SHARING SYDNEY HARBOUR ACCESS PLAN
Disclaimer

While every reasonable effort has been made to ensure that this document is correct at the time of publication, the State of New South Wales, its agents and employees, disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance upon the whole or any part of this document.
The NSW Government’s vision is to enhance the recreational opportunities of Sydney Harbour and its tributaries for the people of, and visitors to, Sydney.

To help achieve this, there will be a linked, catchment-wide, network of new and improved public accessways, for pedestrians and cyclists, and waterway facilities for recreational watercraft.

The publicly exhibited draft Integrated Land and Water Access Plan has been renamed Sharing Sydney Harbour Access Plan.

The Access Plan has been jointly prepared by the Department of Infrastructure, Planning and Natural Resources (formerly PlanningNSW) and the NSW Waterways Authority, following wide consultation.

Implementation of the Access Plan will be assisted through the State Government providing $2 million annually, over five years, on a dollar-for-dollar basis, for capital works grants under the Sharing Sydney Harbour Access Program.

We commend the implementation of the Access Plan’s proposed access improvements to all persons who seek to improve public access to Sydney Harbour’s renowned waterways and foreshores.
Background

Sydney Harbour is highly valued by Sydneysiders and visitors. In recent decades much of the Harbour foreshore has been transforming from industrial to residential use.

The profile of the Harbour as a place for residence, tourist destination and recreation continues to grow and with it the community desire to maximise public access to its foreshores and waterways. Sharing Sydney Harbour Access Plan (the Access Plan) helps address this demand. The Access Plan provides the framework for developing and implementing specific access improvement projects.

The Access Plan has been jointly prepared by the Department of Infrastructure, Planning and Natural Resources (DIPNR) and the Waterways Authority. For the first time, an integrated approach has been taken by looking at both land and water access issues. A catchment-wide network of accessways will link metropolitan parklands with urban waterfronts and connect to water access points. Improved boating facilities will provide better public access for recreational craft such as dinghies, canoes, kayaks and sailing boats.

The Access Plan identifies strategic projects that may be developed in the longer term, i.e. over the next 20 years. Implementation of the Access Plan will be assisted via the Sharing Sydney Harbour Access Program (Access Program). The Access Program is a five-year capital works program and part of the NSW Government’s overall vision for Sydney Harbour.

Planning context

The existing planning framework will guide detailed planning and design of the identified projects.

Access vision

The Access Plan’s vision is to improve public access to, and enhance the recreational enjoyment of, Sydney Harbour and its tributaries for the people of Sydney and visitors to the city.

Access improvements

The Access Plan identifies opportunities to improve access to the foreshores and waterways for a range of recreational users including pedestrians, cyclists and recreational boaters. Typical projects identified in the Access Plan tend to be within 2.5 kilometres of the harbour foreshore but may go beyond to the catchment boundary. They include:

- walking tracks
- on-road and off-road cycleways
- public domain improvements, e.g. better accessways, promenades, shelters, seating, lighting, signage, planting, interpretive facilities, dry-boat and cycle storage
- wharves, jetties and pontoons
- ‘soft access’ for landing small boats including seawall steps and beaches.

Implementation

Implementation of the Access Plan will be assisted by Access Program grants, available annually over the next five years. Each year a total of $2 million of State government funding will be available for capital works projects, on a dollar-for-dollar basis. The grants funding is being provided by:

- Waterways Authority
- Sydney Harbour Foreshore Authority (SHFA)
- DIPNR.

Projects suitable for funding will accord with the principles and objectives set down in the Access Plan. Applicants eligible for grant funding are generally expected to be local government authorities and incorporated or registered recreational organisations.

Additional Access Program funds are encouraged in the form of direct improvement actions by major public land owners. Other agencies are likely to add to this funding potential through their existing programs.
BACKGROUND

Why the Access Plan has been prepared

Sydney Harbour is one of Australia’s greatest assets and the heart of Sydney. Apart from its functions as a commercial working port and a major transport route, the Harbour is a desirable place to live, a place of natural beauty and community playground. Sydney receives more tourists than any other destination in Australia and many take part in Harbour related activities, such as strolling along a foreshore path or taking a trip on the Manly Ferry.

