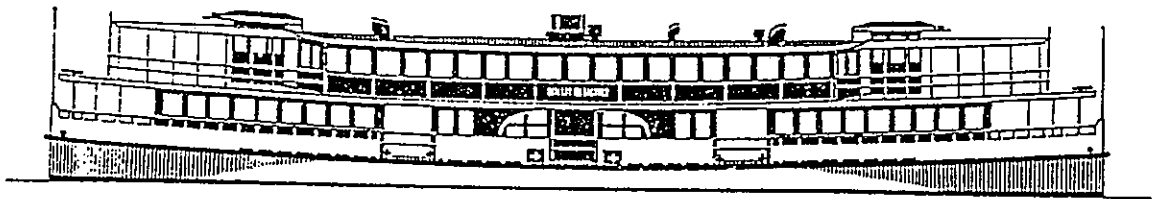
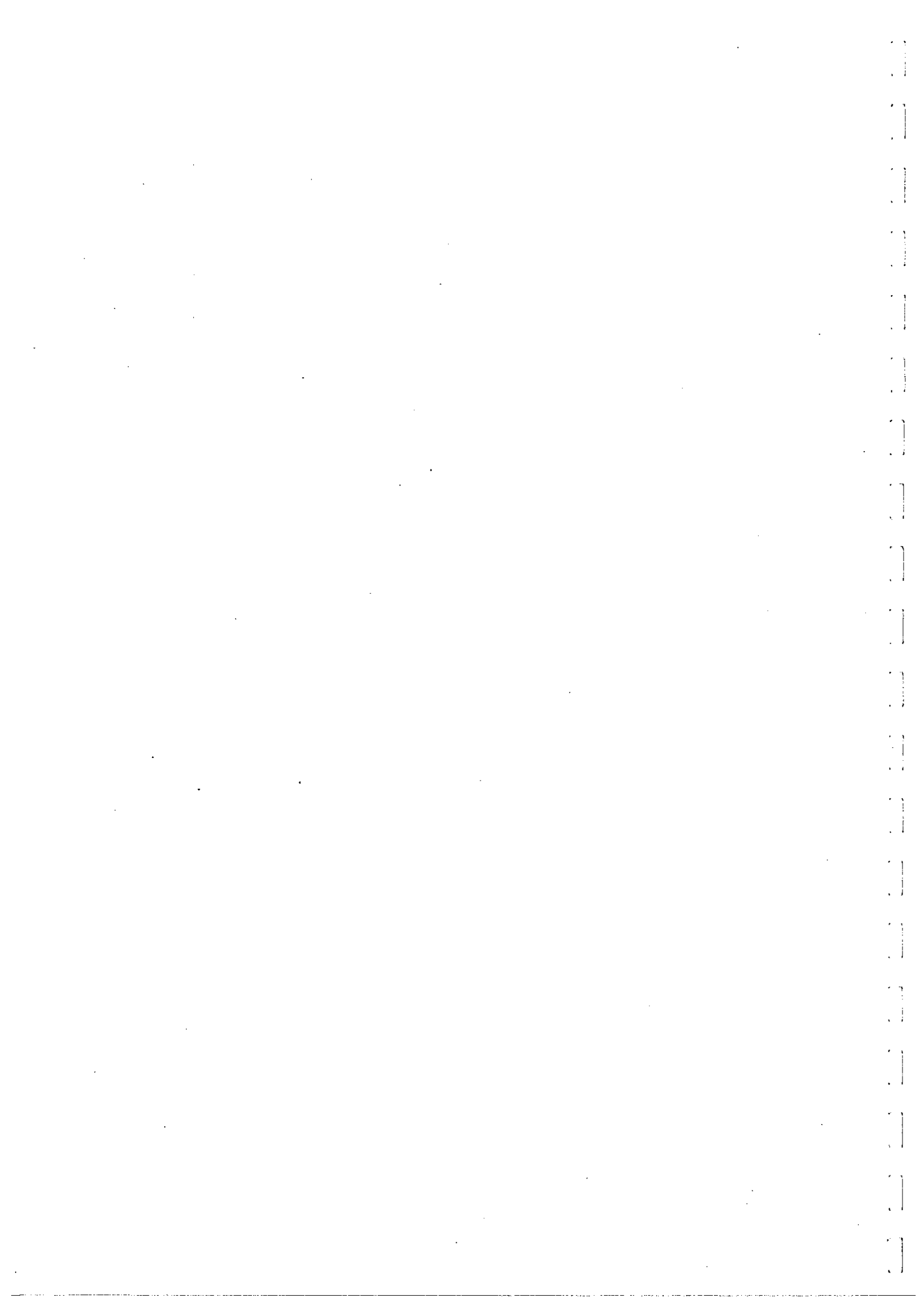


# HOWLEY PARK

## DRAFT PLAN OF MANAGEMENT



NSW Department of Lands



# HOWLEY PARK

## DRAFT PLAN OF MANAGEMENT

This draft plan is being circulated and displayed to encourage public participation and focus discussion on the future of Howley Park. Comments or submissions are invited and should be forwarded before 1st August, 1989 to the Department of Lands, at the following address:

Metropolitan Lands Office,  
22 Main Street,  
BLACKTOWN 2148

### Cover:

Sydney Ferries Ltd. took over the Parramatta River service in 1901 and Kookooburra represents the company's first attempt to design a steamer specifically for the service. The truncated funnel allowed the vessel to pass under the Gladesville Bridge (Howley Park to Huntleys Point) but showered the passengers with soot, hence the awning on the promenade deck. The Drummoyne wharf for the Sydney Ferries Ltd. service was just downstream of the bridge, using the eastern part of Howley Park (Prescott, A.M., 1984 Sydney Ferry Fleets, R.H. Parsons, Magill, S.A.).



HOWLEY PARK  
DRAFT PLAN OF MANAGEMENT

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## 1. INTRODUCTION

### 1.1 Study Area

The study area <sup>Howley Park</sup> is located at the tip of Five Dock Point, on the southern shores of the Parramatta River at Drummoyne, Sydney. It comprises Howley Park, the abutment to the original Gladesville Bridge (1881 - 1964), a section of Victoria Place, and small areas of Commonwealth and Maritime Services Board land.

### 1.2 Reasons for Preparing a Plan of Management

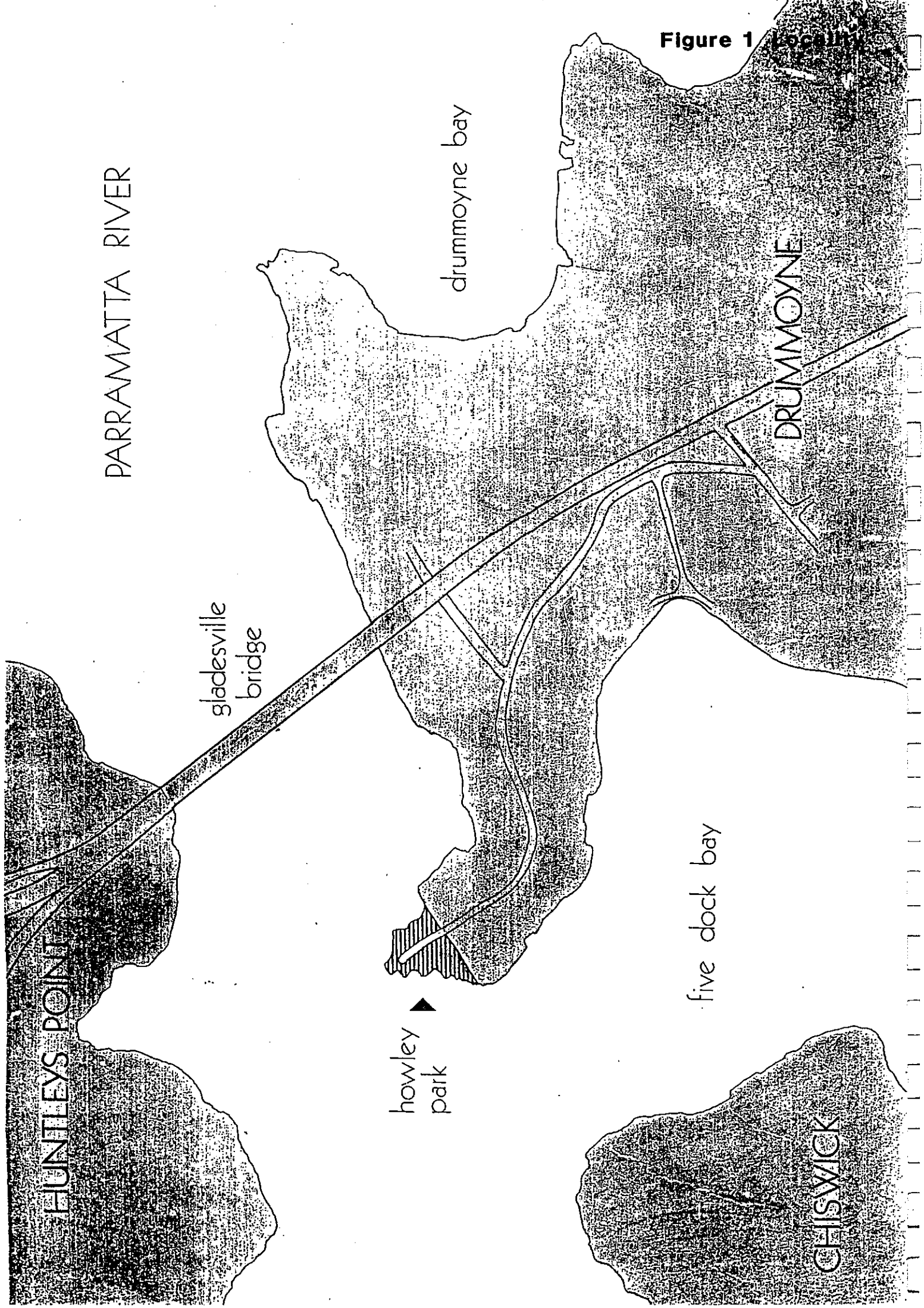
This Plan of Management has been prepared to maximise use and direct works within Howley Park which is a significant recreation facility for local residents of Drummoyne and for visitors.

