

Proposed Letter to Council regarding Scotland Island Wharf Upgrades

**Mark Ferguson
General Manager
Northern Beaches Council**



**Re: Scotland Island Residents' Association (SIRA) request of
Northern Beaches Council to now finalise plans and
proceeds with outstanding wharves works on Scotland Island
(Bell, Carols and Eastern Wharves)**

Dear Mark,

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 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.

Since 2008, the situation has deteriorated. Firstly, with the trend of increasing permanent residency, the number of residents who travel on a daily basis 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.

Since 2008, significant works have since been undertaken at Tennis Wharf and Cargo Wharf, Scotland Island, with the commuter tie-up works at Tennis Wharf having been 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 recent pillar upgrades.

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 now proceeds with the outstanding works that have been planned for Bell and Carols Wharves; and include basic upgrade works on Eastern Wharf. This would future proof the vessel capacity for the community, for the long-term.

To assist, SIRA have formed a 'Wharves working group' and has developed, with community consultation, a number of options for council to review. These proposals have been developed with maximum capacity and minimum cost as primary factors. We believe that our proposals are realistic, feasible and cost effective in order to have the greatest chance of real and rapid progress. They are

largely built on the work done with the proposals in the 2008 Plan of Management.

We understand that a provision was made for the wharf upgrade projects. We understand that it was originally envisaged that projects would be matched, dollar for dollar, by RTA (now RMS) but that these grants have not been forthcoming.

SIRA would like to explore if the proposed works can be completed without the dollar-for-dollar matching of the funding by RMS. We believe that in the interest of time and the urgency that currently exists, it may be better to proceed to address the situation.

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,

Hubert van Mierlo
President

President@sira.org.au

0439 404 238

SIRA - Scotland Island Residents' Association

Alec Beckett
Secretary /Chair, Wharves Working
Group

Secretary@sira.org.au

0405 695 335

Why should council invest now?

1. Tie-up demand is very high with the current facilities not being able to support the existing community.
2. There is currently no proposal to extend the ferry or water taxi working hours to help encourage non-boat crossings.
3. Waiting lists exist on current wharves with anxiousness and frustration growing. This can cause tension amongst members of the community.
4. The current tie-ups are not reliably usable for all users during low tides. Thus, the existing capacity is in reality less than what is visually seen.
5. There is uncertainty for prospective and new buyers/renters to the island. This uncertainty could restrict the rotation of residents, possibly pushing down the value of properties.
6. Island population though continues to grow, adding extra demand on boat tie-ups.
7. Council currently does and will continue to approve DA's for new developments on the island. Existing (and future) residents of the Northern Beaches Council, pay rates to council. On the mainland, these rates partly go towards ensuring that local roads give reliable and maintained access to the resident's property. The offshore rates collected should be put towards the offshore equivalent of local roads (our access to our property) - that being commuter tie-up facilities.
8. We note that title has already been assigned by council in readiness for Carols Wharf's expansion. That being 1C (Lot 7300 DP 1125911) and 1D (Lot 7301 DP 1125911) Richard Rd. 1B Richard Rd being the existing wharf (Lot 7113 DP 1110387). This will make it easier and cheaper to progress plans at this wharf, and it would be a pity to have this work go to waste.
9. The proposals include safety and disability upgrades which were required to be installed by the end of 2017.

Preference of Options

Scotland Island Residents' Association's preference of proposal options are as follows:

Preference	Option	Brief Description	Capacity *	Page
1 st	Proposed Option 1	Bell Wharf Upgrade slightly modified from 2008 Plan, the Temporary Wharf relocation to Carols Wharf and a simple extension to Eastern Wharf	171	5
2 nd	Proposed Option 2	Bell Wharf Upgrade slightly modified from 2008 Plan, the Temporary Wharf inclusion into the 2008 Plan for Carols Wharf and a simple extension to Eastern Wharf	176	11
3 rd	Proposed Option 3b	Bell Wharf Upgrade slightly modified from 2008 Plan, the implementation with adjustment of the 2008 Plan for Carols Wharf and a simple extension to Eastern Wharf	148	18
4 th	Proposed Option 3a	Bell Wharf Upgrade slightly modified from 2008 Plan, the implementation of the 2008 Plan for Carols Wharf and a simple extension to Eastern Wharf	136	18
5 th	Proposed Option 4	Wharf (non-pontoon) extensions to Bell, Carols and Eastern Wharves	156	24
Elements of any proposals are of course welcomed to be amalgamated into a final plan.				

- Current total capacity is 70

Proposed Option 1:

Bell Wharf Upgrade slightly modified from 2008 Plan, the Temporary Wharf relocation to Carols Wharf and a simple extension to Eastern Wharf

This proposal requests the extension of Bell Wharf, Scotland Island into the deeper waters of the Pittwater slightly, to give greater capacity, with other works as envisaged by the council Plan of Management (2008). This proposal requests for Carols Wharf to have the temporary wharf that is currently located at Church Point to be added to the end of Carols Wharf, and then fitted with a ferry pontoon and breakwater. It would largely replace the Plan of Management (2008). This proposal requests a simple wharf extension directly out from Eastern Wharf.

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

Capacity	Current	New Works	Net Increase	Proposed New Capacity
Bell	12	35	33	45
Carols	42	48	48	90
Eastern	16	20	20	36
Total	70	103	101	171

This proposal has a change to current capacity by nearly 250% (2.5X the current capacity).

