

Mark Ferguson
Chief Executive Officer
Northern Beaches Council

13 August 2017



Dear Mr Ferguson,

Re: Scotland Island Residents' Association (SIRA) request of Northern Beaches Council to finalise plans and proceed with remaining wharves' works at Scotland Island (Bell, Carols and Eastern Wharves)

As outlined in the Plan of Management of Public Wharves Pittwater, which was released in June 2008, Scotland Island suffers from a chronic shortage of vessel tie-up places for residents who do not own their own jetty and who cannot rely on public transport options to commute to and from the Island. This document demonstrates a recognition by council of their responsibility to provide a reasonable level of access infrastructure.

The Scotland Island wharves are essential infrastructure that allow many residents to access their homes and leave for work. As these facilities (along with the Church Point Car Park) are Scotland Island's equivalent of local roads and driveways, it is expected that all users will need the facilities at the same time.

Since 2008, the situation has deteriorated. Firstly, with the trend of increasing permanent residency, the number of residents who travel daily has been increasing. Secondly, ferry services have remained as they were in terms of timing and frequency. Lastly, the private Water Taxi operator has scaled back its service, not for reasons of lack of demand.

In years following the 2008 POM, significant works have been undertaken at Tennis Wharf and Cargo Wharf, Scotland Island. The commuter tie-up works at Tennis Wharf were largely funded by a consortium of private individuals/users known as the TUG (Tennis Users Group). SIRA also welcomes and congratulates the maintenance that council has done to the wharves, as demonstrated by the pillar upgrades this year.

We note that in the Plan of Management (2008) document, it states in relation to the council proposed works on Tennis Wharf that: "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."

With this statement in mind, and with the works being completed at Cargo Wharf and at Tennis Wharf, we are proposing that council proceeds with the remaining works planned for Bell and Carols Wharves; and include upgrade works on Eastern Wharf. This would future proof the vessel capacity for the community, for the longer-term.

To assist, SIRA formed a 'Wharves Working Group' which has developed a proposal for council to review. This proposal has been developed with maximum capacity and minimum cost as primary considerations. We believe that our proposal is realistic, feasible and cost effective to have the greatest chance of real and rapid progress. It is an extension of the work done in the 2008 Pittwater Plan of Management. We enclose the proposal below.

This proposal was shared with the Scotland Island Community for feedback and review. We have also approached interested parties such as ferry, taxi and barge operators, wharf neighbouring owners, water police and Scotland Island's Rural Fire Service.

We understand that there are significant council funds available for these works and that additional funding may become available through Round 2 of the RMS 'NSW Boating Now' funding stream (for which applications close at midnight on Sunday the 20th of August, 2017).

We look forward to working with Council on this program of works in order to bring relief to our residents as soon as possible.

Kind regards,



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SIRA - Scotland Island Residents' Association

CC: Dick Persson, Donald Gibson, Grant Tighe, Andrew Davies, Ben Taylor, David Munday, Rob Michael, Alison Osborne

Scotland Island Proposed Wharves' Upgrade:

Bell Wharf Upgrade, modified from 2008 Plan; the implementation with an adjustment of the 2008 Plan for Carols Wharf; and a simple extension to Eastern Wharf.

