

**Report to General Manager**

Attachments:

1. Public Submissions regarding the Discussion Paper
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SUBJECT: Small Water Craft Storage Strategy Discussion Paper – Post Exhibition**AUTHOR:** Megan White, Landscape Architect/Planner**ENDORSED BY:** Rob Emerson, Director Open Space and Environmental Services**EXECUTIVE SUMMARY:**

North Sydney Council is developing a Small Water Craft Storage Strategy (SWCSS) to ensure that in the future, water craft stored on public land on the harbour foreshore are managed effectively and equitably, for the benefit of water craft owners, and for the convenience and enjoyment of the wider community who wish to access and use North Sydney's foreshore parks for recreation. At its meeting of 22/05/17, Council endorsed public exhibition of the SWCSS Discussion Paper.

The SWCSS Discussion Paper sets out Council's aims, objectives and a series of principles that will guide the future of privately-owned water craft stored on publicly-owned land around the North Sydney foreshores. It aims to provide residents, ratepayers, stakeholders and the wider community with an understanding of these objectives and principles, and to provoke thought and generate discussion about current issues with small water craft storage in North Sydney.

Public exhibition of the Discussion Paper for a period of 10 weeks has provided the many interested community members and other stakeholders with an opportunity to contribute ideas, and offer thoughts and suggestions about the future of small water craft storage in North Sydney. By the time the (extended) public exhibition period concluded on 28 August 2017, a total of 40 submissions had been received. Although the submission period has closed, the Discussion Paper is still available for viewing on Council's website.

Community and stakeholder feedback has been organised into 6 Key Themes. The feedback received will now be used to develop a draft Small Water Craft Storage Strategy. It is planned to then publicly exhibition this draft Strategy to allow further opportunities for the community and stakeholders to have input into it, prior to finalisation.

FINANCIAL IMPLICATIONS:

Nil.

RECOMMENDATION:

1. **THAT** the information contained in this report be posted on the 'Small Water Craft Storage' page on Council's website.
 2. **THAT** a draft Small Water Craft Storage Strategy be prepared for public exhibition.
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LINK TO DELIVERY PROGRAM

The relationship with the Community Strategic Plan is as follows:

Direction: 1. Our Living Environment

Outcome: 1.5 Public open space, recreation facilities and services that meet community needs

BACKGROUND

Council's Recreation Needs Study 2015 identified that there was a high level of community demand for water-based recreation activities. It found there was a need to create opportunities for increased participation in water based recreation, including providing additional opportunities to store light vessels (dinghies, kayaks and stand-up paddle boards) where possible. These findings were supported by the Water-Based Recreation Needs Study 2006.

Council currently has 8 formal storage facilities for small water craft. With the exception of the dinghy racks in Kurraba Reserve, all these facilities are at capacity, and all have waiting lists. In addition, the North Sydney foreshores are dotted with numerous dinghies, kayaks and stand-up paddleboards (SUP's). While this informal storage has been generally condoned as contributing to the character and diversity of the harbour foreshores, the dramatic increase in the number of water craft in recent years (due to increasing affordability of kayaks and SUP's and the lack of formal storage facilities) has created a number of problems.

Publicly-owned open space around the foreshores of Sydney Harbour is not only in limited supply, but it is in high demand for a wide variety of recreational pastimes. While Council is committed to providing opportunities for water-based recreation around the harbour foreshore, including space and facilities where small water craft may be stored, Council's primary obligation is to ensure the general public is able to access and use publicly-owned foreshore open space for general recreation purposes.

CONSULTATION REQUIREMENTS

Community engagement will be undertaken in accordance with Council's Community Engagement Protocol.

SUSTAINABILITY STATEMENT

The sustainability implications are of a minor nature and did not warrant a detailed assessment.

DETAIL

1.0 The SWCSS Discussion Paper – Objectives

- To allow owners of authorised water craft to apply for a Permit to store their vessel on publicly-owned foreshore land in North Sydney
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- To identify designated areas suitable for the storage of small water craft in North Sydney
 - To ensure that all authorised water craft stored on publicly-owned foreshore land in North Sydney are stored appropriately
 - To facilitate the removal of unauthorised, derelict or abandoned water craft from publicly-owned foreshore land in North Sydney
 - To provide additional Formal Storage Facilities for authorised water craft around the North Sydney foreshore
 - To publicise and promote Council's aims and objectives re water craft stored on publicly-owned foreshore land, and to engage with the community and stakeholders to ensure high levels of awareness and involvement in the Discussion Paper, leading to high levels of understanding and compliance with the final SWCSS

2.0 Purpose of the Consultation

Many people have strong views about the storage of water craft on public foreshore land, and Council was keen to hear from the various user groups about the issues that affect them and that need to be addressed in the final SWCSS. User groups include:

- People who store dinghies in one of Council's formal storage facilities to access (RMS) swing moorings in the bays
- People who store dinghies informally on the foreshore to access (RMS) swing moorings in the bays
- People who store kayaks, SUP's or other small water craft in one of Council's formal storage facilities (only some of these are available to 'non-dinghies')
- People who store kayaks, SUP's or other small water craft informally on the foreshore
- People who store their water craft at home and transport it to and from the foreshore
- People who would like formal storage for their vessel, but are currently unable to get it due to lack of availability or cost
- People who use the foreshore for other forms of recreation

Via the Discussion Paper, Council sought public input into the development of procedures for:

- registering all water craft stored on public foreshore land in North Sydney (including informally stored water craft)
- relocating or removing unauthorised water craft from public foreshore land in North Sydney, and
- identifying and prioritising sites capable of accommodating additional formal storage facilities

Table 1 which follows sets out the measures taken by Council to notify stakeholders and the general North Sydney community that the SWCSS Discussion Paper was on public exhibition, and that feedback was being sought.

Table 1: Community and Stakeholder Notification

Notification	Time Frame	Description/Details
Information uploaded to Council's website	15/06 – 28/08 2017*	Included background information, a link to the Discussion Paper, project process information, a Feedback Form and a closing date for submissions
Information included in Council's Corporate ad in Mosman Daily	19/06/2017 26/06/2017 10/06/2017	Brief description of project and list of key objectives. Directed people to the Discussion Paper on Council's website and listed ways to have a say.
Article in Councillor Bulletin	13/06/2017	As above
Information sent to all Precincts	15/06/2017	As above
Members of Council's Sport & Recreation Reference Group notified	15/06/2017	As above
Information sent to all Council staff	15/06/2017	As above
Posters on 65 Community Noticeboards throughout the Council area	15/06/2017	Posters were A5 size, laminated.
Posters installed at all 8 formal storage sites	15/06/2017	<ul style="list-style-type: none"> - Willoughby St Boatshed, 62 Willoughby St, Kirribilli - Shellbank Reserve Dinghy Racks, Shellbank Parade, Cremorne - Folly Point Dinghy Racks, Folly Point, Cammeray - Tunks Park Dinghy Racks, Brothers Ave, Cammeray - Lavender Bay Boatshed, Archway no. 4, Lavender Crescent, Lavender Bay - Kurraba Reserve Dinghy Racks, Kurraba Reserve, Neutral Bay - Gore Cove Dinghy Tie-up Racks, off Shirley Rd, Wollstonecraft - Hayes Street Beach, Hayes Street, Neutral Bay
Posters installed at 8 major informal storage sites	15/06/2017	<ul style="list-style-type: none"> - John Street Open Space, below John St, Waverton - King Street Road Reserve, below King St, Waverton - Sugarworks Reserve, below Horace St, Waverton - Sawmillers Reserve, north end, McMahons Point - Dowling St Reserve, West Crescent St, McMahons Pt - Cremorne Reserve, below 102 Milson Rd, Cremorne Point - Cremorne Reserve, below 136 Milson Rd, Cremorne Point - Primrose Park (over bridge), Matora Lane, Cremorne
Information	16/06/2017	Council's Facebook page and twitter feed

Notification	Time Frame	Description/Details
disseminated via social media		
Information sent to known stakeholders	15/06/2017	Email contained a brief description of project, set out key objectives, provided a link to the DP and listed ways to have a say. Stakeholders included: 1) individuals and groups who had previously been in touch with Council re this issue 2) known user groups identified in Council's Community Directory and/or in Council's Recreation Needs Study 2015 including (but not limited to): - Roads & Maritime Services - Harbour Trust (HMAS Platypus) - Sydney Flying Squadron - Sailability Middle Harbour - Aboriginal Heritage Office - Sydney Amateur Sailing Club

** The public submission period was extended for 1 month due to public requests*

Following is an image of the poster that was displayed on 65 Community Noticeboards throughout North Sydney and at 16 existing small water craft storage sites. The poster notified owners of small water craft currently stored on the foreshore as well as other foreshore users and the general public that Council was seeking their input.

HAVE YOUR SAY

Small Water Craft Storage Strategy

DISCUSSION PAPER





Have your say about the storage of privately-owned water craft on public foreshore land in North Sydney.

We are seeking your input into ways in which Council can continue to accommodate private water craft on public foreshore land, while simultaneously ensuring that our harbourside parks are accessible and available to all the community for recreation.

The Discussion Paper will be on Council's website from **15 June 2017**:
www.northsydney.nsw.gov.au

MAKE A SUBMISSION

Email council@northsydney.nsw.gov.au
Write General Manager
North Sydney Council
PO Box 12, North Sydney NSW 2059
Fax 9936 8177

Submissions should be received by **Friday, 28 July 2017**.



