THE FUTURE OF SYDNEY'S WORKING HARBOUR

AN ANALYSIS OF POTENTIAL SITES ON SYDNEY HARBOUR AND PARRAMATTA RIVER

APRIL 1999 REVISION

Prepared by:

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THE FUTURE OF SYDNEY'S WORKING HARBOUR
An Analysis of Potential Sites on Sydney Harbour and Parramatta River.

The Purpose of Report

The purpose of this report is to review each nominated site in terms of its potential for use by the various marine industries and services located on Sydney Harbour in the context of the “Working Harbour” concept. These marine uses are:

- Boat Ramps
- Boat Sheds
- Small and Large Marinas
- Yacht and Sailing Clubs
- Motor Yacht and Speed Boat Clubs
- Rowing and Canoe Clubs
- Marine Repair Yards greater than and less than 70 tonnes.
- Marine Contractors, General, Specialist and Ancillary.
- Water Police, and Customs,
- Museums

Other uses such as residential are considered in this report, in particular, where the land area available at a particular site exceeds that required for the various marine uses described above.

This report is an addendum to the J.T. Rolls Pty Limited report entitled “Maritime Industries’ Demand for Foreshore Land and Water Space, Sydney Harbour and the Parramatta River”, April 1999 Revision.

The space standards for various marine industries and services referred to in this report are outlined in the J.T. Rolls Pty Limited report entitled “Maritime Industries’ Demand for Foreshore Land and Water Space, Sydney Harbour and the Parramatta River”, April 1999 Revision.

Methodology

Each site has been physically inspected by land and water and a photographic record of each has been prepared.

Survey and other information available at Waterways Authority and other sources has been collected and collated and reviewed in terms of the physical attributes of the land and improvements. This information (for each site or relevant part of each site) has been summarized in data sheets attached to this report.

On a site by site basis, the compatibility of each site has been compared to the locational, geographical and space standard needs developed in the J.T. Rolls Pty Limited report entitled “Maritime Industries’ Demand for Foreshore Land and Water Space, Sydney Harbour and the Parramatta River”, April 1999 Revision.

This process has two steps; assessment of the quality of the location with regard to the operational needs of the industry/service and assessment of the site with regard to the space standard requirements of the industry/service. An output of this exercise are recommended possible uses for each site.
The Future of Sydney’s Working Harbour
An Analysis of Potential Sites on Sydney Harbour and Parramatta River

The above stated exercise includes consideration of the competitive forces acting on each industry and the propensity for structural change outlined in the J.T. Rolls Pty Limited report entitled “The Future of Sydney’s Working Harbour”, April 1999 Revision.

The brief for this part of the report did not require consideration of town planning issues but simply an economic view of highest and best use within the categories of industries stated above.

However, it must be stated that many of the sites considered in this report are suitable for mixed use development i.e. residential, park land, commercial and marine uses. As a result, it was necessary to give some consideration to the various planning instruments relevant to the foreshores of Sydney Harbour and in particular to try to implement in our general comments on each site, the basic principles expressed in these instruments for the retention, management and use of foreshore land.

This report has been prepared with a brief review of the following planning instruments and documents:

- State Environmental Planning Policy 56.
- Rozelle and Blackwattle Bay, Masterplan Progress Report to Steering Committee, undated.
- SREP 22 and 23.

We have adopted the following broad principles in the review and formulation of our recommendations for the nominated sites:

- Equity of access to foreshore land for all.
- Increasing access to foreshore land for all and linking areas of foreshore land where linked access is possible. Increased access to foreshore land from the water.
- Conservation of ecological environments where of significant value.
- Conservation of the built environment where items of heritage value exist.
- Compatibility of the surrounding development, the natural landscape and waterscape to the proposed marine use and the provision of adequate separation (e.g. buffer zones) of different uses.
- Size, mass and character of the proposed marine use in the context of the land surrounding the site.
- The demand for the proposed marine use both current and future.
- Consideration of the cost structures of each industry and the current and projected industry structures if change is anticipated to provide a preliminary recommendation of a suitable use. A particular use that is feasible for a given site, but not compatible with the needs of an industry has not been proposed.
- The feasibility of the proposed development concept in context of the site and its location.

A fundamental assumption adopted in this assessment of the nominated sites is that many marine uses, (i.e. those of a light industrial nature) may be integrated into the built and natural environment at minimal environmental cost such that they make a positive contribution in visual terms and provide a source of movement and life on Sydney Harbour. In many instances, the nominated sites have, in the past been used for industrial or defence purposes and are now obsolete in terms of use, are run down through neglect and may be visually unappealing. The opportunity exists to revitalize these sites and at the same time, maintain access to Sydney Harbour for all whilst supporting the necessary services required for a “Working Harbour”.

A second assumption implicit in the recommendations made in this report is that it has been assumed that any development of a site includes security of tenure of the land and water space compatible with
the financing of a project. In many instances, this will exceed the normal practices of Waterways Authority with regard to the term certain of a new wet lease.

Each project has different investment and cash flow characteristics and any term of tenure must be assessed on a project by project basis. However, we would envisage that for projects of significant value, a lease terms in excess of 40 years would be appropriate.

Qualifications

This report has been prepared in a short time frame with limited resources. It must be qualified in so far as it is a preliminary view of the nominated sites and that it serves only as a starting point for further site audit, planning and development feasibility initiatives.

The following issues have not been considered and the report is qualified with respect to:

- No detailed site audit assessment has been completed. It has not been possible to assess issues such as site contamination and remediation works except in passing.
- Current land zoning and permitted uses have not been considered in detail.
- Some recommendations contained in this report ignore current land ownership when there exists an opportunity to consolidate sites to provide unique opportunities for marine industries or services. These recommendations have been qualified, when made.
- Consideration of local issues and community reference group agendas and Council attitudes to development of foreshore land.
- Alternative uses of the land that are of a non marine nature except where the amount of land available in a particular site exceeds the current and foreseeable demand by marine industries in that location.
- The highest and best use of the land beyond the nominated industries.
- Latent conditions including site contamination and remediation assessment.
**TERMINOLOGY**

This report adopts the following terminology:

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Marine Contractor</td>
<td>A major player in the industry that coordinates a number of trade contracts.</td>
</tr>
<tr>
<td>Specialist Marine Contractors</td>
<td>A marine contractor that specializes in a particular “trade” such as a piling contractor and may subcontract to a general marine contractor.</td>
</tr>
<tr>
<td>Ancillary Marine Contractor</td>
<td>A marine contractor that acts as an over water distributor for products such as fuel and lubricants etc.</td>
</tr>
<tr>
<td>Travel Lift</td>
<td>A form of plant used for lifting vessels out of the water. It comprises of a steel frame on motorized wheels and slings that can be mechanically raised and lowered. The travel lift operates over water from a set of concrete rails of fingers. Lifting capacities are generally between 35 and 70 tonnes.</td>
</tr>
<tr>
<td>Synchro Lift</td>
<td>A form of plant used for lifting larger vessels out of the water. The plant comprises of a platform that is lowered into the water by way of winches off a number of piles. Lifting capacities are 120 tonnes upwards.</td>
</tr>
<tr>
<td>Rails</td>
<td>The iron rails that support a slip cradle.</td>
</tr>
<tr>
<td>Recreational Boats</td>
<td>Vessels used for recreational purposes up to 20 metres in length, either sail or power.</td>
</tr>
<tr>
<td>Commercial Vessels</td>
<td>Vessels used for commercial purposes, generally exceeding 10 metres in length.</td>
</tr>
<tr>
<td>Large Recreational Vessels</td>
<td>Vessels with displacements in excess of 70 tonnes and exceeding 20 metres LOA.</td>
</tr>
<tr>
<td>Large Commercial Vessels</td>
<td>Vessels with displacement in excess of 120 tonnes and exceed 20 metres LOA.</td>
</tr>
<tr>
<td>Maxi Yacht</td>
<td>A recreational sailing vessel in excess of 20 metres LOA and draft of 6-7 metres.</td>
</tr>
<tr>
<td>Large Marina</td>
<td>Marina with greater than 50 berths either floating or fixed.</td>
</tr>
<tr>
<td>Small Marina</td>
<td>Marina with less than 50 berths either floating or fixed.</td>
</tr>
<tr>
<td>Dry Stack Storage</td>
<td>A method of storing power vessels out of water in racking that may be up to 4-5 levels in height. Boats are moved by way of a fork lift or similar lifting device.</td>
</tr>
</tbody>
</table>
MLWS
Mean low water springs. The average level at low water during periods of maximum diurnal variation. This datum varies from the chart datum used in the hydrographic charts included in this report by 0.3 metres as measured at Fort Denison.

Depths stated in this report are measured from the chart datum.

MHWS
Mean High Water Springs. The average level at high water during periods of maximum diurnal variation. All heights stated in this report are measured in metres above the Mean High Water Springs which is measured at Fort Denison at 1.5 metres.

Highest and Best Use
The legal use that maximizes residual land value irrespective of a marine use.

Long Term Lease
A lease of duration in excess of 40 years.

Note:
This report adopts the definitions of landscape character and ecological communities as defined in the DCP and Guidelines for SREP 22 (Parramatta River) and SREP 23 (Sydney and Middle Harbours)
<table>
<thead>
<tr>
<th>Site Number</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>The Commonwealth Supply Depot, Ermington</td>
</tr>
<tr>
<td>2.</td>
<td>MMHC Land, Homebush</td>
</tr>
<tr>
<td>3.</td>
<td>ADI/Halverson Boat Yard</td>
</tr>
<tr>
<td>4.</td>
<td>River Quays Repair Yard and Marina</td>
</tr>
<tr>
<td>5.</td>
<td>AGL Gas Works Site, Mortlake</td>
</tr>
<tr>
<td>6.</td>
<td>Gladesville Hospital, Gladesville</td>
</tr>
<tr>
<td>7.</td>
<td>Lysaght Wire Mill, Chiswick</td>
</tr>
<tr>
<td>8.</td>
<td>Woolwich Defence Land</td>
</tr>
<tr>
<td>9.</td>
<td>Schnapper Island</td>
</tr>
<tr>
<td>10.</td>
<td>Spectacle Island</td>
</tr>
<tr>
<td>11.</td>
<td>Cockatoo Island</td>
</tr>
<tr>
<td>12.</td>
<td>Iron Cove</td>
</tr>
<tr>
<td>13.</td>
<td>Coal Loader facility, Ball’s Head, Waverton</td>
</tr>
<tr>
<td>14.</td>
<td>BP Tank Site, Waverton</td>
</tr>
<tr>
<td>15.</td>
<td>Caltex Facility, Ballast Point, Birchgrove</td>
</tr>
<tr>
<td>16.</td>
<td>Stannards Repair Yard, Wharf Road, Birchgrove</td>
</tr>
<tr>
<td>17.</td>
<td>Sydney Ferries, Waterview Street, Balmain</td>
</tr>
<tr>
<td>18.</td>
<td>Waratah Towage Cooper Street, Balmain</td>
</tr>
<tr>
<td>19.</td>
<td>Goat Island</td>
</tr>
<tr>
<td>20.</td>
<td>Camerons Cove, Jubilee Place, Balmain</td>
</tr>
<tr>
<td>21.</td>
<td>White Bay Container Terminal</td>
</tr>
<tr>
<td>22.</td>
<td>Rozelle Bay</td>
</tr>
<tr>
<td>Site Number</td>
<td>Address</td>
</tr>
<tr>
<td>-------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>23</td>
<td>Blackwattle Bay</td>
</tr>
<tr>
<td>24</td>
<td>Jones Bay Wharf (Pyrmont Wharves 19, 20 &amp; 21)</td>
</tr>
<tr>
<td>25</td>
<td>Pyrmont Wharf 7</td>
</tr>
<tr>
<td></td>
<td>Pyrmont Wharves 8 and 9</td>
</tr>
<tr>
<td></td>
<td>Pyrmont Wharf 10</td>
</tr>
<tr>
<td></td>
<td>Pyrmont Wharves 12-14</td>
</tr>
<tr>
<td></td>
<td>Pyrmont Wharves 22-24</td>
</tr>
<tr>
<td></td>
<td>Pyrmont Wharf 25</td>
</tr>
<tr>
<td>26</td>
<td>Darling Harbour Wharves 4-8</td>
</tr>
<tr>
<td>27</td>
<td>Walsh Bay Wharves 1, 2, and 3</td>
</tr>
<tr>
<td></td>
<td>Walsh Bay 8, and 9</td>
</tr>
<tr>
<td>28</td>
<td>Pattons Repair Yard, McDougall Street, Kirribilli</td>
</tr>
<tr>
<td>29</td>
<td>HMAS Platypus</td>
</tr>
<tr>
<td>30</td>
<td>Captain Cook Charter Vessel Base, Neutral Bay</td>
</tr>
<tr>
<td>31</td>
<td>Garden Island, Potts Point</td>
</tr>
<tr>
<td>32</td>
<td>Sea Plane Base, Lyne Park, Woolahra</td>
</tr>
<tr>
<td>33</td>
<td>The Spit, Mosman (East)</td>
</tr>
</tbody>
</table>
**THE COMMONWEALTH SUPPLY DEPOT, ERMINGTON**

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>Naval Stores Site, Ermington.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADDRESS</td>
<td>Spurway Street, Ermington.</td>
</tr>
<tr>
<td>DATE</td>
<td>14/11/98 9:26</td>
</tr>
<tr>
<td>PHOTO</td>
<td></td>
</tr>
</tbody>
</table>

![Image of the commonwealth supply depot](image)

**PHYSICAL CHARACTERISTICS**

<table>
<thead>
<tr>
<th>Area</th>
<th>215,000 sqm.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimensions</td>
<td>700 metres of waterfront by 300-400 metres deep.</td>
</tr>
<tr>
<td>Land Owner</td>
<td>Dept. Defence.</td>
</tr>
<tr>
<td>Topography</td>
<td>Large low lying site gently rising at rear. Reclaimed land over mud flats, possibly contaminated.</td>
</tr>
<tr>
<td>Grassland, some trees to rear.</td>
<td></td>
</tr>
<tr>
<td>Vegetation</td>
<td>Reclaimed land with rock batter break wall, small timber landing.</td>
</tr>
<tr>
<td>Land Water Interface</td>
<td>0-1 metres at MLWS, adjacent wall face.</td>
</tr>
<tr>
<td>Immediate Water Depth</td>
<td>Internal sealed roads.</td>
</tr>
<tr>
<td>Existing Improvements</td>
<td>Park, residential.</td>
</tr>
<tr>
<td>Adjacent Land Uses</td>
<td>Good access via Spurway Street from Victoria Road.</td>
</tr>
<tr>
<td>Land Access</td>
<td>Via shallow river channel of width of approximately 50 metres.</td>
</tr>
<tr>
<td>Water Access</td>
<td>Relatively sheltered.</td>
</tr>
</tbody>
</table>

**PLANNING**

<table>
<thead>
<tr>
<th>Current Zoning</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>SREP 23 Status</td>
<td>Type 15, mud flats and grass lands.</td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>
SPECIAL CONSTRAINTS

Contamination: Replacement of top soil underway. Exact nature of contamination unknown.

Remedial Works Summary: Dredging of sea bed adjacent to site is required.

This was the site of the old Commonwealth Supply Depot in Sydney.

STRENGTHS

- The property is relatively flat and well serviced by roads.
- Residential development is well set back from the site and the waterway.
- The site can be prepared for improvements with minimal site works excluding possible remediation works.

WEAKNESSES

- The depth of water adjacent to this site is less than 1 metre at MLWS.
- At some locations adjacent to the site, the mudflats are exposed at low tide.
- The channel width is approximately 50 metres wide and depth peaks at 2-3 metres at MLWS.
- The ability of vessels (excepting small power vessels) to manoeuvre in this space is very limited.
- Downstream towards the Ryde Bridge water depth channel width increases but access would be problematic for large recreational vessels and medium to large commercial vessels.
- Ryde rail and road bridges have clearances at MHWS of 11 metres, limiting vessel traffic to this maximum height.
- The site appears to be burdened by contamination of the top soil as evidenced by the current remediation works on site.
- Over water distance from the main harbour is significant for some industries.
- The bearing capacity of the soil will very likely be poor resulting in a high cost of foundation construction.
- The site comprises a substantial amount of reclaimed land towards Spurway Street.
- The Sydney Ferries river cat service to Charles Street Parramatta will impede the use of the waterway by other vessels.

RECOMMENDATION

We propose that this site suitable for residential and light to medium industrial use. A suitable development concept may be a marine technology park.

