



DAWES POINT *TAR RA* CONSERVATION MANAGEMENT PLAN

Prepared for Sydney Harbour Foreshore Authority

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DAWES POINT *TAR RA*

CONSERVATION MANAGEMENT PLAN

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EXECUTIVE SUMMARY

This Dawes Point *tar ra* Conservation Management Plan (CMP) has been structured to fit within the framework of The Rocks Heritage Management Plan (adopted February, 2002). It conforms to the current CMP guidelines of the New South Wales Heritage Council and has been prepared to a standard suitable for endorsement by the Heritage Council and adoption by the Sydney Harbour Foreshore Authority (the Foreshore Authority).

The area covered by the CMP includes all of the public domain at Dawes Point *tar ra* managed by the Foreshore Authority and is shown in the diagram at Figure 3. Within this area are a number of structures owned and managed by others including the Sydney Harbour Bridge (SHB) structures (owned and managed by the NSW Roads and Traffic Authority) and the Fog Horn building (owned and managed by Sydney Ports). The public roadways are managed by either the NSW Roads and Traffic Authority (RTA) or Sydney City Council and are not covered by this CMP. The exception is the widened footpaths either side of Hickson Road along the waterfront. Although within the road curtilage, these promenade areas are considered part of the open space network at Dawes Point *tar ra*.

An illustrated history of Dawes Point *tar ra* was prepared for the two previous versions of this CMP (Foreshore Authority 1999 and Conybeare Morrison and Partners 2006). The history has been edited for this CMP and included as Appendix A. The series of maps showing Dawes Point *tar ra* over time have also been included from the previous CMP and a contemporary diagram has been added to reflect the current situation.

The collection and analysis of the physical and historical evidence concerning the site has informed a new assessment of heritage significance of Dawes Point *tar ra*.

SUMMARY STATEMENT OF SIGNIFICANCE¹

Dawes Point *tar ra* is considered to be of National Heritage significance because of its important place in the history of Australia.

Dawes Point *tar ra* is an integral part of Sydney Cove with its strong historical associations as the site of the first European settlement and the first contact between Aboriginal peoples and Europeans. Dawes Point *tar ra* was the site of the Colony's first Observatory and the termination of the Colony's first road. The Dawes Point Fort was the first substantial fortification and major element in Sydney Harbour nineteenth century defences, appearing in many early maps and views of Sydney as the developing heart of a new colony.

It is one of the first places where the contact between the Aboriginal and European people was recorded; the Dawes Observatory represents the first scientific work in the

¹ The heritage significance of Dawes Point *tar ra* is comprehensive and more detail is provided at Section 4. Assessment of Significance.

colony; it was the first major site in the defensive strategies of the British colony (1791-1900); was an early British signal station; and it is strongly connected historically, physically and aesthetically with the surrounding heritage precincts of The Rocks, Millers Point and Walsh Bay and with the national icon – the Sydney Harbour Bridge.

Due to its strategic position on the Harbour, Dawes Point was an integral link in communications and transport in the colony. Between 1790 and 1840 the Dawes Point Signalling Station enabled rapid transfer of advice on approaching ships and general communications between the South Head Signal Station and Parramatta where the Governor at times resided. Signalling was an important part of stability of the settlement informing the Government and the colonists of approaching ships. After 1840 a new Signal Station was established at Observatory Hill.

From the Waterman's Steps (currently Ives Steps) between c.1830 and 1842 the infamous Jamaican ex-convict, Billy Blue ran the first regular Passage Boat across the narrowest part of the harbour. The busy inner harbour ferry trade of carrying horse drawn carts, drays and motor vehicles across the Harbour prior continued from Dawes Point until the opening of the Harbour Bridge in 1932. The remains of the Dawes Point Horse and Vehicular Ferry Wharves at Dawes Point are the only reminder in the Sydney CBD of this transport activity.

The Cable Hut on the sea wall, possibly designed by James Barnet, Colonial Architect, is a landmark finely detailed sandstone cylindrical structure marking the access point for the submarine cables across the Harbour and reinforcing the historical theme of communications at Dawes Point.

Dawes Point *tar ra* demonstrates the early nineteenth century Sydney Harbour Trust improvements to the inner harbourside areas and is a key component of the construction of the Sydney Harbour Bridge and its landscaping 1925-32.

Dawes Point *tar ra* has connections with many historically prominent figures (especially engineers and architects), particularly Lieutenant William Dawes (1762-1836), Civil Architect Francis Greenway (1777-1838), Lieutenant Colonel George Barney (1792-1862), R.R.P Hickson and Dr. J.J.C Bradfield (1867-1943), each of whom was directly responsible for a significant layer in the history of the Point's built environment.

Dawes Point *tar ra*, as part of the public domain of Sydney Cove and the setting of the international icons of the Harbour Bridge and the Opera House, is revered by many Australians for its aesthetic values, appearing in many widely distributed historic and contemporary images of Sydney. Dawes Point *tar ra* combines a range of urban landscape design features from the early twentieth century, exemplary of the changing tastes throughout this period. It continues to develop as a place for recreation, understanding history and culture and for celebration of key contemporary events and anniversaries.

The 1788 - 1925 archaeological remains at Dawes Point *tar ra* are extremely important for their research potential particularly with regard to early land modifications and road building and to defence history.

Dawes Point *tar ra* possesses technical value through the evidence in the Park of the cable anchors and tunnels used to construct the Sydney Harbour Bridge and historical value because of the use of Dawes Point *tar ra* generally as Sydney's first Government sanctioned ferry crossing and later as southern structural node of the Bridge.

Dawes Point *tar ra* is valued by the local Miller's Point / Rocks community as a place for recreation and by much of the local and State-wide community for its heritage values.

HERITAGE LISTINGS

Dawes Point *tar ra* is covered by a myriad of heritage listings of larger and smaller sites in National, State and Local statutory legislation. Dawes Point *tar ra* possesses National and State heritage values in its own right, although currently it is only partly covered by listings under the national EPBC Act 1999 and NSW Heritage Act 1977. These current listings relate only to the historical and aesthetic relationships of Dawes Point *tar ra* Park with the Sydney Harbour Bridge. This CMP recommends future consideration of listing Dawes Point *tar ra* as a place of outstanding cultural significance to the State and to the Nation. However the wider Rocks Conservation Area² is also in need of consideration for National and State heritage listing. Should this occur, then Dawes Point *tar ra* would not need a separate listing.

HERITAGE MANAGEMENT

Dawes Point *tar ra* will continue to be managed by the Foreshore Authority both as a place of outstanding heritage value and as an important public domain area. This CMP will assist in the resolution of these sometimes conflicting pressures and also in making the most of the opportunities to interpret and celebrate the heritage of Dawes Point *tar ra*.

The CMP has also identified catch-up and cyclical maintenance works for implementation (Sections 8.2 and 8.3).

² Currently the Rocks Conservation Area is only listed as part of the Foreshore Authority's Heritage & Conservation Register under Section 170 of the NSW Heritage Act 1977, although most heritage places within the Rocks Conservation Area (other than Dawes Point *tar ra*) are also individually listed on the State Heritage Register. Only the Dawes Point *tar ra* Battery remains and the Seawall and Railings are individually listed on the SHR.

1. INTRODUCTION

1.1 OBJECTIVES

The main objective of this CMP is to provide guidelines to the Foreshore Authority on the conservation, use, interpretation and management of the public open space Dawes Point *tar ra* to ensure that the heritage values of the place are maintained and, where appropriate, enhanced.

This Conservation Management Plan has been prepared to inform future decisions about the care, development and cultural interpretation of Dawes Point *tar ra*, and aims to enhance and protect the cultural significance of Dawes Point *tar ra* through:

- Identifying and understanding the heritage values at Dawes Point *tar ra*;
- Establishing conservation objectives and policies for the protection, conservation, presentation and transmission of the heritage values at Dawes Point *tar ra*;
- Recommending management strategies;
- Developing interpretation strategies;
- Maintaining and enhancing views and vistas of the Harbour;
- Managing the setting of Sydney Harbour Bridge and its approaches; and
- Conserving the historic plantings.

Dawes Point *tar ra* Park (also known as Dawes Point *tar ra* Reserve) forms part of National Heritage Listing for the Sydney Harbour Bridge. Therefore this CMP also aims to meet the requirements for Management Plans for National Heritage places. These requirements are outlined in the *Environment Protection and Biodiversity Conservation Regulations 2000 (EPBC Regs 2000)*. A table outlining how this CMP has met these requirements is included at Section 7.5.

Figure 1:

Dawes Point *tar ra*
oblique aerial.

Source: Foreshore
Authority c.2008.





Figure 2: Location of land at Dawes Point *tar ra* owned or managed by the Foreshore Authority within the context of The Rocks3 area managed by the Sydney Harbour Foreshore Authority. The general area subject to this CMP is indicated in red. A more precise indication is given by the plan at Figure 3. Source: GAO (2010) based on Foreshore Authority base map for The Rocks.

³ Godden Mackay Logan Pty Ltd, *The Rocks Heritage Management Plan* (2000), p.6. *The Rocks Heritage Management Plan*, adopted February, 2002, is in three volumes, Vol. 1, Vol. 2, *Background Papers*, and Vol. 3, *Supporting Documentation*. *The Rocks Heritage Management Plan* (2000) may be accessed at www.shfa.nsw.gov.au

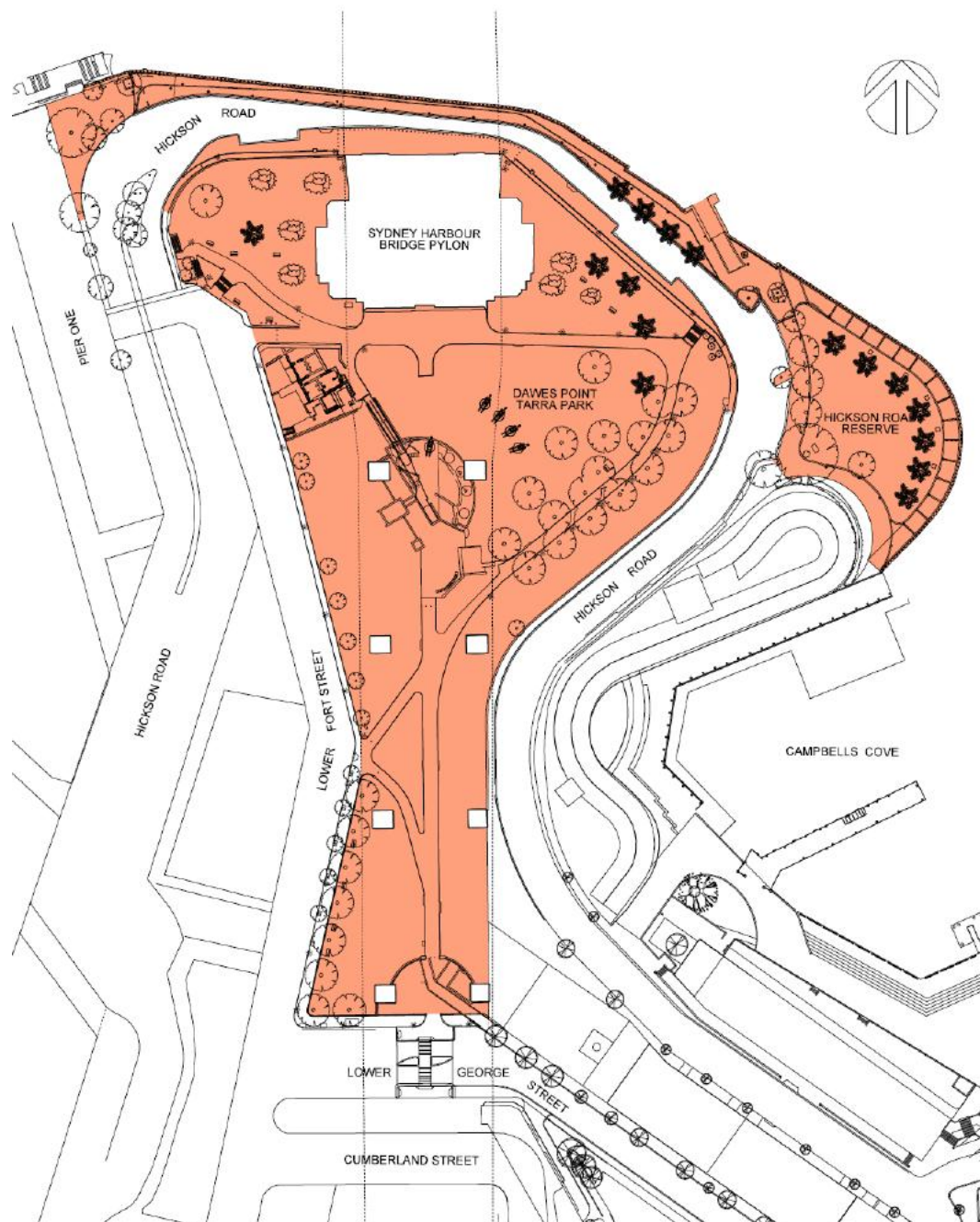
Figure 3:

Diagram showing the area covered by the CMP, including Dawes Point *tar ra* Park, Hickson Road Reserve and the Sea Wall, as indicated in red.

Source: GAO (2010) based on Foreshore Authority base map for The Rocks.



Area covered by this CMP



1.2 SITE IDENTIFICATION

Dawes Point *tar ra* is a prominent landmark in Sydney Harbour, terminating the western arm of Sydney Cove. Generally the area covered by this CMP is bounded by the Harbour sea wall to the north and north-east, the Hickson Road concrete retaining wall to the east, Lower George Street to the south and the sandstone retaining walls to Lower Fort Street and Hickson Road to the west (see Figure 2).

This CMP is only concerned with the public domain areas that come under the management of the Sydney Harbour Foreshore Authority.

1.3 OWNERSHIP AND MANAGEMENT

Dawes Point *tar ra* has been in government ownership since European settlement, first as a place of strategic administration, defence and transport and latter as a place of public recreation. The Sydney Harbour Foreshore Authority Act, 1998, vested the public open space at Dawes Point *tar ra* in the Sydney Harbour Foreshore Authority. This resulted in Dawes Point *tar ra* Park, Hickson Road Reserve, the Sea Wall and Cable Hut being owned and managed by Sydney Harbour Foreshore Authority while Sydney City Council retained ownership of George and Cumberland Streets and Hickson Road and its footpaths. Hickson Road and its footpaths are maintained by the NSW Roads and Traffic Authority.

For detail on the conservation management of the Sydney Harbour Bridge please refer to the SHB CMP (RTA Draft April 2010).

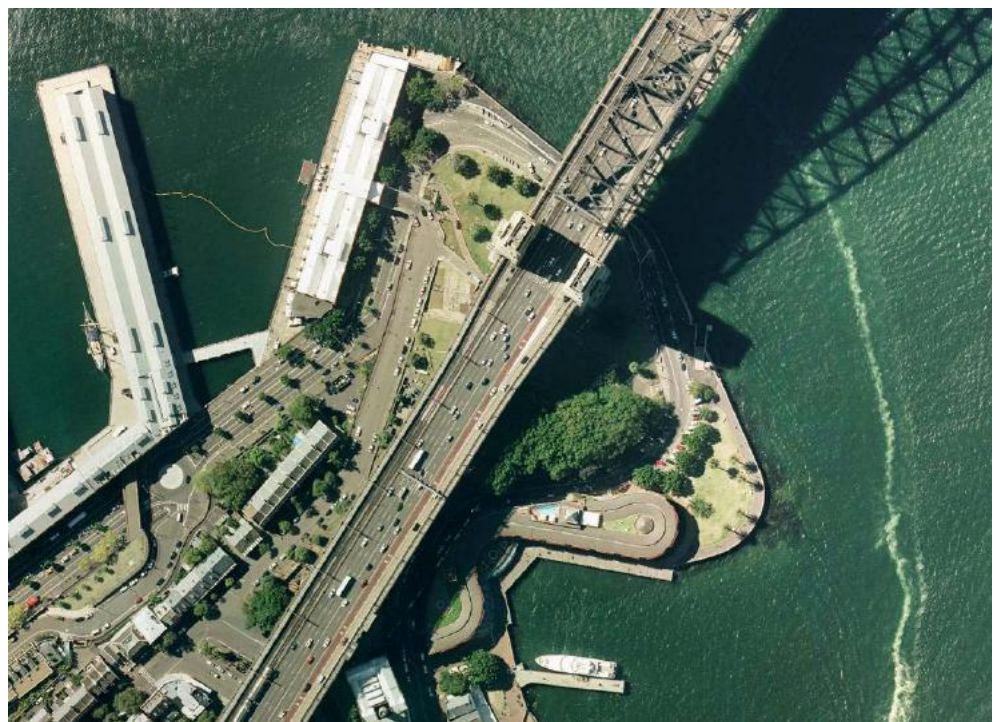
The various elements, many of which contribute to the heritage significance of Dawes Point *tar ra*, are in different ownership. In Section 5 of the Conservation Management Plan the opportunities, constraints and issues related to the site's management, including its ownership are discussed. The minimal requirement is for the relevant owner to be consulted when management documents are prepared or when works are proposed that impact on the fabric of the place. Known property titles are given in the following table.

In addition to its ownership and management role to various parts of the subject area, the Foreshore Authority has a role as a delegated approval authority for works with minimal or no heritage impact under Section 60 of the *NSW Heritage Act 1977*. This applies to all areas and elements in the area with the exception of the Sydney Harbour Bridge structures.

Figure 4:

Aerial photo of Dawes Point
tar ra

Source: Google 2007



PROPERTY TITLES

Owner	Ref		Name on Title	Title Reference
Sydney Harbour Foreshore Authority	Lot 7010	Ms 8283 ·	Dawes Point <i>tar ra</i> Park	Crown Reserve
	DP 1059456	3000	East	
	DP 787932		Hickson Rd Park (now	Lots 10-11 vested in
	Lots 10 & 11		known as the Hickson	Minister for Public
			Road Reserve)	Works, Gov. Gaz. 100,
				13.10.89. Trustee City
				Council P.8528-29
	DP 804776 Lot		Hickson Rd Park	G.G 27.2.87, closed
	1 was DP			road G.G 1.5.87
	746357 Lots			
	105 & 106			
	C.T Vol. 5018	Ms 8407-3000	Harbour Sea Wall	Gov.Gaz. 24.2.39.
	Fol. 1			Status Plan filed with
				LTO papers 1990M
				138.
	DP 1059456	Ms 8283-3000	Dawes Point <i>tar ra</i> Park	
	Lot 7009		West	
		Papers Ms	Cable Hut	SCRA 1968 filed with
		07.6937		LTO papers 1981m
				1728. Status Plan
				filed with LTO papers
				1990M 138. Lot
				transferred to
				Foreshore Authority
				from Commonwealth
				in 2010.
Sydney City Council	Ms 8407 · 3000		Parts of Dawes Point Park	Gov.Gaz. 24.2.1939.
				SCC
	DP 500378	Plan D.R 9	Hickson Road	Public Road. Gaz.
				no.9, 25.1.1923
RTA	Ms 8288-3000	SHB Abutment		
		Tower		
	Ms 8300-3000	Bridge		
		Abutment		
		Tower & Piers		
		(within Dawes		
		Point <i>tar ra</i>		
		Park)		

Most of the public open space area of Dawes Point *tar ra* Park; Hickson Road Reserve; the remains of the Horse Ferry; the Sea Wall; and the former cable hut are vested in the Sydney Harbour Foreshore Authority. Further detail on individual sites is as follows.

DAWES POINT *TAR RA* PARK

The boundary of the area owned by the Foreshore Authority does not correlate exactly with the boundary walls and kerbs of the Park (see Figure 5). For example thin sections of land at George Street North and at Hickson Road remain in the title of the Sydney City Council. This is due to the history of subdivision, road easements and allotment boundaries. However the entire Park to its boundaries is managed by the Foreshore Authority. The Park is significant on many levels including as a setting for the Sydney Harbour Bridge, and also because of the historical and archaeological values of the Dawes Point *tar ra* Battery.

HARBOUR PROMENADE, FOOTPATHS, WHARF

From 1908 to 1 February 1999 the whole of Dawes Point *tar ra* was under the management of the City of Sydney Council. The *Sydney Harbour Foreshore Authority Act 1998* vested the public open space in the Sydney Harbour Foreshore Authority. This resulted in the City of Sydney Council retaining ownership of the George and Cumberland Streets, as well as Hickson Road and footpath. George Street and Cumberland Streets are maintained by City of Sydney Council, while Hickson Road and its footpaths are maintained by Roads and Traffic Authority.

The Sea Wall up to mean high water mark is owned by the NSW Maritime (formerly the 'Office of Marine Administration' or the 'Waterways Authority of NSW'). The Office of Marine Administration (OMA) informed the Foreshore Authority c. 2006 that adjacent land owners are responsible for any sea walls, including the sea wall below high water mark. Recently the Foreshore Authority completed major conservation works to the sea wall and its iron railing.

This leaves the Foreshore Authority with ownership of a narrow strip of land described in this report as the 'Hickson Road promenade', from the sea wall to the road reserve of Hickson Road. However the footpaths and parking spaces on Hickson Road at Dawes Point *tar ra* have been redesigned to improve pedestrian amenity and security for the SHB.

The Foreshore Authority manages and maintains all of the public open space at Dawes Point *tar ra* including:

Hickson Road Reserve

All of Hickson Road Reserve is owned and managed by the Foreshore Authority. In recent decades a paved footpath was created adjacent to the sea wall to improve the

pedestrian experience and the tree plantings were rationalised while respecting the heritage values of the Reserve.

Horse Ferry Wharf

This stone and brick structure has recently been conserved.

The timber piles of the former Horse Ferry Wharf originally extended into the Harbour either side of the masonry ramp. Archaeological evidence of this structure and other artefacts below mean high water mark are the responsibility of the NSW Maritime. Any work to the lower sea wall or Harbour bed may require an excavation permit under the NSW Heritage Act, 1977, subject to the findings of archaeological research.

The Fog Horn Building

A 1941 small, rendered restrained Inter – War Art Deco building is located to the east of the approach road. The building is erected on City of Sydney Council land and is owned and maintained by Sydney Ports (the public domain around the foghorn is managed by the Foreshore Authority). It continues to function as the harbour fog horn.

Cable Hut

The sandstone Cable Hut is built predominately on the Sea Wall on the title 'MS2 211-3000'. In 2010 this land was transferred from the Commonwealth (Department of Finance & Deregulation) to the Foreshore Authority. Adjacent to the Cable Hut is a communications pit managed by Telstra. The Cable Hut was conserved and interpreted in 2009/10.

THE SYDNEY HARBOUR BRIDGE

The Sydney Harbour Bridge structures, including the abutments, piers and approach spans, are in the ownership of the NSW Roads and Traffic Authority (RTA). The Asset Management Branch of the RTA (Sydney Region) is the nominal manager of the whole asset. Sydney Bridge Services have their Maintenance offices and workshops in the Southern Abutment Tower accessed through Dawes Point *tar ra* Park. Tourist access to the Bridge is not available through the Dawes Point *tar ra* Park.

In 2010 a revised Conservation Management Plan was prepared for the Bridge (first version 1998). The Bridge is of exceptional (national) heritage significance and is listed on the State Heritage Register under the *NSW Heritage Act 1977* and on the National Heritage List under the *EPBC Act 1999*. The State Heritage Register and National Heritage Listings for the Bridge include part of Dawes Point *tar ra* (mainly Dawes Point *tar ra* Park).

Within Dawes Point *tar ra* Park there are also electricity poles supporting flood lighting to the SHB pylon structure. This lighting installation is managed by the RTA.

Evidence of the SHB construction within Dawes Point *tar ra* is generally owned and managed by the Foreshore Authority. The top of one of the cable anchors used in the Bridge construction from 1925 is displayed and interpreted in Dawes Point *tar ra* Park.

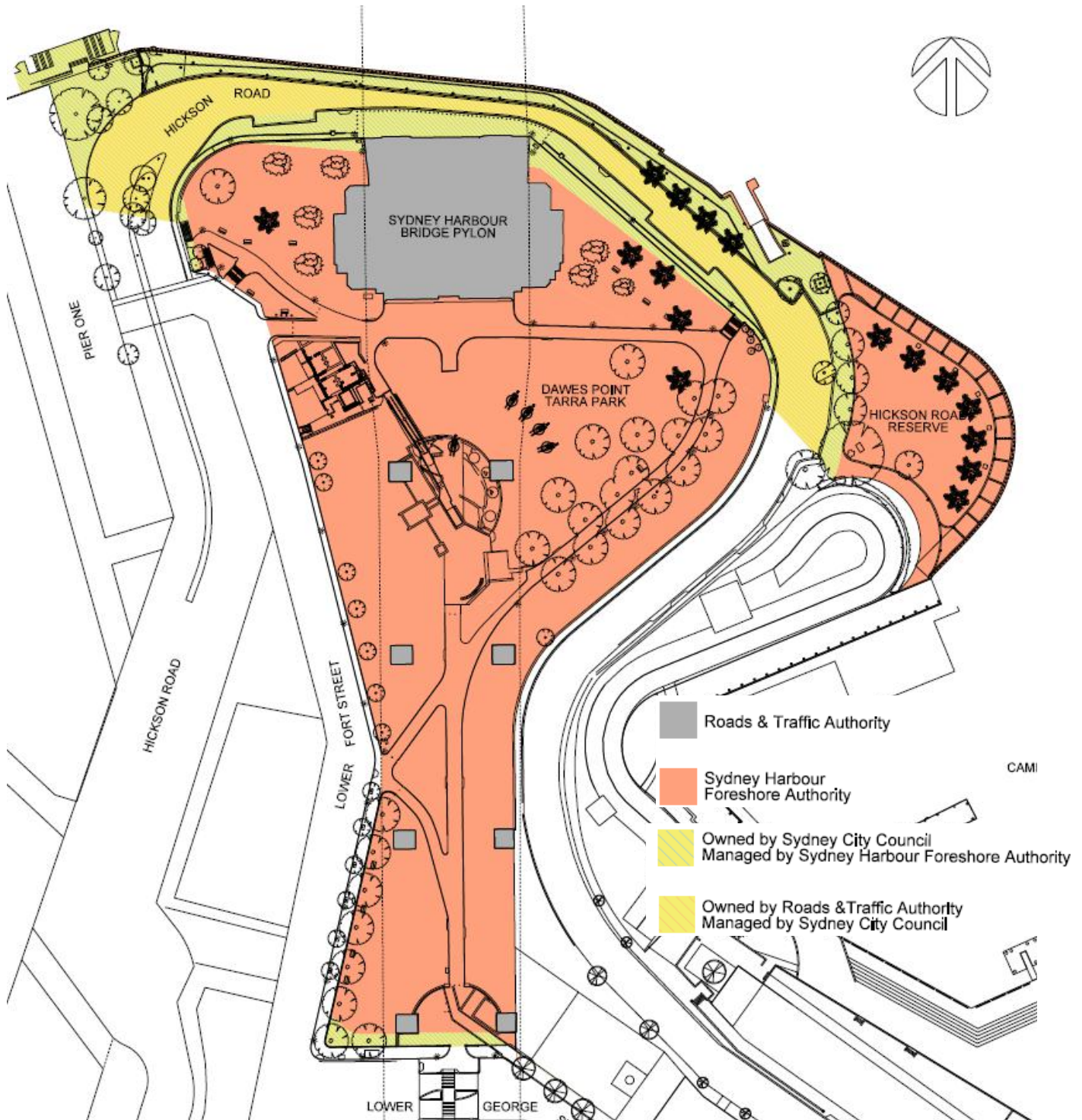


Figure 5:

Plan showing Government owned and managed land at Dawes Point *tar ra* (as covered by this CMP).

1.4 LISTINGS

1.4.1 STATUTORY LISTINGS COVERING THE CMP AREA

The following paragraphs outline the Statutory Listings applying to the Study area. The implications of these listings on the management of Dawes Point *tar ra* are discussed at Section 5.

EPBC Act 1999 - National Heritage List

- The Sydney Harbour Bridge, including Dawes Point *tar ra* Park
http://www.environment.gov.au/cgi-bin/ahdb/search.pl?mode=place_detail;place_id=105888

NSW Heritage Act 1977 – NSW State Heritage Register

- The Sydney Harbour Bridge, including Dawes Point *tar ra* Park
http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5045703
- Dawes Point *tar ra* Battery Remains
http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5053114
- Millers Point & Dawes Point *tar ra* Village Precinct
(includes a small section of the CMP area adjacent to Pier One at Walsh Bay)
http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5054725
- Harbourside Railings. Sydney Cove (including Dawes Point *tar ra*)
http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5053188
- Walsh Bay Wharves Precinct
(includes small amount of land near Pier One inside the area covered by this CMP)
http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5045067

NSW Heritage Act 1977 – The Foreshore Authority’s s170 Heritage & Conservation Register

- Dawes Point Heritage Precinct. The precinct actually extends to the south beyond the boundaries of this CMP to include the steps and retaining wall separating Lower George Street from Cumberland Street.
http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=4500497
- Dawes Point *tar ra* Battery Remains
http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=4500494
- Rocks Conservation Area
http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=4500458
- Harbourside Railings. Sydney Cove (including Dawes Point *tar ra*)

http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5053188

- Dawes Point Cannon

http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=4500491

- Dawes Point *tar ra* Vehicular Ferry Dock

http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=4500495

NSW Heritage Act 1977 – RTA s170 Heritage & Conservation Register

- The Sydney Harbour Bridge, including Dawes Point *tar ra* Park (see Figure 12)

<http://www.rta.nsw.gov.au/cgi-bin/index.cgi?action=heritage.show&id=4301067>

NSW Heritage Act 1977 – s140 Archaeological Provisions

Any historical archaeological sites of significance are protected under the NSW Heritage Act 1977 (see Sections 3.4 and 6.5 in this CMP).

NSW National Parks & Wildlife Act 1974

Any Aboriginal archaeological sites found during works in the area are protected under the National Parks & Wildlife Act 1974.

NSW Heritage Act 1977 – Sydney Ports s170 Heritage & Conservation Register

- Dawes Point *tar ra* Vehicular Ferry Dock

http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=4920020

- Dawes Point *tar ra* Lighthouse (and fog siren)

http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=4560029

Sydney Harbour REP 16 1997

- Dawes Point *tar ra* Vehicular Ferry Dock

http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=4920020

City Of Sydney LEP 2005

The areas which fall under the Sydney Foreshore Authority Act 1998 are excluded from the Sydney LEP 2005.

For **non-statutory listings** applying to Dawes Point *tar ra* (e.g. The National Trust) and their implications see Section 5.5 of this CMP.

1.4.2 ADJACENT LISTINGS

When considering works at Dawes Point *tar ra* it is necessary to consider their impact on adjacent heritage listings including:

Sydney Harbour Bridge

As noted above the Sydney Harbour Bridge (SHB) is listed on the National Heritage List under the *EPBC Act 1999*. This listing includes Dawes Point *tar ra* Park (Reserve) (see Figure 55). The SHB is also listed on the State Heritage Register under the *NSW Heritage Act 1977*; as a heritage item in the *Sydney LEP 2005*; and as a heritage item on the Roads and Traffic Authority (RTA) Heritage and Conservation Register (Section 170 of the *NSW Heritage Act 1977*).

The Sydney Opera House

The Opera House was included on the National Heritage List (NHL) under the *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act 1999)* on 12 July 2005. In 2007 the Sydney opera House was inscribed on the World Heritage List (WHL). The Opera House is also listed on the State Heritage Register under the *NSW Heritage Act 1977*, as a heritage item in the *Sydney LEP 2005*.

Millers Point & Dawes Point *tar ra* Village

Millers Point Village and Dawes Point *tar ra* Village are listed on the State Heritage Register under the *NSW Heritage Act 1977* (SHR No. 00884, gazetted 2 April 1999). As noted above the SHR listing boundary includes a small section of the CMP study area along Lower Fort Street and on the foreshore adjacent to Pier One.

