

Mr Mark Ferguson  
General Manager  
Pittwater Council  
1 Park Street  
MONA VALE NSW 2103

Dear Mr Ferguson

**Re: Submission from Palm Beach Sailing Club on the Draft Plan of Management – Woorak Reserve**

Following the meetings with Council Contact Officer, Ms Phoebe Pape and officials from Palm Beach Sailing Club (PBSC) in 2009, we have now reviewed the Draft Plan of Management for Woorak Reserve and are generally impressed with the overall balance of the proposal. The Council should be commended on managing the competing needs of the local residents, community groups and other users of the ramp access to Pittwater as well as the environment.

PBSC agrees that the *Issues Identified through the Draft Plan of Management Process*, the *Community Values* and the *Key Management and Design Issues* identified in the Executive Summary are an accurate reflection of the concerns raised during the consultation process.

PBSC is pleased that its presence and contribution to the local area has been acknowledged in the Draft Plan of Management. PBSC has been sailing from Woorak Reserve for over 50 years and was constituted in 1955. The club merged with the Pittwater Catamaran Club, which was formed in 1962. PBSC has built an unsurpassed international catamaran capability and has been at the forefront in helping families and youth learn to sail. Importantly, PBSC maintains a 24hour rescue capability for the local Pittwater area.

In providing this submission we would like to stress that we consider our club to be part of the local scene. We are a family club, and as well as having our young children learning to sail on the boats, our families usual picnic on the beach during race days. So our concerns about the area and the safety of the ramp and beach mirror those of the residents. In fact, it would be fair to say that our members are probably more 'connected' to Sand Point than many of the home owners in the area, many of whom reside outside the area and visit their beach homes a few times a year. The majority of our members are from Pittwater and the Northern Beaches, and the club facility is in Iluka Road.

There are however, some issues that we would like clarification on, or would Council to consider further. I have included these issues in the attached table and linked these comments to the *Management Strategies*.

Despite the positive aspects of the proposal, members are concerned about increasing costs. The club is not a wealthy club and a large number of our active members are students. The additional costs involved in parking, albeit a concession, will preclude the club from being able to raise its membership fees this year, which is long overdue to enable proper maintenance of the rescue facility and rescue boat, due to the current economic climate.

If you need to discuss any aspect of this submission, I can be contacted on 0424 517 852, Anthony Duchatel, Publicity Officer, can be contacted on 0417 400 644 and Charmaine Beckett, Secretary, can be contacted on 0413 486 587.

Yours sincerely

Upu Kila  
Commodore  
Palm Beach Sailing Club

On behalf of the Committee and members

9 February 2010

**Palm Beach Sailing Club submission on the Draft Plan of Management – Woorak Reserve**

**Attachment**

Draft Plan of Management - Management Strategies	Palm Beach Sailing Club comments/suggestions
The process for the implementation of the closure of Woorak Road is to be completed	<ul style="list-style-type: none"> <li>Support the road closure, but PBSC is concerned about what strategies are in place to accommodate access to the ramp and parking during the construction phase. We would like to discuss access issues and to agree on a suitable temporary arrangement.</li> </ul>
The use of the ramp by commercial vessels, contractors and large boats and trailers is to be prohibited.	<ul style="list-style-type: none"> <li>Support the proposal to exclude commercial vessels from the ramp, but clarification is sought that the Club's start/rescue boat would not be considered a "large boat". It is a 4.3 m Webster on a single axel trailer.</li> <li>Consideration should be given to the fact that the boat is a community facility and is on 24hour standby as a rescue boat for Pittwater.</li> </ul>
The size of boats and tailers using the ramp is to be restricted, with heavy fines being imposed for illegal use.	<ul style="list-style-type: none"> <li>Support, subject to clarification of above re the club's rescue boat.</li> </ul>
Pay and display parking for all parking facilities within the reserve	<ul style="list-style-type: none"> <li>Support subject to special permits for PBSC (see below).</li> </ul>
Limit of a maximum 24 hours parking for trailers and cars within the reserve is to be introduced. Residents' permits will not be valid.	<ul style="list-style-type: none"> <li>Support – PBSC do not leave any trailers in the car park for extended periods. However, the club does hold 2 or 3 special weekend events such as a two-day regatta, or State Titles for a specific sailing class. The club has, in the past, hosted the International Youth Regatta, bringing publicity and youth from the South Pacific into the Pittwater area.</li> <li>We would assume that Council would allow the provision to PBSC of a permit to use the parking and beach facility for a "special event" for a fee, as is currently the case. Could Council confirm that this will be possible into the future?</li> </ul>
Prohibit trailer parking along Iluka Road	<ul style="list-style-type: none"> <li>Support</li> </ul>
<p>Allow special permits and parking arrangements to be granted to registered community clubs and events, historically using the ramp.</p> <p>Integration of trailer parking into the grassed reserve, with flexibility to allow expansion of the parking area during peak periods.</p>	<ul style="list-style-type: none"> <li>PBSC supports the use of the NE corner for parking for normal club Saturday racing. We assume that this would be confirmed through an application for a permit to do so. We see it being properly implemented with a Club Sticker on cars designating that proper access has been given. If so, would Council confirm this or its preferred approach?</li> <li>We would also be grateful if Council would confirm the expected ingress and egress approaches to the NE corner.</li> </ul>

