

**EUROBODALLA SHIRE COUNCIL**

**PUBLIC FORUM**

**Ordinary Meeting of Council on 18 June 2024**

Please refer to the minutes of the [Council Meeting](#) for outcomes of the agenda items.

<b>Name</b>	<b>Subject/Comments</b>	<b>Presentation Provided</b>	<b>Hybrid</b>
Peter Cormick	1. NOM24/004 Financial Stewardship 2. FCS24/016 Adoption of the Operational Plan 2024-25, Long Term Financial Plan 2024-34	Yes	In person
Trish Hellier	FCS24/016 Adoption of the Operational Plan 2024-25, Long Term Financial Plan 2024-34	Yes	In person

## **PUBLIC FORUM 18 June 2024 – Peter Cormick**

Items:

- NOM24/004 Financial Stewardship
- FSC24/016 Adoption of the Operational Plan 2024-25, Long Term Financial Plan 2024-34 and Fees and Charges 2024-25, including the making of the Rates for 2024-25

Following is a dot point (incomplete) summary of my (intended) 18 June presentation.

- Endorsement of Councillor Mayne's NoM, with a comment or two on the GM's response.
- Acknowledgement of the considerable challenges faced by council in cleaning up the inherited financial mess and of the need to find 'savings'. (Clearly, the GM has come on board just in the nick of time.)
- As with any budget, prioritisation of expenditures can become a rather subjective matter – in deciding just what are **discretionary** and what are **essential** expenses.

### **Araluen Road**

- Proper maintenance of Araluen Road is an **essential** expense. The road is unique within the shire and requires special attention. For most of its length it is fragile, being highly vulnerable to wet weather. There is a clear case for positive discrimination.
- As I reminded all of you in my submission on the budget (responded to by just one of your number!), Araluen Road is an arterial road, being the alternative route when the Clyde is out. And, regardless of whether the Clyde is out, the road provides an alternative escape route in times of emergency.
- And, as I also reminded you, Araluen Road is a historic road through road, much used both by pioneering travellers and bushrangers from the times of Araluen gold mining. Its heritage value should be recognised and acted upon. It is not just another gravel road – by any means.
- Not that many years ago, the Araluen Road was graded 4 times each year, or 12 times every 3 years, for its entire length. Against that, the proposed single grading schedule of once every 9 months, being 4 times every 3 years is, at best, ill-informed, and at worst indifferent to road safety and road integrity requirements, as they concern this road. Road surfaces deteriorate at an exponential, accelerating rate: the worse they get, the worse they get.
- Keep in mind the possible legal and associated cost implications which I referred to in my submission, of inattention to foreseeable safety issues.

- For the record, the road maintenance team do an outstanding job, especially given the limitations they work within: time constraints and gravel availability. Their work needs to be recognised by council, in a practical way. Bonus payments? Increased salary, especially for the grader operators?
- Council needs to take a harder look at where it can make savings. What about outsourcing costs? Consultants? How much is spent on these? That figure is certainly not provided in the budget papers (that I can see). Why is that?

### **Moruya Animal shelter**

- Advice previously given by the GM that plans for a new shelter were afoot, appear to not be backed up by any funds allocation. Where are the funds? What is the state of play with this matter?

Good afternoon Mayor, Councillors, General Manager, Staff, Gallery and those comfortable zooming from home my name is Patricia Hellier from Batemans Bay.

I am here today to speak on items in FSC24/016 Operational Plan 2024-25.

I believe I understand the inner working of a budget, my short version is that each section within Council presents their forward estimate for the forthcoming year, that is then presented to the Director of Finance, the Draft Document is presented to the GM, it is then presented to the Councillors in a Council Briefing and in turn the GM prepares the Draft Document for the Council Agenda.

Ratepayers and residents of this shire are not privy to discussions within the Council Briefings.

At the council meeting on the 30<sup>th</sup> April 2024 the Draft Operational Plan was presented to Council. A Councillor made a statement words to the affect "Noting 2.7M of Grant Funding towards Coastal Management constructions works in the North Batemans Bay area which has been long awaited. I know that residents there are very keen to see rubber hit the road its good to see that this is coming in this current Operational Plan".

Councillors I can assure you mine and others initial reaction to this statement was "YIPPEE".

I note on Page 35 of the Draft Delivery Program/Operational Plan it states "Continue North Batemans Bay Coastal management works" and on Page 86 it states "Coastal Management Plan - construction works \$2.7M, and on Page 87 "Beach Road (Casey Beach) rockwall stage 1 \$3.5M.

In an attempt to ascertain where exactly the \$2.7M was to be spent I sent a question to the Infrastructure Support. On the 31<sup>st</sup> May I received a reply as follows (copy I have provided to Councillors)

Casey Beach	- Design and preliminaries \$350,000
	- Part Construction Casey's Beach Rockwall \$1,062,000
North Batemans Bay	- Design and preliminaries (all sites) \$550,000
	- Part construction Long Beach (Bay Road) \$738,000

Councillors as you can see the bulk of the \$2.7M is to be spent at Caseys Beach. In total the figure to be spent at Caseys Beach amounts to near \$5M.

Can you please confirm if Council has received the funding of \$12,007,632 announced by MP's Michael Holland and Fiona Phillips in June 2023? Can you also confirm that included in this figure is the \$5M pledged by the previous Liberal Government, lobbied extensively by Eurobodalla Coast Alliance and the residents of Surfside which was presented at Surfside in February 2019 by MP's Gabrielle Upton and Andrew Constance? Also if the funding of \$12,007,632 has been received is this the funding that is being allocated to Casey's Beach and North Batemans Bay in the Delivery Program/Operational Plan?

