



# Public Wharves **Pittwater**

## Plan of Management

Under the Crown Lands Act, 1989 & Local Government Act, 1993

Prepared by Pittwater Council

June 2008

## FORWARD

### EXECUTIVE SUMMARY

<b>1</b>	<b>INTRODUCTION</b>	<b>1-1</b>
1.1	Background	1-1
1.2	Land to which this Plan of Management applies	1-3
1.3	Purpose	1-4
<b>2</b>	<b>VALUE STATEMENT</b>	<b>2-1</b>
2.1	Aboriginal history	2-1
2.2	European history	2-1
2.3	Landscape character	2-2
<b>3</b>	<b>LEGISLATION AND POLICY FRAMEWORK</b>	<b>3-1</b>
3.1	Crown Lands Act 1989	3-1
3.2	Environmental Planning & Assessment Act, 1979	3-3
3.3	State Environmental Planning Policy (Infrastructure) 2006	3-4
3.4	Pittwater Local Environmental Plan, 1993 (PLEP)	3-4
3.5	Pittwater DCP No 22: Exempt and Complying Development	3-6
3.6	Additional studies related to this POM	3-7
<b>4</b>	<b>FUTURE USE, DEVELOPMENT &amp; MANAGEMENT</b>	<b>4-1</b>
4.1	Vision for the Plan of Management	4-1
4.2	Management principles	4-1
4.3	Management strategies	4-1
4.4	Wharf profile	4-2
4.5	User analysis	4-2
4.6	Planning guidelines	4-6
4.7	Leases, licences and other estates	4-6
4.8	Masterplan	4-8
4.9	Management strategy / works program	4-8
4.10	Implementation	4-8
5	BAYVIEW (BATHS & JETTY) WHARF	<i>chapter under development</i>
6	BAYVIEW LAUNCHING RAMP	<i>chapter under development</i>
<b>7</b>	<b>BELLS WHARF</b>	<b>7-1</b>
<b>8</b>	<b>BENNETS WHARF</b>	<b>8-1</b>
<b>9</b>	<b>BONNIE DOON WHARF</b>	<b>9-1</b>
10	BROWNS BAY WHARF	<i>chapter under development</i>
11	CAREEL BAY WHARF	<i>chapter under development</i>
<b>12</b>	<b>CARGO WHARF</b>	<b>12-1</b>
<b>13</b>	<b>CAROLS WHARF</b>	<b>13-1</b>
14	CHURCH POINT CARGO WHARF	<i>chapter under development</i>
15	CHURCH POINT COMMUTER WHARF	<i>chapter under development</i>
16	CHURCH POINT JETTY	<i>chapter under development</i>
17	CHURCH POINT PUBLIC PONTOON / RAMP	<i>chapter under development</i>
18	EASTERN WHARF	<i>chapter under development</i>
19	ELVINA BAY NORTH WHARF	<i>chapter under development</i>

20	ELVINA BAY SOUTH WHARF	<i>chapter under development</i>
21	HALLS WHARF	<i>chapter under development</i>
22	LOVETT BAY WHARF	<i>chapter under development</i>
<b>23</b>	<b>MACKEREL BEACH WHARF</b>	<b>23-1</b>
24	NEWPORT WHARF	<i>chapter under development</i>
25	PALM BEACH WHARF	<i>chapter under development</i>
26	PARADISE WHARF	<i>chapter under development</i>
27	SALT PAN WHARF	<i>chapter under development</i>
28	TAYLORS POINT WHARF	<i>chapter under development</i>
<b>29</b>	<b>TENNIS COURT WHARF</b>	<b>29-1</b>
30	TOWLERS / MORNING BAY WHARF	<i>chapter under development</i>
31	UPPER McCARRS CREEK WHARF	<i>chapter under development</i>
32	YACHTSMAN PARADISE WHARF	<i>chapter under development</i>

## **LIST OF FIGURES**

- Figure 1-1 Pittwater public wharves locality plan
- Figure 4-1 Scotland Island boat tie-up user analysis
- Figure 7-1 Bells Wharf location plan  
Figure 7-2 Bells Wharf reserve survey plan  
Figure 7-3 Bells Wharf reserve zoning plan (PLEP 1993)  
Figure 7-4 Bells Wharf reserve concept sketch
- Figure 8-1 Bennets Wharf location plan  
Figure 8-2 Bennets Wharf reserve survey plan  
Figure 8-3 Bennets Wharf reserve zoning plan (PLEP 1993)  
Figure 8-4 Bennets Wharf reserve concept sketch
- Figure 9-1 Bonnie Doon Wharf location plan  
Figure 9-2 Bonnie Doon Wharf reserve survey plan  
Figure 9-3 Bonnie Doon Wharf reserve zoning plan (PLEP 1993)  
Figure 9-4 Bonnie Doon Wharf reserve concept sketch
- Figure 12-1 Cargo Wharf location plan  
Figure 12-2 Cargo Wharf reserve survey plan  
Figure 12-3 Cargo Wharf reserve zoning plan (PLEP 1993)  
Figure 12-4 Cargo Wharf reserve concept sketch
- Figure 13-1 Carols Wharf location plan  
Figure 13-2 Carols Wharf reserve survey plan  
Figure 13-3 Carols Wharf reserve zoning plan (PLEP 1993)  
Figure 13-4 Carols Wharf reserve concept sketch
- Figure 23-1 Mackerel Beach Wharf location plan  
Figure 23-2 Mackerel Beach Wharf reserve survey plan  
Figure 23-3 Mackerel Beach Wharf reserve zoning plan (PLEP 1993)  
Figure 23-4 Mackerel Beach Wharf reserve concept sketch
- Figure 29-1 Tennis Court Wharf location plan  
Figure 29-2 Tennis Court Wharf reserve survey plan  
Figure 29-3 Tennis Court Wharf Reserve zoning plan (PLEP 1993)  
Figure 29-4 Tennis Court Wharf Reserve: RFS concept sketch  
Figure 29-5 Tennis Court Wharf Reserve: commuter wharf concept sketch

## **LIST OF TABLES**

Table 1.1	Pittwater public wharves
Table 3.1	Crown land management principles
Table 3.2	Zone classification (PLEP 1993)
Table 7.1	Bells Wharf Reserve Profile
Table 7.2	Bells Wharf Reserve Planning Policy Guidelines Table
Table 7.3	Bells Wharf Reserve Management Guidelines Table
Table 8.1	Bennets Wharf Reserve Profile
Table 8.2	Bennets Wharf Reserve Planning Policy Guidelines Table
Table 8.3	Bennets Wharf Reserve Management Guidelines Table
Table 9.1	Bonnie Doon Wharf Reserve Profile
Table 9.2	Bonnie Doon Wharf Reserve Planning Policy Guidelines Table
Table 9.3	Bonnie Doon Wharf Reserve Management Guidelines Table
Table 12.1	Cargo Wharf Reserve Profile
Table 12.2	Cargo Wharf Reserve Planning Policy Guidelines Table
Table 12.3	Cargo Wharf Reserve Management Guidelines Table
Table 13.1	Carols Wharf Reserve Profile
Table 13.2	Carols Wharf Reserve Planning Policy Guidelines Table
Table 13.3	Carols Wharf Reserve Management Guidelines Table
Table 23.1	Mackerel Beach Wharf Reserve Profile
Table 23.2	Mackerel Beach Wharf Reserve Planning Policy Guidelines Table
Table 23.3	Mackerel Beach Wharf Reserve Management Guidelines Table
Table 29.1	Tennis Court Wharf Reserve Profile
Table 29.2	Tennis Court Wharf Reserve Planning Policy Guidelines Table
Table 29.3	Tennis Court Wharf Reserve Management Guidelines Table

## **APPENDICES**

Appendix A	Gazettal notices
Appendix B	Heritage listing – Bonnie Doon Wharf
Appendix C	Preliminary archaeological assessment at Cargo Wharf

## EXECUTIVE SUMMARY

The Pittwater Wharves Plan of Management (POM) aims to ensure that the public wharves of Pittwater retain their environmental, recreational, scenic, cultural and social values and key issues relating to the management of the wharf reserves, such as access and safety, are addressed.

The key objectives of this POM are to:

- conserve and manage each wharf as both a local and regional recreational resource, ensuring broad community access to a high quality coastal environment for the benefit of the people of NSW;
- develop management actions to resolve issues affecting the public wharves consistent with community values and expectations;
- implement a safe and equitable system of wharf tie-ups for the orderly storage of commuter vessels;
- enable control of the wharves to be carried out by NSW Maritime Officers, Water Police and Pittwater Council Officers; and
- meet legislative and policy requirements for managing Crown land.

The POM applies to 'reserved' Crown Land administered by the Department of Lands. To date Pittwater Council has been appointed Corporate Manager of seven (7) of a potential twenty eight (28) Public Wharf Reserve Trusts (refer listing). The Trust is charged with the care, control and management of the wharf reserves and Council manages the affairs of the Trust. The wharf reserves are designated for the public purpose of 'Access'.

Pittwater Public Wharf Reserves included in the POM are:

- Bells Wharf, Scotland Island (R1010808)
- Bennets Wharf, Coasters Retreat (R1010809)
- Bonnie Doon Wharf, Coasters Retreat (R1010810)
- Cargo Wharf, Scotland Island (R1010811)
- Carols Wharf, Scotland Island (R1010812)
- Mackerel Beach Wharf, Great Mackerel Beach (R1004208)
- Tennis Court Wharf, Scotland Island (R1010813)

Several stakeholder meetings and two (2) community meetings have been held to provide an opportunity for the community and key users to voice their opinions, concerns or interest in matters affecting Pittwater Public Wharves. Issues raised at the meetings and submissions received have been taken into account when preparing the Plan.

The development of Public Wharf Reserves will be consistent with or ancillary to the reservation purpose. Works identified respond to 'access' objectives and received community feedback while enhancing the long term sustainability of the public resource.

Improvements to existing wharves will aim to accommodate, where feasible, the following key long-term development strategies:

- user accessibility – provision of access ramps & pontoons;
- accessibility for disabled (where appropriate);
- safe & secure shelter areas (lighting etc.);
- appropriate and adequate commuter boat tie-up facilities;
- required safety equipment (ie. lifebuoys / resuscitation charts);
- community facilities – notice boards / post collection / seats;
- regulatory and statutory signage; and
- ancillary facilities – domestic waste / recycling storage & collection.

A Concept Sketch and descriptive summary have been developed to illustrate the proposed improvement works at each wharf reserve. Concept sketches are indicative only and subject to further detailed design development following further investigations such as water depth and environmental studies. Proposals are supplemented by a works programme including indicative costs. A summary of the capital works and indicative total cost at each Public Wharf reserve follows:

- Bells Wharf – extension of wharf head, provision of access ramp, pontoons, ‘ferry compatible’ pontoon and licensed boat tie-up spaces (approx 20-25): approx works cost \$200,000
- Bennets Wharf – monitoring and replacement of White Ant infested timber, extension of wharf head (domestic waste storage area), pontoon and licensed boat tie-up spaces (approx 5-10): approx works cost \$60,000 with allowance of \$150,000 to White Ant infestation treatment
- Bonnie Doon Wharf – investigation of ramp access at wharf entry, structural review of heritage stone groyne, provision of timber screen to domestic waste storage area, pontoon and licensed boat tie-up spaces (approx 5-8): approx works cost \$50,000 with allowance of \$40,000 to heritage stone groyne investigations and works
- Cargo Wharf – construction of concrete access ramp, new timber jetty, ramp, pontoon and licensed boat tie-up spaces (approx 15-25) and ‘ferry compatible’ pontoon, picnic furniture / seating and non-powered watercraft storage: approx works cost \$300,000
- Carols Wharf – installation of signage, community notice boards, provision of access ramp and ‘ferry compatible’ pontoon, two (2) pontoons with licensed boat tie-up spaces (approx 50) and non-powered watercraft storage: approx works cost \$210,000
- Mackerel Beach Wharf – extension of wharf head with additional licensed boat tie-up spaces, construction of domestic waste bin area (determined at the detailed design stage), roof extension between existing shelter sheds and non-powered watercraft storage: approx works cost \$95,000
- Tennis Court Wharf – provision of access ramp and ‘ferry compatible’ pontoon (dual function), pontoons with access ramp (south side of existing wharf) and licensed boat tie-up spaces (approx 40-45), and non-powered watercraft storage: approx works cost \$450,000

Commencement and completion of proposed works are dependent on available Council resources and funding. The Plan of Management is to be reviewed on a five yearly basis.

# 1 INTRODUCTION

## BACKGROUND

The Pittwater Public Wharves Plan of Management (POM) has been prepared to document the key values of public wharves located in Pittwater (refer Figure 1-1) and guide their ongoing management, future use and development.

The Pittwater waterway is highly regarded by local residents and also visitors from greater NSW and beyond. The lifestyle for many, within the Pittwater community and also the wider region of Sydney, is focused on the coastal environment and as such the demand for boat tie-up facilities at the public wharves is very high.

Underpinning the POM is the involvement of the community in determining what values are important and how these should be protected and enhanced. Pittwater Council is committed to the promotion of sustainable and equitable use of the public wharf reserves.

The POM covers twenty eight (28) public wharves / boat ramps within Pittwater. A separate chapter covers each of the wharf reserves, so as to adequately consider the unique qualities and opportunities each wharf has to offer while addressing issues facing each particular wharf. Each chapter will deal with information specific to that wharf, such as amenity, access and permitted future development and uses.

Initially seven (7) public wharves in Pittwater are to be included in the POM. As other public wharf chapters are developed, completed, exhibited and adopted they will be included in this POM.



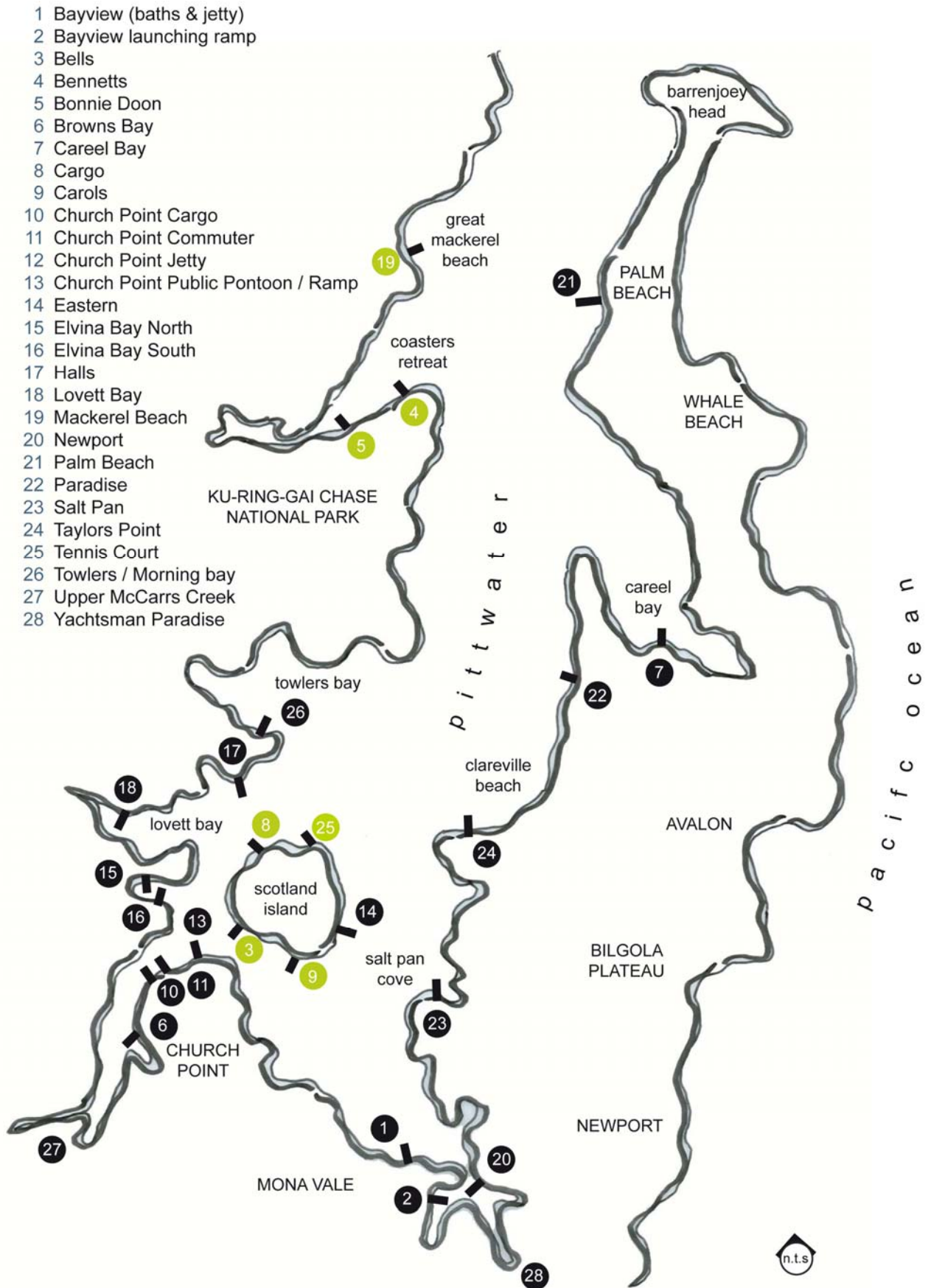


Figure 1-1 | Pittwater Public Wharves Locality Plan

A full listing of Pittwater’s public wharves, locality and POM status follows:

Table 1-1 | Pittwater Public Wharves

<i>Public Wharf / Boat Ramp</i>	<i>Locality</i>	<i>WPOM status</i>
Bayview (baths & jetty)	Maybanke Cove	▪
Bayview launching ramp	Rowland Reserve	▪
Bells	Scotland Island	Chapter 7
Bennets	Coasters Retreat	Chapter 8
Bonnie Doon	Coasters Retreat	Chapter 9
Browns Bay	McCarrs Creek	▪
Careel Bay	Careel Bay	▪
Cargo	Scotland Island	Chapter 12
Carols	Scotland Island	Chapter 13
Church Point Cargo	Church Point	▪
Church Point Commuter	Church Point	▪
Church Point Jetty	Church Point	▪
CP Public Pontoon / Ramp	Church Point	▪
Eastern	Scotland Island	▪
Elvina Bay North	Elvina Bay	▪
Elvina Bay South	Elvina Bay	▪
Halls	Lovett bay	▪
Lovett Bay	Lovett Bay	▪
Mackerel Beach	Great Mackerel Beach	Chapter 23
Newport	Heron Cove	▪
Palm Beach	Palm Beach	▪
Paradise	Clareville	▪
Salt Pan	Salt Pan Cove	▪
Taylors Point	Clareville	▪
Tennis Court	Scotland Island	Chapter 29
Towlers / Morning Bay	Morning Bay	▪
Upper McCarrs Creek	McCarrs Creek Reserve	▪
Yachtsmans Paradise	Crystal Bay	▪

Key:

- Public wharves to be review and where appropriate incorporated into Pittwater Public Wharves Plan of Management

## LAND TO WHICH THIS PLAN APPLIES

The Pittwater Public Wharves Plan of Management applies to reserve Crown land at the following public wharves (refer Figure 1-1 and relevant chapters):

### *Scotland Island*

- Bells Wharf (R1010808)
- Cargo Wharf (R1010811)
- Carols Wharf (R1010812)
- Tennis Court Wharf (R1010813)

### *North-western Foreshores*

- Bennets Wharf, Coasters Retreat (R1010809)
- Bonnie Doon Wharf, Coasters Retreat (R1010810)
- Mackerel Beach Wharf (R1004208)

Pittwater Council was appointed Corporate Manager for Bells, Cargo, Carols, Tennis Court, Bennets and Bonnie Doon wharf reserves on 13 May 2005 and for Mackerel Beach Wharf reserve on 22 November 2002. Details of the gazettal notices for each wharf reserve are included in Appendix A. The Trust is charged with the care, control and management of the wharf reserves under s.92 of the *Crown Lands Act, 1989* (CLA 89) and Council manages the affairs of the Trust.

A reserve area has been created around each of the wharves, to allow Council to effectively manage the wharf and related activities. The reserve boundary for each wharf typically encompasses 10 metres around each side and the head of the subject wharf and up to Mean High Water Mark. Maps have been included within the relevant chapters showing the reserve boundaries for each wharf.

The wharf reserves are designated for the public purpose of 'access' under the *Crown Lands Act, 1989*.

## **PURPOSE**

The purpose of the Plan of Management is to:

- provide the community, wharf users and Pittwater Council with a clear direction regarding future use and management of the wharf reserves covered by this plan over the next ten (10) years;
- consolidate the planning context and broad issues affecting the Pittwater public wharves into one document; and
- clarify permissible and prohibited uses of Pittwater public wharves and associated reserves, in accordance with the public purpose of the reserves.

## 2 VALUE STATEMENT

The intrinsic values of the wharf reserves are considered with the prime attractions being the scenic location, quiet atmosphere and ease of access. Historically the wharves have been used for informal boat access and more recently commercial ferry and taxi services. Supplementary to the primary use social and cultural values are paramount to the wharves. Community interaction, passive and active recreation are inherent qualities in this unique location.

### ABORIGINAL HISTORY

The Pittwater environment provided exceptional opportunities to the local indigenous population that once inhabited the peninsula. The foreshore areas around Pittwater were bountiful in natural foods and resources. The river estuary contained an enormous range of habitats, numerous plant species within a small area, and a diversity of local and migratory animals as potential food and cultural sources.

Prior to European settlement, the Guringai tribe inhabited the foreshores and headlands of Pittwater. There is little evidence of this early indigenous culture, nor the methods of its sustainable management. The fire and food management regimes of local Aborigines' were gradually extinguished as European settlers encroached, replaced with the wholesale removal of vegetation, to provide for housing, subsistence farming and grazing of livestock.

Pre-European archaeological sites include rock engravings, shelters and midden deposits. A total of 73 Aboriginal heritage sites have been recorded in the Pittwater local government area under the NSW National Parks and Wildlife Service Aboriginal Sites Register. Archaeological surveys have been conducted at numerous midden sites along the Pittwater coastline.

Specifically a preliminary archeological assessment has been undertaken at Cargo Wharf (July 2007) to assess material evidence observed and provide management recommendations. The Final report – 'Inspection of *Brachychiton populneus* (Kurrajong tree) and associated shell accumulation at Cargo Wharf – Scotland Island, Sydney' is attached (refer Appendix C).

### EUROPEAN HISTORY

During the latter part of the nineteenth century, as Sydney grew rapidly south of the harbour, the north shore remained largely undeveloped, and the northern Peninsula remained even more remote and isolated. Commercial market gardening and small-scale dairying were the main land uses on the Barrenjoey Peninsula, prior to the invention of the car.

In the early years of the twentieth century, settlement from Manly to Palm Beach was sparse, due to transport difficulties. At the time, Narrabeen was 'the end of the line', as the tram terminated at this point, and further transport north was difficult because of the need to cross Narrabeen Lagoon. In 1928 when the bridge opened across Narrabeen lagoon at Ocean Street, Pittwater became even more accessible.

The end of World War II heralded a development boom period, which saw broad-scale residential and commercial development throughout the northern beaches and the Peninsula. This period was also marked by development of an improved transportation network, better roads and the family car. For the first time, the northern beaches were

within the range of the average family day-trippers, who were increasingly travelling from further a field from within the Sydney metropolitan area for day trips.

## LANDSCAPE CHARACTER

The Pittwater region extends from the McCarrs Creek inlet in the south to Barrenjoey headland and Broken Bay in the north, where waters meet at the mouth of the Hawkesbury River. The region is home to many offshore communities, concentrated on Scotland Island with smaller clusters to the western foreshores and inlets.

Public wharves in Pittwater provide a valued resource to boat access only communities and recreational users.

### *Scotland Island*

Scotland Island, which covers approximately 42 hectares, is situated in the southern end of Pittwater and can be easily accessed by boat from Church Point. The island has a population of roughly 1100<sup>1</sup>, of which approximately 85% of households are permanent residents, and the other 15% being occasional users or weekenders. While there is a ferry service operating from Church Point providing a regular connection to the offshore communities, there is a growing trend toward private commuter vessels on the Island.

Scotland Island residents have no mains water supply (emergency supply only), sewerage or shops. Up until 1965 the island relied on kerosene lighting. General supplies are usually brought over from Church Point and the domestic waste is collected by barge for transfer to the mainland. There is no car access to the Island.

### *Western Foreshores*

The western foreshores of Pittwater adjoin the Ku-ring-gai Chase National Park. Inlets at Morning Bay, Lovett Bay and Elvina Bay all include clusters of residential development along the shores. Typically houses are located along a single roadway with links to the public wharves and walking tracks into the National Park.

### *North-western Foreshores*

The North-western foreshores of Pittwater adjoin Ku-ring-gai Chase National Park. Great Mackerel Beach, inlets at Coasters Retreat and Morning Bay all have public wharves servicing the small communities that live here.

Great Mackerel Beach is so named for the abundance of Mackerel, which were found in the waters nearby. It is a small estuarine beach, that is semi-protected from the ocean waves, and the surrounding high escarpments of Ku-ring-gai Chase National Park protect it from the strong westerly winds. It still remains a popular fishing spot today.

Coasters Retreat is so named because it provided shelter for the coastal trading ships caught in stormy weather and also a refuge for ships to gather in convoys to sail into Sydney Harbour.

Bennets Wharf and Bonnie Doon Wharf are on the southern shores of Coasters Retreat inlet, where holiday houses and weekenders have gradually been constructed close to the water's edge since the beginning of the twentieth Century. These houses can only be reached by boat or on foot via the National Park.

---

<sup>1</sup> Data extrapolated from 'Offshore Survey', May 2007, prepared by K Borthwick. Assumptions made: a) the response rate from permanent and weekend / holiday residents reflects the overall demographic; and b) the proportion of permanent to weekend / holiday residents is approximately equivalent on Scotland Island to the Western Shores.

### *Eastern Foreshores*

The eastern foreshores of Pittwater adjoin the suburban districts of the northern peninsula. Suburbs including Bayview, Mona Vale, Newport, Clareville and Palm Beach all extend to the Pittwater shores where several public wharves provide (principally recreational) access to the area.

### 3 LEGISLATION AND POLICY FRAMEWORK

The public wharves of Pittwater identified in this Plan of Management are subject to a layered planning and management system. The land upon which the wharves reside is Crown Land and within this remit a Wharf Reserve has been designated around each wharf (refer Section 1). Wharf reserves have been created to protect and manage these important community resources and are administered under the Crown Lands Act 1989 (CLA 89). The principle public purpose of the wharf reserves is 'Access'.

Complimentary to the legislative requirements of the CLA, 89 each wharf reserve area is subject to statutory controls and policies which ensure the orderly and economic use and development of the reserves.

#### **CROWN LANDS ACT 1989**

The Plan of Management has been prepared in accordance with the *Crown Lands Act 1989* (CLA 89) and other applicable legislation. The POM applies to 'reserved' Crown land and not 'community land' which is owned by Council and subject to the *Local Government Act, 1993*.

The reserve areas are classified as reserved Crown Land and the *Crown Lands Act, 1989* (CLA 89) is the primary Act applying to their management. Objects of the Act and Principles of Crown Land Management can be accessed at the following website - [www.legislation.nsw.gov.au](http://www.legislation.nsw.gov.au).

The public purpose of the wharf reserves is 'Access'. Use of the reserve must be consistent with the public purpose for which the land is dedicated or reserved. Improvements and developments to the reserve are confined to those which support, or are ancillary to, the public purpose.

Pittwater Council, as the Trust manager, has care, control and management of the reserves.

#### **Use and Management of Crown Land**

The *Crown Lands Act, 1989* governs the planning, management and use of Crown land, including reservation or dedication for a range of public purposes, and leasing and licensing. The Department of Lands, together with Reserve Trust/s appointed by the Minister, are responsible for management of the Crown reserve system throughout New South Wales. They ensure that 'Crown land is managed for the benefit of the people of New South Wales' (s.10 CLA 89), and has regard for the principles of Crown land management (s.11 CLA 89).

The following principles of Crown land management (s11 CLA 89) underpin the management and use of the reserves:

Table 3-1 | Crown Land Management Principles

<i>Principle</i>	<i>How is the WPOM consistent with principles</i>
<b>Observe environmental protection principles</b> (management & administration)	The protection, enhancement and conservation of all natural values relating to open space and plantings underpin the draft WPOM
<b>Conserve natural resources</b> , inc. water, soil, flora, fauna and scenic quality (wherever possible)	The conservation of public wharves and associated natural resources is paramount to the WPOM
<b>Encourage public use and enjoyment</b> (of appropriate Crown land)	Where appropriate and safe unrestricted public use, access and enjoyment of the wharf reserves is positively encouraged
<b>Encourage multiple use</b> of crown land (where appropriate)	Multiple uses are limited by wharf infrastructure, access and safety
<b>Use and manage to sustain resources</b> (in perpetuity) where appropriate	Use and management of public access wharves to be sustained as long as appropriate or safe
Occupy, use, sell, lease, license or deal with Crown land in the <b>best interests of the State</b> , consistent with the principles	Reserve Trust to responsibly administer and manage the public wharves in the best interests of the State

### **Trust Management**

A Reserve Trust is a corporation established and appointed to manage a Crown reserve. Trusts are nominated by the Minister for Lands (s.92 CLA 89). The Reserve Trust is responsible for the care, control and management of the reserve and Pittwater Council has been appointed to manage the affairs of the trust (s95 CLA).

A Trust Board has functions conferred on it under the *Crown Lands Act 1989*, including being responsible for the care, control and management of a specific reserve consistent with the public purpose of its reservation or dedication.

A Reserve Trust may, expressly authorise within the plan to, sell, lease, grant an easement or a licence in respect of or mortgage the reserve in accordance with the terms of the Minister's consent (s.103 CLA 89). In the absence of a direction from the Minister, the compensation or proceeds shall be applied for the general purposes of the reserve trust and may be invested or applied by the trust accordingly (s.106 CLA 89). In accordance with the *Crown Lands Act*, all land uses must either support or be ancillary to the reserve's public purpose (s.112 CLA 89).

### **Community Consultation**

Community consultation is an integral part of the process of preparing a Plan of Management. Continuous review and incorporation of community attitudes, expectations and requirements into the ongoing management of the reserve is also paramount.



The preparation of the Pittwater Public Wharves Draft Plan of Management and active community participation have been undertaken with regard to the *Crown Lands Act 1989*, and Pittwater Council's Community Engagement Policy (No 170).

In accordance with the Community Engagement Policy (No 170), the Pittwater Public Wharves Plan of Management has been classified as a Level 1 Impact on the community and essential strategies for engagement including informing, seeking information and involving the community have been undertaken to actively engage the community in the decision making processes.

Several stakeholder and two (2) community meetings were held to provide an appropriate opportunity for the community and key users to voice their opinions, concerns or interest in matters affecting Pittwater Public Wharf Reserves. Community meetings were held on:

- Meeting (no1): 28<sup>th</sup> May 2005 / Individual Scotland Island wharves
- Meeting (no2): 18<sup>th</sup> November 2007 / SIRFS Fire shed, Scotland Island

A further meeting was held with wharf representatives following the exhibition of the DRAFT Plan. The final POM has considered issues raised at the meeting and submissions received following the exhibition of the DRAFT Plan.

#### Presentation

Upon Adoption of the Pittwater Public Wharves Plan of Management by the Minister, it is incumbent on the Reserve Trust Manager to implement the Plan of Management pursuant to Section 114 – Crown Lands Act 1989. The Trust may not allow any operations or development that is not permitted by the POM.

Alteration of the adopted POM may be undertaken under Section 115 of the Act and may be required after a period of five years to keep abreast of government policy, to cater for the changing expectations and requirements of the community and to ensure the POM remains useful and relevant.

Funding for management of the Reserves will be sought from a range of Government, Council and community sources.

#### Accountability

The Crown Lands Regulation (2000) specifies the accountability of the Reserve Trust in terms of the management of the Reserve. The Council is required to keep records that will permit dissection of monetary details in respect of each reserve from which the Council receives revenue of any nature, details of improvements on each reserve, and details of all leases and licences granted or in force. Proceeds generated by trust lease or licence must be spent within the Reserves (s106 CLA 89).

### ENVIRONMENTAL PLANNING & ASSESSMENT ACT, 1979

The *Environmental Planning and Assessment Act, 1979* (EPA) (which can be accessed at [www.legislation.nsw.gov.au](http://www.legislation.nsw.gov.au)) forms the basis of statutory planning in New South Wales, including the preparation of Local Environmental Plans (LEP) by Councils which regulate land use and development.

The reserves are subject to the policies and controls established under the EPA. Management and development of the wharves will adhere to the relevant LEP for Pittwater known as the *Pittwater Local Environmental Plan, 1993* and other applicable planning instruments.

## STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) – 2006 (Draft Infrastructure SEPP)

The *State Environmental Planning Policy (Infrastructure) 2006* consolidates and updates planning processes for new infrastructure. The SEPP includes generic provisions relating to 23 classes of infrastructure (Schedule 1) for the more efficient delivery of infrastructure and service facilities, in particular:

- National Parks, regional parks, marine parks and other reserves;
- port, wharf and other boating infrastructure facilities; and
- Waterway or foreshore management activities.

The SEPP also includes a list of minor works that can be undertaken by public authorities as exempt development. Infrastructure works, such as “the construction, operation, repair or maintenance of wharf or port facilities or boating infrastructure (on land or water), may be carried out without consent”  
Proposals would be prepared with consideration of SEPP 71 Coastal Protection and the objectives and criteria of applicable zoning under the Local Environmental Plan (LEP 1993).

### PITTWATER LOCAL ENVIRONMENTAL PLAN 1993 (PLEP)

The PLEP 1993 is the main means of development control with zoning maps and a written instrument categorising developments as either permissible or prohibited. This POM does not override provisions in the PLEP, and clause/s that allow development without consent where authorised in an Adopted POM are not supported by the Department of Lands.

The purpose of the LEP is to define what purpose land may be used for and how permission (consent) can be obtained for the use. The LEP expresses the Council’s broad land use strategy. It is the public purpose, for reserved Crown land, that determines what is acceptable on the reserve.

Pittwater Council, as the consent authority under the current *Pittwater Local Environmental Plan 1993 (PLEP 1993)* controls development and activities on zoned land in Pittwater.

The study areas incorporated in this POM are subject to several zone classifications (as defined in PLEP 1993). The following table clarifies the relevant zone classification for each wharf reserve and the adjacent zoning.

Table 3-2 | Zone Classification (PLEP 1993)

<i>Wharf Reserve</i>	<i>Zoning Classification</i>						
	Residential 'A'	Existing Recreation 'A'	Waterways Recreation	National Park / State Recreation Area	Environmental Protection 'A'	Environmental Protection Waterways	Residential Waterways
	<b>2(a)</b>	<b>6(a)</b>	<b>6(a1)</b>	<b>6(d)</b>	<b>7(a)</b>	<b>7(a1)</b>	<b>W2</b>
Bells	A		A				✓
Bennets	A		A	A		✓	
Bonnie Doon*	A	A	A	✓		✓	
Cargo	A	✓	✓				A
Carols	A	A	✓				✓
Mackerel Beach	A	✓	A			✓	
Tennis Wharf	A	A	✓				A

Legend:

- ✓ Applicable Zoning
- A Adjacent Zoning
- \* Refer Heritage Notes

A set of key objectives are identified for selected zones within and adjoining the Pittwater Waterway (Schedule 11, Pt 1 & 3, PLEP 1993):

Zone 6(a) Existing Recreation 'A'

- a) provide a range of open space and recreational land; and
- b) ensure that development on such land:
- c) is for a purpose that promotes or is related to the use and enjoyment of open space; and
  - is consistent with the purposes for which the land was reserved or otherwise set aside for public use; and
  - does not substantially diminish public use of, or access to, open space; and
  - does not adversely affect the natural environment, the heritage significance of any heritage items or heritage conservation areas or the existing amenity of the area.

Zone 6(a1) Waterways Recreation

- d) provide opportunities for a variety of passive and active recreational pursuits, having regard to the specific environmental setting of the locality; and
- e) recognise the importance of providing and maintaining public access in localities suitable for public recreation and transport purposes.

