

Draft Minutes of General/Public Meeting – Saturday 7th March 2015 – 2pm Community Hall

Those in attendance: Vanessa O’Keefe (VP) Peter Wolfe (MC) Judith Doyle (Acting Sec) Judy Nikola (registration/membership). Rick Stockley, Janet Sheppard, Sue Merricks, Graham Ley, Sarah Galvin, Cybele Shorter, Heather Dorrough, Terry Dorrough, Wendy McMurdo, David Turner, Ant Schinckel, Bob Walker, Wally Bower, Michael Dean, Christine Sanderson, Debbie Barker, Graham Barker, Alec Pratt.

Apologies: Hans Pols, Trevor Kanaley, Tony Isgrove, Lynda Dryden, David Pakes, Jenny Pakes, Ron Barelle

Meeting Commenced 2.05pm

Slides presented in italics

1. Welcome, Introduction and Agenda – Peter Wolfe.

2. Minutes Acceptance of last Public Meeting (30 Aug 2014) Acceptance Judy N seconded Rick S.

3. Management Committee Reports:

3.a) Treasurer’s and Secretary’s Reports (*Judith D – Acting*)

Acting Secretary

- *Committee sharing duties*
- *In/Out correspondence falls within agenda items (HSC and IPART)*
- *Renewal date June - reminders will go out*

Acting Treasurer

- *Balances Deposit \$12.3k Cheque \$3.8K*
- *Minimal expenditure since Sept 2014 AGM*
- *Mullet Mail printing x 2 regular main expenditure*
- *\$300 sponsorship towards December Panto -*
- *Income comes from Membership*

Judith D presented the above details emphasising the importance of membership renewals/ recruitment – it being the Leagues only income stream. It does not have fundraisers nor is it subsidised in any way. Other Island Groups approach the League to ‘sponsor’ their various island initiatives.

Peter’s echoed comments on current rotating roles and whilst having numbers for a quorum there’s need for Office Bearing roles to be filled.

Peter outlined the following items to be covered by the VP /League report as listed below.

3.) Vice Presidents Report_ (*Vanessa O’K*)

- *3.b) Brooklyn Planning*
- *3.c) Peat Island*
- *3.d) IPART*
- *3.e) Wildlife signage*
- *3.f) Jetty signs*
- *3.g) RFS cat’s eyes*
- *3.h) Internet access*
- *3.i) Mullet Mail*
- *3.j) Wharf upgrade*

1:8

Vanessa O'K read report covering all the items listed (written VP report at back of these minutes)

3.b) Brooklyn Planning

Survey of 2014 <http://www.hornsby.nsw.gov.au/council/major-projects/brooklyns-future-a-community-survey>

- *Project brief to Council for approval on 12/8/15*
- *Draft available ~10 days prior*
- *Can make reps to Councillors*
- *Subject to approval, planning process starts thereafter*
- *Will keep a watch and make input as appropriate*

Vanessa stated that this survey was now available on the site provided. That participants were randomly selected – not sent to all ratepayers. They had received a 17% response rate.

She added that Brooklyn had held a Community Meeting last week however there was nobody from League Committee able to attend.

Ant S informed that Peat Island was the big discussion topic.

3.c) Peat Island

- *Gosford City Council endorsed the preparation of a 'planning proposal' for rezoning (Dec 2014)*
- *Proposal being prepared (consultation)*
- *State Govt 'Gateway' process (consultation?)*
- *Then DA (studies & more consultation)*
- *River Coalition formed – Bronek K and Trevor K are our representatives*
- *This will be a long process*

Cybele 'challenged' the word endorsed ... Vanessa advised meaning endorsed to go forward others suggested 'allow' may express better.

Ant S also advised that it is NSW State Government owned land.

