pittwater
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Attachment 1.1 – Summary of Submissions

24	Yoursay	Scotland Island	Offshore	N/A	N/A	N/A	land such as Currumbong proposal or Elabong Club prevented. Additional moorings or facilities only with adequate parking/access.	Waterway already well used.	N/A	Scotland Island needs sewerage.
25	Yoursay	Avallon	Onshore	N/A	N/A	N/A	Marina expansion okay with appropriate parking. More car parking than berths at marinas. W1 zone is fine as is with more W2 for storage (club not private enterprise. Preferred location near Avallon Sailing Club or BYRA. Cluster moorings supported. Enforced removal of mooring minders. Inspection/rego for moorings like vehicles. Keep the cap on mooring numbers.	Support local share business to reduce total number of vessels. Ban PWCs. Improve/protect public access to water.	All Pittwater no wash zone. Allow marina expansions with affordable/accessible ones. Maximum limit number of berths in Pittwater.	Berths or pens more efficient than swing moorings. Berths or pens more expensive than moorings. Affordability of berths. Replace swing moorings with cluster moorings/EF moorings. Dredge entrance to Pittwater.

Attachment 1.1 – Summary of Submissions

26	Yoursay	North Narrabeet n	Onshore	Money spent on maintaining (improving waterway is well spent.	Martian/improve wetlands and waterway. Development not be allowed to encroach or debase catchments.	Expansions of reserves to spread recreational activities widely.	Siting issue. Runoff pollution issues. Foreshore littering issue.	Don't encourage overuse.	No changes needed to regulations.	N/A		
27. 1	Yoursay	Avalon	Onshore	Liked report. Liked being able to comment.						Shame wasn't further notified. Forwarded to friends.		
27. 2	Yoursay	Avalon	Onshore	Commercial fishing monitored to ensure fish stock sufficient for wildlife and recreational fishers. Tourist promotion supported. Review wash zones. Educate boat owners.	Ecological sustainability is paramount. Better moorings (EPM). No wake zone for Pittwater entirely. No go zones for rehabilitation/ sensitive areas. Increase protection of sensitive areas. Increased bins generally support. Scotland Island needs sewerage	No wake zone Pittwater entirely. Mooring minders removed. Support annual mooring inspections. Environmentally friendly tie-ups for charmers etc. Mooring demand high. More public moorings. Larger boats. Support foreshore walk. Audit reserves to increase access.	Martians could develop space saving boat storage. Sea bins should be tried. Enforce recreational fishing compliance.	Better use of martians in enviro friendly ways. Marina development should protect environment. RMYC should develop dry storage.	N/A	Don't want it loved to death. Access to be fair and affordable.		



Attachment 1.1 – Summary of Submissions

28	Yoursay	Great Mackerel Beach	Offshore	Tourism is better and more sustainable than commercial fishing in Pittwater.	N/A	Commercial fishing nets catch juvenile/smaller fish = lower population.	Seagrass beds important breeding grounds. No netting near mackerel basin seabed/lagoon	Recreation and fish breeding areas should be top priorities.	Better nutrient and stormwater management.	Ban commercial fishing in Pittwater.	N/A
29	Yoursay	North Parramatta	Business	N/A	N/A	N/A	Review permitted uses in W1. Conflict between Crown Lands and PLEP2014. Reference group should be formed with those involved in waterfront development to resolve DCP/LEP control issues.	N/A	N/A	N/A	N/A
30	Yoursay	Other	Offshore	Mooring are revenue raiser for State Government without local considerations/issue as Pittwater is a shared treasure, not a cash cow.	Mooring are revenue raiser for State Government without local considerations/issue as Pittwater is a shared treasure, not a cash cow.	Too many mooring currently. Live-a-boards drop sewerage into Pittwater. Low sound limits from watercraft. Low speed limits.	Ban PWCs.	Pittwater too developed already. Church Point carpark/road works show council not preserving beauty of foreshores. Strict controls on further development on	Waterway already well used.	Pittwater appears overfished. What are regulations on fishing. PWCs banned.	Governor Philip instantly recognised beauty. Treasure don't trash it. Please look after it.

## Attachment 1.1 – Summary of Submissions

31	Yoursay	Bigola Plateau	Onshore	<p>Southern end of Pitwater is overloaded. Area cannot accommodate more boating facilities. Parking demand is high. Marina expansion must satisfy parking demands. Offsite parking is not a solution. Public launches facilities are oversubscribed. Large yachts can be stored out of water elsewhere. Commercial meetings exceed legislative requirements. RYMC expansion could set precedent for expansion. Council write to local member for inquiry into maritime section of RMS. Marinas to remediate contamination now. Stricter environmental protections on pollution. Investigate first</p>	N/A	N/A	N/A	N/A	N/A	public land on foreshore No further marina expansions.	N/A	N/A	N/A
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Attachment 1.1 – Summary of Submissions

<p>Rush diesel engines. Agree with protection areas but where can accommodate new facilities. No mention of fire control in Review (Newport boat fire). Mona Vale Road upgrade will bring more people and demand to area. Approach State to have another Akana bay style marina with dry stack and good parking.</p>

Attachment 1.1 – Summary of Submissions

32	Email	Newport	Marina	Support for changing land zones. Propose southern end of Pittwater be zoned W2 (below a line between Taylor's Pt to Rocky Point). High cost and risk failure of planning proposals make them unattractive to pursue. Yes to supporting economic growth that is sustainable - local jobs and growth. Controlled marina expansion is most viable option to manage boat increases. Berths are more efficient than moorings. Marina expansion is more environmentally friendly than mooring fields and contains growth in designated areas. Marinas operate under strict environmental controls and standards. Marinas in PW operate under voluntary programs to raise environmental standards. Council should identify areas for marina expansion or land based sites for rack and stack/vessel maintenance. Yes to more sporting and racing events on water. Council should support use of waterway by	Is a key stakeholder and relies on environment. Already heavily investing in environmental protection. General support to more bins. General public use private facilities. Little opportunity for marina to deal with commercial rubbish. Support for council/marina for organised disposal days of rubbish in appropriate locations. environmental seawalls can promote mangroves and sea plant growth. Support for environmentally friendly moorings over using moorings. RMS is currently working on bay management proposals for environmentally friendly mooring/other mooring types. Note most moorings in PW are outside of seagrass beds. Council provide more public waste collection areas and make it less expensive to dispose of waste. Place further restriction on storage of	Strategies are reasonable but not relevant to RPAVC.	Support for marina reference group with all levels of government/all relevant government agencies. Support for marina expansion. Marina expansion is in line with State Government approach. Marinas need to be able to provide parking solutions but need council residents to be more flexible. To preserve as much of natural waterway as possible, areas of development are to be identified and designated.	Undertake audit of public land to increase access. Investigate opportunities to coordinate and integrate public transport (ferry and bus) and point to point services. Investigate opportunities for additional dinghy storage in priority areas. Investigate impact of PWCs and measures for compliance. Incorporate bike paths that connect key localities under active travel strategy. Dry stack storage is option for vessels used infrequently. Storage away from water more cost effective. Little incentive however to pay for storage = little incentive for operators to invest in this area. Rack and stack system provided by operator is another potential option. (Operator puts boat in/takes boat out of water for owner). More expensive option but appropriate for frequent vessel usage. Set aside areas for rack and stack.	To solve storage issues, Council designated W2 zone area. RPAVC supports amending LEP to provide marine precinct areas coordinated with infrastructure provision. Obvious current demand exceeds supply. Future demand will dramatically exceed supply beyond simply replacing moorings with berths. Lack of growth impacts on local business employment and growth. Marinas do not cause ill effects for environment. Many marinas in PW have agreed to voluntary environmental programs. Zoning must be flexible or planning process simplified to facilitate development that can respond to and solve issues. Supports development of DCP controls for dry storage but notes such facilities already have standard associated with them. New speed limits should not be first step to	Support majority of strategies. Committed to strategies that benefit residents, workers, visitors. Acknowledge environmental concerns/increasing age of Northern Beaches residents who are likely to be big boat users.
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34	Yoursay	Mona Vale	Onshore	<p>Encourage supportive economic growth. Appeal of Pittwater is pristine nature. No new economic zones. Existing facilities to maintain high standards. Permit more public access</p>	<p>Support for dredging. Dredge opening to Pittwater. No local approved contractors for dredging in Hawkesbury Pittwater. Difference between maintenance dredging and dredging for new works. Dredge Coastal</p>	<p>Maintain pristine nature of environment.</p>	<p>Extend W2 zoning. Improved marina facilities would alleviate growth of swing moorings. Support for new marinas/ facilities. Navigation issues around swing moorings HMAS Penguin removed for</p>	<p>Disagree with RPAVC supporting international sailing events. Amateur local sailing events are appropriate for pitwater.</p>	<p>Support for dry stack. Council allocate zones/space for dry stack. Oppose increase in swing moorings. Improve marinas. Better monitor swing mooring use. Ban PVCs.</p>	<p>Sound initiative. Streamline bureaucracy/multiple approvals from government agencies. Mostly support RPAVC submission.</p>
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Attachment 1.1 – Summary of Submissions

