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Submission from Northbridge Sailing Club regarding the Beaches Link Environmental Impact Statement

28/2/2021

Executive Summary

With a history of more than 60 years, Northbridge Sailing Club plays an important role in both the local community and also the wider Australian sailing scene. Its focus is on both competitive dinghy racing and beginners learn-to-sail programs. While it is a small local club, it has produced world champions and Olympic representatives and played a role in the development of a number of international classes of sailing dinghy including the current high performance 2-man Olympic skiff, the 49er.

Whilst in the Beaches Link EIS TfNSW recognises that Northbridge Sailing Club will be impacted by the proposed maritime restrictions associated with the undersea construction of the Beaches Link, we do not believe that the significance of the impact is clearly appreciated. This submission spells out that the proposed restrictions during construction of the Beaches Link could have a catastrophic impact on the viability of Northbridge Sailing Club.



All our sailing courses will be affected by the proposed maritime restrictions and mooring relocations (most courses, drastically affected), and even with course reconfiguration most resulting courses will be of low quality, greatly inconvenient, some will be invisible to spectators and/or arduous to transit to/from.

Together, these effects foreshadow a drastic reduction in the desirability of sailing at Northbridge Sailing Club, with the inevitable result being a decline in membership (current members ceasing to sail, and a lack of new members), a reduction in young sailors learning to sail, the loss of the social

and support networks of the club, and the loss of capacity of teenage instructors capable of rebuilding the club's health. The club may enter a death spiral due to the lack of members, resulting in maintenance of the club infrastructure being deferred or unable to be attempted and eventually collapse as a viable sailing club.

A lack of viability of Northbridge Sailing Club would have serious effects on the local community, with a loss of the mental health benefits of sailing (especially amongst the youth population), and the loss of a valuable Covid-safe activity.



The loss of viability of Northbridge Sailing Club would have ramifications in the wider sailing community, with other clubs and class associations suffering from the loss of our competitors, the loss of our administrative assistance, and the loss of inter-club competitions. The peak sailing body (Sailing Australia) would also be affected.

Northbridge Sailing Club is prepared to consult constructively with Transport for NSW to devise workable adjustments to the maritime restrictions that

minimise the maritime restrictions' effect on our sailing viability, and to maintain the viability of the club. Indeed, Northbridge Sailing Club asks TfNSW to accelerate their consultation process and engage in good faith with representatives from the club on these matters.

Northbridge Sailing Club background

Ethos

Located on the protected waters of Sydney's beautiful Middle Harbour, Northbridge Sailing Club (NSC) is an important part of the lifestyle for many local families. Children learn to sail in calm water away from the busyness of the main harbour and dinghy sailors of all ages enjoy the competition of regular club sailing.

Members range from laid back to the highly competitive. Ages from 5 to 75. The club races a number of dinghy classes and members compete at all levels. Being a local club means the social aspects of membership are particularly important. Children and teenagers particularly revel in the freedom of the informal club environment where they can hang out with friends. Parents like the fact it is a healthy outdoor environment away from computers and television. Friendships formed on the deck, and traveling to regattas, last a lifetime.

The sailing season is from the first Sunday in September until Easter, normally April. Regular social events include the Club Championship BBQ held about once a month. These are popular events and generally an easy Sunday evening meal for families going to work and school the next day.

Our location at the end of the Northbridge peninsula means the club has a strong local flavour but we do have members spread over the North Shore and Northern Beaches areas. There are about 200 families represented in a total membership of about 500 individuals. The clubhouse provides storage for 80 boats and contains a clubroom, kitchen facilities and an upper deck.



Our members are increasingly diverse, with 30% of new sailors having an Asian background, and typically even gender balance. The vast majority have no family history of sailing. Sailors form friendships across age groups and social backgrounds.

We at NSC are proud to be the custodians of a community asset. We are not a gated community. Our external assets (stairs, deck, ramps and pontoon) are regularly used by recreational fishers, the non-sailing boating public, kayakers, picnickers and the like. Every year, members carry out maintenance and uptake of the

facilities and have been responsible for amazing achievements (including replacement of deck timbers and piles and supporting structures).

Types of sailors

The club operates a full pipeline of sailing activities from landlubbers to champions, with an emphasis on junior training as well as senior members.

The emphasis placed on junior training means many families join when their kids are about 8 or 9 and continue learning until well into their teens.

The club is the perfect environment for nurturing and supporting the growth and development of teenagers and there is a strong contingent with the full range of skills and interests from budding Olympians right through to committed social sailors. Teenagers and young adults also form our instructor group and this gives them valuable opportunities for developing leadership and mentoring skills along with specific related sailing and other qualifications. Many of our keen young adult sailors will take their sailing to other clubs and classes but they retain the strong social connections developed locally in their teenage years.



The annual Live-In Camp held each January is a must for many kids and is recommended for developing sailing skills and confidence in young sailors and is entirely run by our teenage and young adult instructors.

Governance

The club is a company limited by guarantee. The Memorandum and Articles of Association are available [at this link](#). The General Committee meets once each month and makes all management decisions.

NSC is run by members for members. There are no paid staff (we do contract some teenagers as sailing coaches) and everyone is encouraged to become involved. We ask all members to make themselves available for one session on each of the Canteen Roster, the Officer of the Day roster and to attend one working bee per season. Another area of interest is participation in race starting and recording results, and a regular monthly retirees maintenance working group.

Heritage

For more than 60 years our club has been teaching sailing and facilitating dinghy racing (with a major focus on children and youth sailors). We are a major sail-training facility in the Sydney region (and hence significant even on an Australia-wide basis), and our child-friendly training has become part of our heritage, both in the wider world of sailing, and amongst our local community.



Northbridge Sailing Club has historical significance in demonstrating the development of amateur and competition sailing in Australia, the development of new sailing craft and the development of community sporting facilities in Northbridge. It has social significance for the members of the sailing club and the wider sailing community in Australia.

There has been recreational sailing in Sailors Bay since the early 1930s. Dinghies were carried through the Clive Park bush tracks and rigged and launched off the beach.

Organised competition began in 1946 from the small sandy beach at Clive Park. The start was a white line painted on the rocks almost exactly above the proposed Beaches Link tunnel location.

The club proper was incorporated in 1964 by local sailors who contributed a subscription, and more importantly their labour, over many hours, to construct the core of the current club building and

associated deck (opened in 1965). The land is leased from the council, the seabed over which the building and deck are constructed is leased from Roads and Maritime Services, and a nominal rent is paid.

The club is a “pure” sailing club, with no sources of outside revenue such as bar sales, poker machines or restaurants, save for community functions (such as yoga classes and craft sessions), and events such as member’s weddings, birthdays and memorial functions. The club is overwhelmingly dependent on its members for viability.

In the 1960s, club members were responsible for the design of the "Northbridge Junior", a simple, self-rightable craft for 8–10-year-olds, and the "Northbridge Senior", now sailed around Australia. The club also introduced New-Zealand designed Cherub and Flying Ant classes into Australia and designed the Tasar class in 1976, which is now sailed around the world. The high-performance Moth class was introduced first in Australia at the Seaforth Moth Sailing Club (incorporated into Northbridge Sailing Club). The current Olympic skiff class – the 49er, was designed and developed at Northbridge in the early 1990s before its Olympic debut in Sydney 2000, as was the 29er youth pathway class in 1998. Very few large sailing clubs have been responsible for a single major sailing dinghy design; Northbridge is a small club that is world-famous for several designs.



Club founding member Frank Bethwaite OAM, DFC¹ was a member of the Australian team in the 1976 Olympics. His family (sons Mark and Julian, daughter Nicky) all NSC members, were champion sailors. Frank was a world authority on sailing dinghy design (and authored what are regarded as seminal works on high performance sailing), as were his family, many of whom are champion sailors. The club is situated on Bethwaite Lane, named in honour of Frank and his family.

There are numerous examples of our members achieving world fame in the sport of sailing. Members of the club have won State and National Championships too numerous to recount, several World Championships and have represented Australia in the Olympic Games.

Sailing area

Upper Middle Harbour is NSC’s sailing area. The harbour is unusually deep, relatively narrow and surrounded by higher, steeper hills than most waterways. The resulting effects on sailing are:

1. Minimal currents. This helps make NSC ideal for junior training, with no danger of boats or sailors being swept away or into danger.
2. Wind shadows. The high hills create zones of minimal wind, which must be avoided for competitive sailing. Instead, sailors seek out the channels with higher winds, often parallel to the prevailing wind direction.
3. Wind direction shifts. The steepness of the hills causes deflection of the wind direction as the breeze tends to go around the hills. Sailing courses must be adjusted for these effects.

As a result, our sailing courses are highly customised to the Middle Harbour geography. If the wind direction changes, we re-locate our courses to suit (hence why we have so many different courses).

¹ https://en.wikipedia.org/wiki/Frank_Bethwaite



As with most sailing clubs, we endeavour to retain the most spectator-friendly parts of dinghy racing – the starts and finishes of each race – adjacent to the clubhouse, to allow non-sailors to participate and socialise with each other.

An additional factor in race-course planning (and another reason to favour club-house starts/finishes) is to avoid long transits for competitors to and from the course, which can be particularly arduous in very light, or very strong winds.

Available sailing area already restricted

Roads and Maritime Services has for many years maintained as a condition of aquatic licences that no sailboat racing shall be carried out within mooring fields. Densely-packed mooring fields are admittedly an unsuitable area for large, cumbersome yachts; small racing dinghies of 2.5-5m length are quite nimble and relatively safe in mooring fields, however are subject to the “no racing in the moorings” rule.

For several decades, there have been steadily-increasing numbers of large vessels moored or berthed on Upper Middle Harbour waters. The several large marinas have grown in size over the years, but have generally failed to reduce the number of moored vessels within our waters.

Over many years, the increase in the number of moorings, and the increased size of many vessels (necessitating greater swinging room as a result) have greatly increased the extent of the Middle Harbour mooring fields.

This encroachment on our sailing area has already had great impacts on our sailing arrangements. The following aerial plan shows the remaining sailable area in Sailors Bay – the areas marked “inaccessible” indicate Sailors Bay areas we would love to utilise for racing and/or training but which are prohibited.



The following aerial plan shows the remaining sailable area in the Spit channel and Pearl Bay – the areas marked “inaccessible” indicate Spit channel/Pearl Bay areas we would love to utilise for racing and/or training but which are prohibited.



Such mooring encroachment is continuous and insidious, as moorings are serviced, boats replaced by larger vessels, and new moorings placed.

