

Hornsby Shire Council

**Kangaroo Point Community  
Masterplan**

Report

March 2005



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# 1. Introduction

## 1.1 Background

Kangaroo Point is a headland on the southern shore of the Hawkesbury River, at the junction of the River and Sandbrook Inlet, to the west of Brooklyn and adjacent to the Pacific Highway. Much of the surrounding riparian land and bushland is relatively untouched leaving the reserve in a picturesque part of this riverine environment. The access Kangaroo Point provides to the water and its central location amongst the local community make it a very popular place for visitors and residents coming to this part of the Hawkesbury River.

The Kangaroo Point site is currently used for a number of purposes and contains:

- ▶ A recreation reserve;
- ▶ Parking areas used by river settlement property owners and recreation users of Kangaroo Point;
- ▶ Passenger and goods loading/unloading point for Melvy's Wharf and the establishment formerly known as Camp Knox;
- ▶ A commercial houseboat operation known as Luxury Afloat;
- ▶ A marine research field laboratory;
- ▶ A boat launching ramp;
- ▶ A residence;
- ▶ A disused roadhouse/restaurant; and
- ▶ A telecommunications facility.

The future use of Kangaroo Point has been the subject of many proposals over the years, including commercial uses, recreational uses, cultural uses, parking, a bushfire brigade station and the continuation of current uses.

Pressures created by the existing and proposed uses mean there is a need to provide a community-based Masterplan to ensure that Kangaroo Point remains of value for future generations as well as those who use the area at present.

The Masterplan prepared recognises the large amount of interest in the space and the importance of this space to both the local and the wider community. In the process of preparing the Masterplan, GHD Pty Ltd (GHD) has aimed to set a framework for future management, use and enhancement of the Kangaroo Point Reserve, reinforcing and conserving identified community values.

## 1.2 Purpose of the Masterplan

The purpose of the Masterplan is to provide direction for the future community use of Kangaroo Point Reserve and determine its long-term role and function as a community area, having regard to its intrinsic values, opportunities and constraints. The

Masterplan will enable the future use of the site to be determined and will promote the improvement of the land.

The Masterplan is not intended to be a detailed development plan. Rather, it provides a strategic framework to provide options for future use and development of the site, establishing principles and guidelines in line with these options.

### 1.3 Study area

The Masterplan applies to the land at Kangaroo Point, consisting of three parcels of land (see Figure 1), namely:

- ▶ Public reserve adjacent to the Pacific Highway and RTA owned land under the care, control and management of Hornsby Shire Council;
- ▶ Lot 1, DP 740853, which is owned by Council and contains the disused restaurant building and car parking area; and
- ▶ An area of reclaimed land (Crown Land) formerly used as a public wharf, containing a shed and access to the Luxury Afloat houseboat business.



Figure 1 – Aerial Photo Map of Kangaroo Point



## 2. The Masterplanning Process

Since 1994 the future planning of Kangaroo Point has been the subject of extensive discussions and studies by Hornsby Shire Council. Comprehensive public consultation has also been conducted, including a community workshop, surveys, discussions and conferences with interested parties concerning possible development options. Council resolved that a Masterplan be developed to guide future development of Kangaroo Point.

Preparation of the Masterplan has recognised the considerable amount of research already undertaken in the surrounding area. The Masterplan has been prepared based on the results of these previous studies, supported by additional investigations where necessary.

Council has also engaged separate planning and heritage studies, the outcomes of which have informed the preparation of the Masterplan.

Preparation of the Masterplan involved the following tasks:

- ▶ Establishing a Steering Committee to oversee the preparation of the Kangaroo Point Community Masterplan and ensure stakeholders and the broader community needs and desires are recognised. Notes of the Meetings are attached (see Appendix A);
- ▶ Assessing conditions through a review of the previous studies, supplemented and supported by field study and observation;
- ▶ Identification of key interest and community groups and scanning of community interest and involvement;
- ▶ Introduction of the study through a newsletter combined with a survey;
- ▶ Establishing the basis for the Kangaroo Point Reserve Masterplan through a structured workshop, including community values, role of Kangaroo Point and objectives for management;
- ▶ Interviews with key users of the Reserve;
- ▶ Analysis of information and preparation of a Key Principles Diagram for the assessment of the steering committee;
- ▶ Preparation of a Heritage Study of the site;
- ▶ An on-site meeting in December 2001, facilitated on behalf of Council by an independent planning consultant;
- ▶ A series of reports to Council seeking direction for the preparation of the Masterplan. Of note, Council at its meeting on 18 September 2002 considered a report by the independent planning consultant and adopted recommendations (see Appendix E) for the preparation of the Masterplan;
- ▶ Preparation of a draft Masterplan;
- ▶ Presentation and public exhibition of the draft Masterplan\*;



- ▶ Receipt of community submissions and preparation of the final Masterplan\*.

(Note that tasks marked with an asterisk (\*) are still to be conducted following adoption of the draft Masterplan by Council.)



## 3. Context for Planning

### 3.1 Existing environment

#### 3.1.1 Topography, geology and soils

The headland of Kangaroo Point is located on the southern shore of the Hawkesbury River between the edge of the deep river and the shallower Sandbrook Inlet. The site generally slopes up to the west forming the base of a hill rising to its peak in Muogamarra Nature Reserve west of the Pacific Highway. Two prominent terraces are joined by a series of smaller landscaped terraces and roads. An approximately 10-12m high embankment to the north is formed between the higher terrace and the water level comprised mainly of rock. Smaller batters are found facing south and east and are covered in scattered vegetation.

There are four underlying soils in the wider area. These include Watagan, Hawkesbury, Lane Cove, and Mangrove Creek. All four types are of low fertility. Watagan and Hawkesbury soils generally support low open eucalyptus woodlands on north facing slopes. Lane Cove soils support the species of the richer, moister open forest, while Mangrove Creek soils support the more salt tolerant communities. Mangrove Creek soils are indicated by the large stand of mangroves just south of the site.

#### 3.1.2 Vegetation

The site is in an area where naturally preserved areas of riparian vegetation and eucalyptus forest are abundant including Muogamarra Nature Reserve, Ku-ring-gai Chase National Park, Long Island Reserve, and Spectacle Island. On Kangaroo Point Eucalyptus forest remnants are found scattered sparsely on embankments and in the parkland and garden areas on the upper terrace of the site. These remnants include a variety of Eucalyptus and Casuarina species. A number of Calistemon species may also be part of the remnant vegetation. A stand of mangroves is also found in the shallow Sandbrook Inlet waters to the south. Calistemon species found in the upper terrace parkland area may also be vegetation remnants.

Exotic trees planted on site include *Pinus radiata* (Radiata Pine), *Plumeria obtusa* (Frangipani), *Populus canescens* (Poplar), *Liquidambar styraciflua* (Sweet Gum), *Schefflera* (Umbrella tree species), *Nageia falcatus* (Outeniqua yellow-wood) and *Araucaria heterophylla* (Norfolk Island Pine). Most of these exotic species are found planted on the landscaped parkland area on the upper terrace of the site. Some of these are large mature trees, while others appear to be more recently planted.

Exotic shrubs, groundcovers and climbers include *Philodendron bipinnatifidum* (Philodendron), *Nephrolepis cordifolia* (fishbone fern), *Vitis* (grape vine species) and a number of other vine species. A number of these and other weed species have spread across the understorey of landscaped parkland areas, terraced gardens and parts of the foreshore embankment.





### **3.1.3 Fauna**

The types of fauna habitats that may be observed in the remnant bushland on the Reserve include:

- ▶ Mangrove habitats important for fish, prawns, crustaceans and birds;
- ▶ Rocky foreshores important for crabs and fish;
- ▶ Mature trees with hollows suitable for hollow dependent fauna such as owls, arboreal mammals, bats and birds;
- ▶ Flowering canopy and shrub layer providing food for nectar eating birds and arboreal mammals;
- ▶ Dense shrub layer providing shelter for small mammals and birds; and
- ▶ Rocky outcrops providing shelter, basking and breeding sites for some reptile and amphibian species.

The diversity and extent of these habitats is likely to be limited as a result of the impacts of fragmentation of the site.

### **3.1.4 Visual**

The Kangaroo Point Reserve is set amongst large areas of pristine bushland and riverine vegetation upon a hilly rugged terrain with many rock outcrops and steep escarpments. The expansive river winds its way around the contours of the land forming small inlets, coves and islands. This natural bushland character is essentially the character of the land surrounding the site. Other visual elements that are prominent include the dominant frame of the Peats Bridge that crosses the river adjacent the reserve and the small pockets of developed foreshore including Brooklyn and Mooney Mooney townships. These pockets of developed foreshore have small marinas mooring a large array of different boats. The appearance of boats upon the river is also very much a part of the character of the area.

The reserve itself has directly been affected by the various land uses that it accommodates. A number of old buildings and more recently a pontoon are visible from the River and from Sandbrook Inlet.

### **3.1.5 Built form**

The site is dominated by two main terraces. A large upper terrace is comprised of a bitumen surface, landscaped parkland area, a small fenced RTA car park, and a disused and dilapidated restaurant building. A number of mature and aging exotic trees are found in the parkland in amongst eucalyptus forest remnants.

A small lower terrace is comprised of a public boat ramp and wharf, rental accommodation underneath the restaurant building and some small areas of roadside car parking.

A commercial house boat operation including a storage shed and an office building also extends from the south-east of the site out onto a pontooned jetty. Six to eight



house boats are docked at this jetty as well as a small number of commuter boats. A boat sewage pump out facility is also located at the end of the jetty.

### **3.1.6 Access and parking**

Vehicular access is provided to the site off the Pacific Highway. A sealed road provides access right down to the public wharf and boat ramp. Adjacent to this access road are approximately 30 car parking spaces. These spaces are not time restricted.

A one-way concrete access road provides access to the upper level. Access to the upper level is poorly signposted and not well defined. A large sealed area provides car parking for approximately 40 vehicles. These spaces are not linemarked and as a result car parking often occurs in a haphazard manner. Approximately 10 of these spaces are subject to a 2 hour time restriction.

There is also a private car parking compound that is leased by the houseboat business for customer vehicles. This compound encroaches onto land owned by Council, and is not sealed or linemarked.

There are no defined spaces for coaches and mini-buses on either the upper level or lower access road. There is no restriction on buses driving down to the wharf area, where there is no room for turning and buses are required to reverse along the lower access road.

## **3.2 Heritage**

### **3.2.1 Historical overview**

A detailed historical overview of Kangaroo Point was prepared by Godden Mackay Logan (2002). A summary is provided below.

The Aborigines who used the resources of the lower Hawkesbury were members of the neighbouring Guringai and Dharug tribal groups (Powell and Banks 1990). Food sources and lifestyles of both tribes were largely based around coastal and estuarine resources. Most of this evidence is captured in notes taken by British settlers and from archaeological sites including aboriginal middens and rock art in the area. On Kangaroo Point is a rock carving known as Stingray Rock.

Governor Phillip's party first explored the lower Hawkesbury in 1788. Timber-getters operated in the area around and including the study site since the 1820s.

In 1831, the first permanent European settler arrived to take up a grant in the area. George Peat was granted 60 acres at Mooney Mooney, on the northern bank of the river. In 1836, Peat received a second grant of 50 acres on the south side of the river, to the west of what is now known as Kangaroo Point Reserve. During the 1830s, Peat purchased a ten-acre lot at Kangaroo Point, including the subject site.

In the 1840s, Peat marked out a road from Kangaroo Point south toward Sydney, and from Mooney Mooney north toward Brisbane Water (near Gosford), and established a punt to ferry people across the river. Work began on construction of a permanent road



to Kangaroo Point in 1847, with the road being opened to vehicular traffic by 1853. The government purchased a ferry from Peat in October 1852. The road to Kangaroo Point was well maintained and developed into the main access road for the Lower Hawkesbury area. The road ran to the east of the present route of the Pacific Highway, following the water's edge close to Kangaroo Point.

In 1877, the northern railway reached Brooklyn, with passengers transferred to the northern side of the River by ferry. In 1889 a new rail bridge across the Hawkesbury River was opened. Once the rail link was completed, use of Peats Ferry dropped dramatically.

The Kangaroo Point access road fell into disrepair. As motor vehicle use increased, the road was upgraded and opened in 1931 as the Pacific Highway. At the same time, two diesel-powered ferries were commissioned to operate between Kangaroo Point and the northern bank of the River. The ferries were a stop-gap measure prior to the construction of a road bridge to link the two banks. Work commenced in 1938, and the bridge was officially opened in May 1945. The ferries were sold to New Zealand.

The opening of the road bridge and closing of the ferry service meant a decline in usage of Kangaroo Point from the 1940s onwards. A 1947 survey showed a weatherboard and fibro shop existing (on the same site as the former restaurant building).

In 1966 Hornsby Council resumed land along the foreshore from the Crown for the purpose of providing, controlling and managing grounds for public recreation. The restaurant building was constructed in approximately 1964 in the latest 'roadside diner' style. The head lease was known as "Hawkesbury Village" and included the food bar, two bedroom flat beneath, land spit, wharf and associated buildings. The food bar was extended in 1969 to include a restaurant operating concurrently. These businesses are understood to have flourished in the 1960s. The business passed through various forms and it is uncertain when it closed.

Over time the site has been planted with exotic species, the park area within the site has been furnished with seats and picnic tables, an RTA car park has been fenced off, stone walls have been built between the terraces, and accommodation below the restaurant has been let out. The houseboat business is the only remaining resident business and lease on the site, however a number of other boat tours and other businesses still operate. A number of boat services still use the public wharf and the boat ramp remains one of the only ramps in the local area.

### **3.2.2 Heritage significance**

The Heritage Review conducted by Godden Mackay Logan identified the concept of cultural significance and basis of significance assessment.

The concept of "cultural significance" or "heritage value" embraces the value of a place or item. The assessment of cultural significance endeavours to establish why a place or item is considered important and is valued by the community. Heritage significance is embodied in the fabric of a place (including its setting and relationship to other



items), the records associated with the place and the response that the place evokes in the community.

The assessment of heritage significance relies on an understanding of the values of the site, derived from an examination of the context of a place or item, the way in which its extant fabric demonstrates its function, its associations and its formal or aesthetic qualities. An understanding of the historical context of a place/item and consideration of the physical evidence are therefore key components of significance assessment, as is an understanding of the esteem in which it is held by the community.

The *Burra Charter* of Australia ICOMOS and its guidelines for assessment of cultural significance recommends that significance be assessed in categories such as aesthetic, historic, scientific and social significance.

The *NSW Heritage Manual*, prepared by the NSW Heritage Office and the then Department of Urban Affairs and Planning, outlines the same four broad criteria and processes for assessing the nature of significance, along with two criteria for assessing the comparative significance of a heritage item.

Since the preparation of the *Heritage Manual*, the *Heritage Act 1977* (NSW) was amended in 1999. As part of this amendment, the Heritage Council of NSW adopted revised criteria for the assessment of heritage significance. The evaluation of cultural significance for Kangaroo Point is based on these revised criteria, which are reflected in the 2002 update to the Heritage Manual entitled *Assessing Heritage Significance 2001*.

Under the NSW Heritage Act, an item will be considered to be of State (or Local) heritage significance, if in the opinion of the Heritage Council of NSW, it meets one or more of the following criteria:

- a) *an item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area);*
- b) *an item has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of NSW (or the cultural or natural history of the local area);*
- c) *an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);*
- d) *an item has a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area);*
- e) *an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area);*
- f) *an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area);*



- g) *an item is important in demonstrating the principal characteristics of a class of NSW's:*
- *cultural or natural places; or*
  - *cultural or natural environments*
- (or a class of the local area)*
- *cultural or natural places; or*
  - *cultural or natural environments*

*Assessing Heritage Significance* provides inclusion and exclusion guidelines for the application of these criteria.

The Heritage Review states that Kangaroo Point satisfies a number of the inclusion guidelines for listing as a heritage item and contains the following statement of heritage significance:

*Kangaroo Point is significant for its association with early European settlement of coastal New South Wales, being a point of transport interchange from 1844, associated with the local boat builder, George Peat, as well as the fishing and oyster industries.*

*By-passed and altered by changes in transport technology in the twentieth century, it has retained ongoing functional significance for the local community, as well as developing as a destination for pleasure seekers to enjoy the views and scenery.*

*The concrete road, wharves, sea walls, park planting and garden walls have evolved over time, and parts of the site remain archaeologically sensitive. The significance of the rock carvings and shelters on the foreshore edge of the site have been recognised since the late nineteenth century and are now listed by the local Aboriginal community.*

### **3.3 Previous studies**

There have been a number of studies in relation to Kangaroo Point. A number of these have relevance to the development of the Masterplan, providing both relevant information and the context for the Plan.

#### **3.3.1 Brooklyn and Environs Management Plan 1990**

The Management Plan includes an Environmental Study, Draft Local Environment Plan, and Draft Development Control Plan. It was adopted by Council in March 1991, and aimed to provide a framework for the evolution of the area through the 1990s.

In relation to Kangaroo Point Reserve, the Plan states:

*There is a small area at Kangaroo Point of approximately 0.25 ha that is presently undeveloped. It has recreational value due to its proximity to the water.*



*The small park at Kangaroo Point could be made more inviting for passive recreational purposes with a relationship to the water. Picnic and barbecue facilities can be provided as well as limited parking.*

### **3.3.2 Brooklyn Development Control Plan**

The Brooklyn Development Control Plan (DCP) applies to Kangaroo Point and came into force on 1 October 1996. The primary purpose of the DCP is to provide detailed provisions for the control of development within Brooklyn and Kangaroo Point, and to implement the findings of the Brooklyn and Environs Management Plan 1990.

Planning strategies for the aquatic environment, traffic and parking, services, tourism and heritage, including a strategy plan are identified in the Brooklyn DCP. Of particular relevance to Kangaroo Point, the strategy plan promotes the establishment of a pedestrian walkway over Crown and Council owned land in Brooklyn to improve public access to the waterway. The pedestrian walkway traverses the centre of the land at Kangaroo Point from north to south.

General controls are provided to ensure the orderly development of Brooklyn. The controls include provisions for setbacks, landscaping, flora and fauna, environmental protection, soil and water management, drainage control, car parking, heritage, contributions, fire hazard, waste management, acoustics, urban streams, land sensitivity, effluent disposal and crime prevention.

The DCP also contains specific provisions relating to open space precincts. Performance criteria are identified including:

- ▶ Adoption of an aquatic/maritime theme for the area;
- ▶ A combination of separate recreational elements should be formed to create a harmoniously connected whole that is aesthetically pleasing and attractive for the community; and
- ▶ Existing infrastructure should be maintained and upgraded.

Prescriptive measures for all recreation areas in the area affected by the DCP include:

- ▶ Developing a park continuity theme through use of similar materials, designs and colours;
- ▶ Physically linking each part to allow people to move freely, particularly along the foreshore;
- ▶ Undertaking beautification works and providing a variety of facilities;
- ▶ Encouraging timber as the dominant building material; and
- ▶ Adopting a dominant theme of nautical colours together with natural earth tones.

In relation to Kangaroo Point Reserve, the DCP states:

*The small park at Kangaroo Point could be made more inviting for passive recreational purposes with a relationship to the water. Picnic and barbecue facilities could be provided as well as limited parking.*



### **3.3.3 Hornsby Shire River Settlements Study**

This report examines river settlements on the Hawkesbury River and identifies issues that relate directly to them. The purpose of the report is to provide a planning framework for the settlements.

Points raised in the report that are relevant to this Masterplan include:

- ▶ Mangroves are protected under Council's Tree Preservation Order, and also under the Fisheries and Oyster Farms Act, 1984;
- ▶ A 30m buffer zone around significant mangrove stands should be established to provide protection and allow for their changing distribution;
- ▶ The Berowra Valley Bushland Park contains one endangered species on the national list, and 10 endangered species on the state list. This has implications relating to the Hornsby Council policy on "Preservation of Native Species";
- ▶ The river settlements contain 330 persons who are mainly couples;
- ▶ Peak population could rise to 900 persons during holiday periods if the remaining 62 lots are sold. This has implications for the natural environment, effluent disposal, traffic and car parking. At Berowra Waters, residents, tourists, visitors and the boating public compete for 232 car parking spaces;
- ▶ Dwellings in the river settlements must be set back from the waters edge to provide room for landscaping. The current standard is 7.6m from the Mean High Water Mark. At other locations, including Brooklyn, the standard has been set at 10m;
- ▶ Design elements such as material colour, height, architectural design, and landscaping are important;
- ▶ There is a need to establish pump out facilities for boats at Marinas;
- ▶ There are three Marinas located within the Study Area, all of which are at Berowra Waters. This study concludes that Berowra Waters is nearing its capacity for boat storage within the existing mooring and marina sites; and
- ▶ A survey of residents of the river settlements indicated that priority should be given to preserving the natural environment, upgrading car parking facilities, and improving water quality. Other important issues are improved provision of services and ensuring that development is sustainable and sympathetic to the natural and built environment.

### **3.3.4 Berowra Waters Plan of Management**

The Plan of Management (PoM) identifies the community values and development opportunities and constraints within Berowra Waters and the surrounding river settlements. The purpose of the PoM is to build on the strategies developed by the Hornsby Shire River Settlements Study. The PoM includes planning strategies and a series of actions that seek to enhance and maintain the values of the area. The main issues investigated in the PoM were:

- ▶ The extent of current and future residential development;



- ▶ The extent of current and future commercial development;
- ▶ The existing and future development of road access;
- ▶ The existing and future development of parking capability;
- ▶ The role of Berowra Waters as a local, sub-regional or regional visitor destination;
- ▶ The need to maintain the overall scenic quality of Berowra Waters as dominated by its natural characteristics;
- ▶ The scenic quality of the built environment, with particular emphasis on the retention of the existing village/marine theme; and
- ▶ The retention of a relaxed and low key activity character.

Findings and recommended actions in the PoM that are relevant to this Masterplan include:

- ▶ There is insufficient parking at Berowra Waters to meet the current and potential future need generated by existing development and use (both residential and commercial). There are a number of vacant lots which may still be developed for residential use and there is a trend for residential properties to move from weekender use to permanent residency;
- ▶ The Plan seeks to provide for limited residential occupancy of land within the area by prohibiting the building of more than one dwelling on each residential lot. The Plan seeks to provide a secure parking compound on the eastern foreshore of Berowra Waters for the exclusive use of residents for which residents will pay an annual fee. The Plan also seeks to reconfigure parking on the western foreshore to improve capacity; and
- ▶ Human activity at Berowra Waters and surrounding river settlements has resulted in water pollution in the Hawkesbury River. The Plan seeks to provide a number of strategies to improve water quality. The Plan promotes waste water control programs for sewage disposal, stormwater runoff, discharge from boats, collection of waste water for marina activities, run off from roads and car parks. In addition, solid waste control programs for household waste, commercial waste, building material and industrial waste are promoted.

Key issues have now been addressed by the gazettal of Hornsby Shire Local Environmental Plan (HSLEP) Amendment No. 64 that implemented a number of planning recommendations of the Berowra Waters Plan of Management, including:

- ▶ Introducing a new zone (Environmental Protection E zone) for the river settlements to recognise the environmental and infrastructure constraints of the area;
- ▶ Rezoning three Council owned sites to retain the land as public open space;
- ▶ Permitting the continued use of two existing commercial enterprises; and
- ▶ Updating Council's heritage listings.

Key issues have also been addressed by the revision of the River Settlements DCP by the inclusion of an updated Masterplan for Berowra Waters and current best environmental practice.





### **3.3.5 Hornsby Shire Open Space Plan**

This report details the findings of a survey into the recreational needs of residents within Hornsby Shire, and has been used as a tool to provide a plan for the allocation of funds for the development and maintenance of recreational facilities. Its key points as relating to the Kangaroo Point Site are:

- ▶ Bushland management is considered a greater priority for funds allocation than parks, gardens and sporting fields;
- ▶ Bushland is the preferred recreation setting for Shire residents;
- ▶ Passive recreational pursuits are favoured over more formal organised sports;
- ▶ Links between parks and bushland are an option to increase the level of use and promote open space areas;
- ▶ Programs requiring maintenance and enhancement of natural areas are required;
- ▶ The Brooklyn area is lacking in quality developed open space areas;
- ▶ Quality improvements should concentrate on improving useability, appropriateness and attractiveness of attributes, along with improving the state of repair of park facilities;
- ▶ Facilities rated as high priorities include barbecues, seating, tables, shade trees, pergolas, children's play equipment, walking and driving tracks, and signposted attractions;
- ▶ Objectives of Environmentally Sustainable Open Space include:
  - Protection and conservation of biodiversity and sites of aesthetic, biological, scientific or cultural value;
  - Retention, restoration and protection of bushland areas;
  - A balance between recreational activity and natural environments; and
- ▶ One recommendation stemming from this is for the expansion of watercourse buffer zones through land acquisition and special environment protection zoning and incorporation into plans of management.

### **3.3.6 Leisure Strategic Plan**

This report provides the basis for the long term leisure planning, services and facilities provision for Hornsby Shire. The report reviews and builds on past plans and strategies including the current strategy, Council's Open Space Plan. The report provides a demand and supply assessment and a gap analysis. The report includes a Leisure Services Action Plan proposing strategies to best align service and facility provision with the identified leisure needs of Hornsby's present and future populations.

Of particular relevance to Brooklyn and Kangaroo Point (i.e. Planning District 7), the following key findings are noted:

- ▶ There is a high per capita provision of open space and outdoor sports facilities which (with the exception of McKell and Brooklyn Parks) are rated by the community to be low in quality. The high per capita provision of open space is



largely a consequence of the districts small population and the location, within the district, of large regionally significant foreshore reserves (McKell and Brooklyn Parks);

- ▶ There have been a number of park improvement works throughout the Shire, including \$420,000 of works to McKell Park. Despite the demonstrable value of upgrading projects, most of the quality issues identified in the Open Space Plan 1997 still need to be addressed. Council is developing sustainable management systems to ensure essential upgrading works based on priority. Open space improvement works at Kangaroo Point are of low priority and should be carried out when funding for capital works and recurrent maintenance costs can be provided.
- ▶ There are no community or commercial indoor sport and recreation facilities in the district. There is only one community hall within the district, located at Dangar Island, which is used for a number of activities including the performing arts. There are no community halls servicing Brooklyn. There are no youth facilities or services such as skate board facilities in the district; and
- ▶ The Brooklyn Senior Citizens Centre is located in the district and contains meeting rooms. The meeting rooms are currently under-utilised.

The key service needs identified in the report for the Shire included the following:

- ▶ Additional sports ground – particularly for cricket and senior soccer;
- ▶ Purpose built facilities for equestrian groups;
- ▶ Various upgrading requirements at many parks and sportsgrounds;
- ▶ Improved communication between Council and sports groups and between different sports groups;
- ▶ Additional passive parks in some areas;
- ▶ Expansion, improvement or disposal of many small, low value parks;
- ▶ More safe cycling and walking routes;
- ▶ A greater diversity of play spaces/facilities;
- ▶ More youth specific leisure facilities;
- ▶ More activity options for older adults;
- ▶ More and/or better distributed leisure information;
- ▶ More access to/interpretation of natural areas;
- ▶ New and upgraded indoor sports courts;
- ▶ Upgraded and modernised aquatic centres;
- ▶ Additional meeting places in some districts;
- ▶ Upgrading some community centres;
- ▶ Improved promotion and programming of community centres and seniors' centres;
- ▶ Improved access to a range of facilities for aged and disabled people;



- ▶ Community cultural development initiatives;
- ▶ Improved spaces for performing and visual arts; and
- ▶ Additional library materials and floor space.

### **3.3.7 Sydney Regional Environmental Plan No. 20 – Hawkesbury Nepean River (1997 -2)**

Sydney Regional Environmental Plan (SREP) No. 20 – Hawkesbury Nepean River was gazetted 21 October 1997 to protect the environment of the Hawkesbury Nepean-River System by ensuring that the impacts of future land uses are considered in a regional context.

The Plan provides legal controls for the assessment of development applications and guidelines for the preparation of environmental planning instruments and development proposals which do not require consent under the EP&A Act. The Plan contains a series of policies and strategies for Total Catchment Management, environmentally sensitive areas, water quality, water quantity, cultural heritage, flora and fauna, riverine scenic quality, agriculture/aquaculture and fishing, rural-residential development, urban development, recreation and tourism, and the Metropolitan Strategy. The Plan also contains a series of development controls for types of development which have the potential to create substantial adverse impacts within the Hawkesbury-Nepean Catchment.

There are also a number of published studies that supplement or provide background information to the Plan. These include:

- ▶ *Significant Wetlands of the Hawkesbury -Nepean River Valley* (1994) prepared by P and J Smith Ecological Consultants for the (then) Department of Planning;
- ▶ *Hawkesbury-Nepean Scenic Quality Study* (1996) prepared by the (then) Department of Planning; and
- ▶ *Resource Guide for Best Management Practices to Control Diffuse Source Pollution in the Hawkesbury-Nepean Catchment* (1996) prepared by the (then) Department of Urban Affairs and Planning.

Of relevance to Kangaroo Point, the aesthetic significance of the land is outlined in SREP No. 20. The Brooklyn Estuary area (including Kangaroo Point) is classified as having visual qualities of “significance beyond the region”. The Brooklyn Estuary Landscape Unit identified in the Hawkesbury-Nepean Scenic Quality Study includes the following statement:

*“The area is of high scenic quality and acknowledged heritage significance. It has the perceptual and formal attributes of ria coastal estuary, is esteemed by the community for its scenic qualities, has been the stimulus for artistic endeavour, is a traditional recreational and water sport destination for Sydney and has a long history related to land transport routes to the north and river transport to Sydney.”*

The Study identifies Kangaroo Point as river landmark/important place. An important viewpoint/vista has also been identified north of the river along Kangaroo Point. The



Study identifies the lack of lookout sites on roads to be an important scenic conservation issue in the area.

