

# JONES BAY WHARF PYRMONT PROPOSED MODIFICATIONS TO MARINA



## STATEMENT OF HERITAGE IMPACT

For Toga Group

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## 1.0 INTRODUCTION

### 1.1 Background and Brief

Development approval was given for the redevelopment of the Jones Bay Wharf by the Department of Urban Affairs in 1999. As part of this approval, consent was given for a multiple berthing facility on the eastern and western aprons of the wharf. A requirement of the approval was the preparation of a Marine Structures Strategy. This strategy was divided into two parts - Part A covering the works to the wharf substructure, with Part B covering the marina structure itself. The heritage impact statement which assessed this Strategy found that the berthing facility essentially supported specific policies in the Conservation Management Plan for the wharf by strengthening the context and setting of the wharf, by using the perimeter of the wharf for multiple berthing, and by reinforcing the historical usage of the place.

The Toga Group wish to expand the existing marina by modifying the berthing around the perimeter of the wharf apron.

This Heritage Impact Statement has been prepared for the Toga Group to accompany a Part 3A project application to the NSW Planning Minister.

This report aims to:

- Briefly describe the proposed changes to the existing marina.
- Assess the impact of the proposed changes on the heritage significance of the Jones Bay Wharf, and immediate environs.

### 1.2 Authorship

The report was prepared by OCP Architects Pty Ltd and written by Geoff Stennett and reviewed by Otto Cserhalmi.

### 1.3 Basis of Assessment

The material upon which this assessment of the proposed marina is based are the drawing prepared by International Marina Consultants as follows:

**Drg. 3671-01/N Proposed Marina Layout**

### 1.4 Methodology and Limitations

This report has been prepared on the basis of the NSW Heritage Branch guidelines for the preparation of Heritage Impact Statements. The principles contained in the Burra Charter of Australia International Council on Monuments and Sites (ICOMOS) Charter for Places of Cultural Significance are used as a methodology for assessing heritage impact.

Other than on-site inspections no separate investigations or research has been carried out in regard to the analysis of these wharf buildings and immediate environs.

### 1.5 Location of Site

The Jones Bay Finger Wharf is located at Jones Bay Pyrmont, on the western side of Darling Harbour and at the northern end of the Pyrmont peninsular. The wharf is accessed via Pirrama Road (formerly Jones Bay Road), on the lower level and via an overhead bridge from Bayview Street on the higher level.

The wharf consists of the two level eastern shed building, Shed 19 and 20; the two level western shed building, Shed 21; the external ground level apron; the central upper and lower roadways; the upper perimeter decks; the eastern shore shed at the southern end of Shed 19, and the new western shore shed at the southern end of Shed 21.

The existing marina which is proposed to be altered is located along the eastern and western edges of the wharf aprons.



Figure 1. Location Plan

Source: Google Maps



## 2.0 HERITAGE SIGNIFICANCE

### 2.1 Statement of Significance

These statements of significance are taken from the *Jones Bay Finger Wharf Conservation Management Plan* by OCP Architects dated August 2003.

#### **Summary Statement of Significance**

The Jones Bay Wharf, Berths 19-21 is of exceptional (state) significance as a remarkable port structure, whose size and classical modular design make it a landmark for Pyrmont and Sydney Harbour. It is now a rare and significantly intact example of early twentieth century wharf construction and is unique in the Sydney region for its very early use of reinforced concrete. The wharf is also unique in that it retains in its fabric and configuration, evidence of its linking of rail, road and sea transportation. Since its completion in 1919, this wharf has played an important role in significant historical events and the development of Australia's international trade and retains physical evidence of these various uses.

#### **Primary Significance**

The Jones Bay Wharf is of exceptional (state) cultural significance as a remarkable port structure, whose size and classical modular design make it a landmark for Pyrmont and Darling Harbour specifically, and Sydney Harbour generally.

Despite the loss of certain features and the recent adaptive building works, the Jones Bay Wharf is a relatively complete and intact example of early twentieth century waterfront technology at its most developed. Its early use of reinforced concrete make it a unique wharf structure in the Sydney region. This, together with the use of steel lattice columns, riveted steel girders, bow-string steel trusses, and hardwood, all in combination, make it a highly innovative structure for its time.

The Jones Bay Wharf survives as a unique waterfront facility in Sydney Harbour, retaining in its fabric and configuration, evidence of its linking of rail, road, and sea transportation. The rail connections with the state rail network were integral to the wharf's design and electric capstans enabled direct wagon shunting on the wharf. Electric lighting and handling facilities such as lifts, cranes and mobile gantries allowed efficient loading to both upper and lower levels. No other wharfage group displays the full range of facilities as is at the Jones Bay Finger Wharf.