3.d) IPART Determination 2014

- *New approach considered long term sustainability*
- *Found our service very efficient but fare below 'economic' level*
- *Increased prices by 30c, but still below economic*
- *DIL supported increase but... recommended IPART adopt 'bus' model for future determinations, whereby:
"future increases are moderated by increased subsidy reflecting environmental and social benefits"*

Peter W gave the background to this annual process. The League reviewed 2014 proposals and made the appropriate League representation, alongside Rick S.

Rick S explained further details of the 'bus' model, which in addition to taking into account Operator costs and business sustainability it also considers environmental and social benefits, which under this model are subsidised by Government. It was hoped that there would be a transition to the bus model in the 2015 determination.

3.e) **Wildlife signage**

- *Nearing completion*
- *Signs are currently being fabricated (i.e. milling of timber)*
- *Designer then finishes with routing and sign attachment*
- *Phil Murdoch at HSC will coordinate site preparation and installation.*
- *Many thanks to DI members of the HR Estuary Management Committee for their input and persistence with this project.*

Peter W advised that the signage also coincides with HSC Bushwalking 'heading' on their website which includes Dangar Island.

Cybele said that the scramble track had been removed from the map the marked track to top of island added .

3.d) **Jetty signs**

- Please put them up!

Thanks to those that have. Reminded of their important to assist police and ambulance personnel in locating properties from the water, in an emergency.

3.e) **RFS Cat's Eyes**

- *Indicate fire hydrant, very easy to see at night*
- *Only 3 mins of water on board truck so critical for fast response*
- *Currently on bitumen*
- *Would like everywhere surface allows*
- *RFS seeking advice on any issues affecting members*
- *Feedback on Dangar Island Rural Fire Brigade Facebook page, or contact Jonathon Sykes (jonathan.sykes.globe5@gmail.com)*

Cybele explained the purpose and various considered positions to indicate hydrants – asked for feedback. General support but concern about trip hazard – discuss with DI RFS if concerned.

Apparently some had been removed. Janet S suggested that the community should be advised of there importance.

Vanessa suggested that details go in next Mullet Mail. Cybele S/Jon S

3.d) **Internet Access**

- *Not much progress on wired lines, and not likely to be in short to medium term*
- *For those who get a good phone signal, wireless is possible (~\$60/mth for 8GB download, with up to 5 devices)*
- *Not much good for those who have poor reception.*
- *One option to approach Telstra to install signal relay station in black spot – perhaps on RFS shed?*
- *Also valuable to RFS & CFR internal communication*
- *Not ideal, but...*
- *Thoughts?*

3:8

Alec B confirmed that he'd been working with the League for sometime and his research indicated it would be at least 2020 before another cable was available to the island.

Erecting a relay station in the black spot would service (via mobile) both the residents in that area and importantly RFS and CFR.

Alec B asked if there had been any failures.

Bob W suggested that the League write to the Minister of Communication.

League to take up actions discussed/suggested.

3.e) Mullet Mail

- *Continues to power on*
- *Thanks to Mel, Michael, Jo K and now Tony Isgrove*

Peter W asked that discussion comment on the following agenda item should wait until Vanessa and talked through slides. At which point individuals might add their comments.

3.f) Wharf upgrade (VOK summarised across following slides).

- *Last general meeting (Aug '14) DIL undertaking to encourage HSC to convene public meeting on their upgrade proposal*
- *Early Nov HSC requested meeting with small number of interested islanders*
- *Meeting held 20 November 2014 at HSC with the following islanders:*
 - *Terry Dorrough (representing residents, in particular the disabled and frail ferry passengers)*
 - *Rick Stockley (ferry owner/operator)*
 - *Cybele Shorter (RFS Captain)*
 - *Peter Wolfe (DIL)*
 - *Ant Schinckel (DIMC)*
- *At meeting of 20/11 HSC tabled a revised design with a shorter jetty for discussion and agreed to:*
 - *Undertake additional studies into the wave, wind and current forces and impacts on ferry operations;*
 - *Ensure unimpeded access for the fire boat at low tide;*
 - *Further explore surfacing and other safety options, and;*
 - *Consider amending the design to incorporate a wind break on the western side of the pontoon*
- *Council asked those in attendance to consider the proposal and get back to them with their views.*
- *Letter sent to HSC on 23 Dec 2014, and endorsed by Rick, Terry, Cybele, Peter and Vanessa:*
 - *Recognised and supported the efforts of HSC to provide 'triple benefits' to the community*
 - *Sought clarification from HSC on the relationship between HSC's disability access work and that of the proposed mooring cooperative:*
 - *DIMC development application process - steps and likely timing*
 - *Risks associated with having an extended ramp and pontoon structure in the absence of the proposed mooring facility, and;*
 - *The availability of HSC funding for disability access at a later date if HSC construction was delayed until a determination is made on the DIMC DA.*
 - *Encourage direct engagement by Council with the broader island community*
 - *Offered to meet again*