The Millers Point and Dawes Point *tar ra* Villages SHR information can be found at http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5054725.

Millers Point Conservation Area is also listed as a 'special area' in the *Sydney LEP 2005*. The boundary of this Special Area abuts Dawes Point *tar ra* Park along Lower Fort Street and along George Street North, but does not include any of Walsh Bay or Hickson Road near the Bridge. All streets within this area are also Heritage Streetscapes for the purposes of the LEP. The houses across the road from Dawes Point *tar ra* Park in Lower Fort Street are listed as heritage items in the *Sydney LEP 2005*.

Walsh Bay

The whole of the Walsh Bay precinct is listed on the State Heritage Register (Item no. 00559). Pier One has been adapted as a hotel and the remainder of Walsh Bay is adapted as a mixed commercial, residential and cultural precinct. (SHR No. 00559,

gazetted 2 April, 1999). The Walsh bay SHR information can be found at http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5045067.

Walsh Bay is also covered by the Walsh Bay REP 16 (5 Dec 1997).

1.5 METHODOLOGY AND STRUCTURE

This 2010 review of the Dawes Point *tar ra* Conservation Management Plan (CMP) is based on a brief outlined in a letter from Sydney Harbour Foreshore Authority (the Foreshore Authority), and clarified in subsequent discussions with the Foreshore Authority.

This Conservation Management Plan has been prepared in accordance with guidelines outlined in *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 1999*, the NSW Heritage Branch, Department of Planning's guidelines on conservation management documents, and James Semple Kerr's, *The Conservation Plan* (sixth edition) 2004.

This CMP follows the current standard for CMPs produced by the Foreshore Authority and is an upgrade of previous Dawes Point *tar ra* CMP versions:

- Conybeare Morrison (September 2005) Dawes Point Tar ra CMP Volumes 1 & 2.
- Sydney Harbour Foreshore Authority (October 1999) Draft Dawes Point CMP and inventory Records.

The records are unclear as to whether these earlier CMPs were endorsed by the NSW Heritage Council.

The Burra Charter proposes processes and principles for the conservation of an item. The *NSW Heritage Manual* explains and promotes the standardisation of heritage investigation, assessment and management practices in NSW. The key methodology of both documents is to identify the nature of any heritage significance as a basis for making decisions which will affect the future of the place. Kerr's *The Conservation Plan* provides guidance on substance, structure and methodology for the writing of effective, site-specific conservation plans.

The initial sections of the CMP provide an analysis of the site and buildings, based on documentary and physical evidence. This analysis includes a historical summary, developing an understanding of the history of the site and place, together with a descriptive analysis of building components and elements.

A grading of significant elements and spaces has been provided to identify their differing levels of contribution to the significance of Dawes Point *tar ra*.

The final sections of the CMP address various management issues, and the role and objectives of the relevant heritage authorities. They provide the framework for the formulation of the conservation policies and implementation guidelines.

Because this is a complex site Inventory records have also been prepared giving more detail on particular areas or elements.

1.6 DOCUMENTARY SOURCES

The Sydney Harbour Foreshore Authority (and its predecessor the Sydney Cove Authority) produced or commissioned studies to record and inform decision making on the conservation of particular significant fabric at Dawes Point *tar ra*. These are identified at Section 9 References at the end of this CMP.

Many of these studies are available from the Library of the Sydney Harbour Foreshore Authority and/or the Library of the Heritage Branch of the NSW Department of Planning, and have been drawn on to arrive at the conclusions in this Conservation Management Plan.

The Authority also possesses a collection of copies of historical images of areas under its management including Dawes Point.

1.7 TERMINOLOGY

The terminology used in this report, where referring to conservation processes and practices, follows the definitions as presented in *The Burra Charter*. Article 1 of the Burra Charter gives the following definitions⁴:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Related place means a place that contributes to the *cultural significance* of another place.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a *place* so as to retain its *cultural significance*.

Maintenance means the continuous protective care of the *fabric* and *setting* of a *place*, and is to be distinguished from repair. Repair involves restoration or reconstruction.

⁴ Australia ICOMOS Burra Charter 1999, p. 2.

Preservation means maintaining the *fabric* of a *place* in its existing state and retarding deterioration.

Restoration means returning the existing *fabric* of a *place* to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.

Adaptation means modifying a *place* to suit the existing use or a proposed use.

Use means the functions of a *place*, as well as the activities and practices that may occur at the *place*.

Compatible use means a use which respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a *place*, which may include the visual catchment.

Figure 6:
Sydney Harbour Bridge terminology.

Source: RTA

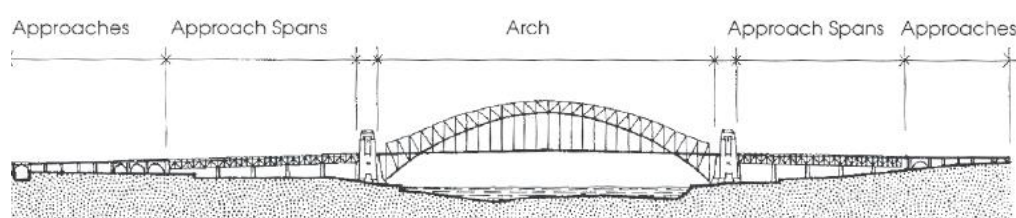
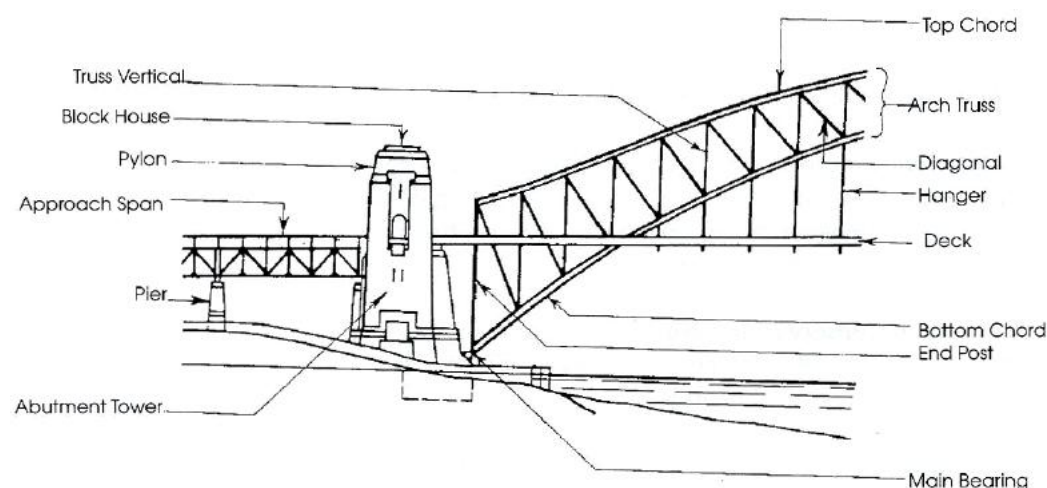


Figure 7:
Sydney Harbour Bridge terminology.

Source: RTA



The following abbreviations are used throughout the document:

AHC	Australian Heritage Commission
AONSW	Archives Office of New South Wales
BCA	Building Code of Australia
CALM	Conservation & Land Management (now Land & Property Information Division, Department of

	Lands)
CBD	Central Business District of Sydney
CM	Conybeare Morrison
CMP	Conservation Management Plan
DA	Development Application
DCP	Development Control Plan
DIPNR	Department of Infrastructure, Planning and Natural Resources
DMR	Department of Main Roads (now RTA)
DPWS	Department of Public Works & Services
DUAP	Department of Urban Affairs & Planning (now DIPNR)
EIS	Environmental Impact Statement
E.P&A Act	Environmental Planning & Assessment Act, 1979
EPBC	Environment Protection & Biodiversity Conservation (Commonwealth <i>EPBC Act 1999</i>)
Foreshore Authority	Sydney Harbour Foreshore Authority
GAO	NSW Government Architect's Office
ICOMOS	International Committee on Monuments and Sites
LEP	Local Environmental Plan
LGA	Local Government Area
ML	Mitchell Library
MLA	Member of the Legislative Assembly of New South Wales
MLC	Member of the Legislative Council of New South Wales
MSB	Maritime Services Board (now NSW Maritime)
NAA	National Archives of Australia
NHL	National Heritage List
NT	National Trust of Australia (NSW)
OMA	Office of Marine Administration formerly Waterways Authority of NSW
PCO	Permanent Conservation Order
RTA	Roads and Traffic Authority of New South Wales
SAC	Sydney Artefacts Conservation
SCA	Sydney Cove Authority
SEPP	State Environmental Planning Policy
SHB	Sydney Harbour Bridge

SHI	State Heritage Inventory
SHR	State Heritage Register
SMH	Sydney Morning Herald
SRA	State Rail Authority Of New South Wales
SPF	Small Pictures File (Mitchell Library)
SRNSW	State Records of New South Wales
TPO	Tree Preservation Order

1.8 AUTHORSHIP

This CMP Review has been prepared by Mary Knaggs, Senior Heritage Architect from the Government Architect's Office Heritage Group.

Diagrams were prepared by Jacqueline Power of the GAO Heritage Group.

The sections on Documentary Evidence and Historical Significance have been reviewed by Laila Ellmoos of the GAO Heritage Group.

The project was reviewed by Bruce Pettman and Caitlin Allen of the GAO Heritage Group.

The author would also like to thank the staff from the Foreshore Authority for their assistance.

2. DOCUMENTARY EVIDENCE

2.1 INTRODUCTION

In order to better understand the historical development of Dawes Point *tar ra*, this history has been approached thematically as such a framework offers multiple storylines to assist an understanding of the cultural values of the place. This method can provide contextual patterns and associations, especially in relation to human activities in the environment, which would not be immediately obvious were a strictly descriptive or chronological approach taken. The NSW Heritage Branch, Department of Planning has developed a thematic framework for use in heritage assessment and management. The thematic framework identifies 38 principal themes.⁵ The organising principle for the thematic framework is the dynamism of human activity.

The historical development of an area or item can be understood as occurring in a thematic way. A physical illustration of this can be seen when we think about a landscape or building or arrangement of artefacts as a series of layers, each one representing a progressively earlier or later theme, or historical influence. Thinking about a place in terms of themes can help us understand its significance.⁶

An Illustrated History of Dawes Point is provided at Appendix A and an analysis of historical significance under the themes is at Section 4.2.

2.2 DAWES POINT TAR RA TIMELINE

See also the introduction to the History of The Rocks and the Illustrated History of Dawes Point *tar ra* at Appendix A.

Date	Event
Pre 1788	Dawes Point <i>tar ra</i> is part of the environmental and cultural territory of the Eora Aboriginal people.
1788	April - Lieutenant William Dawes (1762-1836) builds the first timber observatory at Point Maskelyne (Dawes Point <i>tar ra</i>).
1789	July - A replacement stone observatory is built. The first powder magazine constructed at Dawes Point <i>tar ra</i> . The first trafficable road in the colony is completed from Dawes Point <i>tar ra</i> to (the first) Government House.

⁵ Both the Australian Heritage Commission (national) and the NSW Heritage Council (state) have identified themes for research relating to places of heritage significance. www.heritage.nsw.gov.au

⁶ Baskerville, Bruce 2000, *Historical Research for Heritage*, NSW Heritage Office Heritage Information Series, p. 2.

Date	Event
1790	<p>In December 1790 word arrived from Batavia by the Dutch ship <i>Waaksamheyd</i> that a dispute had arisen between England and Spain.⁷</p> <p>According to Watkin Tench: <i>Placed out of reach of attack, both by remoteness and insignificance, our only dread lay lest those supplies intended for our consumption, should be captured. Not, however, to be found totally un-provided, in case an enemy should appear, a battery was planned near the entrance of Sydney Cove, and other formidable preparations set on foot.</i></p> <p>Collins states that the battery at Dawes Point <i>tar ra</i> was commenced the following July: <i>In the beginning of the month, the stone-mason, with the people under his direction, had begun working at the west point of the cove, where the governor purposed constructing out of the rock a spot whereon to place the guns belonging to the settlement, which was to wear the appearance of a work. The flagstaff was to be placed in the same situation.</i>⁸</p> <p>Flagstaff and Signal Station located on site.</p>
1791	<p>Work on Dawes Point <i>tar ra</i> Battery was completed in August 1791. Collins records an accident occurring during the installation of the cannon: <i>The platform which had been constructing on the West Point since June last being ready for the reception of the cannon, they were moved thither about the middle of the month (August 1791); in doing which, a triangle which was made use of, not being properly secured, slipped and fell upon a convict (an overseer), by which accident his thigh was dislocated, and his body much bruised. He was taken to the hospital where, fortunately, Mr White immediately reduced the luxation.</i>⁹</p> <p>Dawes returns to England.</p>
1800	<p>In 1800 the stability of the battery is called into question: <i>The battery consists of 10 guns and 14 embrasures formed of stone and earth miserably put together, with a parapet of twelve inches, as under, and a breastwork four feet four inches high; the whole in such a state that many parts of the work fall to pieces when the guns are fired.</i>¹⁰</p> <p><i>Improvements are made and by 1801 it is reported that the Battery has been reconstructed and is now capable of annoying any vessels with effect.</i>¹¹</p>
1806	It is noted that of the twelve guns mounted at the Battery, eight were out of operation. ¹²
1808	Governor William Bligh is arrested and a salute is fired at the Battery. ¹³
1811	David Dickson Mann mentions Dawes Point <i>tar ra</i> in his description of Sydney: <i>where the yellow flag is seen flying, on Dawes's Point, there is a Battery, and Lookout house.</i> ¹⁴
1815	Francis Greenway, acting civil architect, wrote to Governor Macquarie that: <i>In the event of the</i>

⁷ Collins, David 1798, *An Account of the English Colony in New South Wales*, RAHS, p. 119; Tench, Watkin 1799, *Sydney's First Four Years*, p. 217.

⁸ Collins, *ibid.* p. 139.

⁹ Collins, *ibid.* p. 145.

¹⁰ Return of Guns and State of Batteries, 1 October, 1800, *Historical Records of Australia*, p. 668.

¹¹ King to Portland, 10 March, 1801, *Historical Records of Australia* Vol. III, p. 73.

¹² Return of Ordnance, 13 August 1806, *Historical Records of Australia*, Vol. VI, p. 131.

¹³ Bligh to Castlereagh, 30 June, 1809, *Historical Records of Australia*, Vol. VI, p. 521.

¹⁴ Mann, D D 1811, *The Present Picture of New South Wales*.

Date	Event
	<i>bridge being thrown across from Dawes Battery to the North Shore, a town would built on that shore, and would have formed with these buildings, a grand whole, that would have indeed surprised anyone on entering the Harbour.</i>
1815-1817	A view of Sydney Cove from Dawes Point <i>tar ra</i> looking toward Campbell's warehouses shows the walls of the Battery, three cannon and a civilian in conversation with a soldier. ¹⁵
1819	Late in the Macquarie administration, a substantial stone guardhouse with castellated tower designed by Francis Greenway is added to the Battery. Work on the tower of the guardhouse starts on 24 July 1819 and finishes on 7 October 1820. ¹⁶ A semi-circular battery is built with new breastwork (the floor of which was uncovered during the 1995 archaeological excavation).
1820	Panorama of Sydney Cove shows the southwest view of the new Greenway guardhouse, the flagpole and guns mounted on the battery. ¹⁷ Joseph Lycett paints a watercolour that shows the front of the Greenway guardhouse and the Dawes Point <i>tar ra</i> and Fort Macquarie fortifications guarding the entrance to the harbour. ¹⁸
1822	The earliest existing survey map ¹⁹ of the site in c1822, following Greenway's alterations, shows the basic structures on Dawes Point <i>tar ra</i> : the Battery, the Greenway guardhouse and the paths to provide access from Fort Phillip, Lower George Street and The Rocks. ²⁰ At this time, Governor Macquarie describes the site as: <i>A New Guard house (stone built) at Dawes Battery and the Battery itself greatly improved.</i> ²¹ In spite of additions, Dawes Point <i>tar ra</i> Battery is still criticised for its uselessness and style. According to the Surveyor General, it was: <i>...another attempt in the style of castellated Gothic — a style of building as ill adapted to the purposes of modern defence, as the attempt at its imitation in this instance is miserably and contemptibly defective and irregular in itself.</i> ²²
1826	In a dispatch dated 9 May 1826 to the Colonial Office, Lieutenant General Sir Ralph Darling writes to the Colonial Office regarding the defences of the colony: <i>It has not yet been in my power to make a report respecting the defenceless state of the Colony. I shall write on the subject by an early opportunity as I am satisfied Government will not allow so valuable a possession to remain any longer unprotected. A single frigate could in a very short time destroy the Town [of Sydney] without the possibility at present of preventing it.</i> ²³

¹⁵ 'A View of the Cove and Part of Sydney, New South Wales, taken from Dawes's Battery', engraving by W Preston from an original drawing by Captain Wallis, cited in McCormick, p. 181.

¹⁶ Evidence on plan and construction of Dawes Point *tar ra* Battery 1821: Cureton to Bigge, in the Bonwick Transcripts Box 1, pp. 411-13.

¹⁷ 'Continuation of a View from Bunkers hill Including daws'es (sic) battery and Fort Lachlan & South head light house', by R. Read Senr. 1820, cited in McCormick, p. 177.

¹⁸ 'North view of Sydney, New South Wales, Joseph Lycett', 1820, cited in McCormick, p. 192.

¹⁹ Dawes Point Battery, State Records, AO Map 6313.

²⁰ Dawes' observatory does not appear on this map of c.1822. It was probably demolished to make way for the Greenway building.

²¹ Return of Public Works, Macquarie to Bathurst, 21 July, 1822, *Historical Records of Australia* Vol. X, p. 687.

²² Surveyor General quoted in Kerr and Broadbent, p. 43.

²³ Cited in Austin, M, p. 151.

Date	Event
1827	George Worrell is said to be buried on the site, although his place of execution is not known. This is the first reference to the practice of burying condemned prisoners on the site, although it may have been well established by this time. ²⁴
1829	Robert Burford writes that: <i>it [Dawes' Point Battery] is inadequate to the defence of the town against any respectable force.</i> ²⁵
1832	Execution by firing squad of Private Thomas Brennan, and subsequent burial on site. ²⁶
1839	A description of the battery states that: <i>Dawes Battery is a curved fleche, the length round the crest of the parapet being 120 feet; the interior slope is two feet high and retained by a stone wall; the remainder of the parapet is formed of earth; it mounts eighteen guns, viz., six six-pounders and twelve twelve pounders; the whole of them are en barbette; The site of this battery is considerably above the level of the water.</i> ²⁷ With the sudden arrival of American Sloops in Sydney Harbour, the harbour defences are found to be inadequate.
1840-1843	Construction of forts at Bradleys Head and 'Pinchgut' (Fort Denison) are commenced. A tinted lithograph shows three soldiers at Dawes Point <i>tar ra</i> Battery. ²⁸ The cannon are not repaired, but are mounted on carriages.
1842	A horse ferry service (<i>PS Princess</i>) between George Street (now Lower Fort Street) at Dawes Point <i>tar ra</i> and Blues Point; the service only lasts for 15 months but recommences in the 1850s.
1848	On 23 November 1848, Lieutenant-Colonel Gordon, Royal Engineer, submits a report to the Governor recommending that the defences of the colony be shifted toward the mouth of the harbour, at Inner South Head and Middle Head. Gordon proposes that the inner line of defences be maintained and reinforced at Bradleys Head, Pinchgut (Fort Denison) and Dawes Point <i>tar ra</i> . The battery at Dawes Point <i>tar ra</i> is to be fitted with six 56-pounder guns as: <i>This last named spot is very favourably situated for defence...</i> ²⁹
1849	An inspection report of 18 May 1849 describes the condition of Dawes Point <i>tar ra</i> Battery as being: <i>In a fair state with the exception of the old work on the Glacis and some breaches on the Sea Border. The only gun-carriage here is in good order and there are no platforms unless the solid rock be considered such.</i> ³⁰
1850	A sketch of Dawes Point <i>tar ra</i> by Miss Barney ³¹ looking north shows the Greenway building, the Officers' Quarters and various other buildings on the site.

²⁴ Forde, J. (1908): "Old Sydney" by 'Old Chum', The Truth, 28 June 1908, article, No. 38. The 'slaughterhouse' was established at Dawes Point by 1823 and moved to Glebe Island by the 1850s.

²⁵ Burford, R 1929, *Description of a View of the Town of Sydney New South Wales*, p. 11.

²⁶ *Sydney Gazette*, 7 April 1832.

²⁷ Macle hose, J. 1839, *Picture of Sydney and Strangers Guide in NSW for 1839*, p. 122.

²⁸ Painting by George Skinner Prout.

²⁹ Cited in Austin, M, p. 263.

³⁰ Cited in Austin, M, Appendix 17.

³¹ Copy from the original drawing by M.J. Barney, daughter of Col. George Barney, Victoria Barracks Archive.

Date	Event
1853	Governor Fitzroy appoints Colonel Barney to improve harbour defences in view of the threat of a European war with Russia. Barney uses Lieutenant-Colonel Gordon's report of 1848 which suggested fortifications at Middle Head, Inner South Head and Sow and Pigs reef. Work begins immediately.
1854	In March 1854 Britain and France join forces with Turkey to fight against Russian expansion in the Crimean Peninsula. This has a significant effect on the defence strategies in the colony of New South Wales: the fortifications of Sydney are strengthened. ³² The threat also prompts the formation of the first volunteer forces in NSW in 1854 which included artillery. ³³
1855	Governor Denison is appointed Governor of NSW and the Governor of Australia. The British are at war with Russia and Barney is ordered to concentrate on the defence of the inner harbour for the protection of Sydney: Dawes Point <i>tar ra</i> Battery, Pinchgut (Fort Denison), Kirribilli Point and the entrance to Woolloomooloo Bay (Mrs Macquarie's Chair) are reinforced. ³⁴ Works at Dawes Point <i>tar ra</i> Battery includes the construction of the Artillery Barracks, improvements to the semi-circular battery (at this time known as the Upper Battery), construction of the Lower Battery (for field artillery), and construction of the Officers' Quarters.
1856	Detachments of the Royal Artillery are sent to Sydney to be stationed at Dawes Point <i>tar ra</i> Battery. The Battery is extended to include the Officers' Quarters and a double line of cannon. An upper line, consisting of the original earthworks and five mounted cannon on traversing platforms, is built. The lower line now holds fifteen guns of which the two end cannon are mounted on platforms. ³⁵ By mid-year Denison reports to the Executive Council that work at Dawes Point <i>tar ra</i> Battery has been completed. Twenty guns have been mounted (the five 42 pounders in the semicircular upper battery), and the regular artillery housed at Dawes Point <i>tar ra</i> Battery and Fort Denison. ³⁶
1866	Sydney's main horse ferry service between Bennelong and Milsons Points is commenced, ceasing in 1941.
1870s	Major fortification works commenced at Middle Head, Georges Heights and South Head, forming an 'Outer Line of Defence', with the result that the inner line of defence is progressively abandoned. ³⁷
1870	British Regiments depart from Australia, and the responsibility for defence rests with the local militia.
1874	Commodore James Goodenough proposes the British Naval Station in NSW be transferred from Garden Island to Dawes Point <i>tar ra</i> . At first the idea is favourably received by the Colonial Government who wished to maintain Garden Island for the 'embellishment of the harbour', but is

³² McNicoll, R R 1977, *The Royal Australian Engineers, 1835-1902*, p. 13.

³³ Ibid, p. 66.

³⁴ NSW Legislative Assembly *Votes and Proceedings*, 1855, Vol. 3, p. 1013.

³⁵ Environmental Partnership Pty Ltd, *Dawes Point Reserve Plan of Management*, p. 13.

³⁶ NSW Legislative Assembly *Votes and Proceedings*, 1858-9, Vol. 2, p. 27.

³⁷ Letter National Trust (NSW) to the Foreshore Authority, 20 July 1999.

Date	Event
	later decided against. ³⁸
1875	A photograph of Dawes Point <i>tar ra</i> Battery ³⁹ shows the stone blocks of the semi-circular battery wall, the circular cuttings in the bedrock ⁴⁰ which enabled the swivel movement of the cannon, and the cannon themselves mounted on pivots. Four cannon and ammunition are visible in the photograph.
1876	A plan of Dawes Point <i>tar ra</i> shows a number of buildings on the site. These include the Officers' Quarters, the Battery, a barracks, a blacksmith and a stable at the northern end of the site, while on the opposite side of the road a second barracks, a guardroom and a public baths are shown. The appearance of a public baths is the first sign that the Battery is slipping in importance as a strictly defensive position. ⁴¹
1878	The authorities change their minds about transferring the British Naval Station from Garden Island to Dawes Point <i>tar ra</i> , deciding to build a public promenade on Dawes Point <i>tar ra</i> instead. ⁴²
1880	Construction of the sea wall around Dawes Point <i>tar ra</i> begins. The construction of the Cable Hut at Dawes Point is included as part of this work, although the telegraphic cable installation across the Harbour is likely to date to the 1850s.
1882	The Colonial Government once again offers Dawes Point <i>tar ra</i> to the Admiralty for use as a naval base. This is in exchange for all other land in the Colony possessed by the Imperial Board of Ordnance: the Commissariat Store ⁴³ and all lands claimed by the British Government (including Garden Island). The offer is accepted by the Admiralty and the Colonial Architect is instructed to draw up plans of buildings required for the site. ⁴⁴
1883	A change of government results in the offer of Dawes Point <i>tar ra</i> being withdrawn. The Admiralty accepts an alternative offer of £50,000 towards improving Garden Island, which is accepted. ⁴⁵ Dawes Point <i>tar ra</i> never again features as a proposal for a naval base.
1886-1887	The headquarters of the Defence Force is established in Phillip Street, and other offices are located at Dawes Point <i>tar ra</i> . ⁴⁶
1888	The Submarine Mining Corps is formed and based at Berrys Bay. Personnel are quartered at Dawes Point <i>tar ra</i> for a short, unspecified period. ⁴⁷

³⁸ Goodenough to Pasley, 20 June 1874, PRO, Admiralty 116/828 - Admiralty and Secretariat Cases 1852-1959), p. 202.

³⁹ State Library of NSW, Mitchell Library, 14011 ST 11770.

⁴⁰ Preliminary archaeological excavations by Sydney Cove Authority in February 1995 revealed the circular cuttings for the gun-mounts as well as the drainage gullies.

⁴¹ Survey of Dawes Point Battery 1876, State Records of NSW, AO Plan 1545.

⁴² Commodore Hoskins to Admiralty, 19 June 1878, PRO, Admiralty 116/828, Admiralty and Secretariat Cases 1852-1959.

⁴³ Now the site of the Museum of Contemporary Art.

⁴⁴ Colonial Secretary's Minute to Governor of NSW 17 January 1882 (PRO Admiralty 116/828- Admiralty and Secretariat Cases 1852-1959).

⁴⁵ Commodore Erskine to Admiralty, 27 March 1883. PRO- Admiralty 116/828- Admiralty and Secretariat Cases 1852-1959.

⁴⁶ NSW Legislative Assembly *Votes and Proceedings*, 1887-88, Vol 2, p. 1.

⁴⁷ NSW Legislative Assembly *Votes and Proceedings*, 1889, Vol 2, p. 159.

Date	Event
1890s	A horse ferry ramp begins construction on the eastern side of the Dawes Point <i>tar ra</i> seawall for access to Blues Point (service commenced by 1901 and ceased April 1931). ⁴⁸
1891	Map shows Dawes Point <i>tar ra</i> Battery, the Officers' Quarters, the Greenway guardhouse and a number of other buildings on the east side of George Street. On the west side is the Artillery Barracks, guard rooms and ancillary buildings (possibly including stables). By this stage the Mercantile Rowing Club (later moved to George Street, and renamed as the Mercantile Hotel) is located on the harbour foreshore below the Battery. The public baths, known as the Public Harbour Baths, are accessible from the north-western part of George Street. ⁴⁹
1900	With the outbreak of bubonic plague in 1900 and Federation in 1901, The Rocks, including Dawes Point <i>tar ra</i> , is resumed by the Government of NSW. Military operations become the responsibility of the new Federal government, and a prolonged debate ensues on the ownership of Dawes Point <i>tar ra</i> Battery. The military continue to occupy Dawes Point <i>tar ra</i> until 1908.
1902-1904	<p>Brigadier General Harry Finn appointed Commandant of New South Wales forces; he lives with his family in the Officers' Quarters. Photographs show Finn with his wife and children standing outside the Officers' Quarters.⁵⁰ A photograph of the interior of one of the rooms shows a mixture of middle-class Victorian domestic decoration with military weaponry mounted on the wall.</p> <p>Another photograph from the Finn collection taken from Dawes Point <i>tar ra</i> barracks looking toward Circular Quay shows the family at the Battery with horses in the foreground and three cannon in the background.⁵¹</p>
1908	The military finally move out of Dawes Point <i>tar ra</i> . Dawes Point <i>tar ra</i> Park is vested in Sydney Council and Canary Island Palms are planted along the foreshore.
1911-1912	<p>Sydney Harbour Trust demolishes the Artillery Barracks and other buildings on the western side of George (Lower Fort) Street to create Hickson Road as an access to the new Walsh Bay wharves. This part of the site is quarried extensively obliterating all traces of the buildings.</p> <p>A plan of the Greenway guardhouse and environs dating to 1912 indicates the proposal to demolish a row of structures behind the Greenway building along George (Lower Fort) Street. The raising of floor levels in the rear rooms of the building is also noted. This work coincided with the widening of the road (thus necessitating the demolition works) and the construction of a finger wharf at Walsh Bay (today's Pier One). The current retaining wall along Lower Fort Street dates to this year.⁵²</p> <p>It is proposed to build a new Government Mint at Dawes Point <i>tar ra</i>.⁵³</p>

⁴⁸ A photograph dated 1906 identifies the adjoining seawall and wharf as the Explosives Jetty.

⁴⁹ State Records, AO Map 677.

⁵⁰ Finn Papers, Victoria Barracks Archive; Documentary evidence such as this, as well as a birth certificate (Margaret Cole, daughter of Artilleryman William Cole, born 1856) indicate that wives and children of the servicemen were also housed at this military site.

⁵¹ Finn Collection, Victoria Barracks Archive, Sydney.

⁵² Test trench 5 revealed a flight of 17 steps leading from the rear of the Greenway building to the street. A former entrance at the foot of the stairs had been blocked with ashlar masonry.

⁵³ State Records, AO Plan 1756-1757 and 1761.

Date	Event
1917	The Housing Board completes construction of a retaining wall between Cumberland and George Streets, including public toilets and a fountain. Possibly designed by Bradfield in preparation for the construction of Sydney Harbour Bridge.
1917-1925	Two buildings on either side of the Officers' Quarters erected as part of a Trades School, although a plan of the Officers' Quarters dating to 1917 does not show these structures. ⁵⁴ By 1917, part of Dawes Point <i>tar ra</i> barracks are used by the Sydney Water Police while other barracks buildings are used by the Trade's School. ⁵⁵
1925	Construction of the Sydney Harbour Bridge begins on the site with the demolition of the Greenway guardhouse, the Battery and associated buildings. ⁵⁶
1925-1931	During the period of the construction of the Sydney Harbour Bridge, remaining buildings on the site are used to house the offices of Dorman Long and Co., the bridge engineers.
1931	The remaining buildings at Dawes Point <i>tar ra</i> , including the Officers' Quarters which had been used as an office, are demolished in preparation for the opening of the Sydney Harbour Bridge in 1932. Dawes Point <i>tar ra</i> Park is proclaimed.
c1940	Horse Ferry Wharf at the tip of Dawes Point <i>tar ra</i> is demolished. Current site contours are formed and Dawes Point <i>tar ra</i> Park is landscaped, including the planting of a fig tree avenue.
1941-1945	Anti-aircraft guns are mounted on all four pylons of the bridge including two on each pylon above Dawes Point <i>tar ra</i> . The pyramidal blockhouse roofs are levelled and parapets added, raising the top of the pylons by a metre. Vestiges of the gun emplacements remain today. Five 42lb cannon, which had been removed in 1924, are reinstated in Dawes Point <i>tar ra</i> Park close to their original positions.
1970	Meetings of the Rocks Resident Action Group take place in Dawes Point <i>tar ra</i> prior to the imposition of Green Bans on development in The Rocks.
1995	Sydney Cove Authority begins trial archaeological excavation of the former Dawes Point <i>tar ra</i> Battery in February 1995, followed by comprehensive investigations from July 1995 to 2000.
1998	Dawes Point <i>tar ra</i> Park and part of the harbour-side promenade are vested in the new Sydney Harbour Foreshore Authority.
2000-2001	Dual naming of Dawes Point <i>tar ra</i> to include the Cadigal name ' <i>Tar ra</i> '. Revitalisation of Dawes Point <i>tar ra</i> Park.
2004-2005	Revitalisation of Hickson Road Reserve and conservation of the seawall, railings and the Hickson Road concrete retaining wall.

