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# Community and Stakeholder Engagement Report

## Church Point Commercial Centre Upgrade

Consultation period: 23 April 2021 – 23 May 2021

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### Contents

1.	Summary.....	2
1.1.	Key outcomes .....	2
1.2.	How we engaged .....	3
1.3.	Who responded.....	3
2.	Background.....	4
3.	Engagement objectives.....	4
4.	Engagement approach.....	5
5.	Findings .....	5
	Appendix 1 Verbatim community and stakeholder responses .....	8

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# 1. Summary

This report details the outcomes of the community and stakeholder engagement conducted for the proposed upgrades to Church Point Commercial Centre between 23 April 2021 to 23 May 2021.

The feedback received during consultation indicated a high level of support for the proposal to upgrade the Commercial Centre at Church Point. The majority (83 percent) of respondents supported the plan outright or with some changes and many people provided comments and suggestions to improve the proposal.

Loss of parking in the area was cited as a key reason for not supporting the proposed upgrade. Whilst the road upgrade works were welcomed, many respondents commented that Council should consider fewer speed humps along McCarrs Creek Road. No parking losses are expected as part of these works. The only potential reduction in parking would be to allow for a safe pedestrian crossing point, this will be finalised as part of the road redesign which will be on exhibition in 2024.

A number of respondents were concerned that the planned upgrade could lead to the loss of Church Point's unique amenity as a community and transport hub for offshore residents because it would make the area more attractive to tourists and day trippers, thus increasing traffic congestion.

Following the findings of this report an updated road upgrade design is being finalised which will provide a safer alignment, a clear pedestrian crossing point and safer access to parking spaces. Updated design drawings will be provided in 2024.

## 1.1. Key outcomes



123\*

Total comments received



Comment form

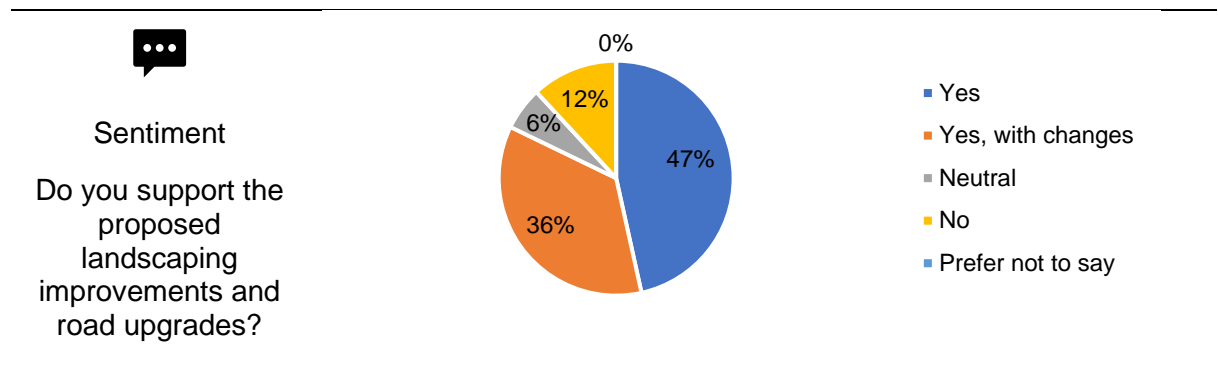
Online comment form


Written comments 8

Completions: 115

Received: 8





\* This figure represents all responses received, please note that not all respondents made a comment in addition to answering the sentiment question. Some written responses were duplicates of online comments.



 Feedback themes

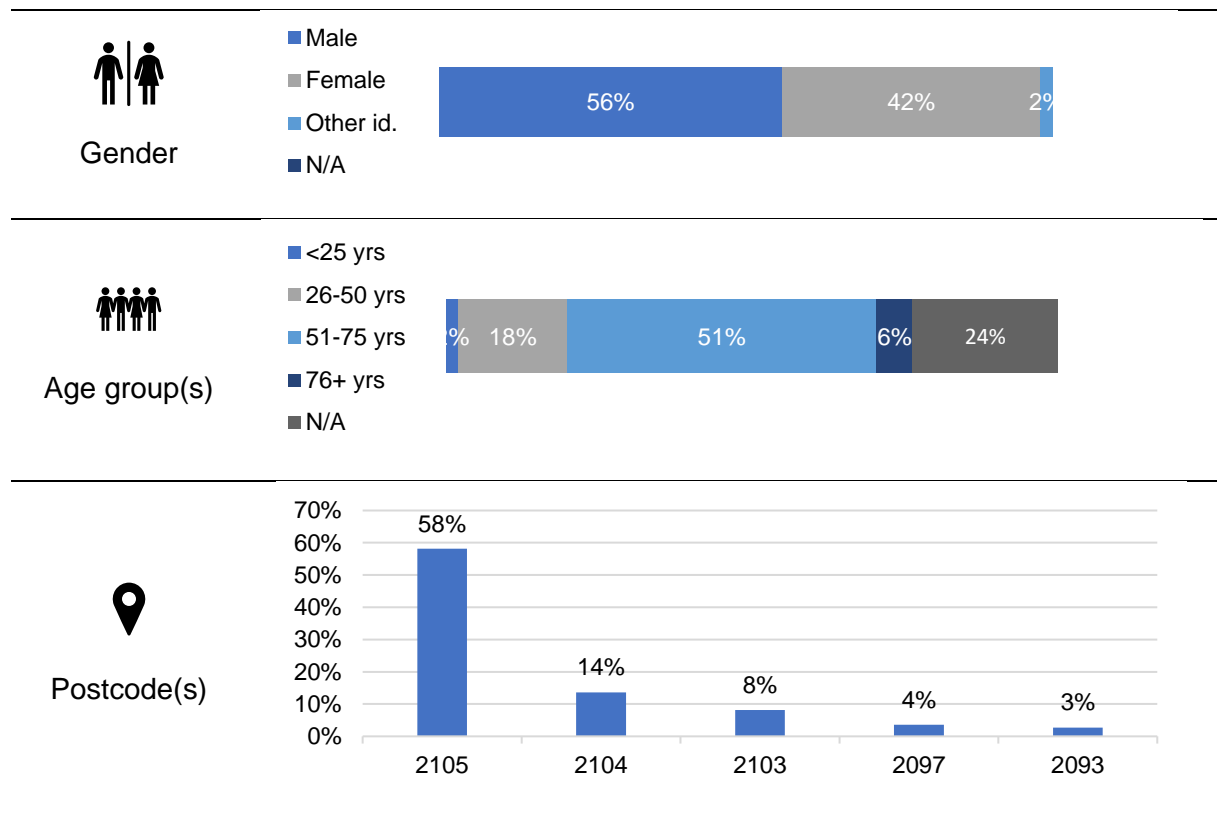
Loss of parking.	Loss of public amenity.
Traffic congestion.	Ferry wharf needs to be relocated.
Improvements to road infrastructure needed.	Support for better pedestrian safety.

## 1.2. How we engaged

 Have Your Say	Visitors: 1858	Visits: 2229	Av. time onsite: 1min
 Print media and collateral	Site signs: Yes		Number: 4
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 2		Distribution: 20,000 subscribers
	Council (weekly) e-News: 2		Distribution: 150,000 subscribers
	Stakeholder email: 25		Distribution: 5 pax
 Key stakeholder engagement	Meeting: 7		Attendance: 5 pax

## 1.3. Who responded<sup>1</sup>

<sup>1</sup> Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.



## 2. Background

This report outlines the outcomes of community and stakeholder engagement as part of a proposal to upgrade the Church Point Precinct.

The Church Point Precinct upgrade is part of Council’s commitment to making commercial centres attractive and user friendly for businesses and visitors. The program seeks to renew and improve the appearance, functionality and capacity of our business districts by focussing on better amenity and quality infrastructure in the public areas within these strategic, local and neighbourhood centres.

The planned improvements at Church Point include landscaping in Thomas Stephens Reserve and upgrading of the seawall, with the provision of new walkways and stairs to the beach, new wharf style seating, sandstone walls and the addition of new bins, bike rack and a water station.

Road upgrade works are also planned to improve traffic movements and safety for pedestrians and drivers. This includes realignment of the road, a new raised pedestrian crossing, safety improvements to the bus stop and reconfiguration of car spaces and loading zones.

## 3. Engagement objectives

The purpose of the community and stakeholder engagement was to identify the level of community support for the proposed landscaping improvements and road upgrades. Our aims were to:

- provide accessible information so community and stakeholders can participate in a meaningful way provide balanced and objective information to assist in understanding the problem provide equal opportunities for anyone to be involved.

## 4. Engagement approach

Community and stakeholder engagement for the Church Point Commercial Centre Upgrade was conducted over a four-week period between 23 April 2021 and 23 May 2021. It consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

A project page was established on our have your say website with information provided in an accessible and easy to read format. The project was primarily promoted through our regular email newsletter (EDM) channels.

Feedback was captured through an online comment form embedded into the project page. The form included a question that directly asked respondents for their level of support on the proposal.

An open-field comments box provided community members a space to explain or elaborate on their support, not support or neutral sentiment as well as any other feedback they wished to contribute.

Email and written comments were also invited.

## 5. Findings

There was a high level of support for the planned Church Point Precinct upgrade with 83 percent of respondents supporting the plan outright or with some changes to improve the proposal.