35	Email	Newport	Onshore	Southern end of Pittwater cannot sustain more development. Car parking restricts development.	Natural environment becoming polluted. Fine enforcement of leaf litter/grass cuttings restrictions.	Road and parking at premium. New sites needed. Support for new facility in National Park like Akuna Bay. Mona Vale Road widening will bring more people.	No marina growth before resolution of mooring matters. Support for licensing/regular inspection/ seaworthiness/ insurance certificate. Maritime office understaffed.	Waterway too busy already. Maritime staff need to be out more often.	Part time boating officers inappropriate. Boating officers need to be out every day. Newport Arms marina inappropriate.	Implementation – ASAP.
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36	Email	Coastiers Retreat	Offshore			Illegal structures all over the western foreshores. The structures are unsafe, not built to standards and Council/Crown/ National Parks are not properly enforcing their removal. Many of these structures are over the water in areas zoned E2 where they are not permitted and it makes a mockery of the zoning. Council is not enforcing their orders properly.  Complicity, disinterest, lack of knowledge, responsibility/ investigation, staff change over at Council/State Agencies means there is no follow through.  Arbans rentals advertise private docking facilities but they are unsafe and a hazard to people, illegal swimming structure constructed that is dangerous and falling apart.  Owners of western foreshores in properties in
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37	Email	Newport	Onshore							<p>Increasing demand for boat storage More housing/leisure will increase demand W1 zone too restrictive. Zone southern end of Pittwater W2. New facilities/marina's needed Too many non-compliant boats on moorings. Council pressure RMS to manage moored boats better. Allow private wharfs to berth more than one vessel</p>
38	Email	Clareville	Onshore							<p>Pittwater is priceless/iconic. Environment protected over economic development. Repair environmental damage already occurred. Concern for sand loss at Paradise Beach - Mismanagement of stormwater runoff and watercraft - vessel wash from larger boats. Support for ecological sustainability over people/economic development. Support for dredging. Restrict further development unless sustainable. Improved management of watercraft (size speed etc.) Support for environmental seawalls to retain sand. Adopt more environmentally friendly moorings. Council review and modify stormwater runoff management.</p>

39	Email	Industry Association								<p>Marina Industry Association (MIA) peak body representing marinas in Australia. South PacificAsia. MIA research indicates marinas provide many benefits for local communities (economic, employment, recreational, community) MIA members are responsibly managed with strict environmental protections. Australia's 347 marinas provide 23,000 jobs and \$1.4 billion per annum. MIA developed Clean Marina program which is now global program. Developed "Fish Friendly Marina" add on with NSW Fisheries. Many Pittwater marinas have Gold Anchor Status = voluntary program to improve services and facilities. Pittwater marinas care, manage and contribute to waterway and Northern Beaches community. Supports RPAYC submission. Support reviewing W2 zoning to allow marinas to expand. Government need to plan for sustainable development + growth in boats. Being on water at Pittwater is central to brand, image, lifestyle. Well managed marinas contribute to sustainable development. Looks forward to reviewing other marina submissions.</p>
40	Email	Other	Community Group							<p>Support Avalon Sailing Club submission. Club members important part of waterway. Mostly support intent of review. Thanks for being included. Protection of environmental fundamental. Key feature of Pittwater is water quality. Support intervention of local MP for erosion/causes/ remedies of pollution in Bayview Baths and high algae growth in Pittwater. Support extra pump out facilities. Concerns around getting boats to use pump outs. Request RMS Minister to ensure mooring licenses have plan for waste management. Track water quality + provide data to public. Sydney Water overflow outlets be monitored Council plan + implement gross pollutant traps.</p>





<p>existing commercial sites. Area suffers from lack of parking, congestion, run off, pollution. Strict rules to prioritise ecosystem over economics = local cultural</p> <p>Identify a mix of conservation which results in better low impact usage.</p> <p>Marina extension is not a practical option for Ptwater. Audit of boats on moorings and their usage (mooring minders). Existing commercial waterfront sites can be better used for business, cafe, restaurants Church Point already has low scale activation, cannot sustain more. Need for more transport, ferry and buses (links to Rowland Reserve). Council advocate for greater safety on waterway. Current water police presence sufficient. Additional regulations on/ ban PVCs. NSW government to consider holistic management of Ptwater across agencies. If no ban on commercial fishing, ban net fishing.</p>	<p>Management Systems. State/Council adopt auditing of marinas to ensure environmental compliance AS 3962-2001 guidelines for marinas out of date, subject to revision. Do not believe there is a lack of awareness of boat related services/facilities. Current facilities cannot cope with existing demand, no ability to expand. Marina berth increase only in current footprint with reduction in swing moorings. Council support more space efficient storage (all options). Support boat share arrangements. Ban mooring minders. Mooring cap set without consideration of available parking in area. Support overall cap on moorings. Demand will always be there but no reason to increase cap. Time-lapse camera to</p>		
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44	Email	Other	Business	<p>Support for balanced and sustainable economic growth. Support for tourism in Pittwater</p> <p>Support for marina expansion due to number of moorings Support for business (cafes/restaurants) utilizing waterfront. Tourism</p> <p>opportunities at Youth Hostel, Currawong and Basin. Linking western foreshore walks to West Head Support for development of Pasadenal/Church Point as tourism hub. Offered ferry service to Pasadena (declined).</p>	<p>Support for strategies. Balance between ecological sustainability and people related demands.</p>	<p>Support for public art. Previously supported public art (donational transport) for Wolarin and art trail. Pasadena good base for artists.</p>	<p>Support for extra boat storage. Support for more pump out facilities. Moorings are ugly. Navigational issues due to moorings. Public access to public wharves difficult. Support consolidating mooring fields. Additional moorings and tie-ups for offshore communities could be good, but ferry/water taxi could complement. Enforcement of mooring license rules. Live-a-boards/houseboats illegal. No waste disposal.</p>	<p>Pittwater has transport and parking problems. Happy to offer help/services for transport. Ferry service is asset to community. Ferry reduces congestion from private vessels. Mooring commuter vessels at Church Point is problem (aesthetically and safety). Happy to run additional services around Pittwater to ease parking issues.</p>	<p>Enforcement of tie up limits (safety/access issues). Council website/hub/app for info would be a good strategy. Improved signage. Do not support night lighting moored vessels Support working closely with council. Like to be consulted on future waterway projects. Like to be consulted on Plans of Management for Church Point. Liked to be consulted on southern wharves. Liked to be consulted on public transport</p>	<p>young sailors/local school). Concern current 4m height of building control will impact redevelopment of clubhouse/ rebuild after damage. Clubhouse already way above 4m height. Raise 4m height limit. Translation of 1993 to 2014 LEP has not carried the same permitted uses for BYRA/ASC. Add community facilities as additional permitted use to V2 zone. General support for Review. General support for most strategies. Farnes most sustainable transport option.</p>
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Attachment 1.1 – Summary of Submissions

45	Email	Mona Vale	Marina	<p>Thanks for economic study. Believe number of workers is higher (contracts). Agree W1 zoning is inadequate. Multiple land based zones but only few water based zones. W1 should define areas where marinas can expand and where commercial activities are encouraged. Cost of rezoning are expensive on water compared to land based rezoning. Review must set out clear zoning plan for development of waterway. More cafe styled activities near waterway with ease of access required. Waterfront access increase economic activity.</p>	<p>Boats that are not cut up are not accepted at most tips. Most boats are fibreglass construction = not easily recycled. Form artificial reef from old and stripped boats. Council/State government/business develop cost effective boat recycling program. Notion marinas do not care of environment is wrong and ignorant/ideological. Marinas are subject to stringent environmental controls. Marinas do not allow pollutants into water. Greater access to jetties, car park and services areas and common amenities will reduce environmental stress. Environmental seawalls are supported unless there is reduction in speed of watercraft. Council has responsibility to service and support environment it has planned for. If development proposed - Council must deliver satisfactory services. No need to change from</p>	<p>Continuous walkway would see demise of waterfront activities. Be clear walkway extended as far as possible without detriment of waterway and related activities that require waterfront access.</p>	<p>Each boat storage options has advantages and disadvantages. Moorings are difficult to access and frequently than berths. Differences between private and club moorings (tender services). Safety - easier to transfer from dock to vessel than tender or dinghy. Advantage of marinas is usually have car access and no need for tender (less time wasted). Marinas also provide easier maintenance (slipway, hardstand etc.). Marinas store more vessels efficiently. Moorings clog waterway - navigational issues. Less moorings would allow for more boating use. Appeal of moorings is less expensive and relative availability (berths are less available). Many owners allow</p>	<p>To optimise recreational use there needs to be adequate space for commercial activities to operate. Recreational users need access to car parking, storage for craft/trailers, load/unload boats and supplies. Removing mooring minders would improve mooring turn over + reduce demand as people realise hassle of them. Reduction in private moorings and transfer to commercial/club which are more regularly used/managed/ easy to remove unused boats. Need to increase marinas to reduce cost + increase use of waterway which will increase revenue of commercial activities and economic growth in Pittwater. Has seen trend to mooring shared boat ownership + encourage this trend. Shared ownership reduces boat storage requirements but increases public use.</p>	<p>Vision needed in review to improve moorings in long term. Reduce private moorings and increase club/commercial/public moorings. Mooring minder recycling program and marina space increase can lead to overall reduction in mooring numbers. Do not see need for marina reference group. Zone areas and marinas will develop. Council should look at how to limit fees for marina spaces. Enforcement of mooring management important but cannot alone solve mooring minders. Difficult in regulator in control of licenses and enforcement - outsource enforcement to commercial operator. Yearly inspections good first step but needs more follow up and support to dispose of vessel before can be fully supported. Review must recognise moorings are not</p>	<p>Details about PAC club and facilities 400 members. Feel its important review supports marina development.</p>
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46	Email	Bayview	Onshore	<p>Additional by phone call - Getting parking rangers' difficulty on weekends (Rowland Reserve/Bayview Pt). Long term resident. Identified as boat owner. Parking - Rowland Reserve is underused due to: High parking fees. Cost is difficult to wear for day out on water. No opportunity to top up at machine. Difficult with ranger enforcement of parking. Questions about Rowland: Who owns it? Who sets fees? Why no discount for pensioners/locals? How much revenue goes to ticket machine operator? Difficulty over a number of years answering above questions/any actual development at Rowland likely/time scale? Intensitate equivalent facilities are cheap or free. Money from boat fees goes where? Closure of other ramps for revenue raising. Why was Church Point ramp closed? Local streets full of parked cars/boats due to cost at Rowland. Greed of authorities/ agencies. Pleasier. Marine Rescue facility poorly located/poor condition. Mooring minders important. Enforcement of removal of mooring minders. Marina berths are expensive compared to moorings.</p>
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Attachment 1.1 – Summary of Submissions

