

**Sydney Harbour Federation Trust**

**Management Plan – Hunters Hill No.1**  
Woolwich Dock and Parklands

23<sup>rd</sup> NOVEMBER 2004

And subsequently amended on  
11<sup>th</sup> July 2007



Australian Government  
Sydney Harbour Federation Trust

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## Schedule of Amendments

The Woolwich Dock and Parklands Management Plan was adopted by the Trust on 23 November 2004 and came into force on that date. Subsequently, the management plan has been amended as follows:

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### **Amendment 1** – Adopted and came into force on 11 July 2007

The plan has been amended to:

- Enable the proposed waterfront function centre / restaurant building to be two storeys with additional height and form controls;
  - Incorporate a Trust facility within this building; and
  - Allow the over-flow parking area at the top of the dock to occasionally be used for function-parking in addition to event parking.
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# Table of Contents

<b>INTRODUCTION .....</b>	<b>1</b>
<b>COMMENCEMENT DATE .....</b>	<b>1</b>
<b>LAND TO WHICH THE MANAGEMENT PLAN APPLIES.....</b>	<b>2</b>
<b>AIMS OF THIS PLAN.....</b>	<b>2</b>
<b>RELATIONSHIP WITH THE TRUST'S COMPREHENSIVE PLAN .....</b>	<b>3</b>
<b>RELATED POLICIES AND GUIDELINES .....</b>	<b>3</b>
<b>STATUTORY PLANNING CONTEXT.....</b>	<b>4</b>
Commonwealth Legislation.....	4
State Legislation .....	4
SEPP No. 56 – Sydney Harbour Foreshores & Tributaries .....	4
SREP No. 22 – Parramatta River .....	5
Draft SREP No. 32 - Sydney Harbour Catchment .....	5
Hunters Hill Local Environmental Plan No.1, 1982 .....	5
<b>NON-STATUTORY PLANNING STRATEGIES .....</b>	<b>5</b>
Sharing Sydney Harbour Access Plan .....	5
Land Supply for the Working Harbour .....	6
<b>PLANS PREPARED FOR NEIGHBOURING LANDS.....</b>	<b>6</b>
Clarkes Point Reserve and Morts Reserve Draft Plan of Management .....	6
Kelly's Bush Landscape and Management Plan.....	6
Hunters Hill Bush Fire Management Plan .....	6
Hunters Hill Council Bush Fire Prone Land Map.....	7
<b>SITE DESCRIPTION .....</b>	<b>7</b>
<b>SURROUNDING LANDS .....</b>	<b>8</b>
<b>SITE ANALYSIS.....</b>	<b>9</b>
Heritage Conservation .....	9
Bushland and Natural Values .....	16
Bushfire Risk .....	17
Stormwater .....	17
Contamination .....	18
Hazardous Materials .....	20
Services .....	20
Compliance with the Building Code of Australia .....	21
Structural Assessment of the Army Prefabricated Buildings .....	21
Transport Management .....	22
Waterfront Edge .....	22
Accessibility.....	23
Noise Impacts .....	23
<b>COMMONWEALTH HERITAGE VALUES .....</b>	<b>24</b>



---

<b>OUTCOMES .....</b>	<b>26</b>
Heritage Conservation .....	26
Adaptive Re-use .....	26
Integration with Surrounding Lands.....	27
Public Domain .....	27
Road Access .....	27
Car Parking .....	28
Pedestrian Pathways .....	28
Water Access .....	29
Waterfront Park.....	29
Village Square Lookout and the Knoll Park.....	29
The Horse Paddock .....	30
Possible New Buildings .....	30
The Dock and Surrounds.....	31
Saw-tooth Roofed Building .....	32
Army Prefabricated Steel Sheds .....	32
Former Army Mess Buildings .....	33
Mort's Administration Building .....	35
Morts Buildings and Gymnasium.....	35
Noise .....	35
Stormwater.....	35
Remediation .....	36
Hazardous Materials Management.....	36
Interpretation .....	37
<b>IMPLEMENTATION .....</b>	<b>37</b>
Projects .....	37
<b>FUTURE ACTIONS .....</b>	<b>43</b>
Unforeseen Archaeological Discoveries.....	43
Records of Intervention & Maintenance .....	43
Future Consultation.....	43
Aboriginal Consultation .....	43
Monitoring and Review of the Plan.....	43
<b>ACKNOWLEDGEMENTS: IMAGES.....</b>	<b>44</b>
<b>RELATED STUDIES AND DOCUMENTS .....</b>	<b>45</b>
<b>APPENDIX 1 .....</b>	<b>47</b>



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## Introduction

On 21<sup>st</sup> August 2003 the Minister for the Environment and Heritage approved a Comprehensive Plan for the seven harbour sites managed by the Sydney Harbour Federation Trust. The plan, which was prepared in accordance with the requirements of the *Sydney Harbour Federation Trust Act, 2001*, sets out the Trust's vision for the harbour sites under its control.

It also includes:

- A process for the preparation of more detailed management plans for specific precincts, places or buildings – see *Part 11*; and
- Objectives and Policies covering a range of matters such as Cultural Heritage, Biodiversity Conservation and Aboriginal Heritage that must be addressed when Management Plans or specific Activities are being considered on *Trust Land Sites* –see *Part 3*.

The Comprehensive Plan identifies Woolwich Dock as an important heritage precinct while the adjoining lands – commonly referred to as the Horse Paddock and Goat Paddock, are also important, both for their historic association with the Dock and as potential links in the Sydney Harbour open space system.

The Comprehensive Plan proposes that the Dock and parklands become a maritime hub at the meeting of the Parramatta and Lane Cove Rivers, and that the precinct and adjoining parklands be consolidated as part of a unified network of open space. This will involve: the conservation and adaptive reuse of the Dock and associated heritage buildings for maritime industry, including uses such as boat building, repairs, servicing and storage as well as a diversity of complementary uses such as offices, studios, galleries and a café/reception facility; and the remediation and embellishment of the Horse Paddock and Goat Paddock as passive recreational areas. The Trust has identified this work as an important priority.

The *Environment Protection and Biodiversity Conservation (EPBC) Act, 1999* also requires the Trust, as a Commonwealth agency, to make written plans to protect and manage the Commonwealth Heritage values of Commonwealth Heritage places that it owns or controls. Woolwich Dock has been identified as having Commonwealth Heritage value and is included on the Commonwealth Heritage List.

Accordingly, the purpose of this Management Plan, is to guide the work proposed in the Trust's Comprehensive Plan and to satisfy the requirements of Schedule 7A of the EPBC Regulations, 2000.

## Commencement Date

This Management Plan was adopted by the Trust on 23<sup>rd</sup> November 2004 and came into force on that date. Subsequent amendments are listed in a schedule following the title page.



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## Land to which the Management Plan Applies

The land covered by the Management Plan is shown by broken black edging on the plan at *Figure 1*. All of the land is included within Lot 1 DP223852 and Lot 4 DP573213 and is in the ownership of the Sydney Harbour Federation Trust.

## Aims of this Plan

The aims of this Management Plan are to:

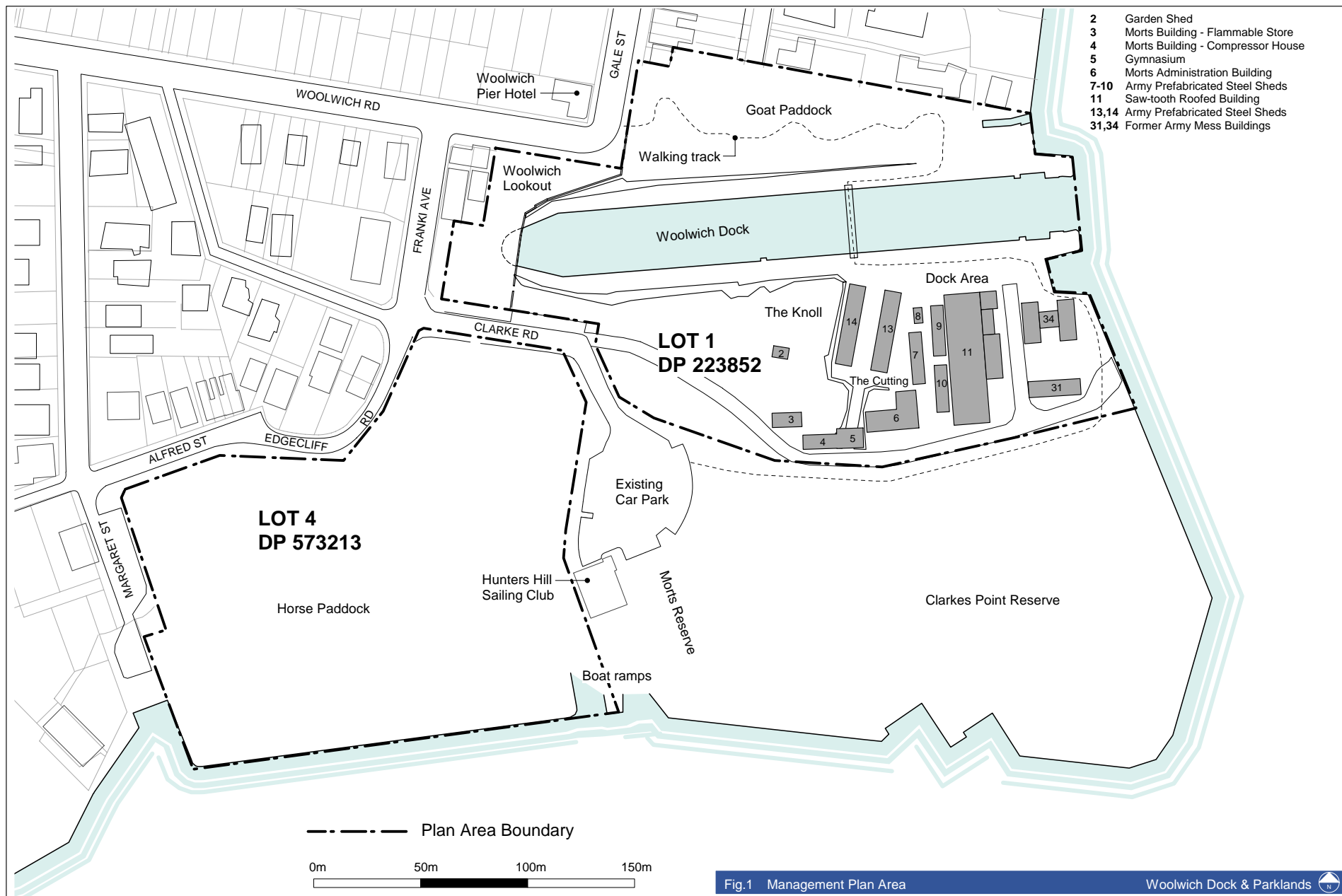
- Conserve and interpret the Commonwealth Heritage values of Woolwich Dock and to facilitate its continued use for maritime-related purposes, while providing public access;
- Revitalise the historic dock area as a focus for maritime activity and a diversity of complementary uses that enhance the appreciation of the site and its context within the harbour and parkland setting; and to
- Integrate the Dock, the Horse Paddock and the Goat Paddock with the adjoining parklands as part of a unified network of foreshore open space.

In doing this it also aims to:

- Be consistent with Commonwealth Heritage management principles;
- Provide for public access, site interpretation, education and appropriate community and commercial uses;
- Conserve and interpret the whole site as an historic precinct;
- Facilitate the adaptive reuse of the buildings;
- Provide for possible new buildings where this is essential for functional or operational requirements;
- Provide visitor facilities and amenities including parking, walking tracks, lookouts and access to the Dock and other historic structures;
- Regenerate and expand the bushland so that the sense of a “*green*” foreshore is reinforced;
- Achieve a clear and simple park design that maximises the interpretation of the precinct;
- Unify the elements of the dock and parklands - their topography and natural and cultural heritage;
- Provide a network of pathways that link with the existing foreshore walks and the Great North Walk;
- Protect the cultural landscape;
- Enhance the views to and from the precinct;
- Realise the potential for easy access including access for the disabled;
- Maximise the opportunities to access the precinct by public transport;
- Improve car parking arrangements and vehicular access to and within the precinct;
- Provide for water access to the precinct by reinstating Mort’s timber jetties and by providing for berthing within the Dock;
- Provide facilities for access to and from Cockatoo Island, including the loading / unloading of barges and occasional roll-on / roll-off access;
- Improve the quality of storm water runoff;
- Remediate site contamination and hazardous materials;









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- Encourage land uses and activities that promote the use of sustainable transport;
  - Ensure that traffic generated by uses within the Management Plan Area does not have a significant adverse impact on the surrounding residential areas;
  - Protect the surrounding residential areas from excessive levels of noise and light generated from within the Management Plan Area; and
  - Apply the principles of Ecologically Sustainable Development (ESD).

## Relationship with the Trust's Comprehensive Plan

This Management Plan is the middle level of a three tiered comprehensive planning system developed to guide the future of the Trust's lands.

The other levels are:

- The Trust's Comprehensive Plan - this is an overarching plan that provides the strategic direction and planning context for all of the management plans; and
- Specific projects or *actions* - *actions* are defined in the Commonwealth *Environment Protection and Biodiversity Conservation Act, 1999* (EPBC Act) and are similar to the concept of *development* in the NSW planning legislation.

This Management Plan describes specific outcomes for the Woolwich Dock and Parklands Precinct. It interprets the Trust's Comprehensive Plan and guides its implementation by providing more explicit detail about the way the precinct is adaptively reused and conserved.

This Management Plan has to be interpreted in conjunction with the Trust's Comprehensive Plan in particular the *Outcomes* identified in *Part 4* of the Trust's Comprehensive Plan and the *Objectives and Policies* in *Part 3*. The *Outcomes* diagram in *Part 4* of the Trust's Comprehensive Plan for Woolwich Dock and Parklands is reproduced at *Figure 2*.

The *Objectives and Policies* most relevant to this Management Plan are those relating to the conservation of cultural heritage and the natural environment, working harbour, access, the design approach, the adaptive reuse of buildings, removal of buildings, erection of new buildings, open space and recreation, transport management, storm water management and catchment protection, contamination and remediation. These *Objectives and Policies* were addressed during the assessment of the site and are discussed in more detail in the relevant sections of this plan.

## Related Policies and Guidelines

There are a number of overarching Trust Policies and Guidelines foreshadowed in the Comprehensive Plan that will be developed over the life of the Trust. Current policies include:

- The Leasing Policy;
- The Community Leasing Policy;
- The draft Access Policy.

This Management Plan has to be interpreted having regard for these policies.





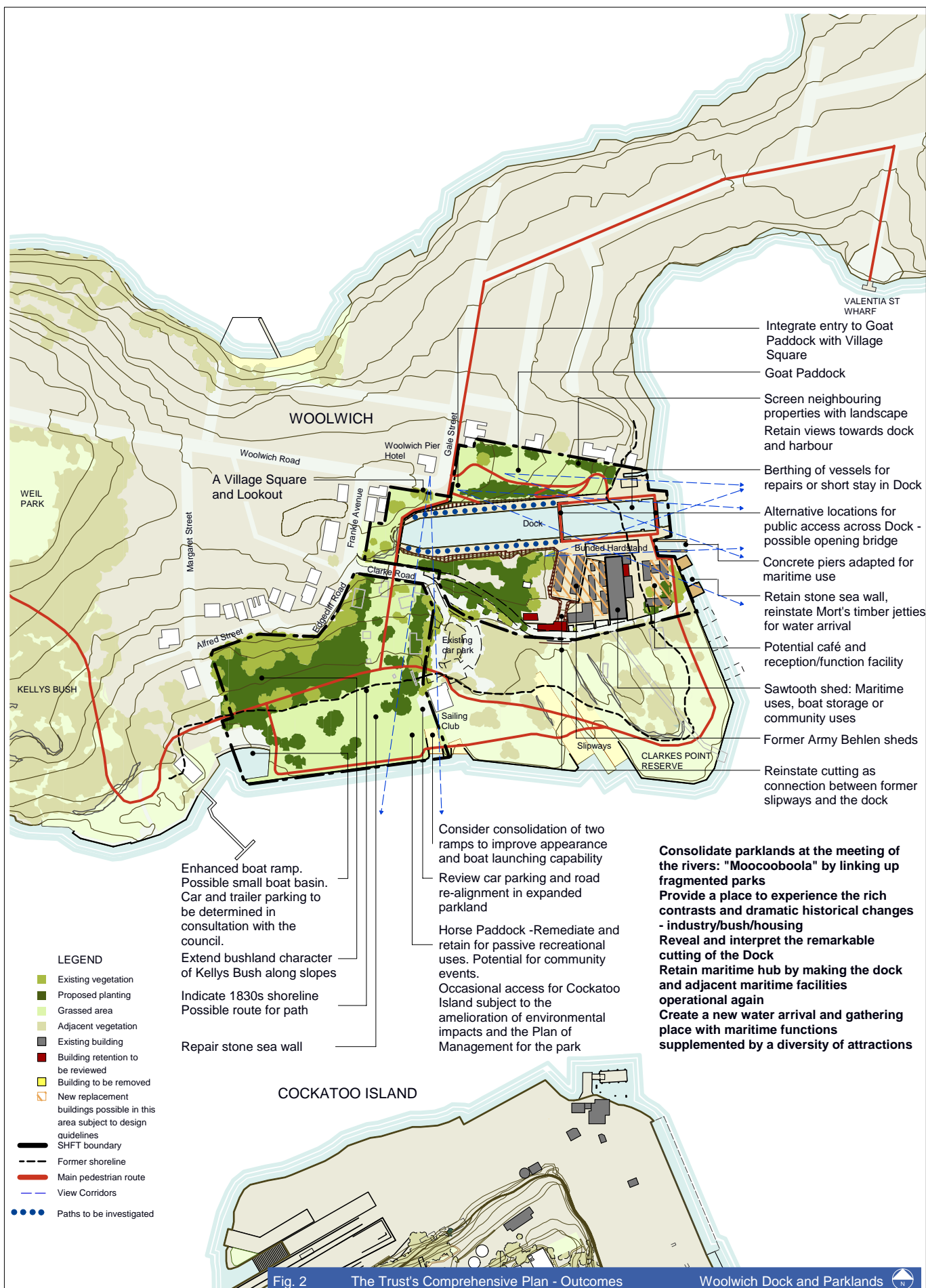


Fig. 2 The Trust's Comprehensive Plan - Outcomes



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## Statutory Planning Context

### Commonwealth Legislation

All 'actions' on Trust land are controlled by the *Environment Protection and Biodiversity Conservation (EPBC) Act, 1999* as amended.

Section 26 of the EPBC Act protects all aspects of the environment on Trust land from actions taken either on the Trust's land or on adjoining land that may have a significant impact on it, while Section 28 protects the environment from any actions of the Trust, that may have a significant impact. The environment is defined to include:

- (a) Ecosystems and their constituent parts, including people and communities; and
- (b) Natural and physical resources; and
- (c) The qualities and characteristics of locations, places and areas; and
- (d) Heritage values of places; and
- (e) The social, economic and cultural aspects of the matters mentioned in (a), (b) or (c) above.

Section 341ZC of the Act requires the Trust to have regard for the Commonwealth Heritage values of a place before it takes an action and to minimise the impact that the action might have on those values. The *Commonwealth Heritage Values* section of this Plan describes the values of Woolwich Dock and Parklands.

Section 341ZD of the Act requires the Trust to seek the advice of the Minister for Environment and Heritage before it takes an action that has, will have or is likely to have a significant impact on a Commonwealth Heritage Place.

### State Legislation

The *Sydney Harbour Federation Trust Act, 2001* specifically excludes any land owned by the Trust from the operations of state planning law. This includes State Policies (SEPPs) and Regional Environmental Plans (REPs) prepared by the State Government and Local Environmental Plans (LEPs) prepared by councils.

Notwithstanding this the Trust has prepared this plan so that it is consistent with both State and local plans. The relevant statutory plans are:

### State Environmental Planning Policy No.56 – Sydney Harbour Foreshores & Tributaries

SEPP 56 applies to the foreshores and tributaries of Sydney Harbour and includes a set of 'guiding principles' for the development of all land on the foreshores. The guiding principles relevant to the Woolwich site include: the maintenance of working harbour sites; the provision and enhancement of open space and public access links to open spaces; the conservation of significant bushland and other natural features; and the conservation of items of heritage significance.



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### Sydney Regional Environmental Plan No. 22 – Parramatta River

This SREP applies to the Parramatta River and its tributaries. It provides a framework for the future planning, development and management of open space and recreation areas in the Parramatta River Region.

SREP 22 sets out a number of objectives, including; promoting foreshores as a community asset; providing additional foreshore open space; conserving the environmental heritage of the region; appreciating the role of the river in the history of both Aboriginal and European settlement; and providing appropriate facilities for the storage, launching and maintenance of vessels.

The outcomes proposed in this Management Plan are consistent with these objectives.

### Draft Sydney Regional Environmental Plan No. 32 - Sydney Harbour Catchment

It is proposed that Draft REP 32 replace both SEPP 56 and SREP 22. The current exhibited version of the plan does not propose any changes to the outcomes identified in SEPP 56 and SREP 22 for Woolwich.

### Hunters Hill Local Environmental Plan No.1, 1982

The Woolwich Dock and Parklands precinct is located within the Hunters Hill Local Government Area. Under Hunters Hill LEP No.1, the majority of the site is zoned Special Uses 5 – *Defence*, while a corridor approximately 10m-wide, along the Horse Paddock foreshore is zoned Open Space 6a – *Recreation Existing*.