Bell Wharf Component



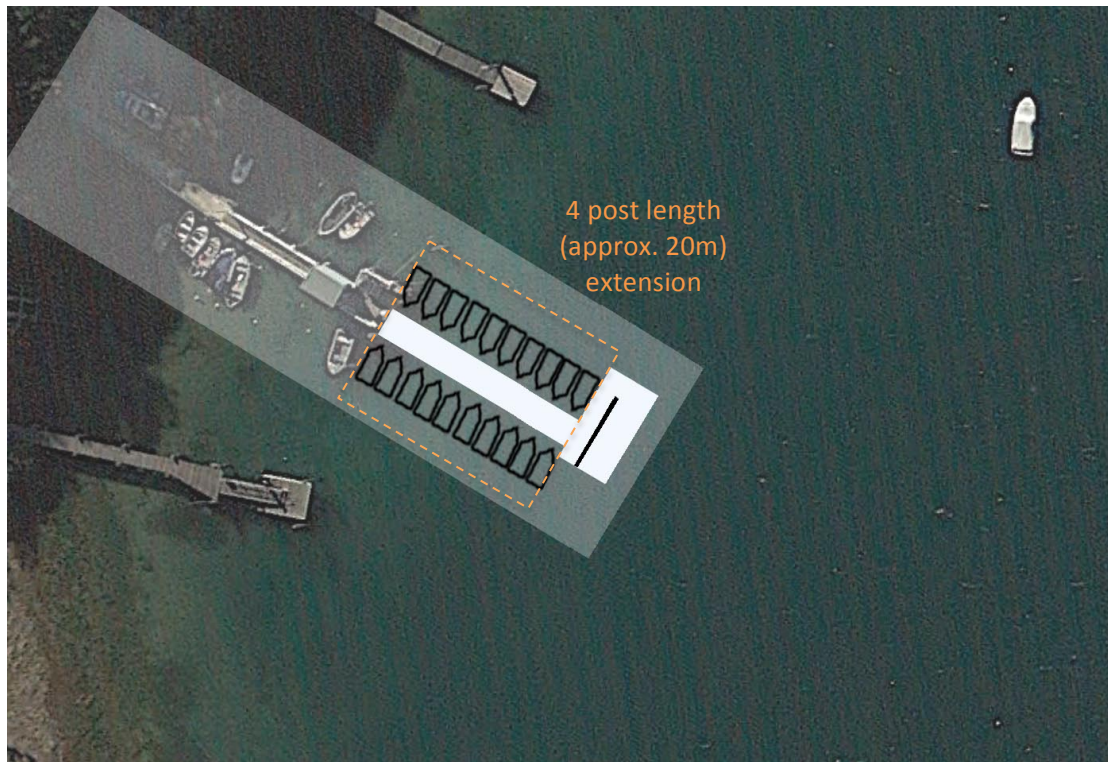
- From the existing shed, extend the wharf into the deeper waters by 4 posts in length (approximately 20m), adding 20 tie-ups (10 east and 10 west). This is a modest extension considering the usage and available space, and makes use of Bell Wharf's proximity to deep water.
- Possibly relocate the bins to the end of this extension after consultation with service providers.
- At the end of this extension, implement the 2008 plan which is the addition of a pontoon (steps and ramp access), adding 15 tie-up places.
- Include the 2008 planned Ferry Accessible Pontoon.
- To not include the inclusion of tie-up rings and ladders (or associated moorings such as sea anchor, chain, pulley, rope etc.). *See management section below.*

Carols Wharf Component



- Utilise the temporary commuter wharf located at Rosstrevor Reserve, Church Point, adding it to the current end of Carols Wharf once it is decommissioned from its current site. This will significantly help to reduce costs and generate a very significant increase to capacity at this high demand wharf.
- That the ferry pontoon and breakwater components of the 2008 Plan of Management be included in the works.
- This design provides swell protection and makes use of the available deeper waters. It also has scope for visitor tie-ups near the ferry pontoon.
- To not include the inclusion of tie-up rings and ladders (or associated moorings such as sea anchor, chain, pulley, rope etc.). *See management section below.*

Eastern Wharf Component



- Extend the wharf into the Pittwater by 4 posts in length (approximately 20m), adding 20 tie-ups (10 north and 10 south).
- 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 (disability access, as due in 2017) 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.). *See management section below.*

Management

- That there be no additional charge to use these improved 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 discuss further the allocation of spaces to particular/assigned vessels.

It is proposed to for Council to not include tie up equipment, and to not charge to use this facility so as to save Council costs and risk.

If council were to provide tie-up equipment and charge an annual licence fee (as proposed in the 2008 Plan of Management), then council would incur significant upfront cost and be required to maintain this equipment. Tie-up facilities were costed in 2008 at approx.. \$1000 per space for rings and ladders. Surely mooring blocks, chains, pulley and rope would also have to be included, but appears not to be costed. There was also no costing for the ongoing maintenance of this equipment. It would be expected that a licence would be priced at around \$100 p.a. This means that council would take at least 10 years to recoup this money, and perhaps never would, due to maintenance or extra equipment as needed. It is simply not worth it.