The encroachment in these two areas is at the limit of our tolerance (in Sailors Bay, arguably well beyond). Further restriction of sailing area may reach a tipping point at which sailing in such waters becomes infeasible.

First-order impact on Northbridge Sailing Club of the Beaches Link

In this submission we restrict ourselves here to issues of substantial proximate concern to Northbridge Sailing Club. We also share the concerns of many local citizens and waterways users, such as land-side access to and from Clive Park and West Spit beaches; potential silt, heavy metal and other water pollution from cofferdam, dredging, piling, tube-laying and other construction activity; impacts on our wonderful marine life (we note that seals are resident nearby, a Southern Right Whale was a visitor a few years ago, Little Penguins are occasionally sighted, as are Great White and Hammerhead sharks among many other local animal species, and that the sea-grass beds within the exclusion zone are reputed to be the best squid and kingfish fishing ground in the local area by the fishermen on our deck); powerboat access (the main launching ramp at Tunks Park may be cut off from our remaining sailing area); large yacht access and so on. Instead, we restrict this to sailing-related concerns.



Our proximate issues of concern are:

- a) course restriction from the maritime exclusion zones proposed;
- b) mooring field temporary relocation; and
- c) perceived turbidity, water pollution and visual impact of the construction works.



Maritime exclusions

Race courses

As discussed above, the area of Upper Middle Harbour where NSC is able to set sailing courses is already quite restricted by the size and topography of the waterway, and the existing mooring encroachment. Effectively cutting off racing access from our club to any area to the east of the tunnel between Seaforth Bluff and Clive Park will make the setting of our normal courses impossible in most of the prevailing wind conditions in the area.



During tunnel construction (several years) we understand we will be required to significantly restrict and alter our sailing area, including race courses, in a manner that dramatically reduces their appeal to members, new sailors, and visiting regatta competitors.

We estimate that approximately 70% of our current sailing is completely prohibited by the proposed exclusion restrictions,

Only half of this sailing (southerly winds) can be suitably re-accommodated (with considerable inconvenience), with the remaining half (easterly and south-easterly winds) being both inconvenient

and greatly degraded (and hence largely crippled) even after re-accommodation. All remaining sailing is significantly affected by Beaches Link restrictions.

We have examined the impact of the maritime restrictions (including the proposed temporary mooring fields). Details (including diagrams) are in Appendix 1 – Sailing Courses. These are summarised in the table below.

Course	Wind direction	Restriction effect on course	Able to be moved/mitigated	Quality of course after modification	Other factors (modified course)
Black	South	Prohibited	Potentially	Significantly worse, restricted	Arduous transit to/from start/finish
Green	South-east to east	Prohibited	Potentially	Very low quality, possibly infeasible	Restricted and arduous, no spectator visibility
Blue	North-east	Moderate	Yes	Lower quality unless temporary mooring field shifted	Least affected course
Yellow	West	Prohibited	Potentially	Dire (stunted, especially windward legs)	Most affected course, modified course largely crippled
White	North-west	Prohibited	Potentially	Greatly restricted (also affected by mooring field) and lower quality	
Red	East to north-east	Prohibited	Potentially	Restricted and lower quality, invisible to spectators	Would need transit through restriction zone

The net effect on our courses is:

- Racing will always be affected by the Beaches Link construction (both exclusion zones and temporary mooring fields)
- Some wind directions will have very inconvenient or unattractive sailing courses
- One or two courses are infeasible to modify, and highly-unsuitable courses for the wind direction would be the only option
- Racing on modified courses will be more arduous (longer transits) and less attractive to spectators

Loss of training areas

The loss of sailing area is not restricted to our racing courses. We normally take our junior and youth sailors into and beyond the proposed restriction areas, as we seek the most favourable and safe waters for the given wind strength and direction on a given day. Re-locating sail training is inconvenient (other locations may take much longer transits to reach or be less suitable for the prevailing conditions), less safe (junior sailors may become more fatigued by both the transits and the less favourable winds, and routine and emergency rescue procedures will be more stressed given the added distances and less favourable wind and wave conditions) and restricted, in that we normally require a beach and shallow water to practice such skills as capsize recovery and beach landing/launching. The only two beaches that are suitable are Clive Park beach (inside the restriction zone) and the beach on the western side of The Spit (to be occupied by the construction works, and anyway inaccessible as it is the other side of the restriction zone).



Existing inter-club events will no longer be possible

In addition, we sponsor active interclub regatta competitions for our youth sailors, competing against other clubs such as Middle Harbour 16' Skiff Club and Vaucluse 12' Skiff Sailing Club. Such regattas are a highlight of our sailing season for our typical teenage sailors, and are held either near our club with other clubs' sailors sailing to Northbridge, or our sailors transiting to Lower Middle Harbour, The Sound, and other areas in Port Jackson. None of these events would be possible with the proposed restriction zones, and the absence of our sailors and our courses will adversely affect those other clubs and their sailors in turn (and may cause cancellation of the regattas).

Sailing further restricted by temporary mooring field relocations

The impact on our sailing goes beyond the maritime exclusions for the tunnel works. We note that a projected 55 moorings will be temporarily relocated (presumably for the duration of the four-year construction period) to zones including one on the north-western side of Seaforth Bluff.

This zone significantly restricts all remaining sailing courses for NSC and requires immediate re-consideration. We do not believe that the EIS drafters (or indeed possibly anyone in the design or management team) may even realise the inadvertent sailing-area restrictions the mooring relocation will cause.

The relocation zone on the main Spit-Seaforth channel would likely preclude all sailing in that channel.

Naïve shifting of this mooring relocation zone to another area without consultation with NSC may even exacerbate the sailing restrictions.

NSC has the collective experience to be able to work constructively with NSW government agencies and the construction contractor(s) to advise on suitable mooring relocation areas that minimise their sailing impact.

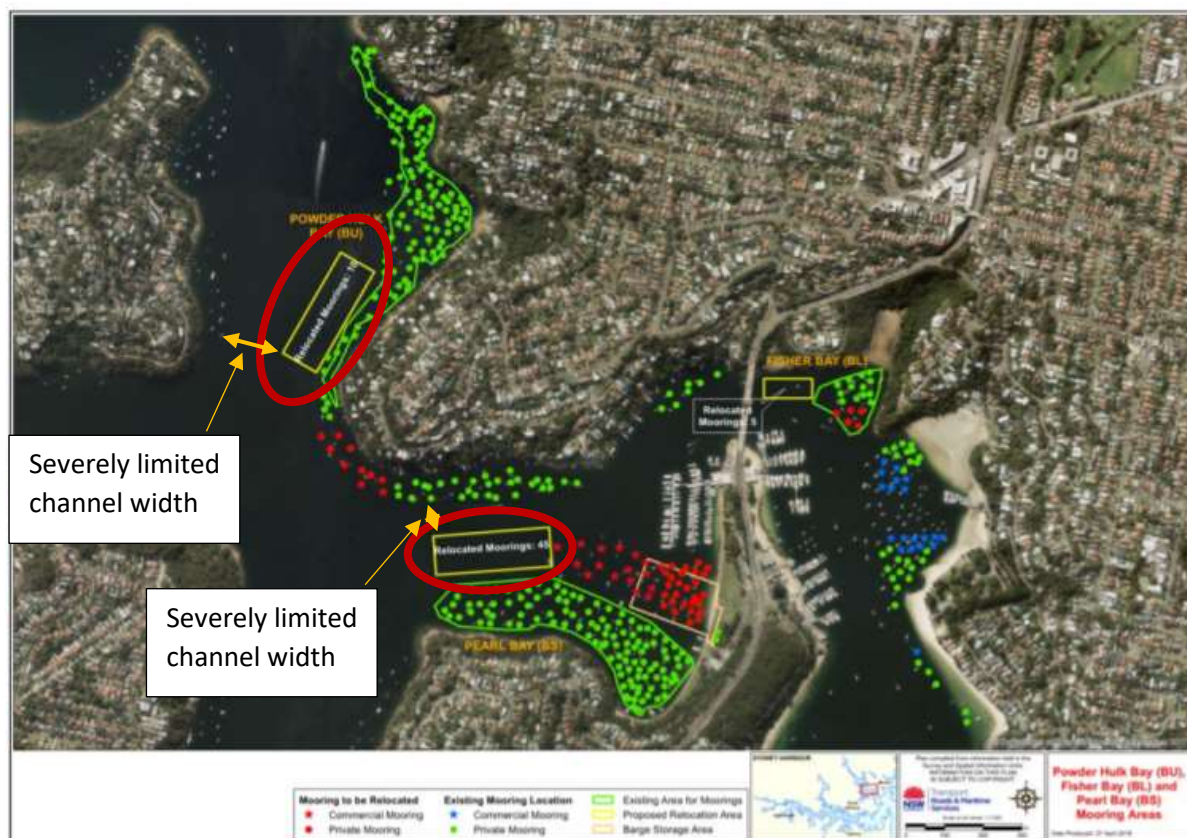


Figure 6-1: Proposed mooring relocation zones.

Negative perceptions about turbidity, water pollution and visual impact

We recognise that TfNSW and its contractors will likely attempt to prevent and ameliorate adverse effects of the maritime construction on water quality and visual amenity.

However, despite the best efforts to contain any disturbance of the seabed with off-site dredge spoil disposal, silt curtains and other measures, there will inevitably be some "dirtying" of the waters in the areas not blocked off.

Moreover, and more relevantly, there will be a perception, that the Club will be unable to effectively counter, that the waters may be in some way "contaminated", or that the presence of construction machinery and structures is dangerous and/or unsightly.

We acknowledge that effective TfNSW measures may mean there will be little or no silt or other water pollution, and that the construction visual impact may objectively be low, but adverse perceptions may still exist in the community, and when it comes to choices of activities, perceptions **are** reality – consumer choices are often emotional rather than rational.

Second-order impact on Northbridge Sailing Club of the Beaches Link construction

The immediate impacts on Northbridge Sailing Club of the Beaches Link construction will predictably lead to follow-on effects on the club itself, on the local community, and wider effects on the broader sailing community.

Northbridge Sailing Club effects

The loss of attractiveness of the sailing from Northbridge Sailing Club, the loss of training areas, and the *perception* of poor visual amenity, water turbidity and water pollution will predictably have flow-on effects on the club, namely:

- a) Reduced take-up of learn-to-sail programs and therefore new sailors
- b) Evisceration of the social and support network at the club
- c) Loss of existing members unwilling to sail at Northbridge
- d) Discouragement of new members
- e) Loss of the capacity to regenerate the club
- f) Loss of the capacity to maintain the club infrastructure and fleet

Reduced take-up of learn-to-sail programs and therefore new sailors

The perceptions of adverse turbidity, water pollution and visual impact are bound to have a significant impact on the attractiveness of the club to new members (mainly children and youths and their families) and retention of existing young members.