Zone 7(a1) Environmental Protection - Waterways

- f) a) identify areas having significant natural, cultural and heritage conservation values; and
- g) b) ensure that the ecology and environmental qualities of land within the zone are enhanced and protected from adverse impact arising from development of land in the vicinity.

### Zone W2 Residential Waterways

- h) a) identify areas of the waterway where facilities providing some form of private access to the waterway are appropriate; and
- i) b) ensure that development is ordinarily incidental or subsidiary to development permissible on land zoned for residential purposes.

In addition to the designated zones and associated planning controls specific provisions are made in PLEP Part III.

Division 8 – Heritage Provisions, identifies development controls relevant to heritage items, heritage conservation areas and relics. With regard to this POM the following items as identified in Schedule 9 – Heritage Items are subject to these controls:

#### A. BUILT ITEMS

Pittwater / Western Foreshores

68. “Bonnie Doon” Wharf Below MHWL, south side of Coasters Retreat, adjoining Kuring-gai National Park (refer Appendices for Heritage Listing details)

Division 9 – Other land uses and miscellaneous, stipulates specific clauses for Development of, Temporary use of and Advertising development on land within Zone No. 6(a).

## **PITTWATER DCP No 22: EXEMPT AND COMPLYING DEVELOPMENT**

The Pittwater Development Control Plan No 22 defines the types of development that is ‘permissible without consent’ known as “exempt” development, and development that is considered to be “complying” development.

The POM aims to:

- clearly state the development standards, requirements and conditions that apply to exempt and complying development;
- facilitate the processing of small scale, safe and low impact development applications within the Council area to the benefit of the community; and
- meet the statutory requirements of the Environmental Planning and Assessment Act 1979 and Regulation 1994.

The public wharves of Pittwater are listed under the following regions:

Region 1: Including foreshores of Pittwater, heritage, environmental protection zones (7(a) and 7(a1)). Areas are subject to hazard and physical development constraints which necessitate a higher level of development assessment.

Region 4: Non residential areas and uses, including open space reserves, Pittwater waterway, excluding 7(a1).

## **ADDITIONAL STUDIES RELATED TO THIS PLAN**

### **Pittwater Estuary Processes Study**

This study provides a long-term management framework for the ecologically sustainable use of each estuary and its catchment.

### **Sydney Regional Coastal Management Strategy**

The *Sydney Regional Coastal Management Strategy (1998)* includes the following primary objectives, to:

- ensure that ecological integrity is maintained, and that, when available, coastal zone resources are fairly and equitably used by the public and commercial interests alike, so that the long-term benefits derived by the community can be optimised;
- maintain adequate and appropriate access to the coast, so that it is possible to enjoy a range of recreational opportunities. Public access should be managed to protect coastal resources, ecosystems and public safety;
- conserve and manage areas and features of significant ecological, physical, cultural, historical, landscape and scientific importance, so that their values are maintained.

### **NSW Coastal Policy 1997**

*The Coastal Policy 1997* applies to the coastal zone as defined under the Coastal Protection Act 1979. The policy responds to the fundamental challenge to provide for population growth and economic development without placing the natural, cultural, spiritual and heritage values at risk. The POM is intended to guide decision-making and has a strong integrating philosophy based on the principles of ecologically sustainable development (Coastal Council of NSW).

### **Coastal Crown Lands Policy**

The *Coastal Crown Lands Policy (1991)* includes the following primary objectives, to:

- conserve and maintain the intrinsic environmental and cultural quality of Crown lands;
- retain all coastal Crown lands, of an environmentally sensitive nature and / or required for a public purpose, in public ownership;
- optimise public access and use of coastal Crown lands;
- provide Crown lands, as appropriate, for recreation, tourism, residential and commercial coastal development with due regard to the nature and consequences of coastal processes;
- encourage the rehabilitation of degraded coastal Crown lands; and
- continue to acquire significant coastal lands for future public use.

### **Draft Guidance Note for the Assessment of Public Ferry Wharf Safety (NSW Maritime)**

NSW Maritime has a statutory responsibility to ensure the safe operation of commercial and recreational vessels throughout the state, and associated responsibilities in relation to inspecting public ferry wharves. The Draft Guidance Note provides a general methodology or procedure to assist owners (managers) with the assessment of the safety of public ferry wharves.

Each wharf is subject to regular public safety and structural integrity assessment of the structure, with specific review of:

- safety fencing / markings / anti-skid treatment;
- lighting;
- access - ladders / vehicular / disabled;
- lifebuoys;
- signage; and
- structural – load limitations etc.

### **Signs as Remote Supervision – Best Practice Manual (Version 2)**

The Best Practice Manual (v2 August 1999) for 'Signs as Remote Supervision' provides a mechanism for determining appropriate signage of Council's facilities. Factors considered in determining signage are:

- level of development (establishing signage category);
- population or amount of use;
- frequency of such use;
- facility Visitation Rate (FVR) (ascertains the type and level of signage);
- adequacy of the facilities current signage; and
- establish and design the most appropriate sign.

Signage of Pittwater public wharves is in accordance with Council Policy – No 129 incorporating 'Signs as Remote Supervision – Best Practice Manual' (v2 August 1999) and the Standards contained therein, as amended from time to time.

### **Pittwater Council Disability Discrimination Action Plan, 1998 (DDAP)**

In NSW more than one million people (17% of the population) have a disability and this percentage is likely to increase in the future. The DDAP assists Council in meeting our responsibilities under the *Commonwealth Disability Discrimination Act 1992*. One of the objectives of the POM is to provide "equitable access to new buildings, infrastructure, faculties and other areas to which the public has access". The wharves are designated for public access and one of the main objectives of the POM is to improve accessibility for people with disabilities and special needs such as young children / prams etc.

## 4 FUTURE USE, DEVELOPMENT & MANAGEMENT

This section of the Plan of Management outlines the direction for the management of Pittwater's public wharves and associated reserves.

### 4.1 VISION FOR PLAN OF MANAGEMENT

The management of public wharf reserves is based on a vision statement that is shared by the Reserve Trust and the wider community. The vision for the reserve areas is intended to provide a long-term ideal and focus for all future decisions affecting the reserves.

The vision for the public wharf reserves is:

**'Work collaboratively with the public to protect and enhance the social, heritage and recreational resource of Pittwater's public wharves'**

To achieve:

- access amenity for all users;
- safe & equitable boat tie-up facilities; and
- financial sustainability for wharf reserves.

### 4.2 MANAGEMENT PRINCIPLES

The following principles establish the broad direction the Reserve Trust will follow in protecting and enhancing the values of the Reserve to achieve the Vision:

- ensure the wharves are available and easily accessible to all members of the community;
- develop a cohesive approach to the management of the wharf reserves;
- ensure regular maintenance of the wharf structure and associated facilities;
- ensure that best practice methods are used for all maintenance procedures and where necessary make suggestions for improvement in the ongoing maintenance of areas;
- develop an effective signage and interpretive system;
- adequately address risk management issues; and
- provide a safe, fair and equitable system for commuter vessel tie-ups.

### MANAGEMENT STRATEGIES

The future use, development and management of the wharf reserves are defined by the following:

- wharf profile
- user analysis
- planning guidelines
- leases, licences and other estates
- Masterplan
- management strategy / works program

The intent of these strategies is discussed in general within this section and is specifically defined within each relevant wharf chapter. The strategies define the management actions to achieve the vision.

## WHARF PROFILE

The wharf profile identifies the key elements associated with each wharf reserve. A description of the structure, facilities and association with the surrounding area are complemented with current condition and use observations.

## USER ANALYSIS

The future management of each wharf needs to relate to the required user demand. The primary purpose of the wharf reserves is 'Access' and as such each wharf is to provide safe and unimpeded access to all members of the community. Specific user groups will use the wharves to a greater extent i.e. local residents, and others will use the facility sporadically.

A desk top analysis and site investigation of each public wharf has been undertaken to review the principle user profile i.e. local resident users, with regard to pedestrian, boat and ferry use. The definition of wharf usage will provide a useful tool in establishing a comprehensive management strategy, including allowance for appropriate facilities, access, boat tie-up and services.

The analysis indicates user preference (as at July 2007) and as such management strategies will consider the data but reflect a long term approach that allows for an acceptable and appropriate response to wharf use and access.

### Great Mackerel Beach

Great Mackerel Beach contains 130 residences, of which approximately sixty (60) are permanent residents, the remainder are weekenders or holiday homes. The public wharf is located central to Mackerel Beach and accessed via Ross Smith Parade along an informal footpath.

General public wharf use includes:

- public access to the regular Palm Beach Ferry Service;
- commuter boat tie-up;
- pick-up / drop-off facility – water taxis etc;
- domestic waste collection;
- mail collection from the post box;
- public notice board (information and social hub);
- passive and active recreation.

The wharf is a high use facility providing an essential public access and service resource. There is no alternate access via private jetties along the beach.

The wharf currently provides boat tie-up facilities for fifteen (15) commuter boats under a licence scheme administered by Pittwater Council. Currently the wait-list for a designated boat tie-up space numbers ten (10) applicants indicating a need to expand the provision of boat tie-up space at Mackerel Beach. Further analysis and management strategies are detailed in the individual wharf chapter.

### Coasters Retreat



The small community of Coasters Retreat encompasses around fifty (50) houses with an average of eight (8) permanent residencies, the remainder holiday or weekend homes. The two public wharves, Bennets Wharf and Bonnie Doon Wharf are located at either end of the residential block extent (refer relevant Chapters for further detail).

General public wharf use includes:

- public access to the regular Palm Beach Ferry Service;
- commuter boat tie-up (generally at Bonnie Doon Wharf);
- pick-up / drop-off facility – water taxis etc;
- domestic waste collection;
- general clean-up (household) collection (Bonnie Doon Wharf);
- mail collection from the post box;
- public notice board (information and social hub); and
- passive and active recreation.

The wharves are generally low use but essential public access and service facilities. Alternate access via private jetties is limited with a small number of timber structures adjoined to remnant stone groynes (of varying size and condition). The majority of residents tie their boats to the stone groyne structures or buoys.

Only five (5) boats were identified using the wharves to tie-up, two (2) at Bennets Wharf (utilising an existing pontoon tied to the wharf piers) and three (3) at Bonnie Doon. The numbers may fluctuate increasing at weekends and holiday periods. Further analysis and management strategies are detailed in the individual wharf chapters.

## Scotland Island

Scotland Island forms the largest offshore community within Pittwater. The Island accommodates approximately three hundred and fifty five (355) houses with approximately three hundred (300) permanent residences<sup>2</sup>, the remainder holiday or weekend homes. A significant number of the waterfront properties have their own jetty access, with five public wharves servicing the island (refer relevant Chapters for further details).

General public wharf use includes:

- public access to the regular Church Point Ferry Service;
- commuter boat tie-up;
- pick-up / drop-off facility – water taxis etc;
- domestic waste collection;
- general clean-up (household) collection (Cargo Wharf);
- consumable goods deliveries i.e. groceries / newspapers;
- public notice board (information and social hub); and
- passive and active recreation.

Use levels vary between wharves but are generally medium to high providing an essential public access and service facility. Specifically, commuter boat wharf use has been analysed to establish a future strategy for provision of tie-up facilities, the following mapping illustrates the current wharf use indicating resident user location (refer Figure 4-1).










The numbers may fluctuate increasing at weekends and holiday periods or in accordance with specific events, but form a reasonable base datum.

---

<sup>2</sup> Data extrapolated from 'Offshore Survey', May 2007, prepared by K Borthwick. Assumptions made: a) the response rate from permanent and weekend / holiday residents reflects the overall demographic; and b) the proportion of permanent to weekender / holiday residents is approximately equivalent on Scotland Island to the Western Shores.



**LEGEND: SCOTLAND ISLAND BOAT TIE-UP USER MAPPING**

	TENNIS WHARF USER		PRIVATE JETTY
	EASTERN WHARF USER		VACANT / TEMPORARY RESIDENT & SUGGESTED WHARF USED
	CAROLS WHARF USER		NON BOAT USER
	BELL WHARF USER		NON DEVELOPED PLOT
	CARGO WHARF USER		

SCALE 1:5000 @ A4  
NOVEMBER 2007

Note: Data represents current usage details only (November 2007). Data subject to future change.

Figure 4-1 | Scotland Island Boat Tie-up User Analysis

The mapping confirms the primary commuter wharves are Tennis Court Wharf and Carols Wharf, but also clarifies the need to establish a boat tie-up facility at Cargo Wharf. The provision of a b at tie-up facility (i.e. pontoon) at Cargo Wharf would ease the current problems encountered at Tennis and Carols and balance the spread of boat storage around the island. Further analysis and management strategies are detailed in the individual wharf chapters.

## PLANNING GUIDELINES

In association with details outlined in Section 3 each Chapter identifies the relevant planning policies and controls appropriate to the individual wharf reserves. The controls dictate which future uses, activities and development are considered permissible and prohibited. The Planning Policy Guidelines Table outlines:

- 'permissible uses 'exempt' form development consent' which generally do not require consent from Council, but may require assessment under Part V of the Environmental Planning and Assessment Act 1979. Includes permissible activities;
- 'permissible uses only with development consent' requires Development Assessment in accordance with Part IV of the Environmental Planning and Assessment Act 1979; and
- 'prohibited uses' any purpose other than a purpose for which development may be carried out without development consent or only with development consent. Includes prohibited activities in accordance with Council Policy.

### Activity Controls

Complementary to the statutory controls applicable to each wharf reserve are a set of activity controls. Activities may be acceptable or unacceptable, (refer Management Guidelines Table for specific details) and identified at each wharf via signage in accordance with Council Policies. Warning and prohibition symbols are selected dependent on individual wharf use.

Generally, 'developments' and 'activities' that will be considered at wharf reserves will be those that are:

- consistent with or ancillary to the reservation purpose on a Crown (Wharf) Reserve – "Access";
- consistent with the relevant zoning objectives; and
- listed as permissible (with or without development consent).

## LEASES, LICENCES AND OTHER ESTATES

### What are leases, licences and other estates?

A lease will be typically required where exclusive use or control of all or part of a reserve is desirable for effective management. A lease may also be required due to the scale of

investment in facilities, the necessity for security measures, or where the relationship between a major user and facilities in the reserves justify such security of tenure.

Licences allow multiple and non-exclusive use of an area. A licence may be required where intermittent or short-term use or control of all or part of a reserve is proposed. A number of licences for different users can apply to the same area at the same time, provided there is no conflict of interest.

An assessment of each Lease, Licence or other estate granted would be carried out in terms of environmental quality and public access.

### **Leases & Licences on Crown Land**

A Reserve Trust (refer Section 3) can lease or licence activities on the reserve subject to the terms of the Minister's consent. (s.102 CLA 89). Revenue generated on Crown reserves, in the absence of a direction from the Minister, must be directed to the general purposes of the Reserve Trust as set out in Section 106 of the *Crown Lands Act, 1989*.

A temporary licence does not require the Minister's consent, and can be granted for a maximum period of one year. Lease agreements should be modelled on the specific conditions applying to the leasing of Crown land under Section 34 of the *Crown Lands Act 1989*.

### **Current Status**

A Temporary Licensing Agreement has been established at the Mackerel Beach Wharf Reserve. Commuter vessel tie-ups have been managed under the agreement since September 2003. There are currently no leases, licences or other estates applicable to the other reserves detailed within this Plan.

### **Proposed Commuter Vessel Tie-Up Berths**

Subject to the consent of the Minister and the relevant provisions of the *Crown Lands Act, 1989*, this POM expressly authorises future licensing to commuter vessel owners for tie-up berths.

Temporary Licence Agreements are to be for a period of no longer than 12-months, in accordance with s.108 of the *Crown Lands Act 1989*. The Temporary Licence Agreement will cease to have effect one year after it is granted and renewable will be in accordance with the conditions of the Temporary Licence Agreement.

All incomes received from the Temporary Licence Agreements are to be expended on the wharfs for maintenance and capital improvements.

### **Temporary Activities**

Subject to the relevant provisions of the *Crown Lands Act, (1989* (including the Principles for Crown Land Management) this Plan authorises the creation of leases, licences or other estates over the wharf reserve areas covered by this Plan for activities (including activities of a commercial nature) to ensure that:

- the conservation, economic, recreation and social values of the reserve are recognised, protected and enhanced for public enjoyment by current and future generations; and
- the public's right of choice, access and equity is recognised and preserved.

## 4.8 MASTERPLAN

The development of public wharves in Pittwater will be consistent with or ancillary to the reservation purpose on a Crown (Wharf) Reserve, namely 'Access'. Works will respond to 'access' objectives while enhancing the long term sustainability of the public resource. Improvements to existing wharves will aim to accommodate, where feasible, the following key long-term development strategies:

- user accessibility – provision of access ramps & pontoons;
- accessibility for disabled (where appropriate);
- safe & secure shelter areas (lighting etc.);
- appropriate and adequate commuter boat tie-up facilities;
- required safety equipment (ie. lifebuoys / resuscitation charts);
- community facilities – notice boards / post collection / seats;
- regulatory and statutory signage; and
- ancillary facilities – domestic waste / recycling storage & collection.

Where major works are proposed at a wharf, a concept plan and descriptive summary has been developed and is included in the relevant wharf chapter.

## 4.9 MANAGEMENT STRATEGY / WORKS PROGRAMME

Works maintenance and / or improvements are generally identified via the following:

- visual inspection – WEEKLY;
- detailed visual inspection and works report – MONTHLY;
- structural inspection and works report – 4 YEARLY; and
- Plan of Management Master Plan / Management Strategy and supporting text.

With regard to currently prepared reports and condition inspections, works improvements to each wharf reserves are discussed in the relevant chapter and a summary listing prepared. Large scale improvements, where identified in the Management Strategy are outlined in the Works Programme with an indicative cost.

## 4.10 IMPLEMENTATION

The POM is to be reviewed on a five yearly basis. It should be recognised however, that the commencement and completion of any proposed works are dependent on available Council resources and funding.

BLANK PAGE

# Bells Wharf





## 7 BELLS WHARF

This chapter applies to reserved Crown Land known as Bells Wharf Reserve, located on the south-western side of Scotland Island (refer Figure 7-1). Bells Wharf is one of five public wharves, in addition to numerous private jetties on the island. The wharf is the closest public access point from the mainland, at approximately 400m from Church Point.



Aerial photography - Jan 2005 (Licensed from Sinclair Knight Merz.)  
This plan is not survey accurate.

Figure 7-1 | Bells Wharf Location Plan

The reserve area covered within this plan is identified on the survey plan (refer Figure 7-2), illustrating the wharf extents and gazetted reserve boundary.

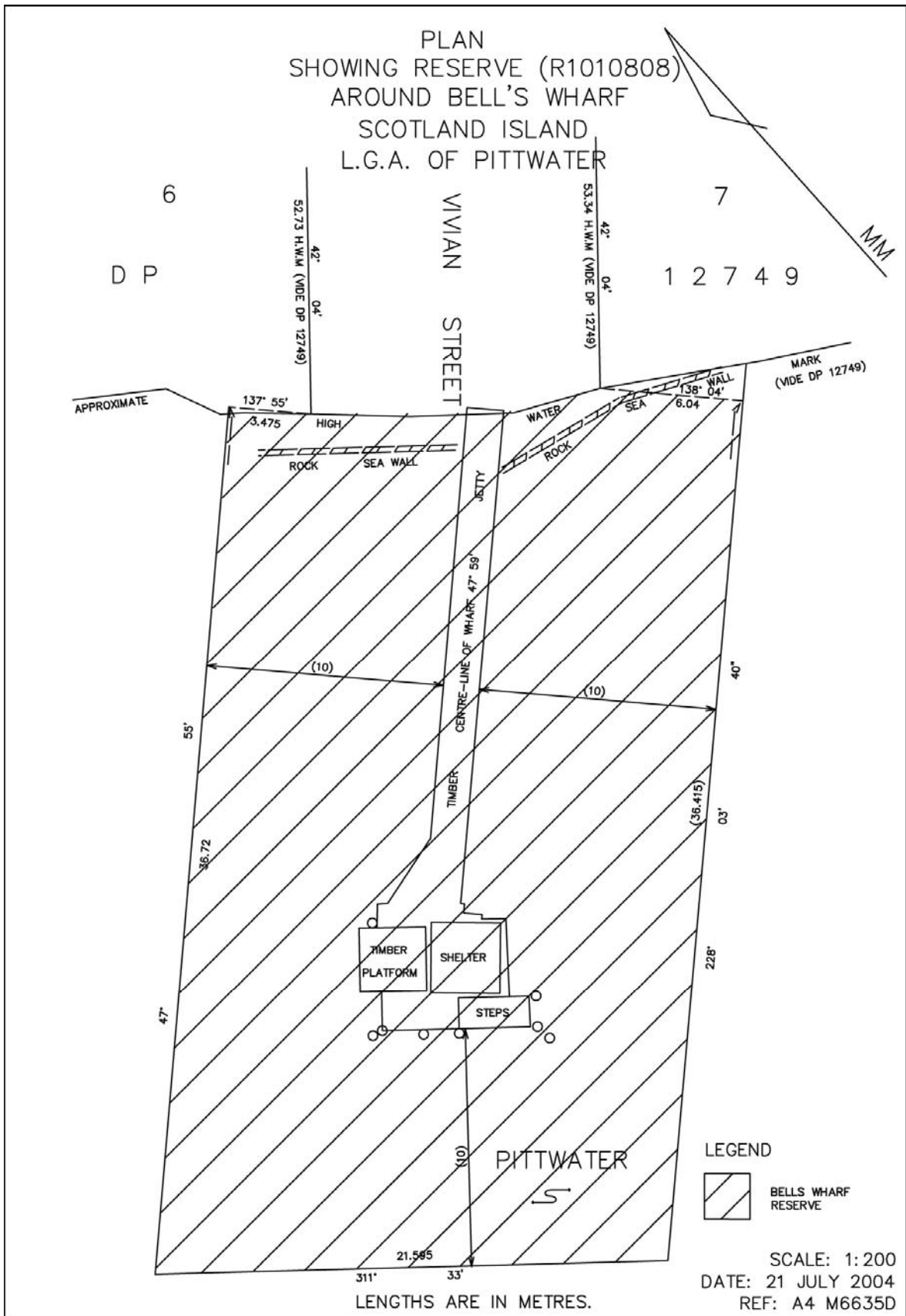


Figure 7-2 | Bells Wharf Reserve Survey Plan

## 7.1 WHARF PROFILE

Bells Wharf is one of the principle wharfs of Scotland Island. Its proximity to the mainland and high commuter use by ferry services and water taxis are key factors. The wharf is accessed from the island via Vivian Street, a road is not evident instead a steep flight of steps extend from Richard Road down to the wharf jetty, a descent of approximately 18 metres.

A description of the reserve, wharf structure, related features and management is summarised in the table below.

Table 7.1 | Bells Wharf Reserve Profile

Site name:	Bells Wharf Reserve
Address:	Accessed from Vivian Street, Scotland Island
Reserve:	<b>Crown Reserve:</b> Bells Wharf Reserve (R1010808), gazetted for Access on 13 May 2005, comprising Lot 7111.
Ownership:	State of New South Wales as Crown Land administered by Department of Lands under <i>Crown Lands Act 1989</i>
Management:	Bells Wharf (R1010808) Reserve Trust (appointed 13 May 2005) charged with care, control and management
Trust Manager:	Pittwater Council manages the affairs of the Trust
Area:	Approx. 890 square metres
Existing Uses:	Public access – general public, commercial ferries, water taxis and commuter boats Passive & active recreation
Access	Boat access from mainland Stone and in-ground timber steps (with narrow undulating asphalt ramp) and single timber handrail on Vivian Street
Zoning:	Pittwater Local Environmental Plan 1993 W2 – Residential Waterways
Adjacent Zoning:	6(a1) – Waterways Recreation 2(a) – Residential ‘A’
Condition:	Generally fair, minor wear to access steps, some rot within timber joists at shore end and sideways movement of head of wharf observed ( <i>Docker Smith Pty Ltd – 3<sup>rd</sup> April 2006</i> )
Maintenance:	Pittwater Council: Timber / structural repair Graffiti removal and painting Domestic waste removal General repairs to buildings, shelters
Assets:	20m timber jetty – railing to one side, timber jetty head (approx. 5x7m), fixed timber access steps with landing, weatherboard shelter shed (inc notice board, seating to 3 sides), lighting, PLGA signage
Unattached Assets:	Domestic waste skip to extended timber platform Recycling bins (approx 3no)
Leases / Licences:	None
Income:	None
Caveats / Easements:	n/a

## 7.2 USER ANALYSIS

A desk top study of the principle user group (Scotland Island residents) has been undertaken to ascertain the number of wharf users and specifically boat tie-up use levels. Results suggest approximately fifteen residences currently use Bells Wharf as a tie-up facility for their commuter boats. The wharf currently provides ten (10) informal boat tie-up locations with additional boats / dinghies either tied to the shore line / vegetation or stored on private land.

User summary:

- High commuter use i.e. ferry / water taxi
- Commuter boat and non-powered watercraft (i.e. rowboat) tie-up
- Pick-up / drop-off facility
- Domestic waste collection (within provided skip / bins)
- Consumable goods deliveries / collection ie. groceries / newspapers
- Public notice board (information and social hub)
- Passive and active recreation

## 7.3 PLANNING GUIDELINES

### Land Tenure

Bells Wharf Reserve is owned by the Department of Lands. On 13 May 2005 the reserve was gazetted (R1010808), being 10 metres each side and around the head of Bells Wharf to approximately High Water Mark (refer Figure 6). The public purpose of the reserve is 'Access'.

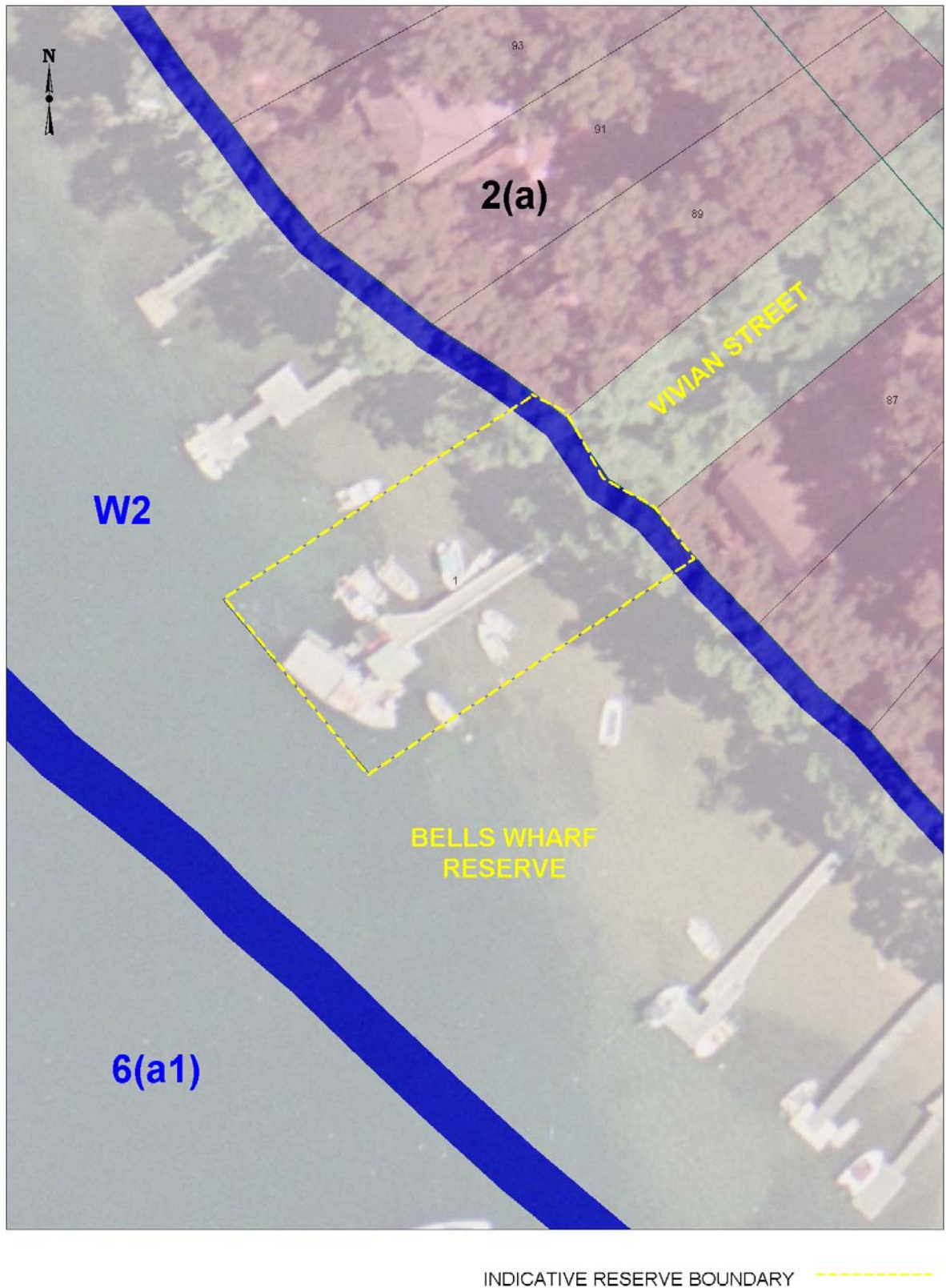
Pittwater Council was appointed Corporate Manager of Bells Wharf Reserve Trust on 13 May 2005. The Trust is charged with the care, control and management of the reserve under s.92 of the Crown Lands Act, 1989 and Council manages the affairs of the trust.

### Land Zoning

The reserve area is located within the Pittwater Local Government Authority and zoned under the Pittwater Local Environmental Plan (1993). The Bells Wharf Reserve is zoned **W2 – Residential Waterways** (refer Figure 7-3) and subject to the objectives specified in Part 1 of Schedule 11 (refer Section 3.3) and controls defined in Part II General Restrictions on Development of Land.

Land adjoining the wharf reserve is reservation local road, residential housing, zoned 2(a) - Residential 'A' and 6(a1) – Waterways Recreation (PLEP 1993).

The permissible and prohibited developments in the subject reserve area have been outlined in Table 7.2 – Bells Wharf Reserve Planning Policy Guidelines Table and acceptable / unacceptable activities in Table 7.3 – Bells Wharf Reserve Management Guidelines Table.



INDICATIVE RESERVE BOUNDARY

Figure 7-3 | Bells Wharf Reserve Zoning Plan (PLEP 1993)

Table 7.2 | Bells Wharf Reserve Planning Policy Guidelines Table

<b>Without Development Consent</b> Permissible Uses 'exempt' development (may require approval under Part V of the EPA Act 1979)	<b>Only with Development Consent</b> Permissible Uses requiring Development Consent	<b>Prohibited Uses</b> Including but not limited to the following
Refurbishment of Bells Wharf / construction of new ramp and pontoons generally in accordance with this POM as permissible under SEPP (Infrastructure) 2006		
Part II – General Restrictions: Zone W2 (PLEP 1993) <u>Aids to Navigation</u> – construction by or for relevant authority; <u>Moorings</u> (in existence at the date of coming into operation of PLEP 1993) – maintenance, replacement or relocation within same mooring area of such moorings or of moorings which have been located and either erected or laid with the consent of Council; Recreational activities  Exempt Development – Region 4 (Part B DCP 22) selected applicable items: Garbage storage enclosures / structures <u>Minor outbuildings</u> ie. shelter sheds, in zones other than non-urban <u>Moorings</u> (as above) Navigational Aids (as above) <u>Park &amp; Street Furniture</u> – eg. Seats, bins, public notice signs, and the like <u>Wharves, jetties, pontoons,</u> and boat launching ramps or slipways	Part II – General Restrictions: Zone W2 (PLEP 1993) <u>Development ordinarily incidental</u> or subsidiary to development permissible with or without consent within Zone 2(a); <u>Transport services and facilities</u> associated with the waterway (other than helipads etc.)  Complying Development – Region 4 (Part B DCP 22) selected applicable items: Bridges, boardwalks, dinghy storage, landscaping, paths etc. in public parks and recreation areas	Any purpose other than a purpose for which development may be carried out without development consent or only with development consent.

Table 7.3 | Bells Wharf Reserve Management Guidelines Table

<b>Acceptable Activities</b> Including but not limited to the following: (may require Council Permit and / or referral to Council)	<b>Unacceptable Activities</b> Including but not limited to the following:
<ul style="list-style-type: none"> <li>- Advertising (temporary) to community noticeboards (max A3 size, otherwise subject to Council approval)</li> <li>- boating activities using non-powered watercraft (windsurfers, dinghy sailers, canoes, etc.) subject to Waterways Authority approval</li> <li>- Dinghy &amp; Boat Storage (in accordance with Council Policy No.26 <i>Storage of Craft – Dinghies and Boats</i>)</li> <li>- feral animal control and eradication (treat as required)</li> <li>- licensing of commuter vessel owners for tie-up berths subject to Council approvals</li> <li>- licensing of commercial operators subject to Council approvals</li> <li>- signage: compliance, directional, interpretive, identification (in accordance with Council Policy No.129 <i>Signs - Council's Facilities</i>)</li> <li>- storage / collection and transfer of domestic waste</li> <li>- storage of residents' wheelbarrows / trolleys subject to availability of space and having regard to public safety</li> <li>- temporary activities or events that require a casual booking or permit from Council, or a lease or licence under the Crown Lands Act, 1989, that are consistent with Council's criteria for approvals (in accordance with Council Policy No. 93 <i>Reserves, Beaches and Headlands Booking Policy</i>)</li> <li>- temporary storage or removal of 'Council Clean Up' / 'Clean Up Australia Day' / 'Weed Collection' rubbish</li> <li>- transfer of plant equipment for utility services subject to allowable wharf loadings</li> <li>- utility installations</li> </ul>	<ul style="list-style-type: none"> <li>- advertising</li> <li>- bike riding</li> <li>- cleaning of fish or any marine item on any part of the wharf structure</li> <li>- dispersal of and activities that encourage the spread of noxious aquatic weeds</li> <li>- diving or jumping from the wharf</li> <li>- fishing</li> <li>- gaming</li> <li>- harvesting of oysters or shellfish from the wharf structure</li> <li>- obstructing access or leaving goods in dangerous condition</li> <li>- placing or tying fish traps or crab nets to or adjacent to the wharf</li> <li>- private alienation or encroachment</li> <li>- recreational motor vehicles, including four-wheel driving, motorbike or trail bike riding, or similar</li> <li>- skateboarding</li> <li>- unauthorised dumping of refuse including building materials, soil, fill, garden wastes and the like</li> </ul>



## 7.4 LEASES, LICENCES & OTHER ESTATES

There are currently no leases, licences or other estates applicable to Bells Wharf Reserve. Subject to the consent of the Minister and the relevant provisions of the *Crowns Land Act 1989*, this Plan authorises the future licensing to commuter vessel owners for tie-up berths located at and commercial operators using Bells Wharf. Refer section 4.7.

It is anticipated approximately ten (10) commuter vessel tie-up berths available for licence, could be accommodated at Bells Wharf Reserve under the Temporary Licence Agreement. The provision of designated vessel tie-up spaces would be established in coordination with wharf improvements such as, provision of tie-up rings and access ladders and the potential future extension of the wharf structure, and/or addition of a purpose built commuter boat tie-up jetty.

## 7.5 MANAGEMENT STRATEGY / WORKS PROGRAMME

Bells Wharf forms the principle ferry access location from the island with high pedestrian user demand. Currently the provision of commuter vessel tie-up berths at Bells Wharf Reserve accommodates a medium user demand, space is limited and access awkward. The use of informal attachments to the wharf structure will be phased out and designated vessel tie-up locations will be provided to improve safety and wharf management.

Improvement works in response to user concerns and to accommodate vessel tie-up licence schemes (refer Figure 7-4 Bells Wharf Reserve Concept Sketch) will include:

Description	Indicative Cost
Install safety equipment ('angel' ring / signage)	\$500
Boat tie-up facilities to existing wharf structure (approx 10-12 licensed spaces) – tie-up rings / access ladders / signage	\$12,000
Extension of wharf head structure (to NW of existing shelter shed) to allow for increased user space and relocation of domestic waste skip	\$40,000
Replace existing steps with ramp to boat tie-up facility (pontoon) with berth dividers (approx 10-15 licensed spaces)	\$60,000
Construction of access pontoon to commuter pontoon (ferry compatible) – 'drop off' zone only	\$80,000
Non-powered watercraft storage area (location and design to be further investigated and developed)	\$40,000

General maintenance works:

- Wharf Inspections (refer 4.9)
- Domestic waste removal (twice weekly with increased frequency in summer months)
- Graffiti removal & painting (as required)



Figure 7-4 | Bells Wharf Reserve Concept Sketch

(Note: Indicative only – concept subject to further detailed design development)

Council will notify the wharf representative and Associations during the detailed design stage; following further investigations on water depth and environmental studies or issues relating to the wharf structure / footprint.