⁵⁴ 1917 plans reportedly held at National Archives.

⁵⁵ Environmental Partnership Pty Ltd, Dawes Point Reserve Plan of Management, p. 17.

⁵⁶ See photographs of demolition of Dawes Point Battery and Greenway building.

2.3 DIAGRAMS OF DAWES POINT *TAR RA* OVER TIME

Historically Dawes Point *tar ra* has always contained a large area of relatively undeveloped land. By 1792 Sydney Cove and Dawes Point *tar ra* were denuded of most of their natural vegetation. The presence of the Observatory from 1788 and the Signal Station from 1790, established the Point as Crown land from an early date. The isolation and clear line of sight required by these uses also dictated that the Point was kept relatively free from other development.

The eastern and western foreshore edges of the Point were gradually taken up by maritime uses. The Battery was built up as a defence compound between 1791 and 1900. Around the military compound public access was officially allowed from 1878. The whole area was vested as a public domain following from the opening of the Bridge in 1932.

Dawes Point *tar ra* today is dominated by the Sydney Harbour Bridge and much of the current character of this precinct dates from a similar period of urban design. The area was subject to extensive redevelopment by the new NSW Public Works Department and the Sydney Harbour Trust following the outbreak of the plague in 1901. From the early decades of the twentieth century the coming of a Harbour Bridge was anticipated by many of the public works carried out. Hickson Road was extended around the Point in 1911-12 as part of the Walsh Bay reconstruction. The rusticated stonework of the Hickson Road west retaining walls and the sea wall with its iron railing and the simple stone detailing of the park steps down to Hickson Road are typical of the period. In 1917 the retaining wall and toilets were completed between George Street and Cumberland Street in an Inter-war Free Classical style. The concrete Hickson Road retaining wall and the piers and abutments of the Sydney Harbour Bridge continues this theme in the 1920s.

The following series of diagrammatic plans show the changes to Dawes Point *tar ra* over time. No plan has been provided for the earliest phase of the Point's development as the maps and drawings of the time were extremely sketchy and inaccurate.

Figure 8:

Diagram showing the likely foreshore line at Dawes Point *tar ra* before-European settlement based on early European maps.



The blocks of colour show where the first magazine structure was located colour coded to the various maps.

The 1800 Grimes map appears to be the most accurate.

Source: Foreshore Authority. (Dr Wayne Johnson Archaeologist).

See Section 2.4.4 from Page 12 of the Illustrated History of Dawes Point at Appendix A.



Figure 9:

Map of Dawes Point *tar ra* c1834.

This map shows the Greenway configuration of the Battery and guardhouse as completed in 1819. Note the symmetrical wings of the 'Gothic folly' Guardhouse, typical of Georgian architecture. Remaining from this earlier period are the general layout of the Battery and the worked bedrock of the first magazine (1789) which formed the basement of the Greenway guardhouse.

Source: Foreshore Authority. (Thalis-Cantrill 1992).

See Section 2.4.4 on Page 12 and Figures 5 and 6 on Page 13 of the Illustrated History of Dawes Point at Appendix A.

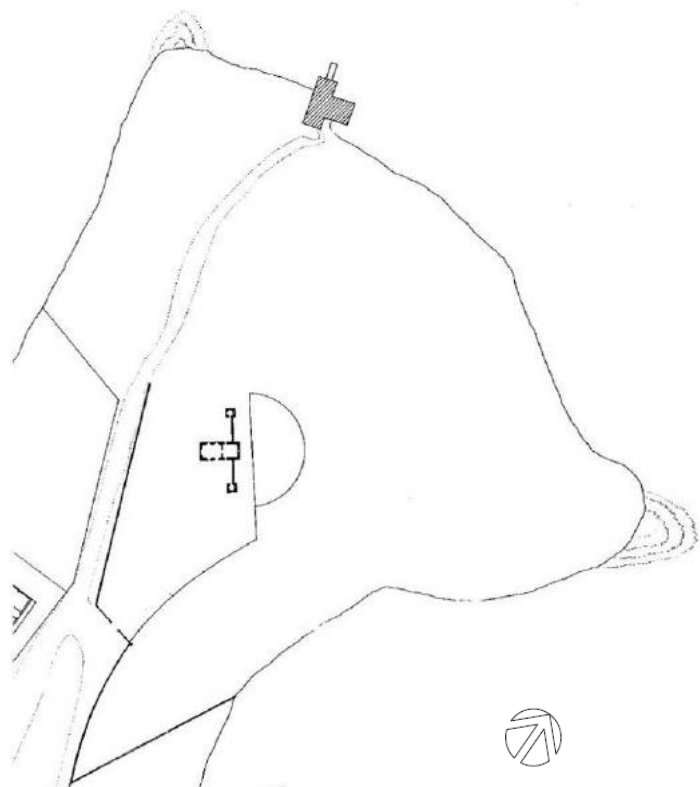


Figure 10:

Map of Dawes Point *tar ra* c1865.

The military facilities were expanded in response to the threat of a European war with Russia. The works were carried out from 1855 by Colonel Barney under orders from Lt. Governor Denison and included the construction of the Artillery Barracks, improvements to the semi-circular Battery and construction of the Officers' Quarters as an extension to the Greenway guardhouse. The lower Battery and current underground magazines were also constructed by this time, although they do not appear on maps of the period.

Source: Foreshore Authority. (Thalis-Cantrill 1992).

For an outline of the development of the Dawes Point Battery see Section 2.4.4 from Page 12 and Figure 7 on Page 14 of the Illustrated History of Dawes Point at Appendix A.

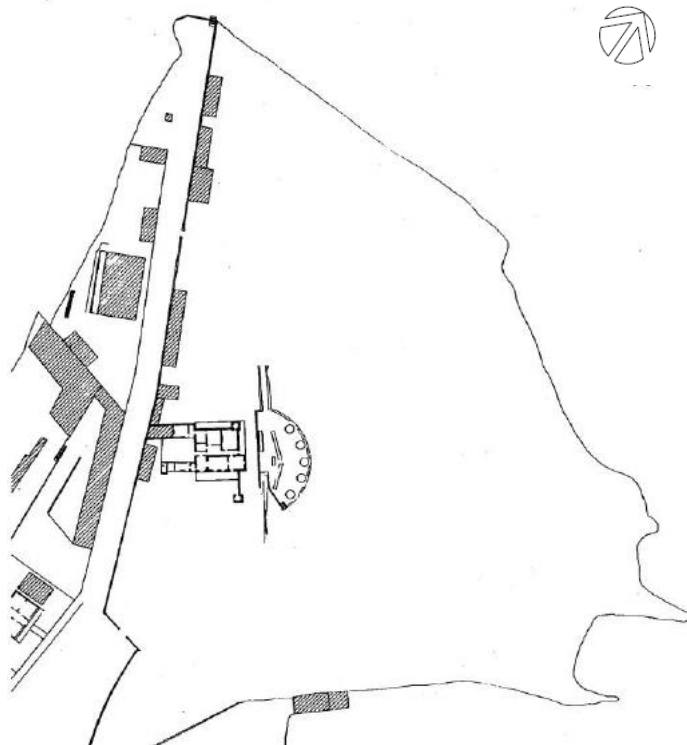


Figure 11:

Map of Dawes Point *tar ra* c1900.

By 1876 the Officers' Quarters to the north of the Battery have been constructed (Figure 9 on Page 16 of Illustrated History of Dawes Point at Appendix A.), along with out buildings along Lower Fort Street such as a blacksmith and stable. The public baths to the west of Lower Fort Street and the Horse Ferry Wharf (Figure 14 on Page 20 of the Illustrated History of Dawes Point at Appendix A) were also constructed, indicating a shift in the importance of Dawes Point *tar ra* from a purely defensive position.

Source: Foreshore Authority. (Thalis-Cantrill 1992).

For an outline of the development of the Dawes Point Battery see Section 2.4.4 from Page 12 of the Illustrated History of Dawes Point at Appendix A.

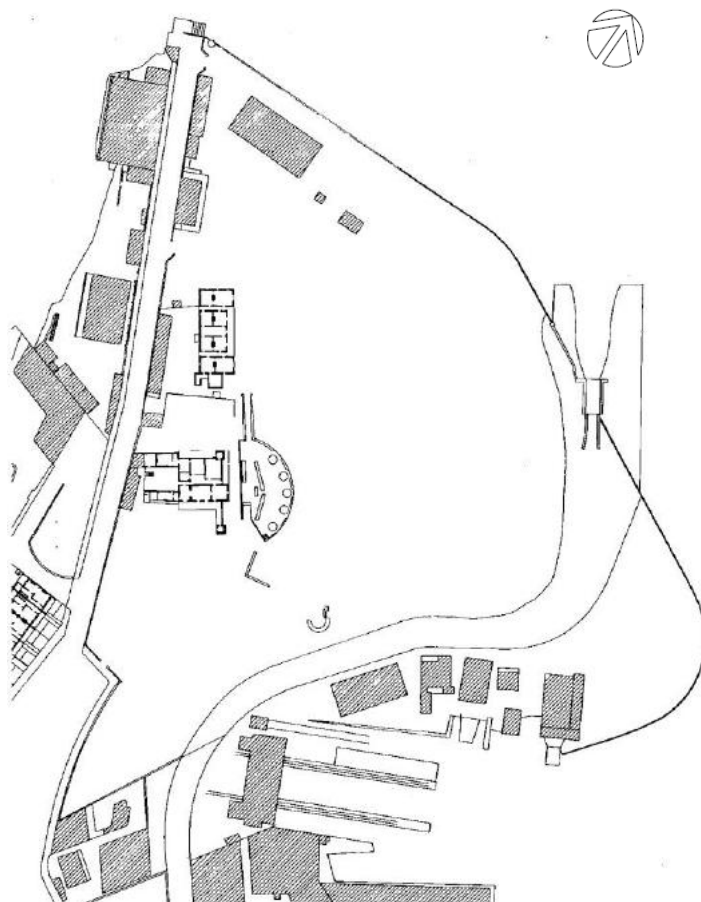


Figure 12:

Map of Dawes Point *tar ra* c1925.

Hickson Road constructed 1911/1912 to link Walsh Bay with the road to the Horse Ferry wharf around the Point. Lower Fort Street was also widened in 1911/1912 with the stone retaining wall reconstructed. The realignment of Cumberland and George Streets is just off this map to the south.

Source: Foreshore Authority. (Thalis-Cantrill 1992).

See Page 25 of the Illustrated History of Dawes Point at Appendix A.

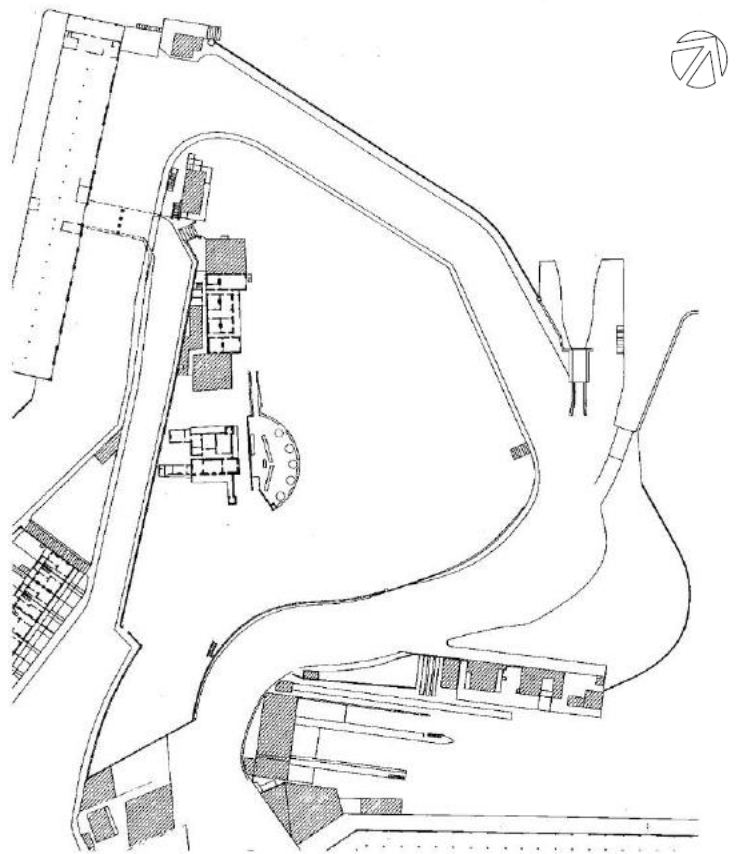


Figure 13:

Map of Dawes Point *tar ra* c1995.

The entire landscape has been remodelled as a simple landscape setting for the Sydney Harbour Bridge, constructed 1925-32. Note the cannon repositioned in the 1940s after being removed to Taronga Zoo during the Bridge construction.

Source: Foreshore Authority. (Thalis-Cantrill 1992).

See Section 2.4.8 on Page 28 of the Illustrated History of Dawes Point at Appendix A.

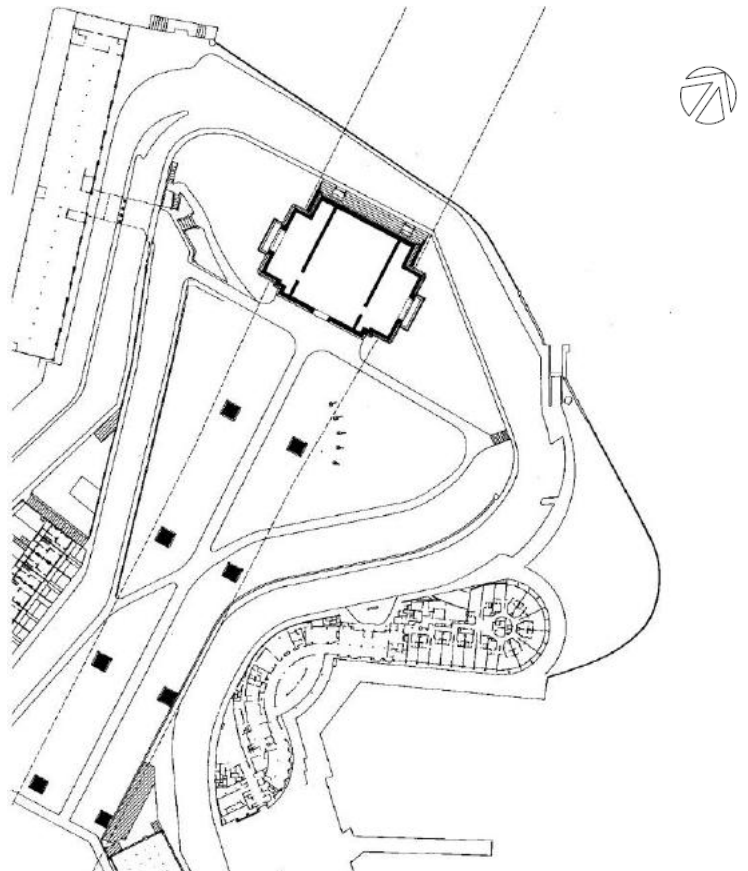
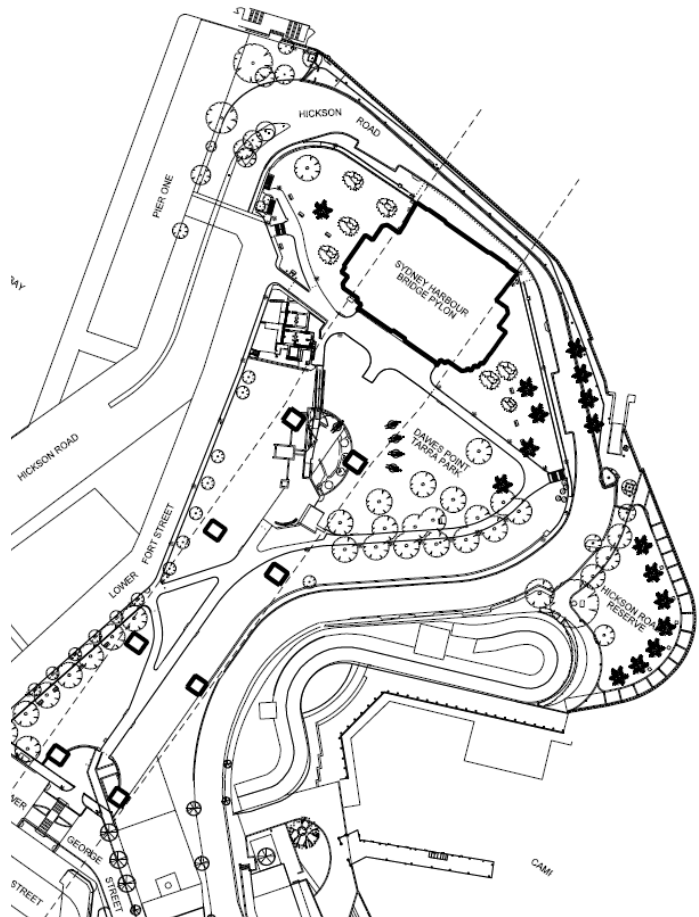


Figure 14:

Plan after the revitalisation works of 2000 showing exposed archaeological features in Battery area. Plan also shows c.2005 changes at Hickson Road and Hickson Road Reserve.

Source: GAO 2010 based on a base drawing provided by the Foreshore Authority.



3. PHYSICAL EVIDENCE

The aim of this chapter is to describe Dawes Point *tar ra* in order to facilitate the understanding of the existing place. The place itself is a good source of information on the number of changes that have been carried out during its lifetime. This chapter builds on the evidence outlined in the previous section and in Appendix A: the Illustrated History.

3.1 TOWNSCAPE AND STREETSCAPE SETTING

Dawes Point *tar ra* is a prominent landmark in Sydney Harbour, terminating the western arm of Sydney Cove. Generally the area is bounded by the Harbour sea wall to the north and north-east, the Hickson Road concrete retaining wall to the east, George Street to the south and the sandstone retaining wall to Lower Fort Street to the west.

The area covered by this Conservation Management Plan is the public domain which is the current (post 1932) use of the greater part of Dawes Point *tar ra*.

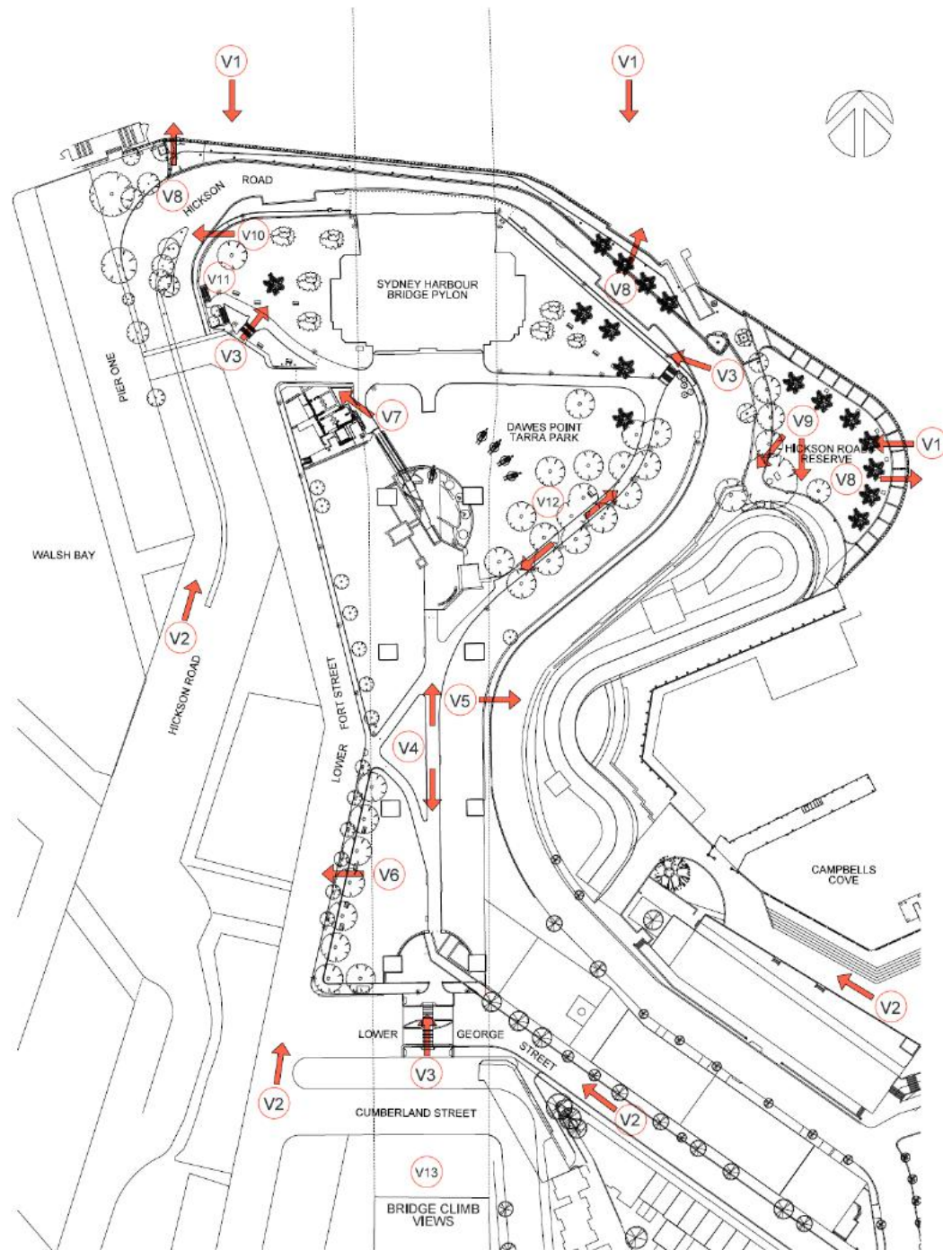
However, surrounding areas and elements outside the Study are important parts of the setting of the Dawes Point *tar ra* public domain areas:

- Sydney Harbour Bridge: The Bridge is a very dominant element of Dawes Point *tar ra* and the history and significance of the Point and the Bridge are closely related. Key features are the Approach Spans, the Piers, the Abutment Tower (Pylon), and the Arch itself.
- The Harbour: The views to and from the Harbour and the activity on the Harbour is a key element to the significance of Dawes Point *tar ra*. The sea wall and its iron railing integrates the promenade at Dawes Point *tar ra* with the waterfront in The Rocks and Circular Quay.
- George Street North: George Street North forms the southern boundary of the study area. The retaining wall (with public toilets beneath) and steps which lead from George Street North up to the Cumberland Street form a visual stop when looking south from Dawes Point *tar ra* Park. This element (owned and managed by Sydney City Council) continues the urban park aesthetic of the early 20th century.
- Lower Fort Street: The northern end of Lower Fort Street forms a visual edge to Dawes Point *tar ra* Park. The mid 19th century houses are an appropriate backdrop to the mid 19th century remnant military elements in the Park.
- Hickson Road: Hickson Road is an integral element of the c1900 government changes to the harbour foreshore to improve both shipping facilities and living standards in Millers Point and The Rocks. The retaining walls that enabled Hickson Road to be built are now important aesthetic elements.

Figure 15:

Key Views and Vistas

Refer Section 3.2 for legend.



3.2 VIEWS AND VISTAS

Significant views and vistas are listed here.

- V1. Distant views to Dawes Point *tar ra* from the east and the north across the harbour accentuate the need for open space around the abutments and approaches of the Sydney Harbour Bridge, and contribute to the total aesthetic of Sydney Cove and the Opera House. From the West views to Dawes Point *tar ra* are obscured by Pier One of Walsh Bay. There are no distant views of the Point from the south due to the Bridge approaches.

- V2. Closer to the Point, the pedestrian is aware of the importance that Dawes Point *tar ra* plays in the harbourside open space network from the Rocks to Miller's Point and Walsh Bay.
- V3. Dawes Point *tar ra* is also very important for an appreciation of the Bridge - the massive construction draws the visitor in for a closer look. There is strong axial emphasis looking down from Cumberland St to Dawes Point *tar ra* Park.
- V4. From within the Dawes Point *tar ra* Park the Bridge terminates vistas to the north and south.
- V5. To the east the Harbour forms a backdrop viewed through the tree plantings and above the Park Hyatt Hotel.
- V6. To the west the views from the Park are terminated by the terrace housing along the western side of Lower Fort Street.
- V7. The Harbour can be viewed to the northwest from the lower archaeological area between Pier One and the Bridge Pylon.
- V8. From the Hickson Road Reserve and the Hickson Road promenade the views to the harbour dominate. To the east there are magnificent views of the Opera House in its harbour setting.
- V9. From Hickson Rd Reserve to the south views are terminated by the Hotel, the Hickson Road cement rendered retaining wall.
- V10. From Hickson Rd to the west views are terminated by Pier One in Walsh Bay (Parkroyal Hotel).
- V11. There is an intimate corner of stone steps and cast iron railings in the north west of the Park near Pier One.
- V12. The views up and down the avenue of *Ficus hillii*.
- V13. Views in and around the Dawes Point *tar ra* Battery precinct.
- V14. In 1998 commercial tourist access was allowed to the catwalks beneath the Harbour Bridge structure (BridgeClimb). Pedestrians using these catwalks can view the park from above, affording a particularly dramatic view of the archaeological remains.

Figure 16:

Key Views V1 across
Sydney Harbour

Source: Lonely Planet
2010.



Figure 17:

Key Views V3 to the SHB
from Dawes Point *tar ra*

Source: Sydney Daily
Photo 6 June 2009



Figure 18:

Key Views V4 down the
main axial spine of Dawes
Point *tar ra*.

Source: GAO 2010



Figure 19:

Key Views V12 through the Fig Tree Avenue in Dawes Point *tar ra* Park.

Source: Foreshore Authority c.2001



Figure 20:

Key Views V13 in and around the Dawes Point *tar ra* Battery Precinct.

Source: Foreshore Authority c.2001





Figure 21: Plan identifying the principal areas and elements at Daves Point *tar ra*.
For identification of principal plantings see Figure 52.

3.3 DAWES POINT TAR RA PARK

From the earliest years of European settlement at Sydney Cove, Dawes Point *tar ra* was seen as a place for promenading and admiring views down the harbour, although no formal proclamation of public access was made. Due to its location with views to the east up the Harbour, Dawes Point *tar ra* was also recognised as a place of strategic importance for the defence of the Colony. In 1791 a battery manned by the British Garrison was created relegating public access to the periphery of the battery. Following the withdrawal of the British garrison in 1870 the public were free to promenade on the foreshore of the reserve. Paths and steps were built after this time.

By 1908 more of the Point was dedicated public recreational space, with the appointment of a trustee by Sydney Council to oversee its administration. The Hickson Road east steps and paths were laid and Hickson Road was extended to meet the Horse Ferry Wharf by 1912. The park was planted with Canary Island Palms (*Phoenix canariensis*) on its lower slopes in the 1910s, following the principles expounded by J. H. Maiden, Director of the Botanic Gardens. Similar public space plantings of this period include Centennial Park, Rookwood Cemetery and the Botanic Gardens. Elements such as sandstone steps and kerbs, cast iron railings and cast iron bollards date from this period. Lower Fort Street was widened in 1910-1911 and the sandstone retaining wall to the western edge of the Park was reconstructed at this time.

Dr. J.J.C Bradfield, who was then Chief Engineer for the Metropolitan Railway Construction, reviewed various schemes for a harbour crossing between 1900 and 1911. Subsequently Bradfield produced his own designs for a cantilever suspension and cantilever arch. By 1924 a contract had been let to the English engineering firm, Dorman and Long for a two-hinged arch incorporating rail and tramways and six lanes of traffic. The Harbour Bridge was built between 1925 and 1932. Some of the battery buildings were used by Dorman and Long as offices, but were demolished at the completion of the bridge in 1932 and Dawes Point *tar ra* was handed back to the Council of the City of Sydney.

Following the completion of the Harbour Bridge in 1932 further plantings were made including an avenue of *Ficus hillii* and other tropical species such as Banana and Strelitzia. The existing bitumen pathways and cement rendered brick kerbing date from this period.

Like all public domains, park furniture is added and replaced over time – e.g. garbage bins (c1970s), and seating (c1990s).

A major archaeological excavation in 1995 revealed rare evidence of 18th and 19th century Sydney. Significant remains include the Dawes Point *tar ra* Battery (from 1791), underground powder magazines (c1850s), and Officer's Quarters (c1850s). See Section 3.3.2.

In February 1999 the Park was vested in the new Sydney Harbour Foreshore Authority and a major revitalisation of Dawes Point *tar ra* Park was completed in 2000-2001

including conservation of archaeological elements and new naming and interpretive signage.

Soon after completion of the Dawes Point *tar ra* revitalisation works in 2000 the NSW Roads and Traffic Authority (RTA) appropriated a major part of the Park (centred on their Pylon workshop and the Dawes Point *tar ra* Battery Precinct) as a works yard while a major maintenance upgrade was carried out on the Sydney Harbour Bridge. In 2010 this works yard has been partly dismantled and a new section of the Park has been appropriated further to the south. The area of the Park re-opened to the public (mainly the battery area) is being ‘made good’ by the RTA, with the majority of the minor damage from equipment and material storage being to c.2000 fabric.

The remainder of the Park remains in reasonable condition. A summary of issues which need attention in the Park is provided in Section 7.3.

SUMMARY OF DAWES POINT *TAR RA* PARK ELEMENTS

The significant elements of the former Dawes Point *tar ra* Park that should be considered when designing new works are identified here. (see Figure 21 for numbering and Section 5, for level of significance):

A0. Dawes Point *tar ra* Park Generally

A1 The c.1932 Design of Dawes Point *tar ra* Park: Dawes Point *tar ra* Park forms an integral part of the urban design setting for the Sydney Harbour Bridge, which is of National heritage significance. Its simple landscaping is representative of the tastes of the 1930s-1940s, and of the desire not to compete with the robust detailing of the Harbour Bridge abutment tower and piers.

A2 Forecourt at Lower George Street: This semi-circular area was created in 2000 including new curved entrance wall. A section of the previous c.1932 low wall and pillars at Lower George Street were retained (A1.1). See Figure 18.

Figure 22:

The original c.1940 diagonal path on the left and the new diagonal path (A2.3) on the right.

Source: GAO 2010



A3 Pathways: The design of most of the pathways in the Park dates to c.1932 and features rendered brick kerbs and bitumen paving. The Central pathway (A2.1) is a major design feature of the landscaping at the completion of the Sydney Harbour Bridge. The central access was partially interrupted by the opening up of the archaeology of the Dawes Point *tar ra* Battery in 2000. The sloping pathway down from the central pathway east toward Hickson Road Reserve has great aesthetic value because of the presence of the Fig Tree Avenue (A2.2). Many pathways have been rebuilt and a whole new path (A2.3) has been added in 2000 from the western central entrance on Lower Fort Street connecting diagonally to the George Street entrance.