In the past few decades the Harbour foreshores have seen many changes including a shift from industrial to residential use particularly to the west, along Parramatta River. The profile of the Harbour as a place for residence, tourist destination and recreation continues to grow and with it the community desire to maximise public access to its foreshores and waterways.

The Access Plan helps address the demand for improved public access to the foreshores and waterways of Sydney Harbour. The integrated approach of looking at land and water access has allowed three State government agencies – DIPNR, SHFA and Waterways – to work in partnership, pool resources, coordinate actions and produce this ambitious plan.

Content of the Access Plan

The Access Plan takes an integrated approach to land and water-based access requirements for Sydney Harbour. It contains the vision for improving access to the foreshores and waterways and proposes the following publicly accessible (non-commercial) improvements and facilities:

**Land-based**
- walking tracks
- on-and off-road cycleways
- improved access within public domain areas including parks, reserves, promenades and intertidal zones
- improved access to, and interpretation of, Aboriginal sites and other cultural attractions.

**Water-based**
- wharves, jetties and pontoons (pick-up and drop-off)
- boat ramps
- soft access facilities such as pontoons, seawall steps and beaches (used by small craft).

Paid day berthing or ‘interface wharves’, visitor moorings and sailing and rowing clubs have not been investigated. Marinas and general boat storage requirements are currently the subject of separate investigations.

---

1 Population within the catchment is anticipated to rise from 1.2 to 1.37 million over the next 20 years (DUAP 1995, Local area government projections).
2 Tourism is estimated to double from 4.2 million visitors in 1998 to 8.4 million visitors by 2008 (Tourism Forecasting Council 1998).
3 Reflecting by boating interest groups such as the Boating Industry Association and NSW Boat Owners Association.
4 The term ‘interface wharf’ as defined in A Vision for Recreational Boating and Boat Servicing in the Sydney Harbour prepared for the Boating Industry Association of NSW, June 2000.
PLANNING CONTEXT

The Access Plan is consistent with government policies and principles relating to equity, ecologically sustainable development, livability and integrated transport and access planning.

The Access Plan builds on planning concepts dating back to the 1950s County of Cumberland Plan, reinforced in later statutory plans and most recently through the Sharing Sydney Harbour Regional Action Plan (Regional Action Plan).

The Regional Action Plan is a package of ten projects representing a whole-of-government vision for Sydney Harbour. Project 8 of the Regional Action Plan comprises the ‘Foreshore and Access Improvement Program’. This has since been renamed the Sharing Sydney Harbour Access Program.

The Access Program provides the basis for implementing this Access Plan.

Existing planning framework

Proposals identified in the Access Plan will need to meet provisions of the relevant statutory plans and any other relevant State or local government policy or legislation. This includes the environmental planning instruments made under the Environmental Planning and Assessment Act 1979, most important of which are:

- Sydney Regional Environmental Plan No. 22 – Parramatta River (SREP22)
- Sydney Regional Environmental Plan No. 23 – Sydney and Middle Harbours (SREP23)
- Sydney Regional Environmental Plan No. 26 – City West (SREP26)
- State Environmental Planning Policy No. 56 – Sydney Harbour Foreshores and Tributaries (SEPP56).

Statutory plans such as SEPP56 and SREP26 uphold the principle of increasing public access to, and use of, land on the foreshore. Other plans such as SREP22, SREP23 and the Harbour DCP provide for the conservation of significant bushland and other natural features, the protection of cultural heritage, the protection and improvement of the visual qualities of the Harbour, and the retention and enhancement of public access links between existing foreshore open space areas.

The objectives and provisions of these plans and policies will guide detailed planning and design of the identified projects.

Other relevant information

There are other supporting documents such as the Waterways Authority’s Landowners Policies Manual and local councils’ plans of management, which may be relevant to specific projects.