The site could also be suitable for a canoe club, rowing club or boat ramp.
COMMENTS

With regard to a suitable marine use, an appropriate development concept may be for an industrial park, perhaps a marine technology park. Proposed uses may range from small to medium size yacht and power boat construction (i.e. vessels that can be loaded on a truck for delivery from the site), marine engineering, manufacture of trailers, marine apparel, solar technology apart from other non marine industries. Those tenants requiring water access may be accommodated at the riverside. Tenants requiring deeper water launching facilities may use truck transport eg to River Quays. Improvements would include high clearance industrial space, limited office, roads, car parking, landscaping etc.

We are of the opinion that the highest and best use of this land is residential. Therefore it may be appropriate given the size of the site (approx. 21.5 hectares) that a mixed residential and industrial (with associated parkland with foreshore access for the public, a boat ramp, rowing or canoe club) development concept may be suitable.
MMHC LAND, HOMEBUSH

SITE NAME
MMHC Land.

ADDRESS
Bennelong Road, Homebush.

DATE

PHYSICAL CHARACTERISTICS

Area
80,700 sqm.

Dimensions
Waterfront 430 metres, 250 metres to Bennelong Road.

Land Owner
MMHC.

Topography
Large low level site. Reclaimed land, mainly sand.

Vegetation
Mainly grassland and open forest, mangroves.

Land Water Interface
Reclaimed land with rip rap break wall.

Immediate Water Depth
Shallow with 2-3 metres depth at MLWS adjacent wall face.

Existing Improvements
Miscellaneous low quality industrial buildings and open storage areas.

Adjacent Land Uses
Homebush ferry wharf and open areas to be converted to Millenium Park.

Land Access
Good via Bennelong Road.

Water Access
Shallow water and proximity to rivercat operation makes access just satisfactory.

Exposure
Relatively sheltered.

PLANNING

Current Zoning
NA.

SREP 23 Status
Type 15. Rocky inter-tidal and sand.

Other
SPECIAL CONSTRAINTS

Contamination Possible low level soil contamination.
Remedial Works Summary Earth works on site may indicate replacement of topsoil.

This land adjoins the proposed site of the Millennium Park at Homebush and has been previously used by industry associated with timber milling and log transport.

STRENGTHS

- Relative flatness affords cheaper construction costs for open hard stand area.
- Good access by road is available via Bennelong Road. No residential properties located close to the site.
- Minimal site works required, apart from possible site remediation and compaction.

WEAKNESSES

- Ryde rail and road bridges have clearances at MHWS of 11 metres, limiting vessel traffic to this maximum height.
- This should not impede construction of vessels.
- Shallow water in the channel at 2-3 metres at MLWS. Less adjacent to the site.
- Narrow channel width at approximately 60 metres. Downstream towards the Ryde Bridge water depth and channel width increases, but would be problematic for large recreational vessels and medium to large commercial vessels.
- Possible site contamination resulting from previous uses.
- Operation of Sydney Ferries' rivercarts will restrict operations at some times.
- Proximity to the proposed Millenium Park and resultant impact on the amenity of the park.

RECOMMENDATION

We are of the view that this site may be suitable for parkland with say a canoe or rowing club facility, residential, or light to medium industrial use where deep water access is not required.
COMMENTS

If used for industrial uses, perhaps with a marine flavour, the site would require a buffer zone between it and Millenium Park. The site may be suitable for the construction of commercial vessels of light to moderate displacement such as catamarans and moderate to large recreational power vessels.

We are of the opinion that the highest and best use of this land is likely to be residential, with the scope for mixed use limited by the site size.

The site could also be considered as an extension of Millenium Park.

We believe that there is the demand and scope for a canoe or rowing facility in the Homebush area. Before any development proposal is finalised, the possibility for the inclusion of a canoe or rowing club facility should be fully canvassed, particularly if part, or all of the site is converted to parkland. However the proximity of the ferry wharf is seen as a negative factor, and other sites with direct access to Homebush Bay may be more suitable, if any sites were available.
ADJ/HALVORSEN BOAT YARD

SITE NAME
Halversen Yard Site.

ADDRESS
Waterview Street, Putney.

DATE

PHOTO

PHYSICAL CHARACTERISTICS

Area
15,400 sqm.

Dimensions
160 metres water frontage and 80-160 metres deep.

Land Owner
Dept. of Defence.

Topography
Principally flat, rising to rear.

Vegetation
Reclaimed land and mangrove, with trees to rear.

Land Water Interface
Part retaining wall and natural mud flat.

Immediate Water Depth
3-4 metres at MLWS at travel lift face.

Existing Improvements
Hand stand and travel lift rails. Timber fixed jetty in fair condition. Iron rail slip in fair condition. High clearance shed, re clad with original timber columns, access roads, car parking and landscaping.

Adjacent Land Uses
Residential.

Land Access
Good from Waterview street.

Water Access
Good with good water depth and maneuvering area.

Exposure
Exposed to passing traffic and to south east.

PLANNING

Current Zoning
NA.

SREP 23 Status
Type 14, mud flats and open forest type B.
SPECIAL CONSTRAINTS

Contamination
Possible asbestos contamination in existing buildings, pockets of soil contamination.

Remedial Works Summary
Possible removal of contaminants.

This site has been previously used for boat building by the Halvorsen family and before that a naval support craft refit facility.

STRENGTHS

- Some set back from housing afforded by landscaped buffer zone and road.
- Some of the existing improvements may be retained.
- Existing car park and landscaping requires little work to reinstate.
- Site area is moderate at approximately 15,400 sqm.
- Good road access.
- Site is relatively flat with good depth of land.

WEAKNESSES

- Possible presence of asbestos in the improvements on the land which would require removal or containment in the event of redevelopment.
- Existing shed structure may not be serviceable.
- Existing timber columns may not be structurally sound.
- Shortage of outside hard stand area for storage purposes.
- Existing wharf structure requires major replacement works or demolition.
- Water depth in the immediate approaches around 3-4 metres at MLWS.
- Downstream, the water depth in the approaches to the site is deeper but limited in places to around 5 metres especially off Kendall Bay. This precludes larger commercial vessels and maxi-yachts approaching this site.

RECOMMENDATION

We believe the site would be suitable for a marine repair facility.

Possible recreational uses would include rowing, sailing or canoeing club facilities.
COMMENTS

The site is flat and deep enough for a marine repair yard for recreational boating with a travel lift of approximately 70 tonnes capacity, with an associated small marina of less than 50 berths. The marina would be required to permit queuing of vessels for the travel lift and a convenient drop off and pick up point for clients. Spare marina berths may be suitable to cross subsidize the repair facility operation if the operator chooses to include a retail component into its operation.

The water depth at the approaches would limit the facility to small and medium size recreational vessels and small commercial vessels. The facility would not be suitable for maxi yachts that may draw up to 6-7 metres. The market depth available to this type of facility would therefore be limited.

In our opinion, there are a number of modifications to the yard that would be required to make it operational. These are:

- Additional hard stand area would be required to store boats whilst being worked on. This would necessitate part demolition of the existing shed (including removal of asbestos). Alternatively, it would require additional hard stand over water, an expensive option. The rail would be obsolete and would provide an opportunity for additional hard stand to be built over this area.
- The existing floor to the sheds, from our limited inspection, appears unserviceable and in any event would need to be removed and extensive drainage works undertaken to build the necessary structures to control run off and waste such that compliance with the EPA outcomes is achieved.
- The existing travel lift structure will service a 35 tonne travel lift and may limit the depth of the available market for the facility. The travel lift rails may need to be rebuilt to suit a travel lift of capacity of 70 or more tonnes.
- The covered work areas would be better located to the rear of the site and should be designed for the specialist activities to be undertaken.
- The timber fixed wharf is in our opinion unserviceable and not designed to suit the needs of a modern marine repair facility. We would propose a floating marina and wave shelter structure.
- Given the presence of asbestos in roof sheeting and probable presence in other forms, we are of the view that the site is a "green fields" site for the purposes of conversion to a marine repair facility, with very little of the existing improvements capable of being retained. The extent of asbestos on site requires further research which is beyond the scope of this report.

In discussion with the marine repair industry and yacht clubs, the location of the yard is not felt be too remote to limit demand and thus viability. However, care would need to be taken not to over capitalize this investment. The potential income from this site is unlikely to equal that available from yards capable of servicing larger vessels.

The location would experience some competition from the North Sydney Marine Centre and River Quays but if targeted at smaller vessels and carefully designed and constructed, would be reasonably competitive.

We add that the above stated comments are cast against the following industry background:

That the Woolwich Defence Land or other more centrally located site is not developed as a marine repair facility in the short to medium term. That local councils in conjunction with the EPA and Waterways Authority progressively move to close down those small haul out facilities that cannot by nature of the geography of their location, economically comply with the EPA performance outcomes. The expansion of housing around Homebush and adjacent suburbs will increase the population of recreational vessels in this area.
This site is suitable for marine repairs use but it is an inherently risky investment due to the restricted market segment it must operate in (water access problems) and its relatively remote location. In the short term, it would take the development of another better located site such as the Woolwich Defence Land site as a marine repair facility to make the ADI/Halvorsen site marginal. However, we add that quality of work and reputation is also a source of competitive advantage in this industry. Much would depend upon how well it could be run.

Whilst the Woolwich Defence Land site remains a possible site for a marine repair facility, the ADI/Halvorsen site will remain a second choice for the industry for the above stated reasons. However, this should not detract from the value of the ADI/Halvorsen site because it is one of the few sites on Sydney Harbour suitable for this use. As a result, it is a marine repair facility but possibly a longer term proposition.

Please note that the above comments are made without detailed analysis of the ADI/Halvorsen site and the market. A preliminary feasibility study is required to properly address the viability of this use for this site.

We add that the construction of recreational vessels for which this site has been previously used, whether sail or power, is no longer required to be completed on the foreshore (provided that the vessels can be lifted on a truck and delivered to a deep water launching facility) and can be achieved at lower occupancy cost on industrial land outside of Sydney.
RIVER QUAYS REPAIR YARD AND MARINA, MORTLAKE

SITE NAME: River Quays Yard Site.
ADDRESS: Tennyson Road, Mortlake.

PHYSICAL CHARACTERISTICS
Area: Approx. 2,300 sqm.
Dimensions: Depth to Hilly Road 55 metres approx.
Land Owner: River Quays Operator.
Topography: Flat rising to Hilly Street. Natural and reclaimed land.
Vegetation: Mainly developed, some grassland and trees.
Land Water Interface: Reclaimed land with rip rap and dry wall sandstone construction break wall.
Immediate Water Depth: 4-5 metres at MLWS adjacent to marina.
Existing Improvements: Fixed timber marina, hard stand, travel lift, high clearance shed.
Adjacent Land Uses: Park, industrial and marine uses.
Land Access: Good via Tennyson Road.
Water Access: Good with good water depth and maneuvering area.
Exposure: Exposed to passing traffic and to the north east to a minor degree.

PLANNING
Current Zoning: NA.
SREP 23 Status: Type 15. Mixed rock inter-tidal and mud flats.
Other: 

SPECIAL CONSTRAINTS

Contamination: No apparent contamination.
Remedial Works Summary: Nil.

We understand from discussions with operators in the marine repairs industry that this is a good small repair yard with a small marina on leasehold land that is reasonably viable.

STRENGTHS

- Good access off Tennyson Road. Relatively level site. This is one of the few yards on Sydney Harbour where it is easy for truck transport to deliver recreational vessels to a travel lift for launching.
- Water depth is reasonable at 1-2 metres at MLWS immediately adjacent shore and deeper at the travel lift and the existing marina.
- Excellent high clearance shed at the rear of the hard stand for internal repair work.
- Travel lift capacity at 35 tonnes limits the scope of the market served by this facility.
- The River Quays site is owned by the operator.

WEAKNESSES

- The punt and the rails for hauling out the punt are located immediately to the west of the travel lift. This impedes access from this side of the site.
- Residential development is located to the west of the site.
- Shortage of open hard stand area for repairs work.

RECOMMENDATION

That part of the immediately adjacent AGL site be reserved for future expansion of the River Quays facility.
COMMENTS

This facility could be expanded by inclusion of part of the AGL site (immediately adjacent foreshore land) into the River Quays site for the purposes of expansion of the hard stand area and possible construction of a dry stack storage facility for recreational power boats for approximately 100 boats.

This yard is underutilized and could be expanded to service larger craft albeit with modification and expansion. This would necessitate an increase in the travel lift capacity to approximately 70 tonnes. We do not regard the relatively shallow water surrounding the facility to be a problem in this regard. The marina may be extended to complement the operation of the dry stack facility and repair facility.

There is a significant level of inquiry for a dry stack facility in this location but some what more price sensitive that in the main harbour. This view has been derived from discussions with marina operators. With regard to this proposal:

Site consolidation would prove difficult unless the adjacent land is rezoned perhaps acquired. The dry stack facility would need to be constructed on land with tenure by way of long term lease to assist with the feasibility of this proposal.

Additional feasibility work is required for this proposal to test what may constitute an economic rent required to support the total development cost and the depth of demand for this type of storage at this price point.

As a condition of this consolidation of land, we propose the creation of an substantial adjacent park area fronting the river to act as a buffer zone between any adjacent future residential development that may occur on the AGL site and to provide public access to the river front.
AGL GAS WORKS SITE, MORTLAKE

SITE NAME
AGL Site.
ADDRESS
Tennyson Road, Mortlake.
DATE
14/11/98 9:51
PHOTO

PHYSICAL CHARACTERISTICS

Area
550,000 sqm.
Dimensions
Water frontage of approximately 1,300 metres. Land depth approx. 550 metres.
Land Owner
AGL.
Topography
Relatively flat reclaimed land at river face. Sandstone retaining wall with 3-4 metre soil face densely wooded.
Vegetation
Sandy inter-tidal area with sandstone retaining wall. Shallow shoal in Kendall Bay, generally 1-2 metres at MLWS east, 2-5 metres at MLWS west of Breakfast Point.
Land Water Interface
Gasworks site, open hand stand areas, substantial old collier wharf approx. 50 metres length extending into Kendall. Bay. Remnants of industrial buildings. High brick wall to Tennyson Road.
Existing Improvements
Adjacent Land Uses
Residential and light industrial.
Land Access
Good via Tennyson Road.
Water Access
Access to Kendall Bay side is poor due to depth. Narrow channel to wharf. Access to River Quays side good.
Exposure
Exposed to passing traffic and to the north east to a minor degree.
PLANNING

Current Zoning
SREP 23 Status
Other

NA.
Type 15. sandy inter-tidal zone, open forest and grassland.

SPECIAL CONSTRAINTS

Contamination
Remedial Works Summary

Contaminated. Major remediation contract underway.
Will not be necessary once remediation works complete.

This land has been the previous site of a gas works and includes a substantial fixed timber wharf for the hauling in of coal for the purposes of manufacture of petroleum gas. We understand that it is proposed to develop this site for residential use.

STRENGTHS

- The site has considerable land depth exceeding the needs of marine industries use.
- The land is relatively flat.
- Adjacent residential development is limited to the eastern and southern boundaries of the site.
- Water depth on the western side of Breakfast Point is 2-3 metres at MLWS immediately offshore.
- Good road access off Tennyson Road.

WEAKNESSES

- The water depth in Kendall Bay adjacent to the shore is 1-2 metres at MHWS and inadequate for some recreational boating use.
- The coal wharf is obsolete and in fair to poor condition.

RECOMMENDATION

That part of the water front to the west of Breakfast Point and immediately adjacent to River Quays be included in the River Quays site for marine use, a including marina and possible drystack.

Provision to be considered for a canoeing, rowing or sailing facility on part of the site.
COMMENTS

The size of this property and the depth makes it suitable for a number of uses. We believe that part of Breakfast Point could ultimately be converted upon remediation to park land incorporating a canoeing, rowing or sailing club facility.

Part of the eastern shore of this land could be converted to foreshore park land for public access and residential set back from the foreshore.

