

Manning Valley Boating Infrastructure Plan 2012



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1.0 Introduction

The Manning River and its tributaries are a major attraction for locals and visitors to the Manning Valley. The river itself is unique along the east coast of Australia comprising of two entrances, or mouths, that flow into the Pacific Ocean at Old Bar and Harrington. The estuary is home to many oyster farms and a fishing industry, which rely on the health of the river system to remain viable.

Access to the rivers and ocean for boating activities is essential for commercial, recreation, sporting and tourism activities – all of which contribute not only to the lifestyle of residents, but also our local economy.

This plan examines current boating facilities in the Manning Valley, their usage, condition and future improvements. Given the current number of facilities in the Manning Valley and their ageing condition, it will be important to have a holistic approach to any new infrastructure to firstly ensure they are needed, they are proposed in the right location and finally, funding is available to maintain it in the long term. Historically, the State Government has funded new boating infrastructure and maintenance has fallen on local government to maintain. This has become a model that can not be sustained. As such, decisions about new infrastructure should justify the need for the facility and how funding will be provided to not only build, but also maintain the facility into the future.

A common approach to enable the construction of new or supporting facilities is for partnerships to be formed between community/business groups with Local and State government. Partnerships will increase the opportunity to be successful in obtaining grant funding for such works.

As such, the **purpose of this Plan** is to identify the priority for improved boating infrastructure, enabling various groups to work together to improve facilities where they are most needed, in a manner that considers the long term viability of the boating infrastructure.

A planning horizon to 2030 has been selected, as this period approached the limits of reasonable population growth predictions and projected boat registration data.

1.1 Study area

The study area is defined as the navigable waters and shores of the Greater Taree Local Government Area, including the near shore waters of the Pacific Ocean from Crowdy Bay in the north to Blackhead Beach in the south, together with the Lansdowne, Dawson and Manning Rivers (refer to map A on page 9).

1.2 Methodology

The following steps were used to identify future infrastructure requirements, the priority and to draft the Plan:

- review of existing facilities
- consultation with the boat users
- identification of future demands
- prioritisation of future infrastructure requirements

- community consultation
- finalisation of the Plan.

Consultation was undertaken with key State agencies, boat users, relevant Council officers, key groups that use boating facilities and the general community. Feedback from all of these groups has been considered and incorporated into the boating plan.

1.3 Funding approach

The reality is that boating infrastructure can be expensive to build and maintain, particularly when areas are subject to flooding and given their remoteness, vandalism can be a significant issue. The extent of the waterways has meant historically Greater Taree has a significant number of boating facilities that are ageing.

Fortunately, over the last five years funding opportunities have been made available to upgrade and establish improved boating facilities. However, there have also been significant learnings through this process. In developing improvements to boating facilities in the Manning, it has become evident that more thought is needed with regard to the need and priority of boating facilities – being the purpose of this Plan. Another significant issue, experienced particularly after flood events, has been the cost associated with ongoing maintenance and upkeep of these facilities, which are not funded through the grants.

There are three major sources of funding including:

- Roads and Maritime Services Better Boating Program
- NSW Fisheries Management Trust Fund
- community sourced funds (provided by local businesses and community groups)

Other grants can also assist with these types of facilities with regard to fishing, community, regional development and so on.

When considering grant applications, there are two key issues to consider:

- are the proposed works identified as priority items in this plan? If not, what is the justification for proceeding with the grant application? While it is recognised that there may be extenuating circumstances where an alternative needs to be considered, generally the prioritised sites are where the focus for works should be undertaken
- who owns the land and who will be required to maintain the facility once built? Ownership and maintenance of these facilities differ for the sites (identified in Section 2.3.1 and Table 3) and will influence the process taken.

If Council is involved, what are the long term (maintenance, upgrades) and short term (matched funding, grant development/management, project management) costs that will be imposed on Council? Discussions need to be held with Council's asset planners and maintenance officers, with the results reported to Council's Executive for approval. Given Council has a significant backlog with regard to maintenance of infrastructure assets, this is a crucial process.

This is where a partnership approach is beneficial. Many of the boat user and community groups have the ability to provide services to plan, implement and maintain facilities. Being community run projects can also reduce the impost of matched funding, imposed on local government through the grant process. The partnership arrangements will have to be agreed to with the owner/manager of the land/facility, which can be Council, Crown Lands Division or the National Parks and Wildlife Service.

It is important that all aspects of boating infrastructure (plan, implement, maintain) be considered when seeking funding for new facilities.

1.4 Limitations of the Plan

This Plan was developed by Council with funding and support from the Roads and Maritime Services. Both parties believe it is important to target the boating priorities for the Manning and acknowledge limitations to ensure boating facilities are put in the right place, at the right time and in the right way. However, no funding or work program has been allocated. The proposed actions are funding based and as indicated in Section 1.3 (above) there are many issues that need to be addressed. As such, it needs to be acknowledged upfront that there is no certainty, timeframes or budget currently allocated to the Plan. Implementation will occur through partnerships and the careful planning of the relevant stakeholders; being the community, Council and the State government.

Council and Roads and Maritime Services are only a few of the many players involved in boating infrastructure. Crown Lands Division and the National Parks and Wildlife Service are key agencies that own and manage facilities identified in the Plan and were consulted through the Plan's development. It needs to be acknowledged that Council is not the owner or caretaker of all boating infrastructure in the LGA.

The Plan focuses on boating infrastructure in terms of upgrades and new facilities. The community, through the consultation that occurred in developing the Plan, often raised maintenance, navigational, signage and foreshore infrastructure (retainer wall) issues that fall outside the scope of this Plan. While they are noted in the Plan, action to address these issues falls outside the scope of the Plan.

1.5 Related studies

A range of technical studies were reviewed in the development of this Plan:

- **Manning River Recreational Waters Development Strategy (June 1990)** – identified development opportunities that would be eligible for subsidy under the Better Boating Program. The study aimed to maximise the beneficial use of the Manning River by improving public access, the use of the river and foreshore, whilst ensuring public ownership. It also provided initiatives that assisted in supporting, developing and the operation of tourist recreational industries and co-ordinated the administration of waterway activities
- **Manning River Estuary Management Study (July 2009)** - identified and prioritised strategies for the future management of the Manning River Estuary. The findings of this study were used to formulate the management plan for the estuary

- **Manning River Estuary Management Plan (July 2009)** - incorporates both long term and short term strategies for managing the Manning River estuary
- **Manning River Waterway Infrastructure Feasibility Study** – investigated in detail three locations (Bohnock, Tinonee and Coopernock) and provided design options for improvements. Coopernock has been implemented, while Tinonee and Bohnock are updated in this report.

2.0 Boating situation

2.1 Boating uses

Boating activities in the Manning are varied. An indication can be the range of registered boats as shown in Table 1. It is important to note that the breakdown does not identify many of the recreational and sporting boats that utilise the river/ocean such as small yachts, canoes and rowing boats. However, it is a good indication of the variety of boats and their popularity.

Table 1: Breakdown of current boat registrations within the Greater Taree LGA (June 2010)

Boat type	Boats < 7m		Boats > 7m	
	Number	%	Number	%
Open runabout	2831	73.15	0	0.00
Cabin runabout	361	9.33	1	1.47
Motor cruiser	29	0.75	30	44.12
Sail vessel	205	5.30	24	35.29
Jet ski	44	1.14	0	0.00
Punt	345	8.91	1	1.47
Hydroplane	4	0.10	0	0.00
Barge	2	0.05	0	0.00
Catamaran	18	0.47	2	2.94
Houseboat	3	0.08	8	11.76
Inflatable	18	0.47	0	0.00
Hover craft		0.00	1	1.47
Pontoon	2	0.05	0	0.00
Row boat	6	0.16	0	0.00
Unknown	2	0.05	1	1.47

The range of boating uses undertaken in the Manning can be grouped as:

- **commercial** - includes fishing and oyster production, which have diminished over time but remain important local industries. In addition, a number of key boat industries have developed such as Stebercraft, which build and repair both commercial and recreational boats. Cruises and charters also contribute to the local economy.
- **recreational** - boating is a growth industry. This can range from cruising boats to tinnies, jet skies, kayaks and canoes. As identified in the registrations there are many recreational boats located in the LGA.

- **sporting** – these uses have always been a feature of the Manning. They can include fishing, rowing, sailing, power boats, skiing, triathlon, canoeing and dragon boating. These sporting clubs not only use the river to train, but also for hosting significant events. Some events can attract over 1,000 people to the local area in terms of competitors and spectators. Many of these clubs are focussed around the Taree area.
- **tourism** - over 250,000 people visiting the Manning Valley every year and many of them centre their activities around the water, bringing boats to the region for recreational pursuits. While others enjoy the opportunities to access the water for fishing, swimming and viewing the river.

2.2 Boating usage

Boat ownership has been on the increase. A good indicator has been through the increased levels of boat registration. The following table shows the increase in boat registration and forecast until 2026. While not quantified, it is perceived that there has also been a rapid increase in recreational and sporting boat users (eg. canoes, rowing boats, yachts).

Table 2: Historical and predicted boat registration and population records for the Greater Taree LGA

Year	Boat Registrations	Estimated Population	% Registered Boats/Population
1989	1396	40,487	3.5%
2010	3938	48,245	8.2%
2026	7839	63,173	12.4%

These figures show that boat registrations have more than doubled between 1989 and 2010 and are expected to increase significantly by 2026. This indicates the need to have a clear understanding of existing facilities and potential improvements to cater for the increased number of boats.

2.3 Boating facilities

Boating facilities are categorised as ramps (concrete/gravel), pontoons (floating) or wharfs (fixed). In some locations there are individual facilities and in some locations there is a combination. **This Plan focuses on public facilities only.**

2.3.1 Existing facilities

The extent of existing facilities is shown on Map A. This map indicates the distribution of facilities from the upper catchment at Wingham, where a weir restricts boat movement upstream (particularly powered boats) and Lansdowne to the coastal villages of Crowdy Head, Harrington, Manning Point, Old Bar, Saltwater and Black Head. These facilities cater for both estuarine and ocean boating activities.

Table 3 provides a summary of the existing facilities, while more detail on each of these facilities is provided in Section 4 of this plan.

It is important to note that many of the facilities are located on Crown land. Only a few are located within National Parks (ie. Coocumbac Island, Saltwater and Lansdowne) and sometimes there may be small portions of Council owned land (eg. Coopernook). As shown in Table 3 Council manages many of the facilities that are located on Crown land.



- | | | | | | |
|-------------------------|-------------------|-----------------------|-----------------------|----------------------------|---------------|
| 1 Wingham | 6 Coocumbac Is | 11 Taree Aquatic Club | 16 Croki ramp | 21 Harrington back channel | 26 Bohnock |
| 2 Manning Waters Estate | 7 Martin Bridge 1 | 12 Endeavour Place | 17 Coopernook | 22 Manning Point | 27 Pampoolah |
| 3 Tinonee | 8 Martin Bridge 2 | 13 Cundletown | 18 Lansdowne | 23 Oxley Island | 28 Saltwater |
| 4 Andrews Reserve | 9 Taree City | 14 Oxley Bend | 19 Crowdy Head | 24 Farquhar Park | 29 Black Head |
| 5 West End Ave | 10 Manning Quays | 15 Croki pontoon | 20 Harrington pontoon | 25 Mudbishops | |

Map A: BOATING FACILITIES



Aerial Photography extract from
 NSW Department of Finance and Services
 Imagery from mid - late 2009 and mid - late 2010
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Table 3: Summary of existing boating facilities within the Greater Taree LGA

Site No.	Location	Type	Access/ gradient	Condition ¹	Owner ²	Manager	Disabled access	No. of lanes	Vessel wash down	Lighting	Pump out	Fish cleaning	Fuel	Food stores	BBQ	Toilets (public)	Signage	Car park
1	Wingham	Pontoon and ramp (concrete)	Shallow at times/medium	Good	CL/GTCC	GTCC	Yes	1	No	No	No	No	No	No	Yes	150m	Warning signs	Informal
2	Manning Waters Estate	Ramp (gravel)	All times/ medium	Average	CL	GTCC	No	1	No	No	No	No	No	No	No	No	No	Informal
3	Tinonee	Ramp (concrete) and wharf (small)	All times/high	Average	CL	GTCC	No	1	No	No	No	No	No	No	Yes	No	Warning signs	No
4	Andrews Reserve	Ramp (concrete)	All times/low	Good	CL	GTCC	No	3	No	No	No	No	No	No	Yes	100m	Warning signs	Informal
5	West End Ave	Ramp (concrete)	Shallow/ medium	Poor	CL	GTCC	No	1	No	No	No	No	No	No	No	No	No	No
6	Coocumbac Island	Pontoon on island	Good	Good	NPWS	NPWS	No	NA	NA	No	No	No	No	No	No	No	No	No
7	Martin Bridge 1	Ramp (concrete)	Shallow, silt/ medium	Poor	CL	GTCC	No	2	No	Yes	No	No	No	No	Yes	200m	Warning signs	No
8	Martin Bridge 2	Ramp (concrete)	Shallow, silt/ medium	Poor	CL	GTCC	No	2	No	Yes	No	No	No	No	Yes	150m	Warning signs	No
9	Taree City	Pontoon	Good	Good	CL/GTCC	GTCC	Yes	NA	NA	Yes	No	No	No	Yes	Yes	500m	No	Formal
10	Manning Quays	Pontoon	Good	Good	CL/GTCC	GTCC	Yes	NA	NA	Yes	No	No	No	Yes	Yes	700m	No	Formal
11	Taree Aquatic Club	Ramp (concrete), pontoon and slipway	All times/ medium	Average	CL	GTCC / Club	Yes	2	No	Yes	Yes	No	No	Yes	No	No	No	Formal (gravel)
12	Endeavour Place	2 ramps (concrete/gravel) and pontoon	All times/ medium	Average	CL/GTCC	GTCC	Yes	6/6	No	Yes	No	Yes	No	No	Yes	100m	Warning signs	Formal (sealed & gravel)
13	Cundletown	Ramp (concrete) and pontoon	All times/high	Good	CL/GTCC	GTCC	Yes	2	No	Yes	No	Yes	No	No	Yes	No	No	Informal
14	Oxley Bends	Ramp (concrete)	Shallow at times/ low	Poor	CL	GTCC	No	1	No	No	No	No	No	No	No	No	No	No
15	Croki Wharf	Pontoon	Good	Good	CL/GTCC	GTCC	Yes	NA	NA	No	No	Yes	No	Yes	No	50m	No	Formal (gravel)
16	Croki Ramp	Ramp (concrete)	Shallow at times/ low	Poor	CL	GTCC	Yes (400m - pontoon)	1	No	No	No	No	No	No	No	400m	No	Informal
17	Cooperook	Pontoon and ramp (concrete)	Good/low	Good	GTCC	GTCC	Yes	1	No	No	No	Yes	No	No	No	Pub	No	Informal
18	Lansdowne	Ramp (concrete)	Good/medium	Good	NPWS	NPWS	No	1	No	No	No	No	No	No	No	No	No	Informal
19	Crowdy Head	Ramp (concrete)	Shallow at times/medium/ affected by sea surge	Average (2 lanes silted)	CL	CL/GTCC	Yes	4	Yes	Yes	No	No	No	No	No	150m	Warning signs	Formal
20	Harrington Pontoon	Ramp (sand) and pontoon	Average/low	Poor/good (pontoon)	CL/GTCC	GTCC	Yes	1	No	Yes	No	Yes	No	Yes	No	No	No	Yes
21	Harrington Back Channel	Ramp (2 concrete and 2 gravel)	All times/low	Poor (exposed toe on low tide)	CL/GTCC	GTCC	No	4	No	Yes	No	Yes	No	No	No	200m	Warning signs	Formal
22	Manning Point	Ramp (concrete)	Shallow/low	Poor	CL	GTCC	No	1	Yes	Yes	No	Yes	No	Yes	Yes	150m	Warning signs	Informal
23	Oxley Island	Ramp (concrete)	Average/low	Poor	CL	GTCC	No	1	No	No	No	No	No	No	No	No	No	No
24	Farquhar Park	Wharf	Good	Good	CL	CL	No	NA	NA	No	No	No	No	No	Yes	Yes	No	No