The plan is designed to assist Drummoyne Shire Council, the proposed trustees of the park, to undertake a staged development program that will enhance the park's historical and recreational values.

### 1.3 Status

Because the study area has been historically subject to different land uses such as access and recreation its status is not uniform and comprises:

- (i) The abutment to the original Gladesville Bridge, being unreserved Crown land.
- (ii) The eastern and western sides of Howley Park being 0.109 ha and 0.228 ha respectively, dedicated for public recreation, 26 July, 1911.
- (iii) A small plot west of and below the bridge abutment, once used to house a cable hut (now removed) which is Commonwealth land;
- (iv) Part of Victoria Place, being public road; and
- (v) An area of Maritime Services Board water frontage on the eastern side of the Reserve, adjacent to and north east of the present marina accessway.



PARRAMATTA RIVER

HUNTLEYS POINT

gladesville  
bridge

howley  
park

drummoynes bay

five dock bay

DRUMMOYNE

CHISWICK

Figure 1 Locality



#### 1.4 Current On-Site and Adjoining Use

The study area adjoins commercial and residential establishments on its southern boundary. To the south west are residential units. To the south east is the Gladesville Bridge Marina (GBM) which carries out boat building, repairs, boat brokerage and hire, sail making and trimming and sells boating products, refreshments and bait. It has current moorings for 43 boats. Vehicular access to the marina is presently only possible by virtue of a short steep driveway within Howley Park. /The road has been used on occasions by emergency services vehicles but is mainly utilised as an access and parking facility by GBM patrons and employees. Thus, the road's main purpose is vehicular access to the Marina. This has become a matter of issue to of Drummoyne Municipal Council, particularly as to whether private access on public land is appropriate, and if so, under what conditions.

Current usage of Howley Park includes fishing, picnics, relaxing and launching of small boats, such as dinghies. The bridge abutment serves as a viewing platform. Victoria Place is used for parking and turning of vehicles.

Visitors to the area are principally from the immediate locality, comprising the adjacent neighbourhoods of the Drummoyne Municipality. The latest population statistics available (1986) show that the Drummoyne Municipality has a population of 30605 people. The age breakdown is as follows: the 20-29 year age group comprises 17.7% of the population, followed by the 30-39 age group (16%), with about 20% of locals over sixty years of age.

#### 1.5 Biophysical Features

A landform description is given for each management unit within the study area in the Scheme of Operations (Section 4).

Broadly, the area is landscaped and has been highly modified in terms of soil cover and vegetation. Much of the area is lawned, some parts are paved, and the existing trees are mostly exotics with some Australian eucalyptus and casuarina species interspersed.

#### 1.6 Terms of Reference

The plan is to be prepared within the terms of *Section 37U, Crown Lands Consolidation Act, 1913* (see Appendix A). Some of the procedures usually associated with the preparation of plans are as follows:

1. The final plan includes a written scheme of operations.
2. The plan will have regard to the encouragement and regulations of appropriate use, understanding and enjoyment of the reserve.
3. The plan will be exhibited for public comment prior to adoption. (Submissions can be made to the Drummoyne Municipal Council or the Department of Lands during the time of exhibition, and all submissions will be considered before adoption of the plan of management.)
4. Upon adoption of the plan of management:
  - (a) Trustees will be appointed and the plan will be carried into effect by the trustees, and
  - (b) No operations may be carried out unless they are in accordance with the plan.
5. Variation or cancellation of the plan of management is provided for in *Section 37V, Crown Lands Consolidation Act, 1913* (see Appendix A). It can only occur with Ministerial consent.

\* \* \* \* \*

## 2. HISTORY OF HOWLEY PARK

### 2.1 The Region

The Aboriginal people recognised the Parramatta River Region as a vital resource. Here they found game, fish, water, shelter, aesthetic appeal and a sense of territorial identity.

For the white settlers who arrived after 1788 the Parramatta River provided a transport route, giving them access to lands which were more fertile and better suited to their needs and abilities than those lands around Sydney Cove. Throughout the nineteenth and early twentieth centuries the river continued to be a valuable resource to white Australians. It provided access to the increasing number of farms in the Parramatta area and later, a highly efficient transport system for the growing populations at Five Dock, Parramatta, and Ryde.

### 2.2 Five Dock Point

Five Dock Point is situated about thirteen kilometres west of the entrance to Port Jackson. It contains a peninsula - shaped like a giant left hand with closed fingers and outstretched thumb, and lies between two deep bays or coves on the southern shore of the upper harbour. Early travellers noted five "docks", or indentations, on the eastern point of a bay on its northern coastline. This was probably the origin of one of its oldest place names (Russell, 1982). Only two "docks" remain intact. Another was covered by the foundations of the 1881 Gladesville Bridge, now known as Howley Park.

Little is known of the history of Five Dock Point, containing Howley Park, before 1806. On January 1st, 1806 John Harris Esq., an Irish settler, was granted the area which became known as "Five Dock Farm" and now comprises the municipality of Drummoyne.

(image)

Like most of Parramatta River's foreshore at that time, Five Dock Point remained in a more or less undeveloped state. Its vegetation of woodlands and dry sclerophyll forests, dominated by Eucalyptus and Angophora species, provided habitat for many native animals including koalas, echidnas and kangaroos.

In 1837, land agents and financial speculators moved in and over the next few years, the Farm was divided into small allotments and became the village of "Drummoyne".

Five Dock Point remained undeveloped for the next 3 decades. W.S. Campbell, who lived in the area that is now Gladesville, noted in 1919 that around the 1850s there was "no settlement anywhere near the river except one house occupied by Mr. Abercrombie.... and one cave dwelling partly constructed of drift wood and occupied by an old couple at Five Dock Point....." The beauty of Five Dock Point, he added, remained until the building of the approach to the Parramatta River Bridge (original Gladesville Bridge) about thirty years later.

### 2.3 Transport

The Parramatta River at Five Dock Point soon became important for conveyance of goods and people from the south side to the north. At various stages in history, Five Dock Point supported a simple cable punt, a ferry wharf and was the site of the first Gladesville Bridge.

The early punts enabled the settlers of the agricultural districts on the north side, such as Kissing Point, to convey their produce to the Sydney Market by road. The first crossing was the Bedlam Point punt (Abbotsford - Gladesville) which started operations in 1832.

The punt at Five Dock Point started operation in the 1860s and was joined by a punt at Iron Cove (Rozelle - Drummoyne).

Parramatta River's punts were all manually driven and were not always reliable. The punt drivers lived in simple on-site dwellings and often worked day and night, sleeping when they could until aroused by a customer wanting to cross. Passengers were often expected to help in hauling the punts across the river and when disembarking, they had the choice of wading through the shallows or hiring the ferry man to carry them. The following incident (from around 1860) is recalled in the *Royal Australian Historical Society Journal* 34, page 97.

"It was only recently that a valuable horse and dog cart, the property of a respected fellow-colonist, were precipitated into the river, at the punt, and entirely lost, no trace of either horse or cart having been since seen, the owner of the horse and cart, with his lady narrowly escaping".

This was the beginning of the movement for the erection of the present Iron Cove Bridge, the 'old' Gladesville Bridge (Figure 2) and the route through Pyrmont to Sydney. The seven span Gladesville bridge was 273 m long with 7.3 m carriageway width. Two of the spans formed a swing span so that tall sailing vessels and steamers with high funnels could pass through (see Figure 3). The sandstone abutment to the original Gladesville Bridge still remains at Howley Park and has become a landmark. The Five Dock Wharf (Sydney Ferries Limited) extended from a natural rock platform at the north eastern side of Howley Park (see Figure 5).

Ferry services up and down the Parramatta River provided important transport and leisure cruises until about 1928 when the extension of railway and road networks had depleted the river trade to the point of being uneconomic.

(image)

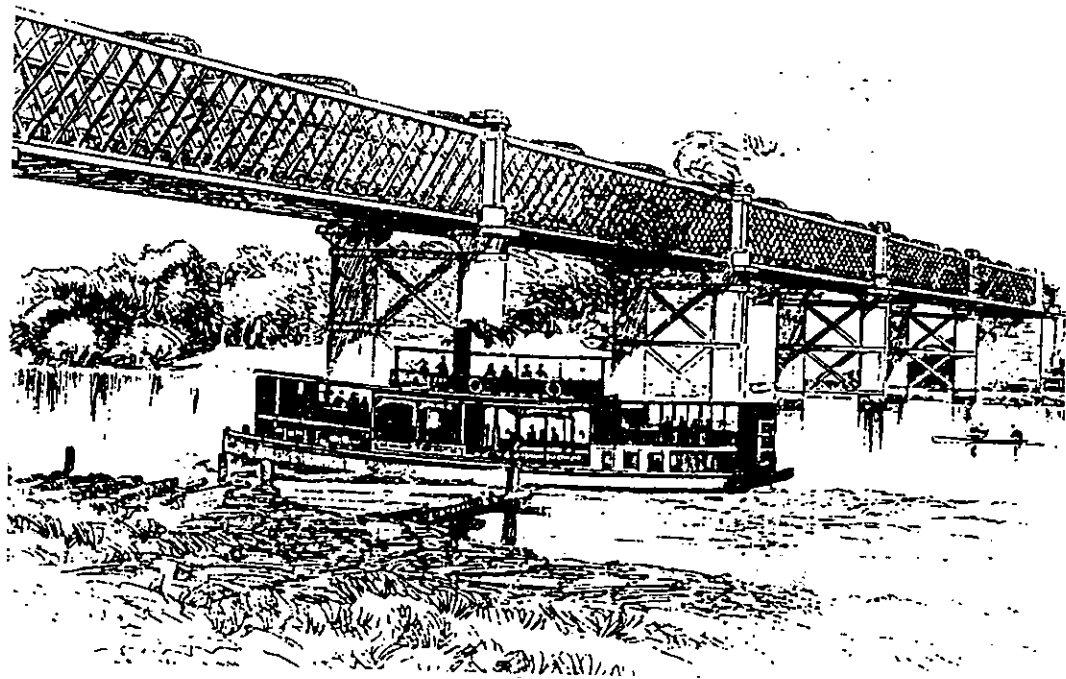


Figure 2. Sketch of a Parramatta River Ferry and the original Gladesville Bridge around 1888.