### **3.4 Key findings**

The headland of Kangaroo Point is located on the southern shore of the Hawkesbury River between the edge of the deep river and the shallower Sandbrook Inlet. Eucalyptus forest remnants are found scattered sparsely throughout the site, and a stand of mangroves is also found in the shallow Sandbrook Inlet waters to the south. There are also a number of exotic species planted on the landscaped parkland area on the upper terrace of the site. There are a number of fauna habitats on the site, although these are limited due to fragmentation of the site.

The site contains a number of buildings, including a disused restaurant building with caretaker's cottage below, a telecommunications facility, commercial houseboat operation, and a number of sheds and carports.

The site has been identified as having heritage significance due to its association with early European settlement of coastal New South Wales and being a point of transport interchange since 1844. It has ongoing functional significance for the local community. The significance of rock carvings and shelters on the foreshore are recognised by the local Aboriginal community.

A number of previous studies refer to Kangaroo Point. SREP No. 20 identifies the aesthetic significance of Kangaroo Point. The need to upgrade facilities at the Reserve have been recognised since the early 1990s. Bushland and passive recreation pursuits are preferred over active recreational uses.



## 4. Community Values and Issues for Future Use

### 4.1 Community consultation

The community consultation undertaken during the preparation of the Masterplan considered the values of Kangaroo Point Reserve to the community and identified a number of issues that would impact on its future use.

The community consultation tasks included the following:

- ▶ Establishing a Steering Committee to oversee the preparation of the Kangaroo Point Community Masterplan and ensure stakeholders and the broader community needs and desires are recognised. The Steering Committee comprises nine (9) stakeholders, seven (7) local community representatives, three (3) Councillors and relevant Council officers. The Steering Committee met on a number of occasions throughout the Masterplanning process. Minutes of these meetings are included in Appendix A;
- ▶ Introduction of the study through a community newsletter and “Have Your Say” form. The newsletter was distributed to 1,100 owners of properties in both Hornsby and Gosford local government areas who are reliant upon or may have an interest in Kangaroo Point. A total of 81 submissions were received. A summary of the submissions is contained in Appendix B;
- ▶ A structured community workshop held in 25 March 1999, attended by 45 persons, which identified community values, the role of Kangaroo Point and objectives for management. Notes from the workshop are contained in Appendix C;
- ▶ Interviews with key users of the Reserve. Notes from these interviews are contained in Appendix D; and
- ▶ An on-site community meeting held on 10 December 2001, attended by Councillors, Kangaroo Point Community Masterplan Steering Committee members and interested parties. Mr Tony Moody, independent planning consultant, facilitated this meeting on behalf of Council. A summary of the recommendations of the report prepared by Mr Moody following this meeting is contained in Appendix E.

The following values and issues for future use were identified during the community consultation process.

### 4.2 Community Values

#### *Recreational*

Kangaroo Point is valued for the opportunities it provides for recreation, such as access to water based activities (including boating and boat cruises) and onsite activities (including fishing and picnicking). It is also valued for the potential it offers to provide an enhanced recreation attraction in the future, based on its location and scenic qualities, if suitable additional facilities are provided.

Factors contributing to the recreational value of Kangaroo Point include:



- ▶ The public boat ramp and wharf;
- ▶ Deep water access;
- ▶ Natural environment and visual quality; and
- ▶ Access to the site and its location with respect to the town of Brooklyn and the region.

The recreational value of the Kangaroo Point is supported by the status of the land, which consists of a 'public reserve' (Crown land gazetted as a public reserve under the care, control and management of Council) and the land owned by Council which was resumed from the Crown for the 'purpose of providing, controlling and managing grounds for public recreation'.

### ***History and heritage***

Kangaroo Point is highly valued as a result of its historical links with early settlement of the area, and its links with historical uses, including Peats Ferry. It is valued for its relationship to previous historical uses, which included the original river (ferry) crossing, recreation (picnics, fishing), roadside kiosk, and as a stop-over for people travelling along the Pacific Highway. Links to Aboriginal heritage are also important.

### ***Visual and scenic***

The views and scenic quality from and to Kangaroo Point are highly valued. This is a result of the following:

- ▶ Views to the Hawkesbury River;
- ▶ Elevated upper levels of the site which provide reasonable visibility of the surroundings;
- ▶ The River setting, including views to the site from the River and Brooklyn, as well as the integration with human uses such as boat access and related activity of boats around the headland.

### ***Natural***

The natural environment of Kangaroo Point is highly valued. Features of the natural environment that contribute to this include:

- ▶ Scenic beauty;
- ▶ Presence of remnant vegetation;
- ▶ Trees and landscaping;
- ▶ Areas of wetland, mangroves and seagrasses;
- ▶ The rocky foreshore;
- ▶ Sandstone rock outcrops; and
- ▶ Human-made terraces.



### ***Locational***

The location of Kangaroo Point with respect to the River, the Pacific Highway and the Freeway is considered to be an important value of the site. The opportunities presented by the site in terms of access to the River, and river communities, is valued by local residents, river residents, operators of businesses and residents of the wider region. The location of the site in close proximity to Brooklyn is also valued by Brooklyn residents.

### ***Social and cultural***

Kangaroo Point has important social and cultural values, both locally and regionally. These include:

- ▶ The proximity of the site to Brooklyn;
- ▶ Casual relaxed atmosphere;
- ▶ Access point to the River;
- ▶ Combination of natural, historic and scenic environment; and
- ▶ Opportunities for use and access by businesses, local residents and the wider community.

## **4.3 Issues for Future Use**

### **4.3.1 Recreation and use of Kangaroo Point Reserve**

Kangaroo Point provides boating access to the water and is centrally located amongst the local community area adjacent the most important vehicular bridge crossing of the Hawkesbury. The reserve is also in a prominent position for viewing the river. These factors make it a popular place for visitors and residents recreating in this part of the Hornsby Shire. A number of businesses also rely on the site as a pick up and set down point for passengers and goods. Pressures created by these various users lead to a range of issues including:

- ▶ Reduced recreation experience, as a result of perceptions of congestion, overcrowding and over-development;
- ▶ User impacts, including parking difficulties, traffic volumes, pedestrian safety and impacts on the physical environment (such as litter, new building forms and storage areas);
- ▶ Conflicts between the proposed users of Kangaroo Point (eg between recreational users and river residents who want car parking and boat mooring);
- ▶ People do not feel secure because of a lack of facilities such as lighting and a telephone;
- ▶ Current recreational facilities such as picnic tables, bins and shelter are not adequate;
- ▶ Can more community uses be accommodated within the site;
- ▶ The space is not currently used efficiently;



- ▶ There is demand for a food outlet/restaurant to replace the existing building; and
- ▶ Use of the site needs to be co-ordinated with the use of other nearby public land.

#### **4.3.2 Natural environment**

The natural environment is a highly valued aspect of Kangaroo Point, providing the basis for various recreation activities, and the setting for the unique visual and scenic quality of the area. Increasing interest in the site and pressure for development makes the future of the natural environs of Kangaroo Point more uncertain than ever. The following are some of the issues that need to be addressed:

- ▶ Litter, both from rubbish left by visitors and created by other regular users of the site;
- ▶ Water pollution and water quality impacts including urban run off, sewage disposal, boating activities, upstream inputs, and pressure to remove nearby mangroves to make use of the water access; and
- ▶ Lack of signage and interpretation in terms of function of local ecosystems and significance of Kangaroo Point as a headland that is part of the natural hydrological system of the Hawkesbury River.

#### **4.3.3 Visual and landscape**

Kangaroo Point is surrounded by large areas of pristine bushland sitting proudly on a riverine headland. The frame of the vehicular bridge that crosses the River and the small pockets of developed foreshore including the Brooklyn and Mooney Mooney townships are also dominant visual elements. The appearance of the reserve itself has directly been affected by the various land uses that it accommodates. The issues relating to these uses are outlined below:

- ▶ There is no co-ordinated theme to any of the building designs, signage, street furnishings, landscaping and planting beds;
- ▶ The site is made to look dilapidated and disjointed by the built forms which lie upon it including the former restaurant building and the sheds associated with the houseboat business;
- ▶ Rental accommodation, fences and exotic planting underneath the former restaurant building is unattractive and is visually prominent from the lower terrace;
- ▶ The large sealed car park, fenced RTA car park and buildings are visually prominent from the river as a result of the break in the tree canopy;
- ▶ Landscaped parkland on the upper terrace is untidy and lacks general maintenance;
- ▶ Weed species are evident in a number of landscaped garden areas and have taken over the riparian embankment to the north and the south; and
- ▶ The site is not large enough to accommodate all of the proposed uses.





Other visual and landscape issues are those related to development proposals that have been previously raised:

- ▶ Large scale development will be visually prominent from the river and surrounding areas and concern about some of the development proposals;
- ▶ Further development over the water including a marina; and
- ▶ Large-scale security commuter berthing and further car parking.

#### **4.3.4 Heritage**

One of the important values of Kangaroo Point is its heritage significance. Maintaining and protecting this significance has been identified as an important issue. Specific issues include the following:

- ▶ Conservation of the principal built environment and landscape elements identified as having heritage significance;
- ▶ Interpretation of the various heritage features and the historic significance of the area overall;
- ▶ Adequate and appropriate maintenance of significant features; and
- ▶ Conflict between new design elements and heritage significance of the area.

#### **4.3.5 Infrastructure, services and facilities**

The lack of services facilities and infrastructure has raised a number of issues including:

- ▶ Safety and accessibility of main public jetty, secondary jetty and boat ramp for a wide variety of boat types and sizes;
- ▶ Maintenance of important elements such as sea walls, landscape retaining walls, jetties, boat ramp and pavement,
- ▶ Action to be taken on whether to keep or remove redundant buildings, fuel tanks, sheds etc;
- ▶ Internal road safety and legibility is not adequate;
- ▶ Parking spaces are not defined by line marking;
- ▶ Concerns with the adequacy of drainage;
- ▶ There is no overall plan for the design and location of services and facilities;
- ▶ Lack of toilet facilities, drinking fountains, taps, garbage bins; and
- ▶ Use of the site for emergency services and rescue boats.

#### **4.3.6 Access**

Kangaroo Point provides one of the few public boat ramps and public jetties in the local area. This is a large reason for the popularity of the site. There are a number issues relating to access of the waterfront:



- ▶ Elderly and disabled people have difficulty boarding boats from the public wharf;
- ▶ Boat access is difficult for small vessels wishing to use the public wharf as a pick up and set down point;
- ▶ River residents have no place to moor their boats and securely park their cars at a reasonable cost; and
- ▶ Proposed development such as river resident boat mooring may interfere with other access to the water.

Other issues relating to access include:

- ▶ The fear that part of the site will be turned over to private ownership;
- ▶ The ease of vehicular access to the site from the Pacific Highway;
- ▶ Inadequate access to medical treatment/work/shopping facilities for river residents; and
- ▶ The continued access to the foreshore for fishing and other waterside activity and deep water boating access.

#### **4.4 Key findings**

Preparation of the Masterplan included a program of community consultation, including a newsletter and feedback form, public workshops and meetings, and establishment of a Steering Committee.

From this consultation, a number of community values for the site were identified. The site is valued by the community for the following reasons:

- ▶ The recreational opportunities it provides, including access to water-based activities as well as on-site activities;
- ▶ Its historical links with the early settlement of the area, links with historic uses, such as the river crossing, recreation and roadside kiosk, and links to Aboriginal heritage;
- ▶ Its visual and scenic qualities, including views to the River and views of the site;
- ▶ Features of the natural environment including remnant vegetation, areas of wetland, mangroves and seagrass, rocky foreshore and sandstone rock outcrops;
- ▶ Its location with respect to the River, the Pacific Highway and the Freeway, as well as proximity to Brooklyn; and
- ▶ Its local and regional social and cultural factors.

A number of issues and concerns regarding current and future use of the site were also identified. These are summarised below:

- ▶ Recreation and use:
  - User impacts;
  - Conflicts between recreation and commercial/river resident use;
  - Demand for additional facilities; and
  - Co-ordination with use of other nearby public land;



- ▶ Natural environment:
  - Water pollution and water quality impacts, including sewage disposal; and
  - Lack of recognition of importance of local ecosystems;
- ▶ Visual and landscape:
  - Dilapidated and run down nature of the site;
  - Unattractive elements, including caretaker's cottage, sealed areas, fenced parking compound and buildings; and
  - Concern regarding large scale development;
- ▶ Heritage:
  - Conservation and interpretation of built environment and landscape elements; and
  - Conflict between new design elements and heritage significance of the area;
- ▶ Infrastructure, services and facilities:
  - Concern over safety of public jetties and boat ramp; and
  - Lack of facilities including lighting, toilets, garbage bins, linemarked parking spaces and drainage; and
- ▶ Access:
  - Difficult for small vessels to use the public wharf;
  - River residents have no place to securely moor their boats and park their cars; and
  - Fears that the site will be turned over to private ownership.



## 5. Masterplan Vision, Objectives and Principles

### 5.1 Introduction

The Masterplan sets down broad guidelines to shape the future planning and use of the site. Before guidelines can be developed, it is necessary to outline the vision for Kangaroo Point Reserve and describe the objectives and principles for its future use and development.

### 5.2 Vision for Kangaroo Point Reserve

In developing the vision for the future of the Reserve, consideration has been given to the community values and issues identified in Section 4. With these values and issues in mind, the vision for the future of Kangaroo Point Reserve is set out below.

Kangaroo Point has a popular viewing platform and one of the few public wharfs and boat access ramps in the local area. The reserve is managed to conserve one of the few non-bushland parks boasting water frontage within the Shire.

The landscape and built environment of Kangaroo Point is managed to enhance and complement the scenic quality of the site and the River outlook.

The reserve provides access to the Hawkesbury River for recreational purposes. The commercial houseboat business and facilities including car parking complement this purpose. These activities, however, do not detract from the quality of the environment and amenity of the reserve.

The reserve provides a high quality recreational experience, and contains recreational facilities, including grassed areas, tables and chairs, barbeques and public amenities, making it a popular destination for picnics and fishing.

The archaeological and historic values of Kangaroo Point are recognised through appropriate interpretation facilities.

### 5.3 Objectives for Kangaroo Point Reserve

The primary objective for Kangaroo Point Reserve is to provide appropriate recreational, community and commercial facilities, managed as a whole and integrated with the environment and the site's heritage significance. Future uses should recognise the diverse relationships of people with this place over time.

The reserve should provide opportunities for, and encourage land uses that will ensure an environmentally, socially and economically sustainable future for the site. To this end it will include:



- ▶ Preserving the existing sense of place and its relationship with the water;
- ▶ Recognising previous and existing land uses, including indigenous aboriginal cultural heritage, commercial uses, and use as a pick up and set down point for river settlements;
- ▶ Protecting and enhancing existing vistas to and from the Hawkesbury River and Sandbrook Inlet;
- ▶ Conserving and enhancing remnant flora and habitat areas and values, particularly remnant Eucalypt forest and mangroves;
- ▶ Enhancing public access to and through the site;
- ▶ Providing new and enhancing existing community and commercial facilities, where demonstrated to be appropriate, environmentally sensitive and economically feasible;
- ▶ Upgrading public amenities on the site, including picnic and barbecue facilities, public toilets, and playground equipment; and
- ▶ Formalising and rationalising car parking and coach parking.

## **5.4 Masterplan principles**

Having regard to the issues for future use identified in the community consultation and review of background material, and the objectives and vision for Kangaroo Point outlined above, a number of principles for the Masterplan have been identified.

### **5.4.1 Encourage passive recreation uses**

The values and issues identified during the community consultation encourage the improvement of Kangaroo Point Reserve to provide for passive recreation. To this end, the following principles are identified:

- ▶ Provide a central focus for activity and large gatherings at the former restaurant building;
- ▶ Provide a variety of natural settings around the site to allow smaller groups and families to gather. Site recreational facilities on upper and lower terraces;
- ▶ Provide security and safety by ensuring activities are open to surveillance *and providing a public telephone*;
- ▶ Provide amenities and facilities that will attract visitation, such as:
  - Seating;
  - Barbeques;
  - Shade;
  - Shelter;
  - Public toilets;
  - Playground;
  - Recreational fishing; and



- Walking circuit.

#### 5.4.2 Optimise natural and visual qualities

Kangaroo Point is valued by the community for its natural and visual qualities.

Principles to enhance these qualities are:

- ▶ Provide facilities that take advantage of panoramic river views from roads or picnic areas, from both upper and lower terraces;
- ▶ Retain indigenous vegetation and enhance with new plantings;
- ▶ Retain and expose natural rock outcrops;
- ▶ Improve or maintain line and character of foreshore;
- ▶ Screen unsightly views, such as telecommunications facility and Highway. Retain existing vegetative screen to Highway;
- ▶ Minimise vehicular access so that it is screened from the waterways;
- ▶ Formalise parking for recreational users with minimal intrusion in landscape areas;
- ▶ Ensure built form is visually recessive or screened by natural features; and
- ▶ Ensure built form, if altered, is sited in place of existing built form and does not exceed existing building envelopes.

#### 5.4.3 Rationalise built form

The issue of built form at Kangaroo Point was also raised during the consultation process. There were differing views on the future use of the former restaurant building, as well as other buildings on the site.

On 18 September 2002, Council resolved that “*the former restaurant building be demolished*”. However, the recommendation of the independent consultant planner, which was adopted by Council on 18 September 2002 stated:

*The former restaurant building should be retained if found structurally sound and the cost of remedial works is revenue neutral to Council in light of anticipated revenue. Any future use of the building should be restricted to a small scale kiosk and/or restaurant and a Visitor Information and Cultural Centre and a viewing platform should be provided as part of any future use of the building.*

...

*Representations have been made by private organisations such as the University of Technology, Hills Minchinbury Christian Life Centre and Bar Point Safe Boating and Rescue and Radio Club for facilities within the existing kiosk building. The alienation of public land being provided to private organisations (other than land occupied by current users) is not supported even to organisations that obviously provide some community benefit.*

...



*A proposal for a convention/function centre is not recommended due to the potential impacts of associated parking on the sensitive Kangaroo Point site.*

Having regard to this, the following principles for built form are identified:

- ▶ Commercial or community use of the former restaurant building is to be the subject of an assessment of structural adequacy and a feasibility study. Any future use of the building is to be, at a minimum, cost neutral to Council and also provide a demonstrable public benefit;
- ▶ In the absence of a viable commercial use, the former restaurant building is to be used to provide facilities and amenities for passive recreation uses of the site. If necessary, the building is to be demolished and a suitable viewing platform with facilities and amenities provided;
- ▶ Adaptation of former restaurant building is to be flexible to allow for change in future uses;
- ▶ Any new building or additions to the former restaurant building is to be within the existing building footprints. Any renovation or rebuilding of the building is not be larger than the existing building, is of a contemporary style and includes a heritage impact statement with any development application;
- ▶ The carport and timber sheds located to the south of the road be demolished;
- ▶ Other disused buildings, such as outhouses and sheds, are to be justified for retention, or removed;
- ▶ Retain existing commercial operations on site (i.e. houseboat business on land spit and telecommunications facility in established compound);
- ▶ Continue to provide caretaker's cottage under former restaurant building. The rental of the cottage reflect the fact that the occupant has the role of supervising the adjoining Council property. If necessary, the building is to be upgraded. Limit curtilage to the dwelling as much as possible and establish privacy screening to increase the area available to the public and avoid public overlooking;
- ▶ The location of new buildings/structures be limited to existing building footprints; and
- ▶ New buildings/structures be low scale and use materials and colours suitable for foreshore development.

#### **5.4.4 Provide public access to the water**

Throughout the consultation process, it was evident that there is a heavy reliance on Kangaroo Point for access to the water, by river residents, commercial operators and the general public. This function is also part of the heritage significance of Kangaroo Point. It is therefore important to maintain this access.

It should be acknowledged, however, that Council has considered the issue of provision of commuter berths at Kangaroo Point on a number of occasions. On 18 September 2002, Council resolved to adopt the recommendations of an independent



town planner's report to progress the preparation of the draft Masterplan, including that *"the Kangaroo Point site is not suitable for commuter parking and berthing"*.

On 18 September 2002, Council also resolved to *"direct the proprietors of charter ferry operations who currently use or wish to use Kangaroo Point to submit a development application for the future use of the area"*.

However, on 17 September 2003 Council considered a request to support a commuter berthing proposal for Kangaroo Point. Council resolved to support in principle commuter berthing at Kangaroo Point by:

- ▶ Including in the draft Masterplan, commuter berthing at Kangaroo Point; and
- ▶ Inviting the Kangaroo Point Management Association to submit a development application when the Masterplan is adopted by Council.

Council at its meeting on 17 December 2003 also considered a report on the consultation undertaken concerning the commuter berthing proposal. Council resolved that:

- ▶ Council conduct a needs analysis as to the requirements of commuter berthing for the Hornsby Shire Council river settlement at Kangaroo Point;
- ▶ Consultation, with regard to commuter berthing and parking in Brooklyn and Lower Hawkesbury, be conducted in conjunction with Gosford City Council; and
- ▶ A site inspection be organised for all available Councillors in early February, 2004.

Council at its meeting on 16 March 2005 also considered a report advising Council of submissions received in response to the public exhibition of the draft Masterplan. The Report presented two masterplan options (Option A providing no commuter berthing and Option B providing commuter berthing and additional parking) for possible adoption. Council resolved to adopt Masterplan Option A subject to a number of minor amendments having regard to issues raised in submissions.

The Masterplan option promotes the improvement of the land, including the refurbishment or reconstruction of the disused restaurant for commercial or community purposes and the upgrade of the parklands. The Masterplan option promotes the retention of the 8 existing houseboat berths and associated offices within the part of the "Luxury Afloat" marina contained within the boundaries of the commercial licence issued by the Department of Natural Resources. The unauthorised commuter berthing and pontoons that currently extend beyond the commercial licence boundaries are not included. The Masterplan option also promotes the provision of 62 car parking spaces to service the use of the land.

Having regard to this, the following principles for future use are identified:

- ▶ Retain public vehicular access to commercial wharf and launching ramp;
- ▶ Retain use of the wharf by commercial operators, subject to submission of a development application for future use of the area;
- ▶ Retain pedestrian access to ferry wharf;





- ▶ Retain the existing timber framed ferry wharf. Investigate the opportunity to replace the wharf with a light weight framed wharf to provide improved access for potential users (i.e. charter ferries). Any new wharf conserve built fabric identified as having heritage significance and that the scale, materials and colours of any structure not be visually intrusive;
- ▶ Include three short term berthing spaces on the pontoon of any proposed upgrade of the public wharf;
- ▶ Retain the pontoon boat sewage pump out facility and boat ramp;
- ▶ Provide a path beside the water's edge as part of the interpretation of the site;
- ▶ Remove unnecessary obstacles that block access to water's edge, such as sheds and carports; and
- ▶ Reconfigure the houseboat berths and associated offices of the "Luxury Afloat" marina to be contained within the boundaries of the commercial licence issued by the Department of Natural Resources.

#### **5.4.5 Provide for vehicular access and parking**

Associated with the retention of public access to the water and the improvement of the reserve for passive recreation is the need for vehicular access and parking.

As indicated, Council resolved to adopt the recommendations of an independent town planner's report to progress the preparation of the draft Masterplan, including that the provision of formal reserved commuter car parking at Kangaroo Point is not appropriate.

The independent consultant planner's report recommended that:

- ▶ Kangaroo Point be used for public car parking associated with recreational and commuter use;
- ▶ A revised parking layout should be prepared which retains the existing car parking supply and provides a more efficient car parking arrangement;
- ▶ Proposals to increase the number of formal car parking spaces not be supported;
- ▶ Parking above the escarpment should be discouraged and the existing sealed area on the upper part of the site should be reduced to provide more landscaped area;
- ▶ There should not be formal reserved car parking spaces for river residents;
- ▶ Council's resolution required investigation to identify options for the provision of coach parking off-site. If no viable alternative was identified, Council resolved that parking be provided for 2 or 3 coaches at Kangaroo Point, in a location not visible from the waterway. Options for the provision of coach parking were investigated. The RTA was approached to seek approval for the parking of coaches on the shoulder of the Pacific Highway. No agreement could be reached with the RTA. Distant parking arrangements were identified as being not commercially viable for tourism operators. Accordingly, coach parking spaces should be provided on-site; and



- ▶ The new parking layout should not result in the loss of any existing grassed or landscaped areas.

These recommendations were adopted by Council on 18 September 2002.

On 18 September 2002, Council also resolved to *“direct the proprietor of the houseboat business or any future use to remove the existing encroachment and seek development consent for the future use of the marina car parking compound”*.

As indicated, Council at its meeting on 16 March 2005 resolved to adopt Masterplan Option A providing no commuter berthing and promoting the provision of 62 car parking spaces to service the use of the land. The Masterplan option includes a number of amendments having regard to submissions received in response to the exhibition of the Masterplan, including to incorporate bicycle racks on the northern side of the former restaurant building and to designate three car parking spaces for disabled persons.

As such, the following principles for car parking are identified:

- ▶ Formalise public car parking. A site inspection and survey of available parking spaces by Council’s Traffic Engineer revealed that the areas currently used for informal parking could accommodate approximately 62 cars when having regard to Australian Standards for car parking and vehicular access. The existing number of formal car parking spaces is to be retained – 30 spaces on the lower level and 32 spaces on the upper level;
- ▶ Designate three parking spaces for disabled persons;
- ▶ Reduce the amount of sealed areas on the site to the minimum that is necessary to provide car parking;
- ▶ Car parking spaces on the upper level are to be designed and landscaped to minimise visual impact, particularly when viewed from the water;
- ▶ Provide 3 spaces for coach parking on-site, it being noted that 3 spaces provides for likely future demand;
- ▶ Reuse existing roads; and
- ▶ Provide bicycle racks on the northern side of the former restaurant building.

#### **5.4.6 Recognise the heritage of the place**

Both the community consultation and the heritage study by Godden Mackay Logan acknowledged the heritage significance of Kangaroo Point. The following principles are therefore identified:

- ▶ Interpretation plan is to be developed that includes the following themes:
  - Natural history, i.e. river, sandstone;
  - Aboriginal heritage, e.g. Aboriginal stories;
  - European heritage, e.g. bridge, ferry wharf, sand stone block walls;
- ▶ Delivery methods are to include:



- A central area in former restaurant building to directly depict themes; and/or
- Experiential and abstract interpretation on walking paths around the site.
- ▶ Conservation of aboriginal heritage by consultation with the Metropolitan Local Aboriginal Lands Council; and
- ▶ Conservation of European heritage (i.e. ferry wharf, sea walls, sand stone block walls and concrete loop road).



## 6. Masterplan Guidelines

The Masterplan objectives, vision and principles outlined in the previous section have informed the preparation of a preliminary draft Kangaroo Point Community Masterplan. Council at its meeting on 5 May 2004 considered Executive Manager's Report No. PLN 108/04 presenting the preliminary draft Kangaroo Point Community Masterplan for endorsement for public exhibition. Council resolved that consideration of the matter be deferred for one month to enable an on-site inspection for available Councillors, appropriate Council officers and Committee members. Council at its meeting on 26 May 2004 again considered the matter and resolved that the on-site meeting be arranged for Councillors and Council officers only.

The on-site meeting was held on Saturday, 26 June 2004. At the conclusion of the meeting, Councillors generally agreed that two Masterplan options based on the preliminary draft Masterplan should be presented to Council. The options should include a Masterplan including commuter berthing and car parking and an option without those facilities. Accordingly, two draft Masterplan options were prepared.

Council at its meeting on 21 July 2004 considered Executive Manager's Report No. PLN 187/04 presenting the two draft Masterplan options for public exhibition. Council resolved to endorse the two draft Masterplan options (Options A and B) for public exhibition.

Option A promoted no commuter berthing. The option retained the 8 existing houseboat berths and associated offices within the part of the "Luxury Afloat" marina contained within the boundaries of the commercial licence issued by the Department of Natural Resources. The unauthorised commuter berthing and pontoons that currently extend beyond the commercial licence boundaries were not included. The option provided 62 car parking spaces to service the use of the land.

Option B promoted commuter berthing and additional parking. The option included the provision of 48 commuter berths and the 8 existing houseboat berths with an extended and re-organised "Luxury Afloat" marina. The option provided 105 car parking spaces.

Council at its meeting on 16 March 2005 considered Executive Manager's Report No. PLN63/05 advising Council of submissions received in response to the public exhibition of the draft Kangaroo Point Community Masterplan. The Report presented the two Masterplan options for possible adoption. Council resolved to adopt Masterplan Option A subject to a number of minor amendments having regard to issues raised in submissions. The adopted Masterplan is depicted in Figure 2.

The Masterplan guidelines set out in the following subsections will ensure that the Masterplan objectives, vision and principles will be achieved.

### 6.1 Former restaurant building

New building or adaptation of existing building is to be constructed on the footprint of the existing former restaurant building. Building is to be two storey to match existing.



Overall height is to be no greater than existing building. This will limit the extent of built form in the reserve and maximise the natural landscape character.

The building is to include public toilets: Minimum one male, one female and one disabled/ parent required under the Building Code of Australia. This will cater for a minimum of one coach load of visitors (50 people), and will also be adequate should the building be used for community/commercial purposes. It should be noted that additional toilets may be required depending on ultimate use (if any) of the former restaurant building.

The building is to utilise opportunities for views to water from public areas. This will ensure the visual qualities of the Reserve will be an attraction.

Universal access to both upper and lower areas is to be provided (in accordance with AS 1428). This will ensure conformity with Disability Discrimination Act, and facilitate easy access between upper and lower levels.

Vehicular access is to be provided to both upper and lower levels. This will ensure both levels can be serviced. Bicycle racks are to be provided on the northern side of the building to service identified users of the site and promote sustainable forms of transport.