In the announcement of \$12,0007,632 by the MP's there was a statement and I will quote part there of - "We are delighted to see strong investment to protect South East local environment and homes from coastal erosion. In the Batemans Bay region, particular Surfside, receiving upgrade to better prepare the community for future disasters.(repeat) These communities are crying out for investments to protect properties and foreshore, this funding is a winner for local people", quote unquote.

Councillors currently we have a situation at Surfside that could only be described as “a disaster waiting to happen”. In a recent email from a concerned resident of Surfside was sent to Council it stated “since purchasing my property 15months months ago I believes there has been an 8 metre erosion” This resident expressed concerns for human safety and the loss of homes which is reflected in ESC’s Coastal Management Program (December 2022).

Some of you Councillors would be aware of the Sethi Report which placed the blame for the erosion at Surfside and Wharf Road on past engineering works carried out by the Council and the NSW Government. This report was endorsed by Angus Jackson who is recognised as Australia’s top engineer (attached). Did Council consider the liability issue when allocating available funds?

I believe that monies that have been allocated to Surfside is minimal in comparison to what has been allocated to Caseys Beach and Long Beach. The monies allocated to Surfside will not protect homes or the coastal erosion that is happening at Surfside. Despite the statement in Councils own CMP of December 2022 there appears to have been a reluctance to provide the required funds for Surfside. Councillors are you aware that residents cannot automatically protect their homes by sandbagging?

Councillors this is not something that has just occurred it has been occurring over a period of time. Over a number of years there has been a number of resident that has sat in this Chamber raising their concerns residents from Surfside, Long Beach and Maloney’s Beach but the situation at Surfside has escalated and is escalating. Surfside residents have been paying their rates for many years, on two occasions politicians have allocated monies to be spent I cannot see anything in this Council budget that will help Surfside – is it a case “that Surfside has been put into the too hard basket”?

Patricia Hellier



10 January 2018

King & Wood Mallesons  
Level 61, Governor Phillip Tower  
1 Farrer Place  
Sydney NSW 2000

Attn: Karen Coleman

**RE: Wharf Road, Batemans Bay Erosion**

Further to your brief, I have reviewed the documents provided plus additional relevant documents sourced from the web. Documents reviewed:

- 2004 WBM - Batemans Bay & Clyde River Estuary Management Study FINAL REPORT
- 1/9/2017 Eurobodalla Shire Council – Batemans Bay Bridge Submission
- 5/2017 Eurobodalla Shire Council - Coastal Zone Management Plan Wharf Road North Batemans Bay
- 10/2017 WRL - Eurobodalla Coastal Hazard Assessment
- 10/2017 Umwelt – Presentation on Coastal hazards and risks
- 11/2017 Vivek Sethi –Erosion of Batemans Bay's Northern Beaches. Desktop Analysis to Determine If Public Works in the Clyde River Have Led to Increased Erosion of the Northern Sand Spit and Shoal

The desktop analysis by Vivek Sethi provides a very good history and accurate overview. I agree with the assertions by Mr Sethi that:

- the consultant reports unfortunately do not investigate the causes of the erosion problems at Wharf Road shoreline.
- In effect, the training wall constructed by the State was inadvertently designed to erode the Northern Sand Spit and Shoal to improve navigation.

From my review of the data available there is very strong factual evidence from the reports, as correlated and summarised in the following timeline, that the erosion at Wharf Road is directly linked to works carried out by the state:

- primary cause: the construction and augmentation of a breakwater
- secondary cause: channel maintenance dredging works

The bridge construction, by the state, may also have contributed as a secondary cause but the evidence is not strong.

The coastal processes at the site are complex but there is sufficient data to indicate that reclamation and protection of the submerged properties along Wharf Road is technically feasible and economically viable.

Best Regards,

**Angus Jackson**  
BE, CPEng



DATE	Action	By	Impact	Coastal behaviour observed
1890				
1900	Area subdivided	State?	Land purchased by private owners	Wharf Road shoreline accreted
1905	Low training wall completed	State	Fluvial deposition further eastward	
1910				
1920				
1930				
1940				
1950				Erosion of Wharf Rd - 1 house
1956	New bridge	State	May have increased scour in channel downdrift?	
1960				
1970	Training wall raised	State?		Accretion of Corrigans Beach / Break through of North Spit / Severe erosion of Wharf Rd
1974	Superstorm			Severe erosion
1980				
1990	Training wall extended 150m	State?		150m accretion of Corrigans Beach / erosion of Sunshine beach
2000	Nourishment of Sunshine beach	State?		
2010				
2012/13	Sand pumping from Channel	State	Sunshine Beach & Corrigans beach nourished	
2017				
2020				

Wharf Rd shoreline eroded

Corrigans Beach accreting (300m by 1922 & 600m by 2017) & north spit eroding

TIMELINE

International Coastal Management PTY LTD (ICM)

OFFICE 50 / G Arm, SYC Marina, Main Beach, Qld. 4217, Australia

POST PO Box 306, Main Beach LPO, Main Beach, Qld. 4217, Australia

TELEPHONE +61 7 5564 0564 FAX +61 7 5532 9147

WEBSITE www.coastalmanagement.com.au