Part of the site adjacent to River Quays to be reserved for extension of River Quays, a marina or drystack storage.
GLADESVILLE HOSPITAL, GLADESVILLE

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>Gladesville Hospital.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADDRESS</td>
<td>Victoria Road, Gladesville.</td>
</tr>
<tr>
<td>DATE</td>
<td>14/11/98 9:58</td>
</tr>
<tr>
<td>PHOTO</td>
<td><img src="image-url" alt="Image of Gladesville Hospital" /></td>
</tr>
</tbody>
</table>

PHYSICAL CHARACTERISTICS

<table>
<thead>
<tr>
<th>Area</th>
<th>Lot 1, 170,900 sqm, lot 2, 40,700 sqm.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimensions</td>
<td>Water frontage of approximately 600 metres, Victoria Road 670 metres. Old Punt Road 550 metres.</td>
</tr>
<tr>
<td>Land Owner</td>
<td>NSW Government</td>
</tr>
<tr>
<td>Topography</td>
<td>Reclaimed land before rising open grass land and forest.</td>
</tr>
<tr>
<td>Vegetation</td>
<td>Open grass land and open forest.</td>
</tr>
<tr>
<td>Land Water Interface</td>
<td>Dry wall sandstone.</td>
</tr>
<tr>
<td>Immediate Water Depth</td>
<td>Variable 2-3 metres at MLWS adjacent to sea wall.</td>
</tr>
<tr>
<td>Existing Improvements</td>
<td>Historic hospital buildings and park lands.</td>
</tr>
<tr>
<td>Adjacent Land Uses</td>
<td>Residential.</td>
</tr>
<tr>
<td>Land Access</td>
<td>Possible form Victoria Road and Old Punt Road.</td>
</tr>
<tr>
<td>Water Access</td>
<td>Good excepting swing moorings.</td>
</tr>
<tr>
<td>Exposure</td>
<td>Exposed to passing traffic and to the south to a minor degree.</td>
</tr>
<tr>
<td>PLANNING</td>
<td>NA.</td>
</tr>
<tr>
<td>Current Zoning</td>
<td></td>
</tr>
<tr>
<td>SREP 23 Status</td>
<td>Type 9, open forest and grassland.</td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>
SPECIAL CONSTRAINTS

Contamination
Unlikely.
Remedial Works Summary
NA.

Currently the site of the old Gladesville Psychiatric Hospital, this is an extensive site surrounded by residential development.

The geology of the harbour begins to change at this section of the river. Mud flats and low level areas of sediment give way to sandstone that rise more steeply from the water. The size of trees increases and vegetation becomes more dense.

STRENGTHS

- Excellent access off Victoria Road.
- Large site area on rolling land with attractive heritage buildings located in the wooded grounds.
- Relatively flat area on part of the southern foreshore as a consequence of reclaimed land.
- Reasonable water depth off the southern boundary at reclaimed land, approx. 2-3 metres at MLWS, with water depth increasing rapidly away from shore.

WEAKNESSES

- Southern shore exposed to passing traffic and weather.
- Approaches from the east to this site by larger vessels is limited by the depth of the water between Searles monument and Chiswick at 5-6 metres at MLWS and may preclude access by large commercial vessels and maxi yachts.

RECOMMENDATION

A small marina facility, (possibly as part of the future residential development), could be constructed on the site. Public access to be available if a marina is included in any residential redevelopment proposal. Another possible use could be for a sailing club, either new or more likely the relocation of an existing facility that is short of rigging or parking areas. The demand for a sailing club in this location would need to be tested.
COMMENTS

This site is predominantly suited to residential development and foreshore parkland uses due to its topography, the existence of heritage buildings, the proximity of existing residential development, and the current wooded nature of parts of the land etc.

We believe that there is scope for a passive marine facility on the southern shore of this land. We propose a small marina facility with no repair component, canoe or a sailing club (possible relocation of an existing club), located on the southern shore in the location of the reclaimed land and adjacent to the small beach located to the east of this area. We do not believe that this location is particularly suitable for a rowing shed as it is exposed to the south and to passing vessels. Access would be via a new roadway to a small car parking area. We would recommend the inclusion of public access to the foreshore by way of a small foreshore park fronting the water and behind the proposed facility, to act as a buffer between the marine use and the residential area.
LYSAGHT WIRE MILL, CHISWICK

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>Lysaght Wire Mill Site.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADDRESS</td>
<td>Blackwall Point Road, Chiswick.</td>
</tr>
<tr>
<td>DATE</td>
<td>14/11/98 9:58</td>
</tr>
<tr>
<td>PHOTO</td>
<td><img src="image-url" alt="Image" /></td>
</tr>
</tbody>
</table>

**PHYSICAL CHARACTERISTICS**

<table>
<thead>
<tr>
<th>Area</th>
<th>110,000 sqm approx.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimensions</td>
<td>Water frontage of approximately 350 metres. Land depth approx. 650 metres to Blackwall Point Road.</td>
</tr>
<tr>
<td>Land Owner</td>
<td>BHP.</td>
</tr>
<tr>
<td>Topography</td>
<td>Rising sandstone walls and reclaimed land.</td>
</tr>
<tr>
<td>Vegetation</td>
<td>Rocky inter-tidal.</td>
</tr>
<tr>
<td>Land Water Interface</td>
<td>Dry wall sandstone.</td>
</tr>
<tr>
<td>Immediate Water Depth</td>
<td>4-5 metres at MLWS amongst moorings.</td>
</tr>
<tr>
<td>Existing Improvements</td>
<td>Various industrial sheds.</td>
</tr>
<tr>
<td>Adjacent Land Uses</td>
<td>Narrow reserve separates existing residential at east. At west, new residential development.</td>
</tr>
<tr>
<td>Land Access</td>
<td>Good from Blackwall Point Road. Steep site except at reclaimed area makes access to water difficult.</td>
</tr>
<tr>
<td>Water Access</td>
<td>Good water depth in close.</td>
</tr>
<tr>
<td>Exposure</td>
<td>Exposed to passing traffic and to the north east to a minor degree.</td>
</tr>
</tbody>
</table>

**PLANNING**

<table>
<thead>
<tr>
<th>Current Zoning</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>SREP 23 Status</td>
<td>Type 15, open forest and grassland.</td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>
SPECIAL CONSTRAINTS

Contamination
Heavy metals expected, asbestos sheeting in some locations, possible contaminants in fill areas.

Remedial Works Summary
Removal of top soil, capping, etc. very likely.

This industrial site is developed with heavy industrial buildings for the former production of steel wire. We understand that the site is to be developed for residential use.

Natural sandstone forms walls at the water interface and rise approximately 2-3 metres above the water at high tide. The site has been extensively altered by way of excavation to accommodate the wire mill. Located to the eastern and western extremes of the foreshore are areas of reclaimed land, beyond which there is evidence of substantial excavation to accommodate what appears to be a large incinerator and other industrial buildings.

STRENGTHS

- Large site (approximately 11 hectares) with depth that exceeds the needs of marine industries use.
- Water depth adjacent to the reclaimed walls is 2-3 metres at MHWS.
- Good sloping land suitable for residential development and parkland.

WEAKNESSES

- Abbotsford Bay is 2-3 metres deep at MLWS off the immediate shoreline and elsewhere is generally fairly shallow.
- Approaches from the east to this site by larger vessels is limited by the depth of the water between Searles monument and Five Dock Point at 5-6 metres at MLWS and may preclude access by large commercial vessels and maxi yachts.
- The land is very likely to be contaminated and require remediation. The old buildings are likely to include asbestos products.
- Land is relatively steep and the majority of it is unsuitable for marine industry use.
- Current location of moorings restricts access to the site from the water.

RECOMMENDATION

A small marina or boat shed to be included in any redevelopment. Alternatively a passive marine use such as rowing, canoeing or sailing club could be considered.
The size of the site and its location indicates a residential component. Therefore we propose only a passive marine use such as a rowing club, sailing club and/or small marina or boat shed with no repair facility located at the eastern side of the foreshore at the reclaimed land area where the incinerator is located. This area is relatively flat and has existing road access.
**WOOLWICH DEFENCE LAND**

**SITE NAME**
Woolwich Dock, Woolwich.

**ADDRESS**
Woolwich Road, Woolwich.

**DATE**
14/11/98 9:58

---

**PHYSICAL CHARACTERISTICS**

<table>
<thead>
<tr>
<th>Area</th>
<th>Dock site approx 46,000 sqm, 7,500 sqm dock inlet. Paddock site approx. 37,600 sqm.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimensions</td>
<td>Dock site waterfront 150 metres, depth 290 metres, dock 270×28 metres, Paddock site waterfront 270 metres, depth 180 metres max.</td>
</tr>
<tr>
<td>Land Owner</td>
<td>Dept. of Defence.</td>
</tr>
<tr>
<td>Topography</td>
<td>Rocky inter-tidal. Dock site- some reclaimed, sandstone, rising to rear. Paddock reclaimed, sand, rising to rear.</td>
</tr>
<tr>
<td>Vegetation</td>
<td>Grassland, scattered trees.</td>
</tr>
<tr>
<td>Land Water Interface</td>
<td>Rocky inter-tidal, dry sandstone.</td>
</tr>
<tr>
<td>Immediate Water Depth</td>
<td>Dock site 7-8m, paddock 2-3 m.</td>
</tr>
<tr>
<td>Existing Improvements</td>
<td>Dock site- high wharehouse, residential and offices, sealed road and parking, excluding dock. Paddock undeveloped.</td>
</tr>
<tr>
<td>Adjacent Land Uses</td>
<td>Marina, residential, sailing club.</td>
</tr>
<tr>
<td>Land Access</td>
<td>Good from Margaret Street and Clarke Road.</td>
</tr>
<tr>
<td>Water Access</td>
<td>Good but close proximity to ferry route.</td>
</tr>
<tr>
<td>Exposure</td>
<td>Paddock exposed to south. Dock exposed to north-east. Some exposure to water traffic wash.</td>
</tr>
</tbody>
</table>

**PLANNING**

**Current Zoning**

**SREP 23 Status**
Type 9, Natural foreshores of Harbour and Parramatta River.

**Other**
SPECIAL CONSTRAINTS

Contamination
Possibly in fill, some heavy metal could be expected. Asbestos sheeting on buildings and remnants in ground.

Remedial Works Summary
Removal and /or treatment of problem areas.

Other
The two parcels of land are separated by Clarke's Pt reserve.
Possible land transfer between sites and reserve.

This land has been used in the past as a naval repair facility. This land is now two parts divided by park land at Clarks Point. The eastern part of this land includes the dry dock. The western side known as the “horse paddock” is largely open land.

STRENGTHS

- The relatively central location of this site to Sydney Harbour.
- Existing improvements to the eastern side.
- Good access via road although through a residential area.
- Good water depth at 8 metres at MLWS adjacent to the now flooded dry dock.
- Approaches from the east to this site by larger vessels are not limited by inadequate water depth. Relatively flat land at the eastern side adjacent to the dry dock achieved by substantial excavation in sandstone.

WEAKNESSES

- Steep land located at the western side.
- Proximity of residential development.
- Possible presence of asbestos in the high clearance sheds and other improvements on site. Possible presence of site contamination due to previous use.

RECOMMENDATION

That the eastern side of this land be utilised for a large marine repair facility with similar or greater haul out capacity to the North Sydney Marine Centre.

That the western side of the land be converted to park land possibly with some residential component, and that a small section of the western land adjacent to the marina and boat ramp be annexed for expansion of this facility.
COMMENTS

This site will permit access by large vessels both commercial and recreational.

It is in close proximity to residential development, and any marine use will need to be isolated by a suitable buffer.

The eastern side of this site has a natural buffer zone as a result of intensive excavation of the sandstone to create the dry dock and the wooded crest of the hill. The western side of the site is separated from residential development by way of the boat shed and small adjacent marina development. In the midst of this open waterfront area is a sailing club.

The deep water depths both at the dock face and at the approaches, plus the level land with existing industrial style improvements at the eastern side will permit a marine repair facility. The western side is more problematic with inferior water depths, gently sloping land, exposure to the south and the existing sailing club.

There appears to be insufficient level land adjacent to the dry dock to provide the necessary hard stand area for vessels and for high clearance warehouse space. A trade-off of parkland on the point for an increased yard area, in return for additional parkland on the western side of the site could be considered. In this case, it may well be better to convert all of the western side of this land, except for a small area immediately adjacent to the marina and boat ramp, to parkland with public access.

We would recommend that the repair facility includes a travel lift, small marina (including moorings) to assist in the viability and to provide a queuing facility, high clearance warehouse and a hard stand area for working on boats. Car parking would need to be provided to the rear of the site. We estimate that the cost of development of this site would be in the order of $6-7 million.
SCHNAPPER ISLAND

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>Schnapper Island.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADDRESS</td>
<td>Schnapper Island.</td>
</tr>
<tr>
<td>DATE</td>
<td>14/11/98 9:58</td>
</tr>
<tr>
<td>PHOTO</td>
<td>![Image of Schnapper Island]</td>
</tr>
</tbody>
</table>

PHYSICAL CHARACTERISTICS

<table>
<thead>
<tr>
<th>Area</th>
<th>830 sqm.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimensions</td>
<td>75x45 metres.</td>
</tr>
<tr>
<td>Land Owner</td>
<td>Dept. of Defence.</td>
</tr>
<tr>
<td>Topography</td>
<td>Low lying island.</td>
</tr>
<tr>
<td>Vegetation</td>
<td>Largely developed, small areas of grassland.</td>
</tr>
<tr>
<td>Land Water Interface</td>
<td>Sandstone and concrete sea walls, timber and concrete wharf.</td>
</tr>
<tr>
<td>Immediate Water Depth</td>
<td>Generally greater than 2m.</td>
</tr>
<tr>
<td>Existing Improvements</td>
<td>residential style stores and training facility.</td>
</tr>
<tr>
<td>Adjacent Land Uses</td>
<td>Defence marine purposes.</td>
</tr>
<tr>
<td>Land Access</td>
<td>NA.</td>
</tr>
<tr>
<td>Water Access</td>
<td>Good.</td>
</tr>
<tr>
<td>Exposure</td>
<td>Exposed to weather and wash.</td>
</tr>
</tbody>
</table>

PLANNING

<table>
<thead>
<tr>
<th>Current Zoning</th>
<th>NA.</th>
</tr>
</thead>
<tbody>
<tr>
<td>SREP 23 Status</td>
<td>Type 11. Industrial areas of the Harbour.</td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>
SPECIAL CONSTRAINTS

Contamination: Minor expected.
Remedial Works Summary: Remove or remediate any pockets discovered.
Other:

This island was originally used as a Government powder store to operate in conjunction with the Goat Island facility. It was then used as an armament depot and was once considered as a permanent base for the Royal Navy. It is now used as a RAN sail training and as a mooring area for ammunition lighters. No ammunition is now stored on the island.

STRENGTHS

- The location of the island is central to the main arena of operations of commercial and recreational vessels.
- Current improvements are not considered to be of heritage value.

WEAKNESSES

- The lack of land access to Schnapper Island makes this land not viable for commercial marine uses.

RECOMMENDATION

No obvious commercial use. Possible tourist or recreational use.
COMMENTS

We propose that the current use of the land is retained and that all buildings and other improvements retained or rebuilt. The navy may want to consider the island as a tourist destination if this use is compatible with its future plans.
SPECTACLE ISLAND

SITE NAME  Spectacle Island.
ADDRESS  Spectacle Island.
DATE  14/11/98 9:58
PHOTO

PHYSICAL CHARACTERISTICS
Area  Approx. 13,000 sqm.
Dimensions  Approx. water frontage of 900 metres, 270 metres at widest point.
Land Owner  Dept. of Defence.
Topography  Low lying island.
Vegetation  Grassland areas. Mixed sandy inter tidal and rock shelf.
Land Water Interface  Sandstone and concrete sea wall.
Immediate Water Depth  Generally 2m plus.
Existing Improvements  Historic residential, plus stores.
Adjacent Land Uses  Defence marine facilities. Houses naval museum.
Land Access  NA.
Water Access  Good.
Exposure  Exposed to weather and wash.

PLANNING
Current Zoning  NA.
SREP 23 Status  Type 11 industrial areas of the Harbour.
Other

SPECIAL CONSTRAINTS
SPECIAL CONSTRAINTS

Contamination
Remedial Works Summary
Other

Minor expected.
Remediate or remove pockets if located.
Access only by boat.

This island has been used since 1847 up until recently for the storage and munitions servicing naval and other military uses. Today it is used as a naval sail training facility and naval museum.

STRENGTHS

- The location of the island is central to the main arena of operations of commercial and recreational vessels.
- Many of the improvements on the island are of heritage value.

WEAKNESSES

- The lack of land access to Spectacle Island makes this land not viable for commercial marine uses

RECOMMENDATION

That the current use of the land is retained and that all buildings and other improvements of a heritage nature be progressively refurbished.
COMMENTS

This island has little value for commercial marine use purposes due to the lack of land access.

The navy may want to consider the island as a tourist destination and promote its museum if this use is compatible with its current use.
COCKATOO ISLAND

SITE NAME
Cockatoo Island.

ADDRESS
Cockatoo Island.

DATE
14/11/98 9:58

PHOTO

PHYSICAL CHARACTERISTICS

Area
Approx. 200,000 sqm.

Dimensions
Water frontage of approx. 1,750 metres. Approx. dimensions 550x360 metres.

Land Owner
Dept. of Defence.

Topography
Sandstone. Low lying level area rising to elevated central area. Reclaimed land.

Vegetation
Some grassland and trees in center.

Land Water Interface
Drywall sandstone and concrete sea wall, some timber and concrete wharves.

Immediate Water Depth
Generally 5 m plus.

Existing Improvements
2 inoperative dry docks, slip ways, large industrial buildings, historic buildings and cranes.

Adjacent Land Uses
Defense marine uses.