A number of respondents provided suggestions for improving pedestrian access and mobility around the area. Many also commented on the importance of appropriate streetscape furniture that is in keeping with the existing amenity of the precinct.

Loss of parking and traffic congestion in the area were cited as key concerns associated with the proposed upgrade. Some respondents felt that Church Point's unique amenity as a community and transport hub for offshore residents would be lost if the upgrade attracted more tourists and day trippers to the area.

Whilst the road upgrade works were welcomed, many respondents commented that Council should consider fewer speed humps along McCarrs Creek Road. A dedicated cycle lane and better bike facilities were also suggested.

The need to relocate the ferry wharf was also mentioned in a number of submissions and related back to a long-term action as part of the overarching Church Point Plan of Management and Master plan.

**Table 1:** Feedback that requested specific changes

Theme	What we heard	Council's response
Traffic congestion and loss of parking	Concerns about the potential increase in traffic movements and associated loss of parking which the proposed upgrade could generate if the area draws more visitors to the area.	<p>No parking losses are expected as part of these works through formalising the parking at the front of the Pasadena.</p> <p>The only potential reduction in parking as part of the road works would be to allow for a safe pedestrian crossing point, this will be finalised as part of the road redesign.</p>
Improvements to road infrastructure needed	Local residents do not want more speed humps.	<p>There are no further plans to provide additional speed humps.</p> <p>The existing speed humps are required to slow cars to improve pedestrian safety.</p> <p>Sight distance to the pedestrian crossing will be improved with reduced speeds.</p>
Support for better pedestrian safety	<p>Level access paths to the ferry wharf would make the area safer for the less mobile and elderly.</p> <p>Removal of existing trees to be replaced with more appropriate tree species and designated tree pit will remove the issues with pavement lifting and creating trip hazards</p>	<p>Council is upgrading the area to improve access.</p> <p>Accessible connections to the wharf are part of the design upgrade as well as smooth transitions across the reserve.</p>
Loss of public amenity	<p>Concerns that the existing amenity and community feel of Church Point will be lost with improvements to facilities and infrastructure.</p> <p>Keep the central area as open as possible</p>	<p>The changes are mostly renewal works i.e. improved material selection and replacement of deteriorating infrastructure. The look and feel will be in keeping with other recent works.</p> <p>Design changes have accommodated keeping the area as open as possible and grouping infrastructure items together.</p>

Theme	What we heard	Council's response
Requests for suitable bike racks and more in the reserve	<p>Request for better bike storage for the number of bikes and bike users visiting the area and on the edge near the road.</p> <p>Concerns about loss of parking and desire to have proper racks in the reserve where cyclists stop off.</p> <p>Concerns about reduced access in Thomas Stephens Reserve due to the size and space for bike racks – requests to relocate bike racks away from Thomas Stephens Reserve e.g. increase bike parking in the carpark.</p>	<p>The intention is to provide bike racks that will reduce the existing ad hoc parking of miscellaneous bikes throughout the reserve and surrounds.</p> <p>Additional bike racks in the carpark would require loss of carpark spaces.</p>
Ferry wharf needs to be relocated	<p>The ferry wharf needs to be relocated away from the centre of the beach.</p>	<p>The ferry wharf is identified in the PoM to be relocated. The relocation is not part of this stage of works and the relocation can only proceed when all the existing moorings become redundant as advised by TfNSW. Relocation of the ferry wharf requires TfNSW to approve a new safe wharf location, and funding to be available.</p>
Changes to miscellaneous infrastructure	<p>For example: furniture, bike racks, bins, sandstone steps, regulatory signage etc.</p>	<p>Noted for future design development, to be accommodated to suit the space and function.</p>

## Appendix 1 Verbatim community and stakeholder responses\*

Number	ID	Comment
1	39879	Well done to all involved. This proposal is an excellent combination of increased safety, amenity, aesthetics, preserved character and usable community space.  In my opinion just need to eventually move the Ferry Wharf to its proposed site to open upon a world class vista from TS Reserve.
2	39948	How does this design work with the new kiosk window that the Pasadena has submitted to the council for review & approval. I am a local Church Point resident who is a frequent patron of The Pasadena. I support the Pasadena proposed plan to replace the existing "caravan" coffee van with a more permanent "window" delivery of coffee & takeaway - so I would like to see it incorporated into the Masterplan for this Reserve.
3	39955	It's a shame work on the pavers has been neglected that's why that gentleman fell over tripping on the uneven pavers on Easter Sunday at 9am
4	39956	<i>Intentionally left blank</i>
5	39977	<i>Intentionally left blank</i>
6	39979	All great improvements, however without greater visitor parking to the area the money spent is only for the locals as not many will be able to stop and enjoy the new upgrades.
7	39989	Vast improvement on existing mess.
8	39996	<i>Intentionally left blank</i>
9	40001	The design looks very much like an ugly suburban shopping mall .Leave this beautiful space alone !!!
10	40012	1. New benches and tables (9) and under-tree seating (10) on the Church Point Store side will obstruct access to the Store. There needs to be ample width between these for strollers, wheelchairs etc etc  2. Why are the five disabled parking spots located in the wrong position - should be on the other side of the toilet block, where there are six existing parking spaces. People with disabled parking permits generally have mobility problems and need to be as close as possible to the venues at this location. Also in the current position they are in the

\* Personal details and inappropriate language have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.



		unsealed area of the carpark. Try pushing someone in a wheelchair on rough ground - it's not easy.
11	40016	I support new design and scope of proposed works, my only concern is your choice of deliberately hostile benches with "anti-sleeping" iron bars to replace current public furniture. This looks ugly, limits usefulness of the bench and is totally uncalled for in this location. I respectfully ask you to reconsider your choice of the bench and replace it with more nicely looking and socially friendly one.
12	40030	<i>Intentionally left blank</i>
13	40032	<i>Intentionally left blank</i>
14	40035	<p>The ferry pontoon was only ever supposed to be in its present position temporarily. But it has been there well over 10 years now, probably closer to 20. It has restricted access to and enjoyment of the beach for way too long. I believe the argument that the pontoon cannot be put straight on the end of the wharf is that there are too many moorings that are too close. I am proposing that the pontoon be added perpendicularly to the wharf in an east-north-easterly direction. That way the moorings are not a problem, there is good deep-water access both sides of the pontoon for ferries to park and the public get their beach back to enjoy. It is probably safer as ferries will not be heading straight into children playing on the beach which we can expect that there will be more of as there will be lovely sandstone steps encouraging them to the beach. I look forward to seeing the arguments as to why this cannot be done. If they are not good, lets give the beach back to the people, it would be so good, again. Thanks.</p> <p>Attachment - duplicates the online comment.</p>
15	40043	<p>1. It isn't clear how the parking &amp; unloading will be reconfigured, but note that it is really important that the same number of cars can be accommodated. That space is often full with people unloading shopping etc, &amp; patrons of the restaurants will often block one of those spaces, making it hard to unload when you need to.</p> <p>2. The benches appear to be an 'anti-homeless' design, which they really don't need to be - if a rough sleeper needs it to get off the ground at night, why should we be bothered? And with the transport to the island so dire, I know at least 1 person who's waited for 2 hours at the Point for traffic to start up on a Sunday morning. They might want to lie down in that time.</p> <p>3. Are there the same number of tables as now? They are heavily used &amp; very popular.</p> <p>4. If this is going to bring more visitors to the Point, what will you do about the parking??</p> <p>I might send in another submission if I think of more comments!</p> <p>Thanks</p>
16	40044	Please make sure that there are ramps instead of stairs where possible so that all redeveloped areas are wheelchair accessible. The main areas I can think of are: a) going from the car park to the post office

		<p>boxes, b) going from the water front area of the Pasadena to the General store, and if possible c) a wheelchair accessible ramp that corresponds to Item 6 on Page 1 of the pdf which is the RECONSTRUCTED STAIRS AND 1.5M FOOTPATH.</p> <p>The other thing to remember is to ensure wheelchair users and others of similar predicament, are not forced to go onto Pittwater Rd in order to reach a destination because of an insufficient number of kerb ramps.</p>
17	40049	<i>Intentionally left blank</i>
18	40050	When does the Public get the car park land back as a park for picnics and children's play area?
19	40062	<p>Submission 1 Too much commercial traffic for the number of parking spots available Submission 2 (41492) Parking will remain a problem in church point... there is a conflict between offshore residents needs and an increase in commercial traffic around the ferry wharf</p>
20	40065	Bus stop really need a safe spot. Specially with Toddler it's bit dangerous to get on and off the bus around Mcarres Creek road.
21	40069	<p>Can you actually please stipulate the proposed changes to parking? Council, you KNOW that this area needs every single parking spot (please visit it out of hours on a Friday or Sat night or a sunny Sunday lunchtime). We have had parking spots removed lately by council with no consultation, almost mocking every single time the community fill in one of these forms to express how critical parking is. You KNOW this is due to your inaction to stop a redevelopment which had previous DA's rejected due to PARKING! You KNOW you are culpable and responsible.</p> <p>Also, can the ferry wharf ramp just extend from the wharf to the west of the pontoon? That way, the ferry wharf pontoon remains where it is - so not needing any moorings to be removed (a prohibiting factor apparently, even though this was the original reason for the entire new boardwalk) and the beach can be reclaimed. What a fantastic outcome that would be of this potentially lovely upgrade.</p>
22	40077	I hope there is public access in front of the bottle shop and restaurant and that is the area increases out of area visitors I still hope I can park as I am a shift worker and struggle to park at weekends....I may have to sleep in my van again which used to happen now I am 63 more reluctant to sleep there until I can try and park in the morning
23	40081	does this mean that once again the yearly parking fee for offshore residents will go up to help cover the cost for this? Who gains from all of these new seats, stairs etc, not the off shore residents who are forced to pay a yearly fee to park somewhere that on the weekends is nearly impossible. So the Passadeena benefits as more people will come there to eat, the council benefit as they make more money in the car park, the rangers have a field day handing out parking fines, and the off