In an important addition to this, Council opens itself up to a significant risk that if their equipment fails (likely over the span of the expected lifetime of the facility, its location and its usage), then it may be liable for any damage caused to the vessel and adjoining vessels. By allowing the continuation of the local residents to set up their own equipment, you minimise Council's risk exposure as if/when equipment fails, then Council is not able to be held accountable for allowing the equipment to fail.

Summary

The current Plan of Management (2008) proposal offers an increase in capacity from 54 to only 80 tie-ups (from 12 to 25 at Bell and from 42 to only 55 at Carols). This does not seem nearly enough of an upgrade for this significant investment and does not make full use of this rare and overdue opportunity. We all would want the improvements to cater for the longer-term future.

This Proposed Option 1, would see a significant increase to the capacity from 70 to 171 spaces across the three wharves. This is 2.5 times the current capacity. It would be made up of over 3.5 times the current capacity at Bell Wharf, and over 2 times increase of the current capacity at Carols and Eastern Wharves.

Utilising the already built temporary wharf, costs are significantly saved. Modifying the plans created in 2008 again has some significant cost savings (namely not building additional western and eastern arms to Carols Wharf), although it is expected that much of the water depth survey work would need to

be redone for this modified proposal. The research though is still valid and useable (survey, development consent etc.).

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

This proposal, we feel, is the best outcome for both Scotland Island residents and for Council. It would provide a massive increase and long-term capacity to residents, save significant money for council and 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.

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Proposed Option 2:

Bell Wharf Upgrade slightly modified from 2008 Plan, the Temporary Wharf inclusion into the 2008 Plan for Carols Wharf and a simple extension to Eastern Wharf

This proposal requests the extension of Bell Wharf, Scotland Island into the deeper waters of the Pittwater slightly, to give greater capacity, with other works as envisaged by the council Plan of Management (2008). This proposal requests for Carols Wharf to include the temporary wharf that is currently located at Church Point to be amended into the envisaged Plan of Management (2008). This proposal requests a simple wharf extension directly out from Eastern Wharf.

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

Capacity	Current	New Works	Net Increase	Proposed New Capacity
Bell	12	35	33	45
Carols	42	70	53	95
Eastern	16	20	20	36
Total	70	125	106	176

This proposal has a change to current capacity by just over 250% (Over 2.5X the current capacity).

Bell Wharf Component



- From the existing shed, extend the wharf into the deeper waters by 4 posts in length (approximately 20m), adding 20 tie-ups (10 east and 10 west). This is a modest extension considering the usage and available space, and makes 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, implement the 2008 plan which is the addition of a pontoon (steps and ramp access), adding 15 tie-up places.
- Include the 2008 planned Ferry Accessible Pontoon.
- To not include the inclusion of tie-up rings and ladders (or associated moorings such as sea anchor, chain, pulley, rope etc.). *See management section below.*

Carols Wharf Component

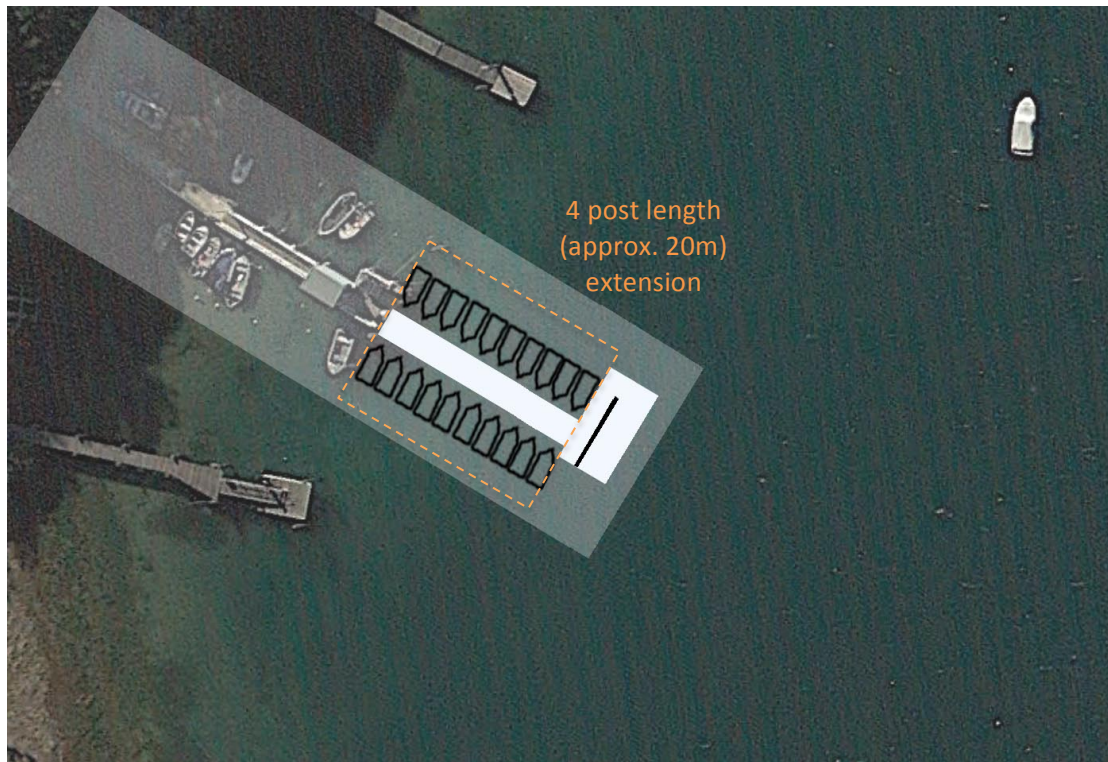


- Utilise the temporary commuter wharf located at Rosstrevor Reserve, Church Point, into the existing design plan (2008) of the redevelopment of Carols Wharf. This will help to reduce costs and generate a significant increase to capacity at this high demand wharf.
- That the western arm be either raised fixed wharf or be of a floating pontoon style as deemed most suitable by expert engineers who keep the weather conditions in mind (strong and fierce winds/swells from the east).