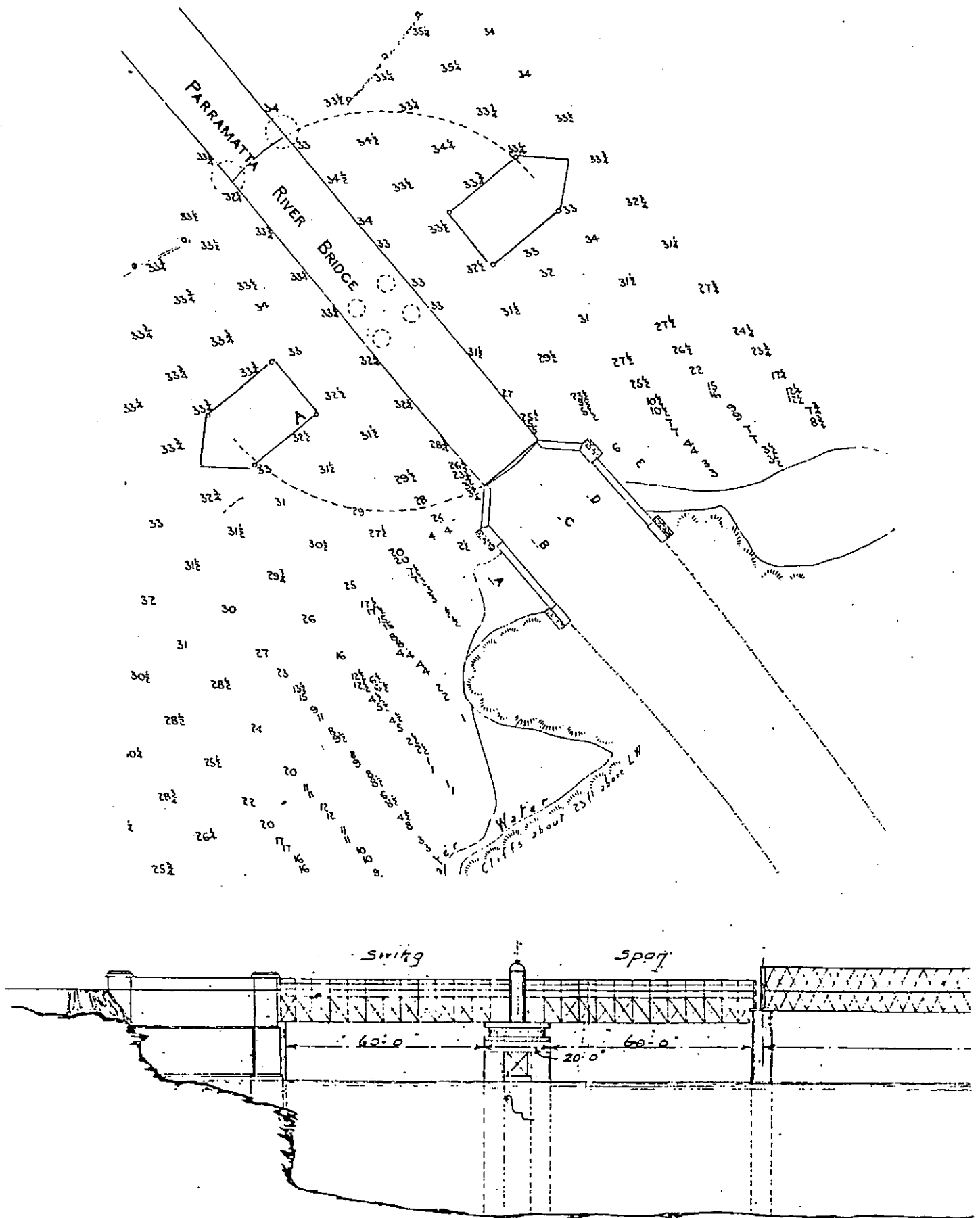


Figure 3. Parts of a plan of the original bridge showing the swing span. This revolved on a combination of central pivot and conical wheels which followed a cast-iron roller path. The bridge operated successfully until its replacement was erected in 1964.

## 2.4 Early Buildings on Howley Park

Early occupations of the area which is now Howley Park are shown in Figure 4 and include the Albert Boat Shed, Sydney Ferries Limited wharf, and the G.A. Chapman and W.H. Glover boat sheds. A cable hut was also built west of Victoria Place to service the original bridge. The area that is now part of Howley Park has provided vehicular and pedestrian access to the eastern foreshore since early this century.

## 2.5 REFERENCES FOR FURTHER READING

Allars K.G. (1948) *The Five Dock Farm. Royal Aust. Historical Society Journal 34: 89.*

*Bailliere's New South Wales Gazetteer and Road Guide.* Sydney and Melbourne, 1866.

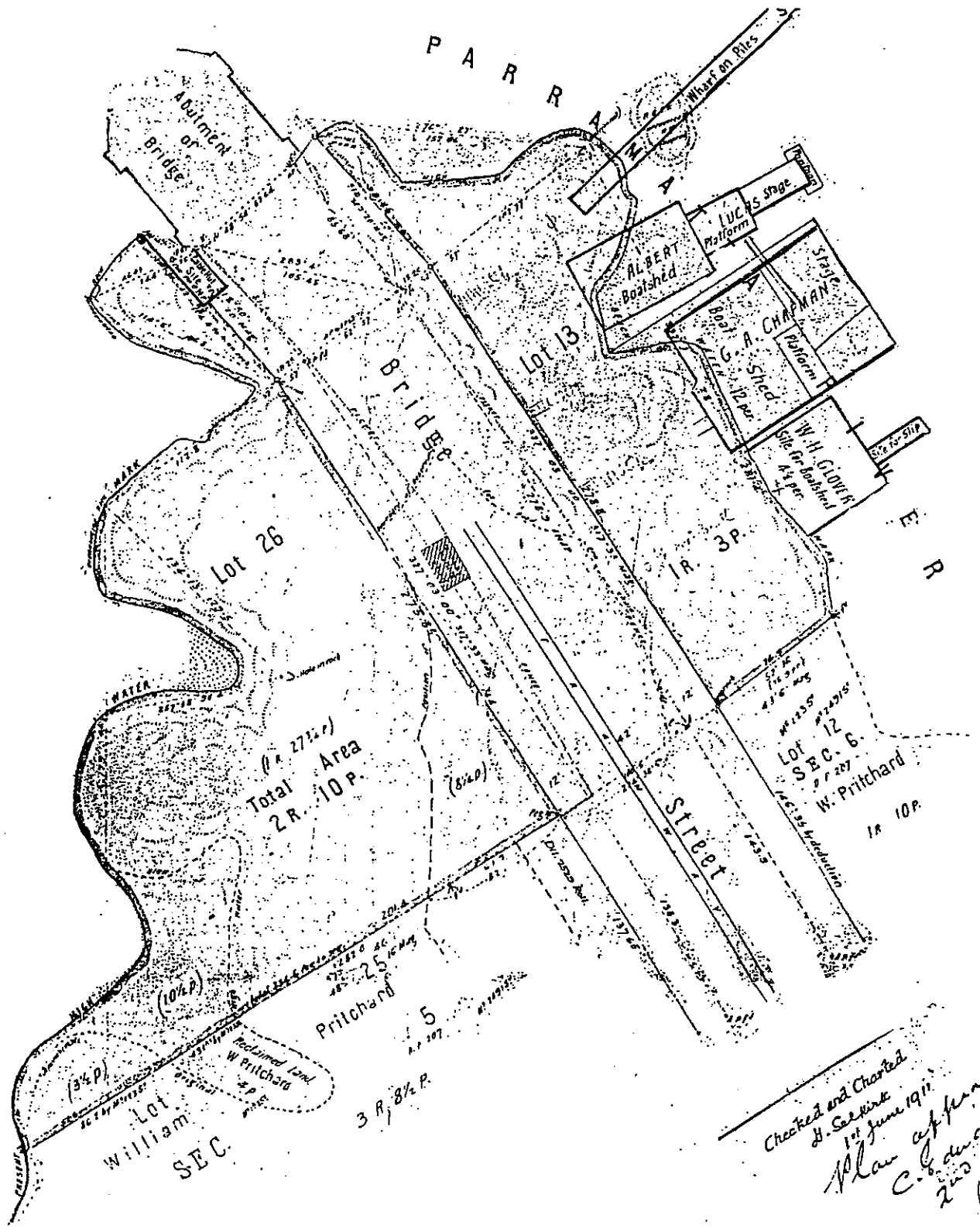
Baker, M., R. Corringham, J. Dark (1986) *Native Plants of the Sydney Region.* Three Sisters Productions Pty. Limited, N.S.W.

Powell, C. (1987) *A River Revived - The Parramatta.* N.S.W. University Press. Sydney.

Prescott, A. M. (1984) *Sydney Ferry Fleets.* Ronald H. Parsons, Magill S.A.

Russell, E. (1982) *Drummoyne - A Western Suburbs' History from 1794.* Second Ed. Drummoyne Municipal Council.

FIVE DOCK BAY



Checked and Charted  
H. Selwile  
1<sup>st</sup> June 1911  
Plan affixed  
C. G. King  
2<sup>nd</sup>

Figure 4. Early occupations in the area that is now Howley Park.



### 3. KEY MANAGEMENT ISSUES

The following broad issues reflect particular aspects of planning and management of the study area and are addressed for management units in the Scheme of Operations (Section 4). These have been identified through public representations, during on-site visits by the Department, and during discussions with Drummoyne Municipal Council and the proprietor of the Gladesville Bridge Marina (GBM).