Figure 23:

Left hand photo is the Lower Fort Street sandstone retaining wall (A4) in 1999. The crazy paving wall to the RTA entrance driveway is on the left. Right hand photo is one of the openings and steps in the retaining wall, 2010. Source: Foreshore Authority 1999 & GAO 2010



A4 Lower Fort Street sandstone retaining wall: A stepped sandstone retaining wall was built to the west of Dawes Point *tar ra* Battery 1830-1840. The southern section of the wall is indicated on a c. 1834 plan and an elevation of the northern sections appears in a c.1847 plan. This sandstone retaining wall was reconstructed by the Sydney Harbour Trust in its current alignment in 1911-12 following the widening of Lower Fort Street (then a continuation of George Street). The height of the wall was also lowered. The original decorative coping was not reinstated. None of this coping survives in situ, but fragments of it were recovered from the excavations. The wall was reconstructed with the much simpler coping, some of which was rendered c.1960. Part of the reconstructed wall had formerly formed the basement wall of stone buildings connected with the Dawes Point *tar ra* Battery. Today the sandstone block retaining wall mostly consists of smooth dressed ashlar of variable quality with some good quality sparrow pecked stones. The wall ranges from 850mm to 4000 mm in its height above Lower Fort Street. Weepholes are open along the length of the wall, but past cement mortar repointing is accelerating deterioration by preventing the wall from breathing adequately. The wall has sandstone copings of slightly differing details.

Openings in Lower Fort St wall & associated steps: These openings were constructed in the realigned wall in 1911-12 to continue access from the street to the rear of the Battery. Three of these openings were sealed after the demolition of the Battery as part of the Harbour Bridge works. The 1995 excavations revealed the three sets of stairs leading from the street to the Battery site. The revitalisation of Dawes Point *tar ra* Park in 2000 included the reopening of two of these access points between the Park and Lower Fort Street.

Figure 24:

RTA access driveway
(A5).

This area is becoming increasingly cluttered with security equipment.

Source: GAO 2010



A5 RTA access: Part of the Lower Fort Street sandstone retaining wall was demolished to improve the western vehicular access to the South Abutment Tower of the Bridge in c.1960 with a new battered dwarf retaining wall either side lined in 'crazy' sandstone paving with cement rendered coping. Basement footings from the former Officer's Quarters in the Dawes Point *tar ra* Battery (partly exposed on the terrace above) are likely to exist below the RTA access driveway.

Figure 25:

Steps and railings in the NW corner of Dawes Point *tar ra* Park (A6).

The flood lighting poles are intrusive.

Source: GAO 2010



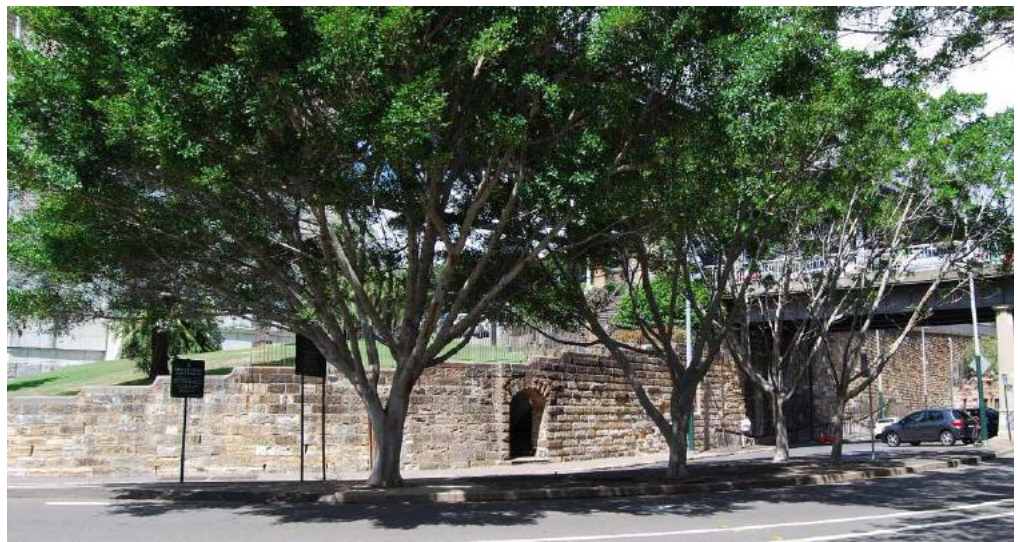
A6 Steps, railings and bollards in north-west corner: The sandstone retaining walls, steps, steel palisade fencing and bollards at Lower Fort Street probably date from 1911-12 when Pier One was built and Lower Fort Street was widened. This followed the vesting of the Dawes Point *tar ra* Reserve (excluding the Battery area) in the City of Sydney Council in 1908. The Dawes Point *tar ra* Defence buildings were converted to a Trades Training School for returned soldiers following World War One. Some timber buildings and additions were made during this time. A timber framed building “Marrandee” to the east of the Lower Fort Street stairs was used by the training school. This building butted up to the eastern balustrade to the central set of stairs. These were used by contractors Dorman & Long as offices during the Harbour Bridge construction. There are two Edwardian cast iron bollards on the Lower Fort Street footpath; however they may have been relocated here from elsewhere.

Figure 26:

Hickson Road West sandstone retaining wall (A7).

Note that from underneath and beyond the overhead bridge the Wall is the responsibility of the Sydney City Council.

Source: GAO 2010



- A7 Hickson Road West sandstone retaining wall:** This wall dating from 1911-12 ranges from approximately 3 metres high at the south west of the area (opposite Pier One) to approximately 500 mm high at the base of the Harbour Bridge Abutment. The wall, constructed of smooth sandstone ashlar of varying quality, has been repointed with cement.
- A8 The Hickson Road East steps:** This entrance to Dawes Point *tar ra* Park is marked by a flight of sandstone steps (c. 1908) leading up the hill to the area under the Harbour Bridge approach spans. There is a central painted steel handrail of unknown date, but of reasonably sympathetic design. The top of the sandstone treads has been rendered in cement, presumably due to the wearing of the stone. At the top of the steps a path leads left under an avenue of fig trees towards George St or right to the Southern Abutment Tower of the Bridge. The view up into the trees of the Park is inviting from the more exposed area of the foreshore promenade.

Figure 27:

The Hickson Road East steps into Dawes Point *tar ra* Park (A8) and Rockery (A9).

It is difficult for plants to be established in the Rockery because it is used as a climbing structure and is also highly exposed to the elements.

Source: GAO 2010



- A9 Hickson Rd East Rockery:** The rock garden appears to date from the 1932 landscaping works at the completion of the Sydney Harbour Bridge.

Figure 28:

The Hickson Road East cement rendered retaining wall (A10) with part of the Rockery (A9).

Note the intrusive temporary safety fencing in the Park behind the wall.

Source: GAO 2010



A10 The Hickson Road East cement rendered retaining wall: This wall ranges from 2m at the northern end to approximately 12 metres where the wall connects with George Street. The wall is plain cement render from the ground to the parapet level with a decorative rendered balustrade in a similar design to those on the Harbour Bridge approaches. The concrete retaining wall was one of the earliest components of the Harbour Bridge project. It contains the first batch of concrete of the Bridge permanent works, ceremonially mixed by Mrs Ennis on 4 June 1925 and is a simplified version (perhaps the prototype) of the later retaining walls built by Public Works throughout the approaches to the Harbour Bridge. It represents a continuation of the previous work on the electric railway, using plain off-form concrete and rendered surfaces instead of sandstone. It replaced a low stonewall built at the end of the 19th century that retained the steep slopes of the battery along Horse Ferry Wharf Road. Photographs taken by the Public Works Department, documenting the Harbour Bridge construction, indicate dimensioned stone, apparently from the demolition of the Princes Street houses for the southern approach, were used as packing prior to the forming of the concrete wall.

A11 Lighting & Park Furniture: Concrete light standards were placed in the Park after the completion of the SHB (post 1932). These were subject to concrete cancer and none now remain. Additional lighting of the Park from lights in the overhead steelwork of the SHB was implemented in 2000. There are some late 19th century bollards in the Park. Otherwise the street furniture, such as seats and bins date to City Council designs from the 1990s.

ELEMENTS CONNECTED WITH THE SHB

Elements owned and managed by the RTA (e.g. piers, abutment tower and approach span) are not covered by this CMP. See the SHB CMP (RTA draft 2010).

The following historical archaeological elements in the Park fall under the management of the Foreshore Authority

Figure 29:

The SHB cable block (A12) adjacent to the Magazine in Dawes Point *tar ra* Park. This photo was taken in early 2010 when the site was still closed to the public due to its use as an RTA construction site.

At the time of completion of this CMP the site was being repaired and upgraded.

Source: GAO 2010



A12 SHB SW cable block: The construction of the Sydney Harbour Bridge between 1925 and 1932 confirmed the importance of Dawes Point *tar ra* in the **history** of Sydney's transport system. Cable tunnels were used to restrain the north and south sections of the arch at Milsons Point and Dawes Point *tar ra* respectively. The upper concrete and steel cable block from the SE cable tunnel was revealed during conservation of the Main Magazine in 2000. A section of the block remains on view and has an interpretive sign. The trench extends 40metres below the ground, extends east under the park and emerges in a corresponding place on the other side of the battery, relative to the line of the bridge approach above. The eastern cable tunnel has not been excavated and is still considered a full archaeological element – see Section 5.3.

There is a small cross-sectional piece of the construction cable mounted on a **panel** of wood in the Powerhouse Museum in Sydney⁵⁷.

Other SHB elements: The Sydney Harbour Bridge elements in and above Dawes Point *tar ra* Park (approach spans, granite clad abutments and piers) are listed on the National Heritage List and the State Heritage Register. The RTA is the owner and management of these elements, however those proposing work at Dawes Point *tar ra* should be aware of the significance of these elements, refer to the SHB CMP and consult with the RTA.

⁵⁷ <http://www.powerhousemuseum.com/collection/database/?irn=231134>

3.4 DAWES POINT *tar ra* BATTERY

This area of Dawes Point *tar ra* Park currently consists of lawn and archaeological remains with a central Park pathway on the axis of the Sydney Harbour Bridge. The turf edging and bitumen paths were recently rehabilitated and repaired throughout Dawes Point *tar ra* Park. Associated with this area are the Battery cannon and a number of trees. The cannon are covered in Inventory Record IR04: Dawes Point *tar ra* Park North-Eastern Area, and Movable Heritage Inventory Record IR08. The trees are covered in the Dawes Point *tar ra* Arboricultural Assessment by Gary Clubley, May 1999 (IR00).

Archaeological remains of Dawes Point *tar ra* Battery in this area were excavated in 1995. They represent the use of the site for military and other government purposes from 1788 to 1925. The remains consist of prepared bedrock surfaces and foundations of former buildings, as well as armaments. The condition of these elements is described in detail in the Dawes Point *tar ra* Condition Report by DPWS Heritage Design Services (1999).

In this vicinity are also found the remains of the 'U' shaped cable tunnel used in the construction of the Sydney Harbour Bridge.

SUMMARY OF BATTERY ELEMENTS

The significant elements of the former Dawes Point *tar ra* Battery that should be considered when designing new works are identified here (see Figures 21 & 30 for numbering and Section 5, for level of significance):

B1 Upper Battery: Semi-circular platform levelled in the bedrock (1819), including evidence of the preceding platform (1791-1800) located directly to its east. The 1819 battery includes covered drainage channels and circular cuts for the installation of cannon in the 1850s when it was **designated** the Upper Battery. As part of the Revitalisation Works in 2002, the central bitumen pathway across the Battery floor, not excavated in 1995, was excavated to reveal the complete Battery. The stone floor is conserved allowing the visitor to experience the process of archaeological interpretation of the fabric. Scars in the fabric are filled in with interpretative pavement and mortar fillets have been applied to abrupt level changes to prevent tripping and to protect the fabric profiles. Interpretative signage allows the public to understand the known features in the Battery pavement. A section of the retaining wall and grass rampart has been constructed in an interpretative manner to enable the original design, appearance and sense of protective enclosure to be understood.

B2 Magazines: A complex of underground rooms for gunpowder storage is **located** at the south-east corner of the battery, accessed by a semicircular flight of stone stairs. This complex retained approximately 25% of its original roof. The remainder was collapsed into the complex during construction of the Sydney Harbour Bridge. Most of the damaged stone and brick vaults were retrieved during the 1995 excavation, the structurally damaged stones have been placed in a pattern representing the ellipse of the stone vaulted roof to the west of the magazine. The underground area has been re-roofed to protect the fabric from acid rain and weathering. The larger sandstone vault has been partially reconstructed using original stone blocks. The remainder of the stone magazine is roofed in reinforced concrete. Vertical steel mesh openings are provided so that views are obtained into the structures. The roof is turfed over and is designed to be safe to walk on although access and vandalism has been discouraged by tensioned wire fencing. The brick vaulted magazine room has been repaired with recycled brickwork. This magazine is under the bitumen forecourt above the circular stone battery floor. The original quarry face to the south of the magazines is also excavated, exposed and interpreted. This excavation also assists ventilation and drainage to the larger stone vaulted underground magazine.

Figure 32:

Working drawing for conservation and interpretation of the Magazines (B2).

Source: Foreshore Authority
c.1999

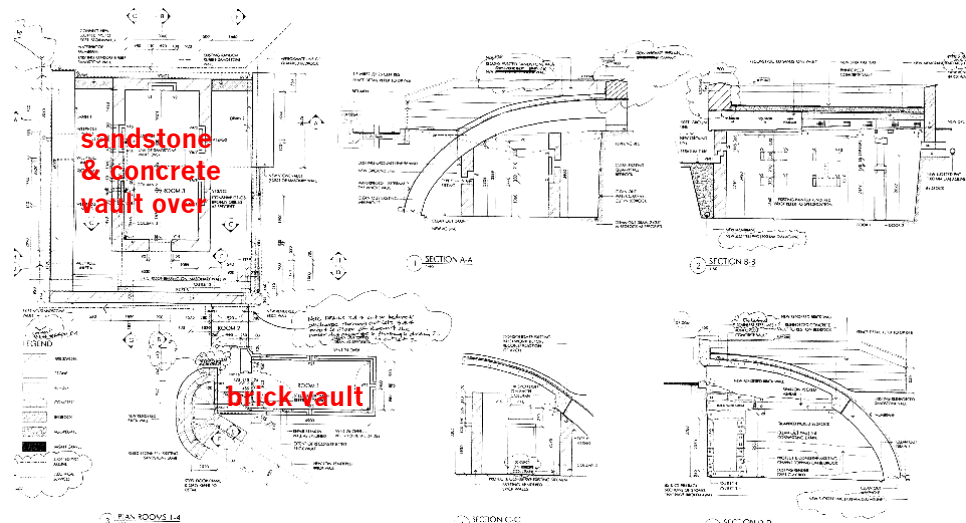


Figure 33:

The main sandstone Battery magazine.

Source: GAO 2010



Figure 34: (left)
Entrance to the Magazines
(B2).



Figure 35: (right)



Source: GAO 2010

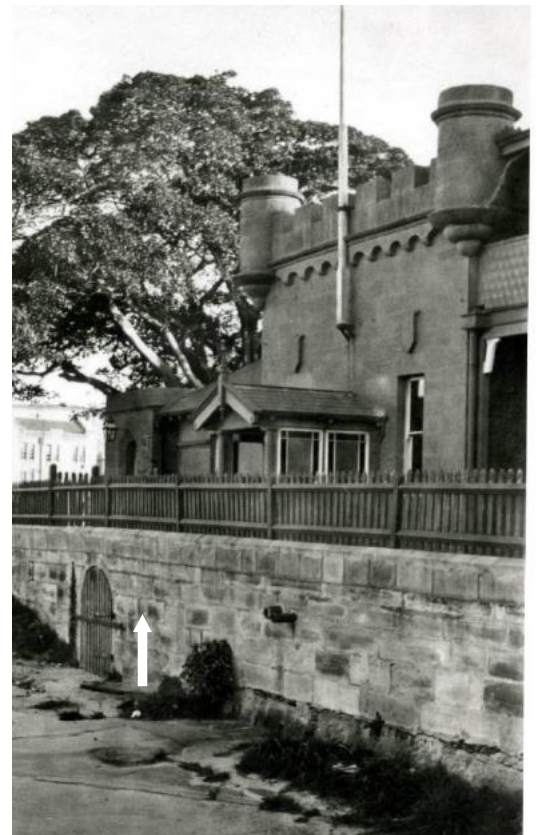
B3 Greenway Guardhouse: The site of the guardhouse consists of bedrock roughly levelled in the period c1789-1819. Remains of the 1789 powder magazine consist of a combination of flagstones and bricks in a small area as well as scars in the rock where walls once stood. This area later **served** as the basement of the 1819 Greenway designed guardhouse. A path (formerly a corridor) leads from this room to the semicircular battery. At the western end of the former guardhouse (adjacent to the Lower Fort Street retaining wall) remains of the toilet/bathroom wings were uncovered. These consist of brick and stone foundations as well as a brick-lined cesspit and remains of earthenware sewer pipes. The rear walls of these wings were built on terraced bedrock, an area of 1-2 metres between this wall and the current retaining wall on Lower Fort Street having been filled with stone from a demolished stable in 1910-11. This area was not fully excavated during the archaeological works in 1995 and was subsequently back-filled. Two entrance-ways were built into the Lower Fort Street retaining wall in 1910-11. As part of the revitalisation works in 2002, the stone floor from the c1789 magazine was conserved. Rendered dwarf brick walls were built up to show part of the plan form of Greenway's c.1820 Gothic folly Guardhouse. A gap between the walls expresses the original basement doorway and is bridged by a steel ramp with signage supported on the handrails. The 1789 foundation stone is now in the Mitchell Library and too fragile to relocate back into the Park.

Figure 36: (left)

Interpretive walling of the Greenway guardhouse (B3), under construction in 1999. The archaeological pavement of the basement magazine is below the gravel inside the interpreted rectangular plan of the guardhouse. Source: Foreshore Authority 1999

Figure 37: (right)

The Greenway guardhouse (B3), prior to demolition. The entrance to the basement magazine is through the door indicated by the arrow. Source: Foreshore Authority 41066_DP69_-_Former_Greenway_Guardhouse_-_1924.jpg



B4 Ramp between Battery and Officers' Quarters: A ramp cut into the **bedrock** leads from the north-west corner of the battery to the remains of the Officers Quarters. In places the bedrock pathway base was found to be poor and ashlar paving stones were fitted to provide an even surface. A spoon drain running down the centre of the ramp filled with concrete prior to the Harbour Bridge works of the 1930s has had the concrete removed and a stainless steel grate installed. The sides of the ramp were built up with a combination of bedrock and ashlar blocks, coped with sandstone. Some blocks remain in situ, as well as a number of coping stones, dislodged from their original positions. In 2002, the sandstone paved ramp was largely conserved in its existing state. Portions of the walls are built up in rendered brickwork to provide for reinstatement of the loose capping stones discovered during the excavation. The ramp is spot-lit from the overhead Bridge spans.

Figure 38:

Ramp between Battery &
Officer's Quarters (B4)

Source: GAO 2010



Figure 39:

The Retaining Wall (B5) to
the south of the
archaeology of the former
Officer's Quarters.

Source: Foreshore
Authority c. 2001



- B5 Retaining Wall:** A stone retaining wall runs east west from the northern end of the ramp (Area 5) to the Lower Fort Street retaining wall. It is built of randomly placed rubble and survives to approximately 75% of its original height. Artefacts recovered from fill behind the wall suggest its **construction** in the 1830s. The wall was built hard up against the quarried face of the former east west cliff, believed to be where Dawes built his observatory in 1788. The quarry was most probably used by Greenway for stone for the guardhouse. The quarrying probably destroyed any evidence of Dawes' observatory. The retaining wall was stabilised in 2000 using rendered brickwork.
- B6 Officers' Quarters:** A stone officers' quarters was built in 1857-8 at the **foot** of the ramp leading from the battery. Half of the building remains are located south of the vehicular entrance to the site from Lower Fort Street. In 1995 the remains of foundations, walls, paths and paved areas were uncovered providing

a good indication of the floor plan and setting of the building. An entrance way was added in c1917 through the Lower Fort Street wall, with a flight of steps as was seen in the area behind the guardhouse. The footings are stabilised in lime mortar and the site interpreted through paving patterns and materials. Two small areas of garden bed, representing the known position of earlier garden beds from historic photographs, have been planted with low maintenance Victorian cottage plants. A new bitumen ramp connects this area with the RTA Abutment Tower Workshop and vehicular Access Road. A light-weight steel fence provides safety at the top of the retaining wall. The former stair leading down to Lower Fort Street from this area has been made safe and the opening in the sandstone wall reinstated. The stair and the adjacent section of the sandstone retaining wall has been conserved and a stainless steel frame inserted. The threshold to the opening has cracked.

Figure 40:

Officer's Quarters (B6) in 2010 after a period of being fenced as an RTA works yard.

Source: GAO 2010



B7 Cannon: In 1925, five 1850s 42lb cannons from the Dawes Point *tar ra* Battery were removed to Taronga Park Zoo for safe keeping during the construction of the Sydney Harbour Bridge. They were returned to Dawes Point *tar ra* Park close to their original position, in 1945. Four cannon have been installed in the NE section of the Park mounted on steep supports in 2000. From 1945 to 2000 the 5 guns were mounted on their **original** teak upper gun carriages, however the gun carriages were found to be in poor structural condition, presenting a danger to the public. Four original upper gun carriages in poor condition are stored off-site by the Foreshore Authority, the fifth was beyond repair and was dismantled as a model for the reconstructed full gun carriage (B8).

Figure 41:

Four of the cannon (B7) from the upper battery are currently mounted on stainless steel supports because the original upper gun carriages were structurally unsound and removed to storage.

The canon and the gun carriages were placed in this position after completion of the SHB.

Source: GAO 2010

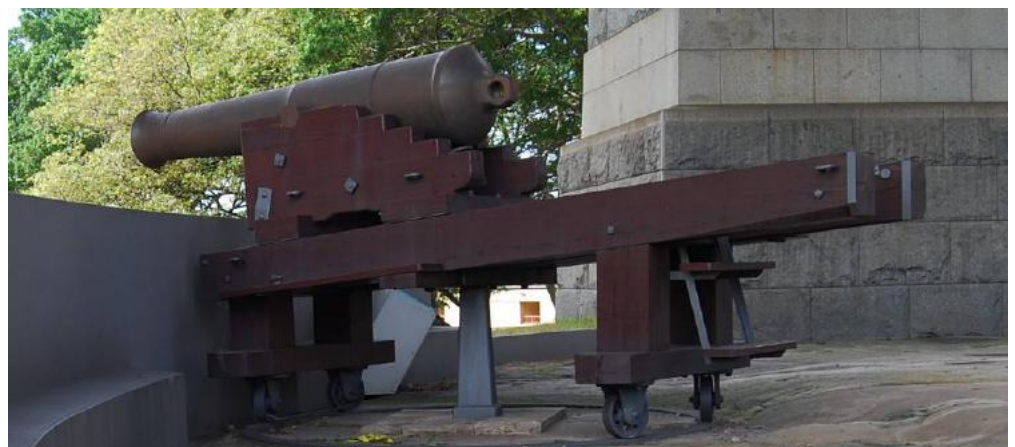


B8 Reconstructed Gun Carriage: One cannon has been installed in the excavated gun emplacement (No. 5) complete with a reconstructed upper and lower gun carriage. Some of the metal fixings in the upper gun **carriage** may be from an original upper gun carriage.

Figure 42:

Reconstructed Gun carriage (B8) with one of the cannon from the Upper battery.

Source: GAO 2010



The c.1850s Lower Dawes Point *tar ra* Battery area is discussed under Section 5.3 Archaeological Potential.

3.5 HICKSON ROAD RESERVE & HARBOURSIDE PROMENADE

The significant elements of the former Hickson Road Reserve that should be considered when designing new works are identified here (see Figure 21 for numbering and Section 5, for level of significance):

C1 Hickson Rd Reserve: The Hickson Road Reserve is predominately a **grassed** flat area that provides prime views to East Circular Quay, Opera House, Kirribilli and the Sydney Harbour Bridge. The Hickson Road Reserve was previously land that formed part of military compound of the Dawes Point *tar ra* Battery. This waterfront area of the Battery land was opened up to public access from 1878. In 1908 the public domain was vested in the Council of the City of Sydney. Canary Island Palms were planted in the area of the current Reserve around this time. The building of Hickson Road separated the Hickson Road Reserve from the rest of the public domain in 1911-12. The Reserve remained in City Council ownership, expanding slightly in area with the construction of Park Hyatt Hotel, until it was vested in the Foreshore Authority in 1999. The Reserve has been upgraded in 2005-06.

Figure 43:

Hickson Road Reserve
(C1)

Source: GAO 2010



C2 Sandstone Seawall: The sandstone seawall around Dawes Point *tar ra* and Circular Quay was constructed from 1879 to 1882. A photo taken in 1904, in the collection of Victoria Barracks, shows the wall (without its current iron railing). See Figure 17 on Page 23 of the Illustrated History at Appendix A. The wall was repaired in 2008.

C3 Seawall Balustrade: The sea wall acquired its iron rail in c.1911-1912, matching others at Circular Quay, installed by Sydney Harbour Trust. The balustrade was repaired in 2008.

Figure 44:

Seawall and balustrade
(C3)

Source: GAO 2010



C4 Horse Ferry Wharf: The extant remnants of the Horse Ferry Wharf at Dawes Point *tar ra* were constructed sometime between 1891 and 1900, commencing services to Blues Point in 1901⁵⁸. In 1909 there were sixteen scheduled morning peak services and sixteen evening peak services on this run.⁵⁹ A second 'car' ferry wharf was erected in 1925 to the east of the horse ferry wharf. Both wharves ceased to operate after the opening of the Harbour Bridge in 1932.

Figure 45:

Horse Ferry Wharf (C4)

Source: GAO 2010



⁵⁸ The wharf is not indicated in the 1891 plan (AO Map 677) held by the Archives Office, but is shown in the 1900 Rocks Resumption Plans held by the Sydney Cove Authority) and National Trust letter to the Foreshore Authority 20.7.1999.

⁵⁹ Michael Jones, *North Sydney 1788-1888*, Allen & Unwin, 1988.

Figure 46:

(Left)

The Foghorn (C5).

Source: GAO 2010



Figure 47:

(Right)

The recently conserved

Cable Hut (C6).

Source: GAO 2010



C5 Foghorn: A 1941 small, rendered, restrained Inter-War Functionalist building located to the east of the east of the Horse Ferry Wharf. The building **is** in good condition and continues to function as the harbour fog-horn.

C6 Cable Hut: The Cable Hut is a cylindrical sandstone building located to the east of the Ives Steps. It was associated with the early communications industry as it was over the access pit that continues to be used for telephone cables laid under the harbour to the north shore. Another similar building existed at one time on Milsons Point. The Cable Hut site at Dawes Point *tar ra* was the subject of political wrangles over ownership of Dawes Point *tar ra* between Federal and State Governments in 1904.

Morse Code was introduced to Australia in 1853, and telegraph cables were set up across the country by 1859. Australia took to the telegraph enthusiastically, at one point becoming the world's most frequent senders of telegrams. An ambitious attempt to cross the *continent* from south to north with a telegraph wire, from Port Augusta to Darwin, succeeded by 1872. **This** was connected with an English cable from Java, becoming Australia's first telecommunications link with the rest of the world⁶⁰. It is likely that cables crossed the Harbour at this point in the 1850s or 60s. The construction of the Dawes Point Cable Hut was initiated between 1880-1882, coinciding with the construction of the sandstone seawall. As technology advanced, *wireless* or radio telegraphy and eventually the telephone replaced telegraph connections⁶¹.

The Cable Hut may also have been utilized as a Sentry Box as it was ideally located just inside the entrance to the military compound on Lower Fort Street with views over the Explosive Jetty. Construction of Hickson Road in 1911-12

⁶⁰ <http://www.actewagl.com.au/education/communications/Telephone/TelephoneHistory/Telegraph.aspx> Accessed 11 October 2010.

⁶¹ stett

and the Harbour Bridge between 1925 and 1932 severed the foreshore area, including the Explosives Jetty and Cable Hut from the rest of the battery.

The Cable Hut is finely detailed ashlar sandstone with a conical copper clad roof. Timber was laid over a concrete floor that incorporates brick and terracotta cable channels. Due to its age, the careful detailing and execution of all elements of the structure, it is very possible that the Cable Hut was designed by James Barnet, Colonial Architect.⁶² The Cable Hut was a landmark on the harbour promenade, visible from the water and within Dawes Point *tar ra*. In August 2000 the sandstone Cable Hut was in such poor structural condition that it was carefully recorded, numbered and dismantled by the Department of Public Works and Services under their Emergency Stonework Program. It was reconstructed and interpreted in 2009 by the Sydney Harbour Foreshore Authority who sought and were granted ownership of the structure from the Federal Department of Finance and Deregulation.

- C7 Ives Steps:** The notion of transportation to and from Dawes Point *tar ra* was contemplated as early as 1816 when ex convict Jamaican, Billy Blue had petitioned Governor Macquarie for permission to establish a boat dock to ferry people across the water and by 1830 he ran a regular Passage Boat from Lavender Bay to Dawes Point *tar ra* with his sons and son-in-law, George Lavender⁶³. This boat dock left from approximately where the Ives Steps Wharf is today. The steps at this time were called Waterman's Steps the name stemming from the individual 'watermen' who would row people the short distance from Dawes Point *tar ra* to Blues Point or Milsons Point for a small charge, they worked separately to Billy Blues service. The watermen had a bad reputation for rude language, being weak or drunk and raising prices in periods of high demand. The steps were later named after the Isaac Ellis Ives (1.1.1839-7.12.1906) in c.1896. Ives was a political and industrial leader in Sydney in the late C19th. He was a member of the NSW Legislative Assembly 1885-1889, representing St Leonards, Mayor 1896-1907 and Alderman of the Sydney City Council from 1893-1898, and Chairman of the North Shore Ferry Company. The recently rebuilt Ives Wharf is managed by Sydney Waterways.

⁶² DPWS Heritage Design Services, Cable Kiosk/Sentry Box, Hickson Road, Dawes Point March 2000.

⁶³ Sydney Harbour Bridge Conservation Management Plan, Heritage Group, DPWS, 1998.

3.6 ARCHAEOLOGICAL POTENTIAL

The archaeological potential of Dawes Point *tar ra* has been assessed in *The Rocks and Millers Point Archaeological Management Plan in 1991* and in the Foreshore Authority's S.170 Heritage Register.

The curtilage chosen for this study includes all those areas likely to contain evidence of former uses of Dawes Point *tar ra* since 1788. Beyond this curtilage pre 1910 evidence is likely to have been destroyed by Walsh Bay to the west and the Park Hyatt construction in the late 1980s on the east.⁶⁴

The 1995 excavation of the Dawes Point *tar ra* Battery has shown that the construction of the Harbour Bridge, although involving the demolition of structures and the creation of new levels, did not involve complete destruction of the foundations of those structures outside its immediate footprint. The method of construction of the Harbour Bridge itself has also left interesting archaeological evidence in the form of the cable trenches.

The public domain at Dawes Point *tar ra* still encompasses more than 90% of the area set aside for military purposes at the end of the 18th century. Very little of this area has been alienated from public use, allowing the potential for interpretation of all aspects of its history. This is a unique landscape.

Key known and potential archaeological areas or elements include (See Figure 48 for location and Section 5.3 for significance ratings and condition):

D1 Upper Battery Generally

Not all of the Upper Battery area was excavated in 1995. Also some parts that were uncovered have been covered over. The archaeological features that **remain** on display also have archaeological research potential as new information comes to light.

D2 Flagstaff and Signal Station: A flagstaff and signal station was established on the site in 1790. From illustrations it would appear this was sited in the area between the guardhouse and the east west retaining wall. This area has not as yet been excavated and it is probable that the bedrock will bear evidence of fastenings. In the 1980s a telecommunications service trench was excavated through this part of the site which may have impacted on potential remains.

D3 Lower Battery: The lower battery was located some 5-10 metres to the east of the upper battery remains and consisted of a line of cannon. This area has not been investigated although it is expected that remains survive under the Park landscaping.