Land Access
NA.

Water Access
Good.

Exposure
Exposed to weather and wash.

PLANNING

Current Zoning

REP 23 Status
Type 11. Industrial Areas of harbour.

Other
SPECIAL CONSTRAINTS

Contamination Expect major areas of contamination: heavy metals, hydrocarbons, asbestos.

Remedial Works Summary Remove or remediation.

Other

This island was originally a major repair yard for the Navy on Sydney Harbour and contains two large dry dock facilities being the Sutherland and Fitzroy docks. It has a power station and chimney stack, prison and other "improvements" on site.

STRENGTHS

- The location of the island is central to the main arena of operations of commercial and recreational vessels.
- Some of the infrastructure related to marine repairs on the island may be reused but with significant capital renewal expenditure.
- Water depth at the foreshore of the island and the approaches are good for all vessels at a minimum of 5 metres at MLWS.

WEAKNESSES

- The requirement to access Cockatoo Island by boat, will add to the costs of operating any marine industry on the island, and will impinge on the viability of any commercial repair facility.
- Most of the improvements are obsolete and would need to be demolished or adaptively reused.
- Some improvements have heritage value and must be retained.
- Contamination of this site.

RECOMMENDATION

That the island be retained as a national park, that obsolete buildings and other improvements not of a heritage nature be removed from the island and that the island is used a tourist destination. It may be possible, subject to commercial viability, to establish a marine repair facility in some of the existing improvements in order to add interest to the island as a tourist destination.

Part of the island could be used for vessel storage and as a marine repair facility for the National Maritime Museum or Sydney Heritage Fleet if there is a future or temporary shortage of space at Darling Harbour or Rozelle Bay.
COMMENTS

This island would be difficult to operate as a viable commercial marine repair facility, and has little value for commercial marine use purposes. The marine repair industry operators interviewed were unanimous in this view. This is due to the time lost and cost in transportation of staff and materials, inconvenient customer access, and the current obsolescence and the cost of modernization of the facilities.

The depth of demand for repair work to large commercial vessels given competition from existing Harbour based facilities and sites outside Sydney, together with the possibility that a modern repair facility servicing large vessels could in future be developed on the Harbour, make the risks associated with this use untenable.

Any use that relies on access for workforce, materials or customers would be difficult to make financially viable.
IRON COVE

SITE NAME: Iron Cove
ADDRESS: Iron Cove
DATE: 14/11/98 12:21

PHYSICAL CHARACTERISTICS

Area: NA.
Dimensions: 7-8,000 metres of foreshore.
Land Owner: Large areas dedicated as park land and administered by local councils.
Topography: Generally low-lying or gently rising from water.
Vegetation: Grassland.
Land Water Interface: Mixed rock inter-tidal and mud flats, sandy inter-tidal.
Immediate Water Depth: Large areas to south very shallow, other areas 2-3 m.
Existing Improvements: Park lands, rowing and sailing clubs, roadway around approx. 60-70% of foreshore, foreshore running track.

Adjacent Land Uses: Park lands, rowing and sailing clubs, residential
Land Access: Good.
Water Access: Shallow draft only in large areas. large proportion is shallow.
Exposure: Large proportion exposed to weather, and wash.

PLANNING

Current Zoning: NA.
SREP 23 Status: Type 12. Distinctive bays of Parramatta River.
Other: 
SPECIAL CONSTRAINTS

Contamination
Remedial Works Summary
Other

No, except for drainage sediments.
Leave undisturbed where possible.

This site is a large expanse of open water, principally used for recreational purposes. The current uses include mooring for recreational boats, harbour prawn boats, rowing (3 clubs), and sailing clubs. Much of the bay is surrounded by park land, including the previous psychiatric hospital, playing fields, and a running track follows the water edge.

STRENGTHS

- Large recreational area with access to water.
- Ample parking in surrounding streets.
- Rodd Island in centre of Cove is a popular picnic spot.
- Large open expanse of water, suitable for rowing, canoeing, wind surfing and dinghy sailing.
- From the Iron Cove bridge back into the bay, the foreshores of this cove are open public areas bordered by Henley Marine Drive, Dobroyd Parade, and large park land areas such as King George, Leichhardt, Timrell, Brett and Robson Parks etc. This provides enormous scope for additional passive marine use.

WEAKNESSES

- Shallow, particularly the southern sectors and tending to silt-up.
- Exposed to wind, particularly north east and south west winds that result in a short steep chop.
- Not as much shelter as may be desirable for rowing but remains suitable for canoeing and sailing dinghies etc.
- Busy road surrounds 70% of the waterfront.
- Limited clearance under Iron Cove Bridge of 10 metres at MHWS.

RECOMMENDATION

Training facility for rowing.

Sporting club facilities such as rowing, canoeing, windsurfing and dinghy sailing. Possibility that one or two additional club facilities could be established.
COMMENTS

The cove could become a major training venue for additional rowing facilities located around the cove. The NSW Rowing Association are interested in additional facilities in the area but add that additional facilities are required in dispersed locations on Sydney Harbour i.e. to meet the needs of its membership.

An area could be made available for an additional sporting club facilities such as rowing, canoeing, windsurfing and sailing dinghy. Possible locations are on the Hospital site or near the APIA Leichhardt Soccer Club. Relocation of the Sydney University Rowing Club to this bay may an option in the medium to long term.
COAL LOADER FACILITY, BALLS HEAD, WAVERTON

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>Colliers Berth, Waverton.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADDRESS</td>
<td>Balls Head Road, Waverton.</td>
</tr>
<tr>
<td>DATE</td>
<td>14/11/98 9:58</td>
</tr>
<tr>
<td>PHOTO</td>
<td></td>
</tr>
</tbody>
</table>

PHYSICAL CHARACTERISTICS

<table>
<thead>
<tr>
<th>Area</th>
<th>Approx. 22,000 sqm.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimensions</td>
<td>Water frontage of approximately 450 metres. Land depth approx. 60 metres.</td>
</tr>
<tr>
<td>Land Owner</td>
<td>Coal and Allied.</td>
</tr>
<tr>
<td>Topography</td>
<td>Steeply rising from waterfront to headland.</td>
</tr>
<tr>
<td>Vegetation</td>
<td>Grassland some scrub land in part.</td>
</tr>
<tr>
<td>Land Water Interface</td>
<td>Walkway along base of loader wall, rip rap wall to remainder to natural landfall.</td>
</tr>
<tr>
<td>Immediate Water Depth</td>
<td>4-5 m min.</td>
</tr>
<tr>
<td>Existing Improvements</td>
<td>Large high level timber coal wharf (150 x 30 m Approx.), High stone wall of loader along 65% of site waterfront.</td>
</tr>
<tr>
<td>Adjacent Land Uses</td>
<td>Recreation reserve, HMAS Waterhen, roadway and residential.</td>
</tr>
<tr>
<td>Land Access</td>
<td>Good from Balls Head Road.</td>
</tr>
<tr>
<td>Water Access</td>
<td>Good</td>
</tr>
<tr>
<td>Exposure</td>
<td>Exposed to South West.</td>
</tr>
<tr>
<td>PLANNING</td>
<td>NA.</td>
</tr>
<tr>
<td>Current Zoning</td>
<td></td>
</tr>
<tr>
<td>SREP 23 Status</td>
<td>Type 11, Industrial Areas of the Harbour.</td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>
SPECIAL CONSTRAINTS

Contamination
Coal in sediments and on land.
Remedial Works Summary
Leave sediments undisturbed. Remediate as required.
Other

Coal & Allied used this site for the delivery and distribution of coal to Sydney’s northern suburbs.

The improvements to the site include a wharf capable of berthing colliers (in poor repair), a large coal bunker with sandstone retaining wall with engaged piers, a concrete slab forming the base of the bunker permitting truck access below the bunker and administration buildings located at the top of the site. The slab incorporates a number of hopper structures that permitted the delivery of coal into trucks below. The structure is substantial although details of its current condition are not known.

STRENGTHS

• The site is located remote from residential development and adjoins HMAS Waterhen.
• Existing improvements are substantial and may possibly be reusable.
• Location on the harbour is relatively central to main commercial activities.
• The wharf has recently been refurbished with a new steel piled structure added to support the old timber structure.
• Relatively deep water off the facility between 5-10 metres at MLWS with good water at the approaches.

WEAKNESSES

• The timber wharf structure is dilapidated, not suited to modern uses, and not worth retention.
• Although it does not currently have heritage status, any redevelopment proposal would be likely to attract heritage interest.
• Access is via residential areas.
• Traffic congestion associated with HMAS Waterhen may cause local resident opposition to redevelopment of this site.
• The site is exposed to passing traffic and to the weather to the south and south-west.
• The height of the wharf is not suitable for general marine use.

RECOMMENDATION

Possible uses include:
• Mixed use to include a marina facility with associated on shore hotel and conference facilities and public park land. (Possibly the best use).
• Marine repair facility up to 120 tonnes haul out capacity with travel lift associated with a marina facility of up to 100 berths.
• A charter vessel back of house base with associated marina structure and haul out facility.
• A base for large luxury cruise vessels such as large sail cruises with along shore berthing and associated on shore hotel and conference facilities.
• A dry stack storage facility for power boats with an associated marine repair facility and marina.
COMMENTS

Our view is that this site has significant potential for a number marine uses as well as other commercial and passive uses. The size of the land particularly its depth and topography suggests that it is suitable for a mixed use development that may include park land, commercial uses, and marine uses.

We make the following comments based upon the assumption that the majority of the bunker structure is serviceable and will be retained:

- It is could be quite feasible in our opinion to demolish the existing timber wharf super structure (retaining the existing steel piles and head stock beams) and to replace the bearers and deck structure at a reduced level suitable for general marine use.
- It is also feasible in our opinion to construct a concrete hard stand across the face of the sandstone retaining wall in the current position of the fender pile structure designed for long side berthing.
- We believe that is possible to create penetrations in the bunker wall to permit access for marine uses.
- It may also be feasible to construct a mezzanine slab below the existing bunker slab and introduce penetrations in the bunker wall for light and ventilation.

Provided that the areas behind the bunker wall are usable, we propose a number of alternative marine uses for the lower levels of this site. These are:

- Marine repair facility up to 120 tonnes haul out capacity with travel lift associated with a marina facility of up to 100 berths.
- Alternatively, a charter vessel back of house base with associated marina structure and haul out facility.
- A base for large luxury cruise vessels such as large sail cruises with along shore berthing and associated on shore hotel and conference facilities,
- A large marina facility with associated on shore retail, commercial and hotel and conference facilities.
- Or a dry stack storage facility for power boats with an associated marine repair facility and marina.

We also believe that at the bunker slab level, there exist an opportunity for commercial space such as a restaurant, office space, marine associated retail or hotel accommodation with conference facilities along with associated car parking.

The creation of open space on the site that provides for public access to the foreshore, the commercial component and to any marine facility development could be included in any redevelopment.
BP TANK FARM SITE, WAVERTON

SITE NAME
BP Tank Farm Site, Waverton.

ADDRESS
Larkin Street, Waverton.

DATE
14/11/98 9:58

PHYSICAL CHARACTERISTICS

Area
33,200 sqm.

Dimensions
Irregular "L" shape land. Water frontage of approximately 540 metres, depth 60-100 metres.

Land Owner
BP.

Topography
Flat areas excavated from sandstone and areas of fill, Sandstone cliff at rear. Elevated rear section.

Vegetation
No natural vegetation.

Land Water Interface
Concrete and sandstone sea wall, stone rip rap.

Immediate water depth
2-3 m.

Existing Improvements
Hard stand, Dolphin supported fueling wharf, linked by bailey bridges.

Adjacent Land Uses
Residential at rear. Woodleys marina and repair yard adjacent

Land Access
Good from Balls Head Road.

Water Access
Good.

Exposure
Sheltered.

PLANNING

Current Zoning
NA.

SREP 23 Status
Type 11 Waterfront Industrial.
SPECIAL CONSTRAINTS

Contamination: Hydrocarbons, and some other contaminants.
Remedial Works Summary: RemEDIATE as required.
Other

This site has recently been cleared of tanks and buildings and is currently undergoing remediation.

There is a temporary berthing facility located off the site consisting of a number of pile groups and interlinking Bailey bridge structures.

STRENGTHS

- The site is located very close to the CBD in terms of over water travel time.
- The site has good access via Ball Head Road and the Pacific Highway, albeit through residential areas.
- The site has a long water frontage for its area.
- The site has been substantially excavated resulting in a terraced topography with large flat open areas suitable for car parking at the upper levels.
- The site enjoys good deep water at 5-8 metres at MLWS.
- The western end of the site includes an area of reclaimed land that is substantially level and extends back into the site for some 50 metres.
- The proximity of Woodleys and Noakes yards.

WEAKNESSES

- The majority of the site is steep, falling to the water in terraced steps.
- Some residential development is located adjacent to the site.

RECOMMENDATION

We believe that this site is well located for a charter vessel back of house base with associated marina and charter vessel repair facility.

Suitable for as marine repair facility.
COMMENTS

If used as a charter vessel back of house, the site should include a premises suitable for a catering contractor to service the operators located at the base. Each operator will require approximately 300 sqm of back of house space located at foreshore level. The development concept should include some hard stand over water and a floating marina suitable for berthing vessels up to 40 metres in length.

The site may also be suitable for extending or relocating the adjacent Woodley's repair facility, or for providing marina facilities.
CALTEX FACILITY, BALLAST POINT, BIRCHGROVE

SITE NAME                   Caltex Ballast Point Facility.
ADDRESS                    Ballast Point Road, Balmain.
DATE                       14/11/98 9:58

PHYSICAL CHARACTERISTICS

Area                        Approx. 21000 sqm.
Dimensions                  Irregular triangle shaped headland. Waterfrontage approx. 500
                            metres. Street frontage approx. 150 metres.
Land Owner                  Caltex. Under contract to Walkers.
Topography                  Sandstone headland.
Vegetation                  Fully developed.
Land Water Interface        Sandstone and concrete sea wall.
Immediate Water Depth       5m plus.
Existing Improvements       Fuel depot. Tanks, industrial buildings, concrete paved.
Adjacent Land Uses          Residential, remnants of industrial, park land in Morts Bay.
Land Access                 Fair to good through residential streets -Ballast Point Road.
Water Access                Good deep water.
Exposure                    Exposed to north and east.
PLANNING
Current Zoning              NA.
SREP 23 Status              Type 7. The Balmain Area.
SPECIAL CONSTRAINTS

Contamination  Hydrocarbons, and medium other. Remediation and environmental works undertaken in past.
Remedial Works Summary  Remediate as necessary.
Other

This site is currently the Caltex refueling depot and is the major supplier of diesel fuel to the Harbour. Should the facility close then a substitute site and replacement service will need to be found.

Part of the site is to be redeveloped as residential.

STRENGTHS

- The site is centrally located within the harbour.
- Large ratio of water frontage to land area.
- Existing refueling wharf suitable for mooring quite large vessels.
- Sheltered from southerly winds but with some exposure from the north east.
- Excellent water depth adjacent to main wharf facility at approx. 10 metres at MLWS.
- Close to Sydney Ferries base at Balmain.
- Site has been fully developed and flat areas have been excavated for access and industrial buildings.
- Some of the tanks are relatively new, and refueling infrastructure and the associated environmental controls are in place.

WEAKNESSES

- Access to the site is via Ballast Point Road and other residential streets and is not particularly suitable for heavy vehicles.
- Limited amount of level ground at water level.
- Major portion of site is at a higher level on the headland.
- Exposed to the north east and to vessel wash from passing traffic.
- Hydrocarbon contamination to be remediated, but it is understood that some work has been undertaken several years ago.
- Located amongst residential development. Industrial uses have been moved out, and the adjacent Morts Dock complex closed many years ago.

RECOMMENDATION

Retain the current refueling use on at least part of the site.
COMMENTS

The major refinery companies operating fuel distribution facilities on Sydney Harbour are reluctant to maintain facilities such as Ballast Point in their current form in the long run due to the capital intensive nature of the facilities and the availability of cheaper methods of distribution. From discussions with ancillary contractors, both Shell and Caltex would prefer to fill barges at the waterfront base of these operators using road based tankers and leave the distribution of fuel and lubricants to these contractors.

Subject to a detailed site audit, we believe that the remediation work associated with a change of use for this site has been largely completed by Caltex. A change of use to residential would compensate Caltex for this expenditure. We understand that Walker Corporation have purchased this property for residential development.

There are unconfirmed rumours that Shell is planning to down grade its facility at Gore Cove and periodically review their supply of fuel to fuel contractor’s barges. This facility principally serves as an unloading point for tankers and for refueling larger commercial vessels.

We believe that it is urgent that a strategy is assembled for the refueling of harbour based and visiting vessels from large commercial through to smaller vessels such as those operated by Sydney Ferries. In the event that Shell restricts the supply of fuel from its Gore Cove facility, there will be no capacity on Sydney Harbour to refuel large vessels.