		shore residents are left driving around for ages, with their shopping and young children in the car just looking for somewhere to park so they can get home , prepare dinner and get the children to bed.
24	40082	<p>The ferry wharf was always temporary and should be moved to somewhere else and not remain in the middle of a lovely beach.</p> <p>Can you widen the footpath that goes behind the church point store so that it is wide enough to walk two abreast safely?</p> <p>I don't like the position of the raised walkway and steps (2) I think it would be better at the western corner of Pasadena opposite the loading bay (3). You could also make the whole road from (2) to (1) raised and different colour or paved to signify slow zone and high pedestrian activity.</p>
25	40084	<p>The more Church Point is made a destination for tourists and day-trippers the more local residents are going to have to deal with resulting parking pressure.</p> <p>While I love the idea of cleaning up the reserve and getting the rubbish bins out of the centre of the park, and creating a safer pedestrian crossing to the bus stop on the opposite side of the road, I can see that these improvements are going to increase visitation and make life more difficult for residents.</p> <p>With the Waterfront Store coffee cart parked outside it's difficult for those with PO Boxes in behind to access their mail, same with the plants and gelato stand that make walking out to the fixed pile wharf a little challenging.</p> <p>Can a practical solution be found for those drinkers and smokers who put out cigarette butts in the large pot plants or simply throw them on the ground, same with bottle tops. I know this means someone is going to have to empty a butt receptacle but it's either that or the butts wash into the water when it rains.</p>
26	40085	<i>Intentionally left blank</i>
27	40100	<p>Firstly I will say we don't need any more speed bumps especially after reducing the speed limit to 50km/h because of these stupid unfit 5km/h cyclists one of which was thankfully removed from nsw roads. Secondly now that some money from your parking shenanigans is going back into the community it should in theory solve the problem of parking as many of us locals are forced to wait ridiculous amounts of time just to get A PARK AND GET HOME. You don't need to waste that money on art and tourist attractions because there are enough of them and the businesses at church point are rolling in cash but I guess taxes made on them outweigh the locals needs. I will conclude by saying your council is an absolute joke and the only way this community will be any better is if you take the concept of money and stick it where the sun don't shine.</p>
28	40105	Looking forward to the project completion
29	40106	The proposed improvements to the Thomas Stephens Reserve are positive. However, there is at the same time a desperate shortage of

		space at the Church Point commuter wharf for off-shore residents to tie up their boats, and at the Church Point car park for them to park their cars. The inconvenience so caused is massive. These are much higher priorities than the upgrade of the Reserve. Please spend the money where it is most needed.
30	40110	<i>Intentionally left blank</i>
31	40119	There is not enough parking already for offshore and island residents. Improving Church Point will bring more visitors and mean that instead of trying to park for an hour on the weekend or evening we will be trying to park for many hours
32	40121	Great design!
33	40133	Overall, the plan looks great & will greatly improve the amenity. However, there could be further improvements to facilitate a couple of user groups that frequent the area. 1) Bicycle Racks - only providing 4 seems inadequate, This area is hugely popular with cyclists on weekends. 2) Motorcycle Parking - like the brand new parking station, there is no provision whatsoever for dedicated motorcycle parking, This area is teeming with motorcyclists on weekends, who don't appear to be catered for in any way.
34	40141	The community herb and veggie garden started by Joe and the Romeo family (who now maintain it) with stone surround must remain Its a reserve and community space not a "commercial" space No further encroachment by any commercial interests must be allowed Upgrading road to make a safe crossing place from bus to ferry is a plus Why do you want seats that stop people sleeping on them It's not a haunt of vagrants Many times local teens come back from dances and concerts late at night Sometimes parents cannot come pick them up and with the water taxis now giving limited service it's the only place to catch a bit of sleep while they wait til the first ferry in the morning It's a relatively safe spot
35	40145	<i>Intentionally left blank</i>
36	40146	It's difficult to see in the plans whether there is completely level access running from either of the car parks to the ferry pontoon, which doesn't require people to walk on the road. Currently it's not possible to go from the open car park to the ferry with any type of trolley or cart (or wheelchair, for that matter) without encountering the kerb or steps in the paved area, unless you walk behind all the parked cars in front of the Pasadena and use the gutter crossing near the post office. This is obviously not safe, particularly for the elderly who most commonly use these types of trolleys.
37	40150	~Additional timber boardwalk is good. ~There is currently a coffee trailer located adjacent the south wall of the Pasadena. Where is this to be located? Assuming it will remain. ~Any chance of rationalising the 21x speed humps along McCarrs Creeks Rd which are just RIDICULOUS. The ones that are about 20m

		apart are totally unnecessary. I pity the locals living along this strip & the poor bus drivers
38	40151	<p>More negative impact for offshore residents. We already have to pay an astronomical figure for parking each year just to be able to get to our homes. Even after paying for parking we are not even guaranteed to be able to find a parking space. This upgrade will further diminish already unacceptable parking facilities whilst encouraging more visitors to the area with their cars.</p> <p>Perhaps the council will agree to waiver parking fines if we have to park illegally in order to get to our homes.</p>
39	40165	<p>Submission 1</p> <p>This area is not a commercial centre. You could call it a community reserve, or a park area, or a transport interchange, but please, do not make it commercial.</p> <p>Submission 2 (41793)</p> <p>All powered vessels (including ferries) must keep 60 m away from people in the water <a href="https://roads-waterways.transport.nsw.gov.au/maritime/safety-rules/nsw-rules/safe-distance.html">https://roads-waterways.transport.nsw.gov.au/maritime/safety-rules/nsw-rules/safe-distance.html</a></p> <p>Having steps to the beach, and people swimming there will mean that the ferry will not be able to berth. It needs to be a no swimming area, and the steps removed so that swimming is not encouraged here.</p> <p>If the ferry was to have a mechanical issue and not be able to stop, or someone was to misjudge distance to a propeller then a fatality could easily occur.</p>
40	40178	<p>LEAVE OUR COMMUNITY ALONE !!!! this will bring bad people, more tourists and more police and more crime !!! just leave it alone there is nothing wrong with church point so just leave it the way it is. your using tax payers money in the community to build something they don't all want. stop thinking about yourselves and think about the community your about to screw over. the reason people move here is because there is no one here. if they wanted to see people and hear sirens all day they'd move to the city!!! its called common-sense but obviously its not very common!</p> <p>come and learn how we live not F***k it up !</p>
41	40179	<p>Will offshore residents have an increase in rates and parking fees to assist in paying for these upgrades or are they entirely government funded?</p> <p>Further....increased foot traffic to the area will mean further parking spots need to be allocated so offshore residents have spots available to then too</p>
42	40180	<p>The space looks lovely and welcoming. Improvements to the area are welcome. Please consider the impact on parking which is already highly strained due to Pasadena's functions. Wide paths with flat surfaces for easy access are appreciated.</p>

43	40181	How about some shade at church point for the kids waiting for the ferry home, more tables and chairs and more parking not less.
44	40184	While the design looks lovely this is not what our small community needs. Already in the last 2 years we have seen a mega tourist influx and I (and many others) worry that social media will take even more of a strangle hold on the exposure of our once quiet neighbourhood. We do not need or want an upgrade. The only ones set to benefit are mainlanders wishing to take pretty pictures and spend money at the Cafe/Pasadena (which are already doing well enough). Is it worth the time and money? No. If it ain't broke don't fix it! Please. Re allocate the funds set aside for this project. In addition where will all the tourists park? We finally achieved a parking solution then Pasadena opened...and now this...what's next? Supply and demand is tipping out of balance.
45	40186	<ol style="list-style-type: none"> <li>1. Too many speed humps in the area already. An overpass is the safest option.</li> <li>2. I object to a reduction of parking outside The Pasadena . Parking is difficult enough already with out reducing it still further.</li> <li>3. Bus should move off road and have kerbing.</li> <li>4. Wharf seats are unfriendly for a Community Reserve. No one sleeps there overnight.</li> <li>5. Bike racks aren't needed. Four would be useless for the number of cyclists who use the area.</li> <li>6. It is NOT a Commercial Centre. It is a COMMUNITY RESERVE and TRANSPORT HUB although I notice that commercial activity is increasing and is also blocking disability access.</li> <li>7. The reserve area needs leveling and better catering for those with mobility issues and live off shore. This doesn't seem to be addressed.</li> <li>8. The area when busy is difficult to negotiate when loaded up with shopping etc. This needs to be addressed.</li> </ol>
46	40202	Consider a smoking ban in this potentially crowded public space. Many children.
47	40206	Parking spots are greatly needed and should not be reduced under new plans. Seating arrangements should not include 'anti homeless' designs. The existing standstone planter is a community herb garden and should not be replanted. Sandstone steps suggested look slippery and should not replace existing beach entirely. This is a community reserve and should be treated as such, if it were to become a commercial precinct as the councils naming suggests, it would be placing business interests over the needs of the existing community
48	40220	Love it. The area obviously was neglected because of the ongoing saga of the Pasadena. The public seems to have embraced the restaurant and we should move forward. The upgrade was long overdue and the proposed changes make the area safer for pedestrians and road users. it also will complement the area around the new car park. I still think that the adjacent car park could have one storey added, ,like the commuter car park in Warriewood near Rat Park. That would double the parking