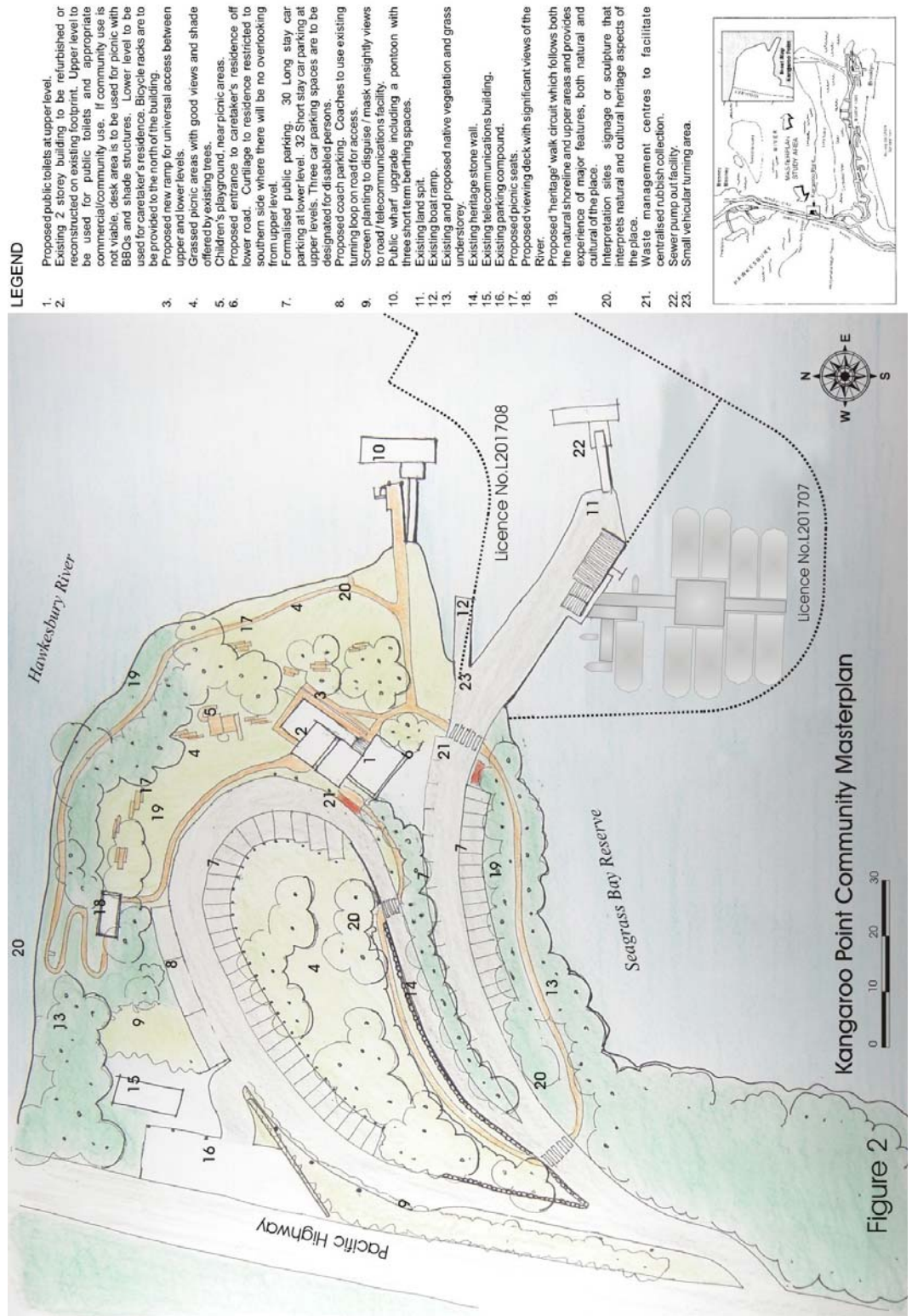
The building is to be constructed with a structural system that will be appropriate in providing flexibility for future uses, such as a columned frame. This will ensure the opportunity for alternate future uses to establish within the building without the need for major structural change.

Building materials are to be natural materials such as timber and low-reflective metal cladding. This will ensure buildings will not be visually intrusive.

Pitched roofs are to be articulated into a number of planes. This will visually fragment the bulk of the building.

Wide eaves are desirable to ensure walls are shaded. This ensures visual recessiveness and energy efficiency in buildings.

Building is to reuse embodied energy of existing materials wherever possible, maximise energy efficiency by suitable orientation of glazing and eaves, and encourage cross ventilation. Building is to incorporate energy efficient fittings. These initiatives ensure conformity with ecologically sustainable principles.



**Figure 2 Kangaroo Point Community Masterplan**



Acceptable uses include:

- ▶ Commercially operated café / restaurant;
- ▶ Council managed heritage interpretation facility;
- ▶ Take-away food facility;
- ▶ Community lecture rooms;
- ▶ Public barbeque facilities with shade and shelter;
- ▶ Caretaker's residence up to a maximum of 100m<sup>2</sup> floor space and external curtilage up to a maximum of 50m<sup>2</sup>; and/or
- ▶ Storage for management of the reserve.

These uses are compatible with and will encourage visitation for recreation.

## **6.2 Disused sheds**

Disused sheds and carport on the southern side of the road leading to the public wharf are to be removed to open up views of the mangrove area.

This will ensure that the natural and visual qualities of the reserve are maximised.

Council is to determine the viability of on-going use of other disused sheds on the land spit by establishing demand from recreation agencies. The provision of office and storage space for recreation based activities is an appropriate use of the disused sheds on the land spit.

## **6.3 Interpretation**

Interpretation on the site is to be designed to be suited to dominant users, who include recreation users, school tour and other educational groups. Interpretation is to be centred on the story of the site, particularly its natural and cultural relevance as a river crossing. Themes to be developed are natural history, aboriginal history and European history. This will provide another layer of meaning for visitors who wish to enjoy the site.

Interpretation is to be delivered in two parts.

For school and educational groups and for visitors wanting an introduction to the site, direct and didactic interpretation is to be provided in and around the former restaurant building. This will take the form of signage boards and pamphlets.

For recreation users and others, interpretation is to be experienced on main walking paths. Interpretation sites are to punctuate the path, telling part of the story of the site through more abstract signage and sculpture.

A detailed interpretation plan needs to be developed in conjunction with the landscape concept design to ensure the educational potential of the site is realised. The interpretation plan will need advice from Land Council, historians and naturalists to capture the essence of the place.



#### **6.4 Existing stone walling and edges**

Existing stone walls and edges are to be retained and restored where required, as significant remnants of early European development of the area. This will provide heritage interpretation.

#### **6.5 Paths**

A walking circuit is to be provided that extends to all site features, including mangrove area, stone walls, main building, public wharf, picnic areas, playground, car parks and foreshore. This will provide easy access to all facilities on site.

Paths are to be minimum one metre wide and universally accessible. This will ensure conformity with the Commonwealth Disability Discrimination Act 1992.

#### **6.6 Picnic areas**

Grass picnic areas are to be provided on upper and lower terraces in areas of existing shade where views to waterway are prominent. This will maximise attraction of the site to recreation users.

Grass areas are to be kikuyu. This will minimise weed invasion into natural areas.

Furniture is to be suited to Council's management regimes and is to use robust materials such as steel and concrete on bins and barbeques and warm materials such as timber on seats. This will facilitate management.

Electric barbeques are to be sited near or, if the use of the building for commercial purposes is demonstrated to be unviable, in the former restaurant building. This will ensure simple centralisation of facilities. Electric barbeques are to be coin operated.

Seating and benches are to be dispersed to all picnic areas. They should include different types of benches and seats for different users, eg groups, individuals.

Garbage bins are to be centrally located. This will minimise waste and centralise rubbish collection activities.

#### **6.7 Playground**

Proprietary playground equipment should be provided for children under 10 within a natural setting that interprets the site's heritage. This will provide attraction for young families.

Playground should be centrally located on upper terrace behind trees. This will enable screening of structure from waterways and provide surveillance, while providing shade for playground users.

#### **6.8 Roads**

Existing roads are to be reused as vehicular access. In many cases they can be narrowed. One way roads are to be sealed 4m wide. Two way roads are to be 7m





wide. Road edges are to be soft landscape. Bollard and wire rope is to be used to prevent errant vehicle parking. This will minimise extent of hardstand on the site.

Road edges are to be cambered into natural swales to filter roadway contaminants and sediment from entering waterway. This will ensure water sensitivity in urban design.

### **6.9 Coach parking**

Parallel coach parking is to be provided at upper level. This allows flexibility for use as car park or drop-off area, and restricts coaches to upper areas where turn around is possible, and direct walking access to ferry wharf can be achieved.

A lease is to be issued over the coach parking bays to a co-operative of commercial charter boat operators to provide certainty that parking is available for the various operators. The use of coach parking bays by a co-operative of commercial charter boat operators would require the submission and approval of a development application and subsequent issue of a lease by Council. To ensure public land is not alienated for private benefit, Council is to consider the balance of use of the coach parking bays between public and private interests as part of the development assessment process. Any development consent and subsequent leasehold arrangement issued by Council is to specify designated hours of use by commercial charter boat operators.

### **6.10 Car parking**

Car parking to be provided at both upper and lower levels. This provides convenience for recreation users and wharf users.

Car parking is to be formalised by line marking. This will minimise haphazard parking on the site and maximise the efficiency of parking areas. Three car parking spaces are to be designated for use by disabled persons.

### **6.11 Lighting**

Lighting is to be sufficient for night time use of paths that link car park areas to wharfs.

Suitably designed pole top lights are to be provided on 6 metre poles to minimise spread.

### **6.12 Signage**

Signage is to be minimised and low-key. No advertising at the site is to be permitted. Highway advertising is not to be visible from the reserve. This will ensure that built elements are not prominent, and that the natural character of the area is maintained.

### **6.13 Vegetation**

Mixed species in existing vegetation is significant to heritage of the place. Existing vegetation is to be conserved to maintain shade opportunities.



New shade planting is to be provided to enhance the opportunities for shade on the site. Tree species are to include endemic tree species. This will ensure natural ecological systems are promoted.

*Eucalyptus punctata*, *Angophora costata*, *Eucalyptus haemastoma*, *Eucalyptus piperita* are typical tree species that are to be planted for shade.

Understorey planting is to include native grasses, such as Themeda species, Danthonia species and other native grasses. This will provide an open understorey with good views to waterways and good surveillance of activities.

Screen planting is to be provided to screen unsightly activities such as Telstra building and the Expressway. Native species are to be used, such as Banksia spp and Acacia spp.

Mangrove areas are to be reinstated. This will revitalise significant natural system of intertidal zone.

#### **6.14 Caretaker's Residence**

The caretaker's residence on the lower level of the former restaurant building should be retained and the required maintenance/remedial works undertaken.

The dwelling should be occupied by a person undertaking the role of a caretaker of Kangaroo Point. The rental of the dwelling should reflect the fact that the caretaker has the role of supervising the adjoining Council property.

#### **6.15 Commercial Houseboat Marina**

The eight existing houseboat berths and associated offices within the "Luxury Afloat" marina are to be reconfigured to be contained within the boundaries of the commercial licence issued by the Department of Natural Resources. The unauthorised commuter berthing and pontoons that currently extend beyond the commercial licence boundaries and into Seagrass Bay Reserve are not to be included. This will reflect the approvals and licences/leases granted to the commercial houseboat operations.

#### **6.16 Public Wharf Upgrade/Use**

Public vehicular and pedestrian access to and the use of the wharf by commercial operators, subject to submission of a development application for future use of the area commercial wharf, should be retained.

The existing timber framed ferry wharf should be retained. Council should investigate the opportunity to replace the wharf with a light weight framed wharf to provide improved access for potential users (i.e. charter ferries). Any new wharf should conserve built fabric identified as having heritage significance and the scale, materials and colours of any structure should not be visually intrusive. Three short term berthing spaces should be included on the pontoon of any proposed upgrade of the public wharf.



## 7. Implementation and Funding

### 7.1 Implementation

The site is currently zoned Business D (Aquatic Service Centre) under the Hornsby Shire Local Environmental Plan (LEP) 1994. The existing uses and possible future uses identified in this Masterplan are permissible with development consent under the current zoning.

There is opportunity for Council to rezone the open space portions of the site to Open Space A (Public Recreation – Local) to recognise the passive recreational use of the land. This would provide certainty to Council and the community regarding future use of the recreational areas of the Reserve.

However, the current and potential commercial portions of the site, such as the public wharf, Luxury Afloat business and former restaurant building, as well as the caretakers cottage, should remain under the Business D zoning, as these uses would be prohibited under the Open Space A zone.

The Heritage Review conducted by Godden Mackay Logan states that under the NSW Heritage Act 1977, an item is considered to be of State (or local) heritage significance if, in the opinion of the Heritage Council of NSW, it meets one or more of a series of criteria listed in the NSW Heritage Manual. The Heritage Review states that Kangaroo Point satisfies a number of criteria for listing as a heritage item. Accordingly, Council should prepare a draft LEP to rezone lands to better recognise use and to list Kangaroo Point as a heritage item under the Hornsby Shire Local Environmental Plan 1994.

Following adoption of the Masterplan, Council should amend the Brooklyn DCP to incorporate the provisions of the Masterplan, including the vision, principles and guidelines. These could be included in the Business and/or Open Space sections of the DCP, depending on the ultimate zoning of the site.

Depending on the source of funding for works, there may need to be an amendment to Council's Section 94 Contributions Plan for open space, to list the works under that plan (see Section 7.2.2).

Kangaroo Point is comprised of Crown land and land classified as "Community land" under the Local Government Act 1993. Accordingly, Council should prepare a site specific Plan of Management for the reserve, in accordance with the Local Government Act 1993 and Crown Lands Act 1989. The caretaker's role/description at Kangaroo Point should be prepared for inclusion in the Plan of Management and any future lease for the caretaker's residence. Funds will be required to be made available in Council's Annual Operating Plan for the preparation of the Plan of Management with a further report to be prepared for Council's consideration of the matter.

Godden Mackay Logan undertook a review of Council's heritage assessment of Kangaroo Point and the proposed categorisation of Community land. Godden Mackay Logan recommended that the Community land be categorised as Natural Area



(Wetland), Natural Area (Watercourse), Cultural Significance, Park and General Community Use pursuant with the Community Land Management Regulations of the Local Government Act 1993. The proposed uses are compatible with the recommended categorisation of the Reserve, with the exception of the provision of the coach parking bays. On-site parking bays are required to enable the operation of a number of tourism operations that Council has resolved to acknowledge as valuable contributors to the cultural welfare of the community. There is inadequate room to provide the parking bays on the land currently categorised for general community use. Accordingly, it is recommended that the general community use categorisation be extended over the parking bays to facilitate the opportunity for Council to best manage their use by issuing a lease to a co-operative which has the ability to sub-lease. The parking bays have been located to best have regard to the environmental and infrastructure constraints of the site.

Council previously resolved that an appropriate use of the former restaurant building was for a similar or same use and that any remedial works to be undertaken are revenue neutral to Council in light of anticipated revenue. Otherwise, it was resolved that the building should be demolished. It has been estimated that the cost of refurbishing or rebuilding the former restaurant building would be between \$400-\$500K.

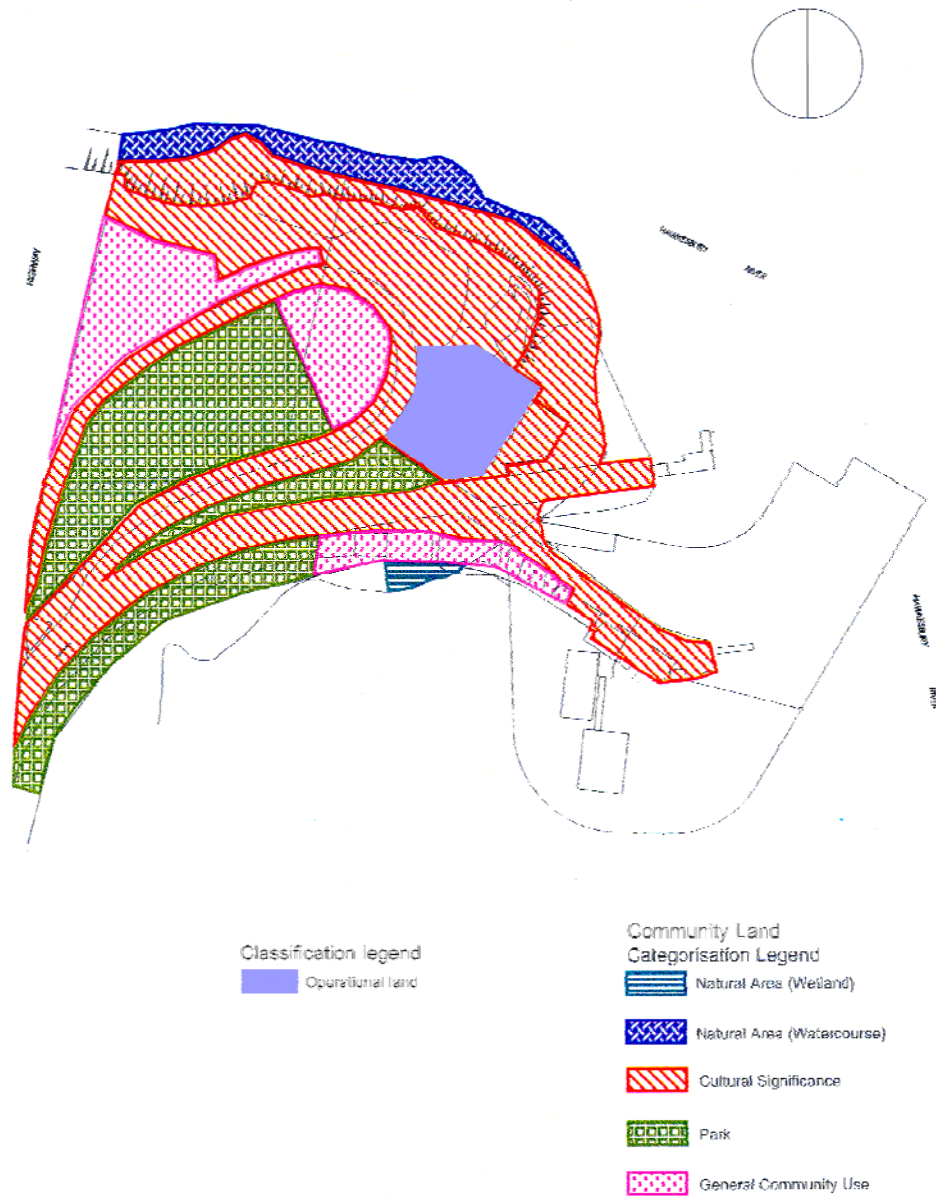
Council's Property Development Manager has advised that Council should call for tenders and let the market dictate the viability of refurbishment, replacement and demolition options. Council's Property Development Manager has also advised that to attract likely business interest and ensure a financial return to Council, it will be necessary to issue a long term lease.

The Community Land Management Regulations would make it difficult for Council to secure a long term lease unless the land is reclassified as "Operational land" under the Local Government Act 1993. Accordingly, Council should prepare a draft Local Environmental Plan to reclassify the land currently occupied by the former restaurant building to Operational land to facilitate its long term lease.

A composite map of the Community land categorisation recommended by Godden Mackay Logan and adopted by Council with changes later adopted by Council to accommodate the on-site coach parking bays and the redevelopment of the former restaurant building is shown in Figure 3.

An Implementation Plan should be prepared in consultation with relevant Council Divisions and approved by Council when the future of the former restaurant building is determined. The Implementation Plan should identify:

- ▶ the proposed capital works, associated costings and priorities;
- ▶ the responsibilities of Council's Divisions in implementing the Masterplan including funding; and
- ▶ how the income generated from all current and future commercial leases at Kangaroo Point is used to fund the refurbishment and maintenance of the site.



**Figure 1** Map of Kangaroo point showing the recommended categorisation of lands managed by Hornsby Shire Council, following the heritage assessment.  
Source of base plan: Hornsby Shire Council.

### Figure 3 – Land Classification and Categorisation of Community Land



## 7.2 Funding

### 7.2.1 Capital cost estimates

Indicative cost estimates for the development of Kangaroo Point Reserve in accordance with the Community Masterplan have been developed, and are summarised in Table 1 below.

**Table 1 Indicative capital cost estimates**

Element	Item Cost (\$)	Number	Total (\$)
Demolition of buildings (eg sheds)	10,000.00	2	20,000.00
Clearing and earthworks	50,000.00	1	50,000.00
Car parking spaces	1,250.00	41	51,250.00
Fencing	40.00	300m	12,000.00
Coach spaces	2,500.00	3	7,500.00
Picnic seats	5,000.00	10	50,000.00
Shaded picnic area (in existing building) *	1,000.00	200m <sup>2</sup>	200,000.00
Upgrade caretakers cottage	200,000.00	1	200,000.00
Toilet block	2,000.00	100m <sup>2</sup>	200,000.00
Playground	20,000.00	1	20,000.00
BBQ areas	2,000.00	2	4,000.00
Access ramp	10,000.00	1	10,000.00
Heritage walk	40.00	400m	16,000.00
Interpretation sites	10,000.00	10	100,000.00
Planting	100,000.00	1	100,000.00
Services	50,000.00	1	50,000.00
Public Wharf Upgrade	75,000.00	1	75,000.00
<b>Subtotal</b>			<b>\$1,165,750.00</b>
Preliminaries & overheads (15%)			174,625.50
<b>TOTAL</b>			<b>\$1,340,612.50</b>

\* It should be noted that these estimates assume that the commercial or community use of the former restaurant building is not viable, and that it would be used to provide facilities and amenities for passive recreation uses of the site. It also assumes that an upgrade of the caretakers cottage would also be required, and that the disused buildings would be demolished.



### 7.2.2 Funding sources

Possible funding sources for carrying out works under the Masterplan at Kangaroo Point are:

- ▶ Council revenue funds could provide a component of funding for capital works and operational expenditure at Kangaroo Point;
- ▶ Section 94 contributions from development in Brooklyn is limited due to limited potential for further development;
- ▶ Section 94 contributions from development elsewhere in the Hornsby Shire (subject to amendment of Council's Section 94 Contributions Plan) would provide the major component of funding. A nexus can be drawn between the Shirewide need identified in the Strategic Leisure Plan for recreation opportunities and Kangaroo Point as it provides regional recreation opportunities for the Shire's residents;
- ▶ Grants from State or Federal government, particularly for works associated with the cultural interpretation of the site. A list of potential government grants is included in Appendix F;
- ▶ Income generated by the site from commercial uses, including the Luxury Afloat lease and possible lease and refurbishment of the former restaurant building (subject to being revenue neutral to Council);
- ▶ Public/private partnerships, where future commercial users of the site could be required to provide facilities in the Reserve. This could include users of the former restaurant building and users of the public wharf;
- ▶ User (Public) fees for use of public facilities. This could include the provision of coin operated electric barbecues. It is noted however, that, consistent with the principles employed at Berowra Waters, there should be no metered public car parking;
- ▶ Tax deductible donations. This could be facilitated by the establishment of a foundation for the redevelopment of Kangaroo Point; and/or
- ▶ Community fundraising through a pledge system could provide funds towards the redevelopment of Kangaroo Point.



## 8. References

Godden Mackay Logan (2002) *Kangaroo Point Community Masterplan Heritage Review*, prepared for Hornsby Shire Council, September 2002.

Powell J and Banks L (1990) *Hawkesbury River History*, Dharug and Lower Hawkesbury Historical Society, Sydney, NSW.





Appendix A  
Notes of Steering Committee Meetings



## HORNSBY SHIRE COUNCIL

### NOTES OF THE KANGAROO POINT COMMUNITY MASTERPLAN STEERING COMMITTEE MEETING

Held at the **Council Chambers Ground Floor Function Room**, 296 Pacific Highway, Hornsby on **1 October, 1998** commencing at **6.00pm**

#### **WELCOME**

Councillor Muirhead welcomed members of the Steering Committee and introduced himself as Chairman.

#### **PRESENT**

Cllr John Muirhead (Chairman)	-	Hornsby Shire Council
Ms Lesley Clarke	-	Luxury Afloat
Mr Geoffrey Little	-	Milsons Passage Progress Association
Ms Jennifer Warner	-	Lower Hawkesbury Visitor Information and Cultural Centre Working Group
Mr Rod Miljoen	-	Residents of Sunny Corner, Berowra Creek
Mr Greg Proust	-	Camp Knox - Alternate for Warren Huxley
Mr Bill Glover	-	Bar Point Safe Boating Rescue and Radio Club - Alternate for Michael Jones
Mr Paul Pigneguy	-	Australian Cruising Services Pty Ltd
Ms Margaret Jennings	-	Save Hawkesbury's Unique River Environment (SHURE)
Ms Miriam Moloney	-	Australian Labor Party (Brooklyn Branch)
Mr Jeff Rudge	-	Hawkesbury River Tourist Information Centre & Brooklyn Chamber of Commerce
Mr Terry Dorrrough	-	Dangar Island
Mr Ken Shadie	-	Brooklyn
Mr Alan Bonham	-	Milsons Passage
Mr Cameron Holt	-	Hornsby Shire Council - Planning Branch
Mr Jason Rawlin	-	Hornsby Shire Council - Planning Branch
Mr Andrew Jarman	-	Hornsby Shire Council - Parks and Landscape Team
Mr Tony Pickup	-	Hornsby Shire Council - Administration Services Branch
Mr Bill Gunnee	-	Hornsby Shire Council - Fire Control Team

#### **APOLOGIES**

Cllr Graham Orr	-	Hornsby Shire Council - A Ward Councillor
Cllr Steven Vandertouw	-	Hornsby Shire Council - A Ward Councillor
Mr Stephen Gannon	-	Hornsby Shire Council - Property Development Manager
Mr Gordon Mandin	-	Macquarie Princess Charter Ferry Pty Ltd

#### **INTRODUCTIONS**

Those present introduced themselves, who they represented and their aspirations for the site.

#### **DECLARATIONS OF INTEREST**

Councillor Muirhead summarised Section 451 of the Local Government Act, 1993. Councillor Muirhead pointed out that the final Masterplan would be subject to final adoption by Council and that the Steering Committee was an advisory committee only.



## **COMMITTEE PROCEDURES**

### **Quorum**

The Quorum was resolved as follows:

- 1 of the 3 Councillors;
- 3 of the 9 representatives of the users of the site; and
- 3 of the 7 representatives of the community groups and local community.

### **Voting**

It is intended that the Steering Committee reach a consensus on matters. However, the majority rule will apply if a vote is required.

### **Preferred meeting time and venue**

It was resolved that the preferred meeting time and date be 6.00pm on a Thursday night.

Several members of the Committee requested that a meeting venue in the Brooklyn area be considered. It was agreed that Council officers should investigate the opportunity for a meeting venue in the Brooklyn area.

### **Observers**

To ensure the Steering Committee operates effectively, it was resolved that observers should not be encouraged. It was accepted that a representative from the Brooklyn Fire Brigade could observe the Committee Meetings.

### **Alternates**

It was resolved to accept alternates and that they would have voting rights.

## **INTRODUCTION TO PROJECT**

### **History of the Site**

A brief presentation was given on the history of the site and recent action by Council.

In late 1994 Council called for expressions of interest for the use of the former Mclures Riverside Restaurant. Council received 5 expressions of interest including 6 development options. Several of the options involved the sale of the land.

Council investigated the sale of the land and engaged the services of Clouston Pty Ltd to prepare a Masterplan for the site. A series of public meetings/workshops were held to gauge the views of the public on the site development principles prepared by Clouston's.

In response to the representations heard at the public workshop, Council decided to retain the Kangaroo Point land in public ownership and prepare a Community Masterplan to provide guidelines for development at Kangaroo Point. Council developed a project brief for the preparation of the Masterplan.

### **Project Brief**

An overview of the Project Brief was given. It was noted that the Project Brief was a draft and that following review by the Steering Committee it would be referred to Council for final endorsement.



## **REVIEW OF PROJECT BRIEF**

The Steering Committee gave consideration to the draft Project Brief and the following amendments were accepted.

### **Purpose**

The Project Brief to contain a reference to Ecologically Sustainable Development Principles.

### **Background**

The final sentence be amended to read:

*“The preparation of the Community Masterplan is intended to develop a plan and framework for the site to accommodate community uses as well as (possibly) some private and/or commercial development”*

Reference to “*competing interests*” in the first sentence be amended to “*business and community interests*” to avoid a misconception that there are irreconcilable differences between the community and the users of the site.

### **Scope of the Work**

The reference to the limitation of work to the Kangaroo Point site would be expanded by providing reference to the *integration* of the site with adjoining land and water (ie. NSW Tourism land).

### **Issues**

The issues would be expanded by including a “Land Management” issue. This issue would provide reference to the security of the site, types of appropriate uses and the appearance of the site.

### **Project Output**

The modification of the project outputs to read:

*“An evaluation of the community and business aspirations for the site.”*

and:

*“The preparation of a comprehensive Masterplan for the site demonstrating the appropriate use of the site and any opportunities for financial contributions/grants towards the maintenance and/or improvement of the site;”*

### **Report Requirements and Study Timetable**

It was agreed that the community consultation process should be conducted outside public holiday times (December and January) and be extended if necessary to enable all community submissions to be offered.

## **CONSULTANT SELECTION PROCESS**

It was indicated that (where the budget of a project is set at \$20,000) it was Council practice for Council officers to select 4 consultants to respond to the Brief, to evaluate the proposals and engage the services of the most appropriate consultant. The Steering Committee agreed to this procedure for the engagement of the consultant.

## **GENERAL BUSINESS**

A request was made for any additional background information on Kangaroo Point. It was noted that this information would be referred to the consultant upon engagement.



Committee members suggested that the budget was insufficient to undertake the necessary work. It was agreed that a report would be forwarded back to Council to seek endorsement for a larger budget should the consultants indicate that the budget was insufficient. It was also agreed that to reduce costs, the services of the consultant should only be called on when issues have already been discussed by the Steering Committee.

It was agreed that consultation with NSW Tourism, the Local Waterways Manager and all other relevant Government agencies would be undertaken by either the consultant or Council officers during the preparation of the Kangaroo Point Community Masterplan.