The Ballast Point facility is well located on the harbour and the water depth and exposure is compatible with large vessels. This, in our opinion, is a very valuable asset to the port of Sydney. Ignoring residential uses, possible future marine industry uses for this site would need to be of a passive nature recognizing the close proximity of residential development. It would not be suitable for marine repairs with haul out facilities (due to the topography of the site) or for marine contractors.

We are of the view that in the long run, this site may be suitable a number of uses such as:

- Refueling facility on the southern part of the Ballast Point site to include current wharves and more recently constructed tanks, with a residential development and park land on the remainder of the site.
- Berthing of large vessels for short duration stay over such as luxury boutique sail or motor cruise vessels along the south east shore with associated shore based hotel and conference facilities.
STANNARDS REPAIR YARD, WHARF ROAD, BIRCHGROVE

SITE NAME
Stannard Bros Site, Balmain.

ADDRESS
Wharf Road, Balmain.

DATE
14/11/98 9:58

PHYSICAL CHARACTERISTICS

Area
1,800 sqm approx.

Dimensions
Water frontage of approximately 50 metres. Land depth approx. 40 metres. Wharf Road frontage 33 metres.

Land Owner
Stannards.

Topography
Rising from waterfront to street.

Vegetation
Fully developed.

Land Water Interface
Sandstone dry sea wall.

Immediate Water Depth
4 m.

Existing Improvements
Timber Jetty with 3 fingers, residential and workshop buildings.

Adjacent Land Uses
Residential. Close to Ballast Point Caltex Depot.

Land Access
Acceptable but through residential streets, poor parking.

Water Access
Good.

Exposure
Exposed to North.

PLANNING

Current Zoning
NA.

SREP 23 Status
Type 7 The Balmain Area.

Other
Poor parking. Narrow Street frontage. Located in residential area.
SPECIAL CONSTRAINTS

Contamination  Not expected to be major problem.
Remedial Works Summary  Remediate or remove as required.
Other

This repair yard is predominantly wet maintenance with light displacement haul out facilities and marina located adjacent to residential development and supports a number of commercial vessels including tugs.

STRENGTHS

- Central location on the harbour.
- Good deep water off the fixed timber berths exceeding 5 metres at MLWS.

WEAKNESSES

- Proximity of residential development.
- Poor access via Wharf Road through residential areas.
- On street parking required.

RECOMMENDATION

Small marina without haul out facility.
COMMENTS

In the long run, the current uses of sites such as the Stannard yard are incompatible with commercial marine use. We propose that sites such as these be converted to a more passive marine use such as a small marina without haul out facilities. This will provide the public with access to these sites during the day.
### SYDNEY FERRIES, WATerview STREET, BALMAIN

**SITE NAME**
Sydney Ferries Base.

**ADDRESS**
Waterview Street, Balmain.

**DATE**
14/11/98 9:58

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### PHYSICAL CHARACTERISTICS

<table>
<thead>
<tr>
<th>Area</th>
<th>Approx. 6000 sqm.</th>
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</thead>
<tbody>
<tr>
<td>Dimensions</td>
<td>Water frontage of approximately 130 m. Alexander St 88 m., Campbell St 60m. Site includes end Waterview St. Land depth 60m.</td>
</tr>
<tr>
<td>Land Owner</td>
<td>Sydney Ferries.</td>
</tr>
<tr>
<td>Topography</td>
<td>Gently sloping up from water, some filled areas.</td>
</tr>
<tr>
<td>Vegetation</td>
<td>Fully developed.</td>
</tr>
<tr>
<td>Land Water Interface</td>
<td>Seoul, dry dock.</td>
</tr>
<tr>
<td>Immediate Water Depth</td>
<td>4 m.</td>
</tr>
<tr>
<td>Existing Improvements</td>
<td>3 concrete jetties 130m, 85m, 35m. Dry dock, workshops, office, sealed parking, diesel fuel tank filled from barge.</td>
</tr>
<tr>
<td>Adjacent Land Uses</td>
<td>Residential or industrial under conversion to residential.</td>
</tr>
<tr>
<td>Land Access</td>
<td>Acceptable to cars, poor for heavy vehicles, through narrow residential streets.</td>
</tr>
<tr>
<td>Water Access</td>
<td>Good.</td>
</tr>
<tr>
<td>Exposure</td>
<td>Sheltered.</td>
</tr>
<tr>
<td>PLANNING</td>
<td>NA.</td>
</tr>
<tr>
<td>Current Zoning</td>
<td>Type 7 The Balmain Area.</td>
</tr>
<tr>
<td>SREP 23 Status</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>
SPECIAL CONSTRAINTS

Contamination  Not expected to be a major problem. Some possible in land fill.
Remedial Works Summary  RemEDIATE as required.
Other

Sydney Ferries operates a repair facility at this site. Sydney Ferries service all but the Lady Class and Manly ferries in the dry dock located on this site. Sydney Ferries do not plan to outsource their repair operations. The alternative facilities available to Sydney Ferries are Garden Island, where the Lady Class ferries are serviced, Woodleys or Goat Island where Sydney Ferries cannot use their own labour, or the Henderson yard for small vessels. Sydney Ferries for industrial relations reasons continue to service the majority of their vessels. Whether this policy remains unchanged into the future is unclear.

STRENGTHS

- Central location on the harbour.
- Good water depth adjacent to the fixed wharf structure at approx. 6-8 metres at MLWS.
- Facility tailored to Sydney Ferries needs. The Lady Class vessels are likely to be phased out over the next ten to fifteen years.

WEAKNESSES

- Close proximity to residential development especially after redevelopment of the Colgate site.
- Poor access through residential streets.

RECOMMENDATION

We do not propose any change of use in the short or medium term, despite the incompatibility of the current use with the surrounding residential use.
Until Sydney Ferries decide to outsource its maintenance functions, there is no facility available in Sydney Harbour capable of servicing this fleet with its own labour. However, in the long run it is likely that an alternative maintenance site will need to be found for Sydney Ferries and this site may well be Garden Island or Rozelle Bay should maintenance be outsourced. Layover and light maintenance works may remain at Waterview Street.
WARATAH TOWAGE, COOPER STREET, BALMAIN

SITE NAME          Waratah Tugs Berth.
ADDRESS            Cooper Street, Balmain.
DATE               14/11/98 9:58

PHYSICAL CHARACTERISTICS
Area               1,500 sqm.
Dimensions         Water frontage of approximately 30 metres. Land depth approx. 50 metres.
Land Owner         Waratah Towage.
Topography         Level site.
Vegetation         Some trees.
Land Water Interface Sandstone Seoul.
Immediate Water Depth 4 m.
Existing Improvements 110m concrete jetty with concrete fingers.
Adjacent Land Uses Residential and industrial under conversion to residential. Waterfront open space.
Land Access        Through residential street.
Water Access       Good.
Exposure           Some exposure to North.
PLANNING
Current Zoning
SREP 23 Status     Type 7 The Balmain Area.
Other              Poor parking.
SPECIAL CONSTRAINTS

Contamination: Not expected to be a major problem.
Remedial Works Summary: Remediate as necessary.
Other

This is a privately owned marina and wet maintenance yard for Waratah Towage.

STRENGTHS

- Central location on the harbour.
- Reasonable deep water off the fixed timber berths of 3-5 metres at MLWS.

WEAKNESSES

- Proximity of residential development.
- Poor access for heavy vehicles via Cooper Street, through residential areas. Colgate site across Cooper Street being redeveloped as residential.

RECOMMENDATION

Current use to remain.

Long term as a small marina facility without haul out facility could be developed.
COMMENTS

In the long run, the current uses of sites such as the Waratah site may prove incompatible with commercial marine use. We propose that sites such as these be converted to a more passive marine use such as a small marina for recreational boating without haul out facilities. This will provide the public with access to these sites during the day. However it is to be noted that the Waratah towage site is well managed and reportedly has little impact on adjacent residential areas.
GOAT ISLAND

SITE NAME
Goat Island.

ADDRESS
Goat Island.

DATE
14/11/98 12:21

PHYSICAL CHARACTERISTICS

Area
Approx. 16000 m

Dimensions
Dimensions approximately 400x225 metres.

Land Owner
Parks and Wildlife.

Topography
Natural sandstone rising to 15m.

Vegetation
Grassland and trees on undeveloped parts.

Land Water Interface
Sandstone walls, natural sandstone, timber wharves.

Immediate Water Depth
3-4 m plus.

Existing Improvements
Timber wharves in varying condition, slip ways, machine shops, heritage buildings- residential and industrial.

Adjacent Land Uses
Waterways, national park, operating slip way.

Land Access
NA.

Water Access
Good.

Exposure
Exposed to weather and wash.

PLANNING
NA.

Current Zoning
Type 9 and 11. Natural fore shores and waterfront industrial.

SREP 23 Status

Other

SPECIAL CONSTRAINTS
**SPECIAL CONSTRAINTS**

<table>
<thead>
<tr>
<th>Contamination</th>
<th>Some heavy metals but not expected to be excessive.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remedial Works Summary</td>
<td>Remediate as required.</td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>

The RAN has used this site over the last century as a marine repair and boat building facility. Recently, the slip way has been recommissioned and is currently used for boat building and repairs. It is proposed that additional slips be recommissioned.

**STRENGTHS**

- The island is centrally located on Sydney Harbour.
- The island enjoys good water depth (approx. 10-12 metres at MLWS) on all sides excepting shallower water between Simmons Point and the Island where silting has occurred. Water depth at this location is 3-4 metres at MLWS.

**WEAKNESSES**

- Exposed to passing marine traffic.
- Advice from the marine repairs operators on Sydney Harbour who have looked at this site indicates that the slip ways require upwards of $750,000 spent on them to ensure full operation.
- Much of the improvements on the island are in very poor condition especially the wharf structures located on the western and eastern sides of the island.
- The primary weakness of this island is that it has no land access.

**RECOMMENDATION**

The existing repair facility remain.

This site may prove viable for repair, refit and/or restoration of heritage, charter or Defence Services vessels.

The island should be retained as national park. All unused buildings and obsolete improvements not of a heritage nature to be demolished and removed from the island, and the island be used a tourist destination.
COMMENTS

This island has limited value as a commercial marine facility. This is due to the time lost and cost in transportation of staff and materials, inconvenient customer access, and the current obsolescence and the cost of modernization of the facilities. The marine repair industry operators interviewed by us were unanimous in this view.

Any use that relies on access for workforce, materials or customers would be difficult to make financially viable, unless the facilities were made available on very attractive terms to the operator.
SITE NAME
No 2 Depot, Camerons Cove.
Jubilee Place, East Balmain.

DATE
14/11/98 9:58

PHOTO

PHYSICAL CHARACTERISTICS
Area
17,520 sqm approx.

Dimensions
Water frontage of approximately 250 metres. Level area of site 40-60
metres wide.

Land Owner
MMHC.

Topography
Level on waterfront (12,000 sqm), rising to rear.

Vegetation
Urban development with scattered trees.

Land Water Interface
Sandstone sea wall, concrete and timber wharf.

Immediate Water Depth
4-5 m.

Existing Improvements
Remnants of previous development - hard stand, sealed road, wharf.

Adjacent Land Uses
Residential on rear boundary, Eweton Park.

Land Access
Good light vehicle access via Jubilee Place from Darling Street. Fair
for heavy vehicles.

Water Access
Good.

Exposure
Sheltered.

PLANNING
Current Zoning
NA.

SREP 23 Status
Type 7. The Balmain Area.

SPECIAL CONSTRAINTS
SPECIAL CONSTRAINTS

Contamination
Remedial Works Summary
Other

Nothing major.
Remediate as necessary.

This site was originally a depot for the old Maritime Services Board. The site is relatively flat at the front and rises to the rear up Jubilee Place and remains flat to the east where it meets a deeply excavated wall of sandstone. The site closely adjoins residential development.

STRENGTHS

- Close proximity to CBD and main harbour.
- Unexposed to passing traffic and weather.
- Relatively flat site with reasonable depth to accommodate hard stand etc.
- The high land at rear of site provides a natural barrier to adjacent residential.

WEAKNESSES

- Water depth 2-3 metres adjacent shore at MLWS.
- Close proximity of residential development.
- Access via Jubilee Place is poor through residential areas.
- Proximity to Container Terminal may impede water access from time to time.

RECOMMENDATION

Water Police base.

This site would also be suited to a passive use such parkland or a marine facility for recreational boating without repair facilities.
COMMENTS

This site is currently vacant and the Water Police are considering it as an option for their new base. The Water Police maintain all of their vessels via a hard stand and travel lift. The reason for not outsourcing these services is unclear. The reason given by the Water Police representative was that slips were not always available and that it was cheaper to do the work in house.

The Water Police operate on a 24 hour basis, and their operation is not particularly noisy. The proposed relocation to Balmain has met with substantial opposition from the residents of Balmain.

If a suitable location for the Sydney Water Police were available on Garden Island (say the eastern side), then this would be a better location for the long term. However, in the event that Garden Island is not available in the short term, then this site appears the best option.
WHITE BAY CONTAINER TERMINAL

SITE NAME  White Bay Contained Terminal.
ADDRESS   Victoria Road, Rozelle.
DATE      14/11/98 9:58

PHYSICAL CHARACTERISTICS
Area
Dimensions
Land Owner
Topography
Vegetation
Land Water Interface
Immediate Water Depth
Existing Improvements
Adjacent Land Uses
Land Access
Water Access
Exposure

Berth face including car terminal approx. 2,500 metres.
Flat, low lying.
NA.
Heavy industrial concrete wharves.
Deep-10m plus.
Large cargo wharves, containers, car unloading, general cargo.
Large areas of hand stand, silos.
Commercial wharves, residential being introduced in adjacent Balmain area.
Good, including heavy vehicles.
Good, including large ships.
Relatively sheltered. Some passing vessel wash, but in restricted speed zone.

PLANNING
Current Zoning
SREP 23 Status
Other

NA.
Industrial wharves
SPECIAL CONSTRAINTS

Contamination: Generally low as mainly hand stand. Contamination likely in areas closer to White Bay Power Station site.
Remedial Works Summary: As required.
Other:

STRENGTHS

- Excellent water depth at approx. 12 metres at MLWS.
- Little exposure to passing marine traffic and weather.
- Good along shore berth facilities.

WEAKNESSES

- Likely site contamination where the coal loader was located.
- Residential development is slowly encroaching upon this area although this is not seen as a major problem at present.

RECOMMENDATION

We do not propose any change in the short term to the current uses of this land.

Long term, consideration should be given to the creation of a large marine repair facility at Glebe Island. This could be located near the old coal loader site.
ROZELLE BAY

SITE NAME
Rozelle Bay.

ADDRESS
James Craig Rd, Rozelle.

DATE
14/11/98 9:58

PHYSICAL CHARACTERISTICS

Area
Approx. 35000 sqm south from Waterways building & bounded by James Craig Rd, 60,000 if road relocated.

Water frontage of approximately 975 metres south from Waterways Building to Bicentennial Park.

Dimensions

MMHC.

Land Owner
Flat low lying industrial wharf area.

Topography
NA.

Vegetation
Timber piled, concrete deck.

Land Water Interface
Generally 5 m, falling to 2m in south.

Immediate Water Depth
Timber piled wharves, concrete hand stand, sea wall, heavy duty boat ramp at north end, some office & workshop.

Existing Improvements

Adjacent Land Uses
Road. Park on south.

Land Access
Good incl. heavy vehicles.

Water Access
Good. Possible restriction if old Glebe Is Bridge closed.

Exposure
Sheltered, incl. from wash.

PLANNING

Current Zoning
NA.

SREP 23 Status
Heavy Industrial.

Other
SPECIAL CONSTRAINTS

Contamination Minor to negligible. Probably some in marine sediments.
Remedial Works Summary
Other

This land is the site of Waterways Authority’s Sydney Office, the Sydney Maritime Museums and a conurbation of marine contractor and other industries.

STRENGTHS

- Close proximity to CBD and rest of harbour.
- Site is remote from residential development.
- Relatively deep water off the northern shore of the bay with 5-6 metres at MLWS.
- Relatively unexposed to passing traffic and weather.
- Good access via Glebe Island Bridge and Victoria Road.
- The depth of the land back from the berth face is substantial.

WEAKNESSES

- Relatively narrow channel in bay for industrial use.
- Pyrmont swing bridge limits width of vessels to 18 metres and when swung closed limits height of vessels to approximately 8 metres.
- Marine contracting is not compatible with public access to foreshore.

RECOMMENDATION

That the site be reserved for general and specialist marine contractors servicing Sydney Harbour.

A large marine repair facility should be considered for the northern part of the site and the area between the two bridges.

