



## Newsletter July 2019

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## Facility Repair and Maintenance

The replacement of pontoons by AWC Waterfront Constructions proceeded smoothly and feedback from the membership has been very positive.



The Board is now focused on resolving a number of smaller maintenance issues:

- An upgrade and repair of existing lighting. This includes connecting power to the new pontoons, ensuring the consistency of lighting for the whole facility and returning all overhead lighting to reliable working order.
- Upgrade and repair of the camera surveillance system. The existing system has never been effective. However, a system suitable for our surveillance needs and retrieval is complex. We are currently investigating thoroughly before making any commitments.
- The Board would like to remind the membership of the importance of appropriate rope maintenance on their vessels. We have noticed some boats still hit the pontoons when moored. We will be undertaking random inspections of boats in order to prevent unnecessary damage to the pontoons.

- A further reminder concerns the importance of locking up boats particularly for insurance purposes.

## **Chairman's Message**

With a successful key change day that saw most boats measured and ropes correctly adjusted, the installation of the new pontoon and the introduction of the loading bay at the gate of the west pontoon, your facility is now working well. Thanks to all for your alternative arrangements and patience during the pontoon change, this all appeared to go well.

The Dangar League arranged an open meeting with David Johnston and Julia Morton from Hornsby Council, who are overseeing the Brooklyn Place planning process that replaces the now defunct Brooklyn Master Plan. The good news is they are taking notice of river communities and listening, On the other hand there is no clear process, there's a lot to do and no real money. They council is developing a Hornsby Shire Development and Tourism Strategy with some focus on Brooklyn. I represented the BMC as a local not for profit business and gained a session in May with the strategy consultants, who were also interested and engaged. I have included the relevant parts of my summary email below.

*The Brooklyn Mooring Co-operative has its business operations in Lower McKell Park Brooklyn with 75 commuter moorings. We are fully self-funded with 125 members who use the facility on a hot berth basis. Members must be river residents with water access only, their focus is on the Hawkesbury River and use of Brooklyn as a transport interchange to car and rail. River residents are active in all local communities including Brooklyn, attending local schools and providing trade to local businesses.*

*BMC members live in a variety of River communities, including Dangar Island, Wobby beach and Cogra bay. Membership is typically one per family. The majority of members are full time River residents. The mooring facility with the associated car parking and easy walking to the rail is our access to the mainland and work, schools, shopping, sport, socialising etc. The BMC is a vital facility for River residents. It is a commuter style facility with a limit of 3 days to each mooring period, most mooring periods are less than 12 hours. The BMC is limited in size by the number of berths, beyond the current number we would be classified as a marina. The associated marina regulations and costs would make our operations impractical. With >120 people on our waiting list and a ~10 year wait, the ongoing steady growth in River communities and the demand for transport access is evident. There is a large unmet need for this type of transport interchange that would support another similar sized operation. This could be generated by Council, or council could support the establishment of another co-operative style organisation.*

*With ongoing growth in permanent River residents and change in the mix towards increased numbers of families with children the current parking situation is becoming difficult. There was a council plan in ~1990s to create more parking space by landfill off the current lower McKell Park precinct, something like this could alleviate the problem for a number of years. Relocation of the BMC facility does not seem a viable option as all other locations in Brooklyn worsen*

*access to key requirements- safe mooring, easy walk to rail and suitable car parking. For example Parsley Bay may have room for a berthing pontoon but is often crowded with cars and trailers as McKell park with the improved boat ramp facilities there, it is a much longer walk to rail.*

*In the blue sky part of our discussion we talked of the ability to create additional space around the Brooklyn boat harbour as this would also be proximal to rail....*

*The BMC is pleased to be involved in the initial consultation and look forward to active participation through the process. Please do not hesitate to contact me for any clarification or further activities.*