The key management issues to be addressed are:

- Proposed landscaping and restoration of eastern side of Howley Park;
- Resolution of future arrangements for the GBM accessway and conditions for its use;
- Use of Victoria Place;
- Conservation, interpretation and educational opportunities of the area's natural and historic features;
- Linking and merging of eastern and western sides of Howley Park;
- Maintenance of differing characteristics throughout the Reserve; and
- Pedestrian access throughout the reserve.

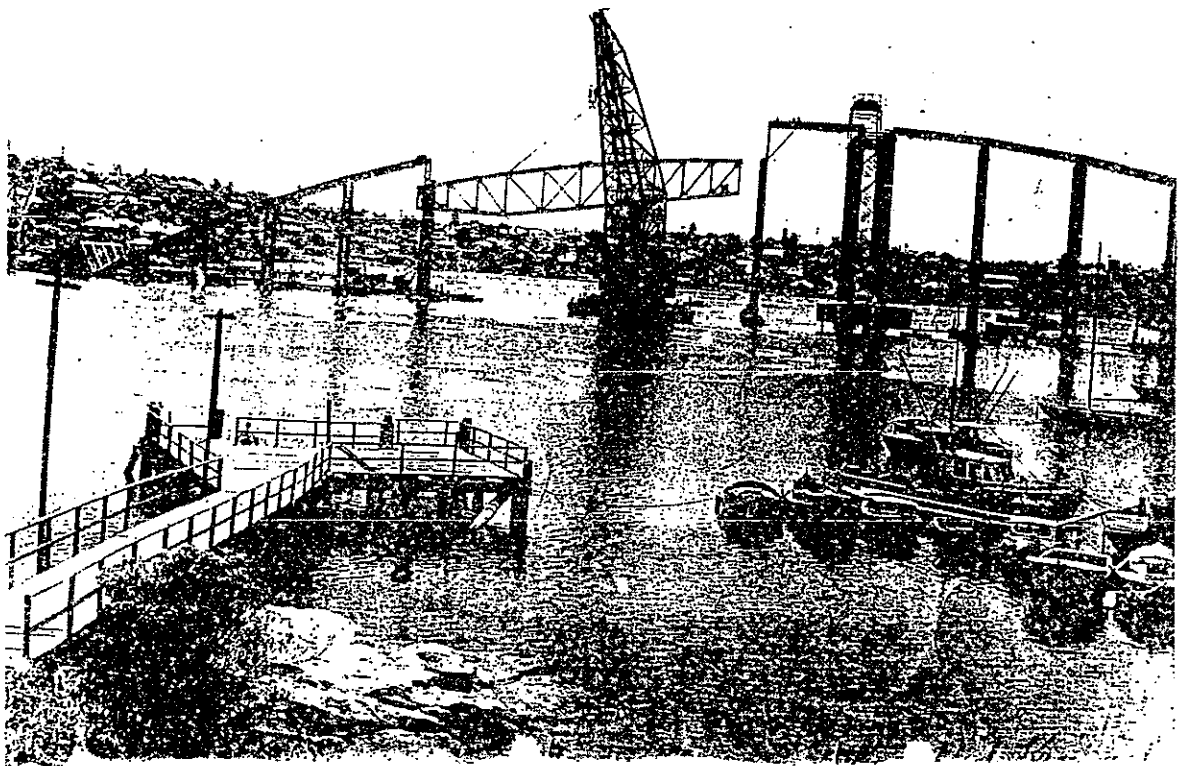


Figure 5. A view from Howley Park taken in the early 1960s showing the building of the present Gladesville Bridge. The Sydney Ferries Limited wharf is in the foreground.

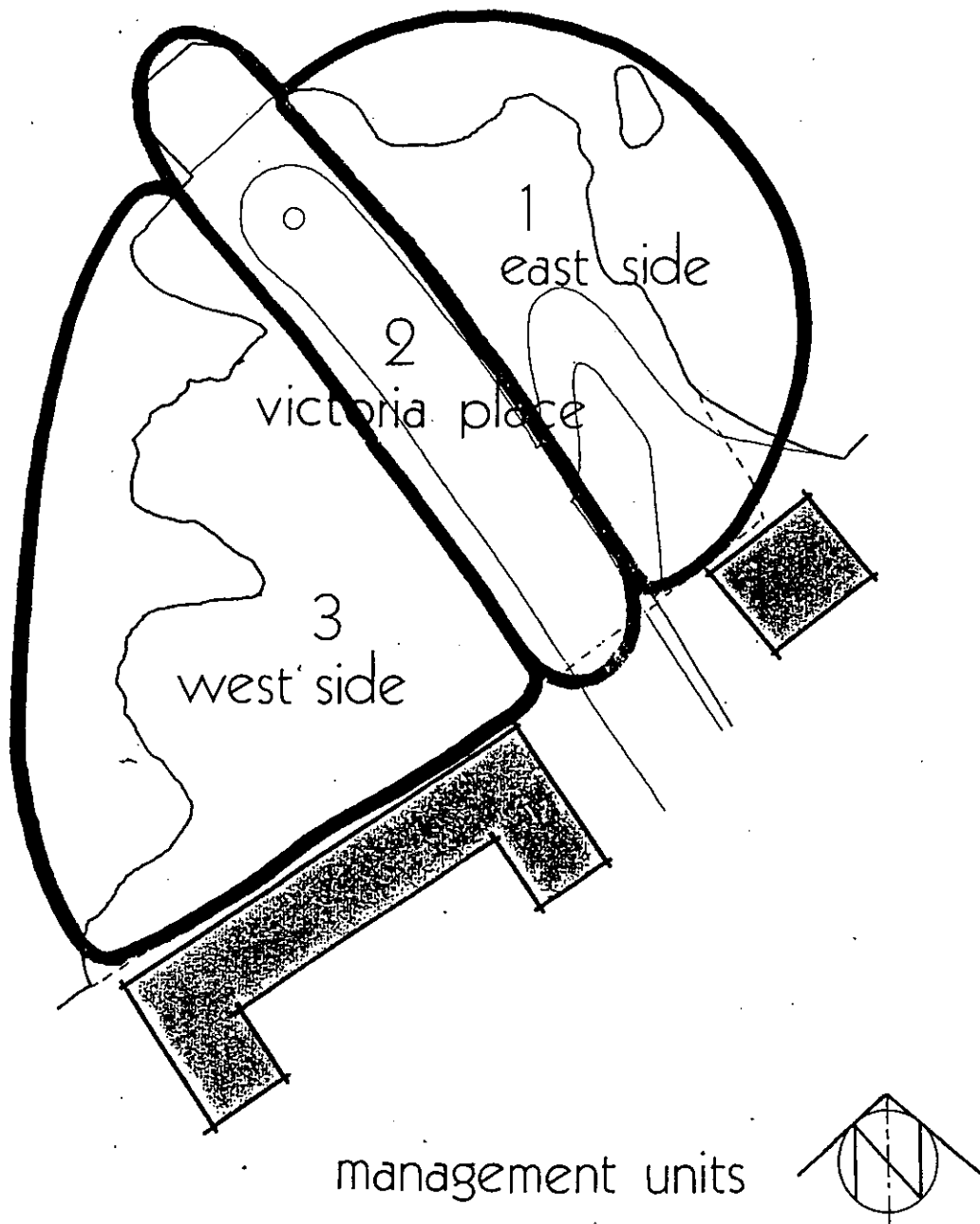


#### 4. SCHEME OF OPERATIONS

The SCHEME OF OPERATIONS describes the manner in which Howley Park will be managed over the term of the Plan of Management. It lists and illustrates the works proposed and the resources required to complete these works.

To simplify the planning and management of Howley Park the Reserve has been divided into three management units:

- Management unit 1 - The eastern side
- Management unit 2 - Victoria Place and the bridge abutment
- Management unit 3 - The western side.



management units

#### 4.1 Overall Management Strategy

The role of Howley Park is through the provision of parkland for passive recreation. Howley Park is one of a series of Reserves along the river and contains three important attributes which shape its recreational character:

- (i) it is an attractive area of foreshore land that provides excellent views of the river and associated marine activities;
- (ii) the park and adjoining areas have historical associations; and
- (iii) it provides a series of areas of varied size, character and degree of development.

Howley Park will be managed to provide a relaxing, attractive atmosphere at the land/water interface - an important recreation resource for a densely populated inner-metropolitan region.

Management goals to fulfill this role are:

- (i) to enhance the park for passive recreation;
- (ii) to recognise, conserve and appropriately commemorate the historic significance of the site;
- (iii) to expand the reserve through the closure of non-essential public roadway and addition of vacant Crown land; and
- (iv) to resolve the present conflicts of use and consider concepts for "access" and "no access" alternatives for the GBM.

#### 4.2 MANAGEMENT UNIT 1 - EAST SIDE

Refer to Concept Plan and Detail Plan for location, main physical features and existing facilities.

Description:

This Management Unit is small, steep and enclosed, and despite its present state of disrepair has the potential to accommodate high levels of use.

The unit adjoins the Gladesville Bridge Marina which uses the reserve for vehicular and pedestrian access. The unit also provides direct access to the water. Its small beach and natural rock platforms provide a suitable setting for fishing, observation, relaxing and launching of small portable boats. A protruding rock platform, part of the early Five Dock Point wharf, is often isolated by tides.

Management Objectives:

- (i) to enhance the unit's quiet, secluded setting;
- (ii) to improve recreational values;
- (iii) to resolve the issue of the GBM access and associated loading area and consequent encroachment upon a public reserve; and
- (iv) to minimise conflicts between user groups.

Issues and Strategies:

- (i) Restoration

Management Unit 1 has been programmed for the last stage in the development of Howley Park following completion of the western side of the park and Victoria Place itself.

Lantana and much of the thick undergrowth will be removed. Trees and shrubs are to remain to preserve visual appeal and screening. The natural rock ledges and sand will be cleared of litter and debris as part of a regular maintenance program. Further planting of locally indigenous trees and shrubs will enhance the area.

