

## **Cargo Wharf Reserves Community Forum**

**September 14<sup>th</sup> 2013**

### **Forum Meeting Notes**

#### **Participants:**

The Forum was chaired by Sue Dickson. There were 25 residents at the meeting.

#### **1. Beach Area:**

There was general agreement about the need to clear up the beach area. This included removal of boat tie lines no longer in use and relocation of kayaks to an alternative storage area (see more detailed note below). It was proposed that a working bee be organised in order to remove weeds and other debris. (*See also note 12 below*)/

#### **2. Kayak storage area:**

It was proposed that a kayak storage area be set up in the area just to the south of the new commuter pontoon. There was some discussion about whether this location would offer a suitable launch area. The view was put forward that children would have difficulty launching from this location. After some discussion it was generally agreed that

- (a) a working bee set up to clear up the area from weeds and overgrown vegetation;
- (b) a volunteer group be established to build a kayak rack, with the view that regular users would use the lower positions (a volunteers group, including Mauro, Jeremy, and Adrian, offered to investigate the potential cost of materials and proposing an appropriate design for volunteer construction);
- (c) an area for smaller children's kayaks be established behind the beach area.

Subject to further discussion with local users it was proposed to explore the possibility of building a kayak rack behind the commuter wharf or above the beach area (*see note 13 below*)

#### **3. Area between the new commuter pontoon and cargo wharf:**

There was general agreement that:

- (a) council be asked to rebuild the waterside retaining wall, preferably using sand stone blocks;
- (b) council be asked to concrete the flat loading area between the new pontoon and the barge off-loading ramp, preferably with appropriate colour tinting.

There was some discussion about the possibility of pushing the hillside retaining wall further back. There was only limited support for this and in any case it was considered unlikely to be achievable within council's budget

- (c) council be asked to repair and extend the hillside retaining wall around the kurrajong tree and up to the loading and turning area.

#### **4. Steps down the hill**

It was proposed that the old walkway through the Leahvera reserve be reinstated and Council be asked to re-establish steps from the upper area to a walkway leading to the new commuter wharf.

#### **5. Loading area:**

General agreement that the council be asked to reinforce the cutting face immediately behind the cargo wharf loading zone. There was some discussion about whether this should be a combined parking / loading zone. Some suggested vehicles could be left there so long as keys were available to move as the need arose. Those who regularly used the loading area for deliveries and turning strongly emphasised the need to have a restricted loading / turning zone to enable the cargo wharf to function effectively. It was also noted that council could potentially prohibit parking in that area. It was proposed that the area be identified as a loading zone for short term pick-up and drop off only.

#### **6. Parking area at first upward bend:**

General agreement that a low safety rail be put in place and bollards set up 7 metres from the roadway in order to accommodate 90 degree commuter parking and turning.

#### **7. Proposed truck parking area:**

It was noted that council had proposed establishing two leased parking spots for Island based trucks at the next upper bend on the right hand side. Two contractors agreed to lease a spot each. Some residents noted concern about the encroachment of trucks into a reserve area. It was also acknowledged that there was a need to locate the trucks somewhere. One proposal was that the truck bays be located further up the road at the next bend. However, it was generally agreed that it would be better use of this area as a vehicle parking place for commuters.

It was agreed that council be asked to plant up the area around the leased truck parking bays with appropriate shrubs in order to screen off the truck area from the Leahvera Reserve.

#### **8. Parking area at next upward bend:**

It was agreed that this could be used to accommodate a second group of small commuter vehicles with bollards 7 metres from the road edge to allow for 90 degree parking and turning access.

#### **9. Passing bay at the top right hand side of the cargo concrete roadway:**

There was some discussion about the potential to use this area as an additional commuter parking area. It was pointed out that this area was necessary to allow for a vehicle passing zone.

#### **10. Pathway down from the top toward proposed truck parking area:**

It was proposed that a working bee be established, in collaboration with the bush care group, to reinstate the pathway from Richard Road through to the area identified for truck parking and to link up with the reinstated steps to the new commuter wharf (see 4 above).

Meeting closed approximately 5.30 pm.

#### **Subsequent Follow up:**

11. Neighbouring families not attending the meeting were informed of the discussion and notes above.
12. A preliminary working bee undertaken by kayak users to clean up the beach area took place on Oct. 4<sup>th</sup>.
13. Further to discussion with a number of kayak users it was decided to explore the possibility of building a kayak rack either against the slop behind the flat area at the entrance to the commuter wharf, or above the beach area.