		spots and it does not really impact on the views of the residents overlooking this area. As they would be the biggest objectors... ..
49	40224	<i>Intentionally left blank</i>
50	40226	Many small tenders and kayaks attending the coffee shop moor at the pontoon to be replaced by the boardwalk. Will these craft continue to be able to moor against the boardwalk near the coffee shop.
51	40231	<i>Intentionally left blank</i>
52	40233	I endorse the proposed improvement but I would like to flag that the council needs to take measures to ensure that the wharves are properly signed for no fishing, The people current fishing there are a hazard to commuter boating traffic, as well as to tourists visiting the area who just want to find a peaceful spot to enjoy the view and a coffee. The people fishing there are always catching undersized fish and despite reporting this to maritime they say it's a council responsibility to enforce not fishing and undersized fish catches. Please do something about the illegal fishing on the wharves it's really frustrating.
53	40237	As it is, Church point is a busy place, during the week and weekends, parking of cars is damn near impossible at the best of times. There is no need for this work when there are more important issues at hand, as I mentioned above, parking is near impossible, theft is huge with the cars and boats, and with the Pasadena now open there is limited room for offshore locals find a spot for their car or boat. Don't worry about prettying up Church point, that's not what the permanent locals want. Church point is not a tourist destination.
54	40238	The proposed improvements appear to benefit all users including offshore residents and visitors - As an offshore resident, I am always wary of reconfigured parking when spaces are reduced rather than increased, whilst the overall appeal for visitors with these landscape improvements is increased. I feel that council's plan should still address this issue before moving forward. The new carpark built a few years ago still mostly serves as a permanent car space to those offshore residents who use their car the least. The condition of the existing carpark is a disgrace. It's surface is dangerously uneven to pedestrians ( I know through 2 personal sprain injuries), the drainage is non-existent and in times of rain you cannot access your car without gumboots. Surely a plan to build a similar two-storey parking station should be a priority over these superficial landscape improvements. Moving ahead with these changes before addressing parking will only increase the difficulty for a growing offshore community to utilise this important feature of offshore life.
55	40240	Don't change anything.
56	40248	No information about upgrade of toilets or provision of bins and toilets in new carpark. The latter is often a mess.
57	40265	1. Thank you for the upgrades! 2. Why are you unfairly charging offshore residents over \$500 per year

		<p>to park in a "no reserved space" car park when other areas of the Northern Beaches are not similarly disadvantaged? We have reduced services off-shore so we should not be penalised with car parking. Western Foreshore residents pay only \$47 per year, as one example.</p> <p>3. There needs to be a similar number of car spaces for the number of permit, with areas reserved for "off-shore residents only".</p> <p>4. Why was the number of commuter boat spots reduced with the new jetty. It is very nice, but needs to be double the size.</p> <p>5. This whole set-up must have been designed by someone who does not live off-shore and has no idea of the challenges involved. We are a strong community with many social benefits. Please recognize this and treat us equally to the rest of the ratepayers. Thank you.</p>
58	40284	<p>This is amazing Hopefully this will transform the location from a public bar to a beautiful amenity with no smoking please. Also we need pedestrian crossing and boardwalk replacement all the way past the Quays to BYRA sailing club Thank You</p>
59	40319	<p>1. I do not support any car parking reconfiguration that will result in less parking for offshore residents. [Every time council reconfigures parking, we seem to lose more parking. There is now less parking at Church Point than there was 20 years ago when I moved here. This really has to stop happening ... particularly now that you guys are charging us for the privilege of parking in our communal driveway even though we still share it with the public!?)]</p> <p>2. I do not support bike racks in the park. This space is already so crammed with just people... the bikes should be banned from the area, racks are already provided at the carpark. If additional bike parking is required, it should be considered for areas where it will not obstruct movement or reduce car parking any further, such as under the ramps to the undercover carpark.</p> <p>I am comfortable with the rest of the proposal.</p>
60	40427	<p>GET RID OF ALL THOSE SPEED BUMPS, IT TAKES ALL THE PLEASURE OUT OF DRIVING UP THAT BEAUTIFUL ROAD</p>
61	40429	<p>Parking in the church point area on weekends particularly is diabolical Council need to expand the parking area and provide additional car parking spaces</p>
62	40431	<p>The pedestrian crossing and other road safety measures are particularly welcome.</p> <p>One of the existing issues that spoils the environment is the amount of dog poo left lying around the area next to the wharf. This is often from dogs allowed to roam around belonging to the group of drinkers who drink alcohol in the open space every day. Would it be possible to have clear signage about dog fouling placed in this area?</p>



63	40434	<p>NO MORE SPEED HUMPS!!!!</p> <p>Better placement of the sandstone bench seat (18), perhaps flipping it about an axis at the bench seats ends, would reduce the present pinch point against Pasadena. It would also enable better placement of tables &amp; seats.</p> <p>More controls need to be thought of concerning motorists doing silly things in this particular area, the maneuvering that goes on in this area can be quite ridiculous. Even people doing 3 point turns, this being made worse if it involves trucks or buses.</p>
64	40435	<i>Intentionally left blank</i>
65	40438	Anything to improve the area is welcomed. Council newsletter updates are fine for me.
66	40439	Start asap
67	40440	Great job, Council to be commended
68	40441	<p>The original plan has the ferry wharf relocated. My opinion is this would be a better option.</p> <p>Do not understand why it could not be implemented. Otherwise a great plan.</p>
69	40442	Very much looking forward to the new works and improved safety. Thank you.
70	40446	<i>Intentionally left blank</i>
71	40451	<i>Intentionally left blank</i>
72	40453	<i>Intentionally left blank</i>
73	40460	<i>Intentionally left blank</i>
74	40462	<p>1 - Make it a NO SMOKING area.</p> <p>2 - Enough with the speed bumps! You've put 20 or so speed bumps along McCarrs Creek Road making it a freaking nightmare for drivers! ENOUGH!</p>
75	40472	<p>Potential for a secure bike cage ?</p> <p>In new car park at end ?</p> <p>Security cameras for the area?</p> <p>Adequate Rubbish bins for park / car parks</p>
76	40476	I am relieved to see there will be a pedestrian crossing from the bus stop opposite the Pasadena and hopefully a firm raised surface to alight to. Also a ramp at the approach to the Reserve rather than a gutter or steps when walking from the car park, with shopping trolley, stroller, luggage etc would be appreciated as would a slope rather than steps to

		the ferry wharf. Yes there is one at the end but it's not easily accessible with wheels.
77	40477	Add small extension to boardwalk alongside northern boundary of Pasadena to eliminate pedestrian pinch point.
78	40931	The Sandstone steps could be an issue. They will have algal grow and become slippery. this will require regular cleaning which will erode the sandstone over time.
79	40967	While I think the area could do with rejuvenating , I am concerned for more seating and expansion of the area as a “commercial (tourist) hub”. The area under former Pittwater Council (Rob Stokes) was pledged to be retained as a transport hub for offshore residents and not as commercial hub as now being described. The community consultation under Pittwater council which led to residents paying over \$500 per car for a parking permit was based on this pledge . The Pasadena site being acquired and turned into more parkland and parking was also promised . Parking on weekends for offshore residents is not a new issue . Simply any new visitors to the “commercial hub” displace parking from offshore residents “transport hub” . If project goes ahead the very least is that residents parking charges are brought into equity with the rest of the northern beaches akin to the adjustment of rates currently being implemented .
80	41317	With all these upgrades to the area it will no doubt encourage more people to the area. Where do you propose they will park when there is already not enough parking available for off shore community plus visitors? Why isn't the existing car park not being upgraded? Why does it cost so much to park there? Its the most expensive car park in Sydney, probably Australia! Why do residents pay \$515 a year for the same council that allow off Shore communities in Palm Beach to pay under \$50 and have exclusive parking??? You are selling a product buy not guaranteeing a car spot . You are selling more passes than spots available. I would really like to know your reasoning behind this.
81	41319	It looks great!
82	41374	<i>Intentionally left blank</i>
83	41416	Apart from 2 speed humps and the stairs down to the beach I can't see any actual improvements or changes to existing facilities which were mostly put there in the last 10 years and do not need renewal. Considering NB over blown budget and the many other worthy projects that need attention in the district wouldn't you be better spending the money elsewhere? How much is this going to cost anyway?
84	41493	excessive use of speeds humps in the current plan -these put undue stress on motor vehicles a simple speed restrictions would suffice
85	41621	The ferry wharf must be moved from the public beach. It was only ever meant to be temporary. It can be attached to the old wharf perpendicular to the end, so heading in a NE direction.