The Jones Bay Wharf is an integral part of our maritime history and forms a key element of the historic Pyrmont waterfront. It retains significant associations with the development of Australia's foreign trade and associated waterfront industries. It has supported a variety of uses over the past 75 years, handling millions of tonnes of goods and providing employment for hundreds of stevedores.

The Jones Bay Wharf also retains significant associations with major events in Australia's history. It is one of the staging points for Australian troops leaving for combat in World War II and also a point of entry into Australia for many migrants after World War II.

Jones Bay Wharf together with its adjacent elements, the royal Edward Victualling Yard, other early waterfront elements, the cliff face, bridges and Way's Terrace, forms a cohesive precinct with a strong and distinctive identity as part of a working harbour. It is the continuation of this maritime activity, combined with the associated extant structures, which gives the precinct a character and integrity almost unique in Sydney.

## 2.2 Heritage Status

The site has been identified as being a heritage item as follows:

### Statutory

#### **Sydney Local Environmental Plan (2005)**

Jones Bay Wharf is located within the boundaries of the City of Sydney and is therefore subject to the Sydney Local Environmental Plan 2005. The site is listed as a heritage item No. 99 in Schedule 9 of the LEP and is described as *Jones Bay Road Wharves 19,20 21, Wharves and Sheds* (The road has since changed its name to Pirrama Road).

#### **The Register of the National Estate**

The Jones Bay Finger Wharf Berths 19-21 has been placed on the Register of the National Estate (ID No 100728).

The Australian Heritage Council (AHC) is a Commonwealth Government Agency that previously compiled and maintained the *Register of the National Estate*, an inventory of places of natural and cultural significance in Australia. The basis for assessment of significance of items on the RNE was the methodology and terminology of the Burra Charter.

### Non Statutory

#### **The National Trust Register**

The Jones Bay Finger Wharf is listed individually as an item of heritage significance and is also included within the Pyrmont / Ultimo Urban Conservation Area. Although the National Trust has no statutory power it has a strong influence on community support, particularly with regard to a possible threat to a structure or place from insensitive development or the destruction of items of cultural or natural heritage significance. The National Trust monitors development applications and makes submissions when the development is considered to have a detrimental impact on the heritage significance of an item, streetscape or conservation area.

## 3.0 DESCRIPTION OF DEVELOPMENT

### 3.1 The Existing Buildings

The Jones Bay Finger Wharf complex consists of two almost 300 metre long double level shed buildings separated by central roadways at each level. At the upper level on the outer elevations are continuous loading platforms which were served by travelling gantries, of which four still remain.

Of all the finger wharves which were designed under the control of H D Walsh in the first decades of this century the Jones Bay Finger Wharf is the most forward looking in its design. All the lower deck, including the shed floors, central roadway and upper perimeter decks were constructed of reinforced concrete. The structural frame above the lower deck supporting the upper floor internal street and perimeter loading platforms were built of steel columns, beams and open web girders. Above the first floor level, the framing system is timber, similar to the system employed by other finger wharves of the period.

The wharves when they were completed could berth five large steamers. Berthing was relatively easy for ships as they had no need to swing in and tugs were generally not required. With the advent of containerisation in the 1960s the use of Sydney Harbour as a sea transport port declined. At this time Jones Bay Wharf became used for the berthing of sea liners carrying new immigrants to Australia. This activity ceased once the overseas terminal at Circular Quay was completed. Since then berthing of ships has generally been confined to small to medium sized charter vessels.

The existing berthing facilities are located on both the eastern and western wharf aprons. On the eastern face the marina consists of a floating pontoon aligned parallel with the wharf apron with a minimum 3m clearance to the wharf edge. (**Fig. 3**). Access ramps and ramp loading pontoons are located in the 3m zone. On the western face the marina consists of both parallel and right-angled pontoons (**Fig. 2**). About half of the parallel pontoon are 3m clear of the wharf edge as for the eastern face, while the rest are located closer to the wharf. In the southern half there are 4 pontoons at right angles to the wharf apron.

The mooring pontoons are fabricated from concrete encased polystyrene with a concrete deck and held together by hardwood timber walers. The pontoons are restrained by piles driven into the harbour bed. These piles rise to a height equal to the existing wharf piles. Access ramps are fabricated from aluminium.

### 3.2 The Proposed Modifications

#### The western face

The proposed modifications to the western marina consist of the addition of nine new pontoons at right angles to the existing parallel pontoon. Three of these pontoons will be approximately 13m long to accommodate 18m long vessels. Five will accommodate 22m long vessels and will be approximately 19m long. One pontoon

located at the northern end of the wharf will be approximately 27m long.(refer to Fig 4.)