The land is also included within a Foreshore Scenic Protection Area and Hunters Hill Conservation Area No.1, while the Dock, the site of the Clarke family houses and Clarkes Point Reserve are all individually listed as items of the environmental heritage under LEP No.1.

## **Non-statutory Planning Strategies**

In addition to its Statutory Plans, the State Government has prepared a number of strategies and plans that are relevant to this Management Plan.

### Sharing Sydney Harbour Access Plan

The *Sharing Sydney Harbour Access Plan* (SSHAP) is a strategic planning document prepared by the State government. It identifies a network of new and improved public access ways for pedestrians and cyclists, and waterway facilities for recreational watercraft.

The SSHAP identifies Woolwich Dock and Parklands as a place of cultural interest and as a site that presents new opportunities for public access. A regional walkway is identified linking Valentia Street Ferry Wharf to the Great North Walk via the Dock Precinct. The SSHAP also identifies new and improved facilities within the precinct, including wharves/pontoons and boat launching ramps, and 'soft access' to the water by means of seawall steps or floating pontoons.





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### Land Supply for the Working Harbour

The *'Land Supply for the Working Harbour'* report prepared by the former Waterways Authority for the NSW Government outlines the future direction of working harbour policy and actions. Its successor, the NSW Maritime Authority, is developing a strategy to ensure that land needed to provide a thriving working harbour is maintained and developed for those purposes.

The report identifies the Trust's land at Woolwich as a vacant site that represents significant potential for the development of working harbour facilities in Sydney. The report identified boat storage and repair as potential maritime uses for the site.

## **Plans Prepared for Neighbouring Lands**

Plans and policies prepared by neighbouring land managers provide a context for this Management Plan. The following are particularly relevant.

### Clarkes Point Reserve and Morts Reserve Draft Plan of Management

Hunters Hill Council has engaged consultants, Environmental Partnership, to prepare a Plan of Management for Clarkes Point Reserve and Morts Reserve. The Trust and Council have collaborated to ensure a coordinated approach to the planning for their adjoining lands.

The Trust's management plan complements Council's plan and supports its key strategies. Council's plan proposes increased parking in a central location and new toilet facilities with sewer connection to the Trust's main (the Council lands are currently not connected to the sewer). The 'Planning Principles' figure from Council's draft Plan of Management is reproduced at Appendix 1.

### Kelly's Bush Landscape and Management Plan

This plan was prepared in 1986 for the then NSW Department of Environment and Planning (now the Department of Infrastructure, Planning and Natural Resources). The plan is used by Hunters Hill Council, in conjunction with Council's Working Plan of Management for Kelly's Bush, to guide the management of this important area of remnant bushland.

The aims of these plans include the conservation of bushland, the protection of habitat and the conservation of heritage sites. The Kelly's Bush Landscape and Management Plan envisages Kelly's Bush as forming part of a foreshore open space network, with a pedestrian walk providing a link to the Horse Paddock and Clarkes Point Reserve. This Management Plan is consistent with this vision.

### Hunters Hill Bush Fire Management Plan

The *Hunters Hill, Lane Cove, Ryde and Willoughby Bush Fire Management Plan* was prepared under the NSW *Rural Fires Act, 1997* and applies to the Hunters Hill local government area (LGA). The plan identifies the level of bush fire risk across the LGA and establishes strategies to provide co-ordinated prevention, mitigation and management of bush fires.



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The Plan identifies Woolwich Dock and Parklands as an area of Low Bushfire Hazard. This is because of the small amount of bushland within the Hunters Hill LGA and its peninsula location that allows encroaching fires to be fought on fronts well outside the LGA.

#### Hunters Hill Council Bush Fire Prone Land Map

Hunters Hill Council has prepared a Bush Fire Prone Land Map in accordance with the NSW *Environmental Planning and Assessment Act 1979*. The Bush Fire Prone Land Map identifies areas for which bush fire protection measures may be needed.

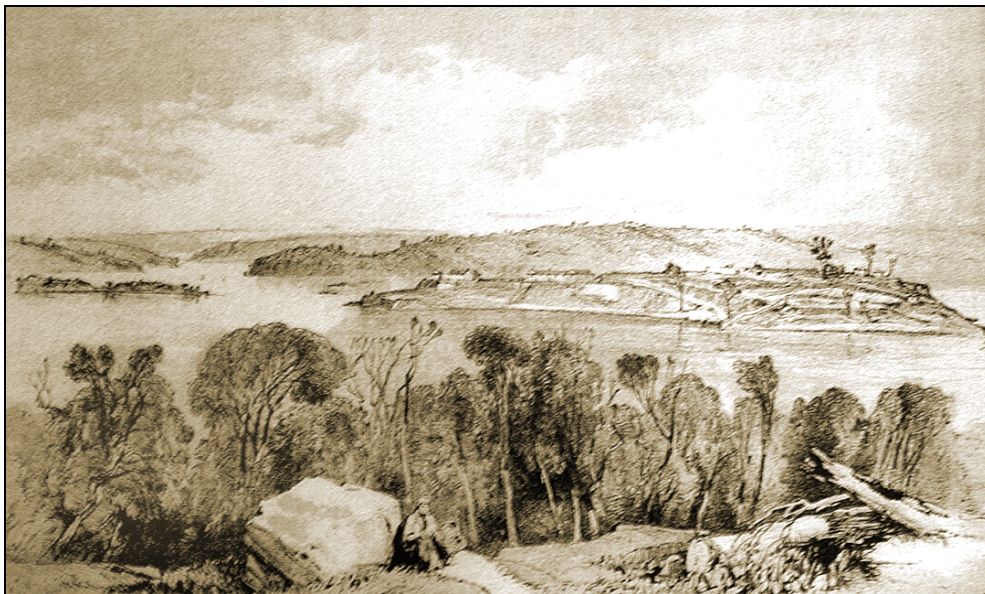
Due to the proximity of Kelly's Bush, the plan identifies a small portion of land on the western edge of the Horse Paddock as a Fire Hazard Buffer Zone. This area of land is largely cleared and regularly mowed with a narrow grove of trees along the boundary. The Trust will ensure that any future landscaping and use of this portion of land is consistent with the principles of bush fire hazard management.

### Site Description

The plan area covers approximately 7.37 hectares and is situated on the foreshore at Clarkes Point, where it overlooks the confluence of the Parramatta and Lane Cove Rivers.

The precinct comprises two areas of land that are separated by Clarke Road, Clarkes Point Reserve and Morts Reserve and are commonly known as the:

- Dock and Goat Paddock (4.19 hectares); and
- Horse Paddock (3.176 hectares).



**Fig. 3** 1843 drawing by J.S. Prout showing Cockatoo Island (in the foreground) and Woolwich Peninsula prior to any significant development.



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The landform has been highly modified. A succession of knolls leading to the headland at the meeting of the rivers, the cut of the dry dock, the creation of flat reclaimed areas, and a history of maritime industrial and defence uses, has resulted in the land being fragmented into separate precincts. See *Figure 20*.

Most of the original vegetation has been removed, although some small remnant patches still occur on the knoll, adjacent to the existing dock car park and overlooking the dock area. See *Figure 16*. The Goat Paddock has been landscaped by the Trust and is now open to the public as a passive recreation area.

The dock area contains the historic dry dock, 16 buildings and landing facilities for boats. See *Figure 1*. The buildings range in size and function and include the saw-tooth roofed building and three brick buildings erected by Morts in the early 1940s and a number of lightweight steel pre-fabricated structures erected by the Army during the 1960s. These include several *Behlen* sheds and two army mess buildings.

In addition to these buildings, there are a number of other structures, including an area of bunded hardstand, concrete piers for a travelling crane, the remains of two timber jetties ('Morts Jetties'), fuel tanks, a temporary pedestrian bridge and the remains of the dock pump-house.

The entire precinct contains archaeological remains of former residential and industrial buildings. Areas of archaeological sensitivity are shown at *Figure 5*.

The Horse Paddock is an open grassed area, with scattered trees and shrubs, bordered to the north by a weedy, tree-lined sandstone cliff and to the south by a sandstone sea wall and a boat ramp. Approximately half of the Horse Paddock is reclaimed land. The sequence of these reclamations is shown at *Figure 4*.

Vehicular access to the precinct is by Clarke Road or Margaret Street from Woolwich Road. The site is also accessible by water, with existing mooring facilities for small craft on the southern side of the dock. Pedestrians are able to access the Dock area by the Trust's existing walking track that links Gale Street with Clarkes Point Reserve via the Goat Paddock and temporary bridge over the Dock.

At present the entrance to Woolwich Dock is visually dominated by roadways and car park. While the landscaping along the boundary with Clarkes Point Reserve was designed to buffer the recreation area from the Dock, this now acts as an impediment to the integration of these two sites.

## Surrounding Lands








The precinct is adjacent to a diverse range of land uses, including: passive open space and bushland (Clarkes Point Reserve and Kelly's Bush); existing maritime uses (Woolwich Marina and Hunters Hill Sailing Club); residential areas; utilities such as the electricity substation; and the local commercial precinct of Woolwich Village.

Due to the close proximity of residential areas, amenity issues such as noise impacts have been addressed in the preparation of this Management Plan. The Trust also



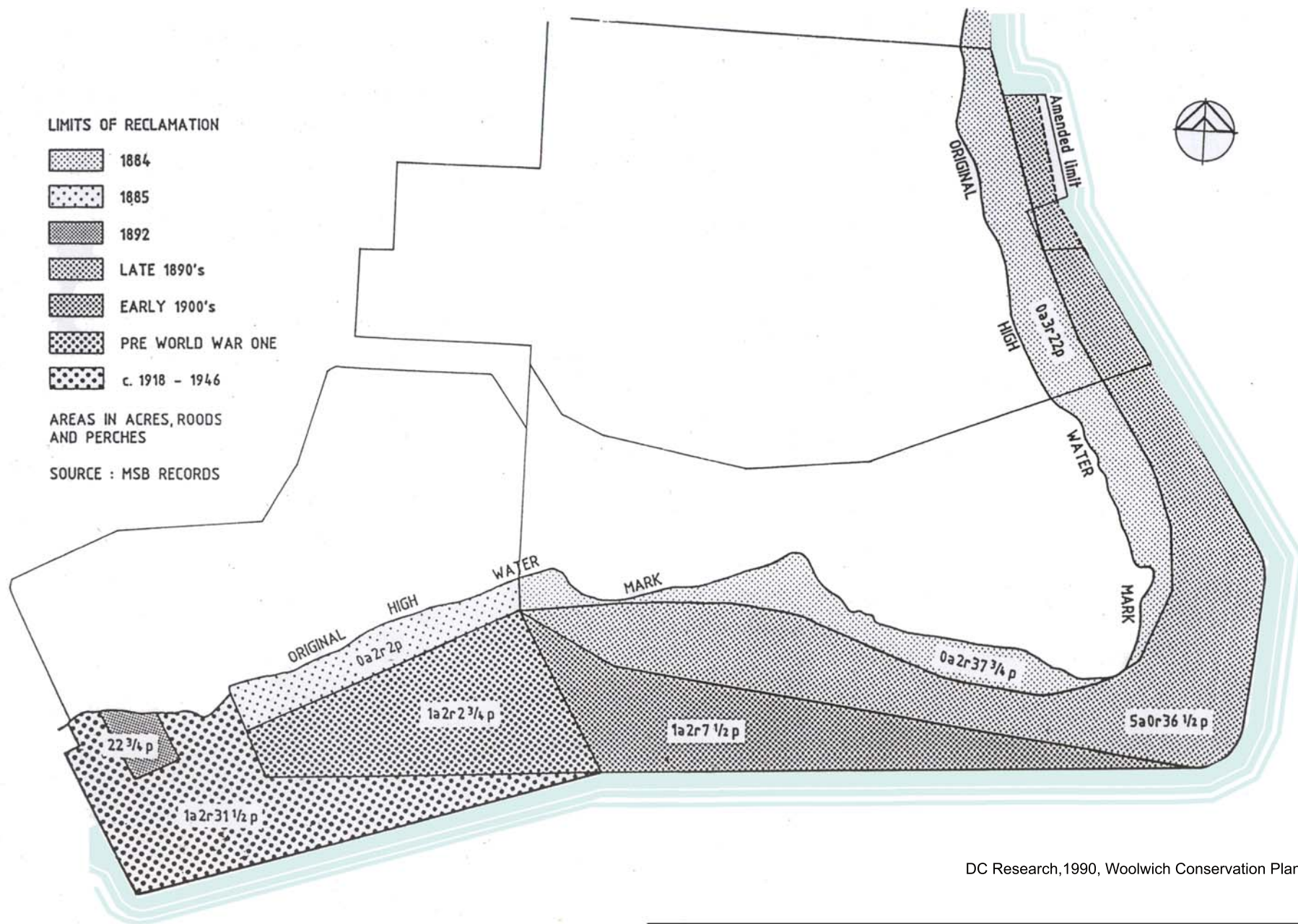


# LIMITS OF RECLAMATION

-  1884
-  1885
-  1892
-  LATE 1890's
-  EARLY 1900's
-  PRE WORLD WAR ONE
-  c. 1918 - 1946

AREAS IN ACRES, ROODS  
AND PERCHES

SOURCE : MSB RECORDS

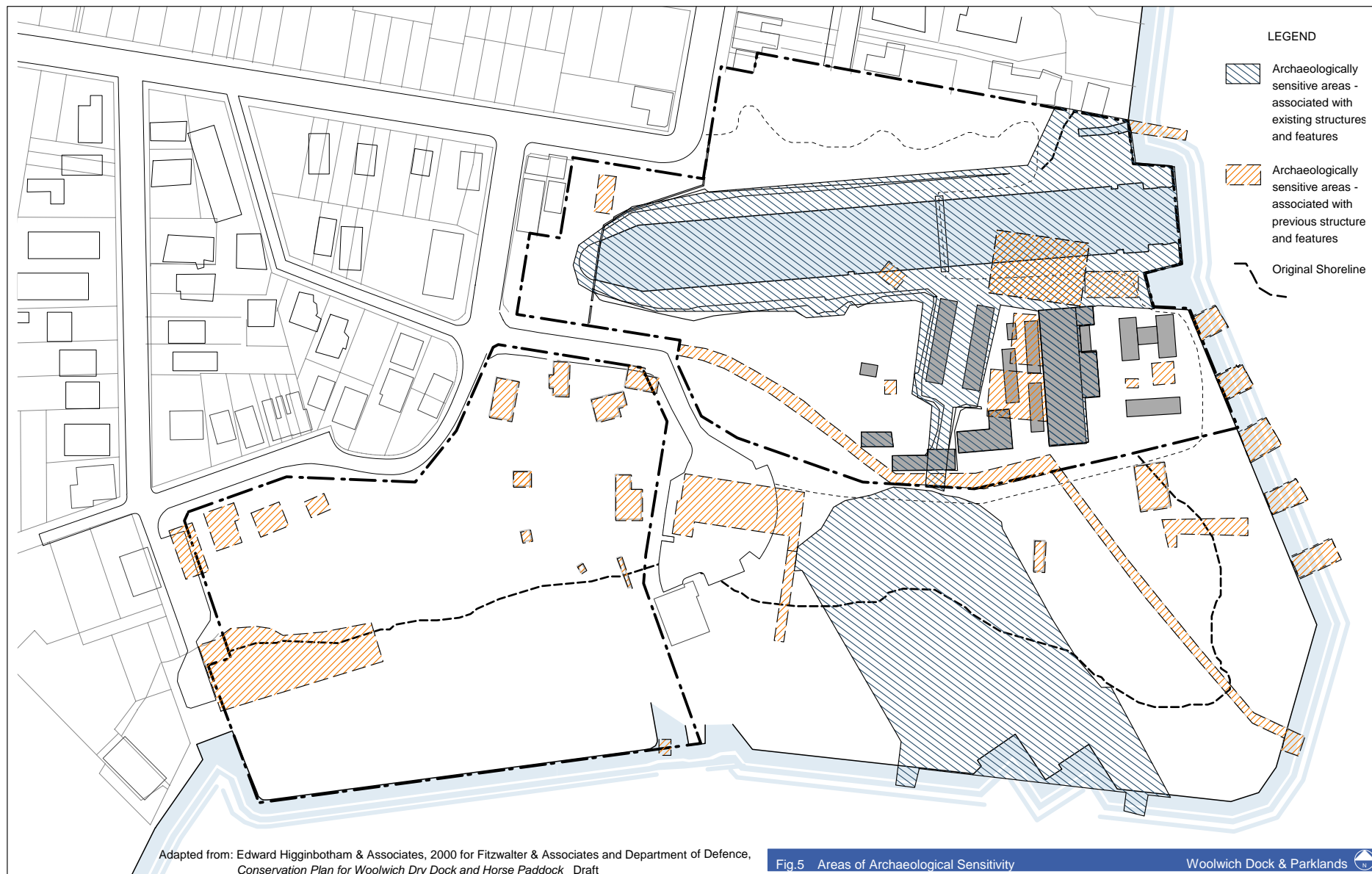


DC Research, 1990, Woolwich Conservation Plan

Fig.4 Sequence of Land Reclamation 1880s - 1940's











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commissioned a Transport Management Plan to ensure that negative transport impacts on the Woolwich peninsula are minimised.

## Site Analysis

### Heritage Conservation

The Woolwich Dock and Parklands Precinct is recognised as being of great heritage importance. Its significance is derived from its:

- Pre-colonial Aboriginal usage;
- Initial European occupation by the Clarke family commencing in 1832;
- Use as a ship building and ship repair site from 1889 to 1958; and
- Adaptation and use by Army water transport units from 1963 until 1997.

### **Aboriginal Heritage**

In 1997, Mary Dallas, Archaeologist, undertook an assessment of the Aboriginal occupation of the site. This assessment was undertaken to inform the Conservation Management Plan prepared for the Department of Defence. No physical evidence of Aboriginal occupation was located, although it is believed that Aboriginal people would have inhabited the area for thousands of years prior to European settlement.

The Dallas study included a field survey that concluded that, as a result of the activities that have taken place on the site and the associated ground disturbance, there is little likelihood that Aboriginal sites would have survived.

However, Aboriginal sites have been identified in areas that have experienced minimal disturbance in Kelly's Bush and Clarkes Point Reserve and having regard for their proximity, the Trust will take the precaution of commissioning a consultant to undertake an archaeological study of undisturbed areas. These areas are confined to the escarpment along the northern boundary of the Horse Paddock. The study will allow the Trust to more fully ascertain whether remnant Aboriginal sites are likely to be present, and if so, how they should be managed.

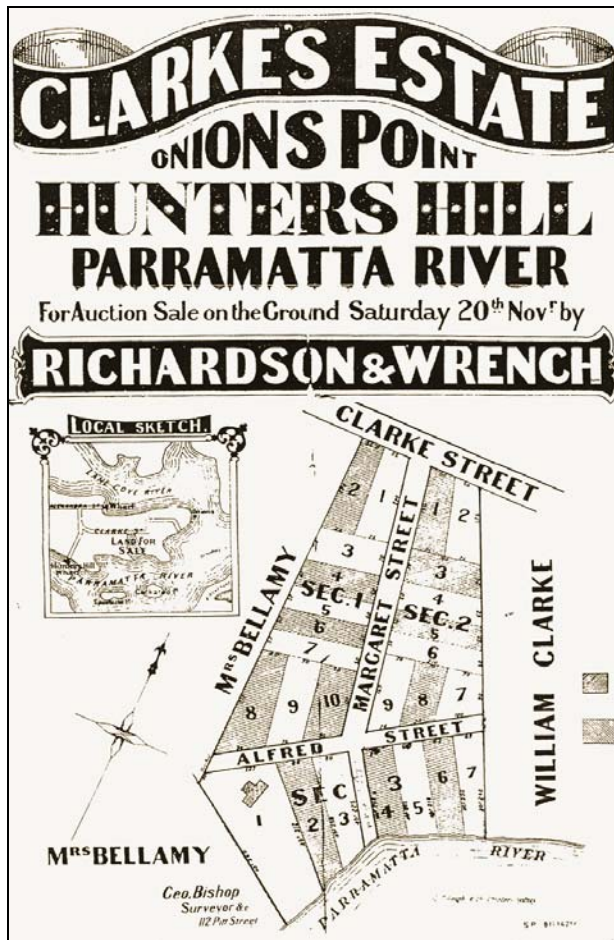
### **European Occupation**

European occupation began in 1835 when 26 acres of land was granted in two portions to John Clarke Senior and John Clarke Junior. See *Figure 11*. The Clarke family built several houses, including *Viewforth*, on the land.

The 16-acre, western grant was subdivided several times over the following years and a number of dwellings were built by the new owners. This included part of the Horse Paddock. However, some of the subdivided blocks were subsequently purchased by Morts and the site consolidated again. The houses remained for many years before being demolished. See *Figure 6*.

The 10 acre, eastern portion was held intact by the Clarke family until 1883 when it was sold to Davy and Co, later known as the Atlas Engineering Co. Ltd.





**Fig. 6** 1880 plan of subdivision for part of the Clarke's 16-acre western grant. The plan also shows the original Parramatta River shoreline prior to the extensive land reclamation within the Horse Paddock.