The Sydney Harbour Catchment Blueprint Department of Land and Water Conservation (2003) is the NSW government policy for the natural resource and environmental management in the Harbour catchment over the next ten years.

The intertidal zone (beaches, rock platforms and mudflats) requires detailed site specific investigation for public access as it is a protected area under the Fisheries Management Act 1994.

Land ownership and tenure

Ownership and tenure arrangements for foreshore lands vary. Agencies that own or manage public foreshore lands include the Waterways Authority, DIPNR, SHFA, National Parks and Wildlife Service, Sydney Olympic Park Authority, and local councils. The Commonwealth Government, through the Department of Defence and the Sydney Harbour Federation Trust own a number of important foreshore sites.

Further consultation with relevant landowners will be carried out during implementation of the Access Plan to ensure proposals are consistent with existing plans of management and other management arrangements.

Provision of public access may require acquisition of land by a relevant public agency. Existing statutory plans may reserve land for ‘Regional’ or ‘County Open Space’ for which State Government has an acquisition responsibility. Local council are responsible for acquiring land reserved for ‘Local Open Space’. Another way of gaining public access is through redevelopment and the rezoning of foreshore land to provide open space and foreshore access.
The Access Vision builds on previous foreshore improvement initiatives, notably the highly successful Parramatta River Foreshores Improvement Program, which improved access to and recreational use of the Parramatta River foreshores in the lead-up to the Sydney Olympics.

The Access Plan’s vision is to improve public access to and enhance the recreational enjoyment of Sydney Harbour and its tributaries for the people of Sydney and visitors to the city. The following sketches and points express this vision. They illustrate:

- Foreshore places for a range of recreational activities, including exploration, relaxation, privacy and social interaction.
- The waterways linking metropolitan parklands and urban waterfronts.
- The Harbour being managed as a focus for community life and celebration.

- Innovatively designed, efficient and well-located boat ramps, public wharves, small boat access and boat storage facilities creating connections between land and water.
• A catchment-wide network of pedestrian and cycle accessways through green open space corridors connecting to water access points and public transport nodes (see foldout Map 1 underleaf).

• The Harbour and its catchment functioning as a healthy ecosystem accessed by non-polluting forms of transport.

• The unique and diverse scenic qualities of the Harbour foreshores being protected and enhanced.

• The rich Aboriginal and heritage fabric of the Harbour being conserved and interpreted.
Issues and opportunities

The following issues and opportunities have been considered in the Access Plan’s preparation and reflect the comments received through the exhibition (from 8 February to 4 April 2003). They should also be addressed in developing detailed plans for improvement projects.

Recreational use

- The diversity of the Harbour provides for a variety of complementary land- and water-based recreational activities. A shared multi-objective approach is desirable to provide for a range of recreational activities.
- There is strong support for increased soft (non-motorised) forms of recreation and access to both land and water to allow peaceful enjoyment of the harbour and its environments. Non-motorised forms of recreation and access include walking, cycling, skating, sailing, windsurfing, canoeing and rowing.
- Walking, cycling and skating as well as canoeing do not require expensive equipment and as such are available to the majority of people.
- Aboriginal sites and other places of cultural interest enhance the recreational value of the foreshores. There are opportunities to improve access to and appreciation of these cultural attractions (see fold out Map 2).

