

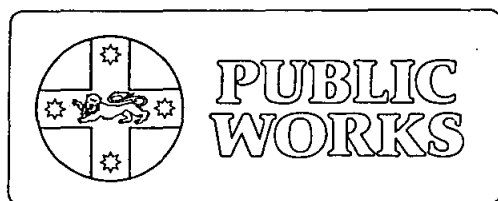


review of public comments on:

- Port Hacking Management Options report
- newspaper articles and enclosures
- direct mail



October 1987



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introduction

The Public Works Department has completed a study of the shoaling processes of Port Hacking, with a view to determining a permanent solution to the waterway's shoaling problem.

After the release of the Port Hacking Marine Delta - Management Options report by the Department in late 1986, there was a vigorous debate amongst the residents, users and responsible authorities concerned.

In the main, those favouring the preferred option of the Public Works Department limited themselves to simple statements of support. Those with concerns about or objections to the preferred option, however, produced many arguments.

This document was compiled as an aid to the Department in considering those objections and concerns arising from the Management Options report which relate to solutions to the shoaling problem. It loosely categorises them, giving examples of common arguments and listing many individual points.

In selecting and editing examples, it was necessary to ensure that the meaning of the author or authors would be preserved and made clear, and at the same time to adequately represent the full range of concerns and objections.

Ultimately, the purpose of this review is not to convey the impact of the arguments against works in Port Hacking, but to permit objective examination of the grounds upon which they were based.

The Public Works Department has fostered an open flow of communication about its work in Port Hacking since early studies began in 1980. As a result, the Department's engineers have been able to view their work in the light of the thoughts and feelings of residents and users.

This document is part of that process. It has been used as a working tool by the Department to help ensure that public criticisms and concerns are listened to, properly considered, and accommodated wherever possible by appropriate positive action.

marinas and boating

Some opposition to the engineering works proposals has been based on the general assumption that they are intended to increase recreational boating in Port Hacking, especially power boating.

Much more opposition has been based on the specific impression that the tombolo is a precursor to, or part of, the development of a marina in Simpsons Bay.

Specific comments included the following:

- pressures for the engineering works come mainly from the boating lobby - in particular from those with large powerful deep-draught vessels (K)
- the proposals appear to benefit only large ocean-going craft (M)
- promotes major waterway development for powered boat recreation on Port Hacking (H)
- the tombolo will replace passive recreation with "active" recreation, eg marinas, power boats, tourists in large cruising boats (G)
- very few people would want Simpsons Bay to be converted from a recreational area, which it now is, to a yacht anchorage, which it will become (G)
- an engineering proposal which will improve facilities for large-power-boat owners at great public cost and provide a mandate for the destruction of yet another NSW estuary in the name of "development" (K)
- the natural unspoilt beauty of the area ... is far more important than the boat lobby, who must be pressurising the Government into the rape of Port Hacking (G)
- engineering developments which will lead to increased numbers of larger motorised boats and ocean-going vessels should not be permitted in Port Hacking (K)
- would almost certainly lead to pressure for increased development of boating and pressure for associated facilities (F)
- the proposed tombolo will inevitably be followed by a marina complex and its support facilities in Simpsons Bay (J)
- primarily the tombolo is intended to be a "protective arm" for a marina complex in Simpsons Bay (J)
- the tombolo is a prerequisite for a private marina in Simpsons Bay (O)
- private enterprise will be allowed to build a marina behind the Government-constructed protective arm (G)
- any arguments in favour of the tombolo and marina would emerge mainly from a profit motive and any benefits mainly commercial in character (G)

Many arguments focussed so tightly on boating and the supposed marina as issues that they did not deal with the tombolo itself. The submission of the Total Environment Centre, for example, hardly mentions the tombolo proposal at all.

It was argued that increased recreational boating and associated development would:

- alienate waterfront land
- replace existing foreshore family recreation with boating activities
- create hazardous swimming conditions
- crowd the waterway and alter conditions to the disadvantage of other recreational users
- increase sewage and oil pollution
- increase concentrations of anti-fouling material, to the detriment of molluscs
- lead to unacceptable increases in traffic
- lead to increased noise from engines and rigging
- increase littering
- lower dissolved oxygen levels and change bed characteristics near marinas
- cause more frequent boating accidents
- cause overfishing
- lead to conflicts between incompatible uses of the waterway
- disturb or degrade the environment and amenity of the Royal National Park
- degrade the special landscape qualities of the estuary

Although it has been made clear that the proposed works do not include a marina, some opponents maintain that the tombolo is only feasible as part of a marina development. They claim that a marina has been "dropped" purely as a tactic to gain initial acceptance, and that once the tombolo is built the marina will "resurface".

