



# Church Point **Sydney**

## Plan of Management

Prepared under the Crown Lands Act, 1989 & Local Government Act, 1993  
Prepared by Pittwater Council / Land and Property Management Authority  
November 2009



Land and Property  
Management Authority



**PITTWATER COUNCIL**



Hon Tony Kelly MLC  
 Minister for Planning  
 Minister for Infrastructure  
 Minister for Lands  
 Deputy Leader of the Government in the Legislative Council  
 Leader of the House in the Legislative Council

RECEIVED  
 11 NOV 2010  
 PITTWATER COUNCIL

The Church Point Plan of Management (November 2009) has been adopted under the provisions of Section 114 of the Crown Lands Act 1989 on 2010

MIN10/3883/1

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

8 NOV 2010

Dear Mr Ferguson

**Church Point Plan of Management – 2009**

I refer to the above draft plan of management, which was exhibited for public comment, including Land and Property Management Authority (LPMA) placing a notice in the government gazette.

Council's Submission Review summarises submissions received and includes changes to the draft plan. Council has now forwarded a copy of the final plan of management dated November 2009 to LPMA for adoption under the Crown Lands Act.

The plan of management has been reviewed and I am pleased to advise that I have adopted the Church Point Plan of Management dated November 2009 in accordance with s.114 of the Crown Lands Act 1989.

The preparation of the plan of management for Church Point has given stakeholders and the broader community the opportunity to provide constructive input about issues affecting the study area. Council and the Community representatives that contributed to the preparation of this plan of management are to be congratulated for the enormous efforts made in the preparation of this POM.

I am aware that this final Plan of Management is the culmination of over six years work and there is a lot more work ahead for the implementation of this important Plan. The plan recognises and reinforces the recreational, social and natural values of the Church Point study area. The finalisation of the plan is a significant achievement for Council, the community and the Authority, for which all concerned should be proud..

Please sign the attached cover sheet containing my signature as indicated, and place it at the front of the final adopted plan of management. A final hard copy of this plan and CD copy should be sent to Ian Ferguson, LPMA, Land Management, PO Box 3935 Parramatta 2124.

Yours faithfully

Tony Kelly MLC  
 Minister for Lands

SCANNED  
 3974875  
 11 NOV 2010

Tony Kelly MLC  
 Minister for Lands

Mr Mark Ferguson  
 General Manager  
 Pittwater Council

Cr. Harvey Rose  
 Mayor of Pittwater

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## Foreword

Church Point is a unique maritime community on the shores of Pittwater. Predominately a transport hub for off-shore residents 'the Point', as it is affectionately known, provides essential services to the estimated 1500 residents who live on Scotland Island and the western foreshores.

Crown land management around the Point has long been the subject of community discussion and this Plan of Management responds to key issues including the provision of car parking for off-shore residents, and the equitable use of the area by local on-shore residents and peoples of NSW.

This Plan of Management builds on the development of the 2004 Master Plan and the significant level of public consultation and good will from those involved in that process. This includes the input of the Design Committee, made up of representatives of the on-shore and off-shore communities, Pittwater Council and the Land and Property Management Authority that allowed "home grown solutions" to be generated, considered and adopted as part of this process.

The Plan of Management preparation has also involved the skills and expertise of independent consultants GHD, local specialised consultants and extraordinary efforts by many devoted community members. All those that have spent considerable time and effort in this process deserve the thanks of both the State Government and Pittwater Council.

What we have now is a high quality Plan of Management that responds to the challenge of meeting a 'triple bottom line' outcome, integrating economic, environmental and social values, not only for the local on-shore and off-shore communities of the Point, but more broadly to the people of NSW.

Tony Kelly MP  
*Minister for Lands*

Mayor, Cr Harvey Rose  
*Pittwater Council*

## Executive Summary

Church Point is a unique place on the shores of Pittwater. Historically servicing the pioneer off-shore communities of Sydney, 'The Point' still forms the essential 'gateway' to the Pittwater waterway, Scotland Island and the Western Foreshores.

The area is a local and regional transport node and tourist destination. It functions as a water based and vehicular transport interchange for the off-shore residents, while providing valued services to local residents and visitors. A place to gather and meet, to share stories and enjoy a beverage, a special community spirit exists here which has remained unchanged for decades.

Management issues at Church Point are deeply entrenched within the divergent interests of the off-shore and on-shore communities. The off-shore communities use Church Point as a vital connection to the mainland and facility for vehicle parking, local services and a social meeting place. On-shore communities generally value the recreational resource of the area and its connectivity with the established foreshore walkway to Mona Vale.

The area has facilitated these mixed uses in an adhoc manner for many decades but with no clear vision for the management and/or development of the area, conflict between the differing uses is apparent.

This Plan of Management aims to ensure that Church Point retains its environmental, recreational, scenic, cultural and social values, while key issues relating to the management of the study area are addressed. The cost of preparing the DPOM has been jointly funded by Pittwater Council and the Land and Property Management Authority.

The key objectives of this plan are to: -

- ▶ Identify and assess the values and local significance of the study area;
- ▶ Establish a responsible planning approach to resolution of long term conflicts of interest evident within the study area;
- ▶ Resolve management issues with a 'triple bottom line' approach – economic, environmental and social values;
- ▶ Recognise and provide for local resident issues, developing management strategies consistent with community values and expectations;
- ▶ Acknowledge the design input and 'self determination' process undertaken to achieve a preferred 'Master Plan' for the study area;
- ▶ Ensure ongoing viability of established and new commercial entities within the study area; and
- ▶ Meet legislative and policy requirements for managing Crown Land.

The study area is predominantly 'reserved' Crown Land (encompassing three Crown reserves) administered by the Land and Property Management Authority and leased or licenced Crown land, with periphery land areas on / over the shores of Pittwater and the road reservations of Pittwater Road and McCarrs Creek Road. The study area does not include any 'Community Land' owned by Pittwater Council.

Pittwater Council was appointed Trust Manager of:

- ▶ Church Point Reserve (R100256) Trust on 15<sup>th</sup> March 1996. The reserve is designated for the public purpose of 'Public Recreation and Urban Services (car parking)'
- ▶ Thomas Stephens Reserve (R100255) Trust on 15<sup>th</sup> March 1996. The reserve is designated for the public purpose of 'Public Recreation' and 'Access'.
- ▶ Rosstrevor Reserve (R100084) Trust on 10<sup>th</sup> April 1987. The reserve is designated for the public purpose of 'Public Recreation'

Five (5) community meetings have been held to provide an opportunity for the community to voice their opinions, concerns or interest in matters affecting Church Point. Issues raised at the meetings and submissions received have been taken into account when preparing the Church Point Plan of Management.

Community consultation has been a lengthy process, sometimes lively and often extremely passionate. Interested parties have debated many aspects of the Master Plan tirelessly, and compromise from both major community groups (on-shore and off-shore) has enabled a preferred option to avail. Uniquely the process has been one of self-determination facilitated by Pittwater Council. Concept plans, designs and reports have been generated by local groups and individuals who feel passionately about the Church Point area and resolution of its use and design.

A solution to the difficult and complex issues at Church Point has been realized via a committed group of people expressing the opinions and desires of the communities they represent.

Development of the Church Point study area will be consistent with or ancillary to the reservation purposes or the relevant lease / licence. Works identified respond to social, economic and environmental values and received community feedback while enhancing the long term sustainability of the public resource.

A Master Plan and descriptive summary have been developed to illustrate the proposed improvement works identified at Church Point. Proposals are supplemented by a Planning and Works Strategy including indicative costs. Commencement and completion of any proposed works are dependent on available Council resources and funding.

# 1. Introduction

## 1.1 Overview

Church Point is a unique and environmentally significant area on the shores of Pittwater. Historically the area serviced the pioneer off-shore communities and still forms the essential 'gateway' to the Pittwater waterway, Scotland Island and the Western Foreshores (refer Figure 1.1 – Location Plan).

The area is a local and regional transport node and tourist destination. It functions as a water based and vehicular transport interchange for the approximately 560 households that reside off-shore and also for local residents and visitors. It provides community access to Pittwater and the Ku-ring-gai Chase National Park. Church Point also supports local businesses and the off-shore and on-shore communities by providing a place to gather and meet.

In 2005, at the direction of the Minister for Lands, Pittwater Council resolved to prepare a Plan of Management (POM) for Church Point. The subject land (study area) is roughly bound by Pittwater Road and McCarrs Creek Road to the south, the Pittwater estuary to the north, Bennett's Beach to the east and Rosstrevor Reserve to the west (refer Figure 1.2 – Study Area).

Management issues at Church Point are deeply entrenched within the divergent interests of the off-shore and on-shore communities. The off-shore communities use Church Point as a vital connection to the mainland and facility for vehicle parking, local services and a social meeting place. On-shore communities generally value the recreational resource of the area and its connectivity with the established foreshore walkway to Mona Vale.

The area has facilitated these mixed uses in an adhoc manner for many decades but was exacerbated when further land was reclaimed in the 1960's. No clear vision for the management and/or development of the area was established and as such conflict between the differing uses was compounded.

The principal issues associated with car parking on the Church Point Reserve, designated for the public purpose of 'Public Recreation and Urban Services (car parking)' has driven the need for a Plan of Management. In addition the Development Application for the Church Point General Store and the 'Pasadena' Restaurant & Function Centre on Pittwater Road further highlighted the issues of lack of available parking and recreation space for the visiting public wishing to use the area.

In 2004, a working party, appointed by the former Church Point Offshore Liaison Committee prepared a draft Master Plan for the Church Point precinct which, Council adopted in principle (refer Appendix B – Master Plan 2004). The Master Plan (2004) has served as an important directive in the development of the detail Plan of Management for the area.

The land component of the study area is mostly reserved Crown Land under the care, control and management of several reserve trusts. The affairs of these trusts are managed by Pittwater Council. A number of Crown Leases are also in place within the study area.

The study area is administered under the provisions of the Crown Lands Act, 1989 (CLA 89). In accordance with s.10 of CLA 89 these lands are to be managed for the benefit of the people of



New South Wales. The Department's land management philosophy directly relates to the Principles of Crown Land Management (s.11 CLA) being:

- ▶ That environmental protection principles be observed in relation to the management and administration of Crown Land;
- ▶ That the natural resources of Crown Land (including water, soil, flora, fauna and scenic quality) be conserved wherever possible;
- ▶ That public use and enjoyment of Crown Land be encouraged;
- ▶ That, where appropriate, multiple use of Crown Land be encouraged;
- ▶ That, where appropriate, Crown land should be used and managed in such a way that both the land and its resources are sustained in perpetuity;
- ▶ That Crown Land be occupied, used, sold, leased, licensed or otherwise dealt with in the best interests of the State consistent with the above principles.

The POM objectives and actions incorporate and reflect these principles.

The Master Plan has been formulated through a community based design forum and represents a strong vision for the area based on accommodating carparking and waterfront access needs with provision of high quality recreational space.

## 1.2 Background

The Church Point precinct has served the local communities since the mid nineteenth century when settlers first established homes around Pittwater, on Scotland Island and later the bays on the western foreshores. The deep waters at Church Point provided favored moorings for ships wishing to unload and load goods and supplies. A general store and jetty were established here and the area has continued to provide a village centre and community hub to the local Church Point and off-shore residents of Pittwater.

In the 1960s Warringah Council reclaimed land at the north east of the study area (Church Point Reserve) to be used for multiple purposes including car parking for off-shore residents to access their properties, and for visitors and local residents to use for recreation. However, the Crown reserved the land for 'public recreation'. Public recreational use by the local broader community is currently restricted as the area is almost solely used for car parking and principally serves the off-shore residents parking requirements.

The original reservation of the land for public recreation was revoked in 1995 with the creation of a new reserve public purpose of 'public recreation and urban services (car parking)'.

Neither Pittwater Council, as Trust Manager or the Land and Property Management Authority has an obligation to provide parking on the three (3) Crown reserves in the study area. However, Council and the Land and Property Management Authority have undertaken to examine suitable uses for the land with a view to providing a coordinated planning approach to the whole of the study area. Council and the Land and Property Management Authority are committed to an open and transparent process to the preparation of this Plan of Management in consultation with the local and broader community.

The need to prepare a Plan of Management is further highlighted by the over utilisation of the study area (in particular the Commuter Wharf) for commuter boat and car parking as the number of residents living permanently on Scotland Island and the Western Foreshores has increased over time. The increase in the off-shore permanent population has resulted in an increase in both cars requiring parking spaces and in commuter boats requiring berths at the Commuter Wharf.

## 1.3 Land to which this Plan applies

The study area lies in the suburb of Church Point in northern Sydney approximately 32 kilometres north of the Sydney central business district at the southern end of the Pittwater Estuary (refer Figure 1.1 – Location Plan).

The study area to which the Plan of Management applies can be seen in Figure 1.2 – Study Area and Figure 1.3 – Study Area: McCarrs Creek Road and includes both land area and waterway:

### LAND AREA

- ▶ Bennett's Beach
- ▶ Land north from Bennett's Beach and east of Pittwater Road including the existing car park area, known as Church Point Reserve;
- ▶ Crown Land around the 'Pasadena';
- ▶ Thomas Stephens Reserve;
- ▶ Land and structures around the General Store;
- ▶ Land and structures west of the General Store and north of McCarrs Creek Road to Rosstrevor Reserve including Cargo Wharf delivery yard / parking areas and the Commuter Wharf 'drop-off' zone;
- ▶ Public road (owned by Pittwater Council) to the south of McCarrs Creek Road, including cliff line vegetation and access to residential properties;
- ▶ Rosstrevor Reserve; and
- ▶ McCarrs Creek Road Reserve extending west from Rosstrevor Reserve, including on-road and off-road car parking areas (refer Figure 1.3)

### WATERWAY

- ▶ Bed of Pittwater (variable width - extent as shown);
- ▶ Bennett's Beach foreshore and rocky outcrop, including boat ramp;
- ▶ Marine structures adjacent Thomas Stephens Reserve, including various jetties, pontoons and Commuter Ferry Wharf;
- ▶ Commuter Wharf; and
- ▶ Cargo Wharf.

The Land to which this plan applies is highly valued by the local community (both on-shore and off-shore residents) and the people of NSW as a whole.

Supplementary to the study area are several additional areas which have an intrinsic connection to Church Point. The community, Pittwater Council and the NSW Land and Property Management Authority have requested that these areas be considered as part of this Plan of Management and include:

- ▶ Land south of Pittwater Road and the 'Pasadena' including the Historic Cemetery, Quarter Sessions Road reservation and two adjacent blocks of land (Lots 15 & 15a in DP10583) currently zoned 6(a) 'Existing Recreation' (refer Figure 1.2 for location);
- ▶ Land adjacent to Rosstrevor Reserve, namely HolmePort Marinas;
- ▶ Land at Botham Beach, Crown Reserve (R78588) west of HolmePort Marinas; and
- ▶ Bus turning bay on McCarrs Creek Road.

The Land and Property Management Authority hold a number of leases in the area which may affect the study area and could have a direct impact on the on-going development of future parking provision.

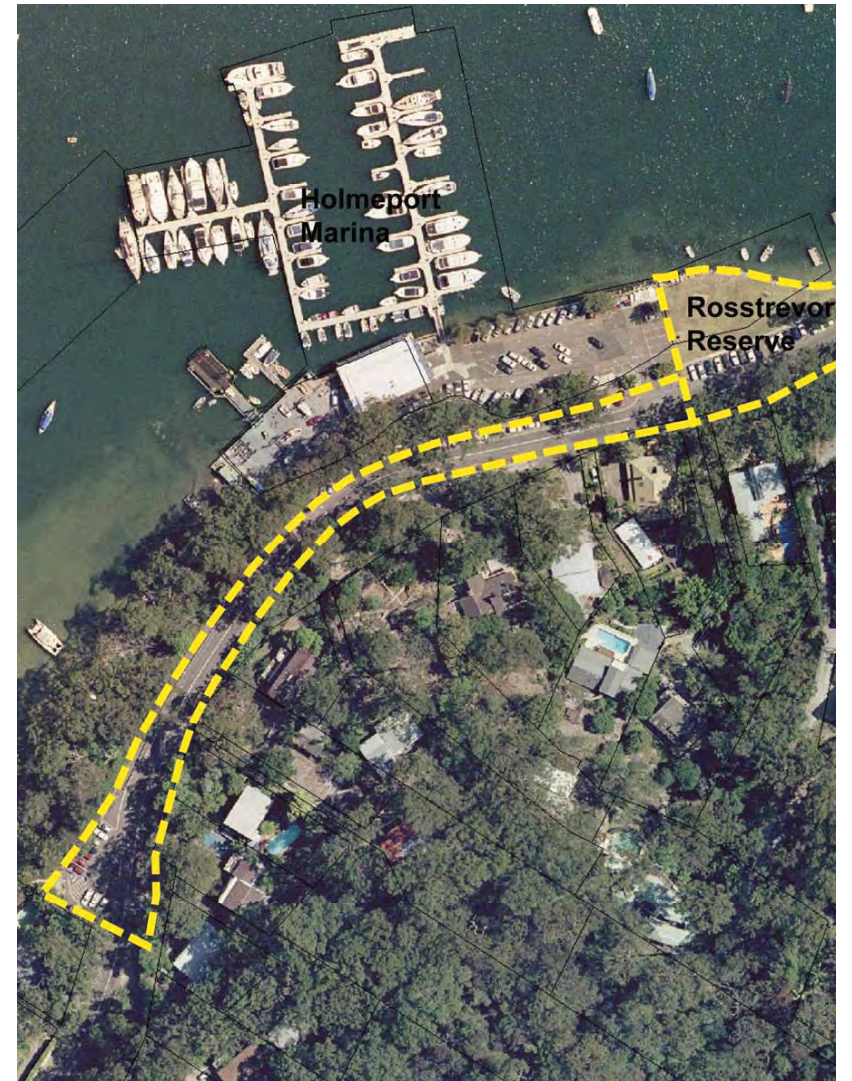
Figure 1.1 - Location Plan



Figure 1.2 – Study Area



Figure 1.3 – Study Area: McCarrs Creek Road



#### 1.4 Purpose of this Plan of Management

The purpose of this Plan of Management is to:

- ▶ provide the community, reserve users, Pittwater Council and the NSW Land and Property Management Authority with a clear direction regarding future use and management of the study area to which this Plan of Management applies;
- ▶ ensure the Church Point maritime hub provides appropriate facilities to meet the needs of off-shore residents, including car parking provision and local services;
- ▶ accommodate and integrate the needs of Land and Property Management Authority / Pittwater Council (as owner / Trust Manager), residents (as neighbours and reserve users), current and future users of the Reserves / study area; and
- ▶ clarify permissible and prohibited uses of the study area, in accordance with the public purpose of the Reserves.

Church Point offers a diverse recreational, commercial, aesthetic, historical and cultural environment. The effective management and resolution of conflicts over the use of the study area is essential if its significant values are to be protected and enhanced.

The Plan of Management has been prepared in accordance with the Crown Lands Act, 1989 (CLA 89) and the Local Government Act, 1993 (LGA 93). Other relevant legislation has been taken into account including the Environmental Planning and Assessment Act, 1979 (EP&A) and the Ports and Maritime Administration Act, 1995. The POM when finalized will be forwarded by Pittwater Council for adoption by the Minister of Lands in accordance with s.113, Crown Lands Act.

#### 1.5 Objectives of this Plan of Management

The overall aim of this Plan of Management is to establish a vision and development strategy for the natural and built environment and infrastructure requirements of the study area that considers the needs of all stakeholders and the role of Church Point as a transport interchange to the wider recreational space of the Pittwater and the surrounding National Park.

The objectives of the POM are to:

- ▶ Develop a cohesive approach to the management of the study area;
- ▶ Address stakeholder requirements, both on-shore and off-shore community needs;
- ▶ Ensure land uses comply with and are acceptable under the 'public purpose' of the reserved lands;
- ▶ Enhance public recreation amenity for all users;
- ▶ Recognise the unique historical and social values associated with Church Point;
- ▶ Enhance the visual amenity and distinctive character of the study area;
- ▶ Effectively manage transport interchange facilities, allowing for pedestrian, cyclist, car, bus and boat user access and safety;
- ▶ Provide adequate and appropriate parking facilities without destroying amenity;

- ▶ Enhance flora and fauna within the study area, including vegetation communities, aquatic and terrestrial environments; and
- ▶ Establish sustainable facilities for on-shore and off-shore residents, and promote suitable commercial activities within the study area.

#### 1.6 Community Consultation

Community consultation is an integral part in the process of preparing a Plan of Management. Continuous review and incorporation of community attitudes, expectations and requirements into the ongoing management of the reserves is also paramount.

The preparation of the Church Point Plan of Management and active community participation have been undertaken with regard to the requirements of the Local Government Act 1993, and Pittwater Council's Community Engagement Policy (No 170).

In accordance with the Community Engagement Policy (No 170), the Church Point Plan of Management has been classified as a Level 1 Impact on the community and essential strategies for engagement including informing, seeking information and involving the community have been undertaken to actively engage the community in the decision making processes.

The consultation process at Church Point has been active for nearly two decades. In 2001 the 'Church Point Design Group' was established with representatives of the communities who hold a stake in the study area. The Design Group evolved from the Church Point Off-shore Liaison Committee. Via a series of meetings the Design Group assisted in the development of the Master Plan, the coordination of community forums and the preparation of the brief for this Plan of Management. The Design Group is made up of representatives from:

- ▶ Pittwater Council;
- ▶ Land and Property Management Authority;
- ▶ Bayview – Church Point Residents Association Incorporated;
- ▶ The Church Point Reserve Association (CPRA);
- ▶ Scotland Island Residents Association (SIRA); and
- ▶ West Pittwater Community Association (WPCA).

Due to the high level of interest by the community in the study area, preparation of this Plan of Management has involved extensive consultation to gain an understanding of the local and broader community needs. In addition the legislative requirements and policy issues applicable for the major stakeholders, such as Lands, Pittwater Council, NSW Maritime, etc have been reviewed.

The activities undertaken to date under the Design Group's direction include:

- ▶ Background research of previous work undertaken and review of the existing situation;
- ▶ Preparation of independent consultants brief and engagement of GHD to prepare Plan of Management;

- ▶ Numerous site visits with Pittwater Council, the Land and Property Management Authority, on-shore representatives, off-shore representatives and with the current lessee of the General Store and owners of the 'Pasadena';
- ▶ Publication of numerous media releases and public notices;
- ▶ Publication of a newsletter;
- ▶ Distribution of invitations to all on-shore and off-shore residents to attend community forums;
- ▶ Facilitation of two community forums for the on-shore community held at the Mona Vale Community Hall, on 18th October 2006 (refer Appendix C) and on 20th May 2007;
- ▶ Preparation and analysis of an Off-shore Residents Survey facilitated by SIRA to investigate off-shore user dynamics including commuter car / boat use, public transport use and future car park options preference (refer Appendix G);
- ▶ Facilitation of two community forums for the off-shore community held on Scotland Island, on 12th November 2006 (refer Appendix D) and on 22nd May 2007;
- ▶ Preparation and exhibition of an Issues and Options Paper, December 2006 (refer Appendix E).
- ▶ Facilitation of a combined community forum for the off-shore and on-shore communities held at the Mona Vale Community Hall on 4th December 2007 (refer Appendix F);
- ▶ Regular meetings with the Church Point Design Group;
- ▶ Numerous meetings with Pittwater Council, and the Land and Property Management Authority; and
- ▶ Meetings with individual community members.

The two community forums held in October and November of 2006, explored the visions and issues for the study area, providing an appropriate opportunity for the community to voice their opinions, concerns or interest in matters affecting the Church Point Study Area.

The forums were promoted by the placement of advertisements, a media release, and invitations to all Church Point and off-shore residents.

Approximately 70 people and 180 people respectively attended the on-shore and off-shore community forums. The outcomes of the community consultation and the key issues arising from the forums are provided in Appendices C and D.

The information gained from the forums together with the other consultation activities was used to prepare an 'Issues and Options Paper' which was publicly exhibited in December 2006 (refer Appendix E).

After reviewing the feedback received on the Issues and Options Paper and further consultation with the Church Point Design Group, Pittwater Council and the Land and Property Management Authority, various conceptual plans were developed, specifically to investigate land reclamation and car parking provision along McCarrs Creek Road.

The conceptual plans and car parking options were then presented at a second round of community forums held on 20<sup>th</sup> May 2007 at the Scotland Island Bushfire Brigade and on 22<sup>nd</sup>

May 2007 at the Mona Vale Community Hall. Both forums were well attended with valuable feedback received, and further issues identified.

Design and use issues along with the various car parking options were further debated, and in conjunction with a concept plan prepared by the off-shore community a preferred option (Master Plan) was developed. The Master Plan was presented to the community during a joint community forum held on 4<sup>th</sup> December 2007 at Mona Vale Community Hall. The forum presentation is attached in Appendix F. Whilst some opposition to the preferred option was voiced, there was general approval from attendees of the plan presented, which supported by Pittwater Council and Lands Department was accepted as the 'way forward'.

Comments and submissions received have been considered and the preferred option (Master Plan) for Church Point finalised to form the basis for this Draft Plan of Management. The Master Plan has been endorsed by Pittwater Council and the Land and Property Management Authority and represents a strategy for re-development that embraces the 'triple bottom line' approach to long term planning of the area, incorporating environmental, social and economic values important to the Church Point community and users.

In conjunction with the development of the Master Plan the proposed funding strategy to finance the works was discussed with members of the Design Group. Funding and loan strategies, including 'user-pays' option and the suggested levy of offshore residents were reviewed. Community feedback from off-shore residents was presented to Council with a preference for a rate levy on all offshore residents. Further investigation of this proposal under the Local Government Act revealed this option unviable. Community consultation has been a lengthy process, sometimes lively and often extremely passionate. Interested parties have debated many aspects of the Master Plan tirelessly, and compromise from both major community groups (on-shore and off-shore) has enabled a preferred option to avail. Uniquely the process has been one of self-determination facilitated by Pittwater Council. Concept plans, designs and reports have been generated by local groups and individuals who feel passionately about the Church Point area and resolution of its use and design.

The Master Plan expands on elements of the 2004 Master Plan, combining 'home grown' solutions with improved design parameters. The preferred option establishes:

- ▶ Reasonable planning outcomes; and
- ▶ Accommodation of both recreation and parking needs.

A solution to the difficult and complex issues at Church Point has been realized via a committed group of people expressing the opinions and desires of the communities they represent.

The Draft Plan of Management has been presented to Council and the Land and Property Management Authority prior to being placed on Public Exhibition for a minimum of 28 days, with a further 14 days permitted to receive submissions from all interested parties. Public Exhibition included the placing of a notice in the government gazette pursuant to s.113 of the CLA 89.

## 1.7 General Description of Study Area

The study area (refer Figure 1.2 - Study Area and Figure 1.3 – Study Area: McCarrs Creek Road) extends over a range of urban forms and functions. A series of distinct areas combine to form the Church Point Village, the shoreline development is focused about the commercial

entities at Thomas Stephens Reserve, namely the 'Pasadena' restaurant and General Store. A brief descriptive of the key areas follows:

#### HolmePort Marina

The HolmePort Marina adjoins Rosstrevor Reserve and provides services including boat moorings, storage, sales, maintenance and secure car parking. The facility is currently under a Crown Lease. It is understood that opportunities to accommodate additional car parking on this site have been raised with the Marina proprietor. The proposal is subject to further discussion.

#### McCarrs Creek Road (west of Rosstrevor Reserve)

The road reserve extending west from Rosstrevor Reserve to Ku-ring-gai Chase National Park rises up behind HolmePort Marina. The study area extends to the small off-road car park at the crest of the incline. Parking provision currently allows for ten (10) spaces in the car park with an approximate twenty-five (25) spaces along McCarrs Creek Road, either parallel or angled parked. Car parking spaces are generally utilized by off-shore residents supplementing parking at the Church Point Reserve car park.



Car park beyond HolmePort Marina on McCarrs Creek Road



Parallel and angle parking to McCarrs Creek Road west of Rosstrevor Reserve

#### Rosstrevor Reserve

Rosstrevor Reserve forms a small reserve to the far west of the study area adjacent to the HolmePort Marina car park. The open grassed area provides a buffer between McCarrs Creek Road and the Pittwater estuary.

A rubble stone wall runs along the waters edge with stepped access to a sandy beach and shallow waters. Reserve features include a memorial obelisk located along the western boundary of the reserve, bollards, litter bins, signage and scattered seating affording filtered views across Pittwater through numerous boat moorings.



Rosstrevor Reserve looking west toward HolmePort Marina



Memorial obelisk in Rosstrevor Reserve

A concrete pedestrian footpath and landscape buffer edge the southern boundary. Adjacent to the reserve a section of parallel parking extends from Cargo Wharf to the HolmePort Marina entry.

#### Cargo Wharf

Cargo Wharf is a heavy duty timber wharf located to the east of Rosstrevor Reserve. The wharf provides access to barges etc. collecting and delivering building materials, household items and general heavy goods to off-shore properties etc. An area of land reclamation to the south and east provides vehicular access and parking.

The wharf is subject to operational procedures as defined by Council Policy (refer Appendix L – Cargo Wharf: Operation Regulations (Council Policy No 32)), but the regulations are generally difficult to implement. Existing problems include site specific constraints such as limited storage space, difficult vehicular access and reliance on tidal access. An increasing off-shore population and the resultant high demand for deliveries, house removals and building materials has increased the pressure at Cargo Wharf, which is currently well utilised.

The wharf is currently managed by Council with some reliance on local contractors to oversee operations. Unfortunately the area is often untidy with dumped building debris ie. pallets and rubble, and the restrictive space can often lead to obstruction of McCarrs Creek Road when busy. Operational health and safety at Cargo Wharf is the principal concern to be addressed and also the establishment of a safe pedestrian route along McCarrs Creek Road, a key connection between Thomas Stephens Reserve and Rosstrevor Reserve.



Cargo Wharf viewed from Commuter 'dinghy' Wharf



Cargo Wharf loading area



McCarrs Creek Road – cliff line vegetation



McCarrs Creek Road - view south from Pittwater

#### Commuter 'dinghy' Wharf

The Commuter 'dinghy' Wharf is located between Cargo Wharf and the General Store. Extending over the shallow waters of Pittwater the wharf provides short term (48 hour max) boat moorings for offshore residents. The wharf is accessed via an extended footpath and ramp from a drop-off zone at a widened section of McCarrs Creek Road. Boat moorings currently exceed the wharf capacity with space at a premium and boats often three or four deep. The concrete pontoon structure is inadequate to support the number of commuter vessels wishing to moor.



Commuter 'dinghy' Wharf



Commuter 'dinghy' Wharf, Scotland Island beyond

Land to the south of McCarrs Creek Road is also included in the study area. A cliff face edges the road with vegetated slopes rising to a public road servicing residential properties overlooking Pittwater.

The cliff line vegetation is characterised by Spotted Gum Forest with dominant canopy species of Spotted Gum (*Corymbia maculata*) and Grey Ironbark (*Eucalyptus paniculata*). The landform and vegetation contribute to the scenic landscape character of Church Point.

#### General Store & Surrounds

The Church Point General Store has serviced the local communities since the late 1900's. The old timber building accommodates the Church Point Post Office, café and general store. The timber jetty surrounds extend over Pittwater to provide an outdoor eating area and access to the 'old' ferry wharf.

A timber building located on the old wharf structure currently serves as local business premises. The General Store and deck surrounds are subject to a commercial lease conferring certain rights on the business proprietor, including access.



General Store and Post Office



Existing 'heritage' Wharf and business premises

#### Thomas Stephens Reserve

The Thomas Stephens Reserve is central to the Church Point 'village' and forms a busy pedestrian hub where locals and visitors alike can meet, rest and socialize. The reserve is predominantly hard paved with a small raised planter adjacent to Pittwater Road. Scattered trees of varying quality provide shade to picnic tables, seats and bollards, where users often rest and enjoy a beverage prior to catching the ferry.



A new ferry pontoon and access ramp was constructed in 2005 when the existing timber structure was deemed 'unsafe' to cope with the large number of people wishing to access the service. A small shelter provides some weather protection on the pontoon. The ferry pontoon location is temporary pending the adoption of the Plan of Management and the proposed relocation to the west of the General Store on the refurbished timber jetty.

The reserve is a high use recreational resource, a meeting place, transport hub and cultural icon. Historic use of this area has altered little over time, the unique social attributes of the reserve define the area not the quality of the infrastructure.



View north across Thomas Stephens Reserve



Public Ferry Pontoon (c2005)

#### 'Pasadena' surrounds

The 'Pasadena' restaurant and function centre building is not included in this Plan of Management but subject to independent planning controls. The redevelopment of the 'Pasadena', designed by local architects Stutchbury and Pape, has been the subject of a lengthy planning process. The proposed redevelopment of the 'Pasadena' will see the existing structure replaced with a restaurant and function centre on the ground floor, residential apartments to the upper floor and an underground car park. The approved design will form an iconic statement on the Pittwater waterfront and ultimately the focus of the Church Point village square.

The existing surrounds include public short-term parking off Pittwater Road and an open grassed area between the 'Pasadena' and the Pittwater shoreline. A recently upgraded public walkway edges the grassed area providing access between Thomas Stephens Reserve and Church Point Reserve (car park).



Pasadena viewed from Pittwater



Public walkway to Pasadena waterfront

#### Church Point Reserve

The reserve area to the east of the Pasadena was created by the reclamation of land in the early 1960's, with an average surface level approx. 1.3m above MHW. The reserve is dominated by car parking which extends over approximately 80% of the area.

Loose sandstone boulders form a battered sea wall along the eastern boundary between two (2) concrete boat launching ramps no longer actively used except for small boat or dinghy launching. Bennett's beach, a small sandy bay forms the southern extent of the reserve and Pittwater Road runs along the western boundary.

A number of mature trees are scattered across the reserve including two large and four smaller fig trees (*Ficus hillii*), one large Brushbox (*Lophostemon confertus*) and a mature Pine tree (*Pinus radiata*). Approximately fifty (50) She-Oaks (*Casuarina*) extend along the outer edge of the sealed parking area forming a shaded walkway to the waters edge and effective visual screen. Additional garden beds planted with native species extend across the reserve, dividing parking bays, and forming a buffer to Pittwater Road.

At the south-west corner of the reserve a public amenities and bus shelter building adjoins Pittwater Road. Shaded by a large mature Fig tree the facility is degraded and in need of renovation.



Church Point Reserve car park looking south-east



Amenities block to north-west corner of reserve

### Bennett's Beach

The south-east extent of the study area is formed by Bennett's Beach. A small beach and grassed foreshore with a neglected boat shed adjoin the car park area. The foreshore public walkway, which extends from Winnererremy Bay terminates at Bennetts Beach, continuing through Church Point Reserve as an informal track beneath the Casuarina trees on the waters edge.



Bennetts Beach looking south to foreshore walkway



Informal footpath to the edge of the car park extends to the Pasadena and Thomas Stephens Reserve

## 2. Value Statement

Church Point affords a diverse range of recreational, environmental, economic and social opportunities. The values and importance of Church Point are discussed below and include knowledge obtained from the community consultation process and the input of major stakeholders.

### 2.1 Historical Values

#### 2.1.1 Aboriginal History

Prior to European settlement the Pittwater area, which was named after the then Prime Minister of England William Pitt, was inhabited by Aboriginal peoples who made use of the foreshore and enjoyed the abundant local supply of sea food, bush foods and terrestrial and marine mammals. The diverse flora and fauna, rock overhangs, sandstone outcrops, large trees and other natural features provided for both the spiritual and physical needs of the Aboriginal peoples.

Due to its relative isolation until the first half of the twentieth century, and the beauty of its landscape, Pittwater has retained its bushland character to a large extent. This legacy has made the area regionally appealing as a place for tourism and general leisure pursuits.

Several Aboriginal Middens have been identified within or near the Church Point study area. Prior to detailed documentation the exact locations and extent of Middens on site will be investigated and liaison with the Aboriginal Land Council undertaken to ensure the long term protection of viable sites.

#### 2.1.2 European History

The land incorporating Church Point (originally named Chapel Point) derives its name from the chapel which once stood here. The land projects into the southern end of Pittwater, opposite Scotland Island.

In 1864 William Oliver was granted 66 acres of land on the headland here. William Oliver's family already had close connections with this corner of Pittwater, as they were granted 40 acres at Elvina Bay in 1842 and farmed in the area for many years. William donated an acre of land above the General Store to the Methodist Church for a cemetery, school and church to be built.

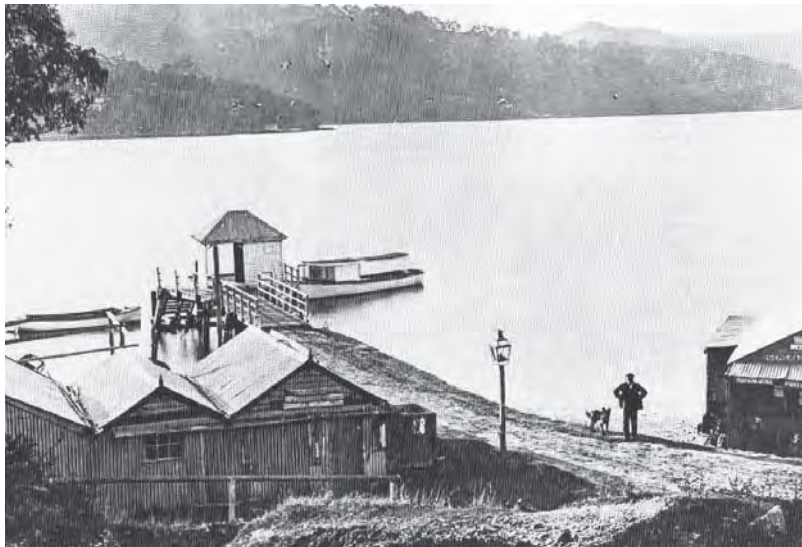
A little wooden church and cemetery were erected in 1872 and stood there until the church's demolition in 1932. A few headstones are all that remain and William Oliver and his wife Mary are buried here. The little graveyard is a special place, high on the hillside above the roadway where Pittwater can be glimpsed through the trunks of the Spotted Gums, Casuarinas and Angophoras.



Methodist Church c1925, built on the hill overlooking Church Point

The district's first school was held in the church and its first teacher was appointed in 1884.

The deep water at Church Point provided a good point for loading and unloading ships, which were the main means of communication during the nineteenth century. The original wharf was rebuilt in 1885. It is still an important wharf for communication with the offshore communities around Pittwater.



General Store and public wharf at Church Point, 1920 (Warringah Library Local Studies)

In 1909 a post office opened near the original wharf and a boat shed and store were located on either side of the wharf. By the late 1920's the first 'Pasadena' stood on the site including a store and residence.

In the early 1920's Eastview Street was created from a subdivision of an existing orchard and flower farm owned by Mr Simpson. Slowly over the years Church Point has been developed but it has retained its relaxed atmosphere where the pressures of the 21<sup>st</sup> Century can be forgotten.

Today a ferry service operates from the Church Point wharf offering a regular service to the residents and visitors of Pittwater, together with a special ferry service to Newport Public School during school terms.

The Church Point General Store, the house 'Rosstrevor', the memorial obelisk in Rosstrevor Reserve and the cemetery are all listed as heritage items under the Pittwater Local Environmental Plan, 1993 (PLEP).

## 2.2 Community Values

The community values associated with the Church Point precinct have been identified below. These values, community expectations and their local and regional significance serve to guide the management of the reserve.

### 2.2.1 Environment

The study area includes a range of environments of variable quality. Municipal plantings within reserve areas are juxtaposed with bushland vegetation. Habitats, where viable, are degraded and weed infested. Limited opportunity for vegetation establishment is compounded by restricted space and compacted growing medium.

Significant habitats include:

- ▶ Pittwater estuarine waterway;
- ▶ Native vegetation pockets; and
- ▶ Pittwater Spotted Gum EEC (Endangered Ecological Community).

#### Pittwater Waterway

The Pittwater Waterway is a slowly infilling drowned river valley with a surface area of 17.5 square kilometers. The partially closed body of water, open to the sea, forms a transitional ecosystem with a rich diversity of estuarine habitats including mangroves; seagrasses; intertidal mud flats; rocky shores and sandy beaches. The Pittwater Waterway is an important resource locally and regionally for recreational activities such as sailing and fishing.

One of the most important ecological communities found in the Pittwater Waterway is Coastal Saltmarsh (EEC). It can be found in the intertidal zones on the shores of estuaries and saltwater lagoons around Pittwater. No Coastal Saltmarsh or Mangrove stands have been noted in the vicinity of the study area. In addition no threatened species as currently listed under the Fisheries Management Act (1994) have been observed in the waterway study area and it is concluded the aquatic habitats at the Church Point locality do not constitute specific habitat for threatened species (refer Appendix H & J - Aquatic Ecology Surveys).

A significant habitat identified within the shallow waters of the study area is the aquatic “grasses,” collectively called seagrasses. Two species *Zostera capricorni* and *Posidonia australis* are specifically found in the Pittwater Waterway.

Seagrass beds are known to be rich in species diversity and are therefore high in productivity, providing valued habitats for fish, snails, amphipods, various crustaceans, echinoderms and isopods and a variety of algae and other epiphytic flora.

An aquatic ecological assessment has been undertaken across the extent of the waterway within the study area (refer Appendix H – Aquatic Ecology Survey: Proposed Commuter Wharf and Appendix J – Aquatic Ecology Survey: Precincts 2 & 3). A summary of findings follows.

#### Precinct 1 (McCarrs Creek Road) Aquatic Habitat

Seagrass beds have been identified in areas around the Commuter ‘dinghy’ Wharf, extending from the General Store to Cargo Wharf. Strip beds of *Zostera*, one bed of *Posidonia* plus some scattered isolated *Posidonia* plants are established in the shallow muddy sand. A relatively even distribution of the declared pest algae species *Caulerpa taxifolia* has been identified in the shallows, extending from Church Point Reserve, under the public wharves and General Store, west to at least Cargo Wharf (limit of survey). This invasive species is not yet overwhelming existing seagrass beds or plants.

A low sandstone rubble seawall and portions of exposed rock rubble in the intertidal zone provide habitat for a variety of molluscs and oysters. There are no mangroves and no substantial algae growth.

#### Precinct 2 (Village Square) Aquatic Habitat

A sandstone seawall extends along the full length of Precinct 2 from the Pasadena to the General Store. Marine facilities including timber wharves, jetties and the public ferry pontoon provide additional hard substratum habitat supporting a small assemblage of molluscs, dominated by Sydney rock oysters. A narrow intertidal sandy shore supports patches of short tufted *Zostera* seagrass.

Scattered beds of *Caulerpa taxifolia* in the shallows around the existing timber wharf have been impacted by the refurbishment works at the General Store. Existing beds have been shaded out by the new covered wooden deck resulting in death due to total lack of light and limited distribution of *Caulerpa* on the seabed north of the deck.

#### Precinct 3 (Church Point Reserve) Aquatic Habitat

A rock rubble seawall extending from Bennetts Beach boat ramp to the Pasadena forms the riparian edge of Church Point Reserve. The rubble seawall is subject to destabilization and mobilization of the rock over the in-shore sand flat. Bank erosion is evident along most of the shore line. Many of the self seeded *Casuarina glauca* trees growing along the foreshore edge are subject to unscoring and beginning to collapse into the water.

Extending from the rubble wall the mixed sandy and muddy intertidal flats (ranging from 25-75m wide) support scattered patches of *Zostera* and *Posidonia* seagrasses with a more or less continuous mixed seagrass bed in the subtidal waters, dominated by *Posidonia* in the deeper waters.

In the riparian zone isolated patches of short tufted *Zostera* are sustained by stormwater infiltration seeping through the rock rubble revetment.

#### Native Vegetation Pockets

Selected areas across the study area provide sanctuary for native vegetation. A mix of managed landscapes associated with the Reserves and ‘naturally occurring’ vegetation provide important habitat connections along the shores of Pittwater, connecting with Ku-ring-gai Chase National Park.

#### Pittwater Spotted Gum Endangered Ecological Community (EEC)

The study area does not contain any designated areas of Pittwater Spotted Gum EEC but does provide valued habitat connections to remnant trees in the neighbourhood.

The Pittwater Spotted Gum EEC canopy is dominated by Spotted Gums (*Corymbia maculata*) with associated trees including Grey Ironbark, Grey Gum, Bangalay, Smooth-barked Apple, Red Bloodwood, Broad-leaved White Mahogany, Turpentine, and Rough-barked Apple. The originally open-forest structure with a lower canopy of shrubs and ground flora including ferns, groundcovers, grasses and native vines was once widespread but may now exist as woodland or remnant trees.

### **2.2.2 Recreation & Amenity**

Church Point provides a range of public outdoor recreation opportunities for locals and visitors alike in an enviable setting. Whilst the locality maintains an air of isolation, access is easily available by private vehicle and public transport, from the water by private boat or public ferry and also accessible by foot or bicycle from Mona Vale.

Recreational activities based around Church Point include:

- ▶ Sightseeing;
- ▶ Dining;
- ▶ Picnicking;
- ▶ Walking;
- ▶ Swimming;
- ▶ Boating; and
- ▶ Fishing;

Church Point is a popular destination with its open spaces overlooking Pittwater providing a perfect setting for relaxing and enjoying the views.

A spectacular walking and cycling track connects Church Point with Mona Vale. The maintenance and enhancement of the track and potential links to Ku-ring-gai Chase National Park is an important recreation consideration. Many recreational and training cyclists use Pittwater Road and McCarrs Creek Road, utilizing the facilities at Church Point as a valuable ‘pit stop’ on the cycling circuit.

The marine transport hub of Church Point forms the recreational 'gateway to Pittwater', a significant resource within the Sydney basin and critical connection between suburban Sydney, the estuarine and bushland landscape.

### 2.2.3 Visual & Scenic Quality

Church Point has a special sense of place that inspires all who visit. For those fortunate residents of Church Point, Scotland Island and the Western Foreshores of Pittwater, Church Point provides an idyllic setting in what is a unique residential location in NSW. For other visitors from nearby and afar, Church Point provides a sense of wonder that such a place can exist in Greater Sydney. The magnificent scenery together with the mercantile activity invites visitors to enjoy the natural surroundings of Church Point while being entertained by the hustle and bustle of everyday life on Pittwater.

Church Point has particularly high scenic value with spectacular views over Scotland Island, Kuring-gai Chase National Park, the Western Foreshores, the Pittwater estuary and the residential areas of Newport and Bilgola Plateau. Church Point is particularly important for the access opportunity it provides visitors to experience the natural environments of northern Sydney. Church Point provides a rare opportunity for a view of Pittwater from an accessible public place.



Expansive views over Pittwater



View across Pittwater to the western foreshores

### 2.2.4 Transport

Church Point provides a marine hub for off-shore residents and Pittwater users. Facilities include a Commuter 'dinghy' Wharf providing a designated tie-up area for small craft. No short term (ie 15mins – 2hrs) tie-up facilities currently exist with extensive adhoc berthing of craft in 'no tie-up' zones favoured. Whilst the current commuter wharf is inadequate in terms of its size, its location is practical in terms of the needs of the off-shore residents.

Vehicular parking is concentrated on Church Point Reserve with additional spaces along McCarrs Creek Road extending from Cargo Wharf to the parking area west of HolmePort Marina. At this stage Church Point Reserve is the only practical location to meet the parking needs of visitors to Church Point and the off-shore residents. The parking on Church Point Reserve meets the needs of the local commercial premises currently under lease. Given the

parking pressures, parking on the Reserve and the along McCarrs Creek Road will need to continue into the foreseeable future.

Consideration of Crown land (R78588), know as Botham Beach to SW of HolmePort Marina for future parking is hindered by the steep profile and densely vegetated slopes. Restrictive access to the area and environmental constraints eliminate its use as a potential car park / dinghy tie-up area.

Discussions with HolmePort Marina to utilise existing hardstand area (with additional fill) to accommodate car parking and/or dinghy tie-up continue. Currently existing tenure agreements, physical constraints and cost implications negate inclusion of the HolmePort Marina proposition in the Plan of Management. The Plan recognizes the opportunity to reduce car parking provision on Church Point Reserve (and increase recreational area), when alternative car parking spaces (ie HolmePort Marina) become available.

The study area includes three sets of designated bus stops located at Bennetts Beach, at the amenities building near Pasadena and at Rosstrevor Reserve. Public transport is limited with an approximately hourly STA service to Manly (bus route 156), and more frequent express services (bus route E56) on weekday early mornings and evenings. The ferry service endeavours to coordinate with bus times, but transfer and prolonged waiting times can extend journey times significantly. Alternate options include use of private taxi cabs or walking to Mona Vale (approx 40 mins) and connection with frequent STA services. The existing public transport system is not sufficient to encourage reduced dependency on private car use.

Water based transport services include the Church Point Ferry Service (operational between 6.20am and 7.30pm) and the Pink Water Taxis (24 hour service). Due to the desire for flexibility and cost implications the majority of off-shore residents own a boat and utilise a mooring space on the mainland. Moorings are currently concentrated at Church Point, but alternative options exist, generally at private Marinas who charge for an allocated berth and/or car parking space.

### 2.2.5 Social

Church Point is a significant asset for on-shore and off-shore residents as well as the visitors that frequent the area. Thomas Stephens Reserve plays an important role in the cohesiveness of the community by providing a public space around which social and commercial activities take place.



Church Point – a social gathering place

The reserve provides a public arena for a range of community gatherings, including the legendary Christmas Eve 'Church Point Dog Race', commemorative events, local fundraising events and regular social gatherings where people often relax and enjoy a drink after work.

The area offers a rare community space where locals and visitors alike mingle before continuing their journeys either water or land bound.