The subsequent history of the site can be summarised as follows:

#### 1883-1898: Atlas Engineering Company

The occupation of the 10 acre, eastern portion by Davy and Co., and then Atlas Engineering, represented a shift away from residential use, and the growth of maritime industry on the peninsula. See *Figures 7 and 12*.

The maritime industrial facilities established by Atlas on the site included a foundry, a boiler shop an engineers shop, a blacksmiths shop and a ship building yard facing Parramatta River.

Atlas Engineering fell victim to the Depression of the 1890s and the company went into liquidation in 1893. Its bank was appointed as liquidator and kept the business running until 1898.





**Fig. 7** c.1897 – After the Atlas Engineering Company acquired the Clarke Estate it converted 'Viewforth' to its works office. 'Viewforth' was located on a small knoll in Clarke's Point Reserve.

1898-1959: Morts Dock and Engineering Company

The Morts Engineering Company purchased the site in 1898, and the purchase included the land presently used as Clarke's Point Reserve. Initially Morts used a floating dock but soon began construction of the Woolwich Graving Dock, which was opened in December 1901. Subsequently the Dock was extended twice between 1902 and 1918 to cater for the increased size of shipping. See *Figures 8, 13 and 14*.

In the early years of operation, the dock averaged around 80 dockings a year, rising to a peak of 131 during wartime conditions in 1942. In the post war period Morts' business started to decline. Improvements in anti-fouling meant that ships were no longer docked as often and a decline in the coastal shipping fleet combined to greatly reduce the need for dry docks. As a consequence, Morts concentrated their business at their Balmain site. By 1959 its business had so declined that it was forced to go into receivership.

At the beginning of World War 2 many of the small-scale workshop buildings were replaced by the large saw-tooth roofed building. This building is the most significant structure surviving from the Morts Dock and Engineering Company's occupation of the site. It is a structure of impressive bulk and simplicity. The building has a landmark quality, the significance of which has increased following the redevelopment of many similarly scaled industrial buildings along the harbour foreshores. See *Figure 18*. The other remnant buildings from the period of Morts' occupation are the three brick buildings



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which served as administrative buildings (Defence Buildings 4 and 6) and as a compressor house (Defence Building 3).



**Fig.8** This photograph was taken on 4<sup>th</sup> December 1901 at the official opening of the Dock. It shows the 'Neotsfield', the first ship to enter the dock. The Caisson is in the process of being removed – the Pumphouse is to the left.

#### 1963- 1997: Army Occupation

In 1963 the Commonwealth Government purchased the Dock, the Goat Paddock and the Horse Paddock. The rest of Morts site was acquired as foreshore open space. The area currently occupied by the Hunters Hill Sailing Club and the public carpark was purchased by Hunters Hill Council and is known as Morts Reserve. The rest of the point, including the slipways, was purchased by the NSW State Planning Authority as Regional Open Space and is now under the 'care, control and management' of Hunters Hill Council as Clarkes Point Reserve.

The land purchased by the Commonwealth became the new base for the Army's mariners, the 4 Water Transport Troop. The need for water transport in small ships had become apparent in New Guinea and Papua in 1942 when the Army was faced with the dilemma of supplying its troops where there were no roads, few airstrips and little sea transport. As a consequence the Australian Water Transport Group was formed and Chowder Bay was selected as its Training Centre.





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The 4 Water Transport Troop was located at Chowder Bay and moved to Woolwich in late 1963. Later it was expanded and reorganised to become the 35 Water Transport Squadron.

Other units that were located at Woolwich included the 32 Small Ships Squadron, 42 Amphibious Platoon (RACT), 40 Water Transport Squadron Workshop (RAE) and Detachment 1 Watercraft Workshop (RAEME).

The Army had no need for a functioning Dry Dock and as a consequence many of Mort's structures, including the Pumphouse were demolished. The Army replaced these buildings with simple lightweight steel pre-fabricated buildings, two of which (Defence Buildings 31 and 34), were upgraded and enhanced as mess buildings. The Army also constructed piers to accommodate a travelling lift and a bunded wash down area. The Dock had ceased to be operational and was used as safe berthing area for Army craft. See *Figures 9 and 15*.

In 1997 the 35 Squadron reformed as the 35 Water Transport Troop and relocated to Townsville. This ended the Army's occupation of the site.



**Fig. 9** c.1971 - A number of LCM 8s (Landing Craft Mechanised Mark 8) are moored in the Dock and a LARC (Lighter Amphibious Resupply Cargo) is parked on the hardstand. The shed fronting the Dock was built to accommodate the 35 Water Transport Squadron and their HQ. It was later removed to accommodate the wash down area.



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### 1997 – Present

After the Army's departure, the site was left vacant and it was proposed that it be redeveloped for residential purposes and possibly some commercial uses. This met with significant community opposition particularly from groups such as Foreshore 2000. As a consequence the Commonwealth Government enacted the *Sydney Harbour Federation Trust Act* (SHFT Act) and the Trust was charged with the responsibility of conserving and interpreting the heritage values of the site and maximising public access to it. The plan presents the Trust vision for how this can be achieved.

**Fig. 10** In 2001 the Trust held a community function to mark the Centenary of the opening of the Dock



### **Heritage Listings**

Woolwich Dock is listed as Historic Place No.105244 on the Commonwealth Heritage List (Place File No1/13/017/0030). A Summary Statement of Significance for the Dock is on the Australian Heritage Database, [www.deh.gov.au](http://www.deh.gov.au).

On the 1<sup>st</sup> January 2004 new Commonwealth Heritage legislation came into force, and as a consequence the EPBC Act now regulates all actions relating to Commonwealth Heritage Places. These controls are described in the 'Statutory Planning Context' section of this plan.

Woolwich Dock is also listed on the:

- Commonwealth *Register of the National Estate*: refer to *Australian Heritage Database Number 002651*;
- National Trust of Australia *Register of Classified Places*; and
- Hunters Hill LEP No. 1 which identifies the Dock, the sites of Clarkes' houses and Clarke Point Reserve as Items of the Environmental Heritage.



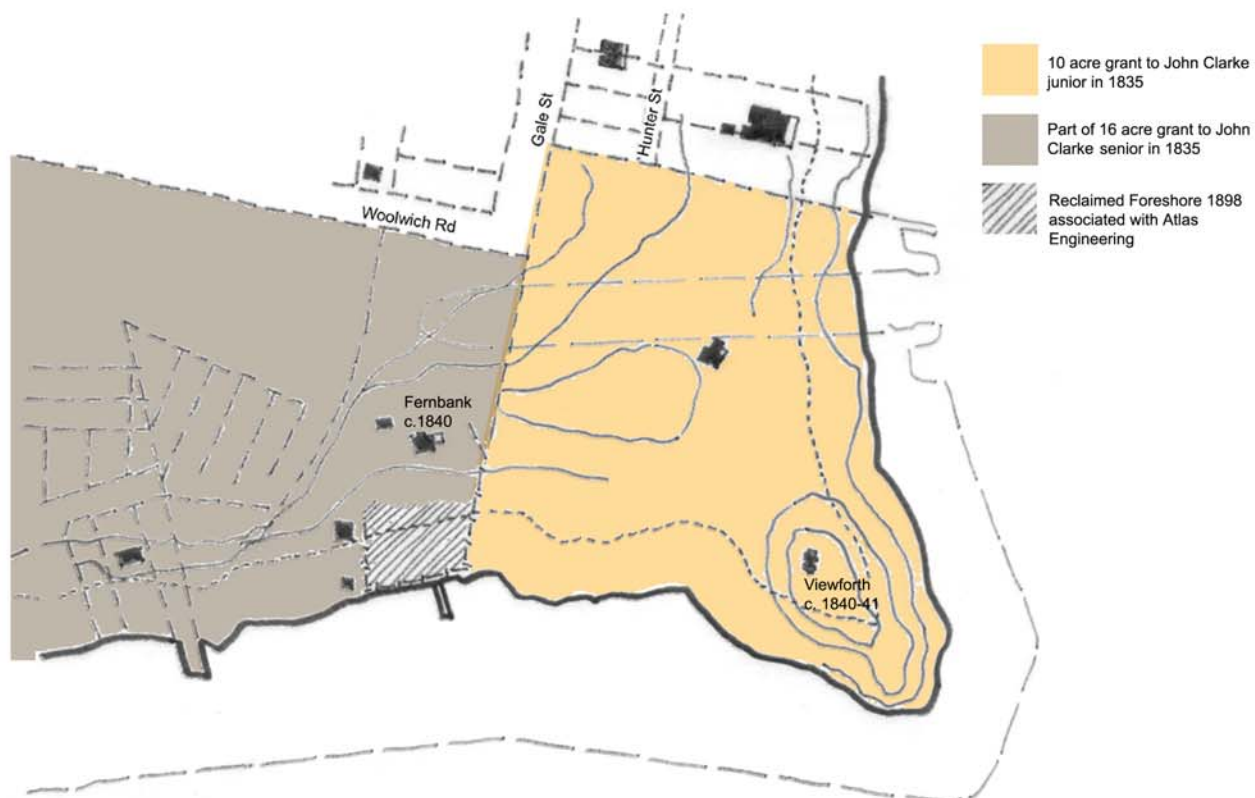


Fig. 11 Phases of Development - Clarke Family Occupation 1835 - 1890s

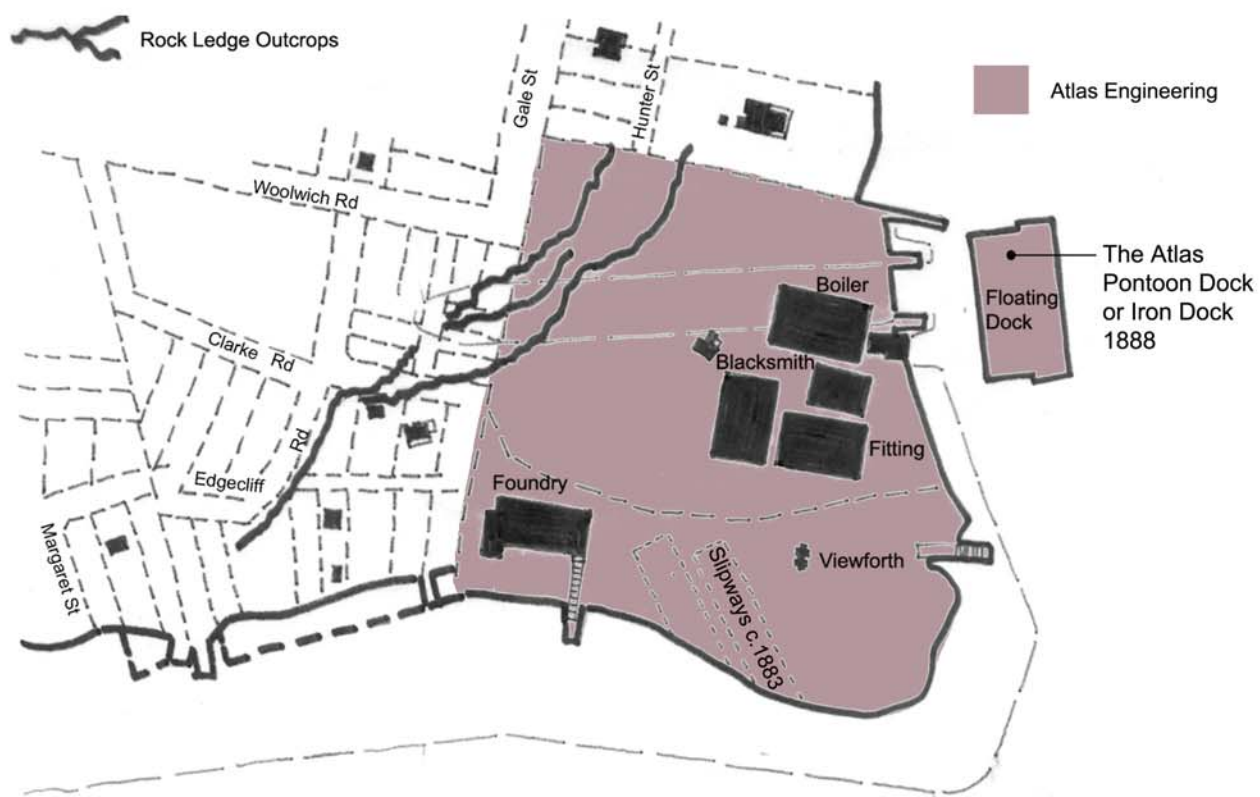


Fig.12 Phases of Development - Residential Subdivision and Atlas Engineering 1883 - 1898





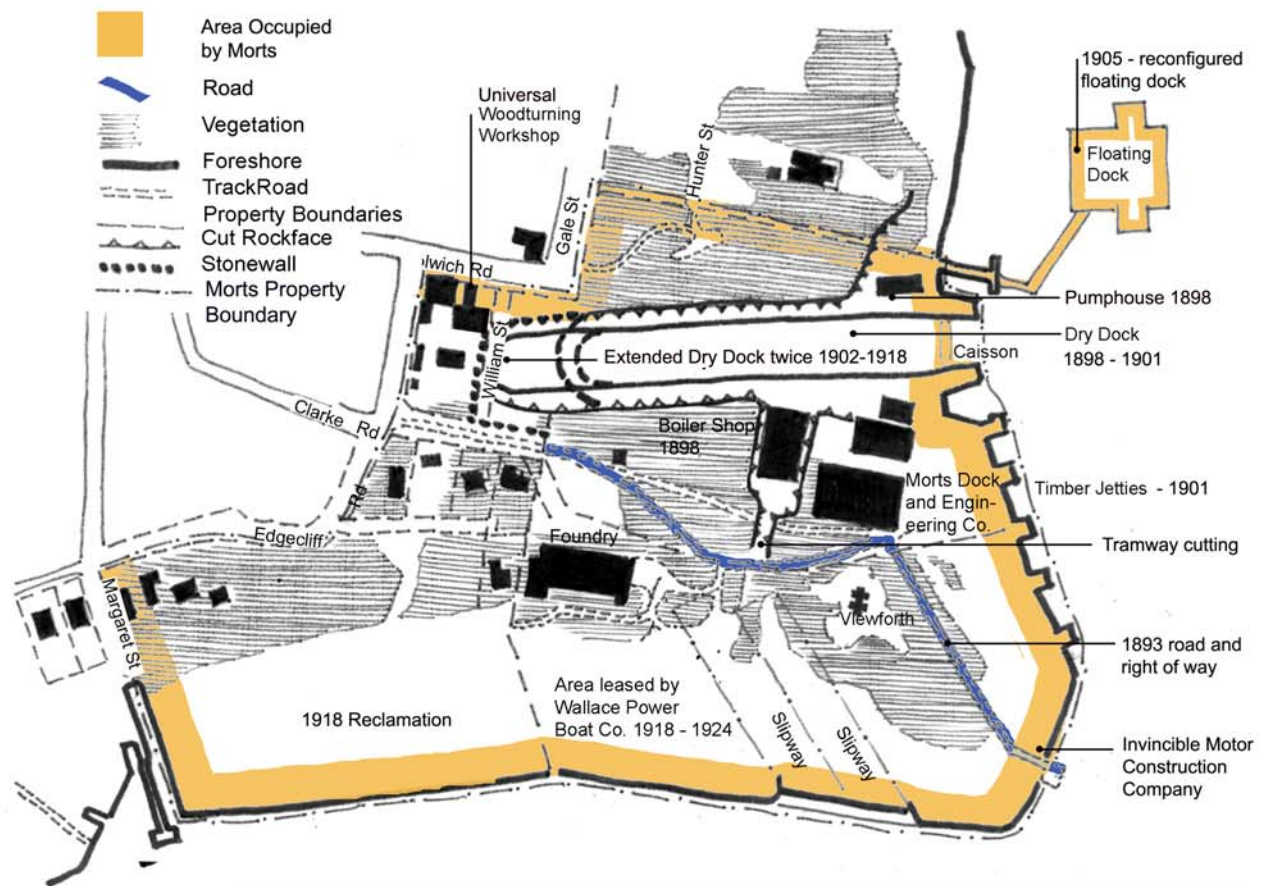


Fig.13 Phases of Development - Morts Dock 1898 - 1939

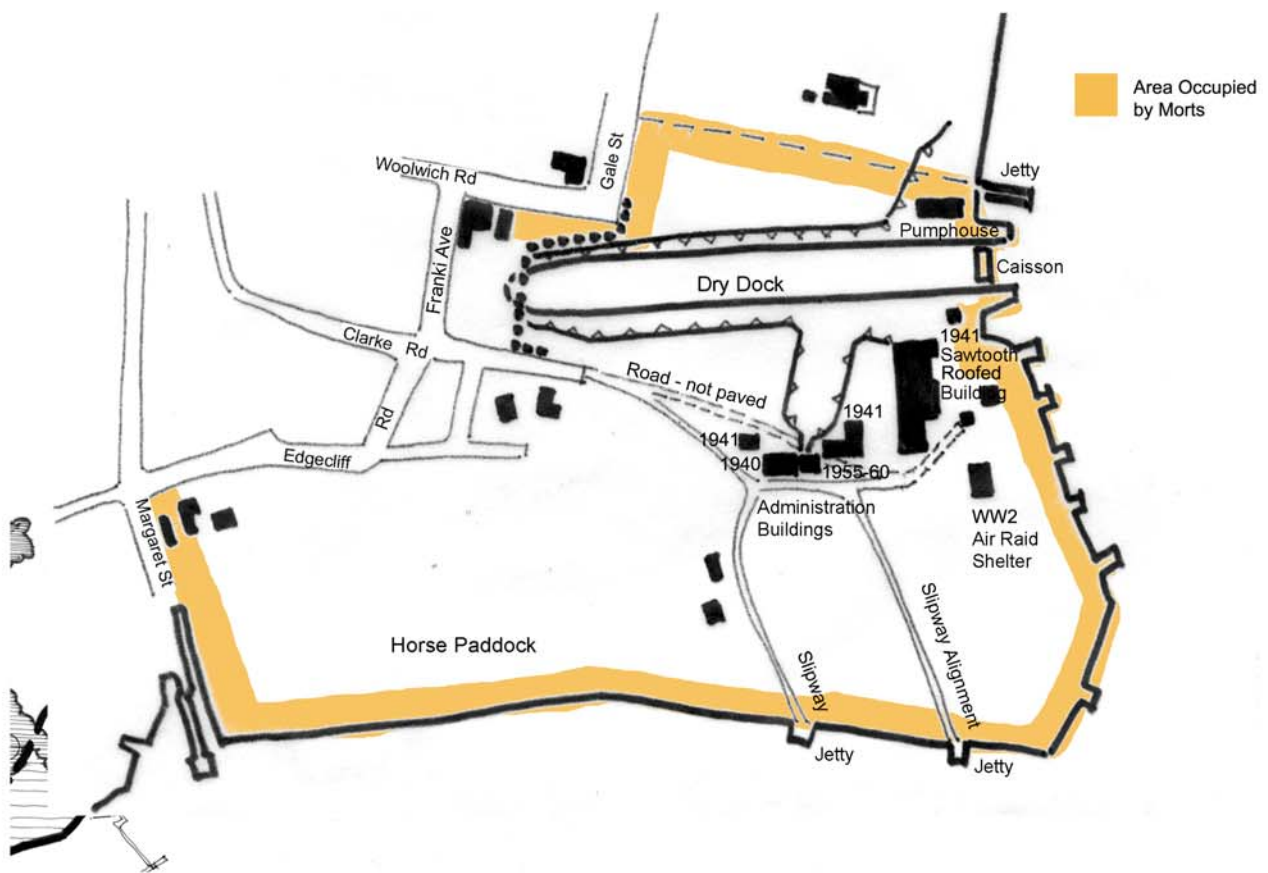


Fig.14 Phases of Development - Morts Occupation 1939 - 1963



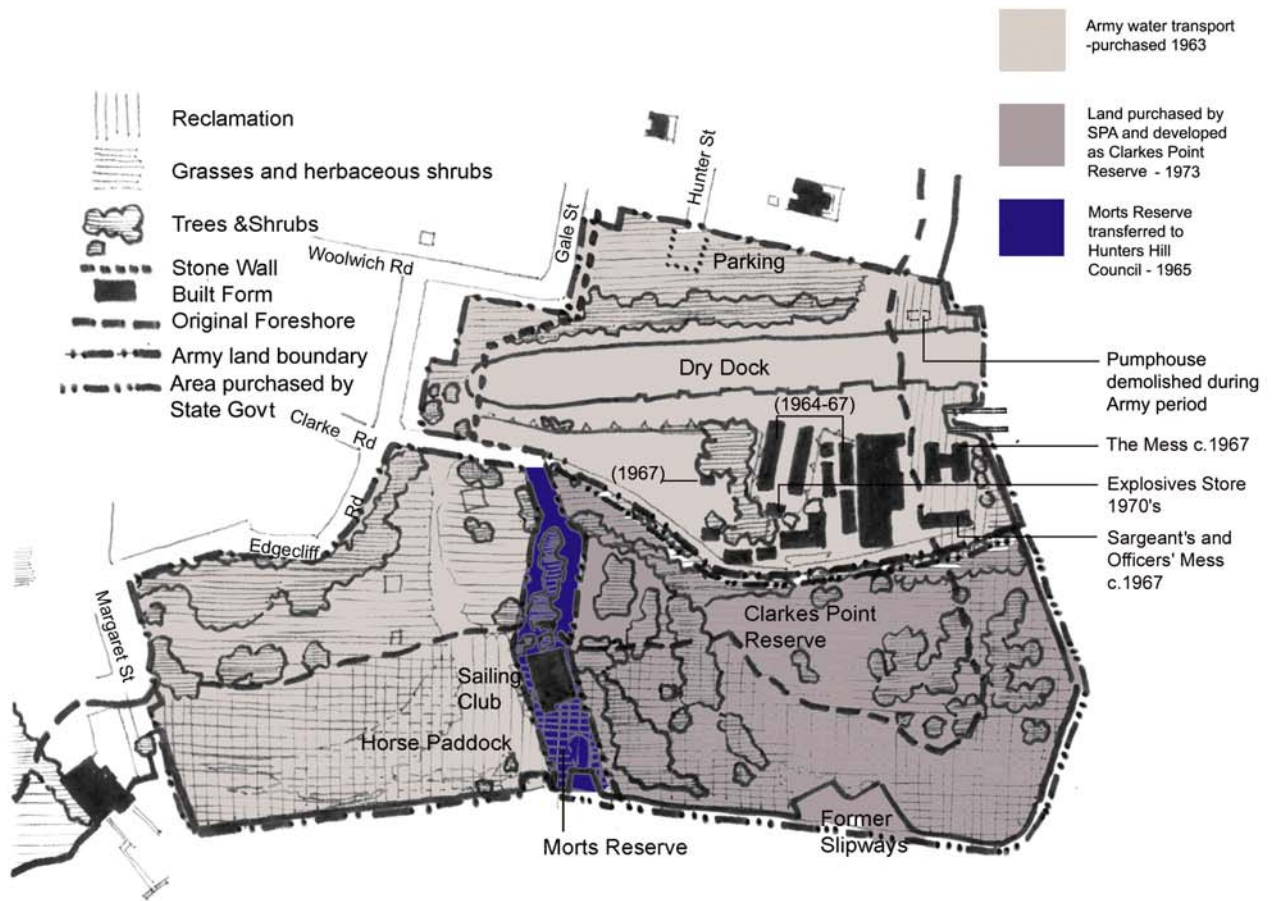


Fig.15 Phases of Development - Army Period 1963 - 1997



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### **Conservation Management Plan**