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

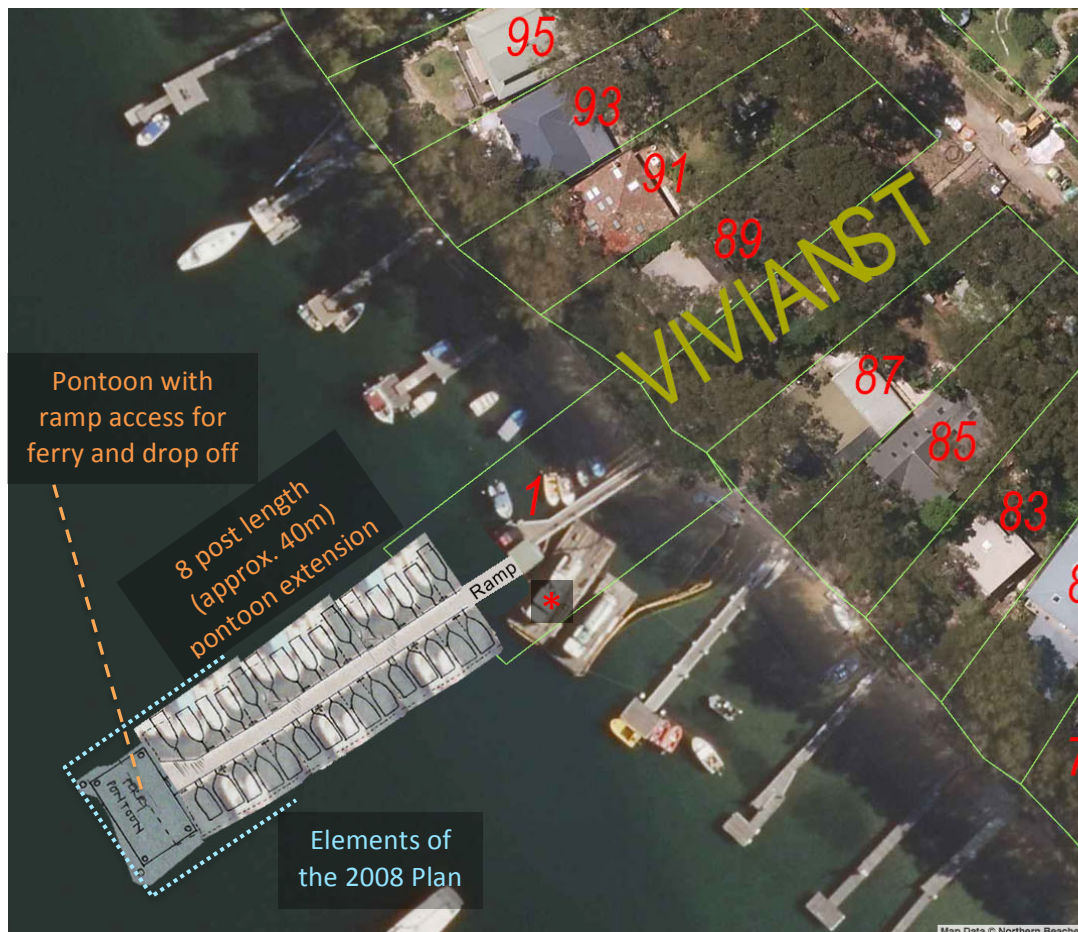
The tie-up capacity benefits of this proposal are outlined in this table.

Scotland Island Wharf	Current Capacity	Estimated Demand *	Proposed New Works	Proposed Net Increase	Proposed New Capacity
Bell	12	67	30	30	42
Carols	40	67	54	38	78
Eastern	12	19	20	20	32
Total	64	153	104	88	152

This proposal has an **increase to current capacity of 138%** (more than double the current capacity). It comes very close to matching the estimated current demand.

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

Bell Wharf Component



Detailed Proposal Imagery of Bell Wharf

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

- To include cleats or other tie up equipment to indicate and restrict the number of spots allocated.
- To consult with the community in relation to the design aspects, such as lighting, dimensions, safety measures and acoustics.