It was agreed all the Committee members be required to submit a one page summary of their interests and aspirations to Council for distribution to other Committee members by 26 October, 1998.

It was agreed to refer a report to Council seeking final endorsement of the Project Brief to the meeting on 4 November, 1998.

#### **NEXT MEETING**

It was agreed that the next meeting would be organised to enable determination and discussion of issues relating to Kangaroo Point. The meeting would enable issues to be prioritised or a value statement to be established. This would ensure that all interests were considered in the formulation of the Masterplan.

It was agreed that the next meeting would be held on Thursday 5 November, 1998 commencing at 6.00pm.

**MEETING CLOSE 7.30pm**



## HORNSBY SHIRE COUNCIL

### NOTES OF THE KANGAROO POINT COMMUNITY MASTERPLAN STEERING COMMITTEE MEETING

Held at the **Council Chambers Ground Floor Function Room**, 296 Pacific Highway, Hornsby on **12 November, 1998** commencing at **6.00pm**

#### **WELCOME**

Councillor Muirhead welcomed members of the Steering Committee to the meeting.

#### **PRESENT**

Cllr John Muirhead (Chairman)	-	Hornsby Shire Council
Mr Richard Clarke	-	Luxury Afloat - Alternate for Lesley Clarke
Mr Geoffrey Little	-	Milsons Passage Progress Association
Ms Jennifer Warner	-	Lower Hawkesbury Visitor Information and Cultural Centre Working Group
Mr Rod Miljoen	-	Residents of Sunny Corner, Berowra Creek
Mr Warren Huxley	-	Camp Knox
Mr Michael Jones	-	Bar Point Safe Boating Rescue and Radio Club
Mr Paul Pigneguy	-	Australian Cruising Services Pty Ltd
Ms Wendy McMurdo	-	Save Hawkesbury's Unique River Environment (SHURE) – Alternate for Margaret Jennings
Ms Miriam Moloney	-	Australian Labor Party (Brooklyn Branch)
Mr Craig Langley	-	Department of Sport and Recreation (Milsons Island)
Mr Gordon Mandin	-	Macquarie Princess Charter Ferry Pty Ltd
Mr Terry Dorrrough	-	Dangar Island
Mr Ken Shadie	-	Brooklyn
Mr Alan Bonham	-	Milsons Passage
Mr Cameron Holt	-	Hornsby Shire Council - Planning Branch
Mr Jason Rawlin	-	Hornsby Shire Council - Planning Branch
Mr Tony Pickup	-	Hornsby Shire Council - Administration Services Branch
Mr Keith Harrap	-	Hornsby Shire Council - Fire Control Team

#### **APOLOGIES**

Cllr Graham Orr	-	Hornsby Shire Council - A Ward Councillor
Cllr Steven Vandertouw	-	Hornsby Shire Council - A Ward Councillor
Mr Jeff Rudge	-	Hawkesbury River Tourist Information Centre & Brooklyn Chamber of Commerce

#### **OBSERVERS**

Mr Justin Pigneguy	-	Australian Cruising Services Pty Ltd
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#### **CONFIRMATION OF NOTES - 1 October, 1998**

The meeting notes of 1 October, 1998 were accepted.

#### **UPDATE ON PROGRESS OF PROJECT**



Councillor Muirhead advised that Council at its meeting on 4 November, 1998 considered Executive Manager's Report No. PLN 330/98 (which sought Council endorsement of the Project Brief) and resolved that:

1. *The Kangaroo Point Community Masterplan Project Brief attached to Executive Manager's Report No. PLN 330/98 be endorsed.*
2. *The Manager Planning refer the Project Brief to 4 appropriate consultants for a detailed response.*
3. *Following consultation with the Kangaroo Point Community Masterplan Steering Committee a recommendation for selection of the consultant be referred back to Council for approval.*
4. *Kangaroo Point Community Masterplan Steering Committee members be advised of Council's resolution.*

### **CONSULTANT SELECTION PROCESS**

The consultant selection process involved the selection of four consultants which were considered to be the most appropriately equipped to prepare the Masterplan. Consideration was given to the services provided, the expertise of the consultants in the required services and past experience. After discussion, the following four consultants were accepted as the consultants who would be invited to respond to the Kangaroo Point Community Masterplan Project Brief.

Pittendrigh Shinkfield and Bruce  
Hassell Planning  
Gutteridge Haskins and Davey Pty Ltd  
Planning Workshop Australia

### **TIMETABLE FOR ENDORSEMENT OF SUCCESSFUL CONSULTANT**

The Steering Committee agreed to the following timetable to ensure the expeditious endorsement of the successful consultant.

- 13 November, 1998 - Referral of Project Brief to selected consultants for detailed response.
- 2 December, 1998 - Closing date for responses from consultants to the Project Brief.
- 7 December, 1998 - Selection of the successful consultant.
- 10 December, 1998 - Finalise supplementary report seeking endorsement of consultant.
- 16 December, 1998 - Endorsement of the recommended consultant by Council.
- 17 December, 1998 - Engage the successful consultant.

### **SELECTION OF SUB-COMMITTEE MEMBERS**

The Steering Committee agreed to establish a sub-committee for the selection of the preferred consultant. It was also agreed to send out the consultant's responses to all members of the Steering Committee. The Steering Committee agreed to the following sub-committee members:

3 Users of site	Michael Jones, Leslie Clarke and Paul Pigneguy
2 Community Representatives	Geoffrey Little and Miriam Moloney

### **GENERAL BUSINESS**

The Steering Committee was advised that the funding application for the Lower Hawkesbury Visitor Information and Cultural Centre was not successful.

The Steering Committee discussed the size and constitution of the Steering Committee and the representation of the Australian Labor Party (Brooklyn Branch). The size of the Steering Committee and the participation of the representative of the Australian Labor Party (Brooklyn Branch) as a representative of the community was accepted.



Steering Committee members questioned the need for a fire station at Kangaroo Point when a fire station exists nearby in the Gosford Shire. The Steering Committee was advised that the fire station in Gosford Shire has no legislative responsibility for the community of Brooklyn and that a tied grant for a fire station at Kangaroo Point has been secured in Council's budget.

Steering Committee members suggested that a table or matrix containing similar issues from the summary statements could be produced and that key issues be prioritised in readiness for the consultant. The Steering Committee was advised that there are a number of methodologies that consultants could employ to define and explore the key issues. It was accepted that the Steering Committee and the consultant will discuss and prioritise the issues during the preparation phase of the Masterplan.

Steering Committee members expressed concern that the consultant preparing the Masterplan may not experience the areas reliant on Kangaroo Point for access, such as river settlement communities. It was agreed that the consultant should join available committee members on a tour of the area and individual sites.

Steering Committee members discussed the available funding, including whether any of the mooring fees paid to the Waterways Authority could be used to upgrade Kangaroo Point in accordance with recommendations of any Masterplan. It was agreed that opportunities for funding, revenue raising and grants would be investigated by both Council and the consultants preparing the Masterplan.

Steering Committee members expressed concern about the dumping of garbage and the need for weeding/bush regeneration. It was accepted that the necessary works would be referred to appropriate sections of Council to review.

#### **NEXT MEETING**

It was agreed that the next meeting would be attended by the sub-committee members to provide a recommendation for the selection of the consultant to Council. It was agreed that this meeting would be held at 6.00pm in Council's Function Room on Monday 7 December, 1998.

The next meeting of the Steering Committee will be determined following the selection of the consultant.

#### **MEETING CLOSE 7.30pm**





## **HORNSBY SHIRE COUNCIL**

### **NOTES OF THE KANGAROO POINT COMMUNITY MASTERPLAN SUB-COMMITTEE MEETING FOR THE SELECTION OF THE PREFERRED CONSULTANT**

Held at the Council Chambers Ground Floor Function Room, 296 Pacific Highway, Hornsby on 7 December, 1998 commencing at 6.00pm

#### **WELCOME**

Councillor Muirhead welcomed members of the Sub-Committee.

#### **PRESENT**

Cllr John Muirhead (Chairman)	-	Hornsby Shire Council
Ms Lesley Clarke	-	Luxury Afloat
Mr Geoffrey Little	-	Milsons Passage Progress Association
Mr Michael Jones	-	Bar Point Safe Boating Rescue and Radio Club
Mr Paul Pignegy	-	Australian Cruising Services Pty Ltd
Ms Miriam Moloney	-	Australian Labor Party (Brooklyn Branch)
Mr Cameron Holt	-	Hornsby Shire Council - Planning Branch
Mr Jason Rawlin	-	Hornsby Shire Council - Planning Branch

#### **CONSULTANT SELECTION PROCESS**

The consultant selection process involved the selection of the preferred consultant which provided the best response to the Kangaroo Point Community Masterplan Project Brief within the budget limitations. Sub-Committee members indicated concern over the references in the consultant's responses to the limitations of the budget.

The Sub-Committee acknowledged that Council had fixed the budget at \$20,000 and discussed whether it should be increased. The Sub-Committee were advised that the project had been scoped at \$20,000 and owing to the information already available and the willingness of three of the four consultants to undertake the work for \$20,000, it was not necessary to increase the budget. The Sub-Committee accepted the project budget of \$20,000.

To aid the selection process, a table prepared by the Planning Branch was utilised to provide direct comparison between the four submissions from the consultants. Consideration was given to the criteria for the selection of the consultant provided in the Project Brief. After discussion, the Sub-Committee agreed to recommend Gutteridge Haskins and Davey Pty Ltd as the preferred consultant to prepare the Kangaroo Point Community Masterplan.

The Sub-Committee were advised that its recommendation for the preferred consultant would be forwarded to Council's meeting on 16 December, 1998 for endorsement and that members were invited to attend.

#### **GENERAL BUSINESS**

Some Sub-Committee members queried when the Steering Committee members would receive a copy of the mediation report (previously requested by the Steering Committee) prepared by Hassell for the proposed Bush Fire Brigade Station at Kangaroo Point. It was confirmed that a copy of the report would be sent out to the members of the Steering Committee.

The Sub-Committee questioned the emphasis on community consultation within the Project Brief. The Sub-Committee were advised that to ensure community ownership of the Masterplan it was important to consult with both the stakeholders in the site and the wider community. It was agreed that the best method of advising the local community of any community consultation was a bulk letter box drop throughout Brooklyn by Australia Post. It



was also agreed that isolated river settlements would be advised by direct mail and notification would be placed within the Bush Telegraph.

**NEXT MEETING**

The Sub-Committee was advised that a Steering Committee meeting would be organised in late January, 1999 to introduce the successful consultant to the Steering Committee and to discuss issues. The Steering Committee will be advised of the meeting date following the selection of the consultant.

**MEETING CLOSE 6.50pm**



## HORNSBY SHIRE COUNCIL

### NOTES OF THE KANGAROO POINT COMMUNITY MASTERPLAN STEERING COMMITTEE MEETING

Held at **Council Chambers**, 296 Pacific Highway, Hornsby on **21 January, 1999** commencing at **6.00pm**

#### **WELCOME**

Cameron Holt welcomed members of the Steering Committee to the meeting and noted that an apology had been received from Councillor John Muirhead who had requested that Cameron Holt offer to chair the meeting. The Committee agreed.

#### **PRESENT**

Mr Cameron Holt (Chairman)	-	Hornsby Shire Council - Planning Branch
Mr Jason Rawlin	-	Hornsby Shire Council - Planning Branch
Mr Tony Pickup	-	Hornsby Shire Council - Administration Services Branch
Mr Ray Bontoff	-	Hornsby Shire Council - Fire Control Team - Alternate for Keith Harrap
Ms Lesley Clarke	-	Luxury Afloat
Mr Geoffrey Little	-	Milsons Passage Progress Association
Ms Jennifer Warner	-	Lower Hawkesbury Visitor Information and Cultural Centre Working Group
Mr Peter Mander	-	Hawkesbury River Tourist Information Centre & Brooklyn Chamber of Commerce - Alternate for Jeff Rudge
Mr Rod Miljoen	-	Residents of Sunny Corner, Berowra Creek
Mr Warren Huxley	-	Camp Knox
Mr Paul Pigneguy	-	Australian Cruising Services Pty Ltd
Ms Miriam Moloney	-	Macquarie Princess Charter Ferry Pty Ltd
Mr Ken Shadie	-	Brooklyn

#### **APOLOGIES**

Cllr John Muirhead (Chairman)	-	Hornsby Shire Council
Ms Margaret Jennings	-	Save Hawkesbury's Unique River Environment (SHURE)
Mr Jeff Rudge	-	Hawkesbury River Tourist Information Centre & Brooklyn Chamber of Commerce

#### **CONFIRMATION OF NOTES - 12 November, 1998 and 7 December, 1998**

The Steering Committee meeting notes of 12 November, 1998 and Sub-Committee notes of 7 December, 1998 were accepted.

#### **INTRODUCTION OF CONSULTANT**

Jill Hannaford (Community Consultation Facilitator/Project Director) and Amanda Raleigh (Strategic Planner/Project Manager) from Gutteridge Haskins and Davey Pty Ltd (GHD) were introduced.

GHD provided an overview of the structure of GHD and the project team.

Members of the Steering Committee introduced themselves to the consultants.

#### **TIMETABLE**



A draft timetable was distributed to the members of the Steering Committee. GHD provided an overview of the timetable, including the individual tasks associated with the project and the key milestones.

## **COMMUNITY CONSULTATION**

GHD provided an overview of the community consultation phase of their programme.

The programme is focused on two main levels: the stakeholders and the broader community. The former involves attending Steering Committee meetings, on-site interviews and phone discussions. The latter involves the distribution of a newsletter advising of the project, facilitating two Community Workshops (the first providing detailed guidance for the preparation of the Masterplan, the second reviewing the Masterplan), preparing a survey form and providing a free call number to GHD.

## **DISCUSSION OF ISSUES**

Steering Committee members emphasised the importance of the consultants obtaining an appreciation for the River Settlements, Brooklyn and the environs. The Steering Committee was advised that the consultants would be able to view low tide at Kangaroo Point immediately prior to the planned boat trip and would be given an overview of the area over the course of the day.

Steering Committee members impressed upon GHD the finite nature of space at Kangaroo Point and the need to look at alternate sites for people's needs. The poor design of the public wharf for use by both small and large boats was also discussed.

The Steering Committee was advised that the final Masterplan would include likely future uses for the site and any associated recommendations should be cost neutral to Council.

Steering Committee members emphasised the need to ensure adequate consultation with Gosford City Council and river settlements located within the Gosford LGA.

Steering Committee members outlined the importance of looking at an option of providing access into the bay owned by NSW Tourism (west of Luxury Houseboats). Geoffrey Little and Alan Bonham offered to undertake soundings to determine the water depth. Cameron Holt agreed to review the Bush Fire Brigade Development Application for soundings.

The importance of Kangaroo Point as a destination/link to the Hawkesbury River was also discussed.

## **GENERAL BUSINESS**

On-Site Interviews - 28 January, 1999

Thirty minute on-site interviews were organised for key stakeholders on the morning of 28 January, 1999 with GHD. An afternoon boat trip visiting a number of riverside settlements and operations reliant on the use of Kangaroo Point was organised for the consultants and all interested Steering Committee members.

### **Venue**

The most appropriate venue to hold the Community Workshops was discussed by the Steering Committee. Suggestions included:

- Camp Knox;
- Mooney Mooney Workers Club;
- The building previously known as McClures Riverside Restaurant at Kangaroo Point;
- El Erling's Conference Room at the Marina;
- Berowra Community Centre, including running a bus between Brooklyn and Berowra;
- Brooklyn School Hall;



- The Chapel within the Old Orphanage site;
- Peat Island Hall; and
- The Senior Citizens Hall.

It was agreed that Cameron Holt would choose a venue close to Brooklyn, of adequate size and which contains adequate facilities to enable the facilitation of effective community workshops.

#### **FUTURE MEETINGS**

Members of the Steering Committee were requested to make themselves available on the dates at which Steering Committee and Community Workshop meetings had been programmed in GHD's project timetable.

**MEETING CLOSE 7.40pm**



## HORNSBY SHIRE COUNCIL

### NOTES OF THE KANGAROO POINT COMMUNITY MASTERPLAN STEERING COMMITTEE MEETING

Held at Council Chambers Ground Floor Function Room No.1, 296 Pacific Highway, Hornsby on 15 April, 1999 commencing at 6.00pm

#### **WELCOME**

Cameron Holt welcomed members of the Steering Committee to the meeting and noted that an apology had been received from Councillor John Muirhead. Cameron Holt offered to chair the meeting in his absence. The Committee agreed.

#### **PRESENT**

Mr Cameron Holt (Chairman)	-	Hornsby Shire Council - Planning Branch
Mr Jason Rawlin	-	Hornsby Shire Council - Planning Branch
Mr Tony Pickup	-	Hornsby Shire Council - Administration Services Branch
Mr Andy Jarman	-	Hornsby Shire Council - Parks and Landscape Branch
Mr Keith Harrap	-	Hornsby Shire Council - Fire Control Team
Ms Amanda Raleigh	-	Gutteridge Haskins and Davey Pty Ltd
Mr Ray Bontoff	-	Brooklyn Volunteer Bush Fire Brigade (observer)
Ms Margaret Jennings	-	Save Hawkesbury's Unique River Environment (SHURE)
Ms Lesley Clarke	-	Luxury Afloat
Mr Geoffrey Little	-	Milsons Passage Progress Association
Ms Jennifer Warner	-	Lower Hawkesbury Visitor Information and Cultural Centre Working Group
Mr Jeff Rudge	-	Hawkesbury River Tourist Information Centre & Brooklyn Chamber of Commerce
Mr Rod Miljoen	-	Residents of Sunny Corner, Berowra Creek
Mr Paul Pigneguy	-	Australian Cruising Services Pty Ltd
Ms Miriam Moloney	-	Australian Labor Party (Brooklyn Branch)
Mr Gordon Mandin	-	Macquarie Princess Charter Ferry Pty Ltd
Mr Michael Jones	-	Bar Point Safe Boating and Rescue
Mr Terry Dorrrough	-	Dangar Island
Mr Alan Bonham	-	Milsons Passage

#### **APOLOGIES**

Cllr John Muirhead (Chairman)	-	Hornsby Shire Council
Cllr Steven Vandertouw	-	Hornsby Shire Council
Mr Ken Shadie	-	Brooklyn
Mr Warren Huxley	-	Camp Knox

#### **CONFIRMATION OF NOTES - 21 January, 1999**

The Steering Committee meeting notes of 21 January, 1999 were accepted.

#### **ISSUES**

The four issues for discussion on the agenda were introduced by Cameron Holt. Geoffrey Little suggested that the issues be separated and discussed in an alternate order. The Committee agreed to discuss the issues in the following order:



- Gosford City Council's position.
- The provision of dedicated car parks and boat moorings for river residents of Hornsby Shire and Gosford City.
- Should the dedicated car parks and boat moorings be wholly or partly subsidised?
- The establishment of the bush fire brigade at Kangaroo Point.
- The provision of a general purpose community facility.

### **Gosford City Council's Position**

Gosford City Council has advised as follows:

- At present there are no plans to construct dedicated car parks and boat moorings for river residents.
- Gosford City Council would be willing to assist in determining a regional perspective in consultation with Hornsby Shire Council for any car parks or boat moorings proposed by Hornsby Shire Council.
- Gosford City Council has no allocation of funds in support of dedicated car park and boat moorings.

### **The Provision of Dedicated Car Parks and Boat Moorings for River Residents**

The need to provide dedicated boat moorings and car parking for river residents was queried when the Moire Resort proposal offered to provide same. The proposal is currently before the Land and Environment Court for determination. The promised provision of dedicated boat moorings and car parking for river residents should not be taken into account unless the Moire Resort is approved by the Court.

It was noted that the provision of formal dedicated car parking may reduce the number of parking spaces currently available at Kangaroo Point and cost more than informal parking.

It was agreed that Council should plan for dedicated car parks and boat moorings for Hornsby Shire river residents. It was suggested that Hornsby Shire Council should also plan for Gosford City river residents.

Another suggestion was that Hornsby Shire Council should only plan for providing dedicated car parks and boat moorings for Gosford City river residents if Gosford City Council is willing to provide joint funding. It was advised that Gosford City river residents are lobbying Gosford City Council to provide funding for boat moorings.

More appropriate locations for dedicated boat mooring and parking for river residents were suggested. The Ruins in the Gosford City local government area was one example. The better use of existing facilities or a further expansion to the existing facilities at McKell Park was another alternative.

The better use of existing facilities or a further expansion to the existing facilities at McKell Park as feasible alternatives were dismissed as inappropriate for river residents other than Dangar Island.

Kangaroo Point was suggested to be the only area which could support boat mooring and parking for river residents because of its locality, zoning and possible deep water berthing arrangements.

### **Should the Dedicated Car Parks and Boat Moorings be Subsidised?**

A number of various alternatives for the provision of dedicated carparks and boat moorings were debated. These include:

- Dedicated car parks and boat moorings for river residents should be self funded and Council should not subsidise parking and mooring facilities.
- Dedicated parking and commuter facilities should be cost neutral to Council and the broader community. Council could help river residents pay for parking and mooring facilities by facilitating loans.



- Council should be partly responsible for funding car parks and boat moorings for river residents. Council could provide a small number of public spaces for those who cannot afford to secure a dedicated space.

It was argued that Council should help facilitate car parks and boat moorings for river residents as river residents received very little for their rates.

A summary analysis outlining the return river residents received for their rates in comparison to their “mainland” counterparts was discussed. The analysis and a costing of expenditure over the past few years at Milsons Passage demonstrated that there was only a nominal difference between what river residents received for their rates in comparison to their “mainland” counterparts.

It was suggested that the provision of car parks and boat moorings would increase land values and that this provided a rationale for the owners funding same. An alternative argument was that the increased rates, resultant of higher land values, would offset the increase in value. Advice was provided that the rate ceiling imposed on rates for local government would not enable a proportionate rise in rates compared to property values.

### **The Establishment of the Bush Fire Brigade at Kangaroo Point**

The Brooklyn Bush Fire Brigade proposal at Kangaroo Point was outlined. The proposal includes land based undertakings proposed in the washrooms/carport area and a floating pontoon for the fireboat. The Bush Fire Brigade has a legislative responsibility to operate and has to relocate from Brooklyn to Kangaroo Point to provide the additional space required to accommodate the changing needs and equipment of the Brigade. Kangaroo Point has been found to be the only location that satisfies the operational needs of the Brigade, including the ease of access between land and water based facilities.

Concern was expressed about the vehicle manoeuvres over the road and the associated safety of the public utilising the site due to the establishment of the proposed land based facilities of the fire brigade.

It was suggested that the Brooklyn Fire Brigade would be best placed in Brooklyn to minimise the Brigade’s response times for Brooklyn residents. Saltpan Reserve was suggested as an alternative location.

An undertaking was provided to investigate Saltpan Reserve as a possible location for the Fire Brigade.

It was suggested that the community does not want the fire brigade to be established at Kangaroo Point as proposed in the development application.

### **The Provision of a General Purpose Community Facility**

The Brooklyn and Environs Management Plan concluded that there is a lack of community facilities at Brooklyn. Council is currently investigating the opportunity of providing an addition of a small community hall to the community health centre.

Kangaroo Point was agreed to be an inappropriate location for the establishment of a general purpose community hall for the lower Hawkesbury.

The Lower Hawkesbury Visitor Information and Cultural Heritage Centre was argued to be an appropriate community use at the site. It was suggested that the facility would provide information on local and regional tourist services, provide displays on the European and Aboriginal Culture of the area and offer a small conference facility. Funding may be forthcoming upon the development of a business plan.

Concern was expressed that the proposal may not be economically feasible in the Brooklyn area and it was noted that Council should not subsidise the operation.

### **KEY PRINCIPLES DIAGRAM**





The purpose of the key principles diagram is to identify opportunities and constraints for Kangaroo Point, upon which the draft Masterplan can be developed.

It was agreed that the key principles diagram be updated to provide reference to the opportunity for the regeneration of bushland/mangrove areas as well as landscaping works. It was also agreed that reference to the views towards the site and a scale be included in the key principles diagram.

It was advised that a decision had to be made on whether the former restaurant building would be restored or demolished. The building would be likely to cost \$100,000 to restore the premises to an acceptable standard capable of accommodating a restaurant or like use. To demolish the building would cost less and may enable funds to be utilised elsewhere.

Irrespective of whether the building is retained or demolished, it was agreed that it was important to provide a caretaker's residence at Kangaroo Point.

The Kangaroo Point Value Statement was circulated to all members of the Steering Committee. Written comment to Council on the Value Statement or the Key Principles Diagram was invited.

## **GENERAL BUSINESS**

Recent legal advice received confirms that the site is classified as community land under the Local Government Act, 1993 (LG Act). This will necessitate the preparation of a Plan of Management in addition to the Masterplan. It will be necessary that the Plan has regard to the provisions of both the LG Act and the Community Land Management Act.

Council is still awaiting advice on the ownership of the former public wharf from the Department of Land and Water Conservation. Both these issues will have a bearing on the final draft Masterplan.

Council officers have investigated the possibility of securing funds for projects at Kangaroo Point through the Waterways Asset Development and Management Program (WADAMP). A summary of the Program will be provided to the Steering Committee with the minutes.

The issues for discussion, including comments made by the Steering Committee, will be reported to Council to determine a formal Council position. It is necessary that this position be reached before the draft Masterplan is further progressed. As a result the project timetable will have to be extended.

## **FUTURE MEETINGS**

The next meeting on the project timetable will be rescheduled to enable Council to consider a report and to reach a position on the issues discussed at the Steering Committee meeting. The Steering Committee will be advised by letter of the next meeting.

**MEETING CLOSE 8.45pm**



## **HORNSBY SHIRE COUNCIL**

### **NOTES OF THE KANGAROO POINT COMMUNITY MASTERPLAN STEERING COMMITTEE MEETING**

Held at the Council Chambers Ground Floor Function Room 2, 296 Pacific Highway, Hornsby on 5 April, 2001  
commencing at 6.00pm

#### **WELCOME**

Cameron Holt welcomed members of the Steering Committee and indicated that Councillor Muirhead had requested that he Chair the meeting in the Mayor's absence.

#### **PRESENT**

Mr Bill Glover (alternate)	-	Luxury Afloat
Mr Geoffrey Little	-	Milsons Passage Progress Association
Ms Jennifer Warner	-	Lower Hawkesbury Visitor Information and Cultural Centre Working Group
Mr Rod Miljoen	-	Residents of Sunny Corner, Berowra Creek
Mr Michael Jones	-	Bar Point Safe Boating Rescue and Radio Club
Mr Paul Pigneguy	-	Australian Cruising Services Pty Ltd
Ms Margaret Jennings	-	Save Hawkesbury's Unique River Environment (SHURE)
Ms Miriam Moloney	-	Australian Labour Party (Brooklyn Branch)
Mr Terry Dorrrough	-	Dangar Island
Mr Ken Shadie	-	Brooklyn
Mr Alan Bonham	-	Milsons Passage
Mr Cameron Holt (Chairman)	-	Hornsby Shire Council - Planning Branch
Mr Jason Rawlin	-	Hornsby Shire Council - Planning Branch
Mr Karl Knight	-	Hornsby Shire Council - Administration Services Branch

#### **APOLOGIES**

Councillor John Muirhead	-	Hornsby Shire Council - A Ward Councillor (Mayor)
Councillor Steve Russell	-	Hornsby Shire Council - A Ward Councillor
Councillor Graham Orr	-	Hornsby Shire Council - A Ward Councillor
Mr Jeff Rudge	-	Hawkesbury River Tourist Information Centre and Brooklyn Chamber of Commerce

#### **INTRODUCTION**

Cameron Holt opened the meeting, introduced Council's new Property Officer (Karl Knight) to the Steering Committee and identified the purpose of the meeting.

The meeting was being held in accordance with Council's resolution that upon the evaluation of all cultural heritage criteria, a report be forwarded to the Steering Committee and then Council advising of the implications on the future use and management of the land.

Clarification was requested as to why there has been an extensive period of time between Steering Committee meetings. This meeting has been the first occasion that Steering Committee members have had to discuss Council's last two reports on the Kangaroo Point Community Masterplan.

The introduction of the Community Land Management legislation resulted in additional work being required to be undertaken by Council officers over and above that originally envisaged. Accordingly, the work was undertaken



when resources permitted. The categorisation of Community land at Kangaroo Point represents the first major Community land categorisation in Council. Council officers had to learn the process of the categorisation of land under the new legislation. The process also involved seeking legal advice on the ownership of land and the application of the community land legislation.

Why there was only one week's notice given for the meeting to discuss the report was queried. The absence of Councillors was noted.

It is usual practice to only give one week's notice of a Steering Committee meeting. There has been a longer period of notice given in the past, however, the meeting date was set to fit in with the Councillor's calendar of events.

The report is being presented to the Steering Committee for discussion. It is Council's intention to include the views of the Steering Committee within the Council report. Council will circulate the report, notes of the meeting and any written submissions to Councillors. Steering Committee members can discuss any issues with Councillors prior to consideration of the report by Council.

## **REVIEW OF COUNCIL RESOLUTIONS**

### **Executive Manager's Report No. PLN PM 132/99 – 2 June, 1999**

The Steering Committee was advised of Council's resolution and Council's actions to date. Council has obtained legal advice which has identified that the reclaimed land spit is Crown land. The recommended categories of Community land have been determined and consideration has been given to the relocation of the Brooklyn Rural Fire Brigade to Saltpan Reserve.

### **Executive Manager's Report No. PLN PM 412/99 – 15 December, 1999**

The Steering Committee was advised of Council's resolution and Council's actions to date. The suitability of Saltpan Reserve for building required further investigation. Investigation into the provision of the general purpose community facility in Brooklyn is continuing and a development application has been lodged for sewerage pump out facilities at Kangaroo Point.

It was suggested that past correspondence with Council has consistently indicated that Kangaroo Point is the only appropriate location for the provision of commuter berthing and parking for river residents.

It was suggested that the analysis provided within Council's report on the value river residents obtain for their rates is inaccurate. The rates analysis undertaken by Council estimates that river residents receive \$40 less for their rates than their mainland counterparts.