There will be a reduced take-up of learn-to-sail programs, and an expected loss of junior members and families.

Loss of existing members unwilling to sail at Northbridge

The awareness of the sailing area restrictions will discourage potential new members, and likely impact on many existing members, resulting in them going elsewhere (or quitting the sport completely).

There will be a subsequent loss of membership attributable to the sailing course alterations, restrictions and inconvenience. Some members will move to clubs that are not affected by the construction process or will simply stop sailing.

Discouragement of new members

The same effect will mean that prospective sailors from other areas will be much less likely to start and continue sailing at Northbridge.

Loss of the capacity to regenerate the club

Most tragically, the loss of new junior sailors will mean the Club will not receive the usual level of "transfusion" of new members and their financial support for several years, and that could prove fatal to the Club's viability.

This is not just a matter of providing enough financial support to the club to allow survival for the years of tunnel construction (indeed the club is in a financially healthy position). The mechanism of this decline deserves highlighting.

Junior sailors usually learn to sail between the ages of 8-12 years. They are taught by experienced and qualified teenage instructors, generally 13-17 years of age (supervised by senior instructors in their late teens, in turn supervised by the adult Sailing School Principal). Those teenage instructors are the product of the sail training of the previous few years – they learned their sport from previous generations of teenagers. The club generally has around 18-20 of these teenagers actively teaching kids during each season. Volunteer teenage instructors allow community sailing clubs to offer lessons on a not-for-profit basis.

A break in the sail-training pipeline of 3-4 years means there simply isn't the capacity to restart junior learn-to-sail training post-Beaches Link construction because those 18-20 teenage instructors will be missing – they never started sailing because of the maritime restrictions and the suspected water-quality problems and visual blight of tunnel construction will have caused their parents to not place them in our learn-to-sail intakes.

This effect will last over a decade, perhaps longer, even if the club succeeds in rebuilding training capacity.

This has flow-on effects in that these teenage sailing instructors also teach adult classes, and the majority of the adult sailors at the club have (or have had) their children learning to sail at Northbridge. A loss of the junior training capacity means eventually the adult sailor numbers will be severely affected.

Evisceration of the social and support network at the club

The loss of new and experienced members alike will inevitably reduce the network available at the club, and which largely gives it vitality. At some indeterminate tipping point, the loss of vitality becomes irreversible.

Loss of the capacity to maintain the club infrastructure and fleet

Community sailing is very inclusive – the parts are all interdependent. A loss of members means a corresponding loss in the manpower required to keep our maritime structures, boat fleet (the club owns some 31 vessels including rescue craft and training boats) and other equipment maintained, and a loss in the financial wherewithal to accomplish same.

We are at significant risk of the club entering into a death-spiral of declining membership subsequently causing degraded facilities and further unattractiveness.

Local community effects

Whilst undoubtedly diffuse, the wider community effects of a loss of viability of Northbridge Sailing Club are profound.

Sailing improves mental health². Independent research shows sail training enables people to develop life skills such as self-confidence, resilience, team working and leadership skills as well as improve their physical health. One in four people will face a mental health challenge at some stage in their life, and this is concentrated in certain age groups and stages of life – youth being one very important example. Northbridge has a particular focus on youth and junior sailing, and indeed a deliberate emphasis on mental health improvement.

² <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4150378/>

“Believe me, my young friend, there is nothing - absolutely nothing - half so much worth doing as simply messing about in boats.”

Kenneth Grahame, *The Wind in the Willows*

The loss of cognitive, emotional, psychological, social, physical, and spiritual benefits that are associated with time on or around the water would be a profound loss particularly for the youth community of Northbridge Sailing Club.

The recent Covid-19 pandemic and associated social and movement restrictions and their consequences have taken a toll on our community’s mental health. Sailing is one of the most Covid-suitable sports as it is non-contact, outdoors and inherently socially-distanced. The loss of viability of Northbridge Sailing Club would be a blow to our members’ resilience in the face of Covid.

Effects on the broader sailing community

“No man is an island entire of itself; every man is a piece of the continent, a part of the main”

Meditation XVII, *Devotions upon Emergent Occasions*, John Donne, 1623

Loss of viability of Northbridge Sailing Club would obviously have a devastating effect on our members. What may not be obvious is the wider effect beyond our own sailing, our proud history and the loss of our future heritage.

The threat to the viability of Northbridge Sailing Club has wider ramifications. Nearby sailing clubs will be affected by any loss of access to/from NSC, but sailing associations and clubs further afield will also be affected. Northbridge Sailing Club is iconic amongst sailing clubs. We have national and international renown, part of which is our wider contribution to the sport of sailing, and to the organisational backbone of sailing.

These clubs would suffer an impact from any lack of viability of Northbridge Sailing Club, as we are an integral part of the sailing scene: we compete in their events³, support them in their various initiatives, and provide crucial administrative support to organising associations.



The clubs will also suffer from the absence of NSC graduates and migrants (we are a significant source of sailing instructors throughout the state), and other ways. We contribute to (and are sometimes the backbone of) significant parts of sailing administration, namely the dinghy class associations.

Our demise or lack of viability would even affect the peak sailing body (Sailing Australia) – we are the nearest “community” style club to their headquarters and they regard us as an example to many others.

News of the potential impacts of the construction works on Northbridge Sailing Club has galvanised support from the sailing community far and wide in a very short period (we only became aware of the EIS existence relatively late). As examples of these wider impacts, we append letters of support from Australian Sailing, nearby and distant clubs and sailing associations (Appendix 2).

³ For example, at the recent State Masters Laser Championships at Jervis Bay, NSC had the second highest representation of any club in Australia. In total there were over 140 dinghies competing including representation from Queensland and Victoria

Requested TfNSW actions

Expedite consultation with Northbridge Sailing Club

The EIS has many mentions of the need for consultation with Northbridge Sailing Club. We note, however, that no such substantive consultation has taken place as at the date of this submission.

We urge TfNSW to accelerate this consultation and immediately engage with Northbridge Sailing Club.

We suspect that TfNSW may be pleasantly surprised at the degree of cooperation offered by NSC (we are, after all, very intense and knowledgeable users and observers of the waterway involved).

Solutions to minimise impact

Northbridge Sailing Club have thought carefully about ways to reduce or ameliorate the effects on the club of the Beaches Link construction. We look forward to consultation and put forward these suggestions as a first step in the process:

Chief amongst these will be suggestions to allow effective sailing through the Clive Park – Seaforth restricted channel by changing the exclusion zones timing and/or modest modifications to their location or dimensions. We note, for instance, that using a passage close to Seaforth Bluff will be of minimal benefit to our sailing, as the predominant sea-breezes make this area a “dead zone”, with no wind and therefore no means of propulsions for a sailboat.

Another suggestion (independent of the above) would be improved locations of the proposed temporary mooring relocation field. We can propose several alternate areas that would minimise the loss of sailing area amenity.

Many other suggestions will arise during consultation. Such suggestions are probably best discussed in a cooperative forum during consultation, where they inherently can be improved and modified by on-going dialogue.

Viability support

We anticipate that despite the suggested impact minimisation measures, substantial detriment will remain to Northbridge Sailing Club.

We would therefore like the government, including TfNSW, to commit to improve the post-construction viability and re-generation of the club by removing barriers to membership and improving benefits to members. NSC would be willing to consult with TfNSW on ways to achieve this.

The goal would be to improve the attractiveness of, and access to our club so that we as a club can promise to our members present and future to counter the impacts of the construction and allow our club to continue to service the community.

We believe the main barriers to improvement in NSC’s viability (prior to the advent of the Beaches Link) were mostly infrastructure, access and sailing area-related.


Appendix 1 – Sailing Courses⁴

Northbridge Sailing Club races are generally held on Sunday mornings for juniors, and Sunday afternoons for seniors.

Northbridge Sailing club chooses the course to be sailed on the day from 6 possibilities, decided primarily by the then-current wind direction. These courses are colour-coded (to suit signal flags) as per the table below⁵:

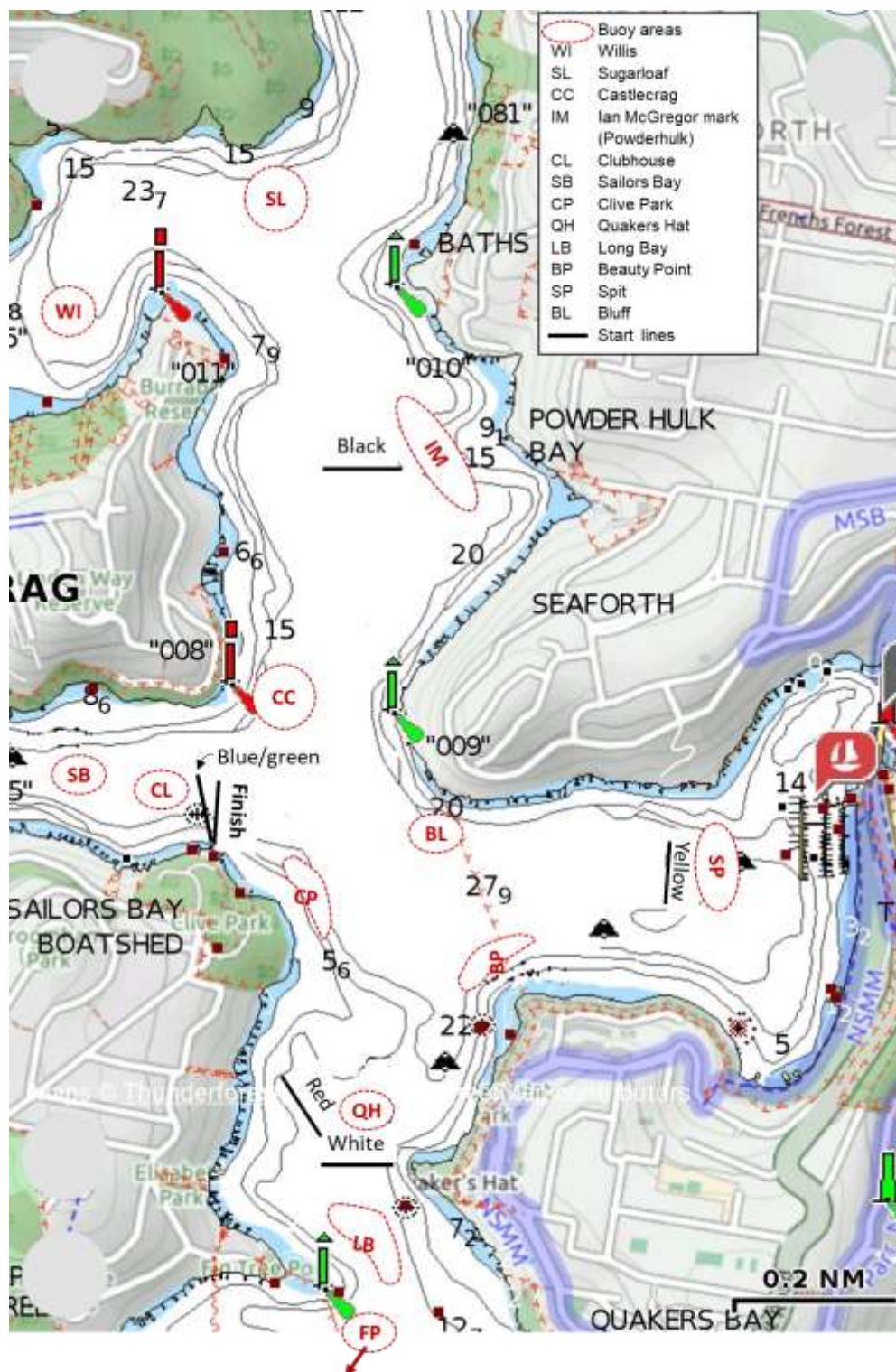
White	Green	Blue	Red	Yellow	Black
NW	SE-E	NE	E-NE	W	S
Start	Start	Start	Start	Start	Start
SL (P)	SP (P)	IM (P)	SP (P)	SB (S)	LB (P)
CC (P)	BL1 (P)	WI (S)	CP (P)	CC (S)	BL (P)
BP (S)	QH (S)	SL (S)	FP (P)	BP (P)	CC (S)
LB (S)	SB (S)	CL (S)	SP (P)	BL (S)	IM (P)
SL (P)	SP (P)	IM (P)	CP (P)	SP (S)	SL (P)
CC (P)	BL (P)	WI (S)	LB (P)	SB (S)	LB (P)
BP (S)	QH (S)	SL (S)	Finish	CC (S)	BL (P)
LB (S)	SB (S)	CL (S)		BP (P)	CC (S)
Finish	Finish	Finish		BL (S)	IM (P)
				SP (S)	SL (P)
				Finish	Finish

These codes refer to the placing and sequence of marker buoys set on the day for the selected course. The (P) or (S) indicates the direction of rounding (port or starboard) and the two-letter code refers to their placement, as per the coding and map below:

SL	Sugarloaf in line with beacon
WI	Deep in Sugarloaf
SB	Sailors Bay south of Castlecrag shore
CP	North-East of Clive Park Pool
BL	100 m. off the Bluff
SP	150 m. off Spit Marina
BP	At Beauty Point
IM	Ian McGregor mark , In Powder Hulk Bay off Seaforth Moth Sailing Clubhouse
CC	Off Castlecrag opposite Seaforth bluff
CL	250 m. North of Northbridge Sailing Clubhouse
FP	Folly Point
LB	Long Bay
QH	Quakers hat (Shallow Long Bay)
Starting Line Shown e.g.  Black	
(Blue and Green starts in vicinity of clubhouse)	

⁴ Note: excludes winter (yacht) sailing courses, which in any case have similar patterns

⁵ Available from the club handbook at <https://nsc.asn.au/wp-content/uploads/2021/02/NSC-Handbook-2020-21-Draft-4-1.pdf>



Sailing boats require decent windward course legs to race effectively. Sailing into the wind requires “tacking”, or sailing at a course approximately 45 degrees from the wind direction, then altering course about 90 degrees to the opposite tack and again proceeding at 45 degrees from the wind direction.

The windward legs are often where the skills of the sailors are most apparent and offer the most opportunities for tactical passing manoeuvres. The boats are inherently more spread out laterally, and so encounter a greater variety of wind strengths and small changes in direction – a large part of the art of sailing is to detect and exploit such changes in the wind. This is especially noticeable around Northbridge Sailing Club – the high and steep hills cause more wind strength and direction changes than most areas (and hence is possibly the main reason for the attractiveness of sailing in our waters – the opportunity to demonstrate the technical mastery of detecting and exploiting wind changes is greater here).

A sailing course without a decent windward leg (or more usually, several decent windward legs) is known as a “soldier’s course”, in a rather disparaging manner (as it’s suitable for non-sailors). A “decent” windward leg would be a minimum of several hundred meters long.

Tacking means that sailing to windward requires considerable lateral width to the course to allow the sideways (45-degree) boat path.

We now examine Beaches Link impacts on each of the six colour-coded courses in turn, using an overlay of typical sailing tracks with the projected exclusion zones (p44) and temporary mooring fields (p41) from the Navigational Impact Assessment of the EIS.

It may be noted that the tracks show the right-angle turns when heading into the wind direction. The tracks are typical – different boats will take different tracks, so will generally use most of the navigable width of the water body when going to windward.

Therefore, a track in the following diagrams that skirts an exclusion zone while on a windward leg may still indicate a severe sailing-course restriction.

Black course (S winds)



Figure 6-1: Proposed mooring relocation zones.

Typical sailing tracks shown.

The Black course is unable to be used with the proposed restrictions without modification.

The course could potentially be shifted completely north of the maritime restriction zones, but would be severely restricted by the temporary mooring field NW of the Bluff.

The start line would be even further north than currently, with a marathon transit especially after the finish (windward back to the club).

Restrictions effect on the current course: prohibited

Quality of course after modification: significantly worse, restricted and arduous

The southerly course is particularly prevalent in Winter and Spring (but also in Summer in La Niña years such as 2021). Generally our second-most common wind direction.

Southerly winds may also occur on hot Summer afternoons, as “southerly busters”.

Green Course (SE-E winds)



Figure 6-1: Proposed mooring relocation zones.

Typical sailing tracks shown.

The Green course is unable to be used with the proposed restrictions.

The course could potentially be shifted completely north of the maritime restriction zones (with a windward leg from say Willis to Powderhulk/IM), but would be severely restricted by the temporary mooring field NW of the Bluff, and would be a poor substitute (short windward leg in a poor wind zone, no spectator visibility).

The modified course would likely involve a marathon transit to/from the start.

Restrictions effect on the current course: prohibited

Quality of course after modification: very low quality, possibly infeasible. Restricted and arduous, no spectator visibility

Easterly breezes are prevalent in Spring, Summer and Autumn – they are normally sea-breezes caused by land heating air over the interior and commence mid- to late-morning and persist until late afternoon. Vying for most common wind direction (with the related north-easterly direction).

Blue course (NE winds)



Figure 6-1: Proposed mooring relocation zones.

Typical sailing tracks shown.

The Blue course is able to be used with the proposed restrictions.

The course would be significantly restricted by the temporary mooring field NW of the Bluff.

Restrictions effect on the current course: moderate

Quality of course after modification: lower quality unless temporary mooring field shifted

North-easterly winds are usually strong sea-breezes on hotter Summer days (but can occur in late Spring and into Autumn). Vying for most common wind direction (with the related easterly/south-easterly direction).

Yellow course (W winds)



Figure 6-1: Proposed mooring relocation zones.

The Yellow course is unable to be used with the proposed restrictions.

The course could potentially be shifted completely north of the maritime restriction zones, but would then be radically stunted with extremely short windward legs.

Restrictions effect on the current course: prohibited

Quality of course after modification: highly restricted and very poor quality

Westerly winds are usually Winter and early Spring winds, often caused by katabatic effects from overnight frosts in the Blue Mountains causing super-cold air to slump and flow outwards. They are strongest in the mornings and often moderate around mid-day. Very common winter wind, excellent for training.

White course (NW winds)



Figure 6-1: Proposed mooring relocation zones.

Typical sailing tracks shown.

The White course is unable to be used with the proposed restrictions.

The course could potentially be shifted completely north of the maritime restriction zones, but would be severely restricted by the temporary mooring field NW of the Bluff, and would be in areas of poor winds.

Restrictions effect on the current course: prohibited

Quality of course after modification: greatly restricted (also affected by mooring field) and lower quality

North-westerly winds are uncommon, but when they occur (late Summer through to early Winter) are usually geostrophic and caused by a cyclonic system near the Great Australian Bight causing hot inland airflow.

Red course (E-NE winds)