# Bonnie Doon Wharf



## 9 BONNIE DOON WHARF

This chapter applies to reserved Crown Land known as Bonnie Doon Wharf Reserve, located on the north western shores of Pittwater at Coasters Retreat (refer Figure 9-1). Bonnie Doon Wharf is one of two public wharves servicing the residents of Coasters Retreat.



Aerial photography - Jan 2005 (Licensed from Sinclair Knight Merz.)  
This plan is not survey accurate.

Figure 9-1 | Bonnie Doon Wharf Location Plan

The reserve area covered within this Plan is identified on the survey plan (refer Figure 9-2), illustrating the wharf extents and gazetted reserve boundary.

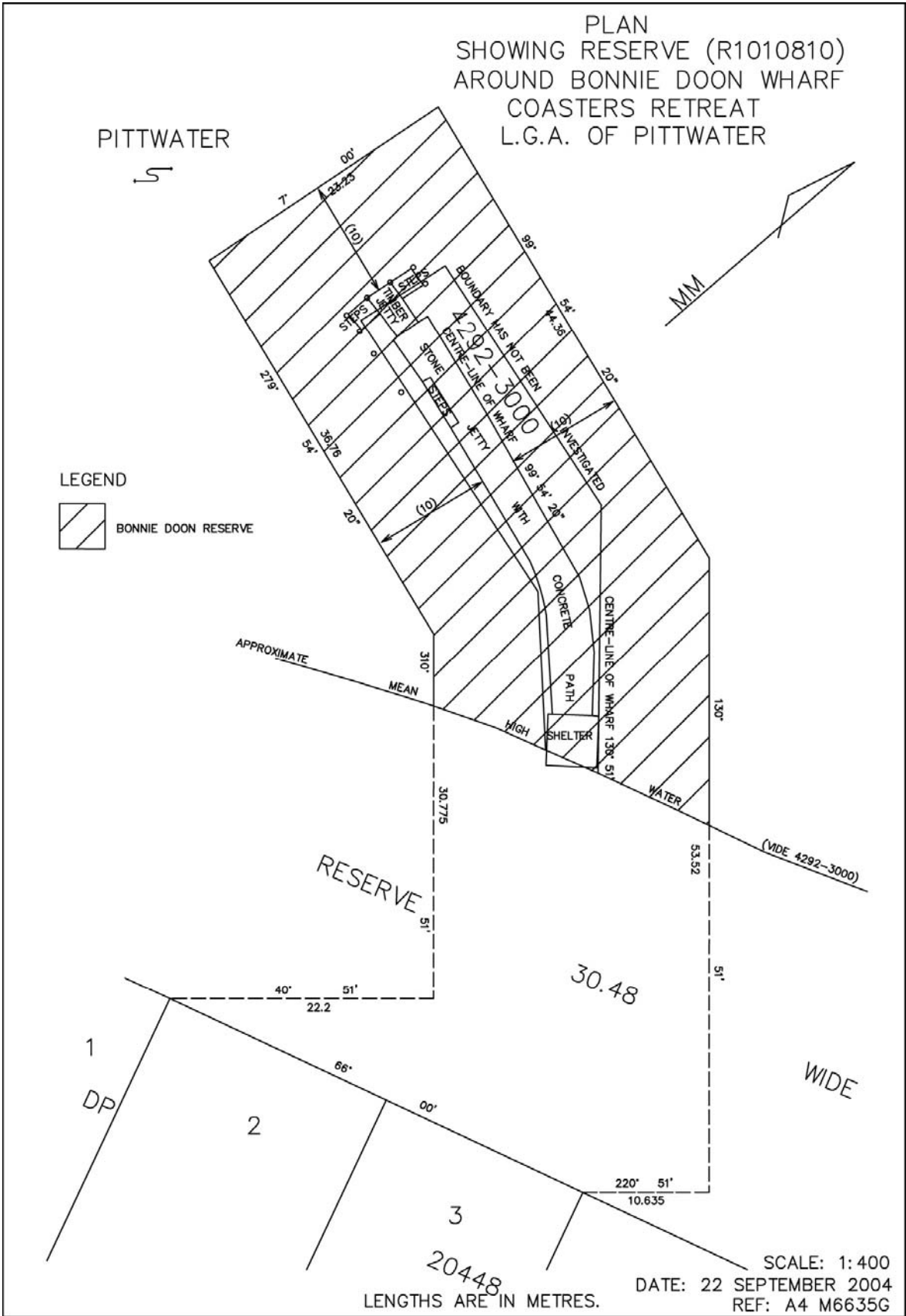


Figure 9-2 | Bonnie Doon Wharf Reserve Survey Plan

## 9.1 WHARF PROFILE

Bonnie Doon Wharf is one of only two public wharves at Coasters Retreat. It generally serves the residents of the southern portion of this small community, with access via the Ku-ring-gai Chase National Park. The residential zone is set back from the shoreline approximately 30 metres within the National Park forming a buffer to properties. No surfaced roadway exists within the buffer zone only a connecting footpath along the full length with many informal access tracks.

Bonnie Doon Wharf is the subject of a Heritage Listing (refer 9.3). The wharf has been recognised as culturally significant, associated with early recreational and residential development of the area in the period 1880-1920. The wharf is also distinctive in the locality due to the regular inundation of the structure during 'king' high tides.

A description of the Reserve, wharf structure, related features and management is summarised in the table below.

Table 9.1 | Bonnie Doon Wharf Reserve Profile

<i>Site name:</i>	Bonnie Doon Wharf Reserve
<i>Address:</i>	Accessed from informal access track through Ku-ring-gai Chase National Park.
<i>Reserve:</i>	<b>Crown Reserve:</b> Bonnie Doon Wharf Reserve (R1010810), gazetted for Access on 13 May 2005, comprising Lot 7019
<i>Ownership:</i>	State of New South Wales as Crown Land administered by Department of Lands under <i>Crown Lands Act 1989</i>
<i>Management:</i>	Bonnie Doon Wharf (R1010810) Reserve Trust (appointed 13 May 2005) charged with care, control and management
<i>Trust Manager:</i>	Pittwater Council manages the affairs of the Trust
<i>Area:</i>	Approx. 1295 square metres
<i>Existing Uses:</i>	Public access – general public, commercial ferries, water taxis and commuter boats Passive & active recreation
<i>Access</i>	Boat access from mainland Stone steps with timber handrail to both sides which adjoins informal access track through National Park.
<i>Zoning:</i>	Pittwater Local Environmental Plan 1993 7(a1) – Environmental Protection - Waterways Schedule 9 – Heritage Item ("Bonnie Doon' Wharf)
<i>Adjacent Zoning:</i>	6(a1) – Waterways Recreation 6(d) – National Park and State Recreation Area 6(a) – Existing Recreation 'A' 2(a) – Residential 'A'
<i>Condition:</i>	Generally good, minor wear to access steps supports observed ( <i>Docker Smith Pty Ltd – 3<sup>rd</sup> April 2006</i> ). White ant damage noted in vicinity of shelter shed (timber replaced and ongoing inspection). Concrete surfacing with minor cracks at junction between stone groyne and timber jetty head. Displaced stone noted to base of groyne head.
<i>Maintenance:</i>	Pittwater Council: - Timber repair - Graffiti removal and painting

	<ul style="list-style-type: none"> <li>- Domestic waste removal</li> <li>- General repairs to shelter / jetty head</li> </ul> (works to stone groyne and internal hardwood piling subject to heritage approvals)
<i>Assets:</i>	Approx. 35x3m wide heritage stone groyne (concrete surfaced) with 4.7 x 2.2m timber jetty – no railings. Fixed timber access steps to either side of jetty head, weatherboard shelter shed at entry (inc notice board, seating, post box), elevated rubbish bin platform (railings to three sides) to west side of shelter shed, solar lighting, signage.
<i>Unattached Assets:</i>	Domestic waste ‘wheelie’ bins (number varies – mixed use)
<i>Leases / Licences:</i>	None
<i>Income:</i>	None
<i>Caveats / Easements:</i>	n/a

## 9.2 USER ANALYSIS

A desk top study of the principle user group (Coasters Retreat residents) has been undertaken to ascertain the number of wharf users and specifically boat tie-up use levels.

Results suggest approximately three (3) residences currently use Bonnie Doon Wharf as a tie-up facility for their commuter boats. Informal boat tie-up locations are noted along the stone groyne structure, with vessels secured to the hardwood piling within the stonework. Only two (2) additional boats / dinghies were noted tied to the shore line / vegetation adjacent to the wharf. The majority of boat users prefer to tie their boats adjacent to their property on the derelict stone groynes and timber jetties. A few smaller vessels are beached within the national Park ‘buffer zone’.

User summary:

- Low commuter use i.e. ferry / water taxi
- Low level commuter boat tie-up
- Pick-up / drop-off facility
- Domestic waste collection (within provided ‘wheelie’ bins)
- Consumable goods deliveries / collection i.e. groceries / newspapers
- Mail delivery / collection point / seating
- Public notice board (information and social hub)
- Passive and active recreation

## 9.3 PLANNING GUIDELINES

### Land Tenure

Bonnie Doon Wharf Reserve is owned by the Department of Lands. On 13 May 2005 the reserve was gazetted (R1010810), being 10 metres each side and around the head of Bonnie Doon Wharf to approximately High Water Mark (refer Figure 9-2). The public purpose of the reserve is ‘Access’.

Pittwater Council was appointed Corporate Manager of Bonnie Doon Wharf Reserve Trust on 13 May 2005. The trust is charged with the care, control and management of the reserve under s.92 of the *Crown Lands Act, 1989* and Council manages the affairs of the trust.

#### Land Zoning

The reserve area is located within the Pittwater Local Government Authority and zoned under the *Pittwater Local Environmental Plan (1993)*. The Bonnie Doon Wharf Reserve is zoned **7(a1) – Environmental Protection - Waterways** (refer Figure 9-3) and subject to the objectives specified in Part 1 of Schedule 11 (refer Section 3.3) and controls defined in Part II General Restrictions on Development of Land.

Land adjoining the wharf reserve is zoned 6(d) National Park and State Recreation Area, residential housing, zoned 2(a) - Residential 'A', 6(a) - Existing Recreation 'A' and 6(a1) – Waterways Recreation (PLEP 1993).

The permissible and prohibited developments in the subject reserve area have been outlined in Table 9.2 – Bennets Wharf Reserve Planning Policy Guidelines Table and Acceptable / Unacceptable Activities in Table 9.3 – Bennets Wharf Reserve Management Guidelines Table.

#### Heritage Listing

The 'Bonnie Doon' Wharf, described as '*Stone jetty with hardwood piling at end section*' (*Barrenjoey Peninsula and Pittwater Heritage Study*) is listed as a Heritage Item (refer PLEP 1993 Part III, Division 8 – Heritage Provisions and Schedule 9). Its cultural significance has been identified as:

- association with early recreational and residential development of area;
- demonstrates stone jetty construction; and
- aesthetic value.

The structure is noted in good condition and to be preserved in-situ. As such the wharf continues to function as a jetty providing a valued recreational asset and service to the residents of Coasters Retreat and the boating community of Pittwater.

Any future alterations or proposed works should consider Article 3 of the Burra Charter ([www.icomos.org/australia/burra](http://www.icomos.org/australia/burra)) which states:

*Conservation is based on a respect for the existing fabric and should involve the least possible physical intervention. It should not distort evidence provided by the fabric.*

*Pittwater Council Development Control Plan No15* relates to Heritage Conservation. The Plan states the following principles in relation to making changes to a heritage item:

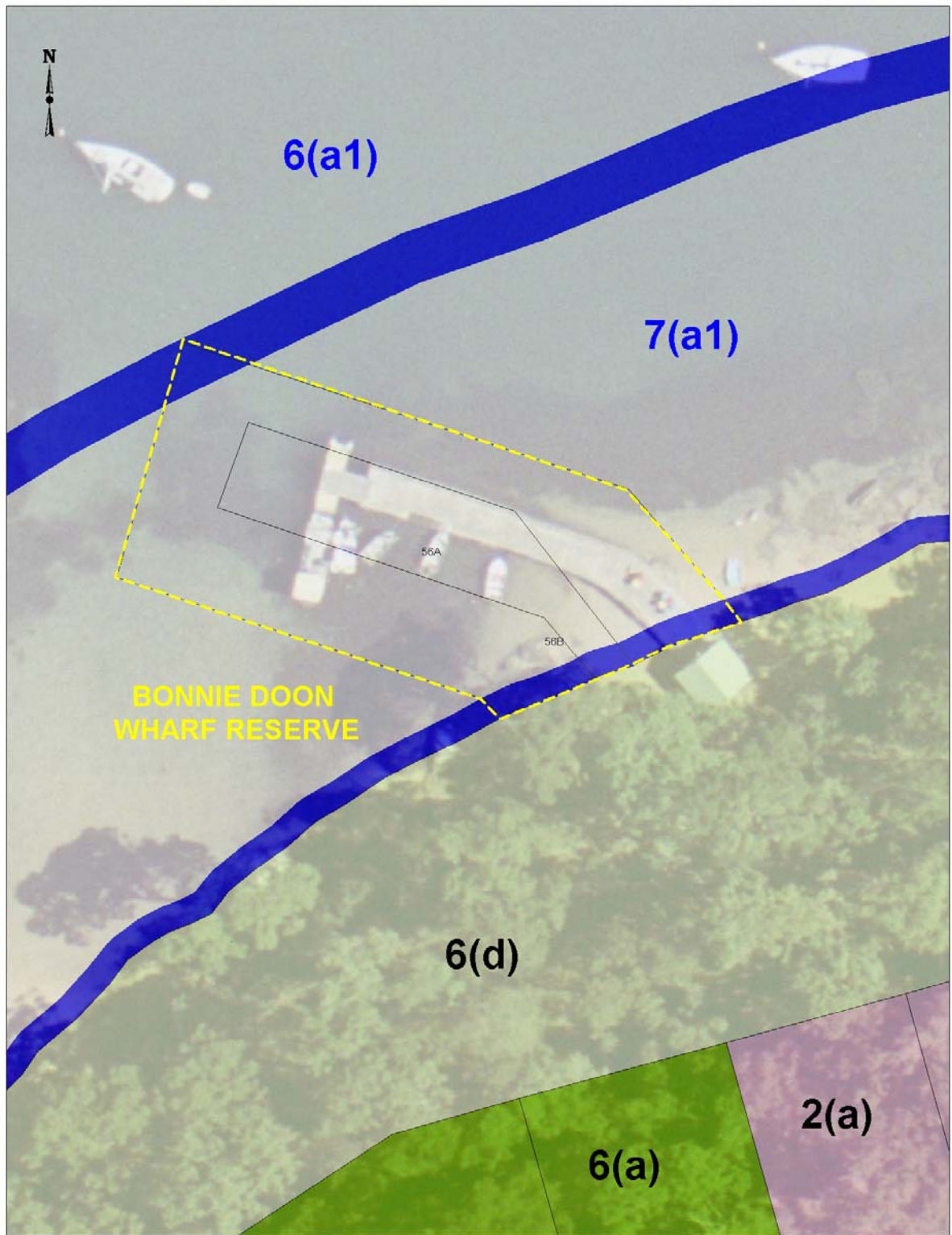
- any proposed change to a heritage item should ensure that features of its significance should be conserved or reinstated;



- only those pieces of fabric that are missing should be replaced and any remaining existing fabric should be kept; and
- any alterations and additions should be clearly 'later additions' and should not mimic the original fabric.

Alterations to a heritage item are subject to the conditions in PLEP 1993 Part III, Division 8 – Heritage Provisions, and where development is proposed in the vicinity of a heritage item the Council must take into consideration:

*'the likely effect of the proposed development on the heritage significance of a heritage item,' 'and on its sitting,' (PLEP 1993)*



INDICATIVE RESERVE BOUNDARY -----

Note: Aerial image may be subject to inconsistencies with mapping (illustrative only)

Figure 9-3 | Bonnie Doon Wharf Reserve Zoning Plan (PLEP 1993)

Table 9.2 | Bonnie Doon Wharf Reserve Planning Policy Guidelines Table

<b>Without Development Consent</b> Permissible Uses 'exempt' development (may require approval under Part V of the EPA Act 1979)	<b>Only with Development Consent</b> Permissible Uses requiring Development Consent	<b>Prohibited Uses</b> Including but not limited to the following
Refurbishment of Bonnie Doon Wharf / construction of new pontoon generally in accordance with this POM as permissible under SEPP (Infrastructure) 2006		
Part II – General Restrictions: Zone 7(a1) (PLEP 1993) <ul style="list-style-type: none"> <li>- <u>Aids to Navigation</u> – construction by or for                              relevant authority;</li> <li>- <u>Estaurine Habitats</u></li> <li>- <u>Moorings</u> (in existence at the date of                              coming into operation of PLEP 1993) –                              where such moorings are subject of an                              occupation licence issued under the                              Maritime Services Act 1935</li> <li>- <u>Recreational activities</u></li> </ul> Part III – Special Provisions: Division 8 – Heritage Provisions (PLEP 1993) <ul style="list-style-type: none"> <li>- If council is of the opinion that the                              proposed development would not                              adversely affect the heritage significance                              of the heritage item</li> </ul>	Part II – General Restrictions: Zone 7(a1) (PLEP 1993) <ul style="list-style-type: none"> <li>- <u>Drainage</u></li> <li>- <u>Estaurine Habitat Regeneration</u></li> <li>- <u>Transport services and facilities</u>                              associated with the waterway (other than                              helpads etc.)</li> <li>- <u>Utility installations</u></li> </ul> Part III – Special Provisions: Division 8 – Heritage Provisions (PLEP 1993) <ul style="list-style-type: none"> <li>- Demolishing, defacing, damaging or                              moving a heritage item;</li> <li>- Altering a heritage item by making                              structural changes to its exterior;</li> <li>- Altering a heritage item by making non-                              structural changes to the detail, fabric,                              finish or appearance of its exterior, except                              for changes resulting from any                              maintenance necessary for its ongoing                              protective care</li> </ul>	Any purpose other than a purpose for which development may be carried out without development consent or only with development consent.

<b>Without Development Consent</b> Permissible Uses 'exempt' development (may require approval under Part V of the EPA Act 1979)	<b>Only with Development Consent</b> Permissible Uses requiring Development Consent	<b>Prohibited Uses</b> Including but not limited to the following
Exempt Development – Region 1 (Part B DCP 22) selected applicable items: <ul style="list-style-type: none"> <li>- <u>Garbage storage enclosures / structures</u></li> <li>- <u>Navigational Aids</u> (as above)</li> </ul>		

Table 9.3 | Bonnie Doon Wharf Reserve Management Guidelines Table

<b>Acceptable Activities</b> Including but not limited to the following: (may require Council Permit and / or referral to Council)	<b>Unacceptable Activities</b> Including but not limited to the following:
<ul style="list-style-type: none"> <li>- advertising (temporary) to community noticeboards (max A3 size, otherwise subject to Council approval)</li> <li>- boating activities using non-powered watercraft (windsurfers, dinghy sailers, canoes, etc.) subject to Waterways Authority approval</li> <li>- Dinghy &amp; Boat Storage (in accordance with Council Policy No.26 <i>Storage of Craft – Dinghies and Boats</i>)</li> <li>- feral animal control and eradication (treat as required)</li> <li>- licensing of commuter vessel owners for tie-up berths subject to Council approvals</li> <li>- licensing of commercial operators subject to Council approvals</li> <li>- signage: compliance, directional, interpretive, identification (in accordance with Council Policy No.129 <i>Signs - Council's Facilities</i>)</li> <li>- storage / collection and transfer of domestic waste</li> <li>- storage of residents' wheelbarrows / trolleys subject to availability of space and having regard to public safety</li> <li>- temporary activities or events that require a casual booking or permit from Council, or a lease or licence under the Crown Lands Act, 1989, that are consistent with Council's criteria for approvals (in accordance with Council Policy No. 93 <i>Reserves, Beaches and Headlands Booking Policy</i>)</li> <li>- temporary storage or removal of 'Council Clean Up' / 'Clean Up Australia Day' / 'Weed Collection' rubbish</li> </ul>	<ul style="list-style-type: none"> <li>- advertising</li> <li>- bike riding</li> <li>- cleaning of fish or any marine item on any part of the wharf structure</li> <li>- dispersal of and activities that encourage the spread of noxious aquatic weeds</li> <li>- diving or jumping from the wharf</li> <li>- fishing</li> <li>- gaming</li> <li>- harvesting of oysters or shellfish from the wharf structure</li> <li>- obstructing access or leaving goods in dangerous condition</li> <li>- placing or tying fish traps or crab nets to or adjacent to the wharf</li> <li>- private alienation or encroachment</li> <li>- recreational motor vehicles, including four-wheel driving, motorbike or trail bike riding, or similar</li> <li>- skateboarding</li> <li>- unauthorised dumping of refuse including building materials, soil, fill, garden wastes and the like</li> </ul>

## 9.4 LEASES, LICENCES & OTHER ESTATES

There are currently no leases, licences or other estates applicable to Bonnie Doon Wharf Reserve. Subject to the consent of the Minister and the relevant provisions of the *Crowns Land Act 1989*, this Plan authorises the future licensing to commuter vessel owners for tie-up berths located at the wharf and commercial operators using the wharf. Refer section 4.7.

It is anticipated that approximately ten (10) commuter vessel tie-up berths could be available at Bonnie Doon Wharf, under the Temporary Licence Agreement. The provision of designated vessel tie-up licences would be established in coordination with wharf improvements such as, provision of tie-up rings and access ladders (impact on heritage listed structure to be reviewed) and the **potential** future addition of a purpose built commuter boat tie-up pontoon.

## 9.5 MANAGEMENT STRATEGY / WORKS PROGRAMME

Currently the provision of commuter vessel tie-up berths at Bonnie Doon Wharf Reserve accommodates a low user demand. The use of informal attachment to stone groynes will be phased out and designated vessel tie-up locations will be provided to improve safety and wharf management.

Improvement works in response to user concerns and to accommodate vessel tie-up licence schemes (refer Figure 9-4 Bennets Wharf Reserve Concept Sketch) will include:

<i>Description</i>	<i>Indicative Cost</i>
Install safety equipment ('angel ring' / signage)	\$500
Construction of partial timber screen to shelter shed (southern) wall to improve domestic waste storage area visual screening (detailed design to be confirmed)	\$1000
Investigate provision of ramp access at shelter shed entry from National Park access track. Works to be confirmed.	\$5,000
Boat tie-up facility (pontoon) with berth dividers and access via extended wharf head platform and ladder (approx 6-8 licensed spaces)	\$40,000
Resurfacing of heritage stone groyne (subject to detailed investigation)	\$30,000
Stone groyne structural review (ie. investigation of replacement of loose / detached stone blocks). Works to be confirmed.	\$10,000

General maintenance works include:

- wharf Inspections (refer 4.9);
- domestic waste removal (twice weekly with increased frequency in summer months); and
- graffiti removal & painting (as required).



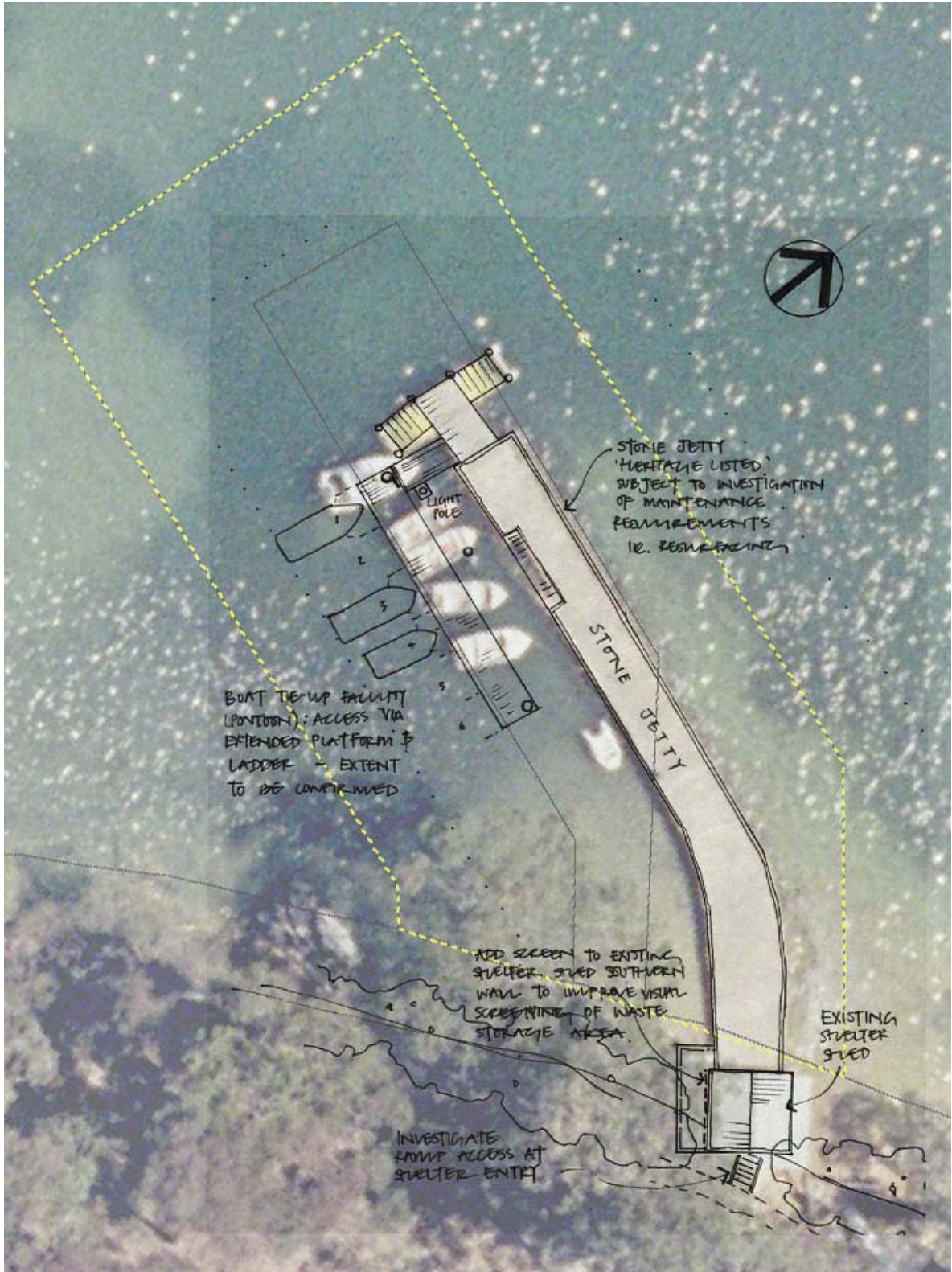


Figure 9-4 | Bonnie Doon Wharf Reserve Concept Sketch

(Note: Indicative only – concept subject to further detailed design development)

Council will consult with the wharf representatives and Associations at the detailed design stage, following further investigations on water depth, environmental studies or issues relating to the wharf structure / footprint.



# Bennetts Wharf



## 8 BENNETS WHARF

This chapter applies to reserved Crown Land known as Bennets Wharf Reserve, located on the north western shores of Pittwater at Coasters Retreat (refer Figure 8-1). Bennets Wharf is one of two public wharves servicing the residents of Coasters Retreat.

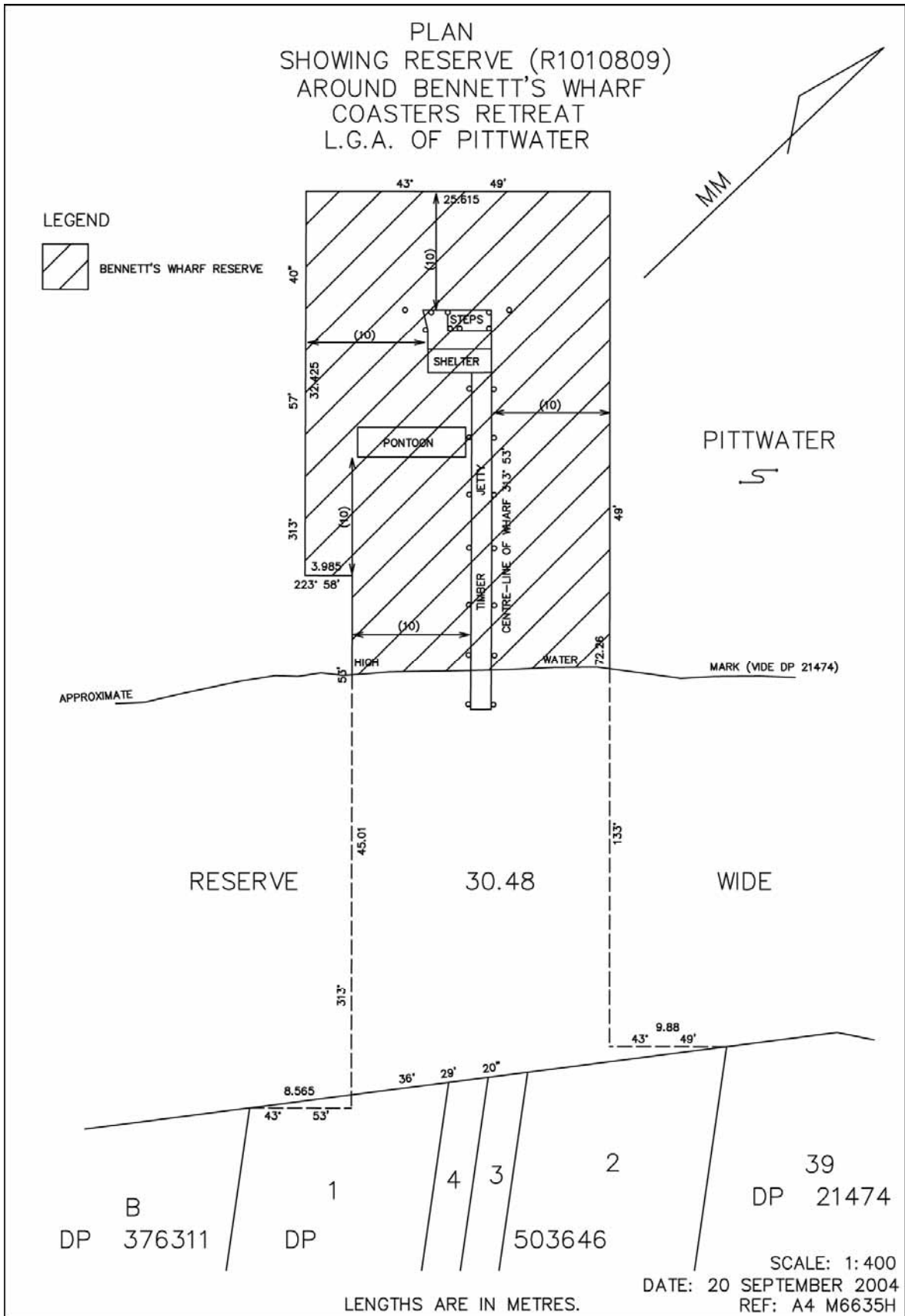
Figure 8-1 | Bennets Wharf Location Plan



Aerial photography - Jan 2005 (Licensed from Sinclair Knight Merz.)  
This plan is not survey accurate.

The reserve area covered within this plan is identified on the survey plan (refer Figure 8-2), illustrating the wharf extents and gazetted reserve boundary.

Figure 8-2 | Bennets Wharf Reserve Survey Plan



## 8.1 WHARF PROFILE

Bennets Wharf is one of only two public wharves at Coasters Retreat. It serves the residents of northern Coasters Retreat, with access via the Ku-ring-gai Chase National Park. The residential zone is set back from the shoreline approximately 30m within the National Park forming a buffer to properties. No surfaced roadway exists within the buffer zone only a connecting footpath along the full length with many informal access tracks.

A description of the Wharf Reserve, structure, related features and management is summarised in the table below.

Table 8.1 | Bennets Wharf Reserve Profile

<i>Site name:</i>	Bennets Wharf Reserve
<i>Address:</i>	Accessed from informal access track through Ku-ring-gai Chase National Park.
<i>Reserve:</i>	<b>Crown Reserve:</b> Bennett's Wharf Reserve (R1010809), gazetted for Access on 13 May 2005, comprising Lot 7020
<i>Ownership:</i>	State of New South Wales as Crown Land administered by Department of Lands under <i>Crown Lands Act 1989</i>
<i>Management:</i>	Bennets Wharf (R1010809) Reserve Trust (appointed 13 May 2005) charged with care, control and management
<i>Trust Manager:</i>	Pittwater Council manages the affairs of the Trust
<i>Area:</i>	Approx. 1565 square metres
<i>Existing Uses:</i>	Public access – general public, commercial ferries, water taxis and commuter boats Passive & active recreation
<i>Access</i>	Boat access from mainland Jetty adjoins informal access track through National Park.
<i>Zoning:</i>	Pittwater Local Environmental Plan 1993 7(a1) – Environmental Protection - Waterways
<i>Adjacent Zoning:</i>	6(a1) – Waterways Recreation 6(d) – National Park and State Recreation Area 2(a) – Residential 'A'
<i>Condition:</i>	Wharf subject to infestation of white ants in joists, planks, toe rails and pile tops. Replacement of all parts recommended. ( <i>Docker Smith Pty Ltd – 3<sup>rd</sup> April 2006</i> ). Small section at shore end replaced, ongoing inspection and works.
<i>Maintenance:</i>	Pittwater Council: <ul style="list-style-type: none"> <li>- Timber / structural repair</li> <li>- Graffiti removal and painting</li> <li>- Domestic waste removal</li> <li>- General repairs to buildings, shelters</li> </ul>
<i>Assets:</i>	32m timber jetty – railing to one side, timber jetty head (approx. 5x5m), fixed timber access steps, weatherboard shelter shed (inc notice board, post box, seating), lighting, signage
<i>Unattached Assets:</i>	Domestic waste 'wheelie' bins (approx 6-12no – dependent on seasonal use) chained to jetty handrail Timber bench (resident owned)

<i>Leases / Licences:</i>	None
<i>Income:</i>	None
<i>Caveats / Easements:</i>	n/a

## 8.2 USER ANALYSIS

A desk top study of the principle user group (Coasters Retreat residents) has been undertaken to ascertain the number of wharf users and specifically boat tie-up use levels. Results suggest currently no permanent residents utilise Bennets Wharf as a tie-up facility for commuter boats. It was noted two (2) boats (suggested to belong to occasional holiday residents) are attached to an old pontoon at the wharf.

The old pontoon roped to the wharf structure currently provides at least five (5) informal boat tie-up spaces with no additional boats / dinghies tied to the shore line / vegetation. The majority of boat users prefer to tie their boats adjacent to their property on the derelict stone groynes and timber jetties. A few smaller vessels are beached within the National Park 'buffer zone'.

User summary:

- Low commuter use ie. ferry / water taxi
- Low level commuter boat tie-up
- Pick-up / drop-off facility
- Domestic waste collection (within provided 'wheelie' bins)
- Consumable goods deliveries / collection ie. groceries / newspapers
- Mail delivery / collection point / seating
- Public notice board (information and social hub)
- Passive and active recreation

## 8.3 PLANNING GUIDELINES

### Land Tenure

Bennets Wharf Reserve is owned by the Department of Lands. On 13 May 2005 the reserve was gazetted (R1010809), being 10 metres each side and around the head of Bennets Wharf to approximately High Water Mark (refer Figure 8-2). The public purpose of the reserve is 'Access'.

Pittwater Council was appointed Corporate Manager of Bennets Wharf Reserve Trust on 13 May 2005. The trust is charged with the care, control and management of the reserve under s.92 of the Crown Lands Act, 1989 and Council manages the affairs of the trust.