In 2003 the Trust commissioned Peter Freeman Pty Ltd, Conservation Architects, to prepare a Conservation Management Plan (CMP) for the site. The Draft CMP recommends conservation policies or works for each building or item of environmental heritage (See Draft CMP Volume 3 – Inventory). These include:

- The Mort's Administration Building (Defence Building 6) should be retained and adaptively reused for a range of possible uses including its original administrative use. It also recommends that later additions such as the canopy over the front entrance and aluminum-framed windows should be removed.
- The saw-tooth roofed workshop (Defence Building 11) erected by Morts in the early days of World War 2 should be retained. It also recommends that later, intrusive additions should be removed to reveal the internal and external character and design of the building and that the overhead gantry crane should be retained in working order.
- The ten pre-fabricated steel buildings (Defence Buildings 2, 7, 8, 9, 10, 13, 14, 31 & 34) erected by the Army in the 1960s should be retained and adaptively reused if possible because they provide an opportunity to interpret the Army's occupation of the site. However, the CMP acknowledges that it is not essential for all of the buildings to be retained to achieve this outcome. It identifies buildings 2 and 8 as the best examples to be retained in their authentic form.
- The brick Compressor House and Amenities Block (Defence Buildings 3 & 4) built by Morts in c1940-41 are suited to adaptive re-use, but will require works to meet current standards of fire safety and access for people with disabilities.
- The small weatherboard building (Defence Building 5) erected by the Army as an Officer's Mess around 1960 could be removed to facilitate the interpretation of the former tramway cutting that connected the dock area to the slipways.

### **Historical Archaeology**

In 2000 Higginbotham and Associates prepared a compendium of the archaeological sites known to exist at Clarkes Point – this included the dock area, Horse Paddock, Goat Paddock and Clarkes Point Reserve. Thirty-seven sites were identified. See *Figure 5*. These included: the sites of 12 houses; 11 buildings associated with the industrial use of the site; 13 structures including jetties, seawalls, roads and reclaimed areas; and 2 defence structures – a guardhouse and air-raid shelter.

In 2004 Casey and Lowe Pty Ltd were engaged by Peter Freeman and Associates to review the significance of these sites as part of the Draft 2004 Conservation Management Plan. As with the existing buildings, the Draft CMP includes an inventory and recommends conservation policies or works for each archaeological site. (See Draft CMP Volume 3 – Inventory). These include:

- The sites of the various cottages, industrial buildings and other structures that have been demolished should be identified on interpretative plans and historical descriptions. It also recommends that an assessment is undertaken should any works be proposed that are likely to cause disturbance to the area;
- The original foreshore and sites of the former jetties should be identified on interpretative plans and historical descriptions;
- The dock should be conserved in its authentic form as far as it is possible. It also recommends the removal of the timber fender piles on the northern side of the



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- dock, the conservation of the electric capstan in situ and the repair and where necessary replacement of the guard rail stanchions so that a continuous run of railings is achieved;
- The removal of intrusive elements such as the pedestrian footbridge, floating pontoons and fender piles or their treatment in a way that reduces their visual impact;
  - The caisson should be refloated and basic repairs undertaken;
  - Some reconstruction works should be considered to demonstrate the scale and workings of the former pump house;
  - The tramway cutting should be maintained in a stable condition;
  - The remains of the Morts jetties should be stabilised so that they are not a danger to visiting vessels.
  - Conserve and interpret the slipways as the only remaining example of discernable large slipways in Sydney and as an important part of the former Morts Dock and Engineering Company's enterprise.

### Bushland and Natural Values

The Trust commissioned GIS Environmental Consultants to undertake a Flora and Fauna Survey of the Woolwich Dock and Parklands precinct, which was finalised in April 2003.

The survey examined the characteristics of the site and found that the flora and fauna habitat that would have once occurred at Woolwich Dock and Parklands has been significantly modified through early clearing and subsequent disturbance of the sandstone soils and bedrock. The high incidence of weeds on the site reflects this history of disturbance.

However, a few small pockets of remnant vegetation have survived, including a patch of *Kunzea* heath and a variety of native ferns, grasses and herbs around the man-made cliffs of the Dock. The vegetation of the Goat and Horse Paddocks is primarily made up of introduced exotic species, with the exception of a significant grove of Port Jackson Figs and Cheese Trees around the rock outcrops of Edgecliff Road. The site also provides limited habitat for skinks, frogs, bats, birds and invertebrates that should be conserved and enhanced. See *Figure 16*.

The key findings of the Survey included:

- The ferns and fern-allies found on the face of the dock cutting are of high ecological value and should be managed sensitively to ensure their protection. The Survey also noted that this area provides a potential habitat for the Red-crowned Toadlet;
- A Bushland Management Plan should be developed to guide bush regeneration of certain areas within the precinct. Bush regeneration along the cliff face on the north edge of the Horse Paddock and revegetation of local species in cleared areas would improve a potential wildlife corridor between Clarkes Point Reserve and Kellys Bush;
- One plant species (*Eucalyptus nicholii*) that is listed as Vulnerable under the NSW *Threatened Species Conservation Act, 1995* and the *Environmental Protection and Biodiversity Conservation Act, 1999*, was identified on the site. This tree is not a native of the area and was most probably planted during the



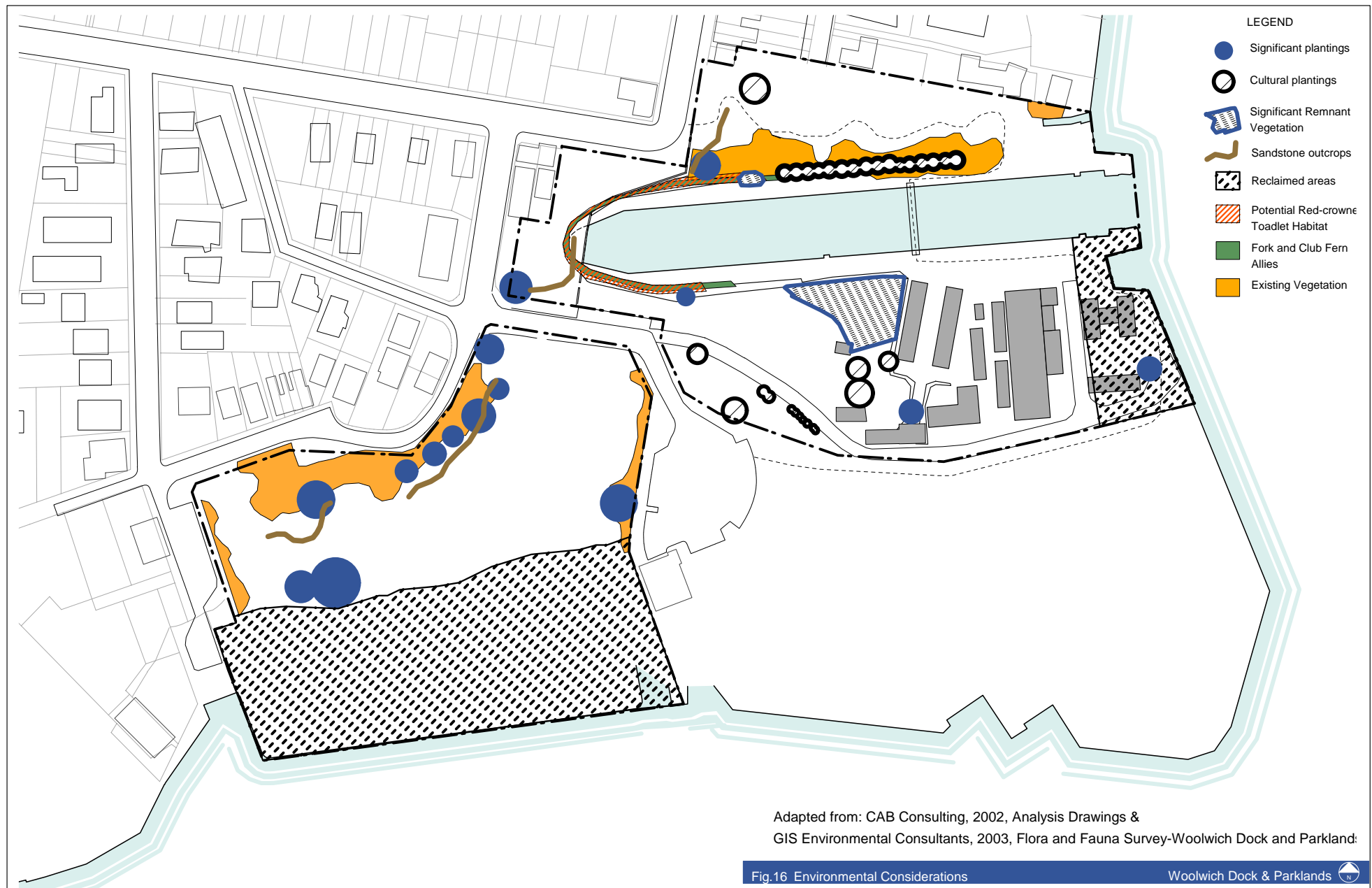


Fig.16 Environmental Considerations





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- Army's occupation. However, the Survey recommends that this tree, and some other species identified on site, should be protected;
  - Two fauna species listed as Vulnerable under the NSW *Threatened Species Conservation Act, 1995* were found on the site. These are the Grey-headed Flying-fox and the Common Bent-wing Bat. A series of recommendations are made for their protection, including habitat protection; and
  - Feral animal controls should be introduced to protect native fauna from predation.

### Bushfire Risk

The parkland areas of the precinct are generally open in character, with small areas of vegetation that pose a very small risk to life, property and natural & cultural values from bush fires.

As discussed under the section on 'Plans Prepared for Neighbouring Lands', a small portion of the western edge of the Horse Paddock has been identified as a Fire Hazard Buffer Zone under the Hunters Hill Council Bushfire Prone Land Map. The Trust will take into account the need to minimise bush fire risk in any proposed re-vegetation or re-landscaping of the Horse Paddock.

### Stormwater

Woolwich Dock and Parklands drain to both the Lane Cove River and Parramatta River. Water flows onto the Trust lands from up-gradient urban areas and generally flows overland to the dock or infiltrates into the ground over areas such as the Horse Paddock.

Some formal collection of surface water occurs in the paved dock area, draining either directly to the river or via the Dock. This occurs in either open channels or in-ground pits and pipes. This system requires minor repair and gross pollutants are not currently separated from stormwater.

Potential existing pollutant sources to stormwater include the two decommissioned septic tanks that serviced the guardhouse near the entry to the dockyard and the vehicle washbay located in the upper dock car park (LARC Park). These structures are to be removed and any associated contamination remediated.

The Dock area also contains a bunded area that was used for grit blast cleaning of vessels. This area is connected to a decommissioned SEPA wastewater treatment system, which separated solids and waste oils from the collected wastewater stream. While unused, this system overflows to the stormwater system. It is envisaged that this system may be upgraded and recommissioned in accordance with NSW regulatory requirements, so that this area can again be used for boat maintenance and hull cleaning activities.

Identified site contamination also represents a potential pollutant source to surface or groundwater, and is discussed under the heading 'Contamination and Remediation'.

The Trust's objective is to contribute to the management of the urban water cycle, with regard to the catchment objectives and the principles of Water Sensitive Urban Design.



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This provides the following priorities for the redevelopment of the Woolwich site:

- Reduction of pollutant loads in stormwater;
- Utilise stormwater as a resource;
- Conserve water and reduce mains water consumption;
- Management of site contamination; and
- Control of soil erosion during and after construction.

Refer to the *Outcomes* section for the proposed response to the issues raised.

### Contamination

Contamination within the precinct has resulted from the long history of industrial engineering, dockyard and defence uses. During the 1990s, the Department of Defence commissioned a number of studies of the site to determine requirements and options for remediation. The most comprehensive of these was prepared by AGC Woodward Clyde Pty Ltd (now URS Australia Pty Ltd) in January 1999.

In 2003, the Trust engaged a NSW EPA accredited site auditor, Environ Australia Pty Ltd, to carry out a non-statutory (contaminated land) Summary Site Audit of the precinct. This audit provides an independent review of contamination issues and requirements in accordance with community accepted processes and standards, with respect to the Trust's proposed land use outcomes.

### **Horse Paddock**

A significant proportion of the Horse Paddock has been reclaimed with fill. The fill is comprised mainly of sandstone blocks and boulders in a loose gravelly sand matrix, likely to have been sourced from the dock excavation, with some ash and slag wastes. These industrial sourced wastes are associated with elevated levels of mainly copper, lead, zinc, mercury, arsenic and polyaromatic hydrocarbons (PAHs). In some locations, contamination is present at the surface. Lead and asbestos were also identified in the non-reclaimed areas of the Horse Paddock.

Given the current use of the Horse Paddock for casual, low volume recreation, the site is not considered to pose a significant human health risk. In the interim, the Trust manages this risk by not allowing any intensification of use in this area and by maintaining a stable surface cover. However, the Horse Paddock area will require remediation to make it suitable for unrestricted open space use. The Trust considers that capping and containment of affected soils will adequately address human health risk in the long term.

To define the requirements for remediation and management of contamination, it is also necessary to consider the potential environmental impacts of site contamination. At the Horse Paddock, this may occur via:

1. Soils that may inhibit plant growth on site. This may be addressed in a 'cap and contain strategy' by ensuring that landscaping objectives are integrated in the cap design, and ensuring that contamination is not available to plant root system;



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2. Erosion by wind or water, also carrying contamination to Sydney Harbour. Surface erosion would be addressed by installing a landscaped surface cover. However, erosion also occurs from behind the existing sea-wall, which is in poor condition. Repair or replacement of the sea wall will also need to be designed to limit erosion of fill by tidal action; and
  3. Site groundwater, discharging to Sydney Harbour and potentially affecting the marine environment.

Various levels of arsenic, copper, nickel, lead, zinc and mercury have been identified in groundwater that are likely to be related to the contaminated fill in this area. While concentrations in groundwater exceeded relevant criteria for receiving waters, the Woodward Clyde assessment indicated that with the exception of mercury, the metal concentrations in site groundwater are generally typical of background harbour water quality. On this basis it will be necessary to carry out further assessment of groundwater to assess the risk of groundwater contamination in the Horse Paddock.

Refer to the *Outcomes* section for the proposed response to the issues raised.

### **Dockyard Area**

A strip of land of about 15m adjacent to the waterfront is reclaimed land, with ripped sandstone and sand from the dock construction forming the major component of this fill. In remaining areas of the dockyard, shallow fill has been used to provide suitable road base and platforms for buildings. A thin layer of soil is present in grassed areas and garden beds.

Contamination in the dock area is associated with small volumes of ash and other process wastes in fill, or from point sources such as tanks workshops or buildings. These have provided elevated and localised concentrations of heavy metals, PAHs and asbestos generally in shallow soil and fill. While individual samples exceeded relevant criteria for recreational parkland use, these criteria were met on an appropriate statistical basis.

The auditor has confirmed that the site assessment conducted in this area has been sufficient to conclude that there is no widespread, gross contamination in the dockyards area. However, the existing assessment will need to be supplemented with further testing to address some issues raised by the auditor and define requirements for remediation. Refer to the *Outcomes* section for the proposed response to the issues raised.

### **Dock Sediments**

There is evidence of contamination of sediments within the dock. These include elevated levels of cadmium, copper, mercury, lead, zinc and tributyltin. Contamination in sediments is likely to be affecting the ecological health of the sediments. While remediation of the sediments has not been demonstrated as necessary at this stage, the auditor has recommended that the ecological risk of this contamination be determined by carrying out an assessment of sediment quality in accordance with the processes detailed in the *Australian and New Zealand Guidelines for Fresh and Marine Water Quality*.



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### **Remaining Areas**

No significant remediation requirements have been identified for other areas of the site, such as the knoll and Lookout areas, apart from general clean-up and validation for use as parkland/ recreation use. However, as for the dockyard, any contamination identified following the removal of structures such as the wash bay will need to be addressed.

### **Hazardous Materials**

As part of the Woodward Clyde assessment, Hibbs & Associates Pty Ltd conducted a Hazardous Materials Survey in 1997. In 2004 Hibbs & Associates were commissioned to update these findings and to provide a qualitative risk assessment for the hazardous materials previously identified.

Hazardous materials identified in buildings included asbestos materials, synthetic mineral fibre, PCBs in light fittings and electrical equipment and lead based paints. Most of these materials were considered to be in a stable condition, and were not considered to pose an unacceptable risk. It is understood that priority abatement of broken asbestos sheeting, asbestos labelling, and removal of leaking PCB capacitors was carried out by the Department of Defence at that time.

The saw-tooth roofed building is constructed with corrugated asbestos cement (AC) sheet roof and wall cladding. Other asbestos materials are mainly smaller quantities of AC sheet, gutters and pipes, zemenite electrical backing boards, and possible vinyl asbestos floor sheeting. These materials are considered to be in a stable condition, and do not pose a significant asbestos related health risk. However, some lead based paint systems on various buildings are noted to be in poor condition. Refer to the *Outcomes* section for the proposed response to the issues raised.

### **Services**

In December 2001, PPK Consulting undertook a detailed survey in order to establish the extent and condition of site services. The study looked at water, fire services, electricity, telecommunications, sewerage, stormwater, gas and fuel services and made a number of recommendations to rationalise and upgrade these services.

### **Sewer**

The pump station and rising main are currently serviceable while the pipe reticulation network requires cleaning, repair and some replacement.

### **Water**

The mains vary in condition from 'acceptable' to 'failure imminent'.

### **Fire**

The system is capable of supplying sufficient pressure to operate one hydrant only. A fire booster pump is required to bring the system up to standard to operate two hydrants concurrently.



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### **Electricity**

The mains network is in acceptable condition. Electrical distribution boards and power outlets currently work but require upgrading to meet contemporary standards.

### **Stormwater**

The stormwater system is in serviceable condition although some repair to pipe work and pits is required. The system discharges to the harbour and requires a gross pollutant trap.

When repaired and updated, the level of services will be appropriate for the proposed uses of the site.

### **Compliance with the Building Code of Australia**

The Draft Conservation Management Plan (CMP) 2004 prepared by Peter Freeman included an assessment of the precinct's buildings' compliance with the Building Code of Australia (BCA) and works required to remedy and deficiencies.

Assessment was made in respect of:

- Fire resistance & Safety Protection Services;
- Access for People with a disability;
- Sanitary Facilities; and
- Occupant egress.

In summary the study found that:

- The current form and condition of buildings does not comply with BCA standards for fire resistance or access;
- Any proposed public use would require substantial changes to the built fabric including fire protection and upgrading of entrances to facilitate access by people with disabilities; and
- Provision of sanitary facilities is inadequate and will need to be upgraded.

Although a number of these recommendations have since been implemented, many buildings will require further detailed inspections prior to reoccupation.

### **Structural Assessment of the Army Prefabricated Buildings**

In September 2003 the Trust commissioned James McBean Consulting Engineers to undertake a structural assessment of the prefabricated, galvanised steel buildings erected by the Army (Defence Buildings 7-10, 13, 14, 31 and 34). The assessment was carried out to determine their condition and suitability for re-use.

The buildings were generally found to be in reasonably good structural condition but would require removal, replacement or repair of some damaged members and the addition of bracing to provide adequate structural stability. The central area of the Mess Building (Defence Building 34) will require further investigation once the cladding has been removed.