- To complete the works in two stages.
 - The first being the western arm and the addition of the floating pontoon and ramp to the existing stairs and jetty. While this work is conducted, pillars to be installed on the eastern side in readiness for the second phase, to save on costs. This could be done during mid 2017.
 - The second stage being the addition of the temporary wharf to the eastern side. This stage to be completed in late 2017 or early 2018 once the works are completed at Church Point and the temporary commuter wharf is decommissioned from that site.
- We propose that from the point the new works are added to the wharf, up until the end of the wharf, that all existing tie-ups (14 approx. 17) be removed.
- To not include the inclusion of tie-up rings and ladders (or associated moorings such as sea anchor, chain, pulley, rope etc.). *See management section below.*

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Eastern Wharf Component



- Extend the wharf into the Pittwater by 4 posts in length (approximately 20m), adding 20 tie-ups (10 north and 10 south).
- 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 (disability access, as due in 2017) 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.). *See management section below.*

Management

- That there be no additional charge to use these improved 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 discuss further the allocation of spaces to particular/assigned vessels.

It is proposed to for Council to not include tie up equipment, and to not charge to use this facility so as to save Council costs and risk.

If council were to provide tie-up equipment and charge an annual licence fee (as proposed in the 2008 Plan of Management), then council would incur significant upfront cost and be required to maintain this equipment. Tie-up facilities were costed in 2008 at approx.. \$1000 per space for rings and ladders. Surely mooring blocks, chains, pulley and rope would also have to be included, but appears not to be costed. There was also no costing for the ongoing maintenance of this equipment. It would be expected that a licence would be priced at around \$100 p.a. This means that council would take at least 10 years to recoup this money, and perhaps never would, due to maintenance or extra equipment as needed. It is simply not worth it.

In an important addition to this, Council opens itself up to a significant risk that if their equipment fails (likely over the span of the expected lifetime of the facility, its location and its usage), then it may be liable for any damage caused to the vessel and adjoining vessels. By allowing the continuation of the local residents to set up their own equipment, you minimise Council's risk exposure as if/when equipment fails, then Council is not able to be held accountable for allowing the equipment to fail.

Summary

The current Plan of Management (2008) proposal offers an increase in capacity from 54 to only 80 tie-ups (from 12 to 25 at Bell and from 42 to only 55 at Carols). This does not seem nearly enough of an upgrade for this significant investment and does not make full use of this rare and overdue opportunity. We all would want the improvements to cater for the longer-term future.

This Proposed Option 2, would see a significant increase to the capacity from 70 to 176 spaces across the three wharves. This is over 2.5 times the current capacity. It would be made up of over 3.5 times the current capacity at Bell Wharf, 2.3 times increase of the current capacity at Carols Wharf and 2 times the current capacity at Eastern Wharf.

Utilising the already built temporary wharf, costs are significantly saved. Modifying the plans created in 2008 again 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 bulk of the additional spaces though would be exposed to the strong swells if there is no breakwater installed. In addition, the water depth for the western arm (temporary wharf relocation) may be problematic in this design.

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

This proposal, we feel, is the best outcome for Scotland Island residents in regards to capacity, but vessels would be at a greater risk of weather damage. It would also come at a higher cost to Council compared to Proposal 1, but should be comparable to costing done in 2008. It would 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.

Proposed Option 3a and 3b:

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

This proposal requests the extension of Bell Wharf, Scotland Island into the deeper waters of the Pittwater slightly, to give greater capacity, with 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) (Option 3a), with the possible greater extension of the eastern arm (Option 3b). This proposal requests a simple wharf extension directly out from Eastern Wharf.

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

Capacity	Current	New Works	Net Increase	Proposed New Capacity
Bell	12	35	33	45
Carols	42	40-52	13-25	55-67
Eastern	16	20	20	36
Total	70	95-107	66-78	136-148