Site No.	Location	Type	Access/ gradient	Condition ¹	Owner ² .	Manager	Disabled access	No. of lanes	Vessel wash down	Lighting	Pump out	Fish cleaning	Fuel	Food stores	BBQ	Toilets (public)	Signage	Car park
25	Mudbishops	Ramp (concrete)	Poor, shallow/ high	Poor	CL	GTCC/CL	No	1	No	No	No	No	No	No	Yes	100m	No	No
26	Bohnock	Ramp (concrete) and wharf	Average/ medium/ affected by current	Average	CL/GTCC	GTCC	Yes (high tide only)	2	No	Yes	No	Yes	No	No	No	No	Warning signs	Informal
27	Pampoolah	Pontoon	Good	Good	CL/GTCC	GTCC	Yes	NA	NA	No	No	No	No	No	Yes	100m	No	Formal (gravel)
28	Saltwater	Ramp (concrete)	Shallow/medium	Good	NPWS	NPWS	No	1	No	No	No	No	No	No	No	200m	No	Informal
29	Blackhead Beach	Beach access (sand and concrete)	Dangerous at times/high	Average	CL	GTCC	No	1	No	No	No	Yes (200m)	No	Yes	Yes	400m	No	No

Notes:

1. Condition of the ramps has been based on separate facility audits undertaken by staff from both Greater Taree City Council and Roads and Maritime Services. Each audit of the ramps was undertaken over a short duration, enabling comparisons of the ramp condition to be made.

2. Ownership of the land and where a pontoon the infrastructure

NPWS National Parks and Wildlife Service within the Office of Environment and Heritage

CL Crown Lands Division within the Department of Primary Industries

GTCC Greater Taree City Council

2.3.2 Future demands

As indicated above, there is a need to cater for future demands. While much of the demand will be catered for by expansion of existing facilities, there may be some new facilities provided in the following future developments:

- low scale boating facilities associated with the Brimbin development providing access to the Dawson River
- increased river access at the proposed Figtrees on the Manning, a new residential and commercial development adjacent to the Manning River in Chatham. A marina is proposed, which would service the existing boating industry, as well as dry boat storage
- possible boating facilities associated with tourism facilities at Old Bar (known as precinct 1)
- possible limited boating facilities in Browns Creek facilitated by the Friends of Crooked Creek who are seeking funding for ramp/pontoon facilities.

2.4 Boating limitations

Being an estuarine environment, and in the lower catchment, there are a number of factors that can limit boating activity. While not specifically addressed in this Plan, they are briefly identified as constraining factors:

- siltation of the waterways has led to access limitations in locations in the catchment. Priority locations include, but are not limited to:
 - the rowing course on the Manning River. This not only affects rowers but also other sporting groups such as the sailors and power boats. This shallow stretch is also a hazard for recreational users of the river
 - Farquhar Inlet – where the second entrance is located and referred to as Old Bar entrance. The build up of sand has resulted in the closure of the entrance for long periods of time, impacting on the fishing and oyster industries. These channels are constantly changing and can be hazardous
 - Harrington entrance – this main entrance to the sea has been impacted by both expansion and contraction of the entrance. When shallow, it can limit large boats going to sea. This can impact directly on the boat building industry that relies on this entrance to deliver boats to both Australian and overseas markets.

Siltation has also had a direct impact on many of the boating facilities, which is identified in Section 4 of this Plan. Further information on priority dredging locations can be found in Greater Taree City Council's *Maintenance Dredging Strategy 2010*.

- bank erosion has led to restrictions being applied to some of the catchment. This is particularly the case in the Dawson and Lansdowne Rivers where no wash zones apply in order to maintain bank stability

- water quality can impact on usage of the river. Rain falling in the upper catchment can quickly lead to sedimentation of the river. The sediment can remain in suspension for long periods and can limit the use of the river by fishermen and recreational users.

3.0 Community Consultation

Community consultation was undertaken to identify key issues, interests and to gain valuable community and user input into the study. Targeted consultation was undertaken via two surveys, one that surveyed the wider community into their usage and ideas for boating facilities within the LGA and another that surveyed the local boat user groups that use the facilities on a regular basis to host local, regional and national events on the river. General consultation with the whole community was undertaken during December 2011 – February 2012 when feedback was sought on the draft Plan.

The following provides a general summary of the consultation findings, while comments specific to a location are identified in Section 4 of this Plan.

3.1 Community survey

The survey was conducted over a four week period. The survey was placed on Greater Taree City Council's website and launched through media releases that were run by both local radio and newspaper publications. This allowed the widest possible input from the community. A total of 33 responses were received for the recreation boating facilities survey (for results of survey responses see Appendix A).

Respondents indicated that they resided in the following locations:

- Taree/Cundletown - 21%
- Old Bar - 21%
- Wingham - 6%
- Harrington - 23%
- Coopernook - 6%
- Tinonee - 3%
- Other - 20% (eg. Jones Island, Lansdowne, Kimbriki, Mitchells Island, Sydney, Tamworth, Nabic)

All of the respondents used their vessel for private/recreational use, primarily for fishing followed by boating and water skiing. The majority of respondents used open runabouts (tinnies) followed by cabin runabouts. Only two of the respondents used vessels over 7m metres in length.

Harrington was by far the most popular launching location followed by Bohnock and Coopernook. This may be directly influenced by nearly a quarter of respondents living in Harrington. Anecdotal evidence suggests that Crowdy Bar has the highest usage, almost double that of Harrington.

Most respondents took their boats over 5km from the launching site to other areas within the river or out to sea.

A majority of boat ramps are accessed on a weekly basis (57%) or 33% on a monthly basis.

Of respondents, 91% considered the natural aspects of the Manning River similar if not preferred over those of other coastal river systems. However, the facilities and boating infrastructure was considered by 63% of respondents to be below that of similar coastal river systems.

The natural environment and scenic quality of the river and its environs in its present state was considered to be “very important” or “important” by 94% of respondents. Protection of the riverbanks was given a high value of importance amongst river users with only 13% indicating that it was “not important”.

Boating infrastructure that met their needs was rated as of “very high” importance, along with safety and the amenity of the facilities.

Three themes were identified through the survey responses relating to suggested improvements:

- improve infrastructure:
 - provide well maintained boat ramps, more picnic/bench areas, parking and toilets (eg Wingham Brush Reserve and Andrews Reserve)
 - more jetties and pontoons (with padding/shock absorbance placed down the sides of the pontoon to protect boats) at most ramps so as to enable safe boarding, as well as a boardwalk along the river in the CBD to allow easy access to the picnic areas and toilets
 - more public mooring buoys
 - better maintenance of the river banks, with emphasis being placed on erosion control. Sand needs to be placed on the banks to make it easier for people to dock their boat without them getting damaged on the rocky bottom. The sand would also make it more inviting for people to swim
 - no tar on approaches to ramps (tar melts when the boats bilge empties creating potholes). No sharp rocks placed either side of the ramps (especially at Harrington).
- health of the river
 - river maintained in a clean condition with no pollution being transported downstream, and the river needs to be dredged to make it deeper and to ensure good flow of water to stop silting up of channels (southern arm of river) and entrances. Would help to keep the oyster industry alive. Suggestion that a new training wall on the southern shore at Manning Point would bring tourist dollars into the area, improving water quality/fish stocks and allow access to some great offshore fishing.
- environment/tourism:
 - reduce the speed on the Manning River between Martin Bridge and Browns Creek, thereby limiting wash from jet skis and power boats to protect the river banks
 - provide an environment for boating that promotes natural amenity and encourages interest by tourists who bring much needed income to the area
 - promote and encourage events around the river system, including fishing competitions, water ski events, power boat races, sailing events and community events on the foreshore
 - update signs with locations of sandbars to assist navigation during rain and dirty water events.

3.2 Boating group survey

The boating group survey was mailed to key user groups of boating facilities in the Manning Valley. Three groups responded to the survey. Given the low response rate, a phone survey was conducted during November 2011 to further understand their issues. This resulted in a total response rate of 10 groups. A summary of these surveys is found in Appendix A.

The groups surveyed included:

- Taree Aquatic Powerboat Club
- Manning River Ski Club
- Manning River Rowing Club
- Manning River Dragon Boating Club
- Forster Triathlon Club
- Harrington Hotel Bluewater Fishing Club
- Manning Valley River Cruises
- Taree Fishermans Cooperative
- Manning Oyster Farmers
- Crowdy Bay Fishermans Cooperative

While many of the groups utilise facilities within Taree (Endeavour Place, Taree Aquatic Club), there was also usage of Wingham, Manning Waters Estate, Andrews Reserve, Cundletown and Crowdy Bay. Endeavour Place was a key location for significant regattas/events given its central location, boat access, parking and toilets.

It was recognised from both the community and boat user survey that many of the activities undertaken by these clubs/businesses can positively contribute to the local economy. For example, the Australian Formula Power Boat Grand Prix and Easter Power Boat Classic are significant events for Taree where over 1,000 people are attracted to the event as competitors or spectators. Rowing events are growing in size with events occurring over three days to service the number of competitors.

Frequency of use varied from almost daily to weekends and monthly. Many of the users indicated seasonal use, with the greatest activity occurring during summer.

Many of the fishing groups identified the lack of good boating access between Cundletown and Harrington. There was also mention of the boating limitations identified in Section 2.4, particularly the need to dredge in the priority locations.

The greatest need of the boat users focussed on the safety of the ramps in terms of being slippery or having limited accessibility. This raises maintenance of these facilities as a key issue. In many instances particular facility needs were identified, which have been included in the detailed assessment of facilities in Section 4 of this Plan.

3.3 Plan consultation

Community feedback was sought from December 2011 – February 2012, considered to be a high usage time for boating facilities. Awareness of the draft Plan was achieved through:

- media releases in local papers and local news stories
- advertisements in local paper
- flyers posted at key user locations (eg coastal village shops, post offices, caravan parks and libraries)
- letters sent to key user groups with a copy of the plan for comment.

During this period, 27 submissions were received. This feedback assisted in refining the existing facilities, gain a better understanding of the usage of facilities and future needs. In addition, representatives of key user groups and State agencies provided stakeholder feedback. This group met to identify issues and to discuss amendments to the plan.

Overall the consultation showed support for the priority actions proposed. The issues raised added value by ensuring information on each facility was correct, verifying priorities and clarifying the processes and procedures for implementation.

4.0 Assessment of facilities

The following is a detailed assessment of each of the 29 boating facilities. The assessment includes information from:

- an **audit of the boating facilities** undertaken in August - September 2010 and February 2011 to identify facilities and level of services provided
- information received through the **community consultation**, that related to specific facilities
- **observations** of officers from both Council and NSW Road and Maritime Services with regard to the usage of each facility (what they are typically used for and how frequently they are used)
- recent **grant funding** made available for improvements to facilities.

A table is provided for each of the boating facilities identified in Map A.

4.1 Site 1: Wingham



Location and access	Located adjacent to the Wingham Brush Nature Reserve and historical wharf, the boat ramp provides the most inland entry point to the Manning River and is restricted upstream by a weir (restricting power boats). The ramp is found at the eastern end of Farquhar Street, a sealed road and a short walk from the Wingham CBD. Car and trailer parking is available in an informal gravel parking as well as on the road verges.
Activities and operations	Recreational - the ramp is very popular over the summer months with water skiers, jet skiers, canoeists and fisherman. Tourism – on request this can be a destination for the river cruises. The area is also very popular with day visitors due to the picnic facilities available and proximity to the tourist attractions of the historical town of Wingham and Wingham Brush. Since 2008, over \$280,000 has been provided through grants such as the Better Boating Program and Council works to upgrade facilities.
Physical Environment	The boat ramp itself is located in a very disturbed environment with the riverbank replaced with a retainer wall to prevent erosion. Remnant riparian vegetation exists to the west with the sub tropical lowland rainforest of the Wingham Brush to the north.
Facilities/ infrastructure	The single lane boat ramp is in relatively good condition and complemented by a new pontoon that enables disabled access. There is a small soft launching area to the west of the ramp; however this is only available for use during low tide. A historical wharf represents the importance of the river for trade in the past. Ancillary amenities at the ramp include covered picnic and BBQ facilities and toilets.
Amenity	The well-known Wingham Brush and its history make the area surrounding the boat ramp an attractive destination for visitors and day trippers. Wingham Brush is home to the Grey-headed flying fox which is a tourist attraction, especially at dusk in summer when they leave in mass from the colony in search of food. The grassed open area enables good viewing for the users of the river, providing a cool recreational location for the locals during hot summer days.
Usage	Medium – these facilities predominately service locals. Year round use.
Community feedback	Requests for another pontoon and boat ramp at Wingham to ease congestion. The car park needs to be sealed to reduce erosion and runoff into the river.
Opportunities/ constraints	Additional improvements could include sealing of the car park, lighting, fish cleaning tables and a boat wash down area. Signage could also be improved to include a local waterway map and local boating information. Signage could be installed to minimise conflict between boats, fishermen and swimmers (undertaken by Roads and Maritime Services).