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### Transport Management

In 2003 the Trust commissioned PBAI Australia to prepare a Transport Management Plan (TMP) for Woolwich Dock and Parklands.

The study identified the peninsula location of the Trust's site as limiting accessibility by all modes of transport. It also concluded that there is:

- Limited capacity on the local road network to accommodate increasing vehicle numbers; and
- Limited public parking - increasing activity levels both on the Trust's site and neighbouring sites will result in increasing demand for these spaces.

As a consequence the study identifies measures to minimise reliance on access by private motor vehicles and to maximise access by public transport, walking and cycling.

The recommendations cover travel demand measures, on-site and external access arrangements. Key recommendations are:

- Traffic generation and mode choice should be managed to ensure that any car trips to the site match the limited capacity of the site for parking;
- The area should be promoted as a destination for private and charter boats and appropriate facilities should be provided to facilitate this;
- Access from existing bus and ferry stops should be enhanced by the provision of legible and connected paths to the site;
- A network of safe and convenient access routes onto and through the site should be provided for pedestrians, including links to Woolwich village and Kelly's Bush;
- Access for vehicles should be limited to reduce conflict with pedestrians;
- An Event Management Plan should be prepared to ensure that event access to the site is managed in a cohesive, sustainable manner;
- The Trust should work with others to manage the cumulative impacts of the adjoining uses of the site, such as the Hunters Hill Sailing Club, Woolwich Marina, Clarkes Point Reserve and the Woolwich Pier Hotel.
- The Trust should investigate the relocation of the vehicular access road to provide joint access to the dock and Council's Clarkes Point Reserve car park;
- A parking charge should be applied to public parking spaces.

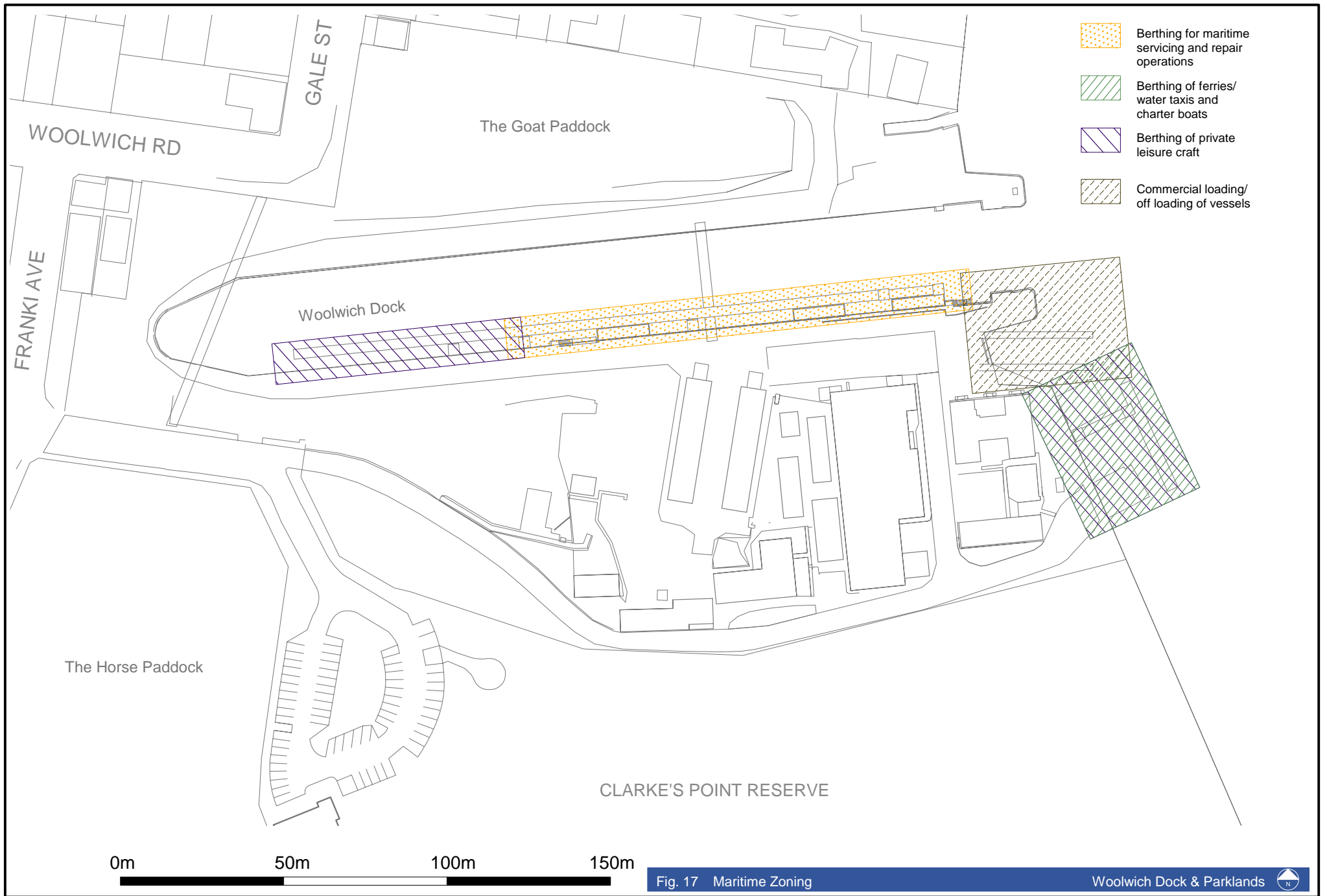
### Waterfront Edge

Patterson Britton & Partners Pty Ltd were appointed to develop a schematic design for the berthing of vessels in Woolwich Dock and along the Lane Cove River frontage. See *Figure 17*.

The investigation took into account:

- The capacity of the water body and waterfront;
- The need to enable a range of users to co-exist and use the same facilities, including: maritime operations, visiting boats (including ferries, charter boats and private boats) and the transporting of goods and people between Woolwich and Cockatoo Island;
- The relationship and access between the dockside and work areas – the hardstand areas and sheds;









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- Heritage implications for the location, layout, form, scale, appearance and construction of any new facilities; and
  - Security issues.

Three options were developed and these are shown at *Figures 25 - 27*.

### Accessibility

In June 2003 the Trust commissioned the Independent Living Centre NSW to evaluate the Precinct's accessibility for people of varying levels of mobility. The Access Appraisal identifies the main pedestrian access and paths of travel around the precinct and makes recommendations in respect of providing:

- Accessible parking spaces within the precinct;
- A continuous and accessible path of travel between the main attractions in the precinct, and to provide connectivity with adjoining land;
- An accessible path of travel from the dock to a pontoon;
- Accessible public toilet facilities; and
- Rest seating and signage.

The Access Appraisal acknowledges that due to the potential conflict with maritime uses and the need to consider heritage impacts, it may not be possible to provide a continuous accessible path of travel to all areas around the Dock.

### Noise Impacts

In April 2004 the Trust commissioned Richard Heggie Associates to undertake a Noise Impact Assessment of the Woolwich Dock and Parklands Precinct.

The objective of the assessment was to develop noise management guidelines and controls for future activities on the site. The Study assessed the potential noise impact on surrounding properties, particularly residential areas, and identified noise mitigation measures to reduce noise impacts.

The assessment examined four possible scenarios and found that the predicted daytime and evening operational noise levels generally comply with the relevant noise assessment criteria. It also recommends a number of noise mitigation measures such as the use of hoardings or boats as shields, staggering the timing of activities to reduce the cumulative noise impact and confining potentially noisy activities to workshop buildings.



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## Commonwealth Heritage Values

Under the EPBC Act a place has Commonwealth Heritage Values if it meets one of the criteria prescribed in the Regulations. The following Statement of Commonwealth Heritage Values is derived from the Draft 2004 Conservation Management Plan prepared by Peter Freeman Pty Ltd. The statement demonstrates that the site meets several of the criteria specified in the EPBC Regulations, 2000.



**Fig. 18** *At the beginning of WW2 Morts replaced many of their small-scale workshops with this impressive saw-tooth roofed building. It is the most significant building surviving from Morts' period of occupation. It is typical of the many industrial buildings which were once common along the foreshores of the upper reaches of the Harbour and the Parramatta River.*

The primary sources of significance for the place are:

1. The Woolwich Dock and Parklands Precinct, including Clarkes Point Reserve, is culturally significant as a rare surviving example of a private dockyard on Sydney Harbour which was established during the late nineteenth century to meet the demand for marine engineering, shipbuilding and repair. The Woolwich Dry Dock is closely associated with Clarkes Point Reserve and shared a similar historical development sequence until the 1960s. Both are associated with the Horse Paddock, which was progressively acquired from 1900 to 1960 and used less intensively for industrial purposes and for residential use. (*Criteria a, b*)
2. The industrial development of the site has influenced the nature and historical character of development in the vicinity or neighbourhood, with workers' housing and hotels. The site may retain evidence of the 19<sup>th</sup> Century residential development of the Hunters Hill Peninsula. (*Criteria a, c*)
3. As a large and prominent industrial site whose origins go back to the early 1880s, the Woolwich Dock area has played a major role in making the Parramatta River one of the most significant industrial landscapes in Australia. (*Criterion a*)



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4. The Dry Dock at Woolwich is closely associated with Mort's Dry Dock at Balmain, which has been infilled. Although the Woolwich Dry Dock has been permanently flooded since the early 1960s, the main structural elements of the dock structure, including the altars on each side, the access steps, and masonry pier heads, remain intact, and the floating caisson also survives, albeit in a deteriorated condition. (*Criteria c, d*)
  5. The excavated shape of the Dry Dock and its associated works such as the pumping chamber and inlets, are of high aesthetic significance for their technical characteristics and landmark qualities. They are impressive human constructs and are part of a dramatic landscape feature. (*Criteria e, f*)
  6. The sandstone sea walls, constructed as part of land reclamations over a period of nearly half a century from the 1890s, are of environmental and aesthetic value, and are typical of the widespread use of stone in fashioning the built environment of Hunters Hill. (*Criterion a*)
  7. The site possesses rare surviving elements of natural topography, characteristic of western Sydney Harbour and Parramatta River. These elements include sandstone cliff systems and outcropping in the Goat Paddock and Woolwich Lookout, as well as small remnants of surviving indigenous vegetation along the upper edges of the dry dock cut. (*Criterion a*)
  8. Surviving elements of original features such as the sites of earlier buildings, the slipways, remnants of jetties, the dry dock and associated structures, and sandstone cuttings demonstrates the functioning of a large private dockyard in the first half of the twentieth century. (*Criteria b, c*)
  9. The precinct has historical associations with Defence as it was used by the Navy during the Second World War, and occupied by the Army from 1963 to 1997, when it served as the base for the 32 Small Ship Squadron and later the 35 Water Transport Squadron. Many of the existing buildings on the site date from this period and typify the lightweight construction of prefabricated Defence buildings. (*Criterion d [ii]*)
  10. The precinct is valued by the local and wider community as a local landmark and heritage place, as a place of foreshore open space, and also for the panoramic views offered of the locality and Sydney Harbour. The precinct holds social value to former workers and Army personnel, for its association to their working lives. Community action was responsible for saving the precinct for future public access and preserving its heritage significance. (*Criterion g*)
  11. The site has associations with Thomas Sutcliffe Mort, one of Sydney's leading business entrepreneurs of the nineteenth century, and with the firm of W. Solomon and Sons who were responsible for part of the construction of the Dock. The site is also associated with the Clarke family, who were pioneer settlers of Hunters Hill, and are remembered today with the naming of Clarkes Point Reserve. (*Criterion h*)



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## Outcomes

The key outcomes proposed for the site are the conservation and interpretation of its heritage values through the adaptive reuse of the dock area for maritime and other sympathetic uses, the integration of the Horse Paddock and Goat Paddock into the surrounding open space network and the maximisation of public access through the new uses proposed for the dock area and linkages to public transport and existing pathways such as the Great North Walk. These outcomes are summarised in *Figure 19*.

### Heritage Conservation

The core significance of the place relates to the time when it functioned as Morts dockyard and it is proposed that these heritage values are protected, conserved and interpreted. This will be achieved through the adaptive reuse of the dock area for modern maritime uses.

It is also proposed that the hard-edged, workplace qualities of the dock are retained and that the landscaping and adaptive reuse of the buildings in the dockyard area are consistent with this. The northern side of the dock is to remain unencumbered by jetties or pontoons and this will enable the scale of the dock to be appreciated.

The scale and form of any new buildings or structures on the site will have to respect the heritage values of the place.

Interpretation at the site of the now demolished Pump-house will be investigated and this could become a focus for the interpretation of the history and workings of the Dock.

### Adaptive Re-use

Future uses will need to satisfy criteria such as the enhancement of the character and heritage values of the precinct, contribution to a mutually supportive mix of activities and compatibility with the provision of public access. Future uses will also be considered in terms of their traffic generation; parking needs, environmental impacts; hours of operation, services and infrastructure requirements, BCA requirements and the Objectives and Policies set out in *Section 3* of the Trust's Comprehensive Plan.

The principles for the selection of uses within the precinct will be:

- Uses that contribute to, or are complementary to, the re-instatement of the Dock area as a focus for maritime and related businesses;
- The need for non-maritime uses to provide diversity and to broaden the site's attractions for the public;
- Uses that best respond to the place and provide a positive contribution to the enjoyment and understanding of the place and its heritage;
- Uses that are compatible with managing transport demand; and
- Uses that are compatible with the heritage / environmental / public access and amenity requirements such as noise and light spillage.

Potential uses are discussed in more detail in the sections dealing with individual buildings.





Fig. 19 Outcomes





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### Integration with Surrounding Lands

The site will be integrated with the adjoining parklands. However, it is also important that it complements the activities of Woolwich Village, other working harbour sites and the regional network of walking and cycling pathways.

It is particularly important that the activities at Woolwich Dock and on Cockatoo Island are complementary. Both sites have played an important role in the development of Sydney's maritime industry and the Trust will select uses for each site that are synergistic and maintain their shared industrial past.

It is also proposed that infrastructure be provided at Woolwich to service the Island. This could include facilities for the loading and unloading of small-scale boats and a roll-on and roll-off ramp for occasional vehicular access to the Island.

It is also important that the site mesh with the network of trails identified by the *Hunters Hill Trails Project* as well as the broader network identified in the *Sharing Sydney Harbour Access Plan*. The Dock could also be a base for tours to Cockatoo Island.

### Public Domain

The objectives of the plan are to retain and strengthen the character of the dock as a compact maritime hub that is enveloped by park and bushland, and to connect the dock and parklands to form a continuous sequence of public spaces, pathways and vantage points around the headland.

The distinct spaces at this headland form a series of alcoves, facing out and framing different views to the harbour. See *Figure 20*. The links between and across each of the alcoves should not diminish their distinctive character. The design changes proposed are intended to work with the existing character of the headland, fine tuning it to make it work as a place for the public and for maritime uses.

The design framework is shown at *Figure 21* and includes all of the elements that make up the public domain, how they need to work together as a network of spaces, and the principles that will guide their detailed design development within the precinct.

### Road Access

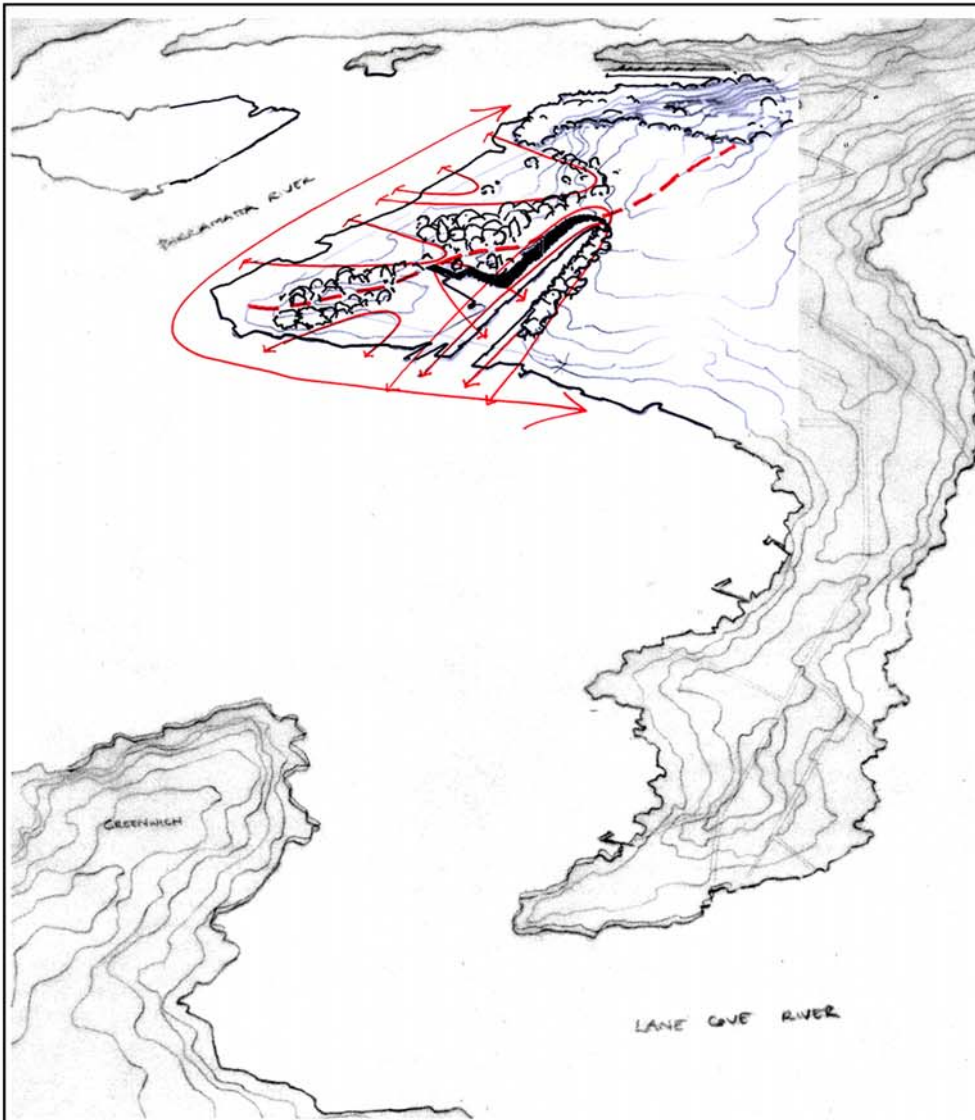
It is proposed that the existing-access ways - the road to the Dock, Merrington Place, Clarke Road and the informal drive through the Horse Paddock, be consolidated into a single access way. This will reduce the amount of hard paving, create a more legible entry to the dock, provide additional landscaping and help integrate Clarkes Point Reserve with the Dock area.

The alignment of the proposed new access road has been determined primarily by the topography, the condition of established plantings, the extent of works required, the desire to create a clear and legible entry and the desire to provide a less intrusive access-way to the boat ramp in the Horse Paddock.









Unify the headland at the meeting of the rivers 'Moochooboola'.  
Retain unique identity of alcoves formed by the natural topography and the dock.