The social values entrenched in the area have been forged over many decades where the passing of tradesmen, weekenders and recently commuters has formed a special and unique cultural identity. A gathering place to meet and exchange pleasantries, a place to relax and contemplate life, a unique atmosphere within the Sydney region. A social quality deserving of recognition and preservation for future generations to appreciate and enjoy.

#### **2.2.6 Commercial**

The commercial interests at Church Point are integral to the character of the precinct, providing essential facilities and services to local residents and visitors. Entities include the Church Point Post Office, General Store, Café, Bottle shop and Restaurant, local Estate Agent, Photographer and sailing school. The Church Point Ferry Service and Scotland Island Co-Operative also operate out of buildings associated with the heritage wharf.

Off-shore residents greatly value the essential services such as postal delivery, provision of necessity groceries etc., services which are non-existent off-shore.

The mix of commercial services and public facilities, such as the public amenities (toilets and telephone) and public transport stop, create a highly valued and important district. The social qualities attached to this centralized community resource are akin to the 'village' ethos. Highly valued services provided by familiar faces and friends, creating essential community connections. A truly special and unique place on the fringe of Sydney city.

### 3. Planning Context

#### 3.1 Land Ownership

The land and waterway subject to this Plan of Management is predominately Crown Land administered by the NSW Land and Property Management Authority (refer Figure 3.1 - Ownership Plan). The only other land owner represented is the Roads Traffic Authority (RTA) who hold authority over the road reservations of Pittwater Road and McCarrs Creek Road along the southern boundary of the study area.

Several reserves exist within the study area, which are managed by Reserve Trusts responsible for their care, control and management. Pittwater Council manages the affairs of the various reserve trusts. The following table identifies the current status of land ownership and management within the Church Point study area. Refer Section 5 for further details of tenure arrangements.

**Table 1 - Land Ownership & Management**

Description	Ownership	Identifier Lot & DP	Management
Pittwater Road Reservation	RTA	n/a	RTA
McCarrs Creek Road Reservation	RTA	n/a	RTA Includes cliff line vegetated area (south of road) and Cargo Wharf parking / loading area
Bed of Pittwater and Crown Land within the region	Crown Land	n/a	Pittwater Regional Crown Reserve R1012329 for Access and Public Requirements Rural Services, and Environmental and Heritage Conservation. No Trust appointed.
Rosstrevor Reserve	Crown Land	7055 / DP 93800	Crown Reserve R100084 for Public Recreation. The reserve trust, <i>Rosstrevor (R.100084) Reserve Trust</i> , is managed by Pittwater Council.
1A McCarrs Creek Road (residential access road)	Public Road		Pittwater Council
1860 Pittwater	Crown Land	Lot 318 / DP 824048	Under lease agreement from



Description	Ownership	Identifier Lot & DP	Management
Rd (Gen Store)			Lands (refer Section 5)
Thomas Stephen Reserve	Crown Land	Lot 319 / DP 824048	Crown Reserve R100255 for Public Recreation. The reserve trust, <i>Thomas Stephens (R.100255) Reserve Trust</i> , is managed by Pittwater Council.
Land North of 'Pasadena'	Crown Land	Lot 320 / DP 824048	Under lease agreement from Lands (refer Section 5)
'Pasadena' Restaurant and Function Centre	Crown Land	Lot 142 / DP 752046	Freehold land
Land south of 'Pasadena'	Pittwater Council	Lot 317 / DP 824048	Pittwater Council
Church Point Reserve	Crown Land	Lot 321 / DP 824048	R100256 for Public Recreation and Urban Services (car parking). The reserve trust, <i>Church Point (R.100256) Reserve Trust</i> is managed by Pittwater Council.

Figure 3.1 – Ownership Plan



### 3.2 Existing Tenure Arrangements

This Plan of Management authorises all existing leases and licences applying to the study area until the expiry of their current term.

Existing tenures over the study area (refer Figure 3.2 - Current Tenures Plan and Figure 3.2a – Current Lease & License Interests held by G & AM Romeo) are detailed below:

**Table 2 - Church Point Current Tenures**

Ref No	Description	Identifier Lot & DP	Tenure Details
	Pittwater Regional Crown Reserve (RCR)	Crown Reserve R1012329 (bed of Pittwater and Crown Land within the region, including all reserved Crown lands)	Reserved for Access and Public Requirements Rural Services, and Environmental and Heritage Conservation. No Trust appointed.
1	HolmePort Marina	Lot 308 / DP 729621, Lots 285, 273 / DP 752046, Lot 331 / DP 1020134	Lease 317742 from Lands
2	Rosstrevor Reserve	Crown Reserve R100084, Lot 7055 / DP 93800	Reserved for Public Recreation, notified 10.04.1987, The reserve trust is managed by Pittwater Council
A	Cargo Wharf & Commuter 'dinghy' Wharf		Licence 156948 from Lands for Reclamation, Jetty and Marina to Pittwater Council
4	General Store	Lot 318 / DP 824048	Lands Lease 318276 for Business Purposes (Commercial Waterfront Business) to G & AM Romeo. Term 23 years, expiring 30 <sup>th</sup> June 2026
B	General Store Waterfront		Lands Licence 192450 for Waterfront Occupation (piles (2) and berthing area) to G & AM Romeo. Entirely below MHWM and adjoins lease to the north west

Ref No	Description	Identifier Lot & DP	Tenure Details
C	'Ferrymasters' Building		Lands Licence 195721 for Waterfront Business transferring to Lovett Bay Holdings
E	Wharf Building		Lands Licence 192546 to Scotland Island Traders (Revoked)
5	Thomas Stephens Reserve	Crown Reserve R100255, Lot 319 / DP 824048	Reserved for Public Access and Recreation. The reserve trust is managed by Pittwater Council
6	'Pasadena'	Lot 142 / DP 752046	Freehold land - G & AM Romeo
7	'Pasadena' waterfront area	Lot 320 / DP 824048	Lands Lease 311606 for Business Purposes to G & AM Romeo. Term 15 years, expiring 19 <sup>th</sup> November 2013
D	'Pasadena' Jetty		Lands Licence 312335 for Business Purposes to G & AM Romeo. Entirely below MHWM adjacent to the Pasadena
8	Church Point Reserve	Crown Reserve R100256, Lot 321 / DP 824048	Reserved for Public Recreation and Urban Services (car parking). The reserve trust is managed by Pittwater Council.

Figure 3.2 – Current Tenures Plan

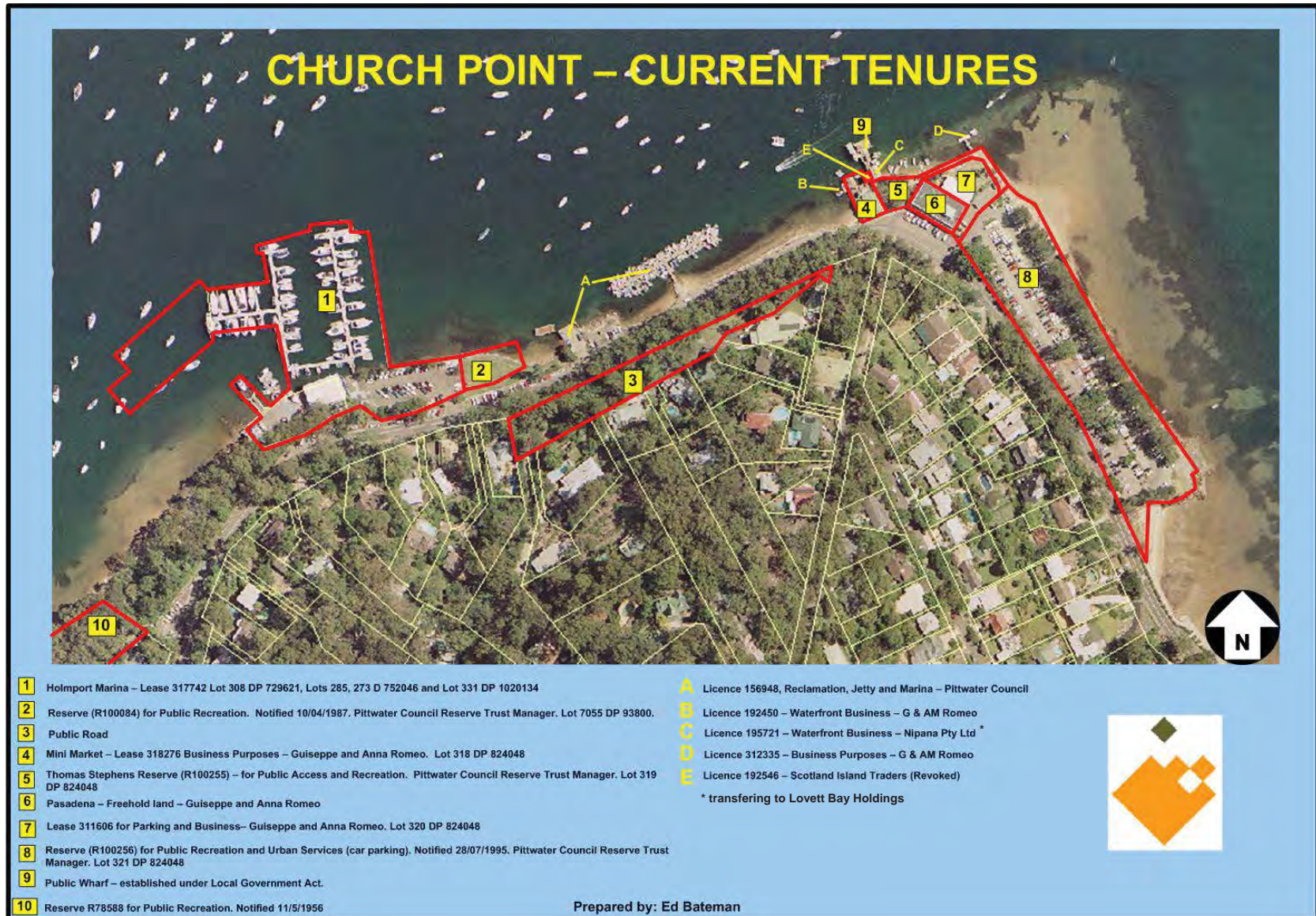
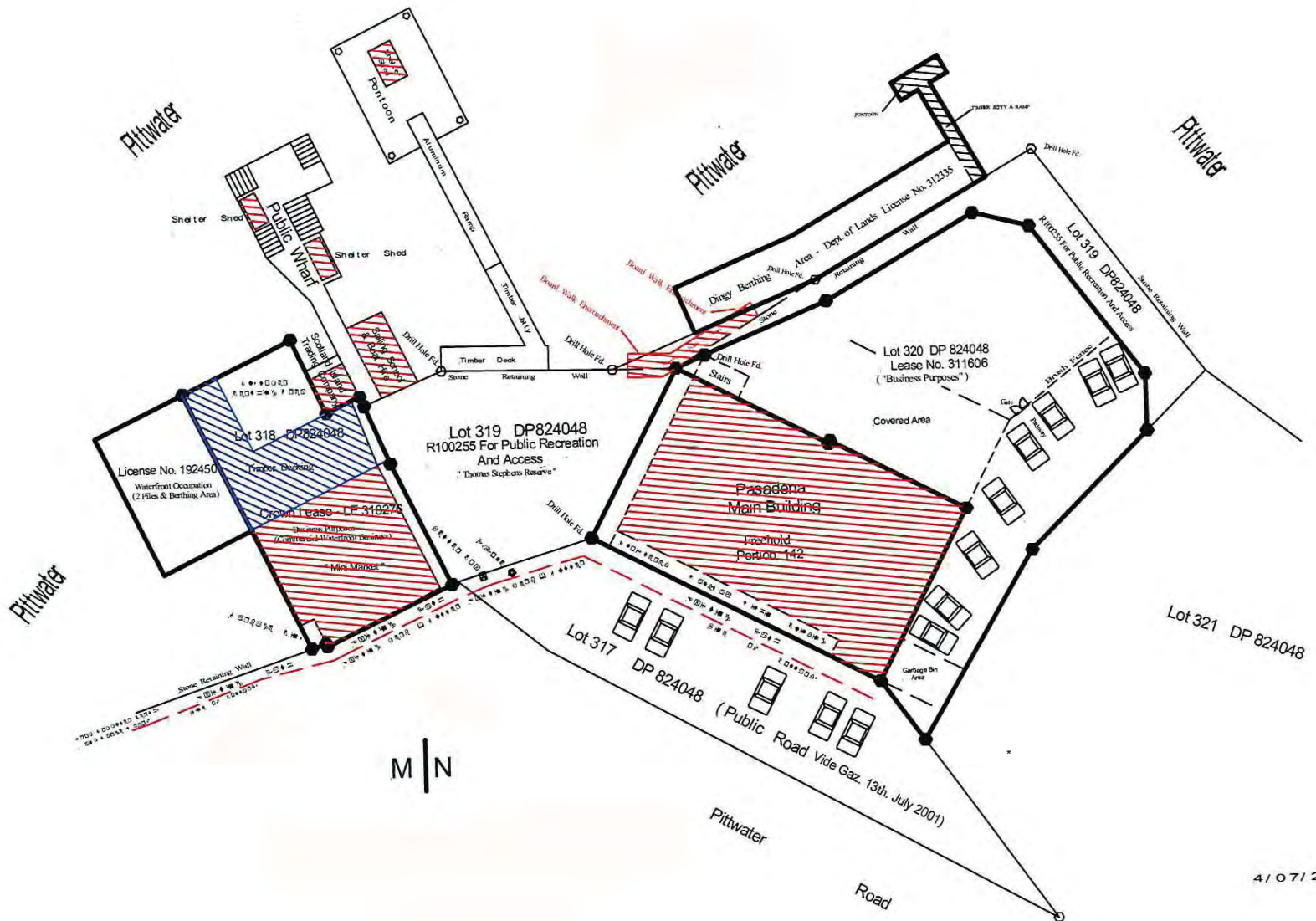


Figure 3.2a – Current Lease & License Interests held by G & AM Romeo



### 3.3 Legislation Applying to this Land

This POM has been prepared in accordance with the Crown Lands Act, 1989 (CLA 89), the Local Government Act, 1993 (LGA 1993) and other applicable legislation. The plan applies to 'reserved', leased and licenced Crown land and land that is owned by Pittwater Council.

Complimentary to the legislative requirements the reserve areas are subject to statutory controls and policies which ensure the orderly and economic use and development of the area.

#### 3.3.1 Crown Lands Act, 1989

Church Point Reserve is predominately Crown Land administered under the provisions of the *Crown Lands Act, 1989* (CLA 1989). Certain provisions in the CLA 1989 are relevant to the POM, namely:

The **Objects of the Act** (s.10) are to ensure that Crown Land is managed for the benefit of the people of New South Wales and in particular to provide for:

- ▶ a proper assessment of Crown land;
- ▶ the management of Crown Land having regard to the principles of Crown land management contained in the *Crown Lands Act, 1989*;
- ▶ the proper development and conservation of Crown Land having regard to those principles;
- ▶ the regulation of the conditions under which Crown Land is permitted to be occupied, used, sold, leased, licensed or otherwise dealt with;
- ▶ the reservation or dedication of Crown Land for public purposes and the management and use of the reserved or dedicated land; and
- ▶ the collection, recording and dissemination of information in relation to Crown land.

The **Principles of Crown Land Management** (pursuant to s.11) are:

- ▶ that environmental protection principles be observed in relation to the management and administration of Crown Land;
- ▶ that the natural resources of Crown Land (including water, soil, flora, fauna and scenic quality) be conserved where possible;
- ▶ that public use and enjoyment of Crown Land be encouraged;
- ▶ that, where appropriate, Crown Land should be used and managed in such a way that both the land and its resources are sustained in perpetuity; and
- ▶ that Crown Land be occupied, used, sold, leased or licensed in the best interests of the State consistent with the above principles.

**Reservations** (s.87) must provide some benefit to the public. Additionally, its uses, activities, developments and agreements must be acceptable under the Public Purposes of the reserve. It is permissible to reserve Crown land for one or any number of purposes. The public purpose broadly defines the uses and activities permissible on Crown lands.

The zoning of the land under any Local Environmental Plan further defines permissible uses. Then, specific land uses can be assigned under a Plan of Management prepared under s.112 of the Act, contractual agreement (leases or licences) under Divisions 3 and 4 or a combination of both.

**Reserve Management**, under s.98 of the CLA 1989, if a Council is a manager of a reserve trust and the reserve is a public reserve, the trust has all the functions of a Council under the LGA, 1993. However, the trust has no authority to classify a public reserve or any part of it as operational land under the LGA, 1993. Section 98 of the CLA 1989 also provides that the CLA 1989, prevails over the LGA 1993 to the extent of any inconsistency with the LGA 1993 in relation to a public reserve.

A public Reserve under the CLA has the same meaning as it does in the LGA.

#### **2005 Amendments to the Crown Lands Act**

A number of the 2005 amendments to the Crown Land Act are of particular relevance to this Plan of Management, specifically:

- ▶ Section 34A allows the Minister to enter into a lease or licence over Crown land that has been reserved for a public purpose. This allows for the Minister to give regard to uses of Crown reserves outside the stated public reserve purpose and allows the Minister to enter into a lease or licence over that land.
- ▶ The Minister can now authorise an additional purpose for a Crown reserve by the provision of section 112A by way of a Plan of Management or by directly Gazetting a new purpose under section 121A.
- ▶ Section 92 (6A), (6B) and (6C) allow for the establishment of different reserve trust managers to manage different parts of a reserve or be established to manage a reserve for a defined function. This has allowed the department to establish Regional Crown Reserves throughout the State over broad areas of reserved, leased and unoccupied Crown lands. Parts of these reserves can now be managed by different trust managers.

#### 3.3.2 Aboriginal Land Rights Act, 1983

The Aboriginal Lands Councils lodges claims over parcels of Crown land under the Act. Claimable Crown lands means lands vested in Her Majesty that, when a claim is made for the lands under this Division:

- (a) are able to be lawfully sold or leased, or are reserved or dedicated for any purpose, under the Crown Lands Consolidation Act, 1913 or the Western Lands Act 1901;
- (b) are not lawfully used or occupied;

- (b1) do not comprise lands which, in the opinion of a Crown Lands Minister, are needed or are likely to be needed as residential lands,
- (c) are not needed, nor likely to be needed, for an essential public purpose;
- (d) do not comprise lands that are the subject of an application for a determination of native title (other than a non-claimant application that is an unopposed application) that has been registered in accordance with the Commonwealth Native Title Act, and 28 of 75 Aboriginal Land Rights Act, 1983 No 42; and
- (e) do not comprise lands that are the subject of an approved determination of native title (within the meaning of the Commonwealth Native Title Act ) (other than an approved determination that no native title exists in the lands).

The bed of Pittwater has been the subject of an Aboriginal Land Claim which has been recently determined as refused as a result of the withdrawal from the Appeal by the Land Council.

### 3.3.3 Commonwealth Native Title Act, 1993

As a result of the High Court Mabo Decision the Commonwealth Government enacted legislation which recognised the interest that indigenous Australians may still hold in some areas of Crown land. The Act makes provisions for:

- ▶ Aborigines and Torres Strait Islanders to lodge native title claims;
- ▶ the determination and validation of extinguishment of native title;
- ▶ the dealing with land and waters where native title may not have been extinguished; and
- ▶ establishing the existence of native title.

A full Native Title investigation will be required before undertaking any works on the Crown lands within the study area.

### 3.3.4 Fisheries Management Act, 1994

The Fisheries Management Act, 1994 relates to the management of fishery resources, administered by the Minister for Primary Industries. The Act defines general fisheries management, commercial and recreational licensing and regulations, aquaculture management, protection of aquatic habitats, administration and enforcement.

Clauses relevant to the Church Point Plan of Management include Part 7 – Protection of Aquatic Habitats, specifically Division 3: Dredging and Reclamation. Clause 200 dictates circumstances in which reclamation works can be undertaken, subject to the authority of a permit issued by the Minister.

The following approvals may be required:

- ▶ Permit to carry out dredging or reclamation work;
- ▶ Permit to cut, remove, damage or destroy marine vegetation on public water land or an aquaculture lease, or on the foreshore of any such land or lease.

### 3.3.5 Environmental Planning and Assessment Act, 1979

The Environmental Planning and Assessment Act, 1979 (EP&A) (which can be accessed at [www.legislation.nsw.gov.au](http://www.legislation.nsw.gov.au)) forms the basis of statutory planning in New South Wales, including the preparation of Local Environmental Plans (LEP) by Councils which regulate land use and development.

The study area is subject to the policies and controls established under the EP&A. A range of planning instruments (Local and Regional Environmental Plans & State Environmental Planning Policies) need to be considered when planning the future use and development of Church Point.

### 3.3.6 State Environmental Planning Policies (SEPP)

Where applicable, development proposals at Church Point will be prepared with consideration of the State Environmental Planning Policies (SEPP) and the objectives and criteria contained therein.

#### Infrastructure SEPP

The Infrastructure SEPP consolidates and updates planning processes for new infrastructure. The SEPP includes generic provisions relating to 23 classes of infrastructure (Schedule 1) for the more efficient delivery of infrastructure and service facilities. Of particular relevance are planning provisions and development controls related to:

- ▶ Parks and other public reserves;
- ▶ Port, wharf and boating facilities;
- ▶ Waterway or foreshore management activities.

Specifically, Infrastructure SEPP provides for:

- ▶ **Development permitted without consent** (DA not required, Part 5 assessment necessary) on land that is a reserve if the development is for the purposes of implementing a Plan of Management (either as part of a broad POM for an entire reserve or contained within a detailed POM relating to the specifics of the development itself) adopted under the Crown Lands Act 1989 in relation to the land.

Development by or on behalf of a council on a public reserve for:

- Roads, cycleways, single storey car parks, ticketing facilities and viewing platforms;
- Information facilities such as information boards;
- Lighting;
- Landscaping, including irrigation schemes;
- Amenity facilities;
- Environmental management works.

- ▶ **Exempt development** (no DA or Part 5 assessment required) on land that is a reserve and be for the purpose of implementing a Plan of Management adopted under the CLA 1989 for:

- Construction, maintenance and repair of:

- Walking tracks, boardwalks and raised walking paths, ramps, minor pedestrian bridges, stairways, gates, seats, barbecues, shelters and shade structures;
- Viewing platforms (not exceeding 100 sq m)
- Play equipment including soft landing surfaces

- Routine maintenance

#### Coastal Protection (SEPP 71)

The Coastal Protection (SEPP 71) planning instrument aims to ensure that the coastal zone is protected in accordance with the principles of ecologically sustainable development. SEPP 71 defines a category and development assessment process for development in sensitive coastal locations, including land within 100m above mean high water mark of the sea, a bay or an estuary.

#### **3.3.7 Local Government Act, 1993**

Part 2 of the Local Government Act, 1993, refers to the use and management of community land. This Part requires all land vested in Council, except land to which the CLA 1989 applies, to be classified as either community or operational land. The Church Point study area does not directly include community land vested in Council and is therefore not subject to the provisions of the Local Government Act, 1993. Refer www.legislation.nsw.gov.au for access to these Acts and Regulations.

However, Section 36 of the LGA 1993 has been considered during the preparation of this Plan of Management to ensure consistency with the procedures for the preparation of Plans of Management under both the Crown Lands Act, 1989 and the Local Government Act, 1993.

#### **3.3.8 Pittwater Local Environmental Plan, 1993 (PLEP)**

The study area is located within the Pittwater Local Environmental Plan (1993). The PLEP 1993 is the main means of development control with zoning maps and a written instrument categorising developments as either permissible or prohibited. This POM does not override provisions in the PLEP, and clause/s that allow development without consent where authorised in an 'adopted' POM are not supported by the Land and Property Management Authority.

The purpose of the LEP is to define what purpose land may be used for and how permission (consent) can be obtained for the use. The LEP expresses the Council's broad land use strategy. It is the public purpose, for reserved crown land, that determines what is acceptable on the reserve.

Pittwater Council, as the consent authority under the current Pittwater Local Environmental Plan, 1993 (PLEP 1993) controls development and activities on zoned land in Pittwater. All development must comply with the provisions of the relevant zoning in the LEP.

The study area covered by this POM is subject to the following zone classifications (as defined in PLEP 1993). Refer Figure 3.3 - Zoning Plan.

- 3(c) Neighbourhood Business 'C'
- 5(a) Special Uses (Cemetery)
- 6(a) Existing Recreation 'A'

- 6(a1) Waterways Recreation
- 7(a1) Environmental Protection - Waterways
- 9(d) Arterial Road Reservation

A set of key objectives are identified for selected zones within and adjoining the Pittwater Waterway (Schedule 11, Pt 1 & 3, PLEP 1993):

#### **Zone 6(a) Existing Recreation 'A'**

- to provide a range of open space and recreational land; and
- to ensure that development on such land:
  - is for a purpose that promotes or is related to the use and enjoyment of open space; and
  - is consistent with the purposes for which the land was reserved or otherwise set aside for public use; and
  - does not substantially diminish public use of, or access to, open space; and
  - does not adversely affect the natural environment, the heritage significance of any heritage items or heritage conservation areas or the existing amenity of the area.

#### **Zone 6(a1) Waterways Recreation**

- to provide opportunities for a variety of passive and active recreational pursuits, having regard to the specific environmental setting of the locality; and
- to recognise the importance of providing and maintaining public access in localities suitable for public recreation and transport purposes.

#### **Zone 7(a1) Environmental Protection - Waterways**

- to identify areas having significant natural, cultural and heritage conservation values; and
- to ensure that the ecology and environmental qualities of land within the zone are enhanced and protected from adverse impact arising from development of land in the vicinity.

In addition to the designated zones and associated planning controls specific provisions are made in PLEP Part III.

**Division 8 – Heritage Provisions**, identifies development controls relevant to heritage items, heritage conservation areas and relics. With regard to this Plan the following items as identified in Schedule 9 – Heritage Items are subject to these controls:

#### **A. BUILT ITEMS**

##### Church Point

- |     |                                  |   |
|-----|----------------------------------|---|
| 60. | Church Point Post Office & Store | Lot 293, DP 704516 and Special Lease 82/6, McCarrs Creek Road, Church Point |
| 61. | House 'Rosstrevor'               | Lot 1, DP 556134, No 27 McCarrs Creek Road, Church Point                    |



62. Memorial Obelisk      Rosstrevor Reserve, McCarrs Creek Road, commemorates  
survey of McCarrs Creek by Captain J Hunter

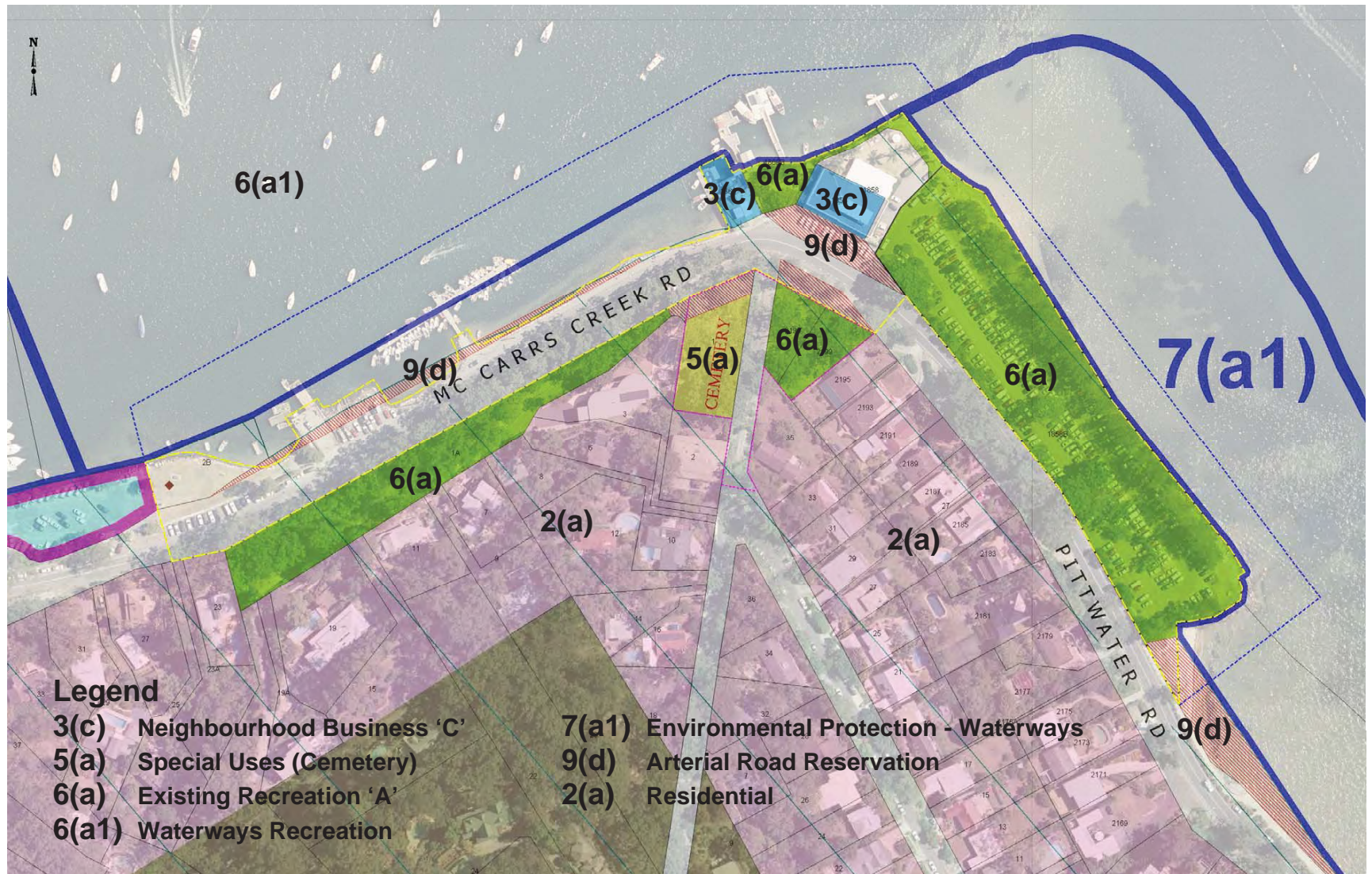
C. ARCHAEOLOGICAL ITEMS

Church Point

- A3. Graveyard      Former Methodist Church site, No 1, Lot C, DP 349212 McCarrs  
Creek Road

**Division 9 – Other land uses and miscellaneous**, stipulates specific clauses for Development of, Temporary use of and Advertising development on land within Zone No. 6(a).

Figure 3.3 – Zoning Plan



### 3.3.9 Pittwater Council's Land Management Policies & Plans

#### Open Space, Bushland and Recreation Strategy, 2000

Plans of Management for parks and reserves in Pittwater are also guided by various plans, strategies and policies prepared by Council. The Open Space, Bushland and Recreation Strategy for Pittwater local government area sets out priorities for future provision of open space, bushland and recreation facilities and opportunities. The Section 94 Contributions Plan for Open Space, Bushland and Recreation (2000) draws on these identified priorities and outlines how they can be funded by developer contributions.

#### Pittwater 2020 Strategic Plan

The need for a strategic and proactive approach to sustainability planning led to the preparation of the Pittwater 2020 Strategic Plan. The Plan provides an overarching strategic framework to help Pittwater respond to change, challenges and opportunities over the next 12 years. Incorporating social, environmental, economic and governance themes, the Plan provides a long term focus and coordinated direction for all Council's activities, plans and policies.

The purpose of the Plan is to identify the community's main priorities and expectations for the future and to plan for achieving these priorities, taking into account the realistic pressures and resources that will be required.

The vision presented in the Plan represents a collective aspiration from both the community and Council of what we want Pittwater to be like in 2020 and beyond.

***'To be a vibrant, sustainable community of connected villages inspired by bush, beach and water.'***

There are five Key Directions within the Strategic Plan and under each direction a number of specific goals which the community would like to see Pittwater achieve by 2020. Further to the defined goals a series of targets to measure the progress of each goal are identified.

The Key Directions are:

- ▶ Supporting and Connecting our Community;
- ▶ Valuing and Caring for our Natural Environment;
- ▶ Enhancing our Working and Learning;
- ▶ Leading an Effective and Collaborative Council; and
- ▶ Integrating our built environment.

The vision and Key Directions of the Strategic Plan have been recognized in the preparation of this Plan of Management.

### 3.3.10 Additional studies related to this Plan

#### **NSW Coastal Policy 1997**

The Coastal Policy 1997 applies to the coastal zone as defined under the Coastal Protection Act, 1979. The policy responds to the fundamental challenge to provide for population growth and economic development without placing the natural, cultural, spiritual and heritage values of the coastal zone at risk. The policy document is intended to guide decision-making and has a strong integrating philosophy based on the principles of ecologically sustainable development. The Coastal Council of NSW oversees the implementation of the Coastal Policy.

Objectives from the Policy of particular relevance to this plan are:

- ▶ To identify coastal lands with conservation values and implement management strategies and controls to ensure that those values are protected.
- ▶ To encourage towns to reinforce or establish their particular identities in a form which enhances the natural beauty of the coastal zone.
- ▶ To effectively manage and conserve cultural heritage places, items and landscapes through a variety of planning and management programs.
- ▶ That development proposals have to conform with specialised design and planning standards to control height, setback and scale to ensure public access and to ensure that beaches and foreshore spaces are not overshadowed.
- ▶ State Government agencies when preparing policies, programs and procedures for coastal zone planning and management will be required to ensure that they are consistent with the Coastal Policy and have regard for national and international strategies, policies and agreements.

#### **Sydney Regional Coastal Management Strategy, 1998**

The Sydney Regional Coastal Management Strategy, 1998 prepared by the Sydney Coastal Councils Group as a strategic response to the NSW Coastal Policy is of relevance to the Study Area. The Policy has the following primary objectives:

- ▶ To ensure that ecological integrity is maintained and that, when available, coastal zone resources are fairly and equitably used by the public and commercial interests alike, so that the long term benefits derived by the community can be optimised;
- ▶ To maintain adequate and appropriate access to the coast, so that it is possible to enjoy a range of recreational opportunities. Public access should be managed to protect coastal resources, ecosystems and public safety; and
- ▶ To conserve and manage areas and features of significant ecological, physical, cultural, historical, landscape and scientific importance, so that their values are maintained.

### **Coastal Crown Lands Policy**

The Coastal Crown Lands Policy (1991) applies to all coastal Crown Lands within one kilometer landward and three nautical miles seaward from low water mark. The Policy includes the following primary objectives, to:

- ▶ Conserve and maintain the intrinsic environmental and cultural quality of Crown lands;
- ▶ Retain all coastal Crown lands, of an environmentally sensitive nature and / or required for a public purpose, in public ownership;
- ▶ Optimise public access and use of coastal Crown lands;
- ▶ Provide Crown lands, as appropriate, for recreation, tourism, residential and commercial coastal development with due regard to the nature and consequences of coastal processes;
- ▶ Encourage the rehabilitation of degraded coastal Crown lands;
- ▶ Continue to acquire significant coastal lands for future public use.

### **Pittwater Estuary Processes Study**

This study provides a long-term management framework for the ecologically sustainable use of each estuary and its catchment.

### **Draft Guidance Note for the Assessment of Public Ferry Wharf Safety (NSW Maritime)**

NSW Maritime has a statutory responsibility to ensure the safe operation of commercial and recreational vessels throughout the state, and associated responsibilities in relation to inspecting public ferry wharves. The Draft Guidance Note provides a general methodology or procedure to assist owners (managers) with the assessment of the safety of public ferry wharves.

Each wharf is subject to regular public safety and structural integrity assessment of the structure, with specific review of:

- ▶ Safety fencing / markings / anti-skid treatment;
- ▶ Lighting;
- ▶ Access - ladders / vehicular / disabled;
- ▶ Lifebuoys;
- ▶ Signage; and
- ▶ Structural – load limitations etc.

### **Restaurants in Open Space Areas (DUAP Circular No F.14 December 1996)**

Circular No F.14 recommends a consistent planning policy and support for the siting of restaurants in open space areas, in certain circumstances for the following benefits:

- ▶ contribute to a more diverse open space system by broadening the types of recreational and leisure facilities offered to the community;
- ▶ increase the attractiveness of an open space area as a place to visit for recreation and leisure purposes;
- ▶ increase the usefulness of under-utilised or inappropriately used open space;
- ▶ be used as a key element in the improvement of land rezoned for open space purposes;
- ▶ increase revenue which councils or Trust Managers can use for the upgrading and maintenance of open space and, where relevant, the conservation of heritage items;
- ▶ improve the comfort of open space users by offering refreshments and by providing a place of shelter; and
- ▶ increase the safety of an open space area by acting as a meeting place and focal point of activity.

### **Food & Beverage Outlets on Crown Reserves**

The Policy as approved by the Minister provides guidance for assessing the merit of proposals for these developments on Crown reserves and identifies food and beverage outlets, which may be acceptable, and those, which may not be acceptable on Crown Land.

Determination of appropriate proposals should refer to the following criteria:

- ▶ the facility should enhance the public use of the reserve and not become the main focus of the reserve;
- ▶ the integrity of the reserve in terms of its public purpose and environmental qualities should be preserved; and
- ▶ the public's right to access should be preserved.

### **Signs as Remote Supervision – Best Practice Manual (Version 2)**

The Best Practice Manual (v2 August 1999) for 'Signs as Remote Supervision' provides a mechanism for determining appropriate signage of Council's facilities. Factors considered in determining signage are:

- ▶ Level of development (establishing signage category)
- ▶ Population or amount of use
- ▶ Frequency of such use
- ▶ Facility Visitation Rate (FVR) (ascertains the type and level of signage)
- ▶ Adequacy of the facilities current signage
- ▶ Establish and design the most appropriate sign

Signage of Pittwater public wharves is in accordance with Council Policy – No 129 incorporating 'Signs as Remote Supervision – Best Practice Manual' (v2 August 1999) and the Standards contained therein, as amended from time to time.

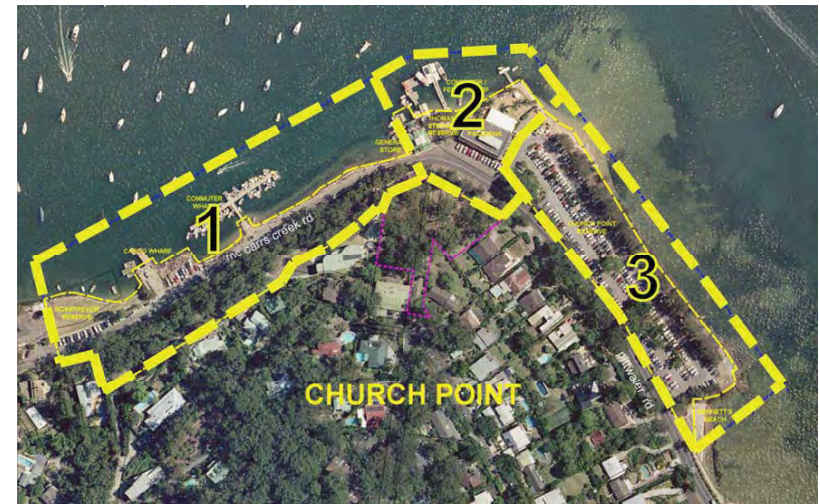
## 4. Management Issues

This section of the plan identifies and discusses the key management issues affecting the Church Point Study Area (land & waterway).

Issues have been identified through the community consultation process and consultation with Council and the Land and Property Management Authority. In order to facilitate the resolution of the management issues, the study area has been divided into **three precincts** as follows (refer Figure 4.1 - Management Precincts):

- Precinct 1 - McCarrs Creek Road (west of HolmePort Marina to General Store, including bed of Pittwater, Cargo Wharf, Commuter Wharf, Rosstrevor Reserve, McCarrs Creek Road, cliff line vegetation and access road)
- Precinct 2 - Village Square (General Store, Thomas Stephens Reserve and Pasadena surrounds, including Pittwater Road, bed of Pittwater, Commuter 'ferry' Wharf and various jetties)
- Precinct 3 - Church Point Reserve (Car Parking area to Bennetts Beach, including Pittwater Road, bed of Pittwater, Bennett's Point and boat ramp)

Figure 4.1 - Management Precincts



### KEY

Precinct 1 – McCarrs Creek Road (including parking areas to west of HolmePort Marina)

Precinct 2 – Village Square

Precinct 3 – Church Point Reserve

#### **4.1 Precinct 1 - McCarrs Creek Road**

Precinct 1 extends from the small car parking area to the west of HolmePort Marina along McCarrs Creek Road to the General Store. The precinct includes Rosstrevor Reserve, the existing Cargo Wharf, Commuter 'dinghy' Wharf, incidental parking areas and the waterfront walkway.

Apart from the spectacular views over Pittwater, Precinct 1 is 'quite an eyesore'. The seawall stretching from the general store to cargo wharf is in a state of disrepair with sections beginning to fail and fall into the estuary. The commuter wharf is too small to accommodate the number of commuters who use it and boats are moored three or four deep making it unsightly and noisy as the boats bang together in the wind and waves.

Discarded building materials and other refuse lie on and around Cargo Wharf without any clear responsibility for management of the site. Trucks waiting to unload or load at cargo wharf have no dedicated place to stop and currently pull up on the side of the road often obstructing traffic on McCarrs Creek Road while waiting for the wharf to clear.

Rosstrevor Reserve has poor lighting and landscape quality without safe beach access.

##### **4.1.1 Rosstrevor Reserve**

- ▶ Low landscape quality
- ▶ Poor access to the beach and water
- ▶ Lack of access through HolmePort Marina to link with green spaces beyond

##### **4.1.2 Cargo Wharf**

- ▶ Unmanaged use of cargo wharf
- ▶ Unsightly due to refuse and waste
- ▶ Insufficient parking for deliveries and pick ups

##### **4.1.3 Commuter Wharf**

- ▶ Insufficient commuter dinghy mooring leading to chaotic and dangerous dinghy tie ups

##### **4.1.4 McCarrs Creek Road**

- ▶ McCarrs Creek Road is particularly dangerous, it is not sufficiently wide and cars tend to travel at excessive speeds
- ▶ Insufficient car parking
- ▶ Walkway adjacent to the road is too narrow

#### **4.2 Precinct 2 - Village Square**

Precinct 2 extends east from the general store to the 'Pasadena' restaurant extents. The precinct includes the general store and surrounds including the existing wharf structure, Thomas Stephens Reserve, the commuter 'ferry' wharf, the 'Pasadena' open space surrounds and Pittwater Road.

Precinct 2 is a highly utilised zone due to the concentration of commercial premises and access to the ferry wharf. The Precinct affords spectacular views over Pittwater and to Scotland Island from Thomas Stephens Reserve. Access to the water's edge and small beach area is currently hindered by the temporary location of the ferry accessible pontoon with ramp access. In addition unregulated 'dinghy' mooring impedes access to the water and often interferes with commercial activities.

Parking in front of the 'Pasadena' restaurant on Pittwater Road is generally unsafe and pedestrian crossings of the road from the adjacent bus stop are dangerous on the 'blind bend' road alignment.

##### **4.2.1 The Point / 'Pasadena'**

- ▶ There is limited public access to the land and the water at the point
- ▶ The leased and public areas are not clearly defined
- ▶ The existing lease over the land in front of the 'Pasadena' excludes public use
- ▶ The sea wall is in a state of disrepair
- ▶ There is a lack of shade and seating
- ▶ There is a lack of dinghy tie up zones along the northern shore

##### **4.2.2 Thomas Stephens Reserve**

- ▶ The Reserve lacks community identity and visual character
- ▶ Existing trees are lifting the pavement and creating a trip hazard
- ▶ The pontoon in its temporary location detracts from passive recreation opportunities such as access to the beach and water
- ▶ 'Pasadena' bins detract from amenity of the Reserve

##### **4.2.3 General Store and Wharf**

- ▶ Wharf is cluttered and access is unclear
- ▶ Uncontrolled dinghy tie ups by customers to the General store
- ▶ Mercantile history is being lost
- ▶ Movement around the General store is unsafe
- ▶ The existing wharf is in a state of disrepair
- ▶ Limited relationship to social / community spaces / interaction

### **4.3 Precinct 3 - Church Point Reserve**

Precinct 3 is comprised principally of the Church Point Reserve which includes the main car park and stretches from Bennetts Point in the south east to the 'Pasadena' in the north. Precinct 3 also includes the bus stop and amenities block, the waterfront along the car park northern edge and the open space at Bennetts Point.

There has been a long standing debate over the use of the land in Precinct 3. The off-shore residents wish to continue to use the reserve for car parking while on-shore residents would like it returned to open space recreational usage. The need for parking in this location results from the reserve proximity to the commercial premises, the public ferry wharf and the commuter 'dinghy' wharf. As a result of the social necessity to deal with the need for commuter car parking a general agreement between the communities, Council and the Land and Property Management Authority was reached through the Plan of Management process that Church Point Reserve would continue to provide car parking.

It has been generally agreed that the reserve function would be retained until parking spaces are made available elsewhere, ie. opportunities within HolmePort Marina, allowing a reduction in parking spaces on the reserve. It was further agreed with Design Group members that as parking spaces are removed ( 30 spaces) the land would be landscaped and utilised as public open space. The principle derives from an equitable negotiation between on-shore and off-shore interests, providing a compromise to achieve a higher level of aesthetic recreational space within the Church Point Reserve.

#### **4.3.1 Car Park**

- ▶ Amenities block unsightly
- ▶ Bus stops poorly designed. No dedicated crossing of Pittwater Road leading to safety concerns
- ▶ Disabled parking poorly defined
- ▶ Parking area poorly lit
- ▶ Stop and pick up zones are undefined and therefore unsafe
- ▶ There is insufficient parking to cater for visitors, residents and private use
- ▶ No provision for bicycle and motorbike parking
- ▶ The limited spaces for short term parking in the car park results in parking on surrounding streets
- ▶ Parking on surrounding streets currently unmanaged

#### **4.3.2 Open Space**

- ▶ Open space areas restricted to waterfront walkway
- ▶ Insufficient open space for families to picnic or kick a ball around
- ▶ Landscape generally poor quality and degraded

## 5. Future Use, Development and Management

### 5.1 Vision

The management of the Church Point study area is based on a vision statement that is shared by the Lands Department, Pittwater Council and the wider community. The vision has been developed during the consultation process with input from the community and stakeholders.

The vision for the study area is intended to provide a long-term ideal and focus for all future decisions affecting Church Point and to ensure that community values are preserved and can be shared with future generations.

The vision for the Church Point study area is:

**"A maritime transport hub recognising the social and historical significance of the Church Point precinct, surrounded by high quality recreational facilities servicing the communities of Pittwater and of New South Wales"**

The vision will:

- ▶ Upgrade the Church Point area as a maritime transport hub by providing an improved level of service to the community and acting as a facilitator of community spirit and enterprise.
- ▶ Improved access will be provided to all visitors and on-shore and off-shore residents wishing to utilize the services offered in the study area.
- ▶ All development and improvement at Church Point will employ ecologically sustainable development principles in order that Church Point will continue to meet the needs of residents, visitors and the people that work there

### 5.2 Management Principles

Embracing the vision for Church Point a set of management principles have been established which satisfy the Church Point study area objectives as follows:

- ▶ Create an integrated and well-connected network of public spaces along the fore shore from Mona Vale to McCarrs Creek Reserve;
- ▶ Provide a diverse range of recreational, economic and social opportunities while maintaining the mercantile function of the area;
- ▶ Minimise negative impacts on the natural environment;
- ▶ Recognise Church Point as the town centre and transport hub for offshore communities;
- ▶ Maintain mercantile character and cultural integrity of the area; and
- ▶ Provide opportunities for economic and social activities to meet future community needs.



### 5.3 Permitted Future Development & Uses

Crown Land is generally reserved for a public purpose and uses on the Reserve must be compatible with or ancillary to that public purpose. Crown Land must be used and managed in accordance with the Crown Lands Act, 1989 and the principles of Crown Land management.

Generally, 'developments' and 'activities' that will be considered at Church Point will be those that are:

- (i) Consistent with or ancillary to:
  - the declared reservation purpose or additional purposes as defined by an adopted POM on a Crown Reserve; or
  - any lease or licence from the Trust Manager or the Department;
- (ii) Identified within this Plan of Management

In association with details outlined in Section 3 (Planning Context) the relevant planning policies and controls appropriate to the Church Point study area are detailed below. The planning controls dictate what development is considered permissible and prohibited, the reservation purpose, lease or licence agreement dictates what future uses and/or activities are permissible.

Development at Church Point will be undertaken in accordance with clause 65(2)(d) SEPP Infrastructure, whereby "(2) Development for any purpose may be carried out without consent: ..... (d) if the development is for the purposes of implementing a Plan of Management adopted for the land under the Act"

As such works will:

- ▶ be consistent with this Plan of Management;
- ▶ not require consent under Part 4 of the Environmental Planning and Assessment Act, 1979;
- ▶ require a full assessment and process under Part 5 of the EP& A Act, 1979;

#### Permit Procedures

Certain activities are subject to Council Permit approvals, in accordance with the relevant Council Policy. A summary of relevant Policy documents and the activities applicable, but not limited to, is detailed below:

- ▶ Council Policy No 18 Parking – Issue of Annual permits – Waiving of Parking Fees: (Pay parking facilities)
- ▶ Council Policy No 26 Storage of Craft – Dinghies / Boats
- ▶ Council Policy No 93 Reserves, Beaches and Headlands Booking Policy: (Social, sporting, community and commercial events ie. weddings, charity events, fireworks / Lease Agreements)
- ▶ Council Policy No 96 Film Permit Policy and Conditions – Amended September 2005: (Filming and Still Photography / Lease Agreements)

- ▶ Council Policy No 98 Helicopter Landings on Council Owned and Controlled Property: (Filming and Still Photography / Temporary Activities)
- ▶ Council Policy No 129 Signs – Council's Facilities: (Signage: compliance, directional, interpretive, identification)

#### Activity Controls

Complementary to the statutory controls applicable to the study area are a set of activity controls. Activities (acceptable or unacceptable) will be usually identified via signage in accordance with Council Policies. Warning and prohibition symbols are selected dependent on specific circumstances and use. Definition of prohibited activities will be directly linked to the public purpose of the reserve, only activities of a complimentary nature will be permissible.