4.2 Site 2: Manning Waters Estate



Location and access	Located off Petken Drive this ramp was created as part of a foreshore development of Manning Waters Reserve that is currently incomplete. The ramp is gated and locked between sunset and sunrise to reduce antisocial behaviour which had been occurring within the area.
Activities and operations	Recreational and sporting - this area is popular with water skiers in the summer and hosts a number of competitions (despite the limited facilities). It is also used by fisherman. It is noted that water skiers utilise Andrews Reserve. Anecdotal evidence suggests that skiers prefer this ramp due to it being gravel and hence not slippery Commercial - this ramp is often used by commercial fishermen.
Physical environment	The area is highly disturbed and not attractive to day trippers. There is a natural levee bank that creates a split level.
Facilities/ infrastructure	Apart from the ramp there are no public facilities located at the site. The ramp itself is gravel with informal car and trailer parking available on two levels split by the natural levee bank.
Amenity	Currently the surrounding environment is uninviting and harsh. Looking at the north of the ramp you have the Manning Waters Reserve that has the potential to link with the walkway making a very attractive recreational area. To the south is a little water inlet known as Flannigan's Creek.
Usage	Medium – well used by skiers. Seasonal use - mainly in summer.
Community feedback	Concerns that the boat ramp can be slippery. Requests for improved ramp and services, particularly toilets.
Opportunities/ constraints	The area can be improved by re-sheeting the gravel ramp and parking facilities and providing ancillary amenities such as picnic areas. The call for greater improvements by the community will not be favourably considered given the close proximity of Andrews Reserve. This reserve has the basic facilities that could be improved to service the needs of skiers. Secondly, the intention of the ramp was always to be of a local nature so as not to impact on nearby residents.

4.3 Site 3: Tinonee



Location and access	This site was once the southern access point between Tinonee and Taree for the river ferry. The ramp can be found at the end of Hutchison Street. Access is via a steep gravel road off Cotton Street. Car and trailer parking is limited to the gravel verges on the access road.
Activities and operations	Recreational - activities are limited to local boating enthusiasts due to the limited facilities at the ramp. There is a picnic area above the ramp. A mown grass terrace adjacent to the ramp leads to an old concrete boarding jetty with steps down to the water. Horace Dean Memorial Park is located above the ramp.
Physical environment	The boat ramp itself is located in a very disturbed environment with a retainer wall built to stabilise the bank. Remnant riparian vegetation exists along the bank either side of the ramp; however weeds dominate the immediate approaches to the ramp.
Facilities/ infrastructure	Options for improvements to this facility were developed using Better Boating Program funding. The options were considered in the development of this plan. The single lane boat ramp has been widened and is in relatively good condition. However, it is relatively steep and has no area for trailers to turn around.
Amenity	Tinonee is an historic town with panoramic views of the Manning River. The boat ramp is located opposite the popular boating facility of Andrews Reserve which plays host to a number of water skiing events.
Usage	Low - these facilities predominately service locals. Seasonal use.
Community feedback	Request to complete the facilities at Tinonee, particularly to upgrade the ramp. Suggestion not to build a new car park on at the end of Peverill Street as local children use the reserve daily and would cause a vehicular/child conflict and other associated issues. A floating pontoon at Peverill Street was suggested, but the ramp should remain where it is. Request for boarding facilities for potential cruises.
Opportunities/ constraints	Opportunities at the site are limited as the ramp is located below the natural levee bank. An informal car and trailer parking area could be provided at the top of Cotton Street, but community engagement would be needed to confirm the location. The approach to the ramp could be sealed to reduce sediment entering the river. Access to the river at this location is important for locals; however a pontoon would be inappropriate given the location on the outer bend of the river. A wharf would be a more appropriate structure, if there was a demonstrated need for such a facility. The options developed for Tinonee using the Better Boating Program funding provide background information to be considered in any future infrastructure.

4.4 Site 4: Andrews Reserve



Location and access	This site was once the river ferry approach for the northern side of the Manning River. The Andrews Reserve boat ramp is located at the end of Edinburgh Drive, which runs through a rural estate on the western side of the Taree township.
Activities and operations	Recreational and sporting - popular with water skiers, canoeists and swimmers in the summer months. Most usage is on weekends and it has been used to host ski competitions. The parking and turn around area is very limited resulting in many people parallel and double-parking along the road verge.
Physical environment	The area is highly disturbed from its natural environment. The area to the north of the ramp is a grassed recreational area that is mown on a regular basis. The southern bank is weed infested and lacking any natural riparian vegetation. The area behind the ramp on the natural levee bank is dominated by river oaks, a natural early coloniser.
Facilities/ infrastructure	The ramp consists of three lanes with a set of stairs leading to a soft access area at low tide. Amenities include a picnic table, barbeque and toilet block.
Amenity	The area has a pleasant rural outlook over the township of Tinonee to the south and prime agricultural land in all other directions. Due to its isolation from urban areas it can attract antisocial behaviour. Vandalism has been a consistent problem when providing facilities at this location.
Usage	Medium - well used by skiers. Seasonal use.
Community feedback	N/A
Opportunities/ Constraints	This location is the appropriate location to provide facilities for water skiers. The ramp approach, ramp and car parking could be improved to enable better access and parking. The beach area upstream of the ramp could be improved and formalised to enable a drop-off and loading areas for skiers. Upgrading of picnic facilities including the addition of more tables, barbeques and a play ground would attract more families and day visitors to the area. However, vandalism is an important consideration that may limit the development of these types of facilities.

4.5 Site 5: West End Avenue



Location and access	An urban boat ramp found at the end of a cul-de-sac on the western side of the Martin Bridge. Access to West End Avenue is off Victoria Street and sealed. However, the ramp itself is quite narrow and bounded by a concrete retainer wall on one side.
Activities and operations	Recreational - activities are limited as the ramp is situated in an urban setting and allows no public space for viewing activities on the river. Used by nearby residents to launch boats or canoes or to go swimming.
Physical environment	Urbanised site that has a retainer wall bordering the western side of the ramp and a grassed mound on the eastern side. Garden escapees have replaced natural riparian vegetation and the bank itself has been reinforced with concrete blocks.
Facilities/ infrastructure	Narrow concrete ramp with no additional facilities. There is limited kerb side parking and a small turnaround bay that forms the turnaround for the cul-de-sac.
Amenity	The ramp is located in a very urbanised area overlooking Coocumbac Island on the western side of the Manning River. The area is overlooked by houses.
Usage	Low - these facilities predominately service locals. Seasonal use.
Community feedback	N/A
Opportunities/ constraints	There is no opportunity for improvement of the facility due to the lack of available space. It is recognised that this ramp primarily services nearby residents.

4.6 Site 6: Coocumbac Island



Location and access	An island on the western side of the Martin Bridge that can only be accessed by boat. The island is under the management of the NSW Office of Environment and Heritage.
Activities and operations	Recreational – the island is accessed by people enjoying the river and wanting to explore the island. People access the island by both powered boats and canoes. Tourism – limited tourism potential.
Physical environment	The island has been remediated over the years and contains a rainforest environment. The site is known for its colony of the Grey-headed flying fox.
Facilities/ infrastructure	Limited facilities. The pontoon provides access to walking tracks and some picnic facilities.
Amenity	Natural setting that has been remediated over time.
Usage	Low - these facilities predominately service locals. Seasonal use.
Community feedback	N/A
Opportunities/ constraints	The facilities provided are appropriate given the natural setting.

4.7 Site 7 and 8: Martin Bridge 1 and 2



Location and access	Two ramps are located within 30 metres of each other, and adjacent to Fotheringham Park and Greater Taree City Council's Administration Building. Access is directly off River Street. Parking is limited especially during business hours due to the high volumes of traffic accessing the CBD.
Activities and operations	Recreation - both ramps are in poor condition and during low tide the toe of the ramp are exposed. Activities are limited to launching of mainly non-powered craft such as canoes and special events held on the river such as Australia Day celebrations.
Physical environment	This is an urban landscape bordered by a key park used for community events. The riverbank has been reinforced with a retainer wall.
Facilities/ infrastructure	The ramps themselves are in poor condition; however facilities and infrastructure are quite good. Fotheringham Park adjoins the ramps and provides toilet and picnic facilities and a playground
Amenity	Both parks have a relaxed parkland setting playing host to many music festivals and special events.
Usage	Low - these facilities predominately service locals. Seasonal use and limited to weekends given the parking restrictions.
Community feedback	N/A
Opportunities/ constraints	Opportunities are limited due to the location of the ramps within the CBD foreshore of Taree. Parking for trailers is very limited and virtually not available during office hours. The focus of the area should move away from boat launching to set down and drop off points for people using the river and wanting access to the CBD at the pontoon and wharf landings. These facilities could be decommissioned in the future.

4.8 Site 9: Taree City



Location and access	Accessible from Pulteney Street and Manning River Drive. The pontoon provides a central location to access boats, particularly cruises or to visit the shops or the foreshore parks.
Activities and operations	Tourism and Commercial- this pontoon is within the CBD and provides a drop-off/pick up point for boats, particularly cruises. Recreational – the pontoon is well used by locals for fishing, swimming and viewing the river. Since 2005, over \$350,000 has been provided through grants such as the Better Boating Program, Council works and community assistance to upgrade facilities.
Physical environment	The park is highly urbanised with retainer walls replacing the natural river bank. The park is grassed with a prominent avenue of trees and a walking path alongside the foreshore.
Facilities/ infrastructure	The park is a prominent feature of the CBD and provides a high level of facilities including BBQ facilities and play equipment. Toilet facilities are located in the nearby Fotheringham Park. Cafes and food outlets are nearby, accessed by paths.
Amenity	The park lends itself to many different users on a daily and periodic basis. Lunchtime users take advantage of the park due to its close proximity to the CBD and its river outlook. Several Annual events are held at the park such as New Years Eve and Australia Day. The park provides excellent viewing points for sporting completions held on the river such as the power boats and fishing competitions.
Usage	Low – as a boating facility, but high as a pedestrian’s access to the river.
Community feedback	Sometimes a conflicting situation can develop between boat users, fishermen and swimmers. There needs to be recognition that a primary function of the pontoon is to provide access for boats. Signage is proposed to encourage cooperation between users of the pontoon.
Opportunities/ Constraints	Given the high use by swimmers, investigate the provision of a ladder to enable easy access out of the water. Given the poor condition of the retainer wall along the riverbank, future upgrades will be required. Signage could be installed to minimise conflict between boats, fishermen and swimmers (undertaken by Roads and Maritime Services).

4.9 Site 10: Manning Quays



Location and access	Located at the end of Manning Street, the pontoon provides boat access to Taree's CBD, particularly for cruises.
Activities and operations	Tourism and Commercial - this pontoon is within the CBD and provides a drop-off/pick up point for boats, particularly cruises. Recreational – the pontoon is well used by locals for fishing, swimming and viewing the river Since 2008, over \$130,000 has been provided through grants such as the Better Boating Program and Council to provide these facilities.
Physical environment	The park is highly urbanised with retainer walls replacing the natural river bank. The park is grassed with a prominent avenue of trees and a walking path alongside the foreshore.
Facilities/ infrastructure	The park is a prominent feature of the CBD and provides a high level of facilities including BBQ facilities and play equipment. Toilet facilities are located in the nearby Fotheringham Park. Cafes and food outlets are nearby, accessed by paths.
Amenity	The park lends itself to many different users on a daily and periodic basis. Lunchtime users take advantage of the park due to its close proximity to the CBD and its river outlook. Several Annual events are held at the park such as New Years Eve and Australia Day. The park provides excellent viewing points for sporting completions held on the river such as the power boats and fishing completions.
Usage	Low – as a boating facility, but high as a pedestrian's access to the river.
Community feedback	Sometimes a conflicting situation can develop between boat users, fishermen and swimmers. There needs to be recognition that a primary function of the pontoon is to provide access for boats. Signage is proposed to encourage cooperation between users of the pontoon.
Opportunities/ Constraints	Given the high use by swimmers investigate the provision of a ladder to enable easy access out of the water. Given the poor condition of the retainer wall along the riverbank, future upgrades will be required. Signage could be installed to minimise conflict between boats, fishermen and swimmers (undertaken by Roads and Maritime Services).

4.10 Site 11: Taree Aquatic Club



Location and access	Located at the end of Macquarie Street the facilities are associated with the sailing club. Access to the ramp is restricted by locked bollards and the slipway is for hire. The facilities are located in Queen Elizabeth Park.
Activities and operations	Recreational and sporting – the ramp is used for launching sailing boats and officials boats for racing. It is also utilised by the dragon boating club to launch their boats for training. Vehicle access to the ramp is restricted by bollards, given the location within Queen Elizabeth Park. The pontoon is used by people accessing the sailing club by boat and used by locals for fishing and swimming. Commercial - the slipway (privately operated by the Taree Aquatic Club) and pump-out facilities (Council operated) provide the only service facilities in the river.
Physical environment	The park is highly urbanised with retainer walls replacing the natural river bank. The park is grassed with a prominent avenue of trees and a walkway along the foreshore. The Aquatic Club (Sailos) is also a prominent two storey building at this location.
Facilities/ infrastructure	This is the northern end of Queen Elizabeth Park which has fewer facilities, but is connected via the foreshore path to the facilities at the southern end. The ramp is an ageing concrete ramp that can be slippery at times. The pontoon is in a moderate condition. The slipway is run by the sailing club and requires maintenance. Toilet facilities are not available.
Amenity	Access to the ramp is restricted by bollards given the limited parking and turn-a-round for boats and trailers. During sailing events this part of the park can become congested and restrictive for the public using the park.
Usage	Low – as a boating facility given the restrictions, but medium as a sporting facility servicing the sailing and dragon boating clubs. Year round use.
Community feedback	Both the sailing club and dragon boating club reported that the ramp currently does not service their needs. A wider beach style ramp would better service loading/unloading of boats and may reduce safety concerns with people regularly slipping on the concrete ramp.
Opportunities/ constraints	Widen and provide a beach style ramp to improve access and safety. A key issue to be considered is the design and maintenance of the beach to ensure maintenance costs are improved not increased. Poor condition of the retainer wall along the riverbank, future upgrades will be required.