3.0 Summary of Consultation

By the time the (extended) public exhibition period concluded on 28 August 2017, a total of 40 submissions had been received. Several individuals (3) made more than 1 submission, and 1 submission was made on behalf of the residents of 10 units in one apartment block. 1 submission was received from a group/organisation (the Sydney Harbour Federation Trust).

In addition to providing comments relating to their specific area of interest, many of the submissions received expressed general support for the Discussion Paper and appreciation that Council had prepared a document to address the issue of small water craft stored on public foreshore land in North Sydney.

3.1 Key Themes

Community and stakeholder feedback has been summarised according to 6 Key Themes:

- Theme 1: Existing Informal Storage Sites
- Theme 2: Existing Formal Storage Facilities
- Theme 3: A One-Size-Fits-All Approach
- Theme 4: Registration Process for Water Craft Stored on Public Foreshore Land
- Theme 5: Additional Sites for Formal Storage Facilities
- Theme 6: Other Water-Based Recreation Opportunities & Issues

Appendix 1 contains a more comprehensive list of comments received, for clarity, the comments are again divided into the 6 Key Themes.

Theme 1: Existing Informal Storage Sites

Numerous comments (more than 10) concerned the need to declutter the foreshore by addressing the issue of small water craft stored and abandoned on public foreshore land. The comments noted that in some areas the large numbers of (often) haphazardly stored small water craft were making access difficult, were degrading the foreshore environment and were having a negative impact on visual amenity.

‘Clean up the informal storage where it causes visual clutter, environmental damage or public inconvenience.’

‘While we support use of the harbour and foreshore by all, these craft are taking over and damaging the foreshore, both physically and visually and we look forward to a solution to their increasing number’.

Sawmillers Reserve/Boatbuilders Walk

Several submissions lamented the accumulation of (over 60) kayaks, tenders etc along the waterfront below Munro Street (in Sawmillers Reserve and Boatbuilders Walk), and noted that many of these small craft appear to have been abandoned long ago. Several submissions also noted that Council’s recent planting out of an area in front of 16 Munro Street has been damaged by poorly stored watercraft falling on it. 2 submissions mentioned that the sand beach at Berrys Bay *‘is covered with a variety of used and disused craft’*.

Wollstonecraft Bay (Sugarworks Reserve & King Street Road Reserve)

A number of submissions were received about small water craft storage in this area, including submissions from 6 owners of dinghies associated with the MSB swing moorings in Wollstonecraft Bay. Dinghies are stored in Sugarworks Reserve (along the fence adjoining HMAS Waterhen, and on rock shelves to the north) and in King Street Road Reserve. Generally, the dinghy owners were very satisfied with the status quo in this location, noting that the sandy beach is excellent for launching dinghies,

and that they all work together to keep the area clean and safe. Submissions noted that there are also some kayaks, canoes and dinghies (not associated with moorings) stored in this location.

‘Nothing in this area needs to change; indeed, the small number of watercraft here add character to our waterfront’.

2 submissions noted occasional issues with abandoned kayaks and canoes being placed on top of dinghies, and that installing dinghy racks in this location would solve the problem.

Theme 2: Existing Formal Storage Facilities

Numerous comments were made about the fact that existing racks primarily (and sometimes exclusively) accommodate dinghies, and there is a need for formal storage facilities that are purpose-built for kayaks and SUP’s.

Tunks Park

Submissions related to the need for kayak storage in this location, and the perceived inequity in Council providing storage facilities for dinghies, but not for kayaks/SUP’s. Other submissions noted that due to traffic and parking in the Tunks Park area:

‘it is often necessary to park 15min away. This is a real problem for boat owners who often need to carry heavy and/or bulky loads from the car to the boat via the dinghy secured on shore’.

This problem is exacerbated during peak boating season (summer) and when the Tunks Park playing fields are in use.

Lavender Bay

2 submissions were received, both identifying potential business opportunities in this area. 1 submission sees an opportunity to set up an SUP rental service, similar to the businesses operating at the Spit and Manly, as the beach here is perfectly suited to entry and exit from the water for SUP users. The other submission was from a person trying to set up a kayak share facility at Lavender Bay which *‘would cater for a lot more people than a small storage facility would’.*

Shellbank Ave

Submissions regarding the dinghy racks at Shellbank Ave related to the need to keep annual rents affordable, and to the importance of freeing up space in the racks by removing abandoned and unused craft.

Willoughby St

Submissions flagged the high cost of hiring a storage space here ‘over \$1000 a year’, and noted that this cost was the same, regardless of rack size and location:

‘some racks allow 2 kayaks to be stored and others are too narrow’.

‘There are usually spots available here to store a dinghy or kayak, but some of the spots require the vessel to be lifted high above your head which is difficult’.

‘There appears to be more demand for kayaks and the layout could be re-arranged for more kayak storage’.

Folly Point

2 submissions expressed disappointment that the existing storage racks in this location were only available to dinghy owners, and could not be hired by kayak owners:

'I look forward to confirmation of a much more considered democratic small water craft storage Council to include surf skis/kayaks/SUP's'.

Another submission noted that while one set of dinghy racks nestle subtly into the hillside, the other detracts from the visual amenity of the site.

Kurraba Reserve

4 submissions note that the existing boat ramp at Kurraba Reserve needs improvement to make it safe, and suitable for use at low tide. Current problems include:

'the ramp is narrow, and the lower section is covered in oyster shells, making launching or returning at low tide difficult and dangerous as the uneven concrete and oysters damage hulls'

'At low tide the water level is significantly below the base of the ramp'

'It is difficult to launch 'straight off' a concrete boat ramp as opposed to an 'alongside the beach' launch'

Potential solutions offered in the submissions related to extending the length of the ramp, installing duckboards, matting or slats on the ramp, cleaning oysters off the ramp annually, and investigating the possibility of providing facilities that allow for *'parallel to shore'* boarding. Several comments note that there is no point providing additional storage facilities for small water craft at Kurraba Reserve until the associated boat ramp is improved.

Several submissions support the provision of additional formal storage facilities in Kurraba Reserve to increase capacity and accommodate *'overflow'* from nearby Hayes Street Beach. Issues with the location (excluding issues with the boat ramp) include security *'we have had 2 separate attempted thefts of our kayaks in the last 6 months, resulting in the destruction of our chains and padlocks'*, introducing a storage fee when storage in this location is currently free, and the fact that due to associated parking restrictions, use of Kurraba Reserve as a storage area is likely to be generally limited to local residents who can walk to the Reserve.

Hayes Street Beach

Over 10 submissions were received concerning Hayes Street Beach (including 1 submission representing occupants of 10 units in an apartment block on Hayes Street). All submissions recognised that Hayes Street Beach is a valuable asset; both to users of small water craft, and to people using the beach for other forms of recreation. The majority of submissions supported retaining some level of storage facilities on the beach; they appreciated that the beach was one of the few easy launching sites for small craft in North Sydney.

However, a variety of concerns were expressed over the number of small water craft currently stored on the beach, and the fact that some of the water craft appeared to be unregistered/unauthorised.

'The demand for recreational use of the beach has been increasing, and the storage of water craft significantly impedes public access to and use of the foreshore'.

'Our recent survey ... counted 39 kayaks, of which only 20 had visible permits, and 8 dinghies, of which 5 had visible permits'.

Several submissions that supported maintaining kayaks on the beach noted that this support was predicated on the owners of the small craft using their vessels regularly: *'people who store their kayaks there and use them infrequently should be*

discouraged: they are displacing other beach users, especially children and the elderly’.

3 submissions noted that land ownership issues at Hayes Street Beach were confusing, and that signage indicating which part of the site was in Council control would be useful.

5 submissions noted that there is need for more facilities in the Hayes Street Beach area. These included racks for kayak storage, public toilets (useful to all beach goers), a wash-down tap and hose (for water craft users) and a cold shower. 1 submission also suggested that Council provide a rake to allow users to self-clean the beach. 3 submissions identified the availability of coffee nearby as an attraction.

Proposed Management Process for Water Craft Storage at Hayes Street Beach

The majority of submissions that addressed this issue were supportive in principle, with some providing additional suggestions or conditions. These included giving preferences /priority to:

- North Sydney ratepayers and residents (5 submissions)
- People who used their small water craft frequently (3 submissions)
- Pensioners senior citizens, people with health issues or disabilities (2 submissions)
- Existing permit holders (2 submissions)
- Owners of yachts with swing moorings in the bay (1 submission)
- 1 submission did not support the proposed lottery process, but felt that (in addition to giving priority to the groups mentioned above), the number of permits could be reduced by allowing those who received the permits first to remain on the beach (ie permits no.’s 1-30 remain, no.’s 31-50 required to move).

Regarding the proposed introduction of fees for storing small water craft on Hayes Street Beach, most submissions supported the introduction of some level of fee:

‘this would cause the owners to think seriously about leaving a craft that was rarely used (on the beach), with the result that many of the craft would be taken away, freeing up space for others’.

1 submission noted that the process *‘should not be a ‘profit generator’, rather should support and encourage water sports at little or no cost’*

2 submissions advocated for a ‘Licence and Vacate Policy’, under which Council would issue a permit to small water craft owners to store their craft on the beach for 50 weeks a year. Owners would then be required to remove the craft for 2 weeks (in the ‘off’ season). At this point, Council could undertake an annual cull of the ‘abandoned’ water craft. Allowance could be made for people who are unable to store their craft at home to move them, for the 2-week period, to another location, such as Kurraba Reserve.

