

## Proposed Option:

### **Bell Wharf Upgrade, modified from 2008 Plan, the implementation and possible adjustment of the 2008 Plan for Carols Wharf, and a simple extension to Eastern Wharf.**

- This proposal requests a pontoon extension of Bell Wharf, Scotland Island, into the deeper waters of the Pittwater slightly, to give greater capacity, with an adjustment to the other works as envisaged by the council Plan of Management (2008).
- This proposal requests for Carols Wharf to be upgraded as per the Plan of Management (2008) with a greater extension of the eastern arm, possibly in two phases.
- This proposal requests a simple wharf extension directly out from Eastern Wharf.

The tie-up capacity benefits of this proposal are outlined in this table.

<b>Scotland Island Wharf</b>	<b>Current Capacity</b>	<b>Estimated Demand *</b>	<b>Proposed New Works</b>	<b>Proposed Net Increase</b>	<b>Proposed New Capacity</b>
<b>Bell</b>	12	67	30	30	42
<b>Carols</b>	40	67	54	38	78
<b>Eastern</b>	16	15	20	20	36
<b>Total</b>	<b>68</b>	149	104	88	<b>156</b>

This proposal has a **change to current capacity by 229%** (more than double the current capacity). It come close to matching the estimated current demand.

\* Estimated demand based on our Wharves Survey of Scotland Island residents with a 45% participation rate (161 residents) when compared to 2016 Census data on number of dwellings (359 dwellings). It would be envisaged that some residents who are not able to gain a position at Bell will utilise Carols, and likewise, that may push some from Carols to use Eastern.

## Bell Wharf Component



Detailed Proposal Imagery of Bell Wharf

- From the existing shed, add a ramp to a pontoon into the deeper waters 8 posts in length (approximately 40m), adding 30 tie-ups (15 east and 15 west). This is a modest extension considering the usage and available space, and makes excellent use of Bell Wharf's proximity to deep water.
- Possibly relocate the bins to the end of this extension after consultation with service providers.
- At the end of this extension, include the 2008 planned Ferry Accessible Pontoon landing.
- To not include the inclusion of tie-up rings and ladders (or associated moorings such as sea anchor, chain, pulley, rope etc.) for the existing wharf section.
- Keeps the heritage value of the existing wharf and shed.
- To retain the stairs as an important safety aspect should anyone fall from the pontoon.
- To include cleats or other tie up equipment to indicate and restrict the number of spots allocated.
- To consult with the community in relation to the design aspects, such as lighting, dimensions, safety measures and acoustics.



Proposal Imagery Showing Surrounding Waters and Moorings of Bell Wharf

Scotland Island Wharf	Current Capacity	Estimated Demand	Proposed New Works	Proposed Net Increase	Proposed New Capacity
Bell	12	67	30	30	42



## Carols Wharf Component



Detailed Proposal Imagery of Carols Wharf

- That council adopt the Plan of Management (2008) for Carols Wharf.
- That the redevelopment incorporate an extension to the eastern arm to utilise the deeper water and thus increase capacity (an additional 16 spaces from to 2008 POM).
- To possibly do this works in two stages: Stage 1 being the western arm and ferry pontoon as can be done in existing reserve boundary; Stage 2 soon after if the time to adjust the reserve is prohibitive for it to all be done concurrently.
- That the arm extensions be a floating pontoon style, keeping the weather conditions in mind (strong and fierce winds/swells from the east).
- To possibly include a breakwater to the Eastern side.

- To not include the inclusion of tie-up rings and ladders (or associated moorings such as sea anchor, chain, pulley, rope etc.) for the existing wharf section.
- Keeps the heritage value of the existing wharf and shed.
- To retain the stairs as an important safety aspect should anyone fall from the pontoon.
- To include cleats or other tie up equipment to indicate and restrict the number of spots allocated.
- To consult with the community in relation to the design aspects, such as lighting, dimensions, safety measures and acoustics.



Proposal Imagery Showing Surrounding Waters and Moorings of Carols Wharf

Scotland Island Wharf	Current Capacity	Estimated Demand	Proposed New Works	Proposed Net Increase	Proposed New Capacity
Carols	40	67	54	38	78

## Eastern Wharf Component



Detailed Proposal Imagery of Eastern Wharf

- Extend the wharf into the Pittwater by 4 posts in length (approximately 20m), adding 20 tie-ups (10 north and 10 south).
- This extension to be done as a pontoon.
- No need to relocate the shed.
- Possibly relocate the bins to the end of this extension after consultation with service providers.
- Ferry pontoon area added to the end with ramp access.
- To not include the inclusion of tie-up rings and ladders (or associated moorings such as sea anchor, chain, pulley, rope etc.) for the existing wharf section.
- Keeps the heritage value of the existing wharf and shed.
- To retain the stairs as an important safety aspect should anyone fall from the pontoon.
- To include cleats or other tie up equipment to indicate and restrict the number of spots allocated.
- To consult with the community in relation to the design aspects, such as lighting, dimensions, safety measures and acoustics.





Proposal Imagery Showing Surrounding Waters and Moorings of Eastern Wharf

Scotland Island Wharf	Current Capacity	Estimated Demand	Proposed New Works	Proposed Net Increase	Proposed New Capacity
Eastern	16	15	20	20	36

## Management

- That council manage these wharves.
- That council continue to monitor and act on abandoned vessels, with the aim to ensure that tie-up reserving does not occur, in particular in deeper water.
- To include only bars or cleats as tie up equipment on the new pontoons.
- To continue the current fee-free practices by vessel owners in areas not upgraded (existing wharves).
- Council to only issue the number of permits that each wharve's increased capacity allows (not to over subscribe). This is essential as unlike a shopping centre carpark where not all users will be there at the same time, these wharves are essentially residents' driveways – they will all be used at the same time (evenings and overnight).

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## Summary

The current Plan of Management (2008) proposal offers an increase in capacity from 52 to only 80 tie-ups (from 12 to 25 at Bell and from 40 to only 55 at Carols with no plans for Eastern). This does not seem nearly enough of an upgrade for this significant investment and does not make full use of this rare and overdue opportunity. We all would want the improvements to cater for the longer-term future, as best as possible.

Our proposed option would see a modest increase to the capacity from 68 to 156 spaces across the three wharves. This is a 130% increase. It would be made up of a 3.5 times the current capacity at Bell Wharf, a nearly doubling of capacity at Carols Wharf and an over 2 times increase of the current capacity at Eastern Wharf. This comes close to meeting our estimated current demand.

Modifying some and reusing the plans created in 2008, has some cost savings, although it is expected that much of the water depth survey work would need to be redone for this expanded proposal. The research though is still valid and useable (survey, development consent etc.).

The addition of Eastern Wharf to the proposed works will add additional cost, but the proposal here is for a very simple and inexpensive solution that adds significant capacity. We feel that it is best to make use of this opportunity and to complete all works, rather than try to add this wharf at a later stage.

This proposal, we feel, is a good outcome for both Scotland Island residents and for Council. It should complete the “balanced dispersal of boat tie-up facilities around the island”, as planned for in the 2008 Plan of management, of which only some of the work has to date progressed. Capacity will be improved to a more longer-term feasible level and would represent a great result for the community.

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