Land-based access

- Around 59 percent or 134 kilometres of the 230 kilometres of foreshores of Sydney Harbour and its tributaries are fronted by publicly accessible parks, reserves or public domain areas such as foreshore roads.
- Uninterrupted and effective pedestrian access within the intertidal zone will be enhanced along 32 kilometres of the foreshore by removing structures that prevent or discourage walkers.
- Bicycle member organisations such as Bicycle NSW seek provision of cycle access to the foreshores from the hinterland. Providing for this form of access could reduce reliance on the private car, and thus reduce pressure on local access roads and demand for car parking in foreshore locations.
- Ten minute walking and cycling catchments (see Map 3) are an important indicator of potential to access the foreshores on foot or bicycle by local communities and those travelling into these catchments by public transport.
- Bicycle parking will be considered in appropriate locations as part of the detailed planning and design of individual projects.
- There is scope to increase the existing level of foreshore access by extending existing accessways to and along the foreshores and by providing new accessways in currently inaccessible areas including redevelopment sites.
- Walking and cycling have many similar requirements, e.g. continuity, legibility, directness, low traffic volumes and low speeds, therefore both modes can often share the same access way. Sometimes their requirements may differ, e.g. a steep topography or sensitive natural environment may be better suited to walking than cycling. In some locations, such as waterfront promenades, shared access may be impractical and unsafe. A separate provision for each mode should be made in such instances.

Water-based access

- Boating interest groups such as Boat Owners Association and the Boating Industry Association stress the importance of maintaining and improving public access to the waterways, i.e. new and improved boat ramps.

5 Calculated by measuring the length of foreshore pedestrian pathways and tracks in parks, reserves and public domain areas such as foreshore roads close to the navigable waterways.
• Around 14 public boat ramps and 24 public wharves are widely used for recreational boating access. Scope exists to improve boating access through minor improvements to existing facilities in many locations.

Public transport
• There is a distinct demand for better and more integrated public transport. This would provide greater access to the Harbour and foreshores for a broader range of people and help reduce reliance on the motor car.
• Currently, State Rail, State Transit (buses and ferries) and Metro Light Rail provide access directly to the Harbour foreshores or to locations within walking and cycling distance of the foreshores.
• Sydney Ferries service a number of locations on the Harbour to which bus services connect.
• Sydney Ferries are able to carry bicycles and bicycle storage for commuters is provided at some public ferry wharves. Many public ferry wharves also provide wheelchair access.

Related considerations
• There are a number of outstanding open space reservations on the foreshore for future acquisition by both the State and local government.
• Use of community title and access easements over private lands may lead to inconsistent treatment and potential privatisation of foreshore access.
• Encroachment of private development onto public foreshore lands, e.g. swimming enclosures, boatsheds, landscaping, can often reduce or discourage public access to the foreshores.

Selection of improvements

The Access Plan has been prepared using a combination of stakeholder consultation (workshops, interviews and submissions) and technical assessment (review of existing and proposed access facilities). This has included a review of recreational boating facilities. The following diagram illustrates the process used to select potential improvements shown on Map 4 from over 130 possible improvements.

6 Waterways Authority 2001. Review of recreational boating facilities within Sydney Harbour. A total of 23 boat ramps and 24 wharves/jetties primarily used by the public were assessed in detail.
Diagram showing process for selecting foreshore and access improvements

1. IDENTIFICATION OF IMPROVEMENTS
   - Review of existing facilities
   - Consultation (including workshops)
   - Submissions
   - Field inspections

2. ASSESSMENT OF IMPROVEMENTS
   - Land-based access facilities
     - Ranked against improvement objectives (see box at right)
   - Water-based access facilities
     - Ranked against improvement objectives and high-ranking improvements from the Review of recreational boating facilities (Waterways Authority 2001)

3. DRAFT PLAN
   - High-ranking potential improvements mapped

4. FINAL PLAN
   - High ranking potential improvements confirmed

Improvement objectives

Potential improvement projects shown on Map 4 have been evaluated against the following objectives.

1. To improve public access to the foreshores and waterways for a broad range of users.
2. To develop multi-purpose recreational facilities and settings.
3. To improve links, from the foreshores, to regional access networks (waterways, ferry wharves, railway stations, cycle paths, main roads).
4. To increase the total length of foreshore accessible to the public.
5. To increase recreational access opportunities between land and water.
6. To increase facilities catering for non-motorised modes of transport.
7. To conserve natural and cultural heritage values.
Aboriginal site areas and other places of cultural interest greatly enhance the recreational value of the foreshores. Opportunities exist to improve access to and appreciation of these cultural attractions through public domain and access improvements.