These submissions supported people who store their kayaks on the beach and use them frequently, but sought to implement a process that would discourage those who store their kayaks on the beach but use them infrequently *‘they are displacing other regular beach users’*. The submissions also expressed concern that the imposition of a small to moderate annual fee (as proposed in the Discussion Paper) may not be enough of a disincentive to trigger removal of a small water craft, ie *‘it is easier to pay a small annual fee and leave the water craft where it is on the beach’*.

Theme 3: A One-Size-Fits-All Approach

7 submissions stated a belief that a one-size-fits-all approach, as proposed in the Discussion Paper, is not appropriate.

‘I believe that each site should be dealt with individually... some sites are undoubtedly overcrowded, and a racking system could be a sensible outcome, other sites only contain one, or a handful of craft and there is no issue, nothing needs to change’.

‘Limit regulated informal storage to those areas where storage of water craft is in contention with other public land uses (eg Hayes St Beach)’

Comments were also made regarding the differing storage needs of kayak owners/users and dinghy owners/users, especially those used to access boats on swing moorings.

‘The DP does not acknowledge the difference between tenders used to access boats on swing moorings and other personal equipment (eg small boats and kayaks)’

‘At present NSC provides water’s edge storage facilities for dinghies, but not for kayaks/canoes. This has led to a proliferation of kayaks/canoes stored illegally on the foreshores’

‘Although the DP differentiates between kayaks and dinghies in terms of demand for storage, it doesn’t appear to take into account the differing needs of the owners. Generally, owners of kayak and other sailing vessels stored on the foreshore need storage somewhere relatively convenient to their place of residence or somewhere they can easily park and gain access to the water. Dinghy owners need storage close to their mooring, and also accessible by car’.

Theme 4: Registration Process for Water Craft Stored on Public Foreshore Land

2 submissions suggested that Council include a ‘statement of intended use’ clause in the permit application because: *‘it seems unfair to those on the waiting lists that there are (small craft) that clearly have not been used for over 12 months occupying racks’.*

2 submissions highlighted the need to collect comprehensive information from hirers (including mobile phone numbers, email addresses etc), as *‘many people change postal addresses regularly but keep mobile and email addresses longer’.*

1 submission suggested that Council adopt Pittwater Council’s procedures, as shown on the ‘Dinghy and Waterfront Storage’ section of that Council’s website.

A comprehensive submission received from Council’s Bushland Management Team highlighted the sensitive nature of foreshore native vegetation and the ease with which it can be damaged by people accessing and launching small water craft.

‘The Bushland Management Team understands the need for small boat storage around the harbour, however this activity must be carried out sustainably, and with minimal impact on the natural environment’.

The submission identified areas of foreshore bushland that should be designated as ‘No Go Zones’, and noted that where formal storage areas are identified and approved in E2 areas, strict ‘conditions of use’ must be established and agreed to by users, and the number of permits issued for small water craft storage must be carefully limited.

Priority

The majority of people who commented on this issue believed priority for hiring a space to store their small water craft should be given to North Sydney rate payers and residents (over people who reside outside the North Sydney area).

‘The concept of ‘first-come-first-served’ allows scarce North Sydney Council resources to be taken up by non-residents to the disadvantage of residents’.

Several comments suggested that elderly/infirm people should also receive priority in the assigning of storage space, while others reflected a belief that people who used their small water craft often should have priority over those who rarely use their craft but *'take up space on the foreshore'*.

Cost

Comments on cost generally related to the need to *'keep the rental rates for hiring storage racks affordable'*, with several submissions pointing out the high annual fees at some storage facilities *'Willoughby Street charges \$1000 per year to store a kayak'*. It was noted that fees for hiring storage space in formal storage facilities vary widely from location to location – submissions felt this was neither fair nor equitable.

2 submissions noted the apparent random nature of the annual hiring fee increases *'users need to understand the basis of future increases, rather than the current 'lucky dip' letter we receive each year'*.

'any increases should be tied to CPI and/or to material improvements that benefit the users'.

With reference to the proposed introduction of fees at informal storage sites, several submissions stated that they were happy to pay storage fees, but felt that if they did, they should receive something in return (for example, improved launching facilities and/or better site maintenance).

Security

3 submissions raised the issue of security of kayaks and other small water craft stored on public foreshore land, suggesting that chains/locks should be compulsory to forestall potential problems with theft and 'borrowing'.

'On a number of occasions I have interrupted people taking dinghies that are not chained up – and are not theirs'.

Car Parking

3 submissions mentioned the need to address the issue of car parking associated with foreshore small water craft storage.

'Any plans to increase formal storage facility capacity need to consider the effect on parking. Informal storage tends to distribute the parking burden'.

The differing parking needs of dinghy/moored boat owners (long term parking) as opposed to kayak/SUP owners (typically several hours during the day) was also noted.

Theme 5: Additional Sites for Formal Storage Facilities

All submissions that addressed this issue supported the provision of additional Formal Storage Facilities. Numerous locations for new Formal Storage Facilities were proposed in the submissions. These are listed below in order of frequency.

Sites on Council-owned or controlled land:

- Anderson Park (with launch from small beach area adjacent to the Park, or via steps built into the seawall), public toilets are available in the Park, and shops are close by
- Milson Park (use existing boat ramp for launching), coffee, food and public toilets are all available here
- Hayes Street Foreshore and end of the Hayes Street Boardwalk (in preference to Kurraba Reserve for water craft who cannot 'fit' at Hayes Street Beach)
- Bottom of Ben Boyd Road Steps – kayak racks would be visually unobtrusive here
- Spains Wharf foreshore
- Sawmillers Reserve (under the timber staircase structure)
- Coal Loader site

- Primrose Park (there are currently numerous small craft stored here informally in bushland, over the pedestrian bridge)
- The northern head of Shell Cove (at the end of the track to the beach)
- Foreshore below Hunts Lookout (Mosman Bay)
- Kesterton Park (in association with the redevelopment of HMAS Platypus, and provision of access to the water by the Sydney Harbour Federation Trust)

Sites on privately-owned land:

- 5 submissions identified the current redevelopment of the HMAS Platypus site as an opportunity to provide storage and launching facilities for small craft. The Harbour Trust note that: *‘when funding becomes available, (we) propose to construct kayak landing steps and a pontoon... to provide access for visiting vessels and small boats/kayaks’*. 1 submission is *‘keen that the redevelopment of the site incorporates excellent storage facilities for all small craft, a well-designed launching ramp, a café close by and toilet facilities’*, and would prefer *‘that a kayak launching area is provided in an area of shallow water, rather than via steps into deep water, as proposed by SHFT’*.
- Quarantine Depot at Berrys Bay (as part of its adaptive reuse)
- Le Gai Soleil (near Hayes Street Beach)

2 submissions recommended that Council identify additional possible ‘beach launch’ locations in North Sydney, and 1 submission stated that there should be more access points to the harbour (for example at Cremorne Reserve), *‘because the harbour resource is not much used for these purposes’*.

Theme 6: Other Water-Based Recreation Opportunities & Issues

Several submissions suggested that there may be other ways in which Council could expand its involvement with the harbour community and encourage participation in water-based recreation. For example:

- Facilitate the establishment of affordable kayak/canoe/SUP-hiring facilities (possibly in association with a community organisation or charity)
- Facilitate the establishment of a kayak-share facility
- Advocate and facilitate the use of the waterfront for events (in conjunction with the existing boating community and clubs). For example, Blues Point Reserve has been used as a start site for ‘Kayak for Kids’ and ‘Bridge to Beach’
- Establish a ‘work berth’ on the foreshore that could be rented by people wishing to carry out repair work, particularly on older, classic boats

1 submission noted that it is currently difficult to find information about existing water-based recreational opportunities and facilities in North Sydney, and that much better publicity and promotion of these (particularly on Council’s website) was needed. The same submission suggested that Council could establish a ‘Foreshores & Waterways Reference Group’ to give stakeholders including residents and representatives from clubs and industry experts *‘an opportunity to provide advice and feedback to Council on infrastructure and services and other matters relevant to recreational boating and harbour usage in the North Sydney area’*.

4.0 Next Steps

Publishing this Engagement Outcomes Report on the Small Water Craft Storage project page on Council’s website and notifying all submitters and other stakeholders that it is available

will allow all submitters and other interested parties to see the range of issues and the diversity of opinions that the subject of small water craft storage on publicly-owned foreshore land in North Sydney has inspired.

Information contained in the submissions will then be used in the development of a draft Small Water Craft Storage Strategy. When complete, this draft Strategy will be publicly exhibited, to allow further opportunities for the community and stakeholders to have input into it, prior to finalisation. Council is keen to ensure that the final SWCSS not only reflects Council's obligations regarding the management of public open space, but also reflects the community's wants and needs.

There will be further opportunities for the community and stakeholders to be involved in the implementation of the SSWCS as the individual actions set out in the final Strategy are addressed in coming years.