⁶⁴ See Thorp, W. (1987): Archival Report and Archaeological Assessment: Campbell's Cove Development Site. For Planning Workshop and SCRA.

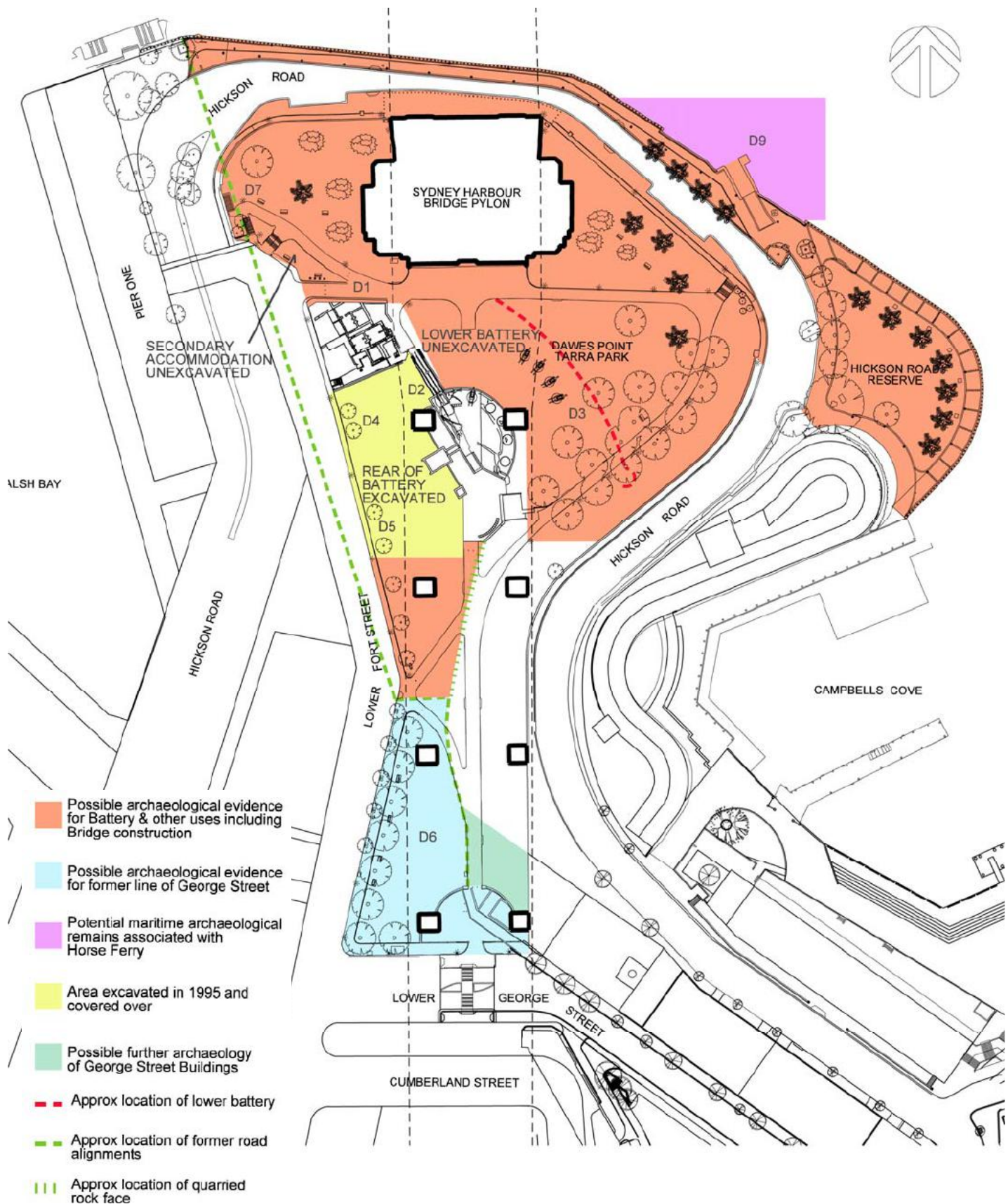


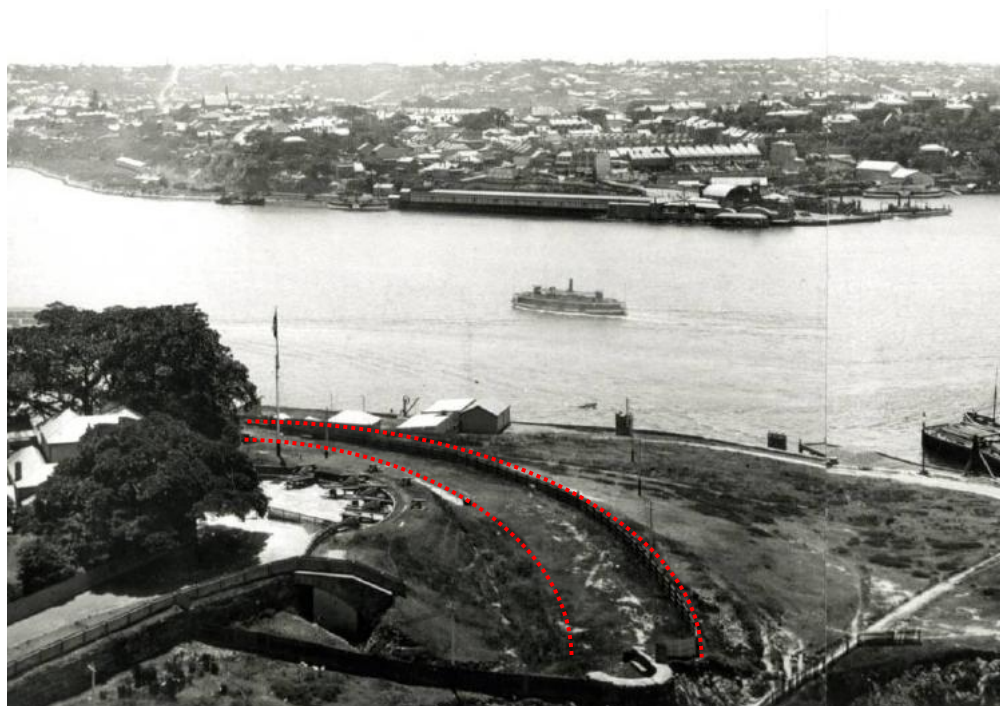
Figure 48: Map showing areas of further archaeological potential at Dawes Point *tar ra*. Source: GAO. The approximate street alignments prior to the construction of the SHB are shown dotted.

Figure 49:

View of the Upper and Lower Dawes Point *tar ra* Batteries c.1905 prior to the extension of Hickson Road around the Point.

The Lower Battery area is approximately indicated by the red dotted line.

Source: Foreshore
Authority 41056_DP63.



- D4 Dawes's Observatory:** No remains of Dawes's Observatory (commenced 1788) have been located to date. It is possible that the sandstone cliff on which it was founded was quarried in the 1820s for the Greenway Guardhouse. The quarry face is now behind the retaining wall element B5 on Figure 21.

Figure 50:

A conjectural drawing of the 1788 Dawes Observatory.

Source: Foreshore
Authority



- D5 SHB Construction Cable Tunnels:** The top of the eastern cable anchor block above the eastern cable tunnel has been excavated and interpreted. Below the lawn behind the guardhouse site is the cable anchor block and tunnel used to anchor the western half of the Harbour Bridge arch during construction.

- D7 Former alignment of George Street:** Prior to the Bridge construction George Street North swept around into Lower Fort St to form a wide entrance area to the Battery. This alignment has both archaeological and interpretive potential. It has been partially interpreted in paving as part of the 2000 remodelling of the main southern entrance to Dawes Point *tar ra* Park.
- D8 Former alignment of Lower Fort Street:** Prior to 1911/12 Lower Fort Street continued down to the water's edge. The alignment has been partially **interpreted** in the Foreshore area already through paving treatments. There is the potential to explore and interpret any remnants of the alignment in Dawes Point *tar ra* Park.
- D9 Horse Ferry Wharf:** Potential underwater archaeology associated with the Ferry Wharf. These relics would be the responsibility of NSW Maritime.

Figure 51:

Entrance to Dawes Point *tar ra* Battery at the end of George Street c.1880s. Lower Fort Street leads off to the left.

Source: Foreshore Authority
SLNSW 41050 DP58



Figure 52:

Entrance to Dawes Point *tar ra* Battery at the end of George Street c. 1924.

The old Harbour View Hotel is on the left (footprint now interpreted in the semi-circular entrance to Dawes Point Park).

Source: Foreshore Authority
SLNSW 41070 DP73.



Figure 53:

Construction of additions to the Horse ferry Wharf in c. 1905.

Source: Foreshore Authority 41053 DP61.



3.7 PLANTINGS AT DAWES POINT *tar ra*

Much of the planting at Dawes Point *tar ra* is representative of park designs in the 1910s and 1940s. Combined with the Observatory Hill and the Botanic Gardens and Domain it is a significant green open space resource in central Sydney.

Of particular note are:

- A Port Jackson Fig (*Ficus rubinosa*) possibly the oldest tree on Dawes Point *tar ra*, planted around the turn of the century.
- The Hills Weeping Fig at George Street dates from the Bridge landscaping period c.1932.
- The Fig Tree Avenue which lines the main pedestrian route through the Park down to Hickson Road East. The Hill's Weeping Figs (*Ficus microcarpa* var. *hillii*) planted in the 1940s. These now form a very strong element in the Park.
- Wild Date Palms (*Phoenix reclinata*)
- Canary Island Palms (*Phoenix canariensis*)
- Giant Bird of Paradise (*Strelitzia nicholai*)
- Chinese Nettle trees (*Celtis sinensis*), planted in the 1940s and 50s
- Jacaranda in the NW section of the Park near the sandstone steps down from Lower Fort Street. 1950s/60s
- The Sydney Harbour Bridge Abutment Tower planter boxes were originally designed as gardens with a War Memorial theme. An interpretation of this planting scheme was put in place by the RTA c.2009.

The location of the various trees is given in Figure 54 while a table giving the significance and condition of the Plantings is given at Section 5.4.



Figure 54: Diagram showing the location of plantings at Daves Point *tar ra*. The labels refer to the types of plantings in the attached table at Section 5.4. Refer also to the Foreshore Authority's tree database.

4. ASSESSMENT OF SIGNIFICANCE

4.1 COMPARATIVE ANALYSIS

Aboriginal / European Contact Sites

Dawes Point *tar ra* is a significant site of contact between Aboriginal Australians and non-Aboriginal people. It was the first recorded place in the Colony of New South Wales where attempts were made between the Eora people of the Cadigal (Gadigal) band, in the person of the woman Patyegarang, and the Europeans, in the person of Lieutenant William Dawes, to understand each others' cultures. It was here that Dawes compiled the first 'dictionary' of the Eora language between 1788 and 1791.

The other recorded exchange occurring between Europeans and Eora around this time was Governor Phillip's capture of Bennelong and Colebee and their detention at Government House. This contact appears to have been more along the lines of 'educating' the captives in the ways and language of the English. Dawes's efforts, in comparison, demonstrate an attempt at dialogue between the two peoples, and not, perhaps, the attempt to make the Eora conform to the culture of the Europeans.

It can, therefore, be argued that Dawes Point *tar ra* represents the first place where definite attempts were made at conciliation between the Europeans and the Eora.

Defence Sites

On 2 February 1788, Lieutenant William Dawes visited the French encampment south of Sydney Cove, at La Perouse, and found that they had constructed a stockade with two small guns as a defence against attack from local Aboriginal people. This was the first fortification in the Colony. It is presumed that the stockade was dismantled or otherwise abandoned by the time the French departed in March 1788. No remains of this fortification have been identified as yet.

In July 1788, six months after establishment of the English settlement, there were no substantial defences to protect Sydney Cove. On July 14, 1788, Deputy Governor Major Robert Ross complained that he was concerned with the possibility of an attack from 'the Indians', as he referred to the Eora.⁶⁵

In that month Dawes constructed a small earthen redoubt around the flagstaff at the southern end of Sydney Cove (near the site of Macquarie Place). This work was completed by November, and was armed with two iron cannon. This was essentially the state of the Colony's defences until the commencement of works on the battery at Dawes Point *tar ra* in 1789.

In 1798, the ship *HMS Supply* was withdrawn from service. Its commander, Lieutenant William Kent, and crew were assigned to shore works, and constructed amongst other things 'a half moon battery on the east Point of the cove' on the site of Bennelong's

65 Ross to Stephens, 10th July 1788, HRNSW, I, ii, 171, cited in Tench, n. 9, p. 118).

hut, on the site of today's Sydney Opera House. This battery was built between November and December in 1798 and was mounted with some of the guns taken from the *Supply*.⁶⁶ No further mention is made of this fortification and it does not appear on the 1800 or 1807 maps of Sydney. The same site was utilised in 1818 for the construction of Fort Macquarie.

In 1802, an additional gun emplacement was constructed at Georges Head.⁶⁷ It appears that this position was intended as an early warning position from which messages could be relayed to Dawes Battery. The track leading to the Georges Head Battery, indicated on maps from at least the 1850s, became known as Military Road by the 1870s. Remains of the Georges Head emplacement, in the form of worked bedrock, have been identified, although no comprehensive study has been undertaken as yet.

Fort Phillip was built between 1804 and 1806 on Observatory Hill in response to fears of an Irish uprising following Castle Hill Rebellion in March 1804.⁶⁸ As such, the fort was not intended as a defence against outside invasion, but as a defensive position for loyalists in the event of a convict insurrection. Three walls of the hexagonal fortification survive as part of the Sydney Observatory's boundary wall.

Greenway and Macquarie's fortification works in 1818-19 included the upgrading of Dawes Point *tar ra* Battery as well as the construction of Fort Macquarie on Bennelong Point. The latter was a four-bastioned castle of medieval proportions and was totally unsuited to warfare technologies of the day. This fort survived until the end of the nineteenth century when it was demolished, and was replaced by a castellated tram shed. The tram shed, in turn, was demolished in the 1950s to make way for the Opera House, totally obliterating any remains of Macquarie's folly fort.

The next harbour fortification works occurred in the 1840s-50s when Lieutenant Colonel George Barney was responsible for the construction of the string of fortifications in the inner harbour. Dawes Point *tar ra* was again upgraded, as part of these works, the command post of the ensemble, with provision for officer and artillerymen accommodation. The other harbour installations consisted of a battery of cannon and barracks at Kirribilli Point, Fort Denison, upgrading of ordnance at Fort Macquarie and a battery at Mrs Macquarie's Chair in the Domain (see Figure 4.1). Of these, other than the Dawes Point *tar ra* archaeological remains, only Fort Denison and the barracks at Kirribilli survive, although it is possible that archaeological remains at Kirribilli and Mrs Macquarie's batteries also exist.

After the recall of British troops in 1870 new harbour defences were concentrated on North, Middle and South Heads. The inner harbour fortifications ceased to be of strategic importance and were gradually abandoned over the next 30 years. Dawes Point *tar ra* Battery continued to serve until 1908 as a barracks and residences for

⁶⁶ Collins, D. op cit., pp. 97-98, 100. This was not the *Supply* of the First Fleet which had been retired from service in May 1798, after a journey to Cape Town bringing the first Merino sheep to NSW. This *Supply* was a vessel bought by Governor Hunter in 1793. (Information from the Institution of Engineers letter to the Foreshore Authority 12 July, 1999.)

⁶⁷ The battery at Georges Head was under construction in March 1802. HRA I, Vol. III, p438-9.

⁶⁸ Broadbent, J. *Francis Greenway Architect*, Historic Houses Trust, 1997.

senior militia officials. Military administration of the artillery, however, was moved to Victoria Barracks.

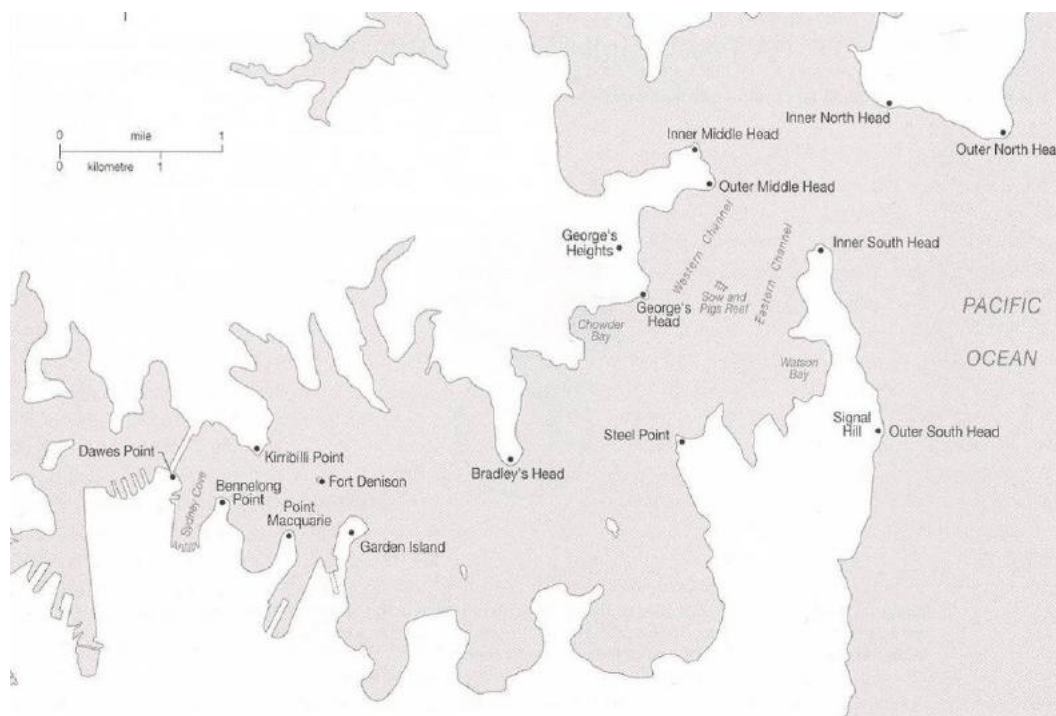
In terms of the comparative significance of Dawes Point *tar ra* with the other harbour defences:

- Dawes Point *tar ra* is the earliest substantial battery (1791), and was the command post for the inner harbour fortifications until the early twentieth century.
- The Dawes Point *tar ra* Battery remains are the earliest surviving remains of any Australian mainland fortifications.
- Dawes Point *tar ra* Battery was part of the 1850s line of inner harbour fortifications, which also consisted of Kirribilli, Mrs Macquarie's Chair, Fort Macquarie and Fort Denison. Of these only Fort Denison and the Kirribilli Barracks survive apart from the excavated remains and cannon at Dawes Point *tar ra*.⁶⁹

Figure 55:

Map showing strategic harbour defence sites of the 19th century.

Source: Oppenheim, *The Fragile Forts*, Army History Unit ACT 2004, p 2.



⁶⁹ This, of course, excludes the possibility of archaeological remains of the other sites. Bradley's head is not included on this list as work was carried out there in the 1830s and then reactivated in the 1870s.

SITES OF HARBOUR CROSSING

The notion of transportation to and from Dawes Point *tar ra* was contemplated as early as 1816 when Jamaican-born convict Billy Blue petitioned Governor Macquarie for permission to establish a boat dock to ferry people across the water. By 1830 he ran a regular Passage Boat from Lavender Bay to Dawes Point with his sons and son-in-law, George Lavender.⁷⁰ A horse ferry wharf erected between 1889 and 1891 operated until 1932 between Dawes Point *tar ra* and Blues Point. This ferry was built to alleviate pressures on the main horse ferry from Bennelong Point to Milsons Point which operated from 1866 to 1931. No other known remnants of a horse ferry wharf exist on the southern shore, although remnants survive at Blues Point and Milsons Point.⁷¹ Other pedestrian ferry crossings between the city and the north shore are indicated in 1868 from various Points in Circular Quay or Walsh Bay across to Blues and Milsons Point.⁸ By 1885 Circular Quay was well established as the city's ferry terminus.⁷²

Although a considerable number of cross harbour ferry wharves exist in Sydney and the corresponding North Shore, no horse and vehicular ferry wharf remains as early or substantial as that at Dawes Point *tar ra* have been identified.

GEOGRAPHICAL FEATURES OF SYDNEY HARBOUR

All of the headlands and bays of Sydney Harbour and the Parramatta River can be identified as being of heritage significance, and therefore must be considered as a whole group. Of these the majority have remained in Government ownership and a great many are publicly accessible. Dawes Point *tar ra* and Bennelong Point, enclosing Sydney Cove and both publicly accessible, hold a special position as part of the site of the earliest European settlement in Australia. The boundaries of the area set aside for Government use in 1788 remain relatively unchanged. The Sea Wall and Harbourside public open spaces are part of a sequence of such features established or enhanced in the late nineteenth and early twentieth centuries, from Dawes Point *tar ra* to Mrs Macquarie's Chair.⁷³

SIGNAL STATIONS

During the 1790s Governor Phillip instructed the erection of a flagstaff at South Head (the current South Head Signal Station building dates from 1841), with a second flagstaff at Dawes Point. The signal station operation at Dawes Point had been replaced by one at Fort Phillip (Observatory Hill) by 1824.

⁷⁰ Sydney Harbour Bridge Conservation Management Plan, Heritage Group, DPWS, 1998

⁷¹ James Willis, Map of Port Jackson and City of Sydney (1868).

⁷² Gibbs, Shallard & Co, Map of Sydney and Suburbs, 1885.

⁷³ The site of Campbell's Warehouses and wharves remained a fenced private area for some time into the twentieth century, blocking the complete public promenade of Farm Cove and Sydney Cove.

TELEGRAPHIC CABLE SITES

It is likely that telegraphic cables crossed the Harbour at Dawes Point from the 1850s or 1960s, with the coming of telegraphic technology to NSW c. 1857 (a line from Sydney to Brisbane was established 1861)⁷⁴. The sandstone Dawes Point Cable Hut was constructed between 1880 and 1882 in conjunction with the sandstone sea wall.

Another Sydney regional heritage site connected with early telegraph cable technology is the La Perouse cable station. The La Perouse cable station was built in 1876 as part of the telegraphic connection between Australia and New Zealand. It was used as a hospital and refuge between 1918 and 1987. It is now the La Perouse Museum and Aboriginal Cultural Centre.

There are numerous other sites around Sydney associated with Australia's early telegraphic cable installations, however none are as prominent in the landscape as the Dawes Point Cable Hut. The recent interpretive material at the site enhances its significance.

Figure 56:

Dawes Point *tar ra* is one of a series of headlands in the inner harbour of Sydney which provide magnificent views of the Inner Harbour and the Opera House.

Source: Foreshore
Authority



⁷⁴ Calson Analytics <http://www.caslon.com.au/austelecomsprofile1.htm> accessed 11 October 2010.

4.2 ASSESSMENT OF SIGNIFICANCE UNDER THE SHR CRITERIA

See the Executive Summary for the completed 'Statement of Heritage Significance.

The following assessment of heritage significance has been prepared utilising the current State Heritage Register evaluation criteria established by the New South Wales Heritage Council.

Criterion **(a)** – An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)

Criterion **(b)** – An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)

Criterion **(c)** – An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)

Criterion (d) – An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons

Criterion (e) – An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)

Criterion **(f)** – An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)

Criterion (g) – An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (or a class of the local area's cultural or natural places; or cultural or natural environments)

Criterion (a) & (b) Historical / Associational Significance

The importance of Dawes Point *tar ra* to the history of NSW and for its association with key NSW historical figures and groups is well founded.

Dawes Point *tar ra* holds a significant place in the history of Australia. It is one of the first places where the contact between the Aboriginal and European people was recorded. Dawes Point is the site of the earliest recorded instance of European-Eora cultural interaction when Patyegarang, an Eora woman and First Fleeter, William Dawes attempted to understand each others language and culture. With the assistance of Patyegarang, Dawes compiled the first "dictionary" of the Eora language between 1788 and 1791. This record provides the most complete set of information about the language spoken by the Eora people around Port Jackson.

(Historical Theme: Aboriginal culture and interactions with other culture) (National significance).

Dawes Point is the site of Australia's first scientific station, the Observatory. It was established by August 1788 by Lieutenant William Dawes for the Astronomer Royal, Nevil Maskelyne, on behalf of the Board of Longitude, in order to observe Halley's Comet.

(Historical Theme: Science, Technology, Persons) (National significance)

Dawes Point was the terminus of the first formal road in the colony. Originally a track beaten out in 1788 along a ledge of conveniently flat land, it later became known as George Street North.

(Historical Theme: Transport) (State significance)

From the Waterman's Steps (currently Ives Steps) between c.1830 and 1842 the infamous Jamaican ex-convict, Billy Blue ran the first regular Passage Boat across the narrowest part of the harbour. The steps were later named after the Sydney City Council Mayor Isaac Ellis Ives (1.1.1839-7.12.1906). In c.1896, Ives was a political and industrial leader in Sydney the late nineteenth century. He was a member of the NSW Legislative Assembly 1885-1889, representing St Leonards, Mayor 1896-1997 and Alderman of the Sydney City Council from 1893-1898, and Chairman of the North Shore Ferry Company.

The remains of the Dawes Point Horse and Vehicular Ferry Wharves are the only reminder in the Sydney CBD of the busy inner harbour ferry trade carrying horse drawn carts, drays and motor vehicles across the Harbour prior to the opening of the Harbour Bridge in 1932.

(Historical Themes: Transport, Communication) (State significance)

Until the building of the Sydney Harbour Bridge from 1925, Dawes Point *tar ra* was a place with strong associations with patriotism, a national flag flying there from 1790, proclaiming the British colony and later the Nation to all those who sailed on Sydney Harbour, for a long time a primary means of arrival in Australia and transport to other parts of the Colony. Ceremonial salutes were fired from the Dawes Point cannon to mark celebrations in the colony between 1791 and 1975.

(Historical Themes: Communication, Events) (State significance)

The construction of the Sydney Harbour Bridge between 1925 and 1932 confirmed the important position of Dawes Point *tar ra* in the history of Sydney's transport system and the changing technologies in urban transport. The remains of the 1820s Watermen's Steps, the c.1896 Ives Steps, Horse Ferry and later Vehicular Wharf from the 1890s, together with the Bridge, demonstrate a sequence of historical transport modes contributing to the northerly development of suburban Sydney across this narrowest Point of the Harbour.

(Historical Themes: Communication, Transport) (Local significance)

Internationally the Bridge holds an important position in the history of civil and structural engineering, recognised as a National Engineering Landmark by the Institution of Engineers and as an International Historic Civil Engineering Landmark

by the American Society of Civil Engineers. The bridge was designed by Dr J. J. C. Bradfield, one of the most important Australian engineers of the twentieth century. The history and method of its construction continues to inspire pride in Australia's engineering abilities. Physical evidence of this masterpiece of engineering construction remains in the 'U' shaped cable tunnel buried in the sandstone bedrock beneath Dawes Point *tar ra* Park. The 128 anchorage cables each side of the Harbour restrained the Bridge arches before they met mid-span.

(Historical Themes: Technology and Transport; Creative Endeavour) (National significance)

The recreational use of the Point, formally recognised in 1878, is representative of Sydney's strong association with its Harbour, beyond its transport and industrial uses. As public open space Dawes Point *tar ra* is strongly linked to the twentieth century Rocks and Miller's Point communities as an oasis of green in an increasingly urbanised society.

(Historical Themes: Leisure) (Local significance)

Criterion (c) Aesthetic / Technical Significance

William Dawes' detailed record of the weather at Dawes Point from 1788-1791 provides a strong foundation upon which the climatological and meteorological history of Australia is based and is of great historical significance to the international community. It was the first major site in the defensive strategies of the British colony (1791-1900).

(Historical Themes: Science, Technology, Persons) (National significance)

Due to its strategic position on the harbour, Dawes Point was an integral link in communications in the colony. Between 1790 and 1840 the Dawes Point Signalling Station enabled rapid transfer of advice on approaching ships and general communications between the South Head Signal Station and Parramatta where the Governor at times resided. Signalling was an important part of Government in the early colony informing of approaching ships of the current stability of the settlement. After 1840 a new Signal Station was established at Observatory Hill.

The Cable Hut is associated with early communications industry and continues to mark an access point for the submarine cables across the harbour to the North Shore. The Cable Hut, possibly designed by James Barnet, Colonial Architect, is a rare finely detailed sandstone cylindrical structure that is a landmark on the harbour foreshore.

(Historical Themes: Science, Technology, Communication) (State significance)

Aesthetically, Dawes Point *tar ra* contributes to the magnificent landscaped setting for the internationally recognised icons of Australia – Sydney Harbour Bridge, the Opera House and Sydney Cove. The sheer size of the Harbour Bridge and its massive construction components are awe-inspiring when viewed from Dawes Point *tar ra*. The

whole Bridge composition remains remarkably unaltered since its completion in 1932. The Bridge and Harbour as viewed from Dawes Point *tar ra* continue to be the inspiration for works of art. The Bridge is one of Australia's major internationally recognised icons. (National significance)

Dawes Point *tar ra* combines a range of urban design features from the early twentieth century, exemplary of the changing tastes throughout this period. The unpainted, rendered retaining walls and pilasters of the Hickson Road retaining wall (1920s) are particularly distinct, intact examples of Inter-War Stripped Classical civic design. The Bridge Abutment Towers and Piers (1925-32), designed by Thomas Tait of the prominent British firm, Tait and Burnet, make an important ensemble of Art Deco design. (State significance)

The simple, relatively open landscaping of the majority of the Dawes Point *tar ra* Park is representative of park designs of the early twentieth century and results partly from the need for a simple setting for the Sydney Harbour Bridge. Canary Island Palms on the harbour promenade and an avenue of Fig Trees in the Park are indicative plantings of the 1910s and 1940s respectively. The open space is representative of the pressure placed on Sydney Council from the late nineteenth century to provide "promenade" access to the Harbour in the vicinity of Sydney. The Botanic Gardens and Mrs Macquarie's Point had already set this trend for waterfront pedestrian access and this continues to be a dominant theme in the planning of inner Sydney to this day. (State significance)

(Historical Themes: Technology and Transport; Creative Endeavour)

Criterion (d) Social Significance⁷⁵

The contemporary social values of Dawes Point *tar ra* are well founded:

- Recognised by many Australians as part of Sydney Cove and the Rocks – the first settlement and the first contact. (National significance)
- Valued by the local Miller's Point / Rocks community as a place for recreation. This value and the Point's value as a place for public meetings needs to be confirmed by further community consultation. (Local significance)
- As part of Sydney Cove and as a setting for the SHB Dawes Point *tar ra* has strong visual qualities recognised locally and internationally. (National significance)

Dawes Point *tar ra*, as part of Sydney Cove and the setting of the international icons of the Harbour Bridge and the Opera House, is revered by the majority of Australians.

(National significance)

Dawes Point *tar ra* is important for its cultural values to several identifiable groups within NSW society including present and former residents of the Rocks and Millers Point; people involved in the fight to save the Rocks in the 1970s; descendants of the

⁷⁵ Note that this social significance assessment has not involved a recent community and stakeholder consultation program.

many artillerymen and their families who were stationed at Dawes Point *tar ra*; and Bridge construction and maintenance workers, their families and descendants. (Local significance)

Dawes Point *tar ra*, as a setting for the Harbour Bridge, is valued for its aesthetic and engineering significance by several identifiable groups including the Institution of Engineers (Australia)⁷⁶ and the Royal Australian Institute of Architects. (National significance)

Criterion (e) Research Significance

The technical/research values of Dawes Point *tar ra* are well founded:

- The archaeological potential has been demonstrated in the 1995 excavations. The remains of the Dawes Point *tar ra* battery remain exposed awaiting conservation and interpretation. The site still contains a significant archaeological resource unexcavated. (State significance)
- The possibility exists for visitors to experience and learn from the layering of history of this area of government land from 1788 until today. (State significance)

The post 1788 archaeological remains at Dawes Point *tar ra* revealed to date are extremely important for their research potential. Such archaeological sites from the 18th century are exceedingly rare with the remains of First Government House and parts of the Dockyard on the western side of the Cove being some of the few examples bearing witness to the first 10 years of European settlement at Sydney Cove. (National significance)

Only a handful of the colonial architect Francis Greenway's structures survive. With the excavation of the semi-circular battery an interesting part of his work has been rediscovered. Likewise, Greenway's quarry on the site is the only example of the careful mining of stone from this period in Sydney.⁷⁷ The archaeology of the Battery floor and underground magazines also reveals elements constructed under the direction of Lieutenant Colonel George Barney, one of Australia's most important Colonial Engineers in the mid nineteenth century, such as the 1850s gun emplacements. Together with the presence of the cannon from this time, on their original timber block supports the Battery is an important archive of military history. The archaeological remains also have a strong aesthetic appeal as evocative ruins of Australia's colonial past. (State significance)

The Cable Hut may have Technical/Research potential for its ability to reveal information about the development of early submarine cabling.