### Land Zoning

The reserve area is located within the Pittwater Local Government Authority and zoned under the Pittwater Local Environmental Plan (1993). The Bennets Wharf Reserve is zoned **7(a1) – Environmental Protection - Waterways** (refer Figure 8-3) and subject to the objectives

specified in Part 1 of Schedule 11 (refer Section 3.3) and controls defined in Part II General Restrictions on Development of Land.

Land adjoining the wharf reserve is zoned 6(d) National Park and State Recreation Area, residential housing, zoned 2(a) - Residential 'A' and 6(a1) – Waterways Recreation (PLEP 1993).

The permissible and prohibited developments in the subject reserve area have been outlined in Table 8.2 – Bennets Wharf Reserve Planning Policy Guidelines Table and acceptable / unacceptable activities in Table 8.3 – Bennets Wharf Reserve Management Guidelines Table.

# DRAFT

Figure 8-3 | Bennetts Wharf Reserve Zoning Plan (PLEP 1993)

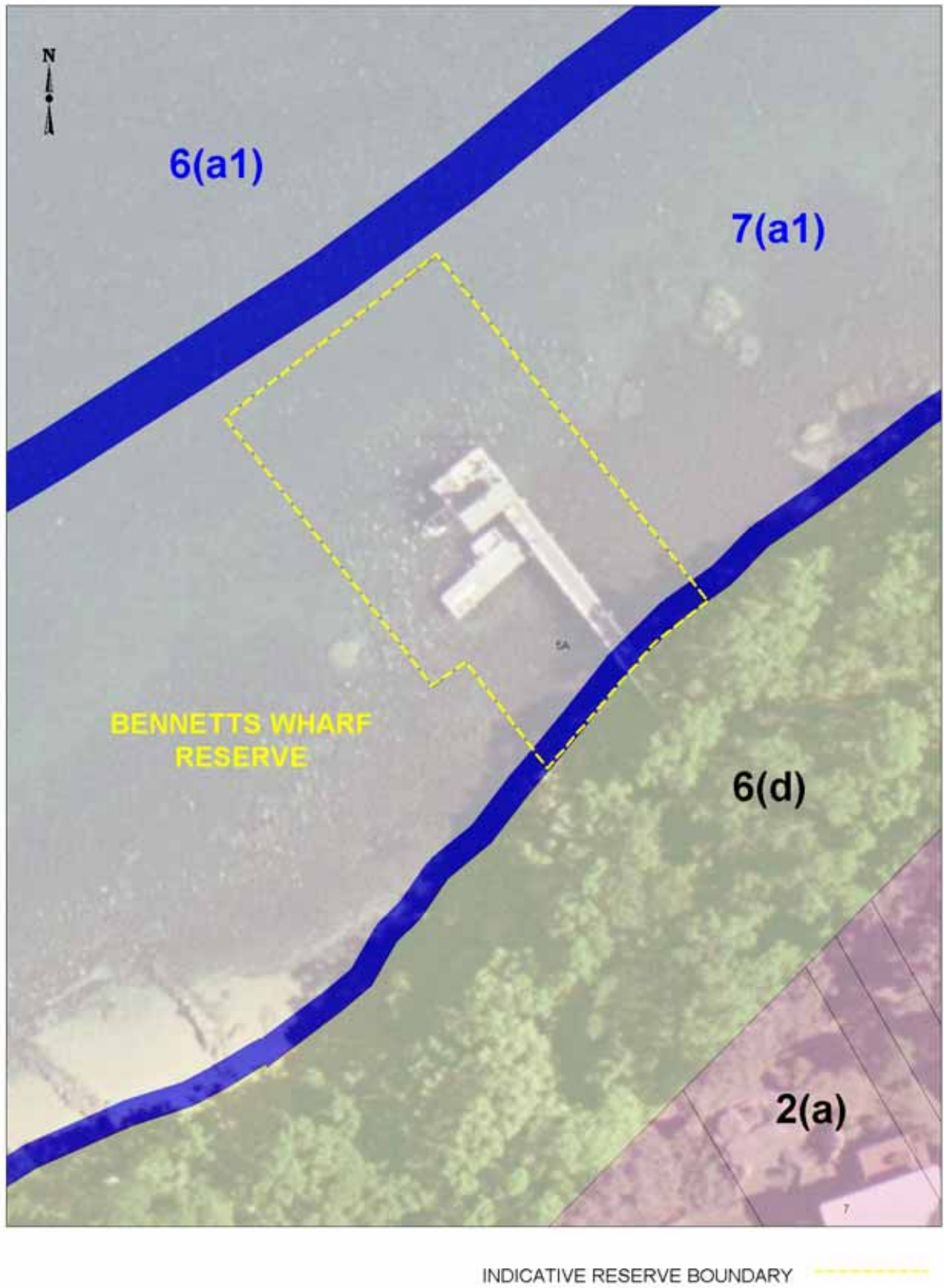


Table 8.2 | Bennets Wharf Reserve Planning Policy Guidelines Table

<b>Without Development Consent</b> Permissible Uses 'exempt' development (may require approval under Part V of the EPA Act 1979)	<b>Only with Development Consent</b> Permissible Uses requiring Development Consent	<b>Prohibited Uses</b> Including but not limited to the following
Refurbishment of Bennets Wharf / construction of new pontoon generally in accordance with this Plan of Management as permissible under SEPP (Infrastructure) 2006		
Part II – General Restrictions: Zone 7(a1) (PLEP 1993) <ul style="list-style-type: none"> <li>- <u>Aids to Navigation</u> – construction by or for                              relevant authority;</li> <li>- <u>Estaurine Habitats</u></li> <li>- <u>Moorings</u> (in existence at the date of                              coming into operation of PLEP 1993) –                              where such moorings are subject of an                              occupation licence issued under the                              Maritime Services Act 1935</li> <li>- <u>Recreational activities</u></li> </ul> Exempt Development – Region 1 (Part B DCP 22) selected applicable items: <ul style="list-style-type: none"> <li>- <u>Garbage storage enclosures / structures</u></li> <li>- <u>Navigational Aids</u> (as above)</li> </ul>	Part II – General Restrictions: Zone 7(a1) (PLEP 1993) <ul style="list-style-type: none"> <li>- <u>Drainage</u></li> <li>- <u>Estaurine Habitat Regeneration</u></li> <li>- <u>Transport services and facilities</u>                              associated with the waterway (other than                              helpads etc.)</li> <li>- <u>Utility installations</u></li> </ul>	Any purpose other than a purpose for which development may be carried out without development consent or only with development consent.

DRAFT



Table 8.3 | Bennets Wharf Reserve Management Guidelines Table

<b>Acceptable Activities</b> Including but not limited to the following: (may require Council Permit and / or referral to Council)	<b>Unacceptable Activities</b> Including but not limited to the following:
<ul style="list-style-type: none"> <li>- advertising (temporary) to community noticeboards (max A3 size, otherwise subject to Council approval)</li> <li>- boating activities using non-powered watercraft (windsurfers, dinghy sailers, canoes, etc.) subject to Waterways Authority approval</li> <li>- Dinghy &amp; Boat Storage (in accordance with Council Policy No.26 <i>Storage of Craft – Dinghies and Boats</i>)</li> <li>- feral animal control and eradication (treat as required)</li> <li>- licensing of commuter vessel owners for tie-up berths subject to Council approvals</li> <li>- licensing of commercial operators subject to Council approvals</li> <li>- signage: compliance, directional, interpretive, identification (in accordance with Council Policy No.129 <i>Signs - Council's Facilities</i>)</li> <li>- storage / collection and transfer of domestic waste</li> <li>- storage of residents' wheelbarrows / trolleys subject to availability of space and having regard to public safety</li> <li>- temporary activities or events that require a casual booking or permit from Council, or a lease or licence under the Crown Lands Act, 1989, that are consistent with Council's criteria for approvals (in accordance with Council Policy No. 93 <i>Reserves, Beaches and Headlands Booking Policy</i>)</li> <li>- temporary storage or removal of 'Council Clean Up' / 'Clean Up Australia Day' / 'Weed Collection' rubbish</li> </ul>	<ul style="list-style-type: none"> <li>- advertising</li> <li>- bike riding</li> <li>- cleaning of fish or any marine item on any part of the wharf structure</li> <li>- dispersal of and activities that encourage the spread of noxious aquatic weeds</li> <li>- diving or jumping from the wharf</li> <li>- fishing</li> <li>- gaming</li> <li>- harvesting of oysters or shellfish from the wharf structure</li> <li>- obstructing access or leaving goods in dangerous condition</li> <li>- placing or tying fish traps or crab nets to or adjacent to the wharf</li> <li>- private alienation or encroachment</li> <li>- recreational motor vehicles, including four-wheel driving, motorbike or trail bike riding, or similar</li> <li>- skateboarding</li> <li>- unauthorised dumping of refuse including building materials, soil, fill, garden wastes and the like</li> </ul>

## 8.4 LEASES, LICENCES & OTHER ESTATES

There are currently no leases, licences or other estates applicable to Bennets Wharf Reserve. Subject to the consent of the Minister and the relevant provisions of the *Crowns Land Act 1989*, this plan authorises the future licensing to commuter vessel owners for tie-up berths located at and commercial operators using Bennets Wharf. Refer section 4.7.

It is anticipated approximately ten (10) commuter vessel tie-up berths available for licence could be accommodated at Bennets Wharf Reserve. The provision of designated vessel tie-up licences would be established in coordination with wharf improvements, namely the removal of the redundant pontoon, provision of tie-up rings and access ladders and the potential future addition of a purpose built commuter boat tie-up pontoon.

## 8.5 MANAGEMENT STRATEGY / WORKS PROGRAMME

Currently the provision of commuter vessel tie-up berths at Bennets Wharf Reserve accommodates a very low user demand. The use of informal attachment to stone groynes will be phased out and designated vessel tie-up locations will be provided to improve safety and wharf management.

Improvement works in response to user concerns and to accommodate vessel tie-up licence schemes (refer Figure 8-4 Bennets Wharf Reserve Concept Sketch) will include:

<i>Description</i>	<i>Indicative Cost</i>
Installation of safety equipment ('angel' ring / signage)	\$500
Continued monitoring of white ant infestation, including replacement of infested timber (5 year programme)	\$150,000
Improved domestic waste storage & access – extension of wharf structure behind existing shed to allow for bin relocation. Bin area to include screening and signage.	\$25,000
Option A: Boat tie-up facilities to existing wharf structure (approx 5-10 licensed spaces) – tie-up rings / access ladders / signage	\$12,000
Option B: Boat tie-up facility (pontoon) with berth dividers and access via ladder (approx 10-12 licensed spaces)	\$35,000

General maintenance works:

Wharf Inspections (refer 4.9)

Domestic waste removal (twice weekly with increased frequency in summer months)

Graffiti removal & painting (as required)

Figure 8-4 | Bennets Wharf Reserve Concept Sketch  
(Note: Indicative only – concept subject to further detailed design development)



# Cargo Wharf



## 12 CARGO WHARF

This chapter applies to reserved Crown Land known as Cargo Wharf Reserve, located on the north-western side of Scotland Island (refer Figure 12-1). Cargo Wharf is one of five public wharves, in addition to a number of private jetties on the island. The wharf currently allows for commercial or haulage use only with no provision for public ferry access. The wharf is approximately 380m from the mainland (Rocky Point at Lovett Bay) but is generally used by haulage vessels from Church Point Cargo Wharf, a distance of approximately 800m.



Aerial photography - Jan 2005 (Licensed from Sinclair Knight Merz.)  
This plan is not survey accurate.

Figure 12-1 | Cargo Wharf Location Plan

The reserve area covered within this Plan is identified on the survey plan (refer Figure 12-2), illustrating the wharf extents and gazetted reserve boundary.

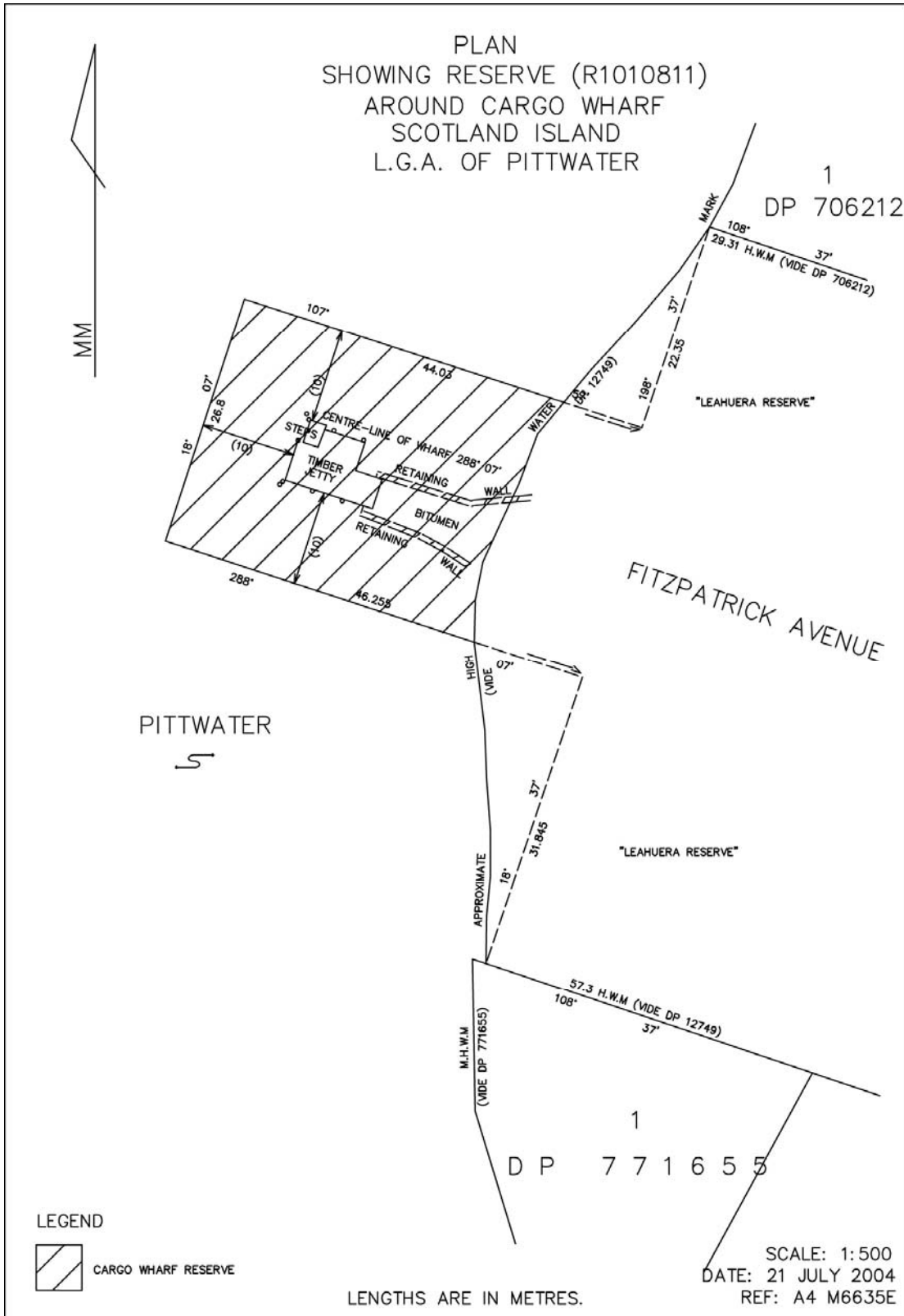


Figure 12-2 | Cargo Wharf Reserve Survey Plan

## 12.1 WHARF PROFILE

Cargo Wharf is the only commercial wharf of Scotland Island. The wharf is a 'heavy-duty' structure for loading and unloading barges. It is used by various service providers including, construction and demolition, retail and consumable deliveries, relocation services etc. and also waste service contractors, i.e. garbage / recycling.

The wharf is accessed from the island via a concrete serpentine roadway that winds down Fitzpatrick Avenue from Robertson Road (an overall descent of 24m).

A description of the reserve, wharf structure, related features and management is summarised in the table below.

Table 12.1 | Cargo Wharf Reserve Profile

Site name:	Cargo Wharf Reserve
Address:	1A Fitzpatrick Avenue, Scotland Island (off Robertson Road)
Reserve:	<b>Crown Reserve:</b> Cargo Wharf Reserve (R1010811), gazetted for Access on 13 May 2005, comprising Lot 7112.
Ownership:	State of New South Wales as Crown Land administered by Department of Lands under <i>Crown Lands Act 1989</i>
Management:	Cargo Wharf (R1010811) Reserve Trust (appointed 13 May 2005) charged with care, control and management
Trust Manager:	Pittwater Council manages the affairs of the Trust
Area:	Approx. 900 square metres
Existing Uses:	Public & commercial access – general public, mixed commercial services, water taxis and commuter boats Passive & active recreation
Access	Boat access from mainland Concrete access road (serpentine) on Fitzpatrick Avenue, through Leahvera Reserve
Zoning:	Pittwater Local Environmental Plan 1993 6(a1) Waterways Recreation 6(a) Existing Recreation 'A'
Adjacent Zoning:	W2 Residential Waterways 2(a) Residential 'A'
Condition:	Rebuilt in 1999. Generally good, rust noted to access step handrail and steel channels, some timber damage to south-west end and fender timber ( <i>Docker Smith Pty Ltd – 3<sup>rd</sup> April 2006</i> )
Maintenance:	Pittwater Council: Timber / structural repair Graffiti removal and painting Domestic waste removal
Assets:	Stone gabion and fill access road, 3.2 x 3m timber jetty, timber jetty head (approx. 6.5 x 6.5m) – railing to both sides, fixed timber access steps (no landing), no shelter shed,

	lighting, PLGA and safety signage
Unattached Assets:	Rubbish skip (general building debris ie. timber pallets)
Leases / Licences:	None
Income:	None
Caveats / Easements:	n/a

## 12.2 USER ANALYSIS

A desk top study of the principle user group (Scotland Island residents) has been undertaken to ascertain the number of wharf users and specifically boat tie-up use levels. Results suggest approximately fifteen (15) residences use Cargo Wharf as a tie-up facility for their commuter boats.

The wharf currently provides informal boat tie-up locations, with the majority of boats / dinghies tied to the shore line / vegetation (approx 12no) and the remainder tied to the wharf structure (approx 3no). Commuter boats are generally secured and accessed via a pulley system affixed to the shore / wharf. Commercial access to the wharf head and occasionally southern side precludes the ability to tie commuter boats to all sections of the wharf structure.

Additionally, the southern area adjacent to the wharf structure provides informal shore access to barges delivering goods / vehicles to the Island.

The beach area of Leahvera Reserve to the north of the wharf provides further storage for a large number of canoes, kajaks, dinghys and kneeboards etc. Approximately twenty (20) vessels are stored on the shoreline and on a small timber rack. The beach is a favoured recreation area and also includes informal seating and barbeque facilities.

Cargo Wharf is currently a commercial wharf. The public ferry service does not use the wharf and commuter boat parking is limited or congregates on the adjacent beaches of Leahvera Reserve. Resident boat tie-up around the Island is generally concentrated at Tennis Wharf (north) and Carols Wharf (south). The shape of the island and residential subdivision suggest that Cargo Wharf could provide a valued commuter boat tie-up location / public ferry access location equi-distance between the heavily used Carols and Tennis Wharves.

The dispersal of commuter boat tie-up options around the island would be favourable to alleviate current overuse and safety issues identified at Tennis and Carols Wharves. In addition the creation of an alternative ferry access point would serve many west island residents and specifically provide a disabled accessible option via the existing access road and a preferred ramp / pontoon system. Refer section 12.5 Management Strategy for further details. User summary:

- high commercial use i.e. building contractors, domestic waste collection
- Commuter boat and non-powered watercraft (i.e. kayak) tie-up (shoreline and wharf)
- Pick-up / drop-off facility
- Domestic waste collection (within provided bin)
- Passive and active recreation



## 12.3 PLANNING GUIDELINES

### Land Tenure

Cargo Wharf Reserve is owned by the Department of Lands. On 13 May 2005 the reserve was gazetted (R1010811) with 10 metres each side and around the head of Cargo Wharf to approximately High Water Mark (refer Figure 12-2). The public purpose of the reserve is 'Access'.

Pittwater Council was appointed Corporate Manager of Cargo Wharf Reserve Trust on 13 May 2005. The Trust is charged with the care, control and management of the reserve under s.92 of the Crown Lands Act, 1989 and Council manages the affairs of the Trust.

### Land Zoning

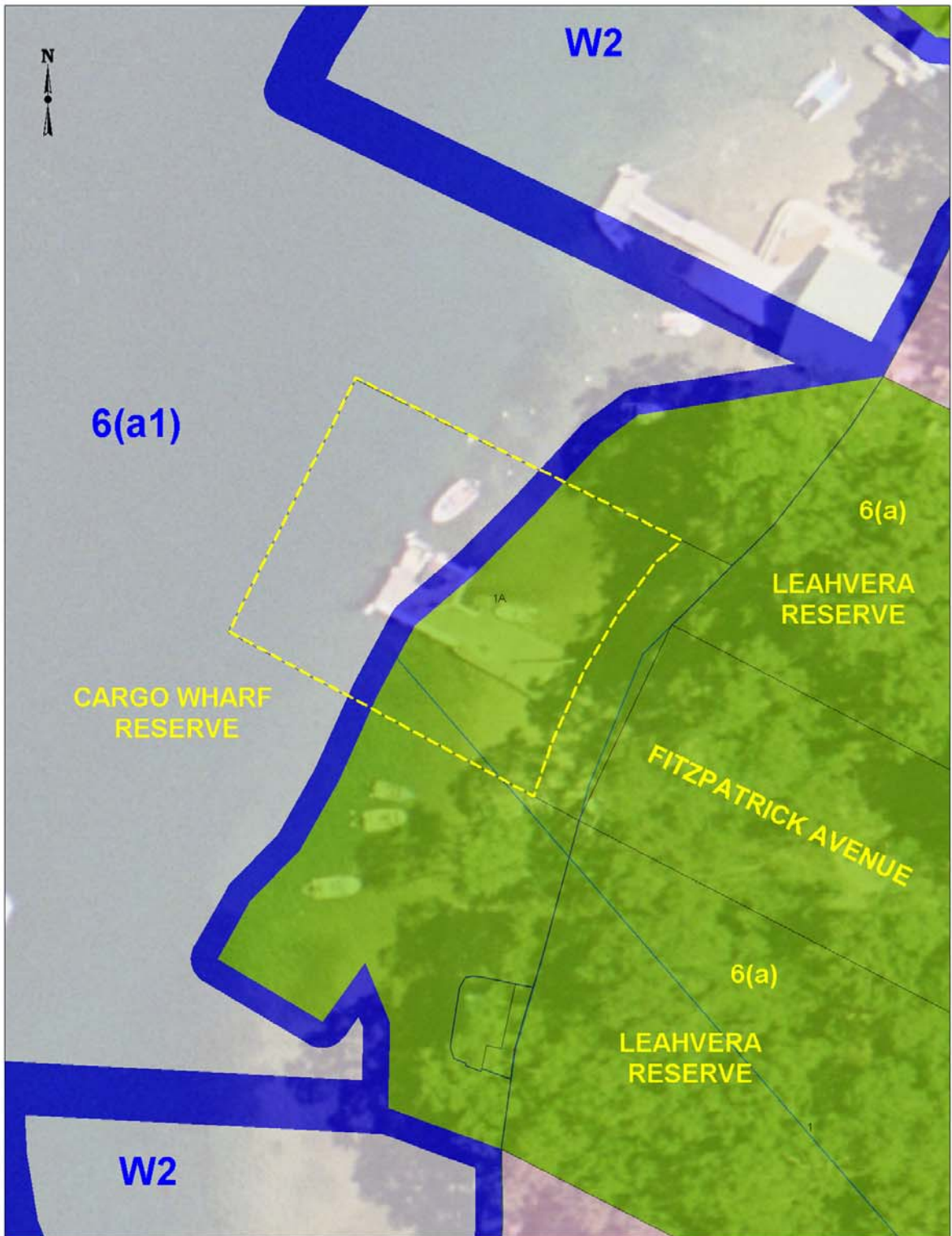
The reserve area is located within the Pittwater Local Government Authority and zoned under the Pittwater Local Environmental Plan (1993). Cargo Wharf Reserve is zoned **6(a1) Waterways Recreation** and **6(a) Existing Recreation 'A'** (refer Figure 12-3) and subject to the objectives specified in Part 1 of Schedule 11 (refer Section 3.3) and controls defined in Part II General Restrictions on Development of Land.

Land adjoining the wharf reserve is zoned Residential Waterways (W2) and residential housing, zoned 2(a) - Residential 'A' (PLEP 1993).

Land directly southeast of Cargo Wharf Reserve has been identified by preliminary archaeological investigations as a potential aboriginal site containing a *Brachychiton populneus* (Kurrajong tree) and associated shell accumulation (midden). The area is not located within the reserve boundary, but any future proposed wharf upgrade works would be required to consider the adjacent site and accommodate the conservation and protection of the site remnants. The site is currently subject to further investigation.

Following further investigations, it has been determined that the extent of the midden is much wider than visible in early 2008 and that the Kurrajong tree is a possible "bush resource tree". Council will consult the *Department of Environment and Climate Change* (DECC) and the *Metropolitan Local Aboriginal Land Council* (MLALC) to establish long term conservation measures for this Aboriginal Heritage Site.

The permissible and prohibited developments in the subject reserve area have been outlined in Table 12.2 – Cargo Wharf Reserve Planning Policy Guidelines Table and Acceptable / Unacceptable Activities in Table 12.3 – Cargo Wharf Reserve Management Guidelines Table.



INDICATIVE RESERVE BOUNDARY -----

Note: Aerial image may be subject to inconsistencies with mapping (illustrative only)

Figure 12-3 | Cargo Wharf Reserve Zoning Plan (PLEP 1993)

Table 12.2 | Cargo Wharf Reserve Planning Policy Guidelines Table

<b>Without Development Consent</b> Permissible Uses 'exempt' development (may require approval under Part V of the EPA Act 1979)	<b>Only with Development Consent</b> Permissible Uses requiring Development Consent	<b>Prohibited Uses</b> Including but not limited to the following
Refurbishment of Cargo Wharf / construction of new jetty, ramp and pontoons generally in accordance with this POM as permissible under SEPP (Infrastructure) 2006		Any works that impact on the Aboriginal shell midden and Kurrajong tree which are located next to Cargo Wharf.
Part II – General Restrictions: Zone 6(a) (PLEP 1993)  <u>Lease Agreements</u> i.e. Boat Tie-up Licence Scheme  <u>Maintenance / minor works</u> – in accordance with Management Strategy / Works Programme, including but limited to the following: <ul style="list-style-type: none"> <li>- bush regeneration (including weed removal)</li> <li>- foreshore protection measures</li> <li>- earthworks to construct structures (ie. access ramp)</li> <li>- fencing including security, protective and temporary fencing</li> <li>- footpaths, boardwalks, minor bridges, steps and ramps</li> <li>- fire hazard reduction activities</li> <li>- land restoration works</li> <li>- landscaping</li> <li>- lighting of reserve</li> <li>- minor drainage, stormwater, erosion and sediment control works</li> </ul>	Part II – General Restrictions: Zone 6(a) (PLEP 1993)  <u>Major Works / Permanent Structures</u> – in accordance with Management Strategy / Works Programme, including but limited to: <ul style="list-style-type: none"> <li>- drainage, stormwater, erosion and sediment control works (major ie. detention basin)</li> <li>- seawall and revetment structures</li> </ul>	Any purpose other than a purpose for which development may be carried out without development consent or only with development consent.

<b>Without Development Consent</b> Permissible Uses 'exempt' development (may require approval under Part V of the EPA Act 1979)	<b>Only with Development Consent</b> Permissible Uses requiring Development Consent	<b>Prohibited Uses</b> Including but not limited to the following
<ul style="list-style-type: none"> <li>- upgrading of boat tie-up and commuter facilities</li> </ul> <p><u>Picnics and barbecues</u> and associated facilities</p> <p>Part II – General Restrictions: Zone 6(a1) (PLEP 1993)</p> <ul style="list-style-type: none"> <li>- <u>Aids to Navigation</u> – construction by or for relevant authority;</li> <li>- <u>Moorings</u> (in existence at the date of coming into operation of PLEP 1993) – maintenance, replacement or relocation within same mooring area of such moorings or of moorings which have been located and either erected or laid with the consent of the Council</li> <li>- <u>Recreational activities</u></li> </ul> <p>Exempt Development – Region 4 (Part B DCP 22) selected applicable items:            Garbage storage enclosures / structures  <u>Minor Outbuildings</u> ie.shelter sheds, in zones other than non-urban  <u>Moorings</u> (as above)            Navigational Aids (as above)  <u>Park &amp; Street Furniture</u> – eg. seats, bins, public notice signs, and the like            Wharves, jetties, pontoons, and boat launching ramps or slipways</p>	<p>Part II – General Restrictions: Zone 6(a1) (PLEP 1993)</p> <ul style="list-style-type: none"> <li>- <u>Moorings</u> (other than moorings permitted without consent)</li> <li>- <u>Public wharves, jetties, pontoons</u> and boat launching ramps</li> <li>- <u>Transport services and facilities</u> associated with the waterway (other than helipads etc.)</li> <li>- <u>Utility installations</u></li> </ul> <p>Complying Development – Region 4 (Part B DCP 22): Development requirements refer section 3.4 / Table 3-3            Bridges, boardwalks, dinghy storage, landscaping, paths, etc. in public parks and recreation areas</p>	<p>Any purpose other than a purpose for which development may be carried out without development consent or only with development consent.</p>

Table 12.3 | Cargo Wharf Reserve Management Guidelines Table

<b>Acceptable Activities</b> Including but not limited to the following: (may require Council Permit and / or referral to Council)	<b>Unacceptable Activities</b> Including but not limited to the following:
<ul style="list-style-type: none"> <li>- advertising (temporary) to community noticeboards (max A3 size, otherwise subject to Council approval)</li> <li>- boating activities using non-powered watercraft (windsurfers, dinghy sailers, canoes, etc.) subject to Waterways Authority approval</li> <li>- Dinghy &amp; Boat Storage (in accordance with Council Policy No.26 <i>Storage of Craft – Dinghies and Boats</i>)</li> <li>- feral animal control and eradication (treat as required)</li> <li>- licensing of commuter vessel owners for tie-up berths subject to Council approvals</li> <li>- licensing of commercial operators subject to Council approvals</li> <li>- signage: compliance, directional, interpretive, identification (in accordance with Council Policy No.129 <i>Signs - Council's Facilities</i>)</li> <li>- storage / collection and transfer of domestic waste</li> <li>- storage of residents' wheelbarrows / trolleys subject to availability of space and having regard to public safety</li> <li>- temporary activities or events that require a casual booking or permit from Council, or a lease or licence under the Crown Lands Act, 1989, that are consistent with Council's criteria for approvals (in accordance with Council Policy No. 93 <i>Reserves, Beaches and Headlands Booking Policy</i>)</li> <li>- temporary storage or removal of 'Council Clean Up' / 'Clean Up Australia Day' / 'Weed Collection' rubbish</li> </ul>	<ul style="list-style-type: none"> <li>- advertising</li> <li>- bike riding</li> <li>- cleaning of fish or any marine item on any part of the wharf structure</li> <li>- dispersal of and activities that encourage the spread of noxious aquatic weeds</li> <li>- diving or jumping from the wharf</li> <li>- fishing</li> <li>- gaming</li> <li>- harvesting of oysters or shellfish from the wharf structure</li> <li>- obstructing access or leaving goods in dangerous condition</li> <li>- placing or tying fish traps or crab nets to or adjacent to the wharf</li> <li>- private alienation or encroachment</li> <li>- recreational motor vehicles, including four-wheel driving, motorbike or trail bike riding, or similar</li> <li>- skateboarding</li> <li>- unauthorised dumping of refuse including building materials, soil, fill, garden wastes and the like</li> </ul>

## 12.4 LEASES, LICENCES & OTHER ESTATES

There are currently no leases, licences or other estates applicable to Cargo Wharf Reserve. Subject to the consent of the Minister and the relevant provisions of the *Crowns Land Act 1989*, this Plan authorises the future licensing to commuter vessel owners for tie-up berths located at and commercial operators using Cargo Wharf. Refer section 4.7.

It is anticipated approximately three (3) commuter vessel tie-up berths could be accommodated at the existing Cargo Wharf Reserve under Temporary Licence Agreement, but it is generally considered appropriate to restrict boat tie-up at the existing Cargo Wharf in favour of commercial vessel use.

The current wharf use does not generally complement commuter boat tie-up provision. The establishment of designated vessel tie-up licences would be coordinated with reserve improvements such as the potential future addition of a purpose built commuter boat tie-up pontoon and ferry access facility.

## 12.5 MANAGEMENT STRATEGY / WORKS PROGRAMME

Currently the informal provision of commuter vessel tie-up berths (wharf and shore line attachment) at Cargo Wharf Reserve accommodates a medium user demand. The use of shore line tie-ups at Leahvera Reserve will be phased out and designated vessel tie-up locations will be provided to improve safety and specifically re-establish unimpeded access to the northern beach area. Proposals would include the following, either as separate installations or a coordinated scheme:

- access ramp and pontoon for public ferry use (disabled accessible); and
- commuter boat tie-up pontoon / access ramp

In addition a 'no tie-up' zone would be designated around the existing Cargo Wharf, extending over the whole northern beach area.

Improvement works in response to user concerns and to accommodate vessel tie-up licence schemes (refer Figure 12-4 Cargo Wharf Reserve Concept Sketch) will include:

Description	Indicative Cost
Install safety equipment ('angel ring' / signage)	\$500
Construction of concrete access ramp adjacent to southern edge of existing Cargo Wharf. Works to include the following use control measures: lockable gate (access only via permit from Council) limited access (ie. time restrictions) restricted users (ie. RFS, domestic waste collection contractors, emergency services, Pittwater Council, building contractors and commercial operators by agreement) controlled use criteria (ie. no tracked / heavy vehicles, limiting potential erosion impacts to island infrastructure)	\$50,000
Construction of new timber jetty, disabled accessible ramp and pontoon (ferry compatible) to south of existing Cargo Wharf. Scheme to incorporate boat tie-up facility (pontoon) with berth dividers (approx	\$200,000

Description	Indicative Cost
18-25 licensed spaces). Commuter jetty/pontoons to be accessed via existing road and Leahvera Reserve, with clearly defined pedestrian route (ie fenced pathway) and vehicles prohibited.	
Provision of picnic tables / seating to northern beach area	\$3,000
Provision of non-powered watercraft storage facility (within Leahuera Reserve southern side of proposed wharf)	\$30,000

General maintenance works:

- Wharf Inspections (refer 4.9)
- Domestic waste removal (twice weekly with increased frequency in summer months)
- Graffiti removal & painting (as required)

Prior to commencement of any works, the Kurajong tree and midden are to be clearly identified with the Aboriginal Land Council Representative with protection measures, as agreed, put into place.