86	41692	<i>Intentionally left blank</i>
87	41711	<i>Intentionally left blank</i>
88	41745	Such a beautiful spot and worthy of the development, working with natural environment
89	41747	As a regular cyclist past Church point, and one one of the most used cycling roads, please no more humps. Keep pedestrian crossing flat to road surface. Don't narrow the road for the pedestrian crossing. This forces bikes further into the road. If you have to have another hump make them smooth unlike the other poorly made ones further along McCarrs Creek Rd. Think of cyclists safety in this area please.
90	41791	3 areas of concern: 1...The rubbish from the waterfront cafe should be stored completely within the boundary of that property. The current practice of dumping alongside the walkway is unpleasant, unsightly and unhealthy. To condone this practise by incorporating a permanent location WITHIN 5 METRES OF A PROPOSED OUTDOOR DING AREA must be a public health risk (shown as an outline on the new wharf in the draft plan) and is unacceptable to the many waterside walkers who pass every day. 2...The proposed "footpath" to the south of the cafe will be simply too narrow, and totally unsafe for pedestrians. Buses and large trucks pass this pinch point regularly and no treatment to the kerb will render the section safe. The road needs to be moved further than the proposed 1.2m away from the cafe building. 3...The proposed location of the roadway in front of the Pasadena provides no safe room for cars using the limited parking to enter and exit safely. Again, the road needs to be moved further south to provide some safety.
91	42202	1) Would be great to incorporate a living sea wall for all elements exposed to the sea, particularly the intertidal areas (though clearly allowing for boats, tinnies etc.) Would be great if this could become standard council practice.  2) This is a very popular destination/rest point for cyclists. Would be great to see some provision for them - eg cycle racks, cycle station (for minor repairs) etc. Shame to ignore cyclists which seems to be the prevailing attitude!
92	42217	The parking in front of Pasadena should be made rear-to-kerb parking only. As a motorist, motorbike rider and cyclist that passes through here at least once a week, motorists reversing out of these parking spaces rarely pay attention. Given the parking is on a blind corner, this is a must. In fact, why not even completely eliminate the parking in front of Pasadena and reclaim this as outdoor dining or seating areas? Reduce speed limit in the area to 30kmh. Provide adequate areas for cyclists to park bikes. Eliminate the groups of people that sit around drinking alcohol and smoking on public property like it's there backyard. The brick-paved area is incredibly dangerous to walk on - the tree roots have caused bricks to lift; before any new paving is laid this would need fixing.

93	42279	It is very pleasing to see the Church Point Thomas Stephens Reserve landscaping improvements and the much-needed road re-alignment progressing. I look forward to seeing the resulting improvements soon.
94	42281	The area needs work and improvement to create an attractive and functional public space.
95	42310	Hi, I've been a resident of Scotland Island for 24 years and have used Church Point as a point of departure to the mainland my whole life. Thomas Stephens Park is one of Sydney's greatest PUBLIC places and has supported a vibrant community at Church Point for many years. I therefore strongly object to the naming of your project intentions as a 'commercial centre' upgrade. Its significance is as a public park first and foremost. As such board walks and large tourist attractions should not overwrite the rich texture of the place, the unevenness of the brick pavers and mish-mash of benches reflects the diversity of the characters that make up the Church Point community. This richness only built up with time is what attracts tourists to this unique location and rewriting its language through new paving and benches will rob it of that uniqueness. Secondly, I oppose the extension of the boardwalk and further encroachment onto the beach. What ever happened the current ferry wharf being a temporary thing? I respect that public places must be maintained but not at the cost of alienating the community. Given time, a place and even an old bench is enriched through its use as memories are played out, and these stories create a much more meaningful attraction than a shiny stainless steel arm rest. Please reconsider the scope of the works and only make necessary interventions to make things safe and functional.
96	42595	My husband and I dine at the Cafe/general store and the proposed improvements will enhance the visual look and feel of what is a beautiful location.
97	42745	(A) extend pedestrian crossing (Item 2) southward to also cross over "access road" (Item 4). Particularly important for children & elderly folk crossing from Quartersessions steps and path. (B) reduce vehicle speed limit between the two new speed humps. I suggest 20kph. (C) Telstra to install latest payphone unit designed in collaboration with JCDcaux. These new phones have a number of technology enhancements that would be very useful in a community and tourist hub such as this precinct (see Telstra website for info).
98	42750	The proposed bike racks should avoid the leaning of bikes against tables and seats which is unsafe and interferes with other users. The 'pinch point' in the pathway between the General Store and roadway needs to be kept clear of waste collection bins which have been forcing pedestrians onto the roadway. The nearby public amenities block badly needs upgrading with full disability access provided.

99	42795	Please could the road around to McCarrs Creek be swept clean on both sides to remove all the gum tree and pine debris allowing greater access to the road surface area for pedestrians to avoid the speeding cars, ignorant drivers and noisy motorbikes.
100	42816	A very good plan Thank you Council
101	42851	I think the ferry wharf should move to the side leaving space for the sand beach to be used as a common area. I would also love to see some sort of play equipment for kids.
102	42969	<p>I am concerned about referring to Thomas Stephens Reserve (he's not a Sir by the way) and adjacent properties as the Church Point Commercial Centre. For we locals It is first and foremost a community meeting place and transport hub with some retail, dining and function activities.</p> <p>I am also concerned that the reconfiguration of the parking spaces in front of Pasadena is yet again resulting in a loss of spaces. As Council is well aware the parking at Church Point is already a problem so please don't take more spaces away.</p> <p>Another concern is the sandstone bleachers. It is my understanding that the idea was to return the beach to the people. The bleachers will not only encroach upon playing space for the children at low tide but also be dangerous if children fall over and hit their heads etc. In addition this structure will have a negative environmental impact as it will prevent the natural movement of sand which is vital to the health of Pittwater.</p>
103	43443	<p>I think it's very important that the main open area in front of the wharf and the General Store is levelled up as the step down is very dangerous and in shadow some of the time and the step down is not noticeable. I've had a nasty fall there and I believe there have been many others.</p> <p>Please make it all one level for safety, especially of the elderly.</p> <p>Thank you.</p>
104	43537	<p>On page 3 of the concept plan there is one photo showing only part of the bench seats to be used. I strongly oppose the use of hostile architecture in our community spaces. I find it abhorrent to see public spaces purposely designed to inhibit use and comfort.</p> <p>I would urge you to read the University of NSW article "Defensive architecture: design at its most hostile" (link below) and change the antisocial bench seats for something better suited to reflect a community space designed for all.</p> <p><a href="https://newsroom.unsw.edu.au/news/art-architecture-design/defensive-architecture-design-its-most-hostile">https://newsroom.unsw.edu.au/news/art-architecture-design/defensive-architecture-design-its-most-hostile</a></p>
105	43869	<p>Submission 1</p> <p>The road realignment will result in increased traffic speed. It would be</p>

		<p>much better (and likely cheaper) to put in pedestrian activated traffic lights between the reserve and the path through the cemetery.</p> <p>Submission 2 - duplicate of 43869 (43871)</p>
106	43899	<p>Bayview Church Point Residents Association Inc is pleased to see the Church Point Precinct Development and associated roadway re-alignment progressing.</p> <p>We look forward to seeing the resulting improvement and to assisting with further planning.</p>
107	44285	<p>As this is a very unique place please can you incorporate furniture which is similar to the maritime theme recently established in the boardwalk rather than suburban park style furniture?</p> <p>When will the ferry be relocated so we can again enjoy access to the beach? Is Council actively following this up?</p> <p>Can the bike racks be relocated where they wont impact use of the reserve?</p> <p>We need to keep an open area for larger gatherings.</p> <p>Generally I would like to see the reserve left uncluttered and continue to cater to locals. Existing platforms and tables work well. Glad the trees are being kept as these provide pleasant shade.</p> <p>Please do not reduce the number of 5min parking spots. These are essential for short term access to the shop, post office and to the ferry pickup and drop off.</p>
108	44316	<p>I do not agree with any more speed humps. The existing avalanche of speed humps along McCarrs Creek Road are extraordinary and I believe unprecedented. As a cyclist they are terrible to bump over and going uphill they remove all momentum. If anything they make the road more dangerous for cyclists than before and this is one of the busiest cycling routes in all of Sydney.</p> <p>Regarding Church Point itself - this is a very busy spot on the road with lots of traffic , cars turning and parking, buses stopping etc. If you are going to upgrade it you should consider a dedicated cycle lane to allow cyclists to transit through the zone more safely.</p>
109	44701	<i>File uploaded - see attachments at the end of this table.</i>
110	45055	<p><i>Supersedes 44766, 44926 - see attachments at the end of this table.</i></p> <p>Please delete the two prior Church Point Friends Submissions. These were corrupted. This is our submission</p>
111	45072	<p>Hopefully when it is completed it will become more than an area where the offshore residents set up their own private 'pub', as they do now. It should at least be an alcohol free zone, rather than a 750 club for the locals.</p>
112	45121	<p>Attached is a submission from West Pittwater Community Association. <i>See attachments at the end of this table.</i></p>

113	45548	<i>Intentionally left blank</i>
114	45677	<i>Intentionally left blank</i>
115	45738	<p>Firstly, the reserve is not the Church Point commercial area nor is it Sir Thomas Stephens Reserve it is the Thomas Stephens Reserve. It is a busy and important interchange for the offshore community.</p> <p>I maybe incorrect, I was under the understanding the thin strip under the awning on the reserve side of the Waterfront store where the PO Boxes are is part of the the Reserve. The awning had been but on to protect anyone collecting their mail.</p> <p>There are a lot of fabulous ideas in the plan and I commend the council staff who have worked with the community associations to design a plan that will work for us.</p>



# Attachments to online comments

Submission 109, ID 44701

CHURCH POINT AESTHETICS ADVISORY GROUP  
Response to consultation: Thomas Stevens Reserve

Members of the Church Point Aesthetics Advisory Group look forward to progression of this stage of the masterplan works. We are pleased to have been given the opportunity to work collaboratively with Council staff to inform the design development of this very unique location.

