

Dangar Island Wharf Upgrade – Consultation summary

Introduction /Project Overview

The Dangar Island wharf upgrade is an initiative funded by Hornsby Shire Council and Roads and Maritime

Council is able construct the pontoon wharf upgrade under the Infrastructure SEPP. Under this SEPP only Council approval is required

While the existing jetty and wharf provide an adequate level of service and are in good structural condition, it needs to:

- » Provide access in accordance with the Disability Discrimination Act (DDA)
- » Accommodate and provide efficient access to the local Rural Fire Service pontoon
- » Provide casual mooring spaces , and
- » Consider the construction of an attached residents' Berthing/Mooring Facility during the design process

(Note: The planning and approvals process for a residents' **Mooring Facility** would be a separate process and will be their responsibility, as will the funding, construction and maintenance of a private residents' Mooring Facility)

Background / consultation

A concept plan was developed in 2013 providing an integrated solution to upgrading the existing wharf and providing boating facilities.

In 2014 feedback on the initial concept plan and a subsequent plan reducing the distance it extended into the river, sought assurances and information regarding:

- » Continuance of ferry operations under existing conditions
- » Access for the Rural Fire Service
- » Further detail on measures for accessibility and safety
- » Proposed weather protection and seating

As a result of Community feedback heard in 2014/15 the concept design was adjusted and the length of the gangway and distance the pontoon extended into the river reduced.

The consultation carried out in 2016 was seeking comment on the amended wharf design.

Key stakeholder meetings April 2016

Feedback was sought from key stakeholders on the revised concept design ahead of further development of the concept and preparation of diagrams and artists impressions providing more detail for community consultation.

Meetings were held with:

- » Community First Responders
- » Dangar Island League
- » Dangar Island Mooring Committee
- » Disability Advocate
- » Ferry Operator
- » Rural Fire Service

The River Postman and barge operators were also contacted to participate in the consultation.

Community Consultation 22 August to 19 September then extended to 6 October

Community Information and Feedback Session

The community were invited to come along to the Dangar Island Community Centre on Saturday 3 September from 2pm and hear and view information about the proposed upgrade, ask questions and provide their feedback. A short presentation was followed by Q&A time and afterwards the community had the opportunity to speak to members of the project team one on one.

Invitations were distributed to key stakeholders and letterboxed to residents, posters were installed and information about the session and consultation was provided on Council's website.

46 people signed in at the session.

Feedback forms with reply paid envelopes and details of how to provide feedback were provided at the session.

Council website

The project information presented at the Community Information Session including drawings and artist's impressions were available to be viewed on Council's website and the community were invited to 'Have a Say' and complete online feedback or email/call direct with feedback or to ask questions.

Presentation/website materials attached as appendix A

Feedback received during the consultation period to 6 October

- » Significant comment and discussion was heard during the Q&A at the information session and in speaking to the community one on one – comments / feedback were noted
- » Four feedback forms were received
- » Email submissions were received from six residents
- » Eleven online submissions were received

What we heard

There was very strong support for carrying out the upgrade as soon as possible

Design

- » Existing stairs

Will the existing stairs be removed

Could the stairs be connected to the public short stay berths to the east providing additional access and reducing pedestrian and goods traffic on the gangway

[The existing stairs will not be retained as they are not DDA compliant and require significant ongoing maintenance and regular replacement](#)

- » Orientation of gangway and pontoon means there is an additional distance to walk in all weather conditions

Could the pontoon be located adjacent to the current jetty with a new walkway on the eastern or western side of the existing jetty

- > RFS facility would need to be shifted to accommodate new walkway/gangway to the west
- > Service barges would be too close to a new walkway/gangway to the east (see image attached)
- > Cost of construction would be significantly higher – approx. \$295k (cost to shift the pontoon in the future if required to accommodate a mooring facility approx. \$100k)
- > Would require interruption to ferry services and vessel access during construction
- > Would not allow for public short stay berthing

Proposed concept is considered to be most suitable as it:

- > Accommodates public short stay berthing
- > Maintains access to RFS
- > Maintains access for service barges
- > Is most cost effective
- > Minimises impact on services/vessel access during construction
- > Would accommodate a future mooring facility subject to approval

Does the distance between land and the pontoon compromise DDA access requirements

- > Distance is not considered unless it can be clearly demonstrated that it causes significant disadvantage. In this instance, the distance is not considered to cause any non-compliance.

Could the gangway be covered to provide protection

- > A number of factors are considered including level of demand, cost and shelter available.
- > The proposed facility has significantly improved the shelter available by providing on-pontoon shelter.
- > The high cost associated with covered walkways cannot be justified where usage numbers don't support the significant expenditure – this is also applied at Sydney Harbour ferry wharves where usage levels are one of the determining factors in relation to cover

Wharf users safety in extreme weather conditions

Will there be sufficient protection and safety measures during bad weather events

- > Shelter with undercover seating will be provided on the pontoon
- > Railings are included on the gangway and pontoon providing handholds during windy conditions
- > Customers will still have use of the existing entry shelter
- > The pontoon structure is designed to stand up in extreme weather conditions

Could a small amount of screening be installed on the western side of the pontoon to protect from bad weather conditions often coming from the west

- > The provision of screening is dependent on a number of factors including level of demand, cost and other available shelter. A screen along any side of the pontoon would restrict access for berthing at the pontoon and can compromise its operational capacity.