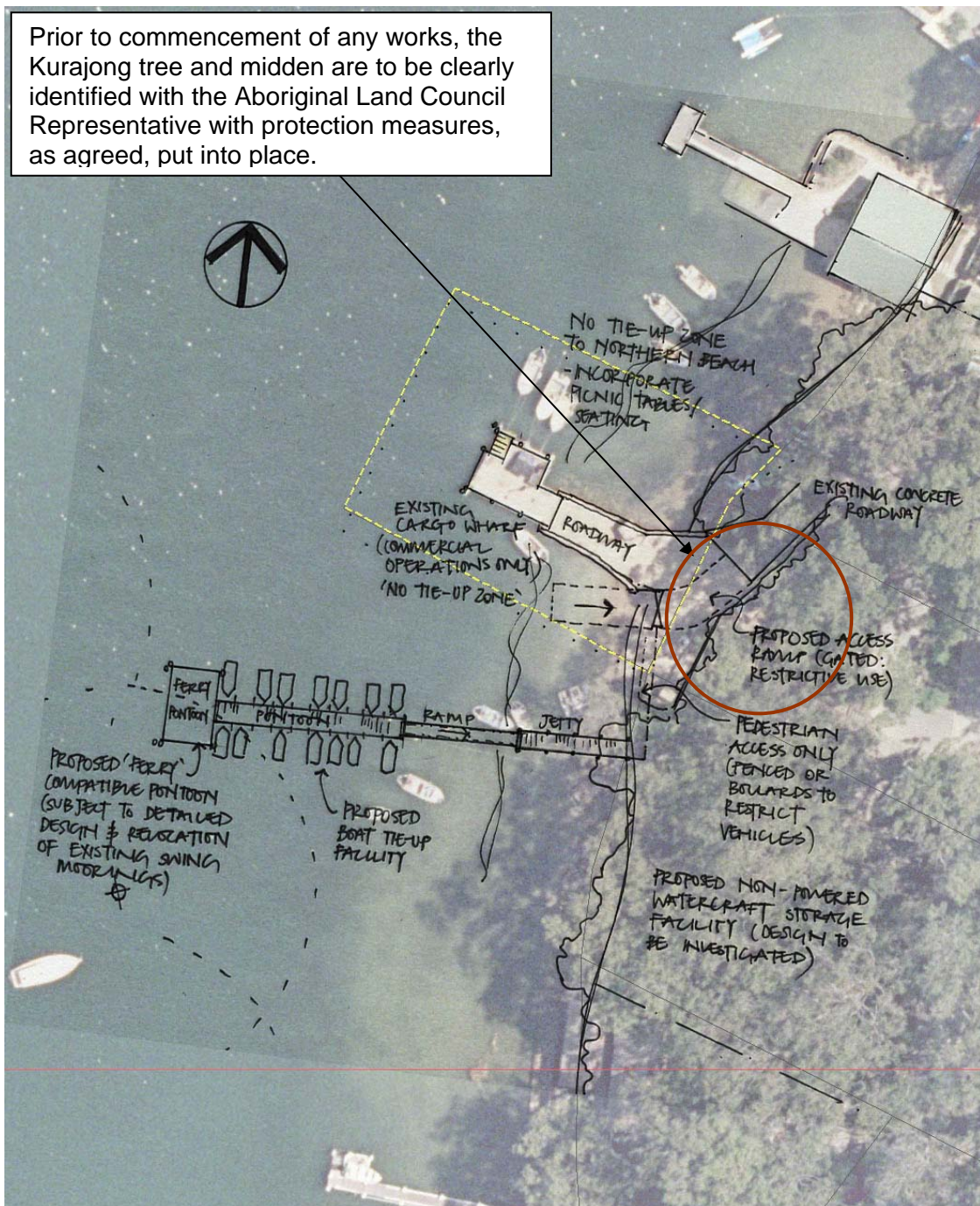


Figure 12-4 | Cargo Wharf Reserve Concept Sketch

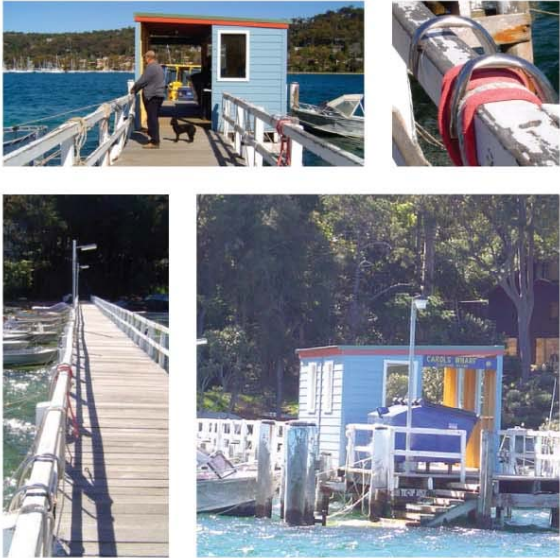
(Note: Indicative only – concept subject to further detailed design development)

Council will consult with the wharf representative and Associations during the detailed design stage, following further investigations on water depth, environmental studies or issues relating to the wharf structure / footprint.

Any proposed works are required to accommodate the conservation and protection of an Aboriginal archaeological site located to the south-east of Cargo Wharf Reserve and consisting of a *Brachychilton populneus* (Kurrajong tree) and associate shell accumulation (midden). The Kurrajong tree and shell accumulation are set back approximately 15m from Cargo Wharf and between 1 and 2 metres above the high water mark.

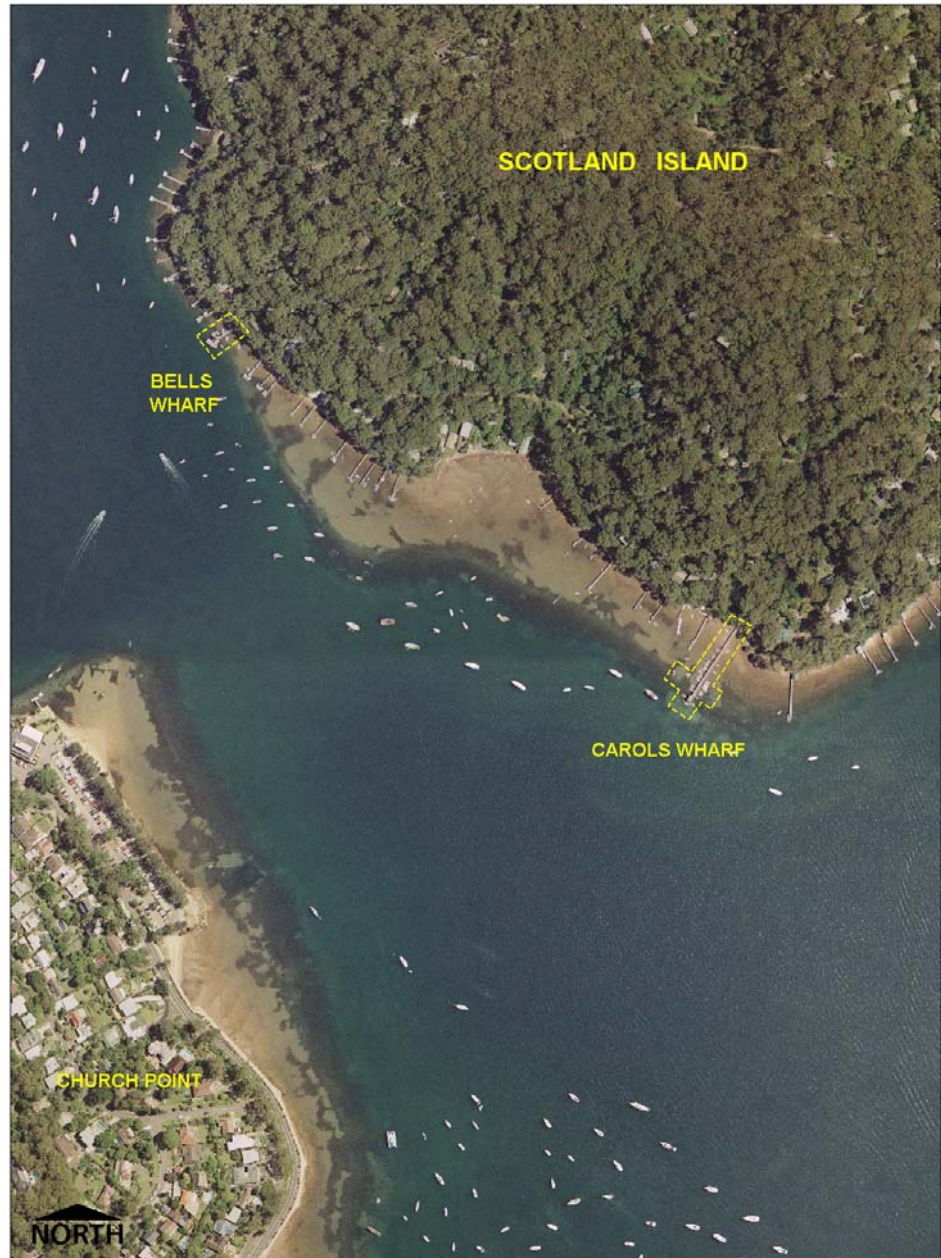


# Carols Wharf



## 13 CAROLS WHARF

This chapter applies to reserved Crown Land known as Carols Wharf Reserve, located on the southern side of Scotland Island (refer Figure 13-1). Carols Wharf is one of five public wharves, in addition to a number of private jetties on the island. The wharf is the longest public wharf in Pittwater.



Aerial photography - Jan 2005 (Licensed from Sinclair Knight Merz.)  
This plan is not survey accurate.

Figure 13-1 | Carols Wharf Location Plan

The reserve area covered within this Plan is identified on the survey plan (refer Figure 13-2), illustrating the wharf extents and gazetted reserve boundary.

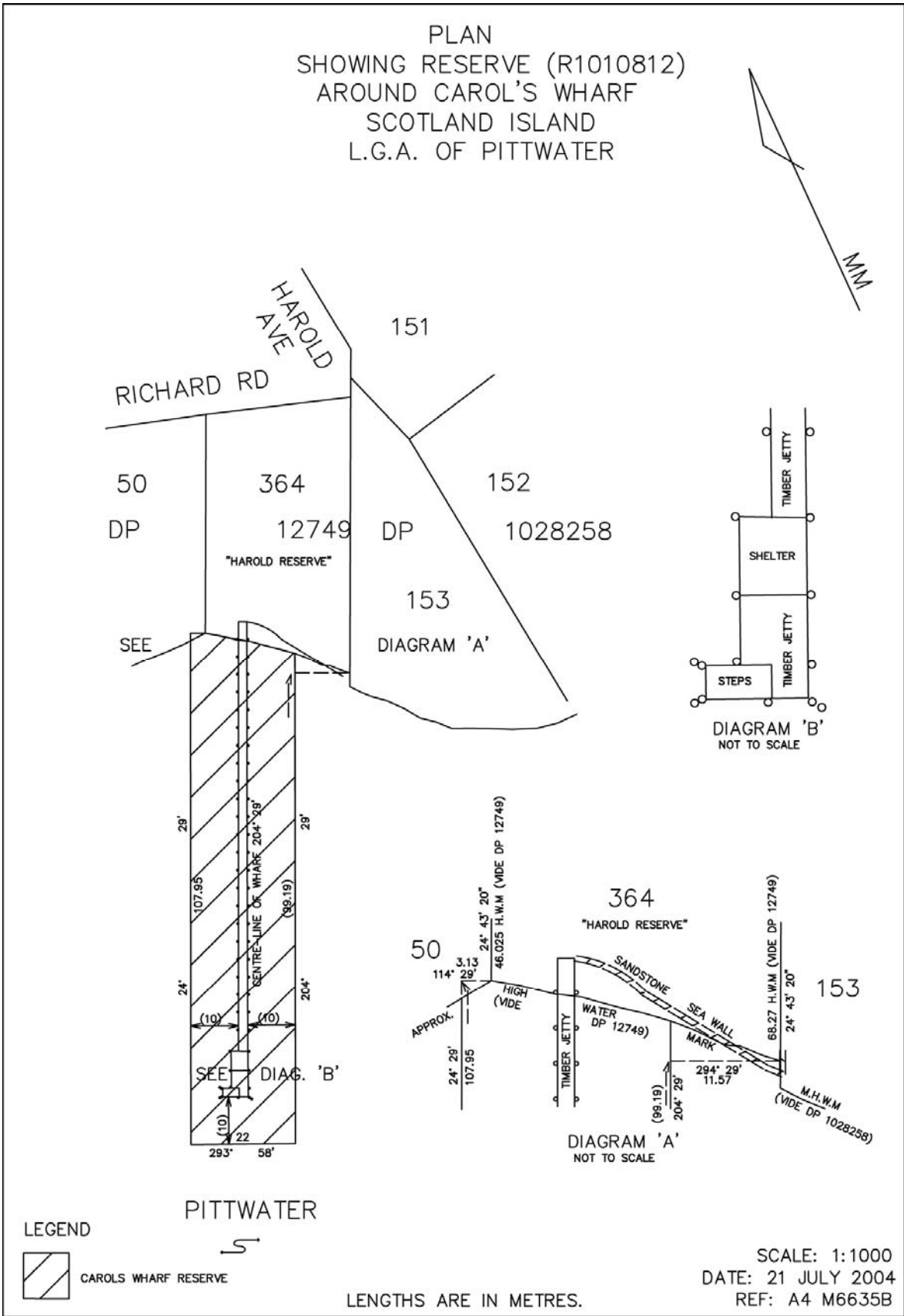


Figure 13-2 | Carols Wharf Reserve Survey Plan

### 13.1 WHARF PROFILE

Carols Wharf on the south side of Scotland Island forms a significant facility for commuter boat tie-up and maintains a high user demand. The wharf is accessed via Harold Street and a set of in-ground timber steps through Harold Reserve (an overall descent of approx 11m). The wharf is subject to inundation during the highest tides (king tides) which are generally infrequent.

A description of the reserve, wharf structure, related features and management is summarised in the table below.

Table 13.1 | Carols Wharf Reserve Profile

Site name:	Carols Wharf Reserve
Address:	Accessed from Harold Street / Richard Road, Scotland Island
Reserve:	<b>Crown Reserve:</b> Carols Wharf Reserve (R1010812), gazetted for Access on 13 May 2005, comprising Lot 7113
Ownership:	State of New South Wales as Crown Land administered by Department of Lands under <i>Crown Lands Act 1989</i>
Management:	Carols Wharf (R1010812) Reserve Trust (appointed 13 May 2005) charged with care, control and management
Trust Manager:	Pittwater Council manages the affairs of the Trust
Area:	Approx. 2275 square metres
Existing Uses:	Public & commercial access – general public, commercial services, water taxis and commuter boats Passive & active recreation
Access	Boat access from mainland Timber in-ground steps and handrail via Harold Reserve from Harold Street
Zoning:	Pittwater Local Environmental Plan 1993 6(a1) - Waterways Recreation W2 - Residential Waterways
Adjacent Zoning:	6(a) – Existing Recreation ‘A’ 2(a) – Residential ‘A’
Condition:	Longest wharf in Pittwater and one of the oldest. Generally good, some wear to piles, specifically pile tops are rotten or in poor condition, minor rusting to bolts & nuts of capwales, repainting required. ( <i>Docker Smith Pty Ltd – 3<sup>rd</sup> April 2006</i> )
Maintenance:	Pittwater Council: Timber / structural repair Graffiti removal and painting Domestic waste removal General repairs to buildings, shelters
Assets:	105m timber jetty – railing to two sides, timber jetty head (approx. 4x10m), fixed timber

	access steps (no landing), weatherboard shelter shed (inc seating to 2 sides (no general noticeboard)), lighting (1 column light to wharf head, 2no column lights to jetty length)
Unattached Assets:	Domestic waste skip (large), ferry 'call' flag
Leases / Licences:	None
Income:	None
Caveats / Easements:	n/a

### 13.2 USER ANALYSIS

A desk top study of the principle user group (Scotland Island residents) has been undertaken to ascertain the number of wharf users and specifically boat tie-up use levels. Results suggest approximately forty- two (42) residences currently use Carols Wharf as a tie-up facility for their commuter boats.

The wharf currently provides approx. 18 (east side) and 24 (west side) informal boat tie-up locations with additional boats / dinghies stored on the shoreline / in Harold Reserve (approx 7), canoes / surf boards / knee boards stored in a rack in Harold Reserve (approx 15) and a (1) sail boat stored as a permanent attachment at the jetty entry. Commuter boats are generally secured and accessed via a pulley system with ladder access (mixed types and condition) over the timber jetty handrail.

Carols Wharf maintains a high user demand for storage of commuter boats on the south side of the island. Available spaces are full which can cause frustration and arguments. Use is generally passive but as residents leave and join the island community boat tie-up locations at Carols Wharf can be challenging.

User summary:

- High commuter use i.e. ferry / water taxi
- Commuter boat and non-powered watercraft (i.e. rowboat) tie-up
- Pick-up / drop-off facility
- Domestic waste collection (within provided bins)
- Consumable goods deliveries / collection i.e. groceries / newspapers
- Public notice display area (information and social hub)
- Passive and active recreation

### 13.3 PLANNING GUIDELINES

#### Land Tenure

Carols Wharf Reserve is owned by the Department of Lands. On 13 May 2005 the reserve was gazetted (R1010812), being 10 metres each side and around the head of Carols Wharf to approximately High Water Mark (refer Figure 13-2). The public purpose of the reserve is 'Access'.

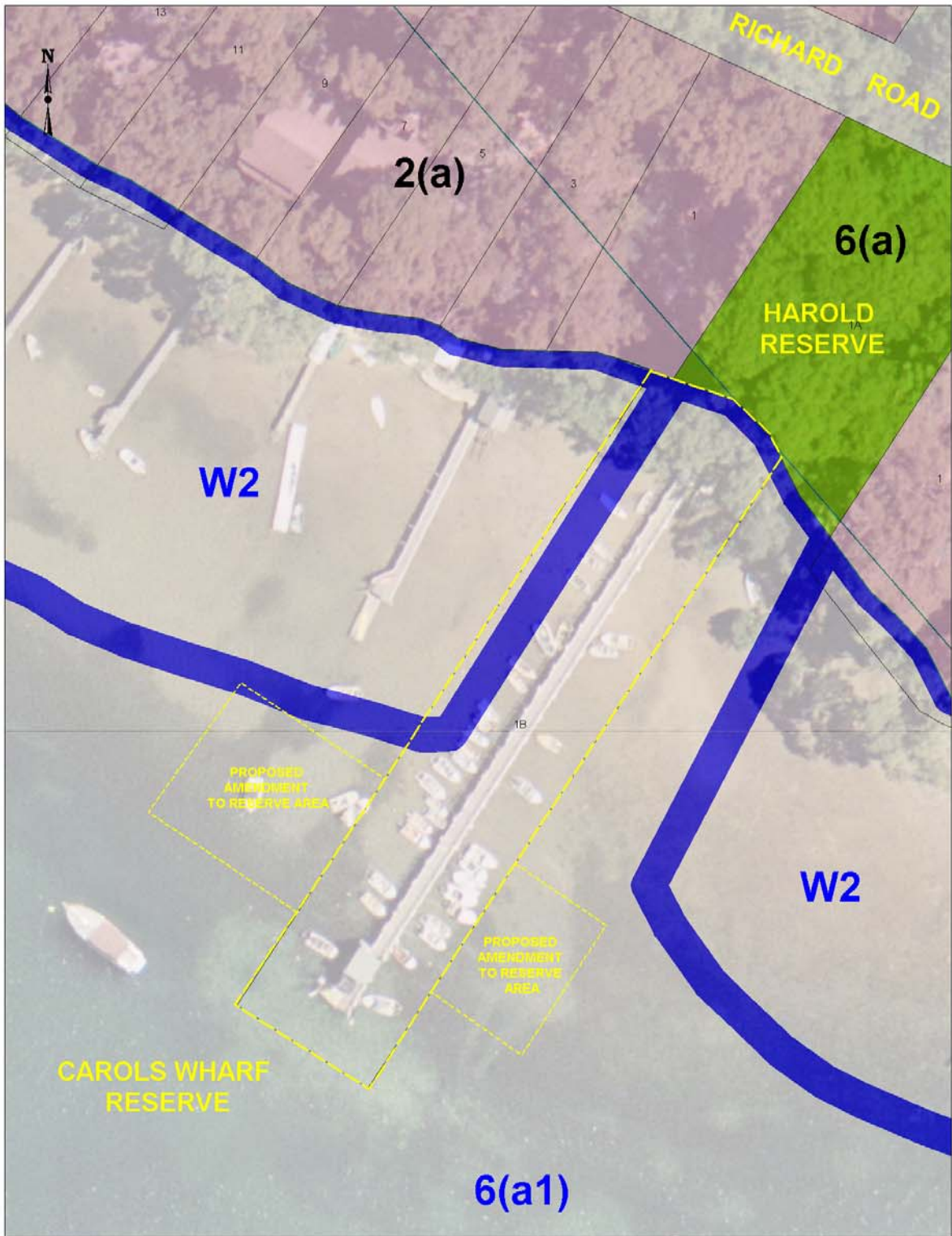
Pittwater Council was appointed Corporate Manager of Carols Wharf Reserve Trust on 13 May 2005. The trust is charged with the care, control and management of the reserve under s.92 of the Crown Lands Act, 1989 and Council manages the affairs of the Trust.

### Land Zoning

The reserve area is located within the Pittwater Local Government Authority and zoned under the *Pittwater Local Environmental Plan (1993)*. Carols Wharf Reserve is zoned **6(a1) – Waterways Recreation** and **W2 – Residential Waterways** (refer Figure 13-3) and subject to the objectives specified in Part 1 of Schedule 11 (refer Section 3.3) and controls defined in Part II General Restrictions on Development of Land.

Land adjoining the wharf reserve is Existing Recreation 'A' (zoned 6(a)) and residential housing, zoned 2(a) - Residential 'A' (*PLEP 1993*).

The permissible and prohibited developments in the subject reserve area have been outlined in Table 13.2 – Carols Wharf Reserve Planning Policy Guidelines Table and Acceptable / Unacceptable Activities in Table 13.3 – Carols Wharf Reserve Management Guidelines Table.



INDICATIVE RESERVE BOUNDARY

Note: Aerial image may be subject to inconsistencies with mapping (illustrative only)

Figure 13-3 | Carols Wharf Reserve Zoning Plan (PLEP 1993)

Table 13.2 | Carols Wharf Reserve Planning Policy Guidelines Table

<b>Without Development Consent</b> Permissible Uses 'exempt' development (may require approval under Part V of the EPA Act 1979)	<b>Only with Development Consent</b> Permissible Uses requiring Development Consent	<b>Prohibited Uses</b> Including but not limited to the following
Refurbishment of Carols Wharf / construction of new pontoons generally in accordance with this POM as permissible under SEPP (Infrastructure) 2006		
Part II – General Restrictions: Zone 6(a1) (PLEP 1993) <ul style="list-style-type: none"> <li>- <u>Aids to Navigation</u> – construction by or for                              relevant authority;</li> <li>- <u>Moorings</u> (in existence at the date of                              coming into operation of PLEP 1993) –                              maintenance, replacement or relocation                              within same mooring area of such                              moorings or of moorings which have been                              located and either erected or laid with the                              consent of Council;</li> <li>- <u>Recreational activities</u></li> </ul> Part II – General Restrictions: Zone W2 (PLEP 1993) <ul style="list-style-type: none"> <li>- <u>Aids to Navigation</u> (as above)</li> <li>- <u>Moorings</u> (as above)</li> <li>- <u>Recreational activities</u></li> </ul>	Part II – General Restrictions: Zone 6(a1) (PLEP 1993) <ul style="list-style-type: none"> <li>- <u>Moorings</u> (other than moorings permitted                              without consent);</li> <li>- <u>Public wharves, jetties, pontoons and</u>  <u>boat launching ramps;</u></li> <li>- <u>Transport services and facilities</u>                              associated with the waterway (other than                              helipads etc.);</li> <li>- <u>Utility installations</u></li> </ul> Part II – General Restrictions: Zone W2 (PLEP 1993) <ul style="list-style-type: none"> <li>- <u>Development ordinarily incidental or</u>  <u>subsidiary to development permissible</u>  <u>with or without consent within Zone 2(a);</u></li> <li>- <u>Transport services and facilities</u> (as                              above)</li> </ul>	Any purpose other than a purpose for which development may be carried out without development consent or only with development consent.
Exempt Development – Region 4 (Part B DCP 22) selected applicable items: <ul style="list-style-type: none"> <li>- <u>Garbage storage enclosures / structures</u></li> <li>- <u>Minor outbuildings</u> ie. shelter sheds, in</li> </ul>	Complying Development – Region 4 (Part B DCP 22) selected applicable items: <ul style="list-style-type: none"> <li>- <u>Bridges, boardwalks, dinghy storage,</u>  <u>landscaping, paths</u> etc. in public parks                              and recreation areas</li> </ul>	



<b>Without Development Consent</b> Permissible Uses 'exempt' development (may require approval under Part V of the EPA Act 1979)	<b>Only with Development Consent</b> Permissible Uses requiring Development Consent	<b>Prohibited Uses</b> Including but not limited to the following
zones other than non-urban - <u>Moorings</u> (as above) - <u>Navigational Aids</u> (as above) - <u>Park &amp; Street Furniture</u> – eg. Seats, bins, public notice signs, and the like - <u>Wharves, jetties, pontoons,</u> and boat launching ramps or slipways		

Table 13.3 | Carols Wharf Reserve Management Guidelines Table

<b>Acceptable Activities</b> Including but not limited to the following: (may require Council Permit and / or referral to Council)	<b>Unacceptable Activities</b> Including but not limited to the following:
<ul style="list-style-type: none"> <li>- advertising (temporary) to community noticeboards (max A3 size, otherwise subject to Council approval)</li> <li>- boating activities using non-powered watercraft (windsurfers, dinghy sailers, canoes, etc.) subject to Waterways Authority approval</li> <li>- Dinghy &amp; Boat Storage (in accordance with Council Policy No.26 <i>Storage of Craft – Dinghies and Boats</i>)</li> <li>- feral animal control and eradication (treat as required)</li> <li>- licensing of commuter vessel owners for tie-up berths subject to Council approvals</li> <li>- licensing of commercial operators subject to Council approvals</li> <li>- signage: compliance, directional, interpretive, identification (in accordance with Council Policy No.129 <i>Signs - Council's Facilities</i>)</li> <li>- storage / collection and transfer of domestic waste</li> <li>- storage of residents' wheelbarrows / trolleys subject to availability of space and having regard to public safety</li> <li>- temporary activities or events that require a casual booking or permit from Council, or a lease or licence under the Crown Lands Act, 1989, that are consistent with Council's criteria for approvals (in accordance with Council Policy No. 93 <i>Reserves, Beaches and Headlands Booking Policy</i>)</li> <li>- temporary storage or removal of 'Council Clean Up' / 'Clean Up Australia Day' / 'Weed Collection' rubbish</li> </ul>	<ul style="list-style-type: none"> <li>- advertising</li> <li>- bike riding</li> <li>- cleaning of fish or any marine item on any part of the wharf structure</li> <li>- dispersal of and activities that encourage the spread of noxious aquatic weeds</li> <li>- diving or jumping from the wharf</li> <li>- fishing</li> <li>- gaming</li> <li>- harvesting of oysters or shellfish from the wharf structure</li> <li>- obstructing access or leaving goods in dangerous condition</li> <li>- placing or tying fish traps or crab nets to or adjacent to the wharf</li> <li>- private alienation or encroachment</li> <li>- recreational motor vehicles, including four-wheel driving, motorbike or trail bike riding, or similar</li> <li>- skateboarding</li> <li>- unauthorised dumping of refuse including building materials, soil, fill, garden wastes and the like</li> </ul>

### 13.4 LEASES, LICENCES & OTHER ESTATES

There are currently no leases, licences or other estates applicable to Carols Wharf Reserve. Subject to the consent of the Minister and the relevant provisions of the *Crowns Land Act 1989*, this plan authorises the future licensing to commuter vessel owners for tie-up berths and commercial operators using Carols Wharf. Refer section 4.7.

It is anticipated approximately forty (40) commuter vessel tie-up berths could be accommodated at the existing Carols Wharf Reserve under the Temporary Licence Agreement. The provision of designated vessel tie-up licences would be established in coordination with wharf improvements such as, provision of tie-up rings and access ladders and the potential future addition of a purpose built commuter boat tie-up pontoon to either side of the wharf structure.

### 13.5 MANAGEMENT STRATEGY / WORKS PROGRAMME

Currently the informal provision of commuter vessel tie-up berths at Carols Wharf Reserve does not satisfy the high user demand. The use of informal attachments to the wharf structure will be phased out and designated vessel tie-up locations will be provided to improve safety and wharf management. Proposals would include for the following, either as separate installations or a coordinated scheme:

- provision of tie-up rings / access ladders; and
- commuter boat tie-up facility - pontoons (east & west) with access ladders – refer Concept Plan (Figure 13-4.)

#### Carols Wharf Concept Plan

The proposed improvements at Carols Wharf aim to alleviate some of the management and safety issues currently observed. The works include the installation of pontoons or jetties perpendicular to either side of the existing wharf structure with inclined access ladders or ramps. Each 'spur' will accommodate a specific number of tie-up berths (approximately 14 eastside and 24 west side) with the end section of each designated 'No Tie-up' zones to allow for a 'drop off / pick up' facility.

The addition of pontoons or jetties will allow for approximately fifty-five (55) total commuter boat tie-up berths at Carols Wharf. It is envisaged the improvements at Carols Wharf will coordinate with proposed improvements at Tennis Wharf and Cargo Wharf providing a balanced dispersal of boat tie-up facilities around the island.

Subject to the proposed plan being adopted by Council, the Department of Lands has approved in principle amending the current reserve area to accommodate the proposed changes at Carols Wharf Reserve.

## Works Programme

Improvement works in response to user concerns and to accommodate vessel tie-up licence schemes will include:

Description	Indicative Cost
Install safety equipment ('angel ring' / signage)	\$500
Install PLGA statutory signage	\$1000
Install general community noticeboard	\$500
Boat tie-up facilities to existing wharf structure (approx 30 licensed spaces) – tie-up rings / access ladders / signage Note: licensed spaces calculated without allowance for new pontoon facility	\$30,000
Construction of access ramp and commuter pontoon (ferry compatible) – 'drop off' zone only	\$70,000
Boat tie-up facility (pontoons) with berth dividers to east and west of existing wharf with access via ladders (refer Concept Plan) Note: allowance for approximately 50 licensed spaces (approx 35 pontoon licensed spaces and 15 tie-up ring licensed spaces on existing wharf structure)	\$80,000
Non-powered watercraft storage area (location and design to be further investigated and developed)	\$25,000

### General maintenance works:

- wharf Inspections (refer 4.9)
- domestic waste removal (twice weekly with increased frequency in summer months)
- graffiti removal & painting (as required)

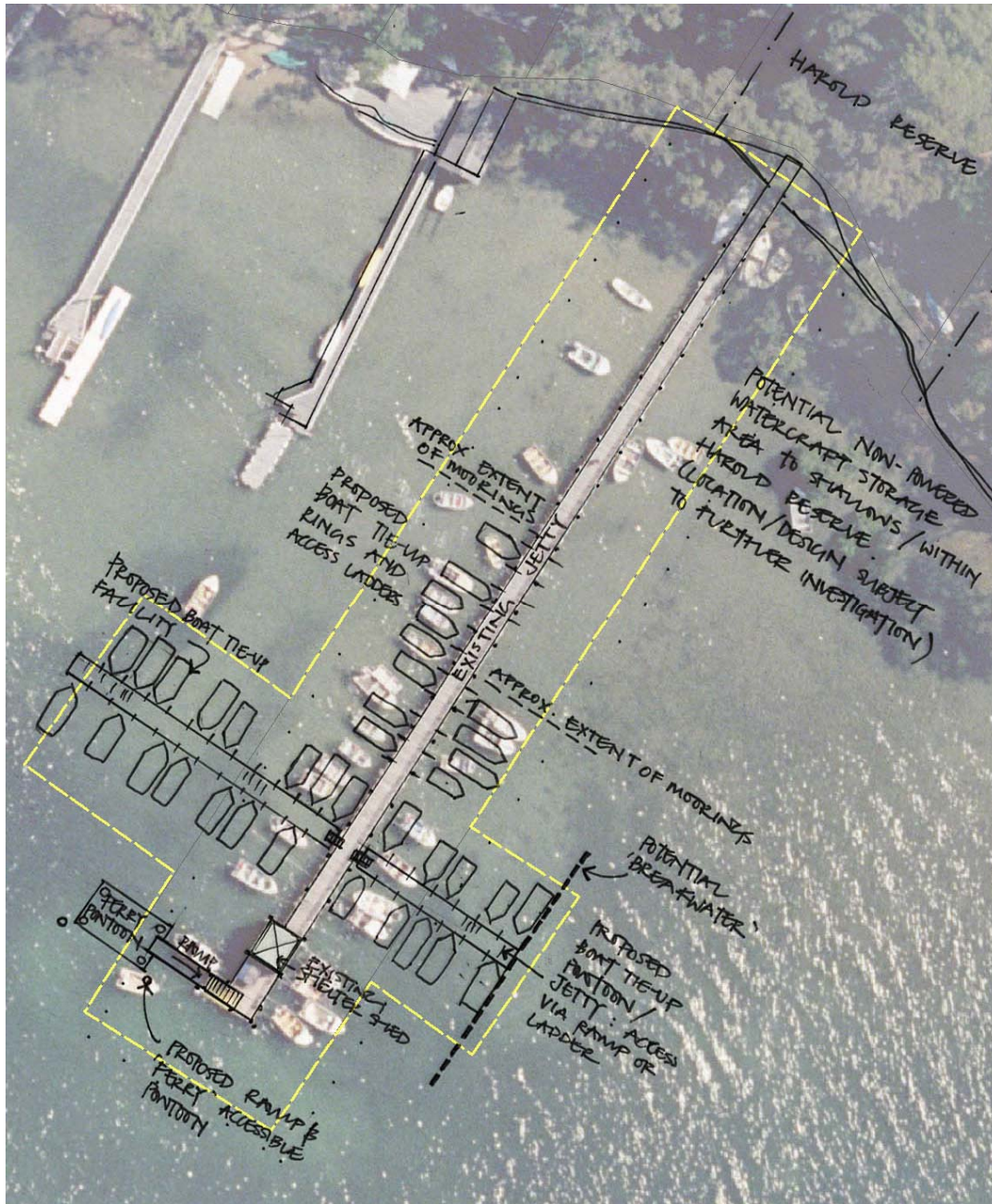
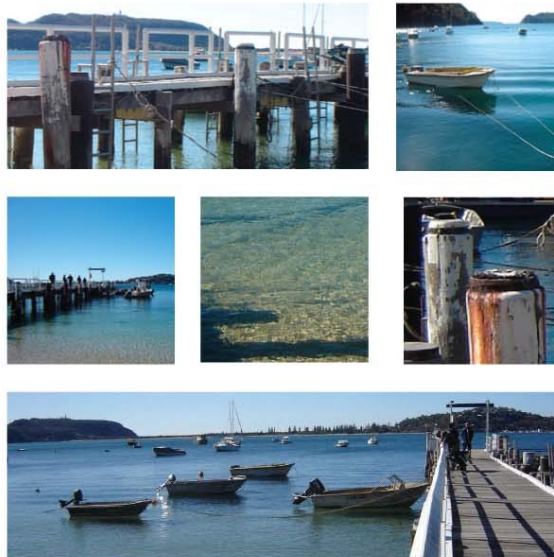


Figure 13-4 | Carols Wharf Reserve Concept Sketch

(Note: Indicative only – concept subject to further detailed design development / final location of proposed boat tie-up pontoons (east & west) to be reviewed following detailed water depth investigations)

Council will consult with the wharf representatives and Associations during the detailed design stage, following further investigations on water depth, environmental studies and issues relating to the wharf structure / footprint.

# Mackerel Beach Wharf



## 23 MACKEREL BEACH WHARF

This chapter applies to reserved Crown Land known as Mackerel Beach Wharf Reserve, located at Great Mackerel Beach on the north-western foreshore of Pittwater (refer Figure 23-1). Mackerel Beach Wharf is the only public wharf at Great Mackerel Beach and services the 120 (approx) residents who live there.



Aerial photography - Jan 2005 (Licensed from Sinclair Knight Merz.)  
This plan is not survey accurate.

Figure 23-1 | Mackerel Beach Wharf Location Plan

The reserve area covered within this Plan is identified on the survey plan (refer Figure 23-2), illustrating the gazetted reserve boundary.