- (ii) Vehicle Access -v- No access Over Management Unit 1

Why is vehicle access required and who is, or would be, the beneficiary of such access? The answer to these queries are complex; the GBM proponents argue that vehicular access has always existed, at least since early in the century. This is true to a degree but only as a pedestrian track with occasional vehicular usage being little more than wheel tracks in an existing natural landform. The present scenario reveals a full concrete apron adjacent to the existing premises at property 380 Victoria Place, with a mix of

concrete and bitumen paving on the Reserve. Importantly, the roadway was not constructed to an approved specification and, it is noted, the work was carried out without the permission of, or inspection by, Drummoyne Municipal Council, the consent authority for such activities. Nor does it appear from the evidence any consent was obtained from the Department of Lands.

The GBM proponents state the prime purpose of access through the Reserve is for emergency vehicles (i.e. police, ambulance and fire vehicles) and for the occasional delivery of supplies to the marina. However, it is evident, from inspection, the access is used predominately for parking by marina patrons and employees and for the delivery of boats for repair at the marina.

The proposition submitted by Drummoyne Municipal Council is the Reserve has become an extension of commercial activity associated with the GBM as well as for illegal parking of vehicles.

The principle, perhaps the only, beneficiary of access appears to be the GBM with the use of public land almost exclusively with little, if any, cost involved.

The basic proposition is whether such access is required. Drummoyne Municipal Council has submitted five options with estimated costs thereof (Note: The estimated costs are only for comparative purposes and further detailed estimates will be required) supported by schedules of advantages and disadvantages based upon the objectives of management issues contained in the Plan of Management.

Figure 9 and Table 1 list the five options with accompanying estimates, while the following comments analyse the perceived advantages and disadvantages of each option:

OPTION 1 - Adopts the existing alignment through the Reserve for vehicular access. However, the present construction is unacceptable and will require reconstruction to an approved specification, incorporating a retaining wall where required.

The advantages of Option 1 are:

- (i) Provides continued access to the GBM, its patrons and employees.

- (ii) Provides a reasonable standard of vehicular access for emergency vehicles.
- (iii) Resolves the issue of access insofar as GBM is concerned.
- (iv) The substantial lease payment could be utilised for maintenance of the park area.

Disadvantages of Option 1 are:

- (i) Continued pedestrian/vehicular conflict.
- (ii) Problem of noise pollution due to vehicles negotiating the steep access grade.
- (iii) Reduction of some 75% of the area available for passive recreation and diminution of a substantial portion of space which could be utilised for picnics, barbeques and the like.
- (iv) An environmental conflict by virtue of the concrete pavements -v- natural vegetation and subsequent landscaping.
- (v) Cost of construction to an acceptable standard.
- (vi) The problem of illegal parking and consequent cost of policing the area designed as "authorised vehicles only", if involved as a condition of use.

OPTION 2 - Permits leasing of a small portion of the Reserve adjacent to property 380 Victoria Place.

Advantages of Option 2 are:

- (i) Permitting the use of the majority of the Reserve for passive recreation.
- (ii) Elimination of pedestrian/vehicle conflict in the Reserve.
- (iii) Enhancement of the Reserve's quiet, natural and secluded setting as landscaping would inhibit the use of the area for marina activities.

- (iv) An increase in covered, usable commercial space under the concrete ramp for GBM activities.

Disadvantages Option 2 are:

- (i) A reduction in work area for GBM, particularly on the common boundary of properties 380 and 378 Victoria Place.
- (ii) The cost of construction and disruption to GBM commercial activities.
- (iii) The difficulty of manoeuvring on the access particularly for cars with trailers and emergency vehicles.
- (iv) Lesser lease payments for allocation to park maintenance.

OPTION 3 - Proposes access adjacent to the common boundary of properties 380-378 Victoria Place by a ramp across the frontage traversing through the Reserve adjacent to the marina building incorporating approximately 35% of the available park area.

Advantages of Option 3 are:

- (i) Elimination of pedestrian/vehicle conflict in the Park.
- (ii) An increase in covered, usable commercial space under the concrete ramp for GBM activities.
- (iii) The existing work area being unaffected.
- (iv) A turning area could be created at the lowest section of the access.
- (v) A larger quantum of lease payment for park maintenance than provided in Option 2.

Disadvantages of Option 3 are:

- (i) The lower section of the access would not be available for passive recreation.
- (ii) Problem of noise pollution due to vehicles negotiating the steep access grade.



- (iii) A degree of pedestrian/vehicle conflict.
- (iv) cost of construction and a degree of disruption to marina activities.
- (v) Problem of egress for emergency vehicles.

OPTION 4 - Proposes closure of access over the Reserve and the construction of an hydraulic lift with turntable to gain access to the GBM servicing area.

Advantages of Option 4 are:

- (i) Elimination of pedestrian/vehicle conflict.
- (ii) Total availability of the Park for recreation and maximum utilisation.
- (iii) An enhanced quiet and secluded setting within the Park.
- (iv) Minimum environmental conflict, as landscaping planted on the common boundary between the park and property 380 Victoria Place would provide a visual barrier.
- (v) Pedestrian access to marina activities would be enhanced.

Disadvantages of Option 4 are:

- (i) The cost of installing an hydraulic lift and removal of the existing access from the Park.
- (ii) Restricted access for emergency vehicles to GBM and the River. (However, preferred access is available at the public boat ramp at Bayswater Street and The Esplanade - Taplin Park.)
- (iii) Disruption to marina activities during installation of the hydraulic lift.

OPTION 5 - Incorporates Option 4 with the addition of the emergency vehicular access on the existing access utilising paved tracks with restricted entry from Victoria Place.

Advantages of Option 5 are:

- (i) Elimination of pedestrian/vehicle conflict.
- (ii) Total availability of the Park for recreation and maximum utilisation.
- (iii) An enhanced quiet and secluded setting within the Park.
- (iv) Minimum environmental conflict, as landscaping planted on the common boundary between the park and property 380 Victoria Place would provide a visual barrier.
- (v) Pedestrian access to marina activities would be enhanced.
- (vi) Opportunity of emergency access if a particular need arises.

Disadvantages of Option 5 are:

- (i) The cost of installing an hydraulic lift and removal of the existing access from the Park.
- (ii) Disruption to marina activities during installation of the hydraulic lift.

Comment

Option 5, although the most expensive alternative, provides greatly improved recreational opportunities and an obvious enhancement of the Park as a quiet and secluded recreation area. It resolves the issue of emergency access, provides minimum pedestrian/vehicle conflict and ensures the commercial activities of GBM do not encroach onto the Park.

Conversely, it requires considerable expenditure by the GBM proprietors, off-set by full public use of the Park.

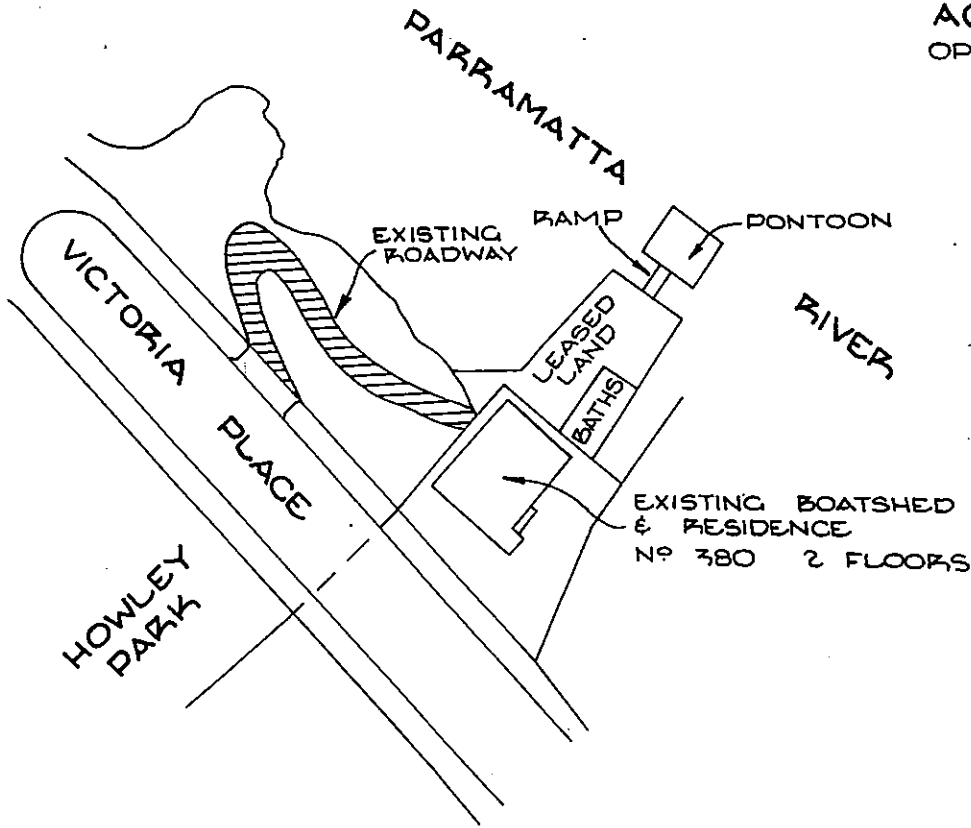
TABLE 1: ACCESS OPTIONS AND COSTS, GLADESVILLE BRIDGE MARINA  
AS SUGGESTED BY DRUMMOYNE MUNICIPAL COUNCIL

	PROPOSAL	ESTIMATED COST	APPROX. LEASE AREA	LEASE/ YEAR
OPTION 1	Concrete driveway (approximately 65m long x 5m wide)	40,000	750 m <sup>2</sup> (includes area adjoining the access)	\$7,500
OPTION 2	Concrete ramp (approximately 40m long x 4m wide)	48,000	55 m <sup>2</sup>	\$ 550
OPTION 3	Concrete ramp (approximately 40m long x 4m wide)	48,000	400 m <sup>2</sup>	\$4,000/ year
OPTION 4	Verticle hydraulic lift with turntable and removal of existing concrete driveway	80,000	0	-
OPTION 5	Vertical hydraulic lift with turntable and emergency vehicle access	85,000	0	-