Small Water Craft Storage Strategy Discussion Paper

Summary of submissions received during public exhibition period

Prepared October/November 2017

Issue/Theme	Community and Stakeholder Comments
General Support for the DP	<p>We strongly support the Council's commitment to "provide opportunities for water-based recreation around the harbor foreshore (including easy access to the harbor for owners of small watercraft) and will therefore continue to permit storage of small water craft in formally constructed facilities, while permitting informal storage to occur in designated areas." (Comment was made in a petition representing owners of 10 units in the one apartment building).</p> <p>Support the provision of special facilities for water craft storage. Believe that personal watercraft should not be permitted to be stored on public land except in special facilities.</p> <p>I generally support Council's position and process on this issue.</p> <p>Have read the DP which is excellent. So glad to see Council is addressing the increasing problem of small watercraft.</p> <p>Congratulations Council on taking this initiative, thank you for the opportunity to contribute.</p> <p>Fully support NSC in improving water access facilities.</p> <p>I support the proposal to register and limit the number of boats stored on public space.</p> <p>Agree with Council's strategy, namely to register all water craft and formalise appropriate storage areas.</p>

Issue/Theme	Community and Stakeholder Comments
<p><u>Theme 1:</u> Existing Informal Storage Sites</p>	<p>While we support use of the harbour and foreshore by all, these craft are taking over and damaging the foreshore both physically and visually and we look forward to a solution to their increasing number.</p> <p>Clean up the informal storage where it causes visual clutter, environmental damage or public inconvenience.</p> <p>Anything stored in public (that is not in a purpose-built facility) should be removed by Council.</p> <p>Glad to see Council is addressing the increasing problem of small watercraft.</p> <p>Glad North Sydney Council is finally developing a Small Water Craft Storage Strategy to deal with the increasing number of dinghies, canoes and kayaks left on the NSC foreshores. Council needs to address this issue now, to ensure that the general public is able to access and use publicly-owned foreshore open space for general recreation purposes, to avoid causing damage to the fragile foreshore environment, and to harmonise and co-ordinate the needs and interests of all sections of the community including boating enthusiasts and other harbour users.</p>
<p>Sawmillers Reserve/ Boatbuilders Walk</p>	<p>There are now approximately 60 craft informally stored along the Boatbuilders Walk, which are hazardous and causing damage to the foreshore area. Council recently planted natives in front of 16 Munro and these craft have toppled over and damaged some of the new plantings. Additionally, during high wind and tides, some craft have fallen into the water and caused a boating hazard on the harbour.</p> <p>Many of the craft are derelict and abandoned and have not been used for many years. Formalising ownership with a sticker will certainly help to avoid this in future.</p> <p>Perhaps the area in Sawmillers under the stairs (photo attached) could be used to store those craft genuinely in use. There is a public parking area adjacent to Sawmillers and stairs to easily access the water.</p> <p>There is an accumulation of unused kayaks, tenders etc. along the waterfront below Munro street. NSC has just completed a lovely garden area but these craft (plus the few that are used) damage the new plants as they fall on top of them. I have only seen 1 of these craft used regularly, the others look like they have been there for years.</p> <p>Can Council remove or impound them? Or consider what Mosman Council does which is erect a holding area and charges a yearly rate, so cost neutral.</p> <p>The sandy beach at Berrys Bay is covered with a variety of used and disused craft. Perhaps when Berrys Bay eventually gets developed, all these craft could be stored properly and pay for it.</p> <p>There are many abandoned craft on the Berrys Bay waterfront, some of them have been there for 10 years. Their presence means owners of small water craft that are used are trampling over Council's planting near the walkway, access to the walkway is difficult and the area looks very untidy.</p>

Issue/Theme	Community and Stakeholder Comments
<p>Wollstonecraft Bay (Sugarworks Reserve/ King Street Road Reserve)</p>	<p>I have a yacht on an MSB swing mooring in Wollstonecraft Bay. I store my dinghy on the rock shelf (along with the other 5 dinghy owners), and launch on the small beach right below. The owners of the 6 dinghy's which serve the moorings in Wollstonecraft Bay and the canoe owners all get on very well and cooperate with one and other. The current method of storage is safe and adequate; most importantly the launching and recovery of a dinghy from this beach is sheltered and very safe. I appreciate the opportunity to be allowed to put my point of view and request there is no change to the status quo.</p> <p>The closest waterfront to my Waverton residence is Wollstonecraft Bay. This is immediately North of HMAS Waterhen and East of Wondakiah. At the waterfront there is flat land, a stone jetty and a sandy beach. All is very neat and tidy in this area, and there is no overcrowding. Several dinghies are stood neatly against the Navy fence. Some of these are used to access the six nearby Roads & Maritime swing moorings. There are also a similar number of kayaks above the high water mark.</p> <p>Nothing in this area needs to change; indeed, the small number of watercraft here add character to our waterfront. My and the other mooring holder dinghy's are stored onshore on rock shelves between HMAS Waterhen and the Wharf at Wondakiah. Our boating community in this area all know each other and co-operate to keep the areas clean and safe, including a number of Kayaks and Canoes from other locals in the area. We are satisfied with the current situation and do not believe any change is required.</p> <p>The dinghies associated with the moorings in Wollstonecraft Bay are onshore, north wall of HMAS Waterhen, below Horace St, and on a rock shelf below Kings St Waverton - it is tidy, and perfectly adequate. We all know each other and co-operate. Also several locals have dinghy/canoe/kayaks there - again we all co-operate, therefore our situation is good, not requiring any changes.</p> <p>I would be happy to pay a fee to store my dingy in specially designed racks. Currently many abandoned canoes and kayaks are placed on top of dinghies that are being used by people wanting to visit their boats – this is not ideal. If the fee is several all hundred dollars could it be paid in instalments (e.g. every 6 months)? NSW Maritime keep increasing their fees by larger amount than the CPI index and along with everything else it's getting pretty hard to keep your boat going.</p> <p>There are only 6 moored boats in Wollstonecraft Bay. Access is via a very long flight of steps from Waverton. The dinghies associated with these boats are up on the shoreline. They need to stay accessible as we can't be forced to row around the point from east or west to access boats.</p>

Issue/Theme	Community and Stakeholder Comments
<p><u>Theme 2:</u> Existing Formal Storage Facilities</p>	
<p>Tunks Park</p>	<p>I have lived in Cammeray for 25 years and love the access to the water. I would love to store my kayak within easy access of the water. It is becoming increasingly difficult to put it onto my car to take it down the hill to Tunks Park.</p> <p>The current storage for small craft at Tunks is for owners of boats moored in the bay which seems a little discriminatory.</p>
<p>Lavender Bay</p>	<p>Can NSC provide better SUP storage options at Lavender Bay Storage Shed Archway No.4, or somewhere similar nearby (in much the same way that dinghies and kayaks are currently stored there)? I don't have space to store a SUP in my apartment, so I enquired with Council if I could rent some space in Lavender Bay Storage Shed Archway No.4, near the small beach. I have been on a waiting list for 2 years.</p>
<p>Shellbank Ave</p>	<p>I have always considered storing a small craft on the foreshore as a privilege and not a right and have looked after the site at Shellbank Ave accordingly. (I regularly take home other people's rubbish left at the site; mostly old fishing bait and take away food containers). I know and have a good relationship with the neighbours too.</p> <p>The racks at Shellbank Ave (and other locations) are intended for small water craft. One of the racked vessels at Shellbank Ave is 4 metres long; it does not complement the site visually, and it is also not designed to be rowed.</p> <p>Please keep the rental rates for hiring storage racks affordable. The racking fees for the Shellbank site were introduced in 2006 at \$100.00 pa it has doubled since that time.</p> <p>Of the 7 spaces at Shellbank, at least 1 of the stored vessels is incapable of "taking a voyage". As with the RMS mooring rules for larger craft, if a dingy or kayak is in a condition that can't be used, Council should give the owner notice to remove it and provide the space to a new user.</p>
<p>Willoughby Street</p>	<p>Observations and issues re Willoughby Street paid storage facility</p> <ul style="list-style-type: none"> • Cost is over \$1,000 per year • Some racks allow 2 kayaks to be stored and others are too narrow to accommodate 2 kayaks • All spaces in this boatshed are charged the same, regardless of size of the space • Location is protected from wind and access to the water is via a floating pontoon which is easy for a kayaker • There appears to be more demand for kayaks and the layout could be re arranged to accommodate more kayaks • There are usually spots available here to store a dingy or kayak but some of the spots require the vessel to be lifted high above your head which is difficult <p>We find actually getting a kayak in and out of the water at the Willoughby St storage facility is difficult without a ramp into the water – we may have to give up the space next year for this reason.</p> <p>We would prefer on-beach storage if possible – transferring to Hayes St would be much easier for us.</p>

Issue/Theme	Community and Stakeholder Comments
Folly Point	<p>I understand the decision to install storage racks at Folly Point, and can appreciate the difficulty of designing racks that provide storage capacity sufficient to satisfy demand, however, I feel that Council has a responsibility to design and construct in a way that does not detract from the visual amenity.</p> <p>While the groups of racks to right and left of Folly Point subtly nestle into the hillside, the prominent group directly on the point presents a hideous exclamation point to what was, previously, a pleasant piece of natural landscape. It appears to me that this ugliness could have been avoided by extending the group on the south side of the point. Perhaps if this had been done it would also have been unnecessary to install the wall and railing which further detract from the Point's appearance.</p> <p>NSC is to be praised for building the small craft bays at Folly Point, however (I am) very disappointed that only dinghy-owners can join the wait-list as the bays are for dinghies only and are apparently not available for kayaks/surf skis. Is this correct? I look forward to confirmation of a much more considered democratic small water craft storage policy from Council to include Surf Skis/Kayaks/SUPs.</p>
Gore Cove	<p>In the case of Gore Cove, south of Fisheries, we indicated when requested 3 years ago, that we did not want boat racks. I also indicated that, I did not want to look out onto boat racks on the beach. The dinghies in this area are largely on my land thus there is no reason for the Council to be involved.</p>
Kurraba Reserve	<p>The existing boat ramp at Kurraba Reserve needs to be improved to make it safe and suitable for use at low tide. The concrete ramp is narrow, and the lower section is covered in oyster shells. This makes launching or returning at low tide difficult and dangerous as the uneven concrete and oysters damage fibreglass (and plastic) hulls. Matting or slats would make it more kayak friendly. Annual cleaning of the ramp is needed to remove oyster shells etc. (charge an annual use fee?). It is also difficult to launch 'straight off' a concrete boat ramp, it is not as stable as an 'alongside the beach launch'.</p> <p>The boat ramp at Kurraba is a problem; at low tide the water level is significantly below the base of the ramp, meaning it is sometimes not possible to reach the ramp from the water, forcing kayakers to exit across the sharp rocks alongside the boat ramp. (These can significantly damage small water craft). Extending the ramp would resolve this issue.</p> <p>Suggest installing plastic 'duck boards' at Kurraba Reserve boat ramp. These would provide a smooth surface that kayaks can slide on, while the ridges mean that people do not slip.</p> <p>Difficult launching and landing site as the concrete ramp is not at all protected, it is slippery, and it is located too close to the headland, which means the ramp is always swamped by the back wash, tide and wind</p> <p>I have children who use my kayak and it is one spot they avoid as it is too difficult to launch from because of the rough water there near the point.</p>