In strong winds children waiting for ferry services currently wait near the RFS facility fence where there is some protection

- > There is a shelter included on the new pontoon which will accommodate some passengers
- > The RFS fence area will remain and children will still be able to wait there and walk down when the ferry arrives
- > Railings are included on the gangway and pontoon providing handholds during windy conditions

Will the existing stairs be removed

- > The existing stairs will not be retained as they are not DDA compliant and require significant ongoing maintenance and regular replacement

Could the stairs be connected to the public short stay berths to the east providing additional access and reducing pedestrian and goods traffic on the gangway

- > The existing stairs will not be retained as they are not DDA compliant and require significant ongoing maintenance and regular replacement
- > Experience with the pontoon at Kangaroo Point has indicated that large numbers of passengers with baggage can be easily handled by a gangway of the width proposed

Has the gangway and pontoon been designed to withstand all weather conditions and not pull/float away in extreme conditions?

- > The gangway is secured between the fixed jetty and the floating pontoon which is held securely in place by four steel piles
- > The gangway is hinged with roller support to shift up and down in tides and extreme weather conditions
- > Pontoon is designed to ride the waves and is large enough to create sufficient mass to dampen the wave action
- > The gangway is secured between the fixed jetty and the floating pontoon which is held securely in place by four steel piles
- > The facility is designed to meet current Australian Standards for marine structures. This requires that it has be able to survive extreme conditions and be available for berthing in any conditions that a ferry master may choose to operate in

Will ferry services continue to run in extreme weather events and has continuation of ferry services been considered in the design process

- > Maintaining and improving safety and access for passengers and vessels has been a key consideration in the design process
- > All structures have been designed to be serviceable in all weather conditions considered by the ferry operator to be suitable for berthing
- > As is currently the case the decision to operate services is at the ferry operator's discretion
- > Operating conditions at the proposed new wharf are substantially the same as to the existing wharf

Will the Postman vessel continue to run in extreme weather events noting that this currently operates in more extreme conditions than the ferry

- > As is currently the case the decision to operate services is at the vessel operator's discretion. No change is anticipated as operating conditions at the proposed new wharf are substantially the same as to the existing wharf

Has consideration been given to lighting on all wharf structures?

- > Lighting on the jetty, gangway and pontoon to meet the required standards for safety will be included

How will the public short stay tie ups work

- > There are proposed to be a minimum of six short stay tie-up berths proposed. Three on the western side of the gangway and three on the eastern side.
- > Public short stay berths will be accessed to and from land by the pontoon/gangway/jetty.
- > Council's usual berthing conditions for public wharves is half hour maximum within any two hour period, this can be reviewed based on usage and community feedback once operational.
- > Council's Foreshore Asset Officer will administer this requirement as occurs on other Council controlled foreshore facilities.

Accessibility

- » Will the area behind the shelter where the gangway enters the pontoon allow for wheelchairs to turn and manoeuvre
 - > Yes, the design meets the DDA requirements for accessibility
- » Will the passing width on the gangway and landing on the pontoon allow for wheelchairs and scooters
 - > The width between handrails on the gangway and landing is 1.8m which is the minimum required for two wheel chairs passing
- » Consider how efficiently people will be able to manoeuvre around seating and the shelter on the pontoon, perhaps it would improve passenger flow by having less seating or shifting it to the side of the pontoon creating a direct line from ferry to land
 - > There was significant community feedback seeking shelter and seating on the pontoon particularly giving consideration to mobility impaired passengers who like to wait close to where the ferry berths.
 - > The shelter has been positioned with consideration to allowing space for disability access as well as providing safe clearances all- round for able bodied users. The material chosen will allow good lines of vision for both the ferry operator and ferry users. There are also safety restrictions regarding placement of seating close to the edge of the pontoon.

Vessel access

- » Will the new wharf accommodate larger/higher vessels eg. River Postman
 - > The wharf has been designed to accommodate all vessels currently using the existing wharf
 - > A small set of temporary /movable steps (2-3 steps) may be required for higher boats with passengers stepping down from the vessel deck to the pontoon
 - > Freeboard will accommodate most of the vessels on the river, the very large and high hulled craft may require temporary stairs as noted above
 - > All the current river craft have been comfortably accommodated at the smaller pontoon facility at Kangaroo Point. The larger pontoon size proposed at Dangar Island, to cope with the river conditions in this location, has also provided more berthing capacity than may be required for current use.

Short stay tie ups

- » Perhaps short stay could apply between 9am and 4pm to enable a few resident commuters to berth legally overnight, commuters generally leave by 7am and return after 5pm
 - > Council's usual conditions for berthing at public wharves is a maximum half hour within any two hour period, this could be varied if there is demonstrated community support for the change
 - > Council's Foreshore Asset Officer will administer this requirement as occurs on other Council controlled foreshore facilities
 - > As this is a public wharf not a berthing facility, overnight berthing of vessels by residents or other users would not be permitted.

Other

- » Will the Brooklyn Wharf be upgraded to meet accessibility requirements? Seems little point in providing accessibility at one end
 - > Brooklyn Wharf is currently scheduled for upgrading in Hornsby Shire's Operational Plan in 2019/2020. This timeline may be subject to change dependent on funding capacity in that year

- > A private redevelopment of the old Hawkesbury Ferry wharf adjacent to the public wharf which incorporates a pontoon may provide interim disability access when required before the public wharf facility upgrade is carried out

Attachment

Image showing the proximity of service barges to the existing jetty on the eastern side



Appendix A

Information displays

- » Overview
- » Planning Process
- » Proposed new wharf
- » What to expect during construction
- » Resident's private mooring facility