### **The eastern face**

The proposed modifications to the eastern marina are more extensive and consist of the addition of right angled pontoons to the existing marina structure from which a further series of pontoons parallel with the wharf are connected.

The longest of the right angled pontoons will be approximately 41m long. There will be two of these from which will extend a further three 12m long pontoons and six 15m long pontoons.

At the northern end a wave attenuator of similar length will berth three 45m vessels and which will have three right angled extensions approximately 37m long. Between the wave attenuator and the longest pontoons to the south will be two 23m long right angled pontoons.

At the southern roadway end of the wharf apron it is proposed to install a pontoon which will parallel the angle of a future public foreshore boardwalk. Immediately to the north of the future boardwalk will be a further three rightangled pontoons each about 12m long. Between these and the longest pontoons will be a 30m and a 35m long pontoon, the former with three extensions of 10m and the latter with six extensions of about 12m.

In total it is proposed to add a further eleven right angled extensions to the existing marina structure from which another twenty one pontoons will be attached at right angles, running parallel with the wharf.

The new pontoons on both the eastern and western faces will match the form and be of the same structure and materials as the existing marina.

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**Figure 2.** The existing marina on the western side of the wharf has both parallel and right-angled floating pontoons.



**Figure 3.** The existing marina on the eastern side of the wharf has a parallel floating pontoon only.

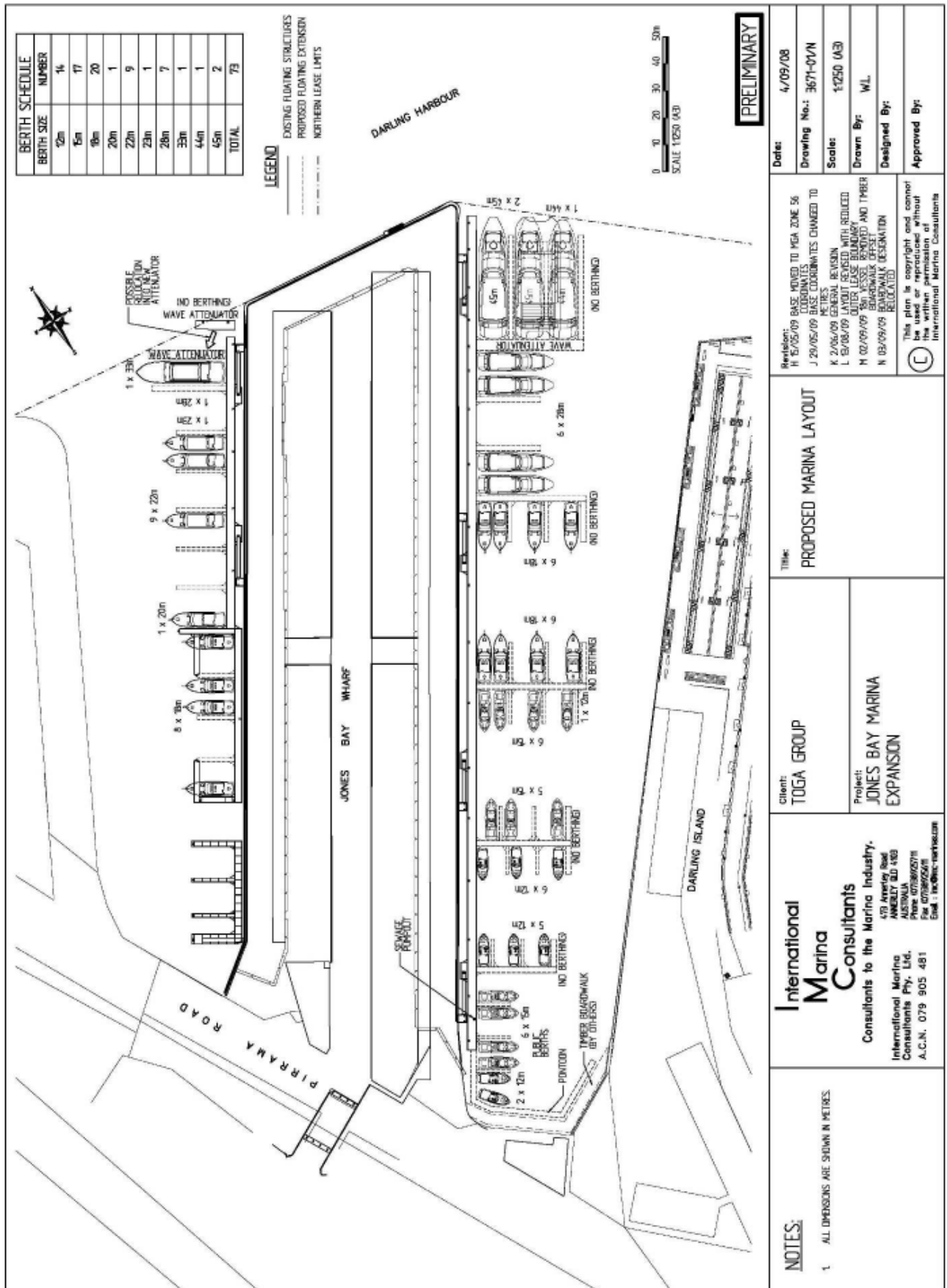


Figure 4. Drawing of the proposed modifications to the marina on both sides of the wharf.