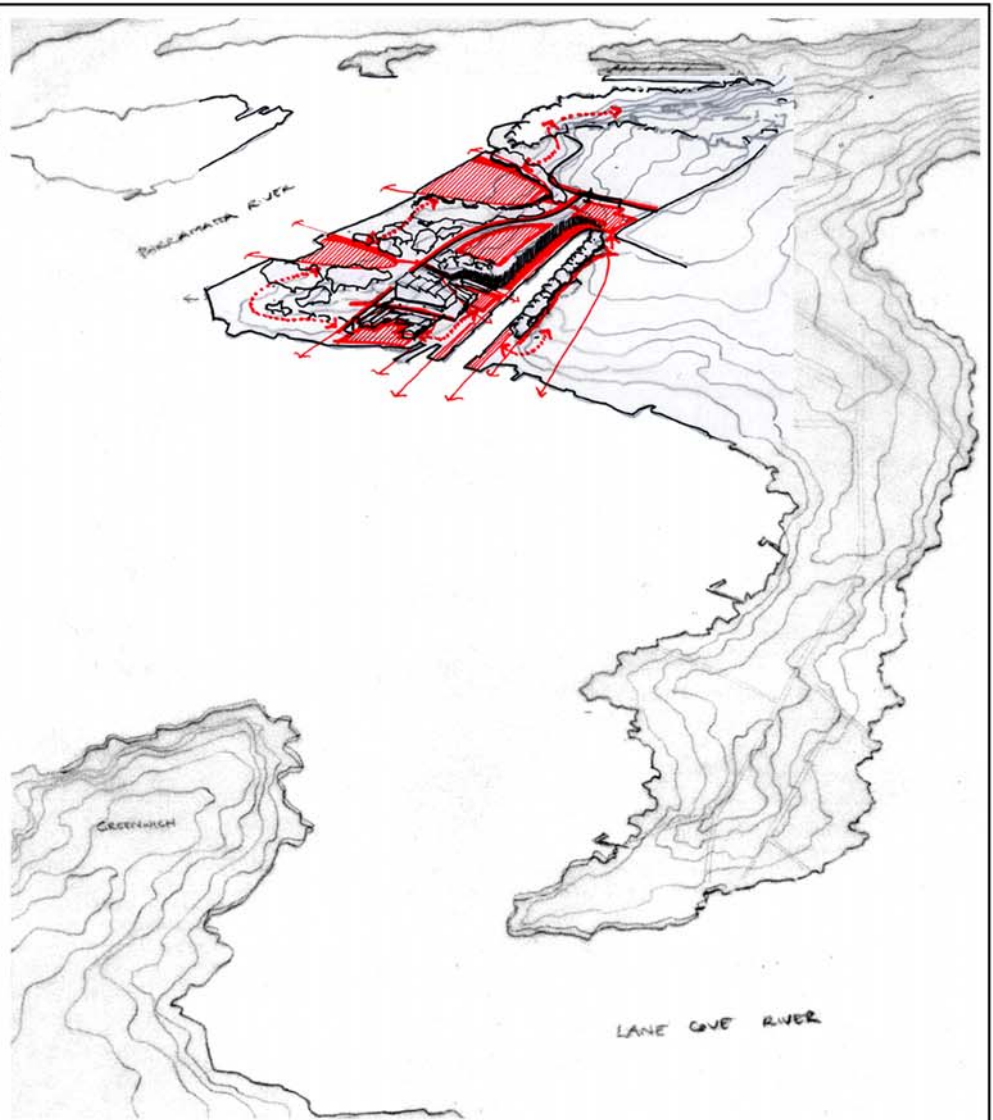
Ridgeline



Alcove



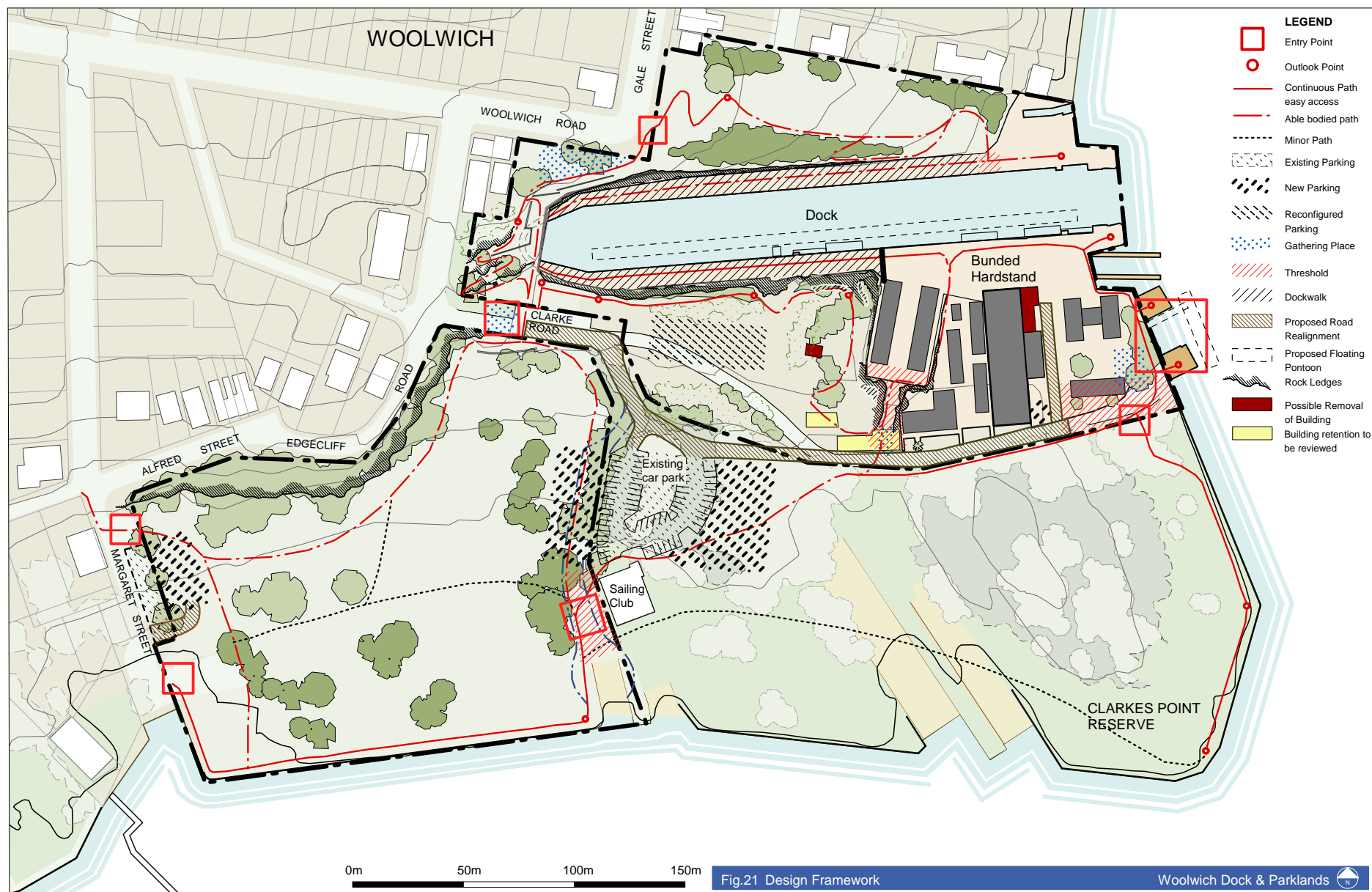
Distinct public place



Each alcove has a central distinct public space within it, as shown by hatched areas

Fig.20 Woolwich Aerial Perspective Analysis Sketches







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The proposal uses the current access into the Merrington Place car park and continues it eastwards along the northern edge of the carpark to the Dock area. See *Figure 21*. Vehicular access to the Dock area is proposed to be limited to service vehicles and disabled visitors to the waterfront park.

### Car Parking

Seventy-nine parking spaces can presently be accommodated on site with some modifications to fences and access ways while sixty-two spaces are available in Council's Merrington Place car park

The existing ridge top car park (LARC Park) will be landscaped as a park. The Council's Merrington Place car park is to be expanded to accommodate the displaced parking. The Council carpark would be expanded eastward within Clarkes Point Reserve and westward into the Trust's Horse Paddock so that the combined number of existing parking spaces on Trust and Council land is not reduced. See *Figures 19 and 21*.

The redesign of the Merrington Place car park will require Council's agreement. It will also require that the existing public toilets are relocated, possibly near the sailing club or the realigned access road to the Dock. See *Appendix 1 - 'Planning Principles'* from Council's Draft Plan of Management for Clarkes Point Reserve and Morts Reserve.

The design of the new park at the top of the Dock (LARC Park) will enable occasional overflow parking to be accommodated if required for special events and functions, while the Horse Paddock will be able to be used for occasional event parking.

Vehicular access to the Dock area will be restricted to delivery vehicles and disabled parking.

A new car park on the western side of the Horse Paddock is proposed which would provide good access to the expanded foreshore park. This car park would accommodate approximately thirty-three spaces and would be accessed off Margaret Street.

### Pedestrian Pathways

Pedestrian paths will be provided to maximise public access and the opportunity to experience the contrasts and dramatic changes of the Dock area and the Horse Paddock and the relationship between these elements.

Each of the major spaces will be connected allowing a number of circuit walks and links to Kelly's Bush, Woolwich Village, the Great North Walk and the walks identified by the Hunters Hill Walking Trails Project.

The temporary bridge over the Dock will be removed to allow boats to access all of the Dock. In its place, a new path will be provided around the Dock, linking the Goat Paddock path to the maritime working area and Clarkes Point Reserve. This walkway was designed by landscape architects, Clouston Associates. The provision of a perimeter walkway will assist in the interpretation of the site, and will enable visitors to fully appreciate the scale of the dock.



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The possibility of installing an opening bridge at the mouth of the dock in the location of the Caisson remains a long-term opportunity.

Access for people with disabilities will be provided to all significant features but not as a continuous path, due to topographic and heritage constraints. Parking for people with a disability is proposed within Clarkes Point Reserve and at the waterfront. Assisted access will be established to the wharf arrival points.

### Water Access

One of the main objectives of the plan is to facilitate water access to the site for visitors – charter vessels, ferries, common user berths for short-stay private boats and boats undergoing repairs.

Subject to the approval of NSW Maritime Authority, a new water arrival point will be created at the location of the former Mort's jetties. Three options for the arrival point are shown at *Figures 25 - 27*. It is proposed that this arrival point satisfy the requirements for disabled access.

Private recreational boat users visiting the site for a short period may also be accommodated along part of the southern side of the Dock.

### Waterfront Park

A small public park will be created overlooking the working waterfront and the harbour. It will provide a link between Clarkes Point Reserve and the Dock. Trust site facilities, visitor information and a place for café dining and functions will replace the Mess Buildings (Defence Buildings 31 and 34). The concept is illustrated at *Figure 22*.

The concept involves creating a subtle level change between outdoor seating areas, the waterfront park and the reinstated Morts Jetties. The new facilities will address the park via a courtyard and outdoor seating which is to be set back from the shoreline within the alignment of the existing Defence buildings. The public pathway connecting the waterfront park and the working maritime area will be improved by setting back from the alignment of the north-eastern corner of the existing Mess Building (Defence Building 34). Public access will be maintained around the proposed restaurant / function facility. The waterfront park will be better integrated with Clarkes Point Reserve through the removal of the fence and the landscape treatment of the parklands.

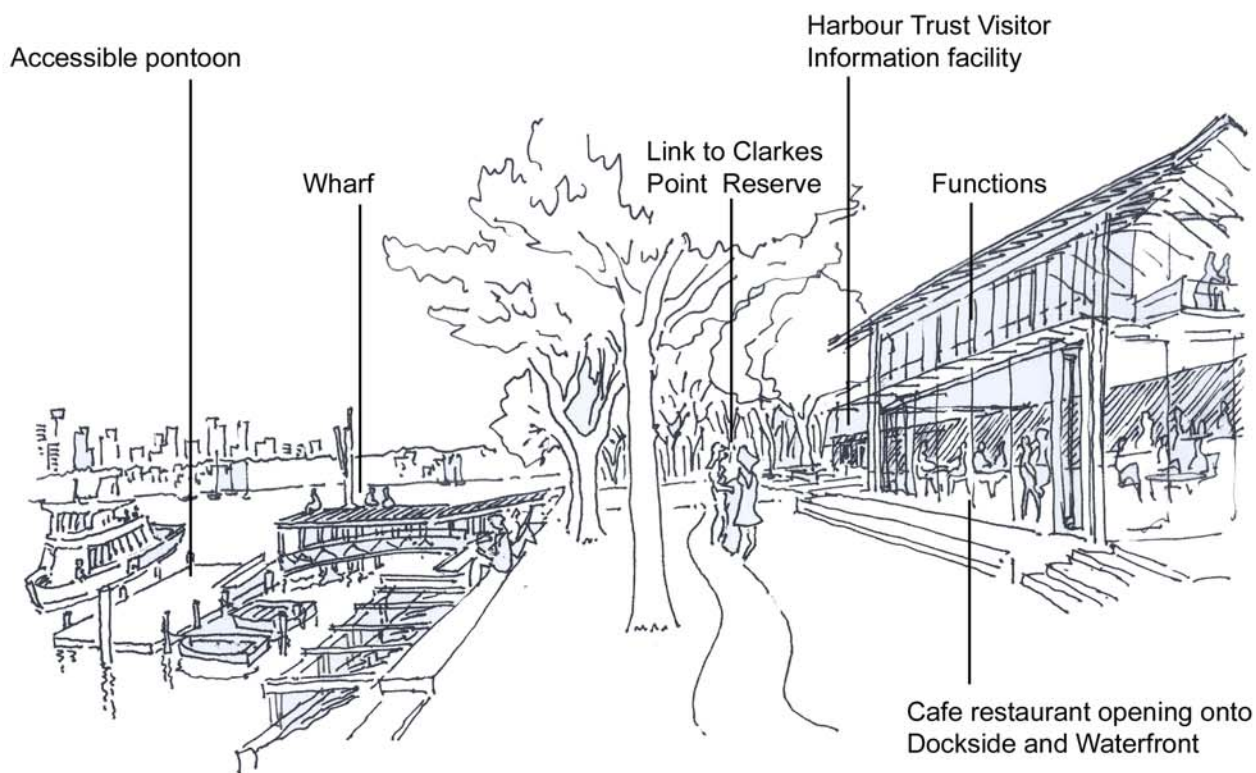
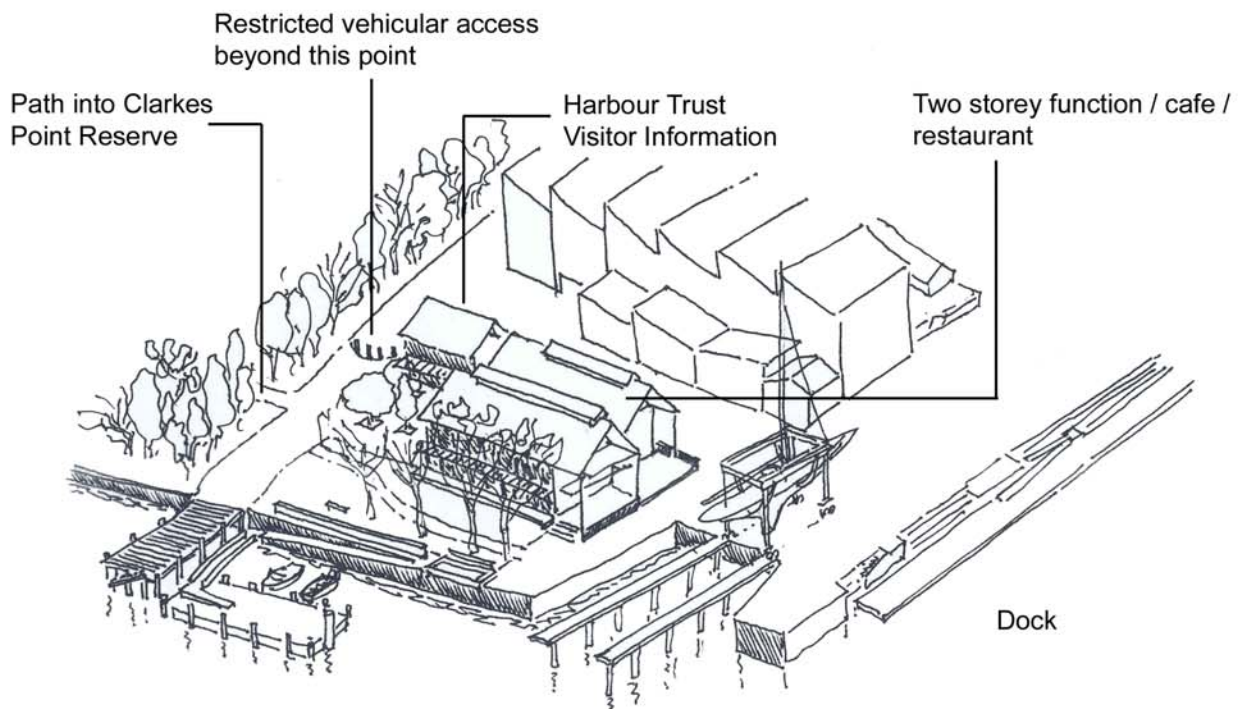
### Village Square Lookout and the Knoll Park

The area above the head of the dock and opposite the Woolwich Pier Hotel provides a natural vantage point with panoramic views over the precinct and harbour. It is proposed that this site is landscaped to maximise views particularly into the Dock. See *Figure 23*. The lookout lends itself to be used as a 'village green' for the small commercial centre, for occasional events and outdoor dining associated with adjacent uses.

The existing cyclone mesh fence will be replaced and a more attractive and secure edge to the Dock cutting will be provided. Soft landscaping adjacent to the sandstone wall will be established to keep people away from the edge and a pathway will be provided between Woolwich Village, Clarkes Road and the Horse Paddock. The rock outcrops will be revealed and the pathway terraced down towards the Horse Paddock with stairs







View looking south from path to the Dock

Woolwich Waterfront - replacement wharf, pedestrian connection with Clarkes Point Reserve, function / cafe / restaurant building.

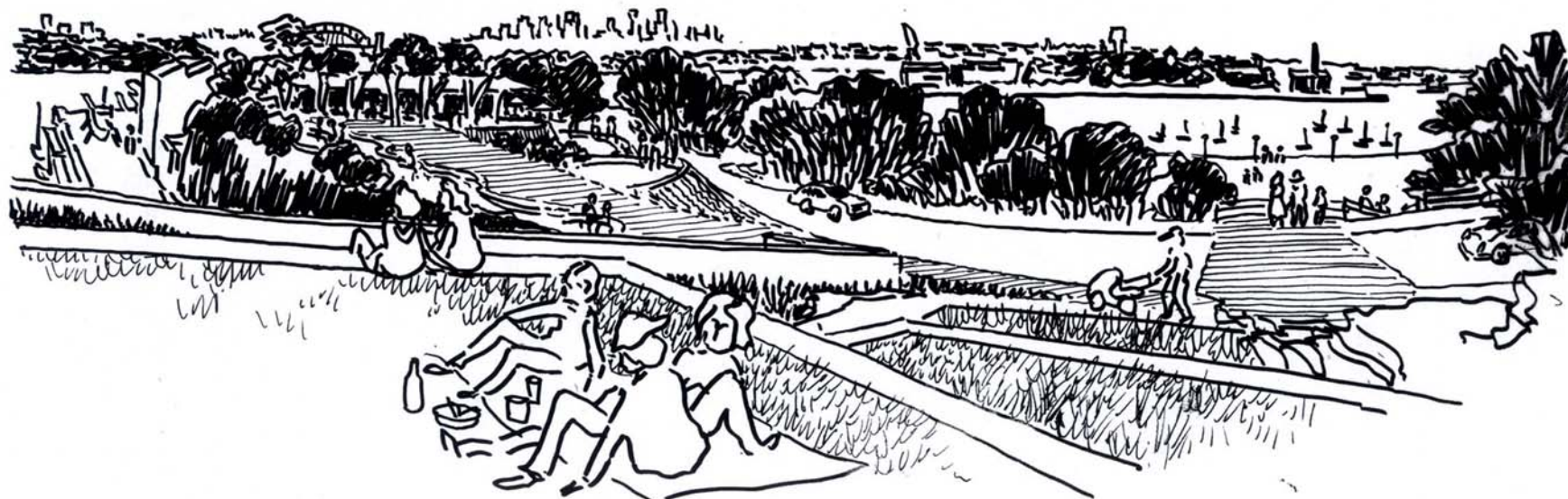
Fig.22 Woolwich Waterfront - Concept Design







Existing: The entrance to the Woolwich dock precinct is dominated by roads and carparking



Proposed: A village square and lookout will be created and will wrap around the top of the dock

**Fig.23 Proposed lookout at the top of Woolwich Dock with Views over the dock and Clarke's Point Reserve**



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and ramps, connecting to a cliff-top walk created along southern edge of the dock cutting. See *Figure 24*.

The opportunity to extend this parkland to the south is provided through the realignment of the main entry road. This space is currently used as a Trust car park, and is prominent when viewed from the lookout. The proposed landscape treatment would create a park sitting over the Dock cutting, with a new path cascading down the hill through the parkland and towards the former slipways in Clarkes Point Reserve. The park will be designed as a passive recreational area and remain relatively open as a space to take advantage of the local and distant views and outlook. This area could also be used as an overflow parking area for functions or special events.

### The Horse Paddock

The Horse Paddock will be retained for passive recreational uses with the potential for occasional community events, subject to the requirements of noise management guidelines.

It will retain its open character, with some shade planting. New work will focus on the edges of the space: repairs to the sea wall; the removal of weeds and revegetation along the escarpment edge; and a new landscaped edge to the sailing club and car park.

Pathways through the space are intended as informal connections, however the opportunity to provide a path beneath the escarpment in Horse Paddock will be explored.

The existing boat ramp will be reconfigured, subject to the agreement of Hunters Hill Council and the Hunters Hill Sailing Club, to provide improved access for the Hunters Hill Sailing Club while retaining its continued use for the occasional roll on/roll off of vehicles onto barges. Vehicular access to this boat launching facility will be restricted.

An additional car park may be provided at the western end of the Horse Paddock, but this will be managed so that it meets the needs of park users. The Horse Paddock could also be used on occasions to accommodate over-flow parking for special events.

A remediation strategy will be implemented, which may involve the capping and containment of the reclaimed contaminated area and the removal of soils.

### Possible New Buildings

The Management Plan identifies the possibility of two new buildings being erected within the dock area:

- At the waterfront where the Former Army Mess Buildings (Defence Buildings 31 and 34) are presently located; and
- Adjacent to the Dock where the Army Prefabricated Steel Sheds (Defence Buildings 7, 8, 9, 10, 13 and 14) are located.

These new buildings would replace existing Army sheds and will only be considered where it can be demonstrated that it is essential to the functional or operational requirements of a desirable outcome and significantly improves the viability and synergy of uses. While the management plan indicates that each of the Former Army Mess



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Buildings and Army Prefabricated Steel Sheds can be replaced, it is intended that examples of these buildings be retained in one or more locations to allow the Army's occupation of the site to be interpreted. All of the new buildings will be required to have minimal impact upon the visual, heritage and environmental qualities of the place, and should be of a high architectural standard. It will also be essential that the car parking needs generated by the activities within the new buildings are able to be satisfied within the Trust carparks proposed in this plan.

The siting and design of the new buildings would need to address a number of design principles which are set out in the following sections: *Army Prefabricated Steel Sheds* and *Former Army Mess Buildings*.