The Sydney Heritage Fleet berthing and restoration facility to remain in the short term until an alternative location is found, or while ever space is available.
COMMENTS

Marine contractors are the least passive of marine industries, needing to store building material and demolition material on site adjacent to the wharf face, to lay over barge based plant and to undertake limited construction activities on site. The site suits the space requirements of marine contractors in terms of berth face, land area and depth. The remoteness of the site from residential development makes these noisy and often untidy activities suitable for this site.

We note that the Sydney Maritime Museum administration, storage and curator facilities located Mansfield Street Balmain will relocate to Pier 7 at Darling Harbour. The repair facility located at Rozelle Bay can probably remain in its current location in the short to medium term if the dilapidated wharf sections are repaired. An alternative site could be adjacent to the old CSR site beneath the Glebe Island Bridge eastern approach. The berthing of the working fleet could be accommodated in Blackwattle Bay as part of the tourist precinct, if suitable space were available.
BLACKWATTLE BAY

SITE NAME
Blackwattle Bay.

ADDRESS
Bridge Street, Glebe or Ultimo.

DATE
14/11/98 9:58

PHYSICAL CHARACTERISTICS

Area
Approx. 6,600 sqm bounded by school, road & Fish Market.

Dimensions
1,400 sqm coal wharf, 2,200 Pioneer sqm wharf,
Berthage including wharves 530 metres. Approximately 25 metres
from waterfront to footpath.

Land Owner
MMHC.

Topography
Flat wharf area.

Vegetation
NA.

Land Water Interface
Timber piled concrete wharf.

Immediate Water Depth
3 m.

Existing Improvements
Timber piled concrete wharf, coal silos & hoppers, bunkers, loading
bays. concrete plant & wharf.

Adjacent Land Uses
School, road, Fish Markets, park across road.

Land Access
Good from Bridge Road to Wharves, apart from traffic congestion.

Water Access
Generally good.

Exposure
Sheltered.

PLANNING

Current Zoning
NA.

SREP 23 Status
Heavy marine industrial.
SPECIAL CONSTRAINTS

Contamination: Generally minor. Some expected in marine sediments.
Remedial Works Summary: As necessary. Leave marine sediments undisturbed.
Other:

This site has been used in the past for the distribution of bulk goods into the Sydney region such as aggregate for concrete batch plants and coal. The Coal Loader structure is heritage listed and is to be retained. The balance of the site is currently leased to a head lessee and leased to Pioneer Concrete for their Blackwattle Bay concrete batch plant. A conurbation of small marine contractors and others sublease space. The site is immediately adjacent to the Sydney Fish Markets.

STRENGTHS

- The land is located close to the CBD and well serviced by public transport.
- Water depth is 5-6 metres at MLWS adjacent to the berth face.
- Residential development whilst creeping closer is not immediately adjacent to the site.
- The Sydney Fish Markets is a substantial local and tourist destination for Sydney and houses the fishing fleet.

WEAKNESSES

- The depth of the land is between 25-40 metres.
- Additional land depth can only be obtained by development over water.

RECOMMENDATION

Possible uses include:

- Charter vessel base (preferred use)
- Extension of the Fish Markets.
- Additional berthing for fishing fleet and a floating marina facility for patrons of the markets.
- Berthing of the Sydney Heritage Fleet working fleet.
COMMENTS

The site could be converted to a small charter vessel back of house.

The proximity of the fish markets and the need to accommodate additional berth space for these vessels indicates that the fish markets may be suitable to expand into the eastern corner of this land up to the coal loader structure. It may be possible to include the coal loader structure in the Sydney Fish Markets site and to convert the space into storage related to the fish market. Alternatively, some other adaptive reuse of the heritage classified loader may be possible.

Consideration should also be given to extending the fish markets across Blackwattle Bay with the construction of commercial space suitable for restaurants etc. This could be the site of a floating marina facility open to the public permitting people to arrive over water, berth their vessel and enjoy access to shore based restaurants and the fish markets.
JONES BAY WHARF (PYRMONT WHARVES 19,20 & 21)

SITE NAME
Wharves.
ADDRESS
Pirrama Road, Pyrmont.
DATE
14/11/98 9:58
PHOTO

PHYSICAL CHARACTERISTICS
Area
21,000 sqm.
Dimensions
620 metres, berth face.
Land Owner
City West.
Topography
Wharf.
Vegetation
NA.
Land Water Interface
Concrete sea wall.
Immediate Water Depth
5-8m.
Existing Improvements
Concrete encased piles, concrete wharf, two level timber shed with central road access both levels.

Adjacent Land Uses
Pirrama Rd, Residential on Point and proposed, Point park, Naval victualling est. Arrow dive, Pump out at end.

Land Access
Good from Pirrama Rd to lower level, Good to Upper level but through residential.

Water Access
Good.
Exposure
Sheltered, some wash.

PLANNING
Current Zoning
NA.
SREP 23 Status
NA.
Other

SPECIAL CONSTRAINTS

Contamination
Generally low, lead paint, wool lanoline in sheds, some asbestos sheeting.

Remedial Works Summary
As required

Other

The existing improvements comprise a large concrete finger wharf, concrete encased timber piles, two level timber sheds built on fill retained behind concrete sea wall, galvanized iron roof. Central driveway on two levels between sheds. Originally built circa 1920 as wool wharves, the improvements are heritage listed and were partially refurbished in last 3 years.

Currently used by charter vessels as mooring and back of house. Pump out facility at end of wharf.

STRENGTHS

• Centrally located in close proximity to the CBD and major tourist areas of Darling Harbour and major charter vessel pick-up wharves.
• Deep water mooring along berth face.
• Southern end sheltered from weather.
• Currently remote from residential areas.
• Well served by public transport including buses and light rail.
• Street parking available, plus public car parking at the casino and in the Darling Harbour developments.

WEAKNESSES

• High cost to refurbish.
• High cost to maintain marine structure.
• Care must be taken to ensure that long term uses on the wharf are compatible.

RECOMMENDATION

Charter vessel mooring and back of house, with light industrial or other commercial uses on upper level and remainder of lower level.

The wharves would be suitable for mooring of large visiting vessels for short term stay over.

Retain current pump out facility
COMMENTS

Possible to use as charter vessel back of house, provided that residential development is kept remote. Charter vessels return to base late at night and are often noisy. Charter vessel use would be compatible with a commercial use. Back of house would best be located at the end of the wharf, to be separated as far as possible from any residential development on Pirrama Road or on the upper level of the Point.
**PYRMONT WHARVES 8 & 9**

**SITE NAME**
Wharf 8 & 9, Pyrmont.

**ADDRESS**
Pirrama Road Pyrmont.

**DATE**
14/11/98 9:58

<table>
<thead>
<tr>
<th><strong>PHYSICAL CHARACTERISTICS</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Area</strong></td>
<td>170 x 115 m, 19,500 sqm.</td>
</tr>
<tr>
<td><strong>Dimensions</strong></td>
<td>Water frontage of approximately 450 metres.</td>
</tr>
<tr>
<td><strong>Topography</strong></td>
<td>Level wharf.</td>
</tr>
<tr>
<td><strong>Topography Type</strong></td>
<td>NA.</td>
</tr>
<tr>
<td><strong>Land Water Interface</strong></td>
<td>Concrete seawall.</td>
</tr>
<tr>
<td><strong>Immediate Water Depth</strong></td>
<td>9 m min.</td>
</tr>
<tr>
<td><strong>Existing Improvements</strong></td>
<td>Timber Piles, concrete deck, sea wall. Wharf 8 shed on fill and fitted out for Foxtel, wharf 9 shed on piles.</td>
</tr>
<tr>
<td><strong>Land Access</strong></td>
<td>Good from Pirrama Rd and between wharves 7 &amp; 10.</td>
</tr>
<tr>
<td><strong>Water Access</strong></td>
<td>Good.</td>
</tr>
<tr>
<td><strong>Exposure</strong></td>
<td>Weather from north east, north west. Vessel wash from ferries, charter vessels, recreational craft.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>PLANNING</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current Zoning</strong></td>
<td>NA.</td>
</tr>
<tr>
<td><strong>SREP 23 status</strong></td>
<td>NA.</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
</tr>
</tbody>
</table>
SPECIAL CONSTRAINTS

Contamination: Possibly some in silts. Lead paint on sheds.
Remedial Works Summary: Leave silts undisturbed.
Other:

Wharf 8 is leased by Foxtel. The wharf structure in poor condition. Shed 8 is in good condition and fitted out as offices and studios. Wharf 9 is largely unused, apart from a small office, and mooring of charter vessels on the section adjacent to Wharf 10 marina. Whole site is to be redeveloped in the short to medium term.

STRENGTHS

- Centrally located within the harbour, in close proximity to the CBD, hotels, and major tourist areas of Darling Harbour, Star City Casino and Pyrmont.
- Deep water mooring along all berth faces at 5 metres at MLWS.
- Large berthing face capable of mooring a number of large vessels, subject to the condition of the wharves.
- Currently remote from residential areas, although there plans for residential development on adjacent sites and on some of the wharves.
- The wharves form a central focus and point of interest for the rejuvenated Pyrmont peninsula.
- The wharves are well served by public transport including buses and light rail. Monorail is also reasonably close.
- Street parking is available, plus public car parking at the casino, at adjacent hotels and in the Darling Harbour developments.

WEAKNESSES

- The cost to refurbish and maintain the wharf facilities is high.
- Wharf 9 piles are in poor condition.
- Exposed to weather from the north and from wash from passing marine traffic.
- Care must be taken to ensure that the mixes of long term uses on the wharves are compatible, including compatibility with adjacent uses.

RECOMMENDATION

Wharf 8 & 9 can be used for berthing large visiting vessels or become a possible storage site if required for John Oxley and the Kanangra when restored by the Sydney Maritime Museum.

Wharves to be redeveloped with compatible uses.
**PYRMONT WHARF 10**

**SITE NAME**  
Wharf 10, Pyrmont.

**ADDRESS**  
Jones Bay Road, Pyrmont.

**DATE**  
14/11/98 9:58

---

**PHYSICAL CHARACTERISTICS**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>10,000 sqm.</td>
</tr>
<tr>
<td>Dimensions</td>
<td>Water frontage of approximately 180 metres.</td>
</tr>
<tr>
<td>Land Owner</td>
<td>City West.</td>
</tr>
<tr>
<td>Topography</td>
<td>Wharf.</td>
</tr>
<tr>
<td>Vegetation</td>
<td>NA.</td>
</tr>
<tr>
<td>Land Water Interface</td>
<td>Concrete sea wall.</td>
</tr>
<tr>
<td>Immediate Water Depth</td>
<td>4 metres at MLWS.</td>
</tr>
<tr>
<td>Existing Improvements</td>
<td>Marina, sealed car park and road.</td>
</tr>
<tr>
<td>Adjacent Land Uses</td>
<td>Wharves 7 (Museum redevelopment), 8 &amp; 9 Pyrmont (Foxtel), Casino, Pyrmont Park.</td>
</tr>
<tr>
<td>Land Access</td>
<td>Good from Pirrama Road.</td>
</tr>
<tr>
<td>Water Access</td>
<td>Good.</td>
</tr>
<tr>
<td>Exposure</td>
<td>Sheltered.</td>
</tr>
</tbody>
</table>

**PLANNING**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Zoning</td>
<td>NA.</td>
</tr>
<tr>
<td>SREP 23 Status</td>
<td>NA.</td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>
SPECIAL CONSTRAINTS

Contamination          No.
Remedial Works Summary  NA.
Other                  The car park at rear of marina available for other uses.

Wharf 10 is currently used for marina berthing for charter vessels with some car parking, and is to be redeveloped as part of the redevelopment wharves 8&9.

STRENGTHS

- Centrally located within the harbour, in close proximity to the CBD, hotels, and major tourist areas of Darling Harbour, Star City Casino and Pyrmont.
- Good mooring for charter vessels in marina. Sheltered from weather and from wash.
- Currently remote from residential areas, although there plans for residential development on adjacent sites and on some of the wharves.
- The wharves form a central focus and point of interest for the rejuvenated Pyrmont peninsula.
- They are well served by public transport including buses and light rail. Monorail is also reasonably close.
- Street parking is available, plus public car parking at the casino, at adjacent hotels and in the Darling Harbour developments.

WEAKNESSES

- Care must be taken to ensure that the mixes of long term uses on the wharves are compatible, including compatibility with adjacent uses.

RECOMMENDATION

We would recommend that the current marina function for wharf 10 be retained or replicated as part of any redevelopment.
PYRMONT WHARVES 12-14

SITE NAME                      Wharves 12-14, Pyrmont (Darling Island).
ADDRESS                       Pirrama Road, Pyrmont.
DATE                           13/11/98 11:23

PHYSICAL CHARACTERISTICS

Area                           Approx. 45,000 sqm. Terminal building 5,500 sqm.
Dimensions                    Berthage approximately 600 metres excluding 150 metres Royal
Land Owner                     Edward Victualling Yard,
Topography                     City West,
Vegetation                     Level, reclaimed land.
Land Water Interface          NA.
Immediate Water Depth         Concrete sea wall.
Existing Improvements          8-10m.
Adjacent Land Uses            Old overseas terminal building, recently used as temporary casino,
                              and currently used by Madame Tusauds waxworks. Park land,
Land Access                    sealed parking area.
Water Access                   Pirrama road, Royal Edward Victualling Stores. Casino opposite.
Exposure                       Good. Parking on streets, public car parks in casino and at Darling
                              Harbour. Temporary car park at northern section of site.
PLANNING                       Good.
Current Zoning                 Exposed to North and to vessel wash.
SREP 23 Status                Part of City West Development area -Likely residential.
Other                          NA.
                              NA.
SPECIAL CONSTRAINTS

Contamination: None known.
Remedial Works Summary: None known.
Other

Wharves 12-14 at Darling Island was the location of the International Passenger Terminal and more recently the temporary Casino. Madame Tussauds waxworks is currently set up in the terminal building. These wharves are constructed on fill and the original island, behind a concrete and stone sea wall retaining fill. The large terminal building was used for the temporary casino. The site includes a sealed car park and public parkland.

STRENGTHS

- Centrally located within the harbour, in close proximity to the CBD, hotels, and major tourist areas of Darling Harbour, Star City Casino and Pyrmont.
- Deep water mooring along all berth faces at 5 metres minimum at MLWS.
- Large berthing face capable of mooring a number of large vessels.
- Reasonably sheltered from weather except at northern end.
- Currently remote from residential areas, although there plans for residential development on northern end.
- The Pyrmont wharves form a central focus and point of interest for the rejuvenated Pyrmont peninsula.
- They are well served by public transport including buses and light rail. Monorail is also reasonably close.
- Street parking is available, plus public car parking at the casino, on the northern end, at adjacent hotels and in the Darling Harbour developments.

WEAKNESSES

- The cost to maintain the seawall.
- Exposed to the north and to wash from passing marine traffic.
- Care must be taken to ensure that the mixes of long term uses on the wharves are compatible, including compatibility with adjacent uses.

RECOMMENDATION

Wharf 12-15 Darling Island can be used for berthing large visiting vessels.

Possible use as charter vessel mooring and back of house.
PYRMONT WHARVES 22-24

SITE NAME
Wharves 22-24, Pyrmont (Pyrmont Point Park).

ADDRESS
Pirrama Road Pyrmont.

DATE
14/11/98 9:58

PHYSICAL CHARACTERISTICS

Area
NA.

Dimensions
Water frontage of approximately 550 metres.

Topography
Level park land.

Topography Type
Park constructed on land and over water.

Land Water Interface
Concrete sea wall.

Immediate Water Depth
5m minimum.

Existing Improvements
Park constructed on fill behind sea wall and boardwalk on timber piles.

Land Access
Good, some parking available on road and at park.

Water Access
Good.

Exposure
Weather from north-east and west. Wash from passing boats.

PLANNING

Current Zoning
NA.

SREP 23 Status
NA.

Other
SPECIAL CONSTRAINTS

Contamination: None known.
Remedial Works Summary: Leave silts undisturbed.
Other

Pyrmont Point Park was constructed on the former Pyrmont wharves 22-24. This area was redeveloped by City West Development Corporation as park land. The old timber wharves were incorporated into Park.

The adjacent wharf 25 is currently used by Sydney Water Police as a base facility. This facility includes mooring, maintenance workshops, travel lift and hard stand, administrative office and parking.

STRENGTHS

- Centrally located within the harbour, in reasonably close proximity to the CBD, hotels, and major tourist areas of Darling Harbour, Star City Casino and Pyrmont.
- A major open space on the rejuvenated Pyrmont peninsula. Deep water mooring along all berth faces at 5 metres at MLWS.
- Large berthing face capable of mooring a number of large vessels.
- Currently remote from residential areas, although there plans for residential development on adjacent sites.
- Well served by public transport including buses and light rail.
- Street parking is available.