### 5.4 Leases, Licences and Other Estates

A lease will be typically required where exclusive use or control of all or part of a reserve is desirable for effective management. A lease may also be required due to the scale of investment in facilities, the necessity for security measures, or where the relationship between a major user and facilities in the reserves justify such security of tenure.

Licences allow multiple and non-exclusive use of an area. A licence may be required where intermittent or short-term use or control of all or part of a reserve is proposed. A number of licences for different users can apply to the same area at the same time, provided there is no conflict of interest.

New or renewed commercial tenures over Crown land are negotiated having regard to the Principles of Crown land management and other applicable legislation, the Department's Commercial Business Directive and other policies that emphasise financial, environmental and social ('triple bottom line') benefits to the people of NSW on whose behalf Crown land is managed.

Generally all tenures over part or whole of Crown Reserves are made between the Reserve Trust and lessee / licensee, and are in accordance with the designated reserve public purpose and subject to the provisions of the Crown Lands Act, 1989. In specific circumstances the Minister now has the power (s.34A CLA) to grant a Lease or Licence over reserved lands that are not necessarily consistent with the reserve purpose. In this scenario tenure would be subject to consent from the Minister and the Trust.

Lease agreements are modelled on the standard Crown Lease Conditions applying to the leasing of Crown Land under s.34 of the Crown Lands Act, 1989. Revenue generated on the Reserve managed by a Trust must be directed to the general purposes of the Reserve Trust (s.106 CLA 1989).

Under any lease the construction of facilities will be permitted provided:

- ▶ The facilities which are proposed are in accordance with a Plan of Management adopted for the reserve under the Crown Lands Act, 1989 or are subject to a Lease or Licence from the Minister for Lands; and
- ▶ Development consent is obtained from the Minister and the Trust.

Where a development or activity is undertaken on land over which a Reserve Trust has management responsibility, an applicant will be required to obtain:

- ▶ an approval for DA submission from the Minister and the Trust (including where Pittwater Council acts as Trust Manager); and
- ▶ development approval from Pittwater Council, as consent Authority.

A Regional Crown Reserve (R1012329) has been established over the bed of Pittwater and other Crown lands. This allows for the establishment of a Reserve Trust and the appointment of a Trust Manager over part of the reserve to manage and control activities. The Church Point study area (including waterway) is within the established Regional Crown Reserve with Pittwater Council to be appointed Trust Manager.

This Plan of Management authorises all existing leases and licences applying to the study area until the expiry of their current term or amendment as outlined in Table 3.

With reference to the relevant provisions of the Crown Lands Act (1989) (including the Principles for Crown Land Management) this plan, subject to approval from the Minister for Lands, authorises the consideration and creation of future Crown tenures (leases, licences) or other estates over the reserve areas covered by this plan for activities (including activities of a commercial nature) that will ensure that:

- ▶ The conservation, economic, recreation and social values of the reserve are recognised, protected and enhanced for public enjoyment by current and future generations; and
- ▶ The public's right of choice, access and equity is recognised and preserved.

#### 5.4.1 Proposed Tenure Arrangements

This Plan of Management authorises the leasing, licensing or granting of any other estate over the Church Point study area (land area and waterway) which are:

- ▶ considered acceptable under the public purpose of the reserve;
- ▶ where activity or business is seen to have a benefit to Council, the lease / licence holder, and the broader community;
- ▶ activities that result in a diverse range of recreational activities; and
- ▶ consistent with the requirements of the relevant statutes.

Proposed tenure arrangements (and proposed amendment to existing Lease agreements) at Church Point include, but do not preclude any future leases at this location, (refer Figure 5.1 - Proposed Tenures Plan) are detailed in Table 3:

**Table 3 - Church Point Proposed Tenures**

Ref No	Description	Proposed Tenure Details
1	Pittwater Regional Crown Reserve (RCR)	<p>Crown Reserve R1012329 for Access and Public Requirements, Rural Services, and Environmental and Heritage Conservation.</p> <ul style="list-style-type: none"> <li>▶ This Reserve has been established over the bed of Pittwater and all adjoining Crown lands identified within this Plan of Management.</li> <li>▶ It is proposed to appoint Pittwater Council as reserve trust manager of all the Crown land shown enclosed by the red broken line on Figure 5.1, including the bed of Pittwater adjoining Church Point.</li> <li>▶ All land currently leased directly from the Crown (Pasadena waterfront lease and General Store lease) and additionally the: <ul style="list-style-type: none"> <li>- 'Pasadena' jetty ramp and pontoon (ref no 3); and</li> <li>- General Store and waterfront tie-up area (ref no 5 &amp; 6)</li> </ul> are excluded from the land of which Council is to be appointed Trust Manager.</li> <li>▶ As Trust Manager, Council may lease and license areas within the reserve it controls and regulate activities within this land ie boat tie up times etc.</li> </ul>
2	Church Point Reserve	<p>Crown Reserve R100256 for Public Recreation and Urban Services (car parking)</p> <ul style="list-style-type: none"> <li>▶ The current reservation will remain, however Council's Trust management will be revoked, as new trust management will be established over the RCR.</li> <li>▶ A Section 34A* lease will be established over that part of the reserve used for car park between the Crown and Council for the purposes of allowing for commuter parking on this land. A long term lease would be negotiated and the statutory minimum rent to apply.</li> <li>▶ The Section 34A* lease will be conditioned with the following requirements: <ul style="list-style-type: none"> <li>- at least 20 spaces are to be time limited, from 9am to 6 pm, to allow for public access to the area until replacement of existing numbers;</li> </ul> </li> </ul>

Ref No	Description	Proposed Tenure Details
		<ul style="list-style-type: none"> <li>- in the long term, as potential new parking spaces become available from the development of HolmePort Marina or other alternative precinct locations (except where the McCarrs Creek Road western carpark Stage 2 deck option (subject to further investigation) is implemented), the equivalent number of spaces will be removed from this site (maximum 30 spaces), and the land returned to open space recreational land;</li> <li>- Council is to set appropriate fees and parking arrangement for commuter parking users.</li> <li>▶ Easements for access have been granted to the Pasadena freehold proprietor and to the Crown lease area adjacent to the Pasadena site (refer Figure 5.2 – Proposed 'Pasadena' Lease Areas).</li> <li>▶ Opportunity for additional lessee within amenities building for small kiosk outlet to be investigated</li> </ul>
	'Pasadena'	Freehold land and easements (8.0m wide) held in favour of the freehold Lot 142 (refer Figure 5.2 – Proposed 'Pasadena' Lease Areas)
3	'Pasadena' waterfront area	<p>Lands Lease 311606</p> <ul style="list-style-type: none"> <li>▶ The lease area will be reduced (refer Figure 5.2 – Proposed 'Pasadena' Lease Areas)</li> </ul>
3	'Pasadena' Jetty / Pontoon	<p>Lands Lease</p> <ul style="list-style-type: none"> <li>▶ Lease established with the Department associated with the revised 'Pasadena' lease (311606)</li> <li>▶ The existing licence (312335) will be terminated</li> </ul>
	Thomas Stephens Reserve	Crown Reserve R100255 for Public Access and Recreation Area included within Pittwater Regional Crown Reserve (RCR)
4	'Ferry Masters' Building	<p>Lands Licence (195721) to Church Point Ferry Service</p> <ul style="list-style-type: none"> <li>▶ As an interim measure, tenure will relocate to a shared facility at the end of the heritage wharf. Separate leases will be negotiated by Council, as Trust manager, in locations within the proposed new central deck, as indicated on the master plan.</li> <li>▶ Council will construct basic facilities only. Floor space</li> </ul>

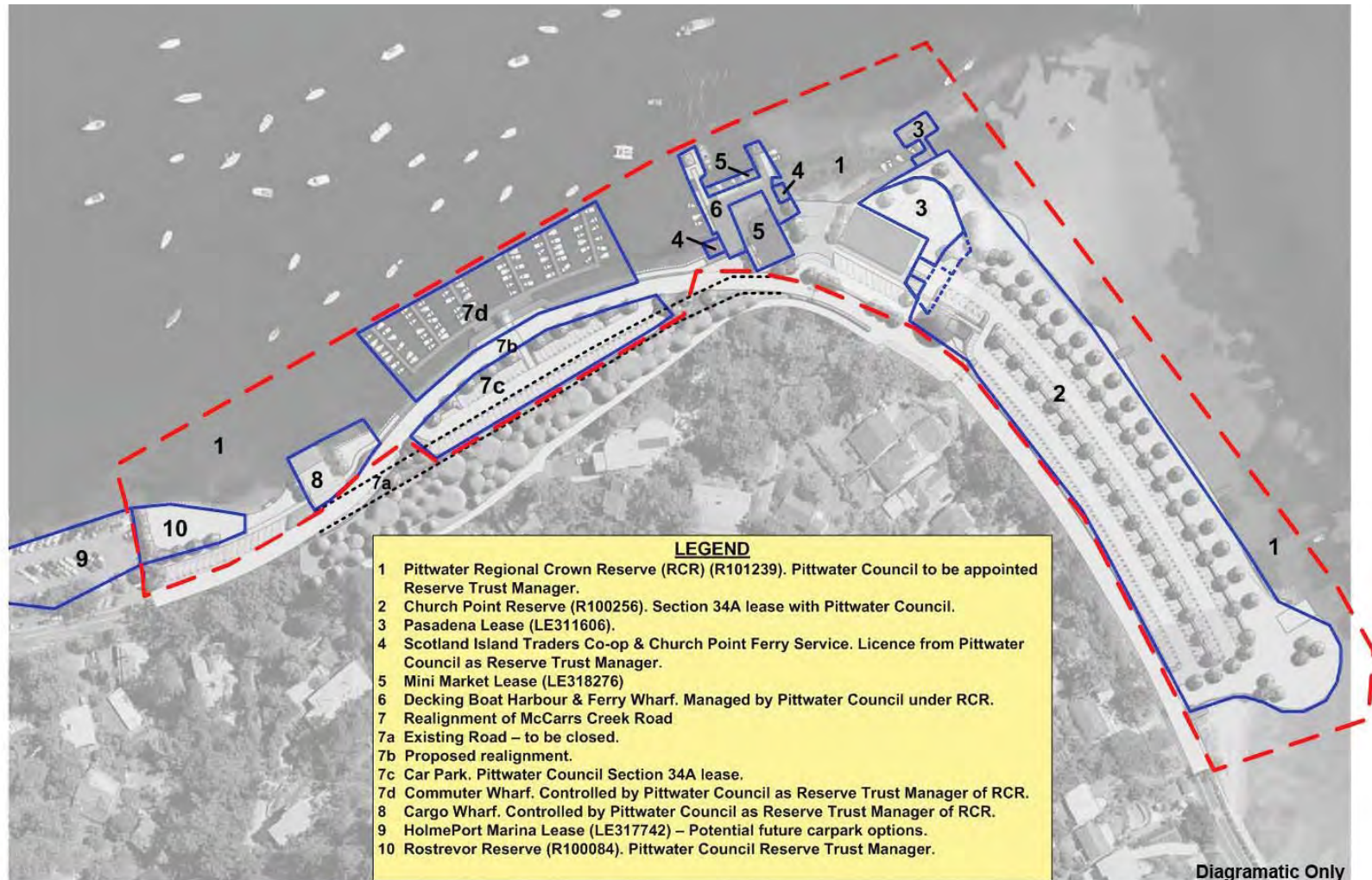
Ref No	Description	Proposed Tenure Details
		<p>provision for Ferry Master's Quarters to be identical to floor area in previous lease. Internal fit-outs will be the responsibility of the respective occupiers.</p> <ul style="list-style-type: none"> <li>▶ Opportunity for additional lessee within Ferry Master's building for small kiosk outlet to be investigated</li> </ul>
4	Wharf 'Co-Op' Building	<p>Licence (192546) to Scotland Island Traders' Co-Operative</p> <ul style="list-style-type: none"> <li>▶ As an interim measure, tenure will relocate to a shared facility at the end of the heritage wharf. Separate leases will be negotiated by Council, as Trust manager, in locations within the proposed new central deck, as indicated on the master plan.</li> <li>▶ Lease for the development of Co-Op facilities will be negotiated with Scotland Island Residents' Association (SIRA) &amp; West Pittwater Community Association (WPCA)</li> <li>▶ Council will construct basic facilities only. Internal fit-outs will be the responsibility of the respective occupiers.</li> </ul>
5	General Store	<p>Lands Lease 318276</p> <p>The lease area of this site will remain largely unchanged. A small extension at the northeast corner, incorporating the former site of the Co-Op facility (to square off) will be considered.</p>
5	General Store Jetty / Pontoon	<p>Lands Lease</p> <ul style="list-style-type: none"> <li>▶ Lease established with the Department associated with the revised General Store lease (318276)</li> <li>▶ The existing licence will be terminated</li> </ul>
6	General Store Waterfront	<p>Decking Area and Public 'Ferry' Wharf</p> <ul style="list-style-type: none"> <li>▶ The decking around the general store lease will be located within the RCR and built by Council. Lessee of the general store may utilize identified space within the deck as part of a tenure agreement with Council.</li> <li>▶ The proposed ferry wharf will be within the RCR under Council management.</li> <li>▶ Council is able to license the ferry and other access to the wharf.</li> <li>▶ The time-limited water access along the west of the</li> </ul>

Ref No	Description	Proposed Tenure Details
		<p>proposed deck is within the RCR under Council's regulatory control. A similar arrangement applies to the time-limited water access alongside the Pasadena.</p> <ul style="list-style-type: none"> <li>▶ The existing licences in this area will be terminated</li> <li>▶ Lands to issue new licence to the operators of the General Store for a time limited tie-up zone that services the General Store, replacing the current licence</li> </ul>
7b / 7c	Western Car Park	<p>Proposed car park to south of realigned McCarrs Creek Road</p> <ul style="list-style-type: none"> <li>▶ Realignment of McCarrs Creek Road will be subject to road opening and closure arrangements negotiated with the RTA.</li> <li>▶ The car parking area resulting from such realignment will be covered by a Section 34A* lease to Council, statutory minimum rent to apply.</li> <li>▶ Council will determine the appropriate fees for commuter access to the car park in consultation with local community associations.</li> <li>▶ In the event that the western car park Stage 2 deck option: multi-level car park proposal comes to fruition Council will renegotiate new lease terms with Lands, particularly where car spaces are sold as leasehold sites to individuals</li> </ul>
7d	Commuter 'dinghy' Wharf	<p>Area included within Pittwater Regional Crown Reserve (RCR)</p> <ul style="list-style-type: none"> <li>▶ The existing licence with Lands will be terminated</li> <li>▶ The Commuter 'dinghy' Wharf will be covered by a Section 34A* lease to Council</li> <li>▶ Council will determine the appropriate fees for commuter access to the Commuter 'dinghy' Wharf in consultation with local community associations.</li> </ul>
	Crown Land south of McCarrs Creek Road	Council Public road, (may form a potential access to the upper level of a proposed multi-layer car park on McCarrs Creek Road).
8	Cargo Wharf	Area included within Pittwater Regional Crown Reserve (RCR) allowing Council (as Trust Manager) to lease the

Ref No	Description	Proposed Tenure Details
9	HolmePort Marinas	<p>Lands Lease 317742</p> <p>The Department will consider a south-western extension to the lease area to provide for commuter parking and possible marina expansion. Proposal subject to further discussions with Marina proprietor and Council agreement (re-zoning).</p>
10	Rosstrevor Reserve	<p>Crown Reserve R100084 for Public Recreation</p> <ul style="list-style-type: none"> <li>▶ Area is included within Pittwater Regional Crown Reserve (RCR) with Council as Trust Manager</li> </ul>

*\*Section 34A lease is a lease under s.34A of the Crown Lands Act,1989 which permits the Minister to grant a tenure (lease or licence) over a Crown Reserve for the purpose of any facility or infrastructure or any other purpose the Minister thinks fit*

Figure 5.1 – Proposed Tenures Plan



# CHURCH POINT PROPOSED TENURES

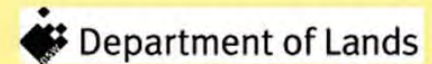
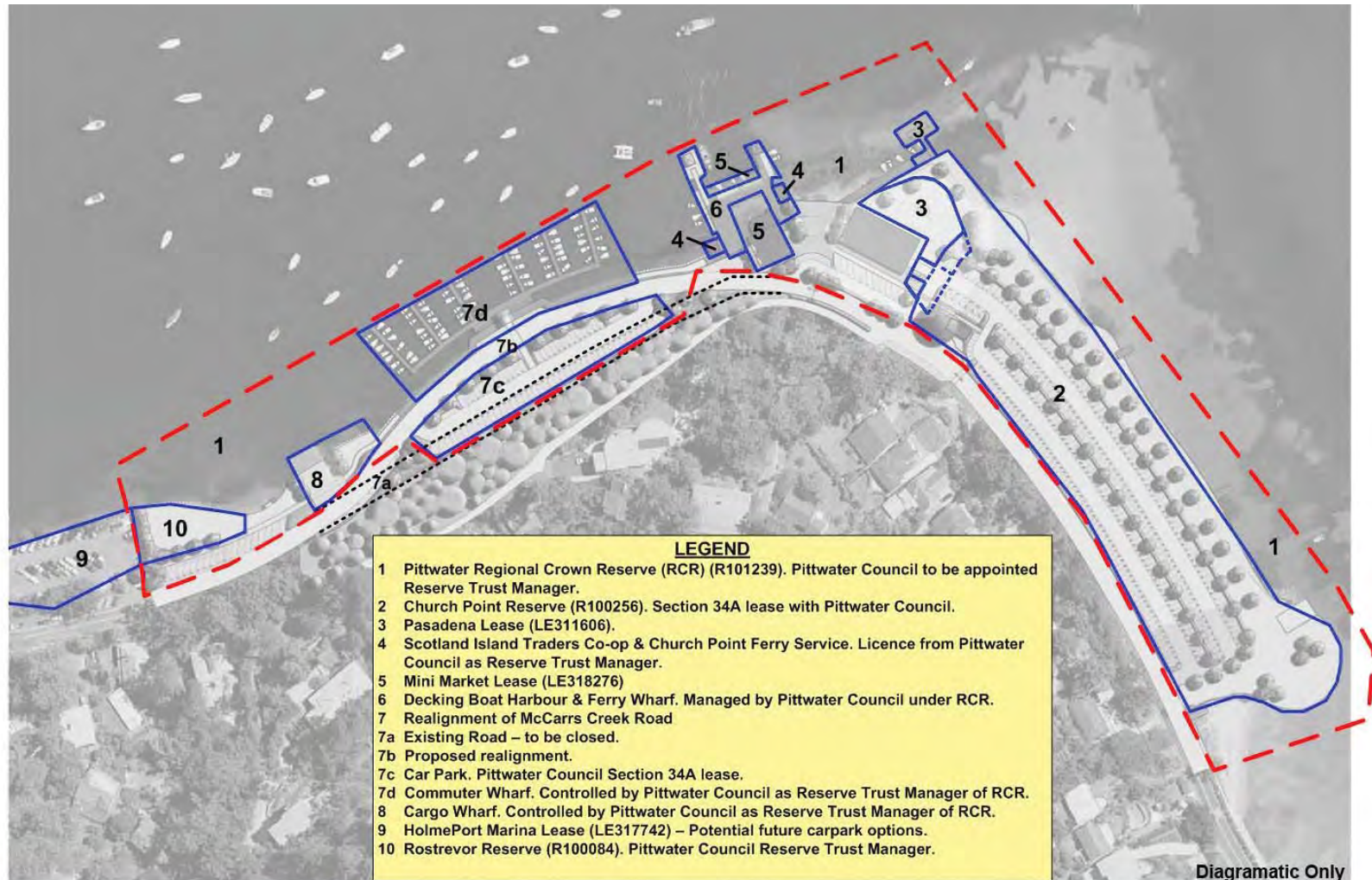


Figure 5.1 – Proposed Tenures Plan



# CHURCH POINT PROPOSED TENURES

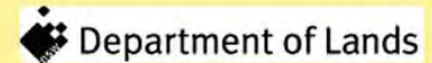
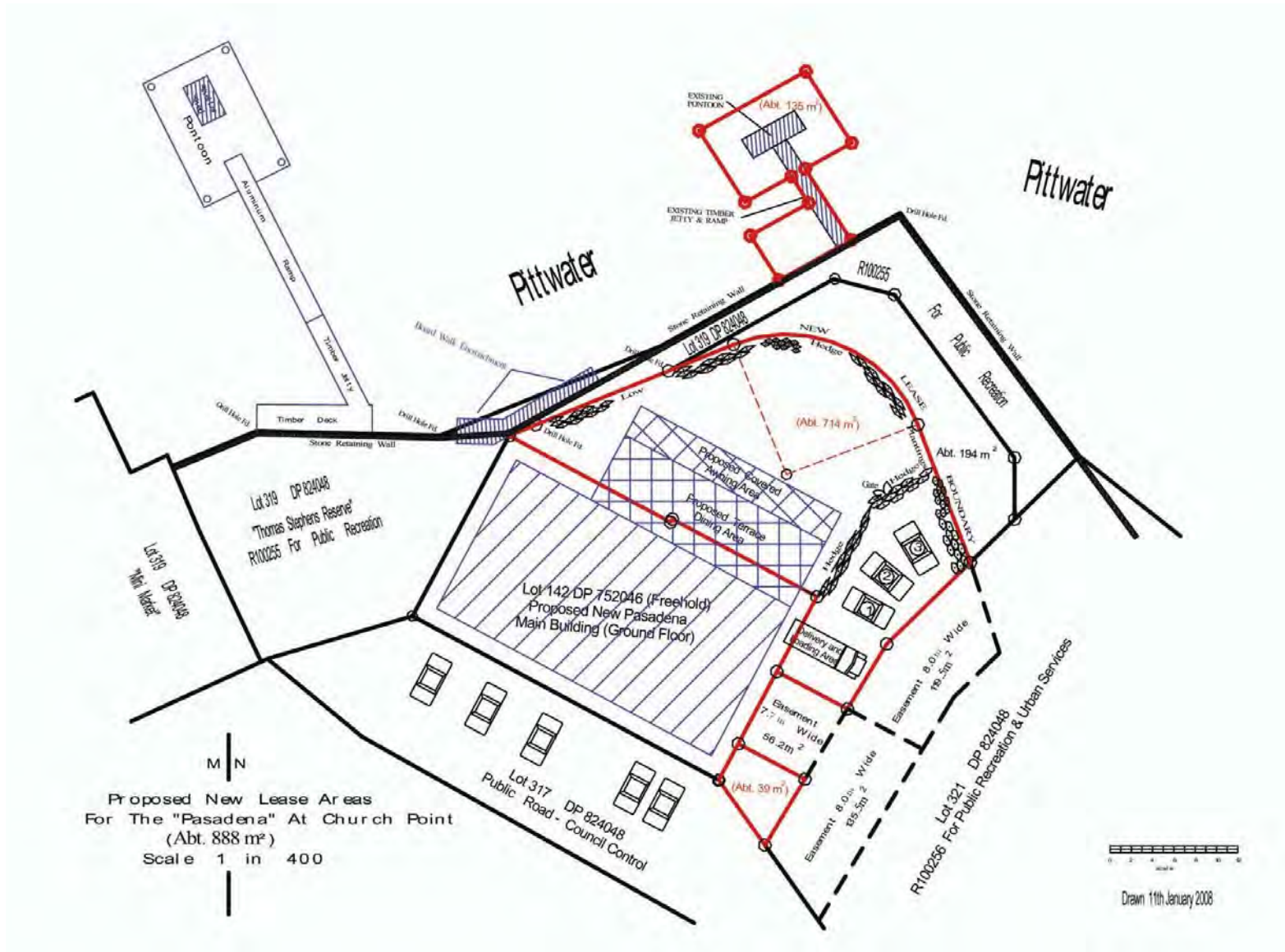


Figure 5.2 – Proposed 'Pasadena' Lease Areas



## 6. Management Strategies

This section of the Plan of Management identifies the management strategy for each of the precincts within the Study Area. Management strategies are presented which are consistent with the requirements of the Crown Lands Act, 1989.

### 6.1 Action Plan

The intent of the following action plan (refer Table 4 - Church Point Action Plan) is to:

- ▶ identify the management issues discussed in Chapter 4;
- ▶ develop strategies to address these issues; and
- ▶ assign an action to implement the strategies.

The Action Plan table should be read in conjunction with the associated Management Strategy Plans (refer Figures 6.1 - 6.3) which illustrate the location of strategy areas.

### 6.2 Foreshore Reserve Management

The management of the Regional Crown Reserve at Church Point will be facilitated by Pittwater Council as Trust Manager. The precinct will be managed relative to the recognized functions and operations of the district use areas. Compliance regulation will be developed for all precincts to ensure:

- ▶ Orderly operation of parking management systems (car, dinghy etc.);
- ▶ Effective use of the area by all people; and
- ▶ Long term sustainability of operations and user activities.

Compliance regulations will be imposed via adopted Council signage and policed with Council Rangers on behalf of the Trust.



**Table 4 - Church Point Action Plan**

<b>PRECINCT 1 - McCARRS CREEK ROAD</b> (refer Figure 6.1 - Precinct 1 : McCarrs Creek Road Management Strategy)		
Management Issue	Strategy	Action
Parking areas to the west of HolmePort Marina are utilised by off-shore residents, spaces are limited and vehicle manoeuvres can be dangerous	<b>McCarrs Creek Road – Parking</b> Incorporate as part of ongoing parking management strategy Investigate options for increased parking in designated car park area Coordinate future proposed upgrades with potential HolmePort Marina car parking options	Develop schematic plan for revised car park layouts along road and within car park
Rosstrevor Reserve lacks high quality amenities such as seating and lighting	<b>1. Rosstrevor Reserve</b> Improve water access, seating, lighting and landscape quality in accordance with the masterplan in consultation with local residents. <ul style="list-style-type: none"> <li>• Establish 'no tie-up' zone</li> <li>• Maintain open space 'kick-about' area</li> </ul>	Develop Landscape / works Plan for public consultation / implementation Liaise with STA regarding bus stop provision / location
Cargo Wharf is unsightly and operates in a manner that is unsafe  Key number of local operators need to become responsible for asset and service to public	<b>2. Cargo Wharf</b> <ul style="list-style-type: none"> <li>• Conduct an EOI for the operation of the wharf based on responsible management of the facility; OH&amp;S regulations; ongoing improvements to the facility and better service to local residents.</li> <li>• Fees and Charges to be developed to offset ongoing maintenance and improvement of facility</li> <li>• Prepare a site management plan / typical economic model of fees / charges, ongoing improvements, lease details (basis for EOI)</li> <li>• Site management plan to incorporate: <ul style="list-style-type: none"> <li>▪ operation regulations (as per Council Policy)</li> <li>▪ improved visual amenity through landscaping</li> <li>▪ parking, loading zones, access requirements</li> <li>▪ fixtures/fittings for the operation and access to the facility</li> <li>▪ central site office</li> <li>▪ lighting</li> <li>▪ pedestrian access into/across site</li> <li>▪ ongoing asset management appraisal of wharf structure</li> <li>▪ ongoing OH&amp;S audit of operations</li> </ul> </li> <li>• Wharf operation is not based on revenue generation but will channel all funds to improvement of the asset and service to the public</li> <li>• Detailed compliance signage to be developed and policed by Council Rangers on behalf of Trust</li> </ul>	<ul style="list-style-type: none"> <li>• Review and amend Cargo Wharf Operation Regulations (Council Policy 32)</li> <li>• Develop criteria for EOI</li> <li>• Develop advertisement for EOI</li> <li>• Implement lease, fees/charges, asset improvement and OH&amp;S safety checks</li> <li>• Monitor ongoing management improvements and services to public.</li> </ul>
Commuter Wharf is too small for the number of users and therefore unsafe as boats have to be tied up three to four deep. Serious public safety issue	<b>3. Commuter Wharf</b> <ul style="list-style-type: none"> <li>• Develop detail masterplan for dinghy/pontoon facility as shown in the masterplan</li> <li>• Approvals sought through Infrastructure SEPP or Part V of EP&amp;A Act</li> <li>• Liaison with Department of Primary Industries (Fisheries), MSB Waterways, local residents/users</li> <li>• Mooring allocation system to be developed/managed by Council staff. System to be based on fee for use and construction of asset</li> <li>• Fees/Charges will be set in accordance with fees and charges as recommended in this plan and to be adopted under Council's Management Plan</li> <li>• Generated revenue to be kept specific to the facility for ongoing development management and replacement cost as required by the</li> </ul>	<ul style="list-style-type: none"> <li>• Develop detail design for commuter dinghy facility</li> <li>• Liaison with user groups/ government/ governance</li> <li>• Liaison with DPI (Fisheries) and attain approvals</li> <li>• Public exhibition</li> <li>• Costing / Funding Strategy (implement user-pays system)</li> <li>• Implementation</li> <li>• Preparation of EIS or Part V application for approval of works</li> </ul>

<b>PRECINCT 1 - McCARRS CREEK ROAD</b> (refer Figure 6.1 - Precinct 1 : McCarrs Creek Road Management Strategy)		
Management Issue	Strategy	Action
	CLA. <ul style="list-style-type: none"> <li>Central shelter (strong architectural theme) to incorporate notice board/ seating/bins/community space</li> <li>Detailed compliance signage to be developed and policed by Council Rangers on behalf of Trust</li> </ul>	
McCarrs Creek Road is unsafe as: <ul style="list-style-type: none"> <li>It is too close to the walkway;</li> <li>There are no safety measures for pedestrians crossing the road; and</li> <li>It is lacking in traffic calming devices</li> </ul>	<b>4. McCarrs Creek Road</b> <ul style="list-style-type: none"> <li>Realignment of McCarrs Creek Road as indicated in masterplan to reduce curvature and generally improve sight lines and pedestrian safety. Land swap to occur with RTA and Land and Property Management Authority to relocate road reserve as indicated and create further leased area for parking purposes</li> <li>Construct seawall as indicated in Master Plan. Seawall to ensure habitat for aquatic organisms</li> <li>Provide 2.4m cycleway/pedestrian path along foreshore as per master plan</li> <li>Liaise and gain approval from RTA in relation to road realignment, land swap and ultimate approval of sector proposal</li> <li>Establish carpark adjacent to cliff line (approximately 69 spaces) incorporating strong landscape theme/accommodation of small car spaces, motorbike and bicycle spaces. Develop central crossing to foreshore generally as indicated in the master plan</li> <li>Carpark to be subject to parking management scheme as developed by Council</li> <li>Geotechnical assessment of cliff line to ensure long term safety of carpark area</li> <li>Investigate a stage 2 deck option for a multi-level car park as proposed by Bayview Church Point Residents' Association(refer Appendices). Proposal subject to further detailed study and community consultation.</li> </ul>	<ul style="list-style-type: none"> <li>Develop detail design as part of overall Master Plan</li> <li>Develop detail engineering / traffic / landscape plans</li> <li>Liaison with DPI (Fisheries) concerning reclamation and attain approvals</li> <li>Costing / funding strategy</li> <li>Arrange for public tender of works or preferred contractor scheme</li> <li>Develop land swap strategy between Land and Property Management Authority / RTA</li> <li>Finalise traffic review and approval by RTA</li> <li>Undertake preliminary investigations into Stage 2 deck option for suspended car park including:               <ul style="list-style-type: none"> <li>Visual Impact Assessment</li> <li>Geotechnical Assessment</li> <li>Traffic and Access Studies</li> <li>Initial Costings</li> </ul>               Proposal subject to further detailed analysis and design development including community consultation / public exhibition prior to approval process.             </li> </ul>
Need to recognise geotechnical / cliff line management of reserve adjacent to carpark.  Area of local bushland, public road, vegetation and cliff line to proposed western car park needs to be managed for ongoing perpetuity.	<b>5. Public Road / Residential Accessway</b> <ul style="list-style-type: none"> <li>Undertake vegetation assessment/management plan for bushland vegetation. Establish management criteria/bushland regeneration/fire hazard reduction/geotechnical issues</li> <li>Undertake costing of road / drainage scheme for public roadway</li> <li>Remove any encroachments on the road</li> <li>Initiate detail geotechnical assessment of cliff-face given location of proposed western carpark at its base</li> </ul>	<ul style="list-style-type: none"> <li>Develop detail plans to seal / drain public road</li> <li>Initiate studies for bushland management</li> <li>Geotechnical safety assessment of cliff line</li> </ul>

PRECINCT 2 - VILLAGE SQUARE (refer Figure 6.2 - Precinct 2 : Village Square Management Strategy)		
Management Issue	Strategy	Action
Need to recognise transport safety and management	<b>6. Ferry Masters' Quarters / Kiosk Public Lease Opportunity</b> <ul style="list-style-type: none"> <li>• Construction / lease for new shelter light building</li> <li>• Lease to be established with Church Point Ferry Services and/or other and Council as Trust Manager</li> <li>• Building use to manage ferry operation and include opportunity for small kiosk lease / licence</li> <li>• Council to construct basic structure shell / fit-out by leasee</li> <li>• Floor space provided in new building for Ferry Masters' Quarters to be identical to floor space in previous lease</li> <li>• Council to investigate opportunity for small kiosk outlet in association with the structure as outlined. To be examined under a separate community consultation as required by the Crown Food &amp; Beverage Policy</li> </ul>	<ul style="list-style-type: none"> <li>• Establish lease for building operation</li> <li>• Detail design/construct</li> <li>• 50/50 shared development cost with Council</li> <li>• Undertake feasibility study and community consultation for small kiosk outlet</li> </ul>
Areas require Kiss and Drop Zone	<b>7. Harbour Tie-Up</b> <ul style="list-style-type: none"> <li>• Establish steps/ramp access to the water and location of pontoon</li> <li>• Short term tie-up (max 15 mins)</li> <li>• Allocate mooring berth to northern end of pontoon for ferry operator use only</li> </ul>	Install clear signage to delineate area
	<b>8. Ferry Wharf / Pontoon</b> <ul style="list-style-type: none"> <li>• Relocate existing ferry pontoon to new central wharf / deck area</li> <li>• Ongoing liaison with Church Point Ferry Services</li> <li>• Commercial vessel tie-up only</li> </ul>	Liaison with DPI (Fisheries) and attain approvals
Commercial lease area requires specific access for viability	<b>9. General Store Water Access</b> <ul style="list-style-type: none"> <li>• Tie-up area specific to operation of General Store. Short term tie-up</li> <li>• Link to lease</li> </ul>	Install clear signage to delineate area
Identified heritage characteristics of existing wharf need to be recognised in any redevelopment	<b>10. Existing Wharf / Heritage Listing</b> <ul style="list-style-type: none"> <li>• In conjunction with detail construction drawings for new central wharf / deck incorporate heritage recommendations from Design 5 Heritage Report and ongoing professional heritage liaison in relation to detail finishes</li> <li>• Wharf area to be generally short term tie up (15-30 minutes)</li> <li>• Facility for light goods transfer ie. white goods</li> </ul>	<ul style="list-style-type: none"> <li>• Install clear signage to delineate use</li> <li>• Incorporate detail design into overall deck construction</li> <li>• Liaison with Design 5 in design development</li> </ul>
<ul style="list-style-type: none"> <li>• The General Store and Wharf area are cluttered and access to the wharf is unclear.</li> <li>• Uncontrolled dinghy tie ups impact on the economic viability of the General Store.</li> <li>• Movement around the General Store is unsafe and offers limited social interaction</li> </ul>	<b>11 &amp; 13. Central Wharf and General Store</b> <ul style="list-style-type: none"> <li>• Construction of large central deck area to be built to facilitate <ul style="list-style-type: none"> <li>▪ Ferry / marine transport interchange</li> <li>▪ Short term dinghy tie up for pickup/drop off (15-30mins)</li> <li>▪ General short term tie facility</li> <li>▪ Access to the central mainland facilities and carpark/general store</li> </ul> </li> <li>• Central deck to be constructed in liaison with General Store leaseholder to assist seamless fit. The deck will centralise the General Store building for both social and commercial activities. Part of the deck area to be available for lease at adopted rate per m<sup>2</sup> for commercial use based on Council's Outdoor Seating Policy and/or other appropriate leases / licences.</li> </ul>	<ul style="list-style-type: none"> <li>• Detail design / tender package for central deck / pontoon / redevelopment as per Master Plan</li> <li>• Liaison with DPI (Fisheries) / NSW Maritime</li> <li>• Prepare Part V approval</li> <li>• Seek dollar for dollar grant funding from NSW Maritime and Department of Transport</li> <li>• Re-allocation of Environmental Infrastructure Levy Funding</li> </ul>

<b>PRECINCT 2 - VILLAGE SQUARE</b> (refer Figure 6.2 - Precinct 2 : Village Square Management Strategy)		
Management Issue	Strategy	Action
	<ul style="list-style-type: none"> <li>Detail construction drawings to be developed for the construction of the deck area generally as per the masterplan layout. Design to cater for disabled access, provide access to all points and consider the heritage nature of the existing wharf area</li> <li>Opportunity for small kiosk and associated outdoor seating to be investigated (refer 6. Ferry Master's Quarters)</li> </ul>	
Ongoing need for goods transfer area for offshore resident pick up/use	<p><b>12. Offshore Co-Operative</b> Construction / lease for shelter / light building for the use of offshore residents as a storage / goods handling area. Lease to be established between SIRA and Council as Trust Manager for ongoing operation management. Cost for construction to be shared between all parties in lease agreement. Structure to be used for community purposes only</p>	<ul style="list-style-type: none"> <li>Establish lease for building operation</li> <li>Detail design/construct</li> <li>50/50 shared development cost with Council</li> </ul>
	<p><b>14. Thomas Stephens Reserve</b></p> <ul style="list-style-type: none"> <li>General opening up of reserve to water</li> <li>Develop detail concept/construction plan for reserve redevelopment in conjunction with local residents/community groups</li> <li>Provide ability to allow part time commercial applications</li> <li>Strong 'village square' theme, use of landscaping, lighting and seating/open steps to beach</li> <li>Detailed compliance signage to be developed and policed by Council Rangers on behalf of Trust</li> <li>Establish 'no tie-up' zone</li> </ul>	Detail Design of Reserve to be developed / exhibited
Need to recognise existing short term commercial access	<p><b>15. Pasadena frontage</b></p> <ul style="list-style-type: none"> <li>Pittwater Road frontage (road reserve area) to be constructed by leasee in accordance with approved plans, the Master Plan or further detail drawings as developed by Council and the leasee</li> <li>Short term free parking (15-30mins), including provision of one loading bay</li> </ul>	Detail road / parking design subject to traffic and access audit
Need to recognise existing commercial development in development of area	<p><b>16. Pasadena</b></p> <ul style="list-style-type: none"> <li>Generally building redevelopment to proceed as per approved plans/building envelope to be reduced and site curtilage constructed as per certified approved plans and masterplan</li> <li>Reconstruction of building curtilage areas to be borne by lessee as part of development cost and approval directions</li> <li>Current lease area to the northern edge to be reduced by one third to comply with negotiated lease terms with Land and Property Management Authority</li> <li>Landscape finish to external function/lease area, to be liaised with Council as Trust Manager, with lease area delineated by strong landscape theme</li> </ul>	
Need to minimise short term dinghy access	<p><b>17. Wharf / Promenade Area</b></p> <ul style="list-style-type: none"> <li>Construction wharf/tie-up facility to allow medium term tie-up (1-2 hours) and commercial access to Pasadena specifically for functions. To include western viewing platform/deck</li> <li>Include as part of detail construction documentation of central wharf /</li> </ul>	Liaison with DPI (Fisheries) and attain approvals

PRECINCT 2 - VILLAGE SQUARE (refer Figure 6.2 - Precinct 2 : Village Square Management Strategy)		
Management Issue	Strategy	Action
	deck area	
	<b>18. Pasadena Waterside Park</b> Development as foreshore reserve and part of public open space to accommodate pedestrian connection to Thomas Stephens Reserve	Detail Design of Waterside Park to be developed / exhibited with reference to Thomas Stephens Reserve and Church Point Reserve proposals

PRECINCT 3 - CHURCH POINT RESERVE (refer Figure 6.3 - Precinct 3 : Church Point Reserve Management Strategy)		
Management Issue	Strategy	Action
<ul style="list-style-type: none"> <li>• Carpark area needs to maximise open space potential and economy of car storage</li> <li>• Need to recognise parking as social consequence of reserve location and historic use</li> <li>• Maximise open space potential, access to water and connection to precinct Two</li> </ul>	<p><b>19. Church Point Carpark Area</b></p> <ul style="list-style-type: none"> <li>• Develop seating and drainage, detail plan for carpark including line marking, lighting and definition of spaces as per the masterplan and parking requirements</li> <li>• Review existing vegetation, develop detailed Landscape Plan. Existing trees to be retained until landscape plan implemented and trees replaced with avenue plantings of indigenous species.</li> <li>• Development of parking management scheme based on yearly payment for use of Crown reserve as commuter carpark area. All generated funding to be used for ongoing development of Church Point precinct as per master plan</li> <li>• Signmark agreed 20 spaces available for public short term 4 hour parking as identified on masterplan</li> <li>• Allocate 2-5 initial spaces for car share scheme and / or other sustainable transport initiatives. Spaces to be clearly marked and policed.</li> <li>• Provide bicycle / motorbike parking facility</li> <li>• Recognise identified area for reduction of further car spaces at the south eastern end of the reserve should further public spaces become available through schemes such as the redevelopment of HolmePort Marina or the like</li> <li>• Detailed compliance signage to be developed and policed by Council Rangers on behalf of Trust</li> </ul>	<ul style="list-style-type: none"> <li>• Develop detail design/tender for carpark, surface finish, drainage, linemarking, lighting, landscaping etc</li> <li>• Undertake existing vegetation assessment and prepare Landscape Plan</li> <li>• Develop parking management scheme and introduction process (user-pays system)</li> <li>• Upgrade signage / ticket display / machines</li> </ul>
	<p><b>20. Public Amenities / Bus Stop</b></p> <ul style="list-style-type: none"> <li>• Building (current toilet block/interchange facility) to be redeveloped to accommodate bus turn-in and transport interchange area/disabled parking</li> <li>• Design to create high quality amenities, transport interchange, comfort spot.</li> <li>• Opportunity for small commercial coffee / papers outlet as part of building refurbishment could be examined under a separate community consultation as required by the Crown Food and Beverage Policy</li> </ul>	<ul style="list-style-type: none"> <li>• Detail design / construct drawings</li> <li>• Liaison with State Transit Authority</li> <li>• Undertake feasibility study and community consultation for small commercial coffee / papers outlet</li> </ul>
<ul style="list-style-type: none"> <li>• Maximise open space potential, access to water and connection to Precinct Two Transport Interchange</li> </ul>	<p><b>21. Waterfront Promenade / Local Park</b></p> <ul style="list-style-type: none"> <li>• Reserve to be extended as per the Master Plan through infill into Pittwater. Existing stone/rockwork to be utilised in foreshore retention works. Infill works to create a waterside boulevard reserve incorporating the pedestrian walkway/cycleway, seating, lighting and access to the water at set intervals; removal of every second Casuarina along the frontage to provide increased solar access and allow an ongoing planting strategy</li> <li>• Reduce the size of the existing boat ramp to accommodate kayak, dinghy and emergency use only, and better suit the area as parkland. Security controls to be considered.</li> <li>• Further infill proposed for the northern edge of the carpark reserve to create a local park (Bennetts Point) as indicated in the Master Plan. Park to incorporate seating, lighting, amenity / shade planting, possible small play facility. Infill not to impact on Bennetts Beach</li> </ul>	<ul style="list-style-type: none"> <li>• Develop detail design / tender documents</li> <li>• Liaison with DPI (Fisheries) and attain approvals</li> <li>• Planting/view sharing policy for waterfront planting</li> <li>• Liaise with STA regarding bus stop provision / location</li> </ul>

<b>PRECINCT 3 - CHURCH POINT RESERVE</b> (refer Figure 6.3 - Precinct 3 : Church Point Reserve Management Strategy)		
Management Issue	Strategy	Action
	<ul style="list-style-type: none"> <li>Establish 'no tie-up zones'</li> <li>Provide non-powered watercraft tie-up facility / kayak &amp; sailboard storage</li> <li>Incorporate access / viewing areas along foreshore</li> </ul>	
	<p><b>Church Point Reserve (Waterway)</b></p> <ul style="list-style-type: none"> <li>Reserve to be created within Church Point study area (as identified) with Council appointed Trust Manager</li> <li>Waterway to be policed by Council compliance staff to ensure ongoing compliance with marked time zones and watercraft management across the area</li> </ul>	
Need to recognise heritage significance of graveyard to birth of Church Point	<p><b>22. Church Point Cemetery</b></p> <ul style="list-style-type: none"> <li>Upgrade of cemetery in partnership with Uniting Church. Development of heritage strategy works program. Needs to deal with: <ul style="list-style-type: none"> <li>fencing</li> <li>access pathways</li> <li>interpretation</li> <li>lighting</li> <li>ongoing management</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Initiate discussions with Uniting Church re: heritage grant funding to match Council contribution for upgrade works</li> <li>Develop Heritage Assessment Works Program</li> <li>Detail design / tender drawings</li> <li>Interpretation Strategy</li> <li>Ongoing management to be equally shared between Council / Uniting Church</li> </ul>
	<p><b>23. Quarter Sessions Road Reserve / Public Footpath</b></p> <ul style="list-style-type: none"> <li>Upgrade of pedestrian accessway to include better grades, steps, seating/lighting and entries. Bushland regeneration/landscaping of remaining open space areas/verges <ul style="list-style-type: none"> <li>fencing</li> <li>access pathways</li> <li>drainage</li> <li>interpretation</li> <li>lighting</li> <li>ongoing management</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Detail design / tender drawings</li> </ul>
	<p><b>24. Quarter Sessions Reserve</b></p> <ul style="list-style-type: none"> <li>As part of the proposed overall funding strategy, rezoning of two Council land parcels to residential zoning for sale to fund creation of proposed open space, ie waterfront Boulevard/Park</li> <li>Detailed house envelopes to be established to maximise tree retention / neighbourhood amenity</li> <li>Ongoing liaison of footprints / development strategy with neighbouring residents / community</li> </ul>	<ul style="list-style-type: none"> <li>Undertake preliminary investigations re development of subject land as residential housing (Lots 15 &amp; 15a in DP10583) <ul style="list-style-type: none"> <li>Vegetation Study / Species Impact Assessment</li> <li>Survey Land Titles search</li> <li>Prepare Town Planning / Architectural Proposal</li> <li>Valuation</li> <li>Case for Public Hearing to Council</li> <li>Refer to Department of Planning / DECC</li> <li>LEP change / rezoning</li> </ul> </li> </ul> <p>Proposal subject to further detailed analysis and design development including community consultation / public exhibition as part of approval process</p>

Figure 6.1 – Precinct 1 – McCarrs Creek Road: Management Strategy

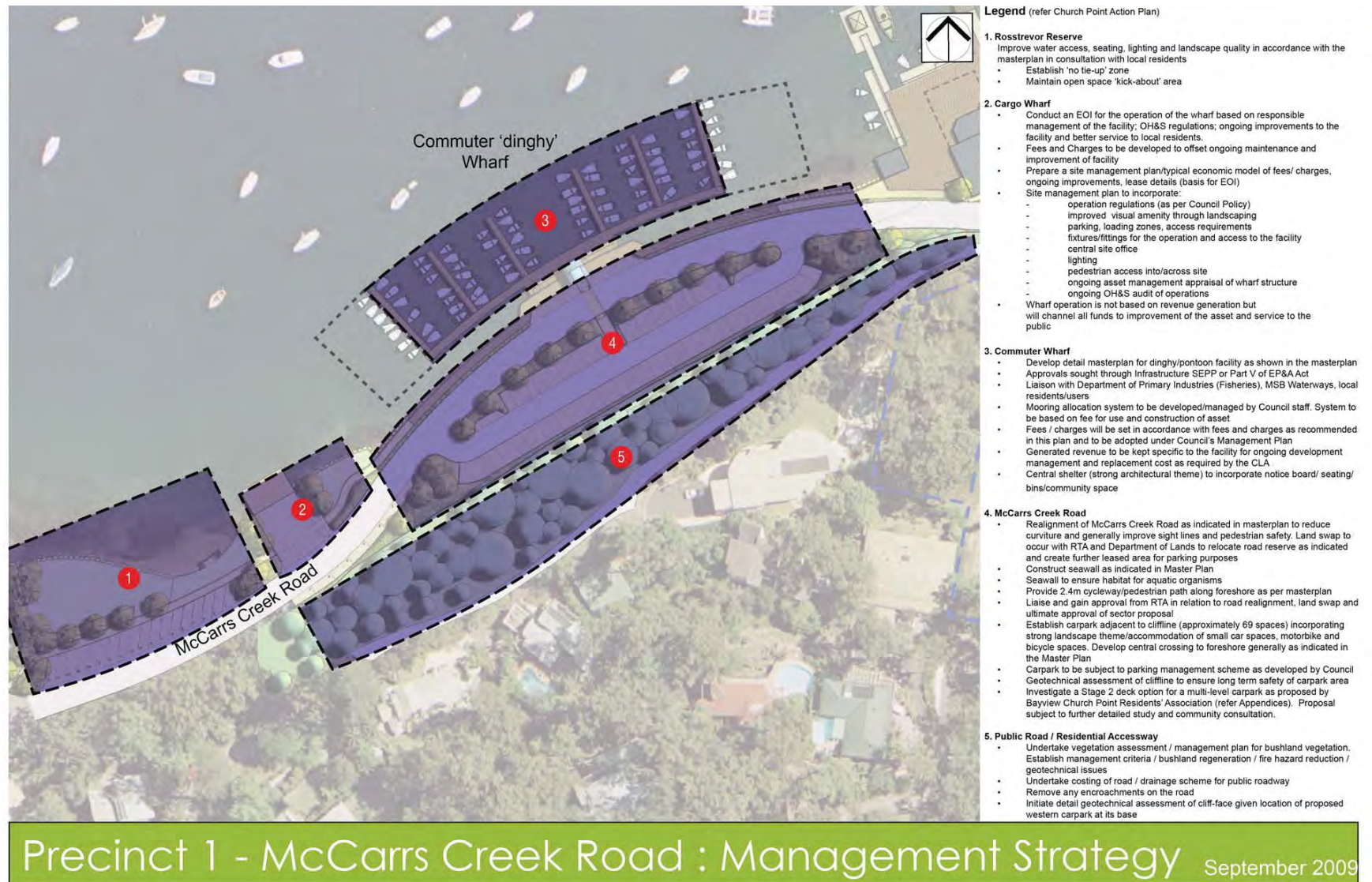
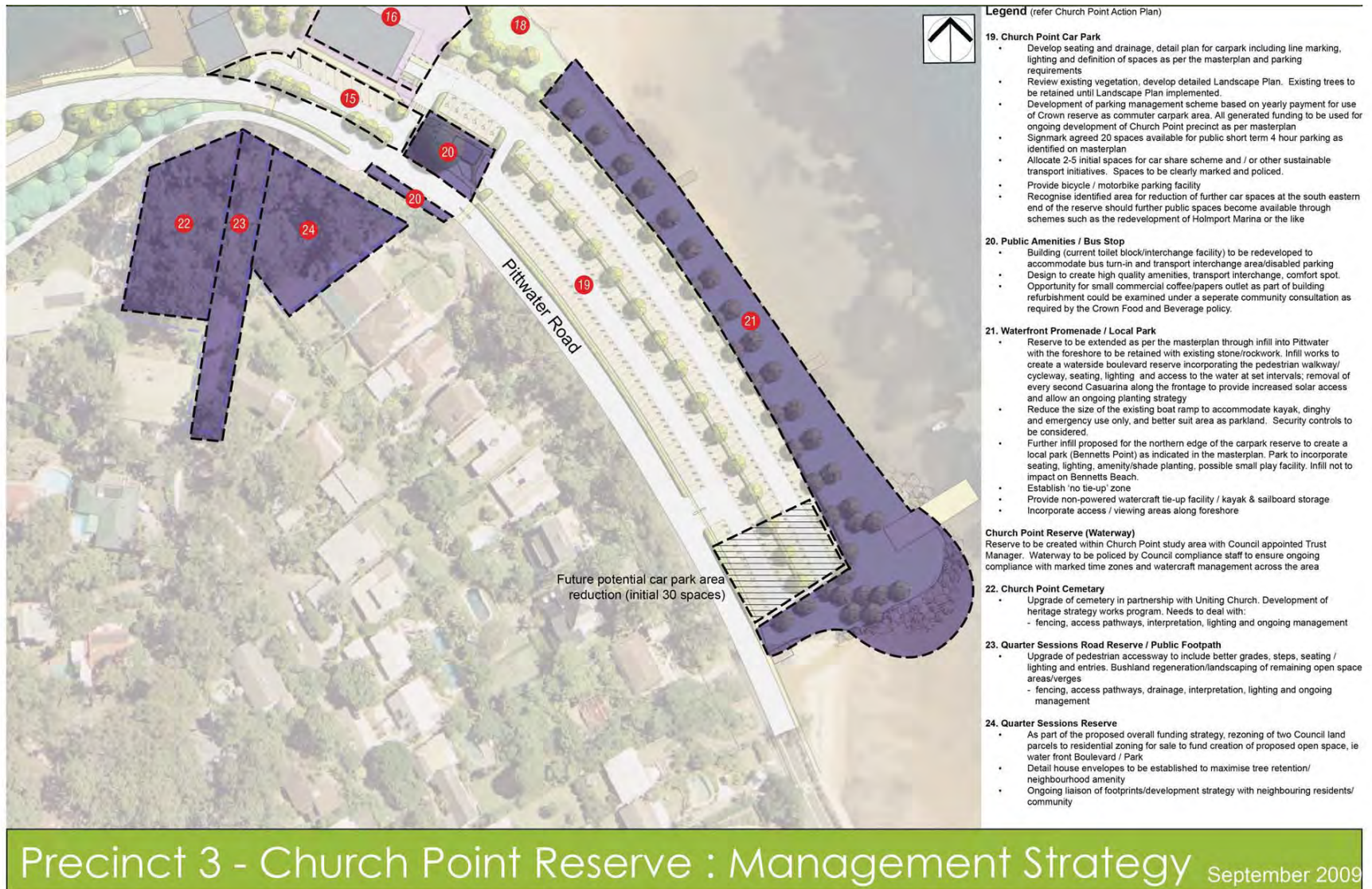




Figure 6.2 – Precinct 2 – Village Square: Management Strategy



Figure 6.3 – Precinct 3 – Church Point Reserve: Management Strategy



### 6.3 Master Plan

The Church Point Master Plan has evolved over a considerable timeframe, with input from many dedicated groups and individuals. Its development has been subject to critical review and debate with a series of developed concept plans leading to the production of the Master Plan within this Plan of Management.