**We have sought a low key design which retains the existing character and usage of Thomas Stevens Reserve as a significant local community hub.**

We provide the following further comments on the exhibited concept plan with regard to further development of the design.

Please correct the reserve's name. It should be Thomas Stevens Reserve, not Sir Thomas Stevens Reserve.

## Masterplan 1.1

1. As previously requested the final ferry pontoon location needs to be indicated to be consistent with the gazetted masterplan. This is essential to reflect community expectations.
2. The current Crown land boundary to the waterside of the Pasadena has not been correctly shown. Plans indicate a superceded boundary and need to be corrected.
3. The current vehicle drop off area along the south end of the Reserve is a high demand area for residents to pick up and drop off at the ferry pontoon and for access to the post office and store. Short term parking in this area needs to preserve the current number of parking spaces.
4. The current inclusion of the boardwalk area to the west side of the waterfront cafe does not fully reflect the current agreed layout and should be adjusted (dotted in along with final ferry pontoon location and remove colour). This area is not part of the exhibited concept plan. This has created some confusion about what is included.
5. More detail is needed for the whole road and road realignment area to enable proper understanding and public review and consultation.



CHURCH POINT AESTHETICS ADVISORY GROUP  
Response to consultation: Thomas Stevens Reserve



Masterplan 2.1

1. Bike racks add to the physical and visual clutter of a small area and as shown require table suites to be located in the main gathering space of the reserve. It is also desirable to avoid perpetuating long term bike parking as happens elsewhere. These should either be removed completely or relocated outside the reserve. Bike racks are currently provided in the carpark next to the toilet block.
2. The current table setting layout doesn't allow for community gatherings. The two central table settings are better placed back against the garden bed in order to create a more open space in the middle of the reserve to better suit community and civic celebrations such as the Anzac Day service. This also provides a green backdrop to the table suites.
3. Furniture selection needs to reflect the authenticity and character of the location. Table seating needs to be simple, honest and robust forming a part of a suite of furniture which includes the timber boardwalk block benches. There are no park benches in this area. Arms and backs are not required for the table settings.

2

May 20, 2021

CHURCH POINT AESTHETICS ADVISORY GROUP  
 Response to consultation: Thomas Stevens Reserve



4. Preference is for a simpler and less visually dominant water fountain consistent with the lower key design of this area.

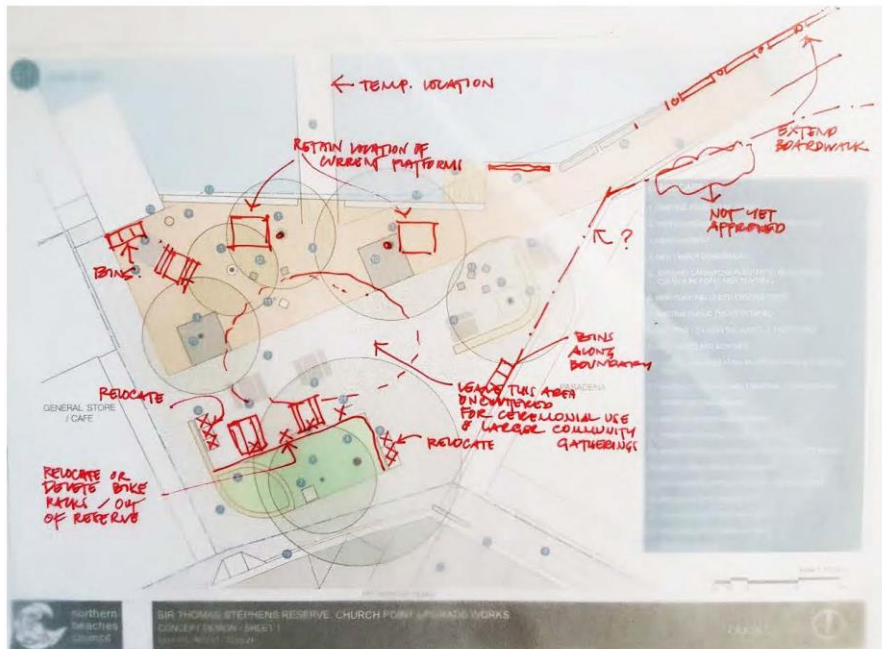


5. Bin locations are preferably positioned along the Reserve perimeter where visible. The three bins located east of the waterfront store are poorly positioned and will remove the continued opportunity to use the low stone wall for seating as well as blocking overview of the waterfront store and PO boxes. These could be repositioned against the ferry masters south facing wall and relocated when this area is opened up in future. The other set (at the end of the garden bed) is preferably located beside the Eastern Pasadena boundary.

3  
 May 20, 2021

CHURCH POINT AESTHETICS ADVISORY GROUP  
Response to consultation: Thomas Stevens Reserve

6. In order to minimize impact on sightlines over the waterway we suggest a simplified and slightly lower, max 150mm high, kickrail similar to that currently used along the Narrabeen Lakes walkway.
7. The two waterfront seating platforms are well used. It is preferable to retain two platforms here, approximately at currently locations.
8. The gazetted masterplan indicates the north east boardwalk continuing at least up to the Pasadena's jetty license area. The platform in front of the Pasadena needs to be extended further to avoid the pinch point (preferably up to the Pasadena pontoon).
9. The crown land in front of the Pasadena is part of the public waterfront walkway. This area is a popular viewing point. As previously requested it is desirable to provide some sandstone block seating at this location for public use.



Revised issue May 21. Please delete previous submissions

## CHURCH POINT FRIENDS



### Thomas Stevens Reserve Community Consultation

Church Point Friends support in principal the exhibited concept plans for Thomas Stevens Reserve with the following reservations/comments.

We reinforce that the reserve needs to be appreciated first and foremost as a local community hub and any works here need to acknowledge and respect the needs of this community. We are concerned that the final ferry pontoon location has not been shown. This is the driver for the new walkway around the waterfront store and is an essential relocation to provide unimpeded access to the beachfront to Thomas Stevens Reserve. The current ferry pontoon location has always been intended as temporary only and relocation has had broad community support.

- The reserve works well as exists. We wish to see the current character of the reserve retained ie a low key community meeting and socializing place.
- A place for larger scale community gathering needs to be retained for celebrations such as Anzac Day.
- We query the need for bike racks however if required these should not be located within the reserve. It is too small a space to accommodate excess furniture
- Furniture selection as proposed by the Aesthetics Advisory Group is preferred as better reflecting the unique location and use of the reserve and materials palette established in the first stage boardwalk works.
- Two seating platforms near the waterfront to be kept as these are well used
- Provision for existing short stay car parking numbers to be retained as essential pick up and drop off for local residents to access the ferry and store
- Bins to be located away from the stone seating wall in front of the Waterfront Store
- Please provide a suitable native tree and planting to replace that which was removed from the existing planting bed

We support:

- Retention of all existing trees which provide shade and shelter
- Inclusion of a planting buffer between the road and reserve
- Retention of the existing stone walled planting bed and signage
- General layout of seating assuming this will be further refined and provided furniture impacting the central gathering place is located closer to the planted area
- Improved beach access
- Boardwalk extending past the Pasadena pinch point
- Existing stone seawall to be visible

██████████ for Church Point Friends  
May 20, 2021





21 May 2021

Northern Beaches Council,  
PO Box 82  
Manly NSW 1655  
*council@northernbeaches.nsw.gov.au*

**Re: Church Point Commercial Centre Upgrade**

West Pittwater Community Association (WPCA) supports Northern Beaches Council's plans for upgrading of Thomas Stephens Reserve and surrounds.

We understand the main focus of the design is to retain existing trees, maintain the existing character of Thomas Stephens Reserve and maintain the existing use patterns of the precinct while working with the materials palette already established for Precinct 1 work which covered the new carpark, boardwalk and commuter wharf.

Further, the WPCA supports the proposed modifications by the Aesthetics Advisory Group (AAG) to Council's upgrade plans to ensure retention of the existing character and usage of the Reserve as a significant local community hub (as opposed to a commercial centre).

Other comments:

- We note that the temporary ferry pontoon will eventually be moved to the position in the Church Point master plan once the issue around moorings is resolved (over coming years).
- We assume the new paving abuts the Waterfront Cafe building on the north eastern wall that faces the Reserve, and not stop at the roofline.
- It is our understanding the reserve is called Thomas Stephens Reserve not 'Sir' Thomas Stephens Reserve and all references should be amended accordingly.