There are many places of cultural interest, such as Strickland House on the eastern foreshores, which enrich the recreational experience of Sydney Harbour.

MAP 2: CULTURAL ATTRACTIONS

Aboriginal Site Areas
- Homebush Bay
- Kissing Point
- Putney Park
- Glades Bay
- Hen and Chicken Bay
- Looking Glass Point
- Gladesville Reserve
- Cahill Point
- Whitebridge
- Botany Bay
- Berry Island
- Balls Head
- Dawes Point
- Farm Cove
- Cremorne Point
- Clarke Island
- Bradleys Head
- Shark Island
- Sow and Pigs Reef
- Middle Head
- Explosives Reserve
- Bantry Bay
- Bayswater Head

Places of Cultural Interest
- Old Government House/ Parramatta Park
- Elizabeth Farm
- University of Western Sydney
- Newington Armory
- Sydney Olympic Park
- Meadowbank Bridge
- Thomas Walker Estate
- Dune Ecological Reserve
- Gladesville Hospital
- Belvoir
- Woolwich Dock
- Cockatoo Island
- Callan Park
- White Bay Power Station
- Coal Loader Bays Head
- Goat Island
- Walsh Bay Wharves
- Luna Park
- The Rocks/Dawes Point/Observatory Hill
- Opera House
- Botanic Gardens
- Fort Denison
- Garden Island
- Elizabeth Bay House
- Observatory Hill
- Glebe House/Heritage Park
- Veivers House
- South Head/Macquarie Lighthouse
- Balmain
- Balmain Bay Wharves Complex
- Vaucluse
- Parkes Quarantine Station
- North Head Artillery School
MAP 3: WALKING AND CYCLING CATCHMENTS

- Sydney Harbour Catchment
- Train Lines
- Ferry Routes
- 10 Minute Walking Catchment (800 m approx.)
- 10 Minute Cycling Catchment (2.5 km approx.)

Sharing Sydney Harbour Access Plan
Numerous opportunities to improve access to and use of the foreshores and waterways are shown on Map 4. The map is divided into five sheets covering the study area from west to east. They show both existing and proposed facilities and improvements.

The maps show that the greatest potential for improving land-based access is in the rapidly changing areas west of the Harbour Bridge. There are opportunities to:

- provide accessways along drainage lines and the edges of canals to improve cycling and walking access to the estuarine foreshores
- provide better access facilities for small boats such as dinghies, canoes, kayaks and sailing boats.

The southern foreshores, east of the Harbour Bridge, are already intensively used. The main scope for improvement here is providing better walking and cycling connections to the foreshores and pick-up and set-down points close to the city.

The Taronga Zoo, Middle Head and Balmoral foreshores in the eastern Harbour have the potential to provide improved continuous walking and cycling paths with spectacular Harbour views. Existing public ferry and bus access could be supplemented with new or improved recreational boating access with pick-up and set-down points at Chowder Bay and the Spit.

There are outstanding views of steeply wooded slopes and natural foreshores on Middle Harbour at Sugarloaf and Bantry Bays. Acquisition of reserved open space and the provision of walking tracks and recreational boating facilities would make these bushland reserves more accessible for public recreation and enjoyment.

It should be noted that the potential improvements shown in the following map sheets are recommendations only and do not preclude the need for improvements to other facilities.

Guide to Map 4

The types of potential improvements shown on the maps are:

Walking tracks
- Opportunities for new sections of walking tracks to and along the foreshore are shown in bushland areas or along creek lines.

Cycleways (on- and off-road)
- On-road: may be defined by lane markings and possible junction improvements.
- Off-road: these may be shared cyclist and pedestrian paths.

Intertidal access
- The Waterways Authority will ensure that no structures impede access for pedestrians.

Public domain improvements
- Public domain areas that require new public access ways and other facilities, such as lighting, seating or landscaping.

Wharves and pontoons
- New pick-up and set-down points for recreational watercraft created through adaptive re-use of existing wharves and jetties or construction of new wharves.