4.11 Site 12: Endeavour Place



<p>Location and access</p>	<p>This boating facility is well established and purpose built to provide access to the Manning River from the eastern side of the Taree township. It offers a six lane ramp with adequate parking for cars and trailers. Access is off Stevenson Street.</p>
<p>Activities and operations</p>	<p>Recreational and sporting - the boating facilities at Endeavour Place are the largest within the Manning Valley. Given the prominent location and facilities, this area is often used for large aquatic events. The concrete ramp services the powered boats while the gravel ramp services the rowing and sailing clubs. These sporting clubs use the facilities regularly for training, club meets and state competitions. Other clubs such as the dragon boat and ski club also use these facilities for events. Powerboat and fishing competitions are also centred around this location. This is also a good launching point for day trippers and fishermen, given the fish cleaning facilities and pontoon.</p> <p>Commercial – given the size of the ramp and facilities, this is often a launching point for the boat building industry. A crane is used to place the boats into the river for testing or distribution. This site is often used by commercial fishermen to launch their boats</p> <p>Tourism – the sloping banks of the park provide an excellent viewing platform for aquatic events, the prominent event being the Easter Powerboat Classic. The provision of parking has also made this a popular pick up point for cruises.</p> <p>Since 2000, over \$170,000 has been provided through grants such as the Better Boating Program and Council works to upgrade these facilities.</p>

Physical environment	The natural environment has been replaced with a landscaped reserve and retainer wall along the riverbank. A walking track links the Martin Bridge to Browns Creek which incorporates the Bicentennial Gardens that are found at the junction of Browns Creek and the Manning River.
Facilities/ infrastructure	The carpark is in a very poor condition with large potholes. The toe of the ramp needs extension into the river and the ramp widened to accommodate the frequent use and major events. The ramp surface is in poor condition with regular reports about its slippery surface. Endeavour Place has BBQ facilities and toilets located within walking distance of the ramp and car park. The size and poor condition of the toilets are inadequate for the major boating events held at this location. A pontoon and fish cleaning table are located alongside the ramp.
Amenity	With landscaped reserves either side of the ramp, the area is inviting to many lunchtime visitors overlooking agricultural land on the opposite river bank and Dumaresq Island to the east.
Usage	High – used for a variety of activities. Year round usage.
Community feedback	The toe of the ramp needs to be extended into the river to enable better launching at all times. There are concerns about how slippery the ramp surface can get. The ramp needs to be resurfaced to provide better grip and improve safety. The car park needs to be re-constructed as it is continuously failing. Requests for a wider boat ramp to service at least another 2 more boats. Other key suggestions included: <ul style="list-style-type: none"> • another boat ramp near the gravel car park • construct another beach style ramp downstream of existing ramps • sealing of the gravel carpark • provide power near the ramps and improved lighting • replace the retainer walls with wave absorption design to improve boating events.
Opportunities/ constraints	Improvements to the ramp and facilities are necessary given the high usage of this facility. Re-construction of the car park is required. The toe of the ramp needs to extend into the river and the ramp surface improved to provide better grip for safety reasons. The widening of the ramp to enable launching of additional 2-3 boats would service the increasing use of this facility. Investigate signage to minimise conflict between boats and swimmers. In the long term, additional beach style ramps should be investigated. A key issue to be considered is the design and maintenance of the beach to ensure maintenance costs are improved not increased.

4.12 Site 13: Cundletown



Location and access	Found along River Street in Cundletown the boat ramp is located within Kendall Reserve. The ramp consists of two lanes and is quite steep, requiring some experience to navigate.
Activities and operations	<p>Recreational - fishing and water skiing are the main activities associated with the ramp, with Kendall Reserve offering a great place to view the skiing. The pontoon also provides a place for locals to fish and swim.</p> <p>Sporting – this ramp is used for the Taree Triathlon every January.</p> <p>Commercial – this ramp is frequently used by commercial fishermen. It is important to note that this ramp acts as the overflow when Endeavour Place is unavailable due to events.</p> <p>In 2001/02, over \$75,000 was provided through grants such as the Better Boating Program, grants and Council works to upgrade these facilities.</p>
Physical environment	An urbanised environment with houses opposite the reserve. Directly either side of the boat ramp natural riparian vegetation provides river bank stabilisation and protection to the reserve users.
Facilities/ infrastructure	The boat ramp is accessed directly from River Street providing no turn around area or off street parking. This can be dangerous as the manoeuvring for the ramp occurs in the flow of River Street. Many users parallel park along River Street and within the reserve itself occupying space for day trippers and causing erosion issues due to the lack of vegetation cover. There are fish cleaning facilities available and the reserve has picnic facilities but no toilet facilities. Public toilets are located in Market Square to the north.
Amenity	The area has a pleasant outlook over the rural environment of Dumaresq Island. Kendall Reserve provides the residents of Cundletown with open space, shady trees and access to the river. Water skiers often use a gravel beach area in front of Kendall Reserve to drop off/pick up skiers and picnic or BBQ in the reserve.
Usage	Medium – these facilities predominately service locals. Year round use.
Community feedback	Maintain boat launching facilities in Cundletown. Develop formalised parking to improve safety and the natural setting - do not restrict parking. Requests to both provide/not provide toilet facilities in Kendall Reserve.
Opportunities/ constraints	<p>Investigate signage or speed controls to slow down vehicles approaching the ramp, due the requirement for cars to protrude onto River Street when launching boats. There are currently potential conflicts between cars, boat launching and pedestrians in a confined location.</p> <p>A formalised parking area on the western side of the ramp within the reserve would reduce the impact of vehicles parking in the reserve. Bank stabilisation works recently completed by Council will limit erosion being experienced to the east of the ramp.</p> <p>Investigate signage to minimise conflict between boats and swimmers.</p>

4.13 Site 14: Oxley Bends



Location and access	The ramp is the old vehicle punt access to Oxley Island located at the end of Ferry Lane off the Oxley Bends (Old Pacific Hwy at Cundletown). Access is along a gravel road that services residential properties located along the lane.
Activities and Operations	Recreational - activities are limited to the recreational fisherman due to current state and facilities available. Commercial - some commercial fisherman use the ramp to launch their boats.
Physical environment	The riverbank is well vegetated with a mixture of native and exotic species.
Facilities/ infrastructure	The ramp itself is in poor condition. Residential properties are located either side. No facilities or infrastructure exists at the site.
Amenity	The setting is natural with an outlook over Oxley Island. The western side of the ramp is a residential garden with the eastern approach well vegetated with mangroves.
Usage	Low - these facilities predominately service locals. Seasonal use.
Community feedback	Upgrades to the ramp and its approaches could be made to improve accessibility during high tide.
Opportunities/ constraints	Opportunities are limited due to the location and surrounding land uses.

4.14 Site 15: Croki Pontoon



Location and access	This pontoon is located at the end of Barton Street in a park used by locals to access the river and use the river pool.
Activities and Operations	Recreational –used by water skiers and fisherman. The boats are launched at Ferry Road ramp approximately 400m away. The pontoon is used by locals and day visitors for swimming, fishing and viewing the river. In 2006/07, over \$150,000 was provided through grants such as the Better Boating Program and Council works to upgrade these facilities.
Physical environment	Grassy parklands with shade trees and a rocky embankment down to the river.
Facilities/ infrastructure	The pontoon is in good condition. It replaced a historic wharf that remains to the west of the pontoon. BBQ and toilet facilities are available in the park.
Amenity	Highly attractive riverine environment overlooking Mitchell’s Island and several oyster leases. The village of Croki provides an attractive community environment with a pleasant recreational area.
Usage	Low – as a boating facility. Seasonal use.
Community feedback	N/A
Opportunities/ constraints	Maintain existing facilities.

4.15 Site 16: Croki Ramp



Location and access	The former ferry access connecting Mitchell's Island with the northern end of Taree, access is narrow and unsealed with the ramp located at the end of Ferry Road. There is no parking available except along the road verge, the turnaround area is limited as the ramp is bounded by private property and the river bank.
Activities and Operations	Recreational - use is limited to the residents of Croki and those that have knowledge of its existence. There is a park and swimming area 400m from the ramp within the village with a pontoon allowing people to board boats. Commercial – used by a local oyster producer to launch boats.
Physical environment	Remnant riparian vegetation exists along both sides of the ramp with trees overhanging the ramp causing launching issues for larger boats.
Facilities/ infrastructure	The ramp itself is in poor condition and located 400m away from the boarding pontoon and recreational facilities of a park, swimming area, picnic tables and toilets.
Amenity	Highly attractive riverine environment overlooking Mitchell's Island and several oyster leases. The village of Croki provides an attractive community environment with a pleasant recreational area.
Usage	Low - these facilities predominately service locals. Seasonal use.
Community feedback	The main issue with Croki is the primitive ramp. Facilities require upgrading, including incorporating pontoons, cleaning facilities, toilets and a picnic area. Limited parking is available due to the location. Once three boats have launched there is no room for turning around and you have to park on a narrow road.
Opportunities/ constraints	Very limited opportunities exist due to its isolation and lack of space available to expand. Reclamation or property acquisition would be required.

4.16 Site 17: Coopernook



Location and access	Located at the old Pacific Highway crossing over the Lansdowne River. The ramp is accessed through a reserve in front of the Coopernook Hotel.
Activities and operations	Recreational - the ramp provides access to the Lansdowne River and northern arm of the Manning River for fishing and recreational purposes. Locals also fish and swim from the pontoon. Since 2008, over \$250,000 has been provided through grants such as the Better Boating Program, and Council works to upgrade facilities.
Physical environment	The physical environment is still well vegetated either side of the ramp with rural properties running along both sides of the river.
Facilities/ infrastructure	A new pontoon, concrete ramp, walkway and fish cleaning facilities are established. Picnic facilities have also been provided. The car park is to remain informal gravel parking.
Amenity	The Coopernook Hotel is located adjacent to the ramp providing visitors a place to stop, stay and launch their boats and explore the Lansdowne and Manning Rivers.
Usage	Low - these facilities predominately service locals. Seasonal use.
Community feedback	Community comments were made prior to the facilities being upgraded. Requests for a toilet remain outstanding.
Opportunities/ constraints	Investigate the possibility establishing toilets at the site. The operational and maintenance requirements associated with toilets would have to be investigated.

4.17 Site 18: Lansdowne



Location and access	Located within the Lansdowne Nature Reserve this ramp is accessed along Mill Street Lansdowne. The access road into the reserve is gravel, with gravel approaches to the ramp.
Activities and operations	Recreational - located south of the weir on the Lansdowne River this ramp provides access to the top of the estuary. However, activities are limited due to the no wash zone within the upper estuary. There is a small cleared area available with a bench seat overlooking the river. Parking is minimal with one dedicated parking bay.
Physical environment	Located within a National Park the area is in relatively pristine condition. The area overlooks rural agricultural land across the river.
Facilities/ infrastructure	The ramp itself is concrete and not well maintained. There are no other facilities available at the site.
Amenity	Highly attractive riverside setting located within a National Park.
Usage	Low – limited use.
Community feedback	N/A
Opportunities/ constraints	The main constraint associated with this ramp is that it is located with a National Park, which could limit improvements to the area. The ramp could be upgraded and warning signs put in place to facilitate boating safety.

4.18 Site 19: Crowdy Bay



Location and access	Located in Crowdy Bay Harbour access is along a sealed road with parking located opposite the ramps. The ramp is located within a protected harbour which has direct access to the sea.
Activities and operations	<p>Recreational and Sporting – this area is well utilised by the whole community who want safe and easy access to do sea fishing or diving. Fishing clubs frequently use these facilities.</p> <p>Commercial and Tourism – location of a commercial fishing fleet with permanent moorings. Launching point for fishing and diving charters. Since 2003 over \$200,000 was provided through grants and Council works to dredge the harbour and upgrade these facilities.</p>
Physical environment	Located on the headland, Crowdy Head is a peaceful unique fishing village surrounded by National Park.
Facilities/ infrastructure	The boat launching facilities are comprised of four (4) ramps and several boat moorings within the harbour (making access to boats easier). Two of the ramps are restricted due to siltation and the ramp can become difficult due to sea surges. Car and trailer parking is available on the opposite side of the road along with public toilets and picnic facilities.
Amenity	Providing the gateway to the harbour and ocean, the boating facilities provide both a visual and commercial aspect to the village of Crowdy Bay. The harbour has been the central focus of this historical fishing village.
Usage	High – well used access to the ocean. Year round use.
Community feedback	<p>With regard to the ramps:</p> <ul style="list-style-type: none"> • the bay needs dredging - soon will not be able to launch at low tide • being undermined by surge and boats using motor thrust to load trailers • require better/more consistent maintenance • provide no parking signs either side of roadway adjacent to ramp • provide lighting • signage is needed to inform fishermen not to clean fish in this location. <p>Work in conjunction with the Crown Lands Division to build groynes to extend existing walls to stop surge for both moored boats and ones using the ramps, especially at high tide and during swell.</p> <p>Parking area needs:</p> <ul style="list-style-type: none"> • resurfacing and more parking to cater for busy times • a designated bay for rescue services • disabled parking closer to the ramps • lighting improvements, solar light is unreliable. <p>Consider a pickup and drop off pontoon near the western ramp so that launched boats can clear ramp whilst waiting for person parking the trailer.</p>
Opportunities/ constraints	The ramps themselves are relatively new. Siltation within the harbour can restrict the use of the two western ramps during low tide and will require dredging. Review usage to ensure the facility meets the need of users, particularly given the usage and importance of this facility.

4.19 Site 20: Harrington Pontoon



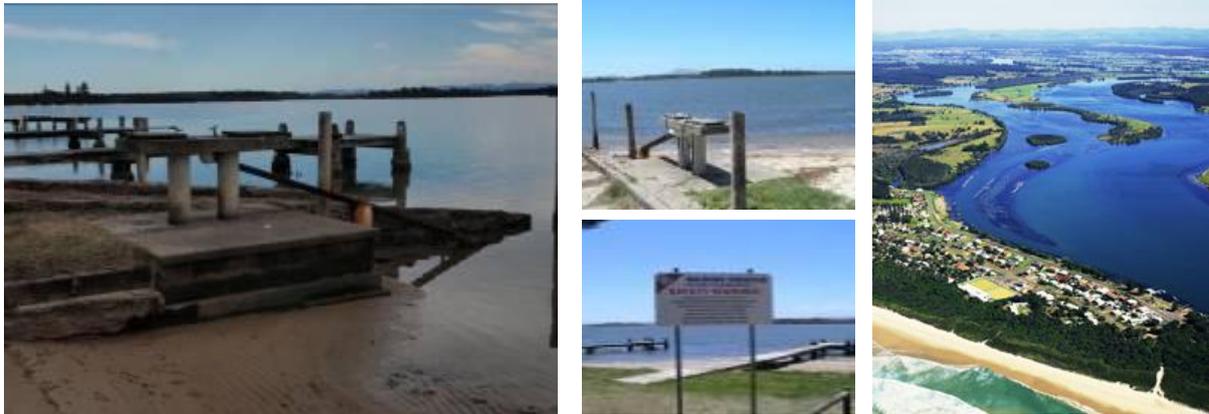
Location and access	Located in Harrington at the end of Elizabeth Street. The road access adjoins the parking for the Harrington Hotel.
Activities and Operations	Recreational – the pontoon is used by locals and day visitors for launching boats and swimming, fishing and viewing the back channel and the Harrington breakwall.
Physical environment	Highly urbanised environment that is very open with limited shade.
Facilities/ infrastructure	The ramp is sand and the pontoon is of timber construction. Both are ageing, with the pontoon being in a relatively good condition. Fish cleaning facilities are available but in poor condition. The shallowness of the channel does restrict some boats during low tide. The shared parking arrangements with the hotel also limit parking during the summer months.
Amenity	While the area has limited shade and facilities, it has attractive views of the Harrington back channel and breakwall.
Usage	Low – as a boating facility. Seasonal use.
Community feedback	The facility is well used by canoeists. Upgrades are required to improve the amenity (remove fish cleaning table, provide picnic table, remove large bin). Safety concerns with regard to the groyne being so close to the pontoon.
Opportunities/ constraints	Maintain existing facilities. Identify the groyne (buoy, signage) to improve navigation in the area.