49	Email	Newport	Marina	Current W1 zoning is restrictive. Like for like translation from 1993 LEP to 2014 did not cater for growth. Agree with HRPDA buffer zone around marinas which could remove need for new areas and contain development spread. Changing W2 zoning will allow marina expansion + enable council to deal with boating demand increase. Support for economic growth that is sustainable (triple bottom line). Expanding marinas is most feasible option. Current marinas are environmentally sound. Marinas in Pittwater agree to voluntary environmental standards (Gold Anchor etc.). Mooring fields are inefficient use of space or boat storage. Marina expansion is quickest, easiest and cost efficient method to deal with boating demand. Mooring fields better managed by removing mooring minders. Expansion of existing marinas less impact than new marinas.	RYMC main concern is for sustainability of natural environment. Club devotes resources to environmental upgrades facilities like RYMC take major burden of lack of rubbish collection points for boating and wider community. No facilities at Council public wharfs for boats to dispose of rubbish, pump out or take on water and rely on marinas. Support environmental seawalls due to sedimentation issues. Support environmentally friendly moorings in sensitive areas. Seagrass beds only existing in shallow water depth (up to 5m). Review should adopt or consider RMS Bay Management Proposal before making any decisions on alternative mooring types. Less illegal dumping if there was more facilities that assisted in removal and collection of waste (all types). Education program for ongoing awareness around	N/A	Strong support for marina reference group across council. State Government and stakeholders. No other option than to allow existing clubs, marinas to expand. Council needs to work with existing facilities to allow them to expand with consideration for environment and navigation of Pittwater. Suggest council allow development in existing developed areas to preserve as much of Pittwater's natural layout until new areas are identified. Marinas are environmentally friendly and able to respond to requirements quickly.	Agrees with most strategies. Support for reserves audit to improve foreshore access. Reserve audit could identify more storage areas for dinghies, kayaks. Parking aspects to be high point on agenda. Council needs to work with stakeholders to optimise current parking facilities. Council or government grants to existing facilities to expand parking. Dry stack could be viable but has many restrictions. Dry stack away from water is cumbersome and difficult, dry stack designed for quick access. Government grants for dry stack at existing waterside facilities.	Current W1 zoning restricts current and future demand. Current W2 zoning around marinas too restrictive. Current zonings not conducive for current and future use LEP 2014 needs immediate review to ensure effective use of waterway. Further investigation of dry stack areas needed - existing facilities better suited for dry stack. RYMC used for dry stack education campaigns and believe in promotion of eco-tourism. Development of Council website hub supported. Existing no wash and speed limits appropriate. Considered what wash is and what isn't. Training and education high on RYMC priorities. Not practical for moored boats to be lit. Pittwater already well-lit by navigational marks. Large number of moored boats at night = visual impact.	3,700 members. Diverse membership.
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Attachment 1.1 – Summary of Submissions

50	Email	Clareville (Bilgola Plateau)	Residents Association	More to Pittwater than boats, tourist come here for other reasons. More detailed breakdown of \$130m tourist spend. Suggest hikers, walkers and fishers are big tourist drawcards. Unaware of ban on commercial fishing, but happy to support. Support for creative path walks (Tasmanian).	Only one pump out station at RPA. Boats pump out waste at sea before entering Pittwater. Strong fines for illegal pump out. Marina expansion needs to include pump out facilities. Marina need to have collection/process ing of antifouling waste. General support for more bins. Agree run off is an issue. Increased development = increase run off. New guidelines on development to manage run off. Educate not fine people to stop leaf litter going into gutter. Marine parks okay but not complete answer. Follow fields for fishing grounds. Request study on fishing impact, limit catch in sensitive areas.	Invite local landscapers/artist to a competition to create community friendly foreshores. Support for appropriate public art. Desire foreshore to be celebrated and enjoyed by all. Support keeping dog issue separate.	Larger boat storage is difficult off the water/further away. Support for smaller craft storage (dinghy, kayaks). Priority storage system for locals. Support for spread of smaller small craft storage to spread parking demands. Current cap on moorings appropriate. Waitlist for moorings appropriate. Breakdown mooring numbers local residents v non locals. Priority scheme for locals on moorings. Welcome tourist spend, but concern it goes to marinas over others. Add support for boat sharing (concern on practicalities). Rationalise mooring numbers provided to clubs. Enforcement of mooring mindsets / amnesty for those that hand back moorings with mooring mindsets.	Endorse initiative for community input/development of strategies. Concern paper outcomes may be predetermined. Concern paper is heavily focused on increasing boat usage funneling towards marinas. Waterway is complex with many issues to resolve. No change to development standards / guidelines for marinas without community consultation. Concern data/research is marina focused. Focus on finite resource, not always developing. Pittwater at capacity already. Sustainability first. Major issues are safety and errors impacts by speeding watercraft. Enforce existing speed and wash limits. Extend speed and wash limits northwards. Ban PWCs. Ongoing information campaigns. Set limits on large/oversized boat/mooring numbers. Better utilize reserves (Rowland) Residents do not want multi-storey boat storage or parking near them. Parking at clubs already full.
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Acknowledge impact of existing moorings on environment. Marina berths are more expensive (fairness, equality of access). Support for fore and aft moorings.
Rationalisation of moorings could lead to moorings being removed from at risk areas.
However spread of moorings spreads impact of parking/demand. Benefit of extra berths flows to marinas only. Agreement and alignment on why people live/visit/use
Pitwater should be basis from which objective can be defined.
Support cohesive plan as in everyone's interest

Attachment 1.1 – Summary of Submissions

51	Yoursay	Coasters Retreat	Offshore	N/A	Illegal dumping issue for offshore communities. Northern Beaches Council signage at offshore good but ineffective (bars). Offshore wharves bins overflow / much demand. Boat pump out discharge into Pittwater. Green waste bins should be available at Coaster's Retreat (fairness with other offshores). Support for more pump out facilities. Seek survey/report on offshore pollution to inform management of issue. Dog waste bin at Boonie Doon wharf. Dog droppings on beach pollute Pittwater. Support more bins generally. Education best way to resolve illegal dumping.	Responsible agencies do not have policy in place for waterfront licenses in Coaster's Retreat; Crown Land's Domestic Waterfront Facilities Policy 2014 does not work for Coaster's Retreat. (Confusing, inconsistent, restrictive). Frontage of Coasters is National Park - devolved to Council to manage/illegal unauthorised structures at Coaster's Retreat (waterfront). Correspondence from Crown doesn't indicate which structures are to be subject to removal. Support for updating Plans of Management. Plans of Management for Coaster's are out of date. No assessment of waterways at Coasters (only crown land - does not include north of Towler's Bay. Support audit of existing reserves at Coasters - increase public access to foreshore. No need for additional public facilities at Coasters in	N/A	N/A	Extend investigation of sewerage at Scotland Island to include Coaster's Retreat. Lack of recognition that waterway is only access for offshore communities. Crown Land/Council policy not clear on domestic waterfront structures for Coasters (structures not immediately adjoin land they own).	Support for discussion paper. Support for engagement events.
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Attachment 1.1 – Summary of Submissions

Email	Other	Residents Association	Does not support any change to W1 zoning. Supports retention of existing development controls on marinas. Individual marina economic growth should not be tied to unfettered berthing area increases. Equity of access should be a consideration. Cost of berths is more than moorings. Marinas could convert their slipways/workshops to dry storage or a few full service marinas might be able to exist with these facilities moved to industrial areas. Question if mooring waiting lists are artificially inflated by multiple duplicate requests. If there are changes to W2 zoning or permitted uses in W1, marinas should be subject to stringent DA requirements. No support for expansion of commercial marinas as a practical option. Support for private community facilities such as Pittwater Aquatic Club or John jetties (i.e. Redial St, M/V/Qualified support for small low scale	Waterway and setting important to community and must be protected. Native flora fauna are important assets. Support paper finding that water quality is satisfactory. Acknowledge run off hotspots (sewerage and stormwater). Stormwater run-off is more of a remaining problem due to heavy sediment deposit into Pittwater around Scotland Is during heavy rains. Supports additional public pump-out facilities. Facilities for live-a boards could tie in with pump-out facilities. No comment on domestic animals. Agree illegal dumping is issue in creek catchment and offshore locations and from boats. Support green waste service for offshore residents in west Pittwater (fairness with Scotland Is/maintain). Suggest movement activated cameras in wildlife areas. Support increased funding for conservation and management of offshore reserves and habitats.	General agreement with strategies. Support specific dog park areas on foreshores restricted to a few places. Supports concept of foreshore walk (seasider) where appropriate/possible. Offshore community major funding contributor to new foreshore walk at Church Point. Signage should be informative and positive, not restricting (i.e., not "Not Permitted" variety). Support improved compliance of recreational fishers - note signage may be missing fishers though. Council could explore availability of foreshore land, possible sale of steep land to fund improvements elsewhere.	General community feeling marinas well less regulation. Concern they use filling more berths as "public service" to justify increase or they take up less space than mooring. Support a current mooring cap (3,641)-2015 moorings at 2022, leaving 649 unallocated. Support process to make boat disposal easier as cheaper to pay mooring fee than dispose of unwanted boat. Discourage mooring minders. Review commercial mooring holdings in light of resident waiting lists. Unallocated moorings - why aren't people on waiting lists using these allocations (want over need?). Regular auditing of moorings in high demand areas to remove mooring minders/ reallocate to those on waiting lists. Cheaper than yearly	Disagree that marina parking is being used by non-marina traffic (with exception of parking i.e. Gibson's, Beeshe). Concern marinas are pushing Council to fund additional waterfront parking facilities or are developing multi-storey above ground parking. Marinas pushing for more parking are not pushing for more public transport. Support improved public transport to reduce strain on parking. Support integration of public transport and Church Point Ferry Service. Support page 55 strategies with exception of no light nighting on moored boats. Do support lighting on anchored boats.	Marinas are permanent structures which exclude other uses. Moorings allow other users to pass through. Strongly supports retention of existing planning and development controls on marinas. Support waterway app. Support general signs around no wash, wake height, general safety.	WPCA represents Lower Western Foreshores. Use waterway on daily basis. Value natural environment. Wish to maintain the natural beauty. Participated in workshop + survey. Need for scientific expertise to address knowledge gaps before decisions made. Participated in DPI on Commercial Fishing in Pittwater workshop. Areas of study required - mooring types and impacts, water quality and run off, fish size and bag limits, recreational and commercial boat numbers and boat ownership. Mooring cap needs to be informed by study of net impact. Concern on total boat numbers and boat ownership growth (Hill PDA)- accurate figures required. Live-a boards - Northern Beaches is unaffordable for many and some resort to living on water. Maybe some areas should be allowed for this to happen and other ruled out. Supports natural environment as single biggest issue facing waterway.
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Attachment 1.1 – Summary of Submissions