-we believe Bonnie Vale has been identified as a site for future marina development, but this process can only occur in conjunction with the protective arm of a tombolo. In spite of Mr Brereton's denials, we remain unconvinced (P)

-the government is now changing its position on the issue of a marina ... in the hope of gaining more public support for the tombolo. Of course, once the tombolo is in it would be a simple matter to reverse the decision (N)

disturbance and intrusion

Many of the objections to the engineering works cite them as intrusions upon either the waterway itself or the Royal National Park.

Many of these objections were not specific about the type of intrusion, either because the objection was made on a fundamental, conceptual level, or because the general ambience of the Port was being referred to. There was a substantial overlap between objections of this type and objections to development generally, and to a marina in particular.

Comments included the following:

- engineering works at Lilli Pilli Point are totally unsympathetic to the area (J)
- the construction of a tombolo and marina ... would have a devastating and irreversible effect on the immediate and surrounding area (G)
- the tombolo represents a major alteration of and intrusion into Port Hacking (B)
- altering forever the historical outline and the picturesque peace and tranquility of the surrounding areas (C)
- will destroy that which is so attractive about this oasis of peace and quiet (I)
- will cause a drastic change to the whole character of the Port (G)
- it is inherently wrong to forever change the outline of the river by massive reclamation of the current bodies of water (L)
- the proposals ... have the potential to destroy Port Hacking as a pleasant marine environment and Lilli Pilli as a desirable place of residence (G)
- the tombolo proposal gives no weight to the natural values of the area and the need to maintain the essentially pristine character of the southern shores which form the northern boundary of the Royal National Park (K)
- the southern side of Port Hacking is a unique area and should remain as unspoiled as possible (G)
- a tombolo should not be built because it would change the nature of the river (S)
- Port Hacking has been this way for years and no-one has the right to change its present shape or contours (G)

Other objections did cite a specific type of intrusion; the tombolo's visual impact was the main ground for concern. Again, there was overlap between concern about the appearance of the tombolo and concern about the appearance of a combined tombolo-marina development.

Some objections were based on a judgement or assumption about the

appearance of the proposed works:

- Public Works' \$6 million conversion of Port Hacking into a deep water port by major engineering works is insensitive and unnecessary. Their preferred option would disfigure the port by dredging and the formation of a large sand spit (N)
- would degrade the special landscape qualities of the estuary (F)
- would visually detract from the broadwater, which is the picturesque entrance to Port Hacking (J)
- the filling in of the bay with first a sandbar and then a marina would detract from the natural beauty of the estuary (B)
- the tombolo visually does not blend into the natural character of the estuary (B)
- massive land construction from Cabbage Tree Point reaching across the mouth of the river -thus changing the natural shape and beauty of Port Hacking forever (A)
- would alter the appearance and nature of Port Hacking (E)
- a particularly unattractive addition to this magnificent area (G)
- the Port will be spoiled by ugly land reclamation (O)

Some objections were based on some form of analysis:

- a huge land mass, in excess of 15 hectares, some 6 metres above sea level, and at least 500 metres long, bisecting the river and hosting a marina complex, is in fact altering the distinctive character of the Port (J)
- Cabbage Tree Point ... would be engulfed under tonnes of sand. The Point's visual beauty is a major feature of the Port. In fact, Council's survey classified it as of high visual quality (J)
- the visual amenity for many Port residents and Royal National Park users would be destroyed. Sweeping views up the Port would be interrupted by a major intrusive feature (K)
- the proposed wall jutting out into Port Hacking from Cabbage Tree Point must effectively ruin the pleasant tranquil outlook ... users of Horderns Bay would be faced with a massive wall of rocks and sand (G)
- the tombolo will be 6.5m above sea level, 50m wide at its minimum width and 500m long. Clearly, this permanent "visual impact" would leave a scar on the beauty of the river (A)
- how can "dune areas" be considered sympathetic to the natural character of the Port (J)
- (at Lilli Pilli) ... the narrow separation to the other shore will spoil the view (G)

Some objectors doubted the accuracy of the impressions of the works so far published:

- the vegetated concept plan differs markedly from most other "seawall-like" bare structures created on the NSW coast in recent years (K)
- instead of a landscaped tombolo, there would be a bare sandspit totally unsympathetic to the natural character of the Port (J)
- the tombolo wouldn't look like the picture of Palm Beach's natural-forming tombolo, but more like the picture of the training wall at Port Macquarie only a lot wider (G)
- the sketches ... are misleading as to the final landscaped appearance of the tombolo (B)
- in the event of the tombolo's eastern face breaking down ... a rock breakwater would be installed ... so much for the natural beauty and character of the Port (J)

The other main type of intrusion cited was disturbance by an increased number of visitors, along with the traffic they cause and the development necessary to accommodate them:

- (at Lilli Pilli) this scheme would only create overcrowding by visiting vehicles, noise pollution from motor vehicles and outboard motor powered vessels, and pollution of our Port by the large numbers of visitors from other outlying suburbs who have no personal interest or pride in our Shire (G)
- Simpson's Bay and Bonnie Vale picnic ground ... would be transformed into a parking area, the bay dredged, sand spit constructed, marina and associated facilities built: Bonnie Vale destroyed (I)
- the present impact from residents and especially from the large number of tourists is already creating problems ... the area could not handle major development (G)
- would generate the heaviest volume of tourist traffic (B)
- the existing road systems are inadequate to cope with the increased traffic flow and associated problems (C)
- further boat launching facilities ... could have negative safety consequences for cars towing boats on trailers through the Royal National Park (K)
- (at Lilli Pilli) ... traffic will be excessive at weekends causing noise, obstruction and conflicts near the ramps and at the intersection (G)
- existing roads are already inadequate ... there are numerous accidents and fatalities that occur on this road (G)
- parking - this area is beyond saturation point in good weather now (G)

Finally, there were also objections based on disturbance during

construction work, especially to road traffic:

-disruption of residents' homes and recreation areas during construction (A)

-would necessitate heavy vehicle transport through the Royal National Park (F)

-how do you intend to get this large stone to the location, if not through neighbouring areas? (G)

-need to dodge trucks fully laden with huge rocks as they thunder through the Royal National Park (G)

integrity and effectiveness

Several concerns about or objections to the tombolo were grounded on basic skepticism about the concept. Some people simply did not believe the findings of the Public Works Department study team; others had basic philosophical reservations about any form of human intervention into natural forces.

Comments included the following:

- I doubt you realise the consequences of such a large-scale change to the water flows in the bay (G)
- there was no mention of studies done here or overseas of similar problems ... are the engineers qualifications high enough to make these drastic suggestions? (G)
- who can guarantee that this proposal will be satisfactory for many years, if at all? Experience has shown that tampering with nature in such a major way is extremely hazardous (G)
- engineers explanations of existing examples of similar constructions were very loose and therefore very suspect. After spending \$ millions on a model of Botany Bay the Public Works Department still could not predict the erosions of the Botany Bay foreshore following dredging and the forces of nature (G)
- I am not aware that this has been done before, and so the project must be regarded as experimental (G)
- no evidence is given ... to substantiate the claim of no further sediment movement (B)
- there is no guarantee that sediment after dredging would not be remobilised and create future shoaling problems (B)
- the Public Works Department can give no guarantee of its effectiveness (Q)
- a \$6 million eyesore with absolutely no assurance of success (G)
- the logistics of blocking a major opening of water down to approximately 1/3rd of the original entrance and exit volume does not seem feasible (G)
- cannot accept the theory that tidal flow alone would keep open and navigable a man-made channel at Hungry Point (Q)
- leaves the basic causes of the deterioration of the tidal channel untouched (G)

Some comments were about the scope or finality of the proposed scheme rather than about its credibility:

- the proposal does not address improving navigability of the river beyond Lilli Pilli Point (L)
- would not open up the waterway, but rather maintain existing channels only (C)

-will not solve shoaling problems in Gunnamatta Bay (A)

-maintenance dredging would still be required (A)

However, some people not only questioned the scheme's credibility but also thought that it might make shoaling worse rather than better:

-a tombolo will not shift sand out but just create another sand deposit somewhere else (N)

-the tombolo would permit a very sheltered environment to exist within the estuary that might exacerbate shoaling in quiescent regions (B)

-might cause further silting of the river to Audley or the other bays such as South West or North West Arms (G)

-creating the beach and retaining wall off Cabbage Tree Point ... would possibly halt a considerable amount of water flowing west to the upper reaches of Port Hacking and create similar (silting) problems as those in the Georges River/Botany Bay area (G)

-filling in the bay and restricting tidal flow will only cause further problems (G)