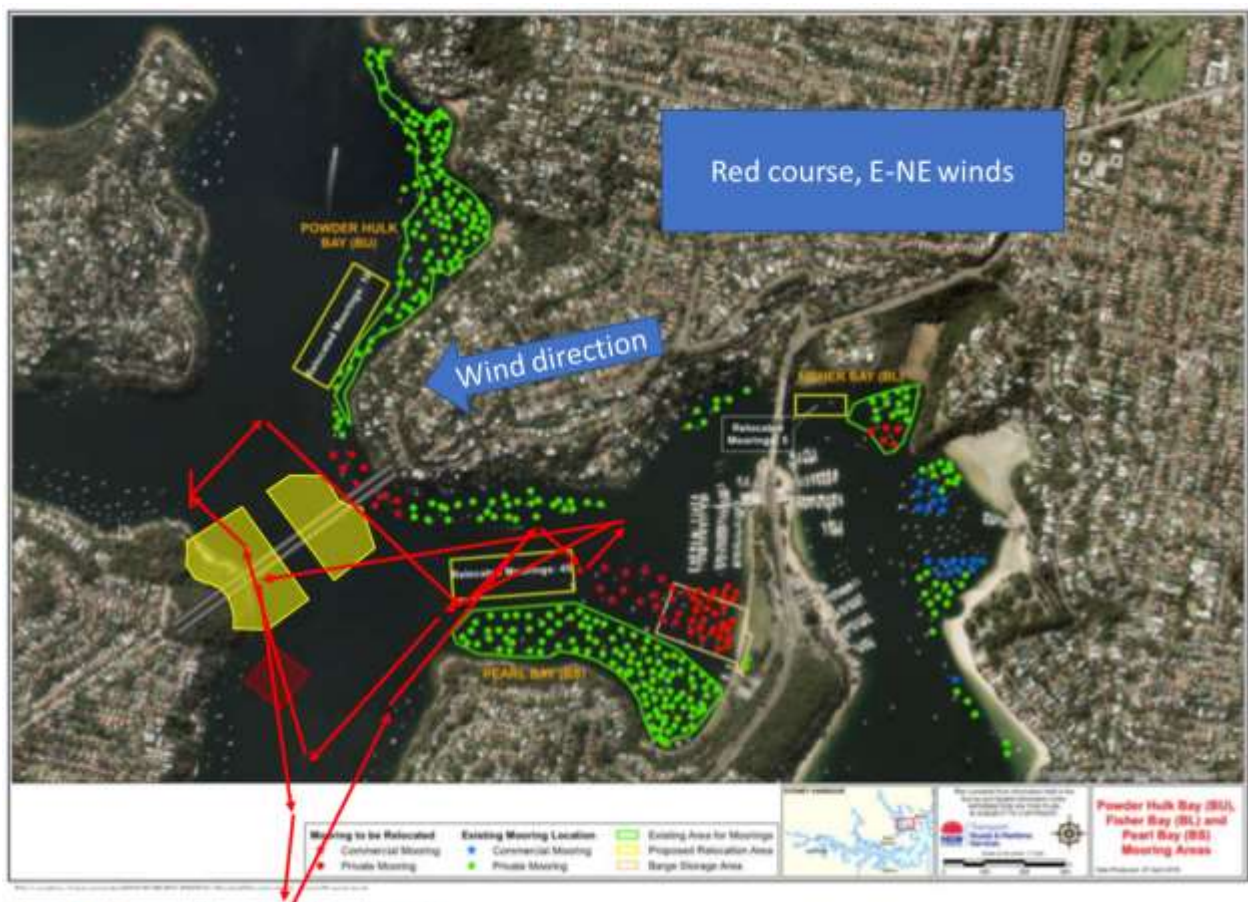


Figure 6-1: Proposed mooring relocation zones.

Typical sailing tracks shown.

The Red course is unable to be used with the proposed restrictions.

The course could potentially be shifted completely south of the maritime restriction zones, but would then require escorted access through the construction restrictions, and would be completely invisible to spectators.

Restrictions effect on the current course: prohibited

Quality of course after modification: restricted and lower quality, invisible to spectators. Would need transit through restriction zone

East to North-East winds are usually sea-breezes, often commencing easterly and turning left due to the Coriolis effect. This course is a useful alternate when the sea-breeze can't quite make it's mind up between east and north-east.

Appendix 2 – Support from sailing clubs, associations and selected members

Australian Sailing



23rd February 2021

To Whom It May Concern;

I am writing to provide Australian sailing support to the Northbridge Sailing Club in regard to the Beaches Link Tunnel development about to start construction through Transport for New South Wales.

More than a sailing club NSC has a commitment and a demonstrated history of contributing to the quality of life of the community of the region. With a strong vision and agenda to encourage more people into sailing the Club has grown its offer catering to children, youth, and seniors. The club is currently rebranding sailing as a sport open to everyone.

The Environmental Impact Statement which has been released will have a massive effect on the club and local sailing community, effectively blocking the Seaforth Bluff to Northbridge channel for most or all of 2023-2026, with only a narrow passage zone left with a restricted channel approx. 50m according to the statement. There have indications that sail racing through that channel will not be permitted, so the clubs sailing courses and competitions will be crippled.

The net effect is that NSC faces a significant loss of viability for the four years of the construction period, to the point where it may tip over into a "death spiral" of lower membership unable to keep the club going in subsequent years. Which is a great pity for such a club that was the birthplace of many of our dinghy classes (Tasar, NS14, 29er, 49er, Moth etc), is currently financially very solvent and has growing membership.

Australian Sailing requests Transport for New South Wales consult in good faith with Northbridge Sailing Club and other local waterway users to minimise the impact on the local sailing community. Small community clubs like Northbridge Sailing Club, are essential to introduce sailing to new members and allow both casual and dedicated sailors to continue to undertake the sport they cherish.

Please do not hesitate to contact if you require any further information

Many thanks

A handwritten signature in black ink, appearing to read "Carl Webster", written over a white background.

Carl Webster
Regional Manager – NSW/ACT

Australian Sailing Limited
ABN 28 602 997 562

120 High street
Sub Base Platypus
North Sydney NSW 2060

Locked Bag 806
Mildura Point NSW 1565
Australia

E office@sailing.org.au
W www.sailing.org.au

Program Partners



Affiliated with



sailing.org.au

Tasar Class Association



28 February 2021

To whom it may concern,

Support of Northbridge Sailing Club from Impacts of Northern Beaches Link Tunnel Construction

The Tasar Association of New South Wales is concerned about the long-term impact on our class at Northbridge Sailing Club from the construction work required to complete this project, specifically the maritime arrangements related to the undersea tunnel under Upper Middle Harbour.

The Tasar Association of New South Wales is the organising authority for the Tasar dinghy class in New South Wales, a high-performance dinghy that is sailed around Australia and internationally, recognised as a World Class by World Sailing. The dinghy was conceived, designed, tested and refined in the waters of Northbridge Sailing Club and has been continuously sailed at Northbridge Sailing Club since inception.

The construction works and proposed maritime arrangements will reduce the ongoing attractiveness and viability of the fleet at Northbridge Sailing Club, and in turn significantly reduce the sailors willing to sail there. It is worth noting the Tasar sailors of Northbridge Sailing Club, currently include the National Champions, 2 of the top ten (2nd & 7th) crews in the last World Championships, numerous current NSW Regional and State trophy holders – plus 5 volunteers that are committed to the ongoing success of our association.

The works will also affect the Association's ability to conduct regattas in the waters off Northbridge Sailing Club, specifically our state-wide Traveller's Trophy heat which includes Northbridge as a venue each year, and is the venue every second year of the Bethwaite Memorial Trophy in honour of Frank Bethwaite, the designer of the Tasar (and for whom Bethwaite Lane, the club's address, is named).

We therefore urge the NSW government to assist Northbridge Sailing Club in any way they can to minimise the effect on the club and compensate for the remaining effects in order to maintain the long-term health of our sport. Specifically, in regard to the location of relocated moorings that will significantly affect the sailable area, akin to planting trees on the SCG.

Yours sincerely,

Hugh Tait

President - Tasar Association New South Wales

hughtait@bigpond.net.au

+61 447 825 218

Laser Class Association



To whom it may concern,

Assistance to Minimise the Impact of Northern Beaches Link Tunnel on Northbridge Sailing Club

I am writing in support of Northbridge Sailing Club's effort to minimise the impact of the construction of Northern Beaches tunnel crossing of Middle Harbour.

The NSW Laser Association is the organising authority for the International Laser Class Association dinghy in NSW, a sailing dinghy that is sailed around Australia, internationally and at the Olympic Games. It is one of the largest classes of dinghy in the world with nearly 220,000 boats having been built in the past 50 years since its conception. Its success is in its democracy – all boats are absolutely identical, they are robust and competitive for years and very affordable. The events that we organise cater for sailors ranging in age from under 16 to over 75. Our NSW fleet is large and very competitive. Our NSW representatives have won many World Titles and Gold medals at the last 2 Olympic Games.

The Laser dinghy has been sailed at Northbridge Sailing Club for over 25 years. They have a strong and competitive Masters Fleet (over 35 years of age) who are regular participants at State, National and World events. Northbridge sailors have been State and National champions, and placed at world championships.

The Association is concerned about the long-term impact on our class at Northbridge from the construction work required to complete this project, specifically the maritime arrangements related to the undersea tunnel under Upper Middle Harbour.

These have the potential to reduce the ongoing attractiveness and viability of the fleet at Northbridge Sailing Club to competitive sailors, and in turn significantly reduce the number of sailors willing to sail Lasers there. It will also over time affect the Association's numbers at various state-wide and national regattas.

We therefore urge the NSW Government to assist Northbridge Sailing Club in any way they can to minimise the effect on the club, and compensate for the remaining effects in order to maintain the long-term health of our sport.

Yours sincerely

A handwritten signature in black ink, appearing to read "Kevin Phillips".

Kevin Phillips
Chair NSW & ACT Laser Association
24 February 2021

International Moth Class Association



**IMCA
AUSTRALIA**

(Incorporated Association Victoria A0043323A)

To whom it may concern

The International Moth Class Association of Australia (IMCA) has recently been made aware of the Northern Beaches Link proposal by the NSW government. Whilst we do support development, we would like to highlight that the current proposal will have significant impact on some of our members and impact the presence of one of our historical clubs. We would like to request that the NSW government adequately consider this impact as they progress the project.

The International Moth Class Association of Australia is the representative body for the International Moth Class within Australia. It is one of the oldest classes of sailing craft still actively competing and yet one of the most progressive and diverse. Although the class has its roots in Australia, they are now raced competitively in over 20 countries. In Sydney, the historical home of the International Moth is the Seaforth Moth Sailing Club. The class has been continuously sailed at the Seaforth Moth Club (now incorporated into Northbridge Sailing Club) since its inception. The Seaforth Moth Sailing Club uses the courses set by the Northbridge Sailing Club which are all affected by the maritime restrictions of the Beaches Link project.

The association has strong concerns that the proposed construction work will have a significant adverse impact on the Seaforth Moth Sailing Club and the members of our association as a consequence of the maritime restrictions relating to the undersea tunnel construction. The mitigation's proposed by the NSW government such as relocating racing areas during construction do not adequately consider the impact, and our members have advised that the proposed racing areas are not suitable to actively race a moth class boat. As a result there is a very significant risk that the Seaforth Moth Sailing Club may cease to be a viable entity. It would force the closure of one of NSW, and the classes most historic sailing clubs, one with a proud and long history. This has not been considered in the risk assessments of the project to date.

International Moth Class Association (Australia) Inc

IMCA Australia respectfully requests that the NSW government consider the potential impact of the project to the Seaforth Moth Sailing Club (incorporated by Northbridge Sailing Club) and constructively engage with its members to look at solutions that minimise the impact on our members, and offer appropriate levels of compensation to support the Seaforth Moth Sailing Club so as to not let this valuable part of NSW sailing history be lost.

A handwritten signature in dark ink, appearing to read 'Alan Punch', with a date '2021' written below it.

**Honorable Secretary
Alan Punch**

International Moth Class Association (Australia) Inc

Flying 11 Class Association



Flying Eleven Sailing Association of NSW

ABN 64 334 646 013

PO Box 239

BALGOWLAH NSW 2093

flying11s.nsw@gmail.com

27 February 2021

To whom it may concern

Re: Impact on Northbridge Sailing Club from the proposed construction
of the Northern Beaches Link

The Flying 11 Association of NSW is the organising authority for the Flying 11 dinghy class, a locally developed high-performance dinghy that is sailed around Australia and is responsible for many of today's top Olympic and other champion sailors.