An alternate analysis of the value for rates which has been prepared for the Milsons Passage Progress Association by accountants who are experienced in local government was presented to the Steering Committee (attached). The analysis suggests that river residents receive \$230 less value for their rates than their mainland counterparts.

The Steering Committee was advised that Council, in its consideration of a development application for works to McKell Park, Brooklyn, resolved that:-

*“The Executive Manager Works undertake a detailed feasibility study into provision of a river resident parking facility that is located outside of McKell Park. The study should be undertaken in close consultation with residents and be undertaken by the end of 2001.”*

A submission from the Kangaroo Point Management Cooperative (KPMC) Inc – formerly known as Kangaroo Point Users Group was circulated (attached).

The Steering Committee was again advised that the report will be supplemented with the views of the Steering Committee, including the submission from the KPMC.



## **DISCUSSION ON DRAFT COUNCIL REPORT**

### **A. THE CATEGORISATION OF COMMUNITY LAND**

The report is a compilation of reports prepared by Council officers who have expertise in a number of areas. The heritage assessment was undertaken by Council's Heritage Planner. Similarly, landscape issues were reported on by Council's Landscape Architect. It was agreed that the best way to progress discussion on the report is to review Map No. 7 which contains a composite of the various categories of Community land.

#### **Natural Area (Wetland)**

It was suggested that the categorisation of the area directly south of the carport and unused wash sheds as Natural Area (Wetland) is inappropriate. The area does not contain mangroves but is overgrown with Lantana.

The Steering Committee was advised that Council's Manager of Water Catchments identified that the land should be categorised as a Natural Area (Wetland). The Manager of Water Catchments will be asked to review his assessment to determine whether the vegetation contained in the area is of conservation value.

#### **Natural Area (Watercourse)**

The Steering Committee reached a general consensus that this area was appropriately categorised as a Natural Area (Watercourse). There was a suggestion that the area was in need of regeneration.

#### **Cultural Significance**

It was suggested that the assessment to determine the various categories of Community land contains trivial comment and anecdote. The heritage assessment provides no basis to determine what land is of cultural significance. The heritage assessment neglects the continuous use of Kangaroo Point for vehicular and boat access over a period of 150 years.

Concern was expressed over the categorisation of the majority of Kangaroo Point as an area of Cultural Significance. Not all of Kangaroo Point needs to be protected by the Cultural Significance categorisation to protect the few isolated heritage items.

The site was noted as having an important industrial history over the past 150 years, both as a car park and as a working dock. The report is biased towards the heritage significance of the site as it relates to the protection of heritage items.

It was suggested that Tom Richmond could further advise on the historical importance of Kangaroo Point which is depicted on a "five pound note".

It was suggested that the categorisation for the majority of Kangaroo Point as an area of Cultural Significance will sterilise opportunities for tourism.

A number of Steering Committee members suggested that the information used to determine the categorisation of Community land is flawed as it places too much emphasis on heritage. It was suggested that the categorisation process be revisited.

It was indicated that there is adequate opportunity to provide for all the uses identified at Kangaroo Point while still retaining the land's cultural significance. Commuter parking should be provided at Kangaroo Point. There is only a demand for a small number of parking spaces.

The Steering Committee was advised that the report had been based on the Local Government Act (Community Land Management Regulations). It does not take into account any external issues.



It was suggested that Council staff work with the Steering Committee to determine the appropriate categorisation of the Community land at Kangaroo Point which will not sterilise opportunities for commercial use.

The general consensus reached by the Steering Committee is that it does not agree with the categorisation of Community land at Kangaroo Point, particularly as it relates to areas defined as having cultural significance. An option can be included in Council's report to adopt the Steering Committee's categorisation in preference to that prepared by Council officers.

### **Park**

Steering Committee members reached a general consensus that the park land on the southern side of the road should be categorised as a Park. However, it was indicated that the southern park impinged upon an overflow parking area. It is necessary to redefine the park and car parking areas.

It was suggested that there are a number of mature Fig trees in the southern section of the park and that there should be more importance placed on the regeneration and maintenance of this area.

Steering Committee members suggested that the central park area may provide an alternative location for commuter parking, rather than the areas closer to the river which are of aesthetic cultural significance. The area categorised for Cultural Significance could be landscaped and minimise any visual impact of car parking within the area categorised as a Park.

It was suggested that the pool area is an eye-sore and would be better utilised as park area.

### **General Community Use**

Why the land at the northern portion of Kangaroo Point was recommended to be categorised for General Community Use and still permit the telecommunications facility was queried.

The Steering Committee was advised that the Telecommunications Act provides wide-ranging powers to establish telecommunication facilities and that it was very difficult to stop the establishment of same.

Steering Committee members reached a general consensus that the categorisation of lands at Kangaroo Point for General Community Use is appropriate. It is noted that the Steering Committee would like to see the General Community Use categorisation extended over more of the site.

### **Summary of Categorisation**

The general consensus of the Steering Committee was it does not agree with the categorisation of Community land at Kangaroo Point. Although it was suggested by some Committee members that the recommendations of the report will provide what the wider community would like to see at Kangaroo Point.

Comment was sought on the recommendation for the demolition of the former restaurant building.

It is noted that the Steering Committee generally accepted the need for demolition. However, it was suggested there should be an opportunity for the reconstruction of a building which can be used by some of the identified users of the site.

Steering committee members questioned whether costing had been carried out for the refurbishment of the restaurant building and whether insurance monies can be used to improve the building.

The Steering Committee was advised that monies can go towards the replacement of what was already there.

An indication from the Steering Committee was sought as to whether there was a consensus for the retention of a caretaker on the site.



Steering Committee members reached general consensus that there should be a caretaker on the site.

It was queried where a caretaker would be housed on the site and what management responsibilities a caretaker would have.

Concern was expressed that the submissions from the community for inclusion in Council's report will not carry adequate weight. The submissions should not just be attached as appendices to the report.

The Steering Committee was advised of the next steps that Council will take in progressing the Kangaroo Point Masterplan, namely:

- Notes will be prepared;
- Submissions will be circulated to Councillors;
- Councillors will invite Steering Committee members to attend a meeting; and
- A report will be prepared and presented to a Council meeting.

Steering Committee members requested access to the background information Council used to categorise the Community land at Kangaroo Point.

The Steering Committee was advised that access could be given to this information.

## **B. THE IMPLICATIONS OF THE CATEGORISATION**

### **Commercial Houseboat Operations**

The Steering Committee was advised of the resolution for commercial houseboat operations and comment was sought.

Concern was expressed over the visual amenity of the houseboat business and the renewal of the lease. Can controls be placed over the use to minimise its impact?

The Steering Committee was advised that management responsibilities can be incorporated into the Kangaroo Point Community Masterplan but cannot be imposed through the Community Land Management Regulations. Further, a development application will be required for any new use. Conditions can be imposed on any approved operation at the site.

It was suggested that the houseboat business may not be able to co-exist with commuter berthing for river residents. Another suggestion was that an commuter berthing could co-exist.

The Steering Committee was advised that the land over which the car parking compound for the houseboat business encroaches is public reserve. Any user of the car parking compound should seek a leasehold arrangement with the Roads and Traffic Authority, otherwise the user may be using the land unlawfully.

It was indicated that the RTA has no objection to Luxury Houseboats using the car parking compound, previously leased by Captain Cook Cruises. There is no leasehold arrangement.

### **Education/Tourist Facilities**

The need for a development application for tourism operations was queried and advice was sought as to whether several operators could lodge a combined development application for the use of the land.

The Steering Committee was advised that it is a legislative requirement to require a development application and that each operation may require an individual application as the operations would likely be different.

It was suggested that all tourism operations should be able to use Kangaroo Point. The Cultural Significance categorisation of the Community land is prohibitive.



Whether tourist coaches could be parked beside the Pacific Highway or at the Ruins within the Gosford City Council area was queried.

The Steering Committee was advised that Kangaroo Point is currently not legally able to be used for coach parking facilities. No development consent has been given.

It was noted that garbage is currently left from tourism operations in “wheelie” bins located on the road (Crown land). Consideration should be given to the removal of garbage from the site in the Kangaroo Point Community Masterplan.

The Steering Committee was advised that education/tourist facilities similar to Camp Knox will be likely to continue to use facilities at Kangaroo Point and the general community use categorisation permits its continued use. There was general consensus from the Steering Committee that Camp Knox, or a similar type operation should continue.

It was requested reference be given to the Lower Hawkesbury Visitor Information and Cultural Centre in the section on Education/Tourist Facilities.

It was requested that reference be given to the Bar Point Safe Boating Rescue and Radio Club in the section on Education/Tourist facilities.

### **Car Parking and Commuter Berthing**

The Steering Committee was advised of Council’s resolution for car parking and commuter berthing. The identified demand for car parking for river residents could not be located at Kangaroo Point. The areas categorised for Cultural Significance and Park applies to the majority of land previously identified for parking. Commuter berthing could be provided at Kangaroo Point as it is not subject to the same Community land legislation. However, in practice the provision of commuter berthing would result in demand for car parking at Kangaroo Point.

It was indicated that residents of Milsons Passage will be the principal users of Kangaroo Point. They do not want to be forced to Saltpan Reserve and have to pay commercial rates at the nearby marinas. There is only a demand from 46 Milsons Passage residents and this would amount to approximately 26 cars. There would be no need for a car parking compound to be provided. A caretaker on site would ensure the security of cars.

It was suggested that the previous demand identified was based on Hornsby Shire and Gosford City Council residents. As Hornsby Shire Council previously decided to not provide for river residents of the Gosford City local government area, the demand will not be as high.

It was acknowledged that the report would reference the anticipated demand from Hornsby Shire residents. The Milsons Passage Progress Association was requested to prepare a new concept plan on how commuter parking would be provided at Kangaroo Point.

It was suggested that the provision of commuter parking at Saltpan Reserve would result in long travel times for pedestrians from commercial marinas. Steering Committee members requested that the discussion in the report on Saltpan Reserve, as an alternative site for commuter parking, be deleted.

The Steering Committee was advised that the discussion on Saltpan Reserve, as an alternative to the provision of car parking at Kangaroo Point, would be retained as it remains an option open to Council and the community.

### **Rural Fire Brigade Building**

The Steering Committee was advised that the Rural Fire Brigade proposal could be located at Kangaroo Point or Saltpan Reserve.



The Steering Committee reached general consensus that the relocation of the Rural Fire Brigade to Saltpan Reserve was the best option.

### **Community Facility**

The Steering Committee was advised that the General Community Use categorisation at Kangaroo Point can accommodate a number of the identified community uses. The provision of a general purpose community facility is being considered elsewhere within Brooklyn.

It was suggested that the community facility at the Hornsby Kuring-gai Health Centre will not meet the needs of the Brooklyn School. There is an area within Brooklyn Park which is closer to the school. It was noted that there are problems with parking at the Hornsby Kuring-gai Health Centre, at which there is an option to provide a community centre. The Hornsby Kuring-gai Health Centre does not have the ability to operate effectively as an emergency centre in times of need.

Comment was sought as to whether the Steering Committee would prefer the establishment of a community centre at Kangaroo Point.

Concern was expressed by Steering Committee members about the establishment of a community centre at Kangaroo Point. A community centre located at Kangaroo Point would be separated from the Brooklyn community.

### **Pump-Out Facility for Sewerage**

The Steering Committee was advised that a boat pump-out facility can be located at Kangaroo Point. Comments were sought from the Steering Committee as to whether there are any concerns with the location of this facility at Kangaroo Point, it being noted a development application has been lodged with Council. There have been a number of submissions from the community which will be addressed as part of the assessment of the development application.

A number of Steering Committee members expressed concern that the development application for the sewerage pump-out facility will be considered in isolation to the Masterplan. The pump-out facility may compromise the establishment of other facilities at Kangaroo Point. It was suggested that Steering Committee members would like the opportunity to ensure that the development application does not compromise opportunities for other facilities at Kangaroo Point.

Other Steering Committee members noted that they would like to see the establishment of the pump-out facility.

### **Telecommunications Facility**

The Steering Committee was advised that the General Community Use categorisation enables the renewal of the lease for the telecommunications facility.

How much money was paid to Council under the current lease arrangement was queried.

The Steering Committee was advised that approximately \$13,500 was paid and that the money received goes directly back into the community.

It was noted that it would be good if this money was channelled into the local community for projects such as weed management at Kangaroo Point.

## **C. PLAN OF MANAGEMENT**

The Steering Committee was advised that a specific Plan of Management had to be prepared for Kangaroo Point.





It was queried why Council doesn't prepare the Plan of Management instead of consultants. Council is more approachable than consultants.

The Steering Committee was advised that a Plan of Management was required to be exhibited and this provided opportunity for community involvement.

#### D. THE RELOCATION OF THE BROOKLYN RURAL FIRE BRIGADE TO SALTPAN RESERVE

The Steering Committee reached general consensus that the relocation of the Brooklyn Rural Fire Brigade to Saltpan Reserve would be beneficial.

#### E. GENERAL PURPOSE COMMUNITY FACILITY

The Steering Committee was advised of Council's resolution to defer consideration of the establishment of a community facility at Saltpan Reserve pending the outcome of discussions for additions to the Brooklyn Health and Resource Centre.

The Steering Committee reached general consensus that this was appropriate.

#### F. THE PROVISION OF COMMUTER BERTHING AND CAR PARKING IN BROOKLYN

The Steering Committee was advised that Saltpan Reserve and nearby commercial marinas may provide an alternative commuter berthing and car parking arrangement for residents of river settlements. The preclusion of car parking at Kangaroo Point is based on an original submission from the Milsons Passage Progress Association. Amendments will be made to the report where Council has erred or used the wrong assumption to establish the position in the report. Steering Committee views will be reported to Council in conjunction with the views of Council staff.

It was suggested that the revised report be presented to the Steering Committee prior to full consideration by Council.

The Steering Committee was advised that Councillors will have to determine whether a revised report is presented before another Steering Committee meeting. The report will have a number of options including the deferral of issues for further discussion with the Steering Committee. The report will also be available the Friday week prior to the meeting and there will be an opportunity for Steering Committee members to speak to Councillors.

Concern was expressed that the three minutes provided for comment at a Council meeting does not provide ample time to make effective community representation. A further Steering Committee meeting would be appropriate.

It was suggested that an approach could be made to Councillors to meet with Steering Committee members.

Steering Committee members noted that there was a general consensus that Cameron Holt should indicate to Councillors that the Steering Committee would like a further meeting.

The Steering Committee was advised that the amended report will note that the Steering Committee meeting was an informal meeting as a formal quorum was not reached (no Councillors).

It was requested that the revised report include a discussion on the five pound note which contained a picture of Kangaroo Point.

It was requested that the notes of the meeting be distributed to Steering Committee members prior to any further actions or Council meetings.

**MEETING CLOSE: 9.15PM**



## HORNSBY SHIRE COUNCIL

### NOTES OF THE ON-SITE MEETING FOR COUNCILLORS, KANGAROO POINT COMMUNITY MASTERPLAN STEERING COMMITTEE MEMBERS AND INTERESTED PARTIES

Held on-site at Kangaroo Point, Pacific Highway, Brooklyn on 10 December, 2001, commencing at 5.30pm

#### **WELCOME**

The Mayor welcomed members of the Steering Committee and interested parties to the on-site meeting concerning the preparation of the Kangaroo Point Community Masterplan. The Mayor also introduced Councillors, Council staff and the independent facilitator engaged by Council to conduct the meeting.

#### **PRESENT**

Cllr Steven Pringle (Mayor)	-	C Ward Councillor
Cllr Robert Browne	-	C Ward Councillor
Cllr John Muirhead	-	A Ward Councillor & Steering Committee member
Cllr Steve Russell	-	A Ward Councillor & Steering Committee member
Mr Bill Avery	-	Kangaroo Point Management Association (KPMA)
Mrs Jane Avery	-	Kangaroo Point Management Association
Mr Trevor Gregory	-	Kangaroo Point Management Association
Ms Margaret Kerans	-	Kangaroo Point Management Association
Mr Geoffrey Little	-	Milsons Passage Progress Association & KPMA
Mr Rod Miljoen	-	Residents of Sunny Corner, Berowra Creek & KPMA
Mr Michael Jones	-	Bar Point Safe Boating Rescue & Radio Club & KPMA
Mr Paul Pigneguy	-	Australian Cruising Services Pty Ltd & KPMA
Mr Bill Glover	-	Luxury Afloat & KPMA
Mr Gordon Mandin	-	Macquarie Princess Charter Ferry Pty Ltd
Ms Miriam Moloney	-	Australian Labour Party (Brooklyn Branch)
Mr Ken Shadie	-	Brooklyn
Mr Alan Bonham	-	Milsons Passage
Mr Peter Hinton	-	Executive Manager, Planning Division
Mr James Farrington	-	Manager, Town Planning Services
Mr Jason Rawlin	-	Strategic Planner, Town Planning Services
Mr Tony Moody	-	Tony Moody Town Planning Pty Ltd

#### **APOLOGIES**

Cllr Graham Orr	-	A Ward Councillor
Cllr Nick Berman	-	B Ward Councillor
Cllr Nan Horne	-	B Ward Councillor
Cllr Susan White	-	B Ward Councillor
Cllr Matthew Benson	-	C Ward Councillor

#### **BACKGROUND**

Council in 1998, resolved to prepare the Kangaroo Point Community Masterplan to provide direction for the community use of the Kangaroo Point land and determine its long term role and function as a community area. The Kangaroo Point Community Masterplan Steering Committee was established to guide its preparation and consultants were engaged to prepare the Masterplan.



A number of issues arose in the preparation of the Masterplan which required direction from Council before the Masterplan could be progressed. Council has considered a series of reports on a number of issues, including the ownership of the reclaimed land, the categorisation of Community land and the examination of Saltpan Reserve as a possible location for the establishment of the Brooklyn Rural Fire Brigade's facilities.

At the Kangaroo Point Community Masterplan Steering Committee Meeting held on 5 April, 2001, the Committee discussed a draft report on the categorisation of the Community land and its implications on the future use and management of the land. It was agreed by the Steering Committee that Councillors be invited to meet with Committee members and discuss issues concerning the future of Kangaroo Point.

The KPMA, which includes a number of the members from the Kangaroo Point Community Masterplan Steering Committee, also made representations to Council seeking an on-site meeting to discuss the preparation of the Masterplan. Accordingly, the on-site meeting was arranged for the Steering Committee and other interested parties to discuss issues concerning future use and management of Kangaroo Point with Councillors.

### **STEERING COMMITTEE & INTERESTED PARTY ASPIRATIONS FOR THE SITE**

Tony Moody introduced himself, his qualifications and experience. He identified that he has been engaged by Council as the independent facilitator for the meeting and will be preparing a report containing a summary of the comments made and on the process Council should implement to progress the preparation of the Masterplan. He also identified that he would make himself available for further discussion and invited submissions from interested parties over the next six weeks. He praised the community for their continued interest and requested that they outline their aspirations for the future use and management of Kangaroo Point.

Michael Jones introduced the KPMA, its purpose and the role it seeks to play in the preparation of the Kangaroo Point Community Masterplan. He noted that the KPMA membership comprises interested persons who are reliant on the land/water interface that Kangaroo Point provides for their livelihood or daily convenience needs. He also noted that the KPMA was formed as a splinter group of the Kangaroo Point Community Masterplan Steering Committee due to the dissatisfaction felt amongst a number of Steering Committee members as to the draft categorisation of Community land at Kangaroo Point. He suggested that the recommended categorisation of the land sterilised the opportunity for any of the current and desired commercial interests on the site. He also suggested that the KPMA instigated the on-site meeting with Councillors.

Miriam Moloney suggested that the on-site meeting with Councillors was a result of the agreed actions from the Kangaroo Point Community Masterplan Steering Committee meeting held on 5 April, 2001. She noted that she represented the community as a member of the Brooklyn Branch of the Labor Party and also supported the establishment of the Lower Hawkesbury Visitor Information and Cultural Centre at Kangaroo Point. A copy of a draft submission for Government funding for the Visitor Information and Cultural Centre was presented.

Ken Shadie noted that he is interested in ensuring the opportunity for the continued community use of Kangaroo Point and represents the interests of the broader community. He also noted that he would like to see Kangaroo Point enhanced to promote better public usage. He presented a series of historical photos to assist Council in its review of the cultural significance of Kangaroo Point.

Bill Avery identified himself as a member of the KPMA and noted that he supports the position outlined in the presentation to be given by other KPMA members.

Jane Avery identified herself as a member of the KPMA and noted that she supports the position outlined in the presentation to be given by other KPMA members. She acknowledged that Council has limited funds to provide for community desires and noted that she supports the user pays principle. She also noted that she would like to see work undertaken to enhance Kangaroo Point.

Trevor Gregory identified himself as a member of the KPMA and noted that he supports the position outlined in the presentation to be given by other KPMA members. He also noted that he would like to see work undertaken to enhance Kangaroo Point.



Bill Glover advised that he both lives and works at Kangaroo Point. He noted that there is an opportunity to improve and promote Kangaroo Point as the “Jewel of the Shire”. He suggested that it is necessary that Council and the community work closely to ensure that the opportunities available at Kangaroo Point are not lost.

Margaret Kerans identified herself as a member of the KPMA and noted that she supports the position outlined in the presentation to be given by other KPMA members.

Rod Miljoen identified himself as a member of the KPMA and emphasised that the membership of the KPMA is comprised of interested persons who are reliant on the land/water interface that Kangaroo Point provides for their livelihood or daily convenience needs.

He noted that the KPMA's main point of contention is the heritage report which informed the preparation of the draft categorisation of Kangaroo Point. He noted that the “recycled wharf posts” and “loop road” are identified as having cultural significance in Council's heritage report. He noted that the KPMA has undertaken their own research on the cultural significance of Kangaroo Point which suggests that Council's report is flawed.

He suggested the research indicates that the recycled wharf posts were constructed of new turpentine approximately 15 years ago. He also suggested that the loop road is not of cultural significance. He produced a model and a series of historical photos of Kangaroo Point as it was in the early 1900s and noted that the land was relatively flat. He indicated that the KPMA's research has revealed that the shape of the land had been substantially altered. He indicated that a large amount of fill has been placed over Kangaroo Point from the mid 1920's.

An alternate plan to Council's draft categorisation plan was presented. He suggested the Kangaroo Point Improvement Plan prepared by the KPMA would accommodate the competing uses of the land and still retain the environmental qualities of Kangaroo Point.

He also presented photomontages prepared by the KPMA identifying what Kangaroo Point could look like if it were redeveloped based on the vision contained in the Kangaroo Point Improvement Plan.

Geoffrey Little identified himself as a member of the KPMA. He advised that there are potentially 60 families who live in a number of river settlements along the Lower Hawkesbury River who would use Kangaroo Point for providing convenient access to the rest of the Shire.

He advised that there are a number of Milsons Passage residents who utilise properties Nos. 3-7 Brooklyn Road to satisfy their mooring and parking requirements. He noted that this use is unauthorised and that Council action against the unauthorised use has been deferred until the completion of the Masterplan. He suggested that to deny access Kangaroo Point and properties Nos. 3-7 Brooklyn Road would isolate Milsons Passage residents. He noted that similar commuter berthing and parking arrangements to what is being sought at Kangaroo Point has already been established for the residents of Berowra Waters and Dangar Island.

He noted that a comparative analysis prepared by Council officers and reported to Council of the value river residents receive for their rates against other residents in the Shire is inaccurate. He noted that Council's analysis of the value river residents receive for their rates is 98% of that compared to other residents in the Shire. He presented a revised analysis prepared by an accountant that suggests that the value river residents receive for their rates is 57% of that compared to other residents in the Shire.

He noted that Council has resolved to help facilitate an application for funding for the construction of commuter berthing and parking should it be permitted by the categorisation of the Community land at Kangaroo Point. He noted that the length of time to determine the appropriate categorisation of Community land and prepare the Masterplan has stalled the KPMA's efforts to secure funding. He advised that the KPMA has submitted an application to the Waterways Authority for funding. He suggested that that Waterways Authority were generally supportive of the concept, however, could not grant funding until commuter berthing and parking at Kangaroo Point is endorsed by Council.



Gordon Mandin noted that he was the proprietor of Macquarie Princess Charter Ferry and that he was a casual user of the Kangaroo Point Public Wharf. He advised that one of his ferry routes, “The Kangaroo Cruise” promotes Kangaroo Point as a tourist destination.

Paul Pigneguy identified himself as a member of the KPMA and noted the implications that the draft categorisation of Kangaroo Point would have on charter ferry operations. He advised that there was a total of 14 companies with 26 vessels that utilise the Kangaroo Point Public Wharf for the embarking and disembarking of passengers. He noted that there is a lack of facilities provided at Kangaroo Point for tourists, including public toilets.

He noted that the draft report on the categorisation of Community land at Kangaroo Point also states that the charter ferry operations utilising Kangaroo Point are unauthorised. He expressed concern that approval is required to enable continued use. He requested advice from Council staff as to his ability to continue operating in the interim.

He also suggested that there appears to be two sets of rules concerning approvals, one for private and one for public interests. He cited the boat sewerage pump out facility as a case at hand.

Alan Bonham advised that he is a member of the Kangaroo Point Community Masterplan Steering Committee.

#### **NEXT STEPS**

Tony Moody is to prepare a report containing a summary of the comments made at the on-site meeting and provide recommendations on the process Council should implement to progress the preparation of the Masterplan.

Tony Moody is to provide further opportunities for discussion and will receive submissions from interested parties over the next six weeks for consideration in the preparation of the report.

The draft report from Tony Moody is to be presented at a further meeting of the Kangaroo Point Community Masterplan Steering Committee with interested parties invited to attend prior to its consideration by Council.

**MEETING CLOSE: 6.30pm**



## HORNSBY SHIRE COUNCIL

### NOTES OF THE KANGAROO POINT COMMUNITY MASTERPLAN STEERING COMMITTEE MEETING

Held at the Council Chambers Ground Floor Function Room 2, 296 Pacific Highway, Hornsby on 8 August, 2002 commencing at 6.00pm

#### **WELCOME**

Councillor Russell welcomed members of the Steering Committee and interested parties to the meeting. He noted that the purpose of the meeting was to discuss the draft Report and Heritage Review undertaken by independent planning and heritage consultants to progress the preparation of the Masterplan.

#### **PRESENT**

Cllr Steve Russell (Chairman)	-	A Ward Councillor and Steering Committee member
Cllr Nan Horne	-	B Ward Councillor
Mr Bill Glover	-	Luxury Afloat
Ms Sue Haertsch (Proxy)	-	Milsons Passage Progress Association
Mr Rod Miljoen	-	Residents of Sunny Corner, Berowra Creek
Mr Michael Jones	-	Bar Point Safe Boating Rescue and Radio Club
Mr Justin Pigneguy (Proxy)	-	Australian Cruising Services Pty Ltd
Ms Wendy McMurdo	-	Save Hawkesbury's Unique River Environment
Ms Miriam Moloney	-	Australian Labour Party (Brooklyn Branch)
Mr Terry Dorrrough	-	Dangar Island
Mr Ken Shadie	-	Brooklyn
Mr Alan Bonham	-	Milsons Passage
Mr Gordon Mandan	-	Macquarie Princess Charter Ferry Pty Ltd
Mr Chris Hughes	-	Observer
Mr Bill Avery	-	Observer
Mr James Farrington	-	Manager, Town Planning Services
Mr Jason Rawlin	-	Strategic Planner, Town Planning Services
Mr Tony Moody	-	Tony Moody Town Planning Pty Ltd
Ms Sheridan Burke	-	Godden Mackay Logan Pty Ltd

#### **APOLOGIES**

Cllr John Muirhead	-	A Ward Councillor and Steering Committee member
Cllr Graham Orr	-	A Ward Councillor and Steering Committee member
Cllr Robert Browne	-	C Ward Councillor

#### **BACKGROUND**

James Farrington noted that at the on-site meeting for Councillors, Kangaroo Point Community Masterplan Steering Committee members and interested parties, held on 10 December, 2001, it was agreed that:

- An independent consultant would prepare a report including a summary of the comments made at the on-site meeting and providing recommendations on the process Council should implement to progress the preparation of a masterplan; and
- The draft Report would be presented at a further meeting of the Kangaroo Point Community Masterplan Steering Committee with interested parties invited to attend prior to its consideration by Council.



## **PRESENTATION OF CONSULTANTS REPORTS**

### **Kangaroo Point Community Masterplan Report – Tony Moody Town Planning**

Tony Moody introduced himself, his qualifications and experience. He identified that his services had been retained to prepare a report containing a summary of the comments made at the on-site meeting, to review Council's report and to provide recommendations on the process Council should implement to progress the preparation of the Masterplan.

He identified that his brief involved providing further opportunities for discussion with stakeholders and interested parties over a six week period for consideration in the preparation of his report. He commented that this period had been extended to provide everyone ample opportunity to comment and to make submissions.

He acknowledged the beauty of the Kangaroo Point site, its importance to local residents as a community area and a land/water interface. He praised the local community for its passion associated with determining the future use and management of Kangaroo Point.

#### **1) Summary of Comments Made at the On-Site Meeting**

Tony Moody commented that he had been engaged by Council as an independent facilitator for the on-site meeting held on 10 December, 2001. He commented that Steering Committee members and members of the KPMA identified their aspirations and discussed issues concerning the future use and management of the site.

He advised that there were a number of points raised during the on-site meeting. Of particular note, a number of Steering Committee members indicated that they were concerned that Council's statement of heritage significance was flawed and noted that the KPMA had undertaken its own research on the cultural significance of the Point. Accordingly, he recommended that Council engage the services of an independent heritage expert to review the heritage aspects of Council's report.

#### **2) Conferences with Interested Parties**

Tony Moody advised that he had undertaken a number of on-site conferences, taken numerous telephone calls and provided the opportunity for further submissions from interested parties.