WEAKNESSES

- The cost to maintain the wharf structures.
- Exposed to weather from the north-east and from the south, and are subject to wash from passing marine traffic.

RECOMMENDATION

Wharf 22-24 Pyrmont Park can be used for berthing smaller visiting vessels during major events e.g. The Sydney 2000 Games.
**PYRMONT, WHARF 25.**

**SITE NAME**  Wharf 25, Pyrmont  
**ADDRESS**  Harris street, Pyrmont  
**DATE**  14/11/98 9:58

![Wharf 25, Pyrmont](image)

**PHYSICAL CHARACTERISTICS**

<table>
<thead>
<tr>
<th>Area</th>
<th>Total area bounded by seawall, road and park (includes 2 storey building -formerly DFW&amp;S project office) 15,300 metres).</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimensions</td>
<td>Water frontage of approximately 180 metres. Land depth variable but approx. 85 metres.</td>
</tr>
<tr>
<td>Land Owner</td>
<td>City West.</td>
</tr>
<tr>
<td>Topography</td>
<td>Level wharf area.</td>
</tr>
<tr>
<td>Vegetation</td>
<td>NA.</td>
</tr>
<tr>
<td>Land Water Interface</td>
<td>Stone and concrete sea wall.</td>
</tr>
<tr>
<td>Immediate Water Depth</td>
<td>5-10m</td>
</tr>
<tr>
<td>Existing Improvements</td>
<td>Water police facility incl. Floating marina, timber piles, concrete hand stand, office, workshop. West section undeveloped.</td>
</tr>
<tr>
<td>Adjacent Land Uses</td>
<td>Pyrmont Point Park, road, proposed residential development on CSR site.</td>
</tr>
<tr>
<td>Land Access</td>
<td>Good from Harris Street and Pirrama Road.</td>
</tr>
<tr>
<td>Water Access</td>
<td>Good.</td>
</tr>
<tr>
<td>Exposure</td>
<td>Sheltered.</td>
</tr>
</tbody>
</table>

**PLANNING**

| Current Zoning | NA. |
| SREP 23 Status | NA. |
| Other | NA. |
SPECIAL CONSTRAINTS

Contamination  Expected to be minor. Possible some in silts.
Remedial Works Summary  Leave silts undisturbed.
Other

STRENGTHS

- Centrally located within the harbour.
- Deep water mooring along all berth faces at 5 metres at MLWS.
- A marina and repair facility has been constructed by the Water Police.
- Sheltered from weather and from vessel wash.
- The Pyrmont wharves form a central focus and point of interest for the rejuvenated Pyrmont peninsula. They are well served by public transport buses.
- Street parking is available.

WEAKNESSES

- The cost to refurbish and maintain the wharf facilities.
- Residential development in adjacent Bowman Street and under construction on the CSR site.
- Care must be taken to ensure that the mixes of long term uses on the wharves are compatible, including compatibility with adjacent uses.

RECOMMENDATION

Wharf 25 could be retained as the Water Police base, and could also provide berthing and servicing for the Customs Fleet, if Customs decide to move from Neutral Bay.

A marina, with or without repair facilities could also be built utilizing wharf 25 and the associated hard stand should the Water Police vacate.
DARLING HARBOUR WHARVES 4-8

SITE NAME
Wharves 4-8, Darling Harbour.

ADDRESS
Hickson Road, Millers Point.

DATE
14/11/98 9:58

PHOTO

PHYSICAL CHARACTERISTICS
Area
200,000 sqm, Shed 4-6, 300sqm, 5-11, 700sqm, 6-5, 200sqm, 7-5,800sqm.

Dimensions
Berth face approximately 1,200 metres. Land depth 175-190 metres.

Land Owner
MMHC.

Topography
Flat wharf area.

Vegetation
NA.

Land Water Interface
Concrete sea wall.

Immediate Water Depth
12m.

Existing Improvements
Concrete wharf area, large transit sheds, concrete sea wall.

Adjacent Land Uses
Roadway.

Land Access
Very good from Hickson Street.

Water Access
Good.

Exposure
Reasonably sheltered.

PLANNING
Current Zoning
NA.

SREP 23 Status
NA.
SPECIAL CONSTRAINTS

Contamination
Remedial Works Summary
Other

Minimal.
As required.

These wharves are currently used by commercial shipping, and include several large sheds and large areas of hard stand.

STRENGTHS

- Large open hard stand areas with deep water access.
- Currently include several large sheds that may be reusable, if commercial shipping relocated.
- Road access is good from Hickson Street and there is a good supply of metered parking in Hickson and surrounding Streets.
- Bus routes could be extended to include this area.
- Close to Sydney CBD western corridor.
- Currently no adjacent residential uses.

WEAKNESSES

- Exposed to weather. General exposure to wash from passing vessels.
- Wharf structures will be an ongoing maintenance problem.
- If residential or hotel use materializes on adjacent sites then any industrial or noisy use will be a problem.

RECOMMENDATIONS

When no longer needed for commercial shipping, then the large areas and berthing faces would lend themselves to many uses including charter facilities and berthing for heavy vessels. However assuming some of the other recommendations in this report are accepted, the charter vessels will already be accommodated, and this is unlikely to be the best use as the area would be suited for an extension of the CBD, including office, residential and hotel accommodation. Options to be explored when the wharves become available.
WALSH BAY WHARVES 1, 2 AND 3

SITE NAME: Piers 1, 2, and 3, Walsh Bay.
ADDRESS: Hickson Road, Dawes Point.
DATE: 14/11/98 9:58

PHYSICAL CHARACTERISTICS

Area:
- Pier 1 approx. 4,700sqm, Pier 2 & 3, 9,350 sqm.
- Pier 1 shed 2,900 sqm, Pier 2 & 3 shed 9300 sqm.

Dimensions:
- Water frontage Pier 1 180 m, 2 & 3 450 m. Land depth Pier 1 30 m, pier 2 & 3 width 40 m.

Land Owner: MMHC.
Topography: Wharf.
Vegetation: NA.
Land Water Interface: Timber wharf, stone sea wall.
Immediate Water Depth: 10m plus.
Existing Improvements:
- Pier 1 refurbished shed, Pier 2 & 3 finger wharf with dilapidated brick and timber shed.

Adjacent Land Uses:
- Road, some warehouses.
Land Access:
- Good from Hickson Road.
Water Access:
- Good.
Exposure:
- Exposure to weather from North, Exposed to wash from passing vessels.

PLANNING

Current Zoning: NA.
SREP 23 Status: NA.
Other:
SPECIAL CONSTRAINTS

Contamination  Some asbestos and lead based paint.
Remedial Works Summary Remove friable asbestos and flaking paint and encapsulate.
Other

The Walsh Bay wharves are part of a series of nine obsolete industrial finger and long shore wharves. The wharves are heritage classified.

Pier 1 (long shore) was refurbished some years ago as a retail and commercial facility, and apart from the restaurant use has not been successful. Recently a Development Application has been submitted for a Hotel and apartment use. Some refurbishment work is currently underway. The Ives Steps charter wharf is adjacent. Captain Cook moors a charter vessel at the southern end.

Piers 4 & 5, were have been adapted as the home and theatre for the Sydney Dance Company.

Piers 2 & 3 is a finger wharf and together with warehouses and properties fronting Hickson, Windmill and Lower Fort Streets, were the subject of tender during 1996. The proposed wharf use was for a residential apartment complex. The preferred tender is yet to obtain final approval.

STRENGTHS

- The site is centrally located and adjacent to The Rocks tourist area of Sydney Harbour, and has good deep water access.
- Road access is good from Hickson Street and there is a good supply of metered spaces in Hickson and surrounding Streets.
- Buses terminate in close proximity.
- The piers except for the northern ends are relatively sheltered from the weather.
- Good location for a charter vessel operation providing it is compatible with adjacent uses.

WEAKNESSES

- Ends exposed to weather from the north.
- General exposure to wash from passing vessels, and this would be a problem for any long term mooring facility for many of the vessels in a Heritage Fleet.
- Pier 1 is in reasonable condition and Pier 2 & 3 piles and shed structures are in poor condition. They will be an ongoing maintenance problem.
- High cost to refurbish or convert to a long term use.
- If residential or hotel uses materialize in adjacent areas then any industrial or noisy use will be a problem.
- The pylon of the Harbour Bridge forms a natural barrier to The Rocks precinct, and makes any use that relies on piers 1 2 & 3 being a natural extension of The Rocks area difficult.

RECOMMENDATION

Possible charter vessel back of house provided that adequate buffer is maintained to any residential or hotel development.

Suitable for short term use as an overflow for berthing visiting boats and racing fleets.
If residential or hotel use materializes in any of the wharves, then uses that generate noise, particularly late at night would be a problem. Unless an adequate buffer was created, then a use such as charter vessel mooring and back of house would not be suitable, as loud music and crews partying after a cruise returns would not be compatible.

If piers 1, 2 & 3 were all to be used for charter vessel operation and back of house then this would be a possible use, as the pier 4 & 5 Sydney Dance Company facility would serve as a buffer for uses on piers 6, 7, 8 & 9.
WALSH BAY WHARVES 8 AND 9

SITE NAME          Piers 8 and 9, Walsh Bay.
ADDRESS            Hickson Road, Dawes Point.
DATE               14/11/98 9:58
PHOTO

PHYSICAL CHARACTERISTICS
Area               6,000 sqm.
Dimensions         Water frontage of approximately 340 metres.
Land Owner         MMHC.
Topography         Wharf.
Vegetation         NA.
Land Water Interface Timber wharf, stone sea wall.
Immediate Water Depth 8m plus.
Existing Improvements Timber wharf, brick and timber shed.
Adjacent Land Uses Road. Marine warehousing across Hickson Road. Development plans
                      for hotel, commercial, residential, retail.
Land Access        Good.
Water Access       Good.
Exposure           Some exposure to weather from North-east. Significant wash from passing vessels.

PLANNING
Current Zoning     NA.
SREP 23 Status     NA.
Other              Subject to rezoning for redevelopment.
The Future of Sydney’s Working Harbour
An Analysis of Potential Sites on Sydney Harbour and Parramatta River

SPECIAL CONSTRAINTS
Contamination  Some asbestos sheeting, lead paint.
Remedial Works Summary  Remove friable asbestos and flaking paint.
Other

The Walsh Bay wharves are part of a series of nine obsolete industrial finger and long shore wharves. The wharves are heritage classified.

Piers 4 & 5 are have been adapted as the home and theatre for the Sydney Dance Company.

Piers 8 & 9 are finger wharves and together with warehouses and properties fronting Hickson, Windmill and Lower Fort Streets, were the subject of tender during 1996. The proposed uses for the wharves included a combination of residential, commercial, retail, theatre and hotel. One of the finger wharves included a base facility for the Sydney Maritime Museum, but this use has since been dropped. The preferred tender is yet to obtain final approval. A public wharf is located next to pier 9, and used for a pick-up point for unscheduled domestic charters.

STRENGTHS

- The site is centrally located and close to The Rocks tourist area of Sydney Harbour, and has good deep water access.
- Road access is good from Hickson Street and there is a good supply of metered spaces in Hickson and surrounding Streets.
- Buses terminate in close proximity.
- The wharves are relatively sheltered except for the northern ends.

WEAKNESSES

- Ends exposed to weather from the north.
- General exposure to wash from passing vessels.
- Wharf structures are in poor condition and will be an ongoing maintenance problem.
- High cost to refurbish and convert to a long term use.
- If residential or hotel use materializes on adjacent sites then any industrial or noisy use will be a problem.

RECOMMENDATION

As an overflow for berthing visiting boats and racing fleets.

The existing public wharf adjacent to pier 9 should be retained.
COMMENTS

If a residential or hotel use materializes on any of the wharves, then uses that generate noise, particularly late at night would be a problem. Unless an adequate buffer was created, then a use such as charter vessel mooring and back of house would not be suitable, as loud music and crews partying after a cruise returns would not be compatible. The wash from passing vessels would downgrade the potential as a Museum fleet mooring facility.
PATTONS REPAIR YARD, McDougall Street, KIRRIBILLI

SITE NAME
Patton Yard

ADDRESS
McDougall Street, Kirribilli

DATE
13/11/98 11:20

PHYSICAL CHARACTERISTICS

Area
Approx. 1,800 sqm.

Dimensions
Water frontage of approximately 80 metres, McDougall Street 53 metres, Willoughby Street 55 metres.

Land Owner
Patton's.

Topography
Rising slightly to Street. Fully developed marine industrial, reclaimed land.

Vegetation
NA.

Land Water Interface
Concrete sea wall and slip.

Immediate Water Depth
4-5 m.

Existing Improvements

Adjacent Land Uses
Residential streets, Parking at a premium and restricted in residential streets.

LAND ACCES
Good.

Water Access
Exposed to south and to passing vessel wash.

EXPOSURE

PLANNING
NA.

Current Zoning
Type 8. Developed Waterfront.

SREP 23 Status
Parking in residential streets major problem.
SPECIAL CONSTRAINTS

Contamination
Not extensive. Level commensurate with contamination for marine yard. Lead paint, heavy metals. Some in sediments.

Remedial Works Summary
Remediate as required. Leave sediments undisturbed.

Other

This site has been used for marine repairs for many years. This operation can haul out vessels up to 120 tonnes, making it a larger facility than most in capacity terms.

STRENGTHS

- The site is centrally located on the harbour.
- The site is relatively unexposed.
- Water depth adjacent to the slip rails is reasonable at 4-5 metres at MLWS.

WEAKNESSES

- The site is small with limited land depth making it impossible to haul out vessels onto flat land.
- Much of the work, especially at high tide is carried out over or near water.
- The close proximity of high density residential development is incompatible with the current use. Access is poor via residential streets.
- Parking is difficult and restrictions apply.

RECOMMENDATION

This site is more suitable for a small marina without haul out facilities, however parking is a problem in this area.
COMMENTS

The current use is incompatible with the residential use immediately adjacent both in terms of its density and location. There may be scope to subdivide the land and to zone the upper part of this site for residential and the lower part to permit a small marina. Some on site parking is desirable. We would recommend public access to the marina except after dark.
HMAS PLATYPUS

SITE NAME
HMAS Platypus.

ADDRESS
High Street, Neutral Bay.

DATE
13/11/98 11.21

PHYSICAL CHARACTERISTICS

Area
Approx. 1,800sqm, concrete wharf 3,385sqm.

Dimensions
Waterfrontage approximately 240 metres. Land depth 70 metres average. Irregular shape at both ends.

Land Owner
Dept. of Defence.

Topography
Reclaimed and excavated along waterfront, cliff to rear.

Vegetation
NA.

Land Water Interface
Stone sea wall.

Immediate Water Depth
5-10m.

Existing Improvements
Heavy concrete wharf, timber fenders, Workshops and stores, offices.

Adjacent Land Uses
High density residential.

Land Access
Through residential streets.

Water Access
Good.

Exposure
Sheltered except from south, some vessel wash.

PLANNING

Current Zoning
In process of rezoning to residential.

SREP 23 Status
Type 8, developed water frontage.
SPECIAL CONSTRAINTS

Contamination
Expected consistent with marine repair use. Heavy metals, lead paint, asbestos. Possibly in fill and sediments.

Remedial Works Summary
As required by use. Encapsulate or remove.

Other

This site has been used as a submarine base and repair facility for the Navy. We understand that the site is now capable of being rezoned to residential after an application in the Land & Environment Court by the Department of Defence.

STRENGTHS

- The site is centrally located on Sydney Harbour with close proximity to main harbour.
- The substantial wharf improvements are in a serviceable condition.
- Large site area for location.
- Good water depth at 5-10 metres at MLWS adjacent to wharf.

WEAKNESSES

- Close proximity of residential development to the rear of the site.
- Likely contamination of the site.
- Existing improvements may not be suitable for future uses.
- Access is through residential areas.
- Proximity to ferry services.
- The site is exposed to the south and passing marine traffic.

RECOMMENDATION

In so far a marine use is concerned, the following uses may be considered:

- Hard stand for smaller yachts (such as Etchells, Ynglings, Stars and other Olympic class sailing classes).
- A base for large luxury cruise vessels such as large sail cruises with along shore berthing and associated on shore hotel and conference facilities.
COMMENTS

Due to the proximity of residential development, this site is not suitable for anything but a passive marine use, i.e. one that is not a 24 hour operation, is not noisy or visually unattractive.

If the site was to be used for hard stand for smaller yachts such as Etchells, Ynglings, Stars and other Olympic sailing classes, a floating wave breaker/berth off the wharf face to form a pond area should be built similar to that built at the RSYS in Careening Cove. This would necessitate demolition of those building not of heritage value. The operation of a hard stand for one class yachts is characterized by the predominance of weekend use during daylight hours: low noise due to limited noisy operations and no motors operating. The wharf height above water can be accommodated by the use of cranage to launch boats: repair work undertaken on these boats is not extensive and messy and if designed sensibly can result in any repair work of a noisy nature occurring within existing or purpose built sheds.

