

# 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.

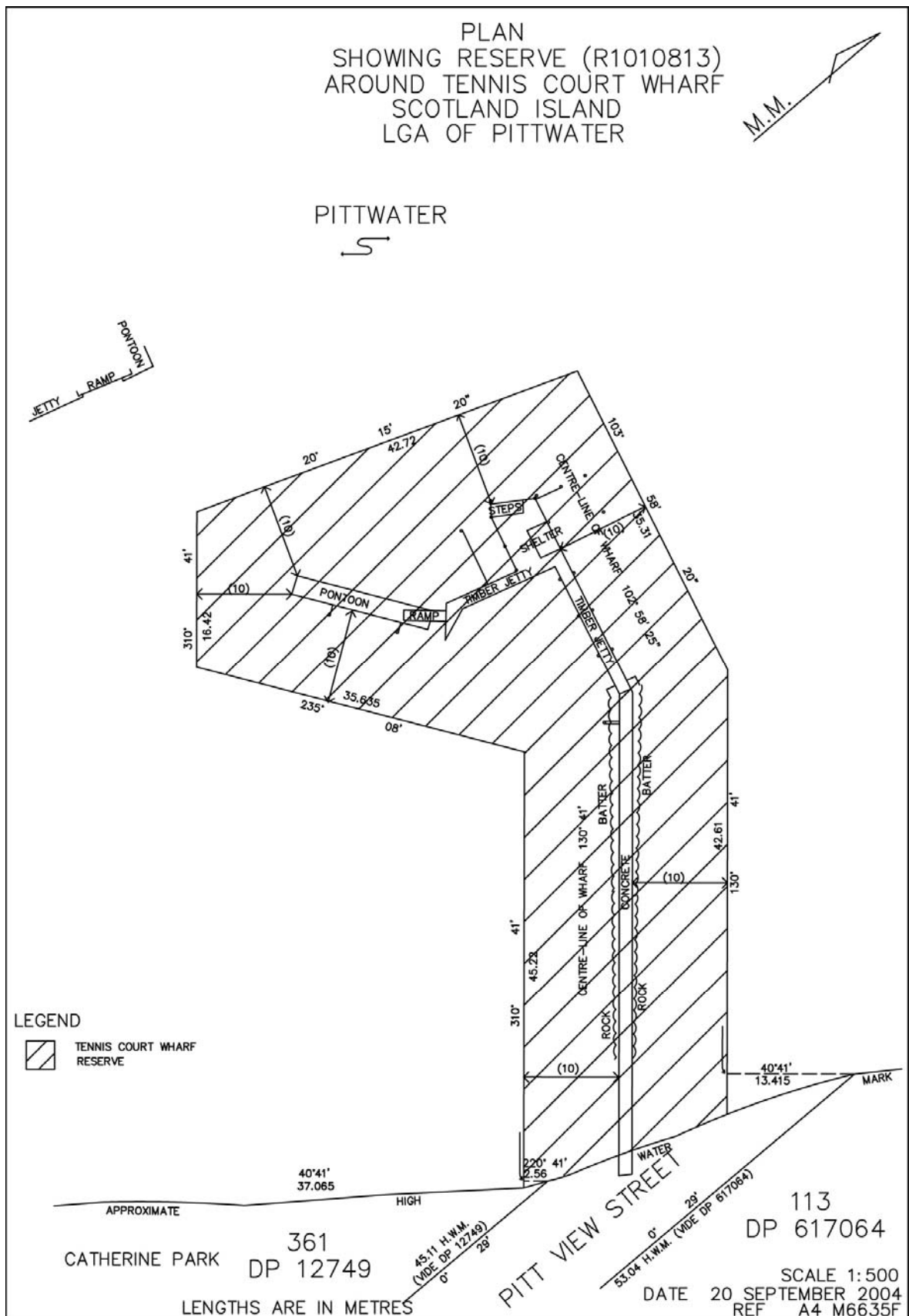


Figure 29-2 | Tennis Court Wharf Reserve Survey Plan



## 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'.

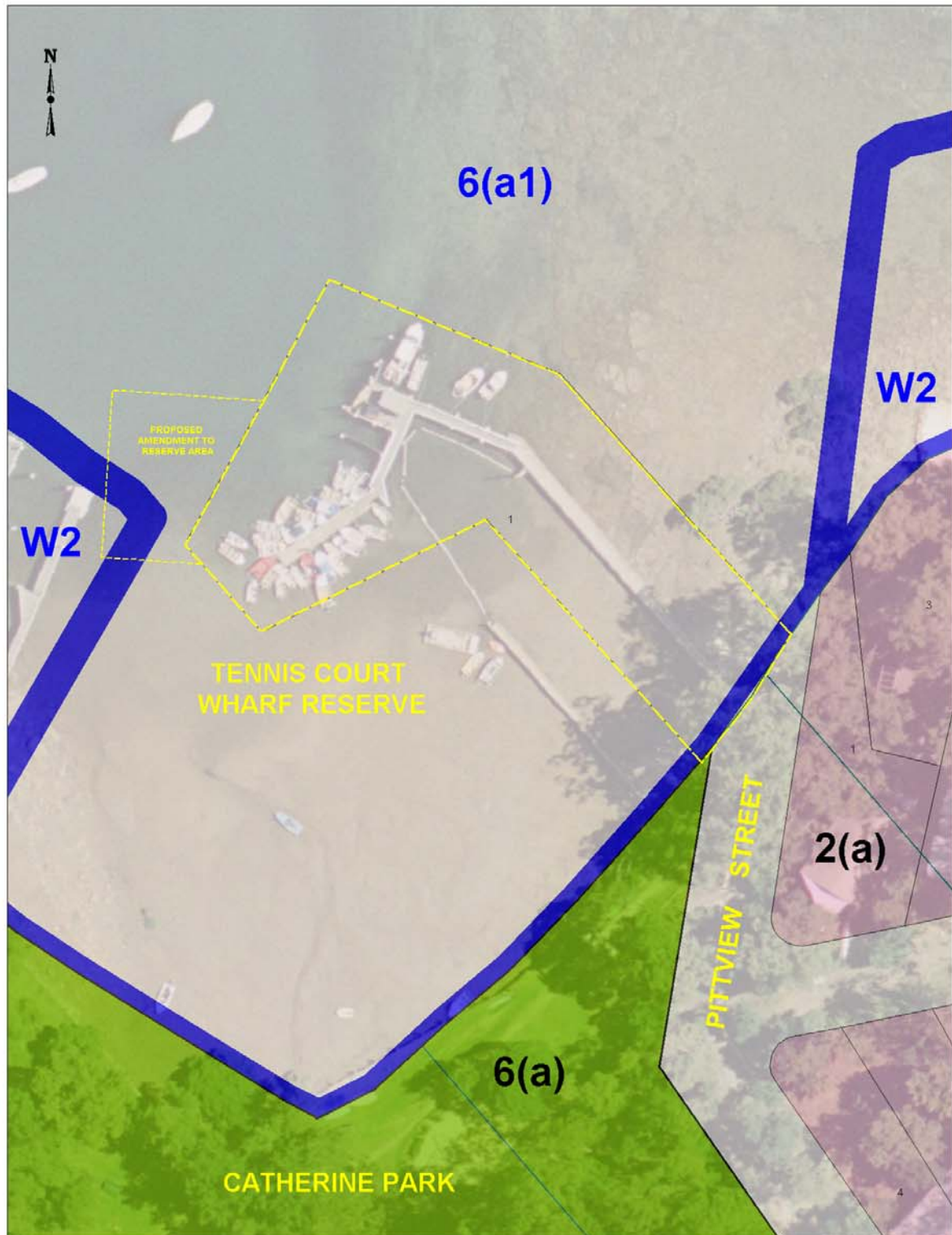
Pittwater Council was appointed Corporate Manager of Tennis Court Wharf Reserve Trust on 13 May 2005. The trust is charged with the care, control and management of the reserve under s.92 of the Crown Lands Act, 1989 and Council manages the affairs of the trust.