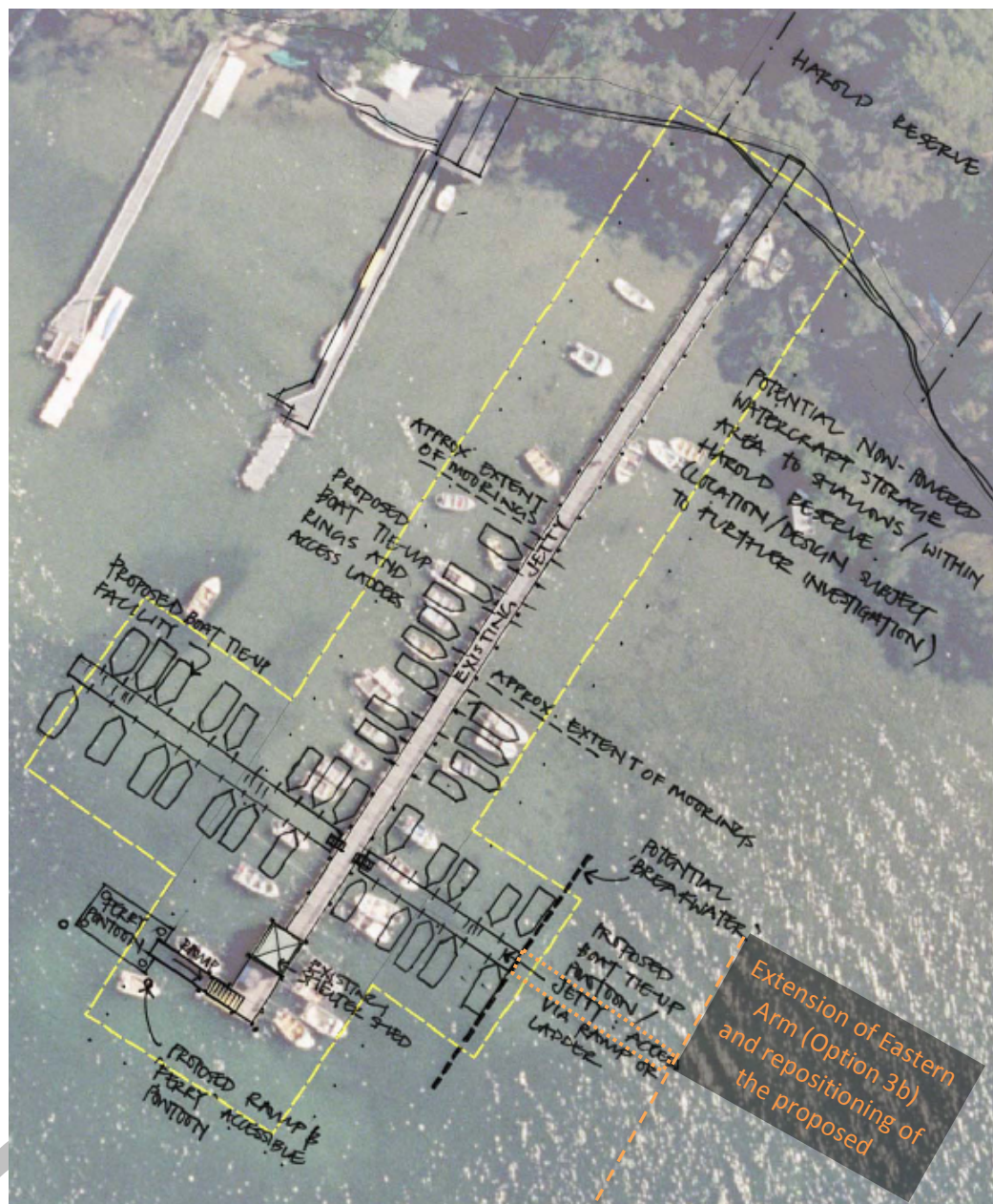
This proposal has a change to current capacity by 194% (less than double the current capacity) (**Option 3a**) to 212% (more than double current capacity) (**Option 3b**).

Bell Wharf Component



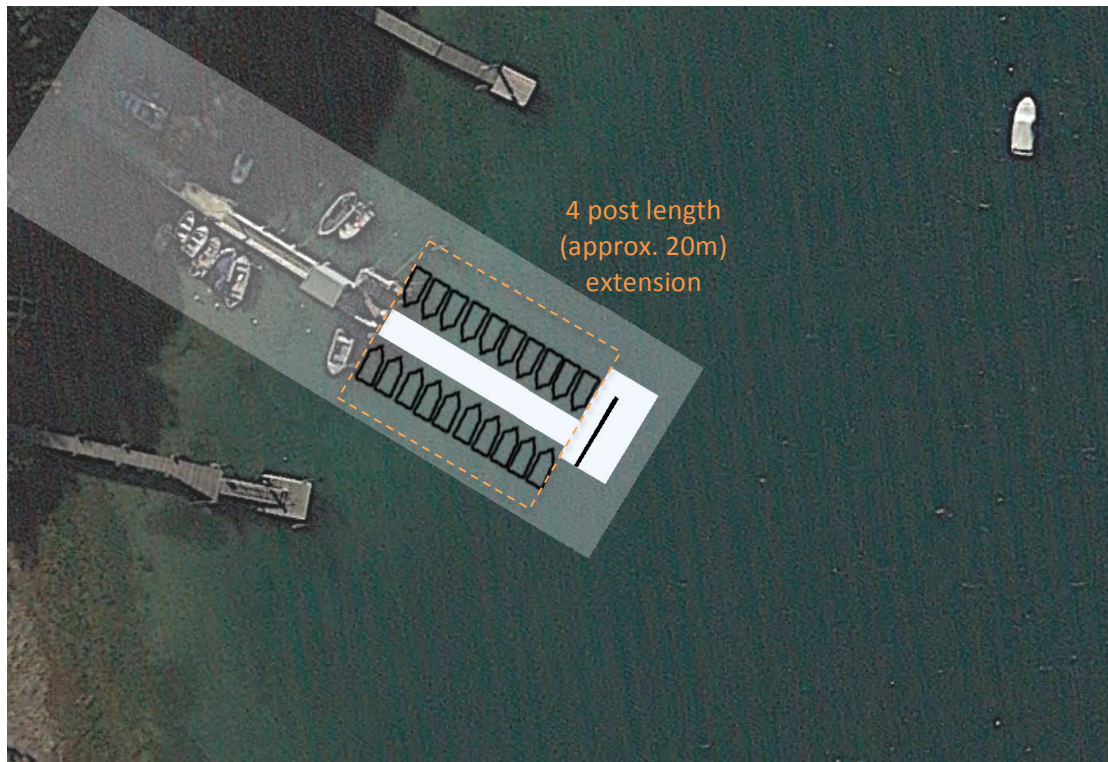
- From the existing shed, extend the wharf into the deeper waters by 4 posts in length (approximately 20m), adding 20 tie-ups (10 east and 10 west). This is a modest extension considering the usage and available space, and makes use of Bell Wharf's proximity to deep water.
- Possibly relocate the bins to the end of this extension after consultation with service providers.
- At the end of this extension, implement the 2008 plan which is the addition of a pontoon (steps and ramp access), adding 15 tie-up places.
- Include the 2008 planned Ferry Accessible Pontoon.
- To not include the inclusion of tie-up rings and ladders (or associated moorings such as sea anchor, chain, pulley, rope etc.). *See management section below.*