Issue/Theme	Community and Stakeholder Comments
Kurraba Reserve cont.	<p>Council should:</p> <ul style="list-style-type: none"> • Seek specialist advice to finish the boat ramp to make it usable to launch kayaks, SUP's etc. in all weather, and especially at low tide • Review the need to accommodate 'parallel to shore' boarding and disembarking, as the water shelves quickly at the ramp • Install a sign warning users to wear suitable protective footwear <p>Good idea to increase the storage capacity for small water craft at Kurraba Reserve as it is tucked away from the main park area. However, would be good if this security issue was addressed, as we have had 2 separate attempted thefts of our kayaks in the last 6 months, resulting in the destruction of our chains and padlocks.</p> <p>The matter of a fee for a permit to store kayaks etc. at Kurraba Reserve is a delicate one because it is currently free. If there are any waiting list for the permits, then it would be good if priority was given to existing users.</p> <p>Precinct meetings in the past have not favoured this location due to lack of parking, toilets and difficult nature of the site.</p> <p>No additional storage facilities should be constructed at Kurraba Reserve unless the existing launching ramp is to be simultaneously upgraded.</p> <p>Kurraba Reserve is a good location for 'overflow' kayaks etc. that do not fit at Hayes Street Beach, as NSC owns the land. There is plenty of space to at least double current small craft storage facilities, and the racks can be 'hidden' behind trees. I recommend 'bay' type racks, so kayaks can be stored above the ground and locked up.</p> <p>I note that even when 'fixed', the number of people launching from the boat ramp here will still be limited because the location is difficult to get to, and parking restrictions in Kurraba Road will limit use by day visitors. It is not a boat ramp for people to bring kayaks to by car for the day. Primary use will be by local residents who walk to the Reserve to access their small craft.</p> <p>In the long term, Kurraba Reserve needs public toilets.</p> <p>I recommend that half the money for construction of kayak racks comes from MSB (they receive mooring fees, and owners of yachts may not be locals).</p>

Issue/Theme	Community and Stakeholder Comments
Hayes Street Beach	<p>The beach attracts bathers, sun bathers, dog walkers, kayakers and other small watercraft users. The cove is sheltered from northerly, westerly and easterly winds, and it offers small water craft users a sandy beach start.</p> <p>Small craft not stored on the beach must be transported down steepish steps to the beach (this especially affects the more elderly kayakers and retirees)</p> <p>There is coffee nearby.</p> <p>The beach offers an excellent landing and launching site as it is flat, sandy, protected and very close to where the kayaks are stored. There is a waitlist for storage of small water craft at this site, but as it is free, it is unlikely any permit holders will relinquish a spot. I would happily pay \$500 per year to store my kayak here.</p> <p>I support maintaining kayaks on Hayes Street Beach.</p> <p>Support people who store their kayaks on Hayes Street Beach and use them regularly. However, people who store their kayaks there and use them infrequently should be discouraged; they are displacing other beach users, especially children and the elderly, who use the section of the beach above the high water mark regularly and often, all year around.</p> <p>The main objectors to the kayaks (which are stored on the beach) appear to be people who seem to want the beach to be private for themselves. They have pulled down signs and painted over the signs at the top of the stairs to the beach in the past.</p> <p>Oversized plastic kayaks should not be allowed to remain on Hayes Street Beach.</p> <p>Management is difficult as no one person controls the beach (land ownership split amongst NSC, RMS and private owners) Does this strategy only relate to Council-owned land? Further investigations should be carried out to determine who owns what part of the beach. NSC should approach RMS so that they can administer the foreshore with common aims (people using the beach are unable to distinguish between Council-owned and RMS-owned land).</p> <p>In determining the size and location of the area on the beach where storage of authorised small water craft will be permitted, Council should also clearly define the area of beach which it controls and manages as there is a lack of clarity for the public regarding the boundary between private and public land at the eastern end of the beach.</p> <p>Look forward to action by North Sydney Council under their Foreshore Parks and Reserves Plan of Management in relation to the control of dogs on the Hayes Street Beach - consistent with the increasing use of the area by families and young children.</p>

Issue/Theme	Community and Stakeholder Comments
Hayes Street Beach cont.	<p>Action to address the issue of excessive numbers of craft (particularly unauthorised craft) stored on Hayes Street Beach is well overdue. The public demand for recreational use of the beach has been increasing and the storage of water craft significantly impedes public access to and use of the foreshore. The continuing storage of many unauthorised craft has been inadequately monitored and policed by Council Rangers such that the area of sand above high water mark available for recreational beach visitors continues to be severely restricted.</p> <p>Our recent survey of small water craft on Hayes Street Beach adjacent to the Bayswater residences counted 39 kayak of which only 20 had visible permits and 8 dinghies of which 5 had visible permits. In addition, there is a Hobiecat vessel and two kayaks (on land which may be privately owned) at the eastern end of the beach.</p> <p>Believe Hayes Street Beach can accommodate many more than 10 kayaks, especially if a rack is built at the Eastern end.</p> <p>I recommend that if the number of small water craft stored on the beach is to be reduced; reasons be publicised and new rules be posted on site for the information of all.</p> <p>I suggest that allocation of kayak spots be not solely based on price, but take into account social issues such as the ability for the person to easily carry the kayak up the steps from the beach to Hayes Street.</p> <p>There is less room for beach goers at high tide but high tide peaks for one hour every 24 hours and then recedes on a changing timetable. The natural course of nature cannot be changed but at low tide there is a massive amount of room for beach goers/ therefore I don't see this as a big issue.</p> <p>Some additional facilities are needed at the beach for the benefit of all users. These include:</p> <ul style="list-style-type: none"> • Public toilets - a facility could probably be located near Hayes Street waterfront roundabout. Currently no access to public toilets (there are toilets inside the 'Thelma & Louise' café, and private facilities for bus drivers. Nearest public toilets are Anderson Park (10-minute walk) or Milson Park (by kayak). Toilets are needed by other beach users too (especially children and older people) • Water - a good wash-down tap and hose (for water craft users) and a cold-water shower. (Could probably "feed off" NSC land - the garden area of Bayswater has a water line to the foreshore garden actually owned by NSC) <p>I suggest that Council install showers/taps at the beach, and add a rake for users to self-clean the beach.</p> <p><u>Comments regarding the proposed management process at Hayes Street Beach</u></p> <p>We fully support the Proposed Process (relating to management of small water craft on Hayes Street Beach) as outlined under item 5.2.2 of the Discussion Paper. Additionally, we believe that in allocating the envisaged limited number of permits for SWC on Hayes Street Beach, preference, as well as fee discounts, should be offered to North Sydney residents.</p>

Issue/Theme	Community and Stakeholder Comments
Hayes Street Beach cont.	<p>I swim at the beach at least 5 mornings a week, throughout the year. In summer, on weekends, I see 2 or 3 of the canoes or kayaks (now padlocked to the wall) being used. I see groups coming and going with their kayaks but they are not ones locked to the wall. I counted yesterday at least 40 locked craft on this beach, this does take up a substantial part of the beach which reduces its usage for swimmers or individuals who want to use its facilities.</p> <p>I would require each owner of a canoe/kayak to pay a fee of \$550 per annum. (This would cause the owners to think seriously about leaving a craft there that was rarely used with the result that many of the craft would be taken away). The fees collected should be used to help with Council maintenance of the beach and/or help pay for a simple shower similar to that provided at Balmoral Beach and/or provide a donation to a charity.</p> <p>Council should consider a policy of encouraging the handicapped, senior citizens and ‘Go Get’ kayaks at the Beach.</p> <p>While I understand that Council may not be able to accommodate the needs or wants of one person, I will not be able to store my boat at another venue. I have to carry a mast, boom, centerboard, rudder and sail from my house nearby. I can’t transport these items in or on my car because they are too big and do not fit. It is a lot of stuff to carry down to the beach as it is.</p> <p>I don’t think the lottery draw is particularly fair. Some fairer alternatives to reduce the number of permits are:</p> <ul style="list-style-type: none"> • First come-first-serve basis as they were issued originally i.e. No’s 1 to 30 remain (31 – 55 are required to move) • Priority based on location. I.e. people who live closest to Hayes street beach. The advantage is that this does not have an impact on parking as people will be walking to the beach • Elderly, women or people with disabilities and pensioners. It is more difficult for these owners to carry or move their kayaks or small watercraft to the water. Navigating Hayes Street steps or moving their kayaks to Kurraba Point is not really a solution for this group and most will probably have to give up keeping and using their kayaks. One of the problems with storage at Kurraba Point is that it is a long way to walk to the boat launch. • Owners of yachts with swing moorings in the bay who need dinghies for transport to their yachts • Rate payers only (with the exception of yachts moored in the bay). • Council should give priority to local ratepayers for storage and secondly to local NSC residents