Numerous iterations of the Master Plan have been prepared by local parties with a strong interest in the resolution of conflicts at Church Point. Each plan suggests solutions to the major issues including, car parking, access, public open space and facilities. The following listing (not comprehensive), identifies the principal concept plans and documents that have been prepared and the key elements contained therein:

- ▶ Church Point Master Plan, 2004, prepared by Peter Altona (refer Appendix B). The Plan includes an underground car park on Church Point Reserve with reduced above ground parking allowing for picnic and playground facilities to the parkland and a foreshore walkway. Realignment of McCarrs Creek Road via extension of the existing seawall and landfill allows for angled parking and a reconfigured commuter 'dinghy' wharf. The Master Plan (2004) was adopted in principle by Pittwater Council at the meeting of 20<sup>th</sup> December 2004.
- ▶ Church Point Revised Master Plan, September 2006, prepared by Peter Altona. The revised plan deleted the proposed underground car park, a series of sketch concept plans for specific zones where also prepared (refer individual Precinct design development for further details).
- ▶ The previously prepared sketch concept plans where further developed in March 2007 by Cathy Kubany. Specific zones (or precincts) where illustrated with increased detail of composition, materials and landscape elements (refer individual Precinct design development).
- ▶ Off-shore Master Plan prepared by the Scotland Island Residents Association in December 2007. The plan based on the September 2006 Master Plan proposed the realignment of McCarrs Creek Road beyond the general store, extended dinghy storage and a reconfigured parking layout to the 'Pasadena' frontage.

In addition, further design options to solve the ongoing parking issues at Church Point have been prepared, either as diagrams, text or debate. Within the Plan of Management process background documentation and plans, such as those listed, have been reviewed and where applicable incorporated.

An understanding of community desires, appreciation of the existing situation and reference to previous work undertaken has informed the preparation of the preferred Master Plan and an equitable solution to the issues at Church Point.

The preferred Church Point Master Plan has been guided by the mutually agreed 'vision' for the area and is consistent with or ancillary to the reservation purposes of the Crown Reserves. Works respond to 'public purpose' objectives and management principles established in this Plan of Management, while enhancing the long term sustainability of the public resource.

Specifically the Master Plan has responded to the following design criteria and controls:

- ▶ Parking Considerations: The provision of car parking in the Church Point Study Area forms one of the primary and most contentious issues in the preparation of the Master Plan. As a result of the social necessity to deal with the need for off-shore resident car parking a general agreement between the communities, Council and the Land and Property Management Authority was reached through the Plan of Management process that the Church Point locality provides the optimum location for car parking facilities and increased provision is supported.
  - Development proposals respond to the existing short fall in parking spaces at Church Point with a proposed overall net gain across the Study Area. It is accepted that it is not possible to provide dedicated parking spaces for all off-shore resident vehicles due to physical constraints, but a limited expansion to help ease parking issues can be accommodated. Primarily expansion of parking opportunities has been facilitated via a new parking area (western car park) adjacent to the Commuter 'dinghy' Wharf.
  - The Plan of Management recognises the need to provide car parking and accommodate equitable use of the area by local on-shore residents and peoples of NSW. The Church Point Reserve will continue to provide car parking with provision for future reductions in parking area (with a resultant increase in recreational space) as alternative car parking spaces become available elsewhere ie potential parking opportunities at HolmePort Marina.
- ▶ Traffic Considerations: Pittwater Road and McCarrs Creek Road are classified as arterial roadway by the RTA, generally designated 60km/hr. The roadway at Church Point, from Bennetts Beach to Commuter Wharf is currently designated 50km/hr. Discussions / various meetings with Pittwater Council and the RTA have focused on the suggested further down grade of the roadway at Church Point to provide a 40km/hr 'high pedestrian activity' zone. Such a downgrade would permit reduced design constraints allowing a greater variety of parking / pedestrian design opportunities.
  - The proposal has thus far been rejected by the RTA with a preference to retain the arterial roadway category. While the RTA still maintain ownership of the carriageway a change in classification is unlikely to be forthcoming. Supplementary proposals by the RTA whereby carriageway ownership is vested in Pittwater Council (extending from Mona Vale to Terrey Hills, nearly 10.5km) may potentially provide more flexibility to address the 40km/hr proposal but also infers an unacceptable level of funding (estimated at \$25 million to raise the road to an acceptable standard and \$2 million / annum maintenance). This option is not supported by Council.
  - Proposals presented by the Church Point Residents Association (July 2008) incorporating a 40km/hr 'high pedestrian activity' zone have been referred to RTA for further evaluation.
  - The preferred Master Plan has developed a traffic / parking management strategy that recognises the existing arterial roadway designation. Proposed changes to the horizontal alignment of McCarrs Creek Road provide enhanced vehicular movements / sightlines, approved parking arrangements (separated area), improved bus access, bicycle and pedestrian safety.
- ▶ Watercraft Considerations: Safety concerns re: dinghy berthing at the overcrowded commuter 'dinghy' wharf has been specifically address in the preferred Master Plan with

an increase in the available space for dinghy berths. The proposed pontoon has been reorientated to economise space and respond to prevailing weather conditions.

- ▶ Landscape / Recreational Space Considerations: The desire to provide increased recreational space at Church Point has been balanced with service (car parking) needs. Rationalisation of the car parking area on Church Point Reserve and proposed land reclamation provides opportunity for an expanded waterfront boulevard and creation of a new parkland area at Bennett's Point. Proposed future expansion of recreational space in the Church Point study area will be only be forthcoming as alternative options for car parking come to fruition ie opportunities at HolmePort Marina.

The Master Plan and descriptive summary illustrate the improvement works proposed at Church Point (refer Figure 6.4). The proposed improvement works address the identified key management issues and objectives. Specific improvement works for each precinct have been described in greater detail in the following sections.

It should be noted the Master Plan design is based upon existing sea level conditions and as such the detailed design phase will incorporate consideration of climate change implications.

Figure 6.4 – Church Point Concept Master Plan



### 6.3.1 Precinct 1 - McCarrs Creek Road

The area west of the General Store, extending to HolmePort Marina and parking areas beyond forms Precinct 1. Improvement works within the precinct have been developed with the Church Point Design Group, extensive community consultation and feedback, and reference to a series of previously prepared conceptual plans (refer Figure 6.5 – Precinct 1 : Design Development).

Many elements from the previous concept plans have been transposed into the preferred option for the area with further refinement guided by feedback from relevant authorities such as the RTA. Refer Figure 6.6 - Precinct 1 : McCarrs Creek Road Concept Master Plan and concept illustration.

The design of Precinct 1 responds directly to traffic considerations and the provision of safe accessible parking for vehicles and boats, while enhancing the recreational value of the foreshore. Adjustment to the alignment of McCarrs Creek Road to slacken the curvature at the General Store 'pinch point' allows the creation of a separate parking area with improved pedestrian access to the proposed reconfigured commuter 'dinghy' wharf and foreshore walkway connecting to Rosstrevor Reserve.

The main elements of the Precinct 1 Concept Master Plan are summarized below:

- ▶ Construction of new seawall and reclamation of land;
- ▶ Improved marine habitat ie seawall structure and relocation of Zostera sea grass areas
- ▶ McCarrs Creek Road realigned further north on reclaimed land;
- ▶ 2.4m cycleway / pedestrian path constructed to full length of foreshore, connecting General Store to Rosstrevor Reserve and beyond;
- ▶ Off-road car park established to base of cliff line, entry and exit off McCarrs Creek Road (approximately 67 spaces);
- ▶ Separate motorbike / bicycle parking areas established;
- ▶ Extensive indigenous plantings to car park surrounds;
- ▶ Pedestrian connection across McCarrs Creek Road via refuge and traffic calming devices;
- ▶ Commuter 'dinghy' Wharf reconfigured and expanded (approximately 140 berths);
- ▶ Architecturally designed shelter building and access ramps to Commuter 'dinghy' Wharf;
- ▶ Drop-off zone adjacent to proposed shelter building at Commuter 'dinghy' Wharf;
- ▶ Improvements to Cargo Wharf including goods delivery zone, secure holding area and screen planting;
- ▶ Parallel parking adjacent to Cargo Wharf (7 spaces);
- ▶ Angled parking adjacent to Rosstrevor Reserve (18 spaces);
- ▶ Upgrade of Rosstrevor Reserve landscape and park furniture, open space 'kick-about' area maintained;
- ▶ Reinforce existing cliff line Spotted Gum vegetation; and

- ▶ Refine parking provision on McCarrs Creek Road extending west from Holmeport Marina - parallel, angled parking and off-road parking area (33 spaces)

The Master Plan for Precinct 1 provides:

- ▶ 'safer' car parking solutions with direct access off the arterial roadway and clearer sight lines at this dangerous road corner;
- ▶ improved pedestrian / cycle access to the waterfront, commuter 'dinghy' wharf and Rosstrevor Reserve;
- ▶ improved tie-up facilities at the commuter 'dinghy' wharf alleviating safety concerns; and
- ▶ extensive indigenous plantings enhancing a section of the foreshore currently devoid of vegetation.

A Stage 2 development to construct an upper level to the car park will be investigated with aesthetic considerations paramount. Following the preparation of studies such as a Visual Impact Assessment, Geotechnical Assessment, Traffic & Access Study etc. a full detailed design of the suspended car park will be developed taking into consideration key issues such as traffic approaches and aesthetic presentation. Refer Appendix H for indicative concept plan.

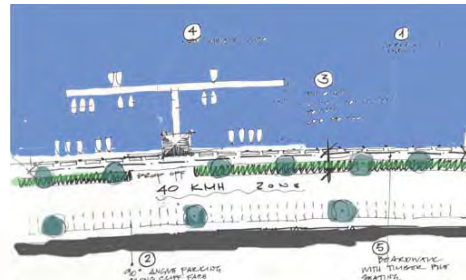
McCarrs Creek Road Concept Illustration (David Wardman)



Figure 6.5 – Precinct 1: Design Development

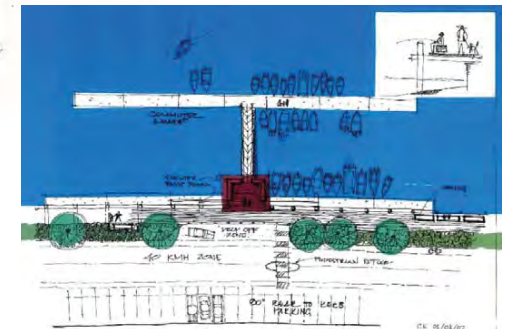
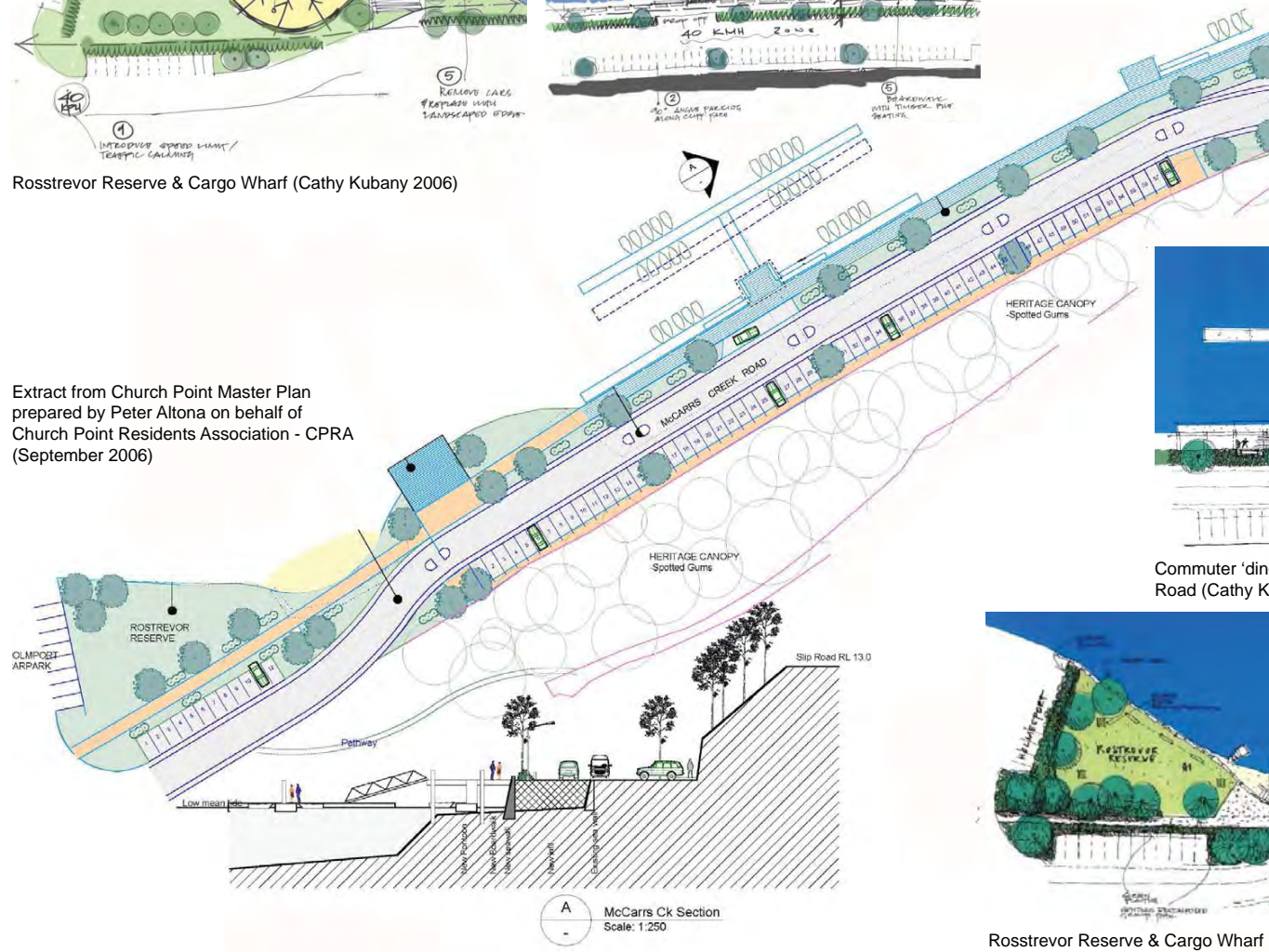


Rosstrevor Reserve & Cargo Wharf (Cathy Kubany 2006)



Commuter 'dinghy' Wharf and parking to McCarrs Creek Road (Cathy Kubany 2006)

Extract from Church Point Master Plan prepared by Peter Altona on behalf of Church Point Residents Association - CPRA (September 2006)



Commuter 'dinghy' Wharf and parking to McCarrs Creek Road (Cathy Kubany 2007)



Rosstrevor Reserve & Cargo Wharf (Cathy Kubany 2007)

Figure 6.6 – Precinct 1: McCarrs Creek Road Concept Master Plan





### 6.3.2 Precinct 2 - Village Square

The central area concentrated around the commercial premises of the 'Pasadena' restaurant and the General Store forms Precinct 2, known as the 'Village Square'. Improvement works within the precinct have been developed with the Church Point Design Group, extensive community consultation and feedback, and reference to a series of previously prepared conceptual plans (refer Figure 6.7 – Precinct 2 : Design Development).

Many elements from the previous concept plans have been transposed into the preferred option for the area with further refinement guided by feedback from relevant authorities such as the RTA. Refer Figure 6.8 - Precinct 2 : Village Square Concept Master Plan.

The relocation of the existing Commuter 'ferry' Wharf / pontoon to the west of the General Store allows the return of beach access at Thomas Stephens Reserve. An improved outlook and opportunity for extensive upgrade works within the reserve will strengthen the 'Village Square' social hub that defines Church Point. Further clarity of pedestrian movements through the area extends the foreshore walkway from Church Point Reserve to Rosstrevor Reserve.

Traffic movements are refined to separate vehicular activity from the main Pittwater Road carriageway and to improve pedestrian safety ie designated crossing points incorporating refuges and improved sightlines. Detailed road / parking design would be subject to a comprehensive traffic and access audit by qualified consultants in coordination with Pittwater Council and the RTA.

Works will coordinate with the approved redevelopment of the General Store and 'Pasadena'.

The main elements of the Precinct 2 Concept Master Plan are summarized below:

- ▶ Construction of extended 'central deck' area to General Store surrounds;
- ▶ Relocation of Commuter 'Ferry' Wharf to western corner of proposed deck;
- ▶ Establishment of time limited tie-up pontoons (ie 15 mins to 1-2 hours limited);
- ▶ Construction of 'Ferry Master' building (with potential opportunity for small kiosk outlet);
- ▶ Recondition existing heritage wharf in accordance with recommendations;
- ▶ Refurbishment of existing wharf building to accommodate 'Offshore Co-Operative' – storage / goods handling area (community use only);
- 
- ▶ Upgrade of Thomas Stephens Reserve, including landscape and park furniture improvements;
- ▶ Creation of dedicated loading / drop-off bay and short-term 'free' parking (15 minute time limited) adjacent to Reserve and 'Pasadena' (11 spaces);
- ▶ Provision of pedestrian footpath / crossing, linking Church Point Reserve to Village Square via the amenities building and bus stop;
- ▶ Landscape improvements to 'Pasadena' foreshore parkland and pedestrian footpath;
- ▶ Realignment of public road to improve access and sightlines; and

- ▶ Upgrade of pedestrian footpath link from Quarter Sessions Road, access to village square via pedestrian refuges on Pittwater Road.

The Master Plan for Precinct 2 enhances and expands the social hub of Church Point, providing upgraded recreational space and facilities while improving user safety at a busy transport node. Works establish a strong link between Church Point Reserve and the foreshore walkway to Rosstrevor Reserve, providing a focused 'village centre' to the currently divergent structure.

Village Square Analysis

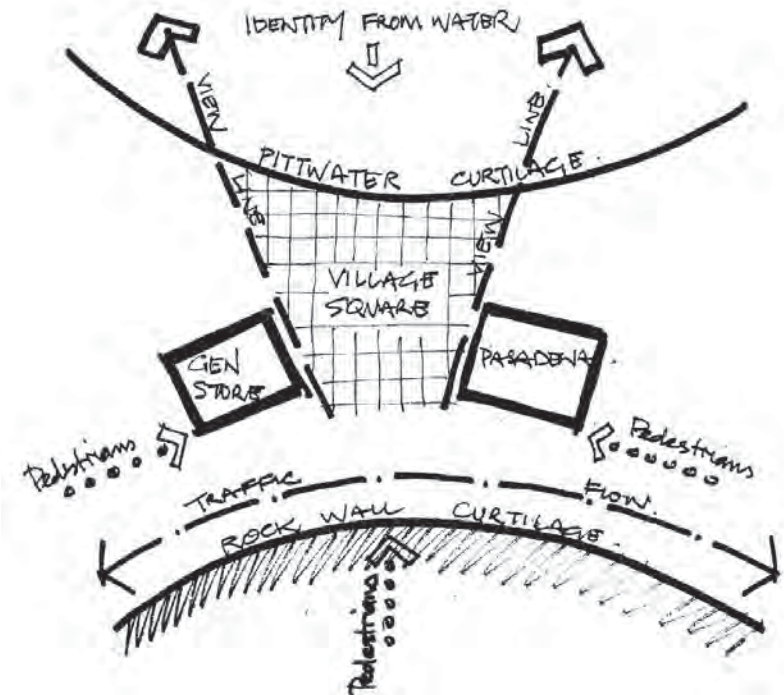
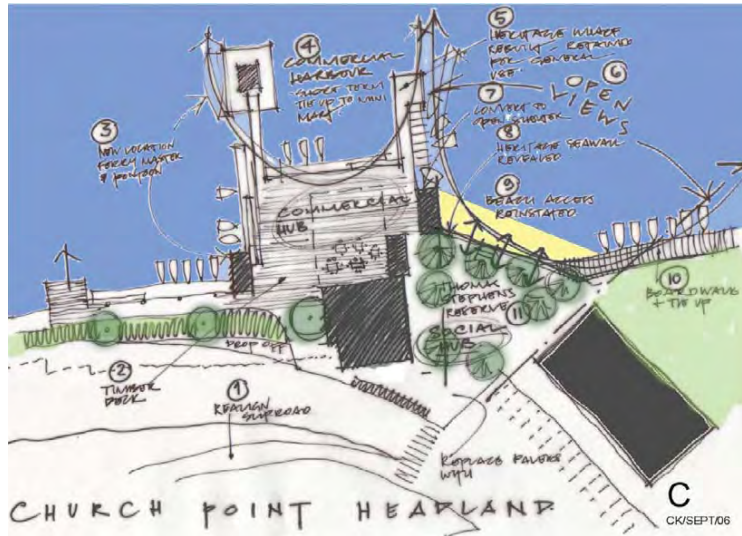
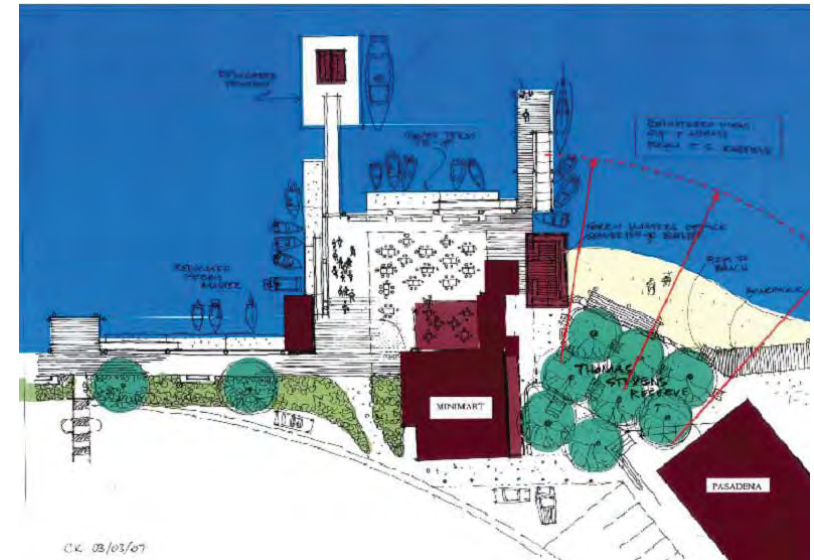


Figure 6.7 – Precinct 2: Design Development



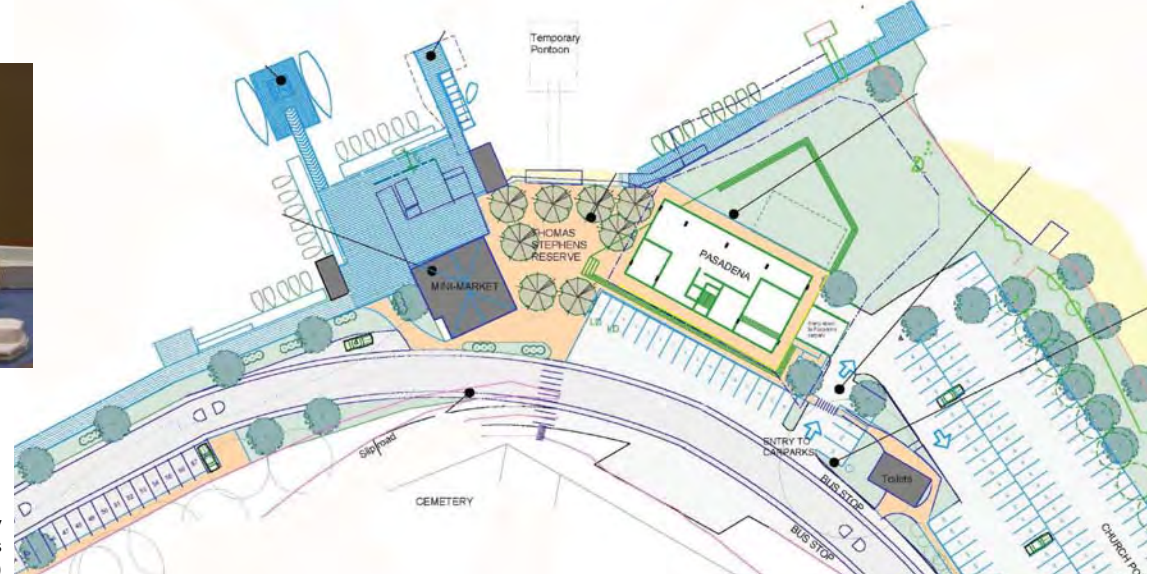
Village Square / Thomas Stephens Reserve (Cathy Kubany 2006)



Village Square / Thomas Stephens Reserve (Cathy Kubany 2007)



Village Square Precinct - Indicative Model



Extract from Church Point Master Plan prepared by Peter Altona on behalf of Church Point Residents Association - CPRA (September 2006)

Figure 6.8 – Precinct 2: Village Square Concept Master Plan



### 6.3.3 Precinct 3 - Church Point Reserve

Extending from the 'Pasadena' complex to Bennetts Beach the Church Point Reserve forms Precinct 3. The reserve is the subject of many contentious issues primarily connected to car parking and the resultant lack of recreational space. Improvement works within the precinct have been developed with the Church Point Design Group, extensive community consultation and feedback, and reference to a series of previously prepared conceptual plans (refer Figure 6.9 – Precinct 3 : Design Development).

Many elements from the previous concept plans have been transposed into the preferred option for the area with further refinement guided by the Lands Department and the objectives of Crown Land management and the designated 'Public Purpose' of the reserve. Refer Figure 6.10 - Precinct 3 : Church Point Reserve Concept Master Plan.

The main elements of the Precinct 3 Concept Master Plan are summarized below:

- Construction of new rubble stone seawall and reclamation of land;
- Improved marine habitat ie seawall structure;
- Redefinition of car parking area including realignment, space demarcation, access controls (one-way system), drainage, lighting, signage and landscaping (total 280 spaces);
- Demarcation of twenty (20) spaces for public short term (4 hour) parking (time restricted);
- Relocation of disabled parking bays adjacent to amenities and 'Village Square' facilities (7 spaces);
- Separate motorbike / bicycle parking areas established;
- Existing boat ramp rationalised to accommodate 'kayak', dinghy and emergency use only;
- Upgrade of pedestrian foreshore walkway linking Bennetts Beach to Thomas Stephens Reserve, including seating, viewing platforms and enhanced planting;
- Establish non-powered watercraft tie-up facility, kayak and sailboard storage areas;
- Creation of Bennetts Point parkland formed by land reclamation to east of existing boat ramp (refer Bennetts Point Concept Illustration), extensive landscape improvements to recreation area and foreshore walkway, including seating, lighting, amenity / shade planting and potentially a small play facility;
- Improvements to Bennetts Beach including additional planting, access upgrades and refurbishment of existing neglected boat shed;
- Upgrade of existing pedestrian footpath and enhance car park screen planting to Pittwater Road boundary;
- Refurbishment of existing amenities building and bus stop wait area; and
- Construction of dedicated bus bays on Pittwater Road including pedestrian 'refuge' crossings.

The Master Plan for Precinct 3 strives to provide both car parking provision and recreational space for all users of the Church Point Reserve. Land reclamation to the east of existing

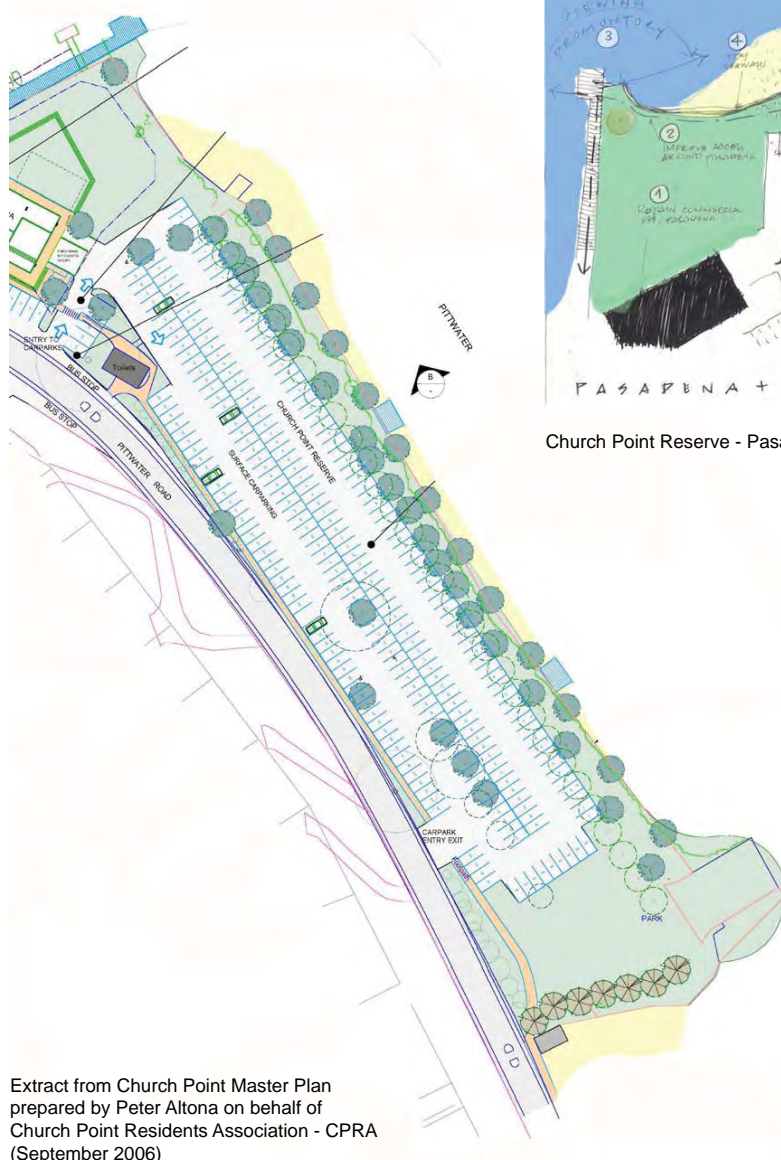
landform extends available recreational space providing a broad walkway connection along the Pittwater foreshore. Reconfiguration of the car park area improves usability and promotes alternative transport options, such as 'small car' use and potential car share schemes.

Future additional car parking arrangements outside of the study area, such as the potential extension of HolmePort Marina will be offset by the removal of parking spaces in the Church Point Reserve ( total of 30 spaces) which will revert to 'green' space and further increase the open space across the precinct as indicated on the Master Plan.

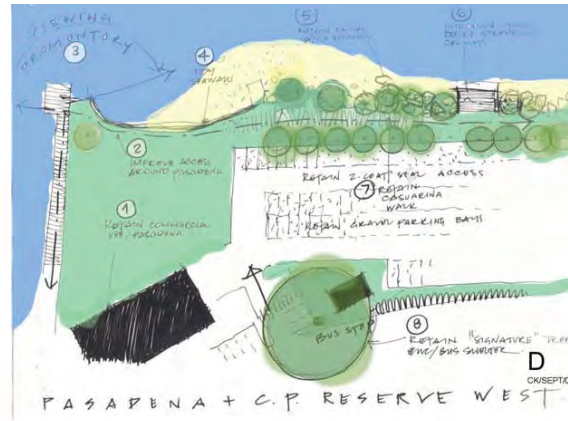
Bennetts Point Concept Illustration (*David Wardman*)



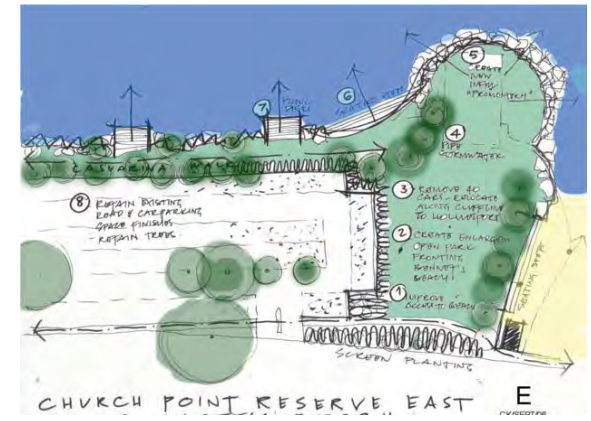
Figure 6.9 – Precinct 3: Design Development



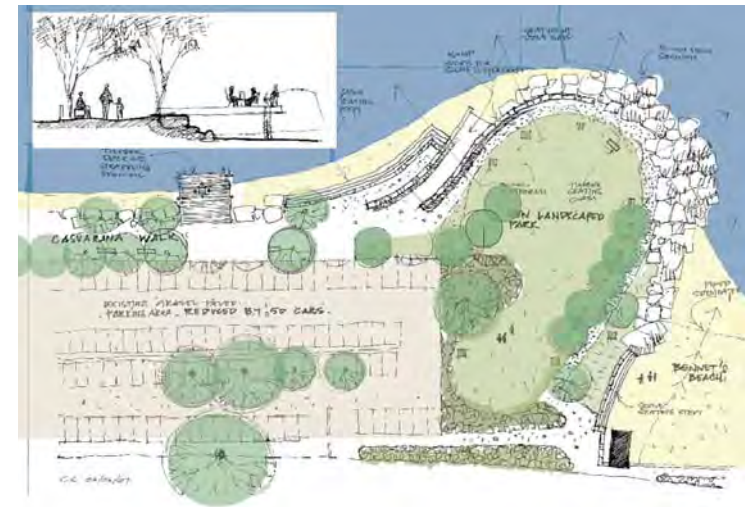
Extract from Church Point Master Plan prepared by Peter Altona on behalf of Church Point Residents Association - CPRA (September 2006)



Church Point Reserve - Pasadena waterfront (Cathy Kubany 2006)



Church Point Reserve - Bennetts Point (Cathy Kubany 2006)



Church Point Reserve - Bennetts Point (Cathy Kubany 2007)

Figure 6.10 – Precinct 3: Church Point Reserve Concept Master Plan



## 6.4 Planning and Works Strategy

The forward development of the Plan of Management and implementation of works in accordance with the Master Plan will be directed by Council's Senior Management Team in relation to available staff resources and funding.

A preliminary planning and works strategy has been prepared under the following headings:

- ▶ Quarter Sessions Road Reserve
- ▶ Church Point Cemetery
- ▶ Introduction of Parking Management Scheme (refer 6.4.7)
- ▶ Precinct One – McCarrs Creek Road
- ▶ Precinct Two – Village Square
- ▶ Precinct Three – Church Point Reserve

### 6.4.1 Reserve/Leases Gazettal and Creation

- ▶ Survey, advertise and gazette of Crown Reserve R1012329 for access, public requirements, rural services, environmental heritage and conservation.
- ▶ Creation, survey and gazettal of 34A lease over Church Point Reserve (Crown Reserve R100256) for Public Recreation and Urban Services (carparking) to allow introduction of paid parking scheme.

### 6.4.2 Quarter Sessions Road Reserve - Rezoning of Nominated Sites

- ▶ Submissions to Department of Planning based on criteria as set out in Planning Circular PH09-003. Submission to include:
  - Justification
  - Any document to be placed on Public Exhibition, ie aerial map of existing
  - Analysis of issues
  - Proposed indicative Master plan that complies with Council Codes
  - Explanation of Church Point POM process document to date
- ▶ Need to engage project team to develop submission:
  - Planner
  - Architect
  - Engineer
  - Landscape Architect
  - Recreation Planner
- ▶ Must be fully developed to provide transparency in Public Exhibition process
- ▶ Meeting with surrounding land owners, residents and community groups
- ▶ Design development to final submission – 12-16 weeks
- ▶ Presentation / discussion with Church Point Design Panel. Possible public meeting / report to Council

- ▶ Submission to Department of Planning (Section 54 EP&A Act)
- ▶ Draft LEP to Department of Planning
- ▶ Pending Issue Section 65 certificate proposal to be placed on public exhibition (28 days)
- ▶ Council to arrange public meeting chaired by Independent. Meeting must be publicised for a minimum of 21 days prior
- ▶ Report from Public hearing to Department of Planning
- ▶ Submission of all process to the Minister for approval.

Should the subject land be successfully rezoned;

- ▶ Council to either then sell blocks 'as is' or possibly develop initial access ways / driveways, repair / redesign drainage easement / channel, redesign / repair access ways
- ▶ Lodgement of Development Application for above works seeking Construction Certificate
- ▶ Complete works
- ▶ Sale of land
- ▶ Proceeds to fund upgrade Church Point Reserve.

### 6.4.3 Church Point Cemetery

- ▶ Formal request to Uniting Church to nominate representative for Church Point Design Group to advise on Cemetery
- ▶ Need to commission heritage strategy / works plan (only when funded by land sale)
- ▶ Public meeting / liaison with Church Point Design Group
- ▶ Program / tender for Cemetery upgrade works
- ▶ Possible ongoing maintenance by Council as heritage asset

### 6.4.4 Introduction of Parking Management Scheme

The suggested implementation strategy outlined below should be read in conjunction with section 6.4.7 – Parking Management.

- ▶ Need to finalise econic model for introduction of scheme. Need to finalise two year introduction period of levy for parking/dinghies. Short term introductory fee of \$560 (\$275 per vehicle, \$285 per boat) recommended as introduction figure to scheme.
- ▶ Fees generated to be isolated in a reserve account for the crown reserve (as required under the Crown Lands management Act). Funds from the reserve to be utilised for works associated with the masterplan.
- ▶ Fees and charges to be reviewed when Council adopts a furthe economic model relative to the repayment schedule as adopted in economic model.

- ▶ Need to initially notify all car / boat owners in study area of introduction of car / boat permit schemes in accordance with POM
- ▶ Pittwater resident stickers will no longer allow free parking in the Church Point precinct. A further pass will need to be purchased from Council for a set fee or a ticket purchased from machines for nominated period of parking
- ▶ Need for creation of almost full time administrative assistant in house to manage Church Point ticket scheme
- ▶ Need to provide high quality ticket machines and develop signage strategy implementation
- ▶ Need to strengthen reserve edges
- ▶ Public notification of process / scheme / funding with SIRA /offshore / local residents
- ▶ Creation of Section 94 type accounting system to monitor funding – payment for annual stickers verses funding and quarterly reporting mechanism
- ▶ 8-16 week introduction period for initial issue of annual parking permits during which time warning notices issued by rangers but no fines
- ▶ Ticket user pays system to commence / fines issued for non-compliance

#### 6.4.5 Precinct One – McCarrs Creek Road

##### Planning and works strategy for Western Car Park:

- ▶ Undertake detail traffic survey / commence detail design of car park (onground) looking at sight distances / layout
- ▶ Commence detail design of suspended car park as part of detail traffic survey to provide brief to engineer for construction details
- ▶ Landscape Architect / architect commissioned as part of works
- ▶ Prepare EOI document for consultants
- ▶ Conduct EOI for engagement of engineering professional services for documentation of tender package for infill car park
- ▶ Exhibit preliminary detail scheme for suspended car park
- ▶ Meeting with Church Point Design Group. Public stakeholder meeting (discussion / comment on design / suspended carpark. Report to Council
- ▶ Review of EOI
- ▶ Engage consultants for preparation of civil contract
- ▶ Engage consultants for preparation of Part V / EIS and approval application under SEPP Infrastructure
- ▶ Commence legal process for transfer of RTA / Council reserve for identified area of Crown Reserve. Notification to Land and Property Management Authority / RTA / Council
- ▶ Exhibition of preliminary tender documents for local residents' sign off / understanding, including onground / suspended car park

- ▶ Possible commission of visual impact study of car park
- ▶ EOI development for contractors to carry out works
- ▶ Review EOI – nominate contractor
- ▶ Report to Council nominating contractor
- ▶ Engagement of contractor
- ▶ Approval of Part V / EIS / DPI signoff
- ▶ Commence works as per documentation.

##### Planning and works strategy for Commuter 'dinghy' Wharf:

- ▶ Initial public meeting with SIRA / Offshore residents to discuss implementation of the scheme
- ▶ Stickers of all boats to notify residents Council is undertaking re-evaluation of tie-up system
- ▶ In liaison with SIRA, undertake EOI of offshore residents for use of new commuter 'dinghy' wharf
- ▶ Issue new permits for fee as scheduled.
- ▶ Allocate spaces on interim basis
- ▶ Possible interim upgrade / extension of pontoon area
- ▶ EOI for provision of pontoons / works for scheme as proposed
- ▶ Tender for provision of pontoons / boardwalks
- ▶ Undertake Part V / EIS for approval under SEPP Infrastructure
- ▶ Report to Council nominating contractor – adoption of contractor
- ▶ Planning for interim tie-up area whilst works undertaken
- ▶ Construction pontoons / allocate spaces / scheme operational.

##### Planning and works strategy for Rosstrevor Reserve:

- Meeting with local residents in relation to design parameters for upgrade
- ▶ Engage consultant to document preliminary scheme for exhibition
- ▶ Advertise / seek comment / adopt / report to Council
- ▶ EOI / preparation tender documents
- ▶ Report to Council – appoint contractor
- ▶ Preparation Part V / EIS
- ▶ Appoint contractor and commence works



Planning and works strategy for Cargo Wharf:

- ▶ User consultation in relation to design requirements
- Prepare Site Management Plan / Economic model of Fees & Charges / Lease details (basis for EOI)
- ▶ Conduct EOI for the operation of the wharf based on responsible management of the facility; OH&S regulations; ongoing improvements to the facility and service to the public
- ▶ Review EOI – nominate contractor
- ▶ Report to Council nominating contractor
- ▶ Engagement of Operations Manager (contractor)
- Public notification and implementation of Fees and Charges
- ▶ If required undertake Part V / EIS for improvement works (ie DPI / Fisheries sign off)
- ▶ Develop plan for operation of wharf whilst works under construction
- ▶ Commence works as per documentation

#### **6.4.6 Precinct Two- Village Square**

Planning and works strategy for Central Wharf / Heritage Wharf / Pasadena frontage:

- ▶ Initial stakeholder meetings with SIRA / local residents to develop design parameters
- ▶ EOI for design / documentation / construction of suspended deck area, associated pontoons, refurbishment of heritage wharf
- ▶ Consultation with SIRA / WPCA / Romeos / Ferry Services in relation to design requirements
- ▶ Selection of consultant / contractor
- ▶ Undertake Part V / EIS for intended works (ie DPI / Fisheries sign off)
- ▶ Report to Council nominating contractor
- ▶ Develop plan for operation of wharf whilst works under construction
- ▶ Nominate contractor and commence works.

Planning and works strategy for Thomas Stephens Reserve:

- ▶ Meeting with SIRA / local residents in relation to design parameters for upgrade
- ▶ Possible local competition for desired outcome
- ▶ Engage consultant to document preliminary scheme for exhibition
- ▶ Advertise / seek comment / adopt / report to Council
- ▶ EOI / preparation tender documents
- ▶ Report to Council – appoint contractor
- ▶ Preparation Part V / EIS

- ▶ Appoint contractor and commence works.

#### **6.4.7 Precinct Three – Church Point Reserve**

Planning and works strategy for Foreshore / Bennetts Point Parkland:

- ▶ Initial stakeholder meeting with SIRA, local residents to develop design parameters
- ▶ Appoint consultant for design documentation for Pasadena / Church Point Reserve foreshore works
- ▶ Preliminary concept plans advertised to local residents to seek agreement / design parameters
- ▶ Preparation of Part V / EIS / DPI approval
- ▶ Commission tender documents
- ▶ EOI / Tender for works
- ▶ Report to Council to nominate contractor – adoption of contractor
- ▶ Commence works.

Planning and works strategy for Car Park / Amenities Building:

- ▶ Nominate scope of works (resealing / lighting / signage / fencing, etc)
- ▶ Refurbishment of amenities building
- ▶ Prepare concept / preliminary drawings
- ▶ Advertise for comment / adoption by Council
- ▶ Commence detail documentation
- ▶ EOI / Tender for works
- ▶ Report to Council to nominate contractor – adoption of contractor
- ▶ Commence works.

#### **6.4.8 Parking Management**

Vehicle parking and boat (dinghy) tie-up in the Study Area is subject to high demand which can lead to chaotic and often illegal parking practices.