Carols Wharf Component



- That council adopt the Plan of Management (2008) in full (**Option 3a**).
- That if possible, incorporate an extension to the eastern arm to utilise the deeper water and thus increase capacity (an additional 12 spaces) (**Option 3b**).
- That the arm extensions be either raised fixed wharf or be of a floating pontoon style as deemed most suitable by expert engineers who keep the weather conditions in mind (strong and fierce winds/swells from the east). Raised fixed wharf arms would be considerably cheaper, require significant less engineering and carry a much lower risk.
- To not include the inclusion of tie-up rings and ladders (or associated moorings such as sea anchor, chain, pulley, rope etc.). *See management section below.*

Eastern Wharf Component



- Extend the wharf into the Pittwater by 4 posts in length (approximately 20m), adding 20 tie-ups (10 north and 10 south).
- 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 (disability access, as due in 2017) 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.). *See management section below.*

Management

- That there be no additional charge to use these improved 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 discuss further the allocation of spaces to particular/assigned vessels.

It is proposed to for Council to not include tie up equipment, and to not charge to use this facility so as to save Council costs and risk.

If council were to provide tie-up equipment and charge an annual licence fee (as proposed in the 2008 Plan of Management), then council would incur significant upfront cost and be required to maintain this equipment. Tie-up facilities were costed in 2008 at approx.. \$1000 per space for rings and ladders. Surely mooring blocks, chains, pulley and rope would also have to be included, but appears not to be costed. There was also no costing for the ongoing maintenance of this equipment. It would be expected that a licence would be priced at around \$100 p.a. This means that council would take at least 10 years to recoup this money, and perhaps never would, due to maintenance or extra equipment as needed. It is simply not worth it.

In an important addition to this, Council opens itself up to a significant risk that if their equipment fails (likely over the span of the expected lifetime of the facility, its location and its usage), then it may be liable for any damage caused to the vessel and adjoining vessels. By allowing the continuation of the local residents to set up their own equipment, you minimise Council's risk exposure as if/when equipment fails, then Council is not able to be held accountable for allowing the equipment to fail.

Summary

The current Plan of Management (2008) proposal offers an increase in capacity from 54 to only 80 tie-ups (from 12 to 25 at Bell and from 42 to only 55 at Carols). This does not seem nearly enough of an upgrade for this significant investment and does not make full use of this rare and overdue opportunity. We all would want the improvements to cater for the longer-term future, as best as possible.

This Proposed Option 3a, would see a modest increase to the capacity from 70 to 136 spaces across the two wharves. This is an 94% increase. This would be made up of over 3.5 times the current capacity at Bell Wharf, an over 2 times increase of the current capacity at Eastern Wharf, but only a 30% increase to the capacity at Carols Wharf.

This Proposed Option 3b, would see a very reasonable increase to the capacity from 70 to 148 spaces across the two wharves. This is just over a doubling of the total capacity. It would be made up of over 3.5 times the current capacity at Bell

Wharf, an over 2 times increase of the current capacity at Eastern Wharf, and a 60% increase to the capacity at Carols Wharf.

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

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

This proposal, we feel, is a good outcome for both Scotland Island residents and for Council. It should complete the “balanced dispersal of boat tie-up facilities around the island”, as planned for in the 2008 Plan of management, of which only some of the work has to date progressed, but Option 3a may not facilitate real long-term capacity needs. With Option 3b, to instead tweak the eastern side of the extension at Carols, capacity will be improved to a more longer-term feasible level and would represent a great result for the community.