The class has been continuously sailed at Northbridge Sailing Club for many years, and Northbridge has been active promoting the class and teaching and encouraging young sailors to compete in the class.

The Association is concerned about the long-term impact on our class and particularly junior sailing at Northbridge SC from the construction work required to complete this project, specifically the maritime arrangements related to the undersea tunnel under Upper Middle Harbour.

The proposed restrictions on the sailing area will significantly reduce the clubs capacity to conduct races and training activities which may result in the loss of young sailors to other clubs or to the sport altogether if the local facilities become unattractive to the sailors, their parents and guardians. It will also affect the Association's ability to conduct regattas in the waters off Northbridge Sailing Club, specifically the Sydney Harbour Championships which traditionally includes Northbridge as a venue.

We therefore urge the NSW government to assist Northbridge Sailing Club in any way they can to minimise the effect on the club, and compensate for the remaining effects in order to maintain the long-term health of our sport.

Signed,

John de Montfort
Flying Eleven Sailing Association of NSW

NS14 Class Association

23/2/2021
NSW NS14 Association
5 Abingdon Road, Roseville
NSW 2069

To whom it may concern,

The NS14 Association of NSW is the organising body for the NS14 dinghy class, a high-performance skiff that is sailed around Australia but primarily in NSW. The long form of the class name is the Northbridge Senior. The class was conceived, initially tested and refined in the waters off Northbridge Sailing Club, located on the shores of Middle Harbour.

The class has been continuously sailed at Northbridge Sailing Club since its inception in 1960 and is indelibly linked to the local area. The class promotes family sailing and competitive crews can be any combination of male and female adults and children.

The Association is concerned about the long-term impact on our class at Northbridge arising from the construction work required to complete this project, specifically the maritime arrangements related to the undersea tunnel under Upper Middle Harbour.

The impact of the construction work has the potential to reduce the ongoing attractiveness and viability of the fleet at Northbridge Sailing Club due to the significant restriction in open water in which races can be scheduled. This reduction in space may significantly reduce the number of sailors seeking to sail there (already restricted due to the challenging stairs access). New navigation restrictions also seem set to affect the Association's ability to conduct regattas in the waters off Northbridge Sailing Club, such as our Metropolitan Trophy heat which has in the past included Northbridge Sailing Club as a venue. The length of construction also indicates that no less than four sailing seasons will be negatively affected – a duration that may see class membership and active sailors decline and be difficult to draw back.

We therefore urge the NSW government to assist Northbridge Sailing Club in any way they can to minimise the negative effects that will impact on the club from this project to help ensure that the class continues its proud tradition of sailing in the local waters. Such support could come in many forms that would serve to continue to make the club an attractive sailing location, notwithstanding the impost of navigation restrictions during construction.

Signed,



Monty Lang
NS14 Association of NSW Class President
0432 260 366

Middle Harbour 16' Skiff Sailing Club



Middle Harbour 16ft Skiff Club
Founded 1902 • ABN 68 000 537 057

25th February 2021

To whom it may concern

Middle Harbour 16' Skiff Club (MH16'SC) is based on the eastern side of The Spit.

In principle we support the NSW government with their infrastructure planning in relation to the Beaches Link and associated works, as it will relieve the substantial congestion caused by the Spit Bridge and reduce traffic flows past our clubhouse. However, we are concerned about the impact on our sailors, particularly juniors, of the construction work required to complete this project, specifically the maritime arrangements related to the undersea tunnel under Upper Middle Harbour.

NSW has a very proud and globally-significant contribution to sailing historically, and we believe it has an equally-significant role to play in the future of the sport. That future can only be enhanced by government support to the likes of small community clubs, especially when they face significant adversity caused by government infrastructure improvements.

MH16'SC has a long-standing relationship with Northbridge Sailing Club dating back many years. The two clubs compete ferociously in on-water races but are very similar in ethos and cooperate wherever we can. We rely on each other for mutual assistance and are supportive of each other's aims.

Of particular concern to us regarding the impact of the construction activities, is that we conduct an on-going regatta series (the Sydney Harbour Championship) between ourselves and Northbridge, held every year across seven weekends during the summer sailing season. The competitors are our teenagers (typically 13-17 years old), in the Flying 11 class of dinghy: a critical segment of our community (being the transition between junior training sailing and full-scale adult sailing, and aspirational figures for the younger age groups). In these days of COVID restrictions and worries, dinghy sailing is a highly suitable sport for junior and teenage members of our community, as it is inherently outdoors, non-contact and largely socially-distanced. The sport encourages and rewards psychological resilience, a much-needed attribute in this Covid-19 affected period. For these kids, restricting their ability to sail may significantly affect our community's resilience in the face of Covid-19 restrictions and adversity.

The Sydney Harbour Championship provides a zonal competition that sits between in-house club racing and the high-level State and National championships. It is a highlight of the season for our sailors as they form friendly rivalries with Northbridge crews and have the experience of sailing under very different wind, wave and current conditions than our normal club sailing would entail. The experience of travelling to Northbridge, under the Spit Bridge and beside the steep hillsides of Upper Middle Harbour is adventurous and attractive to our young sailors.

237 Spit Road Mosman NSW 2088 • Phone 02 99324600 • Web middleharbour16skiff.com.au • Email info@middleharbour16skiff.com.au



Middle Harbour 16ft Skiff Club
Founded 1902 • ABN 68 000 537 057

We understand that sailing to or from Northbridge for these events (whether our sailors are going to Northbridge, or theirs coming to our sailing waters) will be severely restricted during the period of construction of the Beaches Link tunnel, and the Northbridge sailing courses will be severely affected. If not decimated, by the maritime restrictions.

Overall, this would likely lead to the suspension of an inter-club regatta that we hold dear, and significantly harm the junior and youth sailors of both Northbridge Sailing Club and us. We strongly support Northbridge Sailing Club in their attempts to maintain their weekend sailing activities, and the longer-term future of the club in the face of the significant adversity that is likely to ensue from the Beaches Link construction disruption.

We therefore urge the NSW government to assist Northbridge Sailing Club in any way they can.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Peter J Tinworth".

Peter J Tinworth
President

Hornsby PCYC Sailing Club

From: Pam W <pameladwyatt@gmail.com>

Date: 23 February 2021 at 9:38:57 am AEDT

To: "commodore@nsc.asn.au" <commodore@nsc.asn.au>

Subject: LETTER OF SUPPORT FOR NSC

To whom it may concern,

I have heard about the plans for the tunnels that may affect Northbridge Sailing Club, and I wish to write a letter of support. I am a committee member from Hornsby PCYC Sailing Club is located at Brooklyn, New South Wales.

We like Northbridge Sailing Club encourage participants in the sport of sailing, particularly junior and youth members. It is vital to promote sport to boys and girls in general but especially important to promote sailing, as the sport is in overall decline. Northbridge Sailing Club train in excess of 50 new sailors each year. Imagine the effect on sailing if this club is not able to run or survive as a club from the effects of the works.

As we also know the physical and mental health benefits of dinghy sailing are profound, especially in these Covid-constrained times, as sailing is an outdoors sport, inherently social-distanced and environmentally friendly. It is an important sport to encourage as it instills confidence, resilience, sportsmanship and of course friendship to all who partake in the sport.

We encourage our younger members to participate in regattas and State/National championships to hone their physical and mental skills, and encounter other junior/youth sailors from all over NSW. So we are very much aware of Northbridge Sailing Club, their sailing heritage and their community ethos.

We are dismayed at the disruption to Northbridge's sailing area likely to be caused by the maritime restrictions proposed for the Beach Link tunnel construction works, and fear that the disruption may cause a loss of viability to the club. It would be difficult indeed for a small community sailing club to recover from the loss of significant portions of their sailing areas over 4 years.

We urge Transport for NSW to fully engage with Northbridge Sailing Club to both modify the maritime restrictions where possible to minimise the sailing disruption. Please consider the effect on Junior sailing and the sport overall if another club is affected. Sailing clubs are often volunteer run and non profit small organisations. If disruption is inevitable, could compensation be considered for Northbridge Sailing Club so they can regain their viability post-construction and continue to play their very significant role in the local sailing scene.

Chris Wyatt

Hornsby Ku-ring-gai Sailing Club, 0422182590

Middle Harbour Yacht Club



28 February 2021

NSW Government

To whom it may concern.

RE: Beaches Link Infrastructure Project.

Middle Harbour Yacht Club (MHYC) is based on the eastern side of "The Spit" and has been operating in this area as a community sailing club for over 80 years.

In principle we support the NSW government with their infrastructure planning in relation to the Beaches Link and associated works, as it will relieve the substantial congestion caused by The Spit Bridge and provide the opportunity for the redevelopment of the "The Spit" foreshore into a vibrant and usable community asset. However, we are concerned about the impact on the Junior sailing community of both MHYC and the North Bridge Sailing Club (NBSC), during the construction work required to complete this project, specifically the maritime arrangements related to the undersea tunnel under Upper Middle Harbour.

MHYC has a long-standing relationship with NBSC dating back many years. The two clubs compete actively in on-water races but are very similar in ethos and cooperate wherever we can. We rely on each other for mutual assistance and are supportive of each other's aims in developing our Junior and Youth programmes.

Of particular concern to us regarding the impact of the construction activities, is that we conduct an on-going Junior and Youth sailing regatta series (the Sydney Harbour Championships) between ourselves and Northbridge, held every year across seven weekends during the sailing season.

The Sydney Harbour Championships provide a zonal competition intermediate between in-house club racing and the high-level State and National championships and are a highlight of the season for our Junior and Youth sailors as they form friendly rivalries with Northbridge crews and have the experience of sailing under very different wind, wave and current conditions than our normal club sailing.

We understand that sailing to or from Northbridge for these events will be severely restricted during the period of construction of the Beaches Link tunnel, and the Northbridge sailing courses will be severely affected by the maritime restrictions.

MIDDLE HARBOUR YACHT CLUB ABN 95 000 248 877

PH: 02 / 9969 1244
2092

FX: 02 / 9969 3326 75 LOWER PARRIWI ROAD THE SPIT MOSMAN NSW 2088 P.O.BOX 106 SEAFORTH

Overall, this would likely lead to the suspension of an inter-club regatta that we hold dear, and significantly harm both clubs Junior and Youth programmes. We strongly support Northbridge Sailing Club in their attempts to maintain their weekend sailing activities, and the longer-term future of the club in the face of the significant adversity that is likely to ensue from the Beaches Link construction disruption.