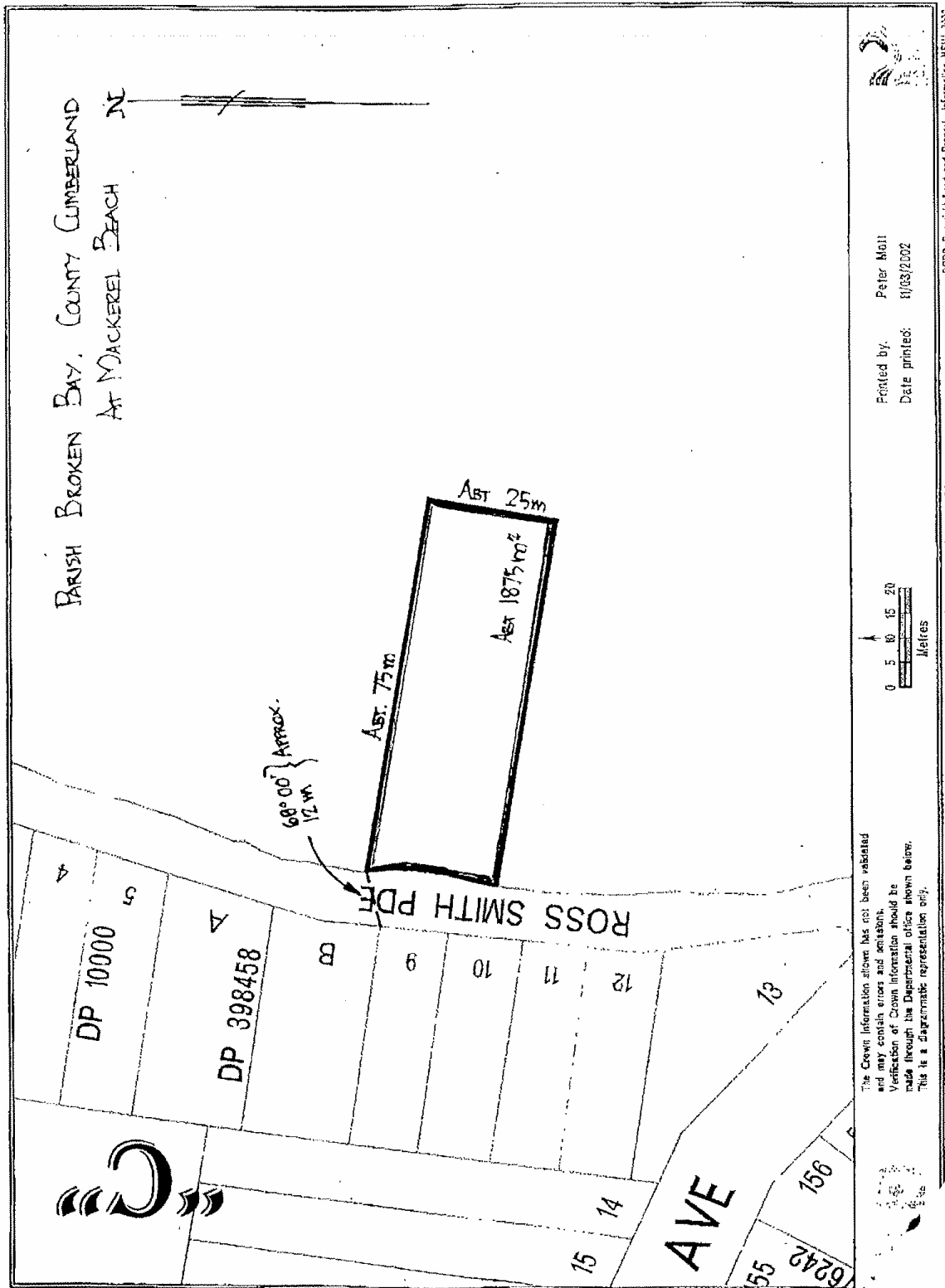


Figure 23-2 Mackerel Beach Wharf Reserve survey Plan



## WHARF PROFILE

Mackerel Beach Wharf is located centrally on Great Mackerel Beach. The wharf is accessed via Ross Smith Parade and an informal footpath to the rear of the beach. Residents generally use wheelbarrows to transport goods etc. from the wharf to their homes. Vehicles are not allowed at Great Mackerel. The wheelbarrows are stored on the foreshore at the entry to the wharf and form a significant part of the wharf use.

A description of the Reserve, wharf structure, related features and management is summarised in the table below.

Table 23.1 | Mackerel Beach Wharf Reserve Profile

Site name:	Mackerel Beach Wharf Reserve
Address:	Accessed via Ross Smith Parade, Great Mackerel
Reserve:	<b>Crown Reserve:</b> Mackerel Beach Wharf Reserve (R1004208), gazetted for Access on 22 November 2002, comprising Lot 7016
Ownership:	State of New South Wales as Crown Land administered by Department of Lands under <i>Crown Lands Act 1989</i>
Management:	Mackerel Beach Wharf (R1004208) Reserve Trust (appointed 22 November 2002) charged with care, control and management
Trust Manager:	Pittwater Council manages the affairs of the Trust
Area:	Approx. 1875 square metres
Existing Uses:	Public & commercial access – general public, commercial services, water taxis and commuter boats Passive & active recreation
Access	Boat access from mainland (generally Palm Beach) Access track via Ross Smith Parade
Zoning:	Pittwater Local Environmental Plan 1993 7(a1) Environment Protection – Waterways 6(a) Existing Recreation 'A'
Adjacent Zoning:	6(a1) Waterways Recreation 2(a) Residential 'A'
Condition:	Generally good, many sections / parts have been recently replaced. Steel support channels (southern steps) rusting, paintwork to wharf head deteriorating and minor wear and tear ( <i>Docker Smith Pty Ltd – 3<sup>rd</sup> April 2006</i> )
Maintenance:	Pittwater Council: Timber / structural repair Graffiti removal and painting Domestic waste removal General repairs to buildings, shelters
Assets:	65m timber jetty – railing to one side, timber jetty head (approx. 5x7m), 2no fixed timber access steps (no landings) to either side of head, 2no weatherboard shelter sheds to shore entry at Ross Smith Parade (southern shed: waiting / storage area (inc notice board, seating) / northern shed: domestic waste bin

		storage area), lighting & signage
Unattached Assets:		Domestic waste 'wheelie' bins (number varies according to season)
Leases Licences:	/	Fifteen (15) licence agreements (refer 23.4)
Income:		15 licence fee agreements at approx. \$250 per year (rate in accordance with Waterways Swing Mooring Licence Fees)
Caveats Easements:	/	n/a

## 23.1 USER ANALYSIS

A desk top study of the principle user group (Mackerel Beach residents) has been undertaken to ascertain the number of wharf users and specifically boat tie-up use levels. Currently fifteen (15) residences use Mackerel Beach Wharf as a tie-up facility for their commuter boats (regulated by Licence agreement). Commuter boats are secured via a pulley system and accessed via ladders from the wharf jetty. Currently a further ten (10) residents are on the waiting-list for vessel tie-up berths at the wharf. Additional boats / dinghies are currently either, tied to the shore line / vegetation, beached or stored on private land.

User summary:

- Medium commuter use i.e. ferry / water taxi
- Commuter boat tie-up
- Non-powered watercraft storage area (foreshore)
- Pick-up / drop-off facility
- Domestic waste collection (within provided 'wheelie' bins)
- Construction / bulky goods deliveries (via trailer from wharf)
- Consumable goods deliveries / collection ie. groceries / newspapers
- Mail delivery / collection point
- Public notice board (information and social hub)
- Passive and active recreation

## 23.2 PLANNING GUIDELINES

### Land Tenure

Mackerel Beach Wharf Reserve is owned by the Department of Lands. On 22 November 2002 the reserve was gazetted (R1004208), being 10 metres each side and around the head of Mackerel Beach Wharf to approximately High Water Mark (refer Figure 23-2). The public purpose of the reserve is 'Access'.

Pittwater Council was appointed Corporate Manager of Mackerel Beach Wharf Reserve Trust on 22 November 2002. The trust is charged with the care, control and management of the reserve under s.92 of the Crown Lands Act, 1989 and Council manages the affairs of the trust.

A Plan of Management for Mackerel Beach Wharf Reserve was prepared in accordance with the *Crown Lands Act 1989* and adopted on 11 August 2003. This plan (Pittwater Public Wharves Draft Plan of Management) replaces the previously adopted Mackerel Beach Wharf Reserve POM.

#### Land Zoning

The reserve area is located within the Pittwater Local Government Authority and zoned under *Pittwater Local Environmental Plan (1993)*. The Mackerel Beach Wharf Reserve is zoned **7(a1) Environment Protection – Waterways** and **6(a) Existing Recreation ‘A’** (refer Figure 23-3) and subject to the objectives specified in Part 3 of Schedule 11 (refer Section 3.3) and controls defined in Part II General Restrictions on Development of Land.

Land adjoining the wharf reserve is reservation local road (Ross Smith Parade), residential housing, zoned 2(a) - Residential ‘A’ and 6(a1) – Waterways Recreation (PLEP 1993).

The permissible and prohibited developments in the subject reserve area have been outlined in Table 23.2 – Mackerel Beach Wharf Reserve Planning Policy Guidelines Table and Acceptable / Unacceptable activities in Table 23.3 – Mackerel Beach Wharf Reserve Management Guidelines Table.

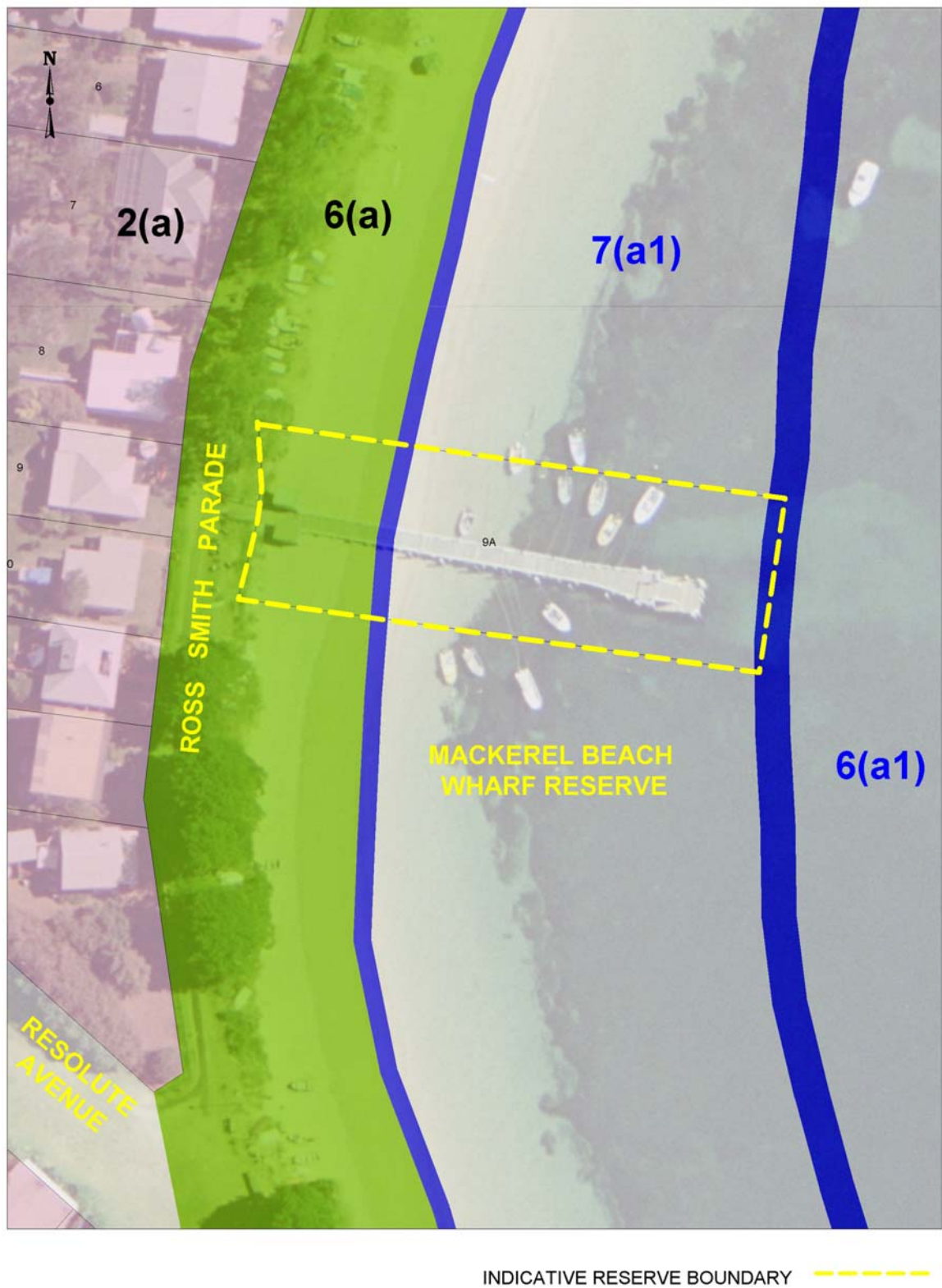


Figure 23-3 | Mackerel Beach Wharf Reserve Zoning Plan (PLEP 1993)

Table 23.2 | Mackerel Beach Wharf Reserve Planning Policy Guidelines Table

<b>Without Development Consent</b> Permissible Uses 'exempt' development (may require approval under Part V of the EPA Act 1979)	<b>Only with Development Consent</b> Permissible Uses requiring Development Consent	<b>Prohibited Uses</b> Including but not limited to the following
Refurbishment of Mackerel Beach Wharf / construction of new wharf head generally in accordance with this POM as permissible under SEPP (Infrastructure) 2006		
Part II – General Restrictions: Zone 6(a) (PLEP 1993) <u>Lease Agreements</u> ie. Boat Tie-up Licence Scheme  <u>Maintenance / minor works</u> – in accordance with Management Strategy / Works Programme, including but limited to the following: <ul style="list-style-type: none"> <li>- bush regeneration (including weed removal)</li> <li>- foreshore protection measures</li> <li>- earthworks to construct structures (ie. access ramp)</li> <li>- fencing including security, protective and temporary fencing</li> <li>- footpaths, boardwalks, minor bridges, steps and ramps</li> <li>- fire hazard reduction activities</li> <li>- land restoration works</li> <li>- landscaping</li> <li>- lighting of reserve</li> <li>- minor drainage, stormwater, erosion and sediment control works</li> <li>- upgrading of boat tie-up and commuter facilities</li> </ul>	Part II – General Restrictions: Zone 6(a) (PLEP 1993) <u>Major Works / Permanent Structures</u> – in accordance with Management Strategy / Works Programme, including but limited to: <ul style="list-style-type: none"> <li>- drainage, stormwater, erosion and sediment control works (major ie. detention basin)</li> <li>- seawall and revetment structures</li> </ul>	Any purpose other than a purpose for which development may be carried out without development consent or only with development consent.

<b>Without Development Consent</b> Permissible Uses 'exempt' development (may require approval under Part V of the EPA Act 1979)	<b>Only with Development Consent</b> Permissible Uses requiring Development Consent	<b>Prohibited Uses</b> Including but not limited to the following
<p><u>Picnics and barbecues</u> and associated facilities</p> <p>Part II – General Restrictions: Zone 7(a1)            (PLEP 1993)</p> <ul style="list-style-type: none"> <li>- <u>Aids to Navigation</u> – construction by or for relevant authority;</li> <li>- <u>Estaurine Habitats</u></li> <li>- <u>Moorings</u> (in existence at the date of coming into operation of PLEP 1993) – where such moorings are subject of an occupation licence issued under the Maritime Services Act 1935</li> <li>- <u>Recreational activities</u></li> </ul> <p>Exempt Development – Region 1 (Part B DCP 22) selected applicable items:</p> <ul style="list-style-type: none"> <li>- <u>Garbage storage enclosures / structures</u></li> <li>- <u>Navigational Aids</u> (as above)</li> </ul>	<p>Part II – General Restrictions: Zone 7(a1)            (PLEP 1993)</p> <ul style="list-style-type: none"> <li>- <u>Drainage</u></li> <li>- <u>Estaurine Habitat Regeneration</u></li> <li>- <u>Transport services and facilities</u> associated with the waterway (other than helipads etc.)</li> <li>- <u>Utility installations</u></li> </ul>	<p>Any purpose other than a purpose for which development may be carried out without development consent or only with development consent.</p>

Table 23.3 | Mackerel Beach Wharf Reserve Management Guidelines Table

<b>Acceptable Activities</b> Including but not limited to the following: (may require Council Permit and / or referral to Council)	<b>Unacceptable Activities</b> Including but not limited to the following:
<ul style="list-style-type: none"> <li>- advertising (temporary) to community noticeboards (max A3 size, otherwise subject to Council approval)</li> <li>- boating activities using non-powered watercraft (windsurfers, dinghy sailers, canoes, etc.) subject to Waterways Authority approval</li> <li>- Dinghy &amp; Boat Storage (in accordance with Council Policy No.26 <i>Storage of Craft – Dinghies and Boats</i>)</li> <li>- feral animal control and eradication (treat as required)</li> <li>- licensing of commuter vessel owners for tie-up berths subject to Council approvals</li> <li>- licensing of commercial operators subject to Council approvals</li> <li>- signage: compliance, directional, interpretive, identification (in accordance with Council Policy No.129 <i>Signs - Council's Facilities</i>)</li> <li>- storage / collection and transfer of domestic waste</li> <li>- storage of residents' wheelbarrows / trolleys subject to availability of space and having regard to public safety</li> <li>- temporary activities or events that require a casual booking or permit from Council, or a lease or licence under the Crown Lands Act, 1989, that are consistent with Council's criteria for approvals (in accordance with Council Policy No. 93 <i>Reserves, Beaches and Headlands Booking Policy</i>)</li> <li>- temporary storage or removal of 'Council Clean Up' / 'Clean Up Australia Day' / 'Weed Collection' rubbish</li> </ul>	<ul style="list-style-type: none"> <li>- advertising</li> <li>- bike riding</li> <li>- cleaning of fish or any marine item on any part of the wharf structure</li> <li>- dispersal of and activities that encourage the spread of noxious aquatic weeds</li> <li>- diving or jumping from the wharf</li> <li>- dog swimming</li> <li>- fishing</li> <li>- gaming</li> <li>- harvesting of oysters or shellfish from the wharf structure</li> <li>- obstructing access or leaving goods in dangerous condition</li> <li>- placing or tying fish traps or crab nets to or adjacent to the wharf</li> <li>- private alienation or encroachment</li> <li>- recreational motor vehicles, including four-wheel driving, motorbike or trail bike riding, or similar</li> <li>- skateboarding</li> <li>- unauthorised dumping of refuse including building materials, soil, fill, garden wastes and the like</li> <li>- unleashed dogs</li> </ul>

### 23.3 LEASES, LICENCES & OTHER ESTATES

There are currently fifteen (15) licence agreements applicable to Mackerel Beach Wharf Reserve. The licence agreements allow for the tie-up of commuter vessels and are for a period of not longer than 12 months, in accordance with s108 of the *Crowns Land Act 1989*. Licence agreements for vessel tie-up facilities are issued by the Mackerel Beach Wharf Reserve Trust, administered by the Trust Manager, Pittwater Council. A current licence label must be adhered to the designated vessel and be clearly visible at all times.

The tie-up licence fees are calculated in accordance with the current Waterways Swing Mooring Licence Fee rates. All income received from the licence agreements is retained in a designated 'Boating Facilities' account and expended on maintenance and capital improvements of Pittwater boating facilities managed and maintained by Council. Refer section 4.7.

Subject to the consent of the Minister and the relevant provisions of the *Crowns Land Act 1989*, this Plan authorises the future licensing to commuter vessel owners of further tie-up berths located at and commercial operators using Mackerel Beach Wharf. Refer section 4.7.

Further vessel tie-up provision and licences will be developed with regard to user analysis and proposed future improvement works strategies. However, the current berth width at Mackerel Beach Wharf of 4–4.5m is to be retained.

### 23.4 MANAGEMENT STRATEGY / WORKS PROGRAMME

Currently the provision of commuter vessel tie-up berths at Mackerel Beach Wharf Reserve satisfies a medium user demand. Licence agreements for fifteen (15) designated vessel tie-up locations are established. Further vessel tie-up provision and an expansion of the Temporary Licence Agreement would be preferable however, to reduce the current wait-list of applicants and respond to the needs of commuter boat users at Mackerel Beach.

Proposals could include the following:

- additional tie-up rings / ladders coordinated with the establishment of a staggered boat tie-up system (boats tied via a long or short pulley system dependent upon neighbouring licensees and boat type / size). The proposal may require a reorganisation of current boat tie-up locations; and
- extension of wharf head to deeper water (alleviate shallow water problems for ferry use etc.) and increase number of vessel tie-up berths to wharf accordingly.



## Works Programme

Improvement works in response to user concerns and to accommodate further vessel tie-up licence schemes (refer Figure 23-4 Mackerel Beach Wharf Reserve Concept Sketch) will include:

Description	Indicative Cost
Install safety equipment ('angel' ring / signage)	\$500
Amendment to berth configuration – additional tie-up rings / access ladders / signage as required	\$6000
Extension of the wharf structure (approx. 15m) with additional boat tie-up facilities (10 licences) – tie-up rings / access ladders / signage	\$60,000
Construction of dedicated domestic waste bin storage area - location to be determined during the detailed design stage.	\$15,000
Wheelbarrow / trolley storage area (necessity, design and location to be determined at the detailed design stage)	\$3,000
Construction of roof extension between existing shelter sheds providing increased protection from weather at waiting / social area	\$7,500
Provision of non-powered watercraft storage facility (within Mackerel Beach Foreshore)	\$2,000

### General maintenance works:

- wharf Inspections (refer 4.9)
- domestic waste removal (twice weekly with increased frequency in summer months)
- Graffiti removal & painting (as required)

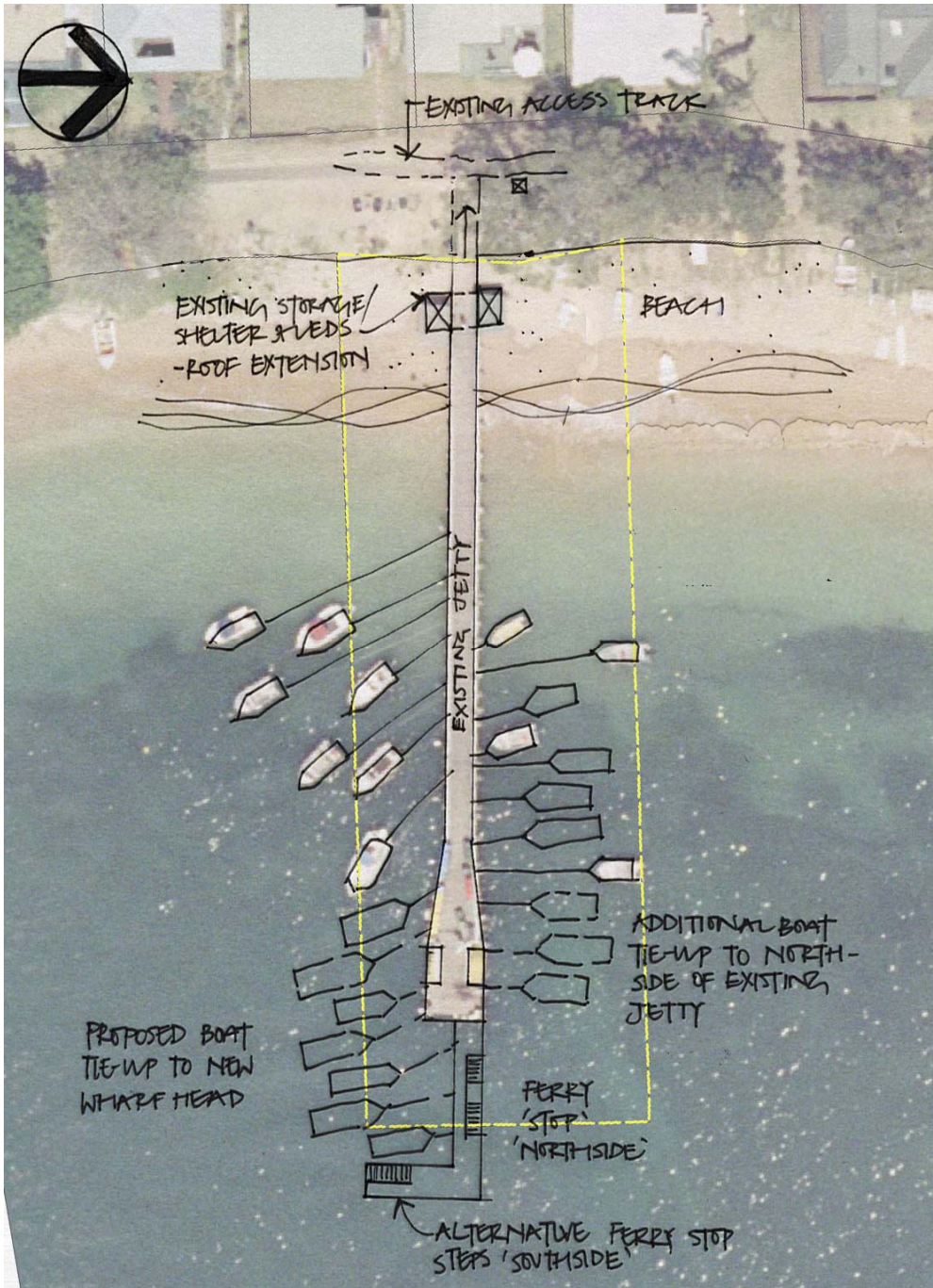


Figure 23-4 | Mackerel Beach Wharf Reserve Concept Sketch (Amended)  
 (Note: Indicative only – concept subject to further detailed design development)

Council will consult the community of Great Mackerel Beach to finalise their domestic waste facility at the detailed design stage of the project.

Wheelbarrow / trolley storage area – necessity, design and location to be determined at the detailed design stage.

The current berth width at Mackerel Beach Wharf of 4-4.5m be retained.

Council will consult the wharf representative and Associations during the detailed design stage, following further investigations on water depth, environmental studies or issues relating to the wharf structure / footprint.

# Tennis Court Wharf



## 29 TENNIS COURT WHARF

This chapter applies to reserved Crown Land known as Tennis Court Wharf reserve, located on the northern side of Scotland Island (refer Figure 29-1). Tennis Court Wharf is one of five public wharves, in addition to a number of private jetties on the island. The wharf facilitates a large number of commuter boat tie-ups via a pontoon (originally installed by local residents).



Aerial photography - Jan 2005 (Licensed from Sinclair Knight Merz.)  
This plan is not survey accurate.

Figure 29-1 | Tennis Court Wharf Location Plan

The reserve area covered within this plan is identified on the survey plan (refer Figure 29-2), illustrating the wharf extents and gazetted reserve boundary.

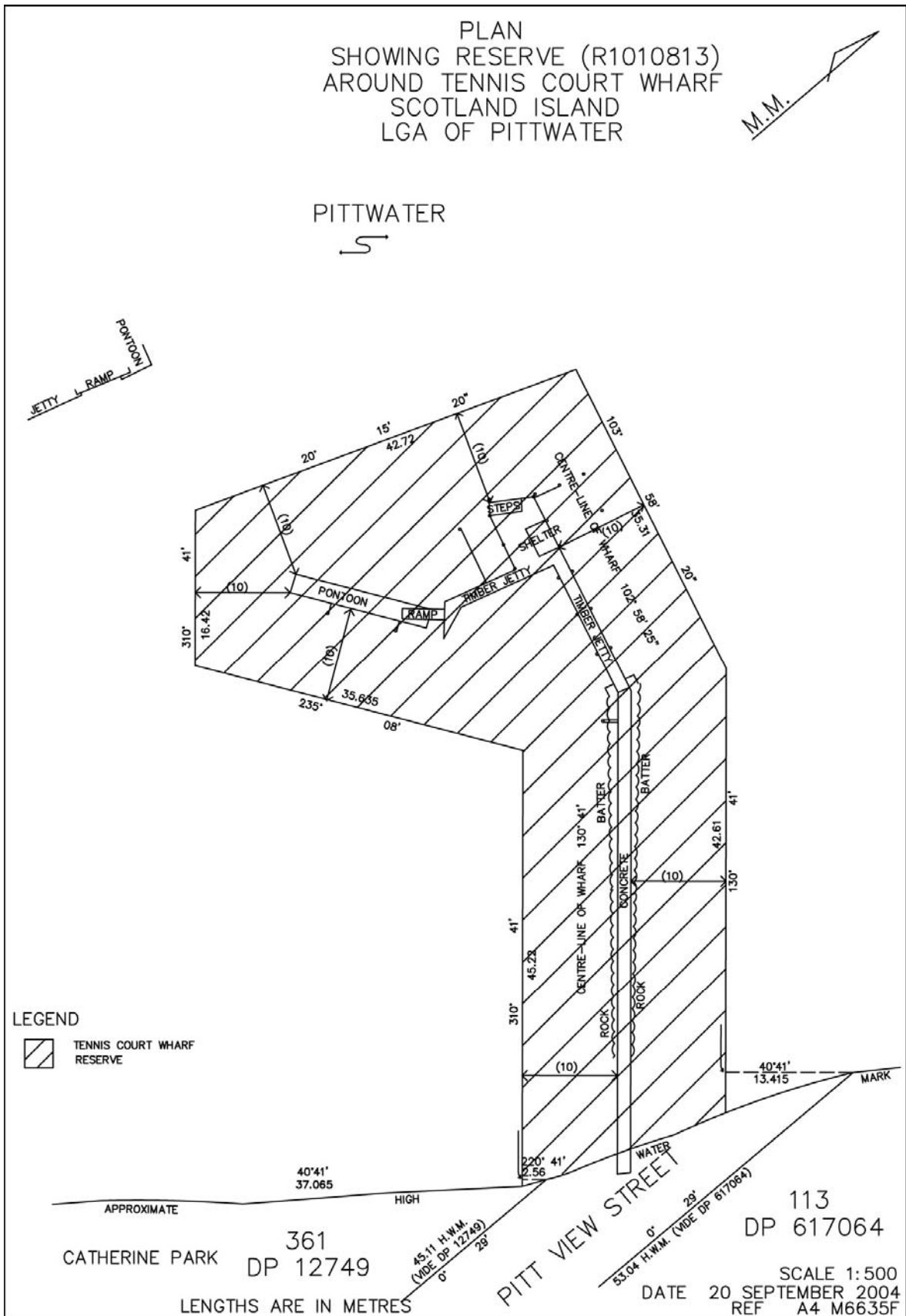


Figure 29-2 | Tennis Court Wharf Reserve Survey Plan



## 29.1 WHARF PROFILE

Tennis Court Wharf is one of the principle wharfs of Scotland Island. Its sheltered location, relative accessibility and proximity to the Scotland Island community facilities (children’s centre, community hall and rural fire service) promote high commuter use by private boat, ferry service and water taxi. The wharf is accessed from the island via Pitt View Street and Catherine Park with connections to Robertson Road, Thompson Street and Florence Terrace.

A description of the reserve, wharf structure, related features and management is summarised in the table below.

Table 29.1 | Tennis Court Wharf Reserve Profile

Site name:	Tennis Court Wharf Reserve
Address:	Accessed from Pitt View Street, Scotland Island
Reserve:	<b>Crown Reserve:</b> Tennis Court Wharf Reserve (R1010813), gazetted for Access on 13 May 2005, comprising Lot 7114.
Ownership:	State of New South Wales as Crown Land administered by Department of Lands under <i>Crown Lands Act 1989</i>
Management:	Tennis Court Wharf (R1010813) Reserve Trust (appointed 13 May 2005) charged with care, control and management
Trust Manager:	Pittwater Council manages the affairs of the Trust
Area:	Approx. 2425 square metres
Existing Uses:	Public access – general public, commercial ferries, water taxis and commuter boats Scotland Island Rural Fire Service – boat storage Redundant mooring bay for Water Police Passive & active recreation
Access	Boat access from mainland Stone groyne accessed from Pitt View Street (surfaced road) or foreshore footpath through Catherine Park
Zoning:	<i>Pittwater Local Environmental Plan 1993</i> 6(a1) Waterways Recreation
Adjacent Zoning:	Reservation local road (Pitt View Street) 6(a) Existing Recreation ‘A’ W2 Residential Waterways 2(a) Residential ‘A’
Condition:	Generally good, minor wear to pile tops (cracked and rotten), broken fender timber and deterioration of shelter shed evident ( <i>Docker Smith Pty Ltd – 3<sup>rd</sup> April 2006</i> )
Maintenance:	Pittwater Council: <ul style="list-style-type: none"> <li>- Safety equipment maintenance</li> <li>- Timber / structural repair</li> <li>- Graffiti removal and painting</li> <li>- Domestic waste removal</li> <li>- General repairs to buildings, shelters</li> </ul>
Assets:	50m stone groyne (concrete surfaced) with stainless steel handrail to one side, 15m timber jetty – railing to one side, timber jetty head (approx. 5x7m), 10m timber jetty arm to access ramp and pontoon, fixed timber access steps with landing off

	jetty head, weatherboard shelter shed (inc notice board, seating to 1 side), lighting, PLGA and emergency signage
Unattached Assets:	Domestic waste skip
Leases / Licences:	None
Income:	None
Caveats / Easements:	n/a

## 29.2 USER ANALYSIS

A desk top study of the principle user group (Scotland Island residents) has been undertaken to ascertain the number of wharf users and specifically boat tie-up use levels. Results suggest approximately fifty (50) residences currently use Tennis Court Wharf as a tie-up facility for their commuter boats.

The wharf provides five (5) informal boat tie-up locations on the eastern side with approximately forty-five (45) commuter boats using the pontoon on the western side. A further twenty (20) boats / dinghies (varying condition) are tied to the shore line (timber retaining structure) / vegetation of the bay. Several kayaks / canoes and surf boards etc are beached between the stone groynes (6no) with additional dinghies / sail boats stored to the far side of the bay within Catherine Park (approx 12).

Commuter boats attached to the wharf are generally secured via a pulley system with access over the timber jetty handrail. Tie-up facilities at the existing pontoon are less organised with a 'first come first in' system whereby boat tie-up can often be 3-4 vessels deep with tie-up ropes, anchor ropes and access across many different vessels.

Tennis Court Wharf maintains a high user demand for storage of commuter boats on the northern side of the island. Spaces are ad-hoc and where designated converted. Flexibility of boat users dictates the level of risk involved when selecting a tie-up, especially in inclement weather. Most of the users are generally passive but the proximity of the wharf to community facilities and Catherine Park impacts on user demand increasing pressure for boat tie-up space when functions / events take place. User summary:

- High commuter use i.e. ferry / water taxi
- Commuter boat tie-up
- SIRFS vessel mooring
- Pick-up / drop-off facility
- Domestic waste collection (within provided skip / bins)
- Consumable goods deliveries / collection i.e. groceries / newspapers
- Public notice display area (information and social hub)
- Wharf proximity to Catherine Park, Community Hall and Scotland Island Children's Centre increase pressure for tie-up provision in association with daily users and periodic special events
- Passive and active recreation



### 29.3 PLANNING GUIDELINES

#### Land Tenure

Tennis Court Wharf reserve is owned by the Department of Lands. On 13 May 2005 the reserve was gazetted (R1010813), being 10 metres each side and around the head of Tennis Court Wharf to approximately High Water Mark (refer Figure 29-2). The public purpose of the reserve is 'Access'.