Yours sincerely,

**WPCA Committee**

  
REPRESENTING THE COMMUNITIES OF McCARRS CREEK, ELVINA BAY, LOVETT BAY AND MORNING BAY  
ABN 58 001 355 820 - PO BOX 289 CHURCH POINT NSW 2105 WESTPITTWATER.COM.AU

## Emailed submissions

116	<p>My wife and I are regular walkers along the waterfront from Bayview to Church Point. We have noticed a couple of signs at the Church Point car park about planned improvements to Thomas Stephens Reserve. We wonder if you could also have a look at the pathway beside the water (next to the car park) in Church Point Reserve. There are a lot of roots from the she-oaks that make walking a bit of a hazard- don't know if much can be done about them! But half way along there has been a wash away, probably as a result of recent heavy rain. Could you please add to your list of jobs to be done. Many Thanks, <b>Rob and Lillian Walter</b>.</p>
117	<p>I am generally in favour of the plans but would like to make the following comments: Please note the area is called Thomas Stephens Reserve - it is not the Church Point Commercial Centre, it is our community hub and a vital part of our community I am really pleased that all of the existing trees are to be retained It is unclear to me whether there is clear, uncluttered access from the commuter wharf around to the ferry wharf. Where will the Church Point Cafe store their bins? Currently they are on the pavement and block easy access from commuter across to the carpark. They need a designated bin storage area (and need to be told to keep them there outside of pick up days) Where will the Church Point Cafe store their bins? Currently they are on the pavement and block easy access from commuter across to the carpark. They need a designated bin storage area (and need to be told to keep them there outside of pick up days) Is it necessary to relocate the bike racks to the reserve? The area is cluttered as it is and some days it is impossible to get through to the ferry wharf, especially with us all trying to keep our distance Is it necessary to have additional bench seats? Similar reason to above Church Point currently has a rustic, relaxed feel about it. I would hate for it to be upgraded to the point where it loses its character and becomes a bland commercial centre.</p>
118	<p>I wish to comment on the proposed upgrade.</p> <p>I am happy with the design but believe the bike racks are in the totally wrong location. I request the council consider moving them to the footpath side of the garden bed so bikes don't have to be walked into the reserve area. On weekends mass bike riders leave bikes around the whole area, I strongly believe they should be encouraged to leave them on the extremity of the reserve. I have seen them often ride them into the reserve and believe the design should mitigate this occurring not encourage it. I believe the tables beside the proposed bike racks will be definitely used to lean bikes against on weekends.</p>
119	<p>This reserve has been an important part of my daily life for 35 years as an offshore resident. I go through it every time I ever go out. I rarely walk through without seeing someone to say I know to say hello to. We arrange to meet up there, help each other with shopping, lifts, children. That's how much it matters to us.</p> <p>My main request is that Thomas Stephens Reserve stays low-key with only simple upgrades in keeping with the historic character of the location and with resident needs as top priority. Please do not clutter it with too much stuff, keep bins and facilities to the periphery. The current bin location is very ugly in prime location. This reserve needs to primarily serve the needs of residents because it is a vital transport hub and village square for us. Visitors need to be considered as the second priority. The reserve should not be appropriated as free seating by either the Waterfront Store or the Pasadena shop.</p> <p>I am concerned that it is not clear from this plan that the ferry wharf is to be relocated so that the beach will be again a beach for the public? I remember how contentious it was to install that "temporary" pontoon decades ago – there was considerable</p>

	<p>opposition as it breaks up the beach and is ugly intrusion in centre of outlook from the Reserve. But we were assured it was temporary. So what's the plan and timeframe? There used to be a Scribbly Gum in the raised stone garden bed near the phone box. My three children all climbed it while their parents got organised, parked the car, chatted to friends. It died and because Council has never replanted that garden, the Waterfront Store has planted it with Mediterranean-style geraniums and herbs. This looks nice in the cottage garden way, but given that it is actually a Council reserve, it would be more appropriate for Council to plant a suitable native tree which could again give some shade and grace to this position, plus local native grasses and low plants around it. If you want to encourage residents to use local natives, they need to see it modelled.</p> <p>I use the bubbler and tap regularly and ask that this always be freely available. A proper tap like that is not only handy for water bottles (and inevitably, dogs) but has helped me on many occasions to clean up a mess. Living offshore has its difficulties and I've used that tap to clean off vomit from a baby, oil from my engine, blood of scraped knees, general mess! REALLY practical and used constantly, please don't remove!!</p> <p>Please use sandstone wherever possible and minimise concrete.</p>
120	<p>Dear council a chalk markup of proposed plan for thomas stephen reserve upgrade done this week, has made it abundantly clear that:</p> <ol style="list-style-type: none"> <li>1- information about the street edge is lacking in detail.</li> <li>Is this a change of paving surface for tree roots or a raised wall? Either way existing access seems to be reduced significantly.</li> <li>2- bike racks have NO place in this small reserve</li> <li>3- bin location is in your dace</li> <li>4- loss of large tables is a pity</li> <li>5- boomerang wall seems a good idea....adjacency to padadena may be promlematic however</li> <li>6- seating platforms isolated from water's edge....a pity</li> <li>7- <u>garbage bins at entry points to park and heritage wharf too dominant...real eyesore</u></li> </ol>
121	<p>To whom it may concern I am writing in response to the Church Point Commercial Centre Upgrade document. It appears to mention a change to parking configurations without actually mentioning what they are. Can you please let me know what the changes are and update the document/ website to reflect this? As you can understand parking is a very sensitive topic in the Church Point Precinct.</p> <p>On a positive note I am relieved to see the bus stop is being upgraded and pedestrian crossing installed.</p> <p>A comment on the boardwalk installation/ Ferry wharf has been made on the Scotland Island Facebook Page. I agree with the sentiment and am uncertain why the boardwalk upgrade is going ahead without moving the ferry wharf. As I understand moving the wharf was the whole point in building the boardwalk. The comment is as follows:</p> <p>"The ferry pontoon was only ever supposed to be in its present position temporarily. But it has been there well over 10 years now, probably closer to 20. It has restricted access to and enjoyment of the beach for way too long. I believe the argument that the pontoon cannot be put straight on the end of the wharf is that</p>

there are too many moorings that are too close. I am proposing that the pontoon be added perpendicularly to the wharf in an east-north-easterly direction. That way the moorings are not a problem, there is good deep-water access both sides of the pontoon for ferries to park and the public get their beach back to enjoy. It is probably safer as ferries will not be heading straight into children playing on the beach which we can expect that there will be more of as there will be lovely sandstone steps encouraging them to the beach. I look forward to seeing the arguments as to why this cannot be done. If they are not good, lets give the beach back to the people."



## Submission 122

Re: "Church Point Commercial Centre Upgrade Proposal."

I refer to the Councils' Concept Plan Proposal for the upgrade of the centre of Church Point, which is, Thomas Stevens Reserve. This Reserve, Crown Land, is not a Commercial Centre, it is a Community Centre. I feel your Concept Plan has not fully considered the nature & usage of this Reserve.

Thomas Stevens Reserve is a very important place for this Community. It is the focal point. It needs to be kept low key because it is a Community Hub & access centre for the local transport & because of its limited size. It is not an outdoor dining area for the two local businesses who currently encroach on the Public Reserve.

I wish to comment on some aspects of the Concept Plan;

1. The Bike Racks are not required in this small Public Reserve which already has too much clutter. There are Bike Racks at the Bus Stop or they could be placed near the Motor Bikes in Church Point Reserve on the north eastern side of the Pasadena.
2. The 2 new tables & benches in front of the unwanted bike racks should be moved back towards the roadway allowing more public open space in front & a much more pleasant place to sit, up against the planting area.
3. The position of the Waste Bins requires more thought. They are visually inappropriate near the tables & the odour may be unpleasant. They would be better on the edge of the Reserve near the Ferry Office & on the Pasadena Boundary. The style & dark brown colour of Waste Bins shown are very unimaginative & do not suit the Reserve. Please consider other styles & colours.
4. The benches for the 5 new tables do not require arms or backs. Simple outdoor seating suits this Reserve.
5. The high pole "Water Station" is not required. A simple new low Drinking Fountain, similar to the one we have at the moment, suits this Reserve. We do not require an obstruction in front of the view.



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6. The Boardwalk should extend to the Pasadena's leased Jetty, as per the Master Plan.
  7. The Sandstone Bench, sandstone steps, timber seating tables around trees & timber block seats are very pleasing, as is the retention of the Telephone Box.

I am very concerned the Short Term Parking has been changed/removed. This short term parking is absolutely essential for the local community. The 100's of Mail boxes, the Post Box & Post Office are heavily used. I often use the short term parking for the Post Box, the Post Office & the Store. Usually, there is no other place to park.

I am also concerned your Plan does not show the Ferry Wharf in the Master Plan position & I note the Crown Lease boundary in front of the Pasadena is incorrect.

Thank you for the opportunity to comment.

## Submission 123

Northern Beaches Council  
PO Box 82 Manly 1655  
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17 May, 2021

### **CHURCH POINT COMMERCIAL CENTRE UPGRADE**

#### **SUBMISSION - Realignment of Access Road for 3-21A McCarrs Creek Road.**

Dear Sirs,

We 7 Owners of the 10 properties on our Access Road, submit the following feedback and concerns on the Master Plan of Council's Road Realignment and Associated Works. Refer to Council Plan LALP100 /REV 07/23.3.21 by Black Beetle Landscape Architects.

We did put this to Council's Andrew Camarsh, Manager of Major Infrastructure Projects, on 20.2.21 where some of our concerns may have been implemented (hard to see with undetailed Master Plan ), and those which have not, then we still strongly object, mainly on the grounds of Safety.