Alternatively, the site is suitable for residential development.
CAPTAIN COOK CHARTER VESSELS BASE, NEUTRAL BAY

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>Capt. Cook Charter Vessel Base.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADDRESS</td>
<td>Kurraba Road, Neutral Bay.</td>
</tr>
<tr>
<td>DATE</td>
<td>13/11/98 11:22</td>
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</tbody>
</table>

PHYSICAL CHARACTERISTICS

<table>
<thead>
<tr>
<th>Area</th>
<th>Approx. 1,600 sqm.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimensions</td>
<td>Water frontage of approximately 50-60 metres.</td>
</tr>
<tr>
<td>Land Owner</td>
<td>Captain Cook.</td>
</tr>
<tr>
<td>Topography</td>
<td>Reclaimed land.</td>
</tr>
<tr>
<td>Vegetation</td>
<td>NA.</td>
</tr>
<tr>
<td>Land Water Interface</td>
<td>Stone rubble retaining wall at reclaimed land.</td>
</tr>
<tr>
<td>Immediate Water Depth</td>
<td>5 m.</td>
</tr>
<tr>
<td>Existing Improvements</td>
<td>Wharf, jetty, office storerooms.</td>
</tr>
<tr>
<td>Adjacent Land Uses</td>
<td>Park land, residential in surrounding area.</td>
</tr>
<tr>
<td>Land Access</td>
<td>Poor, across or from Kurraba Road.</td>
</tr>
<tr>
<td>Water Access</td>
<td>Good.</td>
</tr>
<tr>
<td>Exposure</td>
<td>Sheltered.</td>
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<tr>
<td>PLANNING</td>
<td>NA.</td>
</tr>
<tr>
<td>Current Zoning</td>
<td>Type 8. Developed waterfront.</td>
</tr>
<tr>
<td>SREP 23 Status</td>
<td>NA.</td>
</tr>
<tr>
<td>Other</td>
<td>NA.</td>
</tr>
</tbody>
</table>
SPECIAL CONSTRAINTS

Contamination: Unknown.
Remedial Works Summary: NA.
Other:

This site was originally a small boat shed and marina with haul out facilities for small vessels that has grown over the years to accommodate one of the largest scheduled charter vessel operators. The surrounding foreshore in this area is populated by low and medium density residential.

STRENGTHS

- Good central location on Sydney Harbour in close proximity to the CBD and other popular pick up points for charter vessel operators.
- Relatively low exposure to passing traffic and weather.
- Good water depth adjacent to the existing marina structure at 5 metres at MLWS.

WEAKNESSES

- Close proximity to residential development.
- Close proximity to ferry services.
- Poor access to site from Kurraba Road.

RECOMMENDATION

This business could be relocated to Darling Harbour 9&10 or Blackwattle Bay when they are developed as a charter back of house. The use of this site could then be converted to a more passive marine use such as a small marina with no repair facilities.
COMMENTS

This current use of this site is incompatible with the proximity and density of residential development adjacent to the site. The fact that charter vessel operators need access to back of house facilities well into the evening and the need to service and clean vessels late at night is incompatible with residential use in this instance.

Limited car parking is available on a broad section of Kurraba Road adjacent to the eastern entrance to this site, and car parking does not impact to any great extent on parking for local residents. The conversion of the site to a small marina with no repair facilities is more in line with its original use.
**GARDEN ISLAND, POTTS POINT**

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>Garden Island.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADDRESS</td>
<td>Garden Island.</td>
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<tr>
<td>DATE</td>
<td>14/11/98 9:58</td>
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<tr>
<td>PHOTO</td>
<td><img src="image.jpg" alt="Image" /></td>
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**PHYSICAL CHARACTERISTICS**

<table>
<thead>
<tr>
<th>Area</th>
<th>Approx. 270,000 sqm.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimensions</td>
<td>Water frontage of approximately 2,300 metres. Land depth approx. 550 metres.</td>
</tr>
<tr>
<td>Land Owner</td>
<td>Department of Defence.</td>
</tr>
<tr>
<td>Topography</td>
<td>Sandstone island in harbour.</td>
</tr>
<tr>
<td>Vegetation</td>
<td>Grassland and open wooded area on head land.</td>
</tr>
<tr>
<td>Land Water Interface</td>
<td>Sand stone and concrete retaining walls. Otherwise natural shore.</td>
</tr>
<tr>
<td>Immediate Water Depth</td>
<td>6-10 metres at MLWS.</td>
</tr>
<tr>
<td>Existing Improvements</td>
<td>Naval buildings, dry dock, cranes, offices, work shops, marina etc.</td>
</tr>
<tr>
<td>Adjacent Land Uses</td>
<td>Residential and park land.</td>
</tr>
<tr>
<td>Water Access</td>
<td>Good.</td>
</tr>
<tr>
<td>Exposure</td>
<td>Exposed to north east and passing traffic.</td>
</tr>
<tr>
<td>PLANNING</td>
<td>NA.</td>
</tr>
<tr>
<td>Current Zoning</td>
<td>Type 11, grasslands.</td>
</tr>
<tr>
<td>SREP 23 Status</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>
SPECIAL CONSTRAINTS

Contamination: Substantial contamination from heavy industrial uses.
Remedial Works Summary: Substantial.
Other:

STRENGTHS

- This is a major operational repair facility for the Navy and is managed by ADI. It is located in a prime location on Sydney Harbour.
- The land is an important component of the final approaches to the city from the water. The site is arguably as important to Sydney as Mrs Macquarie’s Point and Bennelong Point.

WEAKNESSES

- Exposure to passing traffic and weather.
- Contamination of site.
- Capital required to update repair facilities which we have been advised are rundown.

RECOMMENDATION

Long term remove marine repair facilities to new location outside Sydney Harbour.

Medium to long term marine facilities on the site may include Water Police, Customs, Marine Towage Contractors, Port’s Authority and Waterways Authority. A marina facility could be provided at several locations on the site, with the eastern side having the advantage of being remote from residential development. The western face should be kept for berthing of naval vessels (Australian and visiting), and possibly on occasions other large vessels.
COMMENTS

The future use of this facility is tied up with the strategic plans of the Navy. We have not been able to obtain any solid evidence from the Department of Defence that the Navy intends to vacate this land over the long term, although we do understand that the Navy is not fully utilizing the site.

With regard to its long term use, the following comments are submitted:

- There does not appear a need for a major Naval base and repair facility on Sydney Harbour although there is a need for berthing capacity for visiting naval and other vessels. There are good arguments for alternative sites for Naval marine repair yards and base facilities at locations such as Newcastle or Jervis Bay.

- Discussions with large marine repair yard operators (greater than 150 tonnes) located on Sydney Harbour indicate that yards located out of Sydney e.g. Newcastle and Wollongong are very competitive in this category of vessel repair. The fact that there is currently a leakage of demand to facilities outside of Sydney should not be of major concern unless the cost structure of these operators alters to push up prices and make them uncompetitive.

- Woodleys are a marine repair yard in Sydney capable of hauling out vessels in excess of 300 tonnes. It is located in a national park with insufficient land to fully haul out large vessels and with a lease that expires in 2008. The long term future of this facility appears questionable and would be better located at an alternative site on Sydney Harbour.

- Starkstrom have recently recommissioned the large Goat Island slip and are capable of servicing vessels to 600 tonnes. It will be interesting to observe if the additional costs associated with an island location affects their long term competitiveness.

- Sydney Ferries do not generally out-source their marine repair works, except for their largest vessels.

- If necessary a substantial proportion of future demand for marine repair services for large commercial vessels could be satisfied by operators located outside Sydney Harbour. However there is a need for at least one major repair facility (greater than 150 tonnes) on Sydney Harbour to cater Sydney Ferries, marine contractors, large charter vessels and for emergencies. Unless there is another large facility constructed on Sydney Harbour, then it would be prudent to retain the Garden Island dry-dock, even if the Navy relocates.

- Discussions with marine repair operators and the Navy indicate that overseas practice is to use mobile floating dry docks or fixed synchro lifts to haul out large commercial vessels.

- Given the importance of this site to Sydney, consideration could be given to the eventual relocation of the major Navy repair facilities from Garden Island, resulting in a substantial change of use for the Island. The dry dock should be retained unless a new site for a modern large marine repair facility is made available. Such a site could be on the northern end of Rozelle Bay between the bridges or if land could be made available on Glebe Island at White Bay by way of a scaling back of the container and wharf operations in this area. (The strengths of White Bay include excellent water depth, good access and remoteness of residential development, with Rozelle Bay somewhat inferior in this respect).

In the short to medium term, it appears that Garden Island is at present underutilized in land terms and subject to detailed facilities planning, there may be scope in the short to medium term to accommodate
a number of state government services related to Sydney Harbour. The eastern shore of Garden Island has the scope to accommodate additional marina structures. These structures may be suitable for a number of core services operated by the State Government such as Sydney Water Police, Sydney Ports Authority Vessels, towage vessels and eventually the Waterways Authority when and if space in Rozelle Bay becomes a concern.

In the longer term, the western side of Garden Island may become a berthing facility for visiting passenger vessels (along shore berthing) and the heritage buildings located on this side of the site converted to hotel accommodation. This has the potential to create a new vibrant tourism venue for Sydney with a maritime theme.
SEAPLANE FACILITY, LYNE PARK, WOOLAHRA

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>Sea Plane Base, Rose Bay.</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADDRESS</td>
<td>Lyne Park, Rose Bay.</td>
</tr>
<tr>
<td>DATE</td>
<td>14/11/98 9:58</td>
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<tr>
<td>PHOTO</td>
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PHYSICAL CHARACTERISTICS

<table>
<thead>
<tr>
<th>Area</th>
<th>Not inspected. Not clear from survey.</th>
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<tbody>
<tr>
<td>Dimensions</td>
<td>NA.</td>
</tr>
<tr>
<td>Land Owner</td>
<td>Woollahra Council.</td>
</tr>
<tr>
<td>Topography</td>
<td>Reclaimed land.</td>
</tr>
<tr>
<td>Vegetation</td>
<td>Grass land.</td>
</tr>
<tr>
<td>Land Water Interface</td>
<td>Stone sea wall.</td>
</tr>
<tr>
<td>Immediate Water Depth</td>
<td>3-4 metres at MLWS.</td>
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<tr>
<td>Existing Improvements</td>
<td>Wharf and shed.</td>
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<tr>
<td>Adjacent Land Uses</td>
<td>Parkland.</td>
</tr>
<tr>
<td>Water Access</td>
<td>Good except when rough weather.</td>
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<tr>
<td>Exposure</td>
<td>Exposed to north east and passing traffic.</td>
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<tr>
<td>PLANNING</td>
<td>NA.</td>
</tr>
<tr>
<td>Current Zoning</td>
<td>Type 10, mixed rocky inter-tidal and sand, grassland.</td>
</tr>
<tr>
<td>SREP 23 Status</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>
SPECIAL CONSTRAINTS

Contamination Unknown.
Remedial Works Summary NA.
Other

STRENGTHS

- This facility provides a base for commuter and hire sea plane services.
- Centrally located in close proximity to the CBD.
- Water depth approx. 2-3 metres at MLWS.
- Located at a wide expanse of water in Rose Bay.

WEAKNESSES

- Exposed to weather from the north east. Exposed to wash from ferries, charter vessels and other craft.

RECOMMENDATION

Retain current seaplane use. Should the seaplane operation close, the site would be suitable for a small marina without repairs facilities. The area is currently used by charter vessel operators as a pick up point. Any marina facility should include a public access pontoon.
COMMENTS

This services provides a valuable attraction for tourists both international and domestic as well as a commuter to the north and south coast for short haul flights. The issue of noise is an important one with regard to this operation. Also, increasing congestion on the harbour is a problem for the safe operation of these craft. Whilst there is no proposal to relocate this service, there may well be a time when it is closed down.
THE SPIT, MOSMAN (EAST)

SITE NAME  The Eastern Side of the Spit.
ADDRESS  Spit Road, Mosman.
DATE  14/11/98 9:58
PHOTO

PHYSICAL CHARACTERISTICS
Area  Approx. 60,000 sqm between MMHC and Fergusons Shed.
Dimensions  Water frontage of approximately 1,500 metres. Land depth average approx. 40 metres.
Land Owner  Lands Department and Mosman Council.
Topography  Sand spit with reclaimed land.
Vegetation  Grassland.
Land Water Interface  Mixed sand beach and stone and concrete sea walls.
Immediate Water Depth  5-10 metres variable off marinas.
Existing Improvements  Timber boat sheds, timber and brick commercial premises, yacht club (timber) floating and fixed marinas.
Adjacent Land Uses  Park land, parking, roads, bridge.
Land Access  Good excepting median strip and other no right turn signs.
Water Access  Excellent from east of the Spit Bridge. Poor from west if in a yacht.
Exposure  Some exposure from south east swells from heads.
PLANNING
Current Zoning  NA.
SREP 23 Status  Type 5, mixed rocky inter-tidal and sea grass beds.
Other

OMAS/161198
SPECIAL CONSTRAINTS

Contamination  Nil known.
Remedial Works Summary  Nil
Other

This land is owned by the Department of Lands and Mosman Council. It comprises six parcels of land that are subject to leases. These are:

- Ferguson Boat Shed
- Sydney Yachting Centre boat shed
- The Sydney Volunteer Coastal Patrol.
- The 16 ft Skiff Club
- O’Rorke’s Boat Shed
- Middle Harbour Yacht Club.

STRENGTHS

- The general location is well away from residential development.
- The site is well served by the Council car park located on the western shore of the Spit.
- The eastern side of the Spit enjoy good water depth at around 2-5 metres at MLWS immediately off the beach at the Sydney Yachting Centre and at the MHYC.
- The main channel for access to and from the bascule span of the Spit Bridge is well removed from the site.

WEAKNESSES

- The site suffers some exposure from heavy swells during south easterly gales due to its proximity to the Sydney Harbour Heads.
- The MHYC end is the most exposed.
- The approach to the area is limited by the water depth over The Bar between Grotto and Wyargine Point.
- Water depth at this location is 2-3 metres at MLWS. This precludes maxi yachts and large commercial vessels from entering this area.
- Access to the site from the south via car is difficult due to road median strips etc.
- Minimum clearance under the bascule span is 5 metres.

RECOMMENDATION

This site is very well suited to facilities servicing the recreational boating market.

Plan to provide expansion of the Middle Harbour Yacht Club with council land and O’Rorke’s boatshed.

Skiff Club and Volunteer Coastal Patrol uses to stay.

Eventual consolidation of Ferguson’s Boatshed and the Sydney Yachting Centre to allow the redevelopment of Ferguson’s as a 120 berth marina.
COMMENTS

At present, the site is a fragmented set of sites that do not integrate well with each other. The configuration of sites form a northern site being the Ferguson and Sydney Yachting boat sheds, a middle site in the VCP and the Skiff Club and a southern site being the MHYC and O’Rorke’s Boat Shed.

The MHYC marina includes approximately 66 berths and in discussions with the management of other yacht clubs on Sydney Harbour, it is apparently inadequate for the club to operate viably. We are of the view that there is substantial demand for a yacht club located at this end of the harbour. The next major yacht club in Sydney is at Pittwater.

Without dealing with the obvious problems of leasehold interest and the many problems associated with consolidation of sites, there is scope to consolidate the MHYC site with the Council land and the O’Rorke’s Boat Shed and the logical lessee is the MHYC. The main objective would be for the MHYC to construct a larger floating marina facility of approximately 120 berths. This would necessitate a design that provided for a wave breaker structure at the south eastern water boundary of the wet lease. We are of the view that a consolidated site could accommodate this size of facility provided that the club shore facilities are rebuilt. Car parking to be provided for a proportion of the site generated car parking demand. Retain public access to the foreshore and the marina except after dark.

We do not propose any change to the Skiff Club and the VCP except to say that eventually the VCP will need to upgrade its facilities to maintain a modern operation. This may result in the VCP relocating to a new location and may provide a second opportunity for a small marina site.

With regard to the northern site, there is a current proposed extension of the Ferguson floating marina. But the eventual consolidation of the Ferguson and the Sydney Yachting Centre sites and the creation of a large 120 berth marina is feasible in this location, certainly from the water side of this site. There would be limited capacity for on site car parking for such a facility on this northern site and much of the car parking generated would need to be accommodated on the eastern and western sides of Spit Road.

We do not propose any change of use to the public beach located between the Sydney Yachting Centre and the VCP, except to say that this site may be suitable for a small canoe club facility. The western and southern side of Pearl Bay is also another potential site for a canoe club facility.