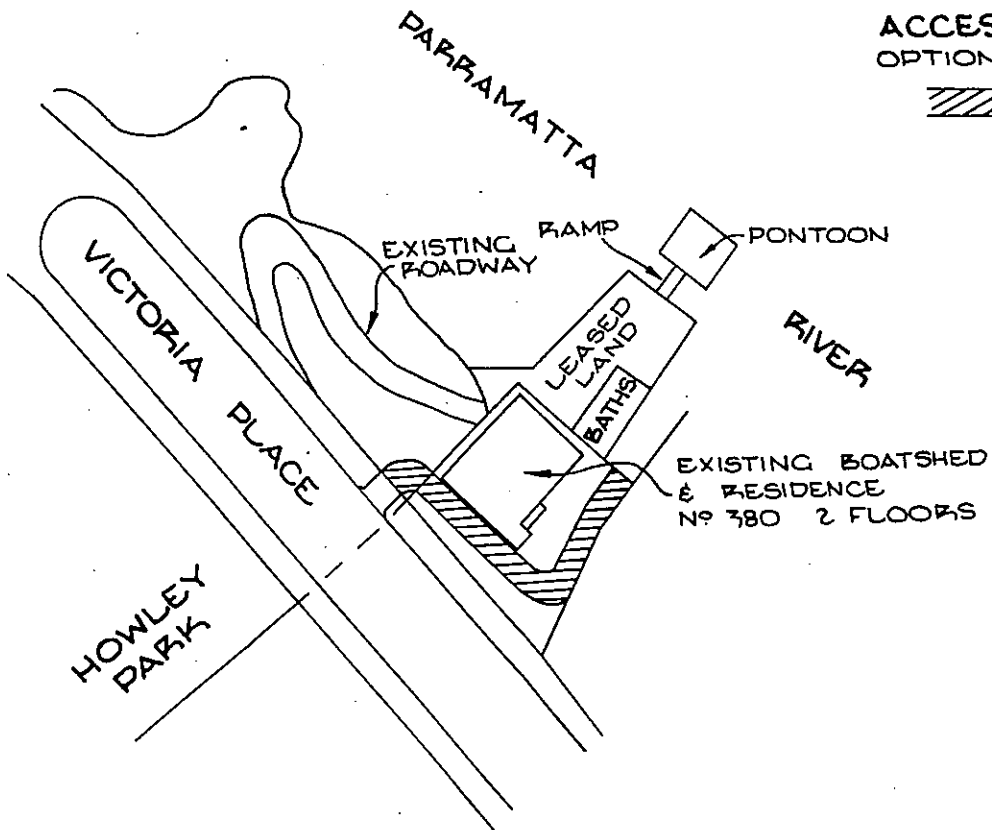
NOTE: For calculation purposes, it has been assumed the lease rental would approximate \$10.00 per square metre. This provides a basis for comparison of an annual rental. Revenue received would be retained by the Trustees to offset reserve maintenance costs. Rental payable for the selected option will be determined at the appropriate time and may vary from \$10.00 per square metre as stated.

Figure 9

ACCESS  
OPTION 1

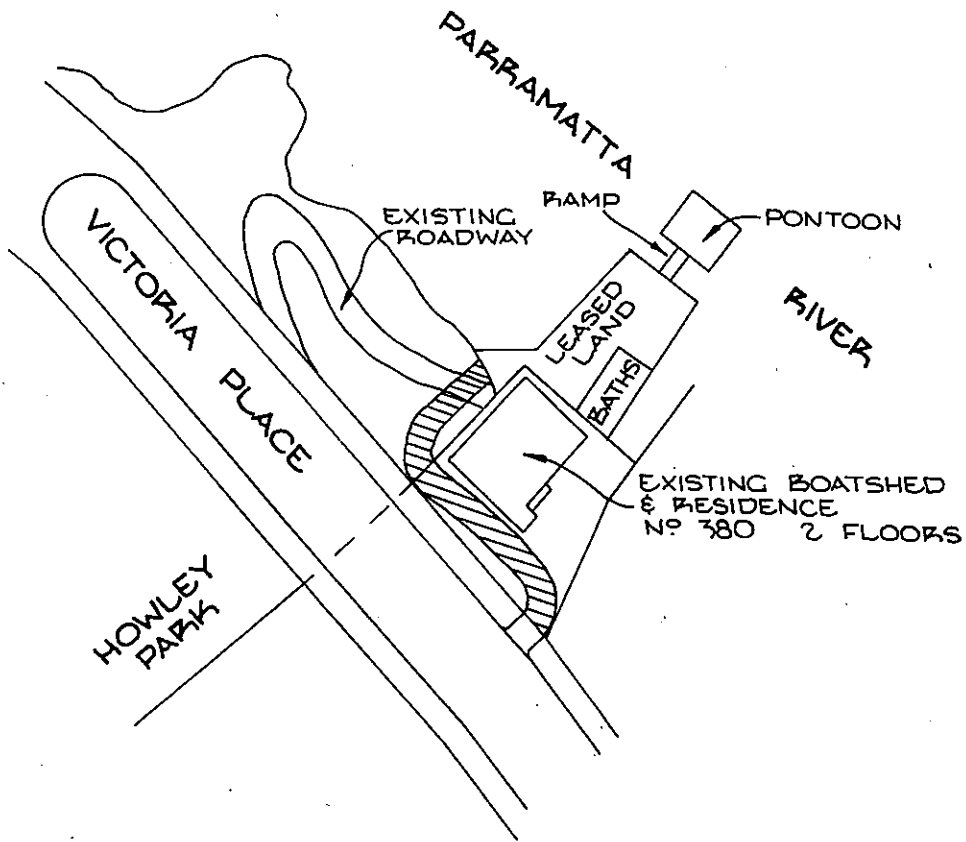
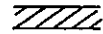