				<p>restaurants and cafes around waterway. Do not support low scale activation of Church Point waterfront as it is already overwhelmed. Church Point should not be a destination for further tourism/central coast transport. Church Point is too important for offshore and local onshore residents and cannot sustain further development. Northern Beaches Council should initiate scientific studies to provide basis for capacity to sustain increased usage. Support for better education on waterways. Support extension of wash free zone north and rename "tow-wash zone".</p>	<p>Support for no go zones to protect seagrass with consideration of displaced users. Support for environmental friendly moorings provided they can be reliable in all weather conditions. Concern by tree loss around waterfront and pitwater in general. Highly value environmental sustainability, but consider there is people related needs and wants. General support for more bins. Acknowledge all foreshore development has impact but support sustainable and environmentally friendly solutions/initiatives. No comment to fishing.</p>		<p>Inspections. Mooring field expansions have impacted channel markers and they have not been moved. Support conversion of swing moorings to other types to minimise sea-floor coverage. Does not support unregulated marina berth expansion. Marinas are more expensive than moorings. Recent marina expansions cater for larger boat/lift marina demand/growth is driving development of waterway then yes marina reference group should be established. Marinas should not be the driving force in the water. There may be better ways to accommodate demand, such as community marinas or marinas that only provide berths and those that only service boats. Marinas should not be the main provider for future demand.</p>			
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Attachment 1.1 – Summary of Submissions

53	Email	Seaford	Onshore	N/A	N/A	N/A	N/A	Where moorings are swapped for berths, there is increased demand for parking in smaller areas. Some marinas rely entire on street parking. Parking in marina precincts is heavily stressed. Marina DAs must have adequate onsite parking for increased berths. Support new initiatives to clean waterways (sea bins?). Encourage ongoing education of boating public. Supports investigation of non-waterfront dry stack storage in industrial areas. Support page 44 strategies except for dinghy storage/ tie up at Church Point due to demand exceeding supply.	N/A	N/A	N/A	Review should be uncompromising. Access and use of waterway the priority. Review should focus on how to improve/deliver instead of how not to use waterway. Clear plan for future management needed. General thanks.
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Attachment 1.1 – Summary of Submissions

54	Email	Other	Political Party	General support for proposed economic strategies. Recognise importance of tourism due to world class beauty. Tourism development should occur only when it does not jeopardise environmental integrity, sustainability and beauty. Development restricted in foreshore area. Marina development strictly conscribed to avoid environmental damage and ugly clutter. Welcome review's observations on tourism - opportunities for eco-tourism, walkways, bike paths, Currawong, Basin and Youth Hostel management plans should prioritize cheap and accessible accommodation for all. Said environments to maintain low key and simple character building on these facilities (Currawong as a union holiday facility).	Agree with proposed strategies. Believe ecological sustainability must now be given priority over people related demands to ensure waterway is suitable habitat for flora/fauna, people, and tourism. Note concerns with environmental pollutants from sewerage/worm water run-off. Measures must be taken to protect Pittwater from pollution. Reduce E.coli in the water so it is safe to swim. Support ban on commercial fishing to allow fish stocks to recover (stocks have diminished). Do not support seawalls at all due to erosion of beaches. Foreshore development should be banned. Private structure intrusion on Pittwater beaches should be monitored to prevent erosion.	Love ideas of foreshore walks and public art. Welcome all strategies. Like audit of existing reserves to increase public access. Public facilities should not detract from environmental values.	Note serious pollution problem from illegal boat pump outs, fuel spills and other boat pollution. Concern by seagrass by swing moorings. Welcome all proposed strategies. Like replacing swing moorings at marinas. Marinas need to be environmentally friendly and in non-sensitive areas to avoid damage to seagrass/ becoming large and ugly. Monitoring of marinas/moorings needed. Moorings/berths not used/ regularly used should be removed. Reviews of mooring minders should remember moorings are cheaper and for those that cannot afford marina berths. Seaworthy vessels should not be penalised no matter their appearance. Any new marinas are to be public so	Welcome active travel paths. Privatization of waterway a concern and unresisted public access should be pursued by council/state govt. Welcome all strategies.	Welcome all strategies.	Thanks for opportunity to comment. Acknowledge traditional Aboriginal land owners + association with waterway. Recognise ongoing significance of waterway to local environment, culture and economy.
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Attachment 1.1 – Summary of Submissions

anyone can access them at a reasonable fee. Support for shared jetties/pontoon to avoid multiple structures in waterway

Attachment 1.1 – Summary of Submissions

55	Email	Newport	Marina	Support findings of the economics of the waterway. Support strategy for Council to develop strategies that are mindful of growth and demand on waterway. Including consideration of zoning expansions for marinas and storage facilities. Existing marina plays economic role in Newport and Sydney. Description of current facilities at Srsi. Description of proposed expansion. W1 zone is restricting growth of marina. Expansion of Srsi practical option to meet demand. Positive economic impact of Srsi expansion (economic growth, local employment, sustain related traders such as mechanics, shipwrights etc., competition amongst providers).	N/A	N/A	Note following findings: Social-economic benefits of waterway dependent on land based facilities. Berths are more efficient use of space than moorings. Increased demand for marina berths. Srsi endorses following strategies. Consider LEP amendments to allow marina growth. Explore mechanisms/top opportunities to inform boat users of existing services/ facilities. Ensure marinas meet Australian and international standards. Review and re-evaluate parking provisions rates. Consider sea bins. Benefits of Srsi expansion; Cater for increased demand and growth. Potential to provide onshore dry storage replace existing domestic jiffy already in Srsi ownership. No impact on navigation in channel.	N/A	Note following findings: PLEP 2014 defines areas of marinas can operate. Stakeholder workshops and eco-demo paper state restrictive nature of zonings. Preference for detailed investigation of each marina to establish opportunities and constraints for parking. Majority of stakeholders support streamlining regulatory, planning and approval process. Srsi is of opinion that; W1 and W2 zonings should be reviewed on merit basis to allow marina expansion. Srsi is willing to commission specialist studies/ consultants to support formal planning proposal and development application including; Navigation assessment, Traffic and parking assessment, Ecological assessment, Site surveys including waterway channel. Architectural and	Resubmitting preliminary planning proposal (2015). Seek council support for rezoning proposal. Note - appears to be using paper to support a rezoning proposal for the marina. Council should support preparation of formal planning proposal for Srsi to expand.
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## Attachment 1.1 – Summary of Submissions

[illegible]





Attachment 1.1 – Summary of Submissions

systems.



Attachment 1.1 – Summary of Submissions

<p>prefers APU option but believes entire waterway zones need to be reconsidered. ASC has produced their preferred wording for their APU clause. ASC considers BYRA to be the same as them and ask they be treated the same way. ASC would like height of buildings map also changed from current 4m height as they are substantially above that.</p>	

Attachment 1.1 – Summary of Submissions

Email	Bayview/ Church Point	Residents Association	Rehabilitation of creek lines will improve water quality, biodiversity, wildlife, wildlife corridors/Support micro sewerage treatment plants to supplement Warriewood STP. Long ocean outfall at Warriewood to improve water quality. Best practice and consistent management of waterway and bushland across waterway (flood, building codes and design, compliance, fire). Water sensitive urban design should be used (i.e. at Ingheside). Track water quality in additional to Beachwatch assessments, provide data to community. Expand mangroves to stabilise catchment sediment loss, marine habitat and clean water. Establish/rehabilitate flooding gardens/wetlands - wildlife sanctuaries. Protect, maintain, transplant seagrass beds as important to sediment and coastline stabilisation and nutrient cycling.	Support for more pump outs but be getting boat owners to use them. RMS do annual inspections of boats for insurance, seaworthiness, not compliant registration forfeited. NSW Minister for Roads, Maritime, Freight ensure boat owners and mooring licensees present waste management plans upon renewal. Mobile pump out facility by levy on boat registration or mooring fees.	Set up several small rack and stack dry boat storage around Pittwater (similar to Akuna Bay).	Boat trailer storage - upright and locked to postwall with wheel chocks. Potentially at Rowland Reserve. Educate re appropriate storage methods and availability of private operators (Kennards Storage).	Collaborate/share resources across state agencies and local government (RMS, Council, SES, Marine Rescue etc.).	Protection of unique natural beauty of Pittwater fundamental principle. Key feature of beauty is water quality - impacts desirability (residents, visitors, businesses). Water quality primary goal. Support action - intervention of local member be sought to further clarify extent, causes, remedies for (A) Unacceptable levels of pollution at Bayview Biebs, Barmesley Beach, Lovell Bay (B) Algae growth in Pittwater. Writers happy to further discuss Pittwater water quality.
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Attachment 1.1 – Summary of Submissions

Support sustainable fishing/marine industries. Support pg. 26 strategies.