We therefore urge the NSW government to assist Northbridge Sailing Club in any way they can.

Yours sincerely,



Mark Maybury
Chief Executive Officer
Middle Harbour Yacht Club

MIDDLE HARBOUR YACHT CLUB ABN 95 000 248 877

PH: 02 / 9969 1244
2092

FX: 02 / 9969 3326 75 LOWER PARRIWI ROAD THE SPIT MOSMAN NSW 2088 P.O.BOX 106 SEAFORTH

Hunters Hill Sailing Club

Hunters Hill Sailing Club
Merrington Place off Carkes Road
Woolwich NSW 2110
Postal – PO BOX 11
Hunters Hill NSW 2110

22 February 2021

To Whom It May Concern

Hunters Hill Sailing Club (HHSC) is located on the northern shore, west of the Sydney Harbour Bridge. In principle we support the NSW government with their infrastructure planning in relation to the Beaches Link and associated works. However we are concerned about the impact on Northbridge Sailing Club (NSC), of the construction work required to complete this project, specifically the maritime arrangements related to the undersea tunnel under Upper Middle Harbour.

We understand that NSC will be severely affected during the period of construction of the Beaches Link tunnel, and the Northbridge sailing (racing) courses and training areas will be severely affected by the maritime restrictions.

HHSC has a long-standing relationship with NSC dating back many years and is typical of most of the many sailing clubs in the Sydney area. The two clubs cooperate in helping members of the public start and continue the wonderful sport of sailing via dinghy class associations, regattas and other on- and off-water events. We occasionally rely on each other for mutual assistance and are supportive of each other's aims. We are similar, small community clubs that constitute the lifeblood of the sport.

It seems to us that the proposed works will severely affect the viability of NSC, to the point that they may collapse as a viable sailing club. It is entirely predictable that NSC will suffer a severe decline in membership during the construction period (including a dramatic reduction or even elimination of their learn-to-sail intake of mostly 6-14-year olds), to the point that so few members remain that the club would not be able to maintain the activities needed to simply maintain the fabric of the club (maritime structures are notoriously maintenance intensive), attract new members or even re-start the club's sailing and training operations.

Of particular concern to us regarding the impact of the construction activities, is the flow-on effect on younger age groups (both ourselves and Northbridge have a particular focus on junior/youth sailing). In these days of COVID restrictions and mental health worries, dinghy sailing is a highly suitable sport for junior members of our community, as it is inherently outdoors, non-contact and largely socially-distanced. The sport encourages and rewards psychological resilience, a much-needed attribute in this Covid-19 affected period and improves mental health among our kids. For these kids, restricting their ability to sail may significantly affect our community's resilience in the face of Covid-19 restrictions and adversity.

We strongly support NSC in their attempts to maintain their sailing activities, and the longer-term future of the club in the face of the significant adversity that is likely to ensue from the Beaches Link construction disruption.

We therefore urge the NSW government to assist NSC in any way they can.

Yours sincerely



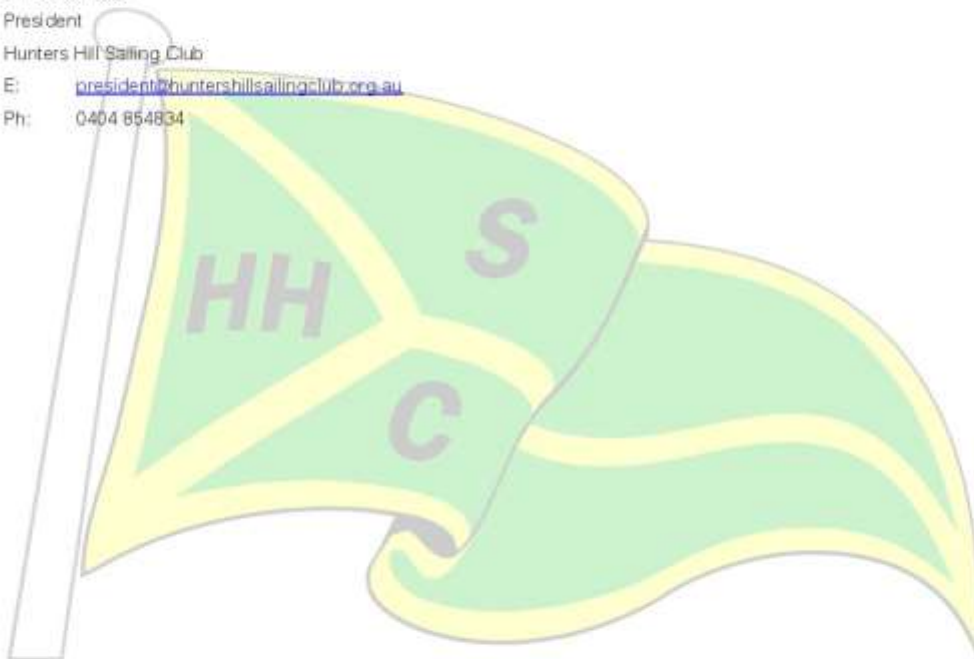
Chris Stannage

President

Hunters Hill Sailing Club

E: president@huntershillsailingclub.org.au

Ph: 0404 654834



Lane Cove 12ft Skiff Sailing Club



Lane Cove 12 Ft Sailing Skiff Club

Stuart St
Longueville

All Correspondence to
P.O. Box 81
Lane Cove
NSW 1595

February 24, 2021

To Whom it may Concern,

Lane Cove 12ft Sailing Skiff Club is located at Longueville on the Lane Cove River. We encourage participants in the sport of sailing, particularly junior and youth members, as we know the physical and mental health benefits of dinghy sailing are profound, especially in these COVID-19 restrained times, as sailing is an outdoor sport, inherently social-distanced and environmentally friendly.

We encourage all our members regardless of age to participate in regattas and State/National championships to hone their physical and mental skills and encounter other junior/youth/senior sailors from all over NSW. We are very much aware of Northbridge Sailing Club, their sailing heritage, and their community ethos.

We are dismayed at the disruption to Northbridge's sailing area likely to be caused by the maritime restrictions proposed for the Beach Link tunnel construction works, and fear that the disruption may cause a loss of viability to the club. It would be difficult indeed for a small community sailing club to recover from the loss of significant portions of their sailing areas over four years as membership and interest in the Club will decline causing undue financial hardship on the Club.

We urge Transport for NSW to fully engage with Northbridge Sailing Club to both modify the maritime restrictions where possible to minimise the sailing disruption, and if disruption is inevitable, to fully compensate Northbridge Sailing Club for any remaining detriment, so they can regain their viability post-construction and continue to play their very significant role in the NSW and Australian sailing community.

Regards,

Max Gundy
Commodore
LC12ftSSC

Support from (a few of) our members

Alexandra Pearson

I am 13 years old and a regular sailor at Northbridge Sailing Club.

I am worried about the restrictions on our sailing area caused by the construction of the tunnel.

If our sailing area is too restricted, then we won't be able to have races or do training. Sailing is really important to me because it helps my mental health, especially in these times of Covid - 19.

I find that sailing helps me to relax especially when I am coming up to exams.

If the sailing is too restricted then the club will lose members and we won't have enough people to fix things and help us sail.

Please help our club stay alive by keeping the restrictions so we can still sail between Clive Park and Seaforth.

This is really important to me and my friends.

Bezi Saunders

Hi, my name is Bezi and I am 16 years old.

I started sailing at Northbridge Sailing Club in 2012 when I was 7 years old, and over time, this has impacted who I am today greatly. Being able to go down to the club everyday and go out on the beautiful middle harbour founded my love for sailing, which I now compete in at a State and National level, representing Northbridge Sailing Club.

I am also employed by the club, where I work as a sailing coach.

I also volunteer to teach the learn to sail program, spreading my love of sailing to all.

Not only this, but being at the club around the community there and being able to spread the love of sailing is something that impacts my mental health in such a positive way.

The Beaches Link tunnel will affect this greatly.

Now I know better than anyone how useful this tunnel will be, as I live in Castlecrag but attend school at Manly Selective - in North Curl Curl. This tunnel will affect me positively every day and hopefully change my 2 hour + commute every day JUST to go to school.

But I am also not stupid, and I know that the effects of the tunnel will be detrimental for Northbridge Sailing Club.

If you go sailing in middle harbour, chances are the wind will blow from an easterly direction (it's called a seabreeze) A typical sailing course involves an upwind and a downwind, and a wide harbour is needed to do so, because boats 'tack' across the harbour. The only feasible place to put this course is from the pontoon of the sailing club up about halfway up the harbour (east) towards Mosman.

However, in your proposed plan there will be the cofferdams and exclusion zones there?? So how will this be possible?? The harbour will also not look as pretty with barges and cofferdams, and this will drive away people from joining the sailing club and therefore I will eventually be put out of work for my job at the sailing club. Not only this, but without a learn to sail program, I will lose my meaningful connections with my friends at Northbridge Sailing Club, therefore possibly losing my love of sailing.

Please, please, please don't let this happen. I need Northbridge Sailing Club to stay alive.

I urge TfNSW minimize the impact of maritime restrictions by urgently consulting in good faith with Northbridge Sailing Club, to help assist in retaining and regaining NSC's attractiveness/viability.

All I want to do is be able to keep sailing. Please make this possible.

Chris Truskett

I am deeply concerned that the construction of the Beaches Link Project in Middle Harbour will significantly impact the Northbridge Sailing Club (**NSC**).

Background to NSC

NSC is a community sailing club reliant on club members and volunteers to contribute their time and skills for development of sailors, club management, and ongoing maintenance of club facilities.

NSC focuses on activities including "learn-to-sail" courses (including children as young as 7 years old) and sailing, training and racing for graduates, more experienced juniors and adults.

As a parent of a seven year old child that recently learned to sail at NSC, it has been amazing to see the joy that developing sailing skills has brought them as they take responsibility and "captain their own boat" venturing out into the beautiful waters of Middle Harbour with the assistance of enthusiastic young instructors. I hope many more children can have this experience in the future.

Significant Impact of Beaches Link Project

The Beaches Link project will significantly impact NSC with potentially profound consequences.