⁷⁶ The Sydney Harbour Bridge has been declared a National Engineering Landmark by The Institution of Engineers, Australia and an International Historic Civil Engineering Landmark by the American Society of Civil Engineers.

⁷⁷ The quarry associated with the construction of the Conservatorium of Music (Greenway's Government House Stables) in 1817 appears to be for ground levelling rather than building stone, although further investigation is needed to clarify this Point. The pre-1820s quarry on the Cumberland Street site exploited the narrow bands of stone for rough foundation work.

There is likely to be maritime archaeological evidence associated with both the former Horse and the Vehicular Ferry Wharves at Dawes Point *tar ra*. (Local significance)

Criterion (f) Rarity

Dawes Point *tar ra* is an integral part of Sydney Cove with its strong historical associations as the site of the first European settlement and the first contact between Aboriginal peoples and Europeans. Dawes Point *tar ra* was the site of the Colony's first Observatory and the termination of the Colony's first road. The Dawes Point Fort was the first substantial fortification and major element in Sydney Harbour nineteenth century defences, appearing in many early maps and views of Sydney as the developing heart of a new colony.

Dawes Point, has been the site of continuous European occupation since the first months of settlement for government (mainly defence), transport, recreation and as an early, possibly the first, colonial/aboriginal burial site.

Dawes Point maintains vestiges of all periods of its occupation. Since 1788 the Point has been terraced and filled with each successive land use. All of these land uses have been closely linked with the site's unique position, occupying a prominent headland with vistas up and down the Harbour. Dawes Point Park still encompasses more than 90% of the area set aside for military purposes in the late 18th century. Very little of this area has been alienated from public use, providing potential for interpretation of the layers of history since 1788.

(Historical Themes: Convict, Land Tenure, Towns, Aboriginal cultures and interactions with other cultures) (State significance)

Criterion (g) Representativeness

Dawes Point is the narrowest part of the drowned river valley, Sydney Harbour. It is a modified landscape that retains evidence of the original Hawkesbury sandstone landform.

(Historical Theme: Environment naturally evolved) (State significance)

Dawes Point, The Rocks and Millers Point areas, are particularly notable for their evidence of the early colonial settlement and cemetery as well as convict workmanship.

The structure of the Bridge effectively tied the north and south shores together, and in conjunction with the remains of the Horse Ferry Wharf, demonstrates the northerly development of urban and suburban Sydney.

(Historical Theme: suburbs and villages) (State significance)

4.3 CURTILAGE & SETTING

CURTILAGE⁷⁸

The recommended curtilage for any heritage listing of Dawes Point *tar ra* in the Foreshore Authority's Heritage & Conservation Register is the same as the boundary of the area covered by this CMP shown in Figure 3. This may differ slightly from the current curtilage shown in the Register.

VISUAL SETTING

Views to, from and within Dawes Point *tar ra* are discussed in Section 3.2 of the CMP. The visual setting of Dawes Point *tar ra* is an important component of its heritage significance. An approximate diagram for the boundary of the visual setting of Dawes Point *tar ra* is given in Figure 47 below. Similarly visual settings are recognised as important components of the heritage significance of both the Sydney Opera House and the Sydney Harbour Bridge.

Figure 57:

An approximate visual curtilage for Dawes Point *tar ra* (shaded) is shown by the red dotted line red.

This is a non-statutory curtilage, however large developments within this curtilage could impact on the heritage values of the Point.



⁷⁸ The terms curtilage and setting are defined in the document *Heritage Curtilage* (NSW Department of Planning 1999)

HISTORICAL SETTING

Dawes Point *tar ra* has been set aside as relatively undeveloped space for Government and later public uses since 1788 as demonstrated in Figures 6 to 10.

As previously noted it is one of a series of prominent landforms on Sydney Harbour which have a rich aesthetic, strategic and social history for both pre and post 1788 Australians.

It is possibly the 'first contact', 'observatory' and 'defence' components of the history of Dawes Point *tar ra* which are most significant. This links the place historically to the following places in the immediate vicinity: Observatory Hill, Fort Macquarie (site of the Opera House) and Fort Denison. These links have great interpretation potential.

4.5 SIGNIFICANCE OF SPECIFIC ELEMENTS

An assessment of the individual areas and elements of Dawes Point *Tar ra* is provided in Appendix B of this CMP, together with an outline of the requirements for each significance rating (Exceptional, High, Moderate, Little and Intrusive).

4.6 SYDNEY HARBOUR BRIDGE HERITAGE VALUES

The heritage values of the Sydney Harbour Bridge need to be taken into consideration when assessing the impacts of proposed works.

To access these values either refer to the SHB CMP (RTA Draft 2010) and to the relevant weblinks:

National Heritage List: http://www.environment.gov.au/cgi-bin/ahdb/search.pl?mode=place_detail;place_id=105888

State Heritage Register:
http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5045703

In particular Dawes Point *tar ra* forms an important landscape setting for the Bridge and any new development would need to ensure that it does not have a negative impact on this landscape setting.

Figure 58:

Sydney Harbour Bridge as viewed from Hickson Road Reserve.

Source:

www.cityofsydney.nsw.gov.au



Figure 59:

Sydney Harbour Bridge nearing completion, as seen from Hickson Road Reserve in 1930.

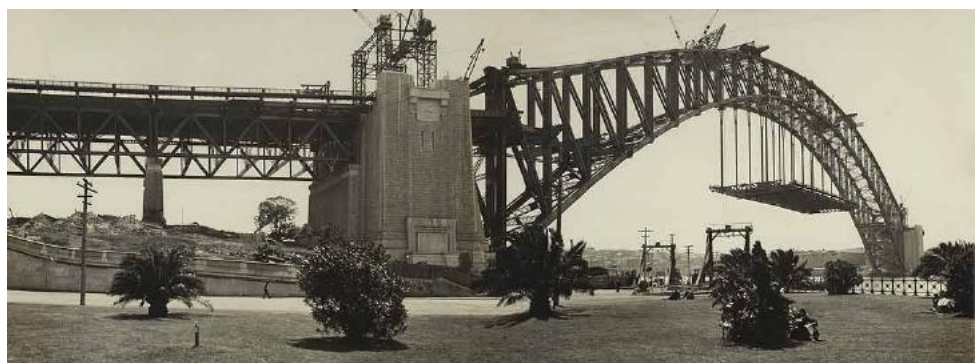
Source: State Records NSW



Figure 60:

Sydney Harbour Bridge viewed from Hickson Road Reserve, as seen in 1930.

Source: State Records NSW



5. CONSTRAINTS AND OPPORTUNITIES

This section outlines major issues for the conservation of the site. It takes into consideration matters arising from the statement of significance and procedural constraints imposed by cultural conservation methodology, such as that of the Australia ICOMOS *Burra Charter*, and identifies all statutory and non-statutory listings that apply for the site and describes constraints and opportunities arising from these listings.

5.1 ISSUES ARISING FROM PHYSICAL CONDITION OF THE PLACE

FABRIC CONDITION

Dawes Point *tar ra* Park was revitalized in 2000 including conservation of the archaeological remains of the Upper Dawes Point *tar ra* Battery within the Park. However in later 2000 a major upgrade of finishes and services on the Sydney Harbour Bridge by the RTA has meant that a significant amount of the central section of the Park has been used as a construction site. This has resulted in extensive superficial damage to the c.2000 new fabric (mainly rendered brickwork). The c.2000 interpretive plantings around the Officer's Quarters have not been maintained. It appears most of the significant fabric from the Dawes Point *tar ra* Battery has been preserved, although the interior of the Magazine has suffered from damp conditions through lack of maintenance and accumulation of dirt on the floors.

In 2010 the RTA completed half of their major upgrade and they are currently undertaking a making good process of the central area of Dawes Point *tar ra* Park, however a new section of the Park is now fenced off as a temporary construction site.

The Hickson Road Reserve and waterside promenade and footpaths were upgraded in 2004-2005. In 2008-2009 conservation works were undertaken completed to the sea wall, horse ferry and waterside iron railings.

The Cable Hut has been reconstructed using original and new materials in 2009, having been dismantled in 1998 due to its unstable condition.

Vines attached to frames on the Hickson Road cement rendered retaining wall have been severely pruned in recent years and continue to be maintained.

The sandstone retaining walls along Lower Fort Street and Hickson Road west are in need of conservation together with the sandstone steps and iron railings in the northwest corner of the park (adjacent to the Pier One overbridge).

Due to the age of much of the historic fabric and the predominate use of sandstone there will continue to be ongoing maintenance issues on the site including:

- Need for cyclical maintenance program to ensure maintenance issues are addressed prior to significant damage occurring.

- Need for trained maintenance staff with knowledge of appropriate materials and techniques.

PARK FURNITURE AND SIGNAGE

Other than 3 late 19th century bollards, none of the current park furniture and signage has heritage value, although some has been carefully designed to respect heritage values. The danger of over-cluttering the significant cultural landscape with park furniture and signage needs to be carefully controlled. For example the naming and ordinance signage at the George Street entrance to Dawes Point *tar ra* Park does not respect the design intent and is considered intrusive.

VIEWS AND VISTAS

Dawes Point *tar ra* is recognised as having outstanding views and vistas. These should be protected by controls on adjacent development and development within the site. For example the development controls on the Park Hyatt Hotel were such that views into and out of Dawes Point *tar ra* were maintained. Such controls should continue for all other adjacent development.

Significant views and vistas are discussed at Section 3.2 of this CMP.

Figure 61:

View east to the Opera House from Dawes Point *tar ra* Park over the top of the Park Hyatt Hotel in Hickson Road East.

Source: Foreshore Authority



ENVIRONMENTAL CONDITIONS

Prevailing winds

Like all areas on the Harbour Dawes Point *tar ra* is exposed. There are cold prevailing winds from the south west, especially noticeable in August. Certain areas receive some protection from the coldest winds due to the presence of Pier One to the West and the Bridge Approach to the South. In summer, sea breezes from the east provide welcome relief from the heat in the city.

Solar Access

The Harbour Promenade receives sun throughout the day although the shade from the Bridge deck progressively moves along the walkway. Hickson Road Reserve and the majority of Dawes Point *tar ra* Park are in deep shadow from mid afternoon in winter except along Lower Fort Street.

Sound

The reverberation from train and vehicular traffic on the Bridge amplifies the experience under the Bridge, although despite noise abatement works being carried out on the railway in 1995, it can be taxing during extended visits. The sounds of harbour craft and sea birds add to the atmosphere of this prime location.

5.2 SYDNEY HARBOUR FORESHORE AUTHORITY

The Rocks is managed by Sydney Harbour Foreshore Authority, constituted on 1 February 1999 under the *Sydney Harbour Foreshore Act 1998*.

The primary functions of the Foreshore Authority, stated in its Act, are to:

- Protect and enhance the natural and cultural heritage of the foreshore area
- Promote, coordinate, manage, undertake and secure the orderly and economic development and use of the foreshore area, including the provision of infrastructure
- Promote, coordinate, organise, manage, undertake, secure, provide and conduct cultural, educational, commercial, tourist, recreational, entertainment and transport activities and facilities.

In recognition of the importance of heritage conservation in the area, The Rocks Heritage Management Plan (adopted in February 2002, and updated in 2010) has been prepared to provide a basis for understanding and conserving the heritage value of The Rocks and to assist in preparing individual Conservation Management Plans for heritage buildings within The Rocks.

5.2.1 SYDNEY HARBOUR FORESHORE AUTHORITY'S VISION AND PURPOSE

The vision of the Foreshore Authority is to make unique places in Sydney that the world talks about.

The purpose of the Authority is to create and sustain living places and great experiences. The Authority does this by:

- Managing places profitably and socially to deliver excellence in our role as manager for Sydney's significant waterfront and other precincts, balancing visitor, community and commercial expectations. As custodian, to ensure the preservation and interpretation of our natural and cultural heritage.
- Promoting places effectively to capitalise on the economic and cultural worth of our places, as core attractions for both visitors and Sydney-siders.
- Developing places responsibly to demonstrate leadership in creating quality environments that are enriching, diverse, accessible and sustainable. To add value by redeveloping surplus government land through a highly-skilled organisation.
- Managing the organisation efficiently to meet customer and stakeholder needs and expectations.

5.2.2 CURRENT MANAGEMENT AND GOALS FOR DAWES POINT *tar ra*

The Authority proposes to continue to use and manage the areas for which it is responsible at Dawes Point *tar ra* as public open space.

Priority needs to be given to making good damage to non-heritage fabric after completion of the Bridge Upgrade works which has meant that Dawes Point *tar ra* Park has been used as a site equipment and material storage area.

There are no other known current pressures on the heritage values of Dawes Point *tar ra* from the Foreshore Authority perspective.

NSW ROADS & TRAFFIC AUTHORITY

In the future some security issues concerning the Sydney Harbour Bridge could impact on heritage values at Dawes Point *tar ra*.

The 2010 Draft CMP for the SHB includes the following statement:

The increasing security concerns that prevail at any major public asset such as the Sydney Harbour Bridge require that additional measures be put in place to ensure the security of both the bridge itself and its users. ...

Further security upgrades are being carried out on an ongoing basis as part of the continuing operation of the bridge. The management of the bridge must reflect the

provision of security as integral to the protection of the users of the bridge as an asset, and its cultural heritage values. ...

It is also necessary that information about the design, discussion and implementation of some security procedures and installations for the bridge is not placed in the public domain. Consideration of the heritage impacts of proposed security measures on the bridge must be undertaken in a confidential manner when an open process could increase the risk to the bridge and its users.

5.2.3 STAKEHOLDERS

Stakeholders in the Dawes Point *tar ra* Precinct include the Minister for Infrastructure, Planning and Natural Resources (DIPNR), Sydney Harbour Foreshore Authority, Roads & Traffic Authority of NSW, the City of Sydney Council, Aboriginal Elders and Land Council, Office of Marine Administration, Ministry of Forests & Marine Administration, The Heritage Branch, Department of Planning, Department of Education, Royal Australian Historical Society, National Trust of Australia (NSW), Environment Protection Authority, NSW State Government, Telstra, Energy Australia, Sydney Ports Corporation, Scientific Community, Staff, Sponsors, Commercial partners and others.

Development proposals involving major heritage issues in or adjacent to Dawes Point *tar ra* are likely to be referred to the Australian Heritage Council and the Heritage Council of NSW. When such proposals are submitted as development applications they are also likely to be placed on public exhibition.

Adjacent land managers and major tenants may also be consulted during formulation or submission of development proposals - in this case adjacent stakeholders include the City of Sydney Council, the Roads and Traffic Authority, the Office of Marine Administration, the Walsh Bay Development Corporation, local residents including the Strata title holders at Pier One and the Park Hyatt Hotel.

5.3 HERITAGE MANAGEMENT FRAMEWORK

In 2009, the NSW Government announced amendments to the State's planning portfolio effective from 1 May 2009. These amendments require development applications (DAs), previously assessed by the Authority, to be assessed by the Council of the City of Sydney or Department of Planning.

It is essential that the Foreshore Authority and the relevant Consent Authority are consulted in order to determine any approvals that may be required for the execution of any works. Approvals for works may be required under both the Environmental Planning and Assessment Act and the Heritage Act. All statutory applications require the signature and consent of the landowner to enable lodgement, as such all applications should be forwarded to the Foreshore Authority for endorsement prior to

submission with the Department of Planning. Further information about the granting of landowner's consent can be sourced from the Foreshore Authority's internet page.

5.3.1 EPBC ACT 1999

The overall Sydney Harbour Bridge (SHB) listing on the National Heritage List (NHL) impacts on all areas covered by this Dawes Point *Tar ra* CMP because under the *Environmental Protection & Biodiversity Conservation Act 1999 (EPBC Act 1999)* the items listed on the NHL are protected from works in the vicinity which would have a significant impact on the National Heritage Values of the place (Section 15B of the *EPBC Act 1999*).

The Sydney Harbour Bridge NHL information, including the values for which it is listed can be found at

<http://www.environment.gov.au/heritage/places/national/sydney-harbour-bridge/index.html>.

In addition, although the boundary of the NHL and World Heritage List citations for the Opera House are limited to the Opera House land at Bennelong Point, under the *EPBC Act 1999* the items listed on the NHL and WHL are protected from works in the vicinity which would have a significant impact on the National or World Heritage Values of the place (Section 15B of the *EPBC Act 1999*).

The Sydney Opera House NHL information including the values for which it is listed can be found at <http://www.environment.gov.au/heritage/places/national/sydney-opera-house/index.html> .

The Sydney Opera House World Heritage List information including the values for which it is listed can be found at

<http://www.environment.gov.au/heritage/places/world/sydney-opera-house/index.html> .

The relevant managers and decision makers at the Foreshore Authority should understand the National Heritage values of the SHB and the Opera House as they apply to any development at Dawes Point *Tar ra* and observe the National Heritage management principles when preparing and implementing management plans and programs. The principles are explained in the document titled [Applying the Principles](#).

The person appointed with the responsibility for a proposed action at Dawes Point needs to undertake a 'self assessment' to decide whether or not a proposed action⁷⁹ is likely to have a 'significant' adverse impact on the National Heritage values of either

79 An 'action' could include a project, a development, an undertaking, an activity or series of activities, or an alteration of any of these things, which has, will have or is likely to have a significant impact on National Heritage values at a National Heritage-listed site or a location that includes a heritage place. See EPBC Act Policy Statement 1.1 - Significant Impact Guidelines - Matters of National Environmental Significance.

the Harbour Bridge or the Sydney Opera House. If so, that action must be referred to the relevant Commonwealth Minister for a decision. The process is explained in the document [Making a Referral](#) and on the [Referrals webpage](#) of the Department of Environment, Water, Heritage and the Arts.

The heritage professionals within the Foreshore Authority should be involved in the decision as to whether or not a proposed action is likely to have a 'significant' adverse impact on the National Heritage values of either the Harbour Bridge or the Sydney Opera House..

5.3.2 NEW SOUTH WALES HERITAGE ACT 1977

Dawes Point *tar ra* is subject to the *NSW Heritage Act 1977* under a number of listings on the NSW State Heritage Register (SHR) as outlined in Section 1.4.

Under Section 57(1) of the Act, Heritage Council approval is required for a wide range of works to a SHR item. Unless an item constitutes a danger to its occupants or the public, an element covered by a SHR item may only be demolished if it does not contribute to the significance of the item.

To gain approval for any of the major works, an application must be made to the Heritage Council (Section 60 application). The Foreshore Authority can determine Section 60 applications for minor works which do not materially affect the significance of the item under delegation. The Foreshore Authority can advise applicants whether applications can be assessed under delegation, or whether they need to be approved by the Heritage Council. Section 60 application forms are available from the NSW Heritage Branch, Department of Planning, or from the Foreshore Authority.

In particular the SHR listing for the Sydney Harbour Bridge includes part of Dawes Point *tar ra*. SHR information can be found at http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5045703 .

As the area covered by this CMP is in NSW Government ownership, the responsible State Government Authorities, and particularly the Foreshore Authority, have to be mindful that works they propose need careful consideration in terms of their heritage impact, and that where negative impacts are more than minimal, then a full application under the NSW Heritage Act will be required.

Figure 62:

Details from the listing diagrams for the Sydney Harbour Bridge from the National Heritage List under the EPBC Act 1999 (left); and the State Heritage Register under the NSW Heritage Act (Listing No. 781 of the Sydney Harbour Bridge - part of HC Plan No 1864).

Only Dawes Point *tar ra* Park is impacted on by the Listings and not the Foreshore Areas.



Archaeological management

Amendments to the *Heritage Act* made in 2009 have changed the definition of an archaeological 'relic' under the Act. A relic is now an archaeological deposit, resource or feature that has *heritage significance* (as defined by the Act) at a local or State level. The definition is no longer based on age.

Other than the areas that have already been excavated and interpreted in Dawes Point *tar ra* Park, and areas where major service lines have been excavated, all of the Dawes Point *tar ra* Area under this CMP is considered to have potential archaeological resources of heritage significance.

The advice of the Foreshore Authority's Archaeologist is required when considering any major excavations through Dawes Point *tar ra* for utility services or for other reasons.

A Section 60 application is required to disturb significant relics within NSW. Refer to the guideline at http://www.heritage.nsw.gov.au/docs/revealing_hisarch.pdf.

The delegation to the Foreshore Authority to approve minor Section 60 applications extends to archaeological works.

Standard exemptions for works to State Heritage Register listed items

Under Section 57(2) of the *Heritage Act*, the Minister may make exemptions from approval otherwise required under Section 57(1) for works to State Heritage Register

items. Such exemptions are intended to streamline the approvals process. There are two types of exemptions:

- Standard exemptions: apply to all State Heritage Register items and cover maintenance , repair and minor alterations.
- Site specific exemptions: apply only to an individual State Heritage Register item.

If proposed works are covered by a standard exemption, an Exemption Notification Form (not a Section 60 application) must be completed, with sufficient detail provided to determine whether the proposed works meet the standard exemption guidelines. The Foreshore Authority has delegation from the Heritage Council to approve standard exemption applications, and forms are available from the Authority. For details of the standard exemptions, refer to the NSW Heritage Council's guideline document at http://www.heritage.nsw.gov.au/docs/Standard_Exemptions.pdf.

Applicants should confirm with the Foreshore Authority whether proposed works fall within the standard exemptions, and what documentation will be required.

Site specific exemptions relate to the particular requirements of an individual State Heritage Register item, and can only be for works which have no potential to materially affect the significance of the item.

Site specific exemptions are only applicable if the works to which they refer are identified as exempt development in a CMP endorsed by the Heritage Council, or in a Conservation Management Strategy endorsed under delegation by the Executive Manager of the Property and Asset Management division, Sydney Harbour Foreshore Authority. CMP endorsement by the Heritage Council is normally required only for particularly complex or exceptionally significant sites. Currently, there are no site specific exemptions for Dawes Point *tar ra*.

Minimum Standards of Maintenance and Repair

Section 118 of the Heritage Act provides for the regulation of minimum standards for the maintenance and repair of State Heritage Register items. These standards were regulated in 1999 and apply to all State Heritage Register items. The minimum standards cover the following areas:

- Weatherproofing
- Fire protection
- Security
- Essential maintenance

An inspection to ensure that the item is being managed in accordance with the minimum standards must be conducted at least once every year (or at least once every three years for essential maintenance and repair standards). For details of the

minimum standards see

http://www.heritage.nsw.gov.au/docs/info_minimumstandards.pdf.

Failure to meet the minimum standards may result in an order from the Heritage Council to do or refrain from doing any works as may be necessary to ensure the standards are met. Failure to comply with an order can result in the resumption of land, a prohibition on development, or fines and imprisonment.

5.3.3 NSW GOVERNMENT TOTAL ASSET MANAGEMENT GUIDELINES

The Total Asset Management (TAM) manual prepared by NSW Government's Asset Management Committee requires that: "Sustainable management of heritage values should be treated by an agency as part of its core business". Similarly, TAM Guidelines for Government agencies prepared by NSW Treasury require "planning use of heritage assets to maximise their service delivery while protecting their cultural values".

While protection of built heritage in The Rocks area is part of the core business of the Foreshore Authority, these TAM guidelines can be interpreted to indicate that the retention of heritage value overrides the financial feasibility of the ongoing reuse of items. The cultural importance of The Rocks is widely recognised as paramount, and in any eventual situation where retention of heritage significance could collide with the financial feasibility of the project, the importance of retention of the heritage significance shall be given a priority.

5.4 ENVIRONMENTAL PLANNING INSTRUMENTS (EPIS)

There are three main EPIs under the Environmental Planning and Assessment Act 1979 that are applicable to The Rocks and Dawes Point *tar ra*:

STATE ENVIRONMENTAL PLANNING POLICY (MAJOR DEVELOPMENTS) 2005

Consent Authority Roles

On 1 May 2009 an amendment to the State Environmental Planning Policy (Major Developments) 2005 was made that transferred to consent authority for certain development on Sydney Harbour Foreshore sites from the Minister for Planning to the City of Sydney Council.

Sydney Harbour Foreshore sites are those identified on Map 9 of Schedule 2 of the Major Developments SEPP including:

- Circular Quay;
- The Rocks (and Dawes Point *tar ra*);

- Walsh Bay (Wharf 2/3);
- Darling Harbour;
- Casino (Switching Station site); and
- Bank Street (including the Sydney Fish Market).

From 1 May 2009 all new DAs under Part 4 of the Act (Capital Investment under \$5 Million), within the above areas, are lodged with the City of Sydney Council, except as provided for by the provisions of the amended SEPP. Within these provisions The Minister will remain the consent authority in these areas for development that:

- requires an approval under section 57 of the Heritage Act 1977 (unless that approval has already been obtained);
- does not comply with the approved Sydney Cove Redevelopment Authority Scheme for The Rocks, which is essentially the height and building envelop prescribed for each site; or
- has a Capital Investment Value in excess of \$5 Million, which requires a Major Project application under Part 3A of the Act.

Any DA subject to the provisions listed above is to be lodged with the Government Land & Social Projects Branch of the NSW Department of Planning.

Any application under section 96 of the Act, for a modification to a development consent issued by the Minister, including consents issued under delegation by the Department or Sydney Harbour Foreshore Authority, will continue to be lodged with the Department.

Exempt Development

The amended SEPP has introduced additional Exempt Development for Circular Quay, The Rocks (including Dawes Point *tar ra*) and Darling Harbour. This will allow for a range of temporary uses and other activities to be undertaken without the need to obtain development consent.

These temporary uses and activities include:

- Short term events at places such as Dawes Point *tar ra*, First Fleet Park (The Rocks) and Tumbalong Park (Darling Harbour);
- Premises trading out onto the public street, for up to 6 occasions per year, such as on Australia Day and ANZAC Day;
- Fireworks and lighting displays; and Christmas decorations

These temporary uses and activities are subject to other limitations on hours and duration, required approvals under the NSW Heritage Act 1977 and controls applying to limit impacts on the environment.

The consent of the Sydney Harbour Foreshore Authority as landowner must always be obtained before undertaking any exempt development.

SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005

The Rocks (including Dawes Point *tar ra*) and Darling Harbour are included in the 'Foreshores and waterways area' defined in the Sydney Regional Environment Plan (SREP), and as such any development must be considered in terms of the criteria set out in clauses 21 to 27 of the SREP. The SREP does not identify any heritage items within The Rocks (including Dawes Point *tar ra*) and Darling Harbour, however it does identify the Sydney Harbour Bridge and the Circular Quay ferry wharves as heritage items and any development within their vicinity needs to be considered in terms of impacts on these items, including views to the items.

Amendment 1 to the SREP, gazetted 27 July 2007, also identifies a 'buffer zone' for development in the vicinity of Sydney Opera House, which covers Dawes Point *tar ra* and the majority of The Rocks area. Any impacts on views to the Opera House are to be taken into consideration.

The SREP also requires the consideration of the potential to impact on archaeological or potential archaeological relics.

The DCP that exists under the SREP is also relevant to development in The Rocks (including Dawes Point *tar ra*) and Darling Harbour. Its primary focus is on ecological and landscape character areas, and built form design guidelines for development very close to the water's edge.

SYDNEY COVE REDEVELOPMENT AUTHORITY (SCRA) SCHEME

The Rocks (and Dawes Point *tar ra*) is covered by the SCRA scheme which has the status of an EPI under schedule 6 of the Environmental Planning and Assessment Act 1979. The SCRA scheme comprises a series of building site control drawings which provide for the maximum height of buildings on any particular site, and which also specify permissible uses for a particular site or precinct. As Dawes Point *tar ra* is not a development site the SCRA scheme does not apply.

5.5 NON-STATUORY LISTINGS AND COMMUNITY GROUPS

5.5.1 NATIONAL TRUST OF AUSTRALIA (NSW)

Millers Point & Dawes Point *tar ra* Village Precinct, and Sydney Harbour Bridge, approaches and viaducts has been classified by the National Trust of Australia (NSW).

Listing on the register of the National Trust carries no statutory implications. The Trust's opinions however, are usually sought when major proposals are being formulated in heritage precincts or in relation to heritage buildings.

5.5.2 AUSTRALIAN HERITAGE COMMISSION – REGISTER OF THE NATIONAL ESTATE

Sydney Harbour Bridge, approaches and viaducts has been classified by the Australian Heritage Commission and listed in the Register of the National Estate.

Listing on the Register of the National Estate carries no statutory implications for items not in the ownership of the Commonwealth Government however, it is indicative of the high cultural values of the place.

5.5.3 ROYAL AUSTRALIAN INSTITUTE OF ARCHITECTS

Sydney Harbour Bridge & Approaches has been classified by the Royal Australian Institute of Architects (RAIA) and listed in the RAIA Register of Significant Twentieth Century Buildings.

Listing in the RAIA Register of Significant Twentieth Century Buildings carries no statutory implications, however, it is indicative of the architectural values of the building and its potential importance in future research on the history of architecture.

5.5.4 INSTITUTE OF ENGINEERS (AUSTRALIA)

Sydney Harbour Bridge, approaches and viaducts has been classified by the Institute of Engineers (Australia) and included in the IEA Plaque Program.

Classification by the IEA carries no statutory implications however, it is indicative of the value of the structure for potential future research on the history of engineering.

5.6 BUILDING REGULATIONS

The Building Code of Australia (BCA) is concerned with establishing uniform building regulations across Australia. The BCA is implemented in NSW through the *Local Government Act 1993*.

The main provisions of the BCA concern structural requirements, fire resistance, access and egress (including provisions for people with disabilities), services and equipment and health and amenities. Generally, minimum standards are required to be reached in building works.

An assessment of compliance of the complex with the BCA has not been carried out for this report. It is appreciated however that any DA/CC application will need to comply, or be deemed to comply with the BCA.

In general, when considering the BCA in heritage buildings, proposals must ensure that significant fabric and spatial qualities are not compromised while full BCA compliance is achieved and public safety is assured.

5.7 APPLICATION OF THE BURRA CHARTER

The *Australia ICOMOS Burra Charter 1999*, known as *The Burra Charter*⁸⁰, is widely accepted in Australia as the underlying methodology by which all works to places identified as having national, state and regional significance are undertaken.

Because Dawes Point *tar ra* is of demonstrated cultural significance, procedures for managing changes and activities at the complex should be in accordance with the recognised conservation methodology of *The Burra Charter*.

Principles of The Burra Charter

In dealing with the built fabric, the conservation principles of *The Burra Charter* should be adopted. The relevant principles are established in the articles of *The Burra Charter* as follows:

Cautious approach (article 3)

All conservation work should be based on a respect for the original fabric, should involve the minimum interference to the existing fabric and should not distort the evidence provided by the fabric.

Location (article 9)

A building or work should remain in its historical location.

Contents (article 10)

Contents, fixtures and objects contributing to the cultural significance of a place should be retained at that place.

⁸⁰ *The Burra Charter: The Australia ICOMOS Charter for the Conservation of Places of Cultural Significance 1999*.

Change (article 15)

The contribution of all periods to the place must be respected, unless what is removed is of slight cultural significance and the fabric which is to be revealed is of much greater cultural significance.