[illegible]



Attachment 1.1 – Summary of Submissions

61	All	Internal	See Attachment 3	<p>MEMA has undertaken threat and risk assessment of NSW Coastline, including Pittwater Estuary. The activities generating highest threat to environmental assets have been identified in MEMA's paper. These should be considered in Waterway Review. Review considered sea level, but has not considered full risk of climate change, including:</p> <ul style="list-style-type: none"> <li>a) Increased temperature, fire weather days and number of days above 35 C; b) Increased rainfall intensity (floods); c) Sea level rise and d) Storms and storm surge (coastal storms).</li> </ul> <p>These activities identified by MEMA should be considered in the Pittwater Waterway Review Strategy. In addition to recommending the incorporating the above activities (a-d), into the Pittwater Waterway Review Strategy, it is anticipated that further additional strategies around climate change adaption will arise and may</p>

Attachment 1.1 – Summary of Submissions

be able to be incorporated in Stage 2 further to the integration of climate change policies and strategies across Council. Please see further reference to a) increased temperature, fire weather days and number of days above 35 C; b) increased rainfall intensity (floods); c) Sea level rise and d) Storms and storm surge (coastal storms).

					Increased temperature, fire weather days and number of days above 35 C. NSW records fifth hottest Feb on record. Global average land and ocean temps were second highest for Feb since records began 1980. Increase sea surface temp and number of days above 35 C could see algae blooms with impacts on ecosystems and human health. Extended temps over 2015-16 and 16-17 saw outbreaks in NB of Trichodesmium erythraeum in Newport and Merby. Normally these algae blooms in warm tropical and subtropical waters, climate change may lead to more regular blooms with implications on temperate ecosystems still unknown. Department of Primary Industries has identified projected impacts of climate change on fishing and aquaculture as: sea level rise and storms, warmer oceans, ocean acidification.					
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Attachment 1.1 – Summary of Submissions

62	Letter (Emailled)	All	TNSW & RMS - State - see attachmen t	<p>Pg. 20 - Support reconsideration of W1 zoning for wider waterway in LEP to address economic growth within study and adapt to increasing demand.</p> <p>Pg. 24 - Marine Pollution Act not relevant. Reference should be made to Protection of Environment Operations Act 1997 Pg. 26 - Still uncertainty on environmentally friendly moorings after Lake Macquarie trial in relation to protection of seagrass. Reservations include higher cost, suitability for all areas and weather conditions, self-service and insurance. Further work required and progressing under Mooring Reform Program by Environmentally Working Group (TNSW, RMS and Primary Industries).</p>	N/a	<p>Pg. 31 - Reference to pollution at Horseshoe Cove without evidence support link between specific activity and heavy metal pollution. Suggest link should not be made. Pg. 31 - Conflict between large and small vessels issue for RMS to resolve through enforcement and compliance rather than planning controls. Pg. 35 - Reference to expanding marinas offset by reduction in commercial moorings - will not result in increase in number of boats which can be stored on water. Suggest this be framed in terms of increasing on water boat storage without increase on water footprint. Pg. 35 - TNSW and RMS would support any initiative to facilitate dry storage development to provide alternative options to meet</p>	<p>Pg. 46 - Boat trailer parking. TNSW announced Trailer Storage Grants Program which allocated \$5 mil to boat trailer parking initiatives where trailers are a problem in residential streets. While program has closed, consideration is being given to second round and council is encourage to apply. Pg. 47 - RMS identified issues with PWCs and additional patrols allocated to deal with concerns.</p>	<p>Pg. 50 - Follow legislation to be referred to: Marine Safety Regulation 2016, Ports and Maritime Administration Act 1995, Ports and Maritime Administration Regulation 2012, Protection of Environment Operations (General) Regulation 2009. Pg. 51 - Council not supporting two options providing in paper for marina expansion will not meet current and projected demand. Council will still assess CAs so certainty can be gained that way. TNSW would welcome opportunity to work closely with Council on this issue to ensure appropriate and desirable expansion of marinas within waterway zoning. This approach recognises increasing demand, capacity of marinas and environmental, economic and amenity benefits of marinas. Pg. 53 - Marine Pollution Act not relevant.</p>	<p>Thanks for opportunity to comment. Paper recognises many initiatives / responsibilities outside Council and require input from state agencies. TNSW and RMS happy to assist Council with initiatives and improve on-water boat storage in Pittwater. As paper notes, storage and increased demand issue in popular boating areas like Pittwater. TNSW is working on number of options to improve storage, such as multiple vessel mooring systems, could lead to trial on Pittwater. TNSW and RMS are considering initiatives to address mooring minders. NSW Boating New funding could apply to Pittwater for initiative raised. Council will be consulted in due course on this. TNSW notes restrictions around W1 zoning and supports reconsideration of current zoning extents. Pg. 10 - correct reference to "Department of Primary Industry - Lands" Pg. 15 - review notes predicted growth in boats over 6m in Hawkesbury/ Broken Bay. Recommend report refer to number of vessels registered in Pittwater and what growth numbers would mean for Pittwater. Pg. 20, 54 and 56 - RMS will not extend wash zones but will commence education/ awareness campaign and more enforcement patrols.</p>
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63	Letter (Email)	Clareville	Onshore	No further development but marina expansion is inevitable: 10,115	Issue with seawalls and erosion.	n/a	Issue with seawalls and erosion; special with National Park - western foreshore: Light pollution from land reduces safety at night on the water.	growing demand for boat storage. Pg. 38 - Review of multiple moorings underway. Could lead to trial on PW or Lake Macquarie with local marina to improve density of on water storage. TINSW also considering options to deal with mooring minders.	Reference should be made to Protection of Environment Operations Act 1987. Pg. 54 - RMS reviewing speed restrictions on PW. Pg. 54 - Comments on education on safe boating. RMS produces and distributes a range of materials on boating safety. Within Hawkesbury/ Broken Bay RMS employs a team of 9 floating Safety Officers and Senior Boating Safety Officer to educate/enforce compliance on and off water. RMS employs a Boating Education Office with responsibility for Pitwater as part of broader Hawkesbury/Broken Bay and visit schools, marinas etc. Appears at annual Boating Safety Day at Rowland Rowland. Pg. 55 - Note Boating Industry Association working on advanced training course.	Marina expansion is inevitable but should be borne by the developer.
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				year timeframe for strategy is not long enough.				fishing - less emphasis on banning but protect nursery areas.	
64	All	DPI Fisheries - see Attachment 2	See Attachment 2	See Attachment 2	See Attachment 2				



Attachment 1.2 State Agencies Submissions



Mark Ferguson  
General Manager  
Northern Beaches Council  
PO Box 882  
Mona Vale NSW 1660

**Re: Pittwater Waterways Review Discussion Paper**

Dear Mr Ferguson

Thank you for the opportunity to comment on the Draft Pittwater Waterways Review Discussion Paper. I understand previous comments provided by Transport for NSW (TfNSW) and Roads and Maritime Services (RMS) on an earlier draft have been incorporated into this document.

The discussion paper recognises that many of the initiatives contained in the document are outside of Council's legislative functions and responsibilities and will require input from other regulatory agencies. TfNSW and RMS welcome the opportunity to work with council on these initiatives and in particular improving on-water boat storage on Pittwater.

As noted in the paper, the provision of adequate boat storage to meet demand is a challenge in popular boating areas such as Pittwater. To improve and consolidate on-water storage in such areas, TfNSW is currently considering a number of innovative options. For example, a review of multiple vessel mooring systems is currently underway and could potentially lead to a trial on Pittwater in partnership with local marinas to improve the density of on-water storage.

TfNSW and RMS are also considering initiatives to address mooring minders, vessels assessed as unseaworthy and vessels that do not comply with mooring licence conditions. This could assist by removing unsuitable vessels from moorings on Pittwater and freeing up capacity to help meet demand.

NSW Boating Now funding is potentially available to progress these initiatives, in partnership with commercial operators and council in areas such as Pittwater. TfNSW will liaise with council on these opportunities in due course.

Another boat storage issue, which has also been raised by industry, is the difficulty faced by marinas in Pittwater to expand due to the zoning of the waterway as W1. This is also noted as an issue in the Discussion Paper and is impacting on capacity of marinas to accommodate increasing demand for on water boat storage.

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**Transport for NSW**

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TfNSW supports the reconsideration of the current W1 zoning for the wider waterway in the Pittwater LEP 2014 as suggested on page 51 of the Discussion Paper. This approach recognises the increasing demand for on water boat storage, the capacity of marinas to consolidate the on-water boat storage footprint and the economic, amenity and environmental benefits of marinas.

This issue is discussed in further detail, along with other comments on the Discussion Paper, in the attached Table 1.

Should you wish to discuss the contents of this submission further, please contact Mr Matt Jones Policy Manager Economic Innovation at Transport for NSW on 4962 6438.