#### 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)



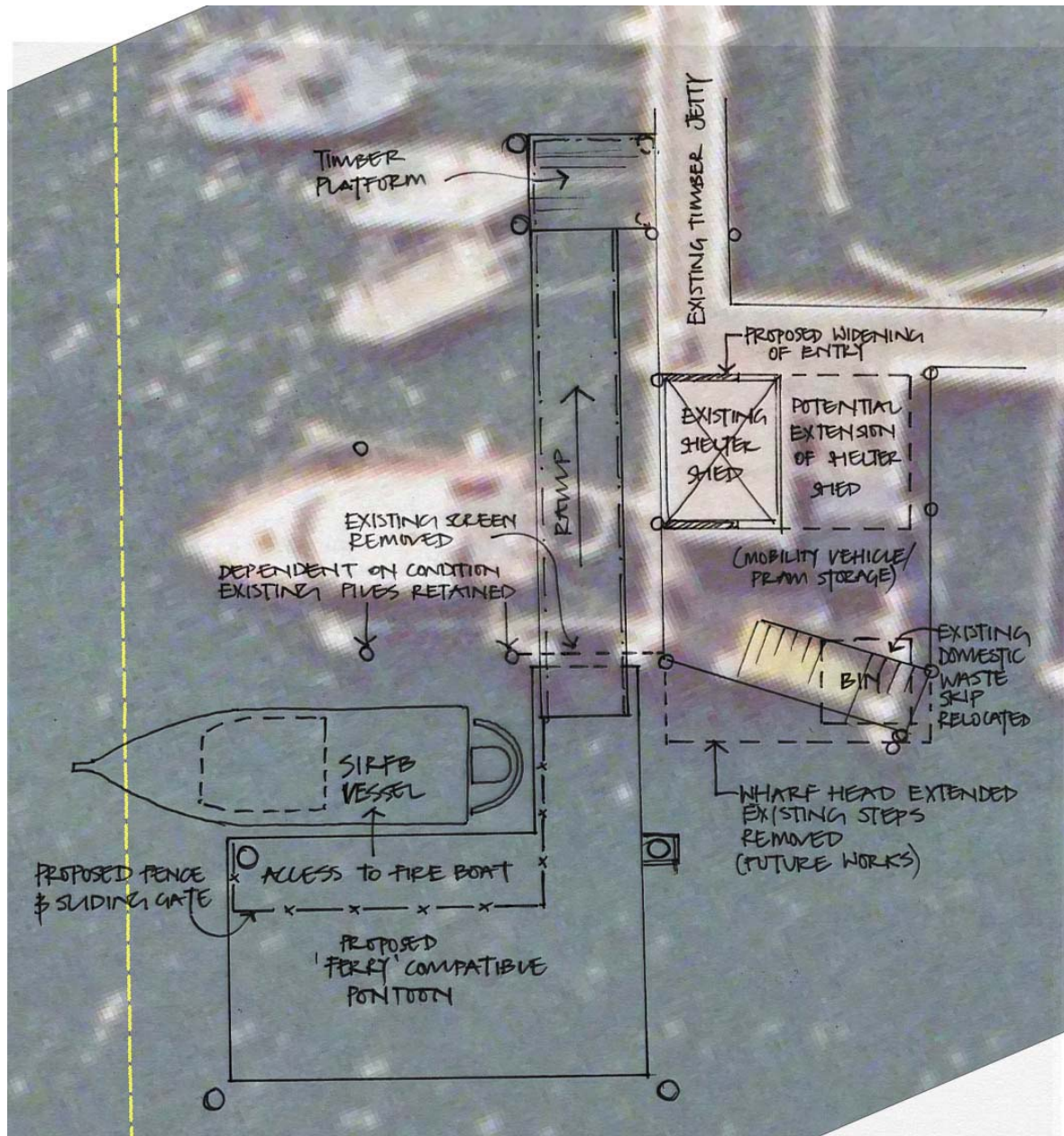


Figure 29-4 | Tennis Court Wharf Reserve: SIRFS Concept Sketch  
(Note: Indicative only – concept subject to further detailed design development)

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.