### The Dock and Surrounds

The Dock will be conserved and the Trust believes that the best way of achieving this is to facilitate its adaptive reuse for modern maritime industrial uses. The Trust is not proposing to repair or replace the caisson, however, it would support the dry dock being made operational again if this was proposed as part of the adaptive reuse of the site. In the event that this does not happen it is proposed that pontoons are installed along the full length of the Dock's southern edge. This will provide moorings for maritime service and repair and for short-term visitor berthing.

Possible options for berthing are shown at *Figures 25 - 27*. The options are summarised as follows:

- *Maritime industrial operations:* the berthing of vessels and facilities for lifting of vessels in and out of the water are to be generally located within the Dock and include the use of the paired piers;
- *Berthing facilities for visiting charter boats and possible future ferry service* is likely to be provided at one of the re-instated Mort's jetties along the Lane Cove River frontage of the site, or within the Dock;
- *Private recreational boat users visiting the site for a short period* may be accommodated at one of the re-instated Mort's jetties and along part of the southern side of the Dock;
- *Occasional, short term berthing of a heritage or similar vessel of interest*, may be possible alongside the re-instated Mort's jetties, or within the Dock.
- *Occasional land base facilities for Cockatoo Island*, including berthing edge and crane for the loading of barges may be provided adjacent to the paired piers.

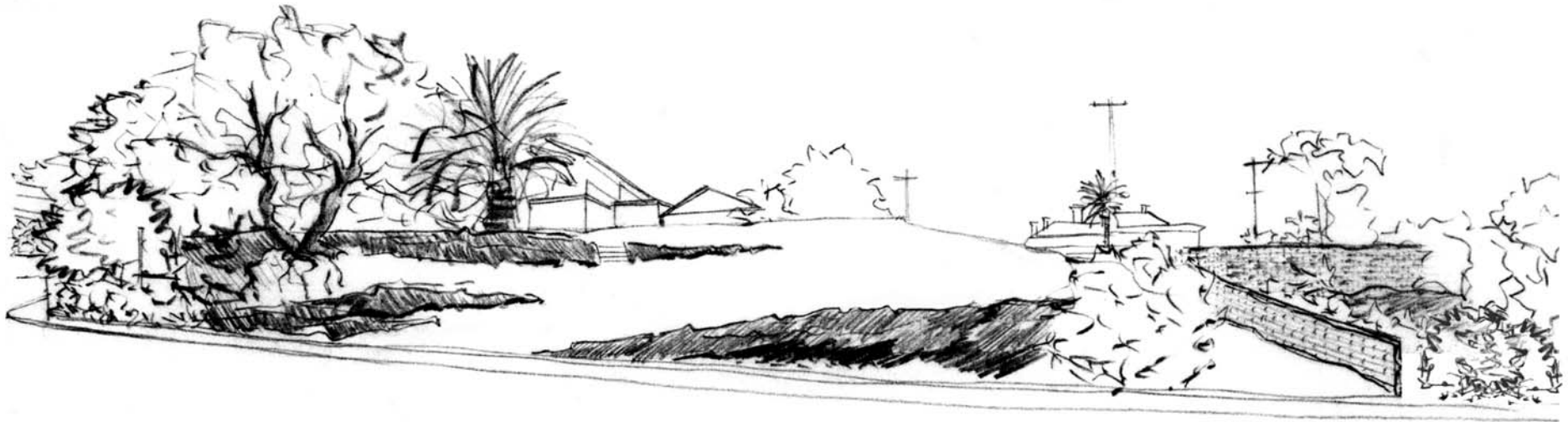
To ensure that the scale and visual integrity of the dock can be appreciated, the northern side of the dock is to remain unencumbered by jetties or pontoons. The opportunity for larger boats or ships to be berthed deep within the Dock for short periods (temporarily displacing the smaller, private boats) will also be possible.

Other functional elements of the dockside will be reactivated. This includes the bunded hardstand, the paired-piers and fuel bunkering.

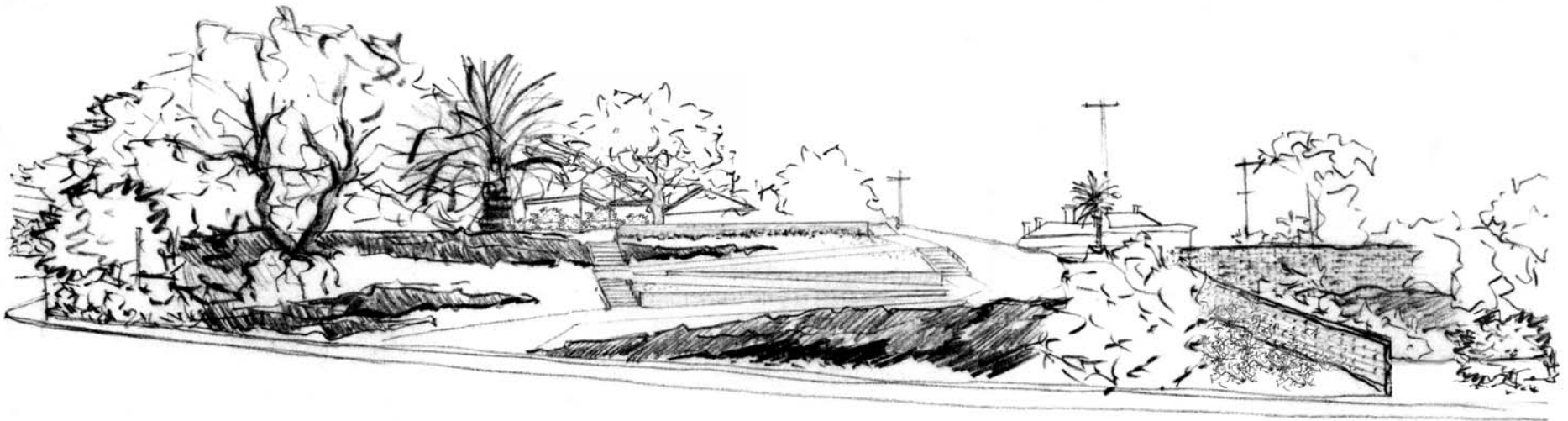
Each of the elements of the berthing edge, the walkways, pontoons and jetties, will be designed having regard for the heritage significance of the Dock.







Existing: The land falls away sharply making pedestrian access difficult, with an unsafe pathway next to the stone wall



Proposed: Pedestrian access is formalised with the land tiered to provide lookout ledges over the dock

Fig.24 View from Clarke Road showing new pedestrian access and viewing area



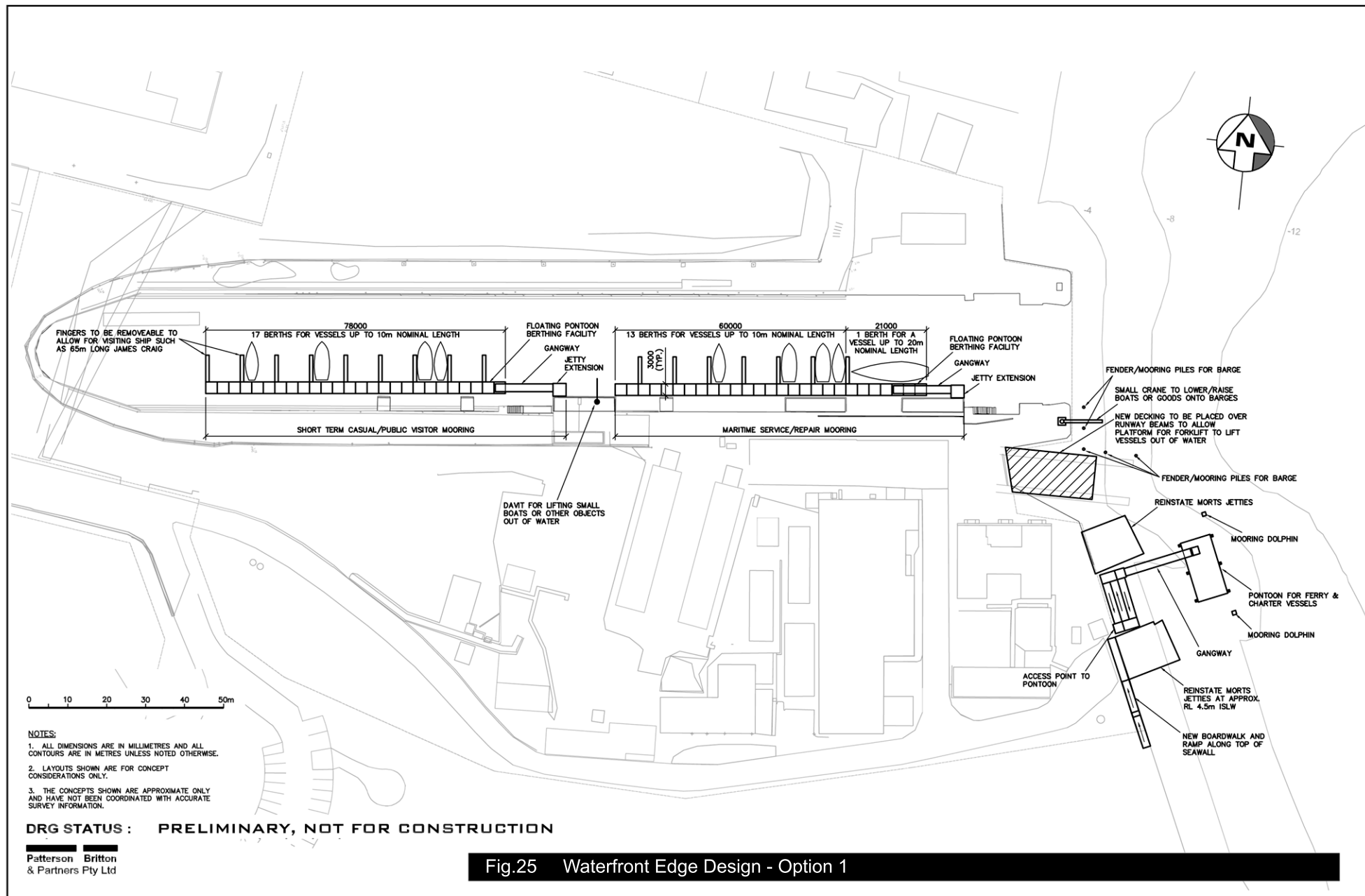


Fig.25 Waterfront Edge Design - Option 1





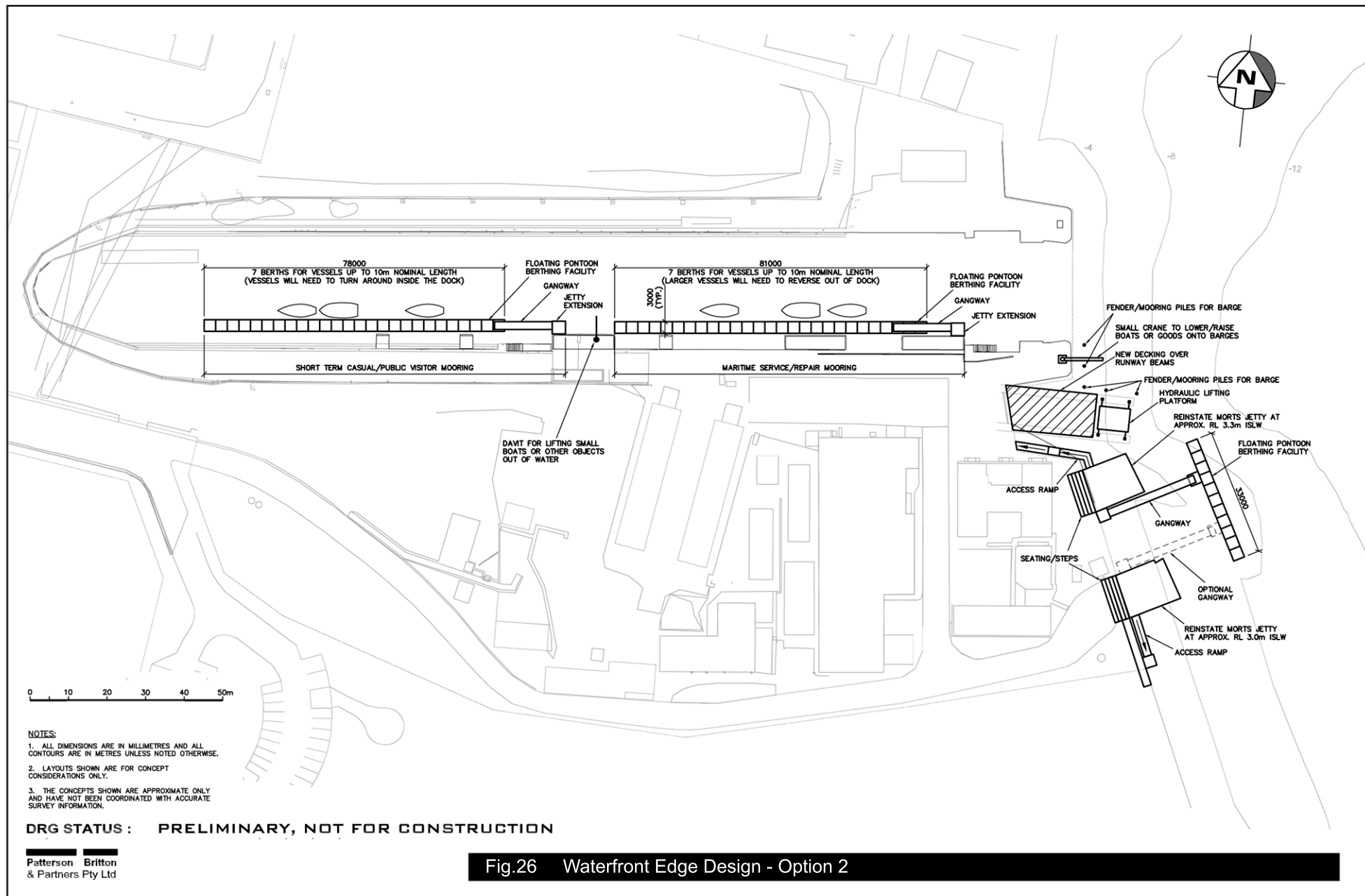


Fig.26 Waterfront Edge Design - Option 2



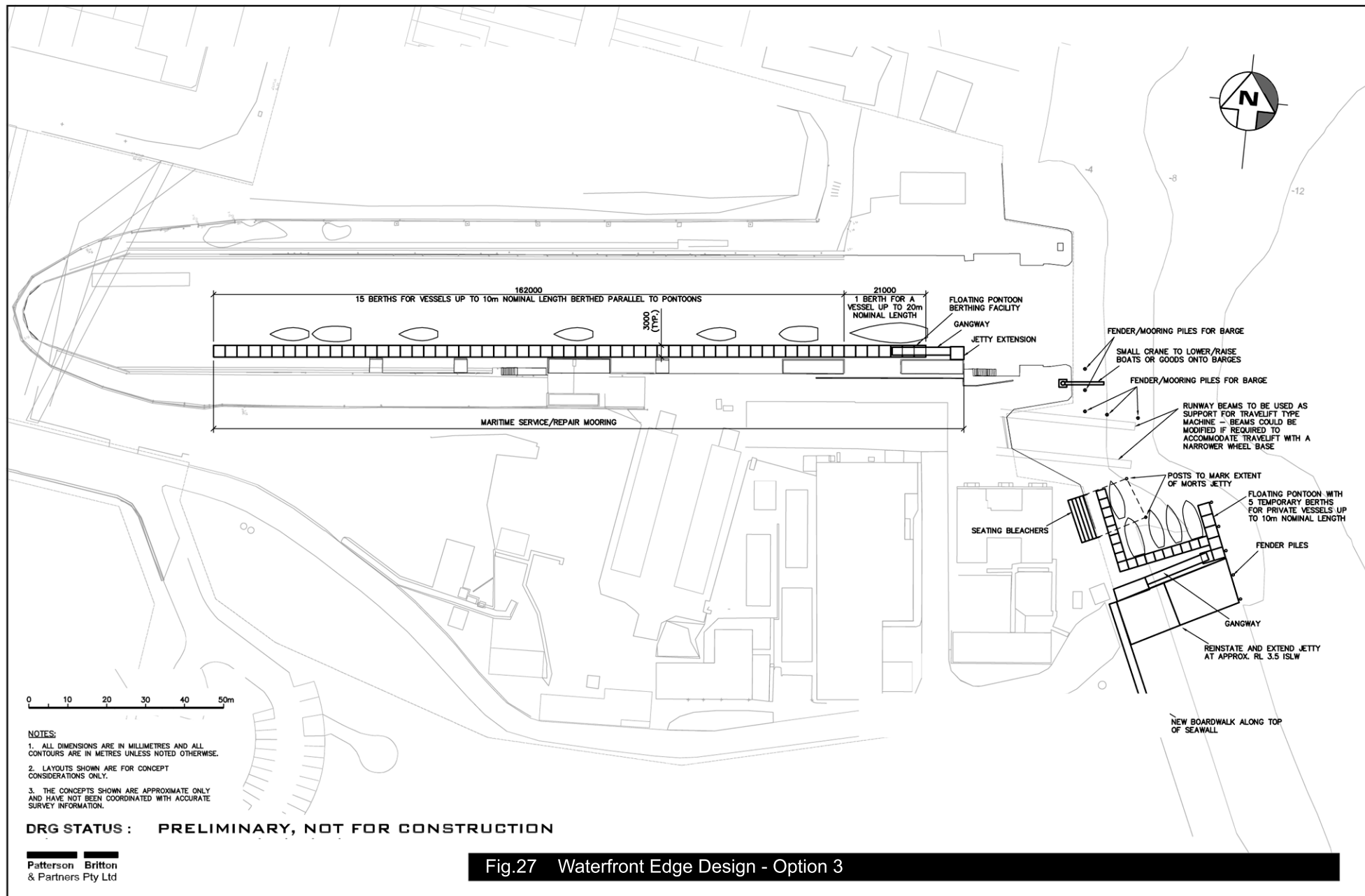


Fig.27 Waterfront Edge Design - Option 3



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The maritime uses, their scale and compatibility with the heritage values of the dock will be determined having regard for issues such as: berthing capacity; the flexibility to vary modes of operation and distribution of uses based on the final layout; on-shore access considerations and how they can be best accommodated; and the costs associated with their provision.

Keeping visual clutter to a minimum will be an important outcome, as will keeping noise generating activities within the noise management guidelines. An important consideration in the re-use of the Dock will be to address potential conflicts between maritime uses and the provision of public access on the apron areas adjacent to the Dock, linking the Goat Paddock with parkland areas.

### Saw-tooth Roofed Building

The saw-tooth roofed building (Defence Building 11) is to be conserved. The removal of later, lean-to additions and the vehicle shelter will be investigated in accordance with the recommendations of the CMP, and the internal gantry crane will be retained. The asbestos cement external cladding will continue to be monitored and any necessary action taken to ensure that it does not become a human health risk.

It is proposed that the building is used for a range of activities such as: maritime-related purposes, including boat building, boat repairs, boat storage, sail makers and riggers, ship's chandlery, training and education facilities, low scale commercial uses such as boat brokerage, maritime showroom, boat hire and diving, a venue for community uses, performance or rehearsal space, studios, small scale offices and similar functions that are directly related to and necessary to support maritime activities.

### Army Prefabricated Steel Sheds

It is proposed that this area (Defence Buildings 7-10, 13 and 14) be used for maritime purposes that are related to the use of the dock. This could include activities such as: boat building, boat repairs, boat storage, sail makers and riggers, ship's chandlery, maritime training and education facilities, boat hire and diving. The sheds (Defence Buildings 7 – 10) on the upper terrace may be related to uses in the saw-tooth roofed building because they are on the same level, while buildings 13 & 14 within the cutting relate more directly to the dock side. The buildings on the upper terrace level may accommodate the administration / office component of a maritime operation. (The terracing from the cut stone has some heritage value.)