Regards,



**Clare Gardiner-Barnes**  
Deputy Secretary  
Freight, Strategy and Planning

18/05/2017

**Table 1. Summary of TfNSW and RMS comments on the Pittwater Waterways Review Discussion Paper.**

Page Number	Comment
10	Reference to the Department of Primary Industries Lands should be amended to the Department of Industry – Lands.
15	<p>Under boating use, reference is made to a predicted growth of an additional 67 per cent or 5,854 boats over 6 metres between 2009 and 2026 in the Hawkesbury / Broken Bay region. To provide some context on what this means for Pittwater, it is recommended that the report also refer to the number of vessels registered in Pittwater and what this growth would mean for Pittwater in terms of vessel number growth.</p> <p>An analysis of current vessel registration data indicates there are 1681 recreational and 62 commercial vessels greater than 6 metres registered to owners residing in the postcodes surrounding Pittwater. It is recognised that this will not capture all vessels in Pittwater, as many would be registered to owners that reside outside of the area, however this does give an indication on the number of vessels in the Pittwater area compared to the Hawkesbury / Broken Bay region.</p>
20, 54 and 55	The report notes the potential need to extend Pittwater's no wash zones. RMS has advised that while it will not be extending the current No Wash Zone limit, it will focus on increasing education and awareness of wash as well as increasing patrols and enforcement in the area.
20	Reconsideration of the current W1 land use zoning for the wider waterway in the Pittwater LEP 2014 is supported to address economic growth within the study area and adapt to increasing demand. This issue is discussed further on page 51.
24	In relation to the listed environmental protection legislation, The Marine Pollution Act is not relevant to this report as this is mostly relation to pollution from ships. Reference should also be made to the Protection of the Environment Operations Act 1997.
26	In relation to environmentally friendly moorings, consultation on the Lake Macquarie Boat Storage Strategy identified that there was still some uncertainty about the effectiveness of environmentally friendly moorings in addressing the protection of seagrass. Reservations expressed include the higher cost, suitability for certain areas, suitability for all weather conditions, ability to self-service and insurance implications. Further work is required which is being progressed under the Moorings Reform Program by the Environmentally Working Group consisting of representatives of TfNSW, RMS and the Department of Primary Industries.
31	In reference to serious pollution issues at Horseshoe Cove, without evidence to support the link between any specific development or activity and heavy metal pollution it is suggested that a link should not be made between the two.
31	Regarding conflicting use between larger and smaller vessels, this is an

	issue for RMS to resolve through enforcement and compliance rather than through planning controls.
35	In reference to expanding marinas to be offset by reducing commercial moorings, this will not result in an increase in the number of boats which can be stored on-water, demand for which is identified in various studies. It is suggested that this be framed in terms of increasing on water boat storage without increasing the on-water storage footprint.
35	TfNSW and RMS would support any initiative to facilitate dry storage development to provide alternate options to meet growing demand for boat storage.
38	Regarding moorings, a review of multiple vessel mooring systems is currently underway and could lead to a trial on Pittwater and Lake Macquarie in partnership with local marinas to improve the density of on-water storage. TfNSW is also considering initiatives to address mooring minders and vessels assessed as unseaworthy.
46	Regarding boat trailer boat parking, in 2016 TfNSW announced the Boat Trailer Storage Grants Program which allocated \$5 million to boat trailer parking initiatives in areas where boat trailers being parked on residential streets is a problem. While this program has now closed, consideration is currently being given to a second round of funding and Council is strongly encourage to apply for funding under any future grants program.
47	In reference to personal watercraft (PWC) issue, RMS has identified areas of concern and additional patrols have been tasked to deal with the PWC concerns.
50	The following legislation should also be mentioned: <ul style="list-style-type: none"> <li>• Marine Safety Regulation 2016</li> <li>• Ports and Maritime Administration Act 1995</li> <li>• Ports and Maritime Administration Regulation 2012</li> <li>• Protection of the Environment Operations (General) Regulation 2009</li> </ul>
51	<p>The report notes the difficulty associated with expanding marinas to meet forecast demand due to the need to rezone the waterway from W1 to W2. While two options were presented to resolve this issue, neither are supported by Council as they “do not provide an adequate level of certainty or assurance on what type of development can occur and where”. This position, which will effectively maintain the status quo, will continue to place a considerable constraint on capacity of marinas to expand to meet forecast demand.</p> <p>Individual development applications to expand a marina would still be assessed by Council irrespective of the zoning. Therefore Council already has “an adequate level of certainty or assurance on what type of development can occur”.</p> <p>TfNSW would welcome the opportunity to work closer with Council on this issue to ensure that appropriate and desirable expansion of marinas is accommodated within waterway zoning, and subject to development controls and consent processes.</p>



	This approach recognises the increasing demand for on water boat storage, the capacity of marinas to consolidate the on-water boat storage footprint and the environmental, economic, and amenity benefits of marinas.
53	The reference to the Marine Pollution Act in relation to marinas is incorrect as this legislation does not cover marinas. This should be amended to the Protection of the Environment Operations Act.
54	Regarding speed restrictions RMS is currently reviewing the speed restrictions on Pittwater.
54	<p>Regarding comments on lack of education on safe boating practice, RMS has advised it undertakes considerable effort to improve safe boating education including the following:</p> <ul style="list-style-type: none"> <li>• RMS produces a broad range of boating safety collateral including handbooks, brochures, tide charts and stickers which are distributed at no charge to the boating public. These provide the information required by vessel operators to meet licencing requirements, guides to safe boating practices, rules and equipment requirements including lifejackets, and practical advice on key topics such as boat ramp etiquette.</li> <li>• Within the Hawkesbury River/Broken Bay area, Roads and Maritime Services employs a team of nine Boating Safety Officers and a Senior Boating Safety Officer with responsibility for boating education and compliance activities on and off the water. BSOs engage with the recreational and commercial boating community and general public at many levels, from conducting safety equipment checks with individual vessel operators to delivering safety briefings at events and stakeholder group meetings.</li> <li>• In addition, RMS employs a Boating Education Officer with responsibility for the Pittwater waterway as part of the broader Hawkesbury River/Broken Bay area. BEOs communicate boating safety information to the public at waterway access points such as boat ramps and marinas, visit schools, through community forums, by attending and establishing displays at boat shows and by providing assistance at special events such as the annual Boating Safety Day at Rowland Reserve, Bayview</li> </ul>
55	In relation to additional training courses it is noted the Boating Industry Association is working on an advance boating course which may be of benefit.

Attachment 1.2 State Agencies Submissions



Department of  
Primary Industries

Our Ref: OUT17/18331

2 June 2017

General Manager  
Northern Beaches Council  
PO Box 882  
MONA VALE NSW 2103

Email: [pittwater@northernbeaches.nsw.gov.au](mailto:pittwater@northernbeaches.nsw.gov.au)

Dear Sir /Madam,

**Re: Pittwater Waterway Review – Stage 1: Discussion Paper**

I refer to the Pittwater Waterway Review – Stage 1: Discussion Paper currently on exhibition. The Department of Primary Industries (DPI) Fisheries apologises for the delay in responding and we ask that this submission is considered in this important review process. DPI Fisheries is supportive of Council's approach in reviewing the management challenges facing this waterway and provides the following as constructive feedback to assist in the future management of Pittwater.

In relation to Pittwater and references to relevant regulation in the Discussion Paper, please note that DPI Fisheries is responsible for ensuring that fish stocks are conserved and that there is no net loss of key fish habitats upon which they depend. The Department is also responsible for ensuring the sustainable management of commercial, recreational and Aboriginal cultural fishing, aquaculture, marine parks and aquatic reserves within NSW.

DPI Fisheries is also responsible for the day-to-day implementation of the *Marine Estate Management Act 2014*. This Act sets the legal framework for delivering on the vision for a *healthy coast and sea, managed for the greatest well-being of the community, now and into the future*. The Act requires the management of the NSW marine estate (estuaries, coastline and coastal waters) to be consistent with the principles of ecologically sustainable development, facilitating the maintenance of ecological integrity, and economic, social, cultural and scientific opportunities. It also requires the coordination of government programs relating to marine estate management and provides for a comprehensive system of marine parks and aquatic reserves. The Act also requires the development of a 10-year Marine Estate Management Strategy to address priority threats identified through a threat and risk assessment.

**Objectives of the Pittwater Waterway Review and links to other planning processes**

Page 7 of the Discussion Paper states that the Review "will seek to identify and assess all issues impacting the waterway and potential opportunities to address and balance the array of competing interests. The Review will then form the basis for the development and implementation of strategies and specific actions to guide the management of the waterway over the next 10-15 years".

DPI Fisheries has taken the above to be the objective of the Pittwater Waterway Review as it has not been clearly stated elsewhere within the Discussion Paper. DPI Fisheries questions whether the Pittwater Waterway Review is actually as broad as this statement suggests? The Discussion Paper itself seems to have a strong focus on the usage of the waterway and foreshore lands on Pittwater and some of the conflicting interests and environmental harm that can arise. It is noted that issues concerning boat storage and future demand seem to have been specifically addressed. While some of the wider catchment impacts on the waterway have been mentioned, the report does not go into further detail on these matters. The Plan also does not incorporate the whole of the Pittwater catchment. It is suggested that Council review the objective and scope of the Review, or include broader catchment-based management of Pittwater in its scope.

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## Department of Primary Industries

DPI Fisheries recommends that future documentation regarding the Pittwater Waterway Review include specific objectives that state the intended ways of addressing catchment-based impacts on the waterway and potential opportunities to address and balance the array of competing interests, considering the environmental, social and economic value of Pittwater. This will also assist in clarifying the Review's relevance to other related processes including statutory Coastal Zone Management Plan processes and the strategic District Plans currently underway.

### Stakeholder Consultation

DPI Fisheries seeks advice on whether targeted consultation was initiated with all social and economic stakeholders within Pittwater, including the commercial and recreational fishing sectors, prior to the release of the Discussion Paper? Please note that DPI Fisheries will be re-engaging with these sectors and Council during mid-late 2017 on Pittwater matters noted in this Review and there is an opportunity for both agencies to work collaboratively to address issues raised relevant to these sectors.