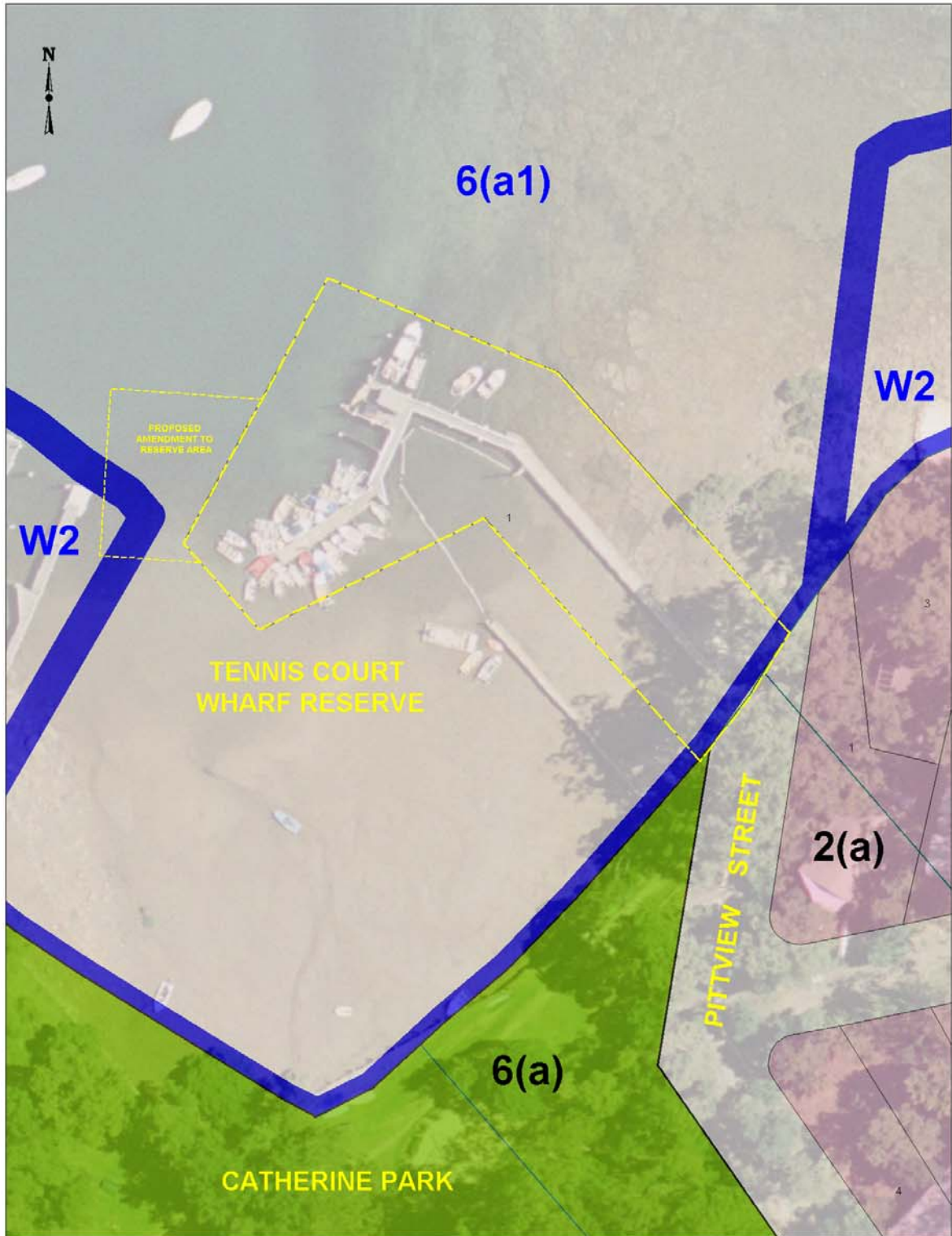
Pittwater Council was appointed Corporate Manager of Tennis Court Wharf Reserve Trust on 13 May 2005. The trust is charged with the care, control and management of the reserve under s.92 of the Crown Lands Act, 1989 and Council manages the affairs of the trust.

#### Land Zoning

The reserve area is located within the Pittwater Local Government Authority and zoned under the Pittwater *Local Environmental Plan* (1993). The Tennis Court Wharf Reserve is zoned **6(a1) Waterways Recreation** (refer Figure 29-3) and subject to the objectives specified in Part 1 of Schedule 11 (refer Section 3.3) and controls defined in Part II General Restrictions on Development of Land.

Land adjoining the wharf reserve is reservation local road (Pitt View Street), 6(a) Existing Recreation (Catherine Park), residential housing, zoned 2(a) - Residential 'A' and 6(a1) – Waterways Recreation (PLEP 1993).

The permissible and prohibited developments in the subject reserve area have been outlined in Table 29.2 – Tennis Court Wharf Reserve Planning Policy Guidelines Table and Acceptable / Unacceptable Activities in Table 29.3 – Tennis Court Wharf Reserve Management Guidelines Table.



INDICATIVE RESERVE BOUNDARY -----

Note: Aerial image may be subject to inconsistencies with mapping (illustrative only)

Figure 29-3 | Tennis Court Wharf Reserve Zoning Plan (PLEP 1993)

Table 29.2 | Tennis Court Wharf Reserve Planning Policy Guidelines Table

<b>Without Development Consent</b> Permissible Uses 'exempt' development (may require approval under Part V of the EPA Act 1979)	<b>Only with Development Consent</b> Permissible Uses requiring Development Consent	<b>Prohibited Uses</b> Including but not limited to the following
Refurbishment of Tennis Court Wharf / construction of new commuter wharf generally in accordance with this POMAs permissible under SEPP (Infrastructure) 2006		
Part II – General Restrictions: Zone 6(a1) (PLEP 1993) <u>Aids to Navigation</u> – construction by or for relevant authority; <u>Moorings</u> (in existence at the date of coming into operation of PLEP 1993) – maintenance, replacement or relocation within same mooring area of such moorings or of moorings which have been located and either erected or laid with the consent of Council; Recreational activities  Part II – General Restrictions: Zone W2 (PLEP 1993) Aids to Navigation (as above) <u>Moorings</u> (as above) Recreational activities	Part II – General Restrictions: Zone 6(a1) (PLEP 1993) <u>Moorings</u> (other than moorings permitted without consent); Public wharves, jetties, pontoons and boat launching ramps; <u>Transport services and facilities</u> associated with the waterway (other than helipads etc.); Utility installations  Part II – General Restrictions: Zone W2 (PLEP 1993) <u>Development ordinarily incidental</u> or subsidiary to development permissible with or without consent within Zone 2(a); Transport services and facilities (as above)	Any purpose other than a purpose for which development may be carried out without development consent or only with development consent.
Exempt Development – Region 4 (Part B DCP 22) selected applicable items: Garbage storage enclosures / structures <u>Minor outbuildings</u> ie. shelter sheds, in	Complying Development – Region 4 (Part B DCP 22) selected applicable items: Bridges, boardwalks, dinghy storage, landscaping, paths etc. in public parks and	

<b>Without Development Consent</b> Permissible Uses 'exempt' development (may require approval under Part V of the EPA Act 1979)	<b>Only with Development Consent</b> Permissible Uses requiring Development Consent	<b>Prohibited Uses</b> Including but not limited to the following
zones other than non-urban <u>Moorings</u> (as above) Navigational Aids (as above) <u>Park &amp; Street Furniture</u> – eg. Seats, bins, public notice signs, and the like <u>Wharves, jetties, pontoons,</u> and boat launching ramps or slipways	recreation areas	

Table 29.3 | Tennis Court Wharf Reserve Management Guidelines Table

<b>Acceptable Activities</b> Including but not limited to the following: (may require Council Permit and / or referral to Council)	<b>Unacceptable Activities</b> Including but not limited to the following:
<p>advertising (temporary) to community noticeboards (max A3 size, otherwise subject to Council approval)</p> <p>boating activities using non-powered watercraft (windsurfers, dinghy sailers, canoes, etc.) subject to Waterways Authority approval</p> <p>Dinghy &amp; Boat Storage (in accordance with Council Policy No.26 <i>Storage of Craft – Dinghies and Boats</i>)</p> <p>feral animal control and eradication (treat as required)</p> <p>licensing of commuter vessel owners for tie-up berths subject to Council approvals</p> <p>licensing of commercial operators subject to Council approvals</p> <p>signage: compliance, directional, interpretive, identification (in accordance with Council Policy No.129 <i>Signs - Council's Facilities</i>)</p> <p>storage / collection and transfer of domestic waste</p> <p>storage of residents' wheelbarrows / trolleys subject to availability of space and having regard to public safety</p> <p>temporary activities or events that require a casual booking or permit from Council, or a lease or licence under the Crown Lands Act, 1989, that are consistent with Council's criteria for approvals (in accordance with Council Policy No. 93 <i>Reserves, Beaches and Headlands Booking Policy</i>)</p> <p>temporary storage or removal of 'Council Clean Up' / 'Clean Up Australia Day' / 'Weed Collection' rubbish</p>	<p>advertising</p> <p>bike riding</p> <p>cleaning of fish or any marine item on any part of the wharf structure</p> <ul style="list-style-type: none"> <li>- dispersal of and activities that encourage the spread of noxious aquatic weeds</li> </ul> <p>diving or jumping from the wharf</p> <p>fishing</p> <p>gaming</p> <p>harvesting of oysters or shellfish from the wharf structure</p> <p>obstructing access or leaving goods in dangerous condition</p> <p>placing or tying fish traps or crab nets to or adjacent to the wharf</p> <p>private alienation or encroachment</p> <p>recreational motor vehicles, including four-wheel driving, motorbike or trail bike riding, or similar</p> <p>skateboarding</p> <p>unauthorised dumping of refuse including building materials, soil, fill, garden wastes and the like</p>

## 29.4 LEASES, LICENCES & OTHER ESTATES

There are currently no leases, licences or other estates applicable to Tennis Court Wharf Reserve. Subject to the consent of the Minister and the relevant provisions of the *Crowns Land Act 1989*, this plan authorises the future licensing to commuter vessel owners for tie-up berths located at and commercial operators using Tennis Court Wharf. Refer section 4.7.

It is suggested approximately only fifteen (15) commuter vessel tie-up berths available for licence could be accommodated at the existing Tennis Court Wharf Reserve (not including utilisation of the existing pontoon structure). This would fall well short of the existing demand for boat tie-up places. The provision of adequate levels of designated vessel tie-up licences would therefore need to be established in coordination with significant wharf improvements such as, provision of tie-up rings and access ladders and the addition of a larger purpose built commuter boat tie-up pontoon to replace the existing pontoon structure.

## 29.5 MANAGEMENT STRATEGY / WORKS PROGRAMME

Currently the informal provision of commuter vessel tie-up berths at Tennis Court Wharf Reserve is unsafe and does not accommodate the high user demand. The use of informal attachment to the wharf structure and pontoon will be phased out and designated vessel tie-up locations will be provided to improve safety and wharf management. Proposals would include for the following, either as separate installations or a coordinated scheme:

- provide access ramp and pontoon to SIRFS boat mooring (improve user safety and emergency evacuation procedures) refer SIRFS Concept Sketch (Figure 29-4). Works to complement improved pedestrian (disability) access and safety, incorporating a 'ferry compatible' pontoon;
- provide tie-up rings / access ladders where appropriate to existing wharf structure;
- remove existing swimming enclosure net, allowance for additional wharf tie-ups (rings and access ladders) to inner side (dependent on marine survey and adequate water depth); and
- provide additional boat tie-up facilities incorporating pontoon / access ramp – refer Commuter Wharf Concept Sketch (Figure 29-5) which includes potential allowance for visitor tie-ups in peak event times i.e. Scotland Island Festival (design dependent)

### SIRFS Concept Sketch

The Scotland Island RFS boat is located at Tennis Court Wharf and currently accessed via a ladder from the wharf head. The safety and efficiency of this method is concerning, especially in an emergency situation. Proposed improvements to the SIRFS facility include provision of a ramped access and pontoon. Proposals will ensure that access is optimised for all users (refer Figure 29-4).

### Commuter Wharf Concept Sketch

Proposed improvements at Tennis Court Wharf will aim to alleviate the management and safety issues currently observed (refer Figure 29-5). The works include the installation of a pontoon system replacing the existing structure, but positioned further north to deeper water, with an access ramp. The proposed pontoon will accommodate a specific number of tie-up berths (approx 40 spaces – subject to detailed design) with the end sections designated as ‘No Tie-Up’ zones to allow for a ‘drop off / pick up’ facility. The facility will initially include provision for visitor moorings (time limited) to accommodate users of the community facilities in Catherine Park (visitor spaces will be subject to continued monitoring to assess utilisation / abuse).

The replacement pontoon in combination with tie-up rings (approx 8-10 spaces) / access ladders will allow for approximately fifty (50) total commuter boat tie-up berths at Tennis Court Wharf. It is envisaged the improvements at Tennis Court Wharf will coordinate with proposed improvements at Carols Wharf and Cargo Wharf providing a balanced dispersal of boat tie-up facilities around the island.

Subject to the proposed plan being adopted by Council, the Department of Lands has approved in principle amending the current reserve area to accommodate the proposed changes at Tennis Court Wharf Reserve.

### Works Programme

Improvement works in response to user concerns and to accommodate vessel tie-up licence schemes will include:

<i>Description</i>	<i>Indicative Cost</i>
Provision of access ramp and ‘ferry compatible’ pontoon to SIRFS boat storage (improve user safety and emergency evacuation procedures) – allows for improved disability access	\$160,000
Boat tie-up facilities to existing wharf structure (approx 8-10 licensed spaces) – tie-up rings / access ladders / signage (inner / outer wharf – south side)	\$7,000
Commuter boat tie-up facility (pontoons) with berth dividers and access ramp (south side of existing wharf) - refer Commuter Wharf Concept Sketch (approx 40-45 licensed spaces)	\$250,000
Non-powered watercraft storage area (location and design to be further investigated and developed)	\$20,000

General maintenance works:

- Wharf Inspections (refer 4.9)
- Domestic waste removal (twice weekly with increased frequency in summer months)
- Graffiti removal & painting (as required)

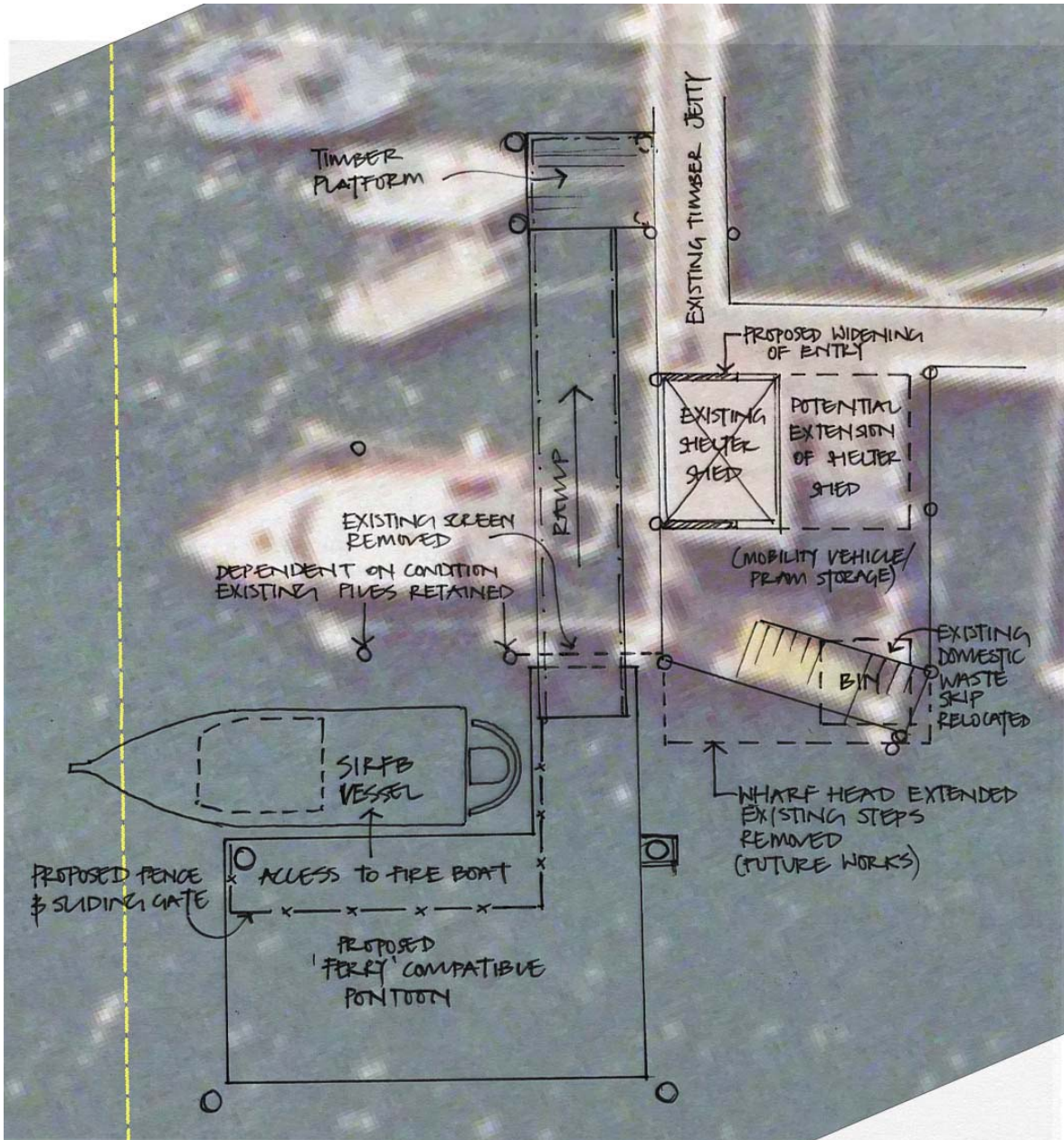


Figure 29-4 | Tennis Court Wharf Reserve: SIRFS Concept Sketch  
 (Note: Indicative only – concept subject to further detailed design development)

Council will consult the wharf representative and Associations during the detailed design stage, following further investigations on water depth, environmental studies or issues relating to the wharf structure / footprint.





Figure 29-5 | Tennis Court Wharf Reserve: Commuter Wharf Concept Sketch

(Note: Indicative only – concept subject to further detailed design development  
Initial concept based on plans prepared by Bluebird Projects Dwg TCW 06.99 (May 99)

Council will consult the wharf representative and Associations during the detailed design stage, following further investigations on water depth, environmental studies or issues relating to the wharf structure / footprint.



Figure 29-5 cont | Tennis Court Wharf Reserve: Commuter Wharf Location Sketch  
 (Note: Indicative only – concept subject to further detailed design development  
 Original concept based on plans prepared by Bluebird Projects Dwg TCW 06.99 (May 99)

Council will consult the wharf representative and Associations during the detailed design stage, following further investigations on water depth, environmental studies or issues relating to the wharf structure / footprint.

# APPENDICES

## **APPENDIX A: Gazettal Notices**

**22<sup>nd</sup> November 2002**

**13<sup>th</sup> May 2005**

**SYDNEY METROPOLITAN OFFICE**  
**Department of Land and Water Conservation**  
**2-10 Wentworth Street (PO Box 3935), Parramatta, NSW 2124**  
**Phone: (02) 9895 7503 Fax: (02) 9895 6227**

**RESERVATION OF CROWN LAND**

PURSUANT to Section 87 of the Crown Lands Act 1989, the Crown land specified in Column 1 of the Schedule hereunder is reserved as specified opposite thereto in Column 2 of the Schedule.

JOHN AQUILINA M.P.,  
Minister for Land and Water Conservation.

**SCHEDULE**

COLUMN 1	COLUMN 2
Land District: Metropolitan	Reserve No. 1004208
Local Government Area: Pittwater	Public Purpose: Access
Locality: Mackerel Beach	
Lot 7016 D.P. 752017	
Parish: Broken Bay	
County: Cumberland	
Area 1875 m <sup>2</sup>	
File Ref.: MN02R15/1	

**ESTABLISHMENT OF RESERVE TRUST**

PURSUANT to Section 92(1) of the Crown Lands Act 1989, the reserve trust specified in Column 1 of the Schedule hereunder is established under the name stated in that Column and is appointed as trustee of the reserve specified opposite thereto in Column 2 of the Schedule.

JOHN AQUILINA, M.P.,  
Minister for Land and Water Conservation

**SCHEDULE**

COLUMN 1	COLUMN 2
Mackerel Beach Wharf (R1004208) Reserve Trust	Reserve No. 1004208
	Public Purpose: Access
	Notified, This Day
	File Ref.: MN02R15/1

**APPOINTMENT OF CORPORATION TO MANAGE RESERVE TRUST**

PURSUANT to Section 95 of the Crown Lands Act 1989, the corporation specified in Column 1 of the Schedule hereunder is appointed to manage the affairs of the reserve trust specified opposite thereto in Column 2, which is trustee of the reserve referred to in Column 3 of the Schedule.

JOHN AQUILINA, M.P.,  
Minister for Land and Water Conservation.

**SCHEDULE**

COLUMN 1	COLUMN 2	COLUMN 3
Pittwater Council	Mackerel Beach Wharf (R1004208) Reserve Trust	Reserve No. 1004208
		Public Purpose: Access
		Notified, This Day
		File Ref.: MN02R15/1

**ERRATUM**

THE notification appearing in the Government Gazette of the 8 November 2002, folio 9487 under the heading "Addition to Reserved Crown Land" and detailing "addition of part Lot 1 D.P. 126704 to Reserve 1003788" is cancelled.

MN02R57

JOHN AQUILINA, M.P.,  
Minister for Land and Water Conservation

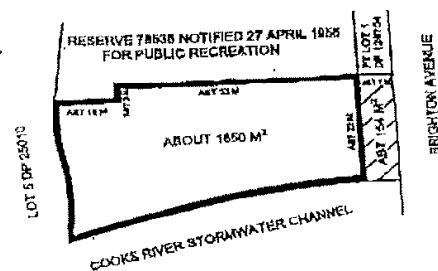
**REVOCATION OF DEDICATION OF CROWN LAND FOR A PUBLIC PURPOSE**

PURSUANT to Section 84 of the Crown Lands Act 1989, the dedication of Crown land specified in Column 1 of the Schedule hereunder is revoked to the extent specified opposite thereto in Column 2 of the Schedule.

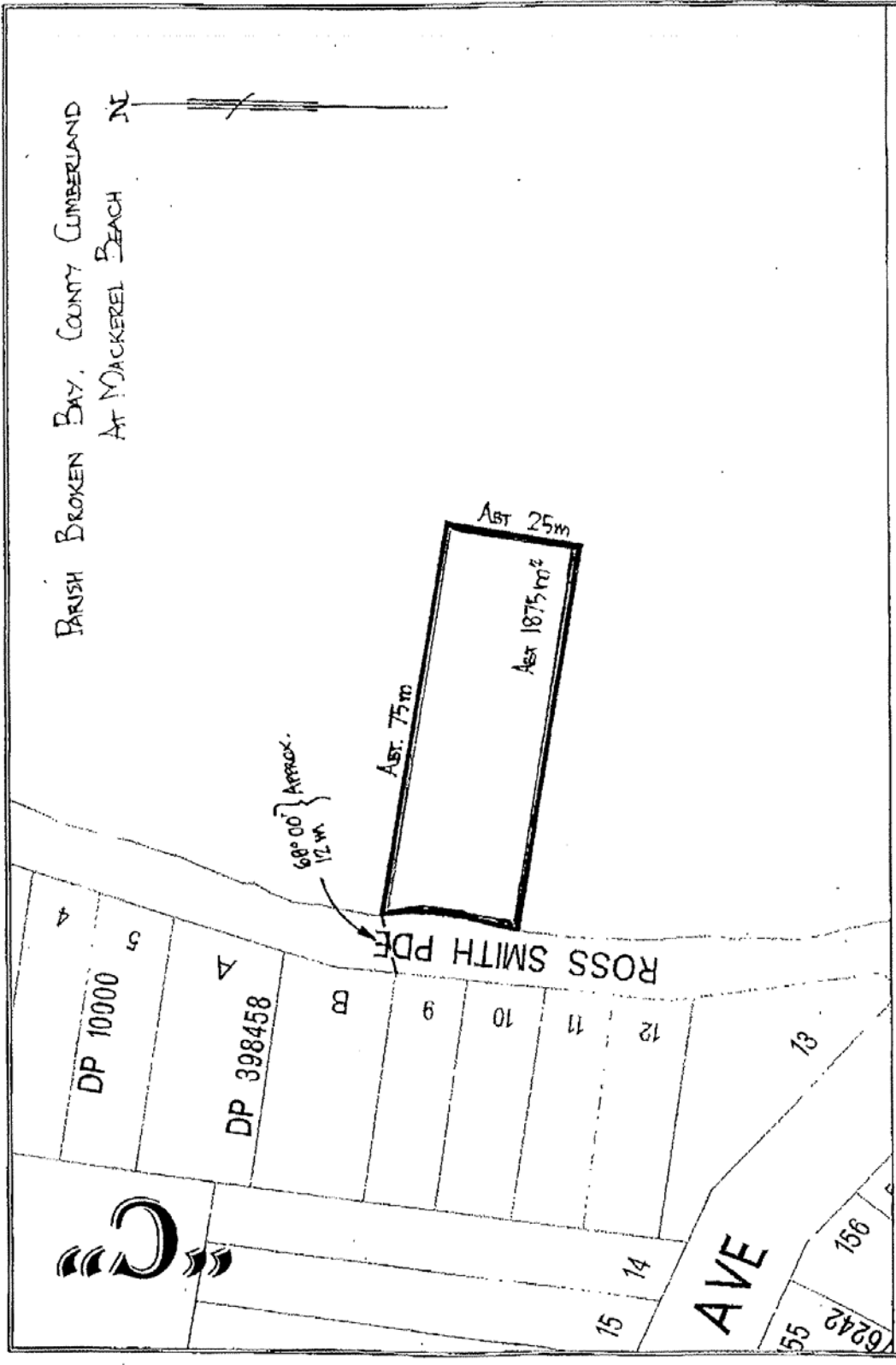
JOHN AQUILINA, M.P.,  
Minister for Land and Water Conservation

**SCHEDULE**

COLUMN 1	COLUMN 2
Land District: Metropolitan City: Canterbury Parish: Concord County: Cumberland Locality: Croydon Park Lots: Lot 1 D.P. 126704, Lot 7067 D.P. 93375 and Lot 7070 D.P. 93373 Area: About 3.7 hectares Dedicated for: Public Park Date of notification: 17 April 1888 Dedication No.: 1000507 Title Details: Certificate of Titles Volume 2175 Folios 187 & 188 File No.: MN02R57	The part within Lot 1 D.P. 126704 comprising about 154 square metres as shown hatched on diagram hereunder.



PARISH BROKEN BAY, COUNTY CUMBERLAND  
AT MACKEREL BEACH NE



Printed by: Peter Mall  
Date printed: 31/03/2002



The Crown Information shown has not been validated  
and may contain errors and omissions.  
Verification of Crown Information should be  
made through the Departmental office shown below.  
This is a diagrammatic representation only.

**SYDNEY METROPOLITAN OFFICE**  
**Level 12, Macquarie Tower, 10 Valentine Avenue, Parramatta 2150**  
**(PO Box 3935, Parramatta NSW 2124)**  
**Phone: (02) 9895 7657 Fax: (02) 9895 6227**

**RESERVATION OF CROWN LAND**

PURSUANT to section 87 of the Crown Lands Act 1989, the Crown Land specified in Column 1 of the Schedules hereunder, is reserved as specified opposite thereto in Column 2 of the Schedules.

TONY KELLY, M.L.C.,  
Minister for Lands

**SCHEDULE 1****COLUMN 1**

Land District: Metropolitan  
Local Government Area:  
Pittwater Council.  
Locality: Scotland Island.  
Lot: 7111.  
DP No.: 752046#.  
Area: About 891 square metres.  
Parish: Narrabeen.  
County: Cumberland  
File No.: MN98 H 13/1.

Disclaimer: #Please note that the above Lot numbers marked # are for Departmental use only.

**COLUMN 2**

Reserve No.: 1010808.  
Public Purpose: Access.

**SCHEDULE 2****COLUMN 1**

Land District: Metropolitan.  
Local Government Area:  
Pittwater Council.  
Locality: Coasters Retreat.  
Lot: 7020.  
DP No.: 752017#.  
Area: About 1566 square metres.  
Parish: Broken Bay.  
County: Cumberland.  
File No.: MN98 H 13/1.

Disclaimer: #Please note that the above Lot numbers marked # are for Departmental use only.

**COLUMN 2**

Reserve No.: 1010809.  
Public Purpose: Access.

**SCHEDULE 3****COLUMN 1**

Land District: Metropolitan.  
Local Government Area:  
Pittwater Council.  
Locality: Coasters Retreat.  
Lot: 7019.  
DP No.: 752017#.  
Area: About 1295 square metres  
Parish: Narrabeen.  
County: Cumberland.  
File No.: MN98 H 13/1.

Disclaimer: #Please note that the above Lot numbers marked # are for Departmental use only.

**COLUMN 2**

Reserve No.: 1010810.  
Public Purpose: Access.

**SCHEDULE 4****COLUMN 1**

Local District: Metropolitan.  
Local Government Area:  
Pittwater Council.  
Locality: Scotland Island.  
Lot: 7112.  
DP No.: 752046#.  
Area: About 902 square metres.  
Parish: Narrabeen.  
County: Cumberland  
File No.: MN98 H 13/1.

Disclaimer: #Please note that the above Lot numbers marked # are for Departmental use only.

**COLUMN 2**

Reserve No.: 1010811.  
Public Purpose: Access.

**SCHEDULE 5****COLUMN 1**

Local District: Metropolitan.  
Local Government Area:  
Pittwater Council.  
Locality: Scotland Island.  
Lot: 7113.  
DP No.: 752046#.  
Area: About 2273 square metres.  
Parish: Narrabeen.  
County: Cumberland.  
File No.: MN98 H 13/1.

Disclaimer: #Please note that the above Lot numbers marked # are for Departmental use only.

**COLUMN 2**

Reserve No.: 1010812.  
Public Purpose: Access.

**SCHEDULE 6****COLUMN 1**

Land District: Metropolitan.  
Local Government Area:  
Pittwater Council.  
Locality: Scotland Island.  
Lot: 7114.  
DP No.: 752046#.  
Area: About 2423 square metres  
Parish: Narrabeen  
County: Cumberland.  
File No.: MN98 H 13/1.

**COLUMN 2**

Reserve No.: 1010813.  
Public Purpose: Access.

**ESTABLISHMENT OF RESERVE TRUST**

PURSUANT to section 92(1) of the Crown Lands Act 1989, the reserve trust specified in Column 1 of the Schedules hereunder, is established under the name stated in that Column and is appointed as trustee of the reserve specified opposite thereto in Column 2 of the Schedules.

TONY KELLY, M.L.C.,  
Minister for Lands

**SCHEDULE 1****COLUMN 1**

Bell's Wharf (R1010808)  
Reserve Trust

**COLUMN 2**

Reserve No.: 1010808.  
Public Purpose: Access.  
Notified: This day.  
File No.: MN98 H 13/1.

## SCHEDULE 2

COLUMN 1	COLUMN 2
Bennett's Wharf (R1010809) Reserve Trust.	Reserve No.: 1010809. Public Purpose: Access. Notified: This day. File No.: MN98 H 13/1.

## SCHEDULE 3

COLUMN 1	COLUMN 2
Bonnie Doon Wharf (R1010810) Reserve Trust.	Reserve No.: 1010810. Public Purpose: Access. Notified: This day. File No.: MN98 H 13/1.

## SCHEDULE 4

COLUMN 1	COLUMN 2
Cargo Wharf (R1010811) Reserve Trust.	Reserve No.: 1010811. Public Purpose: Access. Notified: This day. File No.: MN98 H 13/1.

## SCHEDULE 5

COLUMN 1	COLUMN 2
Carol's Wharf (R1010812) Reserve Trust.	Reserve No.: 1010812. Public Purpose: Access. Notified: This day. File No.: MN98 H 13/1.

## SCHEDULE 6

COLUMN 1	COLUMN 2
Tennis Court Wharf (R1010813) Reserve Trust.	Reserve No.: 1010813. Public Purpose: Access. Notified: This day. File No.: MN98 H 13/1.

#### APPOINTMENT OF CORPORATION TO MANAGE RESERVE TRUST

PURSUANT to section 95 of the Crown Lands Act 1989, the corporation specified in Column 1 of the Schedules hereunder, is appointed to manage the affairs of the reserve trust specified opposite thereto in Column 2, which is trustee of the reserve referred to in Column 3 of the Schedules.

TONY KELLY, M.L.C.,  
Minister for Lands

## SCHEDULE 1

COLUMN 1	COLUMN 2	COLUMN 3
Pittwater Council	Hell's Wharf (R1010808) Reserve Trust.	Reserve No.: 1010808 Public Purpose: Access Notified: This day File No.: MN98 H 13/1.

For a term commencing the date of this notice.

## SCHEDULE 2

COLUMN 1	COLUMN 2	COLUMN 3
Pittwater Council	Bennett's Wharf (R1010809) Reserve Trust	Reserve No.: 1010809 Public Purpose: Access Notified: This day File No.: MN98 H 13/1

For a term commencing the date of this notice.

## SCHEDULE 3

COLUMN 1	COLUMN 2	COLUMN 3
Pittwater Council	Bonnie Doon Wharf (R1010810) Reserve Trust	Reserve No.: 1010810 Public Purpose: Access Notified: This day File No.: MN98 H 13/1

For a term commencing the date of this notice.

## SCHEDULE 4

COLUMN 1	COLUMN 2	COLUMN 3
Pittwater Council	Cargo Wharf (R1010811) Reserve Trust.	Reserve No.: 1010811. Public Purpose: Access. Notified: This day File No.: MN98 H 13/1

For a term commencing the date of this notice.

## SCHEDULE 5

COLUMN 1	COLUMN 2	COLUMN 3
Pittwater Council	Carol's Wharf (R1010812) Reserve Trust.	Reserve No.: 1010812. Public Purpose: Access Notified: This day File No.: MN98 H 13/1

For a term commencing the date of this notice.

## SCHEDULE 6

COLUMN 1	COLUMN 2	COLUMN 3
Pittwater Council	Tennis Court Wharf (R1010813) Reserve Trust	Reserve No.: 1010813 Public Purpose: Access Notified: This day File No.: MN98 H 13/1

For a term commencing the date of this notice.

#### TAREE OFFICE

98 Victoria Street (PO Box 440), Taree NSW 2430  
Phone: (02) 6552 2788 Fax: (02) 6552 2816

#### NOTIFICATION OF CLOSING OF PUBLIC ROAD

IN pursuance of the provisions of the Roads Act 1993, the road hereunder described is closed and the land comprised therein ceases to be a public road and the rights of passage and access that previously existed in relation to the road are extinguished.

TONY KELLY, M.L.C.,  
Minister for Lands

#### Description

Land District – Kempsey;  
Local Government Area – Kempsey.

Road Closed: Lot 1, DP 1068610 at Verges Creek, Parish of Kempsey, County of Macquarie.

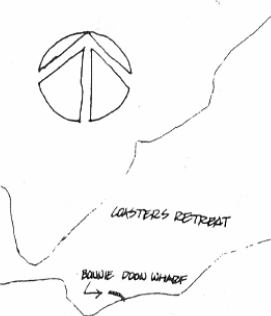
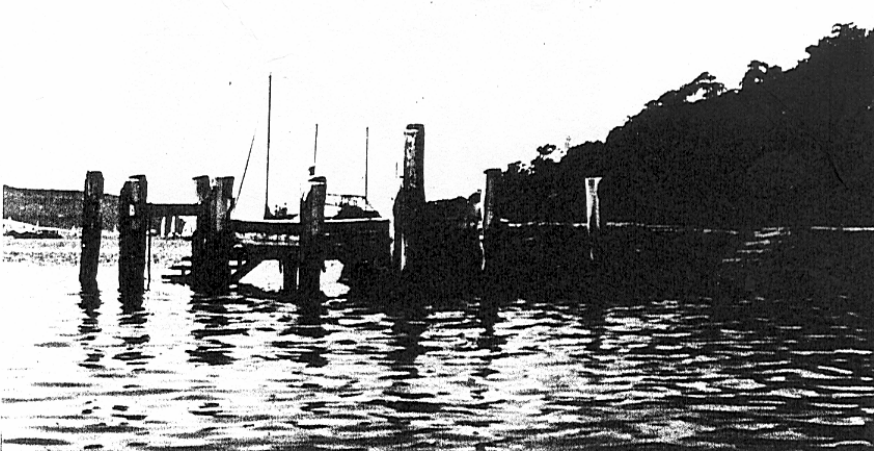
File No.: TE03 H 242.

Note: On closing, the land within Lot 1 remains vested in the State of New South Wales as Crown Land.



## **APPENDIX B: Heritage Listing**

### **Bonnie Doon Wharf**

<b>HARRENJOEY PENINSULA AND PITTYWATER HERITAGE STUDY</b>		CONSULTANT TEAM Brian McDonald BMcD Craig Burton CB Wendy Thorp WT Margrit Koettig MK Jeff Temple JT			
ITEM "Bonnie Doon" wharf  LOCATION Ku-ring-gai National Park Coasters Retreat South Side		LAND TITLE	LISTING 1. National Estate 2. Heritage Council 3. National Trust 4. RAIA 5. Other	INVENTORY NO  B104	
DESCRIPTION Stone jetty with hardwood piling at end section		PRESENT USE Jetty			
		HISTORICAL PHASE II (probably)			
		THEME Transportation, leisure and tourism.			
CULTURAL SIGNIFICANCE		ASSOCIATION	ABILITY TO DEMONSTRATE	AESTHETIC	RESEARCH POTENTIAL
Association with early recreational and residential development of area. Demonstrates stone jetty construction. Aesthetic value	High	X	X	X	
	Med				
	Low				
COMMENTS In good condition. Preserve in situ.		REFERENCES			
MAP/PHOTO					
 <p>COASTERS RETREAT BONNIE DOON WHARF</p>					
AUTHOR BMcD CB WT MK JT		FILM No. B1		NEGATIVE No. 25	DATE 5.3.88

# **APPENDIX C: Preliminary Archeological Assessment**

## **Cargo Wharf**

## Inspection of *Brachychiton populneus* (Kurrajong tree) & associated shell accumulation at Cargo Wharf – Scotland Island, Sydney

### 1 Purpose of this report

To provide Pittwater Council with:

- A preliminary assessment of the material evidence observed in association with the subject site.
- Suggestions regarding further research and consultation opportunities.
- Recommendations regarding management of the site.