4.20 Site 21: Harrington Back Channel



Location and access	Located at the northern end of Harrington Waters Estate, the ramp services both Harrington and Harrington Waters. Access is easily gained off Harrington Road and is associated with a small reserve providing users with basic facilities.
Activities and operations	<p>Recreational - the main activities associated with the ramp are fishing and providing access to the river entrance. Crowdy Harrington Marine Rescue uses the ramp to launch their patrol boat, a much valued volunteer service.</p> <p>Commercial - The ramp also provides a launching area for boats stored in the Harrington Waters Marina.</p> <p>Tourism - Harrington is a very popular holiday destination during the summer months. Many visitors bring their boats to enjoy the waterways. Since 2000, almost \$200,000 was provided through grants such as the Better Boating program, and Council works to upgrade these facilities.</p>
Physical environment	Located in the back channel of the Manning River entrance, the remnant riparian vegetation provides an ideal estuarine environment for aquatic life and oyster leases.
Facilities/ infrastructure	The boat ramp at Harrington has recently been upgraded to include a pontoon (improving access to boats), fish cleaning table and a wider ramp. Amenities are located 200m away with limited parking for cars and trailers. The ramp itself is in excellent condition, however larger boats find it dangerous to launch during low tide as the toes of the ramp is exposed.
Amenity	The highly attractive estuarine setting provides users with a peaceful outlook over a well vegetated sand spit often playing host to numerous water birds and marine life.
Usage	High – well used facilities. Year round use.
Community feedback	<p>Improve the toe of the ramp as it is currently dangerous and impacts on boat launching.</p> <p>Toilets are located too far away from the ramp.</p> <p>Reconfigure the gantry to allow vessels direct access to central Harrington, reducing the need to dredge the backchannel. A marina then could be established in central Harrington.</p> <p>An additional floating pontoon is needed on the opposite side of the boat ramp to enable easy launching/ pick-up of passengers.</p> <p>Harrigans should be encouraged to provide facilities for mooring visitors.</p> <p>Allocate parking for the marine rescue boats.</p>
Opportunities/ constraints	<p>Improvements need to be made to the ramp itself by extending it so that during low tide larger boats, such as the marine rescue can be launched without difficulty.</p> <p>Investigate allocated parking for the marine rescue boats.</p> <p>Additional car parking facilities may also need to be considered in the future.</p>

4.21 Site 22: Manning Point



Location and access	Found at the eastern end of Manning Point Road this ramp is the most easterly access point to the Manning estuary. Access is sealed with a gravel parking area to the west of the ramp.
Activities and operations	Recreational – this ramp is popular with fishermen, skiers and day users. Tourism - Manning Point is a very popular holiday destination during the summer months. Many visitors bring their boats to enjoy the waterways. A cruise boat services this area.
Physical environment	The environment around the ramp is quite harsh with minimal vegetation for shade. Grass areas are located along the waterfront, with beach access to the water. Sea grasses are prominent in this area
Facilities/ infrastructure	The ramp itself consists of a single lane with a fish cleaning table along side. The ramp is quite run-down. Here are several jetties protruding into the water some of which are quite dilapidated. There is a park with BBQ and toilet facilities located within walking distance from the ramp and a few cafes nearby. There is no formalised parking for car and trailers with many parking along the street. During summer months this area is used intensely.
Amenity	Over looking Harrington Waters Estate and the northern end of the Manning entrance, the area is quite picturesque with an abundance of seabirds and dolphins inhabiting the waters.
Usage	Medium – these facilities are intensely used over the summer months. Seasonal use.
Community feedback	Comments to both remove/repair the jetties. Need more mooring facilities to enable small boats to stop off at points of interest or for lunch/refreshments. Needs one or two more ramps to cater for the holiday season. Car/ trailer parking and toilet facilities are inadequate.
Opportunities/ constraints	Limited improvements have occurred at this location. Opportunities for this ramp and locality are numerous given its popularity during the holiday season and location. An upgrade to the current ramp could be considered together with a pontoon and new fish cleaning table. A boat wash down facility and formalised parking would enhance the facility. Additional ramps to cater for the holiday peak could be considered as part of any upgrade. Consultation with the boat users and community would be required with regard to location and improving safety between the many users of this area. Consideration of ongoing maintenance will need to be undertaken.

4.22 Site 23: Oxley Island



Location and access	Located on the eastern side of Oxley Island the ramp is the former ferry approach, which crossed Scotts Creek to Mitchell's Island. Access is at the end of the unsealed Ferry Road requiring users to reverse approximately 100m to launch their boat.
Activities and operations	Recreational - activities are limited to those wanting to access the lower end of the estuary to fish and sightsee.
Physical environment	Riparian vegetation exists on both sides of the ramp.
Facilities/ infrastructure	The ramp is in a very poor condition with no facilities available for users.
Amenity	Visually the site is quite attractive overlooking the Scotts Creek and Mitchell's Island, however private property encloses either side of the ramp providing little opportunity for people to enjoy the environment.
Usage	Low – limited use.
Community feedback	N/A
Opportunities/ constraints	There are very few opportunities available at this site due to the location and lack of available space to expand.

4.23 Site 24: Farquhar Park



Location and access	Located at Farquhar Inlet north of Old Bar, access to this location is restricted to beach access (south of Manning Point) or by boat. This site is managed by the Department of Primary Industries (Crown Lands Division).
Activities and operations	Recreational – this location is used by campers, fishermen and day visitors. The wharf is also used for fishing and swimming. In 2010, community groups volunteered time and materials to construct this wharf.
Physical environment	This area makes up part of the Manning Entrance State Park, home of some significant patches of littoral rainforest and a breeding ground for the endangered shore bird, the Little Tern. The location has been developed as a camping and day trip destination.
Facilities/ infrastructure	The wharf provides easy access from boats to the camping/picnic facilities. Toilets are available along with BBQ facilities.
Amenity	Natural setting with a great outlook over the sandbars and Charleys Island.
Usage	Low - these facilities provide improved access to the camp/day visitor's area. Seasonal use.
Community feedback	Expressed the need to keep the entrance open at this location
Opportunities/ constraints	The facilities provided are appropriate given the natural setting.

4.24 Site 25: Mudbishops



Location and access	Located in Mudbishops Point Reserve at the end of Mudbishops Point Road, Old Bar, the ramp is quite isolated with a gravel approach.
Activities and operations	Recreational - allows access to the southern end of the river mouth for fishing and recreational purposes. Access is influenced by tidal patterns and shifting sand bars which limits its usage to small boats at high tides.
Physical environment	The ramp is located within Mudbishops Point Reserve that makes up part of the Manning Entrance State Park, home of some significant patches of littoral rainforest and a breeding ground for the endangered shore bird, the Little Tern.
Facilities/ infrastructure	The single lane concrete ramp is quite long and steep to allow for tidal change, however the silting up of the river mouth has limited access to higher tides. Toilets and a picnic table exist at the reserve, though parking is limited with no formalised parking area for car and trailers.
Amenity	The surrounding reserve and State Park are quite picturesque and unique to the Manning Valley. However, due to the remoteness it can attract some antisocial behaviour.
Usage	Low - these facilities predominately service locals. Seasonal use.
Community feedback	Improvements to road and facilities are required once dredging has been completed.
Opportunities/ constraints	Old Bar is a growth area that will need improved access to cater for the needs of the future population. The facility could be improved by providing formalised parking to protect the surrounding area and an upgrade of the ramp through an additional lane. Siltation around the ramp has restricted its use, which would be improved through dredging. The potential of ongoing siltation issue needs to be considered when investigating improvements to this facility. Given the isolation of the site, vandalism has been a problem at this location. This needs to be considered when establishing any new facilities at this location in terms of the need, design and maintenance. The access road is in poor condition and needs upgrading.

4.25 Site 26: Bohnock



Location and access	Located adjacent to the bridge crossing to Oxley Island. Access to the ramp is on the southern side of the bridge off Manning Point Road.
Activities and operations	<p>Recreational - a well used access point for fisherman and day visitors on the estuary and to access Old Bar entrance. The ramp provides access to the lower estuary and associated facilities and reserves that have water access.</p> <p>Tourism – this area is a very popular holiday destination during the summer months. Many visitors bring their boats to enjoy the waterways.</p>
Physical environment	A highly disturbed environment located within a rural environment that has very little natural vegetation remaining.
Facilities/ infrastructure	<p>Options for improvements to this facility were developed using Better Boating Program funding. The options considered major long term changes to improve road access and extend parking. These options were considered in the development of this plan.</p> <p>The concrete ramp is ageing. Care needs to be taken given the strong tidal surge. The wharf enables easy access for people to embark/disembark boats, but only at high tide. A fish cleaning table is available. The gravel car park can become quite busy during summer months. A private boat hire/bait and tackle business operates alongside the ramp.</p>
Amenity	The site looks quite barren with no formalised parking or landscaping.
Usage	Medium – provides good access to Old Bar entrance. Year round use.
Community feedback	Ramp needs widening to 3-4 lanes, more organised parking and better access from the road. Wash down facilities would be beneficial.
Opportunities/ constraints	<p>Limited improvements have occurred at this location.</p> <p>The toe of the ramp requires extension into the river and widening. The addition of a pontoon and upgrade of the fish cleaning table, together with a formalised car park would improve the facility.</p> <p>The options developed for Bohnock using the Better Boating Program funding provide background information to be considered in any future infrastructure.</p>

4.26 Site 27: Pampoolah



Location and access	Located at the end of Redbank Road, access is along a gravel road approximately 2.8km off Old Bar Road.
Activities and operations	Recreational – the pontoon allows for access to the river for fishing, swimming and viewing of the river. The pontoon is used by some skiers. In 2004/05, over \$65,000 was provided through grants such as the Better Boating Program, and Council works to upgrade these facilities.
Physical environment	The reserve itself is located between two farms and overlooks the southern arm of the Manning River. The vegetation is a combination of native and introduced species. The access track is well worn with several large potholes within the reserve.
Facilities/ infrastructure	The reserve contains toilet facilities, picnic tables and an open fire place. The pontoon itself has been recently upgraded to give wheelchair access and allows for a couple of boats to access the facilities at any one time.
Amenity	The site is a typical rural setting that is some distance away from the urban area which could result in antisocial behaviour littering.
Usage	Low – as a boating facility. Seasonal use
Community feedback	N/A
Opportunities/ constraints	The pontoon itself is in good condition and requires only maintenance. However, the reserve could be upgraded to provide a more attractive and user friendly site.

4.27 Site 28: Saltwater



Location and access	Located within Khappinghat Nature Reserve. Access is along a sealed road through the reserve. Parking is available however, there is limited parking for trailers. The site is managed by the NSW Office of Environment and Heritage.
Activities and operations	Recreational - the ramp is associated with the Aboriginal place that is located within the Nature Reserve providing access to the lagoon for traditional use. The lagoon has limited use as it is shallow and restricts water skiing or jet skiing, resulting in recreational fishing as one of the only options.
Physical environment	Saltwater Lagoon is feed by Khappinghat Creek, a small catchment that is still in a pristine condition making it an ideal picnic and leisure spot. The creek is generally closed to the ocean except during heavy rain and flood events.
Facilities/ infrastructure	The boat ramp itself is quite steep and has a shallow rocky water approach which at times can be dangerous. Facilities at the site are numerous and spread out across the reserve providing picnic and open space areas for several large groups with toilets and several wood fired BBQ's.
Amenity	The nature reserve is located on the northern side of the entrance to Khappinghat Creek providing users with access to the ocean and lagoon as a sand bar provides an ever changing environment at the mouth of the creek.
Usage	Low – limited use. Seasonal use.
Community feedback	N/A
Opportunities/ constraints	Opportunities are limited at the site due to the nature of the lagoon being shallow, restricting the types of boats that are able to be launched and used within the waterbody. The ramp itself is maintained by the NSW National Parks and Wildlife Service.

4.28 Site 29: Blackhead



Location and access	The ramp allows beach access for launching off the beach into the open ocean. Located along side the Blackhead Surf Club the ramp is mainly used to launch the club vessels during the summer months. The access is limited by the lagoon that sits at the base of the ramp and the beach that requires the use of 4WD vehicle only to launch a vessel (permit required).
Activities and operations	Recreational - activities are limited to those with a 4WD and wanting access to the open ocean, they are also limited by the conditions of the sea as there is no protection from wave action. Sporting – providing access for the surf clubs vessels.
Physical environment	The surrounding environment consists of coastal dunes and vegetation.
Facilities/ infrastructure	The boat ramp is located along side the Blackhead Surf Club that provides facilities to beach goers and club members. A park is located behind the beach providing toilets, fish cleaning facilities and picnic facilities to the general public. Parking is limited. Often the vehicles are parked on the beach.
Amenity	The ramp is located at the southern end of Blackhead Beach providing a pristine backdrop to the locality.
Usage	Low - these facilities predominately service locals. Seasonal use.
Community feedback	N/A
Opportunities/ constraints	The location and access due to the nature and location of the ramp limit opportunities.

4.29 Summary of assessment

Based on the assessment of each site it is evident that:

- many of the locations of facilities are **historical**, which reflects the importance of the Manning River in the history of the Manning Valley. Having large islands in the lower catchment and a large meandering river upstream meant that ferry crossings were necessary to connect communities. In many cases these former crossings continue to support boating facilities of varying degrees
- many of the towns and villages have some form of **river access** and it is usually well used by the local community if not for boating, for swimming, fishing or just enjoying the view. It is important not to dismiss these other values when planning for boating facilities – the flow on benefits can be significant for a local community. It is also important to acknowledge that for many communities access to the river is a “precious” asset, and any decommissioning needs to be carefully considered
- **boating user groups** can become associated with certain facilities almost “making it their own”. For example, it is known the water skiers generally use Manning Waters Estate, Andrews Reserve, Wingham and Cundletown, the rowers use Endeavour Place and commercial fishermen/oyster farmers use both the higher used facilities as well as isolated ramps such as Oxley Bends and Croki Ramp. Knowing the boating groups can often assist with determining the needs. This highlights the importance to undertake continued engagement with these groups
- while some great boating infrastructure has been provided, especially over the last 10 years, there are still some important upgrades required. These upgrades would improve facilities not only for locals, but also for the growth of the tourism industry. Seeking **partnerships and funding** will be important to keep the momentum going on this good work
- **safety** was a key issue raised for the majority of ramps. The slippery surface of ramps was a common theme, followed by the quality of the ramps and the facilities
- key **economic factors** need to be considered. Are the future residential growth areas being serviced? Harrington has seen growth over the last 15 years and Old Bar will experience growth over the next 15 years. In the future Brimbin will also develop. It will be important to meet the needs of these areas.

Another factor is tourism. Are the facilities meeting the needs of our tourists in terms of amenity, the type of facilities and the intense use during summer months? Key tourist destinations include Harrington, Crowdy Bay (for ocean access) and Manning Point.

Are the needs of local businesses and major sporting events being met? Both of which are important contributors to the local economy.

- any new boating infrastructure needs to reflect and respect the **natural setting**. As highlighted in the survey, many people access the river to enjoy its natural beauty. This needs to be a key consideration of any future development.

5.0 Management Strategies

In order to develop management strategies it is important to firstly establish a means to classify or group the facilities, identify improvements and prioritise their implementation.