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Figure 5. Rendering of the proposed modification to the western marina.



Figure 6. Rendering of the proposed modification to the eastern marina.

## 4.0 COMPLIANCE WITH CONSERVATION PLAN

This section assesses how the proposal complies with the relevant conservation policies contained within the Jones Bay Finger Wharf Conservation Plan dated August 2003, prepared by OCP Architects Pty Ltd..

The Jones Bay Wharf Conservation Management Plan is the main guiding document when any new works are proposed at Jones Bay Wharf which may impact upon its significance. Specific conservation policies in the Conservation Management Plan recognise the importance of the maritime nature of the site and the history of the wharf as a berthing facility.

Policy 8.6.2 states , "Those uses which retain maritime related activities are preferable to those that are unrelated to harbour activity", and

Policy 8.6.3 states , "The use of the existing berths for boat mooring as part of the primary function of Jones Bay Wharf should continue".

As stated in the Introduction to this report as part of the development approval process in 2002, a Marine Structures Strategy was prepared which described the proposed multiple berthing facility. A statement of heritage impact assessing the Marine Structures Strategy found that the new berthing facilities works supported specific policies in the CMP by strengthening the context and setting of the wharf, by using the perimeter of the wharf for multiple berthing, and reinforcing the historical usage of the wharf.

The modifications to the marina therefore, by reinforcing and extending the berthing facilities, also support these two policies.

## 5.0 ASSESSMENT OF HERITAGE IMPACT

This section assesses how the Proposal will impact on the heritage significance of the Jones Bay Finger Wharf.

The assessment is based on the drawing (**Fig. 4**) and the Conservation Management Plan for Jones Bay Finger Wharf by OCP Architects.

### 5.1 Positive effects

1) The Conservation Management Plan states in the policy on Context and Setting that if the perimeter of the wharf were to be used for maritime related activities, related recreation or similar uses, the context and setting of the finger wharf would be strengthened by these activities.

**The proposed marina modification continues the maritime use of the wharf edge and so supports this policy.**

2) In the Conservation Plan the section *Maritime related craft and commercial use* states that *the existing berths to be used for boat mooring as part of the primary function of the Jones Bay Wharf as an active working wharf*. It also argues that maritime activities should be encouraged in the main wharf buildings.

**The modifications to the marina continue and reinforce existing boat mooring facilities and therefore support this policy.**

3) The modifications continue the use construction of contemporary materials which allows it to be distinguished from the existing wharf edge and enable unambiguous interpretation of old and new.

4) Like the existing structure, the marina edge will rise only 400mm above the water which will mean the main horizontal elements of the new structure will have minimal visual impact on the existing wharf edge and substructure.

5) The additional marina pontoons do not attach themselves to the wharf which means there is no impact on existing structure and the construction work is easily reversible.

## 5.2 Negative effects

- 1) The heritage impact statement for the original marina development application concluded that the presence of marine craft around the perimeter of the wharf would obscure to some degree the existing wharf edge substructure. The modifications to the eastern apron, by adding berths will increase the obscuring of the wharf edge.
- 2) The heritage impact statement for the original marina development application also concluded that there would be an impact on the sense of open water space between the wharf and Pymont Park on the west side and the Royal Edward Victualling Yard and DSTO building on the east side. With the increase in both rightangles and parallel pontoons this sense of open space will be decreased considerably.
- 3) There will be some disturbance of the harbour bed where the rough water piles are to be introduced. However the original Maritime Archaeologist's report for the marina development concluded that it was dredging and not pile driving that caused major harbour bed disturbance. As there is no dredging proposed it is believed therefore that any disturbance will be minimal.

## 5.3 Conclusion

The heritage values of the Jones Bay Wharf site are considerable. These values include its spatial and aesthetic qualities, its significant fabric as well as the structure's harbour setting, and historical usage. It has been established that using the redeveloped wharf as a berthing facility supports the conservation policies of retention of original use and boat mooring. The proposed modifications to the marina continue to support these policies and will further assist in fostering maritime related activities within the wharf building itself, and it is for this reason that the impact on the wharf and its setting is considered acceptable.