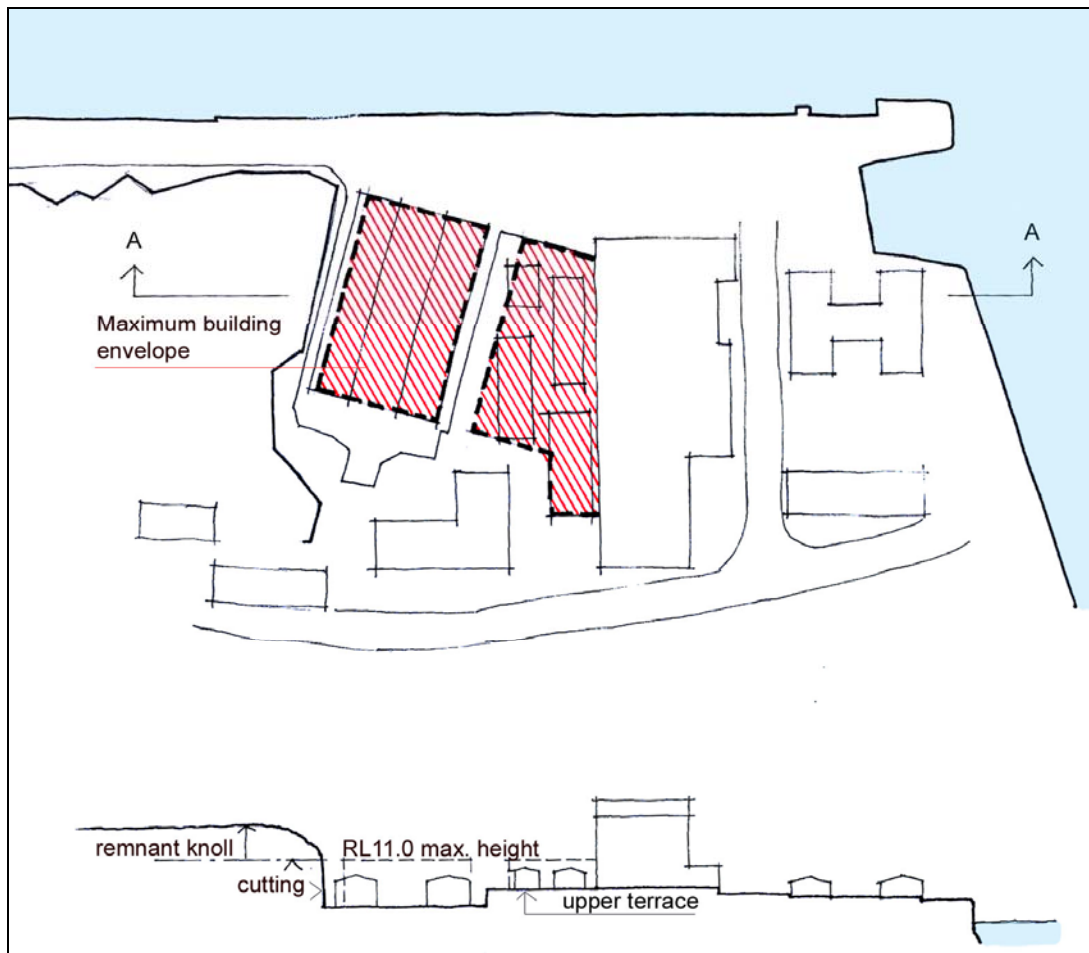
These uses could be accommodated within the existing sheds or possibly in replacement buildings.

Any replacement building or buildings must maintain the character of the site and must satisfy the criteria illustrated in *Figure 28* as well as the following:

- The character, scale, form and finish are to be sympathetic with the heritage conservation values of the place; reflect the maritime location; and preserve the small ancillary building character;
- Buildings should remain below the cutting and retain the prominence of the remnant knoll and the major rock face to the west of the existing buildings;
- New building is to conform to the height and footprint shown in *Figure 28*;



- The historic terraces created within the cutting and the relationship of the cutting to the slipways in Clarkes Point Reserve is to be preserved;
- New building must still enable the visual connection to the tramway cutting that connected the dock to the slipways in Clarkes Point Reserve as well as allowing for the reinstatement of the path link between these areas;
- Buildings should maintain the existing building line along the edge of the Dock apron.



**Fig. 28** Army Prefabricated Steel Sheds – Possible New Building Envelopes

#### Former Army Mess Buildings

It is proposed that the existing Mess Building be replaced by a new building to accommodate Trust site facilities, visitor information, a dining area and function facility. See *Figure 22*. The new building will be within the general site area of the existing building group with a recessed courtyard on the south eastern side (see *Figure 29*).

The replacement building must maintain the character of the site and must satisfy the criteria illustrated in *Figure 29* as well as the following:

- The character, scale, form and finish are to be sympathetic with the heritage conservation values of the place and its setting; reflect the maritime location and provide a human scale along the waterfront park;
- Buildings should remain of sufficiently low scale to provide a layering of built form through to the Saw-tooth Roofed Building. This is to be achieved by an overall building height limit of 10m and an eaves height no greater than 6m.
- Building may not exceed two-storeys and conform to the height and footprint shown in *Figure 29*;
- Buildings should not extend past the existing building setback to the foreshore line. The north-east corner of the building is to be setback at least 4m from the shoreline and dock to improve pedestrian access between the foreshore and the dock;
- Buildings should form an open courtyard to the water and the waterfront park space.



**Fig. 29** Former Army Mess Buildings – Possible New Building Envelope

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### Mort's Administration Building

It is proposed that the former Administration Building (Defence Building 6) be conserved and re-used for purposes such as offices, studios, maritime training, educational facilities, interpretation / information centre or community purposes.

Unsympathetic additions such as the awning over the front entrance will be removed and the intrusive aluminium framed windows will be replaced.

The character, scale, form and finish of any additions or alterations are to be sympathetic with the building's heritage values and its setting.

### Morts Buildings and Gymnasium

Morts Buildings (Defence Buildings 3 and 4), are two of the four buildings remaining from Mort's occupation. The others are the Saw-tooth Roofed Building and the Administration Building. The Gymnasium is a c1955-1960 Army addition to Defence Building 5.

It is proposed that these buildings be investigated for possible removal. This is to facilitate improved links – visual and landscaping, between the knoll, dock area and Clarke's Point Reserve. A final decision on this will need to be taken having regard for the heritage significance of the buildings and their utility value. It will also need to have regard for any redevelopment of the army prefabricated buildings – Defence Buildings 7-10, 13 & 14.

If retained, these buildings are suitable for adaptive reuse for uses such as studios, information centre, training and education, community services, gallery and offices.

### Noise

Noise emissions must comply with the relevant NSW Environment Protection Authority standards and the guidelines contained in the Noise Impact Assessment prepared for the Trust by Richard Heggie Associates.

### Stormwater

Repairs will be made to the stormwater collection system. Potential existing pollutant sources will be removed and any associated contamination remediated. This will include: the two decommissioned septic tanks near the entry to the dockyard; the decommissioned above-ground diesel and waste oil tanks at the southern side of the Dock; and the vehicle washbay located in the upper dock area.

The bunded hardstand may have its SEPA wastewater treatment system upgraded and recommissioned to allow this area to be used for boat maintenance and hull cleaning. This will be in accordance with NSW regulatory requirements.

The Trust will also:

- Install appropriate stormwater discharge controls, such as gross pollutant traps, vegetated swales or detention systems;
- Ensure the installation of adequate erosion and sediment controls during construction;
- Use porous pavements and/or oil/grit separators in the design of carpark areas;





- 
- Carry out an audit of the sewer and stormwater systems to identify repair priorities, and upgrades that will be required as site activity increases;
  - Maximise the harvesting and reuse of roof water;
  - Maximise the effectiveness of landscaping and natural drainage systems to improve water quality and control flows;
  - Carry out site remediation, considering potential surface water impacts.

## Remediation

### **Dockyard Area**

Further testing will be undertaken to address the issues raised in the 2004 Summary Site Audit and to define requirements for remediation. Remediation of the area will include:

1. Removal of structures such as tanks and pits that may have served as contamination sources. Any soil contamination associated with these structures will be remediated and the area appropriately validated;
2. An assessment of the Dock's sediment quality in accordance with the processes detailed in the *Australian and New Zealand Guidelines for Fresh and Marine Water Quality*;
3. Preparation of a Remediation Action Plan and Environmental Management Plan to guide the management of the issues identified in the site assessments and Summary Site Audit.

### **Horse Paddock**

The following remediation and management will be carried out in the Horse Paddock:

1. Further assessment of groundwater to obtain sufficient data for evaluating the current environmental risk;
2. Implemented of a capping and containment strategy for the reclaimed, contaminated area, with the possible relocation of soils. The Trust will prepare a remediation plan for this work that integrates with the Trust's land-use outcomes and landscape design for the area;
3. Repair of the sea-wall to address environmental and safety risks as well as overall amenity; and
4. Prepare and implement an Environmental Management Plan for Woolwich that addresses on-going management requirements for the Horse Paddock.

### Hazardous Materials Management

A Hazardous Materials Management Plan will be prepared to manage the hazards that were identified in the Hibbs & Associates Hazardous Materials Survey. This plan would include:

- Removal of hazardous materials from buildings;
- Repair and maintenance of materials as required;
- Paint removal and remedial works carried out as part of building refurbishment and in accordance with the appropriate Australian Standard;
- Preparation and maintenance of a hazardous materials register; and
- Annual inspections of materials to be maintained.



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### Interpretation

One of the objectives of the Trust is to convey to the community the natural and cultural heritage values of the Dock and surrounding areas in a meaningful, relevant and engaging way.

The proposed use of the precinct, the creation and the design of parklands and the development of public open days, events, and publications will all be considered as part of an interpretation program that conveys the totality of the values of the Dock, the site and setting. This will include past uses, such as Aboriginal heritage, the pre-European landscape and the pattern of modifications made to the landform.

The elements of the interpretation program will include:

- Landscape design that conveys the Clarke Estates, the successive industrial uses; the Dock; and the changes to the shoreline;
- Erection of a roofed structural frame on the footprint of and to the same proportions as the former Pumphouse. The pumping chamber would be pumped dry to allow appreciation of the depth of the dock and the workings of the pumps and inlet channel in association with interpretative panels;
- Signage and possibly public art that conveys the site's past use for maritime, industrial and army purposes; and
- Events and Open Days.

### **Implementation**

Implementation of this Management Plan will take place over a number of years. Priorities for implementation will be determined in a manner consistent with Part 11 of the Trust's Comprehensive Plan.

### Projects

The following table identifies individual projects that will be undertaken to implement this Management Plan.



## Implementation and Action Plan

	Outcomes	Elements	Priority	Relevant Management Plan or Supporting Study (in addition to the Design Concept)
Public Domain	Increased Public access - pedestrian links, facilities for cyclists, disabled access, parking	<ul style="list-style-type: none"> <li>Provide a walkway around the Dock, linking to the waterfront</li> <li>Integrate the dock waterfront with Clarkes Point Reserve by providing pedestrian linkage, removing fencing and creating continuity of landscape treatment</li> <li>Establish a new road alignment, with Hunters Hill Council agreement</li> <li>Integrate the existing roadway into the landscaped area once it becomes redundant</li> <li>Extend the existing Clarkes Point Reserve Car Park with Hunters Hill Council agreement.</li> <li>Provide parking spaces for people with a disability</li> <li>Limit vehicular access to the Dock area to on-site workers, deliveries, services and disabled access</li> <li>Formalise vehicular accessway to boat ramps (restricted access) with agreement of Hunters Hill Council</li> <li>Provide pedestrian pathways in the Horse Paddock and linkages to Kelly's Bush and Clarkes Point Reserve</li> </ul>	<p>High</p> <p>High</p> <p>High</p> <p>High</p> <p>High</p> <p>High</p> <p>High</p> <p>Medium</p> <p>High</p>	<ul style="list-style-type: none"> <li>Transport Management Plan <ul style="list-style-type: none"> <li>Accessibility Audit</li> <li>Walkway Landscape Concept</li> </ul> </li> <li>Transport Management Plan</li> <li>Transport Management Plan</li> <li>Transport Management Plan</li> <li>Transport Management Plan</li> <li>Transport Management Plan <ul style="list-style-type: none"> <li>Accessibility Audit</li> </ul> </li> <li>Transport Management Plan</li> <li>Transport Management Plan</li> <li>Transport Management Plan</li> </ul>

Outcomes	Elements	Priority	Relevant Management Plan or Supporting Study (in addition to the Design Concept)
Public Domain continued	<ul style="list-style-type: none"> <li>• Provide a walkway linking Woolwich Village with the Horse Paddock</li> </ul>	High	<ul style="list-style-type: none"> <li>• Transport Management Plan</li> </ul>
	<ul style="list-style-type: none"> <li>• Provide cliff-top pedestrian walk at the southern side of the dock, the knoll</li> </ul>	High	<ul style="list-style-type: none"> <li>• Transport Management Plan</li> </ul>
	<ul style="list-style-type: none"> <li>• Re-landscape the lookout area</li> </ul>	High	
	<ul style="list-style-type: none"> <li>• Investigate the provision of pedestrian access between dock, cutting and Clarks Point Reserve</li> </ul>	Medium	<ul style="list-style-type: none"> <li>• Conservation Management Plan</li> </ul>
	<ul style="list-style-type: none"> <li>• Provide access for people with disabilities to all significant features of the site</li> </ul>	High	<ul style="list-style-type: none"> <li>• Transport Management Plan</li> <li>• Accessibility Audit</li> </ul>
	<ul style="list-style-type: none"> <li>• Provide parking adjacent to Margaret Street</li> </ul>	Medium	<ul style="list-style-type: none"> <li>• Transport Management Plan</li> </ul>
	<ul style="list-style-type: none"> <li>• Re-landscape and re-surface the existing car park on the knoll (LARC Park)</li> </ul>	High	
	<ul style="list-style-type: none"> <li>▪ Provide interpretive material and signage in public domain areas</li> </ul>	Medium	<ul style="list-style-type: none"> <li>▪ Conservation Management Plan</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Encourage improvement of public transport services</li> </ul>	High	<ul style="list-style-type: none"> <li>• Transport Management Plan</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Provision of signage and clear and accurate information on available public transport services</li> </ul>	High	<ul style="list-style-type: none"> <li>• Transport Management Plan</li> </ul>
	<ul style="list-style-type: none"> <li>• Provide public facilities such as toilets, lighting, bicycle parking rails and picnic facilities</li> </ul>	Medium	<ul style="list-style-type: none"> <li>• Transport Management Plan</li> </ul>

	Outcomes	Elements	Priority	Relevant Management Plan or Supporting Study (in addition to the Design Concept)
Public Domain continued		<ul style="list-style-type: none"> <li>• Shade planting in Horse Paddock and landscaping to screen extended car park and enhance integration of parklands</li> <li>▪ Bush regeneration and screen planting</li> <li>▪ Provide and / or upgrade on-site services for public domain areas</li> <li>• Prepare Remediation Action Plan</li> <li>• Prepare Environmental Management Plan</li> <li>• Prepare Hazardous Materials Management Plan</li> <li>• Remediate contaminated areas and hazardous materials in public areas in accordance with a Remediation Action Plan</li> <li>▪ Manage bushland in western portion of Horse Paddock to minimise bush fire risk</li> <li>• Remove weeds from the escarpment</li> <li>• Repair the Horse Paddock sea wall</li> <li>• Protect vulnerable flora and fauna species</li> <li>• Remove septic tanks near dockyard entry and vehicle washbay in upper dock area (LARC Park)</li> </ul>	<p>Medium</p> <p>Medium</p> <p>High</p> <p>High</p> <p>High</p> <p>High</p> <p>High</p> <p>High</p> <p>High</p> <p>Medium</p> <p>Medium</p> <p>High</p> <p>Medium</p>	<ul style="list-style-type: none"> <li>▪ Flora and Fauna Survey</li> <li>▪ Site Services Survey</li> <li>• Summary Site Audit</li> <li>• Hazardous Materials Survey</li> <li>• Summary Site Audit</li> <li>• Flora and Fauna Survey</li> </ul>
	Improved Environmental Conditions			

	Outcomes	Elements	Priority	Relevant Management Plan or Supporting Study (in addition to the Design Concept)
Public Domain continued		<ul style="list-style-type: none"> <li>• Repair and improve the stormwater management system</li> <li>• Implement principles of Water Sensitive Urban Design</li> <li>• Undertake audit of sewer and stormwater systems</li> <li>• Undertake supplementary soil and groundwater assessment to confirm and define remediation and management requirements</li> <li>▪ Provide and / or upgrade on site services for building uses</li> <li>▪ Make buildings compliant with BCA, fire safety and disabled access requirements</li> <li>▪ Management of asbestos cement sheeting in sawtooth roofed building</li> <li>▪ Repairs, alterations or demolition and rebuilding of pre-fabricated army sheds</li> <li>▪ Upgrade bunded hardstand wastewater treatment system</li> <li>• Restoration and conservation works to buildings for adaptive reuse</li> <li>▪ Investigate the removal of unsympathetic additions to the Saw-tooth roofed building</li> </ul>	Medium  Medium  High  High  High  High  Medium  Medium  High  Medium	<ul style="list-style-type: none"> <li>• Summary Site Audit</li> <li>• Site Services Survey</li> <li>▪ Conservation Management Plan</li> <li>▪ Summary Site Audit</li> <li>▪ Hazardous Materials Survey</li> <li>▪ Conservation Management Plan</li> <li>▪ Conservation Management Plan</li> <li>▪ Structural Assessment of Buildings</li> <li>• Conservation Management Plan</li> <li>• Conservation Management Plan</li> </ul>
Building uses, adaptive reuse and building removal	Works to enable use/ leasing of buildings, structures and services			

	Outcomes	Elements	Priority	Relevant Management Plan or Supporting Study (in addition to the Design Concept)
Mooring and Berthing Edges	Waterfront works to facilitate maritime activities	<ul style="list-style-type: none"> <li>▪ Provide new jetties and install floating pontoon fronting Lane Cove River subject to obtaining the approval of NSW Maritime Authority</li> <li>• Remove temporary pedestrian bridge over the Dock</li> <li>▪ Install floating pontoons within the Dock</li> <li>▪ Make paired piers operational for lifting vessels in and out of the water and for loading / unloading of barges</li> <li>▪ Reconfigure boat ramps at the Horse Paddock and Clarkes Point Reserve with agreement of Hunters Hill Council &amp; Hunters Hill Sailing Club</li> <li>▪ Develop programme of open days, presentations, displays and publications</li> <li>▪ Erect a structural frame to the proportions of the former pumphouse as the main point of interpretation for the workings of the dry dock</li> </ul>	High  High High Medium  Medium  High  Medium	<ul style="list-style-type: none"> <li>• Design of Waterfront Edge</li> <li>• Conservation Management Plan</li> <li>• Transport Management Plan</li> <li>▪ Design of Waterfront Edge</li> <li>▪ Design of Waterfront Edge</li> <li>▪ Transport Management Plan</li> <li>• Conservation Management Plan</li> </ul>
Interpretation of the natural and cultural heritage	Interpretation			



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## Future Actions

### Unforeseen Archaeological Discoveries

Archaeology includes: buildings, structures, objects and relics, landscapes and other remains, both above and below the ground. All of these items have enormous potential to contribute to our knowledge of the place by revealing information about how people lived and worked there. All relics are protected by Commonwealth legislation and the intentional uncovering of relics, without a permit, is forbidden.

Appropriate provisions will be included, in leases for the site and in any contracts for works to be undertaken, requiring that in the event that relics are unintentionally uncovered, work must cease in the area where the relics were found and the Trust immediately informed. The Trust will arrange for an archaeologist with the appropriate experience to visit the site and undertake an assessment before determining the appropriate course of action.

### Records of Intervention & Maintenance

The Trust is proposing to use the inventory sheets (prepared as part of the 2004 Draft Conservation Management Plan) as the starting point for establishing an ongoing record for each of the site's buildings and structures. This will enable all relevant information relating to a building or structure (for e.g. its history, statement of significance, conservation policies, leasing arrangements, etc) to be available for reference in one document.

### Future Consultation

Community consultation and communications is critical to the implementation of this plan. The community includes the broad community, special interest groups, non-government organisations and Local, State and Commonwealth Governments.

The Trust has been consulting with these groups since its inception and will continue this process in accordance with the *Consultation and Communications Objectives and Policies* set out in *Part 3* of the Trust's Comprehensive Plan.

### Aboriginal Consultation

Ongoing consultation with the aboriginal community will take place through the Trust's Aboriginal Issues Committee and in accordance with the *Aboriginal Heritage Objectives and Policies* set out in *Part 3* of the Trust's Comprehensive Plan.

### Monitoring and Review of the Plan

During the implementation, this plan will be continuously monitored in terms of its objectives and consistency with the Commonwealth Heritage management principles.

At least once in every 5 year period after the plan's adoption the plan will be reviewed in accordance with Section 341X of the EPBC Act, 1999 as amended. The review will assess whether the plan is consistent with the Commonwealth management principles in force at the time.





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## Acknowledgements: Images

### *Front Cover*

1. 'SS Sonoma in Woolwich Dock', Date unknown

Source: Hunters Hill Historical Society

2. 'The Saw-tooth Roofed Building viewed from the Dock', 2003

Source: Sydney Harbour Federation Trust

3. 'View from the Goat Paddock', 2003

Source: Sydney Harbour Federation Trust

### *Figure 3*

'Cockatoo Island, Parramatta River', Drawing by J.S. Prout, c. 1843

Source: NLA Rex Nan Kivell Collection, NK11146/2 U1428

### *Figure 6*

'Auction Plan for Clarke's Estate', November 1880

Source: Sydney Subdivision Plans – Woolwich, ML SP W17/3

### *Figure 7*

'Atlas Engineering Works Office and staff' c.1897 – (Converted former Clarke home)

Source: Pic Acc 1667/1 ML

### *Figure 8*

'Morts Dock, Woolwich, December 1901', (Official Opening of the Dock, 4/12/1901),

Source: Hunters Hill Historical Society

### *Figure 9*

'Morts Dock, Army occupation', origin unknown, c1971

Source: Sydney Harbour Federation Trust

### *Figure 10*

'Celebration to mark the Centenary of the opening of Morts Dock, 2001'

Source: Carolyn Pettigrew, Sydney Harbour Federation Trust

### *Figure 18*

'The Saw-tooth Roofed Building', 2004

Source: Ron Mason, Sydney Harbour Federation Trust

### *Appendix 1*

'Planning Principles' - *Draft Plan of Management – Clarkes Point Reserve and Morts Reserve*

Source: Environmental Partnership Pty Ltd for Hunters Hill Council, September 2004, as amended



Australian Government

Sydney Harbour Federation Trust

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## Appendix 1







