

# 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.



## 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'.

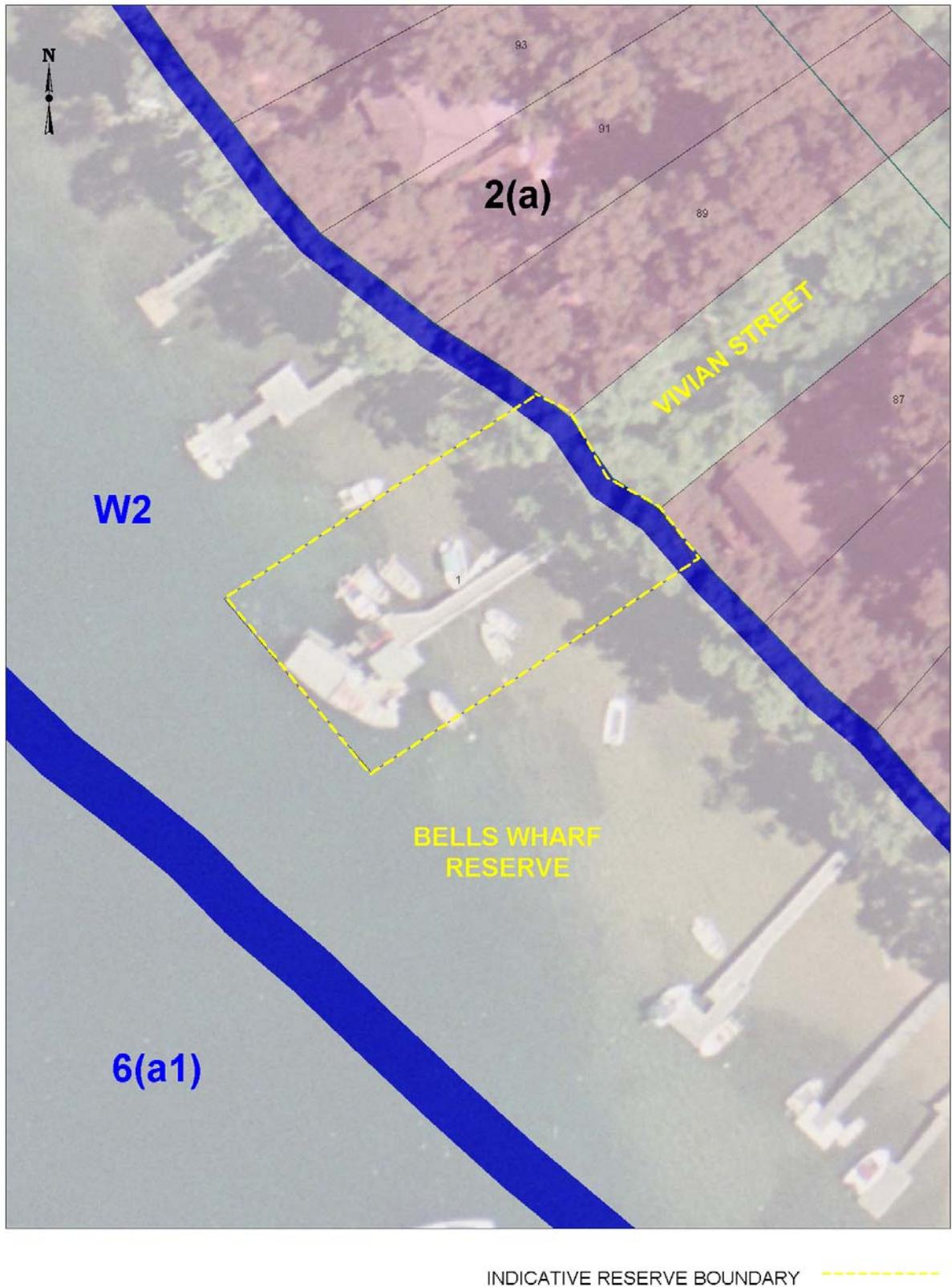
Pittwater Council was appointed Corporate Manager of Bells Wharf Reserve Trust on 13 May 2005. The Trust is charged with the care, control and management of the reserve under s.92 of the Crown Lands Act, 1989 and Council manages the affairs of the trust.

