



The Director

17 February 2021

Transport Assessments
Planning and Assessment,
Department of Planning Industry and Environment.
Locked bag 5022
Parramatta NSW 2124

As the President of Mosman Rowing Club Incorporated (MRC) based at the Spit West Reserve (SWR), Mosman, I am writing to request commencement of consultation in relation to the land and water-based management measures required as part of the Beaches Link Connection.

Noting the commitment to further consultation with MRC noted within Chapter 8 of the EIS, we wish to place on record:

- a) Background information relevant to the formulation of the management measures,*
- b) A list of the key areas which we consider require detailed consultation,*
- c) A request to commence consultation as early as possible to ensure embedment of our key needs in the scope of the management measures.*

Mosman Rowing Club has occupied the site in Spit West Reserve since the late 1950's and the original existing building was completed in 1968. The location of the Club facilities allows access to the calmer waters of the upper reaches of Middle Harbour. Long distance, calm water training is fundamental to preparation of rowing crews. Training sessions generally vary between 12 and 20km early in the morning before work or study to avoid the wind.

MRC has recently applied for a grant to upgrade and extend facilities under the Greater Cities Sport Facility Fund. As part of our grant application MRC provided a *Schedule-Existing Facility Usage* to the Office of Sport outlining times of on-water and off-water activities (See attachment A). This chart identified the key usage of the facility and probable athlete numbers, not including coaches. The schedule identifies on water movements as being between 5am and 9am year-round and with lower usage between 3pm and 7pm predominantly.

This outline of the number of participants gives a rough understanding of the timing and volume of on-water traffic during training periods. The identified demand translates to between 200 -250 persons each weekday morning during peak summer usage. The boat types vary from singles sculls up to eights, all moving upstream and then returning downstream across the works area from the two finger pontoons in Pearl Bay. This roughly equates to 100 rowing boat movements across the work zone, mostly in a concentrated two hour period. Upstream, high intensity traffic occurs from around 5.15am with a more spread out downstream return period commencing around 6.20am till 8am. Notably many of the club boats are coxless and a significant number are rowed by junior athletes, mostly with attendant coaching craft. In peak summer periods we anticipate up to 40 coaching craft movements per session across the work zone. Summer afternoon rowing typically consists of young learner rowers who congregate heavily in the area between the Club House the area extending for a three kilometre distance in the directions of Cammeray and Seaforth from the Club House. The number of junior rowers can be in excess of 100 in the afternoon with up to 50 boat movements depending on boat type.

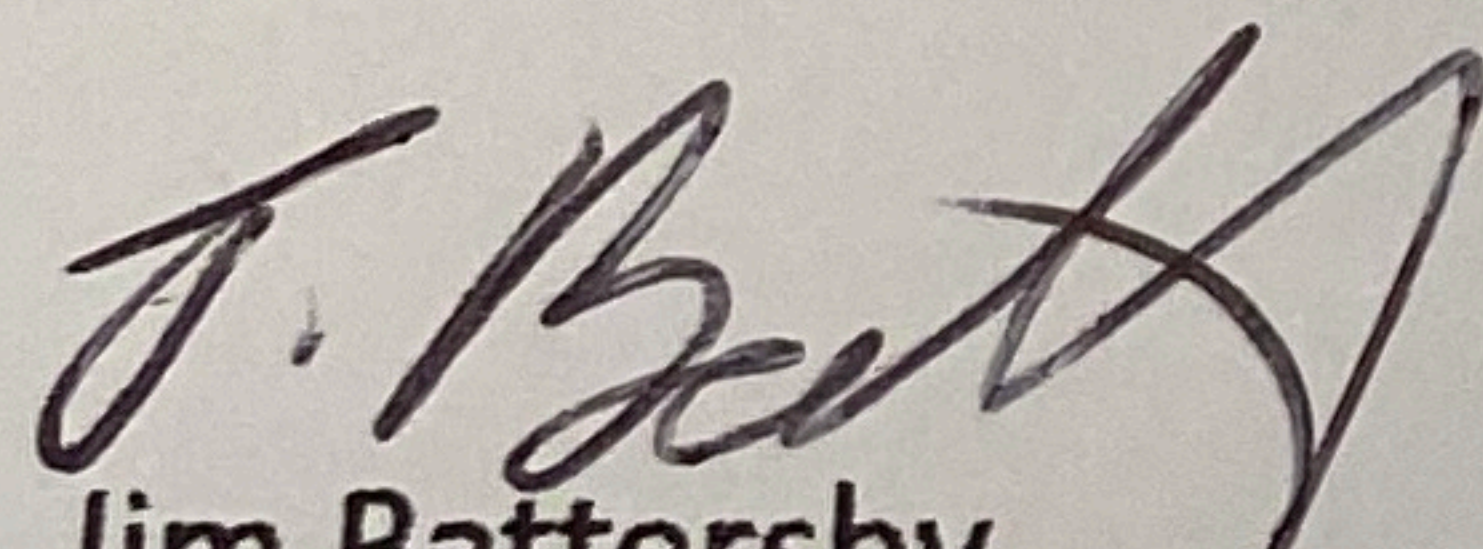
In addition to the on-water traffic volumes are the associated land side vehicle movements in the Spit West carpark area and through the traffic lights to Spit Road. As training commences around 5am, most participants arrive via private vehicle (a few by bicycle). It is common in the summer season for the adjacent carpark to hold an excess of 120 vehicles between 5am and 8am. The balance of car movements, in the order of 120, are around 5am-5:30 am with parents dropping off school age athletes. At around 7am, up to 4 school buses arrive in the car park from the four tenant schools. These buses pick up the school athletes around 7:30-8am to deliver them to their respective schools. Typically 2 buses manage the younger rowers in the afternoons but on occasions a greater number.

The key areas and activities around which we consider management measures would be required are;

- a) Detailed verification of the Spit West Reserve vehicular and construction access proposals,
- b) Confirmation of the construction support site staff parking plan noted in the EIS to use Balgowlah Golf Course to reduce congestion,
- c) Preparation of a detailed boating management and safety plan particularly addressing morning training sessions,
- d) Our annual Middle Harbour 5.5km time trial regatta held one Saturday in Oct-Nov each year racing from Roseville to Quakers Hat Bay,
- e) The proposed extent of speed limits in the Pearl Bay/ Sailors Bay/ Quakers Hat Areas as far east as Spit Bridge,
- f) The exact extent, delineation and marking of the proposed water based SWR construction support site,
- g) The area for proposed relocation of moorings within the SWR construction support site which may affect access, and
- h) Methodology and timing of notice of proposed closures and restrictions in the navigable waterway.

Given the volume of both on water and land side vehicular movement, particularly during the summer season, we request a meeting in the near future to commence consultation with the aim of informing our members and tenant school clubs of the likely of management measures well prior to commencement of any construction works within the vicinity of the club and the training areas.

I look forward to your assistance in the near future.



Jim Battersby

President

Mosman Rowing Club Incorporated.

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