##### Vehicle Parking

Currently vehicle parking areas are available within Church Point Reserve, outside the Pasadena and along McCarrs Creek Road, but due to demand many vehicles are also parked in undesignated areas (or 'no parking' zones) along the roadway. A breakdown of existing vehicle parking areas and approximate capacity<sup>1</sup> follows:

<sup>1</sup> Existing parking provision surveyed April 2009

- ▶ Church Point Reserve: approx 300 to 305 spaces (dependent on parking efficiency) – including 7 disabled spaces, 1 car share scheme space and approx 5 motorbikes
- ▶ Pittwater Road (Pasadena frontage): 13 spaces (15mins time limited) and 1 loading bay space
- ▶ McCarrs Creek Road – Cargo Wharf surrounds: 11 spaces (generally double parked)
- ▶ McCarrs Creek Road – adjacent to Rosstrevor Reserve: 20 spaces & 2-3 motorbikes
- ▶ McCarrs Creek Road – extending west from HolmePort Marina (angle and parallel parking to road edge): 23 spaces
- ▶ McCarrs Creek Road – upper parking area (off-road): 10 spaces
- ▶ Undesignated areas ('no parking' zones):
  - Pittwater Road – bus bay area: 4-5 vehicles
- ▶ McCarrs Creek Road – roadway verge: 8-10 vehicles

A total of approximately 377- 382 car parking spaces are currently available within the Church Point Study Area with a further 12-15 'illegal' spaces utilized when demand exceeds supply.

#### Boat (dinghy) Tie-up

Within the Study Area designated boat tie-ups are concentrated at the purpose built Commuter 'dinghy' Wharf, located to the west of the General Store. The ramp accessed pontoon is currently over utilized, regularly accommodating approximately 100-140 vessels, many moored two or three deep. There are no other designated tie-up areas within the Study Area.

Significant numbers of boats (powered and non-powered) are often moored in 'no tie-up' areas along the Pittwater shores. A breakdown of existing boat tie-up areas and the approximate numbers of boats<sup>2</sup> utilizing these areas follows:

- Rosstrevor Reserve foreshore: 5-10 (approx) vessels
  - ▶ Commuter 'dinghy' Wharf: 100-140 (approx) vessels
  - ▶ Existing heritage wharf: 5-10 (approx) vessels
  - ▶ Public ferry facility - ramp & pontoon: 2-6 (approx) vessels
  - ▶ Thomas Stephens Reserve foreshore: 5-8 (approx) vessels
  - ▶ 'no tie-up' areas adjacent to Pasadena: 5-10 (approx) vessels
  - ▶ Church Point Reserve foreshore: 10-20 (approx) vessels (generally non-powered watercraft)
  - ▶ Bennetts Beach and boat ramp area: 12-15 (approx) vessels

A total of approximately 144-219 boat tie-ups (powered and non-powered) have been identified within the Church Point Study Area, many of which are tied-up illegally within 'no tie-up' zones and / or hazardous to access.

<sup>2</sup> Existing boat tie-up provision surveyed May 2009

#### Parking Management Scheme

A Parking Management Scheme will be implemented to effectively manage the parking, both vehicle and boat, within the Church Point study area. The scheme will be applicable to the whole of the study area encompassing all vehicle parking spaces, all dinghy tie-ups and non-powered watercraft tie-up / storage.

The proposed Parking Management Scheme will be developed as a 'user-pays' system whereby monies collected will fund the proposed capital works in the study area (refer Economic Model for Implementation for further details). Through the community consultation process the user-pays system has received general acceptance from the off-shore community, who will in effect form the principle consumer.

Parking / tie-up management will be facilitated via the following systems:

- ▶ Vehicle Parking Meter;
- ▶ Vehicle Parking Permit;
- ▶ Boat tie-up - Temporary Licence Agreement; and
- ▶ Boat tie-up / storage Permit.

It is anticipated the parking management scheme will be implemented prior to the commencement of any capital works at Church Point (refer Planning and Works Strategy). The scheme will be established over an initial period to allow the development of a comprehensive system, clarify user 'take-up' rates and generate revenue to commence the detailed design phase (refer Economic Model for Implementation).

#### Vehicle Parking Meter

Parking meter ticket machines will be available within all parking areas at Church Point. Should users wish to park within the Church Point study area they will need to either obtain a ticket from the parking ticket machines on site or purchase a Church Point Parking Permit from Council (refer Vehicle Parking Permits).

Car park spaces to the 'Pasadena' frontage will continue to provide short term free parking with a 15 minute time limit.

#### Vehicle Parking Permit

A vehicle parking permit will be available to users in the form of a 'Church Point Parking Sticker' (purchased annually), which will allow dedicated parking within the Church Point Study Area, specifically parking located at:

- ▶ Church Point Reserve;
- ▶ McCarrs Creek Road – western car park; and
- ▶ McCarrs Creek Road (west from HolmePort Marina, Rosstrevor Reserve, Cargo Wharf);

Holders of a Pittwater LGA parking sticker only will not be valid within the study area (except short term parking area to 'Pasadena' frontage). Should users wish to park within the Church Point study area they will be required to either purchase a Church Point Parking Permit from

Council or a ticket from the parking machines on site. Parking across the Pittwater region will still be subject to the standard Pittwater LGA Parking Permit. Users may choose to purchase one or both permits according to parking preference.

A summary of the existing<sup>3</sup> and proposed parking provision within the Church Point Study Area follows. The costings (ie Parking Permit annual fee) identified in this Plan of Management (refer Economic Model for Implementation) are based upon the proposed number of car spaces<sup>4</sup> and are subject to detailed design development. It should be noted the final number of car parking spaces available may differ and impact upon the proposed annual vehicle parking permit cost.

Area	Existing car spaces	Proposed car spaces
Church Point Reserve	300-305 (inc 7 disabled & 1 car share scheme)	280 (inc 7 disabled & 2 car share scheme)
Pittwater Road ('Pasadena' frontage)	13 (plus loading bay)	11 (plus loading bay)
Pittwater Road – bus bay area	4-5	'no parking' zone
McCarrs Creek Road – Cargo Wharf surrounds	11	7
McCarrs Creek Road – western car park	-	67 (inc 26 small car spaces)
McCarrs Creek Road – Rosstrevor Reserve	20	18
McCarrs Creek Road – roadway verge	8-10	'no parking' zone
McCarrs Creek Road – angle & parallel parking west from HolmePort Marina	23	23
McCarrs Creek Road – upper parking area	10	10
TOTAL spaces	377-382 (plus 12-15 'illegal' spaces)	416

It should be noted the proposal to construct a suspended deck over the western car park on McCarrs Creek Road contained within this Plan of Management is subject to further investigation. Should the proposal eventuate selected parking within the western car park would be subject to further parking controls (ie barrier entry) and specific parking permits issued for its use.

<sup>3</sup> Existing parking provision surveyed April 2009

<sup>4</sup> For the purposes of indicative costings the proposed number of car spaces do not include parking on Pittwater Road to 'Pasadena' frontage (11 car spaces) which are designated short term free parking. Total proposed car spaces within Church Point Study Area = 405. Refer Economic Model for Implementation.

#### Boat Tie-up (Temporary Licence Agreement)

A boat tie-up Temporary Licence Agreement will be required for users of the Commuter 'dinghy' Wharf at Church Point. Following a formal application and upon approval users will be issued with a 'Church Point Boat Sticker' (renewed annually). The Temporary Licence Agreement will allow the tie-up of a designated vessel in a tie-up bay at the proposed Commuter 'dinghy' Wharf.

The Plan of Management proposes 140 tie-up berths will be provided at the reconfigured Commuter 'dinghy' wharf. Tie-up systems ie. berth dividers and secure fixing mechanisms, will be investigated at the detailed design phase to ensure delineation of tie-up bays is clear and dinghies are secure. Dependent upon demand expansion of the Commuter 'dinghy' wharf to accommodate further vessels may be considered in the future. Any proposals would be subject to further detailed analysis and consideration of alternative tie-up locations ie HolmePort Marina.

The costings (ie Temporary Licence annual fee<sup>5</sup>) identified in this Plan of Management (refer Economic Model for Implementation) are based upon the proposed number of 'dinghy' tie-ups and are subject to detailed design development. It should be noted the final number of 'tie-up' berths available may differ and impact upon the proposed annual boat tie-up Temporary Licence cost.

#### Boat tie-up / Storage Permit

The Plan of Management identifies a non-powered watercraft mooring / storage facility will be established along the foreshore of Church Point Reserve in Precinct 3. The exact location and composition will be subject to detailed design but generally a specific area / pontoon will be provided for non-powered watercraft tie-up and one or several areas for the storage of non-powered watercraft ie. rowboats, kayaks, canoes, sailboards etc.

A boat tie-up / storage permit will be available to users in the form of a 'Church Point Boat Permit' (purchased annually), which will allow tie-up / storage of non-powered watercraft at designated areas within the Church Point study area.

Short term boat tie-up spaces (not subject to a Licence Agreement or permit) will also be provided at dedicated locations within the study area to allow for 'drop-off / pick-up' and use of the Church Point facilities. Designated short-term tie-up areas are located at:

- ▶ Harbour tie-up (central wharf) - 15 mins max
- ▶ Existing heritage wharf - 15-30 mins max
- ▶ Wharf / viewing deck (adjacent to Pasadena) – 1 to 2 hours limit

<sup>5</sup> The Commuter 'dinghy' Wharf Temporary Licence annual fee is a specific rate calculated to offset capital works loan repayments. As such the fee differs from fee charges established for boat tie-up Licences across Pittwater which are based upon the NSW Maritime mooring fee scale. All annual Licence fee charges will be reviewed periodically in accordance with Pittwater Councils Management Plan for wharf tie-ups.

## 6.5 Economic Model for Implementation

Indicative costs for works implementation in accordance with the Master Plan have been developed for each of the precincts as follows:

- ▶ Precinct 1 – McCarrs Creek Road
- ▶ Precinct 2 – Village Square
- ▶ Precinct 3 – Church Point Reserve

For each Precinct indicative works expenditure and potential total income have been identified. Figures are indicative only and as such are subject to confirmation during the detailed design and construction phases. It should be recognised that the commencement and completion of any proposed works are dependent on available resources and funding.

### 6.5.1 Funding Strategy

The delivery of the Master Plan works depends upon available funding. The funding principles outlined in the Plan of Management are and subject to alteration as detailed cost planning is developed.

Simplistically funding is to be sourced from the following specific areas:

- ▶ Council Funding (CIP / General Fund);
- ▶ Sale of Council Land (Lots 15 & 15a);
- ▶ Pasadena Easements Funds;
- ▶ Grant Funding (ie. NSW Maritime, NSW Department of Transport);
- ▶ State Government Contributions (Land and Property Management Authority);
- ▶ Borrowings;
- ▶ Commercial use permits; and
- ▶ Community contribution (user-pays system).

The economic funding model is based on the following principles:

- ▶ There is a need to provide surety to both Council and residents (stakeholders) that the overall scheme is achievable in the long term.
- ▶ The PoM is a long term strategic direction that will have a segmental, piece by piece works approach based on ongoing consultation with all stakeholder groups, available funding and approval by elected Council.
- ▶ Each area of development (precinct) has been broken up into segmented works projects requiring an estimated budget and process of development.
- ▶ Cost estimates of works have been developed utilising the 1:500 masterplans and more detail precinct plans. Cost estimates were prepared by a practicing qualified Quantity Surveyor and are indicative of costs only. Further estimates based on more detail plans

prepared as outlined in the PoM may change estimates and necessitate further economic modelling and fee structures should Council proceed with any selected works items.

- ▶ Modelling has been based on reasonable financial exposure of Council's Capital Works Program relevant to equity to the residents of Pittwater and Council's overall financial position. Modelling as presented has also considered the reasonableness of charges as discussed with Council by user groups (offshore residents).
- ▶ Works provided for the use by all ratepayers, local residents and residents of NSW have been costed to Council or the State/Federal Governments through the use of grant funding to capitalise the scheme.
- ▶ Requests to consider a flat fee levy across all offshore residents has been investigated but is unable to be introduced due to the inequitable levies required under an advalorem levy system as required under legislation as administered by the Department of Local Government and Local Government legislation.
- ▶ Cost estimates represent options for both construction of the proposed carpark area (in Precinct One) without a suspended carpark and the proposed carpark with a suspended carpark given the still investigative nature of the carpark proposal.
- ▶ All borrowing options have been based on a 20 year loan scenario at current rates of commercial loan borrowings, current yearly CPI rates and relative construction / design contingencies.
- ▶ Projected grant funding for the project is relatively high but relies on Pittwater's status as Sydney's second largest estuarine water body and subject to funding from state government bodies such as the Department of Waterways and the Department of Transport in relation to construction of water transport facilities and boating recreational facilities.
- ▶ Each precinct relies on a standalone budget forecast and set of planning guidelines for its ongoing development and ongoing consultation with stakeholder groups and referral to elected representatives.
- ▶ No part of the development scenario will proceed until it has been liaised at a detail level with local residents, stakeholder groups and approved by Council's Senior Management Team and elected Council.

#### Sale of Council Land (Lots 15 & 15a)

Within the preliminary funding strategy the sale of Council Land (identified as Lot 15 and 15a in DP10583, known as 2199 Pittwater Road, Church Point) specifically provides funding for works in Precinct 3, Church Point Reserve. The proposal is subject to further detailed analysis and design development including community consultation / public exhibition as part of the approval process.

A current market valuation of the land has been commissioned to provide a reasonable basis for the indicative costings within the Plan (valuation completed 31<sup>st</sup> march 2009). The subject land has been valued assuming a '2(a) Residential A' zoning with allowance for a single dwelling on each of the 2 lots. The valuation suggests a net realization in excess of \$1 million for both lots.

For the purposes of this Plan of Management and the presentation of indicative costings an approximate net value has been incorporated. It should be noted however that the final sale price will be subject to many variants and as such the included valuation rate and subsequent costings are preliminary only.

#### Borrowings

Borrowings will be serviced by the establishment of a 'user-pays' system for vehicular and boat parking. Alternative financial solutions including the establishment of a 'levy' have been reviewed. Preliminary investigations of the levy proposal suggest an increase in local rates of approximately \$600-\$1000 per year would be necessary to finance the proposed works. Although legally possible, the Department of Local Government will not allow such excessive increases in local rates and as such the levy proposal has been deemed unworkable. The user-pays system is preferred and initial costings have been prepared based upon this structure.

Proposed works would be phased (refer Planning and Works Strategy) and specifically the implementation of the 'user-pays' system (permits and licences) would be implemented prior to construction works commencing to establish 'take-up rates' and finance design development costs.

The preliminary calculations of annual fee charge included in the draft Plan of Management are based upon an estimated number of car permits and boat tie-up licences. The estimated number of car permits has been calculated with reference to the proposed number of car spaces available with a buffer of 50 permits. A total of 455 permits. The buffer allows for variation in the take up of permits and / or changes in the final design parameters.

The estimated number of boat tie-up licences relates directly to the proposed number of tie-up bays at the Commuter 'dinghy' wharf. A total of 140 licences. Preliminary numbers may be adjusted in the detailed design phase when berth sizes and tie-up methods are refined. This would ultimately impact on the annual fee charge proposal.

It should also be noted that the preliminary costings do not include revenue raised from permit charges for:

- ▶ non-powered watercraft, kayak, sail board tie-up / storage facilities;
- ▶ commercial charter operators, transport operators (water taxis and ferries) utilizing the Commuter 'ferry' Wharf; and
- ▶ commercial use (Contractors) utilizing Cargo Wharf.

Permits would be provided in accordance with Council fees and charges. The fees and charges will be reviewed annually as per Council's Management Plan.

All monies collected via permit / licence agreements within the Church Point Study Area will be held by Council in a specific account and only expended on capital works as detailed in this Plan of Management.

#### **6.5.2 Costings – Precinct 1: McCarrs Creek Road**

The following table identifies the estimated cost of capital works (Expenditure) and anticipated Council funding & borrowings (Income) for Precinct 1, McCarrs Creek Road.. All figures are indicative only.

#### **Precinct 1: Scope of Works - Expenditure**

<b>Rosstrevor Reserve (inc Cargo Wharf surrounds)</b>		
Landscape Works – hardworks / beach access / softworks	<b>a</b>	\$ 423,360
Design Development (10% of Contract Works)		\$ 42,336
<b>Sub - Total</b>		<b>\$ 465,696</b>
<b>Western Carpark / McCarrs Creek Roadway Re-Route / Seawall Realignment</b>		
Preliminaries / Site Preparation / Seawall & boardwalk / Road re-route, carpark, siteworks / Outbuildings / Landscaping @ 100%	<b>b</b>	\$ 3,714,323
Design Development (10% of Contract Works)	<b>c</b>	\$ 371,432
<b>Sub - Total</b>		<b>\$ 4,085,755</b>
<b>Commuter 'dinghy' Wharf</b>		
Preliminaries / Site Preparation / Floating Pontoons / Fixtures and Fittings	<b>d</b>	\$ 1,002,273
Design Development (10% of Contract Works)	<b>e</b>	\$ 100,227
<b>Sub - Total</b>		<b>\$ 1,102,500</b>
<b>TOTAL EXPENDITURE</b>		<b>\$ 5,653,951</b>

#### **Precinct 1: Scope of Funding - Income**

Council Funding from CIP - Rosstrevor Reserve	<b>funding for a</b>	\$ 465,696
Council Funding from CIP – Commuter 'dinghy' Wharf	<b>partial funding for d,e</b>	\$ 300,000
Ticket System Funding – Dinghy Commuter Wharf	<b>partial funding for d</b>	\$ 316,017
Council Funding from CIP - Environmental levy for Seawall	<b>partial funding for b, c</b>	\$ 500,000
Council Funding from General Fund at 10% of Western Car park / McCarrs Creek Road / Seawall	<b>partial funding for b, c</b>	\$ 408,575
Borrowings - Precinct 1 Western Car park / McCarrs Creek Roadway Re-Route / Seawall – 455 permits (incl 50 buffer)	<b>partial funding for b, c</b>	\$ 3,177,179
Borrowings - Precinct 1 Commuter 'dinghy' Wharf – 140 licences	<b>partial funding for d,e</b>	\$ 486,483
<b>TOTAL INCOME</b>		<b>5,653,951</b>

Note: The above costs do not include ongoing Management and Maintenance of the Church Point Study Area

It is proposed the funding of Precinct 1 works will be facilitated by various Council funds and substantial borrowings. The repayment of borrowings will be offset by an annual fee charge to

users (refer Funding Strategy) with an identified cost per space. Fee charges have been identified for the following:

- Church Point Reserve, Western car park, McCarrs Creek roadway (estimated 455 car permits – including 50 permit buffer)
- Commuter 'dinghy' Wharf (estimated 140 boat licences)

Initial fee charges have been identified as either a flat rate annual fee over 20 years or as a first year annual fee rising by an index of 2.9% over 20 years. All fee charges will be reviewed annually relative to interest rate changes and in accordance with Council's Management Plan. Note: Annual fee charges are indicative only and will need to be confirmed at completion of works.

Initial Annual Cost per Space for 20 years	First Year Fee (rising by index of 2.9%)
Extended car park / McCarrs Creek roadway reserve re-route	\$ 575
Commuter 'dinghy' Wharf	\$ 285

### 6.5.3 Costings – Precinct 2: Village Square

The following table identifies the estimated cost of capital works (Expenditure) and anticipated funding (Income) for Precinct 2, Village Square. All figures are indicative only.

#### Precinct 2: Scope of Works - Expenditure

<b>Deck Boardwalk and Wharf Construction</b>	
Construction of deck, pontoons and boardwalk	\$ 1,707,773
Wharf Buildings	\$ 77,175
Design Development (10% of Contract Works)	\$ 178,495
<b>Sub - Total</b>	<b>\$ 1,963,442</b>
<b>Thomas Stephens Reserve &amp; surrounds</b>	
Preliminaries / Roadway Improvements / Parking area /	
Hardworks / Landscaping	\$ 640,501
Design Development (10% of Contract Works)	\$ 64,050
<b>Sub - Total</b>	<b>\$ 704,551</b>
<b>TOTAL EXPENDITURE</b>	<b>\$ 2,667,993</b>

#### Precinct 2: Scope of Funding - Income

Council Funding from CIP	\$ 1,111,900
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Funding From The Rezoning and Sale of Council Land at Church Point	\$ 200,000
Pasadena Easement Funds	Subject to Confirmation \$ 1,250,000
Grant Funds - NSW Maritime ie 'Better Boating Programme' (\$ for \$)	Subject to Confirmation \$ 1,000,000
Grant Funds - NSW Department of Transport (\$ for \$)	Subject to Confirmation \$ 1,000,000
Land and Property Management Authority - Contribution General Store Lease	Subject to Confirmation \$ 217,993
Council Funding from CIP (for Upgrade of Thomas Stephens Reserve)	\$ 190,000
<b>TOTAL INCOME</b>	<b>\$ 2,667,993</b>

### 6.5.4 Costings – Precinct 3: Church Point Reserve

The following table identifies the estimated cost of capital works (Expenditure) and anticipated funding (Income) for Precinct 3, Church Point Reserve. All figures are indicative only.

#### Precinct 3: Scope of Works - Expenditure

<b>Church Point Reserve – Carpark / Foreshore / Bennetts Point Parkland</b>	
Carpark upgrade	\$ 330,750
Foreshore works & creation of Bennetts Point Parkland	\$ 330,750
Upgrade / conversion Amenities building	\$ 220,500
Lighting	\$ 137,813
<b>Sub - Total</b>	<b>\$ 1,019,813</b>
<b>TOTAL EXPENDITURE</b>	<b>\$ 1,019,813</b>

#### Precinct 3: Scope of Funding - Income

<b>Net Proceeds form Rezoning and Sale of Council Land</b>	
- Land Sale (2 Allotments at net value of \$1,400,000)	\$ 1,494,813
<i>less</i>	
- Precinct 2: Village Square Funding	-\$ 100,000
- Design Development - Architect	-\$ 15,000
- Design Development - Natural Reserves	-\$ 5,000
- Design Development – DoP Submission Natural Reserves	-\$ 5,000
- Design Development - Survey	-\$ 5,000
- Design Development - Bushfire	-\$ 5,000
- Design Development - Drainage Infrastructure	-\$ 10,000
- Design Development - Rezoning Application Fees	-\$ 10,000
- Design Development - Legal Costs	-\$ 10,000

- Design Development - Miscellaneous	-\$	10,000
- Works Proposal - Upgrade of Pedestrian Accessway from Pittwater Rd to Quarter session Rd	-\$	50,000
- Works Proposal - Heritage Assessment/upgrade of Church Point Cemetery	-\$	100,000
- Works Proposal - Upgrade Public Roadway (seal and drain) Upper McCarrs Creek Rd	-\$	150,000
<b>Total Net Proceeds for Rezoning and Sale of Council Land</b>		<b>\$ 1,019,813</b>
<b>TOTAL INCOME</b>		<b>\$1,019,813</b>

### 6.5.5 Capital Works and Funding Summary

The following table provides a summary of the estimated cost of capital works and anticipated income / Council funding for the Church Point study area (Precincts 1, 2 and 3). All figures are indicative only.

Refer individual Precinct Scope of Works and Costings breakdown for further details.

Precinct 1 – McCarrs Creek Road	\$	5,653,951
Precinct 2 – Village Square	\$	2,667,993
Precinct 3 – Church Point Reserve	\$	1,019,813
<b>Total Expenditure</b>	<b>\$</b>	<b>9,341,757</b>

Precinct 1 – McCarrs Creek Road	\$	5,653,951
Precinct 2 – Village Square	\$	2,667,993
Precinct 3 – Church Point Reserve	\$	1,019,813
<b>Total Income</b>	<b>\$</b>	<b>9,341,757</b>

Precinct 1 (including E I Levy)	\$	1,674,271
Precinct 2	\$	
Precinct 3	\$	-
<b>Total Council Funding</b>	<b>\$</b>	<b>1,674,271</b>

### 6.5.6 Costings - Suspended car park proposal

The proposal to construct a suspended car park over the western car park on McCarrs Creek Road is the subject of further investigation and detailed review. The proposal, though only preliminary, will have a fundamental impact upon the financial forecasting. To ensure a thorough understanding of the impact on annual costs to users an indicative costing incorporating the option has been prepared.

The following table identifies the estimated cost of capital works (Expenditure) and anticipated Council funding & borrowings (Income) for Precinct 1, McCarrs Creek Road when incorporating the construction and funding of a 60 space suspended car park over the proposed western car park on McCarrs Creek Road. All figures are indicative only.

### Precinct 1: Scope of Works - Expenditure

<b>Rosstrevor Reserve (inc Cargo Wharf surrounds)</b>			
Landscape Works – hardworks / beach access / softworks	a	\$	423,360
Design Development (10% of Contract Works)		\$	42,336
<b>Sub - Total</b>		<b>\$</b>	<b>465,696</b>
<b>Western Carpark / McCarrs Creek Roadway Re-Route / Seawall Realignment</b>			
Preliminaries / Site Preparation / Seawall & boardwalk / Road re-route, carpark, siteworks / Outbuildings / Landscaping @ 55%	b	\$	2,042,877
Design Development (10% of Contract Works)	c		204,287
<b>Sub - Total</b>		<b>\$</b>	<b>2,247,165</b>
<b>Commuter 'dinghy' Wharf</b>			
Preliminaries / Site Preparation / Floating Pontoons / Fixtures and Fittings	d	\$	1,002,273
Design Development (10% of Contract Works)	e	\$	100,227
<b>Sub - Total</b>		<b>\$</b>	<b>1,102,500</b>
<b>Suspended Carpark</b>			
Works for Seawall & boardwalk / Road Re-Route, carpark, siteworks / Outbuildings / Landscaping @ 45%	f	\$	1,671,445
Design Development (10% of Contract Works)	g	\$	167,145
Suspended Car park Works	h	\$	1,653,750
<b>Sub - Total</b>		<b>\$</b>	<b>3,492,340</b>
<b>TOTAL EXPENDITURE</b>		<b>\$</b>	<b>7,307,701</b>

### Precinct 1: Scope of Funding - Income

Council Funding from CIP - Rosstrevor Reserve	<b>funding for a</b>	\$	465,696
Council Funding from CIP – Commuter 'dinghy' Wharf	<b>partial funding for d,e</b>	\$	300,000
Ticket System Funding – Commuter Dinghy Wharf	<b>partial funding for d</b>	\$	316,017
Council Funding from CIP - Environmental levy for Seawall	<b>partial funding for b, c</b>	\$	500,000
Council Funding from General Fund at 10% of Extended Car park / McCarrs Creek Road	<b>partial funding for b, c</b>	\$	224,717
Borrowings - Precinct 1 Western Car park / McCarrs Creek Roadway Re-Route / Seawall – 45% permits (incl. 50 buffer)	<b>partial funding for b, c</b>	\$	1,522,449
Borrowings - Precinct 1 Suspended Car park and Partial Costs for Roadworks etc – 60 permits	<b>funding for f, g, h</b>	\$	3,492,340
Borrowings - Precinct 1 Commuter 'dinghy' Wharf – 140 licences	<b>partial funding for d,e</b>	\$	486,483
<b>TOTAL INCOME</b>		<b>\$</b>	<b>7,307,701</b>

Note: The above costs do not include ongoing Management and Maintenance of the Church Point Study Area

It is proposed the funding of the Precinct 1 works including the suspended car park option would be facilitated by various Council funds and substantial borrowings. The repayment of borrowings will be offset by an annual fee charge to users (refer Funding Strategy) with an identified cost per space. Fee charges have been identified for the following:

- ▶ Church Point Reserve car park, Western car park, McCarrs Creek roadway (estimated 455 car permits – including 50 permit buffer)
- ▶ Suspended car park (approx. 60 car permits)
- ▶ Commuter 'dinghy' Wharf (estimated 140 boat licences)

Initial fee charges have been identified as either a flat rate annual fee over 20 years or as a first year annual fee rising by an index of 2.9% over 20 years. All fee charges will be reviewed annually relative to interest rate changes and in accordance with Council's Management Plan. Note: Annual fee charges are indicative only and will need to be confirmed at completion of works.

<b>Initial Annual Cost per Space for 20 years</b>	<b>First Year Fee</b> (rising by index of 2.9%)
Western car park / McCarrs Creek roadway reserve re-route	\$ 275
Suspended car park and partial costs for roadway reserve re-route	\$ 4,800
Commuter 'dinghy' Wharf	\$ 285

Vehicle parking within the proposed western car park incorporating the suspended deck on McCarrs Creek Road will be subject to an annual fee charge system where parking stickers will reflect specific use of this area (refer Parking Management).

### 6.5.7 Capital Works and Funding Summary

The following table provides a summary of the estimated cost of capital works and anticipated income / Council funding for the Church Point study area (Precincts 1, 2 and 3), when incorporating the construction and funding of a 60 space suspended car park over the proposed western car park on McCarrs Creek Road.

Refer individual Precinct Scope of Works and Costings breakdown for further details.

Precinct 1 – McCarrs Creek Road	\$ 7,307,701
Precinct 2 – Village Square	\$ 2,667,993
Precinct 3 – Church Point Reserve	\$ 1,019,813
<b>Total Expenditure</b>	<b>\$ 10,995,507</b>
Precinct 1 – McCarrs Creek Road	\$ 7,307,701
Precinct 2 – Village Square	\$ 2,667,993

Precinct 3 – Church Point Reserve	\$ 1,019,813
<b>Total Income</b>	<b>\$ 10,995,507</b>
Precinct 1 (including E I Levy)	\$ 1,490,413
Precinct 2	\$ -
Precinct 3	\$ -
<b>Total Council Funding</b>	<b>\$ 1,490,415</b>



## Appendices

Appendix A – Gazettal Notices

Appendix B – Master Plan 2004

Appendix C – Forum Summary: On-shore Meeting (18<sup>th</sup> October 2006)

Appendix D – Forum Summary: Off-shore Meeting (12<sup>th</sup> November 2006)

Appendix E – Issues & Options Paper (December 2006)

Appendix F – Presentation: Combined Meeting (4<sup>th</sup> December 2007)

Appendix G – SIRA Off-Shore Residents Survey Summary (May 2007)

Appendix H – Aquatic Ecology Survey: Proposed Commuter Wharf

Appendix I – McCarrs Creek Road Car Park: Proposed Upper Deck Sketch

Appendix J – Aquatic Ecology Survey: Precincts 2 & 3, Church Point

Appendix K – DPI (Fisheries) Correspondence

Appendix L – Cargo Wharf: Operation Regulations (Council Policy - No 32)

## Appendices

## Appendix A – Gazettal Notices

CG NO 65 of 10/4/1987 ROSTREVOR RESERVE

RESERVE FROM SALE

IN pursuance of the provisions of section 28, Crown Lands Consolidation Act 1913, I declare that that Crown land described hereunder shall be reserved from sale for the public purpose specified and such land is reserved accordingly.

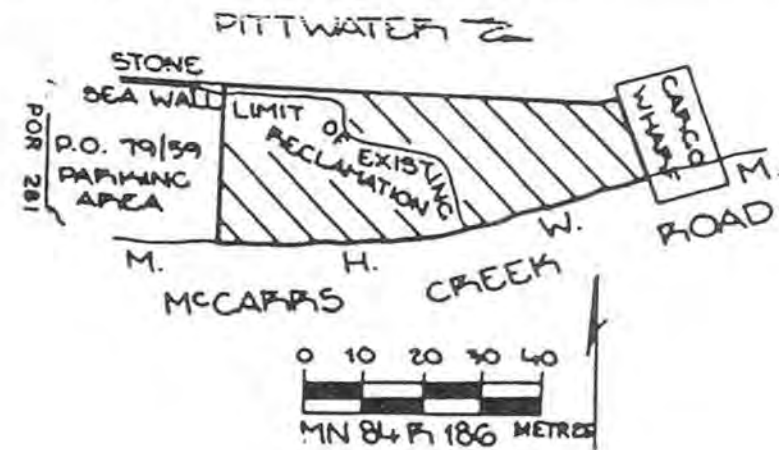
J. R. HALLAM, Minister for Lands.

Sydney, 10th April, 1987.

FOR PUBLIC RECREATION

Land District—Metropolitan; Shire—Warringah

No. 100084, Parish Narrabeen, County Cumberland, about 1 620 square metres, being land at Church Point, and shown by hatching on diagram hereunder. MN84 R 186.



The affected part of R. 56146 from sale or lease generally notified 11th May, 1923, is hereby revoked.

APPOINTMENT OF TRUSTEE

IN pursuance of the provisions of section 37p, Crown Lands Consolidation Act 1913, the undermentioned corporation is appointed to be sole trustee of the reserve particularised hereunder.

J. R. HALLAM, Minister for Lands.

Sydney, 10th April, 1987.

Land District—Metropolitan; Shire—Warringah;  
Parish—Narrabeen; County—Cumberland

Reserve 100084 for Public Recreation notified this day: The Council of the Shire of Warringah. MN84 R 186.

CG NO 65 OF 10/4/1987

SYDNEY METROPOLITAN OFFICE  
 Department of Land and Water Conservation  
 22 Main Street (P.O. Box 878), Blacktown, N.S.W. 21-  
 Phone: (02) 671 8855; Fax: (02) 671 8858

APPOINTMENT OF CORPORATION TO  
 MANAGE RESERVE TRUST

SCHEDULE 1

PURSUANT to section 95 of the Crown Lands Act 1989, the corporation specified in Column 1 of the Schedule hereunder is appointed to manage the affairs of the reserve trust specified opposite thereto in Column 2, which is trustee of the reserve referred to in Column 3 of the Schedule.

KIM YEADON, M.P.  
 Minister for Land and Water Conservation.

COLUMN 1

Land District: Metropolitan.  
 City: South Sydney.  
 Parish: Petersham (Sheet 4).  
 County: Cumberland.  
 Locality: Chippendale.  
 Lot 552, D.P. 752049.  
 Area: 5931 square metres.  
 Torrens Title Identifier: Folio 552/752049.  
 File No. MN96R8.

SCHEDULE 1

COLUMN 1	COLUMN 2	COLUMN 3
Pittwater Council.	Thomas Stephens (R. 100255) Reserve Trust.	Reserve 100255 for the public purpose of public recreation and access, notified in the <i>Government Gazette</i> of 28 July 1995. File MN95R41.
Pittwater Council.	Church Point (R. 100256) Reserve Trust.	Reserve 100256 for the public purpose of public recreation and urban services notified in the <i>Government Gazette</i> of 28 July 1995. File No. MN91R41.

APPOINTMENT OF  
 MANAGE RE

PURSUANT to section 95 of the Crown Lands Act 1989, the corporation specified in Column 1 of the Schedule hereunder is appointed to manage the affairs of the reserve trust specified opposite thereto in Column 2 of the Schedule.

Minister for Land and Water Conservation.

SCHEDULE 1

COLUMN 1	COLUMN 2
South Sydney City Council.	Victoria Park (R. 100262) Reserve Trust.

ESTABLISHMENT OF RESERVE TRUST

PURSUANT to section 92 (1) of the Crown Lands Act 1989, the reserve trust specified in Column 1 of the Schedule hereunder is established under the name stated in that Column and is appointed as trustee of the reserve specified opposite thereto in Column 2 of the Schedule.

KIM YEADON, M.P.  
 Minister for Land and Water Conservation.

SCHEDULE 2

COLUMN 1	COLUMN 2
Thomas Stephens (R. 100255) Reserve Trust.	Reserve 100255 for the public purpose of public recreation and access notified in the <i>Government Gazette</i> of 28 July 1995. File No. MN95R41.
Church Point (R. 100256) Reserve Trust.	Reserve 100256 for the public purpose of public recreation and urban services notified in the <i>Government Gazette</i> of 28 July 1995. File No. MN91R41.

ESTABLISHMEN

PURSUANT to section 92 of the Crown Lands Act 1989, the reserve trust specified in Column 1 of the Schedule hereunder is established under the name stated in that Column and is appointed as trustee of the reserve specified opposite thereto in Column 2 of the Schedule.

Minister for Land and Water Conservation.

RESERVATION OF CROWN LAND

PURSUANT to section 87 of the Crown Lands Act 1989, the Crown Land specified in Column 1 of the Schedule hereunder is reserved as specified opposite thereto in Column 2 of the Schedule.

KIM YEADON, M.P.  
 Minister for Land and Water Conservation.

COLUMN 1

Victoria Park (R. 100262) Reserve Trust.

28 July 1995

*Copy of 28-7-95*

RESERVATION OF CROWN LANDS

SCHEDULE 2

PURSUANT to section 87 of the Crown Lands Act 1989, the Crown Lands specified in Column 1 of the Schedules hereunder are reserved as specified opposite thereto in Column 2 of the Schedules.

KIM YEADON, M.P.  
 Minister for Land and Water Conservation.

COLUMN 1

Land District: Metropolitan.  
 L.G.A.: Pittwater.  
 Parish: Narrabeen (2).  
 County: Cumberland.  
 Location: Church Point.  
 Area: 1.031 hectares.  
 Torrens Title Identifier: 321/824048.  
 File No.: MN91 R 41/4.

COLUMN 2

Reserve No. 100256, for the public purpose of public recreation and urban services (parking).

SCHEDULE 1

COLUMN 1	COLUMN 2
Land District: Metropolitan. L.G.A.: Pittwater. Parish: Narrabeen (2). County: Cumberland. Location: Church Point. Area: 704.4 square metres. Torrens Title Identifier: 319/824048. File No.: MN95 R 41/1.	Reserve No. 100255, for the public purpose of public recreation and access.

NEW SOUTH WALES GOVERNMENT GAZETTE  
*Copy 33 - 15-3-96 Council TRUSTEE*

Appendix B – Master Plan 2004

**New Reserve**  
A new Crown reserve will be established for the whole of the Church Point precinct. The reserve will cover both land and water, above and below high watermark, with Council appointed to manage the reserve as part of the ongoing management and compliance of the whole of the Church Point precinct.

**Shared Traffic Zone**  
To accommodate proposed 45° angle parking against the cliff face and to increase the amenity of the area, a shared traffic zone is proposed for the length of the area, up to its junction with Pittwater Road. The zone is to include pedestrian islands and mixed use of parking and signage. Precinct to be developed with RTA officers as part of the design process.

**Road Reserve**  
Develop road with pedestrian crossings, cycle ways, and parking and water on walkway in conjunction with RTA as indicated. Need to develop both gateways and traffic calming opportunities, including a shared precinct. Construct pathway link to cliff top slip road at southern end. A 40KPH speed limit for the entire precinct is desired.

**Rostrevor Reserve**  
Increase amenity through shade trees, seating, lighting, incorporation of walkway and possible picnic area. Investigate extension of seawall with access to beach and establish better landscape screening to Cargo Wharf.

**Cargo Wharf**  
Re-use in cargo wharf. Need to establish operational guidelines and limits in consultation with principal users and community. Long term maintenance of wharf to be funded through user pay.

**Extension of Existing Seawall**  
Existing seawall to be relocated further into Pittwater to allow for cycle lanes, promenade boardwalk/walkway and accommodation of commuter boat pontoons. Works to include a landscape verge to allow picnicking and seating.

**Commuter Boat Accommodation**  
Current location for commuter craft to be relocated to run parallel to the extended seawall with new pontoons located adjacent to seawall providing additional protected tie up area. A new shelter to be constructed. Plan of Management to include system for safe berthing.

**General Store/Post Office**  
Must be considered in context of surrounding wharf, Thomas Stephens Reserve and the Pasadena. An overriding Heritage and Access Study of the precinct should provide parameters to development of all elements. Any development proposal must recognise the tourism nature of the precinct as well as its functions of community mercantile activity and transport node. Surrounding cartilage must allow extensive public access to and around the building. The use of sandstone and timber should be used to accentuate the heritage nature of the building and precinct. All existing Permissive Occupancies and licences are to be listed with Department of Lands/Council for relocation or rationalisation.

**Road bend Alignment**  
The bend at McCarrs Creek Road and Pittwater Road is to be realigned in order to create safe movement of pedestrians, cycles and cars around the General Store, onto the slip road and crossing to Quarter Sessions Road.

**Proposed Reserve Underground Carpark**  
Carpark, as indicated, to be excavated to accommodate approximately 300 spaces. Final design to incorporate natural light and ventilation where feasible. Proposal currently being evaluated by consulting engineer, quantity surveyor and RTA for ultimate cost per space based on construction and operation costs. This proposal may also be expanded to encompass underground parking under the Pasadena. Financing and commercial viability is to be further investigated as part of the Plan of Management process. It is proposed that a sunset clause for the current above ground parking in the reserve to finish in a nominated five-year period. Council to develop initial DA for proposal to allow project works approval and hence commercial viability.

**Public Pontoon Wharf**  
Permanent/final position of Wharf is to service both commercial and private water access to Pittwater. Pontoon is to be temporarily located at Thomas Stephens Reserve until the infrastructure is completed around the Store/Post Office. Council has a mandatory duty under the Disability Discrimination Act (DDA) to provide accessible facilities for all residents and visitors. A new community office and ferry master office to be constructed at junction of boardwalk.

**Harbour Concept**  
Proposed final location of pontoon wharf and fixed wharf to create small harbour area to be used for short-term small boat community tie up only. Small narrow pontoons to provide access to the entire general store frontage.

**Fixed Wharf**  
A replacement timber fixed wharf is to be constructed in a simplified form recognising the heritage nature of the previous wharves and present as a feature to the area. The current fixed wharf is to be decommissioned from commercial use to support the new wharf.

**Thomas Stephens Reserve**  
Area to be repaved utilising sandstone step elements and strong nautical themes incorporating bollards, lighting, noticeboard, seats, etc. Current ferry master and sailing school offices to be adapted/retained into an open all weather shelter. Proposed steps into Reserve to facilitate transition from Pasadena podium.

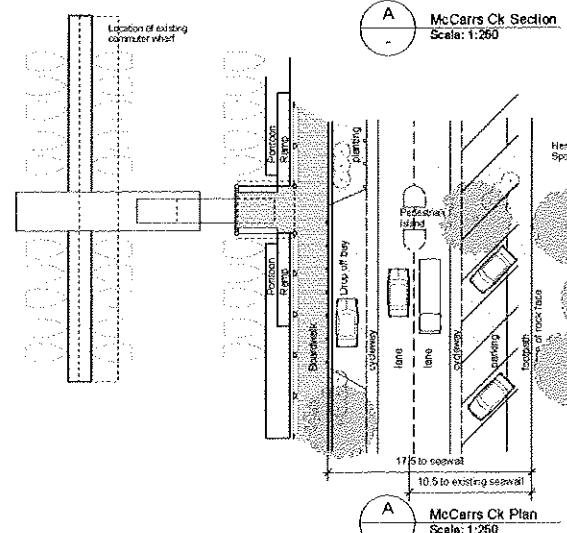
**Pasadena**  
Any future development of the building is to recognise the commercial nature of the area and the visual prominence of the location. Pasadena to provide on-site parking with possible connection into underground parking proposal for Church Point Reserve. Public access around the building is to be enhanced. New timber wharf to be constructed on northern shoreline to accommodate visiting boats to The Point. Existing road foot parking to be retained with loading bays and enhanced landscaping.

**Entry to Carparks**  
To reduce the impact of multiple vehicle entry/exits in close proximity, a shared access over Church Point Reserve to both the Pasadena and Carparks is desirable. Note this is subject to the Plan of Management process and authorisation by the Minister of Lands.

**Bus Stop and Toilet**  
Upgrade toilets and bus stop as part of ongoing works for area. Existing Fig Tree retained.

**Church Point Reserve (Above Ground Carpark)**  
New parkland to be built over proposed underground carpark. Parkland area to include up to 100 spaces for short-term tourist and visitor parking. Use of carpark for overnight carparking to be investigated. Parkland to include playground and picnic facilities as well as shade trees and structures. Existing grove of casuarinas to be replaced with new tree planting at the Reserve and include a new walkway connecting Bennett's beach to Thomas Stephens Reserve. The foreshore edge to be landscaped as a beach with safe and easy access to the water.

**Bennett's Beach**  
Increase amenity through safe access onto beach and piping of stormwater. Investigate use of Boatshed for storage of small craft such as canoes. Consideration to be given for daytime storage of larger sail-powered craft in the vicinity.



**Mc Carrs Ck Section**  
Scale: 1:250

**Mc Carrs Ck Plan**  
Scale: 1:250

**State Government Involvement**  
The Community and Council will be seeking State Government involvement from all departments including:

- Department of Lands:
  - Adoption of the proposal in principle and ongoing funding for development of an overview Plan of Management
  - Ongoing negotiations as owner of the land and the liaison of reserves permissive occupancies and licences.

- Department of Infrastructure Planning and Natural Resources:
  - Recognition of the area as a regional tourist and transport node
  - Ongoing funding
  - consultation in relation to estuary management and environmental concerns

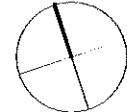
- Roads and Traffic Authority:
  - Involvement with the design sub-committee to finalise traffic concepts
  - Ongoing funding of traffic/pedestrian regional facilities.

**CAR PARKING SCHEDULE**

LOCATION	EXISTING	PROPOSED	COMMENTS
Reserve	300	376	303 underground / 73 on Reserve
Reserve - potential	-	30	
Pasadena	12	13	1/2 hr 8am-6pm 7 days
Loading zone	1	2	loading zone
Opposite Pasadena	8	8	
Cargo east	19	12	45 degree against cliff
Holmport west	22	22	
Turning area	59	10	
	372	513	

**CHURCH POINT PROPOSED MASTER PLAN**

DATE: 16th December 2004 SCALE: 1:500@B1 DWG: CP02-G





Appendix C – Forum Summary: On-shore Meeting (18<sup>th</sup> October 2006)

# Notes from the Community meeting held in Mona Vale on 18 October 2006

## Background

Rafael Chemke and Melanie Miels met with residents of Church Point and surrounding suburbs to identify the communities' vision for the Church Point area and their key issues. This community is referred to as the onshore community. The meeting was held on 18 October 2006 and the Mona Vale Community Hall.

GHD is preparing a plan of management for this area. The process to develop the plan of management involves a number of stages of community consultation and this meeting was the first stage of consultation with the onshore community.

Pittwater Council was represented by the meeting by the General Manager, Landscape Architect Mark Eriksson, and one councillor. John Filocamo and Stewart Veitch represented the Department of Lands. The Department owns the land at Church Point that is the subject of this plan of management.

The meeting was well attended with 59 attendees registering their attendance. There were additional community members present who for unknown reasons did not register their attendance. It is assumed that the actual attendance was between 70 and 90 attendees.

Peter Altona, a resident of Church Point gave power point presentation setting out his vision for Church Point.

## Vision Precinct 1

- Maintenance of Maritime flavour of precinct, workings of cargo wharf etc.
- Special spot increased park area
- Close wharf at church point and open at Rowland Reserve
- No Parking on water front

## Issues Precinct 1

- Parking safety – cliff side parking
- Visual impact of water side parking
- Reduce speed limit between precinct 1 and 2
- Extremely dangerous road
- Insufficient safety signs

## Vision Precinct 2

- Create a social space for Thomas Stephens Reserve

## Issues Precinct 2

- Safety – public access
- Floating pontoon detracts from passive recreation opportunities
- Temporary pontoon to remain temporary
- Safe crossing near water front stores
- Land in front of Pasadena to be returned to public open space
- Improve access to water from Thoma Stephens Reserve
- Lack of Parking

## Vision Precinct 3

- User pays principle
- Walkway from Bayview to McCarrs Creek
- Play equipment on reserve
- Underground parking
- Return some land to reserve

## Issues Precinct 3

- Car ferry to island and western foreshore
- Bridge across to island
- No reduction of car parking spaces
- Manage parking on Church Point Streets
- Equity – Offshore residents should pay equivalent amount for parking as onshore residents
- Driveway access is limited on Eastview and Bayview streets
- Vandalism in car park
- Disperse cars

Appendix D – Forum Summary: Off-shore Meeting (12<sup>th</sup> November 2006)

## Notes from the Community meeting held on Scotland Island on 12 November 06

### Background

Rafael Chemke and Rosemary Turner met with the residents of Scotland Island and the western foreshores to identify the communities' vision for the Church Point area and their key issues. This community is referred to as the offshore community. The meeting was held in the bush fire station on 12 November 2006.

GHD is preparing a plan of management for this area. The process to develop the plan of management involves a number of stages of community consultation and this meeting was the first stage of consultation with the island and western foreshores community.

GHD met with the Church Point community members (the on shore community) on October 26.

Pittwater Council was represented by the General Manager, Landscape Architect Mark Ericsson, and two councillors. Stewart Veitch represented the Department of Lands. The Department owns the land at Church Point that is the subject of this plan of management.

The meeting was well attended with 184 attendees registering their attendance. In addition there were 29 community members who registered their apologies.

Bill Guye, a resident of Scotland Island gave a presentation that set out the community's position about the Church Point area.

### What the community said

The Church Point area is in 3 precincts. Each precinct was considered separately. These are shown on the plan attached to this report. The notes below are a record of the community's vision and issues for each of the three precincts.

There were a number of comments about the process for leasing land. There is a strong wish that the community has an active involvement in future discussions about the lease for the area in front of the Pasadena when the current lease expires in 2013. The Department of Lands is aware of this concern.

### Overall Vision

Consolidation of public space.

No alienation of public space.

No privatisation of public open space.

### Overall issues

Parking

Access

Safety

### Vision Precinct 1- this is the western precinct

Overall comment: The vision is for this precinct to be safe to use, and facilitates increased accessibility between the island and western foreshore communities and Church Point. A precinct that is accessible to all, provides parking and respects its maritime features.

- Community ownership of Holmeport marina or ½ of the land with a multi story carpark that includes a lift.
- A raised road with parking underneath
- We have island communities that allow for/provide for people of all ages.
- Maintain broad existing patterns of land use with future parking at Holmeport.
- Extend commuter wharf with an extra ramp
- An avenue of spotted gums in this area
- Increased car parking on both sides of the road.
- Foreshore which is not alienated by the built environment e.g allows for swimming as part of the shore line uses
- Car parking and boat parking in proximity to each other
- Retain village feel
- Flatten curve around shop
- Truck parking bay at Cargo Wharf
- Reliable water taxi service and improved land public transport
- Traffic calming along the road

### Issues Precinct 1

Overall comment: The community is generally satisfied with the Masterplan for Precinct 1 as outlined in the 2004 plan attached to this report.