- Improvements to existing wharves may include provision of new low-level landings and/or floating pontoons and provision of shelters, seating, lighting, safety ladders and onshore dinghy racks. Improvements are aimed at facilitating use by a greater range of recreational watercraft.
- Ferry wharves are not accessible to recreational watercraft.

Boat ramps
- A small number of potential new ramps are identified.
- Improvements to existing ramps may include provision of boat handling areas (beach, floating pontoon or jetty), improved vehicular manoeuvring areas and parking arrangements and provision of associated facilities such as lighting, rubbish receptacles, toilets and fish cleaning tables.

Soft access
- Improving access for small boats may involve conversion of a small number of boat ramps and provision of seawall steps, floating pontoons and use of beaches.
**Public Domain Improvements:**
1. Lubrizol Park Duck River
2. Rhodes Point
3. Shepherds Bay
4. Concord Hospital
5. Walker Estate foreshore

**Wharves/Pontoons (new and improvements):**
1. Ermington Masterplan site (new)
2. Wilson Park (new)
3. Newington Wharf (new)
4. Homebush Bay west (new)
5. Shepherds Bay (new)
6. ADI Ryde (new)

**Boat Ramps (new and improvements):**
1. Wilson Park
2. Wharf Road Ermington
3. Homebush Bay west (new)
4. Rhodes Point
5. Kissing Point

**Soft Access (new and improvements):**
1. Ermington Masterplan site
2. Former ADI site Ryde

**MAP 4: ACCESS IMPROVEMENTS**
Visitor Moorings (existing)

Wharves/Pontoons (new and improvements):

- Breakfast Point
- Mortlake (new)
- Taplin Park (new)
- Thompson Street
- Northwood Wharf
- Woodford Bay
- Woolwich Dock (new)
- Cockatoo Island (new)
- Mort Bay Park (new)
- Blackwattle Bay Park (new)
- Rozelle Hospital
- Bicentennial Park
- Cameron’s Cove
- Berrys Bay
- Lavender Bay (new)

Boat Ramps (new and improvements):

- Cabarita Point
- Burns Bay
- Woolwich Defence Lands (new)

Soft Access (new and improvements):

- Cabarita
- Gladesville Hospital
- Woy Woy
- Iron Cove
- Northwood Wharf
- Woodford Bay
- Bay Street Wharf
- Greenslopes
- Berrys Bay
- Lavender Bay

Public Domain Improvements:

- Glades Bay
- Betta Park/Gladesville Reserve
- Coal Loader
- Balmain East/Wharf

Wharves/Pontoons (new and improvements):

- Breakfast Point
- Mortlake (new)
- Taplin Park (new)
- Thompson Street
- Northwood Wharf
- Woodford Bay
- Bay Street Wharf
- Greenslopes
- Berrys Bay
- Lavender Bay (new)

Soft Access (new and improvements):

- Cabarita
- Gladesville Hospital
- Woy Woy
- Iron Cove
- Northwood Wharf
- Woodford Bay
- Bay Street Wharf
- Greenslopes
- Berrys Bay
- Lavender Bay

Public Domain Improvements:

- Glades Bay
- Betta Park/Gladesville Reserve
- Coal Loader
- Balmain East/Wharf
Access Program

The Access Plan identifies strategic projects that may be developed in the longer term, i.e. over the next 20 years. Implementation of the Access Plan will be assisted through the Sharing Sydney Harbour Access Program. The Access Program is a five-year capital works program and will be coordinated by DIPNR in partnership with Waterways Authority.

A steering committee, comprising local, State and Commonwealth government representatives, has been established. This will coordinate the program’s activities, set priorities, determine strategic directions and engender partnerships. The steering committee will provide local and State government with regular updates to the Sydney Harbour councils and Sydney Harbour Executive.

Detailed planning and design, including feasibility testing, and environmental impact assessment will be undertaken on a project basis by individual applicants. Eligible applicants are likely to be local councils and registered or incorporated clubs or organisations. Approval by a relevant consent authority will be required to enable the project to proceed.