Proposed Option 4:

Wharf (non-pontoon) extensions to Bell, Carols and Eastern Wharves

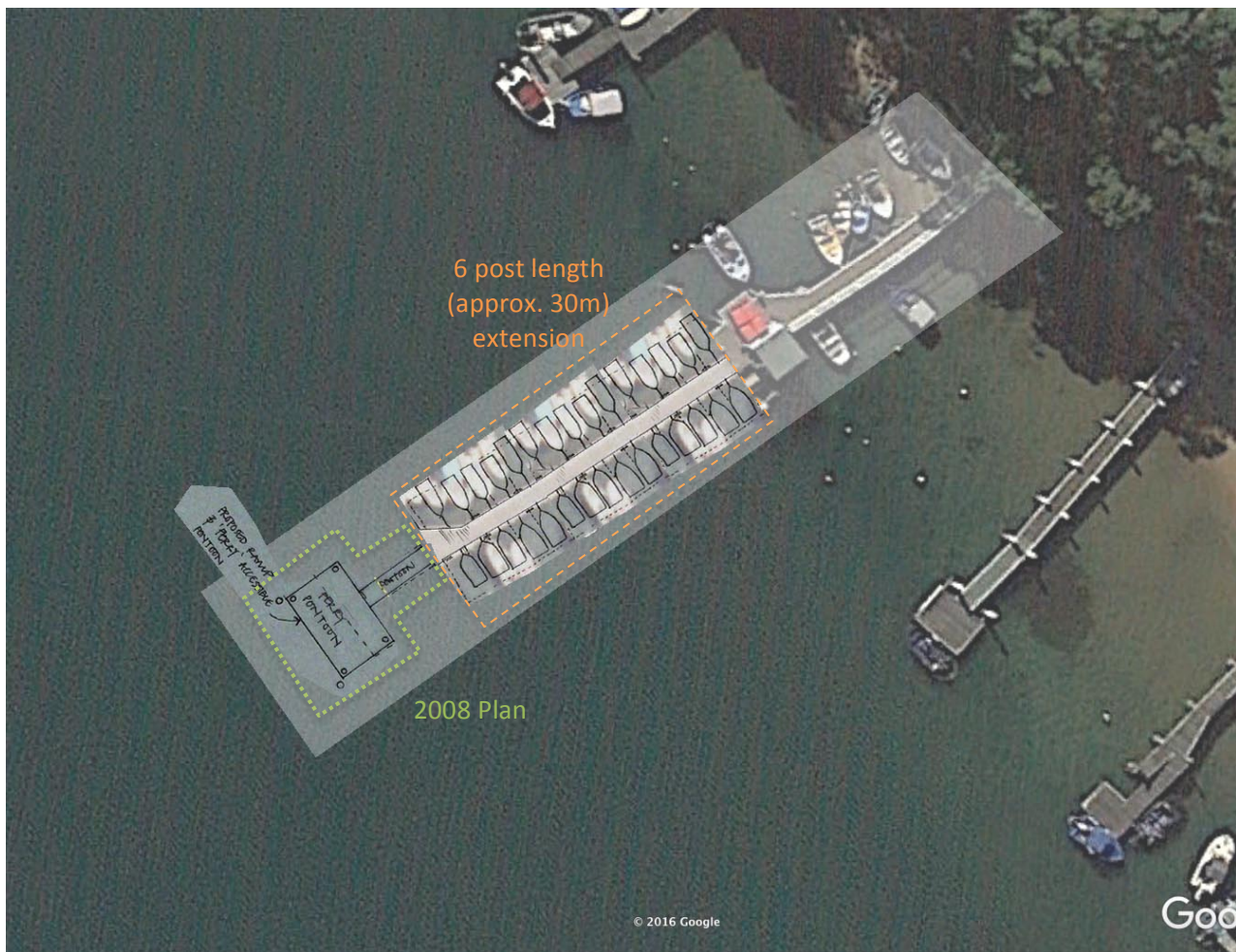
This proposal requests the extension of Bell, Carols and Eastern Wharves, Scotland Island, into the deeper waters of the Pittwater, to give greater capacity. No pontoons to be installed for tie-ups, but the possibility for the inclusion of pontoons for the ferry as detailed in the 2008 Plan of Management.

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

Capacity	Current	New Works	Net Increase	Proposed New Capacity
Bell	12	30	30	42
Carols	42	40	36	78
Eastern	16	20	20	36
Total	70	90	86	156

This proposal has a change to current capacity by nearly 223% (2.2X the current capacity).