Specific issues raised

- Access and safety the key issues mentioned time and time again.
- Holmeport Marina is an issue in itself . A number of issues raised about it
  - Right of way through Holmeport to green space- linkages
  - Community to take over lease at Holmeport Marina
- Consultation with the RTA- RTA seen as an important stakeholder

### Vision Precinct 2

Overall comment: The vision is to reinforce the area as a 'hub' by providing a better level of service to the community and acting as a facilitator of community spirit and enterprise. The precinct should provide increased access to the services and areas through boat parking facilities and improved disabled access.

The most significant vision is one where the area is managed publicly and where there is no land leased to a private individual or company.

- Retail facilities returned to the levels in the 70's and 80's. Shops were a communications centre
- Community spaces that is vibrant from both an economic and social perspective, and are available for all residents, onshore and offshore.
- Business at Church Point servicing the community
- Less regulation- let the kids jump off the jetties, stick throwing for dogs
- Short term boat parking
- A pontoon that can be easily and safely accessed from a tinny by people of all ages all ages and also by people who have a disability
- Amenity of the 60's is restored with the area as fair to all as it was then.
- An affordable water taxi service
- Retain beach in front of Thomas Stephens Reserve- a widely held vision
- Retain Thomas Stephens Reserve as the heart of the community
- Public use of the leased green space in front of the Pasadena- a widely held vision
- Leased space in front of Pasadena should revert to public land
- Private land in the middle of public space is unworkable
- Improved access for all on the path around the Pasadena leased area
- Define a continuous walk way around Precinct 2
- Community to be involved in lease negotiations about the land in front of the Pasadena from the beginning of the process.
- Improved communications between the Dept of Lands and the Community
- No incompatible development at the Pasadena
- Plan with the lease holders
- Improved strategic planning, including a capital works programme with dates

### Issues Precinct 2

Overall comment: The community generally supports the Precinct 2 proposals as outlined in the 2004 Master plan but wants the leased land in front of the Pasadena to be returned to the community in general and not leased to a private business.

This is the strongest issue to emerge about precinct 2 and is reflected throughout the vision comments above.

- Public private interaction especially around leased area in front of Pasadena
- Not enough room for short term parking- load and unloading shopping, kiss and ride
- Safety and access

- Traffic calming
- Lack of development control planning
- Flooding in front of Pasadena
- Lack of Parking
- Development of the Pasadena and the shop. The lessee of the shop has not complied with lease requirements.

### Vision Precinct 3

Overall comment: The vision is for an area that continues to provide parking facilities to meet many needs and increases the supply of overall spaces.

- No loss of car parking from the reserve
- No loss of free parking so that the community is maintained
- Rearrangement of the lots to consolidate parking. This could generate a 50/50 car parking/green space land use share.
- Options for extra spaces considered
- Council supply parking and vehicles for community use- this is done in other parts of Sydney
- Increased public transportation
- One car park per residence
- Maintain existing numbers of spaces during implementation of the management plan.

### Issues Precinct 3

Overall comment: the issue is about parking – how to get more parking, how to balance the competing needs for parking and how to provide parking that meets special needs.

- Government should honour the 1995 gazettal of the area for public use including car parking.
- What is the value of the car park area. Council should purchase
- Allocate disabled parking in front of the Pasadena
- Paid parking may limit overall parking as weekenders may alienate spots during the week.
- Drop off zone in front of Pasadena.
- Underground car park is not viable.
- Improve use of existing space
- There is conflict between locals and those attending functions at the Pasadena
- Improved car pooling and transportation
- Provide opportunities for paid spaces- either owned or rented/leased and the funds used to maintain remaining spaces. These owned/rented spaces should not come from the existing pool. They should be in addition to the existing pool.

**Other issues raised by individuals but not put to the meeting**

- Why should private operator have a monopoly on the commercial space at Church Point. Especially if they are in breach of lease. More equitable to have more than one operator.
- Alternative parking options at Rowland Reserve
  - Park overnight with the provision of a small sub commuter wharf
  - Cheaper /flexible and spreads car parking pressure over a greater area.
- Also options at Newport- flexibility with commuter transport and connections to buses

DRAFT

Appendix E – Issues & Options Paper (December 2006)



**Pittwater Council**  
Church Point Plan of  
Management  
Issues and Options Paper  
December 2006





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# 1. Introduction

## 1.1 Background

In 2005, at the direction of the Minister of Lands, Pittwater Council resolved to prepare a Plan of Management (PoM) for Church Point based on the Master Plan adopted in principle in 2004 (see Figure 1). The land subject to this PoM is roughly bound by Pittwater Road and McCarrs Creek Road to the south, the Pittwater estuary to the north, Bennett's Beach to the east and Rosstrevor Reserve to the west.

The study area acts as a local and regional transport hub and tourist attraction. It provides a transport interchange for the approximately 560 households that reside offshore and for onshore residents and visitors alike. It also provides the wider community access to Pittwater and Kuringai National Park. Church Point also supports local businesses and the local offshore and onshore communities by providing places to gather and meet.

The study area is currently Crown Land the majority of which is under the care, control and management of Council. A number of Crown Leases are also in place within the study area. The study area is administered under the provisions of the Crown Lands Act, 1989 and is to be managed for the benefit of the people of New South Wales and to provide for a number of outcomes having regard to the principles of Crown lands management specified in section 11 of the Crown Lands Act. Being

- ▶ That environmental protection principles be observed in relation to the management and administration of Crown Land;
- ▶ That the natural resources of Crown Land (including water, soil, flora, fauna and scenic quality) be conserved wherever possible;
- ▶ That public use and enjoyment of Crown Land be encouraged;
- ▶ That, where appropriate, multiple use of Crown Land be encouraged;
- ▶ That, where appropriate, Crown land should be used and managed in such a way that both the land and its resources are sustained in perpetuity;
- ▶ That Crown Land be occupied, used, sold, leased, licensed or otherwise dealt with in the best interests of the State consistent with the above principles.

## 1.2 Purpose

The purpose of this report is to identify the vision the onshore and offshore residents have for the study area and the issues which require resolution. Options that maintain the vision and resolve the issues are also presented. A preferred option will then be identified in consultation with the community and stakeholders.

**New Reserve**  
A new Crown reserve will be established for the whole of the Church Point precinct. The reserve will cover both land and water, above and below high watermark, with Council appointed to manage the reserve as part of the ongoing management and compliance of the whole of the Church Point precinct.

**Road Reserve**  
Develop road with pedestrian crossings, cycle ways, and parking and waterway walkway in conjunction with RTA as indicated. Need to develop both gateways and traffic calming up to the shared precinct. Conduct pathway link to cliff top slip road at southern end. A 40KPH speed limit for the entire precinct is desired.

**Rostrevor Reserve**  
Increase amenity through shade trees, seating, lighting, incorporation of walkway and possible picnic area. Investigate extension of seawall with access to beach and establish better landscape screening to Cargo Wharf.

**Shared Traffic Zone**  
To accommodate proposed 45 degree parking against the cliff face and to increase the amenity of the area, a shared traffic zone is proposed for the length of the area, up to its junction with Pittwater Road. The zone is to include pedestrian islands and mixed use of paving and signage. Precinct to be developed with RTA officers as part of the design process.

**Extension of Existing Seawall**  
Existing seawall to be relocated further into Pittwater to allow for cycle lanes, promenade boardwalk/walkway and accommodation of communal boat pontoons. Works to include a landscape verge to allow pickling and seating.

**Communal Boat Accommodation**  
Current moor for commuter craft to be relocated to run parallel to the extended seawall with new pontoons located adjacent to seawall providing additional protected tie up areas. A new shelter to be constructed. Plan of Management to include system for safe bathing.

**Public Pontoon Wharf**  
Permanent/final position of Wharf is to service both commercial and private water access to Pittwater. Pontoon is to be temporarily located at Thomas Stephens Reserve until the infrastructure is completed around the Store/Post Office. Council has a mandatory duty under the Disability Discrimination Act (DDA) to provide accessible facilities for all residents and visitors. A new community office and ferry master office to be constructed at junction of boardwalk.

**General Store/Post Office**  
Must be considered in context of surrounding wharf, Thomas Stephens Reserve and the Pasadena. An overriding Heritage and Access Study of the precinct should provide parameters to development of all elements.

Any development proposal must recognise the tourism nature of the precinct as well as its functions of community mercantile activity and transport node. Surrounding cartilage must allow extensive public access to and around the building. The use of sandstone and timber should be used to accentuate the heritage nature of the building and precinct. All existing Permissive Occupancies and licences are to be liaised with Department of Lands/Council for relocation or rationalisation.

**Harbour Concept**  
Proposed final location of pontoon wharf and fixed wharf to create small harbour area to be used for short-term small boat community tie up only. Small narrow pontoons to provide access to the entire general store frontage.

**Fixed Wharf**  
A replacement timber fixed wharf is to be constructed in a simplified form recognising the heritage nature of the previous wharves and present as a feature to the view. The current fixed wharf is to be decommissioned from commercial use.

**Thomas Stephens Reserve**  
Area to be repaved utilising sandstone step elements and strong nautical themes incorporating bollards, lighting, noticeboard, seats, etc. Current ferry master and sailing school offices to be adapted/fitted into an open all weather shelter. Proposed steps into Reserve to facilitate transition from Pasadena podium.

**Pasadena**  
Any future development of the building is to recognise the commercial nature of the area and the visual prominence of the location. Pasadena to provide on-site parking with possible connection into underground parking proposal for Church Point Reserve. Public access around the building is to be enhanced. New timber wharf to be constructed on northern shoreline to accommodate visiting boats to the Point. Existing road for carparking to be retained with loading bays and enhanced landscaping.

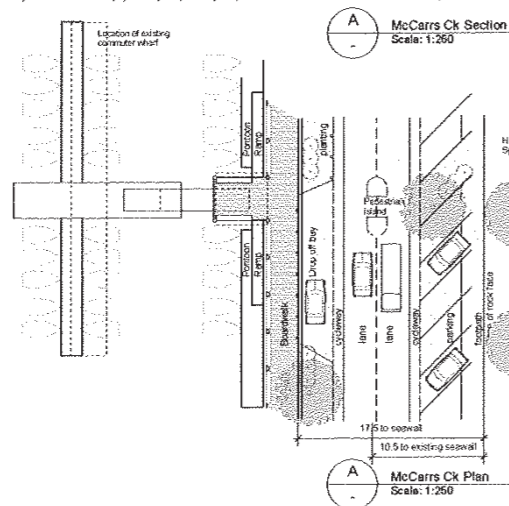
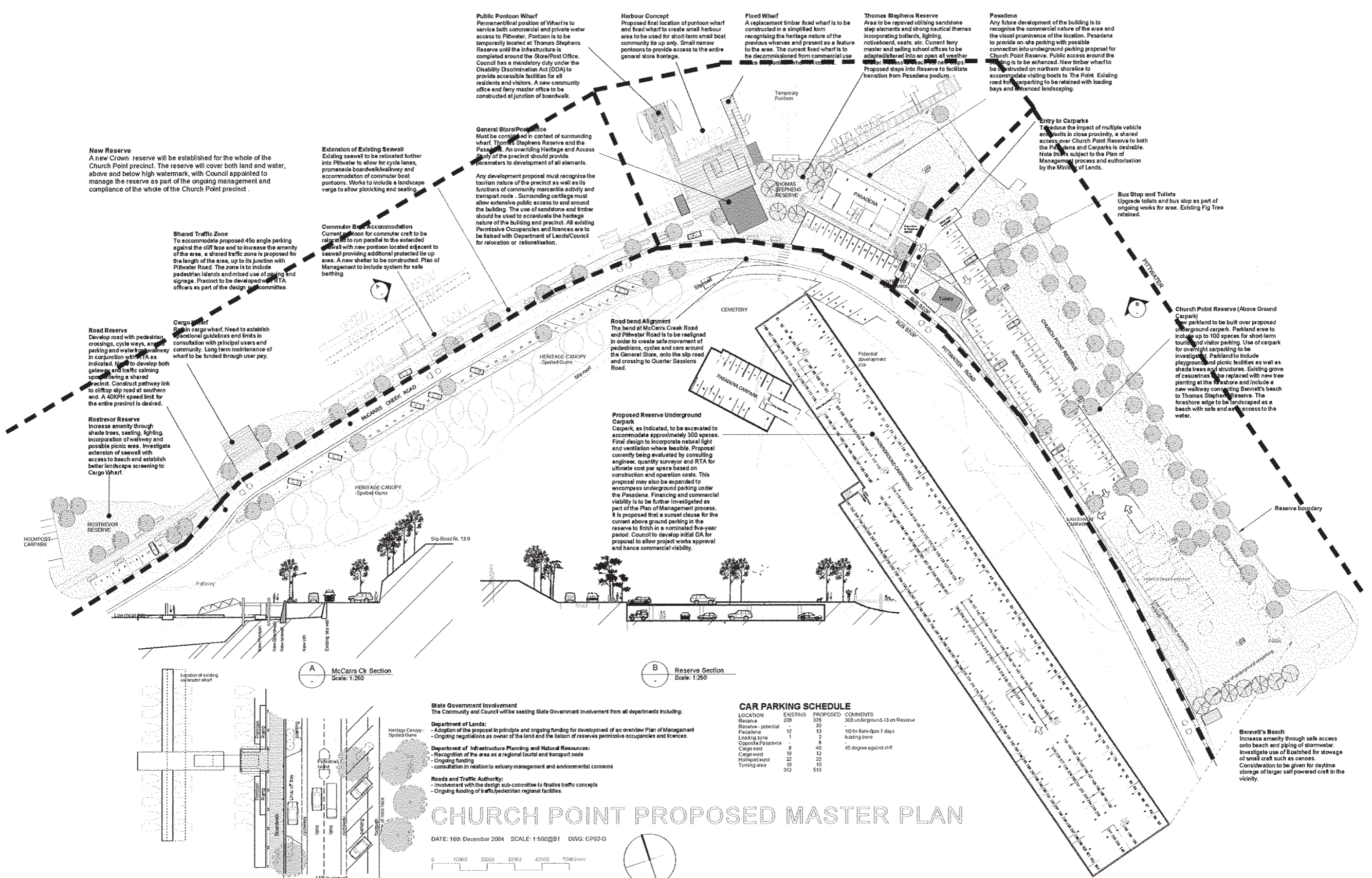
**Entry to Carparks**  
To reduce the impact of multiple vehicle entries in close proximity, a shared access over Church Point Reserve to both the Pasadena and Carparks is desirable. Note this is subject to the Plan of Management process and authorisation by the Minister of Lands.

**Bus Stop and Toilets**  
Upgrade toilets and bus stop as part of ongoing works for area. Existing Fig Tree retained.

**Church Point Reserve (Above Ground Carpark)**  
New parkland to be built over proposed underground carpark. Parkland area to include up to 100 spaces for short-term tourist and visitor parking. Use of carpark for overnight carparking to be investigated. Parkland to include playground and picnic facilities as well as shade trees and structures. Existing grove of casuarinas to be replaced with new tree planting at the shore and include a new walkway connecting Bennett's beach to Thomas Stephens Reserve. The foreshore edge to be landscaped as a beach with safe and easy access to the water.

**Road bend Alignment**  
The bend at McCarrs Creek Road and Pittwater Road is to be realigned in order to create safe movement of pedestrians, cycles and cars around the General Store, onto the slip road and crossing to Quarter Sessions Road.

**Proposed Reserve Underground Carpark**  
Carpark, as indicated, is to be excavated to accommodate approximately 300 spaces. Final design to incorporate natural light and ventilation where feasible. Proposal currently being evaluated by consulting engineer, quantity surveyor and RTA for ultimate cost per space based on construction and operation costs. This proposal may also be expanded to encompass underground parking under the Pasadena. Financing and commercial viability is to be further investigated as part of the Plan of Management process. It is proposed that a sunset clause for the current above ground parking in the reserve to finish in a nominated five-year period. Council to develop initial DA for proposal to allow project works approval and hence commercial viability.



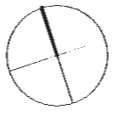
- State Government Involvement**  
The Community and Council will be seeking State Government involvement from all departments including:
- Department of Lands:
    - Adoption of the proposal in principle and ongoing funding for development of an overview Plan of Management
    - Ongoing negotiations as owner of the land and the liaison of reserves permissive occupancies and licences.
  - Department of Infrastructure Planning and Natural Resources:
    - Recognition of the area as a regional tourist and transport node
    - Ongoing funding
    - consultation in relation to estuary management and environmental concerns
  - Roads and Traffic Authority:
    - involvement with the design sub-committee to finalise traffic concepts
    - Ongoing funding of traffic/pedestrian regional facilities.

**CAR PARKING SCHEDULE**

LOCATION	EXISTING	PROPOSED	COMMENTS
Reserve	200	376	303 underground R3 on Reserve
Reserve - potential	-	30	
Pasadena	12	13	1/2 hr Bam Open 7 days
Loading zone	1	2	loading zone
Opposite Pasadena	-	8	
Cargo east	8	40	45 degree against cliff
Cargo west	19	12	
Holmport west	22	22	
Turning area	10	10	
	372	513	

# CHURCH POINT PROPOSED MASTER PLAN

DATE: 16th December 2004 SCALE: 1:500@B1 DWG: CP02-G



**Bennett's Beach**  
Increase amenity through safe access onto beach and piping of stormwater. Investigate use of Boatshed for storage of small craft such as canoes. Consideration to be given for daytime storage of larger self powered craft in the vicinity.

### 1.3 Structure of this report

This report is presented in five inter-related parts that consider the study context, community demands, analysis and options, as follows:

- ▶ **Chapter 1** introduces the study and outlines the purpose and scope.
- ▶ **Chapter 2** details the study methodology, including the community consultation process undertaken.
- ▶ **Chapter 3** outlines the context for the study.
- ▶ **Chapter 4** outlines the vision the community has for the study area.
- ▶ **Chapter 5** outlines the issues that are important to the community to be resolved and the options to resolve those issues.

The information provided to this study through the consultation process, together with other supporting information, are included in appendices to this report.

## 2. Methodology

*This section outlines the methodology for the issues and options. It includes a brief summary of the overall tasks undertaken.*

### 2.1 Overview

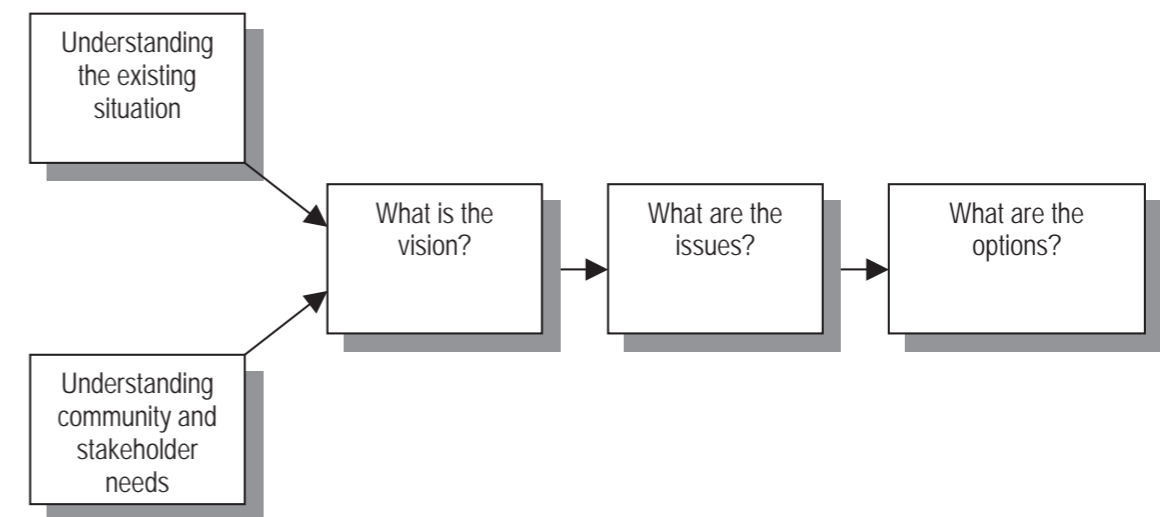
The Church Point Design Group which is representative of the communities who have a stake in Church Point evolved from the Church Point Offshore Liaison Committee. The Church Point Design Group developed the 2004 Masterplan and the brief for this PoM. In order to prepare this Issues and Options Paper it has been important to acknowledge all of the previous work undertaken to find an equitable solution to the issues at Church Point.

To determine options for the resolution of issues over the study area, it has therefore been necessary to develop a good understanding of the previous work undertaken, the existing situation and the community demands. This was carried out through background research, numerous site visits with Council, the Department of Lands, onshore representatives offshore representatives and with the current lessee of the general store and owners of the Pasadena on Pittwater.

Understanding the vision and issues involved two public meetings. One was held in the Mona Vale Community Hall to facilitate attendance by on shore residents and one was held on Scotland Island to facilitate attendance by off shore residents.

In addition there have been numerous committee meetings held with representatives from the Department of Lands, Council, off shore and on shore residents to further understand what is important to the community.

This approach is indicated in diagrammatic form diagrammatic form below.



**Figure 2.1 Issues and options methodology**

## 2.2 Understanding the existing situation

For the purposes of the Issues and Options Paper the study area has been divided into three and identified as Precincts 1,2 and 3 as delineated by the dotted lines in figure 1.

### Precinct 1

Precinct 1 is the area bound by Rostrevor Reserve and the western edge of the general store.

### Precinct 2

Precinct 2 is the commercial area and includes the general store, the permanent and temporary wharves, Thomas Stephens Reserve, and the grassed area on the Pittwater side of the Pasadena on Pittwater. The Pasadena on Pittwater is not included as it is privately owned.

### Precinct 3

Precinct 3 is bound by the Pasadena on Pittwater in the north and Bennett's Beach in the south. Precinct 3 includes the main commuter car park, foreshore access and two disused boat ramps at either end.

Precinct 3 was created by the partial reclamation of Crown land below the mean high water mark in the early 1960s and has been used since for public recreation and car parking. The precinct also plays an important role in providing public facilities such as amenities, bus shelter and access to the foreshore.

## 2.3 Understanding community and stakeholder needs

An understanding of the community's and stakeholder's needs was gained through various consultation activities.

These activities undertaken included:

- ▶ Publication of numerous media releases and public notices in the media;
- ▶ Distribution of an invitation to all on shore and off shore residents to attend community forums;
- ▶ Facilitating two community forums held on shore and off shore on 18 October 2006 and 12 November 2006 respectively;
- ▶ Numerous meetings with the design group who represent various onshore and offshore communities.
- ▶ Three meetings with Pittwater Council, two meetings with Department of Lands and;
- ▶ Four meetings with individual community members.

### Community Forums

Two community forums were held in the Mona Vale Community Hall on 18 October 2006 and the Scotland Island Bushfire Brigade on 12 November 2006 respectively.

The forums were promoted by the placement of advertisements, a media release, and invitations to all Church Point and off shore residents.

The community forums explored the vision and issues for the study area and precincts.

Approximately 70 people attended the on shore forum and approximately 180 people attended the off shore forum. The outcomes of the community consultation and the key issues arising from the forums are provided in Appendices A and B.

### 3. Strategic context

A PoM will be prepared under the Crown Lands Act once a preferred option for the future management of Church Point Reserve has been identified.

The need to prepare a PoM for the study area has come about since the Development Application for the Jetty Store and the Pasadena on Pittwater was lodged. The ongoing issues associated with Crown Land originally reserved for public recreation now being used as a car park has also contributed to the need to resolve the issues on the Reserve.

In the 1960s Warringah Council reclaimed land to be used for multiple purposes including car parking for residents to access offshore properties, and by visitors and local residents to use for recreation. However the Crown reserved the land for public recreation. The recreational use for which the land was originally reserved has now been restricted by its use almost solely for car parking.

The original reservation of the land for public recreation was revoked in 1995 with the creation of a new reserve for public recreation and urban services (car parking). This existing dual use reservation, is, considered by the Department of Lands to be incompatible.

The reservation purposes of Public Recreation and Urban Services (car parking) are public purposes for the reserve, which are being used essentially for private uses, namely, overnight and long-term parking. These uses are not considered to be a public use of the reserve consistent with the reserve's public purpose. These principles have been established by common law.

Neither Council nor the Department of Lands has an obligation to provide private parking. However, Council and the Department have undertaken to examine the suitable uses of the reserve with a view to providing a coordinated planning approach to the whole of the study area. Council and the Department are committed to an open and transparent process to the preparation of a PoM in consultation with the local community.

The need to prepare a PoM is further highlighted by the over utilisation of the area for car parking as the number of residents living permanently on Scotland Island and the Western Foreshores have increased over time. The increase in the off shore permanent population has resulted in an increase in cars requiring parking and in commuter boats requiring berths at the commuter wharf which is currently inadequate to accommodate the number of commuter boats.

### 4. Vision

The vision for the future of Church Point is written to ensure that the values that the community hold for the Study Area are preserved and can be shared with future generations. The vision has been developed in consultation with the community and government and other stakeholders.

***To improve the area as a maritime hub by providing a better level of service to the community and acting as a facilitator of community spirit and enterprise. Improved access will be provided to all visitors and onshore and offshore residents wishing to utilise the services offered in the study area.***

***All developments and improvements at Church Point will employ ecologically sustainable development principles in order that Church Point will continue to meet the needs of residents, visitors and the people that work there.***

## 5. Issues and Options

### 5.1 Precinct 1

Issue	Options
<p><b>Rostrevor Reserve</b></p> <p>Low landscape quality</p> <p>Access to the beach and water</p> <p>Access through Holmeport Marina to link green spaces</p>	<ul style="list-style-type: none"> <li>▶ Provide shade trees, seating and lighting on the Reserve</li> <li>▶ Investigate the establishment of the Walkway from Mona Vale</li> <li>▶ Establish safe access to the beach</li> <li>▶ Establish landscape screening between the Reserve and Cargo Wharf</li> <li>▶ Negotiate with Holmeport Marina to continue the walk to link with green spaces beyond</li> </ul>
<p><b>Cargo Wharf</b></p> <p>Unregulated use of cargo wharf</p> <p>Unightly due to refuse and waste</p> <p>Insufficient parking for deliveries and pick ups</p>	<p>Option 1</p> <ul style="list-style-type: none"> <li>▶ Close cargo wharf and relocate it</li> </ul> <p>Option 2</p> <ul style="list-style-type: none"> <li>▶ Investigate the appointment of an on-site place manager or the installation of a security and surveillance system to regulate the loading and off loading of barges</li> <li>▶ Prepare a site management plan that incorporates: <ul style="list-style-type: none"> <li>- A fenced storage area adjacent to the wharf which would be available to off shore residents on a lease basis</li> <li>- Establishing a user pays system for Cargo Wharf with the funds collected re-invested to improve facilities such as providing a hoist</li> <li>- An Occupational Health &amp; Safety review of the Cargo Wharf and the enforcement of environmental controls</li> <li>- consultation with the users and the community</li> </ul> </li> </ul> <p>Option 3</p> <ul style="list-style-type: none"> <li>▶ Retain Cargo Wharf with improved operational guidelines and limits in consultation with the principal users and the community. The long term maintenance of the wharf would be funded through a user pays system</li> </ul> <p>- The management of refuse and waste and ensure that Cargo Wharf is clean at all times</p> <ul style="list-style-type: none"> <li>▶ Establish a parking bay for trucks up to 10 tonnes waiting to load or unload</li> </ul>
<p><b>Commuter Wharf</b></p> <p>Insufficient commuter dinghy mooring leading to chaotic and</p>	<ul style="list-style-type: none"> <li>▶ Reconfigure the existing commuter wharf to accommodate a growing number commuter dinghies</li> </ul>

Issue	Options
<p>dangerous dinghy tie ups</p>	<ul style="list-style-type: none"> <li>▶ Determine a policy on the number of berths available per household</li> <li>▶ Allocate berths on a user-pays principle</li> <li>▶ Onsite manager to regulate the uses and activities on the commuter wharf</li> <li>▶ Investigate a site management plan to <ul style="list-style-type: none"> <li>-Construction of a new dinghy tie up area adjacent to the newly constructed sea wall</li> </ul> </li> <li>▶ Provide safe access to the new commuter wharf is available to all ie. Children, elderly and disabled users and that it complies with OH&amp;S regulations</li> </ul>
<p><b>Roadway</b></p> <p>McCarrs Creek Road is dangerous in this section, it is not sufficiently wide and cars on it travel at excessive speeds</p> <p>Insufficient parking</p>	<p>Option 1</p> <ul style="list-style-type: none"> <li>▶ Establish a shared traffic zone including traffic calming devices along McCarrs Creek Road through Precinct 1</li> <li>▶ Establish between 40 and 50 car parking spaces along the cliff edge as either commercial, recreational, residential or a combination of the three and improve the amenity of the area</li> <li>▶ Parking spaces would be available on a user pays system</li> <li>▶ Investigate policies of how spaces should be allocated and how access can be made affordable to those that may have difficulty in securing a space on financial grounds</li> <li>▶ Establish numerous crossing points between the proposed cliff side parking and the water's edge</li> <li>▶ Ensure safety of road users and minimise impacts on the sea grasses</li> </ul> <p>Option 2</p> <ul style="list-style-type: none"> <li>▶ Establish a shared traffic zone including traffic calming devices along McCarrs Creek Road through Precinct 1</li> <li>▶ Establish between 40 and 50 car parking spaces along the water front (after the sea wall has been extended into Pittwater) as either commercial, recreational, residential or a combination of the three and improve the amenity of the area</li> <li>▶ Parking spaces would be available on a user pays system</li> <li>▶ Investigate policies of how spaces should be allocated and how access can be made affordable to those that may have difficulty in securing a space on financial grounds</li> <li>▶ Ensure safety of road users and minimise impacts on the sea grasses</li> </ul>

Issue	Options
Walkway adjacent to the road is too narrow	<p>Option 3</p> <ul style="list-style-type: none"> <li>▶ Establish between 40 and 50 car parking spaces on both sides of Pittwater road (total of 80 –100) as either commercial, recreational, residential or a combination of the three and improve the amenity of the area</li> <li>▶ Parking spaces would be available on a user pays system</li> <li>▶ Investigate policies of how spaces should be allocated and how access can be made affordable to those that may have difficulty in securing a space on financial grounds</li> <li>▶ Ensure safety of road users and minimise impacts on the sea grasses</li> <li>▶ Extend the existing sea wall into Pittwater to allow for the continuation of the Mona Vale walkway and safe pedestrian and cycle access</li> </ul>

## 5.2 Precinct 2

Issues	Option
<p><b>Overall</b></p> <p>Insufficient room for short term car parking in front of Pasadena on Pittwater</p> <p>Unregulated dinghy tie ups conflict with commercial businesses</p>	<ul style="list-style-type: none"> <li>▶ Formalise car parking in front of the Pasadena on Pittwater and provide sufficient car spaces for people with disabilities</li> <li>▶ Investigate the options to police short term dinghy tie ups to enable a rapid turn over of off shore customers to the businesses in the precinct</li> <li>▶ Any revenue collected should be used to improve the overall Church Point Reserve</li> </ul>
<p><b>The Point/Pasadena</b></p> <p>There is limited public access from the land and the water to open space at the point</p> <p>The leased and public areas are not clearly defined</p>	<ul style="list-style-type: none"> <li>▶ Clearly define access to the public open space at the point</li> <li>▶ Complete the Mona Vale walk</li> <li>▶ Provide dinghy tie up zones for access from the water.</li> <li>▶ Clearly delineate the leased and public area with the use of bollards or hedges or some other landscape feature</li> <li>▶ Formalise the walkway around the point to include a boardwalk</li> </ul>

Issues	Option
<p>The existing lease over the land in front of the Pasadena excludes public use</p> <p>The sea wall is in a state of disrepair</p> <p>There is a lack of shade and seating</p> <p>There is a lack of dinghy tie up zones along the northern shore</p>	<p>Option 1</p> <ul style="list-style-type: none"> <li>▶ When the lease for this land expires in 2013 do not release but, return to open public space for enjoyment by the whole of the community</li> </ul> <p>Option 2</p> <ul style="list-style-type: none"> <li>▶ When the lease for this land expires in 2013 further liberalise the lease to provide increased community access</li> <li>▶ Reconstruct seawall and formalise a walkway/access way around the point with viewing platforms</li> <li>▶ Provide shade trees, seating and lighting on the Reserve</li> <li>▶ Investigate the option for new dinghy tie ups</li> </ul>
<p><b>Thomas Stephens Reserve</b></p> <p>The Reserve lacks community identity and visual character Existing trees are lifting the pavement and creating a trip hazard</p> <p>The pontoon in its temporary location detracts from passive recreation opportunities such as access to the beach and water</p> <p>Pasadena bins detract from amenity of the Reserve</p>	<ul style="list-style-type: none"> <li>▶ Initiate a design competition for the Reserve. Encourage participation by on and off shore residents</li> <li>▶ Investigate the relocation of the temporary pontoon and provide access to the water in the form of pavilion steps connecting the Reserve to Pittwater</li> <li>▶ Pasadena bins are to be stored out of sight</li> </ul>
<p><b>General Store and Wharf</b></p> <p>Wharf is cluttered and access is unclear</p> <p>Uncontrolled dinghy tie ups by customers to the general store</p> <p>Mercantile history is being lost</p> <p>Movement around the general store is unsafe</p>	<ul style="list-style-type: none"> <li>▶ Investigate the opportunities to relocate franchises and leases operating on the wharf to improve recognition of the transport hub</li> <li>▶ Apply a range of time limits to dinghy tie ups in order to maximise access to the general store and commercial area generally by users of marine craft</li> <li>▶ Document the mercantile history of the site and have it recognised</li> <li>▶ Investigate the provision of a curtilage around the general store to provide for extensive public access, both towards the car park and towards the commuter dinghy moorings</li> </ul>
<p>Existing wharf is cluttered and in a state of disrepair</p>	<p>Option 1</p> <ul style="list-style-type: none"> <li>▶ Refurbish the old wharf as per the Draft 2004 Master Plan and the Church Point Reserve Association in consultation with the State Transit Authority, current Ferry Operators and</li> </ul>

Issues	Option
	<p>aquatic users</p> <ul style="list-style-type: none"> <li>• Maintain the heritage elements identified in the 2003 Church Point Wharf Heritage Assessment and Heritage Impact Statement</li> <li>• Option 2 Maintain the heritage elements identified in the 2003 Church Point Wharf Heritage Assessment and Heritage Impact Statement</li> </ul> <p>Investigate alternative locations for a new wharf in consultation with State Transit Authority and the current ferry operators</p>

Issues	Option
	<p>how access can be made affordable to those that may have difficulty in securing a space on financial grounds</p> <ul style="list-style-type: none"> <li>• Investigate the feasibility of shuttle bus between Church Point and Mona Vale</li> </ul> <p>Option 3</p> <ul style="list-style-type: none"> <li>• Formalise the existing car park and provide residents with an annual parking permit which could be purchased from Council, as part of a user pays policy</li> <li>• Undertake a cost benefit analysis based on economic and social factors of users</li> <li>• Investigate policies of how spaces should be allocated and how access can be made affordable to those that may have difficulty in securing a space on financial ground</li> </ul> <p>Option 4</p> <ul style="list-style-type: none"> <li>• Relocate a portion of spaces to commuter wharf area and return land to public open space for recreational use. See Precinct 1, Issue, Insufficient parking</li> <li>• Establish a portion of car parking spaces adjacent to the Pasadena as maximum four hour paid parking for tourist and visitor parking during day time</li> <li>• Balance of 200 spaces to be made available at residential parking rates similar to pay structures of other Crown Reserves in Pittwater where Pittwater resident parking stickers do not apply</li> <li>• Limit unrestricted parking on surrounding streets to two to four hours</li> <li>• Investigate the feasibility of a shuttle bus between Church Point and Mona Vale</li> </ul> <p>Option 5 ( Long Term option )</p> <ul style="list-style-type: none"> <li>• Investigate options to provide carparking and commuter dinghy parking at Holmeport Marina</li> <li>• Prepare a staged masterplan which encompasses the provision of carparking and commuter dinghy parking at Holmeport Marina on a user pays basis</li> <li>• Investigate policies of how spaces should be allocated and how access can be made affordable to those that may have difficulty in securing a space on financial grounds</li> <li>• Return the existing car park to public open space for recreation</li> <li>• Investigate the feasibility of shuttle bus between Church Point and Mona Vale</li> </ul> <p>Option 6</p> <ul style="list-style-type: none"> <li>• Allocate 0.6 hectares of land to recreation within the boundaries of Church Point reserve</li> </ul>

### 5.3 Precinct 3

Issues	Option
<p><b>Overall</b></p> <p>Define disabled parking</p> <p>Provide a safe stop and pick up zone for car pooling and bus interchange</p> <p>There is insufficient parking to cater for visitors, residents and private use.</p> <p>Improve the use of the existing space</p> <p>The limited spaces for short term parking in the car park results in parking on surrounding streets</p> <p>Parking on surrounding streets must be managed</p> <p>Free resident parking on the Reserve is contrary to Public Reserves Principle that public reserves should be for the benefit of all the people of NSW.</p>	<ul style="list-style-type: none"> <li>• Allocate sufficient disabled parking spaces close to amenities</li> <li>• Encourage car pooling and the increased use of public transport</li> <li>• Upgrade the existing bus stop area with improved seating and lighting</li> </ul> <p>Option 1</p> <ul style="list-style-type: none"> <li>• Construct an underground car park with sufficient spaces to cater for residents, visitors and private uses. Parking spaces would be made available on a user pays system</li> <li>• Undertake a cost benefit analysis based on economic and social factors of users, including the economics, environmental approvals and long term viability of this option</li> <li>• Investigate policies of how spaces should be allocated and how access can be made affordable to those that may have difficulty in securing a space on financial grounds</li> <li>• Investigate the feasibility of shuttle bus between Church Point and Mona Vale</li> </ul> <p>Option 2</p> <ul style="list-style-type: none"> <li>• Construct a partially below ground and partially above ground car park with a corresponding raising of Pittwater road so as to provide a continuous and unobstructed view of the waterway. Parking spaces would be made available on a user pays system</li> <li>• Undertake a cost benefit analysis based on economic and social factors of users, including the economics, environmental approvals and long term viability of this option</li> <li>• Investigate policies of how spaces should be allocated and</li> </ul>



Issues	Option
<p>The amenity of the area is dominated by the car park</p> <p>There is poor directional signage between the car park, the commercial area and the dinghy tie up area</p>	<ul style="list-style-type: none"> <li data-bbox="626 197 1418 478">▶ Investigate and prepare a site management plan to               <ul style="list-style-type: none"> <li data-bbox="664 226 1418 317">- formalise the walk way around the car park linking the walk way from Mona Vale to the newly constructed walk way around Precinct 1 and 2</li> <li data-bbox="664 323 1418 413">-Partially infill the disused boat ramp at the southern end of the site in consultation with emergency services and landscape to take advantage of the views</li> <li data-bbox="664 420 1418 478">-The construction of a playground on the site and provide shade trees and seating</li> </ul> </li> <li data-bbox="626 506 1418 564">▶ Erect directions signs throughout directing visitors around the Precincts</li> </ul>

Appendix F – Presentation: Combined Meeting (4<sup>th</sup> December 2007)



# CHURCH POINT Public Stakeholder Meeting No 3

Public Presentation/Powerpoint  
Pittwater Council preferred Masterplan  
Church Point Plan of Management  
4/12/2007

- Welcome to the third public stakeholder meeting for the Church Point Plan of Management.
- Opportunity for Council to present ongoing evolution of forward strategy/masterplan for the Church Point Precinct.
- Residents of both Scotland Island and Church Point are in conflict about the use of foreshore land, access for vehicles and boats. This has made long term planning difficult and complex.



- Council and NSW Department of Lands have been seeking to develop a practical long term plan to guide the development and maintenance of the area
- Plan of Management a process to advance sensible triple bottom line approach to long term planning of area i.e. economic, social, environmental.
- Council is committed to developing a practical, long term strategic plan to guide the area appropriately and effectively.

## Principal Aims of POM

- To ensure ongoing access to public transport and the foreshore generally including ongoing upgrade and management of associated public facilities.
- To recognise and create a high level of natural foreshore and recreational amenity for users of the reserve and associated facilities.
- To provide the maximum possible spectrum of recreational opportunity for local residents, the broader residents of Pittwater and the people of NSW.
- To ensure ongoing responsible management of Crown land through the trustee and local “ownership” by onshore and offshore residents alike.

## HISTORY / EVOLUTION

In the beginning.....mainland, island and western foreshores.

1940 – 1970ish...Island offshore areas predominantly holiday location. Small full time local population given location, area of cheaper rental properties, limited parking requirements except for peak periods i.e. weekends.

1970 to now..... Many residents of both Church Point and Scotland Island now commuting to Sydney for work, or working from home. This has resulted in different requirements for parking, access and local recreational facilities

## Government Roles & Responsibilities

### Department of Lands

Management of Crown land for the zoned purpose of the reserve benefiting not only local residents but residents of NSW. Commercial and recreational opportunities of the land with a triple line outcome – economic, social and environmental.

### Council

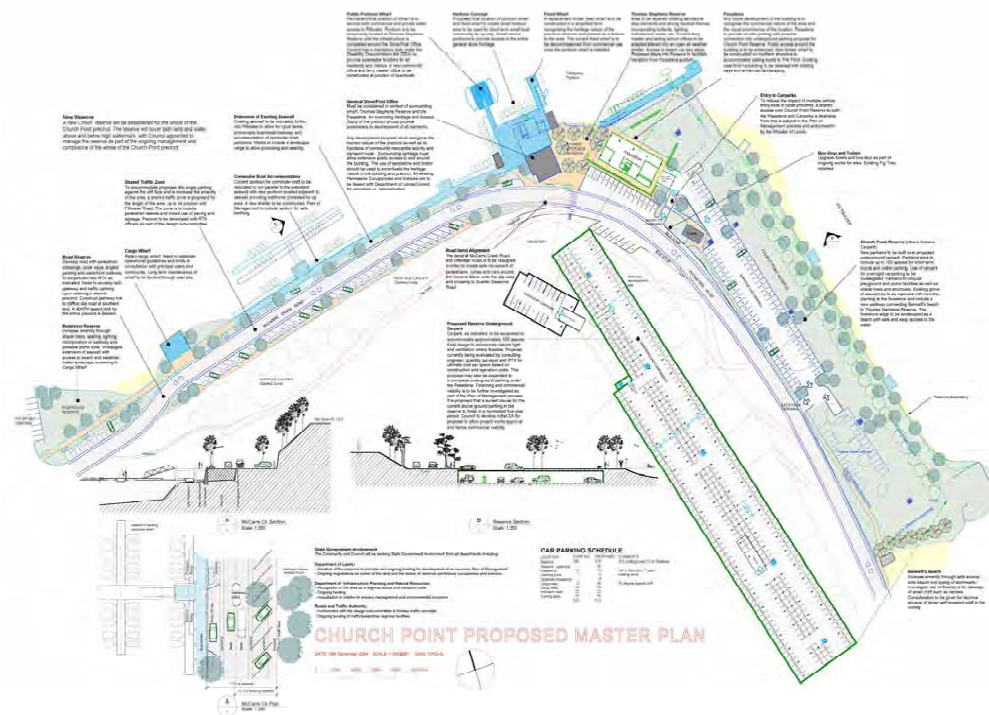
Council is Trust Manager of the reserve by Ministerial appointment, and therefore, its accountability extends beyond Pittwater LGA to the people of NSW. Needs to responsibly manage the land considering Crown purpose of reserve, amenity of local residents and ongoing role of the precinct as a point of carparking, access, commercial and recreational vitality for off-shore residents. Also need to consider opportunities for broader residents of Pittwater and wider metropolitan area for recreational opportunities.

## Management & Evolution of the Masterplan

- Councils, Warringah and Pittwater have managed area through trusteeship from the Crown (DOL).
- Church Point Offshore Liaison Committee created to provide advice to Council in the management of the area

## Management & Evolution of the Masterplan cont.....

- Church Point Design Group created as initial sub-committee of designers and local representatives to broker a way forward.
- Initial masterplan adopted in 2004 involving underground carpark for residents and redevelopment of commercial precinct and precinct one.



- Following commissioning of engineers and quantity surveyors an initial feasibility study proved the scheme unable to be built at reasonable economic cost or surety to Council or residents.
- RTA raised major concern with issue of 90° or parallel parking on McCarrs Creek Road (Precinct one).
- Various options were initially prepared widening the existing roadway and locating parking off the road.
- The current plan was prepared by off-shore representatives utilising the 2004 plan but redesigning elements to make them work generally through infilling into Pittwater.

- Consultant GHD currently commissioned to complete detail POM based on adopted masterplan outlining further management detail and process for achievement of masterplan.
- POM will need to be formally exhibited and presented to elected Council and the DOL for consideration and possible adoption.
- Individual works items as proposed by the POM will generally be subject to individual Development Applications that may be called by the State Government as significant development.
- Development of the area will be considered as part of the broader recreational spectrum of the Bayview/Mona Vale/Pittwater area.

## Current Preferred Masterplan

- Masterplan as adopted in 2004 plus alternatives to design problems and submissions were presented to Councils Senior Management Team and Department of Lands Reps.
- Council has received some 50 submissions to date from stakeholders.

- Intrinsic need for issues at Church Point to generally be solved at Church Point given ever increasing need for retention and use of open space located throughout Pittwater due to increasing population.
- Need to also cater for parking and access for the broader residents given recreational nature of Crown reserve and commercial/transport nodal character of the area. People need to be able to access the recreational opportunities of the area.

- The provision of further parking needs to be developed in a responsible way recognising the principles of good urban design, road and pathway design standards and the need to relate to the water and foreshore and most importantly the amenity of local residents.
- The plan as currently presented seeks to achieve these principles.

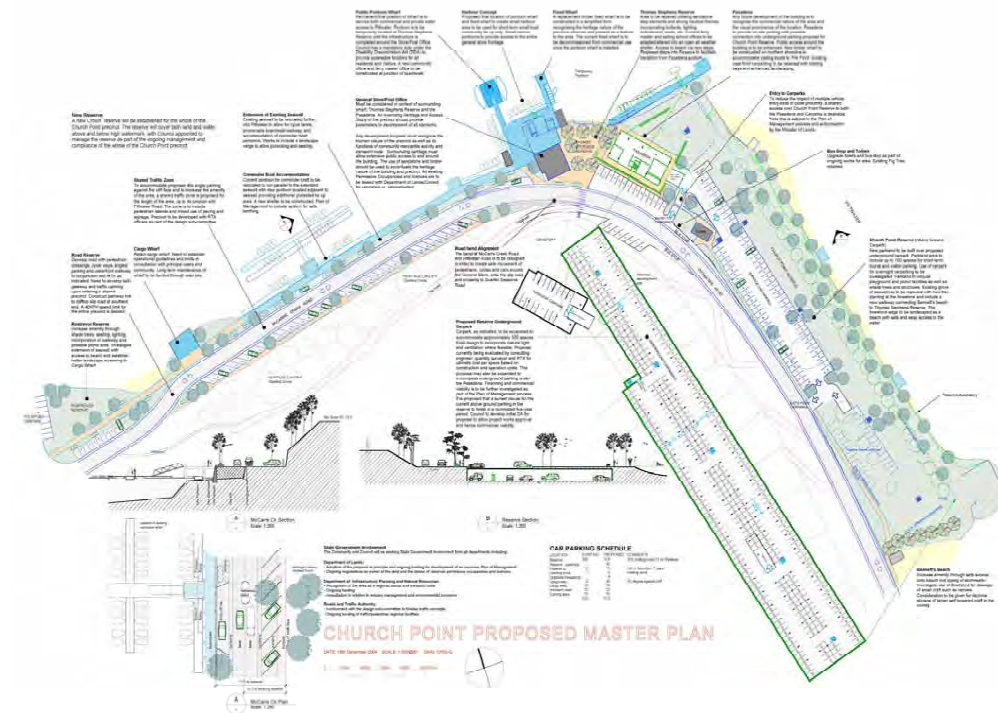


#### Precinct One – Carpark/Dinghy Tie-Up

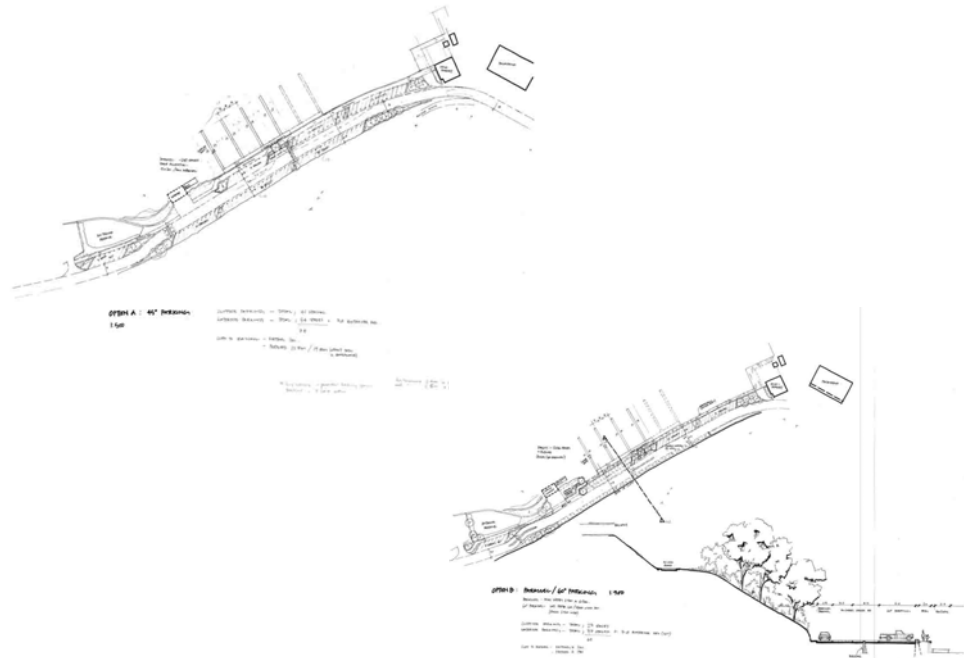
- Proposes stand alone carpark cell that requires partial filling into Pittwater (Max wall heights 3.5 to 4.0 metres).
- To include tie up facilities for dinghies based on floating pontoon concept as shown. 140 dinghies to be accommodated and managed through Council's current dinghy management system.
- Carpark design in principle favoured by Council's Traffic Committee given stand alone nature.
- Ross Trevor Reserve to be retained.