5.1 Classification of facilities

Classifying each boating facility within the Manning Valley is a simple yet effective way of determining the recommended minimum infrastructure required. A study carried out by GeoLink for the Macleay Valley used three categories to set a minimum standard of facility that should be anticipated at various sites along its river.

Given the Macleay and Greater Taree are similar in population and resources, similar categories have been used (below) to classify and rank the existing infrastructure. Based on the demand, carrying capacity, existing infrastructure and the need to consolidate capital and maintenance costs sites have been ranked in accordance to these standards, as well as sites that should be decommissioned have been identified. This classification also takes into consideration the desire for more usage at particular sites, which would alter what they normally would have been classified as.

5.1.1 Regional facility

Regional facilities are multi-purpose facilities that have a high usage and are significant to the LGA. These facilities should offer the following minimum range of facilities and services:

- Boating infrastructure:
 - sealed boat ramp (4 or more lanes) and approach
 - floating pontoon with possible jetty
 - boat and fish cleaning facilities
 - soft launching area; and sealed car and trailer parking (more than 20 spaces).
- Site amenities:
 - managed open space
 - toilets
 - lighting
 - signage
 - playground
 - picnic facilities/barbeques.

5.1.2 Local facility

Local facilities service a town or village. They often service two user groups and have medium usage. These facilities should offer the following minimum range of facilities and services:

- Boating infrastructure:
 - formalised boat ramp (2 or more lanes) and approach
 - floating pontoon
 - fish cleaning facilities
 - car and trailer parking (around 10 spaces).

- Site amenities:
 - managed open space within a natural setting
 - lighting
 - signage
 - park furniture.

5.1.3 Limited facilities

Limited facilities have a low usage and minimal facilities. Often this can mean that there are limitations on the facility in terms of when the ramp can be used and parking available. These sites cater to a small number of users seeking a quieter, less developed setting that offers strong natural values. Infrastructure should include:

- Boating infrastructure:
 - single lane boat ramp
 - informal car and trailer parking (up to 5 spaces)
- Site amenities:
 - natural riparian setting
 - signage.

Table 4 shows the category applied to each facility and the factors that derived the categorisation.

5.2 Potential improvements

Potential improvements have been drawn from the assessment of the boating facilities (Section 4) and community consultation. Given there are 29 sites all of which have identified improvements, the prioritisation is an important consideration. The improvements for each site are summarised in Table 4.

It is important to note that two key issues stand alone in this report, as they apply to areas not one specific location:

- a key action for all boat ramps is the improvement of the ramp surfaces. This was raised for most of the ramps in the Plan. Investigations need to be made into either seeing whether there is a more appropriate surface, or if maintenance of these facilities can be improved
- repair to the foreshore retainer wall in Taree located between the Martin Bridge and Endeavour Place. This wall is in a poor state, in some places it is falling into the river. This wall provides excellent access for fishing, swimming and viewing of the Manning River.

While some grant funding may be used to improve the ramp surfaces, funding may not be available for repairs to the retainer walls as it relates to ongoing maintenance of Crown assets. However, there can often be flow on effects when providing nearby infrastructure. For example, fixtures such as pontoons have often led to improvements to the retainer walls to ensure a strong fixing point

No	Location	Significance			Condition	Economic Drivers	Comments	Improvements	Priority
		Use	Usage	Activity					
21	Harrington Back Channel	Recreational/ Commercial/ Tourism	High	Year round	Poor	High	While funding has been provided at Harrington recently, minor funding is required to improve the function of the ramp. This would improve access for Marine Rescue	<ul style="list-style-type: none"> Improve the toe of the ramp to reduce problems at mid to low tide Investigate allocated parking for the marine rescue boat 	1
22	Manning Point	Tourism/ Recreational	Medium	Seasonal	Poor	High	Facilities are in need of significant improvements. Consultation with the community is essential. Considerable funds would be required.	<ul style="list-style-type: none"> Upgrade the ramp; provide a new pontoon and car parking. Consider maintenance requirements of any new facilities 	2
26	Bohnock	Recreational/ Tourism	Medium	Year round	Average	Medium	Limited improvements have occurred at this location	<ul style="list-style-type: none"> Addition of a pontoon to enable disabled access Widen and upgrade the ramp Upgrade of the car park Upgrade fish cleaning facilities Consider maintenance requirements of any new facilities 	3
LIMITED FACILITY									
3	Tinonee	Recreational	Low	Seasonal	Average	Low	Community engagement required to determine the priority and location of parking	<ul style="list-style-type: none"> Sealing of the ramp approach Investigate improving parking 	2
5	West End Ave	Recreational	Low	Seasonal	Poor	Low	Ramp is a low priority - this ramp could be decommissioned in the future	<ul style="list-style-type: none"> General maintenance requirements would apply 	
6	Coocumbac Island	Recreational/Tourism	Low	Seasonal	Good	Low	Low priority	<ul style="list-style-type: none"> No works required 	
7/8	Martin Bridge 1 & 2	Recreational	Low	Seasonal	Poor	Low	Ramp is a low priority. Future plans could see this ramp decommissioned in the future	<ul style="list-style-type: none"> Investigate decommissioning 	
14	Oxley Bends	Commercial/ Recreational	Low	Seasonal	Poor	Low	Ramp is a low priority	<ul style="list-style-type: none"> General maintenance requirements would apply 	
15	Croki Pontoon	Recreational	Low	Seasonal	Good	Low	Pontoon is in good condition.	<ul style="list-style-type: none"> No works proposed 	
16	Croki Ramp	Recreational/ Commercial	Low	Seasonal	Poor	Low	Ramp is a low priority	<ul style="list-style-type: none"> Upgrade the ramp Investigate reclamation options to enable parking and manoeuvring Signage to encourage parking at the pontoon 	3
18	Lansdowne	Recreational	Low	Seasonal	Good	Low	Ramp is a low priority	<ul style="list-style-type: none"> General maintenance requirements would apply 	
20	Harrington Pontoon	Recreational	Low	Seasonal	Poor/Good (pontoon)	Low	Ramp is a low priority. Roads and Maritime Services will investigate the groyne safety issue	<ul style="list-style-type: none"> General maintenance requirements would apply 	
23	Oxley Island	Recreational	Low	Seasonal	Poor	Low	Ramp is a low priority	<ul style="list-style-type: none"> General maintenance requirements would apply 	
24	Farquhar Pk	Recreational	Low	Seasonal	Good	Low	Wharf is in good condition	<ul style="list-style-type: none"> No works required 	
25	Mudbishops	Recreational	Low	Seasonal	Poor	Medium	Future growth in the area will increase demand on this facility. However, improvements are reliant on dredging occurring and investigating whether the channel will remain accessible in the longer term and road access. Vandalism is an issue that needs to be considered when providing facilities at this location	<p>Investigate whether the site will remain accessible after dredging and road improvements prior to committing to the following improvements:</p> <ul style="list-style-type: none"> upgrade ramp provide formalised parking improve facilities - consider maintenance given the level of vandalism 	1
27	Pampoolah	Recreational	Low	Seasonal	Good	Low	Pontoon is in good condition	<ul style="list-style-type: none"> General maintenance requirements would apply 	
28	Salt Water	Recreational	Low	Seasonal	Good	Low	Ramp is a low priority	<ul style="list-style-type: none"> General maintenance requirements would apply 	
29	Blackhead	Recreational/ Sporting	Low	Seasonal	Average	Low	Ramp is a low priority	<ul style="list-style-type: none"> General maintenance requirements would apply 	

One issue requiring funding consideration is the establishment of a brochure for the whole boating area. The brochure could show the facilities available, and experiences on the waterway, to promote boating in the area.

Funding for the improvements outlined in Table 4 would need to be sought from a range of funding options and approaches outlined in Section 1.3 of this Plan.

5.3 Priorities

Given the number of boating facilities it is important to establish priorities. Priorities have been allocated to each facility category being regional, local or limited facility. The priority is based on three elements, being:

- the **significance** of a facility in terms of the range of uses, the level and frequency of use. For example boating facilities with frequent, year round and multi-purpose usage can be seen as an indicator of importance that would be reflected in priority setting
- the **condition** (age and upkeep) of the facility, especially given that the safety of the facilities was a key issue
- key **economic drivers** such as residential growth, tourism, businesses and sporting events.

The relationship between each element determines the priority for example a well used boating facility that is in a poor condition, but ideally located for tourism would be given a higher order priority.

While it is important to ensure that the higher order (regional) facilities are well serviced, it is just as important to provide a **balance** in terms of ensuring that improvements are spread across the spectrum of facilities (ie. both higher and lower order facilities experience some improvements).

The top three and seven priorities for regional and local facilities respectively, have been identified given they are highly utilised facilities. Only the top three priorities have been identified for limited facilities.

With regard to these priorities it is important to note that the order of implementation could change dependant on:

- the funds that are available at a given time. Some works are very expensive (eg Manning Point) and others inexpensive (eg. Harrington Back Channel). As such the amount of funds available could determine the order of works
- the partnership arrangements. Some groups may be ready to proceed with works earlier than others. If this is the case and the works are agreed to by Council and the landowner, then the priority could change.

The priority of implementation is shown in Table 4.

6.0 Review and Implementation

This Plan needs to be reviewed after 5 years to ensure the priorities are still relevant, in terms of identifying what has been achieved and to reflect the needs of the community. Any review will need to re-engage with the community and key stakeholders to update the existing facilities and aspirations.

Implementation is dependent on the availability of funds. Partnerships need to be encouraged to apply for grants, implement the works and provide ongoing maintenance.

APPENDIX A – Results of Survey Responses

Boating User Group Survey



1. What is the name of your group/club?	
	Response Count
	7
answered question	7
skipped question	0

2. What boat ramps do your group/club currently use?		Response Percent	Response Count
Wingham		14.3%	1
Tinone		0.0%	0
Manning Waters Estate		14.3%	1
Andrews Reserve		14.3%	1
Sailo's		14.3%	1
Endeavor Place		42.9%	3
Cundletown		28.6%	2
Croki		14.3%	1
Harrington		0.0%	0
Crowdy Bay		14.3%	1
Coopermook		0.0%	0
Mud Bishops		0.0%	0
Saltwater		0.0%	0
Bonhock		0.0%	0
Manning Point		14.3%	1
Other (please specify)			2
answered question			7
skipped question			0

3. How many members does your group/club currently have?

	Response Count
	7
answered question	7
skipped question	0

4. How often does your group/club meet?

	Response Percent	Response Count
daily	28.6%	2
weekly	14.3%	1
monthly	42.9%	3
2 monthly	0.0%	0
quarterly	0.0%	0
6 monthly	14.3%	1
yearly	0.0%	0
Other (please specify)		3
answered question		7
skipped question		0

5. When do you hold these events, what time of the year?

	Response Count
	4
answered question	4
skipped question	3

6. What is the average number of participants at each of your group / club meets?

	Response Count
	6
answered question	6
skipped question	1

7. Do the existing facilities meet the needs of your local group/club meetings?

	Response Percent	Response Count
yes - proceed to question 8	 28.6%	2
no - proceed to question 7	 71.4%	5
answered question		7
skipped question		0

8. If no, what facilities / improvements does your group/club require?

	Response Count
	6
answered question	6
skipped question	1

9. Does your group hold regional, state or national events?

	Response Percent	Response Count
yes - proceed to question 9	 71.4%	5
no - proceed to question 11	 28.6%	2
answered question		7
skipped question		0

10. If yes, does the current facilities meet your needs?

		Response Percent	Response Count
yes - proceed to question 11		16.7%	1
no - proceed to question 10		83.3%	5
		answered question	6
		skipped question	1

11. If no what improvements, additional facilities would you like to see at the ramps?, please list your top three (3).

	Response Count
	7
answered question	7
skipped question	0

12. How do you compare the facilities and boating infrastructure on the Manning River with other coastal systems?

		Response Percent	Response Count
Much preferred		33.3%	2
Similar		33.3%	2
Least favored		33.3%	2
		answered question	6
		skipped question	1

13. What is your group/clubs vision for creating a more attractive recreational boating environment within the Manning River?

	Response Count
	6
answered question	6
skipped question	1

Q1. What is the name of your group/club?

1	Manning Valley River Crusiers	Nov 30, 2011 1:01 PM
2	Manning River Rowing Club	Nov 30, 2011 12:55 PM
3	Manning River Dragon Boating Club	Nov 29, 2011 6:05 AM
4	Forster Triathlon Club	Nov 28, 2011 10:10 AM
5	Manning River Ski Club	Jun 8, 2011 4:25 PM
6	Harrington Hotel Bluewater Fishing Club	Jun 8, 2011 9:39 AM
7	Taree aquatci Powerboat club	May 30, 2011 9:15 AM

Q2. What boat ramps do your group/club currently use?

1	wharfs are used at these locations	Nov 30, 2011 1:01 PM
2	gravel ramp in front of rowing club	Nov 30, 2011 12:55 PM

Q3. How many members does you group/club currently have?

1	one boat	Nov 30, 2011 1:01 PM
2	50-60	Nov 30, 2011 12:55 PM
3	55	Nov 29, 2011 6:05 AM
4	80	Nov 28, 2011 10:10 AM
5	no set membership	Jun 8, 2011 4:25 PM
6	60	Jun 8, 2011 9:39 AM
7	60	May 30, 2011 9:15 AM

Q4. How often does your group/club meet?