- *Reply from HSC dated 2014, accompanied by updated "Wave Climate Report":*
 - *The proposed layout only a 'concept plan' and can be modified*
 - *The DIMC would need to:*
 - *Submit a planning proposal for 'rezoning' for consideration under the State Government 'Gateway' process*
 - *If successful full submit DA with studies for Council determination*
 - *12-18 month process*
 - *Pontoon design can be stand alone or integrated - fully stable without support or protection from the mooring facility.*
 - *No compromise on disability access if a 'partial build'. Disability users should be adequately catered for and generally should have a better level of service than is provided by the existing stepped wharf*

- *Meeting of 17 Feb 2015:*
 - *Ongoing concerns re updated wave climate report and it's implications for ferry operations, and the RFS boat access*
 - *HSC - No action to construct it would be taken until all substantive issues raised have been resolved*
 - *HSC saw 3 options:*
 - *Minimal solution with the pontoon close to end of existing wharf*
 - *Proceed with current concept design*
 - *Do nothing*
 - *HSC will:*
 - *Get SMEC to respond to the concerns about the wave climate report*
 - *Consider the RFS concerns in the next concept design review*
 - *Have SMEC to source addition costing information for options*
 - *Undertake broader community consultation – no date set*
 -

Peter W opened up to floor for comment

Terry D –(nominated to represent the frail and disabled), addressed the meeting:

Sarah G asked what was the current concept design. Terry explained that wharf had been shortened by 18m.

He advised of Ross Higgins ferry users findings:

~ 100 permanent residents

~ 27 considered having poor mobility problems

~ 59 school age

~ 6 mothers using pram

- Terry suggested the arm from the end of the wharf be angled 6% - it's possible that this might reduce the number of boats from 40 – 30 and room from Fireboat.

-Maritime it appears not seen the new reduced length wharf.

-Preference for ferry operator and users was to have the pontoon as close to the end of the wharf as possible to minimise climate impacts.

- The current concept plan shows the RFS boat is trapped behind. District Fire Planners had not initially been involved.
- Wave report requested as westerlies, tide and currents needed further investigation and inclusion.
- Changes to the wave climate report had occurred which seemed at odds with the first report
- Insurance issues for ferry operation appeared now to be a concern.

Peter W at this point commented that he was MC and would not partake in any technical 'argument'

Rick S (ferry owner/operator) addressed the meeting,

- Rick advised that he'd been asked to attend meeting pre-tender, 'way back', and one renowned supplier/builder of wharfs did not want to take on the tender due to SMEC report.

-Mentioned maritime study bringing in wharf 18m shorter

-Ferry service impacted as the current SMEC report has implied 'operating conditions'.

These conditions create insurance liabilities for both ferry owner and HSC. Accident or injury falls back on ferry owner & HSC.

Insurers supplied with documents confirmed this. Risk falls to 'my' (Rick's) personal liability

SMEC report not referred to Department of Transport. Rick with D of T and meeting with HSC is now scheduled.

Ferry masters historically (and legally) make the call if weather too bad to dock or indeed travel. New restrictions restrict Ferry masters' decision-making powers.