#### **3) Review of Recommendations of Council's Draft Report**

Tony Moody noted that Godden Mackay Logan (GML) had been engaged by Council and had reviewed Council's statement of heritage significance and the appropriate categorisation of community land at Kangaroo Point.

He advised that the categorisation recommended by GML is generally consistent with the recommendations contained within his report. However, he noted that a difference existed in the recommendations for the categorisation of the former restaurant and options for demolition contained on page 9 of his report.

He advised that there had been an error made concerning his reference to the heritage fabric of the former restaurant building on page 9 of his report. He noted that his report states that:

*“GML acknowledge that the building fabric does not contribute to the cultural significance categorisation.”*

However, GML's report notes that the food bar building is a period piece of 1960s road side architecture, now existing in limited numbers and that there should be full consideration given to its retention and refurbishment. It was also noted that the former restaurant building contributes to the cultural significance categorisation of the land with respect to its ongoing function.



Notwithstanding, he advised that he still agrees with the general principles for management of the site, namely that any refurbishment or redevelopment should be low scale and low intensity and should be for the use of a kiosk or restaurant.

### **3a) Categorisation of Community Land**

Tony Moody identified the areas of land that he believed should be categorised for the purposes of natural area, cultural significance, park and general community use. He commented that his categories were generally consistent with GML's findings.

### **3b) Implications of the Categorisation**

Tony Moody indicated his support for the continuation of charter ferry operations at Kangaroo Point. He commented that they provided an invaluable recreation facility for the broader community. He advised that Council is legally bound to require a development application to approve the use and that such approvals would provide appropriate regulation of operations.

He indicated that Camp Knox or a similar type of operation should be allowed to continue subject to development consent being granted with appropriate controls.

Tony Moody indicated that car parking and commuter berthing had been the most discussed and contentious issue. He commented that he did not support private commuter berthing and parking arrangements. He noted his support for the preparation of a revised parking layout which retains existing car parking for the public and provides a more efficient car parking arrangement with appropriate landscaping.

He noted that the Brooklyn Rural Bushfire Brigade is now pursuing the relocation of the Brooklyn Fire Brigade to Saltpan Reserve.

He advised that, subject to its feasibility, he supported the establishment of a visitor information cultural heritage centre within the former restaurant building. He advised that he did not support the establishment of the Bar Point Base Safe Boating Rescue and Radio Club in the former restaurant building as he believed the Rural Volunteer Coastal Patrol Service provides a higher standard of service.

He commented that the establishment of the boat pump out facility for sewerage would provide a valuable service to improve the water quality of the Hawkesbury River.

He advised that he does not object to the continued operations of the telecommunications facility but that the facility should be landscaped.

### **4) Recommendations of the Consultant Town Planner**

Tony Moody indicated his support for the recommendations contained in Council's draft report, the recommendations from GML concerning the categorisation of community land and the management recommendations for Kangaroo Point.

He advised that he endorsed Council's position concerning the mangrove area south of the road leading to the public wharf. He advised that he believed that there were opportunities for regeneration of the mangroves.

He acknowledged that there may need to be an upgrade of the existing public wharf, dependent upon the intensity of future uses decided by Council (i.e. commercial operations).

He commented that a large number of the Steering Committee supported a caretaker's residence but noted that the existing swimming pool should be removed.





## **Progression of the Preparation of the Masterplan**

Tony Moody identified the need for further consultation with the Department of Land and Water Conservation as Manager of Crown and State lands. He also noted that Gutteridge Haskins and Davies should be re-appointed to prepare the draft Kangaroo Point Masterplan which can then be placed on public exhibition for further community comment.

## **Heritage Review – Godden Mackay Logan**

Sheridan Burke introduced herself, her qualifications and experience. She identified the brief given to GML, her responsibility for the preparation and review of the report.

She outlined the history of the site and presented documentation which was used to form the recommendations of the Heritage Report. She advised that the land at Kangaroo Point had been re-shaped with the provision of ferry services and later with the construction of Brooklyn road bridge. Of particular note, she identified the sandstone walls as being of heritage significance.

She advised of the heritage significance of the former restaurant building. The food bar building is a period piece of 1960s road side architecture, now existing in limited numbers. The terrazzo finishes, stools to the former oyster bar and roof form are particular elements worthy of conservation. She also advised that an appropriate use should be found for the building which respects its significance.

She advised that there are a number of inadequacies with the Preliminary Statement of Heritage Significance prepared by Council and that GML's investigations had sought to fill the gaps. She advised that GML recommend the categorisation of community land in accordance with Figure 1 in its report. She discussed the various categories for the management of community land and their implications for various uses. Specifically, she commented on the management guidelines for land categorised for cultural significance.

## **Discussion of Consultants Reports**

Alan Bonham commented on the continued use of the site and its importance as a land and water interface for river residents. He suggested that there is a long established heritage concerning car parking at Kangaroo Point and that the land was graded for car parking rather than a viewing platform, as suggested by the heritage consultants.

Michael Jones moved that the report be amended to mention the continued use of the site for car parking. The motion was seconded by Rod Miljoen.

Miriam Moloney suggested that the motion should be amended to note that the car parking arrangements were for temporary car parking whilst awaiting a ferry. An alternate motion was put forward suggesting that further primary source material should be obtained to determine whether Kangaroo Point was used for overnight parking.

Bill Glover suggested that the kiosk was established to service the drivers of cars waiting for the ferry.

Ken Shadie commented that he remembered cars that were awaiting the ferry often queued out onto the Pacific Highway and that Kangaroo Point itself was used for picnics.

Michael Jones suggested that the report should note that the land was modified specifically for parking.

The motion that GML be requested to amend the report, if primary source material substantiated that the land was primarily modified to support car parking, was carried. Steering Committee members were invited to submit primary source material to demonstrate same.

Rod Miljoen disputed the location of mangroves on the southern side of the road leading to the public wharf. He suggested that this land provided an important overflow parking area.



Sheridan Burke commented that the land in question provided an important buffer between paved areas and the waterways.

Rod Miljoen suggested that the land should not be categorised as Park and highlighted definitions from the dictionary to support his position. He also suggested that GML had gone beyond its brief.

Sheridan Burke advised that the brief was to review Council's report and Statement of Heritage Significance. She also noted that the Community Land Management Regulations of the Local Government Act provided the appropriate means to determine the categorisation of Kangaroo Point.

Sue Haertsch queried the Park categorisation on the southern side of the road adjacent to the mangroves. She suggested that the land was too narrow to be a useful recreation area.

Councillor Russell advised that he and fellow Councillors were aware of the parking problem that river residents faced and that public car parking should not be lost from Kangaroo Point.

Michael Jones moved that the area on the southern side of the road should be changed to General Community Use. Rod Miljoen seconded the motion.

Miriam Moloney noted that the Steering Committee does not have the power to change the categorisation but should only guide the process of plan preparation. She highlighted the importance of retaining access to the foreshore and that the Park categorisation accommodated same.

The motion that the area on the southern side of the road should be changed to General Community Use was moved and carried.

Gordon Mandin queried the need for obtaining consent for charter ferries.

James Farrington advised that it is a legal requirement of Council to require consent under planning legislation. A charter ferry operation would fall under the definition of "passenger transport terminal" under the Hornsby Shire Local Environmental Plan and is permitted with development consent under the Business D (Aquatic Service Centre) zone. He advised that a development application could be lodged by a charter ferry organisation on behalf of a number of operators or by an individual operator. He further advised that a development application provides a mechanism to regulate operations and to provide assurance to approved operators of their place at Kangaroo Point.

Ken Shadie requested clarification on Council's position concerning the existing car parking compound for the commercial houseboat operation.

Tony Moody advised that he accepted it as part of the houseboat business operation but advised that its boundaries should be redefined and screened by landscaping.

Bill Glover suggested that there were a number of errors in the reports. He commented that the report refers to "secure commuter berthing and parking". He advised that river residents no longer requested secure commuter berthing and parking.

Tony Moody advised that the principles concerning commuter berthing and parking in the report were still valid. He suggested that an increase in car parking would reduce the amenity of Kangaroo Point and that the land categorisation provides the fundamental basis for the allocation of uses, including car parking.

Michael Jones requested clarification as to whether the report recommended that car parking should be reduced.

Tony Moody advised that there would be no need for a reduction in car parking. He advised that car parking could be re-arranged in a more efficient layout.

Bill Glover suggested that Bar Point Base Safe Boating Rescue and Radio Club provides a better service than the Royal Coastal Patrol and requested that the report be amended to reflect same.



Tony Moody noted that the recommendations contained in the report concerning the matter were based on documentation provided to him from both organisations.

Terry Dorough accepted many of the recommendations of the report but expressed concern with the recommendations concerning commuter berthing and parking. He suggested that community berthing should be provided as long as it is within the environmental capacity of the waterways and does not sterilise public car parking.

Miriam Moloney moved that the Planning Division act on a resolution from Council which requires an investigation into providing opportunities for parking on residential lands in Brooklyn. She suggested that an issues paper should be prepared to inform change to the Hornsby Shire Local Environmental Plan.

Michael Jones expressed concern that the issues paper will be seen as a solution to the parking problems for Milsons Passage residents.

The motion requiring the Planning Division to prepare an issues paper concerning providing opportunities for car parking on residential lands in Brooklyn was carried subject to it being noted that it does not form a solution to the parking problems for the Milsons Passage residents.

Sue Haertsch advised that Luxury Houseboats are investigating a reconfiguration of the marina layout to improve the efficiency of the business and that discussions have been held with the Department of Land and Water Conservation.

Rod Miljoen suggested that the southern side of the road leading to the public wharf should provide for 10-15 car parking spaces.

Sue Haertsch highlighted that Council's previous resolution established that commuter berthing and parking should be provided at Kangaroo Point if it is permitted by the categorisation of the land. She commented on the disparity in the report concerning recommendations for commercial use at Kangaroo Point and car parking for river residents.

Michael Jones suggested that community berthing would not result in a substantial pressure being placed on public car parking at Kangaroo Point. He advised that there are only forty properties at Milsons Passage and Sunny Corner and that the KPMA is not promoting an increase in parking.

Justin Pigneguy requested clarification as to why a development application is required for Australian Cruising Services operations at Kangaroo Point.

James Farrington advised that Council, as part of its consideration of the draft River Settlements Local Environmental Plan, resolved to acknowledge that the Melvy's Wharf tourism operation required land at Kangaroo Point and that a development application would be required to formalise this use.

## **NEXT STEPS**

James Farrington advised that a report would be prepared for consideration by Council. The consultants report will be revised where necessary in accordance with comments by the Steering Committee. He invited Steering Committee members to provide further documentation to support their position concerning where changes should be made to the consultant's reports. He also advised that Council will invite all Steering Committee members and interested parties to attend the meeting at which the report will be considered by Council.

Rod Miljoen expressed concern regarding the revision of Council's draft report and preparation of the Masterplan. He suggested that a condensed working group be formed to assist staff in these matters.

Councillor Russell commented that a revised report would go to Council and if the report did not adequately address the issues that Council had the option to defer the report.

**MEETING CLOSE: 8.00pm**



Appendix B

# Summary of Community Survey Responses



## **WHAT THE COMMUNITY LIKES ABOUT KANGAROO POINT**

- ▶ Fishing; peace and quiet; relaxing
- ▶ Lovely spot; superb outlook
- ▶ Views of river and bridges
- ▶ Picnic areas, public wharf for river sightseeing and visitors to river communities
- ▶ Vehicular access and parking public access to foreshores for fishing etc
- ▶ Ideally positioned for restaurant and or gallery facility
- ▶ Accessibility by road, ability to cater for large and small boats
- ▶ Parking available; luxury afloat shows how a business can operate at the site without being obtrusive or dominating the site
- ▶ Beautiful area
- ▶ Everything; beautiful spot that should be enjoyed by everyone
- ▶ One of the few parks in the area with a river outlook; boat ramp; tourism
- ▶ Loads of potential; excellent access to transport for visitors and residents
- ▶ Beautiful; position in Hawkesbury; efficient access from populated areas; potential access for residents and tourists
- ▶ Position overlooking Sandbrook and Hawkesbury River
- ▶ Public wharf for picking up and setting down of passengers; fishing
- ▶ Public wharf, launching ramp, car and boat trailer parking area
- ▶ Beautiful spot
- ▶ The views
- ▶ Outlook; water, trees; focus point for entrance to city
- ▶ Beautiful views; beautiful environment; greenery
- ▶ Hotel and tourist accommodation development; helipad; 7 day a week tourist information centre; boat terminal and storage
- ▶ Open space areas; low rise buildings; scenic views
- ▶ The only point that the public can see our lovely river
- ▶ View of bridges, Sandbrook inlet, long island, spectacle island; best view that has not been destroyed by development
- ▶ Historical significance; view of Hawkesbury; access to water
- ▶ Launch facility for boats
- ▶ Views; public jetty
- ▶ Great location and potential; fishing off rocks; casual atmosphere
- ▶ Central position for commuters; gateway to the Hawkesbury from both rail and road bridges; people's first impression when passing



- ▶ Views; picnic; fishing
- ▶ Natural beauty; sandstone; deep water
- ▶ House boat company
- ▶ Potential to be the focus point for access to the river; potential for increased users to support new business
- ▶ Quiet and safe
- ▶ Very pretty headland; hasn't been spoilt to date; looks picturesque when crossing the bridge
- ▶ As we have a place in Harra Harra Creek, we find Kangaroo Point very convenient to meet visitors who come by car
- ▶ View from Kangaroo Point is the best along the Hawkesbury River
- ▶ Natural beauty, serenity and calm
- ▶ Readily accessible from the busy metropolis
- ▶ The gateway to the north; village like atmosphere
- ▶ Location great for recreational use; viable area as destination for weekend tourists
- ▶ Possibility of secure mooring/parking facilities for rate paying residents
- ▶ Development in keeping with Brooklyn community and Kangaroo Point location - no need for increased tourism
- ▶ Charming small, low key low cost access to the river; a place to recoup one's sanity for city dwellers
- ▶ Natural beauty
- ▶ Scenic beauty; Historical cow rock - where cows swam over river to be preserved; fishing; convenient place to pick up passengers wishing to go up the river and friends visiting us at Bar Point
- ▶ Boat launching access
- ▶ Access to weekender by taxi. Cheaper than Brooklyn; good parking availability and relatively secure
- ▶ We have been provided with no other council services
- ▶ Unique position, views, easy access to highway and to Brooklyn shops
- ▶ Quiet; bushy; low impact; not crowded; natural surroundings
- ▶ Fantastic location of public wharf
- ▶ Mangroves; natural setting
- ▶ Not a bad place; could help Brooklyn Community
- ▶ Like the convenience of being able to pick up friends and relatives from a good wharf
- ▶ Deep water access; shelter; limited vehicle access to water
- ▶ Direct access from highway for tourist coaches which do then not use smaller streets; direct access from wharf to main Hawkesbury River; tourists don't create problems
- ▶ Views; access to riverside for recreational fishermen; serenity



- ▶ Protected from southerlies; close access to expressway and trains; suitable for riverside commuter facilities
- ▶ Like it as it is
- ▶ Beautiful spot but under-utilised
- ▶ Great parking
- ▶ Had a community hall
- ▶ Location; Public Ownership
- ▶ Provides scenic gateway to the Central Coast; Convenient access
- ▶ Natural, peaceful current state
- ▶ The current level of development is right
- ▶ The riverside position of the Point and it's current lack of development; Like its key role in preserving sea grasses, fish and other marine life
- ▶ No objection to the continuation of commercial enterprises on and around Kangaroo Point
- ▶ Kangaroo Point is the basis of our business enterprise.
- ▶ Kangaroo Point is a time "gateway"
- ▶ Tranquil, natural landscape, important aquatic habitats.
- ▶ Like Kangaroo Point as it is with little development. It has managed to escape modern day development
- ▶ Proximity to Milson's Passage
- ▶ It can become a well patronised site where tourists can enjoy the vista and atmosphere of the river.
- ▶ The friendly people at Luxury Afloat



## **WHAT THE COMMUNITY DISLIKES ABOUT KANGAROO POINT**

- ▶ Commercial development
- ▶ Old restaurant building
- ▶ Rundown state of buildings and amenities
- ▶ Neglected state of the site; no public pontoon available for smaller boats; poor architectural design of the buildings
- ▶ Neglect of council and leases; vandalism
- ▶ Interest in the site that would prevent access for everyone
- ▶ Cluttered and untidy; no longer a natural setting; (compare with Brooklyn riverfront park); lack of adequate car parking
- ▶ Not enough area for picnickers
- ▶ Under-utilised; success for river residents restricted; no toilet facilities; the area does not attract visitors
- ▶ Derelict, uninviting appearance of the area; lack of facilities for people when they arrive
- ▶ Rundown condition
- ▶ Security
- ▶ Its a shame the little shop is not maintained; development being proposed
- ▶ Needs renovation
- ▶ Existing built forms; not maintained, clean
- ▶ Money being spent for no result
- ▶ Derelict buildings; phone tower; weeds
- ▶ Unsightly buildings; car compound; unkempt lawns and gardens
- ▶ Old buildings; houseboat hire buildings; fenced car park ; weeds; lack of toilets or picnic seats
- ▶ Difficult boat access for pickups and drop offs; rundown buildings and marina facilities; lack of parking
- ▶ Existing buildings; no public toilet
- ▶ Old restaurant building; compound fencing
- ▶ Kangaroo Point is a moneymaking project for developers
- ▶ No car parking for river residents, especially summer and weekends; inadequate boat parking; no toilets; no unload areas for residents shopping
- ▶ Restaurant and houseboat business seem old
- ▶ Dramatic change
- ▶ As a resident with boat access only, I cannot use mooring facilities there -have to travel 10 minutes more by boat
- ▶ People have forgotten what Kangaroo Point used to be like; monstrous development next door
- ▶ Neglect of the point and lack of historical recognition





- ▶ Rundown and derelict
- ▶ The attempted takeover of the area by heritage group ; interests to relocate fire brigade
- ▶ Restaurant building
- ▶ Boat ramp is too narrow; Public jetty aligned for large boats only; poor lighting and security towards Pacific Highway
- ▶ The mighty dollar
- ▶ State of disrepair; seems isolated
- ▶ Lack of toilet facilities; old kiosk buildings detract from visual amenity; current restaurant building
- ▶ Not enough parking; no secure parking for river residents; people fishing from jetty
- ▶ Buildings in disrepair, lack of picnic facilities ; people living there
- ▶ Cruise and houseboats without pumpout facilities; more people on cruises and houseboats than people living in river settlements
- ▶ Polluted waterways
- ▶ Dislike the insecure parking for river residents plus no commuter bus parking
- ▶ Old buildings; powerlines, power poles; use of areas for parking
- ▶ Demolish old restaurant; no public toilets; no facilities at all
- ▶ Derelict and very ugly
- ▶ Large development - will increase erosion; large number of people who don't keep natural bushland
- ▶ Should improve parking facilities to allow people to leave their cars when being picked up by boats; fuel facilities for small boats should be available on weekends
- ▶ Run down appearance
- ▶ Under-utilised
- ▶ Lack of public mooring facilities for community residents
- ▶ Dislike the abandoned "Road House", the collection of other buildings and the cars.
- ▶ Waterfront south of Long Island has been over developed.
- ▶ Rubbish washed up into the mangroves, tacky landscaping at Dolphin Marina, unplanned car parking in fenced area.
- ▶ Jetty - made for ferries and is difficult for smaller boats
- ▶ The ugliness and the difficulty in dropping off and picking up guests on a low tide; the whole area looks very untidy
- ▶ Provisions should be made for commuter parking and mooring



## **COMMUNITY ISSUES AND CONCERNS FOR KANGAROO POINT**

- ▶ Rubbish disposal; sewerage should not run into river whether refined or not
- ▶ Proposed developments and effluent disposal; additional traffic; parking.
- ▶ Public/community usage
- ▶ No financial viability for self interested individuals in steering committee members decision for future of site may have to be dominated by funding
- ▶ Existing buildings need renovating and redesigning
- ▶ Existing restaurant should be demolished by a developer
- ▶ River pollution caused by development; traffic congestion as a result of only one access; lack of recreational places in the area
- ▶ Area needs redevelopment - this should adhere to a masterplan that covers the whole site
- ▶ Sewage; car parking and mooring allocation
- ▶ Overdevelopment; development imposed by State Government that divides the community
- ▶ Car parking will be reduced by beautification of Kangaroo Point
- ▶ River access and boat mooring for river residents
- ▶ Use Berowra facilities not Kangaroo Point facilities
- ▶ Wouldn't like any development to be built on the water; concerned about who is interested in developing the site; security risks of developing the site
- ▶ Reclaim site for citizens of Hornsby Shire
- ▶ Removal of the restaurant building; beautification or removal of the communications tower and building; upgrading of wharf area buildings or removal
- ▶ Kangaroo point is a prime tourist site - should be developed for tourism; Title to the area should be sold to private developers; hotel/tourist accommodation; River cruises terminal and restaurant; Heli pad built; sewerage
- ▶ Environmental impact; preservation and protection of Aboriginal carvings; traffic handling; community use as well as tourist
- ▶ Private developers may take control leaving no way that visitors can see the river
- ▶ Messy appearance; demolish old restaurant; relocation or upgrading of houseboat facility
- ▶ Construction that interferes with the flow of water into Sandbrook Inlet; hotel development thrown out in the last Royal Commission; waste water treatment important to oyster industry; fire station too far from Brooklyn
- ▶ Area to be kept for the people and not leased by council to bring in funds; not to moor boats of any kind
- ▶ Boat access; large development fear; need to reinforce the relationship between maritime activity and natural environment; trying to make it something it's not (sophisticated or natural); involvement of the community
- ▶ Buildings on Kangaroo Point look like they belong to Brooklyn



- ▶ Development; nice area 40 yrs ago - gone down hill since
- ▶ Houseboat company provides commuter mooring for people living at Milsons Passage and Bar Point. Hope that Council considers Bar Point residents as members of the Brooklyn Community
- ▶ Definition of uses between public and private; facilities, user friendliness; parking; cleanliness; uses to compliment each other
- ▶ Where do they intend to pump out the sewage system
- ▶ Development must fit in with site (no ultra modern/futuristic designs); nothing that detracts from the river and surrounds noise ; pollution
- ▶ A large development would prevent continuation of oyster farming in the Gut. local oyster industry jobs fishing industry
- ▶ Like it as it is; use of existing buildings; The future of businesses currently operating at Kangaroo Point (In order of importance we think they are second to the Fire Station or other community interests.
- ▶ The restaurant could be offered to the Brooklyn residents to restore, to replace their hall. Otherwise it should be removed
- ▶ The car park enclosure should be made less obvious (if it has to be there)
- ▶ River residents mooring/secure parking
- ▶ Pollution of the Hawkesbury
- ▶ Visual impact
- ▶ Traffic congestion`
- ▶ Mooring facilities for river residents (no Gosford ratepayers)
- ▶ That the site remains with the community
- ▶ That individual and self interest groups do not profit from commercial ventures under the guise of providers of information and history
- ▶ Council had a viable business (kiosk, restaurant) on the site which has lapsed into disuse and disrepair due to the Council's unwillingness to upkeep general maintenance
- ▶ Relocation of fire brigade; take over of heritage group; clean up; access routes; public toilet facilities; public telephone
- ▶ Impact of large development; selling off of land with out reimbursement of ratepayers; environmental impacts
- ▶ Keep it natural, townships to north and south depend on it for recreation and unspoilt beauty; not for sale
- ▶ Boat ramp too narrow; Public jetty aligned for large boats only; Poor lighting and security towards Pacific Highway
- ▶ The overuse of the site as the only deep water access to the main highway
- ▶ Houseboat hire business if viable to stay
- ▶ Don't know what to suggest about restaurant building



- ▶ Would like to see commuter berthing
- ▶ Space should not be turned over to development and big business interests without regards to the needs of the local community
- ▶ Access to jetty, boat ramp and parking for ratepayers
- ▶ Character of the area should be preserved; Fear of the impact of development; foreshore and water quality
- ▶ Condition of buildings; public access to wharf; I do not believe anyone should be living there - day to day things such as washing on the line are not conducive to the area
- ▶ Location of waterways, water police and fire brigade
- ▶ Pollution; sustainability of mangrove communities
- ▶ Commuter parking - rate payers want something for their money; secure parking for residents and 15 minute parking (drop off zone)
- ▶ Commuter berths - has been working with residents as a civil/water engineer to accommodate commuter berths for residents
- ▶ Commuter parking; getting told to "get lost" by the Dangar Island people
- ▶ Secure boat marina storage and lockable car park
- ▶ Better/larger garage facilities
- ▶ Public phone and public fuel
- ▶ Commuter berths; Bar Point Base Club
- ▶ Best deep water site in the area; vehicle and boat access is not restricted
- ▶ Should preserve or improve environmental conditions; provide needed services for tourists
- ▶ Economic rationalism vs wider community interest; paved areas to be consistent with use of site; incorporation of RTA land into planned use; protection and promotion of remaining historic links
- ▶ Should remain for daily use of community
- ▶ No Circular Quay "Toaster" development
- ▶ A suitable base for river garbage
- ▶ Toilet facilities
- ▶ Rebuild area with low environmentally friendly buildings and plant natives or restore the buildings
- ▶ Don't build anything; leave it alone
- ▶ Road access and parking
- ▶ Should land remain in public ownership; If land does remain in public ownership, what are the appropriate uses
- ▶ Public access is essential; Development should not damage natural beauty
- ▶ If development goes ahead, consider traffic from Highway to Kangaroo Point; Getting back onto old Highway and Freeway is dangerous now, if there is increased traffic it will be even more dangerous; Run off from large development is a concern



- ▶ Mooring, parking, security and other public facilities particularly for residents
- ▶ Any uses proposed should be consistent with the heritage of the area; No problem with moderate development such as wharves to "tidy up" the foreshore
- ▶ Its development shouldn't be left up to the discretion of one developer because it belongs to the community; Development should be in the interest of all the community and all the community should have access to it; Consider environment in development
- ▶ Apprehensive that another high density, high traffic volume generator like resort hotel may be proposed again. This will cause traffic congestion, pollution and further degradation; Consider resumption and demolition of unviable buildings
- ▶ Kangaroo Point should be leased to the highest bidder from Australia (in short term - 2000 Olympics), so millions of dollars could be made and put back into Kangaroo Point
- ▶ Low end family uses are still the major demand not large scale resorts.
- ▶ Building over waterways is not acceptable - except for at the boat shed/ jetty scale; Co-ordination of the facilities at Kangaroo Point & Dolphin Marina.
- ▶ The destruction of a fragile ecosystem; increased traffic and noise
- ▶ Council should erect and maintain secure berths and car parking for rate paying residents
- ▶ Parking; maintenance; moorings
- ▶ If the proposed resort goes ahead there should be little or no development at Kangaroo Point. It should remain as a recreation area with BBQ, picnic facilities / toilets.
- ▶ A boat mooring; commuter parking; community hall, heritage centre; small scale commercial activity; restaurant.
- ▶ Return river front to its original condition; there should be no building within 10 metres of high tide mark; sewage and untreated stormwater discharge is a major concern; development should be low rise (< 4 levels) so it doesn't dominate the landscape.
- ▶ Enough secure and inexpensive berths for local commuters who reside on the river



## **COMMUNITY SUGGESTIONS FOR KANGAROO POINT**

- ▶ Leave it as it is; add picnic tables and barbeques as in McKell Park
- ▶ Ensure that it is not separated into private parcels of land; passive recreation for the wider public
- ▶ Enhancement of views; low profile food outlet restaurant also to provide security and finance to upgrade the rest of the park
- ▶ Aquatic theme, sails and large glass windows; a pontoon facility to enable better access for small boats; a restaurant with outdoor eating areas and a tourist facility such as a gallery
- ▶ In the interests of the area and locals; employment development should proceed
- ▶ A stop off spot to have a cup of coffee and a rest – this would prevent accidents
- ▶ Recreational and tourist area developed into a natural setting
- ▶ Museum covering the history of the Hawkesbury River
- ▶ Tourist facilities including restaurant and boating facilities
- ▶ Access to the waterway should be maintained as throughout history of site;
- ▶ Secure parking and commuter berthing areas; toilet facilities; private enterprise - café/restaurant to be re-established on old restaurant site.
- ▶ Restaurant; car parking and mooring allocation; landscape enhancement; boat storage; overnight accommodation; service and maintenance
- ▶ Community use; low key tourist development; emergency services
- ▶ River residents commuter boats and car parking areas; continuation of public wharf
- ▶ Public wharf; launching ramp; car and boat trailer parking area; boat mooring area
- ▶ Leave it as it is for visitors to enjoy
- ▶ Sensitive development; employment to Brooklyn people
- ▶ Park/picnic area with parking and attractive facilities building; sheltered map, environment and history info; expand usable space by terracing the slopes near the shore line; lease out certain location for catering/food vehicle (pleasant design and quality food)
- ▶ Marina over water including helipad and boat terminal; dredging of shallow areas to channel; sewerage implemented up to Cowan to encourage tourist development; tourist info; centre/ hotel /restaurant
- ▶ Demolish restaurant; construct community hall
- ▶ Make it into a park for all people
- ▶ Use it as the show piece of the shire
- ▶ Upgrade it and show the world what a beautiful river we have
- ▶ Public picnic reserve with upgraded facilities; small tea rooms/public kiosk
- ▶ Berthing facilities for river residents; small development for local business; open space for passing traffic to pull in; public community area combined with small business convenience store
- ▶ Clean up the area and make it the best park in the shire "The Bushland Shire"