1	over the cooler months 3-4 days a week	Nov 30, 2011 12:55 PM
2	Training on Monday, Tuesday, Wednesday, Friday, Sat and Sun	Nov 29, 2011 6:05 AM
3	most weekends for recreational skiers	Jun 8, 2011 4:25 PM

Q5. When do you hold these events, what time of the year?		
1	depends on the demand, sometimes twice daily	Nov 30, 2011 1:01 PM
2	weekends for club meets regattas in January and March/April	Nov 30, 2011 12:55 PM
3	Major regatta in March each year and smaller events twice/year	Nov 29, 2011 6:05 AM
4	Taree Triathlon is held once a year, the first Sunday in January. The others we hold at Forster Keys.	Nov 28, 2011 10:10 AM

Q6. What is the average number of participants at each of your group / club meets?		
1	sereral 100	Nov 30, 2011 12:55 PM
2	Training - 20, Regatta - over 400 people	Nov 29, 2011 6:05 AM
3	Taree Tri- 150. Forster Tri- between 30 and 40	Nov 28, 2011 10:10 AM
4	40	Jun 8, 2011 4:25 PM
5	12	Jun 8, 2011 9:39 AM
6	20-25 club days 75 -120 Easter (boats)	May 30, 2011 9:15 AM

Q8. If no, what facilities / improvements does your group/club require?		
1	the gravel ramp is good however there is some wire that sticks out due to the gabions that existed before the ramp was developed that needs to be removed the concrete ramp gets very slippery, we use it to launch coaching boats and often slip. Maintenance of this ramp needs to include the cleaning during a low low tide to ensure that it is clean and not slippery.	Nov 30, 2011 12:55 PM
2	Sailos boat ramp is slippery and needs repair -	Nov 29, 2011 6:05 AM
3	It would be great if there were public toilets there. Considering that there is a bbq available to use. Im not even sure where the nearest Public toilet is. Perhaps at the Petrol station?	Nov 28, 2011 10:10 AM
4	boat ramps sometimes quite slippery toilet facilities	Jun 8, 2011 4:25 PM
5	Waters around ramp very shallow, 4 bays are available but only two (eastmost) generally used because of the shallowness and surge on the two western bays, needs dredging. Parking a problem on weekends and public holidays, we have seen a substantial increase in visiting boats over the last two years often boat trailers are parked parallel to ramp on Crowdy Road creating road hazards, new sineage required. Boat reversing area and carpark very potholed needs attention. Disabled boat parking closer to ramp is desirable (similar to Forster ramp carpark) as we have members who have a lot of trouble walking from parking area to ramp. Lighting is inadequate, solar light is unreliable does not work throughout the night.	Jun 8, 2011 9:39 AM
6	Cleaning of Slime from the whole of the boat ramp (including in the water), there is a serve drop off at the end of the ramp as a result of this drop off one trailer got stuck and was destroy whilst been removed from the drop off. Access of power near boat ramp. Carpark area needs resurfacing.	May 30, 2011 9:15 AM

Q11. If no what improvements, additional facilities would you like to see at the ramps?, please list your top three (3).		
1	additional facilities at Tinonne and a new wharf at Manning Point as we currently use the one associated with the bowling club an additional pump out facility within the southern end of the river freshwater located along the river new	Nov 30, 2011 1:01 PM
2	similar to question 8 with more emphasis on the concrete ramp due to the volume of people and the need to use the concrete ramp to launch row boats. Main regatta is from the 14th Jan to the 16th, it is now combined with the Port Macquaire regatta, it is now one of the biggest. a new gravel ramp between Sailo's and the Rowing club to allow for additional use and users such as the sailing boats. retaining wall along Elizabeth Park needs to be repaired in several locations, the rowing clubs preference is for a non concrete wall such as gabions as they break the wash rather than sending it back towards the boats.	Nov 30, 2011 12:55 PM
3	If the regatta is held at the sailos ramp there is an issue with regard to the ramp not being maintained. Public toilets and access to power at this location would be good. When the rowing club facilities are used the access is safer and easier as there is a separation between powered and dragon boats. Access to power (rather than hiring existing facilities) would be good	Nov 29, 2011 6:05 AM
4	All our other events are held at Forster Keys.	Nov 28, 2011 10:10 AM
5	toilet facilities particularly at Manning Waters state of the boat ramp such as slippery and drop off at the end of ramps	Jun 8, 2011 4:25 PM
6	Bigger trailer parking area. Marked parking bays in trailer parking area. More lighting over launching area. Pick up-drop off pontoon installed so that launched boats can clear ramp whilst awaiting person to go-return from parking area, this would vastly speed up launching and enable a greater number of boats to be launched in a given period of time. No parking signs installed either side of roadway adjacent to ramp.	Jun 8, 2011 9:39 AM
7	As above and wider boat ramp to accommodate more boats to be launched and retrieved.	May 30, 2011 9:15 AM

Q13. What is your group/clubs vision for creating a more attractive recreational boating environment within the Manning River?		
1	same as question 11	Nov 30, 2011 1:01 PM
2	similar to question 11, the facilities are some of the best around with the well maintained grassed area in front of the club. dredging of the rowing course	Nov 30, 2011 12:55 PM
3	Improve the safety of the boat ramps. Provide access to more facilities (toilets, power, and shade)	Nov 29, 2011 6:05 AM
4	It would be great to see more footpaths/bike along the river. To have it from Taree all the way through to Cundletown.	Nov 28, 2011 10:10 AM
5	continued improvements and work on all boat ramps	Jun 8, 2011 4:25 PM
6	A double boat ramp at beach area in front of rowing club, this ramp to be restricted access for special events only.	May 30, 2011 9:15 AM

1. Are you a resident in one of the following localities within the Study Area?

		Response Percent	Response Count
Taree/Cundletown		20.6%	7
Old Bar		20.6%	7
Hallidays Point		0.0%	0
Wingham		5.9%	2
Harrington		23.5%	8
Johns River/Crowdy Head/Moorland		0.0%	0
Coopemook		5.9%	2
Tinonee		2.9%	1
Other (please specify)		20.6%	7
		answered question	34
		skipped question	0

2. What do you use your vessel for?

		Response Percent	Response Count
private/recreational		100.0%	34
business/charter		0.0%	0
		answered question	34
		skipped question	0

3. What is your primary boating activity?

	Response Percent	Response Count
Recreational boating	73.5%	25
Charter - dive	0.0%	0
Charter - fishing	0.0%	0
Charter - recreational	0.0%	0
Commercial fishing	0.0%	0
Competitive event	5.9%	2
Recreation fishing	79.4%	27
Paddling	2.9%	1
Water skiing	35.3%	12
Jet Skiing	2.9%	1
Sailing	2.9%	1
Accessing other riverside destinations	17.6%	6
Other (please specify)	2.9%	1
answered question		34
skipped question		0

4. What type/size of vessel do you use?

	0-7m	7-12m	12m and over	Response Count
Cabin runabout	92.3% (12)	7.7% (1)	0.0% (0)	13
Motor Cruiser	100.0% (4)	0.0% (0)	0.0% (0)	4
Canoe/kayak	100.0% (4)	0.0% (0)	0.0% (0)	4
Houseboat	0.0% (0)	0.0% (0)	0.0% (0)	0
Inflatable	100.0% (1)	0.0% (0)	0.0% (0)	1
Open runabout (tinny)	94.1% (16)	5.9% (1)	0.0% (0)	17
Paddle (Row) Boat	0.0% (0)	0.0% (0)	0.0% (0)	0
Personal Water Craft (Jet Ski)	100.0% (2)	0.0% (0)	0.0% (0)	2
Sailing Vessel	100.0% (1)	0.0% (0)	0.0% (0)	1
Other (please specify)				3
answered question				34
skipped question				0

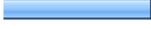
5. Where do you generally launch from?

		Response Percent	Response Count
Bohnock		0.0%	0
Manning Point		0.0%	0
Queen Elizabeth Park		0.0%	0
Wingham		14.3%	4
Tinone		10.7%	3
Manning Waters Estate		10.7%	3
Andrews Reserve		7.1%	2
Endeavor Place		3.6%	1
Cundletown		14.3%	4
Croki		3.6%	1
Harrington		42.9%	12
Crowdy Bay		14.3%	4
Coopemook		21.4%	6
Mud Bishops		0.0%	0
Saltwater		0.0%	0
	Other (please specify)		10
answered question			28
skipped question			6

6. Where do you take your boat once it is launched?

		Response Percent	Response Count
On the river but remain with the same area (up to 5km distance)		30.3%	10
On the river but travel some distance (over 5km) into other areas/estuaries		72.7%	24
Onto the ocean		12.1%	4
answered question			33
skipped question			1

7. How often do you access the river for boating?

		Response Percent	Response Count
Daily		6.1%	2
Weekly		57.6%	19
Monthly		33.3%	11
Yearly		3.0%	1
Other (please specify)			2
answered question			33
skipped question			1

8. How do you compare the natural aspects of the Manning River for recreational boating with other coastal river systems?

		Response Percent	Response Count
Much preferred		44.1%	15
Similar		47.1%	16
Least favored		8.8%	3
answered question			34
skipped question			0

9. How do you compare the facilities and boating infrastructure on the Manning River with other coastal systems?

		Response Percent	Response Count
Much preferred		5.9%	2
Similar		32.4%	11
Least favored		61.8%	21
answered question			34
skipped question			0

10. What do you value about the river in its present state?

	Very Important	Important	Not Important	Don't Know	Response Count
Natural environment and scenic quality (ie sense of uniqueness, riverbank vegetation, open/enclosed water settings, distant views, native fauna)	60.6% (20)	33.3% (11)	6.1% (2)	0.0% (0)	33
recreational Opportunities (ie range of different water based experiences)	50.0% (16)	50.0% (16)	0.0% (0)	0.0% (0)	32
Ability to pursue activities on the river in a fair and equitable manner	63.6% (21)	33.3% (11)	3.0% (1)	0.0% (0)	33
Protection of river banks	43.8% (14)	43.8% (14)	12.5% (4)	0.0% (0)	32
Boating infrastructure that meets your needs	70.6% (24)	29.4% (10)	0.0% (0)	0.0% (0)	34
Safety	57.6% (19)	39.4% (13)	3.0% (1)	0.0% (0)	33
Amenity (proximity to services, ease of access, facilities to support boating activity)	72.7% (24)	24.2% (8)	3.0% (1)	0.0% (0)	33
answered question					34
skipped question					0

11. What do you believe are the key issues that impact on recreation boating in the river?

	Very Significant	Significant	Not Significant	Don't Know	Response Count
Inadequate boat storage and key infrastructure (ie ramps, moorings, jetties, pontoons, boat harbour, parking)	67.6% (23)	20.6% (7)	8.8% (3)	2.9% (1)	34
Inadequate supplementary boating facilities (wash down areas, sewerage and rubbish collection, commercial services)	48.5% (16)	33.3% (11)	18.2% (6)	0.0% (0)	33
Availability and quality of visitor facilities (picnic areas, toilets, open space)	66.7% (22)	21.2% (7)	12.1% (4)	0.0% (0)	33
Inadequate launching access to alternative parts of the river (road connections, private property, difficult physical conditions)	36.4% (12)	45.5% (15)	18.2% (6)	0.0% (0)	33
Loss of amenity (excessive and/or conflicting uses, poor infrastructure maintenance, irresponsible/antisocial behaviour)	44.1% (15)	47.1% (16)	8.8% (3)	0.0% (0)	34
Environmental protection (damaging uses, loss of biodiversity and habitat, water quality)	30.3% (10)	57.6% (19)	9.1% (3)	3.0% (1)	33
Safety security (floods, currents, vandals, conflicts between users, emergency response)	38.2% (13)	44.1% (15)	14.7% (5)	2.9% (1)	34
				answered question	34
				skipped question	0

12. What is your vision for creating a more attractive recreational boating environment within the Manning River?

	Response Count
	31
	answered question
	31
	skipped question
	3

Q1. Are you a resident in one of the following localities within the Study Area?		
1	jones island	Apr 16, 2011 8:38 PM
2	Lansdowne	Apr 13, 2011 4:08 PM
3	Kimbriki	Apr 12, 2011 3:58 PM
4	Mitchells Island	Apr 12, 2011 8:45 AM
5	sydney	Apr 12, 2011 8:19 AM
6	Tamworth	Apr 11, 2011 11:20 AM
7	nabiac	Apr 7, 2011 1:09 PM

Q3. What is your primary boating activity?		
1	touring the river with visiting friends	Apr 13, 2011 7:33 PM

Q4. What type/size of vessel do you use?		
1	Dragon Boat	Jun 8, 2011 4:21 PM
2	waterski boat, 0-7m long	Apr 12, 2011 10:02 AM
3	A 5.25M Glass Runabout that total weight of approx 1.3 Tonne Haines Signature	Apr 7, 2011 12:08 PM

Q5. Where do you generally launch from?		
1	Queen Elizabeth Park	Jun 8, 2011 4:21 PM
2	Bohnock	Apr 27, 2011 12:42 PM
3	Bohnock	Apr 13, 2011 4:15 PM
4	Manning Point, Bohnock	Apr 13, 2011 11:09 AM
5	Bohnock	Apr 13, 2011 9:34 AM
6	Bohnock	Apr 12, 2011 6:32 PM
7	Depends on purpose	Apr 12, 2011 3:58 PM
8	Bohnock Boat Ramp & Manning Point	Apr 12, 2011 9:04 AM
9	Bohnock	Apr 12, 2011 8:51 AM
10	Manning Point	Apr 12, 2011 8:45 AM

Q7. How often do you access the river for boating?		
1	Includes Crowdy ramp	Apr 13, 2011 12:28 PM
2	every other month	Apr 12, 2011 8:19 AM

Q12. What is your vision for creating a more attractive recreational boating environment within the Manning River?		
1	I would love to see some more facilities for launching and mooring boats, I particularly like being able to pull into a boat wharf and have a nice lunch by the river in areas that have good amenities, bbqs, toilets, tables etc. Im really looking forward to the completion of the works at Coopernook Boat Ramp, and being able to call into the hotel for a counter lunch using my boat.	Nov 3, 2011 5:25 PM
2	*reduce speed on Manning river Taree between Martin Bridge and Browns Creek *reduce speed on any section of the Manning River where wash from vessels could damage the river bank *limit/reduce noise from power boats and jet skis motors, fumes and pollution (noise) not good for the environment.	Jun 8, 2011 4:21 PM
3	I would like to see some upgrading of boat launching facilities incorporating pontoons, cleaning facilities, toilets and more nice picnic locations. Croki needs it badly. Opening the river up and keeping it open (maybe a new training wall on the southern shore) will bring tourist dollars into the area, improving our water quality, fish stocks and allowing access to some great offshore fishing. Taree is an awesome area, and it can be so much more.	Apr 26, 2011 2:49 PM
4	Well maintained boat ramps, more picnic/ beach areas to enjoy the scenic beauty of the river	Apr 27, 2011 12:42 PM
5	Could Council please FIX the Boat Ramp at Harrington. The Rocks & Stones need removing below the Low Tide Line & Replace with CONCRETE SLEEPERS.	Apr 26, 2011 12:23 PM
6	Improve the Launching Ramp at Harrington, for Med to Low Tides, VERY ROUGH and ROCKY below the Concrete edge at Med to Low Tides. This could be a SAFETY issue with Council as I have seen many people HURT themselves on the uneven surface at Med to Low Tides and cut their feet on the ROCKY surface.	Apr 26, 2011 12:13 PM
7	manning waters needs a better boat ramp and toilet facilities badly.	Apr 21, 2011 10:46 AM
8	Harrington Boat Ramp needs upgrading for medium to low tide boat use (very rocky)	Apr 18, 2011 2:04 PM
9	As a river user for family boating and fishing i feel that the manning river is a beautiful site with plenty of attractions for the locals and visitors to the area. however some of the facilities, although on the improve, leave a lot to be desired. In my local area, i launch my boat at Croki and Coopernook, at Croki, the ramp is down punt road and there is little parking. If more than 3 boats are launched at this site you have trouble turning around and then have to park along a narrow road. At coopernook where there is plenty of parking the boat ramp is unsatisfactory. At this site, where many boats are launched, i beleive that an upgrade too the ramp and a potoon like structure has been in the pipeline for some years. I beleive that this site upgrade should be of high priority as this site provides river access too, not only the locals of coopernook, but also the people of Lansdowne, Moorland, hannam vale and Moto. The GTCC use the Manning River as its greatest asset for advertising and should be encourageing more people too use the river. The better the facilities, the more uses and the more visitors to the GTCC area we would get. Another problem with fascilities along the river is toilet and eating areas. At the Harrington boat ramp there is plenty of parking. This site has been upgraded over the past few years, however the toilets have been place too far away from the boat ramp. boaties come off the river too use this fascility only too do their job in the bush nearby. Coopernook site has the	Apr 16, 2011 8:38 PM