Talked of risks underwritten /Ships owner mutual

Chris S – asked by inference any change between fixed structure and floating pontoon.

Rick S continued suggesting that a 2-phase plan should be considered: build public wharf upgrade alongside current wharf first, then repositioning pontoon to provide for DIMC when it had been approved – this proposition/exercise will need to be costed and funded.

Concluded statement - that The Sun had a 40-year track record.

Ant S (DIMC) – talked of current concept plan

- pointed out the shorter / reduced 18m length
- the 6% angle proposed – (although appears HSC had re-drawn this element with a larger angle)
- River Boat Postman operators unhappy with angle / preferred parallel arm for docking.
- DIMC exact numbers not know – but still around 36-40 – asked not to be so sensitive around an EXACT number they were and had always been working to 40.
- Unable to take deposits until the design is finalised

Sue M commented that technically, at present, DIMC unable to ask for monies however at recent series of meetings it was pointed out that when initial monies are taken there is associated risk.

Applications of Intent are being collated.

Sarah G asked if DA had something to do with the size

Ant replied that DIMC has to go through re-zoning process – state level – exact number of berths not relevant at this stage.

- He added that a 80 boat mooring there becomes big change, as this would be considered commercial.

Ant continued discussing current plan (at this point a plan was circulated) he showed the location of the Fire Boat and the suggested re-positioning – this had not be changed on the revised plan either.

- He stated that when he started it might take 5 years – well it has been 5 years and might take another 5.

- Talked of the size of pontoon and preference of floating over fixed.

- Suggested when next in Sydney to see how wharfs are currently being built.

Cybele also commented that the RFS boat had not been reposition in the revised concept plan.

- RFS prefer not to share access.

- Concerned that nobody at council is representing the disabled.

Michael D asked about position of visitor mooring - Ant pointed this out on the plan.

Peter W interjected at this point saying that clearly this was still a WIP project and clearly there are still some frustrations with current design.

Vanessa commented that HSC has been asked, since their last meeting, to come back with answers to many of the questions raised today.

Alec P commented Valencia Wharf and Hunters Hill could be one to look at with a floating pontoon.

Chris S asked that a motion be passed .

.....that the League not support any proposal that downgrades safety and reliability of the ferry services....whilst allowing for reliability, best access and casual mooring

Wendy McM seconded the motion....

Rick S Talked then of Engineering solution.

- And SMEC engineers have no experience of local tide or wind and they needed to do more work at local level.

Alec P supported getting things right but added the more limitations raised – the more questions!

Rick talked of gating access / implied warnings of liability insurances unsafe berthing

Vanessa spoke of SMEC getting some data points out from the current wharf to get some real data as second-guessing is pointless.

She brought the meeting back to capturing the words of the motion.

Rick said HSC needed to respond to current questions and maybe a formal notice in June more appropriate timing.

Peter also suggested maybe a motion could be moved at the June Meeting – given more time to review and work with HSC on the current plan.

Vanessa read the motion for agreement and a show of hands : ...

"that, as a matter of principle, the DIL seeks to maintain the current reliability of the ferry service and to improve accessibility"

- There were 13 for, five against and 3 abstained.

Terry D continued with 'conclusion of extreme weather' – extract from SMEC report, 6% angle had been drawn at 10%, concerned that houseboats would moor up on the outside of the long arm ...

Vanessa confirmed further details be sought re disability access from HSC and (through them) a disability expert

Rick S suggested again that HSC be approached re possibility of funding for two-stage approach.

Sue M stated that it was generally agreed by all parties that DIMC facility provides protection from extended disability wharf. Delay until ready solved little.

Cybele S reiterated the importance of the Fireboat location with 'free' access.

Vanessa/ Peter W closed the meeting, advising that when HSC Community meeting date is confirmed – notices would go out..

- Next Public General League Meeting Scheduled for Sat 20th June – 2pm.

Meeting closed at 4.20pm