### 2 Background to this report

In September 2006, Andrew Knight accompanied Christopher Wright (Natural Resources Officer, Pittwater Council) during an inspection of a tree (identified as *Brachychiton populneus* or Kurrajong) growing within an accumulation of shell materials at Cargo Wharf - Scotland Island. This inspection was undertaken with a view to investigating the age of the specimen and the likely origin of the surrounding shell materials.

On the basis of subsequent enquiries a second inspection was undertaken March 2007 in order to document the visible attributes and condition of the site in more detail prior to making formal comment.

### 3 Location and context

Map: Mona Vale 9130 – 1S 3<sup>rd</sup> edition

Scale: 1:25,000

AMG Grid reference: 341125mE 6276630mN

The subject tree and shell accumulation are located on the north western side of Scotland Island setback approximately 15m from Cargo Wharf and between 1 and 2 metres above the high tide mark.

The lower slopes surrounding the site support an open forest community dominated by spotted gum (*Eucalyptus maculata*) with a mixed understorey of native and exotic species.

The position represents a notable vantage point with views of the Broken Bay area extending from Woody Point in the north to Church Point in the south.



Photo 1: Subject specimen and context (Mar 07)

#### 4 Findings of this report

This section outlines the outcomes of the field inspections and related enquiries regarding both the tree and associated shell materials.

##### 4.1 Kurrajong specimen

**Species:** *Brachychiton populneus ssp populneus*

Note: There appears to be a discrepancy in the literature reviewed regarding the species name. The subject specimen was initially identified by Ms. Barbara Wiecek (Identifications Botanist, Royal Botanic Gardens, Sydney on 22 September 2006) as being *Brachychiton populneum*. Although this spelling is consistent with that provided in the text of Robinson (1991, p216), references such as Boland, et. al. (1985) listed the species as *Brachychiton populneus* as does Robinson in his index. Discussions with Ms. Seanna McCune of the Royal Botanic Gardens, Sydney on 12 April 2007 assisted in resolving this "taxonomic confusion" (using Flora of NSW, Vol. 1) providing confirmation that the full name of the subject species is *Brachychiton populneus ssp populneus*.

#### 4.1.1 Species description:

Boland, et. al. (1985, p639) describes the Kurrajong as being "an attractive well-shaped tree 10 - 20m in height and 0.5 - 1m in diameter". Boland also notes that "individual trees have short stocky boles (trunks) and dense rounded crowns.... and that some specimens are semi-deciduous in early summer."

#### 4.1.2 Distribution of the species:

Boland, et. al. (1985, pp 639-640) notes the following:

- "there are two forms of *B. populneus*. The eastern form is distributed on the coast, tablelands and slopes of New South Wales and Southern Queensland. The western form occurs on the western plains of NSW and northern and central Queensland."
- The species "is usually associated with woodland formations and occurs commonly as a smaller pure stand or as single trees".

Robinson (1991, p216) notes that the species is "fairly common on the Cumberland Plain, in dry clay or rocky soils" with no mention of its occurrence on the coast.

Bob Coveny of the Royal Botanic Gardens, Sydney (23 May 2007) advised that in the Sydney region naturally occurring populations of Kurrajongs "tend to be set back from the coast, e.g. Camden, Mt Druiett," Richmond, Kurrajong.

#### 4.1.3 Aboriginal usage:

Sydney Area: Some early European accounts describing the usage of the species by Aboriginal people in the Sydney area were provided by Mr. Keith Smith (July 2006) – refer Appendix 1. Additional references to Aboriginal usage include the following:

- "Aborigines used the inner bark of *Brachychiton* (and *Commersonia*) as a source of fibre for nets and twines. *Brachychiton* seeds were eaten raw or roasted, after removing the seed coats.....Flame trees (*Brachychiton acerifolius*) provide the largest and hence best eating seeds" (Robinson 1991, p216).
- Attenbrow (2002, p116) lists *B. populneus* as a probable source of bark for fishing lines.
- Boland, et. al. (1985, p639) notes that "Aborigines also used the tap roots of young [*B. populneus*] trees for food"

Note: "A few small sections of twine interpreted as fishing line, which were found in a midden in a Parsley Bay rockshelter in around 1902-1903, and some possibly woven fibrous material from Angophora Reserve, appear to be the only items of equipment made from plant material that have been found in a pre-colonial archaeological context in the Sydney region" (Attenbrow, 2002, p116).

Regional: An oral account of a traditional practice involving the collection of the subject species (most likely seeds) from inland areas and physical transportation to coastal areas for the purpose of planting them in association with the burials of significant people was provided to Warren Mayers of the DEC – an acknowledged expert in the field of scarred tree assessment – by a now deceased Worimi elder from Taree, (pers comm. W Mayers, June 2007).

#### **4.1.3 European usage**

Urban – "The tree provides good shade and is favored in many towns in NSW as an avenue and street tree." (Boland, et. al, 1984 p639)

Rural– "It is a very drought-resistant tree and is among our pre-eminent native trees for stock fodder during drought, at which time limbs are lopped from trees and fed to stock." (Boland, et. al, 1984 p639)

#### **4.1.4 Condition of the subject tree**

The specimen has at some stage incurred extensive damage with only the base of the trunk remaining intact. New shoots from the stump (coppice growth) have since established attaining a height of between 4 and 5 metres.

The root system has been partially exposed through the undertaking of earthworks and subsequent erosion. Mechanical damage to both the stump and exposed roots was noted, (refer Photo 2).

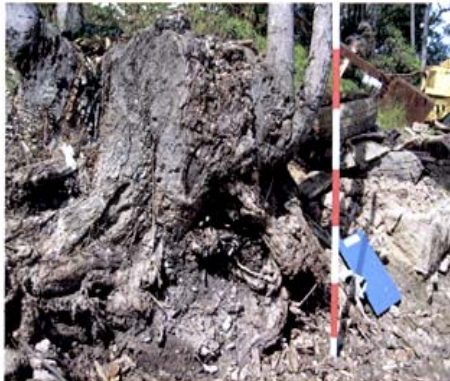


Photo 2: Base of Kurrajong (Sept 06)

On-site communications indicate that some years ago either lightning and/or the failing of an adjacent tree were responsible for the aforementioned damage and that prior to the event/s the tree was 15m+ in height.

Note: At the time of the second inspection, insect activity was observed in association with the canopy, (refer Photo 3). This activity involved the creation of near spherical structures (possibly nests) approximately 50mm in diameter comprising leaves bound together by silk-like webbing. Small reddish, wasp-like insects were observed in association with the structures. Although prolific they appeared to have no obvious effects on the health of the canopy.



Photo 3: Observed insect activity (Mar 07)



#### **4.1.5 Form, dimensions and other attributes**

The diameter of the stump at ground level is approximately 90cm (north/south) and 1.2m (east / west). The girth at ground level exceeds 3 metres.

Tissues associated with the exposed cross section of the trunk exhibit what appear to be impregnated shell materials (refer Photo 4).



Photo 4: Exposed cross section of lower trunk (Sept 06)

Note: If compared with surrounding tree species, the form of a mature Kurrajong including the height and spread of the crown, density of associated leaf material and the attributes of the leaf itself (i.e. a long, slender petiole supporting a thin ovate-shaped leaf highly responsive to even light breezes) would have provided a relatively shady, pleasant environment beneath the canopy particularly on hotter days.

#### **4.1.6 Estimated age**

The basal dimensions if compared with other Kurrajongs inspected within comparable environments along the peninsula or those provided by Boland, et. al. (1985, p639) infer that the subject tree was a mature (if not senescent) specimen of considerable size and age. A description of the tree provided by an ex-resident of Scotland Island is consistent with this.

In light of the cultural context in which the specimen exists and the ethno-historical data obtained on Aboriginal usage of the species, the possibility that the specimen may have

been established during the period in which Aboriginal people are recorded as still carrying out traditional practices within the Ku-ring-gai area warrants consideration.

Efforts to obtain copies of early photographs which clearly depict the Cargo Wharf area were made in an attempt to gain further information on the site, e.g. the form of the tree prior to being damaged, its potential age and history. These included:

- The ordering of copies of an aerial photograph of the Broken Bay area in 1947 (including an enlargement of Scotland Island) through the Department of Lands Air Photo Library.  
Outcome: Images failed to provide any useful data.
- Request for Archival Search - Australian National Maritime Museum Library February 2007.  
Outcome: No relevant material held.
- Request for Archival Search - Pittwater Library, Mona Vale (13 April 2007).  
Outcome: No relevant images located.
- Enquiries made with current and past residents.  
Outcome/s: One local advised that he was in possession of a photo depicting his children sitting beneath the subject tree prior to it being damaged.

Enquiries made through the curator of the Hawkesbury Museum regarding the age of a mature Kurrajong tree within Thompson's Square, Windsor confirmed that a specimen of lesser but comparable girth to the subject tree was planted post Federation. As such, this indicates that under favorable conditions, the species may attain such dimensions within 100 years. Although this provides an indication of the potential growth rate of the species, further deductions cannot be drawn due to contextual differences including rainfall, soil landscape, etc.

## **4.2 Shell accumulation**

### **4.2.1 Distribution of shell materials**

- Shell materials which form part of the subject accumulation were observed outside of the tidal zone (i.e. between 1 & 2m above the high tide mark).
- Surface manifestations comprised materials firmly embedded within the natural topsoil as well as some loose material (refer Photo 5). Although such material was

detected up to 15 metres from the subject tree, the majority was observed in the immediate surrounds.

- Materials were also observed in association with the excavated face of the foot slope directly below the western side of the stump. This exposure provided confirmation of a subsurface component and an insight into the nature and potential depth of deposit, with shells being distributed throughout and beneath the exposed portion of the central root system, (refer Photo 6 - below). Note: Upon re-inspection it was evident that natural fill materials had been recently dumped over much of this area precluding the opportunity for more detailed examination.



Photo 5: Exposed shell materials associated with ground surface (Sept 06)



Photo 6: Exposed shell materials associated with excavated face - central root system (Sept 06)

Although the development of the root system would presumably have resulted in some displacement of sub-surface shell materials within the top soil, it is this system which has afforded the site some level of protection in terms of limiting further erosion and containing the deposit.

On site discussions with a past resident indicate that the quantity of visible shell material has in recent years been diminished. A variety of factors may have contributed to this reduction such as –

- earthworks undertaken in association with wharf infrastructure
- erosional processes
- the use of shell materials by residents for construction purposes, e.g. pathways
- the collection of shells by children, etc.

#### **4.2.2 Visible contents**

For the purpose of identification and interpretation, photographic images of exposed shell materials were presented to Dr Val Attenbrow (Senior Research Scientist – Anthropology Branch, Australian Museum) and Dr Jim Kohen (Senior Lecturer – School of Biological Sciences, Macquarie University, Sydney).

The following list was compiled;

- Sydney cockles,
- Oysters
- Hercules Whelks, and
- Large Turbans

Although predominantly derived from estuarine and/or mangrove habitats, the presence of Turban shells indicates an oceanographic component. The range of species identified is limited but thought to be fairly typical of what could be expected of an Aboriginal midden in the Broken Bay/Pittwater area.

The majority of intact shells observed were of edible size. The condition of the shell varied with much of the material being highly weathered – its degraded state thought to be the result of in-situ weathering. Not surprisingly, broken / fragmented material made up a large proportion of what was observed.

Note:

- No measurements of shell weights, lengths, etc. were recorded. All specimens were left in situ. As such, no comparisons were made with the contents of previously recorded middens.
- Examination of exposed sections failed to identify any:
  - o Additional indicators of Aboriginal occupation such as stone, bone or shell artefacts.
  - o Historic materials.
- Whether or not activities undertaken at the location were restricted to the processing and consumption of shellfish is unclear.

## 5 Conclusions

### 5.1 Kurrajong specimen

Observations and enquiries made thus far infer the following:

- The subject species is now locally uncommon if not rare.
- On the basis of the dimensions and form of the tree's lower bole, the specimen is likely to be in excess of 100 years old.
- The subject species was an important Aboriginal bio-resource in the Sydney area.

Obtaining a more accurate assessment of tree age is necessary in order to:

- Determine whether or not the tree formed part of the cultural landscape – i.e. was established prior to the cessation of Aboriginal cultural practices on the Island.
- Establish the likelihood that the tree may have represented a cultural marker or served a cultural purpose.
- Dismiss the possibility that the subject tree may have been planted as a feature or shade tree at a later date.

If the requirements of the specimen were accommodated within any plans to complete the sandstone retaining wall it is likely that given time the tree would regain an attractive form combining to enhance the aesthetics and usability of the foreshore environment surrounding the wharf for both residents and visitors.

## **5.2 Shell accumulation**

Enquiries undertaken thus far indicate that the attributes of the subject shell accumulation including its location and observed contents (in terms of species composition, average shell size and shell condition) are consistent with an Aboriginal origin (midden) as opposed to a natural shell bed. Although grossly disturbed it is likely that a portion of the site has remained relatively intact.

Note: "There is much archaeological evidence to suggest that the coastal Aborigines buried their dead in midden deposits, both open and in shelters (Attenbrow 1990, Bowdler 1971, Dyall and Bentley 1972, Dyall 1975, Edgeworth David and Etheridge 1889, Harper 1899, Walker 1974). (Although) the archaeological evidence provides only partial detail on this aspect of prehistoric behaviour in the Sydney region" (McDonald, 1992, p 22), the information provided by Mayers regarding the planting of Kurrajongs in association with burials on the Mid North Coast of NSW, provides grounds for adopting a precautionary approach to assessment and management.

## **5.3 Significance**

When assessing archaeological significance several criteria are relevant. As a consequence of both the tree and immediate surrounds having incurred substantial damage, the integrity and current aesthetic value of the site have clearly been diminished (refer Photo 1).

In regards to research potential the possibility that detailed analysis of exposed vegetative and/or shell materials would further elucidate past behaviour and cultural interaction with the location warrants consideration.

In regards to assessing the rarity of the site, enquiries undertaken thus far indicate that the site is likely to be reasonably distinctive/somewhat unique, at least locally. However, obtaining reliable data on the likely age of both the Kurrajong and associated shell materials is considered prudent prior to making further comment.

## 6 Suggestions regarding further consultation and research opportunities

- A copy of this report be forwarded to the Metropolitan Local Aboriginal Land Council (MLALC) and an invitation to inspect the site and provide a cultural/social significance assessment including opinions regarding site management.

For further information regarding appropriate Aboriginal involvement, refer NSW NPWS Aboriginal Cultural Heritage Standards and Guidelines Kit, 1997.

- The commissioning of an assessment of the site by a specialist in shell midden archaeology.  
This would only be undertaken if Council and/or the Aboriginal community is interested in obtaining a more definitive and comprehensive analysis of the shell accumulation. Such an inspection would likely provide a more detailed characterization of the site including confirmation of the origin of shell materials. In addition, such a consultant is better placed to evaluate local and regional archaeological significance.

Note: Due to the extent and nature of recent disturbance, obtaining further data may entail some form of sub-surface sampling in which case appropriate permits would need to be obtained. The potential benefits of such works would need to be evaluated.

- Radio-carbon dating of exposed heartwood sample  
This form of analysis has the potential to provide a more accurate assessment of tree age. Considering the current condition of the specimen;
  - the careful removal of a suitable sample (i.e. no larger than a cigarette pack) would have a nominal impact in terms of aesthetics or health, and
  - the commissioning of such work is viewed as a pre-requisite to assessing the trees significance and its relationship to the site.

Discussions undertaken thus far indicate that such work would not require a research permit and that provided guidelines for procurement, handling and

transportation are adhered to, the technique has the potential to provide valuable data.

Our investigations indicate that Waikato Radiocarbon Dating Laboratory ([www.radiocarbon dating.com](http://www.radiocarbon dating.com)) – an independent department within the School of Science & Engineering at the University of Waikato in New Zealand - are an appropriate and well qualified unit for undertaking such work. The cost of standard radiometric dating is around \$A 500.

- Radio-carbon dating of exposed shell material/s  
Such analysis would provide an estimate of when the associated organism/s died and therefore an insight into the period in which the shells were collected/deposited and the site utilised.  
As the shell accumulation is believed to have an Aboriginal origin, a Preliminary Research Permit would need to be approved by the DEC.

## **7 Management recommendations**

- Secure area assessed as being potentially sensitive  
Tape off area surrounding subject tree encompassing the expected root zone and all surface manifestations of the shell deposit so as not to preclude a conservation outcome.

Considering that works aimed at improving access to and capacity of the wharf area (including stone works associated with retaining the foot slopes) currently remain unfinished, there would seemingly be the opportunity to accommodate the conservation and protection of the site remnants within any plan to complete the aforementioned works.

- AHIMS search  
Undertake current AHIMS (Aboriginal Heritage Information Management System) search through the Cultural Heritage Division of the DEC, 43 Bridge St, Hurstville (ph: 9585 6470) for the purpose of:



- Reviewing copies of archaeological reports which cover Scotland Island including associated site cards. Such research is normally a prerequisite for undertaking any comprehensive archaeological assessment.
- Determining if the subject shell accumulation has been previously recorded. If not, prepare and lodge site card with copy of this report and other relevant material.
- Formulation of management plan  
Pending the outcome/s of inspections by Aboriginal community groups such as the MLALC and the results of any secondary research, a management plan would need to be developed.

Any further disturbance to the site (including removal of the tree) would necessarily require the granting of a Permit or Consent by the DEC.

If Council determines that conservation of the Kurrajong and surrounding shell accumulation is the most appropriate management option, the input of an arboricultural consultant, an archaeological consultant and relevant Aboriginal organisation is advisable.

At a minimum,

- The current position of the stone retaining wall would need to be adjusted and completed so as to facilitate reestablishment of the subject tree and prevent further damage to the shell accumulation.  
Note: The reinstatement of the natural soil level/s and adequate accommodation of future root growth being imperative.
- Appropriate backfilling and the use of geotechnical fabric would necessarily be incorporated into the plan so as not to prejudice future investigations.
- The issue of the walking track which traverses the area where the shell materials were recorded would also need to be addressed so as to reduce the potential for further erosion.

## References

Attenbrow, V. (1992) Shell bed or shell midden. *Australian Archaeology* 34: 3-21.

Attenbrow, V (2002) Sydney's Aboriginal past – Investigating the archaeological and historical records. Sydney: UNSW Press

Boland, D.J, Brooker, M.I.H., Chippendale, G.M., Hall, N., Hyland, B.P.M., Johnston, R.D., Kleinig, D.A., Turner, J.D. (1985) *Forest trees of Australia*. Melbourne: Thomas Nelson Australia.

Hadlington, P.W. & Johnston, J.A. (1983) *Australian Trees: A guide to their care and cure*. 3<sup>rd</sup> Edition. Sydney: New South Wales University Press Limited.

McDonald, J. (1992) *The Archaeology of the Angophora Reserve Rock Shelter*. *Environmental Heritage Monograph Series No.1* NSW NPWS, Sydney

NSW National Parks and Wildlife Service (1997) *Aboriginal cultural heritage standards and guidelines kit*. NSW National Parks and Wildlife Service, Hurstville.

Robinson, L (1991) *Field guide to the native plants of Sydney*. Sydney: Kangaroo Press.

[www.mnsu.edu/emuseum/archaeology/dating/radion\\_carbon](http://www.mnsu.edu/emuseum/archaeology/dating/radion_carbon)

## **PUBLIC WHARVES DRAFT PLAN OF MANAGEMENT – Technical Questions**

1	WHARF CONCEPT PLANS & IMPROVEMENTS .....	1
1.1	Why do the existing wharves need to change? .....	1
1.2	How will the proposed improvements be funded? .....	1
1.3	Don't existing RATE payments fund the proposed improvements? .....	1
1.4	What is the priority of works implementation? .....	1
1.5	What is the anticipated timeframe for works implementation? .....	1
1.6	Will there be provision for a pontoon and ramp access at all wharves? .....	1
2	BOAT TIE-UP: LICENCE SCHEME .....	2
2.1	What is the boat tie-up licence scheme? .....	2
2.2	What does the user (licensee) gain? .....	2
2.3	If I have tied my vessel to the wharf for years why should I pay for an allocated space now? .....	2
2.4	What are the conditions of use? .....	2
2.5	What are the requirements of the boat tie-up licence? .....	3
2.6	How many licenses can I hold? .....	3
2.7	How many spaces will be available? .....	3
2.8	What happens if I relinquish my tie-up space? .....	4
3	BOAT TIE-UP: COST IMPLICATIONS.....	4
3.1	How much will the boat tie-up licence cost? .....	4
3.2	Are concessions available? .....	4
3.3	Where does the revenue go? .....	4
3.4	What if I don't wish to pay for an allocated space?.....	4
4	BOAT TIE-UP: WAIT LIST .....	4
4.1	Boat Tie-Up Wait List Procedures? .....	5
4.2	Can private jetty users apply for a boat tie-up licence at public wharves? .....	5
4.3	How much does it cost to be placed on the wait list? .....	5
5	BOAT TIE-UP: WHARF PROTOCOL.....	5
5.1	What methods of boat tie-up will be established at each wharf?.....	5
5.2	Will I be able to retain my existing position on the wharf (offshore wharves only)?.....	5
5.3	Will I be allocated a 'deep-water' boat tie-up space? .....	6
5.4	Can I change by allocated position?.....	6
5.5	Can I take a leave of absence? What options are available?.....	6
5.6	What happens if another vessel is found using my boat tie-up space?.....	6
5.7	Is there a reciprocal agreement to tie-up at mainland public wharves?.....	6
6	BOAT TIE-UP: MISCELLANEOUS .....	7
6.1	Where can commercial vessels ie oversized barges etc tie-up? .....	7

## 1 WHARF CONCEPT PLANS & IMPROVEMENTS

### 1.1 [Why do the existing wharves need to change?](#)

The Public Wharves Draft Plan of Management has been prepared to facilitate the effective management of these valued community resources. Development strategies are vital to ensure the long term sustainability of the wharf structures and provide safe and unimpeded access to all members of the community. Concept proposals respond to issues such as:

- user accessibility, safety & security
- risk management
- maintenance
- appropriate & adequate commuter boat tie-up facilities
- community facilities ie. domestic waste collection, social values

### 1.2 [How will the proposed improvements be funded?](#)

Funding for management and improvements of the reserves will be sought from a range of Government, Council and community sources, including;

- Council contribution (capital works funding)
- Government Funding (ie Grants)
- User fees (Boat Tie-up Licence Scheme)

### 1.3 [Don't existing RATE payments fund the proposed improvements?](#)

Rate payments account for approximately only 43% of the operating Council budget and are divided over numerous areas including infrastructure, facilities and services. The percentage available for wharf maintenance and improvement is negligible and currently covers essential maintenance only (approx \$150k total a year to maintain 27 public wharves and associated facilities).

As such alternative funding options are sourced ie. grants, statutory fees and user fees to assist with proposed improvements.

### 1.4 [What is the priority of works implementation?](#)

Prioritisation of works will be dependent on various factors including available funding, user levels, safety issues, feasibility, practicality and available Council resources.

The significant number of wharves within Pittwater to be maintain and the level of works required will impact on the rate at which works can be implemented. Improvements will be subject to a long term implementation programme, generally phased and dependent upon complexity and cost.

- any works, improvements or maintenance to the wharf can only be carried out by, or under the supervision of authorised officers of Pittwater Council

### 1.5 [What is the anticipated timeframe for works implementation?](#)

Proposals will be implemented as soon as possible. Works improvements will ultimately depend upon available funding (refer above) and the scale of works, ie. substantial pontoon / jetty construction will be subject to a long term financial and construction commitment.

### 1.6 [Will there be provision for a pontoon and ramp access at all wharves?](#)

The long term strategy for public wharves is, where feasible, to have access via a ramp and pontoon system. Initially pontoons and access ramps have been identified at selected wharves for a number of reasons, including:

- ease of 'disabled' access ie. road accessibility to jetty (no steps to negotiate)
- high use wharf with significant pedestrian traffic
- dual use options ie. RFS use
- cost implications

- weather conditions (location)

Wharves that are subject to extreme weather conditions etc. may not suit the construction of a pontoon / ramp system and ultimately works will occur where finances allow.

## 2 BOAT TIE-UP: LICENCE SCHEME

### 2.1 [What is the boat tie-up licence scheme?](#)

To facilitate the safe and effective storage and management of boats at public wharves while maintaining 'access', the structural integrity and on-going maintenance of the wharves a formalised boat tie-up system is proposed. The establishment of a 'designated' boat space for licensed users will ensure;

- a fair and equitable system for boat users
- a safe, accessible and well managed structure
- improved maintenance and long-term provision of the goals of the master plan

Vessel owners enter into a 12 month Temporary Licence Agreement with Pittwater Council as Trust Managers being the Lessor as required under s108 of the Crown Lands Act 1989. The Licence is based on a 'user pays' scenario whereby monies accrued are held in a designated restricted account and spent on general maintenance and upgrade works to boating facilities.

The administrative management of the Licence agreements and labelling system will be implemented by a Pittwater Council Officer with documents held at Council Offices and a copy of the Agreement to the Licensee.

### 2.2 [What does the user \(licensee\) gain?](#)

Each licensee will gain;

- a designated boat tie-up space at their nominated wharf
- unimpeded and safe access
- improved maintenance to the wharf structure
- implementation of long-term development strategies

### 2.3 [If I have tied my vessel to the wharf for years why should I pay for an allocated space now?](#)

The use of wharves to store vessels does not comply with the designated primary purpose of the public wharf reserves, namely 'Access'. As such vessels should not be attached to the wharves and the Boat Tie-up Licence Scheme provides users with the ability to store vessels legally under temporary licence.

Pittwater Council has been appointed to manage the affairs of the wharf reserve trust. The reserve trust is responsible for the care, control and management of the wharf reserves.

Pittwater Council is responsible for the operation and maintenance of the reserve and facilities. Safe and unimpeded access, coupled with acceptable boat tie-up provision are inherent to the responsible management of the wharf reserves.

### 2.4 [What are the conditions of use?](#)

- Pittwater Council is the Authority

- power water craft (commuter vessel) to be between **3-7m** length x **2-2.5m** wide maximum (length to be measured from bow tip to stern, excludes fixtures beyond the stern ie outboard motor / engine guard)
- power watercraft greater than 5m or 7m in length (wharf dependent) are not permitted
- non-powered watercraft up to 3m in length
- no commercial vessels allowed
- boat tie-up licence is non-transferable
- licence fee paid annually and where part way through the year payments calculated pro-rata
- Licence agreements renewed in March of each year. In December of each year a new Temporary Licence Agreement is drafted and sent to licensees on the users list held by Council
- the responsibility for care of all or any of the vessels in response to storm warnings or adverse sea conditions shall rest solely with the owners of the vessels. Pittwater Council will not accept any responsibility for any vessel tied to, or in the vicinity of public wharves due to weather conditions or un-seaman like handling of vessels.

#### 2.5 What are the requirements of the boat tie-up licence?

- All applicants are required to hold a NSW Maritime **General Boat Licence**. Details available via website [www.maritime.nsw.gov.au](http://www.maritime.nsw.gov.au)
- All vessels must have **Insurance** (3<sup>rd</sup> party minimum requirement)  
**Pittwater Council to be noted as an interested party on the insurance policy**  
Boat insurance known to be available from various brokers ie. AON Insurance, NRMA Insurance, CGU Insurance and QBE Commercial Insurance.  
Where restrictions apply ie. boat total value too low, vessel may be added to Home & Contents Insurance (with 'Pittwater Council noted as interested party')
- **Licence label** (issued by Pittwater Council) to be adhered to the vessel and be clearly visible at all times
- Licence labelled boat to be stored at the facility in the allocated bay only.

In addition:

- All power driven vessels must adhere to NSW Maritime regulations ie. minimum safety equipment requirements
- Where applicable, proof of yearly maintenance of moorings ie. block and tackle must be supplied (inspection report or statutory declaration)
- Registration of vessels preferred (refer [www.maritime.nsw.gov.au](http://www.maritime.nsw.gov.au))

#### 2.6 How many licenses can I hold?

Licenses will generally be available to all interested parties (subject to availability and future wharf improvements) Note: where spaces are limited and all allocated, applicants will be placed on the wait list

**Initially existing wharf users will have priority to apply for a licensed space. Spaces will be allocated in accordance with 'no more than one licence per household' to ensure equity. Should surplus spaces be available this guideline will be reviewed.**

#### 2.7 How many spaces will be available?

Number of boat tie-up spaces available for licence will be dependent on individual wharf capacity and proposed future improvements.

### 2.8 [What happens if I relinquish my tie-up space?](#)

- licensee must notify Council in writing when relinquishing their tie-up space
- refund available upon cancellation of licence agreement. Monies refunded on pro-rata basis. No refund available where cancellation within last quarter.
- Tie-up space will be offered to the applicant at the top of the wait list and a new Temporary Licence Agreement entered into

## 3 BOAT TIE-UP: COST IMPLICATIONS

### 3.1 [How much will the boat tie-up licence cost?](#)

Charges are based on the NSW Maritime Private Mooring Licence Fee (swing mooring fee) – currently \$248 per year (2007/08) increasing to \$256 (2008/09). Charges will be assigned on a sliding scale as shown below.

The fee for each vessel will be billed yearly by Pittwater Council and will **not exceed**, the yearly private ‘swing’ mooring fee as set by the NSW Maritime.

#### Boat tie-up Licence Fees (based on 2008/09 rate)

Non-powered watercraft (<3m length)	\$130/yr (as per dinghy fee: resident)
Non-powered watercraft (<3m length)	\$198/yr (as per dinghy fee: non-resident)
Powered watercraft (>3m to max 5m)	\$235 per year
Powered watercraft (>5m to max 7m)	\$256 per year – wharf restricted
Powered watercraft (>7m)	apply to NSW Maritime for designated private ‘swing’ mooring

### 3.2 [Are concessions available?](#)

Concessions are not available to the boat tie-up fee scale.

### 3.3 [Where does the revenue go?](#)

Monies raised from the boat tie-up fees will be held by Pittwater Council in a **restricted boating infrastructure account** and with allowance for administration costs will be applied to the improvement and maintenance of Council’s Boating Facilities.

### 3.4 [What if I don’t wish to pay for an allocated space?](#)

Users that do not wish to enter into a Temporary Licence Agreement for a designated Boat Tie-up space within the wharf reserve will be required to store their vessel elsewhere. Vessels tied to the wharf that do not display a current licence label will be notified (in accordance with Council procedure ie. impoundment) and removed from the facility.

## 4 BOAT TIE-UP: WAIT LIST

Proposed boat tie-up allocation process:

1. Identify existing users and position on wharves
  2. Existing users register interest with Pittwater Council Officer (placed on listing)
  3. Other interested parties register interest (placed on waitlist)
- Note: Public Wharves POM to be Adopted prior to next stage commencing**
4. Implement boat tie-up infrastructure (either within existing wharf composition or new boat tie-up facility)

5. Council to allocate licensed boat tie-up spaces (based on information previously registered with Council) – similar too or very close to existing positions
6. Draw up Licence Agreement / invoice issued
7. License payment
8. Permit sticker issued
9. Regular wharf inspections will be conducted to ensure compliance

#### 4.1 Boat Tie-Up Wait List Procedures?

- open to all (non-discriminatory)
- based on applications received in date order
- applicants placed on relevant wharf wait list and notified when space available
- wait list application fee applicable (currently \$50) – secures a place on the wait list and deductible from boat tie-up fee upon space allocation
- wait list applicants will be offered positions on the wharf as they become available. Applicants may choose to accept or decline, whereupon the next applicant on the waitlist will be offered the vacant position

#### 4.2 Can private jetty users apply for a boat tie-up licence at public wharves?

Yes, Licence application is open to all (non-discriminatory)

#### 4.3 How much does it cost to be placed on the wait list?

Fee of \$50 per each tie-up application. Fee will be deducted from licence fee upon allocation of space.

## 5 BOAT TIE-UP: WHARF PROTOCOL

### 5.1 What methods of boat tie-up will be established at each wharf?

The method of boat tie-up at each wharf will be at the discretion and approval of Pittwater Council in consultation with the community. It is understood that each wharf is subject to a set of existing conditions, where preferred systems have been established over time. Generally (where possible and subject to future improvement plans) the following systems may be used in combination with various tie-up options ie. cleats, rings, rails:

- Pontoon / jetty with ramp access
- Pontoon / jetty with ladder access
- Ladder access and secure rings to facilitate boat tie-up 'pully system'

In addition secondary systems such as pontoon 'berth dividers', rear poles and rope tie-off options will be reviewed and where applicable implemented to assist with safe boat tie-up.

#### NOTE:

The laying and maintenance of mooring blocks and tackle will be at the cost and responsibility of the vessel owner.

### 5.2 Will I be able to retain my existing position on the wharf (offshore wharves only)?

Generally tie-up spaces will be identified to correspond with the existing boat storage layouts (which have been established over time and represent an understanding of what 'works' at the wharf). Allocation of spaces will be controlled via the wait list process and as such the following principles apply:



- existing users will have first priority and nominate (where possible) their existing location on the wharf
- all other applicants will be required to submit a wait list application

### 5.3 Will I be allocated a 'deep-water' boat tie-up space?

Spaces will be allocated as per existing user preference initially and then as they become available regardless of water depth.

- All boat tie-up licensed spaces will be located beyond the Mean Low Water Mark (MLWM) ie. water accessible
- Sections of the wharf above MLWM (subject to shoaling) will be generally be designated 'no tie-up' zones and subject to regular inspection for compliance (note: use of reserve areas above MLWM for the storage of non-powered watercraft or other to be investigated)
- Existing licensee holders may register a desire to move position (ie. to deeper water) should a space become available on the wharf. When a space is vacated the position will be offered to existing licensees who expressed a preference first and then to applicants on the wait list

### 5.4 Can I change by allocated position?

Yes, licensees who already occupy a position on the wharf but wish to be re-located (ie. to a deeper water tie-up) must notify Council of their current position and preferred position. When the preferred tie-up becomes available they will be notified and a new permit sticker & Agreement issued. Changes of position requests will be based on applications received in date order.

### 5.5 Can I take a leave of absence? What options are available?

Yes, a leave of absence can be granted for up to 6 months (in extraordinary cases this may be extended to 12 months). In the absence of the licensee, the mooring will be made available to persons according to priority on the waiting list (and a temporary licence agreement entered into for the period of absence).

### 5.6 What happens if another vessel is found using my boat tie-up space?

As a licensee you are granted exclusive use of your allocated boat tie-up space. Should another vessel not identified in the licence agreement be found using the space the following action can be taken:

- Speak directly to the vessel owner and explain your rights to use the space under the licence agreement, ask them to move!
- Notify Pittwater Council. Council Officers will enforce the Temporary Licence Agreement and where necessary proceed with actions whereby the vessel may be removed and impounded

### 5.7 Is there a reciprocal agreement to tie-up at mainland public wharves?

**The Church Point Commuter Wharf and other mainland wharves are not currently included in the Public Wharves Draft POM and as such provision of licence agreements at these facilities will be available at a future date.**

It has been agreed in principle that a boat tie-up space at a designated mainland wharf will be provided (where available) to licensees with offshore spaces at a **discounted cost**. Requests for reciprocal mainland spaces should be indicated at the time of application for placement on the relevant wait list.

Boat tie-up spaces on mainland wharves, ie. Church Point Commuter Wharf will be subject to the same application process and licence agreements as offshore spaces with a wait list system prior to allocation.

Boat tie-up space requests for **mainland wharves only** will be subject to the full fee payment according to the identified sliding scale of rates.

## 6 BOAT TIE-UP: MISCELLANEOUS

### 6.1 [Where can commercial vessels ie oversized barges etc tie-up?](#)

Oversize vessels should apply to NSW Maritime for a designated private mooring ('swing mooring'). The public wharves do not have the capacity or infrastructure to accommodate larger vessels.