ACCESS  
OPTION 2



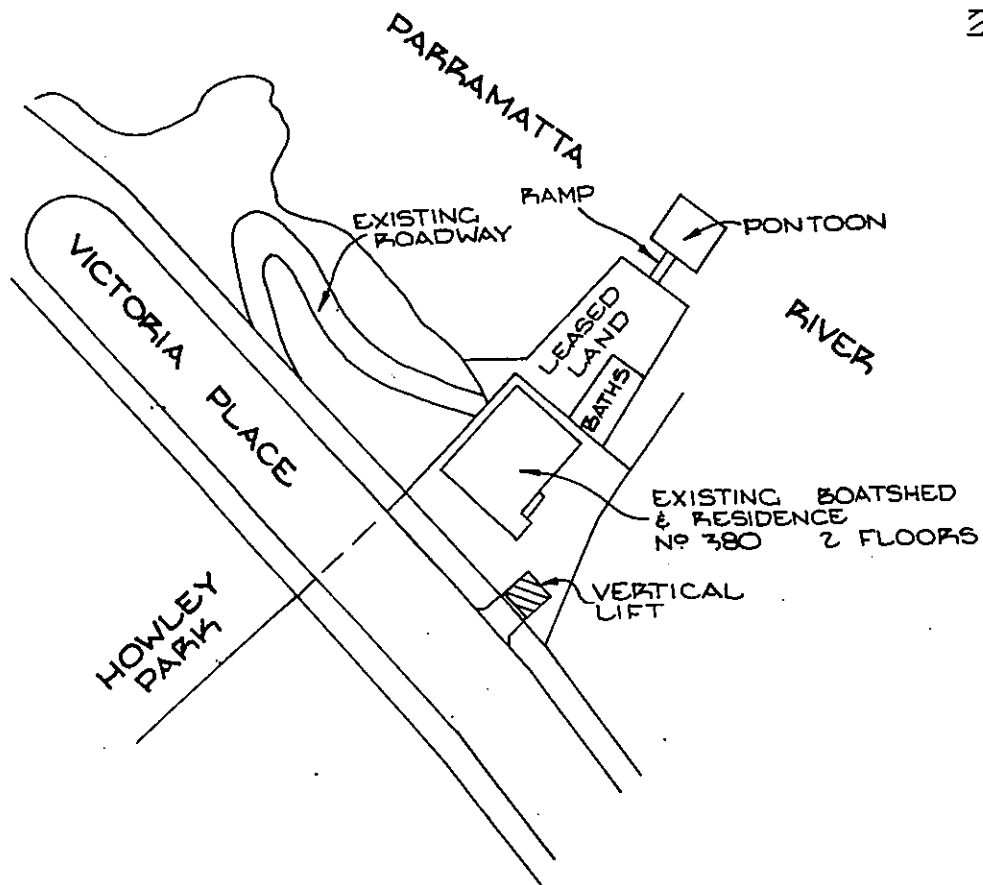
ACCESS

OPTION 3

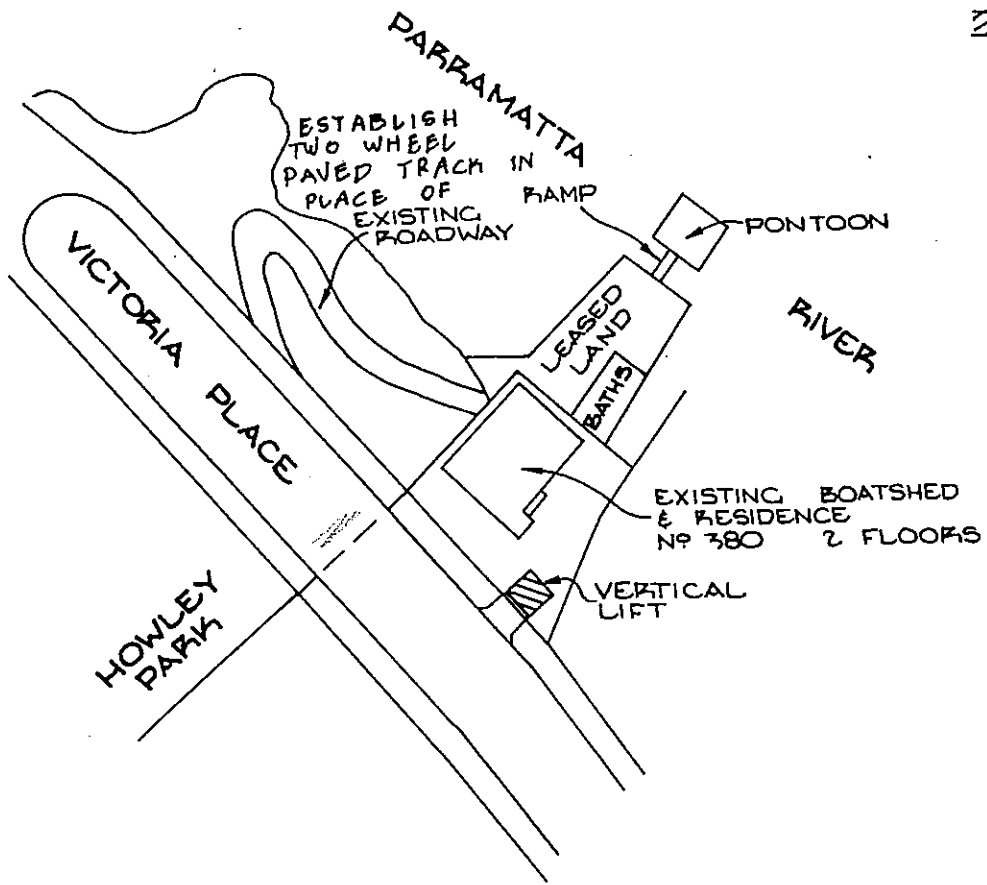


ACCESS

OPTION 4



ACCESS  
OPTION 5



#### 4.3 MANAGEMENT UNIT 2 - VICTORIA PLACE AND BRIDGE ABUTMENT

Refer to Concept Plan and Detail Plan for location, main physical features and existing facilities.

##### Description:

Management Unit 2 mostly comprises a public road which terminates at the old bridge abutment with kerb and guttering, roadside pathways and a turning circle based around a solitary Fig tree.

The abutment (to the original Gladesville Bridge) has become an attractive lawned area from which to view surrounding areas on the Parramatta River.

##### Management Objectives:

- (i) to raise public awareness of the Reserve as an historic focal point;
- (ii) to create an ordered, formal landscape to spatially link management units 1 and 3 while differing in appearance and function; and
- (iii) to improve pedestrian amenity.

##### Issues and Strategies:

###### (i) Use of Victoria Place

Victoria Place road is a remainder of the days when the original Gladesville Bridge stretched from Five Dock Point across the Parramatta River. The roadway does not relate well to the existing recreation areas of the park or its function and alienates potential pedestrian and recreation space. For this reason four options for the better use of the area within Victoria Place have been considered.

OPTION 1 - Retain the status quo - maintain the existing road intruding into a potential public recreation space.

##### Advantages of Option 1 are:

- (i) No cost involved.
- (ii) No loss of parking space.

Disadvantages of Option 1 are:

- (i) Does not provide for merging and linking of eastern and western sides.
- (ii) Pedestrian/vehicular conflict.
- (iii) Inefficient use of existing area for parking.

OPTION 2 - Improvements and the removal of kerb to provide 45 degree angle parking.

Advantages of Option 2 are:

- (i) Increase in parking area.
- (ii) Minimal cost of construction involved in proposal.

Disadvantages of Option 2 are:

- (i) Narrowing of existing footpath.
- (ii) Does not provide for merging and linking of eastern and western side.
- (iii) Pedestrian/vehicular conflict.
- (iv) Does not increase available park area.

OPTION 3 - Close the northerly section of road pavement and rationalise turning circle and parking.

Advantages of Option 3 are:

- (i) Greater use of public open space for passive recreation.
- (ii) Merging and linking of eastern and western side at northern end of Victoria Place by means of steps into each area.
- (iii) Increased use of area by disabled people and those with limited mobility.
- (iv) Reduction in pedestrian/vehicular conflict.



- (v) Provision of parking spaces within the area.
- (vi) Turning area within Reserve reduces traffic conflicts between users of the Park and residents in the locality.
- (vii) Enables access for emergency vehicles from the turning circle to the GBM access. (Option 5 of Management Unit 1.)

Disadvantages of Option 3 are:

- (i) Cost of establishment and construction.
- (ii) Loss of ten parking spaces.

Note: A plan is being prepared incorporating 60 degree parking on the western side of Victoria Place from Howley Park to approximately property 355 Victoria Place to increase parking availability by 10 places.

OPTION 4 - Close entire road area within the extended boundary of the Park.

Advantages of Option 4 are:

- (i) Maximum use of open space for recreation.
- (ii) Merging and linking the eastern and western units.
- (iii) Further increase in use of area for disabled people and those with limited mobility.
- (iv) No pedestrian/vehicular conflict.

Disadvantages of Option 4 are:

- (i) Reduction in additional parking spaces which could be provided further from the Park.
- (ii) Cost of establishment and construction.
- (iii) Location of turning circle would conflict with existing residential access opportunities.

- (iv) Provision for emergency access would need to be provided through the area.

Option 4 may be preferred in the interests of increasing public space for recreational facilities. However, for reasons of cost and parking problems in the short-term, particularly from nearby high-density residential developments without adequate off-street parking, Option 3 has been selected and is detailed in the Concept Plan. However, it is subject to variation and/or alteration.

The aesthetics and utility of the area will be improved with tree and shrub planting and turfing. This will create an attractive pedestrian space leading to and terminating at the abutment.

- \* Consideration of angle parking in Victoria Place to create approximately ten additional parking spaces would be subject to Traffic Committee approval. It is also proposed the carriageway width be increased (for turning vehicles) by realigning the kerb in this area.

(ii) Conservation, Interpretation and Education

Interpretation and educational information facilities are required on the bridge abutment. The importance of Five Dock Point to early punt, ferry and bridge transportation will be outlined on a sign or plaque to compliment the plaque that presently exists describing the "five docks". Consideration should also be given to using a series of aluminium etched display panels, incorporating text, historical and current photographs, locality and place names and other general information.

The bridge abutment has remained in very good condition. The reserve trustees will continue to conserve and maintain the abutment structure as an historic landmark.

(iii) Linkage of the Area with the Remainder of Howley Park

With the closure of a section of Victoria Place it will be possible to add this important area to the reserve. Not only will this increase the 'lookout' area of the bridge abutment, but it will also improve the linkage between the existing east and west sections of the Howley Park. Steps or staircases are planned to link these sections to Victoria Place therefore encouraging use of the reserve as a whole.

#### 4.4 MANAGEMENT UNIT 3 - WEST SIDE

Refer to Concept Plan for location, main physical features and existing facilities.

##### Description:

This unit contains the two remaining rock formations of the historic "docks" of Five Dock. The unit offers a setting for games, picnics and relaxation. It is well grassed with isolated shade trees, bench seats and picnic tables and receives moderate to high use.

##### Management Objectives:

- (i) to encourage appropriate use of existing facilities;
- (ii) to preserve existing features;
- (iii) to integrate, by means of access routes, with the remainder of the Reserve.

##### Issues and Strategies:

###### (i) "Informal" Character

This unit will remain as an attractive, landscaped area for passive recreation. No major changes are proposed to its function or design.

###### (ii) Conservation of the Remaining 'Docks'

The two remaining sandstone "docks" are historically and aesthetically important to Howley Park. They will be preserved from any uses that degrade or obscure the formations such as caused by landscaping or vandalism. Low-key recreational use is considered appropriate.

###### (iii) Improvement of Access to the Unit

The west side of Howley Park is separated from Victoria Place by a concrete retaining wall and vertical drop at the north-western end. It is presently accessed only via the eastern corner.

Access options are as follows:

OPTION 1 - Status quo - leave access as exists with only the eastern corner providing access.

Advantages of Option 1 are:

- (i) No cost involved.
- (ii) Ramp to possibly enhance use by disabled.

Disadvantages of Option 1 are:

- (i) Conflict with turning circle and existing parking facilities.
- (ii) No real link between Management Units 1 and 3 by means of existing access opportunities.
- (iii) Pedestrian/vehicular conflict.

OPTION 2 - Construct timber steps to link area with Victoria Place.

Advantages of Option 2 are:

- (i) Linking and merging of the Park as a whole.
- (ii) Minimum pedestrian/vehicular conflict.

Disadvantages of Option 2 are:

- (i) Cost of construction.
- (ii) No provision for disabled into the area.

OPTION 3 - Construct timber walking platform around base of bridge approach to the eastern part of Howley Park.

Advantages of Option 3 are:

- (i) Different perspective for viewers at water level.
- (ii) No pedestrian/vehicular conflict.

(iii) Direct linkage between eastern and western side at lower level.

Disadvantages of Option 3 are:

- (i) Cost of construction.
- (ii) Subject to Parramatta River Trust approval.
- (iii) Illegal fishing opportunities increased.
- (iv) Mooring of small water craft to the walkway.
- (v) No access for disabled to the platform.
- (vi) Maintenance of walkway especially after king tides.

The second option providing for timber steps to Victoria Place is considered preferable in the short-term and is detailed on the Concept Plan. However, it is subject to variation and/or alternation.

The third option providing for a walkway around the abutment is worthy of further consideration and would greatly enhance public amenity. It is recommended a feasibility study for this option be undertaken by the Trustees, with construction in the longer term, as funds and labour resources permit.

#### 4.5 Summary of Operations

The following provides a proposed management schedule to be carried out under the supervision of the Trustees (see Concept Plan and Detail Plan).