-if the wave energy is blocked by the tombolo, will not Simpsons Bay fill with sand and become another Maianbar sand flat? (G)

-in the long term Simpsons Bay will silt up when it is sheltered from wave action, particularly if the ebb tide flow is allowed to continue to flow southward from Burraneer Point past the spit (G)

-the spit should be angled back further into Simpsons Bay and have a rock wall on the western side to prevent the current eddying in the Bay area and scouring sand off the western side of the spit and eventually completely filling Simpsons Bay (G)

A different concern was not about the effectiveness of the tombolo so much as its basic integrity against attack by storm waves. Concern that the tombolo would be swept away was often accompanied by concern about the visual impact of any hardening that might then be added.

Comments were as follows:

-the Public Works Department can give no guarantee of its effectiveness or that it will be a stable structure in the face of adverse conditions (Q)

-the eastern (sand) face of the tombolo may be eroded and breached (J)

-would be more exposed to wave attack than Deeban Spit during storms and subject to wave cliffing and overwash (B)

-expensive foreshore rehabilitation and protection might be required to mitigate against probable storm erosion (B)

-would require massive sand stabilisation (B)

-the only way of ensuring that the sand fill that you are intending to place in Port Hacking will stay there is to provide large rock or some other form of bank protection (G)

-to prevent breaching the tombolo, large boulders will have to be dumped on the seaward side of the tombolo to protect it (S)

-the tombolo will wash away in the first big storm and will have to be replaced by 35 acres of rock (G)

An allied concern held by some was that the tombolo's sand would be blown away rather than swept away, perhaps with unfortunate consequences for nearby residents:

-the tombolo would be subject to wind deflation (B)

-the northerly will blast over 35 acres of sand, pick it up and sandblast your house (G)

safety

The proposed engineering works raised many concerns about safety. By far the most common such concern, applicable to both the tombolo and the Lilli Pilli works, was about channel velocities.

Comments were as follows:

-due to the tremendous narrowing of the gap between Cabbage Tree Point and Hungry Point, there must be a significantly increased tidal race. Normally this would be a danger, even to small craft, but if a flood run-out tide coincided with a heavy incoming swell, the turbulence could be catastrophic even for larger craft such as the Bundeena ferry (J)

-2-D modelling does not consider the cumulative impact of extreme high flood or ebb tide and storm waves. The reader has no way of judging the increased danger to small boat users off Hungry Point (K)

[NOTE: This comment was primarily a criticism of the Marine Delta - Management Options report rather than of the tombolo proposal itself.]

-a dangerous tidal flow would occur between the narrow channels created and small craft would be disadvantaged (M)

-by narrowing the entrance to the bay you are increasing velocities substantially. A lot of novice wind surfers ... would no doubt be swept out to sea a lot faster. (G)

-seamen say that with a run-out tide and northerly winds this constriction of the waterway will make using this stretch of waterway extremely hazardous (N)

-(at Lilli Pilli) the velocity of the water moving through this channel will increase dramatically, rendering it too dangerous for the many children who currently use it and the sand bar at Lilli Pilli Point for passive recreation (C)

-many Lilli Pilli residents have grave fears about tidal races in restricted channels being a threat to children in small boats (K)

A related concern was to do with turbulence in the channel:

-with the increase in flow rate, some low-powered vessels may experience difficulties ... eddies would no doubt develop, causing concern and perhaps some danger ... possible steering abnormalities could result (G)

-as the ferry collided with rocks last year in a storm, what will occur when the waterway is restricted by a tombolo? Public Works admits that it will result in increased storm activity off Gunnamatta Shoal (S)

[NOTE: PWD has made no such "admission", and in fact would dispute such a prediction]

Other concerns about waterway safety focussed on the supposed

impact of dredging, particularly in Simpsons Bay. Comments included the following:

- whether the marina is built or not, the very fact that Simpsons Bay will be dredged will make the area unsafe for its present recreational use (N)
- to deepen Simpsons Bay in an area frequented by campers and day visitors would create a hazard in a previously safe area (K)
- with the deepening of Simpsons Bay ... intrusions from large boats and treacherous marine life could become a hazard (G)
- selection of a 3m depth of channel ... will open the Port to far greater shark attack danger (G)

A completely different set of safety concerns have to do with the deflection of wave energy by the tombolo. The actual mechanism varies between commentators:

- wave energy would refract from the tombolo, around Horderns Beach in an easterly direction, exaggerating the existing longshore eastward drift (J)
- what about wave energy bouncing off the tombolo and going back into Horderns Beach? (G)
- in the big seas with easterly winds where is all the wave energy coming off the tombolo going to go? I'd say it will refract back to Horderns Beach (S)

Several effects are foreseen, or give rise to concern because they are not guaranteed against:

- further erosion of the beach (J)
- flooding buildings fronting the beach (J)
- increased siltation of the eastern end of the beach including the wharf area and the entrance to Bundeena Creek (J)
- flooding of residential areas behind the beach (J)
- it shall be too dangerous for our ferry to use our present wharf (G)
- Horderns Beach will shoal 2-4 metres ... this will affect the ferry (G)
- the Public Works Department cannot assure with certainty that the foreshores of Bundeena and Bonnie Vale will not suffer major damage because of changes in the behaviour of wave surge when confronted by a tombolo under storm conditions (Q)
- there could be low-level flooding of homes at Horderns Beach (P)

recreational amenity

A common theme to many objections was that engineering works, and in particular the tombolo, would reduce the recreational amenity of Port Hacking for existing users. Comments included the following:

- when a moderate swell occurs, waves form on the sand shoals creating ... some of the best surfing in the Sydney region. At these times ... it is not uncommon to see more than 100 surfers ... the tombolo would eliminate this numerically significant recreational activity (J)
- kids won't be able to surf inside Port Hacking when its too rough outside (P)
- sailing in the wind shadow of a 6.5m high tombolo will be impossible, as will surfing, without the bay surf (A)
- a tombolo/marina complex would dramatically reduce the water space available for windsurfing and sailing ... they would cease to exist in much of the traditional areas (J)
- any summer weekend will show the car parks full and the beaches crowded with people ... swimming and using small boats ... your most favoured option would destroy all this (G)
- the shallow water area at Simpsons Bay would disappear ... these sand flats are extensively used by residents of Bundeena, Maianbar and Bonnie Vale and accordingly every effort should be made to maintain the recreational use of these (L)
- major visitation sites provide a low-cost, safe area for family camping and shallow water-based activities in a locality of great natural beauty ... engineering works proposals will destroy this amenity for a significant user group (K)
- Cabbage Tree Point ... would be engulfed under tonnes of sand. This area is extensively used by picnickers and visitors ... the shallow reefs are also ideal for safe snorkeling and fishing (J)
- (at Lilli Pilli) this locality is one of the most popular areas used by swimmers in the summer (G)
- the range of existing passive recreational pursuits would be seriously curtailed, if not eliminated, and very few will take their place (A)
- the tombolo actually detracts from the recreational activities in the river and its environs (J)
- if a tombolo/marina complex was built, the questionable needs of some 200 boatowners would be given preference over the tens of thousands of people, from all parts of Sydney, who enjoy the natural beauty of Simpsons Bay (J)

Some objections were also raised to the area of waterway to be reclaimed:

- physical change: reclaiming 15 ha of valuable waterway (A)

-the preferred management option ... consisting of ...
extensive reclamation (more than 60 acres) (D)

-there will be the loss of large expanses of water in favour of man-
made peninsulars (C)

The quality and extent of recreational amenity provided by the proposed
works were called into question by some:

-the shallow sandy beach amenity of Simpsons Bay is
presumably replaced by a marina catering for a privileged
user group whilst the new "sandy beach" is on the ocean
exposed side of the tombolo (K)

-public access would be limited to tidal zones ... most of the
land mass would be virtually useless with limited recreational
value (A)

ecology and pollution

The quality and health of the environment is a prime concern in many of the comments and criticisms of the engineering works proposals. A fear shared by several was that training works would reduce flushing and trap pollution within the estuary; comments were as follows:

-physical change: restriction of natural tidal flushing by tombolo thus allowing pollution to build up in Simpsons Bay (A)

-pollution will be trapped behind the tombolo with no possibility to be fully flushed out by the tides (I)

-an open inlet must be left .. so that the tide can regularly flush out the scummy pollution from the discharge of septic tanks and drainage seeping downhill ... the thought of closing the inlet to the Basin is quite unthinkable from a health point of view (G)

-the single narrow channel which will result from the Lilli Pilli reclamation will severely restrict tidal flushing. This must result in an increase in residual pollution ... in the bays and channels behind it (C)

One of the most common objections to a marina was that it would cause water pollution, and several people complained that the marina would cause pollution, which would then be trapped within Port Hacking by the tombolo. Other complaints were similar, but they identified boating in general as the source of the increased pollution:

-swimming in the crystal-clear waters of Bonnie Vale will be a thing of the past, once the effluent and bilge overflow accumulates during periods of heavy boat usage (A)

A different cause for anxiety for some is the actual sheltering effect of the works themselves:

-extensive foreshores along Deeban Spit and Simpsons Bay would lose the benefit of sand mobilisation and recycling by natural wave processes. Watertables would rise within beaches, foreshores would decrease in slope, and anaerobic conditions would develop close to the surface of beaches. Under these conditions beach sand would be greyish and give off hydrogen sulphide when disturbed (B)

-reduced wave action will cause white sand to turn into mud, producing rotten egg gas odour and deterioration in sand and water quality (A)

-as the wave energy will be nonexistent in Simpsons Bay the water quality and beach cleanliness must suffer (G)

-(at Lilli Pilli) your proposals will ... (result in) ... narrow dirty beaches, not cleaned by a current (G)

A completely different kind of environmental concern has to do with the possible effects of the engineering works on the ecology of Port Hacking. A variety of specific objections were raised:

-the mobile shoals ... support an important community of invertebrates, fish and bird life. The location of these shoals adjacent to the Royal National Park should especially preclude any engineering development which threatens their destruction and alters the natural amenity of the area (K)

-(at Lilli Pilli) the loss of the sand bars that are now tidal will also have a significant effect on fish as these bars support massive populations of worms, shellfish and soldier crabs (G)

-Cabbage Tree Point with its significant reef environment and foreshore rocks and pools would be engulfed under tonnes of sand (J)

-dredging Simpsons Bay to provide fill will destroy its extensive seagrass meadows ... its value as a fish feeding and nursery area will be destroyed (K)

-major dredging ... would lower sand beds below the level of light penetration and so prevent sea grasses and other aquatic flora from establishing in these areas (H)

-increased turbidity from dredging could clog up the aerial breeding roots of mangroves fringing Simpsons Bay and Cabbage Tree Basin (K)

-a deeper, narrower passage at Lilli Pilli will not allow as much fresh water to escape and will prolong the freshwater presence causing high mortality to many sea weeds, sponges and sea squirts and the like (G)

-schools of surface bait fish and the fish that feed on them will not penetrate the Port above Lilli Pilli (G)

-the eggs and the larvae and juvenile fish born at the frontage will risk survival when carried through the rip current of the man-made channel at Hungry Point (Q)

Other objections were less specific:

-to open the Port to more active use is to destroy the delicate balance within the environment (I)

-viable ecosystems will be destroyed if these options proceed (K)

-a tombolo will lead to irreparable damage to the marine environment of the region (Q)

-a tombolo would virtually wipe out the marine ecology system (P)

-major dredging would be required, drastically altering the Port's ecology (N)

-environmental effects: reduced standard of fish breeding habitat by increasing pollution (A)

-a tombolo could lead to the gradual destruction of estuary fish (Q)

Finally, one objection put the onus on the Public Works Department to demonstrate from the start that the proposals are sound:

-the absence of a guarantee that the three marine reserves (Shiprock, Cabbage Tree Basin and South West Arm) will not be adversely impacted is a further objection to costly engineering works in Port Hacking (K)

cost

Several objectors raised the matter of costs, using a variety of approaches:

-minimum cost to taxpayer - \$6.0 million plus ongoing maintenance costs plus ongoing dredging costs (A)

-it must be wondered where the spending priorities of the Government lie (C)

-the quoted \$42 million benefits ... do not take into account the social costs to the community and the loss of pristine ecosystems (K)

-only exploitation could yield a \$42 million return on the tombolo and make this option cost-effective (O)

-the occasional dredging option would cost \$2.4 million -less than half the cost of the tombolo (N)

References:

- A leaflet - Port Hacking Protection Society #1
- B submission - Edward Bryant
- C "Form A" petition
- D "Form D" petition
- E "Form C" petition
- F submission - National Trust
- G letters from private individuals and small groups
- H submission - Total Environment Centre
- I leaflet - Port Hacking Protection Society #2
- J submission - Port Hacking Protection Society
- K submission - National Parks Association of NSW
- L submission - People for Port Hacking Committee
- M submission - Maianbar Residents
- N press clipping - letters from private individuals and small groups
- O press clipping - Friends of the Hacking River
- P press clipping - Port Hacking Protection Society
- Q press clipping - Metropolitan and District Professional Fishermens' Association
- R press clipping - Edward Bryant
- S press clipping - other