Proposal Imagery Showing Surrounding Waters and Moorings of Bell Wharf

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

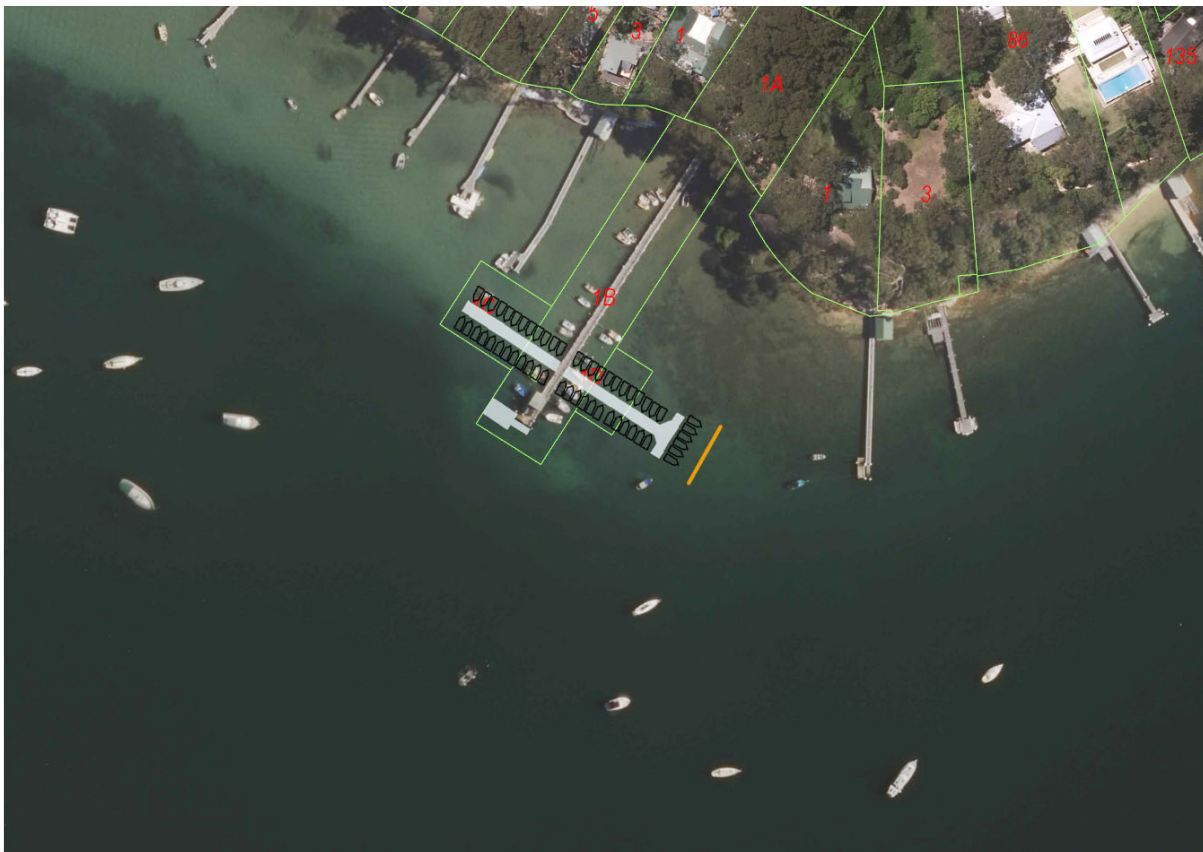
Carols Wharf Component



Detailed Proposal Imagery of Carols Wharf

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

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



Proposal Imagery Showing Surrounding Waters and Moorings of Carols Wharf

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

Eastern Wharf Component



Detailed Proposal Imagery of Eastern Wharf

- From the existing shed, at a slight angle to avoid obstructing neighbouring private wharf access, add a ramp to a pontoon into the deeper waters 4 posts in length (approximately 20m), adding 20 tie-ups (9 north and 11 south).
- This extension to be done as a pontoon.
- No need to relocate the shed.
- Possibly relocate the bins to the end of this extension after consultation with service providers.
- Ferry pontoon area added to the end with ramp access.
- To not include the inclusion of tie-up rings and ladders (or associated moorings such as sea anchor, chain, pulley, rope etc.) for the existing wharf section.
- Keeps the heritage value of the existing wharf and shed.
- To retain the stairs as an important safety aspect should anyone fall from the pontoon.

- To include cleats or other tie up equipment to indicate and restrict the number of spots allocated.
- To consult with the community in relation to the design aspects, such as lighting, dimensions, safety measures and acoustics.



Proposal Imagery Showing Surrounding Waters and Moorings of Eastern Wharf

Scotland Island Wharf	Current Capacity	Estimated Demand	Proposed New Works	Proposed Net Increase	Proposed New Capacity
Eastern	12	19	20	20	32

Management

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

Summary

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

Our proposed option would see an increase to the capacity from 64 to 152 spaces across the three wharves. This represents a 138% increase. It would be made up of a 3.5 times the current capacity at Bell Wharf, a nearly doubling of capacity at Carols Wharf and an over 2.5 times increase of the current capacity at Eastern Wharf. This comes very close to meeting our estimated current demand.

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

The addition of Eastern Wharf is a simple and inexpensive solution that adds significant capacity. We feel that this is an ideal opportunity to complete all works, rather than add this wharf at a later stage.

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

Summary of Tie-Up Capacity Benefits

Scotland Island Wharf	Current Capacity	Estimated Demand *	Proposed New Works	Proposed Net Increase	Proposed New Capacity
Bell	12	67	30	30	42
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* Estimated demand based on our Wharves' Survey of Scotland Island residents with a 45% participation rate (161 residents) when compared to 2016 Census data on number of dwellings (359 dwellings). It would be envisaged that some residents who are not able to gain a position at Bell will utilise Carols, and likewise, that may push some from Carols to use Eastern.