In particular, the maritime works associated with the submerged tunnels (including cofferdams, dredging, temporary storage and mooring facility east of Clive Park, and temporary relocation of moorings), and particularly navigation restrictions including exclusion zones, will significantly restrict the ability to sail or race in the logical areas currently used by NSC in Middle Harbour to the east and south of the club.

This significantly limits the ability of NSC to conduct sailing activities and to set appropriate sailing courses based on the wind conditions.

The nearest beaches to NSC (at Clive Park and on the western side of The Spit) will also be inaccessible. These beaches are regularly used by learner sailors and juniors for capsizing training, beach landing/launching practice, as a rest or lunch break while sailing, and also as a destination for "adventure sails" which are a popular event among learn-to-sail participants and juniors.

Conclusion

The Beaches Link Project will significantly impact the viability of the club. As a consequence, there will be reduced attractiveness for sailing at NSC and likely reduced participation (by both existing and prospective participants). This is likely to have long-term consequences for the club including reduced membership which puts the viability of NSC at risk.

I request TfNSW urgently consult in good faith with NSC, to assist in mitigating the adverse effects of construction and ensuring NSC remains a viable community institution to continue developing sailors into the future.

Chris Truskett

1 March 2021

Rachel Partis

I'm greatly concerned about Northbridge Sailing Club's sailing area being greatly compromised. All our sailing courses will be affected by the maritime exclusion zones between Seaforth Bluff and Clive Park associated with the submerged tunnel works across Middle Harbour, and the temporary re-location of yacht moorings into a zone northwest of Seaforth Bluff.

NSC is a significant part of my life. I have sailed on and off for many years myself (in the UK and here in Sydney since moving here 20 years ago), as a previous Cremorne resident I was able to sail at Middle Harbour and since moving to Northbridge have found the club to be a friendly and important way to integrate into our new community.

The proposed works will mean sailing at NSC will become more difficult, less attractive, and even potentially completely infeasible. NSC is a jewel of a club, with an amazing history and a strong community ethos, helping people like myself and my children learn to sail, a sport which is of particular importance in these Covid-19 affected times, being inherently a socially-distanced, outdoor pursuit that greatly assists with the collective mental health of the community (even in non-Covid times).

My children did their first Learn to Sail this year in 2021 and they loved it. They participated in the Live In during the school holidays as part of their vacation care program while my husband and I were at work. This is a unique experience where children get to sail every day for a week, they wake up in the club so they can practice the sailings skills they have learned and develop other key independence and self development skills and have a lot of fun along the way. They loved LEarn to Sail so much they signed up for another course and have been sailing here weekly at weekends since January. They plan to continue the sport and further develop the skills they have learned and were assuming they would be able to continue this at NSC. The proposed development compromises this.

The impact on our club and community will be profound. With the sailing degraded we may lose members or be less able to attract new members, which affects the club's viability. We depend on volunteers for our maintenance and improvements; if membership drops then there is simply less of a critical mass to regenerate the club following the Beaches Link construction.

We request TfNSW minimize the impact of maritime restrictions by urgently consulting in good faith with Northbridge Sailing Club, to help assist in retaining and regaining NSC's attractiveness/viability.

To whom it may concern,

I am writing to express my concerns about the impact of the proposed Beaches Link Tunnel project on the sport of sailing in Upper Middle Harbour, and in support of my Club of the last 46 years, Northbridge Sailing Club.

I have been a member of Northbridge Sailing Club since joining as a 10 year old in 1975 and have been a Member of Seaforth Moth Sailing Club since 1980. I have sailed Moths for over 40 years and have competed at National titles in all States, and world titles both in Australia and overseas.

Northbridge (where I learned to sail), sailed on Sundays, and Seaforth sailed on Saturdays. Having learnt to sail at Northbridge as a child I went on in the mid 1980's to qualify as an AYF Sailing Master and ran the sailing school on a volunteer basis and taught (with others) many hundreds of children (and adults) to sail. This tradition has been ongoing at Northbridge from around 1970 to date. These pupils have all learnt to sail on the waters of Upper Middle Harbour.

As well as sail training racing is another key component of the club. Racing in the challenging waters of Upper Middle Harbour has produced many State, National and World Champion sailors. These sailors skills have been honed on the racing courses that the Clubs have set over the last 70 years.

In January 2000 the two clubs merged and Northbridge is now responsible to the running and management of both sites (the Northbridge site, and the Seaforth Clubhouse annex).

The International Moth Class is a high-performance boat that is sailed around Australia and internationally. The Moth class has considerable historical roots in the Seaforth Moth Sailing Club, being one of the birthplaces of the class, with considerable development occurring in the waters of Upper Middle Harbour. Pocket luff rigs used by all sailboards and many sailing boats (including the popular Laser class) were developed by the Moth Class at Seaforth in the mid to late 1960's along with many other innovations.

The class has been continuously sailed at Seaforth Moth Sailing Club from 1951 (since incorporated into Northbridge Sailing Club in January 2000) and has continued to be sailed from there ever since.

I am concerned that the impact from the construction work required to complete this project, specifically the maritime arrangements related to the undersea tunnel under Upper Middle Harbour on our club may be the death knell of recreational dinghy (and yacht) sailing on Upper Middle Harbour.

Our courses as set by Northbridge Sailing Club, are all affected by the maritime restrictions of the proposed Beaches Link project. Whilst we have managed to weather the proposed second bridge crossing (Seaforth to Castlecrag) in the 1970's and further testing in the early 1990s, the Long Bay Sewage outfall construction in the late 1990's early 2000, and other disruptions to our course area by submarine sea bed testing over recent years, the current proposals under the EIS will (in my view) have a drastic impact on the course area covered under the Club's Aquatic Licence. The proposals will, effectively cleave in half the entire navigable area of Upper Middle Harbour which we have utilised for 70 years.

I therefore urge the NSW government to assist Northbridge Sailing Club (incorporating Seaforth Moth Sailing Club) in any way they can to minimise the effect on the club, (both club sites) and compensate for the remaining effects in order to maintain the long-term health of our sport.

Signed,

A handwritten signature in black ink, appearing to read 'John McAteer', with a long horizontal flourish extending to the right.

John McAteer
13 Gurney Crescent Seaforth NSW 2092
Life Member International Moth Class Association (Aust)

23 February 2021

My submission is primarily in relation to what I believe the impact of the project will be on Northbridge Sailing Club (NSC). for the reasons outlined below I fear the project could result in effectively "killing off" NSC. It may be possible to "save" the Club, but only with what I believe would need to be considerable ongoing consultation with the Club and the provision of a range of financial and infrastructure type assistance.

I have been a member of NSC for 20 years, and made a life member in 2020 for my contribution to the Club primarily as a result of my contribution as Company Secretary of the club for 15 years up to 2020. Through my role as Company Secretary I am aware of the ongoing struggle for NSC to gain new members and retain members and the associated financial struggle the Club has had to remain viable and provide a great community sporting outlet for the Willoughby and surrounding areas. Over the period of my role on the Committee of NSC I have seen its viability hinge on encouraging new, mainly youth members through a volunteer run learn to sail programme; and to retain those members, and more established members through running sailing races predominately for several dinghy classes of sailboat in the Summer and some yacht racing in winter.

Over the past couple of years NSC faced a significant challenge in relation to funding significant structural work required for the pylons under the Club deck and clubhouse, and it was only with the assistance of some funding from both Federal and local government that those essential works could be undertaken.

From what I have read of the detail of the proposed work, will cause significant disruption to the waterway area between NSC and the Spit bridge area and extending to Seaforth Bluff area and down towards Quakers Hat, over what will be at least 3 years and probably more, and will dramatically impact on the capacity of NSC to run its learn to sail programme and certainly any proper sailing races which in turn will have a devastating effect on the capacity of NSC to retain existing members and entice new members, which in turn will have a potentially fatal impact on the financial viability of NSC, such that the Club may not "survive" the construction period, and will be extremely difficult if not impossible to "revive" after the construction concludes.

Based on my long experience as to how the learn to sail and introduction to sail racing programme has been organized at NSC, I believe the project will significantly impact the ability of the Club to run the programme and entice people to sign up. The annual signing up of new children and youths for learn to sail courses has traditionally resulted in an annual "transfusion" of new members to provide the essential manpower and financial injection that the Club needs to be able to survive from year to year.

Whilst some parts of the initial learn to sail could be held close to the Club, the more advanced parts require use of the area that will be blocked or substantially blocked by the project. Furthermore, despite the best efforts to contain any disturbance of the seabed, there will be some "dirtying" of the waters in the areas not blocked off, and moreover a perception, that the Club will be unable to effectively counter, that the waters may be in some way "contaminated". These factors are bound to have a significant impact on the number of new members (mainly children and youths and their families) the Club will be able to attract to its courses and retain existing young members. Families looking at enrolling their children in a sailing course will look and go elsewhere. The Club will not receive the necessary level of "transfusion" of new members and their fees for several years, and that could prove "fatal" to the Club's viability.

In addition, based on my experience of participating in sailing races conducted by NSC over the last 20 years, on the background of my overall sailing experience spanning close to 60 of my 65 years (which includes experience in participating in sailing races in all states of Australia and overseas), I believe the construction process will make it impossible to run proper sailing races for both those graduating from the learn to sail programmes and the more experienced sailors in the Club. The area of Upper Middle Harbour where NSC is able to set sailing course is already quite restricted by the size and topography of the waterway. Effectively cutting off access from any area to the east of the line between Seaforth Bluff and Clive Park will make the setting of a proper course impossible in most of the prevailing wind conditions in the area. The awareness of this will discourage potential new members, and likely impact on many existing members, resulting in them going elsewhere, again drastically and possibly fatally impacting on the viability of the Club which relies on volunteer members and their annual fees to remain viable. I was a Northbridge resident during the past 20 years of my membership there. I moved to Avalon Beach in August 2020, but currently still return to NSC to sail. I certainly will be looking to sail elsewhere once the inability of NSC to conduct meaningful races occurs.

I am not naive enough to expect that submissions in opposition to the project because of its impact on NSC will have a significant impact on the final decision for the project to proceed or not. I, however, cannot see that the proposed project however managed, will not have a devastating impact on the Club I love and have spent countless volunteer hours assisting in supporting it, as well as spending just as many hours enjoying the sailing races it organizes as well as the pleasure of seeing the Club's training programmes successfully introducing many children (including my own) into the wonderful sport of sailing.

Assuming the project goes ahead, I hope there can be some ways in which the government can provide financial and infrastructure support to NSC to enable it to survive both during the construction period and afterwards, so that NSC can continue to provide a facility to support the sport of sailing.

John Smidmore

M: 0417325072