- Ongoing discussions with Holmeport Marina will be held with both Council and DOL in relation to achieving further public carparking through further development of the marina. Any further public parking achieved at the Marina will result in removal of the same amount of carparking from the main carpark/reserve and increase in overall parkland.
- The carpark located up the hill (south of Holmeport) will also be looked at to achieve further spaces through reconfiguration and minor works.

- Council's foreshore walkway will be expanded to continue across the frontage to the area.
- The area will be managed by a place manager/ranger to enforce compliance with management principles as proposed.







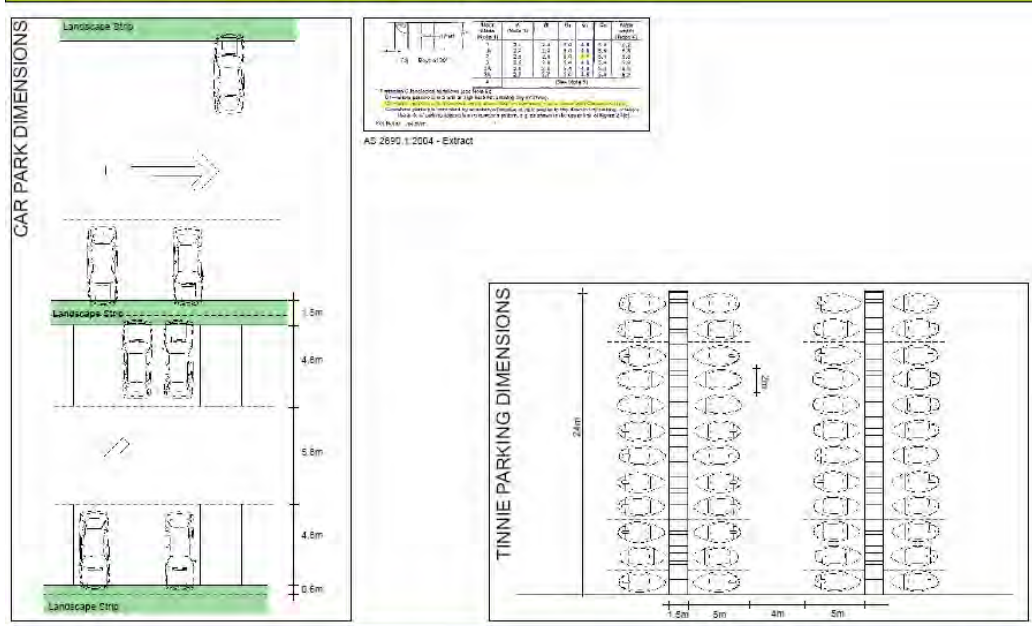
### Church Point Masterplan Option



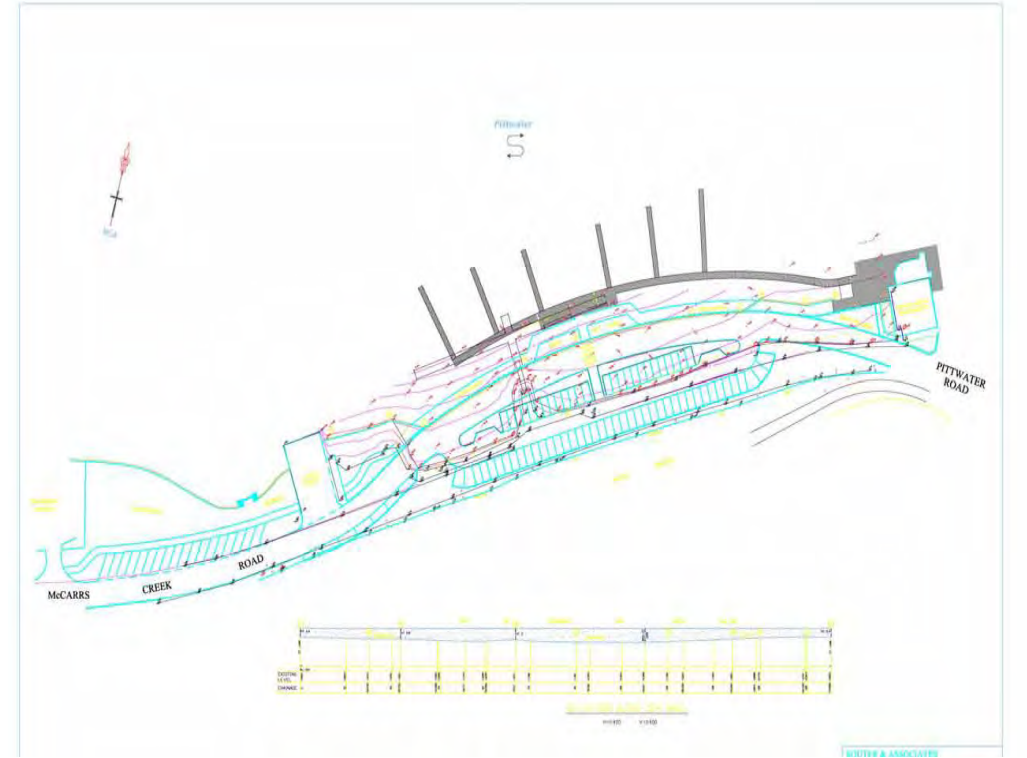
- Safety**
- Road realigned to improve site lines
  - Clear 'drop off' and crossing point
  - No 90 degree parking direct off of arterial road
  - No access ladders onto wharf
  - Prevent double / triple parking of commuter boats
- Aesthetic**
- Parking area softened through planting
  - Cars parked on cliff side, preserving drive by water views
  - Commuter Wharf realigned to match road curvature
  - Planted buffer between road and footpath
  - Suggest additional low level native planting to reinforce Spotted Gum area above cliff
  - Additional planting proposed in Rostrevor Reserve
  - Architecturally designed shelter
  - Planted screen to Cargo Wharf
- Environmental**
- Encourage small car usage
  - Propose translocating 2 small patches of Zostera sea grass identified by Marine Biologist
  - Holes caused by over crowding of boats, and rear anchors reduced
  - Additional car park spaces reduce over use of local streets for parking
- TOTAL CAR PARK SPACES IN PRECINCT 1 - 94**

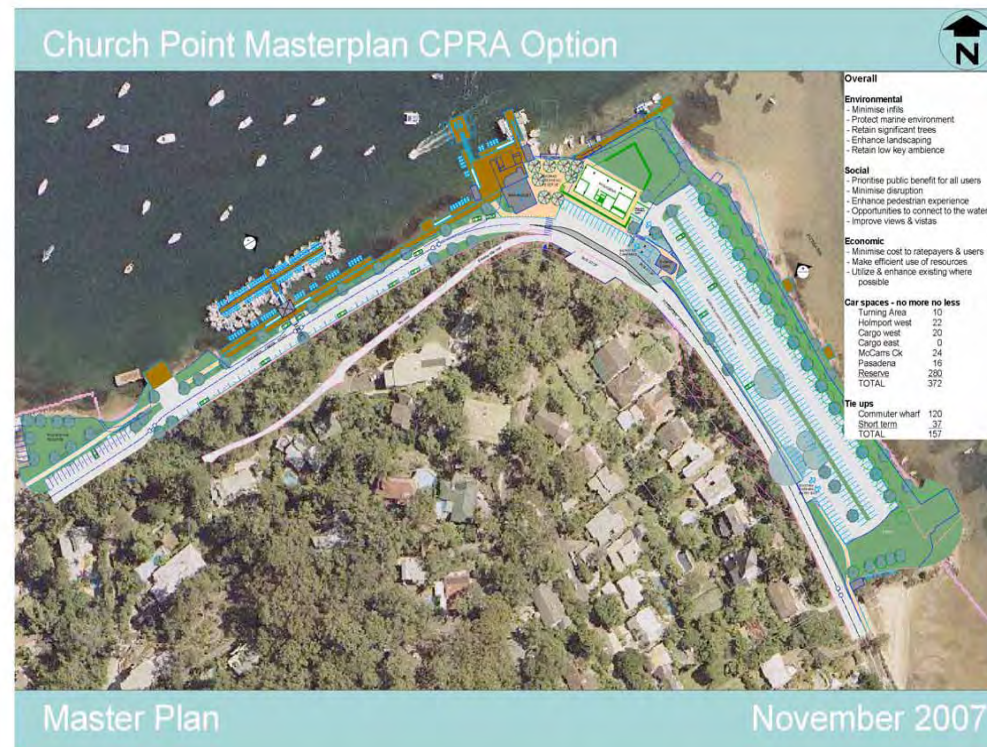
Precinct 1 November 2007

### Church Point Masterplan Option



Details May 2007





**Precinct Two – Commercial Area.**

- **General store to be redeveloped as per current consent and ultimately to include extended deck areas as indicated with relocated pontoon and restoration of heritage listed wharf.**
- **Thomas Stephens Reserve – upgrade to include improved access to the water repair to pavements, upgrade facilities such as seating, lighting, bins.**

**PASADENA**

**To be redeveloped as per approved plans. Public access around foreshore has recently been upgraded. Under the revised lease 1/3 of the land on the point will be returned to public ownership/use with 2/3 retained for functions associated with the Pasadena.**

**Upgrade of parking and front promenade.**





**Precinct Three – main Carpark.**

**Carpark area to be retained and foreshore filled as indicated.**

**Carpark redesign to include:**

- Location of disabled spaces closer to the commercial precinct.
- Upgrade of amenities building and bus-stop.
- Re-organisation of carspaces to cater for both small cars and larger vehicles based on assessment of current parking patterns.

- Establishment of boulevard park to waterfront featuring seating, lighting, pedestrian walkway/cycleway, foreshore area to be filled as indicated to widen frontage. Access to foreshore to be improved through access stairs and small jetties. Tree planting to be in line with existing trees to prevent view loss from adjacent residents.
- Creation of point parkland through infilling to be further increased as opportunities for increased parking develop i.e. Holmeport Marina, Bennet Beach and boatshed to be retained in current state.



### Church Point Masterplan Option

**Precinct 3**

**Safety**

- Clear access / egress from Car Park, and one way access through Car Park
- Disabled Spaces concentrated at Northern end of Car Park
- Boat Ramp reduced in size and retained for the use by emergency services and Kayakers
- Separate Motorbike / Bicycle parking
- Improved pedestrian access link along waters edge

**Aesthetic**

- Realigned Car Park, along with a small amount of fill, creates a wide (13-15m) area of recreational green space along water front
- Hedge planting on roadside screens cars and headlights
- Informal "rip rap" wall proposed as sea wall
- Creation of active recreational space and Bennetts Point

**Environmental**

- Encourage small car usage through provision of small car spaces
- Rip Rap wall preferred by fisheries
- Up to 40 spaces to become additional green space upon a future equal number of spaces for public use @ Holmeport Marina, under the same tenure as proposed for the main Church Point Car Park

**TOTAL CAR PARK SPACES IN PRECINCT 3 - 280 (inc 7 disabled spaces) + additional 7 motorbike spaces**

Precinct 3 November 2007

### Church Point Masterplan CPRA Option

**Overall**

**Environmental**

- Minimise villa's
- Protect marine environment
- Retain significant trees
- Enhance landscaping
- Retain low key ambience

**Social**

- Prioritise public benefit for all users
- Minimise disruption
- Enhance pedestrian experience
- Opportunities to connect to the water
- Improve views & vistas

**Economic**

- Minimise cost to ratepayers & users
- Make efficient use of resources
- Utilise & enhance existing where possible

**Car spaces - no more no less**

Turning Area	10
Holmeport west	22
Cargo west	20
Cargo east	0
McCarrs Ck	24
Pasadena	16
Reserve	280
TOTAL	372

**Tie ups**

Commuter wharf	100
Short term	37
TOTAL	137

Master Plan November 2007

## Car Parking numbers comparison

	Current	Proposed
Main Car park	302	280
Pasadena area	15	12
Commuter Cargo Area	21	94
Illegal spots	8	0
Holmeport to old bus turning circle	54	54
<b>Total</b>	<b>400</b>	<b>440</b>

**Council needs to plan for the future as well as existing uses. Additional carparking is necessary but must be accommodated within a precinct that is focussed on recreation and tourism**

- **There will be a number of opportunities for local residents and interested stakeholders to have input to this process prior to the adoption of a final plan of management by Council. These include:**
- **submissions during the public exhibition process**
- **Community information and feedback sessions**
- **Direct contact with Councillors prior to the vote on the final Plan of Management**

- **Any Plan of Management adopted by Council will need to also be approved by Department of Land staff for consideration, adoption and gazettal by the Minister for Lands.**

Appendix G – SIRA Off-Shore Residents Survey Summary (May 2007)



## OFFSHORE SURVEY SUMMARY FINDINGS

- The **aim of the survey** was to provide demographic information on the offshore community together with their views on transport, parking needs and proposed changes to the Church Point precinct in order that WPCA and SIRA could represent their members effectively and appropriately
- 596 surveys were distributed to households on the island, in the bays and on the western side of McCarrs Creek
- 330 completed surveys were received prior to the cut off return date being a **response rate of over 55%**
- Households included full time owner-residents and renters, and weekender/holiday home owners
- The majority of respondent households were **owners** (85.2%); and only 15.8% respondent households were weekenders
- The average **number of people** living in a household was 2.7 and the 330 households equated to 883 people living (full or part time) offshore in total
- **Ages** of offshore residents ranged from newborns to over seventies and the most common age group was the 51-60 years (baby boomers); 19.2% of residents were children under 15 years and 17.2% were over 60 years (seniors)
- Comparison with most recent available census data (2001) revealed that the current offshore population was not only **aging** but continuing to live offshore until an older age
- Respondents reported having 319 **vehicles** for use on the mainland with 283 of these parking at Church Point
- There were 290 **commuter boats** reported with 226 being moored at Church Point
- 86.8% people cited Church Point as their **primary transport interchange** with a majority of people commuting to the mainland 5 days/week
- The primary mode of transport to the mainland was via **commuter boat** followed by the ferry and the primary mode of transport on the mainland was by **car** and then bus
- There was a consensus that the **public transport** on the mainland was unsatisfactory in respect of frequency, hours of operation and destination
- Other **barriers to the use of public transport** included the need to transport petrol and LPG, animals, and large objects such as household appliances/furniture which are not permitted on public transport
- There was moderate interest in organised **car pooling** and/or **community cars**
- Over half the respondents would like a parking bay for waiting trucks at **Cargo Wharf** and there was some minor support for a security/surveillance system there
- A strong majority (69.4%) respondents would like the creation of **parking spaces along both sides of the road** between the mini-market and Holmport Marina
- There was strong support to return the **green area leased** by the Pasadena to open space or increase community access to it, after the current lease expires in 2013
- There were mixed responses in respect of the leaving the **temporary pontoon** at Church Point in place or moving it the other side of the mini-market with a moderately higher percentage favouring relocation
- Over 40% respondents were not in favour of an **alternate interchange** to Church Point however of the alternatives suggested, Bayview Public Wharf received more support than others
- 50.3% prefer the **carpark to stay the same** and 44.2% would be prepared to pay \$150/vehicle fee for non-exclusive use of the carpark and a boat space at the commuter wharf
- Attitudes towards the type of preferred built structure varied with a slight favouring of an above ground carpark
- Respondents indicated that they would be prepared to buy only 36 spaces in an underground carpark; or 75 spaces in a partially in ground one; and although they would be prepared to purchase 160 spaces in an above ground carpark, this represented only 133 vehicles currently using Church Point and an additional 27 vehicles currently parking elsewhere

Appendix H – Aquatic Ecology Survey: Proposed Commuter Wharf



# MARINE POLLUTION RESEARCH PTY LTD

Marine, Estuarine and Freshwater Ecology, Sediment and Water Quality Dynamics

A.B.N. 64 003 796 576

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TELEPHONE (02) 9997 6541 E-MAIL panink@iimetro.com.au

**Mr Mark Eriksson**

**Pittwater Council**

**PO Box 882**

**MONA VALE NSW 1660**

**3 December 2007**

Dear Mark,

## **AQUATIC ECOLOGY SURVEY**

### **PROPOSED COMMUTER WHARF**

#### **CHURCH POINT MASTERPLAN, CHURCH POINT**

## **1. INTRODUCTION**

Pittwater Council requested a preliminary survey of possible aquatic ecological constraints and opportunities arising from proposed road realignment works and commuter wharf refurbishments plus expansion shown on a plan prepared by Souter and Associates Pty Ltd titled "Plan showing seabed details & topographic details with overlay of proposed waterfront facilities at Church Point, LGA Pittwater" dated 13 November 2007. The plan shows the existing road and cargo wharf reclamations plus the existing commuter wharf with an overlay of the proposed works. The proposed works (in regard to aquatic ecological assessment) are as follows:

- Additional reclamation to provide for a road re-alignment plus off-road parking bays. The reclamation would be held by a constructed seawall.
- A board-walk over the shallows off the constructed seawall to allow pedestrian access along-side the roadway.

- 2 -

- An expanded commuter vessel facility comprising floating pontoon pens and floating walkway connections with ramps leading to the parking bays and to the Church Point Public Reserve/Shops.

The site is located at Church Point on the south western side of Pittwater, at the entrance of McCarrs Creek. The site faces approximately north. The existing road and cargo wharf reclamations are supported by a mixture of rock seawalls and rock rubble revetments in various states of repair. Much of the original rock revetment rubble would appear to have migrated down-slope and now forms an elongated intertidal mixed rock rubble and muddy-sand substratum.

With respect to expected marine vegetation, West et al (1985) found no seagrass in this location during their field inspections in 1981.

## **2. SURVEY METHODS**

A dive survey to map out the main ecological habitats was undertaken on the 27<sup>th</sup> of November 2007. The survey was undertaken in the company of a Souter and Associates Pty Ltd registered surveyor who surveyed in the seagrass bed limits, as delineated by me.

## **3. SURVEY RESULTS**

As noted in the Introduction, Souter and Associates produced a plan of the existing and proposed marine and riparian infrastructure and they superimposed the survey results of the seagrass mapping onto this plan. An electronic copy of this plan was provided to me and I prepared a simplified aquatic habitat mapping plan from that plan which is attached to this report as Fig 1. Note that the main Souter and Associates plan should be consulted for accurate survey detail. The main aquatic habitats are shown in Fig 1 and the aquatic ecology of the site is summarised as follows:

- The riparian portion of the road and Cargo Wharf reclamations comprises low sandstone rubble seawalls at the Church Point Mini-market end and a large rock rubble revetment at the cargo Wharf end. There is a north facing extension of fill at the centre of the study area which provides access to the off-shore floating commuter wharf via a ramp. In between there are various portions of exposed fill and intact rock rubble seawall. There is no saltmarsh (or any other) vegetation along the seawall.

- The intertidal zone comprises a varying width rock rubble zone which supports a variety of molluscs and there is a more or less distinct oyster band. There are no mangroves and there is no substantial algae growth on the intertidal rocks, although there were a few isolated Neptune's Necklace algae attached to rocks towards the Mini-mart.
- Off-shore from the rock rubble the seabed becomes silty-sand on the eastern side of the commuter wharf walkway reclamation and soft muddy-sand on the western side of the walkway reclamation. The soft mud would appear to be settled silts from McCarrs Creek which have been trapped in the sheltered embayment between the Cargo Wharf and the Commuter Wharf Walkway.
- There is some short tufted *Zostera* seagrass on the soft intertidal mud west of the Commuter Wharf reclamation. This becomes a more conventional *Zostera* seagrass bed located approximately between the -1 m AHD contour and the -2 m contour. About quarter of this bed (the western deeper quarter) also has scattered *Posidonia australis* shoots. There are around 20 isolated shoots in total.
- There is another sub-tidal bed of *Zostera* seagrass to the east of the Commuter Wharf reclamation, also confined more or less between the -1 and -2 m AHD contours. This bed also supports Paddle Weed (*Halophila*).
- There is an uneven and patchy *Posidonia australis* seagrass bed to the east of the present floating Commuter Wharf. It is located in an area of around 10 m width and 20 m length (i.e., around 200 m<sup>2</sup> seabed area) and is more or less confined between the -2 and -4 m AHD contours with some shallower distribution at the western end and some deeper runners down the slope towards the north. The bed is fragmented at the western end and whilst the distribution of *Posidonia* shoots is patchy the overall density is relatively even.
- East of the *Posidonia* bed and on the deeper side of the *Zostera* bed there is isolated rock rubble plus various items of construction material scattered over the sub-tidal silty-sand seafloor which supports *Sargassum* algae.
- There is a relatively even distribution of the declared pest weed species *Caulerpa taxifolia* in the shallows confined more or less between the -1 and -2 m AHD contours. This bed extends from Church Point Reserve to the east, under the public wharves and Mini-market at Church Point and west to at least Cargo Wharf (the limit of this survey). Whilst the

bed is relatively dense around the Public Wharves and Mini-market it is less dense to the west of the mini-market and would not appear to be smothering *Zostera* seagrass. Rather it forms a mosaic with the *Zostera* (and in some cases with *Halophila*). Whilst there is some *Caulerpa* amongst the *Posidonia* the overall low density of *Posidonia* means that the *Caulerpa* occurs as a scattered understory plant.

#### 4. CONSTRAINTS AND OPPORTUNITIES

The Pittwater Council Church Point Master Plan being assessed in this report is based on extensive community consultation to (i) balance existing needs for expanding and improving the safety of overall commuter and pedestrian access, (ii) provide a balanced solution for the parking and parkland conflicts of the precinct and (iii) protecting the amenity of neighbouring stakeholders, all whilst protecting, possibly enhancing or at least minimising riparian and aquatic ecological impacts. Previous proposals for the Commuter wharf included configurations retaining the present commuter wharf with extension of floating pontoon units to the east plus addition of a set of shallow in-shore pontoons south of the existing eastern arm.

The aquatic ecology of the seabed in relation to the proposal may be summarised as follows:

- There are no mangrove stands or saltmarsh plants at or in the vicinity of the subject property.
- There are no aquacultural activities or commercial fishing (hauling or meshing) in the locality (EPA 1992).
- The listed pest algae species *Caulerpa taxifolia* occurs but is not 'invasive' in the sense of overwhelming existing seagrass beds or plants.
- No threatened species as currently listed under the Fisheries Management Act (1994) were observed within the area. It is also concluded that the aquatic habitats at this locality do not constitute specific habitat for threatened aquatic species. The habitats also do not provide significant habitat for species protected under the Commonwealth EPBC Act.
- Whilst no seagrass were recorded from the site in the NSW Fisheries' surveys undertaken in 1981, there are now strip beds of *Zostera*, one bed of *Posidonia* plus some scattered isolated *Posidonia* plants established on the shallow muddy sand and steep slope of the toe of the original cut and fill for the road plus wharf fill sections.

With regard to marine facility constraints for the location, it would appear that any proposal to expand or modify the existing commuter wharf and existing road alignment for pedestrian safety would of necessity impinge on the existing seagrass beds (which themselves appear to have colonised earlier shallows and slopes created as part of the previous road and reclamation construction works). That is, short of moving the whole commuter vessel parking arrangement completely away from its present location, any proposal which balances out present commuter vessel mooring needs against retention of public plus private amenity would result in seagrass loss. On balance, however, there are known areas of *Posidonia* loss in the seagrass beds located off-shore from the Church Point Reserve and there are thus opportunities to transplant seagrass from the present location for use in remediating these overall more extensive (and thus more valuable habitat) beds. There are a number of existing precedents for the transplanting of *Posidonia* seagrass, with several approved projects currently underway (one major transplanting project associated with Port Botany expansion in Botany Bay and a smaller project in Pittwater at Newport).

With regard to loss of intertidal and shallow sub-tidal rock rubble habitat the project would be providing rock sandstone habitat, at least in the form of rock seawall facing similar to other rock seawalls along the southern public foreshore of Pittwater, and there are a number of seawall habitat enhancement methods (such as provision of sub-tidal crevices or placement of rock rubble at the foot of the seawall which could be applied. These methods have been successfully applied in Pittwater and elsewhere in Sydney Harbour.

It should also be noted that the wetted surface areas of floating pontoons and walkways provide valuable hard substratum habitat (NWS Fisheries 1999) for colonising by encrusting organisms, including marine algae (as observed on the present pontoons).

#### 4.1 Possible Impacts associated with the Present Proposal

The proposed works would impact on the present aquatic ecology of the locality in a number of ways and the impacts could also be mitigated to some extent:

- There would be a direct loss to reclamation of about half the *Zostera* seagrass bed to the west of the present commuter wharf reclamation and a further quarter of the bed would be shaded by a board walk. Based on my inspection of the current distribution of seagrass in the locality in relation to current shading impacts by floating pontoons and moored vessels I conclude that the boardwalk-shaded *Zostera* seagrass would not be significantly impacted by shading, by virtue of the orientation of

the bed and boardwalk to prevailing sunlight. There would however be some additional *Zostera* loss to pile placement for the boardwalk. The *Posidonia* shoots within this bed would most probably not be impacted by the works, as they are distributed in the deeper portions of the western half of the existing *Zostera* bed.

- About two thirds of the eastern *Zostera* bed as well as a small shallow portion of the eastern *Posidonia* bed would be lost to reclamation. The boardwalk and floating walkway would shade an additional small portion of the *Zostera* bed and would shade the outer part of the *Posidonia* bed. As per the reasoning above, it is concluded that the boardwalk shading would most probably not impact the *Posidonia* bed. However, there would be some *Posidonia* lost to placement of piles for the boardwalk and there is likely to be a shading impact on the deepest part of the *Posidonia* distribution, by virtue of the shading from the floating walkway to the north of the bed. As an estimate, about half the *Posidonia* bed could be expected to be lost to reclamation, pile placement and shading.
- Mitigation for the loss of *Zostera* beds could be achieved by transplanting of *Zostera* to 'blow-outs' in the larger more intact bed off Church Point Reserve and this is recommended. However, it is also recommended that transplanting be undertaken with an emphasis on successful remediation of blow-outs' at the recipient site rather than an emphasis on moving all *Zostera* from the donor site. That is, any *Zostera* remediation work should (i) make use of the *Zostera* donor material which would provide the greatest transplant success and (ii) only be used in recipient blow-outs sites where it is unlikely that transplanted *Zostera* would be rapidly eroded away by natural processes; in effect shallow in-shore sites).
- Mitigation for the loss of *Posidonia* beds and plants could be achieved by transplanting all possibly impacts plants to blow-outs in the Church Point Reserve bed, also with an emphasis on achieving transplant success. This would include matching donor plants to recipient sites (in terms of substratum depth and physical character).

By virtue of the proximity to seagrass and *Caulerpa* beds, there is also a potential for disturbance of the seagrass or of *Caulerpa* arising from construction works. Disturbance of seagrass can be minimised to insignificance by implementation of best construction practice and by instructing all employees, contractors, sub-contractors and lessees that:

- There will be no stockpiling of construction materials on the seabed.
- No vessel is moored with anchor gear located in the seagrass area, as described in this report.
- In order to minimise wash and to prevent bottom scouring, towing or pushing vessels must not use excessive power to manoeuvre barges into place in the vicinity of the seagrass bed.

With regard to management of *Caulerpa*, the two main aims would be (i) to minimise the disturbance and fragmentation of the existing *Caulerpa* in-situ and (ii) to prevent the wider spread of *Caulerpa* via fragments carried away from the site on construction vessels or via other means. These aims can be achieved by the implementation of a *Caulerpa* Management Plan (CMP) which would need to be prepared (and most likely approved by DPI Fisheries) prior to commencement of construction works. The CMP would need to be prepared during the detailed construction planning phase for the project.

With regard to loss of intertidal to shallow sub-tidal rock rubble habitat it is recommended that any final reclamation seawall treatment include rock habitat enhancement treatments (either rock rubble toes or inclusion of designed crevice habitat). Some of the sub-tidal isolated rock with attached Sargassum could be transplanted in-situ away from the proposed works provided they were placed in other areas of isolated rock with attached Sargassum. In fact, an overall better habitat complexity for the locality could be achieved by massing some of the isolated rocks together to form a small rock reef.

## 5. SUMMARY AND CONCLUSIONS

It is concluded that the proposed reclamation and marine facility works for the western portion of the Church Point Masterplan between the mini-mart and Cargo Wharf would result in the loss of *Zostera* plus *Posidonia* seagrass and the loss of intertidal and shallow sub-tidal rock habitat. The proposal does not include dredging. The marine vegetation losses would appear to be intrinsic to this and other options previously assessed for the Masterplan and would thus appear to be unavoidable (i.e., with respect to balancing out the total needs and conflicts being addressed by the Masterplan).

As the beds are isolated from other larger seagrass beds in southern Pittwater and are located in very close proximity to regular commuter vessel traffic, it is concluded that the beds do not provide significant habitat for fish and other aquatic assemblages in Pittwater. It is also concluded that these seagrass beds and the rock rubble habitats do not provide habitat for fish

listed under the threatened species provisions of the Fisheries management Act or under the Commonwealth EPBC.

Notwithstanding these conclusions, the beds and rocky rubble do provide useful aquatic habitat and there are a number of remediation measures available to mitigate these losses, including remediation of seagrass beds off Church Point Reserve using available *Zostera* and *Posidonia* from the proposed western works. There are also a number of habitat enhancement treatments available for the provision of the rock seawall habitat and for moving isolated rock rubble with attached algae to form reef structures at the construction site.

The reclamation works may require a permit for reclamation under the Fisheries Management Act 1994 (FMA) and the loss of seagrass to the works would require a permit under the FMA. A scientific permit may be required to remove and transplant seagrass for the proposal although this could become part of the FMA permit to 'harm' marine vegetation.

It is concluded that the works could be undertaken in such a way so as to achieve the aims of aquatic ecological conservation of the Fisheries Management Act (1994) - as summarised in NSW Fisheries 1999 - and the aims of aquatic ecological conservation of Pittwater 21.

## 6. REFERENCES

EPA (1992)

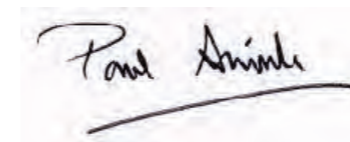
Coastal resource atlas for oil spills in Broken Bay, Pittwater and the Hawkesbury River. NSW EPA. March 1992.

NSW Fisheries (1999)

Policy and Guidelines. Aquatic Habitat Management and Fish Conservation (Eds A K Smith and D A Pollard) NSW Fisheries, Port Stephens Research Centre 86 pp.

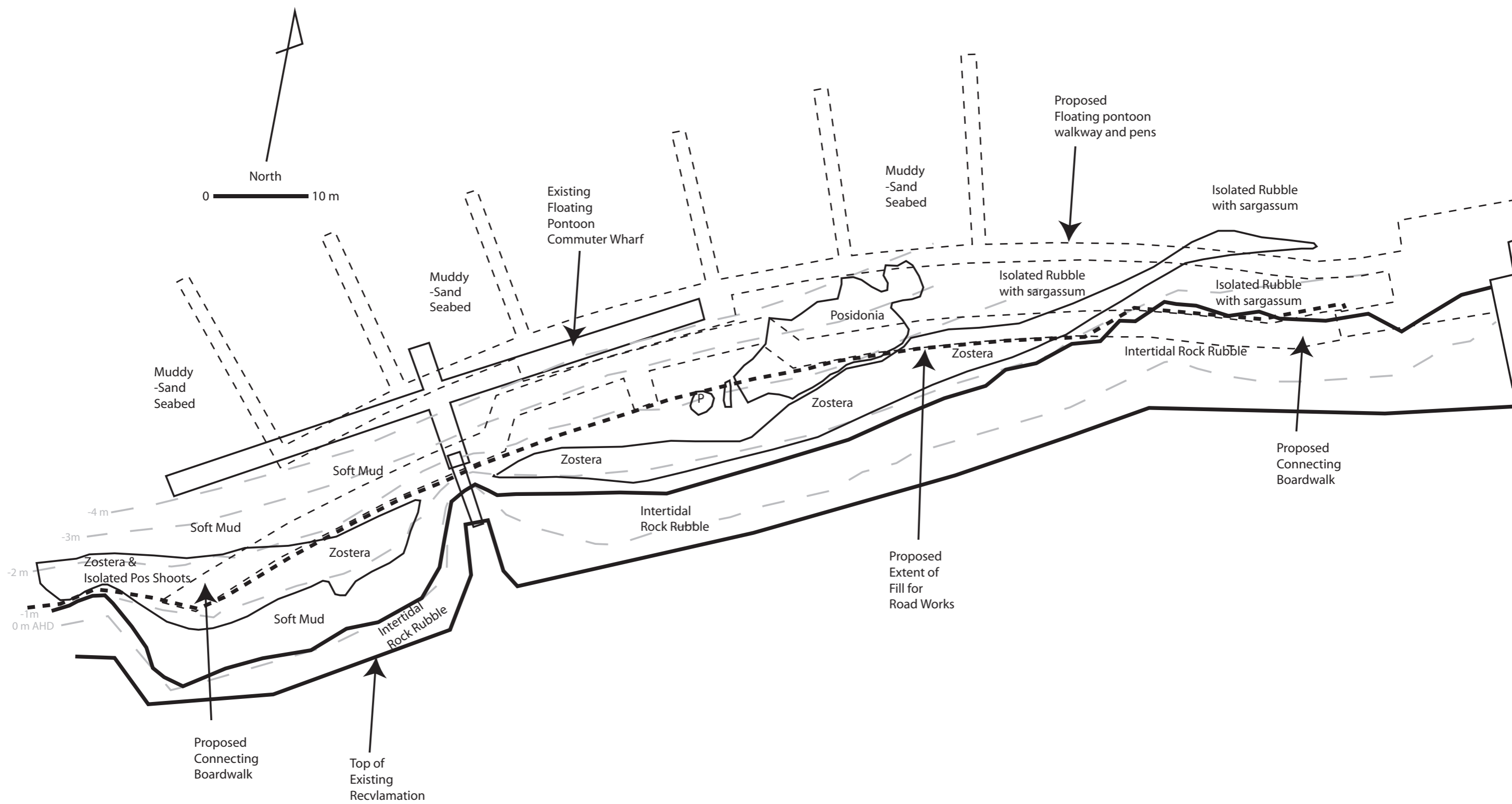
West R J, Thorogood C, Walford T, Williams R J (1985)

An estuarine inventory for New South Wales. Fisheries Bulletin No 2. Dept of Agriculture, NSW Sydney 165 pp.



Paul Anink  
Aquatic Ecologist

3 December 2007



**Fig 1 Proposed Reclamation and Marine Facilities - Church Point Commuter Wharf**

Appendix I – McCarrs Creek Road Car Park: Proposed Upper Deck  
Sketch



Bayview - Church Point Residents  
Association Incorporated

KEEPING BAYVIEW - CHURCH POINT BEAUTIFUL  
Correspondence: P.O. Box 767, Mona Vale NSW 1660

30 April 2008

Mr John Filocamo  
Program Manager, Land Administration  
Sydney Region Office – Crown Lands Division  
Department of Lands  
PO Box 3935  
PARRAMATTA NSW 2124



Dear John

**CHURCH POINT PLAN OF MANAGEMENT**

Thank you for your letter of 22 April 2008.

Further to the last paragraph of your letter, we enclose drawings of our “roof over” suggestion for the proposed parking area along McCarrs Creek Road.

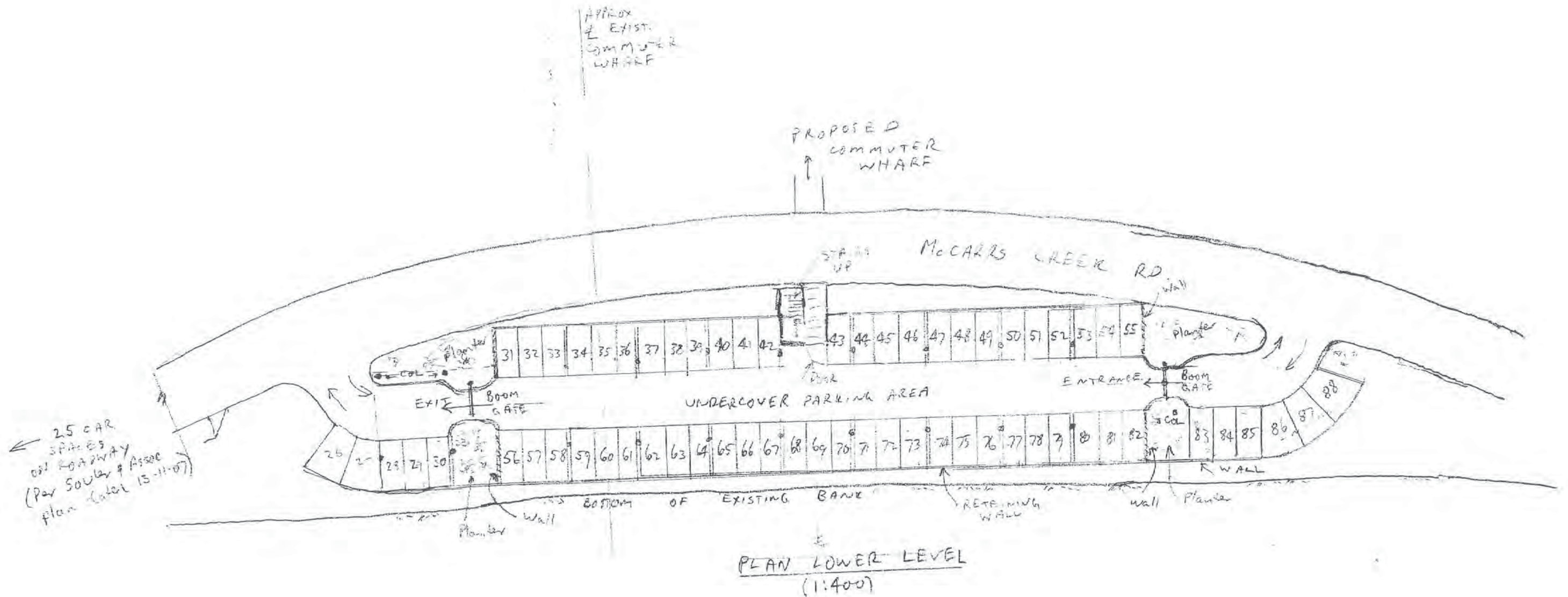
These drawings show 149 parking spaces [including 52 undercover] compared with the current Council proposal of 94 car spaces. Based on survey information, we believe that the demand from “off-shore” residents for user-pays undercover car spaces in this location, will far exceed the 52 spaces shown on the drawings. An intermediate additional floor of some 50 undercover car spaces could be provided – entry and exit would be by a ramp from the “slip road” that services the residents of 3-21 McCarrs Creek Road. for the roof “open-air” parking area.

We would hope sincerely that the economic viability of our proposal could be evaluated **before** the Plan of Management is adopted.

Yours Sincerely

F.J.Makin  
President

Copy: Mr Mark Ericksson Pittwater Council , Ms Monique Roser GHD Pty Ltd  
Letter only: The Honourable Tony Kelly MLC Minister for Lands  
Mr Warwick Watkins Director General of Lands  
Mr Rob Stokes MP Member for Pittwater  
Mr Mark Ferguson General Manager Pittwater Council  
All Pittwater Councillors



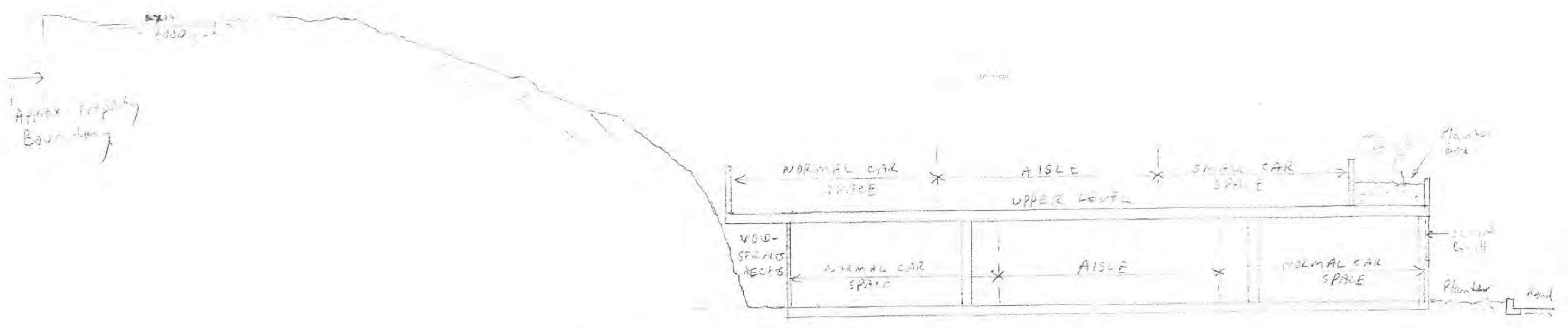
CARPARKS

ROADWAY TO WEST	25 CARS
LOWER LEVEL	63 CARS (incl. 52 undercover)
UPPER LEVEL	61 CARS (incl. 29 small car spaces)
TOTAL	<u>149 CARS</u>

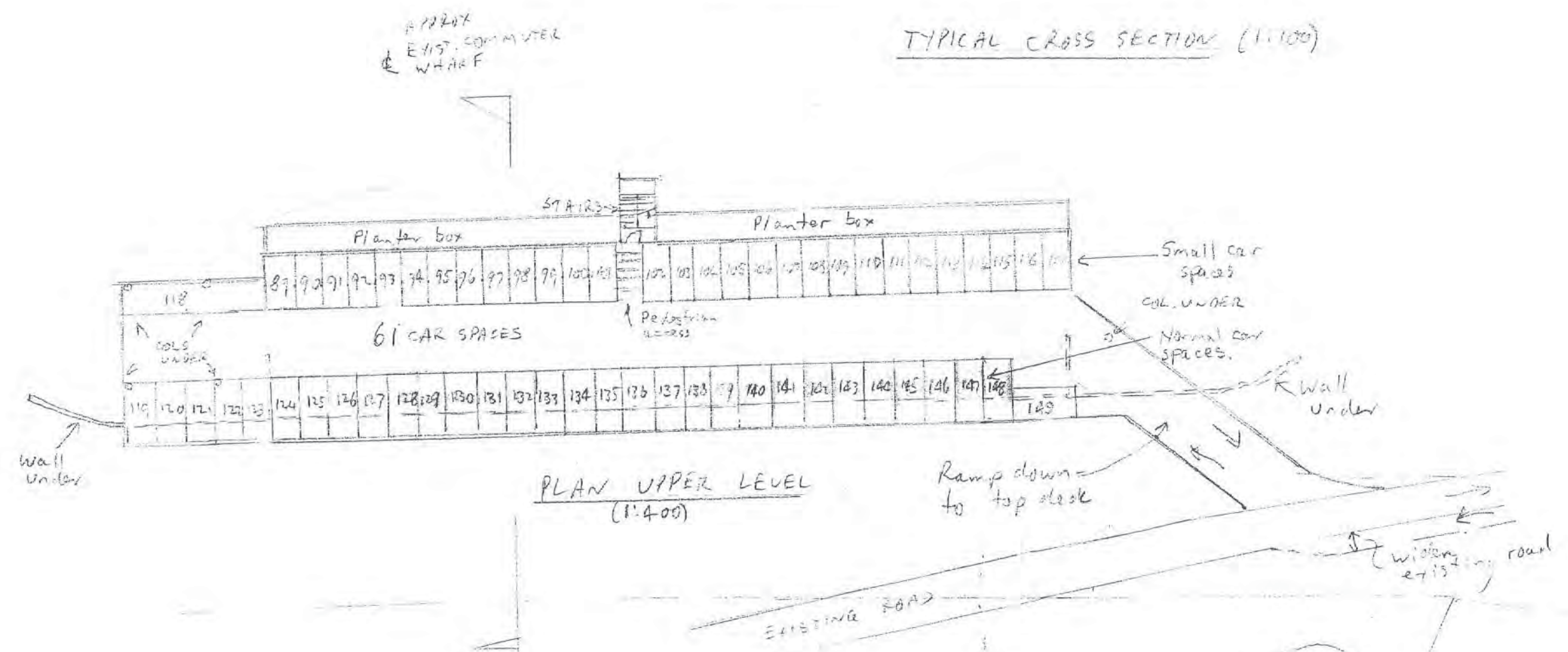
CHURCH POINT  
 CARPARK SCHEME  
 SHEET 1 of 2

ISSUE 1  
 30/4/08





TYPICAL CROSS SECTION (1:100)



PLAN UPPER LEVEL (1:400)

No. 3,  
McCaris CU Rd.

CHURCH POINT  
CAR PARK SCHEME  
SHEET 2. of 2.

ISSUE 1.  
30/4/08



VIEW 1: Western car park on McCarrs Creek Road incorporating suspended deck - Artist Impression from proposed central deck



VIEW 2: Western car park on McCarrs Creek Road incorporating suspended deck - Artist Impression from Pittwater

Appendix J – Aquatic Ecology Survey: Precincts 2 & 3, Church Point  
(April 2009)

# MARINE POLLUTION RESEARCH PTY LTD

Marine, Estuarine and Freshwater Ecology, Sediment and Water Quality Dynamics

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Mr Mark Eriksson

Pittwater Council

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MONA VALE NSW 1660

19 April 2009

## ADDITIONAL AQUATIC ECOLOGY SURVEY

### PRECINCTS 2 AND 3

#### CHURCH POINT MASTERPLAN, CHURCH POINT



#### Frontis

Aerial view of Church Point showing Commuter Wharf in Precinct 1, shops, wharves plus Pasadena in Precinct 2 and the Car park plus foreshore parkland, intertidal sand flats and *Zostera* beds in Precinct 3.

- 2 -

## 1. INTRODUCTION

Pittwater Council requested Marine Pollution Research Pty Ltd (MPR) to prepare an aquatic ecological impact report arising from the adopted Church Point Masterplan comprising three precincts:

- Precinct 1 from Rostrevor Reserve to Church Point shops,
- Precinct 2 covering the Church Point shops, Thomas Stephens Reserve and the Pasadena,
- Precinct 3 incorporating the public reserve car park and parkland originally built onto reclaimed land.

The site is located at Church Point on the south western side of Pittwater, at the entrance of McCarrs Creek. The site faces approximately north and north-east. The area covered by this Masterplan is shown in Appendix A (attached) and the cover photograph (above) is a general aerial view of the location, showing the built structures in the Masterplan area. Note that this aerial photograph shows the Precinct 2 shop layout prior to recent approved refurbishment works.

An earlier report was prepared by MPR to cover the Precinct 1 aquatic ecology impacts (MPR 2007) and the present report was prepared to consider the possible aquatic ecology impacts for Precincts 2 and 3. This present report follows on from several field investigations undertaken by MPR in the past to provide overall constraints and opportunities advice for the Committee overseeing the production of the Masterplan and provides an overview of the aquatic ecological communities in the Precinct 2 and 3 areas as at 12 March 2009 (when final field surveys were undertaken).

With regard to the overall intentions for Precincts 2 and 3 in relation to possible aquatic ecological impacts, the following construction elements are relevant:

#### Precinct 2 (see Precinct 2 Masterplan in Appendix A)

- The Council proposes to build out some further public wharf/deck facilities around the recently completed shop plus deck refurbishment works, and relocate the public wharf pontoon and associated ramp from its present temporary position to the east of Thomas Stephens Reserve to the western side of the refurbished shop.
- Council also propose to provide a boardwalk along the front of the Pasadena lease area to link Thomas Stephens Reserve to the existing foreshore walk in front of the Pasadena. This boardwalk connection would be built out over the existing seawall, as there is currently insufficient room for safe pedestrian egress at the interface between the reserve and the public land fronting the Pasadena.

Precinct 3 ((see Precinct 3 Masterplan in Appendix A)

- The Precinct 3 works includes refurbishment of the currently unsafe and eroding car park seawall, which comprises dumped and loose construction rubble plus rock. A sandstone seawall would be constructed to match the present sandstone seawall treatment Council has been progressively constructing along the public foreshore of Pittwater, between the Bayview Sea-scout hall and the Church Point car park.
- There would be some additional foreshore reclamation to broaden the park so as to meet the combined community requirements for parking plus recreational green space.

## 2. SURVEY METHODS

As noted above, there have been several combined dive and walk-over surveys undertaken to map out the main ecological habitats for the production of the Masterplan, and a final dive and walkover survey was undertaken on 12 March 2009 to confirm current seagrass bed species. This survey was undertaken to complete the mapping of seagrass beds originally undertaken in the company of a Souter and Associates Pty Ltd registered surveyors (see Souter & Associates plan 27-94 dated 28 February 2008 and amended 6 March 2009). The amended plan includes an indication of the Proposed Council Reservation plus an indication of the proposed reclamation required along the Precinct 3 foreshore.