### 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)

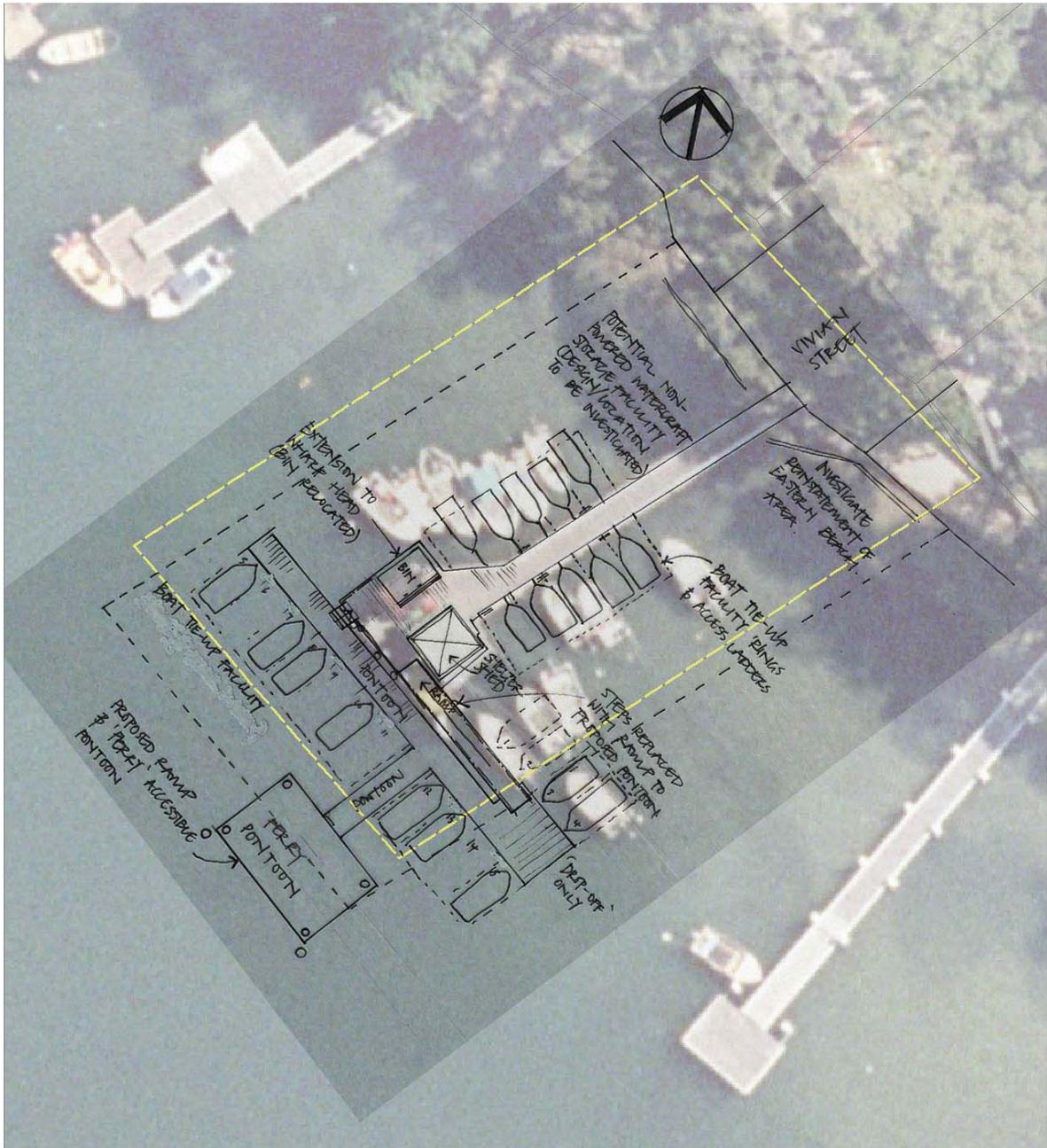


Figure 7-4 | Bells Wharf Reserve Concept Sketch

(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.