Q12. What is your vision for creating a more attractive recreational boating environment within the Manning River?

	ability to service a large area of the GTCC lower river, and with an upgrade of the ramp and a pontoon at this site it would give river users a great launching and picnic area for visiting river users.	
10	Completion of coopemook and tinonee waterway facilities, maintain other built access point to ensure safety and assets preservation, restrict wake boarding to appropriate areas to reduce erosion, new toilet facilities at farquhar and pampoolah reserve, remove unwanted jetties at manning point and reconfigure gantry at harrington to allow vessels direct access to CBD reduce the need to dredge backchannel, marina then could be established promoting the CBD, fine large corporations eg coles and woolworths for the dumping of shopping trolleys at jetties and other river access points	Apr 14, 2011 3:55 PM
11	Maintain boat launching and parking facilities in Cundletown. Dont restrict parking near boat ramp	Apr 14, 2011 9:28 AM
12	One of the great things about recreational boating is to be able to stop off at points of interest or for lunch or other refreshments. The two places that I find it difficult to do this is at Manning point and for others, at Coopemook. I believe that mooring facilities for smaller craft at Manning Point and provision of a ramp and mooring facilities at Coopemook would be a great asset to recreational boaters. I believe that both of these places need a floating pontoon and maybe points where several boats can tie up to. Other places on the Manning River have these facilities and the development of these areas would also increase the number of visitors to these locations.	Apr 13, 2011 7:33 PM
13	The river needs to be maintained in a clean condition with no pollution being transported down stream. We have not yet seen any dredging take place to maintain an opening to the sea as we were promised. If the river is kept cleaner there is a possibility that riverbanks will be cleaner and more pleasing to the eye. This will also help ensure the environment is protected and maintained.	Apr 13, 2011 4:15 PM
14	Easier access to the water for my wife and i. Coopemook needs upgrading i think.	Apr 13, 2011 4:08 PM
15	My comments relate to Crowdy launching ramp . Crowdy needs dredging or boats will not be able to launch soon at low tide . ramp is being undermined by surge and large boats using motors to get on trailers . ramp requires better/more consistent maintenance including cleaning off built up slime . signage is need to inform fishos not to clean fish at Crowdy . boaties need action not words. Problems have been raised many times only to receive total inaction from council. Surveys are of no use unless some action follows!	Apr 13, 2011 12:28 PM
16	Keep the river open at Farquhar Park, need amenities (toilets) at ramps, and in different locations along river banks. Do not need a lot, just strategically locate them.	Apr 13, 2011 11:09 AM
17	Would like to see more dredging of the south arm of the river, and more jetties and pontoons at most boat ramps, also a boardwalk along the river front in the cbd to allow easy access to the picnic areas and toilets.	Apr 13, 2011 9:34 AM
18	upgraing of current tinonee ramp. Don't build a new one at end of peverill as local children use the reserve daily and would cause a vehicular/ child conflict and other associated issues. floating dock at peverill end would be useful but leave ramp where it is.	Apr 13, 2011 7:14 AM

Q12. What is your vision for creating a more attractive recreational boating environment within the Manning River?		
19	Unable to access the river in the holidays due to inadequate boat ramps. Manning Point needs 1 to 2 more boat ramps to cater for the holiday season. Bohonck needs widening to 3 to 4 lanes and more organised parking. Dredging of Farquar inlet to enable more defined channels for boating and access to Farquar Park.	Apr 12, 2011 6:32 PM
20	Better boat ramps. More wharfs/ pontoons to access amenities for families eg toilets, lunch spots. Coopemook pub would be a great stop off point for all river users.	Apr 12, 2011 4:58 PM
21	To provide an environment for boating that promotes natural amenity but encourages interest by tourists who bring much needed income to the area.	Apr 12, 2011 3:58 PM
22	To create a more attractive recreational boating environment there needs to be: 1. More/better facilities i.e. toilets, picnic tables along the river banks where river users generally congregate such as Wingham Brush Reserve and Andrews Reserve. 2. The recent new pontoon that has been installed at Wingham Brush Reserve is good but it is not big enough, it can only fit two boats and it is full. By installing another pontoon there it would make it more attractive for boaters. 3. The majority of boating facilities around Taree CBD i.e. pontoons, wharfs are being under utilised and are going to waste, you hardly ever see boaters using these facilities. The money for these facilities would have been better spent elsewhere on parts of the river that are used more. 4. The river banks where people boat from need to be maintained better with emphasis being placed on erosion control. 5. The placing of large amounts of sand to make it easier for boaters to dock their boat on the banks without them getting damaged on the rocky bottom. The sand would also make it more inviting for people to swim there as they would not be walking on a muddy rocky bottom. 6. The new pontoons require some padding/shock absorbance placed down the sides of them to protect boats which are tied up to them. 7. The river needs to be dredged to make it deeper.	Apr 12, 2011 10:02 AM
23	I'd like to see some improvements made to the Bohnock boat ramp - A wider entry from the main road (manning point road to the boat the carpark). 2 cars with boat trailers can not pass easily here. I'd like to see wash down facilities at Bohnock ramp & manning point ramp and a widening of the ramp to dual lanes at Manning Point. More parking at Bohnock and Manning point - or atleast fill in the "boggy" areas so that cars can safely park. And Taree boat ramp (Near KFC) in particular, as well as Bohnock Ramp are dangerously slippery, perhaps these can be pressure cleaned on a more often basis, with some sort of non slip coating on the ramp? This ramp is used for major boating events, including an ABT (Bream fishing) grand final later in the year.	Apr 12, 2011 9:04 AM
24	Provide better launching & retrieval facilities. Provide better wharfs on ramps so safe boarding can be carried out. Amenties & better parking	Apr 12, 2011 8:51 AM
25	I think the boat launching facilities at Manning Point leave a lot to be desired. There is only one old narrow ramp and no floating pontoon wharf to tie the boat up to once it has been launched. Car and trailer parking facilities are also inadequate.	Apr 12, 2011 8:45 AM
26	I feel that infrastructure ie. ramps, pontoons is below par compared to other coastal areas. One major issue is the long awaited foreshore development at coopemook. The boat ramp is dangerous & poorly maintained, on numerous occasions I have had to help other boaters as the area difficult especially for older residents. I regularly jet ski on the beautiful manning & I	Apr 11, 2011 11:20 AM

Q12. What is your vision for creating a more attractive recreational boating environment within the Manning River?

	can invasion areas easily accessible for boaties including easy access to locations for meals & toilets. The total lack of fuel wharfs that are common on many of the other rivers within australia is another key issue that makes the manning hard to recommend to other users. The Manning river is one of the most beautiful rivers I have accessed but the lack of amenities & infrastructure lets it down. Thankyou	
27	Improve the Harrington Boat Ramp for the Tourist Town. Very Rocky below the Concrete Ramp and Dangerous.	Apr 8, 2011 8:11 AM
28	more jetties to access public attractions,more public mooring bouys and to ensure good flow of water in the river to stop silting up of channels and especially to keep the oyster industry alive.	Apr 7, 2011 6:58 PM
29	Listen up ,team- here is some FREE invaluable advice, Firstly no tar on approaches to ramps(tar melts easier when the boats bilge empties on it - creating potholes which when hit while trailing a boat will in some cases break the outboard tilt bracket . No hard sharp rocks placed either side of ramps (especially Harrington) most boaters launch in bare feet-you are looking for a lawsuit! Moorings need placing inside Manning point wall for visiting boats -floating pontoon needed on Manning Pt wharves to increase no of visiting boats and tourism. Small additional pontoon needed on western ramp at Crowdy as to make it usable (and ease congestion) at low tide. Additional floating pontoon needed opposite side of Harrington ramp to wharf for sole boaters(who cant reach wharf which is often too crowded with fisherman single-handed)Updated locations of sandbars (especiall in times of rain with dirty water) placed on estuary ramps. Work in conjunction with lands dept at Crowdy for building of groynes extending existing walls to stop surge for both moored boats and ones using Crowdy ramp -especially at high tide or during swell (Manly Lab already have plans). Coopemook ramp to be upgraded to double standard with floating pontoons. Harringans to be encouraged to provide facilities for mooring for boating visitors	Apr 7, 2011 5:25 PM
30	More facilities - ramps, picnic areas, toilets etc Council should also encourage and promote events on and around the river system - ie fishing comps, water ski events, power boat races, sailing events, community events etc on the foreshore	Apr 7, 2011 2:58 PM
31	My interest is only on the Boat Ramp at Harrington (River) as reported many times to Council the Concrete Launching Ramp & Surrounds are all in Reasonable Condition. The major SAFETY issue at the Ramp is what you can't (SEE) BELOW the LOW TIDE LINE. The ROUGH & UNSTABLE SHALE (ROCKS) Below the Low Tide Line should be removed & replaced with CHAINED CONCRETE SLEEPERS for a SAFETY Issue that Council have been told about MANY TIMES, as many Tourists & Locals have Reported & Unreported Instances at this Boat Ramp. For a very moderate sum of money \$5K to \$6K Approx TOTAL then shared 50%/50% with NSW Maritime this SAFETY problem could be fixed. .	Apr 7, 2011 12:08 PM

APPENDIX B –

Manning Estuary Coastline and Catchment Advisory Committee (MECCAC)

Update of Table 4: Categories of boating facilities

February 2014

This table has been updated in accordance with the resolution from Council's Ordinary Meeting on 11 December 2013, which stated:

260	<p>C6 - MANNING VALLEY BOATING INFRASTRUCTURE PLAN 2012 (S686)</p> <p>MOVED Cr Keegan/Tickle (<i>as per recommendation</i>)</p> <p>That the Manning Valley Boating Infrastructure Plan 2012 be updated on an annual basis by way of an appendix agreed to by the Manning Estuary Coastline and Catchment Advisory Committee.</p> <p style="text-align: right;">CARRIED</p> <p>For: Bell, Christensen, Jenkins, West, Tickle, Epov, Keegan, Jennison & Hogan.</p>
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Revised by the MECCAC Dredging Sub-Committee on 6 February 2014

Revised or new improvements shown as Track Changes, with any revised priorities shown to the right of old priorities from 2012 table.

Endorsed by MECCAC on 13 February 2014

No	Location	Significance			Condition	Economic Drivers	Comments	Improvements	Priority
		Use	Usage	Activity					
17	Cooperook	Recreational	Low	Seasonal	Poor	Good	Upgrades have occurred recently	<ul style="list-style-type: none"> No major works required 	
21	Harrington Back Channel	Recreational/ Commercial/ Tourism	High	Year round	Poor	High	While funding has been provided at Harrington recently, minor funding is required to improve the function of the ramp. This would improve access for Marine Rescue	<ul style="list-style-type: none"> Improve the toe of the ramp to reduce problems at mid to low tide Investigate allocated parking for the marine rescue boat General maintenance requirements would apply 	4
22	Manning Point	Tourism/ Recreational	Medium	Seasonal	Poor	High	Facilities are in need of significant improvements. Consultation with the community is essential. Considerable funds would be required.	<ul style="list-style-type: none"> Upgrade the ramp; provide a new pontoon and car parking. Consider maintenance requirements of any new facilities 	2 1
26	Bohnock	Recreational/ Tourism	Medium	Year round	Average	Medium	Limited improvements have occurred at this location	<ul style="list-style-type: none"> Addition of a pontoon to enable disabled access Widen and upgrade the ramp Upgrade of the car park Upgrade fish cleaning facilities Consider maintenance requirements of any new facilities 	3 2
LIMITED FACILITY									
3	Tinonee	Recreational	Low	Seasonal	Average	Low	Community engagement required to determine the priority and location of parking	<ul style="list-style-type: none"> Sealing of the ramp approach Investigate improving parking 	2
5	West End Ave	Recreational	Low	Seasonal	Poor	Low	Ramp is a low priority - this ramp could be decommissioned in the future	<ul style="list-style-type: none"> General maintenance requirements would apply 	
6	Coocumbac Island	Recreational/Tourism	Low	Seasonal	Good	Low	Low priority	<ul style="list-style-type: none"> No works required 	
7/8	Martin Bridge 1-2-3	Recreational	Low	Seasonal	Poor	Low	Ramp is a low priority. Future plans could see this ramp decommissioned in the future	<ul style="list-style-type: none"> Investigate decommissioning 	
14	Oxley Bends	Commercial/ Recreational	Low	Seasonal	Poor	Low	Ramp is a low priority	<ul style="list-style-type: none"> General maintenance requirements would apply 	
15	Croki Pontoon	Recreational	Low	Seasonal	Good	Low	Pontoon is in good condition.	<ul style="list-style-type: none"> No works proposed 	
16	Croki Ramp	Recreational/ Commercial	Low	Seasonal	Poor	Low	Ramp is a low priority	<ul style="list-style-type: none"> Upgrade the ramp <u>or relocate (MECCAC Minutes 15/11/13)</u> Investigate reclamation options to enable parking and manoeuvring Signage to encourage parking at the pontoon General maintenance requirements would apply 	3
18	Lansdowne	Recreational	Low	Seasonal	Good	Low	Ramp is a low priority	<ul style="list-style-type: none"> General maintenance requirements would apply 	
20	Harrington Pontoon	Recreational	Low	Seasonal	Poor/Good (pontoon)	Low	Ramp is a low priority. Roads and Maritime Services will investigate the groyne safety issue	<ul style="list-style-type: none"> General maintenance requirements would apply 	
23	Oxley Island	Recreational	Low	Seasonal	Poor	Low	Ramp is a low priority	<ul style="list-style-type: none"> General maintenance requirements would apply 	
24	Farquhar Pk	Recreational	Low	Seasonal	Good	Low	Wharf is in good condition	<ul style="list-style-type: none"> No works required 	
25	Mudbishops	Recreational	Low	Seasonal	Poor	Medium	Future growth in the area will increase demand on this facility. However, improvements are reliant on dredging occurring and investigating whether the channel will remain accessible in the longer term and road access. Vandalism is an issue that needs to be considered when providing facilities at this location	<p>Investigate whether the site will remain accessible after dredging and road improvements prior to committing to the following improvements:</p> <ul style="list-style-type: none"> upgrade ramp provide formalised parking improve facilities - consider maintenance given the level of vandalism 	1
27	Pampoolah	Recreational	Low	Seasonal	Good	Low	Pontoon is in good condition	<ul style="list-style-type: none"> General maintenance requirements would apply 	

No	Location	Significance			Condition	Economic Drivers	Comments	Improvements	Priority
		Use	Usage	Activity					
28	Salt Water	Recreational	Low	Seasonal	Good	Low	Ramp is a low priority	<ul style="list-style-type: none"> General maintenance requirements would apply 	
29	Blackhead	Recreational/ Sporting	Low	Seasonal	Average	Low	Ramp is a low priority	<ul style="list-style-type: none"> General maintenance requirements would apply 	