Consultation

Implementation of the selected improvement projects will require coordination and consultation as there are many landowners, both public and private, with management roles.

Consultation with stakeholders will be essential during project development. This may be achieved by convening focus groups and project taskforces covering specific areas of the Harbour and tributaries.

Support for the Access Plan from all levels of government and the community is well established and will assist the implementation of the foreshore and access improvements.

Outcomes

Major outcomes if all potential projects are implemented are:

Land-based access improvements
- 33 kilometres of new walking tracks and on- and off-road cycleways along the foreshores and connections to the foreshores.
- Public access increased from approximately 59 percent to 73 percent of the total 230 kilometres of foreshore.
- Improved intertidal access to 32 kilometres of foreshore where the Waterways Authority will work to remove structures that impede such access.
- Public domain improvements at 15 locations.

Water-based access improvements
- New or improved small boat access facilities at 16 sites.
- New or improved pick-up and set-down wharves and jetties at 28 locations.
- Improvements to 7 boat ramps.
- Two new boat ramps.

Funding

The main sources of Access Program grant funds are:

- Waterways Authority, through WADAMP
- SHFA, through ‘seed funds’
- DIPNR, through SRDF.

Other agencies are likely to add to this funding potential, eg the Roads and Traffic Authority’s Action for Bikes: BikePlan 2010 NSW (RTA 1999) for cycleway projects and State Transit Authority of NSW funding improvements to ferry wharves. The Access Program will seek the implementation of complementary projects through private landowner contributions, other grant programs and agency partnerships.

The construction of new boat ramps in the plan will be funded 100% by the Waterways Authority through additional WADAMP funds if required.

Access Program grants will be available annually over five years. Each year $2 million of grant funds will be available for projects, generally on a dollar-for-dollar basis.

7 The Sydney Harbour Executive is a committee comprised of senior representatives from 24 state and federal agencies. It is the principle mechanism for developing whole-of-government policies and actions for Sydney Harbour and its catchment.
8 Stakeholders include local councils, and may also include groups such as the Boating Industry Association, the Boat Owners Association, Bicycle NSW, walking groups and adjacent landowners.
9 Waterways Asset Development and Management Program.
10 Sydney Region Development Fund.
11 Sydney Olympic Park Authority, National Parks and Wildlife Service, Department of Tourism Sport and Recreation, Sydney Harbour Foreshore Authority, Department of Aboriginal Affairs.
Projects suitable for funding will accord with the principles and objectives in the Access Plan. The Access Plan provides the basis for future access projects around Sydney Harbour. Alternative access projects that achieve the Access Plan’s principles and objectives will be considered on their merits. It is important to note that projects will be competing for limited funds.

**Review**

The steering committee will undertake an annual review of the program as a basis for determining the strategic priorities for each year. The program will undergo a formal evaluation after three years of operation to assess its effectiveness and ensure relevant new information is taken into account.

**Promotion**

Promotion will help to ensure that people become aware of new facilities and so use them. NSW Health and the State Transit Authority currently run promotional programs that may be relevant to the Access Program.

The *Parramatta River Foreshore Signage Manual* third edition (PlanningNSW 2002) promotes a coordinated family of signs for the Parramatta River foreshore. This approach could be extended to the rest of the Harbour.

---

12 Such information would include recreational user needs and demands data, terrestrial and aquatic ecosystem mapping, and information about the cumulative impact of continuing improvements.

**Further implementation assistance**

Applicants requiring a Sharing Sydney Harbour Access Program grant application form, information or assistance with project planning or consent requirements for projects should contact the Management Team.

Sharing Sydney Harbour Access Program Management Team
Sydney Region East
Department of Infrastructure, Planning and Natural Resources
Level 7, Henry Deane Building
20 Lee Street
SYDNEY NSW 2000

Tel: 02 9762 8112
Fax: 02 9762 8710
Email: harbour@planning.nsw.gov.au