Issue/Theme	Community and Stakeholder Comments
Hayes Street Beach cont.	<p>I currently have a permit to keep my dinghy on Hayes St Beach, and would appreciate being able to continue to do this. My dinghy fits neatly under the boardwalk and takes up no public beach space (until someone recently pulled it out so they could fit more kayaks in). Being timber, the boardwalk offered it protection from the weather and since being pulled out onto the beach I have had to increase the maintenance because it is now exposed to the sun's rays.</p> <p>Dinghies can be neatly stored under the board walk and they have no impact on the beach access for sunbathers or people using the beach when stored this way. It is the kayaks that reduce beach access to the public.</p> <p>A sailing dinghy needs to be on a beach because you need to push off on the sand. You have put the sail up before you launch in the water which makes it very difficult to sail off a beach and maneuver anyway and it's not possible to launch off a hard surface. Plus, you actually need a lot of space around the dinghy to launch it in the water because of the sail filling with wind. The hull is made of timber and not plastic.</p> <p>The dinghy is 2.4m by 1.14m, and the size and shape of the hull makes it difficult to carry to the water.</p> <p>Preference (for storage space on Hayes Street Beach) should be given to:</p> <ul style="list-style-type: none"> • local residents • people who have health issues • over 55 and senior citizens • Persons who have a yacht moored in Neutral Bay (specially near Hayes Street Beach) • Should also consider frequency of use – it is better to have kayaks that are used often stored in this prime location, as opposed to ones that just displace other potential beach users, and are themselves hardly even used • Council should identify which dinghies are associated with which yacht/mooring. Dinghies that are not associated with a mooring should be treated the same as kayaks. <p>Suggest a License and Vacate Policy.</p> <p>Council should register all privately owned small watercraft stored on public foreshore areas.</p> <p>I advocate an inexpensive license to keep the kayaks on the beach.</p> <p>Believe that only a small (or no) fee should be charged for a storage space at Hayes Street Beach, as only a 'tie-up point' is being provided (as opposed to a lock-up storage facility such as Willoughby Bay Boatshed).</p> <p>The license should be for only for 50 weeks of the year (say from 15 July until 30 June) and for 2 weeks a year (say in July) all kayaks need to vacate the beach before 30 June. This allows for an annual cull of unwanted unused kayaks. This vacate policy allows a fresh allocation supported by appropriate documentation to occur and been seen to be appropriate for the number of kayak and dinghy spots available. Otherwise the kayak/dinghy spot is merely allocated to a person who pays the annual fee and there is no necessity that the person uses the allocated spot.</p> <p>If a person has no storage at home, then any kayaks could be stored at Kurraba Reserve during the vacate period.</p> <p>If agreed to, a vacate policy would need to be advertised on application to register, on granting of an annual permit to store, and on a noticeboard at the storage location.</p>

Issue/Theme	Community and Stakeholder Comments
Hayes Street Beach cont.	<p>Am concerned that the system outlined in the Discussion Paper (imposing a small-to-moderate annual fee) may not be enough of a disincentive to trigger removal of a small water craft that is no longer being used much (or at all). I.e. it is easier to pay a small fee and leave the water craft where it is on the beach. This is where the 'vacate' policy comes in. Could consider having 'tolerance periods' at busy times such as Xmas to New Year, Easter and school/public holidays when people can keep small water craft on the beach overnight without permits. (However these times are also the most popular with bathers and beachgoers).</p> <p>I would like a system for noticing regular kayak users and avoiding removing kayaks for 2 weeks (as has been mentioned by others). A photo survey of craft every 2-3 months would be enough to identify craft not used to ones not used.</p> <p>Priority Allocation of Permits to Store Water Craft at Hayes Street Beach Council should favour regular users of small water craft and those most handicapped by the steps. First priority should be 95+ years NSC residents then non-residents, 95+ years handicapped residents then non-residents, followed by 85-95 years residents then non-residents, etc.</p> <p>When asking people to apply for permits/go in the lottery, collect the following information at the same time:</p> <ul style="list-style-type: none"> • Approximate anticipated level of use of the water craft per annum (the more the better) • Current address • State any storage facilities they own or have the rights to use • Verify their vessel is seaworthy • State why they require beach storage • Advise whether they are physically able to take the kayak home on a daily basis (if not, why not)? <p>Anyone applying for (and being granted) permission to store their small water craft on NSC land should be made to sign a declaration that they:</p> <ul style="list-style-type: none"> • Are aware of the risks, obligations and ideas on safe paddling • Have received in the past some kayak training • Have read all RMS safety publications immediately before annual re-application • Have reviewed maps of Sydney Harbour and know where prohibited zones are • Recognise that Sydney Harbour Ferries displaying an Orange Diamond have a right of way • Will consult the weather forecast before launching • Can swim (say) 4 lengths of North Sydney Pool unassisted (in a reasonable length of time) • Will wear a life jacket (where required) or be tethered to a SUP • Understand the 'vacate' policy • Provide an estimation of how many hours they have used their vessel for in the preceding year, and how many hours they think they will use it in the coming year

Issue/Theme	Community and Stakeholder Comments
Hayes Street Beach cont.	<p>Permit applicants could ‘self-declare’ all of the above (bullet points), as it is not NSC’s role to be a supervisory body. The existence of the ‘Harbourcare’ program should be included as an attachment to all kayak licence agreements, and on noticeboards at relevant launching sites.</p> <p>Suggest that in an effort to contact owners of water craft currently stored on Hayes Street Beach (and other foreshore sites) Council should also:</p> <ul style="list-style-type: none">• Write to last known address• Send an email• Send a text to their mobile phone. <p>This process should not be a ‘profit generator’, rather should support and encourage water sports at little or no cost.</p>

Issue/Theme	Community and Stakeholder Comments
<p><u>Theme 3:</u> A One-Size-Fits-All Approach</p>	<p>I believe that each site should be dealt with individually. The circumstance vary, as should the desired outcome:</p> <ul style="list-style-type: none"> • some sites are undoubtedly overcrowded • other sites have one, or only a handful of craft • For the former, a racking system could be a sensible outcome. For the latter, there is no issue, so nothing need change <p>The Discussion Paper advocates uniform regulations for dinghy storage within the Council area – do not agree with this, as every area and every situation is different.</p> <p>I am concerned that NSC is over-reacting to the issue of informal storage. I agree with the need to manage abandoned small craft; however, I believe this can be achieved without the cost of administration associated with the proposed processes outlined in the paper. Furthermore, much of the foreshore used for informal storage within Middle Harbour has difficult, if not dangerous access by land, and therefore has little value for other public use.</p> <p>As an alternative, I proposed that Council should:</p> <ul style="list-style-type: none"> • Limit regulated informal storage to those areas where storage of water craft is in contention with other public land use (e.g. Hayes Street Beach) • In other areas, simply require that all small water craft stored informally have legible identifying marks. For dinghies used as tenders, this could be the registration number of the mothership, for other craft it could be the surname and phone number of the owner. It provides no benefit to the community to impose the overhead of fees and registration for these uncontested informal storage areas. (E.g. Willoughby Bay near Primrose Park), unless Council intends to invest in the development of these areas to provide formal storage and safe access. • In areas where demand for formal storage for dinghies exceeds existing capacity, or where no formal storage exists, there should be no penalty for informal storage of small craft legitimately used to access swing moorings in the vicinity. <p>At present, NSC provides water edge storage facilities for dinghies, but not for kayaks/canoes. Kayaking/canoeing is a popular sport and this has led to a proliferation of these craft stored illegally around North Sydney foreshores which detract from the appearance of our beautiful waterways.</p> <p>As a North Sydney resident and keen kayaker, I believe NSC should provide water edge storage for these craft. Given the narrow dimensions of canoes/kayaks, purpose built racks could store the craft very efficiently and little overall space would be required to store some hundreds of them around the foreshores as an adjunct to existing dinghy storage.</p>

Issue/Theme	Community and Stakeholder Comments
A One-Size-Fits-All Approach cont.	<p>Although the Discussion Paper differentiates between kayaks and dinghies in terms of demand for storage, it doesn't appear to take into account the differing needs of the owners. Generally speaking, owners of kayaks and sailing vessels stored on the foreshore need storage that is relatively convenient to their place of residence or somewhere they can easily park and gain access to the water. Dinghy owners need storage that is close to their mooring, and also accessible by car. This is a matter of safety as much as one of convenience, as many small dinghies are only suitable for use in calm water. The chop that forms even in the relative shelter of Sydney Harbour or Long Bay during a 20 knot breeze is sufficient to swamp these craft, and these conditions often occur at the end of the day in summer forcing boaters to face the risk of a dinghy ride in heavy chop vs. waiting until after dark in the hope that the wind dies down.</p> <p>I recommend that where contention for storage exists between tenders and recreational craft, Council prioritise allocation of storage to tenders based on proximity of the storage area to the mothership's mooring</p> <p>The DP does not acknowledge the difference between tenders used to access boats on swing moorings compared to other personal equipment (e.g. small boats, kayaks). There is already both a registration and fee system for moored boats and a corresponding limit on the number of tenders (via the limited number of moorings). The proliferation of personal equipment on the waterfront is not due to tenders for moored boats as this system has been in place for many years. The plans to register, apply fees and create dedicated space for boats is a good idea, but should be applied only to personal equipment that is not used to access moored boats. For identification of tenders from moored boats, Council should insist that tenders display the registration number from the corresponding moored boat. If a tender does not have the valid registration number of a moored boat from the adjacent bay, then the vessel should be treated as abandoned personal property on public space.</p>