Parking fees at Woorak Reserve and Iluka Park must be in line with charges imposed at Rowlands Reserve, Bayview.	<ul style="list-style-type: none"> <li>• Support, but Council needs to monitor that this has the desired effect of reducing the over use of the Sand Point ramp.</li> </ul>
Introduce a annual pass for ramp use and trailer parking, in line with the charges at Rowlands Reserve	<ul style="list-style-type: none"> <li>• Support, subject to a special pass being available to community clubs.</li> </ul>
Implement a code of conduct for use of the ramp	<ul style="list-style-type: none"> <li>• Support</li> </ul>
Regulate availability and length of stay of trailer and car parking within the reserve	<ul style="list-style-type: none"> <li>• Support</li> </ul>
<b>Draft Plan of Management - other management issues</b>	<b>Palm Beach Sailing Club comments/suggestions</b>
The boat ramp	<ul style="list-style-type: none"> <li>• The boat ramp needs repair, particularly at the edges where it is unstable and could pose a danger to people, especially children.</li> <li>• Do not support lengthening of the ramp – the current length is adequate, if the edges were maintained. Lengthening the ramp could encourage large boats.</li> <li>• Although the risk to the beach and sand movement should be monitored, the impact of the ramp is probably not as high (particularly if it were left at its current length) as the artificial constructions, actually on the beach, in front of four houses to the north of the ramp. These constructions can be clearly seen in the aerial photo on the Draft Plan of Management and would have more impact on sand movement than the ramp.</li> <li>• Consideration should be given to removing the bollard in front of the ramp. It was thought initially that these were installed in an attempt to stop large boats from using the ramp. This management plan should effectively stop that. The management plan says they were installed to stop vehicular access to the beach, but no one has ever seen a vehicle on the beach.</li> <li>• The bollards do however stop the small catamarans from being easily moved from the ramp to the beach to rig up. This means that the cars are on the ramp for a longer period.</li> </ul>
Plans for Sand Point Lane	<ul style="list-style-type: none"> <li>• Support proposals to make Sand Point Lane safer for pedestrians and reversing cars and trailers</li> </ul>
Plans for low impact	<ul style="list-style-type: none"> <li>• Support proposals to maintain the local amenity and “Palm Beach” feel for the area by using minimum impact construction, without gutters or hard surfaces.</li> </ul>
Launching times	<ul style="list-style-type: none"> <li>• Support that the status quo remain re launching times. If the Plan of Management is effective, the area should return to a low key, quite local</li> </ul>

	access point. Launching times were not a problem in the past.
Safety at the ramp	<ul style="list-style-type: none"><li>• Agree that this ramp is for sailing craft and small boats.</li></ul>
Waste removal at the ramp	<ul style="list-style-type: none"><li>• Agree that Council could consider relocating the waste bin away from residences. Only one house next to Sand Point is permanently occupied. Although PBSC members would be conscientious about rubbish removal from the ramp area, this proposal may backfire with visitors leaving rubbish on the beach causing an environmental hazard for birdlife and fish.</li></ul>