### Governance and Legislative Arrangements

The Discussion Paper, as publically released, has the following omissions concerning the Governance and legislative arrangements covering Pittwater:

- Page 10, 'Ownership, management and controls': This section, outlining the groups and agencies with a regulatory role in Pittwater should also include:
  - *DPI Fisheries*: Supports economic growth and sustainable access to aquatic resources through commercial and recreational fisheries management, research, aquaculture development, marine protected areas management, habitat protection and rehabilitation, threatened aquatic species management, regulation and compliance. The branch mitigates and manages risks from use of land and water, including from sharks, and hunting through the Game Licensing Unit. DPI Fisheries also regulates specific activities which can harm threatened species, aquatic habitats (marine vegetation – including saltmarsh, mangroves and seagrass) and the biodiversity/habitats of marine protected areas (e.g. Barrenjoey Head Aquatic Reserve), blockages to fish passage and dredging and reclamation activities. The Department also conducts compliance activities on these activities.
  - *Marine Estate Management Authority*: The Authority consists of an independent Chair and Senior Executives of the four Government agencies with responsibility for the NSW marine estate (DPI, Department of Planning and Environment, Transport for NSW and the Office of Environment and Heritage). The Authority assists in ensuring that policies and programs address priority issues in the NSW marine estate, are well-coordinated, efficient and evidence-based and result in positive outcomes. The Authority is jointly responsible to the Minister for Primary Industries and Minister for the Environment.
  - *Department of Primary Industries – Lands* is now known as Department of Industry – Lands and Forestry.
- Page 24, 'Environmental Protection': This section, identifying the legislation that addresses the protection of waterway habitats, should also include the:
  - *Fisheries Management Act 1994 (FM Act)*: Parts 7 and 7A of this legislation directly seeks to protect aquatic habitats and aquatic threatened species within NSW.
  - *Protection of the Environment Operations Act 1997*: This legislation addresses water quality issues within NSW.
  - *Marine Estate Management Act 2014 (MEM Act)*: See description of the Act on p.1 of this letter. Please also note that this Act and associated regulations apply to development within or adjacent to marine protected areas, including Barrenjoey Head Aquatic Reserve.
- Theme 2: Natural Environment: No mention is made in this Discussion Paper of listed threatened species, populations or ecological communities known to occur within Pittwater under the *FM Act*. In particular, *Posidonia australis* seagrass within Pittwater is listed as an Endangered Population under the *FM Act* and an Endangered Ecological Community under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.

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## Department of Primary Industries

Identified threats to this population include direct physical damage from boat anchors, propellers, moorings, dredging and the construction of foreshore and waterway infrastructure. As these threats are associated with boating activity considered under this Review, the sensitivity and protected status of these communities should be identified and discussed.

While the sensitivity of saltmarsh was identified in the Discussion Paper, its listing as an Endangered Ecological Community under the *Threatened Species Conservation Act 1995* should also be included.

The Governance points outlined above should be included in any future Strategy released as part of this Review. It is important that significant areas of environmental sensitivity are clearly identified, discussed in the context of the review and appropriate actions developed in consultation with relevant state agencies.

### Emerging Trends

It is further noted that the 'Emerging Trends' identified on p.15 of the Discussion Paper identify population and boating related trends. No environmental trends have been identified despite the natural environment being identified by the community as the single biggest challenge facing Pittwater now and into the future'. The decline of seagrass within Pittwater is a significant historical and ongoing trend that should be referenced and DPI Fisheries can assist with data on these losses. Any expansion of waterway use in Pittwater needs to consider the protection and potential recovery of this sensitive habitat.

### Comment on Background Material to Specific Themes

#### Theme 1: The Economics of the Waterway

- DPI Fisheries supports the documentation of the important marine related industries in this theme. Charter fishing and recreational boating industries could also be listed on p.18.

#### Theme 2: Natural Environment

- The findings of the online survey mentioned in this theme are similar to the findings of the statewide Marine Estate Community Survey commissioned by the Authority in 2014. Specific findings relevant to Pittwater from this Survey are also outlined in the report. See pp.18-21 of [http://www.marine.nsw.gov.au/data/assets/pdf\\_file/0010/594631/Summary-of-Hawkesbury-community-and-stakeholder-engagement.pdf](http://www.marine.nsw.gov.au/data/assets/pdf_file/0010/594631/Summary-of-Hawkesbury-community-and-stakeholder-engagement.pdf)
- The sentence "This section will outline some of the current pressures the natural environment is facing, as well as recreational facilities" on p.22 of the Discussion Paper, should be reviewed and clarified?
- The threatened status of sensitive aquatic habitats known to both occur in Pittwater and be impacted from boating activities and waterway infrastructure (e.g. jetties, pontoons, moorings, marinas and berthing areas); should be identified in this section, particularly seagrass (*Posidonia australis*) and saltmarsh communities.
- There is no acknowledgement in this section that all commercial fishing activities within NSW have undergone a comprehensive environmental assessment process under the *Environmental Planning and Assessment Act 1979* and via the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* for related wildlife export approvals. Some of the impacts concerning commercial fishing claimed by the community in the Discussion Paper are unsubstantiated or based on mis-information and similar findings have been documented from the Marine Estate Management Authority's Hawkesbury Shelf marine bioregion assessment consultation process in early 2016. The submissions report from this consultation will be released on the marine estate reforms website ([www.marine.nsw.gov.au](http://www.marine.nsw.gov.au)) soon and Council will be advised when this occurs. It should also be noted that a number of species of fish in NSW have higher levels of extraction by the recreational fishing sector than the commercial fishing sector as identified

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## Department of Primary Industries

- in the [http://www.dpi.nsw.gov.au/\\_data/assets/pdf\\_file/0011/598628/West-et-al-Survey-of-rec-fishing-in-NSW-ACT-2013-14-2016\\_03\\_02.pdf](http://www.dpi.nsw.gov.au/_data/assets/pdf_file/0011/598628/West-et-al-Survey-of-rec-fishing-in-NSW-ACT-2013-14-2016_03_02.pdf). This report states that "Total recreational harvest weights were estimated for 10 key species and compared with commercial fisheries data. Recreational catches exceeded commercial landings for 5 of the 10 species – namely: 71% of the total harvest of Dusky Flathead; 67% for Sand Flathead; 63% for both Mulloway and Tailor; and 52% for Yellowtail Kingfish. Sand Whiting and Snapper were slightly lower than commercial landings (ranging from 40-49% of the total harvest), whereas the recreational catch of Australian Salmon and Silver Trevally were substantially smaller than the commercial harvest (both at 14% of the overall total)."
- It should also be noted that the fishing fleet makes up a very small percentage of the total number of vessels using the waterway.
  - The commercial fishing issue as presented is a resource use conflict issue rather than an environmental impact issue and should be reflected in a "social" theme of the Review.
  - DPI Fisheries requests that the wording of the possible strategy "support Initiative 6 which seeks to remove commercial fishing access rights to Pittwater, as proposed in Discussion Paper Hawkesbury Shelf Marine Bioregion Assessment" be corrected. The objective of Initiative 6 is "to reduce resource-use conflict between commercial fishing and other user groups in Pittwater". It specifically sought to explore sources of local funding or market-based mechanisms to buy-out or compensate commercial fishers for any negotiated loss of access rights. It did not seek to remove commercial fishing access rights as quoted. The results of the consultation process relating to this initiative will shortly be publicly released and DPI Fisheries seeks an opportunity to brief Council on the findings. This strategy should be amended to reflect the findings – which indicate the issue is much more complex and relates more broadly to information failure.
  - DPI Fisheries supports the other possible strategies, in particular points 1, 4, 7 and 8.
  - As stated previously, significant legislation protecting the aquatic environment within NSW has not been identified under this section (namely the *Fisheries Management Act* and *Marine Estate Management Act*).
  - The listed threats to seagrass on page 25 should also include: dredging and reclamation; damage from boat anchors; construction of waterway infrastructure increased sedimentation; eutrophication; stormwater discharges; disturbance of altered tidal and wave regimes and climate change.

### Theme 3: Natural reserves and recreation

- DPI Fisheries is supportive of possible strategy point 2 relating to recreational fishing compliance and is keen to work with Council on ways to improve signage and delivery of recreational fishing and aquatic reserve management rules information to support compliance outcomes in Pittwater.

### Themes 4: Development of the waterway

- The identification of impacts from boating activities and waterway infrastructure on seagrass and other sensitive aquatic habitats should be mentioned in this section.
- DPI Fisheries works closely with the Marina Industries Association to promote the Fish Friendly Marina Certification Program. There has been positive adoption of this program by several marinas in NSW, including in the Sydney region, and the program could be further promoted in Pittwater – see <https://www.marinas.net.au/industryprograms/fish-friendly-marinas> for details.
- DPI Fisheries is working closely with Transport for NSW on moorings initiatives, such as those listed in points 1, 4, 5 and 6 on p.40. These strategies are supported by DPI Fisheries as positive ways to provide economic and social benefits via recreational boating, while minimising impacts on seagrasses and other sensitive aquatic habitats.
- DPI Fisheries supports the possible strategies in points 4-6 on p.44 of the Discussion Paper.



## Department of Primary Industries

### Theme 6: Waterway Regulation

- The *Fisheries Management (General) Regulation 2010* and the *Marine Estate Management Act 2014* should also be included in this section. *DPI Fisheries Policy and Guidelines for Fish Habitat Conservation and Management (2013)* also outlines the Department's requirements for a range of waterway infrastructure developments.

### **Further responses to some of the Possible Strategies and Discussion Points**

#### Zoning for the expansion of marina storage facilities; Economic growth on the waterway; Changes to the waterway zoning

In relation to future development within Pittwater, DPI Fisheries requests that such development is assessed and complies with the *Fisheries Management Act 1994* and *Policy and Guidelines for Fish Habitat Conservation and Management (2013)*. Considering this legislation and policy for marinas in particular, it is important that marinas are situated in water deep enough to allow access to, and accommodate the draft of, the vessels in the berthing areas without the need for dredging and that harm of all seagrass and other sensitive aquatic habitats is avoided.

In considering the growth of boating presence in Pittwater, consideration should always be given to the wider implications of this on the environment. Increased demand for storage and use of larger deep draft vessels in Pittwater may need to be restricted in shallow waters, to both protect aquatic habitats and avoid the need for ongoing, costly public dredging.

Any changes to the zonings of the Waterway from W1 to W2 require extensive consultation with the community and relevant government Departments that have a management responsibility and interest in the waterway, including DPI Fisheries. The Department views the two options provided in the document, as an all or nothing approach, and would expect that a wider selection of options be considered.

#### Habitat protection strategies

DPI Fisheries supports the protection of the sensitive aquatic habitats through development controls, use of environmentally friendly moorings and compliance action on unauthorised waterfront structures. DPI Fisheries requests to be consulted on any proposed changes to the Pittwater LEP and DCP regarding waterfront development and structures. Consideration of the requirements of the *Fisheries Management Act 1994* and the *Policy and Guidelines for Fish Habitat Conservation and Management (2013)* in the review of these Environmental Planning Instruments (EPIs) is recommended.