Bell Wharf Component



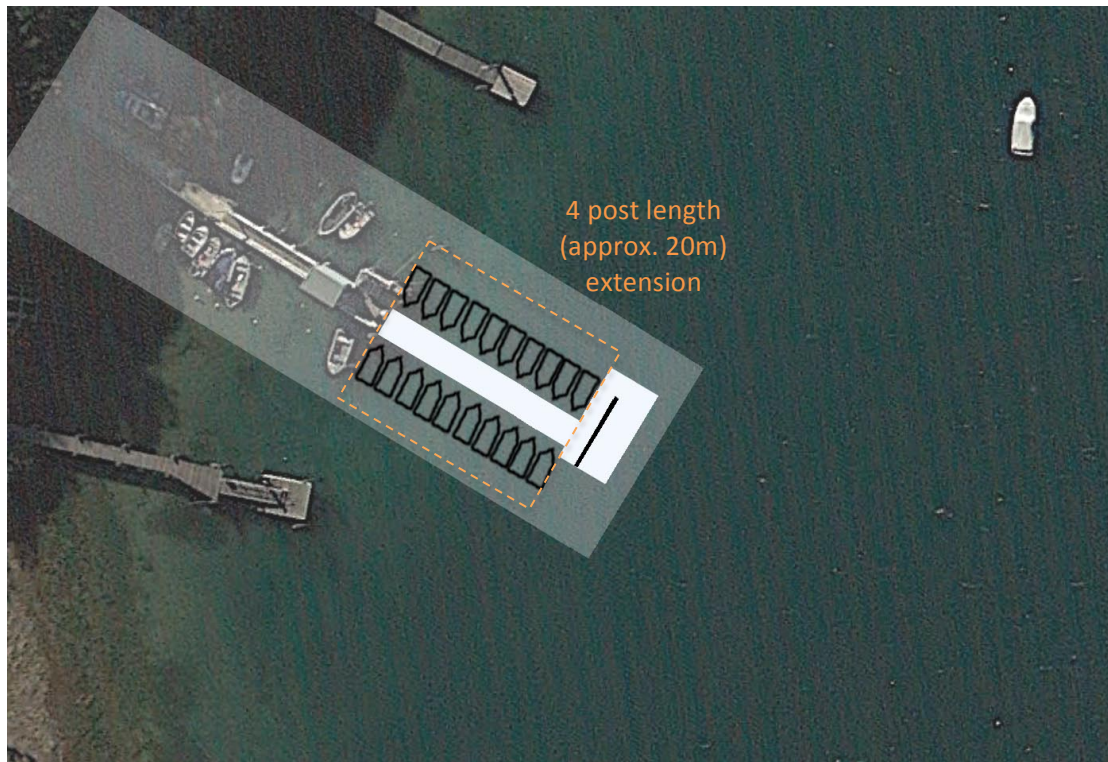
- From the existing shed, extend the wharf into the deeper waters by 6 posts in length (approximately 30m), adding 30 tie-ups (15 east and 15 west). This is a very useful extension considering the usage and available space, and makes use of Bell Wharf's proximity to deep water.
- Possibly relocate the bins to the end of this extension after consultation with service providers.
- At the end of this extension, implement the 2008 planned Ferry Accessible Pontoon.
- To not include the inclusion of tie-up rings and ladders (or associated moorings such as sea anchor, chain, pulley, rope etc.). *See management section below.*

Carols Wharf Component



- From the existing shed, extend the wharf into the deeper waters by 8 posts in length (approximately 40m), adding 40 tie-ups (19 east and 21 west).
- Possibly relocate the bins to the end of this extension after consultation with service providers.
- At the end of this extension, implement the 2008 planned Ferry Accessible Pontoon.
- To not include the inclusion of tie-up rings and ladders (or associated moorings such as sea anchor, chain, pulley, rope etc.). *See management section below.*

Eastern Wharf Component



- Extend the wharf into the Pittwater by 4 posts in length (approximately 20m), adding 20 tie-ups (10 north and 10 south).
- 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 (disability access, as due in 2017) 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.). *See management section below.*

Management

- That there be no additional charge to use these improved 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 discuss further the allocation of spaces to particular/assigned vessels.

It is proposed to for Council to not include tie up equipment, and to not charge to use this facility so as to save Council costs and risk.

If council were to provide tie-up equipment and charge an annual licence fee (as proposed in the 2008 Plan of Management), then council would incur significant upfront cost and be required to maintain this equipment. Tie-up facilities were costed in 2008 at approx. \$1000 per space for rings and ladders. Surely mooring blocks, chains, pulley and rope would also have to be included, but appears not to be costed. There was also no costing for the ongoing maintenance of this equipment. It would be expected that a licence would be priced at around \$100 p.a. This means that council would take at least 10 years to recoup this money, and perhaps never would, due to maintenance or extra equipment as needed. It is simply not worth it.

In an important addition to this, Council opens itself up to a significant risk that if their equipment fails (likely over the span of the expected lifetime of the facility, its location and its usage), then it may be liable for any damage caused to the vessel and adjoining vessels. By allowing the continuation of the local residents to set up their own equipment, you minimise Council's risk exposure as if/when equipment fails, then Council is not able to be held accountable for allowing the equipment to fail.

Summary

The current Plan of Management (2008) proposal offers an increase in capacity from 54 to only 80 tie-ups (from 12 to 25 at Bell and from 42 to only 55 at Carols). This does not seem nearly enough of an upgrade for this significant investment and does not make full use of this rare and overdue opportunity. We all would want the improvements to cater for the longer-term future.

This Proposed Option 4, would see a significant increase to the capacity from 70 to 156 spaces across the three wharves. This is 2.2 times the current capacity. It would be made up of 3.5 times the current capacity at Bell Wharf, a near 2 times increase of the current capacity at Carols Wharf and 2.25 times the capacity of Eastern Wharf.

This proposal has a distinct advantage of significant cost savings due to its minimised use of floating pontoons. Pontoons would certainly be welcomed for tie-ups, but they require extensive engineering and come at a greater cost. For these reasons, should it be found that the pontoons are cost or technically

prohibitive, this proposal requests that only the ferry accesses be pontoons, as considered and planned in the 2008 Plan of Management.

The other significant factor to consider in relation to the use of pontoons for tie-up facilities, is the risk of damage due to weather, adding to the engineering costs. This proposal tries to mitigate this risk and that cost.

Despite omitting the pontoons for tie-up facilities as suggested by the 2008 plan, this proposal still sees a very significant increase to the total tie-up capacity for the island.

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

This proposal, we feel, is a very good outcome for both Scotland Island residents and a significantly beneficial outcome for Council. It would provide a very significant increase and long-term capacity to residents, save considerable money for council and 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.