Issue/Theme	Community and Stakeholder Comments
<p><u>Theme 4:</u> Registration Process for Water Craft Stored on Public Land</p>	<p>I would like to see these measures implemented:</p> <ul style="list-style-type: none"> • Make all formal storage available to permit holders at a reasonable annual price • Make a small fee payable annually to be on a waiting list <p>Council should have a 'statement of use' clause in the permit application where, for example, they state that they expect the user to use the craft say at least 12 times a year.</p> <p>It seems unfair to those on the waiting list that there are dinghies that have clearly not been used for more than 12 months occupying racks. In these cases, Council should be able to ask the owner to remove the dingy and provide the rack to another user.</p> <p>When Council is registering craft, ensure you obtain mobile number, email and photo id. Many people change postal addresses regularly but keep mobile and email addresses longer.</p> <p>A solid and experience-based blueprint (re procedures for registering all watercraft stored on public foreshore land in North Sydney, and for relocating or removing unauthorised water craft from public foreshore land) can be found in the layout and content of the Pittwater Council website section "Dinghy and Watercraft Storage" where well thought-out and practical procedures are listed in some detail under the following headings:</p> <ul style="list-style-type: none"> • Rental Fees for Dinghies & Watercraft • Relinquishing your storage • Impounding of Dinghies & Watercraft <ul style="list-style-type: none"> Derelict, Abandoned or Illegally Stored Dinghies/Boats Dinghies and Watercraft without a current permit sticker or that are over sized • Sale by Tender of unclaimed dinghies <p>Do not believe that double hulled craft should be considered unauthorised (as stated in Section 2.2 – Definitions). Many small dinghies are double hulled as they provide a safer environment for people, in particular children and older people using these. Single hulled dinghies are quite susceptible to capsizing when high winds create a rough water surface. Dual hulled dinghies are not materially larger than single hulled dinghies and should not be classified in a special way just because they are more stable than a completely mono-hulled dinghy.</p>

Issue/Theme	Community and Stakeholder Comments
Registration Process for Water Craft Stored on Public Land cont.	<p>Council's Bushland Management Team is responsible for the conservation and rehabilitation of a significant proportion (>5.5km) of North Sydney's foreshore environment. In partnership with over 200 community Bushcare volunteers we strive to balance the often incompatible needs of reserve users and biodiversity conservation. For many years, small numbers of water craft have been stored in sensitive bushland areas. As per Council's Bushland Plan of Management, these areas are monitored and when excessive damage was observed, owners were contacted and encouraged to store their craft more appropriately. Abandoned water craft were removed and disposed of by Ranger Services.</p> <p>In recent years the number, type and spatial extent of water craft being stored around North Sydney's bushland foreshore has increased significantly. The cumulative impact of this unauthorised and unregulated storage is causing substantial environmental damage that in some instances is irreparable (i.e. erosion of fragile foreshore soils containing remnant seedbank) and in others instances, will take many years of costly investment to repair.</p> <p>The Bushland Team understands the need for small boat storage around the harbour, however this activity must be carried out sustainably and with minimal impact on the natural environment.</p> <ul style="list-style-type: none"> • The Strategy must state that, (unless particularly specified), foreshore areas zoned E2 Environmental Conservation are 'No-Go-Zones' for informal water craft storage. This will ensure consistency with the NSLEP 2013 provisions regarding land zoned E2. • Where formal storage areas are identified and approved in E2 Bushland areas (including current sites at Gore Cove Reserve and Folly Point), strict 'Conditions of Use' must be established and agreed to by users. Numbers of permitted watercraft in these facilities will be limited and monitored regularly. • It is understood that the current demand for storage facilities far exceeds availability. For this reason, we have marked up a series of maps to identify a number of sites within areas zoned E2 (or under the Bushland Management Team's area of responsibility) that are deemed potentially suitable for formal water craft storage facilities. The maps also identify areas that are not suitable for small watercraft storage for various reasons including: <ul style="list-style-type: none"> ○ The presence of sensitive foreshore native vegetation ○ The presence of highly erodible soils ○ Steep topography, coupled with difficult and unstable access ○ The potential presence of Coastal Saltmarsh habitat (an Endangered Ecological Community), and ○ Proximity to known and potential Aboriginal Heritage sites

Issue/Theme	Community and Stakeholder Comments
<p>Registration Process for Water Craft Stored on Public Land cont.</p>	<p><u>Preference & Priority</u></p> <p>The concept of 'first come first served' allows scarce North Sydney Council resources to be taken up by non-residents to the disadvantage of residents. Non-resident mooring licence holders in particular should be denied a dinghy storage licence and required to use the readily-available tender services at nearby marinas.</p> <p>When allocating permits for storage space, preference should be given to local residents, people who have health issues, people over 55 and senior citizens.</p> <p>It is difficult to obtain authorised storage space for small water craft. We believe that rate-paying residents should have priority to store small water craft at the waterfront within walking distance of their home.</p> <p>We are ratepayers in the Long Bay area, but we have been unable to obtain a waterfront storage rack for our double (two seat) kayak at Folly Point and so are denied recreational use of Long Bay. Council has not even allowed us to put our names on the Folly Point waiting list.</p> <p>We are seniors who need to work together to handle and launch the kayak and it is unrealistic to expect us to bring our double kayak from home to a launching area each time we want to use the craft, even in the unlikely event of being able to find a parking space for our car.</p> <p><u>Cost</u></p> <p>Please keep the rental rates for hiring storage racks affordable. The racking fees for the Shellbank site were introduced in 2006 at \$100.00 pa and have doubled since that time. In fact, in 2016 the rate jumped by 29% and the letter of notice stated in line with CPI. CPI at the time was under 3%. I raised this with Council in a letter but it was dismissed. There have been no material improvements to the site since the introduction of the racks and the vegetation behind the racks is overgrown and not maintained, so how can increases of this magnitude be justified or fair?</p> <p>Any increases should be tied to CPI or material improvements that benefit the users. Users need to understand the basis of future increases rather than the current "lucky dip" letter that we receive each year.</p> <p>Appalled if Council is planning on using this as a money raising venture without giving boat owners anything in return. Boat owners need a way of storing their dinghies on the shore so that they can access their boats at swing moorings, for which we pay hefty mooring and boat registration fees. In our case, we need to drag our dinghy up and down a steep set of rocks with oysters on them, being strategic about tides in order to do so. Will this situation be improved?</p> <p>The current watercraft storage system run by Council does not seem fair nor equitable. Hayes Street Beach which is a perfect site to launch a kayak offers free indefinite storage whereas other sites such as Willoughby Street charge \$1,000 per year to store a kayak. Over the past 15 years I would have paid more than \$10,000 to store my kayak whereas if I had a spot at Hayes Street Beach it would have been free.</p>

Issue/Theme	Community and Stakeholder Comments
Registration Process for Water Craft Stored on Public Land cont.	<p>I am disabled and need to be able to get to my dinghy and row out to my boat. The RMS does not give me any special consideration for this. If the NS Council plans to levy a fee on dinghy storage, then make them accessible to disabled people, (something the RMS clearly does not want to do).</p> <p><u>Security</u> Council's policy should insist the small craft are chained and locked. This prevents many different unwanted scenarios (on a number of occasions I have interrupted people taking dinghies that are not chained up – and are not theirs).</p> <p><u>Car Parking</u> The DP appears to overlook relationship between small craft storage and motor vehicle parking. Any plans to increase formal storage facility capacity need to consider the effect on parking. Informal storage around the foreshore tends to distribute the parking burden. Concentrating storage in facilities such as Tunks Park is problematic during peak boating season because there is already insufficient parking. During summer, especially when the playing fields are in use, it is often necessary to park 15min away. This is a real problem for boat owners who often need to carry heavy and/or bulky loads from the car to the boat via the dinghy secured on shore.</p> <p>It is also important to note that owners of dinghies often require long term (days to weeks) parking when using their boats, whereas kayaks and off-the-beach sailing vessels are typically only used for a few hours at a time during daylight hours.</p> <p>I recommend that Council:</p> <ul style="list-style-type: none"> • consider availability of unrestricted parking near all storage facilities for dinghies • does not penalise owners of informally stored dinghies legitimately used for accessing vessels on swing moorings if parking is restricted or unavailable near the formal storage facility.