## 3. SURVEY RESULTS

In general terms the aquatic habitats of the seabed fronting the built structures in Precincts 2 and 3 comprise intertidal rock rubble and rock seawalls, concrete boat ramps and pontoons, mixed sandy and muddy intertidal flats with scattered patches of *Zostera* seagrass and a sub-tidal sandy and muddy seabed offshore which supports a mixed seagrass bed of *Zostera* and *Posidonia* inshore and predominantly *Posidonia* in deeper waters off-shore. There are marine facilities in Precinct 2 supported on wooden piles that provide additional hard substratum habitat. There are patches plus scattered plants of the declared pest algae species *Caulerpa taxifolia* located throughout the shallows (generally below -1 m SHD depth). The general disposition of these habitats is indicated in the Souter plan. Note that all the seagrass beds shown within the intertidal area (i.e., at depths higher than -0.925 m AHD) comprise short tufted *Zostera* with patches of *Caulerpa* only occurring towards the deeper edges of the distribution.

### 3.1 Precinct 3 Aquatic Habitats

Precinct 3 comprises a large area of reclamation supporting a public car park plus surrounding parkland. It is bounded by a broad sand flat at the south-eastern end (Figures 1 and 2), by a broad mud and sand flat along the north-east face, and by the Pasadena lease holding at the north-western end (Frontis). The car parking area is separated from the foreshore parkland by a line of mature planted She-oaks and there are numerous self seeded She-oaks growing along the foreshore (Figure 3).

There are two disused concrete boat ramps, a large ramp (some 37 m long by 14 m wide) at the south-eastern end of the car park (Figures 4 and 5) and a smaller ramp (7 m by 4 m) towards the north-western end. The large boat ramp is supported by fill and is buttressed by mixed and loose rock and building rubble including concrete slab sections, road curb sections and some pieces of gravel/tar road sections. Similar loose dumped rock and construction rubble has been used to support the remaining Precinct 3 car park area (see Figures 6 and 7).

The width of the intertidal flat (as defined by the distance from shore to the 0 m ISLW tide contour, which equates to a -0.925 m AHD contour) is about 25 m measured along the western edge of the large boat ramp at the eastern end of the car park. The sand flat west of this line broadens out to about 76 m off the smaller concrete ramp at the western end of the car park. It also broadens out for some 89 m to the east of the eastern boat ramp, as measured along the proposed Council Reservation line shown on the Souter plan.

For most of the car park there is no formal drainage, and accumulated stormwater infiltrates through the fill material then drains out through the rock rubble revetment (Figure 7).

In many cases this seep drainage is sufficient to support small patches of short tufted *Zostera* growing on firm sand (Figure 8), and in several places the seepage is sufficient to support a larger bed of short tufted *Zostera* embedded in soft silty mud (Figure 9).

The combination of unstructured rock rubble plus site seepage, and the fact that the north-east facing rubble shore is open to direct wind wave action from the east to north-east (with a fetch up to 2 km) has resulted in destabilisation and mobilisation of the rock, spreading some over the in-shore sand flat (Figures 10 and 11) and bank erosion under the rock rubble along most of the shore line.

The combination of wave mediated erosion plus seepage aided erosion has undermined or destabilised the bank behind the fill and in some places has destabilised some of the self-seeded she-oaks growing along the edge of the car park (Figures 12 to 14).

The overall exposure to wind wave action from the east to north-east, plus the oblique angle of the foreshore to the long fetch wind waves from the south and south-east is probably also responsible for an overall long-shore drift of sand from the east to the west, resulting in the development of a sandy beach plus sand spit at the western end of the Precinct (see Figures 15 and 16).

Whilst this beach and associated sand bar is the broadest section of the foreshore sand flat along the north-east face of Precinct 3, it does not extend further west than the Precinct, and there is a relatively abrupt drop-off to deeper waters on the western side of the sand bar. This can be clearly seen on the Souter plan and can also be seen on the aerial photograph at the front of this report. There are *Zostera* beds developed in the deeper areas west of the sand bar and these extend back into shore and along the seawall extending west at Precinct 2 (see below).

The sandy beach is also bisected by a stormwater stream (Figure 17) which results from a piped drainage that discharges road runoff collected from Pittwater Road fronting Precinct 2.

### 3.2 Precinct 2 Aquatic Habitats

The Precinct 2 foreshore comprises reclamation behind a continuous sandstone seawall, from the beach at the western end of Precinct 3 to the public wharf at the western end of Thomas Stephens Reserve. Council recently refurbished the section of seawall along the public reserve east of Thomas Stephens Reserve (Figures 18 and 19). There is a short section of boardwalk fronting the eastern portion of Thomas Stephens Reserve to provide safe pedestrian access from the reserve to the public foreshore walkway (Figure 19).

There are also a number of built structures over the water including a ramp and pontoon at Pasadena (Figure 18), a jetty plus ramp and pontoon for the present public ferry wharf, the original public jetty wharf and the recently refurbished deck for the Church point shop.

There is a toe of rock rubble along the front of the sandstone seawall and there is a narrow intertidal sandy shore fronting the seawall (Figure 19). This intertidal shore supports patches of short tufted *Zostera* seagrass as indicated in Figure 19 and there is a sandy beach section under the boardwalk section and west to the public jetty wharf.

### 3.3 Ecology of Precinct 2 and 3 Aquatic Habitats

The supra-tidal habitat of Precinct 3 supports a variety of exotic grasses plus an extensive band of self-seeded She-oaks (*Casuarina glauca*). There are no areas of saltmarsh plant growth although there are a few isolated saltmarsh plants occurring, mainly Native Spinach (*Tetragonia tetragonoides*) and a few Saltbush (*Atriplex sp.*) plants. There are no mangroves along the Precinct 1, 2 or 3 foreshores.

The rock rubble along the Precinct 3 foreshore plus the sandstone seawalls and associated toe rubble supported a similar assemblage of species with some general banding related to height above low water:

- The highest intertidal parts of all rock walls and rubble were colonised by two species of Nodilittorina; *N. pyramidalis* and *N. unifasciata*. There were also marine slaters (*Ligia australiensis*).
- The middle intertidal sections of rock walls and the Sector 3 shore rubble sections were colonised by another littorinid, *Bembicium nanum* with some scattered Sydney rock oysters (*Sacostrea glomerata*).
- The mollusc assemblage on lower intertidal sections of rock walls at Precinct 2 and the rock rubble on the mud and sand flats at Precinct 3 was dominated by Sydney rock oysters with a scattering of other molluscs including Bembicium, a few Nerites (*Nerita atramentosa*), the predatory *Morula marginalba*, the limpet *Cellana tramoserica*, and a false limpet *Siphonaria sp.*
- There were a variety of small crustaceans under and between rocks, including some small shore crabs, isopods and sand hoppers.
- The intertidal portions of wooden piles in Precinct 2 supported a small assemblage of the above molluscs, also dominated by Sydney rock oysters (see Figure 20).
- There were no algae found on any of the above habitats, generally because the habitats are too high up in the intertidal. Neptune's Necklace is known from the rock rubble along the Precinct 1 shore and it is likely that Neptune's Necklace could occur from time to time on the lower intertidal rocks around the large concrete boat ramp at the eastern end of Precinct 3.
- As there were no algae species occurring along the Precinct 2 or 3 sandstone rock walls there was no algae to shade and thus there were no shading impacts arising from the jetties, ramps or boardwalks fronting Precinct 2. Notwithstanding this observation it is also clear that by virtue of the orientation of the rock walls to the north there is adequate sunlight available to support algae (see also Figures 19 and 20).

As described in the aquatic habitat sections above, there are patches of seagrass found on the intertidal sand and mud flats fronting both Precincts 2 and 3 and there is a more or less continuous mixed species seagrass bed in subtidal waters off Precinct 3:

- The high intertidal *Zostera* seagrass patches along the Precinct 3 rock rubble wall are sustained by stormwater infiltration seeping out from the rock rubble (as indicated in Figures 7 to 9). These patches are characterised by very short tufted plants with tough leaves, presumably to withstand desiccation during low tides. Whilst some of these patches are ephemeral, disappearing during long dry periods (e.g., the patches shown in Figures 7 and 8), the large patch on the intertidal mud (shown in Figure 9) has been in the same location since MPR first surveyed the bed in 2005.
- There are more conventional shallow sub-tidal intertidal *Zostera* patches and beds located approximately between the -1 m AHD contour and the -2 m contour (see Figure 21). These patches also support Paddle Weed (*Halophila*) and there are scattered patches of *Caulerpa taxifolia*.
- *Caulerpa* does not appear to be smothering *Zostera* seagrass. Rather it forms a mosaic with the *Zostera* (and in some cases with *Halophila*) (see Figure 22).
- There is a relatively even *Posidonia australis* seagrass bed offshore from the shallow subtidal *Zostera* bed off Precinct 3, more or less confined between the -2 and -4 m AHD contours with some shallower distribution at the eastern end and some deeper runners down the slope towards the west. There is mixed *Zostera* and *Posidonia* at the interface and Paddle weed occurs as a minor species throughout.
- Whilst there is some *Caulerpa* amongst the shallower *Posidonia*, the overall density of *Posidonia* and *Zostera* means that the *Caulerpa* occurs as a scattered understory plant.
- As noted in the 2007 MPR report for Precinct 1, there was a relatively even and dense distribution of *Caulerpa taxifolia* in the shallows west from the old Church Point wharf. The refurbishments for the Church Point shops has now placed a covered wooden deck over most of this bed which has subsequently died off due to the total lack of light. The extension of the deck out over deeper waters would also appear to have limited (but not completely eliminated) the distribution of *Caulerpa* on the seabed north of the deck.

#### 4. IMPACT ASSESSMENT

The Pittwater Council Church Point Master Plan being assessed in this report is based on extensive community consultation to (i) balance existing needs for expanding and improving the safety of overall commuter and pedestrian access, (ii) provide a balanced solution for the parking and parkland conflicts of the precinct and (iii) protecting the amenity of neighbouring stakeholders, all whilst protecting, possibly enhancing or at least minimising riparian and aquatic ecological impacts.

The proposed works for Precinct 3 include several portions of reclamation along the foreshore to achieve the balanced community needs identified above plus contain and address the present shore erosion problems as identified in this report. The indicative extent of the reclamation is indicated in both the Masterplan and on the Souter survey plan (see Appendix A). The proposal also includes the construction of a suitable seawall to contain the reclamation and replace the present inadequate (and unsafe) rock rubble seawall.

The proposed works for Precinct 2 include provision of additional over-water deck space to the north and west of the recently refurbished Shop deck, the relocation of the public ferry wharf (ramp and pontoon) from its present position to the western side of the new decking, refurbishment of the existing public wharf facilities and provision of a boardwalk walkway over the intertidal and along the north-western public foreshore, to link the foreshore walk between Thomas Stephens reserve and the greater southern Pittwater foreshore walkway linking Bayview park to Church Point.

The aquatic ecology of the foreshore and seabed in relation to the proposals for Precincts 2 and 3 may be summarised as follows:

- There are no mangrove stands or saltmarsh plants at or in the vicinity of the proposed works.
- There are no aquacultural activities or commercial fishing (hauling or meshing) in the locality (EPA 1992).
- The listed pest algae species *Caulerpa taxifolia* occurs within the area of proposed works (under the precinct 2 deck expansion and inner part of public ferry ramp relocation) but is not 'invasive' in the sense of overwhelming existing seagrass beds or plants; primarily as there is no seagrass or algae in this location, (and there was none prior to the establishment of the *Caulerpa* in this location (P Anink *pers obs*)).
- No threatened species, as currently listed under the Fisheries Management Act (1994) were observed within the area. It is also concluded that the aquatic habitats at this locality do not constitute specific habitat for



threatened aquatic species. The habitats also do not provide significant habitat for species protected under the Commonwealth EPBC Act.

- There are strip patches of stormwater retained intertidal *Zostera* beds along parts of the Precinct 2 and 3 foreshores but for the main these patches are ephemeral and dependent on stormwater seepage for survival. Some of these would be lost to reclamation and seawall works along the foreshore of Precinct 3 and others could be lost if drainage works for the proposed Precinct 3 car park prevent stormwater seepage along the foreshore.
- There are extensive mixed *Posidonia* and *Zostera* beds offshore from Precinct 3 and to a lesser degree off the eastern end of Precinct 2. These beds are located well off-shore from the proposed shore works (i.e., mostly off-shore from the 0 m ISLW tide line shown on the Souter survey plan.
- There are mixed rock plus construction rubble retaining walls for the reclamation at Precinct 3 with constructed sandstone walls for the reclamations at Precinct 2 and along the Pasadena foreshore. The Precinct 3 rock rubble walls are to be replaced with sandstone seawalls, and the remaining constructed seawalls would be retained. A portion of the constructed seawall along the Pasadena foreshore would have a wooden boardwalk installed out over the intertidal.

With regard to overall loss of intertidal and shallow sub-tidal rock rubble habitat, the project would be providing intertidal rock sandstone habitat in the form of a sand-stone rock seawall facing similar to the other sandstone rock seawalls along the southern public foreshore of Pittwater (including the seawall at Precinct 2 and the recently refurbished seawall at the western end of Precinct 3) – see Figures 1 and 19. Further, there are a number of seawall habitat enhancement methods that would be applied (such as placement of rock rubble at the foot of seawalls and retention of larger boulders (floaters) off-shore from the seawall). These methods have already been successfully applied along the southern Pittwater foreshore walkway (see Figure 19, 23 and 24).

With regard to the loss of inshore mid-intertidal seepage dependent *Zostera* beds or patches, construction of the car park, reclamation and seawalls can be undertaken in a manner so that stormwater seepage can be maintained. That is, rather than provision of conventional impervious road paving plus guttering and GPTs leading to single stormwater outlets, the construction of the car park, reclamation and seawalls can utilise best practice ground infiltration collection and dispersion methods for control of stormwater on the Precinct 3 lands, with controlled and dispersed seepage from the seawall via strategically placed drainage

points. These can be positioned to maximise seepage-based seagrass growth at desired locations with no seepage to locations where access steps are to be placed so as to allow pedestrian access to the beach and intertidal foreshore.

Note also that the approved Masterplan currently provides an indication of the required reclamation along the Precinct 3 foreshore and, whilst it is generally acknowledged that some reclamation is required to meet the balanced park land and car parking outcomes, the actual amount of land to be reclaimed plus the actual location of the final seawall will need to be determined at the detailed planning stage. Accordingly there may be scope to include other habitat enhancement procedures such as incorporation of constructed wetland elements (mangroves and saltmarsh), along the lines of the recently approved seawall and constructed wetland works for Rowland Reserve, Bayview.

With regard to shading impacts from boardwalk and decking proposals for precinct 2, the boardwalk would shade a small proportion of seawall rock toe habitat that does not support any algae. Also, due to the orientation of the works to the sun there would be adequate sunlight available if some algae growth did develop on the seawall toe.

The proposed extension of decking would be over either bare sediments or sparse deeper water *Caulerpa* growth. Shading from the proposed deck would cause a proportion of the *Caulerpa* to die. This is considered a beneficial impact.

The construction program will require works in and around the foreshore, and these works could lead to indirect impacts on adjacent aquatic habitats arising from mobilised sediments during storm events. These impacts can be mitigated to insignificance by the implementation of best practice construction sediment and runoff controls and this would required the implementation of a Construction Management Plan (CMP) which would need to be prepared (and most likely approved by the Determining Authority) prior to commencement of construction works.

By virtue of the proximity to permanent sub-tidal seagrass and *Caulerpa* beds beyond the zero tide line, there is also a potential for disturbance of the seagrass or of *Caulerpa* arising from foreshore construction works undertaken from seawards (i.e., using vessels). Disturbance of seagrass can be minimised to insignificance by implementation of best construction practice and by instructing all employees, contractors, sub-contractors and lessees that:

- There will be no stockpiling of construction materials on the seabed.
- No vessel is moored with anchor gear located in designated seagrass areas.

- In order to minimise wash and to prevent bottom scouring, towing or pushing vessels must not use excessive power to manoeuvre barges into place in the vicinity of the seagrass bed.

With regard to management of *Caulerpa*, the two main aims would be (i) to minimise the disturbance and fragmentation of the existing *Caulerpa* in-situ and (ii) to prevent the wider spread of *Caulerpa* via fragments carried away from the site on construction vessels or via other means. These aims can be achieved by the implementation of a *Caulerpa* Management Plan which would need to be prepared (and most likely approved by DPI Fisheries) prior to commencement of construction works. This plan would need to be prepared in conjunction with the overall Construction Management Plan during the detailed construction planning phase for the project.

With regard to loss of intertidal to shallow sub-tidal rock rubble habitat along the foreshore of Precinct 3 it is recommended that, as the final reclamation seawall treatment includes rock habitat enhancement treatments (using both rock rubble toes and offshore rock habitats) appropriate rocks for these treatments be sourced from the existing supply. That is, any suitable sandstone blocks or rubble that can be used for habitat enhancement should be harvested prior to removal or prior to filling over the existing shoreline rock rubble. Some of the larger lower intertidal isolated rock areas which are not impacted by reclamation (notable those along the western and eastern sides of the large boat ramp) should be left intact and in situ, but with removal of non-sandstone rock/construction rubble. Items removed should be replaced with sandstone rock/rubble.

## 5. SUMMARY AND CONCLUSIONS

It is concluded that the proposed reclamation and marine facility works for Precincts 2 and 3 of the Church Point Masterplan would result in the loss of some ephemeral seepage dependent *Zostera* seagrass and the loss of some intertidal rock habitat. The proposal does not include dredging. It is also concluded that these seagrass patch and the rock rubble habitats do not provide habitat for fish listed under the threatened species provisions of the Fisheries Management Act or under the Commonwealth EPBC Act.

As the mid intertidal inshore seagrass patches are isolated from the larger and permanent seagrass beds off-shore from Precinct 3 and as they are generally dependent on stormwater seepage from the present car park it is considered that the loss of these seagrass patches is not significant. It is further considered that appropriate use of infiltration methods for dealing with the car park stormwater drainage can be used to supply seepage water from selected

locations along the new seawall and that these seepages would then support remaining or even new seepage dependent seagrass patches.

Loss of rock rubble habitat would be offset by the provision of a suitable constructed sandstone seawall with rock rubble toe and offshore rock habitats, as recommended in this report. This includes harvesting and re-using suitable sandstone rocks and rubble from the existing rock and construction rubble wall.

The reclamation works may require a permit for reclamation under the Fisheries Management Act 1994 (FMA), and the loss of ephemeral intertidal *Zostera* seagrass to the works could require a permit under the FMA.

It is concluded that the works could be undertaken in such a way so as to achieve the aims of aquatic ecological conservation of the Fisheries Management Act (1994) (as summarised in NSW Fisheries 1999) and the aims of aquatic ecological conservation of Pittwater 21:

- The reclamation and seawall replacement/construction works **avoid** impacts on high value lower-intertidal and shallow sub-tidal *Zostera* and *Posidonia* seagrass beds.
- By providing only necessary reclamation works to meet the provisions of the Masterplan, the proposal will **minimise** impacts on shallow sub-tidal seepage dependent and ephemeral *Zostera* seagrass patches adjacent to the existing rubble seawall. Re-use of valuable and suitable sandstone rock rubble from the existing seawall will minimise loss of this intertidal habitat element.
- The works include **mitigation** measures to provide 'intertidal sandstone rock habitat enhancement' for the proposed seawalls, and include measures to provide seepage water to the shallow intertidal to sustain existing seepage dependent *Zostera* patches.
- The works include **offset** measures such as the following; removal of unsuitable demolition and road rubble from the intertidal foreshore, containment of the present shore erosion occurring along the Precinct 3 shore-line, provision of better water quality control for the present uncontrolled car park stormwater drainage, provision of seepage water to target other locations in order to encourage additional seepage dependent shallow intertidal *Zostera* growth. The works would also solve the present risk to pedestrians by providing safe and controlled stair access to the intertidal beach and foreshore at a number of locations.

There is also scope to provide other seawall treatments if desired, such as the inclusion of two-tiered seawall treatments to include small pockets of saltmarsh (as developed at Rowlands Reserve, Bayview).

## 6. REFERENCES

EPA (1992)

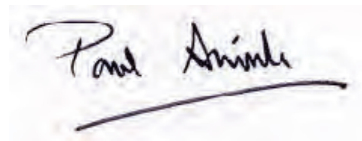
Coastal resource atlas for oil spills in Broken Bay, Pittwater and the Hawkesbury River. NSW EPA. March 1992.

NSW Fisheries (1999)

Policy and Guidelines. Aquatic Habitat Management and Fish Conservation (Eds A K Smith and D A Pollard) NSW Fisheries, Port Stephens Research Centre 86 pp.

West R J, Thorogood C, Walford T, Williams R J (1985)

An estuarine inventory for New South Wales. Fisheries Bulletin No 2. Dept of Agriculture, NSW Sydney 165 pp.



Paul Anink  
Aquatic Ecologist

19 April 2009



**Fig 1 Sand flat and pocket beach at south-eastern end of Precinct 3 car park**



**Fig 2 Extension of Sand flat beach and rubble to edge of large boat ramp**



**Fig 3 Parkland along north-eastern side of car park showing planted mature She-oaks adjacent to the parking area and self-seeded She-oaks seaward of the walking path.**



**Fig 4 Upper end of Boat Ramp showing mixed rock, tar and concrete fill rubble**



**Fig 5 Lower end of Boat Ramp with concrete and rock rubble on sand**



**Fig 6 North-eastern face of car park showing loose rubble revetment and loose rock alongside concrete boat ramp (in foreground) plus intertidal sand and mud flat off-shore.**



**Fig 7 Car park seep drainage through the rock rubble**



**Fig 8 Car park seepage supporting small patches of tufted intertidal *Zostera***



**Fig 9 Inshore silty mud patch fed by car park seepage and supporting a short tufted *Zostera* bed.**



**Fig 10 General view of foreshore erosion (looking west) showing mobilised rubble spread over inshore sand flat.**



**Fig 11 Mobilised rubble on the sand (to the right) with some basement rock (close in and to the right). Photo taken from boat ramp, looking west at 0.3 m tide height.**



**Fig 12 Bank erosion of car park fill, exposing She-oak roots**



**Fig 13 Bank erosion resulting in death of self-seeded She-oaks**



**Fig 14 Active bank erosion of an area located between self-seeded She-oaks**



**Fig 15 View of car park foreshore at 0.55 m tide showing the developed in-shore sand spit at the western end of the precinct.**



**Fig 16 Developed beach section at western end of Precinct 3**



**Fig 17 Stormwater Drain and stream across beach and sand flats at western end of precinct 3**



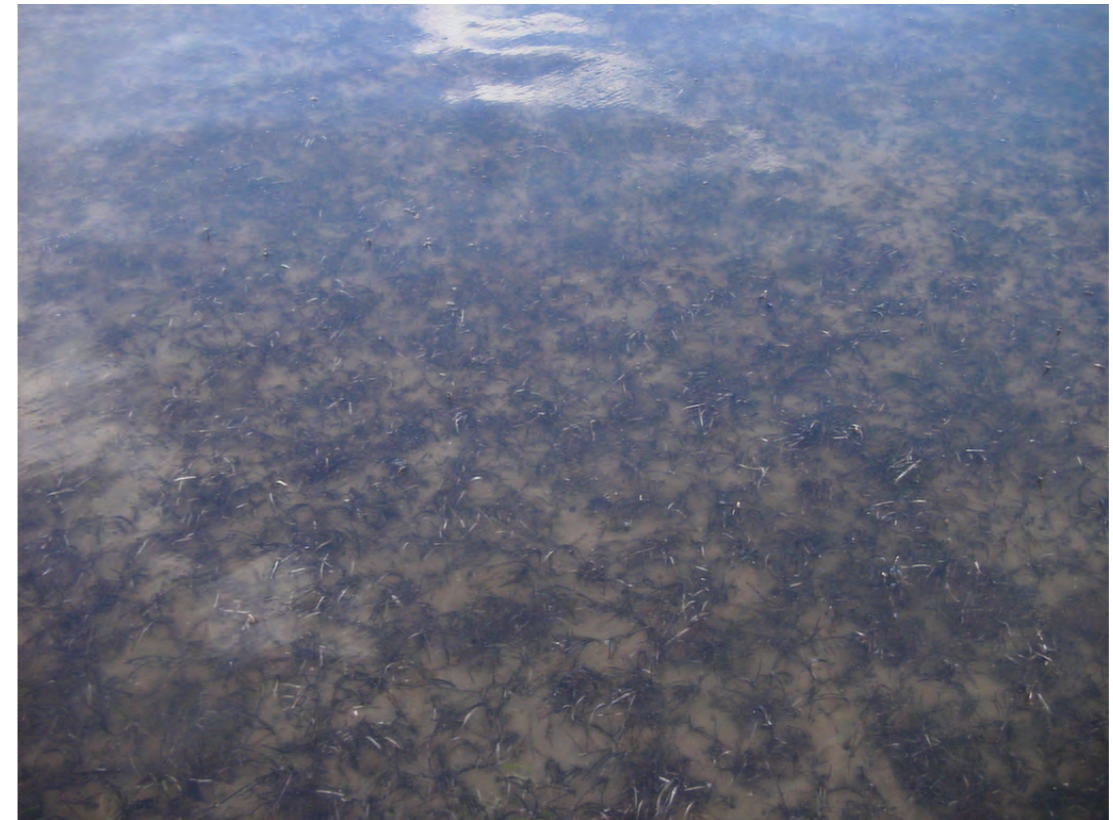
**Fig 18 Eastern foreshore of Precinct 2 showing recently refurbished seawall.**



**Fig 20 Rock wall and wooden support pile habitats at Precinct 2.**



**Fig 19 Seawall and intertidal shore fronting Precinct 2**



**Fig 21 Shallow Zostera seagrass bed just beyond the - 1 m AHD tide line.**





**Fig 22 Shallow sub-tidal mixed *Zostera* patch, with scattered *Caulerpa* located off Precinct 3, around the -1 m AHD tide line.**



**Fig 23 Seawall treatment with large rough faced sandstone blocks and large inter-block crevices, provision of rock rubble at the toe of the wall and retention plus placement of larger rocks off the wall to provide additional hard substratum habitat and shelter.**



**Fig 24 Placement of rock rubble at toe of Seawall (Precinct 2) to provide shallow sub-tidal habitat and shelter.**

**APPENDIX A**

**ADOPTED MASTERPLAN**

**AND**

**GROUND SURVEY OF EXISTING**

**PRECINCTS SHOWING**

**DISTRIBUTION OF AQUATIC**

**HABITATS (SEAGRASS, SHORELINE**

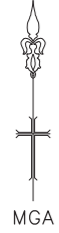
**ROCK RUBBLE , SANDSTONE**

**SEAWALLS AND MARINE**

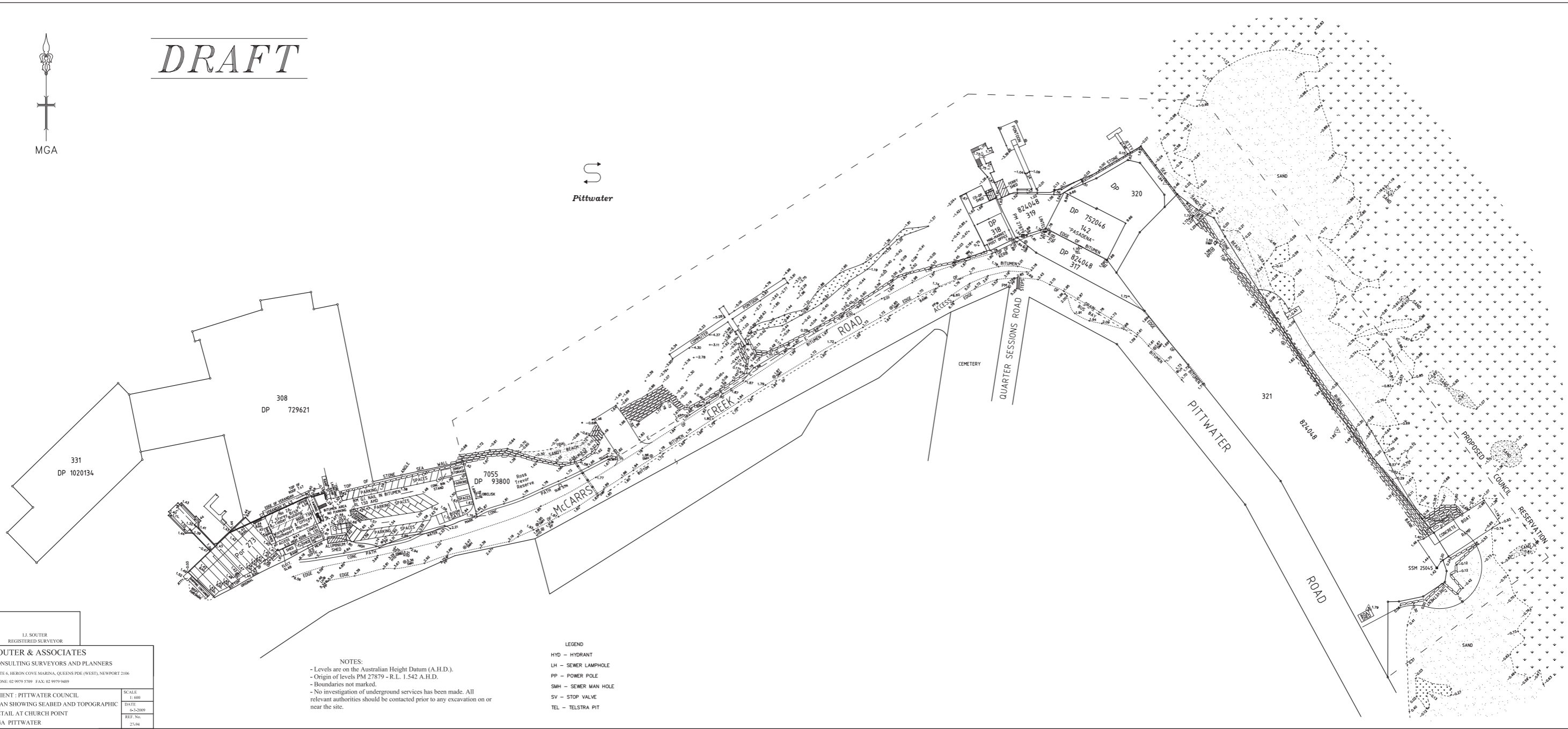
**INFRASTRUCTURE**

# Church Point Plan of Management





**DRAFT**



L.J. SOUTER  
REGISTERED SURVEYOR

**SOUTER & ASSOCIATES**  
CONSULTING SURVEYORS AND PLANNERS  
SUITE 6, HERON COVE MARINA, QUEENS PDE (WEST), NEWPORT 2106  
PHONE: 02 9979 5709 FAX: 02 9979 9489

CLIENT: PITTWATER COUNCIL  
PLAN SHOWING SEABED AND TOPOGRAPHIC  
DETAIL AT CHURCH POINT  
LGA PITTWATER

SCALE	1:500
DATE	02-2004
REF. No.	25/04

**NOTES:**

- Levels are on the Australian Height Datum (A.H.D.).
- Origin of levels PM 27879 - R.L. 1.542 A.H.D.
- Boundaries not marked.
- No investigation of underground services has been made. All relevant authorities should be contacted prior to any excavation on or near the site.

**LEGEND**

- HYD - HYDRANT
- LH - SEWER LAMPHOLE
- PP - POWER POLE
- SMH - SEWER MAN HOLE
- SV - STOP VALVE
- TEL - TELSTRA PIT

## Appendix K – DPI (Fisheries) Correspondence

From: Paul Anink <panink@iimetro.com.au>  
 Subject: Re: Meeting with Carla  
 Date: 4 June 2009 2:12:12 PM  
 To: Mark\_Eriksson/Pittwater\_Council@pittwater.nsw.gov.au  
 Cc: carla.ganassin@dpi.nsw.gov.au  
 2 Attachments, 2.4 MB

Good afternoon Mark.

Following our meeting with Carla on 25th May, I have been to see Ian Souter and we have re-done the Precinct 3 seawall portion of the Church Point carpark proposal to reflect the decisions/requests made at the meeting (see attached). If you are satisfied that this meets the DPI requirements, could you forward this e-mail on to Carla.

Specifically the plan now indicates that:

(1) the refurbished seawall has been brought back to match the existing rock rubble and is now set back from all existing seagrass (i.e., the in-shore inter-tidal short-tufted stormwater-dependent ephemeral Zostera patches).

(2) the rock area immediately west of the old boat ramp (i.e., in the corner) will be rehabilitated by removal of inappropriate materials (e.g., concrete and road base) and rehabilitated as in-shore rocky reef.

(3) the original proposed 'lookout' on the north-east corner of the car park (i.e., east of the old boatramp) has been reduced in size to fit the existing rock rubble and has now been designated a rehabilitation area. As per my suggestion at the meeting I am proposing that this be rehabilitated to include saltmarsh (and possibly mangrove) habitat as is currently being done at Rowlands Reserve. I have included a photo of the Rowlands reserve saltmarsh habitat as this looks pretty much like how it would look at Church Point. I am also proposing that this 'value adding' should be factored in as a formal off-set for the loss of seagrass beds to the precinct 1 works (see also below) rather than a direct payment from council to DPI.

(4) the proposed seawall refurbishment works along the eastern edge of the carpark have been brought back to the toe of the existing rock.

With regard to Carla's question of actual seagrass areas and proportions to be lost to Precinct 1 works I also had Ian Souter's GIS person work out the remaining areas. The resulting calculations are as follows.

Seagrass Areas	Areas (m <sup>2</sup> )		% of Total	
	Zos	Pos	%Zost	%Pos
West				
Total	261.4	0		0
Reclaim	139.2	0	53.25	0
Boardwalk	41	0	15.68	0
Walkway	0	0	0.00	0
Remaining	81.2	0	31.06	0
East				
Total	324.8	179.8		
Reclaim	230.1	41.6	70.84	23.14
Boardwalk	46.2	67.4	14.22	37.49
Walkway	8.9	1.3	2.74	0.72
Remaining	39.6	69.5	12.19	38.65
Zostera Total				
Total	586.2			
Reclaim	369.3		63.00	
Boardwalk	87.2		14.88	
Walkway	8.9		1.52	
Remaining	120.8		20.61	

As discussed at the meeting I agree with Carla's recommend that the walkway option (i.e., the floating pontoon

walkway) be dropped from the proposal. This 'saves' 9 m<sup>2</sup> of Zostera and 1.3 m<sup>2</sup> of Posidonia from pontoon shading.

Also, as discussed I have concluded earlier that the areas of Zostera and Posidonia under the boardwalk would not be impacted by shading by virtue of the orientation of the boardwalk to the prevailing sun direction and the height of the boardwalk above the water (set at around 2 m AHD or 3 to 4 m above the seagrass beds). That is, the boardwalk is orientated east/west and the shadow of the high boardwalk would fall on the seawall. Thus the seagrass under the boardwalk is exposed to northern sun for a significant (and in my opinion sufficient) proportion of the available time.

However, I appreciate that DPI Fisheries may wish for Council to err on the side of caution and provide mesh for those parts of the boardwalk. If there is an issue remaining here, shadow diagrams could be produced to demonstrate the relative amount of remaining sunlight from existing to built stages.

Carla also suggested that there needs to be an allowance for indirect damage to the inner portion of the beds under the boardwalk owing to loss due to seawall construction. In discussions with Ian Souter he mentioned that the calculated areas had taken this into account. However, again, in order to err on the side of caution we should probably take 5% of the seagrass areas under the boardwalk as 'at risk from construction damage'. Thus I estimate that 4.4 m<sup>2</sup> of Zostera and 3.4 m<sup>2</sup> of Posidonia from the totals under boardwalks should be considered at risk from construction works (see also suggested construction methods below).

I do not have photographs of the seagrass beds around the existing commuter wharf; there has been too much rain over the last few weeks to give me any sort of decent water clarity. However I can state (from my field notes) that:

- (1) The Posidonia patches as identified on the plan were all in good health, with moderate but even density.
- (2) The Zostera bed on the eastern side of the commuter wharf was 'deep water' Zostera, i.e., long-leaved shoots, in good health and with moderate but even density.
- (3) The portion of Zostera bed on the western side to be lost to reclamation was shallow intertidal Zostera, with short tufted shoots, unevenly distributed and of low to moderate density.
- (4) The remaining western Zostera was like the eastern deeper water Zostera.

With regard to the construction CEMP I suggest that the CEMP will need to set out how the seawall is to be built in a manner so as to minimise the loss of adjacent seagrass, both directly to construction and indirectly to smothering and turbidity.

In this respect it may be possible to use a metal sheeting barrier protection technique where interconnected metal sheets are driven into the seabed at the outer edge of the construction zone and construction can then take place behind this barrier. The barrier would need to have tidal ports located at places where the seabed is bare and these would need floating silt fences to contain silty waters.

The CEMP will then have to specify how the remaining seagrass beds can be protected from construction related damage:

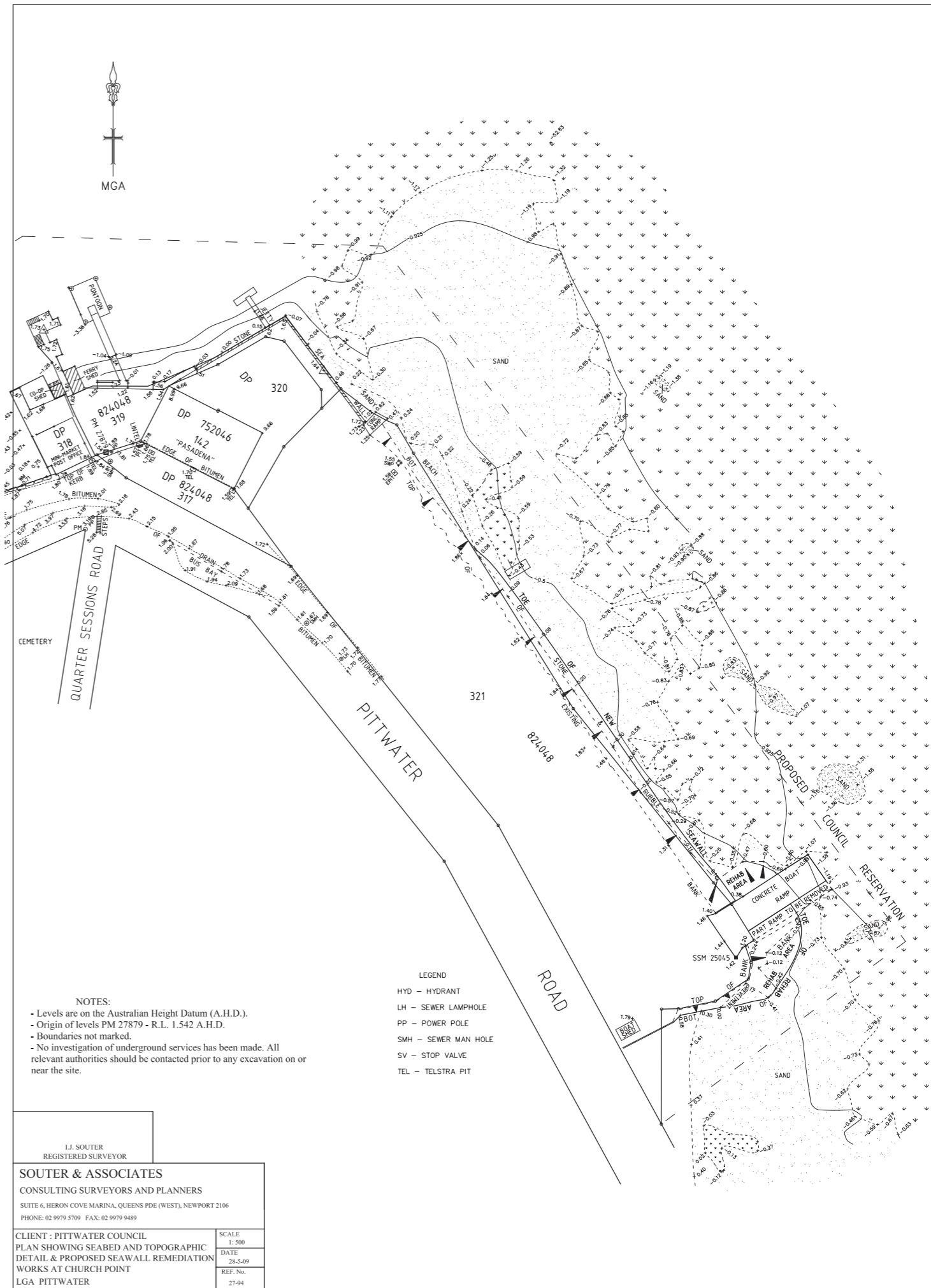
- (1) As a large portion of the works would be done from shore the metal barrier should be sufficient.
- (2) However, for off-shore work (i.e., locator piles for the pontoons) there will need to be a seagrass and caulerpa management plan. This will specify safe work methods (speed, depth, thrust and area restrictions) plus anchoring restrictions. For the latter the CEMP should require an anchoring plan from contractors for off-shore work which details how piling vessels will be moved around without damage to seagrass beds.

I think this takes care of DPI Fisheries' queries/concerns.

Regards

Paul

Paul Anink  
 Marine Pollution Research Pty Ltd  
 PO Box 279 CHURCH POINT NSW 2105



NOTES:

- Levels are on the Australian Height Datum (A.H.D.).
- Origin of levels PM 27879 - R.L. 1.542 A.H.D.
- Boundaries not marked.
- No investigation of underground services has been made. All relevant authorities should be contacted prior to any excavation on or near the site.

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LJ. SOUTER  
REGISTERED SURVEYOR

**SOUTER & ASSOCIATES**  
CONSULTING SURVEYORS AND PLANNERS  
SUITE 6, HERON COVE MARINA, QUEENS PDE (WEST), NEWPORT 2106  
PHONE: 02 9979 5709 FAX: 02 9979 9489

CLIENT : PITTWATER COUNCIL	SCALE 1:500
PLAN SHOWING SEABED AND TOPOGRAPHIC DETAIL & PROPOSED SEAWALL REMEDIATION WORKS AT CHURCH POINT	DATE 28-5-09
LGA PITTWATER	REF. No. 27-04



6 July 2009

Mark Eriksson  
Pittwater Council  
PO Box 882  
MONA VALE NSW 1660

Dear Mark,

**RE: Church Point Draft Plan of Management / Proposed Masterplan**

Thank you for providing a copy of the draft Church Point Plan of Management incorporating changes requested by NSW Department of Industries (DPI) on 28 April 2009 (our ref: PW8-5-3665A) and the email from Paul Anink dated 4 June 2009 providing additional information on the proposed development of Church Point. NSW DPI requested this information during a meeting with Paul Anink and yourself on 25 May 2009.

NSW DPI has reviewed the amended draft Church Point Plan of Management against the Department's *Policy and Guidelines for Aquatic Habitat Management and Fish Conservation (1999)* and the provisions of the *Fisheries Management Act 1994 (FM Act)*. NSW DPI has no objections to this draft Church Point Plan of Management provided that:

- The floating pontoon walkway is deleted from Precinct 1. This will reduce the amount of seagrass harm in this precinct and should not significantly compromise pedestrian access in this area as access between the commuter wharf and Precinct 2 can be safely provided by the proposed foreshore boardwalk.
- The footprint of the seawall in Precinct 3 is aligned with that plotted by Souter & Associates (REF No. 27-94, date 28 May 2009). NSW DPI has no objection to this option as it should not result in direct harm to seagrass and the area of land to be reclaimed for recreational purposes is minimal. Should the suggested saltmarsh / mangrove bench not be incorporated into the seawall design, then the edge of the seawall at this location is to be situated closer to the shore.
- Sloping environmentally friendly seawalls are constructed. I refer you to the attached guidelines for design options.

The Department has decided that mesh decking will not be required on the boardwalk in Precinct 1 and Precinct 2 as the height and orientation of the structure is unlikely to result in shading of underlying seagrasses.

Permits will be required under ss.199-203 of the *FM Act* from the Department for dredging and reclamation works in Precincts 1 and 3 and under ss.204-205 of the *FM Act* for the proposed harm of marine vegetation in Precinct 1. This requirement is clearly stated in the draft Church Point Plan of Management.



Please note that under the above Policy and Guidelines, the Department generally does not support works that allow harm to *Posidonia* seagrass. The Department is only considering approving the reclamation works in Precinct 1 in this instance as the works aim to alleviate significant car parking issues in the area caused largely by the access requirements of the offshore community of Scotland Island and no suitable alternatives exist. However, the Department will only approve the works if an adequate compensation package for the area of seagrass to be harmed is negotiated with the Department in order to achieve the Department's policy of "no net loss" of fish habitat.

Please note that considering the unreliable success of seagrass transplanting to compensate for habitat loss, NSW DPI will require that a compensation offset payment be negotiated for the total area of all seagrass species to be harmed. This payment would be made into the Department's Fish Conservation Trust Fund established under the FM Act and is to be redirected to aquatic habitat (i.e. seagrass, mangrove, saltmarsh, and rocky reef) protection or rehabilitation works within Pittwater. The Department is open to any suggestions Pittwater Council may have in this regard and will consider redirecting these funds to projects conducted by Council. Examples of such works may include the installation of stormwater management systems to mitigate sediment build up on seagrass beds, saltmarsh rehabilitation, or the incorporation of a saltmarsh bench into the seawall around the easterly point of the works in Precinct 3.

The current compensation offset charged by NSW DPI for seagrass loss is \$40/m<sup>2</sup>. This is charged at a ratio of 2:1 for total area of seagrass harmed. Considering the estimated area of seagrass harm provided by Mr Anink, the current proposed development in Precinct 1 should result in the total loss of 420m<sup>2</sup> of seagrass habitat (i.e. 369.3m<sup>2</sup> of *Zostera* and 41.6m<sup>2</sup> of *Posidonia* under the reclamation; 1.3 m<sup>2</sup> of *Posidonia* under the floating pontoon for the commuter wharf; and 4.4m<sup>2</sup> of *Zostera* and 3.4m<sup>2</sup> of *Posidonia* from construction impacts to seagrass that lies adjacent to the proposed reclamation). Overall, the compensation offset charge for these works is \$33,600.

Please note that in addition to the Aquatic Ecology Surveys for the proposed works at Church Point conducted by Marine Pollution Research and the information provided in the email mentioned above, NSW DPI will require the following additional information to complete an environmental assessment of the required permit applications:

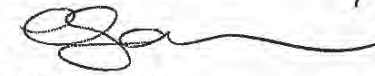
- Detailed plans of seawalls, drainage and structures below the Mean High Water Mark, including a description of the reclamation fill material.
- A description of the method of construction, including measures to mitigate harm to aquatic habitats during construction.
- A Construction Environmental Management Plan.
- A completed permit application form available from:  
[http://www.dpi.nsw.gov.au/\\_data/assets/pdf\\_file/0008/186695/Part-7-Fisheries-Management-Act-permit-application.pdf](http://www.dpi.nsw.gov.au/_data/assets/pdf_file/0008/186695/Part-7-Fisheries-Management-Act-permit-application.pdf)
- Details of proposed on-ground habitat compensation offset options.

NSW DPI recommends that Pittwater Council apply for the required permits at least one month before the start of construction. In the interim the Department looks forward to discussing any habitat compensation offset suggestions that Pittwater Council may have.

This letter can be forwarded to the Department of Lands so that the approval process for the Plan of Management can be progressed.

For any further information please telephone me no 9527 8552.

Yours sincerely,



Carla Ganassin  
**Conservation Manager (Central)**  
**Aquatic Habitat Protection Unit**

Appendix L – Cargo Wharf: Operation Regulations (Council Policy –  
No 32)

<b>Council Policy – No 32</b>	<b>Adopted:</b>	<b>OM: 3.3.97</b>
	<b>Amended:</b>	

### **CARGO WHARF AT CHURCH POINT – OPERATION REGULATIONS**

1. The wharf will be opened for use by the public between the hours of 7am and 6pm daily including weekends. Pedestrian access to the wharf outside these times shall be entirely at the discretion of the Wharfinger and can only be obtained upon the payment of a prescribed fee and bond for a key, or by appointment with the Wharfinger and the payment of a prescribed fee to cover the costs of unlocking and locking the wharf.
2. Outside the times of wharf is opened to the public, the hours of operation of the wharf shall be strictly between the hours of operation of the wharf shall be strictly between the hours of 7am to 6pm daily, including public holidays and weekends.
3. There shall be no storage of goods on the wharf except by permission of the Wharfinger. Any such permission granted shall be limited to a maximum of 48 hours. Goods on the wharf for longer than that period will be impounded by the Wharfinger and recovery of those goods will be subject to the cost of their removal being reimbursed to the Wharfinger. If the goods are not claimed within 30 days then the Wharfinger will proceed to offer the goods for sale.
4. The cargo wharf shall be used for the landing, loading and unloading of goods and merchandise and for the launching of vessels, stepping of masts and riggings associated with yachts. All users shall comply with the discretions of the Wharfinger.
5. The weight of loaded vehicles accessing the wharf and goods placed on the wharf shall not exceed fifty (50) tonnes. Persons accessing the wharf may be required to satisfy the Wharfinger as to the weight of goods in vehicles and will provided, upon request from the Wharfinger, proof satisfactory to him that the absolute weight limit set by this regulation is not exceeded.
6. The wharf shall not be used for the deposition of rubbish and all debris and litter deposited on the wharf shall be removed forthwith.
7. No vessel will moor at the wharf except for the immediate purpose of loading and unloading goods and any vessel so moored may be removed by the Wharfinger and the cost of such removal be recovers from the owner, master or agent of that vessel. All vessels accessing the wharf will comply absolutely with direction given by the Wharfinger as to the mooring of those vessels and the loading and unloading of goods.