- ▶ Local commuter mooring (boat/car security) with reasonable rates to be returned to facilities and services (bush fire brigade); jetty platoon for pick up/drop off; low key tourism/ restaurant BBQ near water/kiosk/ toilet
- ▶ Bar Point estate in a building as a tourist information regarding boating and the area
- ▶ Public wharf/commuter; accommodation/ art centre/tourist centre/café
- ▶ Upgrade for visitors to use; picnic areas/tables; return it for the use of the people as a park/picnic area
- ▶ Well maintained and preserved foreshores; parkland with public facilities; café where you can outside or inside (tasteful, well run, clean) - attracting tourism as well as the locals -desperately need a nice coffee shop
- ▶ Picnic area with upgraded car park and entrance road, upgrade boat ramp; demolish restaurant
- ▶ Install swings, sandpit, children's playground, suitable fencing, gas bbqs covered tables and chairs, toilets, water, fencing
- ▶ Plant trees to attract animals
- ▶ Commuter berthing for residents of Milsons Point - Bar Point at reasonable rental; remove existing untidy structures
- ▶ Retain house boat company
- ▶ Develop long term plan with short, medium and long term elements; ensure ratepayers needs are met; secure parking, boat launching ramp and public wharf; cater for visitors to river residents and small business
- ▶ Keep it as it is
- ▶ Tourist info centre and museum to show off history of the site, promoting tours walks, boating/accommodation/services/primary industry, "oysters"/historical events of the area
- ▶ Ensure that it is not overdeveloped; small scale development for local jobs; the area has to progress
- ▶ Small motel or food bar as before
- ▶ Maintenance of the landing steps; possible pontoon to enable us to meet people
- ▶ Community purposes; Brooklyn Volunteer Bush Fire Brigade with moorings
- ▶ To become a natural nature reserve
- ▶ River residents mooring/secure parking
- ▶ Continued access by commercial operators: Knox College, Peats Bite Restaurant, Marra Marra. They introduce the river to Tourists, some of whom may well come back to see Brooklyn which should be the focus of tourism
- ▶ Upgrade restaurant but keep development low key in keeping with the atmosphere of the local community, which is the charm of the area; any new marina should be small scale
- ▶ Rest area with kiosk for travellers
- ▶ Commuter berthing; display with local history of river and bridges; water transport for river residents - shopping days doctor, business appointments



- ▶ Establish as a historical/recreational reserve; one quality food outlet and information plaques, obelisks denoting historical significance; old restaurant building to house sailing and other historical memorabilia; Peat headstone to be relocated at Kangaroo Point
- ▶ Kiosk, restaurant, history centre as this was the site pictured on our first 5 pound note and the area noted for the signing of our first Constitution; proper car parking facilities; playground; picnic area
- ▶ Public telephone; clean up; access routes
- ▶ Toilets (re shop: there are two other parks nearby), keep Kangaroo Point working water, should be positive about heritage and mooring/parking
- ▶ Small scale redevelopment of council land
- ▶ Enhance existing area especially fish breeding & mangrove areas
- ▶ Protected by zoning
- ▶ Maintain current general setting with some improvements to public facilities; widen boat ramp; lighting; security; public jetty for smaller boats
- ▶ Leave Kangaroo Point free of development so that road and water has no interferences; restaurant to be opened; leave boat ramp and wharf with plenty of access; wharf to be extended
- ▶ Small kiosk used to sell food, oysters and wildflowers before the bridge was built
- ▶ Picnic area with shelters; neat rubbish bins; plenty of car parking, good wharf, access for small boats and ferry; Toilets (similar to Mt Annan Botanical Gardens suggested); small restaurant at water level; general store for boating needs petrol/diesel
- ▶ Commuter wharf for boat mooring, community garages /car parking
- ▶ Safe and secure access for river resident commuter berthing. local businesses should be favoured in development approvals, preference given to services which help the community - shops
- ▶ Access to jetty, boat ramp and parking should be assured for ratepayers
- ▶ Ensure continuation of public access
- ▶ Restoration and use of the roadhouse
- ▶ Public access to the foreshore, lookout and picnic area, public toilets café and kiosk, boat hire, advertising on freeway as rest stop or "Stop Revive Survive"
- ▶ Holiday cabins/flats
- ▶ Happy about mooring with Luxury Afloat; install a petrol pump for refuelling boats and cars; add secure parking spaces
- ▶ Keep undeveloped, maintain natural bush setting
- ▶ Keep open for leisure activities, picnics, fishing, sightseeing; renovate restaurant -takeaways and sit down eating; BBQs, kids playground
- ▶ Rehousing of Water Police, Waterways, Fisheries and fire brigade to relieve some of Brooklyn's congestion; mooring facilities at a reasonable rate with council in control
- ▶ Do not sell the site for private use





- ▶ Secure commuter berths for residents sticker system or identification. 15 minute parking pontoon for loading/unloading groceries, passengers etc (no restricted access); Council officer to assist running of scheme. The bus parking area may need landfill to be widened
- ▶ Move house boats further out
- ▶ Phase 1 - 40 berths, Phase 2 - 40 berths
- ▶ Car parking also needs attention
- ▶ Fill needed to accommodate bus parking
- ▶ Commuter berthing
- ▶ Give ratepayers secure boat and car storage, better boarding services for the tour boats
- ▶ Locate Bar Point Base in Kangaroo Point
- ▶ 40 residents require commuter berthing - provide wharf and floating pontoon.
- ▶ Finger wharf; remove existing waterfront buildings to facilitate access
- ▶ Tourist ferries operating from Brooklyn should operate from Kangaroo Point
- ▶ Picnic facilities - BBQ, shelter, removal of sealed parking, restore natural trees /shrubs; kiosks - appropriate building
- ▶ Houseboat business; provide safe access for fishermen
- ▶ River associated services for barge & launching ramp for deliveries
- ▶ Restaurant café, park with benches and bins and toilets; educational theme; keep the public wharf
- ▶ Low key development; no Gold Coast/Port Stephens
- ▶ Renovate existing structure into recreational hall for youth; create an area for basketball, rollerblading, fishing etc
- ▶ A community hall should be built
- ▶ Improve the public wharf by adding shelter from rain; provide floating pontoon for limited mooring times; upgrade boat launching facilities; build a small store for bread, milk, ice, bait etc
- ▶ Retain public ownership
- ▶ Maximise public use - public wharf, small food outlet; Remove houseboat hire business
- ▶ Public use with moderate upgrading of facilities eg. restaurant, kiosk and facilities
- ▶ Keep the public wharf
- ▶ Look at ways to develop a Marina but be mindful of existing ecosystems and existing pollution.
- ▶ Commuter mooring and parking
- ▶ Build public facilities in a way that they won't impact on mooring or parking
- ▶ Build a heritage centre at the Point
- ▶ A botanical garden be established with an education centre; an educational centre; small aquarium; the houseboat launch could remain
- ▶ Restore the foreshore; Existing development should be allowed to continue; Further development should not be allowed.



- ▶ Whatever measures are agreed to should have a strong community theme which draws together the people of the Shire
- ▶ Integration & consolidation of facilities.
- ▶ Protect scenic values and natural features; A day use centre; mangrove walk; bird watching; river tours; bushwalking centre; riverboat museum; good restaurant & kiosk.
- ▶ Very limited development - renewal of restaurant; parking and marina
- ▶ Council should erect and maintain secure berths and car parking for rate paying residents
- ▶ Would like to see secure parking and moorings for river residents
- ▶ A Rescue Base should be included in the Masterplan
- ▶ If the resort doesn't go ahead then low key buildings (teahouse/ cultural centre/ restaurant) should be developed.
- ▶ Small scale development serving the community first; water related boat activities; no permanent residents
- ▶ Restaurant/club with panoramic views; access to river walks; day/night river cruises; function/conference centre for weddings etc; bus terminus for day trippers and regular transport.
- ▶ To have a sympathetic development with two architects to have a development to Mirvac standard



## **WHAT THE COMMUNITY DOES NOT WANT AT KANGAROO POINT**

- More development
- Eyesore
- Parasitic commercial enterprise
- Private development which excludes the public; development unsympathetic to the beauty of the area; fragmentation of uses of the site and associated vehicle parking
- Continued Council neglect of buildings
- Area closed to the public; waterfront access restricted and congested with stationary maritime boats; the flat under the restaurant should not be leased out again
- Interactive centre; green movement centre
- Private development
- Residential development for tourism or permanent accommodation
- Potential patch ups on car parks; added boat ramps
- Intensive bush regeneration
- Refugee camp; foreign ownership; housing development
- The vessel "The Surprise" moored at Kangaroo Point
- Aboriginal cultural centre or museum
- Fire brigade; museum; more tourists
- More boats; more buildings/development
- Insensitive development
- More buildings; information centre; museum
- Parks - green areas; habitat centres; aboriginal centres; heritage zoning
- Large scale development of any kind; "fishing village" development
- Development of any kind
- A marina for Milsons Passage people - sick of rates providing funding for these people
- Permanent car park; permanent boat moorings; large scale commercial development; permanent bus unloading facilities.
- Fire station; large hotel or development
- No buildings other than toilets; no boats moored
- Big marina catering for big yachts.
- Camping; boat hire; marina; restaurant
- Large scale residential/commercial development
- Casino; large concrete structures; fire station; museums
- Large areas taken out of public use
- Private profit making ventures



- Developers
- Resorts/motels etc
- Large buildings which spoil the area (several storeys)
- The proposed resort development
- Loss of the public facility
- Commercial development of any kind.
- The addition of any commercial development other than what is already there
- Anything which interferes with access by water or land
- The proposed museum would be better located in Brooklyn
- Large scale development - particularly over the water
- Large scale accommodation or boat mooring facilities
- No development but plenty of public area for people to admire the Hawkesbury River
- Overdevelopment and commercialisation of this historic site
- Overdevelopment
- Fire brigade; historic emphasis
- Any large scale development
- Any further development; expressway widening linked with a private development proposal for a massive airport development at Newcastle
- Major development; no large marinas
- No over development; no fire brigade
- No resort or holiday units
- Overdevelopment; removal of boat ramp
- Removal of parking; removal of wharf
- A pub
- Large hotel/motel development; large marina; reduction of public access to boat ramp and or jetty; untidy development; pollution
- Excessive residential or commercial development; encroachment of the foreshore or waterway
- Large development that accommodates and draws in lots of people
- Any building larger than what is currently there; the area closed to the public; a big car park for houseboat users and residents
- Private development; pollution of waterways
- Commuter berths for non-rate payers
- Large resort type development; green parklands so nobody gets any benefits
- Commuter berthing for all 300 residents - 40 only needed.
- Monopoly of deep water site



- ▶ No Sylvania water type developments
- ▶ No high rise
- ▶ Use of site for garbage transfer
- ▶ Parking of buses; large buildings; expansion of commercial business; alienation of land
- ▶ Commercial development that is not maritime or river related; tourist oriented developments
- ▶ No residential use - flats etc
- ▶ Any development over one storey; any development over the water or on Crown Land; any development impeding access to the creek
- ▶ Large groups
- ▶ No fast food places
- ▶ Large commercial development
- ▶ Excessive proportion given over to private business
- ▶ A "Darling Harbour" style development or tourist resort; Any further encroachment into Sandbrook Inlet
- ▶ Anything restricts the access for residents
- ▶ Would not like to see residences, a restaurant or hotel, multi-storey units, obtrusive buildings, parking facilities for permanent car users
- ▶ No housing development
- ▶ Resort style hotels; high density housing, or any higher intensity commercial activity
- ▶ Overdevelopment
- ▶ Large scale tourist development built over the waterways or destroying mangrove areas; Strata-title units; large scale marine development; ugly ad-hoc smaller scale development; insensitive choice of seating, materials and landscaping.
- ▶ The proposed Moire Resort development
- ▶ Council misuse of this land
- ▶ Commercial development
- ▶ Resort development.
- ▶ Encroachment into the river, the riverfront should be preserved and restored to its original condition; no development that would discharge treated effluent or untreated stormwater into river.
- ▶ No power machines, fish and chips, McDonalds



Appendix C  
Notes from Community Workshop



## **1. Issues**

### ***Recreational/Public Use***

- Public Recreation
- No sale of Council/public land
- Community facilities for Brooklyn
- Ratepayers own the land - therefore high local use
- Increase in tourism potential
- Clean toilets for picnickers and commuters
- Restaurant/take away and arts and crafts centre
- Develop northern side to accommodate scenic look out and picnic facilities
- Should be the highlight of the Shire as it has the best vista of the river
- Social equity
- Exhibition area
- Community needs
- Development of 'park' facilities for visitors and their families
- History recognised
- Social and cultural needs
- Picnic area, restaurant/café - pleasant facilities for visitors
- Relationship to national estate sites
- Overall aesthetics of the area
- Coach access
- Tourism attraction
- Area of land council owns - public land
- Site a focus for uses - boating, bushwalking, community, river tours, cycling etc
- Heritage of this site to be kept for our children
- Tourist information available
- Public facilities - landscaped park/picnic and recreation areas
- Co-ordinate uses with other related sites (rest park, Tourism site etc)

### ***Services***

- Services for day visitors
- Car parking for visitors
- Toilets
- Clean it up
- Garbage deposit facilities for residents of Milson's Passage and Bar Point



- Garbage collection
- Public toilets
- Management and security of area
- Emergency services - Brooklyn fire brigade shed and boat ramp
- Security
- Boat toilet pump out
- Emergency services - rescue boats
- Maintenance - current and future
- Steady use of current launching ramp
- Dilapidated building
- Decent large wharf and pontoon
- Ongoing maintenance - shore and marina
- Depth of water for boat access
- Public phone and toilets
- Existing house boat business to be cleaned up
- No waste/garbage transfer facilities
- Fuel supplies
- Facilities development should be self funding
- Freshwater tap
- Client safety

***Impacts (Environmental and Visual)***

- Beauty of northern gateway to Sydney - many tourists stop and picnic
- Landscaping of site and lighting
- Not to replace one mess with another - site is not big enough to accommodate all concerns
- Control of commercial signs
- Environmental sustainability
- Minimise permanent structures. If you must have trade to do with attractive portable structures
- Noise potential
- Gateway to river - a very prominent site with good access
- Environmental consequences
- Clean up some of the existing constructions
- Heritage
- Keep parking away from the prime viewing sites
- Over usage and congestion as happens in Brooklyn on weekends





- Traffic controlled
- Don't turn it into a car park
- Scenic quality
- Soften the visual impact of the bridge and the future resort
- Keep the buildings in keeping with the area
- No car park for river persons - do not like McKell Park as it is a car park not a park
- Polluting operations
- An exquisitely beautiful location. The plan should preserve/enhance that beauty. The proposed function should not be to defile it
- Launching ramp
- Retain and promote historic value
- Retaining heritage value
- Site returned to 'natural state'
- Some mangroves may have to be sacrificed - otherwise there is not sufficient water/space to accommodate all
- Increased tourism opportunities from the site
- Less cement - more grass and trees
- Alienation of public land by leasing to an operator
- Explanation on the culture and history of the area
- Visual impact from the river
- All cannot be sacrificed for the car and the boat
- Existing business is so visually ghastly it would have to spend lots to be acceptable
- Heritage value
- Don't make it into a transport interchange

#### ***Access and Usage***

- Don't want to have to pay \$\$\$ to put my boat in on a public ramp
- Emphasise the gateway aspect of the point. Best tourist access to Hawkesbury River available
- Continue houseboat business
- Provide fuel for boating public
- Access for rescue people and ambulance, police etc for the river
- Access to medical treatment
- Access to work/income (so rates can be paid)
- Access to shopping/supplies for river residents
- Wharf needs to be more accessible



- Public wharf upgrade
- Deep water access to the river
- Boat ramp upgrade
- Road access for deliveries (fuel, stores, coaches)
- Use of the public wharf
- Public foreshore access
- Fair go for Luxury Afloat houseboats who have been doing very well at supporting the needs of river communities
- Necessary access for river residents
- Dive school
- Deep water access
- Permanent land base for Bar Point Base
- Waterfront needs opening up
- Ease of access
- Social and maritime heritage of lower Hawkesbury
- Public wharf wheel chair access
- Access
- Commercial usage
- Ramp and wharf availability
- Access point for river residents
- Close proximity to freeway
- Disabled access
- Water access resident commuter boat parking
- Access for land based fishers
- Pick up and drop off of goods. Kangaroo Point is the only wharf to do this and hence needs refurbishment
- Houseboat and marina access
- River residents facilities
- Balance river residents and visitors needs
- Council's responsibilities to ratepayers. What do they give us as river commuters
- Houseboats and access of their customers
- Shops
- Close proximity to river communities
- Don't forget river residents and families with disabilities



- ▶ Public wharf
- ▶ Boat access
- ▶ Community access
- ▶ Strictly controlled commercial facilities - general shop (food, vegies, papers etc) coffee shop/restaurant
- ▶ Dredge
- ▶ Preserve deep water access
- ▶ Rescue base to assist all on the Hawkesbury 24 hours per day, 7 days per week

#### ***Car Parking and Commuter Facilities***

- ▶ Resident boat and car parking (secured)
- ▶ Commuter utilities
- ▶ Car parking for commuters on the Hawkesbury River
- ▶ Secure commuter jetty
- ▶ Car parking/coach parking
- ▶ Safe mooring and parking for commuting residents in the area - particularly those living in areas inaccessible by road
- ▶ Car parking
- ▶ Facilities equal to that available to Dangar Island and Milson's Passage residents
- ▶ On site caretaker/operation manager
- ▶ Mooring facilities for Milson's Passage and Bar Point residents
- ▶ River residents with no road access need boat berthing and car parking facilities - NOW!
- ▶ As river residents and commuters - our rates should reflect our concerns and requests
- ▶ As we don't have garages, where do we park our cars?
- ▶ Security parking for residents cars and moorings for Milson's Passage
- ▶ No wire mesh compounds for cars and boats
- ▶ Commuters berths for motor boats
- ▶ Car parking
- ▶ Facilities for commuter boats which is secure
- ▶ How many people want to use Kangaroo Point for commuting - boats and cars?
- ▶ Mooring for commuters from river settlements in Hornsby Council
- ▶ Commuter boat parking and car parking
- ▶ Commuter boats accommodated as an extension to house boat business
- ▶ Reasonable cost parking and mooring
- ▶ Parking for commuters in river settlement and Hornsby Council



- ▶ Boating facilities for all ratepayers on Milson's Passage as nothing is provided at this time
- ▶ How many boats and cars
- ▶ Secure parking for commuters
- ▶ Commuter access for the people of Milson's Passage and Bar Point
- ▶ Car parking for visitors
- ▶ If secure mooring and parking are not assured for river residents - low income workers, pensioners etc - what will happen to them and to their property values
- ▶ Commuter boat storage
- ▶ Boat parking
- ▶ Parking on site to be low key and existing concrete/sealed area on north removed
- ▶ Rate payers on the river getting some service from Council
- ▶ Commuter service
- ▶ Where to people currently moor boats and park cars
- ▶ Road lighting and wharf
- ▶ Big oyster display
- ▶ Values - rent/purchase of sites
- ▶ The need for income (self funding)
- ▶ Increase in employment opportunities
- ▶ Retain the luxury afloat business
- ▶ Historical value of location
- ▶ Small business providers service and security
- ▶ Commercial return from the site
- ▶ Future generations
- ▶ Safe access for fishermen on northern side
- ▶ User pays
- ▶ No residential
- ▶ Community services
- ▶ Local employment opportunities
- ▶ Bar Point is Gosford Council. Any joint effort with some resolve to parking
- ▶ Can't have another McKell Park
- ▶ Council responsibilities to ratepayers
- ▶ Milson's Passage Bar Point residents to cover investment including opportunity to cost of land/water transfer
- ▶ Remember Kangaroo Point's historical significance



- ▶ Use for whole community not just individual groups
- ▶ Value for rates paid to council
- ▶ Local residents don't pay to park their car outside their house, so why should river residents pay for boat storage
- ▶ Method of allocation of sites
- ▶ If no bucket of money - how much was consultation?
- ▶ No bucket of money - Bar Point and Milson's Passage residents pay rates for what?
- ▶ Does this have to be a commercial site
- ▶ Income stream to Council to fund beautification process
- ▶ Ecologically sustainable development principles



## **2. Values**

### ***Heritage and Historical***

- 1<sup>st</sup> Australian five pound note
- Link with ruins on the other side of the river
- Aboriginal heritage site
- Archaeological industrial, road building
- Relationship with national estates site
- Unite both sides of the river
- Link ruins site? Opportunities?
- Future employment opportunities/management
- Real Estate value \$\$\$
- Rights of existing business (houseboat)

### ***Vision for 50 Years***

- Accommodate all requirements
- Group still meeting/discuss natural state
- Community facility - cultural and tourism focus
- Kiosk - souvenirs and fish and chips
- Balanced facility that works
- Community access
- Integration of built and natural environments
- Remain public land
- Not another McKell Park
- Re-united with rest of Kangaroo Point

### ***Access***

- Gateway to city metropolitan area
- Access by river residents - convenience
- Deep water access - vehicles and boats
- Emergency services
- Disability/elderly access - ramp
- Readily accessible - freeway/road
- Central to all river communities
- Wharf
- Ensure public access - do not alienate



### ***Tourists/Recreation***

- ▶ Use for tourists
- ▶ Cycling and bushwalking
- ▶ Park for children
- ▶ Day visits for Sydney Residents
- ▶ Tour boars
- ▶ Fishing

### ***Environment***

- ▶ Environmentally sensitive
- ▶ Close to national parks
- ▶ Exposure - north side not protected

### ***Amenity***

- ▶ Maintenance (funding/responsibility)
- ▶ Busy active place
- ▶ Prominent site
- ▶ Scenic, panoramic
- ▶ Sense of space
- ▶ Front door/landscape
- ▶ Integration
- ▶ Contrast/historical place
- ▶ To ensure visual attractiveness
- ▶ Not over developed
- ▶ Parkland



### 3. Group Discussion

#### Group 1

Values Uses	Heritage/ History	Recreation	Access	Service and Amenity	Environment
Houseboats	✓	✓	✓	✓	✓
Commuter Facilities	x✓	x✓	✓	✓✓✓ xxx	✓ x
Preservation of site - cultural heritage	✓	✓	✓	✓	✓
Bar Point Rescue	✓x	✓	✓	✓	✓
Commercial - Public Wharf	✓	✓	✓	✓	✓
Restaurant/ Takeaway	x✓	x✓	x	x✓	✓
Community Access	✓	✓	✓	✓	✓x
Park	✓	✓	✓	✓	✓

#### **Management Strategies**

- ▶ Rubbish
- ▶ Toilets
- ▶ Security
- ▶ Glass salvage
- ▶ Wharf - improved - can't use for small boats - multi use pontoon
- ▶ Utilise/demolish restaurant
- ▶ Park facilities – play facilities, BBQ
- ▶ Phone
- ▶ Lights
- ▶ Vegetation/landscaping
- ▶ Preserve stone walls
- ▶ Preserve trees

#### **Not at Kangaroo Point**

- ▶ Bush fire brigade
- ▶ Home units/high rise
- ▶ Restaurant/take way/ McDonald
- ▶ No more buildings





## Group 2

Values Uses	History	Scenic	Recreation	Environment	Access
Reuse Tourist Historical Building	✓	✓	✓	✓	x
Deep Water Access/ Public Wharf	✓	x	✓	✓	✓
Vehicular Boat Link	✓	x	✓	?	✓
Public Park/ BBQs	✓	✓	✓	✓	x
Restaurant	✓	x	✓	x	x
Fire Boat/ Emergency	✓	x	x	x	✓
Small Kiosk					
Toilets					

### **Management Strategies**

- ▶ Clean up site
- ▶ Managing competing interests/uses
- ▶ Site management structure - ongoing - site manager
- ▶ Garbage management strategy
- ▶ Marine management
- ▶ Community management structure/option - with the help of Council
- ▶ Balancing - hours/uses/competing uses

### **Not at Kangaroo Point**

- ▶ Heritage centre - better sites elsewhere - will preclude all other uses
- ▶ Commercial marina
- ▶ No fire brigade (but fire boat)
- ▶ No entry car park



### Group 3

Values Uses	History/ Heritage	Recreation	Access	Environment	Amenity
Houseboats	✓	✓	✓	? ✓	✓
Public Wharf/Ramp	✓	✓	✓	? ✓	✓
Resident Parking	?	✓	✓	?	✓
Public Toilets	x	✓	x	✓	✓
Picnic Facilities	✓	✓	x	✓	✓
Community Facilities	x	x	✓	?	✓
Kiosk/ Tourist Information	✓	✓	x	?	✓
Mobile Phone Pole	x	x	x	x	✓
Large Boat Access/ Emergency Services	✓	✓	✓	?	✓
Bar Point Land Base	x	✓	x	x	✓

#### **Management Strategies**

- ▶ User pays principle
- ▶ At reasonable cost
- ▶ Ensure aesthetic value/water
- ▶ Good urban design
- ▶ Depth of water
- ▶ Management Plan
- ▶ Surveillance
- ▶ Short/medium/long term management maintenance
- ▶ Integrated Plan
- ▶ Maintenance of gardens/buildings
- ▶ Rationalise current buildings (boat shed)
- ▶ Improvements
- ▶ Site specific landscape

#### **Not at Kangaroo Point**

- ▶ Bushfire brigade
- ▶ More mobile phone towers
- ▶ Large ugly car compounds
- ▶ Large commercial development



- ▶ Overdevelopment
- ▶ Excessive expansion of existing uses
- ▶ Camping site
- ▶ Large buildings
- ▶ Unmaintained



#### Group 4

Values Uses	History/ Heritage	Recreation	Access	Scenic	Environmental
Carpark (residents)	✓	✗	✓	✗	?
Carpark (visitors)	✓	✓	✓	✗	?
Mooring	✓	✓	✓	?	?
Emergency Access	✓	✓	✓	?	?
Parklands	✓	✓	✓	✓	✓
Boating Facilities	✓	✓	✓	?	?
Tourism	✓	✓	✓	?	?
Toilets	✓	✓	✓	✗	✗
Information Centre/ Historical	✓	✓	✓	?	?
Public Facilities (shops etc)	✓	✓	✓	?	✗

#### **Management Issues**

- ▶ More practical public wharf access -pontoon
- ▶ Ease of access - present wharf limiting in every way
- ▶ Preserve existing business interests rights
- ▶ Provide strictly controlled commercial public facilities - eg a general store
- ▶ Provide community facilities - toilets etc
- ▶ Reworking of former restaurant site for café/restaurant
- ▶ Dredging for commuter/residents mooring

#### **Not at Kangaroo Point**

- ▶ No ugly commercial signs
- ▶ Pollution
- ▶ Another McKell Park (car park)
- ▶ No interference from uninvolved parties
- ▶ Not just restricted to use of residents
- ▶ Inaccessible to river residents
- ▶ Not sold off (private ownership)
- ▶ No large buildings
- ▶ Noise enterprises
- ▶ No telecommunication towers



- ▶ No environmental depravation
- ▶ No greenies



## Group 5

Values Uses	Access	Scenic	Recreation	Environmental	History
Deepwater Access	✓			✓	✓
Community/Cultural Facility	✓	✓	✓	✓	✓✓
Commuter Mooring	✓	✓	x	x	✓
Commuter Parking	✓	x	x	x	
Public Berthing	✓	x	✓	x	✓
Commercial water based	✓	✓	✓		✓
Education Facility (schools)	✓	✓	✓	✓	✓

### **Management Issues**

- ▶ Clean up rubbish removal, weed control, garbage facility
- ▶ User pays
- ▶ Sourcing funding, regional tourism initiatives
- ▶ On site resident manager
- ▶ Tie in with state offices/ policies in usage (eg recreation, tourism, national parks) etc
- ▶ Determining environmental capacity of site
- ▶ Management plan that is clear in objectives
- ▶ Involvement of regional community and users of site
- ▶ Regular review

### **Not in Kangaroo Point**

- ▶ Bush fire brigade
- ▶ Commercial berthing facility for rest of Sydney
- ▶ Cyclone wire fencing
- ▶ No residential development or tourist accommodation
- ▶ No large scale tourist attraction
- ▶ No building over the water
- ▶ No developments/buildings/car parks over foreshore area (apart from house boat hire)
- ▶ Park?



#### **4. Suggestions for the Restaurant Building**

- ▶ Community use/ hall/ markets
- ▶ Refreshments/tourism/kiosk
- ▶ Radio room BPB
- ▶ Not worth doing - lease?
- ▶ Demolish
- ▶ Restoration as Happy Days
- ▶ Onsite caretaker
- ▶ Restaurant (gas/food)
- ▶ Car wash
- ▶ Tourist information
- ▶ Mini exhibition
- ▶ Toilets
- ▶ Commercial - were to fund rest of site
- ▶ Leased out, highest bidder - focal point for shire
- ▶ Restaurant - short term.



Appendix D  
Notes from Interviews with Key Users





### **Interview 1: Lesley Clarke (Luxury Afloat)**

- ▶ Part of site - lease
- ▶ 4 parking spaces & half of shed
- ▶ In ground fuel tanks
- ▶ Want to continue to operate business
- ▶ Want site enhanced eg lawns are usually overgrown.
- ▶ Been here for 11 years
- ▶ Total 38 years - houseboats operated out of Kangaroo Point.
- ▶ Biggest concern:
  - No where else to go - for fleet of 9 boats as a result, 4 x 4 lease, into second four years of lease.
  - Expires 3 years time in August.
  - They have supplied their infrastructure.
- ▶ Their contract with Council - lease expires, fixed items have to say.
- ▶ Want a ten year lease - 10 x 10, 5 x 5 (eg restaurant only offered them a 2 yrs lease).
- ▶ Great site:
  - Access to river & views are some of the finest available.
- ▶ Council pretty laid back
- ▶ Take deliveries for people on river
- ▶ They have 6 community boats on their pontoons
- ▶ Pay a small fee (less than Brooklyn)
- ▶ Dr Little - want parking for 200 boats and 150 vehicles (but can't have it both ways).
- ▶ Problem with people moving on her wharf
  - Public risk/liability issues
- ▶ Commuter boats
  - Knock 1 or 2 people back a week
- ▶ Car compound
  - Luxury Afloat customers park in a car compound on RTA land.
- ▶ The need:
  - A shore based facility eg for motors - need white shed (built by previous houseboat operator).
- ▶ Bundilla - Knox College - use ramp (other ramps - Brooklyn, The Ruins, Gosford).
- ▶ Houseboats:
  - 45 ft long - place to back boats out - when tide is low, water is very shallow.
  - Don't think would put a jetty behind their operator - unstable, shallow.
  - Used to be an oyster lease next to them, silt now.
  - Can run around near the oyster platoon.



