

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.

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:	Crown Reserve: 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 – 3rd 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

Without Development Consent Permissible Uses 'exempt' development (may require approval under Part V of the EPA Act 1979)	Only with Development Consent Permissible Uses requiring Development Consent	Prohibited Uses 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.
<p>Part II – General Restrictions: Zone 6(a) (PLEP 1993)</p> <p><u>Lease Agreements</u> i.e. Boat Tie-up Licence Scheme</p> <p><u>Maintenance / minor works</u> – in accordance with Management Strategy / Works Programme, including but limited to the following:</p> <ul style="list-style-type: none"> - bush regeneration (including weed removal) - foreshore protection measures - earthworks to construct structures (ie. access ramp) - fencing including security, protective and temporary fencing - footpaths, boardwalks, minor bridges, steps and ramps - fire hazard reduction activities - land restoration works - landscaping - lighting of reserve - minor drainage, stormwater, erosion and sediment control works 	<p>Part II – General Restrictions: Zone 6(a) (PLEP 1993)</p> <p><u>Major Works / Permanent Structures</u> – in accordance with Management Strategy / Works Programme, including but limited to:</p> <ul style="list-style-type: none"> - drainage, stormwater, erosion and sediment control works (major ie. detention basin) - seawall and revetment structures 	<p>Any purpose other than a purpose for which development may be carried out without development consent or only with development consent.</p>

Without Development Consent Permissible Uses 'exempt' development (may require approval under Part V of the EPA Act 1979)	Only with Development Consent Permissible Uses requiring Development Consent	Prohibited Uses Including but not limited to the following
<ul style="list-style-type: none"> - upgrading of boat tie-up and commuter facilities <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"> - <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 the Council - <u>Recreational activities</u> <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 & 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"> - <u>Moorings</u> (other than moorings permitted without consent) - <u>Public wharves, jetties, pontoons</u> and boat launching ramps - <u>Transport services and facilities</u> associated with the waterway (other than helipads etc.) - <u>Utility installations</u> <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

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

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.

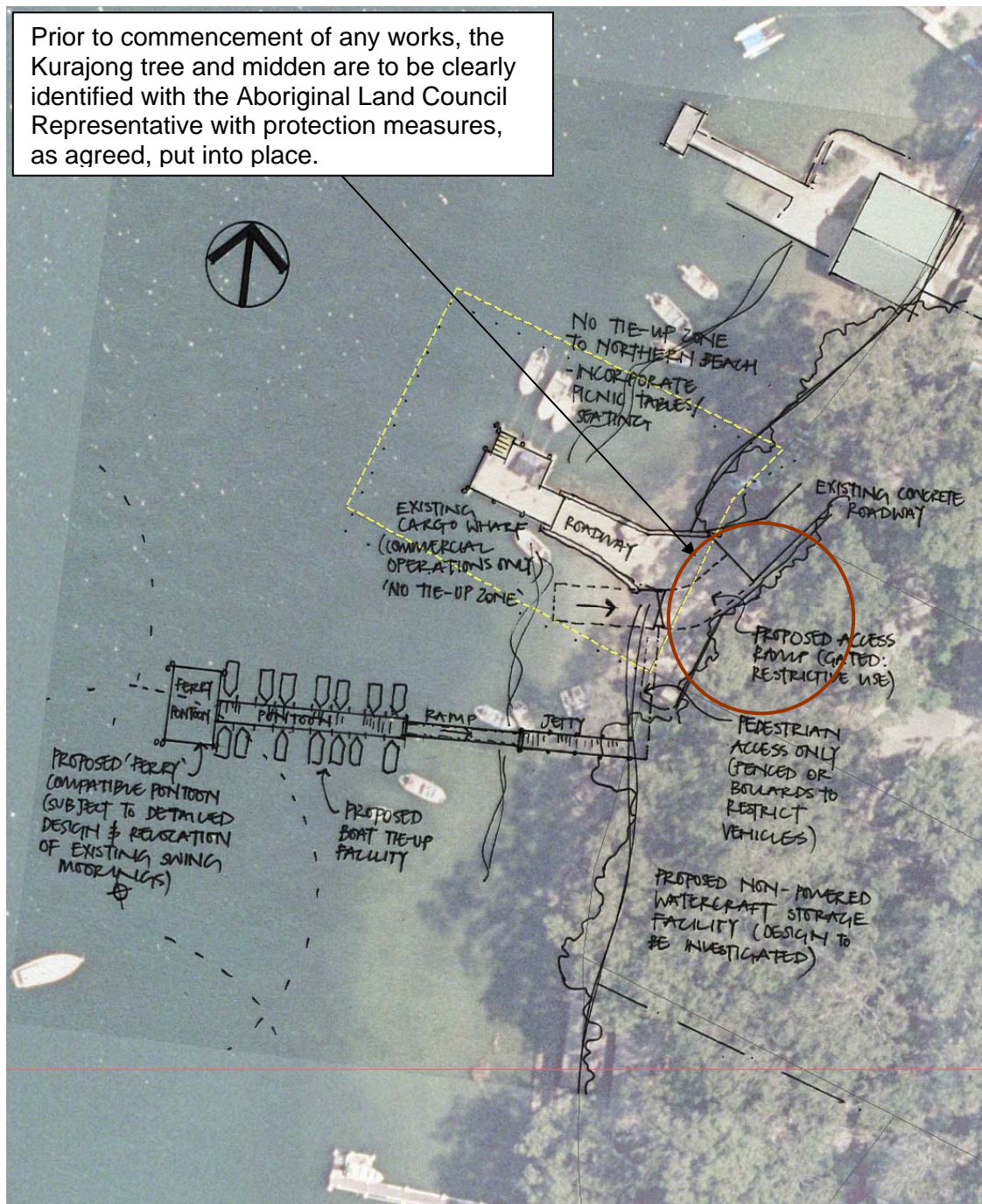


Figure 12-4 | Cargo Wharf Reserve Concept Sketch

(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.