##### 1. Safe Fire Access

We previously discussed with Council's David Munday and wrote to Council, stressing that the Access Road at the pinch-point power pole next to the steps, had been reduced to 2.7m width. It is currently 3.3m width. With the new flatter curve of the main roadworks impacting on our road, a 2.7m reduced width will contravene the NSWFS and NSWRF Codes for SAFE ACCESS of 3.3m width at any pinch-point.

of space for the Bus Setdown to be indented into the existing excavation, so the bus pulls off clear of the Eastwards Visibility line of exiting access road drivers.

##### 3. Safe Pedestrian Separation

We discussed with David Munday, that even if there is a fence down the south side of the Access Road along the new pathway from the Cemetery steps, that we have seen pedestrians run down the stairs to catch the leaving ferry, and they would even jump the fence than waste time skirting around, and this would be a dangerous mix of our cars and pedestrians. We then further discussed with David M that a better plan would be to physically separate the pedestrians coming down the Cemetery steps to the cars on the Access Road, by the fact that as some excavation was envisaged along the south embankment, that a stepped/ ramped/ path could be included in the excavation cut, and this is shown on the attached Plan 19.2.21, and must be implemented.

##### 4. Safer Visibility Each Way for Exit

Council's Master Plan shows the Exit of the Access Road opposite the large fig tree. To have 50 metres of visibility to the East will require major works along the Pittwater Rd residential properties for the removal of

trees, landscaping, and groundworks, surely resulting in objections.

The attached Plan 19.2.21 shows the Exit of the Access Road nearer to the main corner, about opposite the

end of the Pasadena. This location does not require major tree and ground removal, and in turn provides

Only recently 31.10.20 large fire trucks drove up our Access Road to attend a bush fire on Council land directly adjacent to house No. 21. We have already sent Council photos of the large fire trucks in attendance.

We request our continued right for NSWFS and NSWRFs Safe Fire Access by having adequate road width of the Code required 3.3m, and this will require the moving back the pole at the pinch-point next to the steps.

##### 2. Safe Westbound Bus Setdown

Council now shows the Westbound Bus stopped on the main road holding up queued westbound traffic behind.

Church Point is a significant tourist and visitor destination and a westbound bus stopped in the west through-lane will take considerable time to unload its passengers, together with their myriad of goods, thereby forcing some waiting frustrated motorists into unsafe passing manoeuvres, resulting in possible harm to other road users and the many pedestrians.

Pittwater & McCarrs Creek Road is a high use, narrow width, arterial tourist drive with motorists trying to look in all directions at the passing water views, or where to park, or for shopping outlets, and in this day and age, this draconic plan of a stopped bus holding up traffic, further adds to this confusing mix for drivers and is very dangerous and unnecessary.

This should be strongly reconsidered by Council's Traffic Committee, and a plan of a dedicated offroad Westbound Bus Setdown must be included.

Our attached Plan 19.2.21 shows the offroad Bus Setdown, located so as not to congest the pedestrian crossing and island both on the corner apex. There is plenty

the adequate 50 metres Safer Visibility both to the East and West approaching traffic.

##### 5. Timber Cladding to be Stone on New Retaining Wall

Council lists that the new retaining wall forming the base of the new main road curvature, will be clad in the carpark timber system. This should be dimension stone - not flagging, not timber. We Residents have a right to having our Access Road appear as our "address road", not integrated into the frontal appearance of the timbered public carpark. There are many instances of dimension stone walls along the verges of Pittwater Road, some are even heritage listed, and this significantly seen wall should be similarly faced and coursed in dimension stone to continue the existing stone theme.

Continued use of the carpark timber facade on this wall will be overbearing for this community hub at Church Point.

##### 6. Maintain Safe Rigid 10m Truck Access

Our current Access Road provides for deliveries direct to our properties by large 10m rigid trucks, utilising a straight entry approach and a generous bend width of 3.3m, 3.5m, 3.8m progressively. Council's new Master Plan involves the Access Road with a twisted approach manoeuvre which will prohibit the simple straight approach to the Access Road by 10m long rigid trucks. Drivers will be unable or they will be unwilling to try to negotiate this serpentine entry route, and our goods will be either left outside the Pasadena or involve us property owners in costly double handling to

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smaller trucks with long loads still hanging behind them. This system is unworkable and costly.

For many many decades (many of us have been here over 40 years) it has been our right to have direct home deliveries by large 10m rigid trucks, and for Council now to remove that rightful priviledge is improper and illegal and subject to Court class challenge.

To retain our rightful availability of 10m rigid truck access, we have shown on the attached Plan 19.2.21 the long island requiring the inside kerb to be a rolled edge. This was also discussed with David Munday. This road entry has been traffic consultant designed to accommodate 10m rigid trucks though in some instances, when reversing, they may need to correct and drive along the rolled edge kerb.

#### 7 Safe Passing Bay



Council Master Plan does not show any Passing Bay on the Access Road. Now as the Access Road is getting further extended in length, a proper Passing Bay is highly required, avoids confusion, and is Safer traffic management. The Passing Bay has be shown on our attached Plan 19.2.21.

#### Our History

Being long term residents of this Access Road we are all well versed in its requirements and abilities.

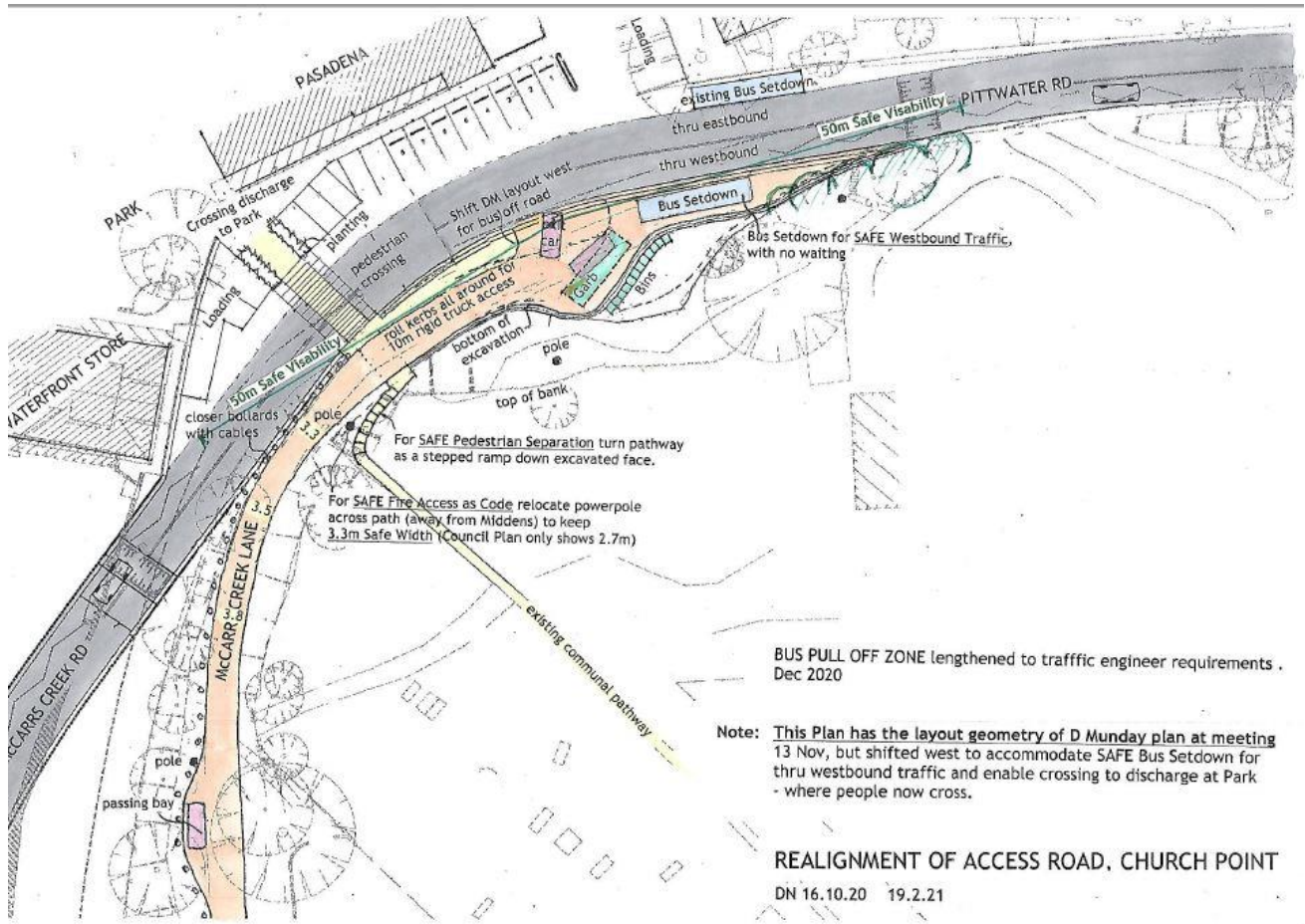
We travel it many times, our friends, visitors, deliverymen, tradespeople, public utilities, and emergency services.

We are aware of all their issues, and it takes that knowledge to be able to analyse and be aware if any proposed roadworks will work or will not.

We have provided Council with our detail issues for your proper appraisal, and please do not hesitate to contact the undersigned with any questions.

Yours faithfully,





Document administration	
Version	3.0
Date	6 March 2024
Status	Final
Related Projects	Church Point Precinct Masterplan Northern Beaches Bike Plan