Issue/Theme	Community and Stakeholder Comments
<p><u>Theme 5:</u> Additional Sites for Formal Storage Facilities</p>	<p>Am keen that the redevelopment of the Platypus site incorporates excellent storage facilities for all small craft, a well-designed launching ramp, a café close by and toilet facilities. (Milson Park has all these facilities, which are brilliant). Hope NSC and SHFT work together to achieve water craft storage and facilities at Platypus.</p> <p>Would like SHFT to provide a kayak launching area in an area of shallow water, rather than the steps into deep water as currently planned. Suggest that a land bridge link to Kesterton Park is better than an over-water link, as the small 'harbour' created by not having the bridge link over water gives more opportunity for small craft launching. The money saved (by not having an over-water bridge could perhaps be used to upgrade High Street Wharf, increase capacity and make it more accessible). Would like NSC to keep lobbying SHFT for small craft storage hire and launching facilities at the Platypus site.</p> <p>Suggest that the Platypus site would be a good alternative to Hayes Street for storage facilities.</p> <p>HMAS Platypus site could service the (water-based recreational) needs of people living in Kirribilli.</p> <p>As the Discussion Paper suggests, the Harbour Trust is proposing to construct an over-water link between Platypus and Kesterton Park in the 2017-2018 financial year. Initially the over-water link will only provide access for pedestrians. When funding becomes available, the Harbour Trust proposes to construct kayak landing steps and a pontoon. These facilities would provide access to Platypus for visiting vessels and small boats/kayaks. Depending on the final design, storage for a limited number of small vessels may be possible on one or both sides of the over-water link.</p> <p>We suggest that the northern part of Kesterton Park, which is currently under-utilised, would be an appropriate location for a permanent small water craft storage facility. Note the arrow to "Kesterton Park" on Map E is pointing to the Harbour Trust's Platypus site, not Kesterton Park – this should be corrected.</p> <p>We welcome the opportunity to participate in subsequent consultation exercises regarding Council's SWCSS.</p> <p>Significantly increase the amount of storage units around NSC - I live in the Anderson Park area and would like a storage unit available at the park near the small public beach at the north east end for access to the water.</p> <p>In the short term, explore the following possibilities for foreshore storage of small craft:</p> <ul style="list-style-type: none"> • there could be space available at the revitalised Platypus site in Neutral Bay- Sydney Harbour Federation Trust • the adaptive reuse of part of the Quarantine Depot at Berrys Bay • investigate if part of the wharf at The Coal Loader site, adjacent to the foreshore park, could be used • consider opportunities at Primrose Park

Issues/Themes	Community and Stakeholder Comments
Additional Sites for Formal Storage Facilities cont.	<p>There is a need for more kayak storage in the area, and I suggest Milson Park might also be a convenient location. I met a couple of people who live near Milson Park but store their kayaks at Hayes Street Beach because there are no facilities there. They said they would prefer kayak storage closer to where they live and can easily walk to rather than drive.</p> <p>I propose Anderson Park as a new location for simple kayak racks.</p> <p>The small sandy beach near Captain Cook Marina would be optimal for launching a kayak. Is the beach owned by Council or the Marina?</p> <p>Kayak racks could be installed near where the original public toilets were and then kayak users launch from the beach. If the sandy beach area is not Council-owned, I suggest that 2 steps be added to the sea wall at Anderson Park (However I have had feedback from Council previously on this idea, stating that this would be ‘a complicated issue involving RMS approval’.</p> <p>There is a public walkway at the extreme southern end of Ben Boyd Road which is overgrown and leads to the water at Neutral Bay. There are (numerous) steps which lead down to the water. This under-utilised site has the potential to be used for kayak racks if the access point to the water was reviewed to make it safe and easy to launch water craft – it would have minimal visual impact.</p> <p>Perhaps the area underneath the timber staircase structure in Sawmillers Reserve could accommodate formal storage for water craft that are genuinely and regularly used. There is a public parking area adjacent to the Reserve, and stairs to easily access the water.</p> <p>Other Potential Locations for Formal Storage Facilities:</p> <ul style="list-style-type: none"> • Anderson Park • East of Customs Headquarters (access is via the timber boardwalk near the roundabout at the wharf-end of Hayes Street, Neutral Bay). This location could accommodate kayaks that cannot get a storage space on nearby Hayes Street Beach • Spains Wharf foreshore • The northern head of Shell Cove (at end of track to beach) • Careening Cove boat ramp at Milson Park <p>Other locations not on NSC land should be encouraged, e.g. HMAS Platypus site (not controlled by Council), Le Gai Soleil (near Hayes Street Beach), and Corner Beach, NW corner of Mosman Bay near Bromley Ave and Hunts Lookout (in conjunction with Mosman Council).</p>

Issues/Themes	Community and Stakeholder Comments
Additional Sites for Formal Storage Facilities cont.	<p>We support investigating options for formal storage facilities on the Hayes Street Foreshore and at the end of the Hayes Street Boardwalk (in preference to providing additional storage facilities at Kurraba Reserve, where existing facilities are underutilised and access by either public or private transport is severely restricted).</p> <p><u>Additional Informal Storage Sites</u> Council should search for other possible 'beach launch' locations in North Sydney.</p> <p>I am a local resident who regularly uses and pays for kayak facilities in North Sydney area. I would like to see more facilities for others to be able to use and easily access the harbour via watercraft. From a kayaker's perspective, protected waters and a flat launch area are optimal for launching and landing, and would encourage greater use of watercraft.</p> <p>I think there should be more access points to the harbour (e.g. Cremorne Point) for people to be able to launch and store small craft like kayaks and canoes, because the harbour resource is not used much for these purposes. It is such a beautiful harbour, but in a lot of localities we don't have practical access and storage for small craft in our local neighbourhoods.</p>

Issues/Themes	Community and Stakeholder Comments
<p><u>Theme 6:</u> Other Water-Based Recreation Opportunities & Issues</p>	<p>Council's Recreation Needs Study 2015 identified that there was a high level of community demand for water-based recreation activities, and a need to create opportunities for increased participation (including providing additional opportunities to store light vessels where possible). The SWCSS reiterates this. To date Council appears to have been reluctant to acknowledge and deal with the plethora of issues arising from North Sydney's relationship with the harbour. Hope Council will take this opportunity to expand its involvement with the harbour community and explore creatively options and opportunities which may be less obvious. For example:</p> <ul style="list-style-type: none"> • Promote and facilitate the establishment within the NSC area of affordable canoes and kayaks hiring facilities similar to those available at Manly Wharf. As no new infrastructure is required to accommodate this initiative, this could represent a revenue-creation opportunity for a community enterprise in cooperation with Sea Guides/Sea Scouts or similar association or charity. • Advocate the use of and utilise the waterfront for events. Harness the expertise and passion which exist in abundance within the boating community of the municipality's sailing clubs, yachting clubs, fishing clubs etc. • Explore the possibility of adaptively re-using the Quarantine Depot at Berrys Bay (owned by the State Government) to create a 'Centre for Sustainable Boating'. (This would complement and be a companion to the nearby Coal Loader Centre for Sustainability). Considering the current and forecast spectacular growth of boating on Sydney Harbour, the proposed centre would be well placed to provide innovative and environmentally sustainable solutions. • Integrate and promote various resources produced by Council which are pertinent to this subject into a holistic information package (online as well as print) readily available to residents and visitors alike. For example, the excellent Council publication '<i>North Sydney - Harbour Foreshore Bushwalk Guide</i>' deserves to be seen and used widely by the community of recreational walkers and harbour lovers. <p>SUP is quickly growing as a popular water recreation activity and a great way to stay fit for people of all ages. The small sandy beach at Lavender Bay is perfectly suited to entry and exit from the water for SUP users.</p> <p>It would be great for local amenity (for myself and others) to encourage water recreation such as SUPs in the area, for example as an option for North Sydney office workers during their lunchbreak. What other CBD in Sydney can offer this? With the right incentives, someone may even set up a SUP rental service there, similar to the businesses operating at the Spit and Manly.</p> <p>I have been talking to Council staff about a kayak share facility that I am interested in setting up in Lavender Bay (and other places in the future). A facility like this would cater for a lot more people than a small storage facility would.</p>

Issues/Themes	Community and Stakeholder Comments
Other Water-Based Recreation Opportunities & Issues cont.	<p>An idea to help the owners of older classic boats would be to have a work berth (in a foreshore location) that could be rented on a temporary basis for repair work. Many of the older timber boats that were built around the harbour are falling into disrepair due to lack of such facilities on the harbour foreshore.</p> <p>Could you please include a sentence that makes it clear that the SWCSS doesn't relate to short term land use to access the harbour for events? For example, Blues Point Reserve has been used as a start site for Kayak for Kids and Bridge to Beach, and jet skis have been loaded onto the harbour at Quibaree Park for an event on the water off Luna Park. (In these cases, NSC would issue a separate permit for land use).</p> <p>Information regarding water based recreational facilities should be available on Council's website. It is impossible to find the location (or even a mention of their existence), of the 8 formal storage facilities for small water craft on Council's website. There should be information about kayak/dinghy storage (locations and charges), boat ramps, boat wash down bays, authorised fishing spots, fish cleaning benches, public wharves and piers, Council's policy regarding jet skis etc. Other Councils (e.g. Pittwater) have a dedicated section on their website listing boating facilities for recreational, commuter and commercial purposes).</p> <p>NSC should form a Foreshore and Waterways Reference Group, made up of individuals with a particular expertise in and/or passion for things maritime. The aim of the proposed RG would be to give key stakeholders – including residents, representatives from clubs and associations and industry experts - an opportunity to provide advice and feedback to Council on infrastructure and services and other matters relevant to recreational boating and harbour usage in the North Sydney area.</p> <p>The proposed RG could also assist Council in being proactive in the generation, dissemination and promotion of information to the community about opportunities for water based recreation in the municipality and the range of facilities provided by Council and other land management agencies.</p> <p>The RG could also be on tap to review strategic programs including relevant Plans of Management, facilitate partnerships, community and user participation and volunteer programs and provide support to specific projects or to other working groups of Council (in the way that other advisory groups are).</p>