<u>East Side:</u>	<u>Approx. Qty.</u>
- clear rubble and rubbish from beach and remove	- item -
- construct stepped ramp to beach using sandstone blocks (250 x 250 x 1000) as risers	8 No.
- construct steps as above from Victoria place footpath down to glade area	20 No.
- construct two wheel track to engineer's specifications using paving blocks	- item -
- provide galvanised gate	5 No.
- sink into ground timber sleepers (250 x 125 x 2000) at entrance to glade area	6 No.
- level grassed area, prepare seed bed and sow (of turf) with low maintenance grass mix	150 m <sup>2</sup>
- spray out undergrowth using translocated herbicide approved for use beside watercourse, taking care to avoid damage to that vegetation to be retained	200 m <sup>2</sup>
- supply and plant trees	16 No.
<u>Victoria Place</u>	
- break out existing road surface and remove	450 m <sup>2</sup>
- construct link path between existing footpaths to matching specification	20 m <sup>2</sup>
- install lighting columns	2 No.
- supply topsoil/subsoil as required to make up levels	
- grassed areas (350 x 0.15) m <sup>3</sup>	
- shrubberies (100 x 0.45) m <sup>3</sup>	100 m <sup>3</sup>
- spray out two existing grassed areas at lookout point	20 m <sup>2</sup>
- supply and plant ornamental shrub mix	120 m <sup>2</sup>
- supply, plant and protect palms	6 No.
- prepare seed bed and sow (or turf) grassed areas with hard wearing, fine lawn mix	350 m <sup>2</sup>
- tree surgery as required to existing fig tree	- item -
- supply and fix timber bench around base of existing fig tree	- item -
- repair and paint tubular steel handrail	45 m
- mark out parking lots and construct turning area to Drummoyne Council specifications	- item -
- erect interpretative notice boards on the history of the area	1 No.
- continue to conserve bridge abutment	-
<u>West Side</u>	
- construct timber staircase from Victoria Place down to picnic area	- item -
- conserve and protect remaining docks	-
<u>Overall</u>	
- review works undertaken and establish maintenance program in response to public's requirements	
- consider, cost and design further facilities such as the foreshore walkway	

## 5. PLAN REVIEW

This plan of management presents a comprehensive basis for management of Howley Park. While it provides for a number of specific actions related to perceived needs and priorities, the plan should not be seen as an end point in the planning process.

New management objectives and issues will emerge from time to time which will require strategies not detailed in this plan of management. Small issues, such as temporary user-conflict, can be resolved within the context of day-to-day management by the Trustees.

In contrast, longer term changes in use patterns, or the introduction of new activities will require formulation of wider management objectives and strategies. Such review may cause the plan of management to be amended to account for the change in operational conditions.

Ultimately the public's and the States' needs may change to the extent that full revision of the Plan of Management would be necessary. Such a major change is not expected to occur on less than a ten year interval and would require input from the public and all relevant State Government agencies. Table 4 summarises the nature and results of these three review phases.

TABLE 2: MANAGEMENT STRATEGIES - CONTEXT OF REVIEW

Issue	Responsibility	Revision interval	Planning Result
Use-conflict and variations	Management Trust	Annual	Change to specific strategies for a particular site
Change in use patterns and activities	Management Trust and Department of Lands	2-5 yrs	Amendment to Plan of Management
Change in public and agency goals	Department of Lands in association with other agencies	10+ yrs	Review of Plan of Management

Accordingly this Plan of Management will be amended by the Department of Lands in response to advice from the Management Trust within the short to medium term.

The Plan may be re-examined to determine the need for extensive amendment or full review within ten to twelve years of its adoption, or sooner if so requested by the Trust.

Through these review processes, it is intended that the plan of management and any amendments to this plan will continue to maximise the public benefits which flow from a comprehensive approach to management of the valuable resources within the Reserve.

\* \* \* \* \*



APPENDIX  
PREPARATION OF PLANS OF MANAGEMENT  
UNDER THE CROWN LANDS CONSOLIDATION ACT, 1913.

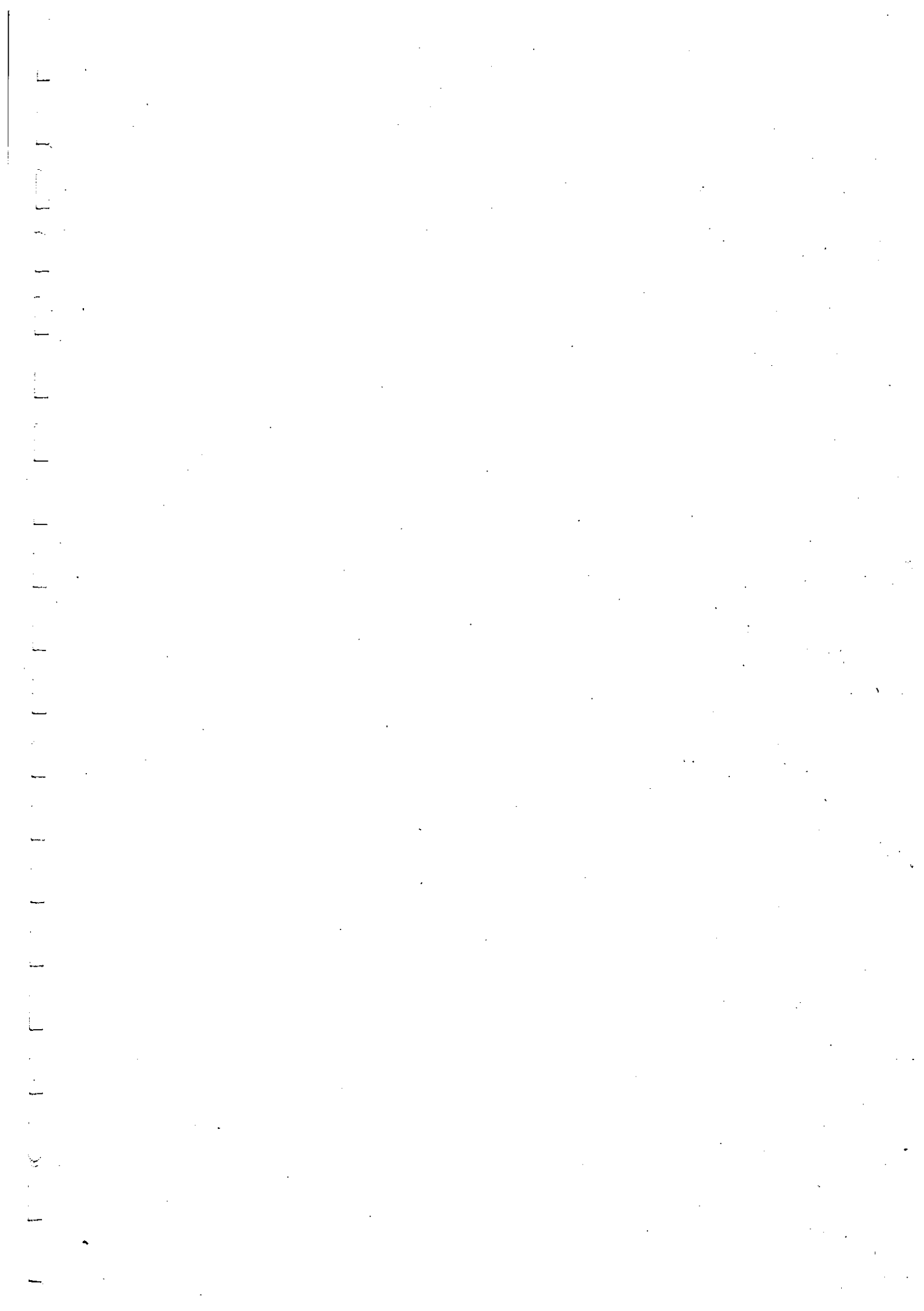
37U

1. The Minister may cause a plan of management to be prepared with respect to any reserve.
2. The plan of management for a reserve shall contain a detailed written scheme of the operations which it is proposed to undertake in or in relation to the reserve, and without affecting the generality of the foregoing provisions of this subsection, may specify any activity proposed to be permitted in any part of the reserve and the nature of any development proposed to be carried out to encourage the use of that part of the activity so specified.
3. In the preparation of a plan of management for a reserve, regard shall be had to the encouragement and regulation of the appropriate use, understanding and enjoyment of the reserve by the public and to any other objectives which the Minister thinks fit in any particular case.
4. Where a plan of management has been prepared for a reserve, the Minister:
  - a) shall refer a copy of the plan to the trustees of the reserve (if any); and
  - b) may refer a copy to any other person, for consideration.
5. The persons to whom a copy of a plan of management has been referred under subsection (4) may, within such period as the Minister approves, make representations to him in connection with the plan.
6. The Minister shall, before adopting a plan of management, consider the representations received by him in pursuance of subsection (5).
7. The Minister may adopt a plan of management without alteration or with such alterations as he thinks fit.
8. Where the Minister has adopted a plan of management:
  - a) the plan shall be carried out and given effect to by the trustees of the reserve to which the plan relates; and
  - b) no operations shall be undertaken or in relation to the lands to which the plan relates unless the operations are in accordance with the plan,

and, without affecting the generality of paragraph (b), that paragraph applies where a council has the care, control and management of the lands under Section 344 of the Local Government Act, 1919, by reason of the fact that there are no trustees of the reserve for the time being.

9. A reference in paragraphs (a) and (b) of subsection (8) to a plan of management is, where the plan has been amended or altered under Section 37V, a reference to the plan as so amended.

1. The Minister may, from time to time, amend or alter a plan of management that has been adopted under Section 37U or may cancel such a plan of management.
2. Where the Minister cancels a plan of management for any reserve under subsection (1), he shall cause the amendment or alteration to be prepared and, in the preparation of the amendment or alteration, regard shall be had to subsection (2) of Section 37U.
3. Where the Minister proposes to amend or alter a plan of management under subsection (1), he shall cause the amendment or alteration to be prepared, and, in the preparation of the amendment or alteration, regard shall be had to subsection (2) of Section 37U.
4. The provisions of subsections (3), (4), (5), (6) and (7) of Section 37U apply to and in respect of an amendment or alteration under subsection (1) in the same way as they apply to and in respect of a plan of management.



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