- ▶ Paul Pigmaeys proposal will block their access to deep water
- ▶ Reasonable lease to make development worthwhile.
- ▶ Commuter berthing:
  - Could only occur in their lease, eg other side, strong tide, their areas is only protected.
  - Would like to see things happen that will bring people here and make site attractive.
- ▶ Fire Brigade:
  - 2 storey building, 8 cars and put their boat where the public wharf will be.
- ▶ Role of site:
  - Site of a restaurant.
  - Front area is popular for fishing
  - Big problem - security, fisherman come from all over and fish at night, break into things, cars get broken into, rubbish.
  - Problem - no public facilities.
- ▶ Has to be reasonable lease to make improving their facilities worthwhile.
- ▶ Key Issues:
  - Public facilities
  - Parking for the public, a big problem
  - They are the only people who pay Council (Paul Pigmaey runs his business off public wharf and pays nothing).
  - Current stuff up with their lease, hasn't gone up.
- ▶ Change:
  - From a visual perspective, would like to remove white shed and use brown shed.
  - Don't want to stop anyone doing anything, just want to operate their business.
  - Concrete Constructions have been trying to build something on adjoining site.
  - If they have to reline their jetty, will lose commuter berthing.



## **Interview 2: Jennifer Warner (Lower Hawkesbury Visitor Information and Cultural Heritage Centre), Terry Dorrrough**

- ▶ Issues:
  - Cultural Heritage Centre
  - Community
- ▶ Aboriginal history of area, adjoining areas part of natural estate, input part of natural heritage/old heritage.
- ▶ Timber setting
- ▶ None of this is commemorated (history of the Hawkesbury)
- ▶ Steamboat bringing produce.
- ▶ Working Party:
  - Dolphin posts - want to put “Surprise” (last of Rivers working boats) at the end of the gangway.
  - Put a visitors, info centre & expand cultural heritage to a maritime museum - gallery is shed next door (eg how boat was built) and workshop.
  - These are bottom line concepts.
  - Restaurant - demolish, refurbish.
- ▶ Space to be used as a visitor info centre - gateway to Sydney - income raiser, could do accommodation booking.
- ▶ Cultural Heritage:
  - Similar to Museum of Sydney eg video recordings in a foyer, explain local cultural devt, building a good National Park visitors centre, combined with other things to make money eg conference centre, community meeting facility.
  - Community is being threatened, no social centre, no mixing of community.
  - Would like to repair this building and use for community.
  - Outside community here need somewhere locally to exhibit work.
- ▶ Funding of Facilities:
  - List of funds for diff services.
  - National Trust - list of funding.
  - Section 94 funding.
  - Responsibility for saving funds - Council, prepare a business plan, then set up facility.
  - Want something for whole community.
- ▶ Other Sites:
  - Problems with site, NW wind, road noise.
  - More with the significance of this site - would provide maritime museum at Brooklyn.
- ▶ Issues:
  - Weeds
  - Move houseboats off site, not very scenic.



- ▶ Role of Site:
  - Picnic area.
  - Historic site
- ▶ DA:
  - Impacts on Kangaroo Point site.
  - Saltpan Reserve - other site for brigade.
  - Wrest Park - Funding opportunity



### **Interview 3: Geoffrey Little (Milsons Passage Progress Association)**

- ▶ Issue:
  - Need for landscaping.
- ▶ Priority:
  - River residents are ratepayers.
  - Get nothing for rates.
  - Want land water interchange - currently Council is shooting down ad hoc facilities.
  - 200 river families - secure parking, secure mooring.
  - Put in another pontoon near Luxury Afloat moorings - 20 per boat, Luxury Afloat could run operation on behalf of Council.
  - Needed - security gate for mooring facilities then secure carparking, car compound.
  - They think Council should provide.
  - User pays, some monthly fee would generate an income.
  - Knox etc, want access to ramp, Community schools should get first priority.
  - 2<sup>nd</sup> - commercial operators - local employment.
  - There is a tourist info centre in Brooklyn and launching ramp in Brooklyn & Mooney.
  - Proposed cultural facility should be in McKell Park in Brooklyn.
  - Better location for Surprise - set in concrete in McKell Park.
  - Fire Brigade - would interfere with repositioning pontoons not sure they really want to come here.
- ▶ Role of Site:
  - Providing a facility for review residents.
  - Previously weekends, now permanent residents, increasing need.
- ▶ Issue:
  - Fire Brigade could share with other interests.
  - Public facilities (toilet & telephone)
  - Parking.
- ▶ Funding for Construction:
  - From anticipated income.
  - This is a real fixed cost as a result of closure of ad hoc facilities.
  - Mooring off Brooklyn Road.
  - Mooney Workers Club.
  - Old Convent.
- ▶ Rate paying residents relying on this should be priority.
- ▶ Interest extends to Spencer - Dangar Island - whole community.



#### **Interview 4: Keith Harrap & Bill Gunnee (Council's Fire Control Branch)**

▶ History:

- Brigade based on Brooklyn Road, existing building not capable of accommodating newer facilities - water and land based.
- Have a new boat ready to go - flat hulled / existing boat, not enough capacity.
- Brooklyn brigade legislative responsibility for all fires in the area (eg car accidents).
- Investigated relocating bridge 15 years ago.
- Need to keep building and boat very close together.
- Current site, no berthing facilities, not good site in terms of entrance and exit - need a new location.
- Have explored a number of locations, reasons for rejection, community.
- No other options.
- High call out rate, 51 calls since May.
- Can't get a new boat - has to be moored out of water and protected from corrosion and vandalism.
- Has to be out of starting blocks very quickly.

▶ Role:

- Entry - exit point to shire needs to be developed as a balanced approach with the interest of the community brigade is here to serve everyone.

▶ Saltpan:

- No where to put boat.
- No identified options - every other option has been exhausted.
- Bush fire bridge - DA for a building refurbishment - ramp.
- Seems to be no problem.

▶ Objection:

- People seem to think they have exclusive use of road. Boat operator has right to operate public road.
- He refuels ferry on wharf.
- Buses accessing boat trip may block.
- Need parking for 6 spaces - potential blockage in emergency (impact of bus boat trip, Luxury Afloat).
- Need boats, bus and trucks in close proximity.
- Paying high fees.
- Pontoon would be lockable.
- Risk of visitors blocking.
- Response level - 3 per fortnight.
- Provide a fire service to river residents, also excavation for injuries etc.
- Funded by rival fines.
- Council responsible for providing land.



- Administratively responsible to Council (operationally responsible for Fire Service).
- Mooney does not have or want a water borne capability.



### **Interview 5: Jeff Rudge & Peter Cramber (Brooklyn Chamber of Commerce)**

- ▶ No perceived idea.
- ▶ Tourist info and real estate in Brooklyn.
- ▶ Areas does not have a large population base, business have to be multi-functional.
- ▶ Commercial operators in Brooklyn - Kangaroo Point anything that happens should be charged commercial operation rates - conflict.
- ▶ McKell Park has become a car park - community is saying doesn't let this happen to Kangaroo Point.
- ▶ McKell Park has 40 extra commuter berths.
- ▶ Need to provide these facilities - change if they are not provided at a commercial rate, jeopardise existing operation, existing marinas get a lot of income from commuter berthing, fearful they will go bust if a cheaper facility was provided at Kangaroo Point.
- ▶ Ample commuter berthing, just not ample low cost berthing.
- ▶ Associated with berthing - toilet & garbage (eg bring garbage back from renovating houses, massive ongoing cost, would need to change commercial rates to enable this to happen) - eg in Sydney, doesn't provide parking for nothing.
- ▶ Existing Marinas - 15% in commuter berthing & security parking, capacity for all residents, just don't want to pay potential liability for council - can damage from parking.
- ▶ Rates are disconnected from lower value property.
- ▶ Think people should be aware of lack of parking when they move.
- ▶ Community:
  - Business Community:
  - Add something to commerce of Brooklyn, attract people here who would visit Brooklyn.
  - Create more jobs, bring money in (tourists).
  - Hornsby Shire Tourist Association - has not been performed this is going on.
- ▶ Fantastic tourist position, gateway to area, tourist potential lost.
- ▶ Restaurant - lease was up, couldn't afford to do it up.
- ▶ A private developer did a lot of research, provided a range of facilities.
- ▶ Hornsby Shire Tourist Association - Price Waterhouse study in Brooklyn, tourist needs.
- ▶ Community berthing - \$125/month.
- ▶ Other sites are silting up, affecting access, Kangaroo Point in a price slide.
- ▶ Council would earn money.
- ▶ Cruise boat should be paying commercial rates - return on ratepayers investment.
- ▶ Community view - rival fire
- ▶ Another bridge very close, across the river.
- ▶ Concern if brigade could not get to houses if blocked on site for some reason.
- ▶ Another brigade very close.





- ▶ Volunteers want brigade to stay in Brooklyn.
- ▶ Currently have a halt in Brooklyn, lack of civic pride - have fallen down.
- ▶ Maxers own hall, heritage listing.
- ▶ Why use prime real estate for a museum.



**Interview 6: Warren Huxley (Camp Knox), Rod Mijoen (River Resident & owner of Peats Bit), Paul Pigneuy (Australian Cruising Services), Gordon Mandin (Macquarie Princess Charter Ferry), Craig Langley (Dept of Sport and Recreation, Milsons Island).**

► Aspirations for Site:

*Warren:*

- Ambit DA to accommodate all interests and commercial.
- River base - this site is their land interchange. 12 permanent staff and casuals, park on site, permanent residents live on site.
- Waste transfer & recycling.
- Private contractor empties bins.
- Peaks restaurant - only access, level rubbish on site.
- Deliveries.
- Mooring space & fuel supplies currently provided by houseboats - have stored delivered.

*Rod:*

- Land/sea interface loading and unloading supplies.
- Big parties (eg Weddings - 20-30 cars) - go by ferry & water taxis - use public wharf but unsafe for loading & unloading (eg used by 2 cruise boats, Dangar Island).

*Paul:*

- Use public wharf, since 1980.
- 210 times a year.
- 280 coaches have parked here (1-6 coaches per day).
- Have stores delivered.
- Leave wheelie bins on road or road up to ½ day before contractor comes.
- Ability to get to wharf by vehicles for delivers the wharf is quite congested, focal point.
- Coach set down area.
- Parking 1-6 vehicles.
- Garbage compound rather than bins out in open.
- Parking for staff vehicles (2-14 cars).
- Nearest road access for his business.
- Area has been run down for years now, needs something done.
- 15-30 mins x 2 times a day - up to 1 hour.
- This could be a popular drop.

*Gordon:*

- Wharf access - 50 times a year.
- Main operator for Berowra
- Pick some people up here - 1-2 coaches 50 times a year.



*Craig:*

- State Government
- Similar needs.
- Usage - residential, outdoor education centre, some recent redevelopments - social justice eg disabled & elderly - ramp & wharf access.
- Unique site - facilitate diverse needs of these clients groups.
- Delivery point for stores.
- Stores delivered to Hawkesbury River Ferries - ferries bring to camp.
- Staff park near Peat Island under review, may be changing in the future, some staff reside in centre.
- ▶ **Community Needs:**
  - Boat parking - specific these people want somewhere to park boat, existing marinas are getting full, handy to park car nearby.
  - Leave car on road all day.
  - Existing marinas have problems.
  - Problem with Kangaroo Point:
    - Security.
    - Vandalism of cars.
    - Someone living on site good for security.
  - Brooklyn is land poor, this area is only one where something can be developed.
  - This is closest point to the road.
  - Craig - moors boat on island.
  - Can park here without paying.
  - Site only just works as it is, no room in existing marinas for further development, need a new facility and can't leave a car.
- ▶ **Broader Community:**
  - Car parking, busy on weekends, fishing, picnicking weekend users park here.
  - River residents want parking provided here.
  - Already a car park - buses, fuel & truck storage vehicles.
  - No danger of site becoming a car park, as it is already a car park.
  - An organisation of what is already here, make more secure.
- ▶ **Problem:**
  - Lack of organisation.
  - Security of tenure.
  - Security.
  - Lack of public facilities - phone, fresh water, toilets.
  - Council says this wharf is not big enough for public operations - not suitable for commuters, not suitable for small boats (eg lack of disabled access).



- Aesthetics.
- Camp Knox - need lighting for right use.
- Need an undercover area for people to wait (sun & rail shelter).
- Comfort & aesthetics.
- ▶ **Bushfire Brigade:**
  - Concern - traffic & congestion, created by fire trucks and volunteer parking, interfere with their access.
  - Traffic is very heavy, may stop trucks getting in and out (eg coaches trying to back out), traffic problems.
  - This area is already congested, not best location of a fire truck.
  - This area is a tourist area, not a suitable element should not introduce another element, potential conflict.
  - Another fire brigade 2 km north.
  - Should provide water access to the area north.
  - Brooklyn is land poor, not the best area.
  - Berowra - boat not close to Dangar - community fire brigade, mooring out of Brooklyn, difficult access, problems in terms of risk management, getting to this site, then back to Brooklyn.
  - Should solve existing problems eg access to buildings and rather than building new areas.
  - Brigade seems to have just made a decision and that is it, no compromise.
  - General community worried about fire station mooring out of time.
  - Response for river residents - access to Berowra residents - Dangar Island.
  - Fire Brigade should talk to each other and decide best location as a whole, rather than each individually, different.
  - Eg land water access should be at Bar Point.
  - Hornsby/Gosford Shires - dividing line in the river.
  - This site has a Council cross over - Bar Point & Milsons Passage (eg commuters are Gosford Shire residents).
  - Proposal to turn Surprise into a museum
  - Take up a valuable water space.
  - Existing sloping wharf - previously used by Captain Cook, would be ideal for deliveries.
  - If Fire Brigade was moored, may be damaged by boats using ramp on very rough days.

*Craig:*

- Increase usage rate over next 5 years.
- Unloading bags near ramp, luggage & baggage.

*Rod:*

- DA - Concrete Constructions - own a strip of land on the southern side of the Point, very right in terms of water space.
- Potential for compromise.



- The point is a drop off and pickup point for school kids in the river settlements. Currently wait near wharf. Tom Taxi in Brooklyn - 20-25 kids.



Appendix E

# Recommendations of Independent Consultant Planner



## **RECOMMENDATIONS OF CONSULTANT TOWN PLANNER FOLLOWING COMMUNITY MEETING, 10 DECEMBER 2001**

The following recommendations are made in relation to the Kangaroo Point Community Masterplan:

### **(a) *Review of the Recommendations of Council's Draft Report***

The draft Report considered at the Kangaroo Point Community Masterplan Steering Committee meeting on 5 April, 2001, contained a number of recommendations. The author has reviewed these recommendations and concurs with the majority of these recommendations. The author recommends that Council adopt Recommendations Nos. 3, 4, 5, 6, 7, 8 and 9 on Pages 29 and 30 of Council's draft Report (copy attached), it being noted that Recommendation No. 5 should be amended to change the following reference "Parks and Landscape Team's Annual Operating Plan for 2001/2002" to "Parks and Landscape Team's Annual Operating Plan for 2002/2003".

### **(b) *Categorisation of Community Land***

Council's Heritage Consultants, GML, undertook a review of the categorisation of lands on the Kangaroo Point site. The recommendations of GML for the future categorisation of lands on Kangaroo Point are contained in Figure 1 of its report and a copy is attached to this report. It should be noted that the categorisation proposed by GML is not substantially different from the categories previously proposed by Council officers.

The categories recommended by GML are supported by the author except for the land occupied by the former restaurant and existing residence. This portion of the Point is recommended to be categorised as General Community Use. The proposed categorisations of GML generally reflect not only the identified heritage values on Kangaroo Point but also the need to ensure that any future development on Kangaroo Point positively responds to the aesthetic and environmental needs of the site.

As a matter of general principle, Kangaroo Point should be utilised for low cost, passive recreational activities with limited commercial operations including the existing businesses.

### **(c) *Existing Buildings, Sites and Structures***

(i) GML advise that the carport and timber sheds by the roadway south of the former restaurant building do not appear to be of heritage significance. Based on this advice, these structures should be removed unless there is a legal impediment to do so. The author supports this view of GML. The lack of heritage value of these structures and their location on important water front land justify their removal.

(ii) GML advise that: "The reclaimed land spit and boat ramp have historic values in their shape, layout and some of their fabric. Land at the water edge should be conserved. The sandstone block seawalls should remain in situ and maintained as far as practical. The timber and iron remains of an earlier vehicle wharf at the end of the land spit should be conserved." The recommendations by GML in relation to these structures are supported.

(iii) GML advise that the existing timber frame wharf has relatively little historic value in its own fabric, however, it is appropriate to have a light-weight framed wharf of modest size jutting out from the reclaimed land spit on the approximate site of earlier timber framed wharves. Based on the advice of GML, the existing timber framed wharf can be retained but further investigations should be made into an alternative light-weight framed wharf to provide improved access between the water and the Point.



(iv) GML advise that: "The sandstone retaining walls (of dry wall construction) and sandstone rock garden at the southern point of the driveway loop should be conserved. Stones should be put back in place where they have fallen out. Consideration should be given to removing one Eucalyptus tree that has caused several stones to fall out of place". Based on the advice of GML, the abovementioned walls should be retained and the subject eucalyptus tree removed.

(v) GML advise that: "The conservation and management of the rock carvings and shelter sites should be undertaken in close consultation with Aboriginal groups". The author recommends that Council appoint a Heritage Consultant to consult with Aboriginal groups so as to ensure the preservation and conservation of the rock carvings and shelter sites.

**(d) Parking**

As noted by GML and other interested parties, the Point has been used for parking of cars only since the interwar period. The primary sources of vehicles parking on the Kangaroo Point site include recreational uses, commuter vehicles and vehicles associated with the use of the wharf. The author recommends the following measures on the issue of "parking":

- (i) The Point should still be used for public carparking associated with recreational and commuter uses. A revised parking layout plan should be prepared which retains existing parking supply and provides a more efficient carparking arrangement with appropriate landscaping of such parking areas.
- (ii) Representations were made to increase the number of formal parking spaces on the Point. Such a proposal is not supported for the reasons previously stated in this report.
- (iii) Parking facilities above the escarpment should be actively discouraged as such parking facilities not only detract from the views of the site from the water but also limit public access to the most scenically important portions of the site. In particular, the high areas of the Point should be available for recreational/sightseeing uses. The existing sealed area on the high areas of the Point should be reduced to provide more grassed/landscaped areas.
- (iv) There should not be formal reserved parking spaces for local river residents. Alienation of public land for private use without demonstrable public benefit is not supported. Parking provision of the site should be able to be used by various uses at any time without restriction.
- (v) Coach parking shall preferably be provided off Kangaroo Point. Representations should be made to the Roads & Traffic Authority to enable coach parking on the Pacific Highway (recessed area on the shoulder). If such representations are unsuccessful, alternative locations away from Kangaroo Point should be pursued. If an alternative location cannot be found, parking for 2-3 buses in a location at the Point, not visible from the waterway, would be acceptable.
- (vi) The new parking area plan should not result in the loss of any existing grassed or landscaped areas and in fact should seek to increase the area of grass or landscaped areas on the subject site by reducing excessive sealed areas.

**(e) Former Restaurant Building**

The former restaurant building stands approximately on a portion of the Point that has been occupied by an earlier building used as a kiosk. The following recommendations are made in relation to the above building:





- (i) A Structural Engineer should investigate the adequacy of the existing structure. If structurally unsound or remedial works would be too expensive, the building should be demolished. If found structurally sound and the cost of remedial works is revenue neutral to Council in light of anticipated revenue, the existing restaurant building can be retained and facilities provided to serve the needs of visitors/residents. A small scale kiosk and/or restaurant with appropriate seating is considered appropriate. A viewing platform should also be provided as part of any future remedial works.
- (ii) No new building or additions to the existing building should be undertaken beyond the building footprint of the existing restaurant building.
- (iii) Representations have been made by private organisations such as the University of Technology, Hills Minchinbury Christian Life Centre and the Bar Point Safe Boating Rescue and Radio Club for facilities within the existing kiosk building. The alienation of public land being provided to private organisations (other than land occupied by current users) is not supported even to organisations that obviously provide some community benefit. It is recommended that the Bar Point Safe Boating Rescue and Radio Club and other interested groups be advised that allocation of space within the disused restaurant building is not supported.
- (iv) A Council controlled Visitor Information and Cultural Heritage Centre is a preferred use of the disused restaurant building. Such a facility is consistent with the advice of GML that the Point has “significant identified heritage values” and the public should be assisted to understand these values. Such a centre would satisfy a valuable educational role as well as encouraging local tourists. Strong support for such a centre from a range of public bodies has been submitted (e.g. Heritage Office). Market feasibility of the proposed centre (including applications for State and Federal government funding) would need to be undertaken prior to a final commitment to the proposed centre.
- (v) Any future use of the disused restaurant building should be, at a minimum, cost neutral to Council and also provide a demonstrable public benefit.
- (vi) A proposal for a convention/function centre is not recommended due to the potential impacts of associated carparking on the sensitive Kangaroo Point site. The above facilities, particularly the community hall proposal, is recommended for alternative sites particularly in the Brooklyn Town Centre.

**(f) *Caretaker’s House and Pool***

The following recommendations are made:

- (i) The Caretaker’s residence be retained and required maintenance/remedial works be undertaken.
- (ii) The dwelling be occupied by a person undertaking the role of a caretaker of the Point. The rental of the dwelling should reflect the fact that the caretaker has the role of supervising the adjoining Council owned property.
- (iii) The existing swimming pool be removed and the existing park be expanded. A new fence should be placed around the existing caretaker’s residence with a reduced curtilage area around the residence thus increasing the area available for public use.

**(g) *“Luxury Afloat” and Associated Parking Facility***

The “Luxury Afloat” business has been in operation since September, 1987 and occupies the reclaimed land spit and adjacent waterway. A carparking compound is also utilised on the western portion of the Point and adjoining lands owned by the RTA.



It is considered that the “Luxury Afloat” operation provides a desirable alternative form of recreational use of the waterways. Accordingly, it is recommended that “Luxury Afloat” should be allowed to continue at Kangaroo Point but at future rentals that reflect market value. Further, the existing carparking facility for Luxury Afloat should also be allowed to remain but again at market value. No expansion/intensification of the existing operation should be permitted. The existing carpark holding area should also be upgraded and landscaped at the cost of the operator of “Luxury Afloat”. The existing encroachment of the carpark area on the public reserve should be removed.

Based on a previous Council report, it is stated that part of the operations of “Luxury Afloat” appear not to have Council approval. If correct, the operator should be required to lodge the requisite application(s) for Council approval.

**(h) New Buildings and Works**

The recommendations of GML in respect of new buildings and works are supported and these recommendations are as follows:

- (i) The location of new buildings and structures should be limited to, or less than, the existing building footprints.
- (ii) Any new buildings or structures should be limited to the scale of modest, traditional boatsheds and use materials and colours suitable for foreshore development.
- (iii) Any renovation or rebuilding of the former restaurant building should satisfy the following requirements:
  - ▶ Relates to public enjoyment of the site.
  - ▶ Is not larger than the existing building.
  - ▶ Is on, or reduces, the existing footprint and is screened by new or existing trees.
  - ▶ Is of a contemporary style.
  - ▶ Includes a heritage impact statement with any development application.
- (iv) Any new development should not hinder or reduce public access to the site.

**(i) Archaeological Advice Necessary in Relation to Development on the Site**

GML advise that it would be possible to replace the existing timber framed wharf with a new wharf that would have an acceptable level of impact on the heritage values of Kangaroo Point, provided that the replacement wharf incorporates the following:

- (i) Does not remove all items or built fabric identified of being of heritage significance;
- (ii) Is of a light-weight framed construction jutting out from the reclaimed land spit on the approximate site;
- (iii) Careful considerations will be essential for any buildings/structures situated on the wharf/jetty; and
- (iv) Any new buildings, structures or facilities on the site should be designed so as to not be intrusive when viewed from the water or impede views of the water from the site. Materials and colours should be chosen that are non-reflective and do not sharply contrast with the colours of natural features nearby.

The above recommendations are supported. A final decision as to whether a new wharf should be erected must also consider a wide range of other factors including likely demand (e.g. charter ferries)



and environmental matters. Any proposal for a new wharf would need to be the subject of a new application for Council's consideration.

***(j) Use of Wharves by Charter Ferries***

A number of charter ferry companies utilise the public wharf for passenger access for river cruises.

The recreational use of the Hawkesbury River by charter ferries is, in principle, a desirable proposal subject to satisfactory environmental and other concerns being resolved. Charter ferries provide accessibility to the Hawkesbury River to a large number of people. In relation specifically to Kangaroo Point, the proposal to use the wharf at Kangaroo Point for charter ferries is supported in principle subject to the following:

- (i) The frequency of such movements and the capacity of the ferries being within the environmental constraints of Kangaroo Point and the capacity of the existing (or new proposed) wharf.
- (ii) The use of the wharves by commercial operators be at market value.
- (iii) Appropriate spaces be provided for bus coaches associated with the commercial ferries preferably not at Kangaroo Point.

Expressions of interest should be called for by Council for the use of the wharf and appropriate development applications for the proposed use of Kangaroo Point by charter ferries will be required submitted to Council.

***(k) Foreshores and Banks Along the River***

An inspection indicates that the banks and foreshores at Kangaroo Point have weeds and rubbish which should be removed. Replanting with appropriate native aquatic and land based flora should be implemented in accordance with a landscape plan approved by Council and carried out in accordance with Council's Works Programme.

***(l) Landscaping at Kangaroo Point***

Landscape improvement and embellishment of Kangaroo Point itself should also be carried out.

***(m) Secure Berthing and Parking for Local Residents***

Secure berthing and parking for local residents are not supported for the reasons outlined in this report.

***(n) Rural Bush Fire Brigade Building***

Council should note that the Brooklyn Rural Bushfire Brigade is currently preparing plans for the development of a brigade building at Salt Pan Creek Reserve and seeking from the DLWC a change in the reservation of the Crown land from "public recreation" to "urban services" to permit same. It appears that the option of developing Kangaroo Point for this use is not being pursued.

***(o) Boat Sewerage Pump-out Facility***

The author supports the approved boat pump-out facility at the Point which is considered to be a desirable facility for boat users of the Hawkesbury River.



**(p) *Tourist Accommodation***

One further suggestion is to provide tourist accommodation at the Point. This suggestion is not supported apart from the provision of a caretaker's residence in the existing dwelling. Further alienation of public land (apart from existing operations) for private commercial business is not supported.

**(q) *Additional Public Facilities***

A number of parties cited the need for additional public facilities such as public toilets, public telephones, signage, seating and barbeques. In principle, the provision of such facilities is supported subject to appropriate design of these facilities and adequate supervision of the Point through the employment of a caretaker on the site.



Appendix F  
**Possible Government Grants**



**Table F1 NSW Government Grants**

Department	Grant Name	Purpose	Funding
<b>Sport, Parks &amp; Recreation</b>			
NSW Department of Sport and Recreation	Capital Assistance Program	To develop community orientated local sport and recreation facilities	Average grant \$9,000. Maximum contribution will not exceed 50% of net costs
<b>Natural Areas &amp; Heritage</b>			
Department of Infrastructure, Planning and Natural Resources  (formerly Department Land & Water Conservation)	NSW Waterways Infrastructure Development Program	Improve recreational amenity/access of waterways – subsidies for boat launching facilities, public wharves, foreshore access and amenities	\$ for \$ with no set limits
	Waterways Asset Development and Management Program (WADAMP)	Projects eligible for funding could include the provision of public sewage pump out sites, boat ramps, public wharves/jetties, installation of navigation aids, installation of public moorings, the upgrade of small boat harbours and by providing feasibility studies on the aforementioned infrastructure projects.	\$ for \$ grant up to \$200,000
	State Rivercare Program		
	State Coastcare Program		
	Public Reserves Management Fund – local parks & reserves	Improvements to crown reserves	Limited loan and grant assistance
	Public Reserves Management Fund – consultancy program		
Department of Infrastructure, Planning and Natural Resources  (formerly PlanningNSW)	Urban Improvement Program	To revitalise key urban places across Sydney for example, build quality public spaces for recreation, culture and leisure	
	Metropolitan Green Space Program	Regional open space improvement – open space enhancements such as, cycle paths, tree planting, bush regeneration, parking, interpretation	\$ for \$ with average grant \$40,000
	Area Assistance Scheme	For projects that improve community well being and how communities function, e.g. undertake community education/awareness programs	\$2-75,000



Department	Grant Name	Purpose	Funding
NSW Heritage Office	NSW Heritage Incentives Program	The Heritage Incentives Program has a particular focus on rural and regional areas	
State Wetlands Action Group	SAC – The Wetland Action Grants Program	Community groups or individuals in partnership with local governments can apply. Projects should focus on maintaining or enhancing the ecological functions and processes or natural wetlands	Maximum of \$20,000 for any one project in any one year
NSW Environmental Restoration and Rehabilitation Trust	Environmental Restoration and Rehabilitation Program	Restoration of degraded environments, protection of important ecosystems/habitats, preventing future environmental damage or enhancing the quality of environmental resources	Grants between \$5-100,000
	Environmental Education	Programs to widening community knowledge, increase environmental awareness, skills and commitment to environment protection	Grants between \$5-100,000

**Table F2 Federal Government Grants**

Department	Grant Name	Purpose	Funding
Natural Heritage Trust (Joint initiative with State Government)	<ul style="list-style-type: none"> <li>▶ Land care program</li> <li>▶ Bush care program</li> <li>▶ Rivercare program</li> <li>▶ Coastcare program</li> </ul>	To help restore and conserve Australia's environment and natural resources	
Environment Australia	Coastcare	Provides opportunity for governments to protect and manage coastal and marine environments. Supports range of projects e.g. dune revegetation, coastal habitat protection and community education	



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