The protection of key fish habitat (such as seagrasses, mangroves, saltmarsh, intertidal flats, the biodiversity and habitats of Barrenjoey Head Aquatic Reserve and clean waterways) is of paramount importance when looking at sustaining and improving viable fish stocks and aquatic biodiversity. Some of the community views and concerns expressed as part of this review show strong regard for these matters within Pittwater and need to be factored into future changes to EPIs.

The Department is keen to provide information to Council in support of its proposal to develop a Waterway portal supplying information on development controls, policies etc.

Should wish to discuss this response, please contact Scott Carter, Senior Fisheries Manager – Central/Metro on 4916 3931.

Yours sincerely

**Sarah Fairfull**  
Director Aquatic Environment

**DPI Fisheries**  
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Attachment 1.3 Internal Council Submissions from Climate Change Adaption

## Memorandum

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To: Karen Buckingham – Executive Planner - Strategic  
Cc: Jacqueline Grove - Manager Environment, Resilience & Climate Change  
From: Melanie Thomas – Climate Change Adaptation Officer  
Date: 16 May 2017  
Subject: Pittwater Waterway Review Discussion Paper – Climate Change Adaptation

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Please see below comments on the Pittwater Waterway Review Discussion Paper addressing climate change adaptation to enable consideration of these issues during development of the Pittwater Waterway Strategy.

### Comments

#### 1) *Marine Estate Management Act, 2014*

The *Marine Estate Management Act 2014* and the development of both the New South Wales (NSW) Marine Estate Management Strategy and the Hawkesbury Shelf Marine Bioregion Assessment is referenced under 'Theme 6: Waterway regulation'.

The NSW Government agency, the Marine Estate Management Authority (MEMA 2016) has not been listed in the preface of the Discussion Paper under 'Ownership, management and controls: who owns and manages what?' Please consider including this agency in this section.

MEMA has undertaken a Threat and Risks Assessment of the whole of the NSW coastline, including the Pittwater Estuary which is addressed under the Hawkesbury Shelf Marine Bioregion Assessment Discussion Paper which has proposed the eight management initiatives (2016). Activities and issues generating highest threat to environmental assets of the bioregion with key stressors driving environmental threats to the Pittwater Waterway have been identified as:

- Climate change (50 year timeframe)
- Urban stormwater discharge
- Clearing, dredging & excavation activities
- Shipping
- Recreation & tourism
- Recreation boating & boating infrastructure
- Foreshore development
- Agriculture diffuse source runoff
- Point discharges
- Estuary opening/modified freshwater flows
- Recreational fishing
- Commercial fishing
- Aquaculture
- Charter fishing
- Charter activities.



The activities identified by MEMA listed above should be considered in the Pittwater Waterway Review Strategy.

## **2) Climate Change Adaptation**

Whilst the Pittwater Waterway Review Discussion Paper has addressed sea level, it does not discuss other threats associated with climate change. The Pittwater Council Climate Change Risk Assessment (2012) identified the key climate risks to Pittwater as:

- a) Increased temperature, fire weather days and number of days over 35°C (heat)
- b) Increased rainfall intensity (floods)
- c) Sea level rise
- d) Storm and storm surge (coastal storms)

### **a) Increased temperature, fire weather days and number of days over 35°C (heat)**

In February 2017, New South Wales had their fifth hottest February on record and globally average land and ocean temperature were the second highest for February since records began in 1880 ([Attachment A](#)).

Increasing sea surface temperatures and number of days over 35 degrees Celsius over summer could result in a greater number of algae blooms and impacts on both ecosystems and human health is an area that needs further consideration. For example, elevated temperatures over the 2015-16 and 2016-17 summers have resulted in outbreaks on the Northern Beaches of the *Trichodesmium erythraeum* algae reported at Newport over the 2015-16 summer and Manly over the 2016-17 summer. This species of algae usually blooms in warm tropical and subtropical coastal waters so with climate change projections may become more regular on the NSW coastline with implications on temperate ecosystems still unknown (Ajani *et al.* 2011; Casey 2009).

The NSW Department of Primary Industries (DPI 2016) has identified projected impacts of climate changes on fishing and aquaculture that relate to the following variables: sea level rise and storms, warmer ocean temperatures, ocean acidification, decreased rainfall and drought, increased river temperatures, run-off changes, ocean stability and currents, ENSO, tropical cyclones and storm surges. Whilst the impacts of climate change on fisheries have been extensively researched in the tropics, the Arctic and Antarctica, there is still a large knowledge gap in regard to the impacts of climate change on temperate ecosystems and the fisheries of temperate waters.

Booth *et al.* (2009), undertook a longitudinal assessment of fish assemblage data sets and have highlighted that climate change stressors can impact the life cycle of fishes including: larval transport, larval connectivity, settlement and recruitment (early post-settlement survival and overwintering), nursery ground availability, growth rates, assemblage structure, range shifts, spawning and egg production. The study highlighted that that temperate habitats are at risk of shrinking with climate change.

## **Recommendations**

- That the impact of increased temperatures on ecosystem resilience in the Pittwater Waterway is further investigated/considered in the Stage 2 Strategy. (Practical examples include Fish Habitat enhancement Unit project (University of Technology, Sydney, [Attachment B](#)) and Reef balls being trialled in lagoons on the northern beaches (ReefBall Australia 2017)).

**b) Increased rainfall intensity (floods)**

The impacts of increased extreme rainfall events resulting in increased flooding to estuary communities with proposed risk management strategies and actions should be considered either under 'Theme 2: Natural Environment' or under 'Theme 5: Activating the waterway' as a risk to the increased activation.

A current example is the Great Mackerel Beach Entrance Management Strategy being developed by the Manly Hydraulics Laboratory (MHL), who are investigating options including the consideration of dredging the Great Mackerel creek and possible ramifications. MHL has undertaken the technical studies (can be requested from the Climate Change Adaptation Officer - too large to attach). The draft report from MHL includes the assessment of the ecological impacts of dredging which can be viewed at [Attachment C](#) but is not for distribution. Appendix A in this attachment provides a summary of all of the threatened species and likelihood of occurrence for the area.

**Recommendations**

- To consider the impacts of increased extreme rainfall events
- To consider the Great Mackerel Beach Entrance Management Strategy once developed and adopted.

**c) Sea level rise**

The Discussion Paper refers to the 'Pittwater Estuary – Mapping of Sea Level Rise Impacts' study, undertaken by Cardno in 2015, which uses the former NSW Government sea level rise benchmarks of 0.4m by 2050 and 0.9m by 2100.

Consideration should be given to making the approach consistent with the 'Coastal Zone Management Plan for Collaroy-Narrabeen Beach and Fishermans Beach' and the 'Coastal Zone Management Plan for Bilgola Beach (Bilgola) and Basin Beach (Mona Vale)', which were both recently adopted by Council. These Coastal Zone Management Plans (CZMPs) used a probability based approach according to the possible global emissions scenarios outlined in the Intergovernmental Panel on Climate Change (IPCC) reports which were applied to the useful asset lives.

Intertidal species are particularly vulnerable to the impacts of sea level rise and opportunities through the Coastal Environment Centre (CEC) for citizen science to play a greater role in better understanding the ecology of these ecosystems in the Pittwater Waterway could be expanded beyond the open coast intertidal programs. There are a number of citizen science tools arising which enable tropical species to be recorded. These include Red Map [[www.redmap.org.au](http://www.redmap.org.au)], which has been designed by the Institute for Marine and Antarctic Studies at the University of Tasmania. These tools could provide much valuable data to assist longitudinal studies if citizen science programs were properly resourced and partnered with universities and research institutions.

**Recommendations**

- That there is alignment of the estuarine approach to sea level rise with the asset based approach being applied on the open coast of the Northern Beaches Council.
- That community citizen science programs be investigated to better understand changes to the ecology as a result of climate change.

**d) Storm and storm surge (coastal storms)**

The NSW Department of Primary Industries (DPI 2017) has collated climate change research that shows changes to ocean currents, due to increased frequency of El Niño-Southern Oscillation (ENSO) events, an increase in extreme event storm surges, and a decreasing flow of fresh water to estuaries, with a shift in nutrient supply to the nearshore coastal waters.

These alterations will be manifest in significant estuarine and nearshore habitat change, change in trophic (food chain) relationships and shift in the recruitment patterns of aquatic plants and animals, including commercially and recreationally harvested fish and invertebrates. Shifts in the range and distribution of harvested species, the composition and interactions within aquatic communities and the structure and dynamics of communities are predicted to occur.

Strategies could be considered that trial new innovations in coastal defence structure beyond the environmentally friendly sea wall approach applied at Rowlands Reserve. Different approaches to sea walls which also strengthen ecosystem resilience include the flower pots trialled by the City of Sydney (2016) or the recycled oyster shell sea walls being trialled by Ocean Watch (2016).

**Recommendations**

- Continue to construct environmentally friendly sea walls where possible with a particular focus on increasing coastal saltmarsh (endangered ecological community listed under the NSW *Threatened Species Conservation Act 1995*).
- Recommend retrofitting existing traditional sea walls to enhance ecosystem resilience.
- Recommend sustainable approaches to sea wall constructions using recycled materials that could also provide recreational fisheries benefits of enhancing oyster availability in the Pittwater waterway.

Over the coming twelve months we will be working on integrating the climate change policies and strategies across Council and it is anticipated that further actions/strategies around climate change adaptation will arise during this time that may be able to be incorporated in the stage 2 strategy.

Please let me know if you have any further questions.

Kind regards

Jacqui Grove  
Manager Environment, Resilience & Climate Change  
Natural Environment & Climate Change

**Attachment A** – Selected Significant Climate Anomalies and Events February 2017

**Attachment B** – Cooe Newsletter article, *O-Fish-al Business*, March 2015.

**Attachment C** – Cardno (NSW.ACT) Pty Ltd, 2017 *Aquatic Ecological Assessment*.

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