Removed significant fabric should be reinstated when circumstances permit.

Adaptation (article 21)

Adaptation is acceptable where it does not substantially detract from the cultural significance of the place and involves the minimal change to significant fabric.

New work (article 22)

New work may be acceptable where it does not distort or obscure the significance of a place.

New work should be readily identifiable as such on close inspection.

Use and conserving use (article 7 and article 23)

Where the use of a place is of cultural significance it should be retained and a place should have a compatible use.

Modifying or reinstating a significant use may be appropriate and a preferred form of conservation.

Managing change (article 27)

Existing fabric, use, associations and meaning should be recorded before disturbance occurs.

Disturbance of fabric (article 28)

Minimal disturbance of fabric may occur in order to provide evidence needed for the making of decisions on the conservation of the place.

Responsibility for decisions (article 29)

The decision-making procedure and individuals responsible for policy decisions should be identified.

Direction, supervision and implementation (article 30)

Appropriate direction and supervision should be maintained at all stages of the work.

Records (article 32)

A record should be kept of new evidence and future decisions and made publicly available.

Removed fabric (article 33)

Removed significant fabric should be catalogued and protected in accordance with its cultural significance. Where possible it should be stored on site.

6. CONSERVATION POLICIES

Conservation can be regarded as the management of change. It seeks to safeguard that which is significant to an item within a process of change and development. It is essential to establish criteria, policies and recommendations of the conservation, and ongoing use of the item to ensure best practice heritage management. Within this framework owners and managers of the item will be able to formulate suitable proposals, and planning authorities will be able to assess those proposals against the site specific criteria.

The conservation policies are intended to assist in the ongoing use, maintenance and conservation of the site. These policies are intended to manage change, rather than prohibit it. Each policy is supported by a series of guidelines which will ensure that future decisions are made in an informed manner, ensuring the significance of the place (policies and guidelines to be altered as required. This may involve the addition and/or deletion of policies).

6.1 CURRENT AND POTENTIAL FUTURE USE

Background

Prior to 1788, Dawes Point *tar ra* formed the environmental and cultural landscape of the Eora peoples. Post 1788 Dawes Point *tar ra* has had a range of uses, most particularly as a key defensive site for the colony. The recreational use of the Point was formally recognised in 1878 and today Dawes Point *tar ra* is primarily used as public domain.

Policy 1

The area of Dawes Point tar ra covered by the CMP should continue to have a primary use as public open space. Uses compatible with this primary use are permissible provided they have no adverse impact on the heritage values or heritage fabric of Dawes Point tar ra.

Guidelines

- The long-established use of Dawes Point *tar ra* as a place of public recreation should be maintained, with the significance of this on-going use and its evolving nature being the main determinant in management and future development of the Dawes Point *tar ra* Precinct.
- Uses should be compatible with the nature and significance of the site and should not obscure the existing overall form of Dawes Point *tar ra* Park, Hickson Road Reserve, the harbourside promenade and the surrounding roads which reflect town planning initiatives from the 1890s to the 1940s.

- Uses should allow for appropriate conservation and interpretation of the Dawes Point *tar ra* Battery archaeological remains.
- Uses should maintain and enhance significant views and vistas to and from and within Dawes Point *tar ra*.
- There should be no subdivision of the place or excisions from or alienation of the place.
- The Sydney Harbour Foreshore Authority should accommodate changing uses consistent with the SHFA Act, while protecting the heritage significance of the site.
- Alterations to the site should be discouraged; however, if required to meet approved interpretation or cultural tourism requirements, these should be of a minor nature, and subservient to the primary features and composition of the public domain.
- Future uses should be compatible with the nature and significance of the structures and landscape components and should enable Dawes Point *tar ra* to remain a vital and important component of The Rocks precinct. In particular the importance of Dawes Point *tar ra* as a setting for the Sydney Harbour Bridge should be given prime consideration.
- Temporary compatible uses, such as for public entertainment events, can be considered subject to the necessary heritage and environmental assessments. Temporary events at the site should not cause damage to significant fabric (including significant archaeological fabric) in erection, dismantling and maintenance activities.
- Care must be taken so that any mobile and temporary structures, introduced for compatible uses, are installed in a way that does not damage either the significant built or landscape components on the site.
- The introduction of new or upgraded services and associated fittings should be carried out with the minimum of disruption to the significant fabric and spaces.
- Uses which require an unacceptable degree of intervention for upgrading to achieve ordinance compliance should be avoided.
- When considering compatible feasible uses for areas within the Dawes Point *tar ra* Precinct consistent with the Sydney Harbour Foreshore Authority Charter, take into account a number of factors that will allow each proposed use to be assessed. These include:
 - Statement of significance of the whole or the individual elements
 - Conservation policy
 - Economic viability
 - Statutory requirements
 - Consideration of historic use patterns and significant fabric of all periods
 - Interpretation of Dawes Point *tar ra* and its history

- Community access and consultation
- The retention and enhancement of elements designated as important by the community
- Holistic treatment of the Precinct and recognition of the significance of its landscape character, views, layout and fabric.

6.2 ASSET MANAGEMENT

6.2.1 SYDNEY HARBOUR FORESHORE AUTHORITY RESPONSIBILITIES

Background

Most of Dawes Point *tar ra*, as part of The Rocks, is owned by the Crown vested in the Sydney Harbour Foreshore Authority (the Foreshore Authority). The Foreshore Authority has overall responsibility for the management of the public domain at Dawes Point *tar ra*. Additional responsibilities for asset management derived from the NSW TAM guidelines are also recognised.

Policy 2

*Sydney Harbour Foreshore Authority should retain management of the public domain at Dawes Point *tar ra* as a single entity within the overall context of The Rocks precinct.*

Guidelines

- Sydney Harbour Foreshore Authority should continue to implement a management structure that integrates development and conservation work with the overall management of the public domain at Dawes Point *tar ra*.
- The Foreshore Authority should make this Conservation Management Plan a publicly accessible document.
- The Foreshore Authority should ensure that this document and any subsequent recording and investigations are achieved in such a manner that provides an accurate record of the changes to the significant values and fabric within the public domain of Dawes Point *tar ra*.
- The intention, aims and policies of this CMP shall be disseminated through, and implemented by, relevant key staff of the Foreshore Authority.
- The Foreshore Authority shall adequately assess the impact of proposed modifications to the public domain at Dawes Point *tar ra*, prior to the granting of owner's consent.
- All recording, when required, should be undertaken and archived in accordance with the recording guidelines prepared by the NSW Heritage Branch, Department of Planning.

- A program of regular monitoring should be established, covering both the physical changes within public domain at Dawes Point *tar ra* and visitor experience issues, and any issues arising from this monitoring should inform management decisions.

6.2.2 HERITAGE LISTINGS

Dawes Point *tar ra* is covered by a myriad of heritage listings of larger and smaller sites in National, State and Local statutory legislation as outlined in Sections 1.4, 6.3 and 6.4.

This CMP finds that the entire Dawes Point area possesses National and State heritage values in its own right, although currently it is only partly covered by listings under the national EPBC Act 1999 and NSW Heritage Act 1977. For example Dawes Point *tar ra* Park is included in a SHR listing for its historical and aesthetic relationships to the Sydney Harbour Bridge.

Policy 3

Future consideration should be given to listing Dawes Point *tar ra* as a place of outstanding cultural significance to the State and to the Nation in its own right.

Guidelines

- Prior to consideration of these listings it is necessary to first consider whether it should be listed as a single area or as part of the wider Rocks Conservation Area⁸¹.

6.2.3 TOTAL ASSET MANAGEMENT PLANS AND CMPS

Background

This CMP will be one of the documents used by the asset owners, managers and tenants for management and maintenance of the public domain at Dawes Point *tar ra* and needs to be fully compatible with other relevant documents, including any current maintenance plans and Total Asset Management (TAM) plans.

⁸¹ Currently the Rocks Conservation Area is only listed as part of the Foreshore Authority's Heritage & Conservation Area under Section 170 of the NSW Heritage Act 1977, although most heritage places within the Rocks Conservation Area (other than Dawes Point *tar ra*) are also individually listed on the State Heritage Register.

Policy 4

This Conservation Management Plan should be used to inform all future management plans for the public domain at Dawes Point tar ra.

Guidelines

- The Foreshore Authority should include findings of this CMP into its current asset management systems and plans, particularly TAM plans and maintenance plans impacting on the public domain at Dawes Point tar ra.

6.2.4 ADOPTION, ENDORSEMENT AND REVIEW OF THE CMP

Background

The Conservation Management Plan (CMP) for Dawes Point tar ra proposes a framework for the management of heritage issues in relation to upgrading and adaptive re-use projects and, into the long term, to ensure that the identified significance of the complex is retained and maintained.

Circumstances will change over the years as various recommendations are implemented and new use requirements emerge. Conservation policies need to progressively respond to changing situations if they are to remain relevant.

Policy 5

This Conservation Management Plan should be adopted as a key guiding document for the future management of the site. Heritage Significance and Conservation policies should be reviewed every five to ten years.

Guidelines

- Reviews of the CMP should be based on The Burra Charter and other guidelines by the Heritage Branch, NSW Department of Planning.
- Reviews should also take into account any other relevant legislation, planning frameworks, appropriate literature and widely recognised conservation practices and procedures.
- Reviews should be undertaken by experienced conservation practitioners in conjunction with relevant ownership and management representatives.
- Irrespective of the requirement to review the document every five years, the CMP should remain as a valid basis for ongoing heritage management until such reviews are completed.
- Copies of the endorsed Conservation Management Plan should be lodged with the Sydney Harbour Foreshore Authority Library, NSW Heritage Branch Library,

Sydney City Council Library and the State Library of New South Wales so that it is readily accessible to the public.

- Land owners and managers within the precinct, other than the Foreshore Authority and adjoining land holders, should be informed of this assessment of significance; requested to comment on any draft CMP and forwarded a copy of any endorsed CMP.
- The Conservation Management Plan should be referred to in all contracts and made available to all Sydney Harbour Foreshore Authority personnel, tradespeople and subcontractors prior to any work being executed.

6.2.5 THE APPROVAL PROCESS AND LANDOWNERS CONSENT

Background

To prevent incremental loss of cultural significance through gradual change, a mechanism needs to be established for controlling any modifications to the significant fabric.

Forms for development applications, Section 60 applications and standard exemption applications are available from the Foreshore Authority.

Policy 6

As early as possible and prior to the lodgement of applications and the commencement of works the proponent should liaise with the Foreshore Authority's heritage architect, landscape architect and/or the archaeologist and obtain the consent of Sydney Harbour Foreshore Authority as landowner.

Guidelines

- As the Foreshore Authority is the owner of land and buildings in The Rocks (and Dawes Point *tar ra*), the consent of the Authority is required prior to lodging an application for works. This part of the process is separate from approving the works, and the landowners consent to lodge an application does not represent the approval to actually undertake the works.
- Prior to granting owner's consent to a proposal, the Foreshore Authority should, in its capacity as land owner and manager, be satisfied that there are no adverse heritage impacts associated with the proposal.
- Where necessary, a Heritage Impact Assessment and adequate documentation of the proposed works should be required to assist in the assessment of owner's consent applications.
- Assessment and adequate documentation of the proposed works should be required to assist in the assessment of owner's consent applications.

- The Conservation Management Plan for the Sydney Harbour Bridge (RTA Draft 2010) and its Inventory Records should be consulted when considering works and development proposals at Dawes Point *tar ra* which may relate to or impact on the Sydney Harbour Bridge and its setting.
- Technical and design advice and specialist contractual work shall be limited to persons or firms with proven expertise in their field and an understanding of the principles of heritage conservation. All such advice should be made with reference to this CMP.

6.2.6 TENANCIES & LICENCES

Background

Because of the significance of Dawes Point *tar ra*, particularly its significance as an undeveloped headland in the inner Harbour; a setting for the Sydney Harbour Bridge; and recreational space; no new permanent tenancies or licences should be considered.

Temporary licences for special events can be considered, provided they are carefully controlled as recommended in the guidelines below.

Policy 7

Only temporary licences will be approved by the Foreshore Authority and then only on the basis that the proposed use and associated development is compatible with the significance of Dawes Point and its sensitive fabric and spaces, and that the required works can be installed and removed without impact.

Guidelines

- All Foreshore Authority staff with responsibilities for the public domain at Dawes Point *tar ra* and others who propose and manage temporary uses should be made aware of the cultural significance of the public domain at Dawes Point *tar ra*.
- Temporary licenses shall be restricted as per the Standard Exemption No 11 of the NSW Heritage Council:
 - (a) the structure will be erected within, and used for, a maximum period of 4 weeks after which it will be removed within a period of 2 days and not erected again within a period of 6 months; and
 - (b) the structure is not to be located where it could damage or endanger significant fabric including landscape or archaeological features of its curtilage or obstruct significant views of and from heritage items.

- Temporary licensees shall adopt the guidelines of this CMP in their planning and design. A full compliance with the requirements of this CMP is required for the Foreshore Authority consent to the proposed license. This includes completion of the schedules of works as per section 8 of this CMP.
- Potential temporary licensees should submit all relevant applications for approval and address of all relevant Sydney Harbour Foreshore Authority policies in their application (eg Rocks Interpretation Strategy, Rocks Signage Policy).
- The impact of proposed modifications to significant fabric will be adequately assessed by the Foreshore Authority, prior to the granting of land owner's consent.

6.2.7 CONSULTATION

Background

Given the complex land ownership and heritage listings in and adjacent to Dawes Point *tar ra*, relevant stakeholders should be consulted where works are proposed by the Foreshore Authority that may have some impact on heritage values.

Consultation with relevant community groups such as residents and commercial lease holders in the Rocks and Millers Point and community heritage groups is also recommended.

Policy 8

Prior to finalising the concept stage for works or uses which may impact on the heritage values of Dawes Point tar ra, consider whether consultation with relevant stakeholders, adjacent landholders, community groups and consent authorities would be appropriate.

Guidelines

- Where the works are of such a nature that there will be impact on heritage values the proposal will be placed on public exhibition for comment as part of the statutory approval process. Early consultation can help stakeholders and community groups contribute to the process and understand why decisions are made, and why alternatives with less impact cannot be pursued.
- For major projects consider the establishment of a steering committee with representatives from relevant stakeholders and community groups.

6.3 MANAGEMENT OF SIGNIFICANCE

6.3.1 RETENTION OF SIGNIFICANCE

Background

The Dawes Point *tar ra* Precinct, recognised as an place of historic, scientific, aesthetic and social significance at a national, state and local level, should be managed and conserved on the basis of the definitions, principles, processes and practices contained in the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (The Burra Charter) as well as the three guideline documents supporting the Charter. See <http://www.icomos.org/australia/>

The level of cultural significance is demonstrated in the history, analysis, and assessment in this Conservation Management Plan (sections 2.0 to 4.0) and should be formally acknowledged by the Sydney Harbour Foreshore Authority and other proponents of change impacting on Dawes Point *tar ra*.

Policy 9

The statement of significance and the more detailed information and analysis leading to the statement, should be adopted as the basis for heritage management at Dawes Point tar ra. All decisions should consider and seek to retain the values identified in the statement of significance.

Guidelines

- The significant aspects of Dawes Point *tar ra* should be retained and conserved. Conservation should be undertaken in the context of the ongoing use of Dawes Point *tar ra* as public open space.
- The conservation, adaptation and maintenance of Dawes Point *tar ra* should be approached with the general principle of changing “as much as necessary but as little as possible.”
- Structural alteration to the fabric of Dawes Point *tar ra*, which impact on its integrity or significance should not occur.
- Alterations are acceptable within the context of compatible use, however they should not impact on the significance fabric and spatial qualities of Dawes Point *tar ra*.
- Evidence of the progressive evolution of Dawes Point *tar ra* should be respected and retained.
- Traditional names of significant elements should be retained or reinstated wherever possible.

6.3.2 APPROPRIATE CONSERVATION SKILLS AND EXPERIENCE

Background

The Burra Charter encourages the use of skilled and appropriate professional direction and supervision from a range of disciplines for conservation activities.

The skills and experience required and creative approaches taken in the context of a conservation project are quite different to those applied to the design and construction of new buildings.

Policy 10

Appropriate conservation skills and experience should be included within project teams for documentation and supervision, and to deal with any programs of conservation, upgrading and new elements or development at Dawes Point tar ra.

Guidelines

- Appropriate professional skills and experience assembled to work on the detailed conservation of Dawes Point tar ra could include, as appropriate, researchers, archaeologists, conservation architects, structural engineers, building code compliance advisers, materials conservation specialists, cost planners and landscape conservation specialists.
- Building contractors, project managers and trades personnel who are experienced with working on historic places should be selected to work on projects in this site.

6.3.3 CONSERVATION OF SIGNIFICANT ELEMENTS & FABRIC

Background

One of the key objectives of contemporary conservation practice is that as much as possible of the significant elements and fabric of the place should be retained and conserved in order to preserve the essential integrity of the heritage resource for future generations. While any conservation activity will affect the place in some way, the aim, consistent with responsible re-use or management aims, should be to minimise the work necessary. In this way the authenticity of the item will be retained as far as possible within a process of evolutionary changes and good maintenance practice.

Article 3 of *The Burra Charter* indicates that conservation is based on a respect for the existing elements and fabric of a place and should therefore involve the least possible physical intervention in order not to distort the evidence provided by spatial characteristics and the fabric.

Most of the existing built and landscape fabric of Dawes Point *tar ra*, is in reasonable condition, having been subject to major revitalisation projects in 2000 (Dawes Point *tar ra* Park) and 2005-09 (foreshore areas) and to ongoing cyclical maintenance.

Policy 11

Extant built and landscape fabric should be retained and conserved in accordance with the levels of significance identified in Appendix B of this CMP (The Elements of Dawes Point Tar ra) and in accordance with particular actions specified in section 7.1 (Minimum standards of Maintenance & Repair); section 7.2 Cyclical maintenance; and section 7.3 (Schedule of 'catch-up' conservation works) of this CMP.

Guidelines

- All fabric which has been identified as of exceptional or high significance should be retained and conserved. No new works, conservation or maintenance work should alter or negatively impact on the elements or fabric of high or exceptional level of significance.
- Works should not obscure the existing overall form of the Park, promenade and roads which reflect town planning initiatives from the 1890s to the 1940s,
- Works should allow for appropriate conservation and interpretation of the archaeological features including the Dawes Point *tar ra* Battery archaeological remains.
- Maintain the current open landscape character of Dawes Point *tar ra* as a setting for the monumental character of the Sydney Harbour Bridge.
- Maintain and enhance significant views and vistas to and from and within Dawes Point *tar ra* in particular the silhouette of the Sydney Harbour Bridge and its approach structures at Dawes Point *tar ra* when seen from any direction from a distance similar to the Sydney Opera House.
- Maintain and enhance the existing pedestrian network to and through Dawes Point *tar ra* reflecting its long term use as a place for promenading beside the harbour.
- Aged building fabric, which is not likely to be causing ongoing deterioration should not be repaired for visual reasons if by doing so the patina of age and ability to successfully interpret various stages of use is degraded.
- Where repairs or alterations are required, new material should be sympathetic to original or adjacent materials. However, evidence of change should be identifiable. It is noted that a philosophy of clear identification of protective and interpretive elements was adopted for the revitalisation of the Upper Battery in Dawes Point *tar ra* Park in 2000. However in other places the new works hark back to the heritage qualities of the space (e.g. 'cannon' bollards and the curved wall and pillars at the George Street entrance.

- All structural elements should be retained as existing, with appropriate maintenance. No structural members should be removed, other than to reinstate significant architectural elements. All original openings, architectural features (e.g. within the magazine), staircases, walls and associated railings should be retained, with appropriate maintenance.
- Where it is clear that original or significant fabric has been removed it is considered appropriate to adaptively reconstruct based on documentary evidence
- While the Foreshore Authority is liable for the execution of works identified in section 7.3 (schedule of conservation works) of this CMP, the Foreshore Authority may, as part of the tenancy contracts or licences, require tenants or licensees to execute the required works and provide auditable trace of the completion of required works.
- Redundant but significant equipment, fittings and fixtures are to be retained on site preferably in their existing location.
- Intervention into any building fabric should respect the integrity of the extant material, be carefully controlled, and be limited to that required by the proposed works.
- The conservation of particular materials requires due consideration and the expertise of appropriately experienced personnel.
- The NSW Heritage Branch, Department of Planning 'Maintenance Series' provides general advice as to the causes of deterioration, the treatment and the remediation of various traditional building materials. These publications can be sourced from the NSW Heritage Branch, Department of Planning.
- The prior condition and progress of all works associated with heritage fabric shall be recorded by the proponent and archived by the Foreshore Authority.

6.3.4 CONSERVATION OF SIGNIFICANT SPATIAL QUALITIES & LANDSCAPE

Background

The significant spatial qualities and landscape elements at Dawes Point *tar ra* are characterised by a simple inter-war landscape treatments (in harmony with the design aesthetics of the SHB) overlaid on a previous aesthetic of an Edwardian urban harbourside park.

The townscape setting and views to, from and within the site, are important to its heritage significance (Sections 3.1 & 3.2)

The Dawes Point *tar ra* Battery precinct has its own 'archaeological ruin' spatial qualities that allow interpretation of the layering of the former early to mid 19th century military spaces and features.

The SHB is particularly important to these spatial qualities (Sections 4.5 and 7.5).

Policy 12

The spatial qualities of Dawes Point tar ra contribute to its significance and interpretation and therefore should be conserved, as part of the ongoing use, ongoing management and any future development strategy.

Guidelines

- Any new works should enhance the existing spatial qualities at Dawes Point tar ra and its many individual areas and structures, and should be recessive and subservient to the key heritage qualities and elements (including the townscape setting, significant views, and the important heritage relationships with the SHB).

6.3.5 HERITAGE PLANTINGS

Background

The main plantings at Dawes Point tar ra are of heritage significance featuring a simple inter-war landscape aesthetic (in harmony with the design aesthetics of the SHB) overlaid on a previous Edwardian urban harbourside park landscape. See Sections 3.5 and 5.4.

More recent new plantings and removal of intrusive plantings have respected the heritage values of Dawes Point tar ra and this approach should be continued.

Policy 13

The historic plantings and some new plantings at Dawes Point tar ra contribute to its significance and interpretation and should be conserved. New landscape design and plantings should continue to conserve existing plantings and enhance and interpret the heritage landscape.

Guidelines

- Heritage plantings should be subject to annual inspections by qualified arborists or horticulturalists.
- Maintenance and intervention into existing heritage trees should only be by a qualified arborist.
- Protect existing heritage plantings during adjacent new works.
- Any new works should conserve and enhance the existing heritage plantings and landscape qualities.
- Forward planning should occur for the replacement of senescent heritage plantings.

- Plantings should not impact on significant heritage elements and their fabric (eg vines and tree roots should not be allowed to damage walls and railings)

6.3.5 SYDNEY HARBOUR BRIDGE

Background

The heritage values of Dawes Point *tar ra* and the SHB are strongly connected. Dawes Point *tar ra* Park is included in the National Heritage Listing and the State Heritage Register Listing for the SHB.

Policy 14

Refer to the Sydney Harbour Bridge Conservation Management Plan⁸² and the RTA before considering any works which will impact on the significant form, fabric or setting of the Sydney Harbour Bridge.

Where necessary obtain statutory approvals for impacts on the SHB heritage values outlined in the National Heritage and State Heritage Listings for the SHB.

Guidelines

In terms of works by the Foreshore Authority or others at Dawes Point *tar ra* the following guidelines apply to works which may impact on SHB elements:

- No accretions (including plantings) should be allowed on or around the SHB piers and pylons⁸³
- Any plans for works at Dawes Point *tar ra* which will interpret the significance of the Sydney Harbour Bridge should be co-ordinated with other SHB interpretation works planned by the RTA or others.
- Seek the advice of Foreshore Authority heritage staff on possible impacts on the SHB heritage values as stated in the

Vehicular access is currently needed to the RTA maintenance depot in the Southern Abutment Tower. This should be limited to essential vehicles during working hours. Parked vehicles should be banned during the peak weekend periods. Define the access to and boundaries of the carparking without the need for fences and gates.

⁸² NSW Government Architect's Office – Heritage Group (1998) Sydney Harbour Bridge Conservation Management Plan and Inventory Records for the RTA.

⁸³ Ibid. p133.

6.3.7 ONGOING MAINTENANCE AND REPAIR

Background

The nature of public domain area is that its fabric will deteriorate due to the effects of age, maintenance, weather, vegetation incursion and use. To ensure the ongoing conservation of significant fabric, a regular maintenance schedule should be implemented, which provides for regular inspection and for remedial action to be taken where necessary.

Policy 15

The significant fabric of Dawes Point tar ra should be maintained by the implementation of the short, medium and long-term maintenance program outlined in section 7.2 (Cyclical Maintenance).

Guidelines

- As a necessary minimum, the ongoing maintenance should include works that will ensure that each element retains its current level of significance and not allow the loss of significance due to the deterioration of fabric. The NSW Heritage Act (amendment 2/4/1999 Schedule 1) prescribes “Minimum Standards of Maintenance and Repair” for heritage-listed items. See http://www.heritage.nsw.gov.au/bnav04_index.htm
- Dawes Point tar ra should be subject to continuing care and maintenance by the Foreshore Authority.
- In addition to regular maintenance activities, prompt preventative action and repair should be taken as necessary.
- Prevention of continuing deterioration should take priority over widespread repair or reconstruction.
- Inspection and maintenance works should only be conducted by those with professional knowledge and demonstrated experience with buildings and materials of this nature.
- No maintenance work or repairs should negatively impact on significant fabric.
- While the Foreshore Authority is liable for the execution of works identified in section 7.3 (Schedule of ongoing maintenance works) of this CMP, the Foreshore Authority may, as part of the tenancy contracts or licence agreements, require tenants to execute the required works and provide auditable trace of the completion of required works.
- The Foreshore Authority should actively educate maintenance staff in conservation methods in accordance with the Maintenance Strategy and Plans.
- A maintenance allowance should be established in recurring budgets to ensure the success of preventative maintenance.

- Current maintenance methods will be reviewed and updated in accordance with the Maintenance Strategy. Regular cyclical inspection schedules will take into account the significant fabric at Dawes Point *tar ra*, prioritizing actions in accordance with need.
- Cyclical maintenance will be scheduled following the NSW Total Assets Management Strategy (TAMS) principles. Initially review the Maintenance Strategy annually.

6.3.8 MASONRY ELEMENTS GENERALLY

Background

Most of the retaining walls which enclose Dawes Point *tar ra* Park have some heritage significance and require a specialist approach to the care and conservation, including any interventions.

There are also significant masonry elements with the Dawes Point *tar ra* Battery precinct, together with interpretive sections of walls, roofs and pavements. At the waterfront the Sandstone Seawall, the Horse Ferry Wharf and the Cable Hut are of high heritage significance.

Other significant masonry elements include the rendered brick kerbing and pillars and the exposed top of the SHB concrete cable block in the Park.

Policy 16

*Masonry elements at Dawes Point *tar ra* should receive a specialist approach when considering conservation, repair and/ or adaptation including application of the following guidelines.*

Guidelines

- Consult with heritage conservation officers at the Foreshore Authority before instituting any repair or maintenance work to masonry elements.
- The fixing of items to the masonry surfaces should be carefully considered and minimised. Where fixings are shown to be necessary they should be of a non-corroding and non-staining material (e.g. stainless steel) and surrounded by a plastic plug to absorb stresses. Re-use existing holes where possible and ensure that the detailing is reversible.
- Existing non significant ferrous fixings should be fully removed to prevent damage to the significant masonry.
- Do not paint or render existing unpainted or unrendered masonry elements.
- Graffiti removal methods or anti-graffiti methods should be carefully considered so as not to damage the original render or sandstone.

- A regular maintenance strategy for each masonry element should be established including issues such as appropriate cleaning and repointing.
- Never clean significant masonry elements with high pressure systems or chemicals.

6.3.9 RETENTION OF FIXTURES AND FITTINGS

Background

Some fixtures and fittings within Dawes Point *tar ra* (eg architectural elements in the magazine, bollards, railings) are relics of the site's historic use that contribute to the special character of Dawes Point *tar ra* as a whole.

Policy 17

Features and fixtures associated with the site's historic use as a defence site and as a public domain should be retained and preserved.

Guidelines

- The retention and conservation of these features and fixtures should be considered as part of the design work for future adaptation or adaptive re-use programs.

6.3.10 INTERPRETATION

Background

Interpretation of heritage places essentially reveals long-term connections and cohesions which underpin our cultural identity. To 'interpret' a heritage place, in its geographic and physical setting, is to bring its heritage to life to increase the public's understanding, and, through this extended understanding, to give them an enhanced perception of the significance of the place.

Due to its history, significance and setting in The Rocks area, Dawes Point *tar ra* is capable of being interpreted for promotional and educational purposes. This has already occurred to some extent in the 2000 revitalisation of Dawes Point *tar ra* Park, the 2005-09 revitalisation of Hickson Road Reserve which used an interpretive approach to inform the landscape design and conservation of built elements in the Dawes Point *tar ra* Battery Area.

However there is opportunity to rationalise and add to the existing interpretive works. The *Tar ra Interpretation Strategy* was documented for the Foreshore Authority by Conybeare Morrison and Partners in January 2005 as part of the Dawes Point *tar ra* Heritage Conservation & Redevelopment Project. This document outlines some

appropriate interpretative signage panels along the foreshore at Dawes Point *tar ra*, some of which have already been implemented. However care needs to be taken not to clutter the site with interpretive signage panels.

A more dynamic interpretation installation was incorporated into the conservation of the Cable Hut in 2010. There are other opportunities at Dawes Point *tar ra* including consideration of sound sculptures, temporary art installations and/or performance.

The paving patterns at Dawes Point *tar ra* Park and in the Foreshore Area already demonstrate how subtle interpretation can be incorporated into the landscape including former street alignments and the footprint of former historic buildings and structures.

Policy 18

The heritage significance of Dawes Point tar ra should be interpreted on site by appropriate methods including a range of dynamic and subtle interpretive methods as well as selective use of interpretive signage panels.

Guidelines

- One of the primary components of the conservation management of the Dawes Point *tar ra* is to make the values of its cultural significance physically, intellectually and/or emotively accessible to the public.
- Interpretation strategies should be integrated into new urban, landscape and architectural design using a range of dynamic and subtle methods in addition to selective use of interpretive signage.
- In making significance accessible, the Foreshore Authority should take into account the policies and guidelines contained within the ICOMOS International Cultural Tourism Charter.
- New interpretive signs should reference to the Dawes Point *tar ra* Interpretation Strategy (Conybeare Morrison & Partners 2005)
- Interpretation at Dawes Point *tar ra* should take into account all periods of development and occupation in the context of the history of The Rocks (and Dawes Point *tar ra*) area under the management of the Foreshore Authority, and be presented in an accurate and insightful manner.
- When undertaking further archaeological work on important or interesting archaeological remains the Sydney Harbour Foreshore Authority should consider the publicity opportunities that could capture the attention of the media and public and interpret the important role the Authority plays in managing this significant archaeological resource.
- Interpretation should generally:
 - be integral with the landscape design of the place;

- inform and capture the essence of the place, its history, previous uses, natural, Aboriginal and cultural significance and context in an easily accessible manner;
- utilize alternative, innovative means to interpret the place, such as media coverage and electronic (audio/visual);
- address Equal Access issues;
- be in style, colour and form, based on an integrated system for all signage, designed to minimize visual intrusion;
- be manufactured of high quality durable materials.

6.4 NEW WORKS

6.4.1 INTEGRATION OF NEW WORKS

Background

Because of the significance of Dawes Point *tar ra* scope for new development is limited. In general, no external alterations or additions should occur, except minor additions for services and to assist conservation and interpretation. Within the general principles outlined in this Conservation Management Plan, some relatively minor alterations and additions could occur. These should generally be confined to less significant areas and should only affect limited amounts of original fabric. New work should be carefully designed and integrated with the original character of the significant components.

Care should be taken to ensure all new elements respect and enhance the significance of the place. This applies equally to small items such as security cameras, signage, light poles and larger scale elements such as enhanced amenities (new walkways, etc). A thorough study of the physical context, including the significant landscape and the architectural expression, materials, scale and proportion of the existing structures should be conducted prior to design resolution or placement.

Policy 19

No new permanent structures are to be erected in Dawes Point Park other than those associated with the interpretation and/or conservation of significant fabric; or to improve site safety and retain recreational open space uses.

The introduction of minor new fabric, including landscape fabric, should be undertaken in such a manner that it does not result in a lessening of the cultural significance of the place. New work should be identifiable as such and should, wherever possible, be capable of being removed without damage to significant fabric or spaces.

A consistent palette of new elements and materials should be adopted to minimise “cluttering” of the simple landscape aesthetics.

Guidelines

- New developments should aim to enhance the use of the place without obscuring or damaging the environment, items and fabric of heritage significance.
- New work should recognise the major heritage and urban design status of the Sydney Harbour Bridge and the heritage relationship between the existing landscape at Dawes Point and the Bridge. Refer to the Sydney Harbour Bridge CMP and its Inventory Records when considering new works.
- New work should recognise the State Heritage Significance of the remains of the Dawes Point and Battery site.
- New work should compliment rather than mimic significant heritage fabric unless it is reconstruction to known original details or reinstatement of original fabric is proposed.
- New work should be identifiable as such and should preferably be reversible. Where such identification is not easily achievable consider date stamping new materials.
- Careful detailing will ensure minimal damage to the significant fabric and will allow for reversibility.
- Where a function is being re-established, new fittings and fixtures may be adopted to complement the existing heritage character.
- It is important that new structures and landscape elements erected either within, or in the vicinity of, Dawes Point do not negatively impact on the historic precinct, nearby heritage streetscapes/areas, the setting or views to and from the Precinct.
- Equal Access in accordance with AS1428 and the Commonwealth Disability Discrimination Act 1992 (Recreational) should be accommodated in all new work and should be a condition of all contracts entered into by the Sydney Harbour Foreshore Authority. Key issues that need to be addressed include continuous and safe accessible paths of travel, clear directional signage

incorporating disabled routes, interpretative signage or audio for the vision impaired.

- Integrate new elements and use a consistent palette of fittings, materials and signage to minimise cluttering of the landscape.
- Take opportunities to undo 'intrusive' elements as part of any new works packages.
- Temporary structures, including items such as marquees, building sheds, fences, and mobile educational units should be completely reversible and be of minimal visual impact and for agreed prescribed periods only.

6.4.2 INTEGRATION OF SERVICES, ACCESS, SECURITY & SAFETY

Background

Adaptations of existing fabric for practical reasons such as installation of new services and equipment, and the need to meet fire safety and other statutory requirements may be required in terms of ensuring a viable use for the site as a whole, and satisfying the changing needs of the community.

Policy 20

The extension or alteration of existing services in Dawes Point tar ra is acceptable in the context of re-use. New services, access, security or safety upgrades should not have a detrimental impact to the significance of Dawes Point tar ra as a whole.

Guidelines

- Intervention into any building or landscape fabric should respect the integrity of the extant material, be carefully controlled, and be limited to that required by the proposed works.
- Any proposed upgrading of services should be carefully planned. The preparation of schematic layouts is not sufficient: service routes must be planned so as not to damage the significant fabric; disrupt significant spaces; and/or impact on significant archaeology.
- Any upgrading of services is subject to the proper approval process including any archaeological approvals.
- Existing or old service routes should be re-used in preference to new routes. Areas previously modified for services should be re-used, in preference to modifying intact fabric.
- Services and access requirements should be rationalised, grouped and treated to minimise intrusion. The surface mounting of services is preferable to

chasing services into significant fabric. Brackets or fixings for services and access should not damage significant fabric.

- Services, including temporary services, should not be permitted to discharge liquids, gases or other substances in a way that will cause deterioration of the built or landscape fabric of the place.
- The security of public spaces and major infrastructure and equitable access to the public domain is a significant consideration. Any proposals to enhance security or improve equitable access should be determined with the highest possible priority given to the least impact on the landscape, built forms and spaces which contribute to Dawes Point tar ra. All effort should be made for recessive, low impact initiatives in resolving risk potentials.

6.4.3 ORDINANCE COMPLIANCE

Background

The Building Code of Australia is the operative building ordinance in New South Wales.

In terms of ongoing use programs, the key issues are usually compliance with fire resistance, egress provisions, and provision of disabled access and facilities. It is essential that the cultural values of places and structures are not degraded by inappropriate responses to meeting ordinance requirements.

Policy 21

Approaches to compliance with building ordinances for the conservation, upgrading and re-use programs of the various components of Dawes Point tar ra should focus on responding to the spirit and intent of the ordinances if strict compliance would adversely affect the significance. Uses which require an unacceptable degree of intervention for upgrading to ordinance compliance should be avoided.

Guidelines

- Conservation and ongoing use programs should not place undue stress on significant fabric in order to meet excessive requirements of ordinance compliance.
- Methods of complying with ordinance requirements which utilise fire or smoke detection and active fire suppression are preferred to the addition of fire rating material, as such material may obscure significant detail and finishes on built heritage fabric.

- Future upgrades of the elements should take into consideration any newly developed approaches for the implementation of fire safety standards that do not harm the existing significant fabric.

When dealing with disability access issues, refer to the document Access to Heritage Buildings for People with Disabilities prepared by E.J. Martin (Cox), August 1997.

Consultation with the NSW Heritage Branch, Department of Planning FASAP advisory panel may also assist in achieving appropriate compliance solution. For contact details go to http://www.heritage.nsw.gov.au/04_subnav_03.htm

6.4.4 SIGNAGE AND LIGHTING

Background

It is recognised that identification and temporary signage are an intrinsic component of the use and viability of Dawes Point *tar ra* as a whole. Appropriate way finding and lighting can add to the heritage character of a place. Signage and lighting, however, should have no adverse impact on significant heritage fabric and the overall character of the place.

Policy 22

Signage and lighting should be in harmony with the overall character of the place, and complement its heritage values.

All signage should be consistent with the Foreshore Authority's signage policy where relevant.

Guidelines

- Suitably located signs that provide a legible and clear message and contribute to the vitality of the Dawes Point *tar ra* are encouraged.
- Signs should be harmoniously integrated with the site and should not obscure or damage the significant features or fabric. The installation of signage should not result in damage to significant fabric of a heritage Item.
- It is not necessary to attempt to create or recreate a 'historic' character in the signage, but modern standardised 'trademark' signage is not appropriate.
- Fluorescent and iridescent paints are inappropriate. Signs should preferably be illuminated by floodlighting.
- The illumination of Dawes Point *tar ra* should highlight heritage and archaeological features rather than floodlighting whole areas. Care should be taken to ensure that over-illumination does not occur.
- Directional Signage should be in accordance with The Rocks Signage Policy, Vols. 1-3, 2004.

- Interpretation Signage should be in accordance with an Interpretation Strategy (see Section 6.3.10).
- The different bodies with an ownership in the Dawes Point *tar ra* precinct should seek to co-ordinate all signage and services proposals through the Sydney Harbour Foreshore Authority.

6.4.5 RELEVANT FORESHORE AUTHORITY POLICIES

Background

In addition to specific policies for new work as presented in this CMP, all new work has to comply with other relevant Foreshore Authority planning policies to assure grant of consent to the proposal.

Policy 23

*Any proposed work to Dawes Point *tar ra* should fully comply with all the relevant Foreshore Authority policies applicable to development in The Rocks.*

Guidelines

- In addition to the Foreshore Authority policies for lighting and signage, all new work will need to comply with the policies for disabled access, telecommunications, commercial outdoor seating, sustainable design and services installations.
- In particular attention should be given to the Foreshore Authority's Sustainability Policy and the implications for waterwise landscape design, recycling of waste, promotion of bicycle use and efficient lighting design at Dawes Point *tar ra*.

6.5 ARCHAEOLOGICAL RESOURCES

6.5.1 PREHISTORIC (ABORIGINAL) ARCHAEOLOGICAL RESOURCES

Background

Sites of pre-historic archaeological potential are protected under clauses of the *NSW National Parks and Wildlife Act 1979*.

Due to the amount of intervention in the topography at Dawes Point *tar ra* since 1788 it unlikely that Aboriginal archaeological items will be present, however a cautious approach is recommended.

Policy 24

Any Aboriginal archaeological resources encountered should be conserved in accordance with the requirements of the NSW National Parks and Wildlife Act 1979 and their potential for interpretation considered.

Guidelines

- Works on this site should avoid areas of suspected high Aboriginal archaeological potential or significance.
- In the event archaeological material is unexpectedly discovered during works to this site, work shall immediately cease in the affected area and Sydney Harbour Foreshore Authority and the NSW National Parks and Wildlife Service will be contacted for advice.
- Should disturbance be required where Aboriginal archaeological material has been identified, an application under Section 90 of the National Parks and Wildlife Act will be required for this disturbance.
- Sites or items identified as having State levels of archaeological significance will be protected and retained in situ by the Trust.

6.5.2 HISTORIC (EUROPEAN & ABORIGINAL) ARCHAEOLOGICAL RESOURCES

Background

Sites of historic archaeological potential are protected under clauses of the *NSW Heritage Act 1977*.

Policy 25

Any potential significant archaeological resources on Dawes Point tar ra should be managed and conserved in accordance with the requirements of the NSW Heritage Act 1977 and their potential for interpretation considered.

Guidelines

- Wherever possible, works to this site should avoid areas of high archaeological potential or significance.
- Should disturbance be required to areas of archaeological potential or significance, an application under Section 60 of the Heritage Act will be required for this disturbance.
- Any archaeological resources must be managed in accordance with the recommendations arising from the archaeological assessment and any

approval issued by Sydney Harbour Foreshore Authority or the NSW Heritage Council.

- In the event archaeological material is unexpectedly discovered during any works to this site, work shall immediately cease in the affected area and Sydney Harbour Foreshore Authority will be contacted for advice.
- Future works at Dawes Point *tar ra* which involve ground disturbance should be preceded by an assessment of the potential of the area to contain remains of Aboriginal occupation.

6.5.3 ARCHAEOLOGICAL MONITORING

Background

The archaeological significance of Dawes Point *tar ra* is discussed at Section 5.3.

The *NSW Heritage Act 1977* states that any excavation, where significant relics may be disturbed, requires an excavation permit.

Policy 26

For areas of Dawes Point tar ra identified as having archaeological potential all works requiring excavation should be carried out under the supervision of a qualified archaeologist. Appropriate permits should be sought from the NSW Heritage Council prior to the commencement of works.

Guidelines

- Based on the significance of the site, The Rocks and Millers Point Archaeological Management Plan (1991), and The Rocks Archaeological Report 2000, it is the recommendation of the CMP that any ground disturbance within the Dawes Point *tar ra* should be subject to archaeological monitoring by the Foreshore Authority's archaeologist.
- Where major excavation is proposed, seek the advice of the Foreshore Authority's archaeologist and obtain all necessary archaeological excavation permits in accordance with the NSW Heritage Act.

7. IMPLEMENTING THE PLAN

This Conservation Management Plan has been prepared to provide guidelines for the conservation, re-use, interpretation and management of Dawes Point *tar ra* and to ensure that the heritage value of the place is maintained and enhanced.

This section sets out the implementation guidelines for the policies, including a list of management issues and a list of exemptions that can be endorsed by the Heritage Council which will not require further reference for approval.

7.1 MINIMUM STANDARDS OF MAINTENANCE AND REPAIR

Issues that need to be addressed to assure the compliance of Dawes Point *tar ra* with the Minimum Standards of Maintenance and Repair required by the NSW Heritage Act include:

- Regular Inspection;
- Essential Catch-Up Maintenance and Repair;
- Cyclical Maintenance; and
- Security from vandalism such as graffiti and arson.

It is considered that the current management by the Foreshore Authority fully satisfies these Standards.

7.2 CYCLICAL MAINTENANCE

The ongoing maintenance schedule refers to cyclical maintenance works to fabric that should be implemented by the Foreshore Authority as part of the process of ongoing management of Dawes Point *tar ra*. Performed work and any faults discovered or repairs made, should be recorded and kept separately alongside a copy of this maintenance schedule.

Many of the interpretive elements put in place c.2000 were finished in painted render and special masonry paint in a recessive grey colour. This specification needs to be reissued for repair works and for newly introduced elements.

Some cyclical maintenance will be reactive such as:

- Graffiti removal: Graffiti should be removed as soon as possible so that additional vandalism is discouraged. Care needs to be taken when removing graffiti from significant masonry fabric such as sandstone – the Foreshore Authority heritage specialists should be consulted. For robust modern painted surfaces the use of anti-graffiti coatings is recommended.
- Failure of services: Failure of services such as security equipment or stormwater drainage can have drastic implications for heritage fabric and

should be rectified immediately. Any damage to significant fabric should be referred to the Foreshore Authority heritage specialists prior to rectification.

- Tree maintenance for safety: From time to time significant or sympathetic plantings can pose a safety issue due to unstable tree branches or dropping palm fronds. Some palms can also house vermin. These issues should be rectified immediately by professionals so that the long term viability of the plantings are not compromised.

SITE ELEMENT	EVERY 6 MONTHS	EVERY 1-2 YEARS	EVERY 5 YEARS	EVERY 10 YEARS	EVERY 20 YEARS
Overall Site	✓ Touch up paint on painted elements*.	✓ Pest control. ***	✓ Complete a full maintenance survey.	✓ Prepare and repaint all painted elements*.	
Trees, lawn and garden beds.	✓ Seasonal maintenance.		✓ Inspection by skilled horticulturalist / arboriculturalist & conserve as required.		
Paving	✓ Inspect –weed control and patching as required.	✓ Mortar paving on floor of gun battery may need re-application.			
Masonry elements - sandstone, brickwork and concrete Including archaeological elements, walls, sea walls, horse ferry wharf and cable hut.		✓ Inspect & conserve as required.			✓ Inspection and more extensive repointing of walls as needed. Use experienced stone masons for stonework.
Metal fittings and fixtures including sea wall fences and canon.			✓ Inspect & conserve as required. **		
Painted elements (mostly interpretive structures and park furniture)	✓ Touch up paint on painted elements*.	✓ Inspect & repair as required.		✓ Prepare and repaint all painted elements*.	
Lighting, irrigation, security etc.	✓ Maintenance to manufacturer's instructions.				
Timber elements including gun carriages and timber frames within Main Magazine.		✓ Re-apply 'Penetrol wood oil' or equal to timber elements in magazine.	✓ Carry out a full assessment and repair as required.		

- * Use c.2000 paint and colour specifications on painted rendered interpretive elements. Use consistent colour and finishes on all park furniture and lighting.
- ** Engage a metal conservator for treatment of cannon & other significant metal elements.
- *** Rats and rabbits can have negative impacts on significant plantings and structures. Rats nest in the crowns of palms and other plantings. The potential damage caused by rabbits to the Battery archaeological site is of particular concern.

7.3 SCHEDULE OF 'CATCH-UP' CONSERVATION WORKS

In order to avoid repetition the main schedule of 'catch-up' maintenance works for all the elements at Dawes Point *tar ra* have been included in the A3 sized schedule at Appendix 2 which also includes a summary of the background, significance and condition of each element.

7.3.1 ARCHAEOLOGY

The condition of potential archaeology cannot be determined without archaeological investigation. However no actions should be taken that have the potential to damage potential archaeological areas and artefacts.

7.3.2 PLANTINGS

Generally the trees and large shrubs at Dawes Point *tar ra* are in good condition. Continued cyclical maintenance of plantings by appropriately skilled horticulturalist will be necessary to retain the cultural landscape.

The significant trees and large shrubs at Dawes Point *tar ra* will become senescent over the next 20-50 years and planning for replacement plantings should begin as soon as possible.

The garden plantings at the former officer's quarters have been neglected in the last decade due to use of the site as an RTA construction compound. The whole planting design and maintenance needs review.

A Schedule of Plantings is included in Appendix 2, however plantings in The Rocks generally are handled by a separate maintenance strategy by the Foreshore Authority.

7.4 INTERPRETATION

Because it possesses such a rich layering of heritage values, interpretation at Dawes Point *tar ra* needs to be co-ordinated so as not to over-clutter the site with installations and signage.

The Dawes Point *tar ra* Interpretation Plan (Conybeare Morrison 2005) has been prepared to guide interpretive moves at Dawes Point *tar ra*. This Interpretation Plan should also be reviewed every 5 years to ensure that the interpretation proposed is till relevant, and that past interpretive actions have been successful.

Figure 63:

Examples of signage
in Dawes Point *tar ra*.

Source: GAO



7.5 NATIONAL HERITAGE MANAGEMENT

Because Dawes Point *tar ra* Park forms part of the National Heritage Listing for the Sydney Harbour Bridge this section supplies information to comply with the requirement for management plans under the EPBC Act 1999.

Requirement	Notes	Implementation
A management framework that includes reference to any statutory requirements and agency mechanisms for the protection of the National Heritage values of the place	The Rocks Heritage Management Plan sets forth the overarching management framework for heritage in the Rocks.	In the next review of the Rocks Heritage Management Plan reference should be made to the statutory requirements and agency mechanisms for the protection of the National Heritage values of the Foreshore Authority land within the National Heritage Listing for the Sydney Harbour Bridge (Dawes Point <i>tar ra</i> Park).
Provide a comprehensive description of the place, including information about its location, physical features, condition, historical context and current uses;	This CMP fulfils this requirement.	No further action required.

Requirement	Notes	Implementation
Provide a description of the National Heritage values and any other heritage values of the place;	<p>Because this is not the primary management document of the Sydney Harbour Bridge, this CMP does not repeat the National Heritage values for the Bridge in full but refers the reader to the appropriate weblink.</p> <p>The other heritage values (State and local) for Dawes Point <i>tar ra</i> are described.</p>	No further action required.
Describe the condition of the National Heritage values of the place;	<p>Because this is not the primary management document of the Sydney Harbour Bridge, this CMP does not give the condition for the National Heritage values of the Bridge.</p> <p>The condition of the heritage areas and items of Dawes Point <i>tar ra</i> (including Dawes Point <i>tar ra</i> Park) are in this CMP.</p> <p>It is considered that the contribution made by Dawes Point <i>tar ra</i> Park to the National Heritage values of the Bridge is currently in reasonable condition and the 'making good' of the Park following its temporary use as an RTA construction site will improve the situation.</p>	No further action required.
Describe the method used to assess the National Heritage values of the place;	<p>This CMP uses the criteria in the NSW Heritage Act to assess the heritage values of Dawes Point <i>tar ra</i> (including Dawes Point <i>tar ra</i> Park). There are sufficient parallels with the criteria in the EPBC Act 1999 for this requirement to be fulfilled.</p> <p>The National heritage values of Dawes Point <i>tar ra</i> as a historical and aesthetic setting for the SHB are noted.</p>	No further action required.
Describe the current management requirements and goals, including proposals for change and any potential pressures on the National Heritage values of the place.	<p>See Section 6 of the CMP.</p> <p>It is considered that there are no current pressures on the National heritage values of Dawes Point <i>tar ra</i> as a historical and aesthetic setting for the SHB.</p>	No further action required.

Requirement	Notes	Implementation
The management and conservation processes to be used.	<p>This requirement applies mainly to the SHB CMP (draft RTA 2010).</p> <p>This CMP sets forth the management and conservation processes to be used at Dawes Point <i>tar ra</i> in Section 7 Conservation Policies.</p>	No further action required.
Access and security arrangements, including access to the area for indigenous people to maintain cultural traditions. The policies and protocols to ensure that indigenous people participate in the management process	<p>These requirements apply mainly to the SHB CMP (draft RTA 2010).</p> <p>These requirements are not currently within the Scope of this CMP. Establishing the indigenous connections with Dawes Point <i>tar ra</i> and the SHB will require further consultation, research and analysis.</p>	Include this requirement in future reviews of the Dawes Point <i>tar ra</i> CMP.
The stakeholder and community consultation and liaison arrangements.	See Section 6.2.7, Policy 8.	No further action required.
The protocols for the management of sensitive information.	These requirements apply mainly to the SHB CMP (draft RTA 2010).	No further action required.
The planning and management of works, development, adaptive reuse and property divestment proposals	<p>These requirements apply mainly to the SHB CMP (draft RTA 2010).</p> <p>They have been covered within this CMP in so far as they relate to Dawes Point <i>tar ra</i> (including Dawes Point <i>tar ra</i> Park).</p>	No further action required.
How unforeseen discoveries or disturbance of heritage are to be managed.	<p>These requirements apply mainly to the SHB CMP (draft RTA 2010).</p> <p>They have been covered within this CMP in so far as they relate to Dawes Point <i>tar ra</i> (including Dawes Point <i>tar ra</i> Park).</p>	No further action required.
How, and under what circumstances, heritage advice is to be obtained.	<p>These requirements apply mainly to the SHB CMP (draft RTA 2010).</p> <p>They have been covered within this CMP in so far as they relate to Dawes Point <i>tar ra</i> (including Dawes Point <i>tar ra</i> Park).</p>	No further action required.

Requirement	Notes	Implementation
How the condition of National Heritage values is to be monitored and reported	<p>This requirement applies mainly to the SHB CMP (draft RTA 2010).</p> <p>They have been covered within this CMP in so far as they relate to Dawes Point <i>tar ra</i> (including Dawes Point <i>tar ra</i> Park). Heritage values will be monitored and reported in the 5 yearly review of this CMP if not sooner.</p>	No further action required.
How records of intervention and maintenance of a heritage places register are kept.	<p>This requirement applies mainly to the SHB CMP (draft RTA 2010).</p> <p>With regards to the Dawes Point <i>tar ra</i> area within the SHB National heritage listing- the Foreshore Authority has an extensive records and archives system in place.</p>	No further action required.
Research, training and resources needed to improve management	<p>This requirement applies mainly to the SHB CMP (draft RTA 2010).</p> <p>With regards to the Dawes Point <i>tar ra</i> area within the SHB National heritage listing- the Foreshore Authority employs heritage specialists to assist in the management of its assets.</p>	No further action required.
How heritage values are to be interpreted and promoted	<p>This requirement applies mainly to the SHB CMP (draft RTA 2010).</p> <p>With regards to the Dawes Point <i>tar ra</i> area within the SHB National heritage listing- the Foreshore Authority has prepared the Dawes Point <i>tar ra</i> Interpretation Plan.</p>	The RTA and the Foreshore Authority should co-ordinate the interpretation of the National heritage values of the SHB within Dawes Point <i>tar ra</i> .
How the implementation of policies will be monitored.	This requirement applies mainly to the SHB CMP (draft RTA 2010).	This CMP to be reviewed every 5 years.
How the management plan will be reviewed	With regards to the Dawes Point <i>tar ra</i> area within the SHB National heritage listing- the Foreshore Authority refers regularly to its CMPs for heritage sites when considering change to a place. CMPs are reviewed every 5 years including condition assessments.	

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APPENDIX A ILLUSTRATED HISTORY
OF DAWES POINT *TAR RA*

ILLUSTRATED HISTORY OF DAWES POINT *TAR RA*

1. INTRODUCTION

The historical outline for all of The Rocks area of Sydney can be found on the Foreshore Authority's website within section 2 (page 8) of The Rocks Heritage Management Plan (April 2010) <http://www.shfa.nsw.gov.au/content/library/documents/0B9628D6-B745-73FA-E1F20F992872ED23.pdf>.

Dawes Point *tar ra* is the name given to the peninsula that separates Sydney Cove and Walsh Bay, on the southern shores of Port Jackson. It located at is the narrowest Point of Sydney Harbour. Historically, Dawes Point *tar ra* has been known as '*Tar ra*' (its Aboriginal name), Point Maskelyne and Slaughterhouse Point.

The Rocks and Dawes Point *tar ra* area, as described by First Fleet diarist David Collins in 1798, comprised long sandstone ledges and lintels of Hawkesbury sandstone. There were two rocky knolls: 15m high at Millers Point, rising to 40m at what became Observatory Hill. The shoreline along the western side of the peninsula between Cockle Bay and Dawes Point *tar ra* was characterised by a steep rocky scarp. The eastern facing slopes above Sydney Cove were less steep and were drained by the Tank Stream and other minor streams.

Using data on remnant vegetation, geology, landform and historical data, Benson and Howell have reconstructed the original vegetation patterns along the southern Port Jackson foreshores. On the sandstone hill slopes there would have been an open woodland comprising: Blackbutt *Eucalyptus pilularis*; red bloodwood *E. gummifera*; Sydney peppermint *E. piperata*; and smooth-barked *Angophora costata*. There would also have been cabbage palms *Livistona Australia*; grasstrees *Xanthorrhoea spp*; wattles *Acacia spp*; and other lower storey/shrubland vegetation typical of Hawkesbury sandstone foreshores. The modification of the landform over the past two centuries has left little of the natural landscape except for the Hawkesbury sandstone that underlies the parklands.⁸⁴

Unlike The Rocks, Dawes Point *tar ra* has contained a large area of relatively undeveloped land since the arrival of the First Fleet to Australia in 1788. This was primarily due to its military use. Dawes Point *tar ra* Battery was built up as a military defence compound from 1791 through to the early twentieth century. This ensured that Dawes Point *tar ra* was spatially separated from both The Rocks and the rest of Sydney, largely because visitors to the site were restricted until 1878. The construction of the Sydney Harbour Bridge piers and pylon on the site in the 1920s further alienated this area from the rest of The Rocks.

⁸⁴ Benson, Doug and Jocelyn Howell 1990, *Taken for Granted: The Bushland of Sydney and its Suburbs*, Kangaroo Press in association with the Royal Botanic Gardens, Sydney.

Dawes Point *tar ra* had been denuded of most of its natural vegetation by 1792, in order to provide a clear line of sight for military, navigational and astronomical uses. An observatory was established at Dawes Point *tar ra* in 1788, followed by a Signal Station in 1790 and a fortification in 1791. The isolation and clear line of sight required by these uses dictated that Dawes Point *tar ra* was kept relatively free from other development. The eastern and western foreshores of Dawes Point *tar ra* were gradually taken up by maritime uses by the late nineteenth century. The entire area was vested as a public domain following from the opening of the Sydney Harbour Bridge in 1932.

2. ABORIGINAL HERITAGE

The Eora people of the Cadigal nation lived along the coastal area of Sydney including Port Jackson. The Eora name for Dawes Point *tar ra* was '*Tar ra*'. A dual naming system was applied to Dawes Point *tar ra* in 2001, which reinstated the traditional name to the area.

Historical and archaeological evidence of Aboriginal occupation in The Rocks and Dawes Point *tar ra* area includes:

- A campfire (radiocarbon dated to about 1500 AD) uncovered during excavations in Cumberland Street in 1989. In it were the remains of a meal consisting of snapper and rock oysters;
- At the foot of the cannon at Dawes Point *tar ra* are large flat stones said to have been used for baking whole fish:
- Eight recorded sites within the City of Sydney Council boundaries comprising two middens (at Cumberland Street and possibly Bennelong Point), a rock engraving (possibly at Dawes Point *tar ra*), three open campsites (Moores Wharf, Angel Place, and one unreferenced), one burial site (location unreferenced) and one historic site (location unreferenced);
- At ANA house (301 George Street) which, when it was built, destroyed small portions of middens that remained and tree roots have further disturbed the site; and
- The excavation of a site at Moores Wharf, Millers Point in 1980 also revealed contact period artefacts.⁸⁵
- The letters, diaries, journals, official records and paintings by members of the 1788 British First Fleet provide a record of the Aboriginal occupation in the early years of settlement. Many of the pictorial views of early Sydney show the Eora fishing and canoeing on the Harbour with large flat stones in the Hickson Road Reserve area. These stones are said to have been used by the Eora for baking fish. (Figure 1)

⁸⁵ Meaghan Russell, Alison Nightingale, Val Attenbrow, *Pre Contact Aboriginal Study, Royal Botanic Gardens Conservation Management Plan*, Australian Museum Business Services.

In January 1788, the First Fleet landed at Sydney Cove to establish a British convict colonial settlement.

Lieutenant William Dawes (1762-1836) arrived with the First Fleet. Dawes oversaw the construction of an observatory and hut at Dawes Point *tar ra* between 1788 and 1791. It was here that he befriended a young Eora woman, Patyegarang. They learned to communicate: she taught him her language and he taught her to speak and read English. Dawes recorded the Eora words and their English translations in his notebooks, which survive as some of the first anthropological studies of the language and customs of the Australian Aboriginal peoples. They are the most complete set of information about the language spoken by the people around Port Jackson.⁸⁶

The meeting between Dawes and Patyegarang was the earliest recorded instance of European-Eora cultural interaction in the Colony of NSW. It reflects Dawes' philanthropic nature, which through his championship of the abolition of slavery in England, was later to win him the Governorship of the freed-slave colony of Sierra Leone.⁸⁷

Figure 1:

John Lewin's 1813 painting, 'First Catch and Dawes Point *tar ra*, Sydney Harbour', illustrates the general marine life of Sydney Harbour while the background depicts the symbolic importance of Dawes Point *tar ra*.

Source: Art Gallery of South Australia.



Figure 2:

There are several versions of this view by E. Dayes, titled 'A View of Sydney Cove c1800, which shows local Aboriginal people on the natural rock shelves near Dawes Point *tar ra*.

Source: National Library of Australia.



⁸⁶ Dallas, M *Aboriginal Context. The Rocks CMP 2.0 The Rocks Resource*. <http://www.shfa.nsw.gov.au/content/home.cfm>

⁸⁷ Ross to Stephens, 10 July, 1788, HRNSW, I II, 171, cited in Tench, n. 9, p. 118

3. DAWES POINT TAR RA OBSERVATORY

Lieutenant William Dawes (1762-1836) had served in the American War of Independence. He subsequently pursued studies in engineering and surveying before being dispatched aboard the First Fleet with instructions from the Astronomer Royal, Nevil Maskelyne, on behalf of the Board of Longitude, to observe Halley's Comet from the penal colony. Maskelyne had read a paper before the Royal Society in 1786, indicating that Halley's celebrated comet of 1682 would re-appear in September 1788, and would be first visible in the southern skies.

By August 1788, Lieutenant William Dawes had erected a wooden observatory on the western Point of Sydney Cove (in the vicinity of the southern pylon of the Sydney Harbour Bridge). Dawes named this peninsula Point Maskelyne in honour of the Astronomer Royal, but it would be later named eponymously.⁸⁸ (See Figure 3).

The following colonial records indicate that Dawes determined the latitude and longitude of the Observatory, although there is no evidence that he observed the comet:

In February 1788, David Collins wrote⁸⁹:

Among the buildings that were undertaken shortly after our arrival must be mentioned an Observatory, which was marked out on the western point of the cove, to receive the astronomical instruments which had been sent out by the Board of Longitude, for the purpose of observing the comet which was expected to be seen about the end of this year. The construction of this building was placed under the direction of Lieut. Dawes, of the marines, who, having made this branch of science his peculiar study, was appointed by the Board of Longitude to make astronomical observations in this country.

The latitude of the observatory was 33° 52' 30' S.

The longitude, from Greenwich, 151° 19' 30' E'.⁹⁰

In August 1788, an observatory, on the west Point of the cove, is mentioned as being in progress this month.⁹¹ Collins adds (in July 1789):

The observatory, which was erected on our first landing being found small and inconvenient, as well for the purpose of observing as for the residence of Lieutenant Dawes and the reception of the astronomical instruments, the stone-cutters began preparing stone to construct another, the materials for which were found in abundance upon the spot, the west point of the cove [Bunkers Hill].⁹²

⁸⁸ A Hundred Years of Science and Service, Bureau of Meteorology, 2001.

⁸⁹ An Account of the English Colony in New South Wales Vol. I, 1798, p. 15, Feb. 1788

⁹⁰ Collins, op. cit., p. 15.

⁹¹ Collins, ibid., p. 37.

⁹² Collins, ibid., p. 75.

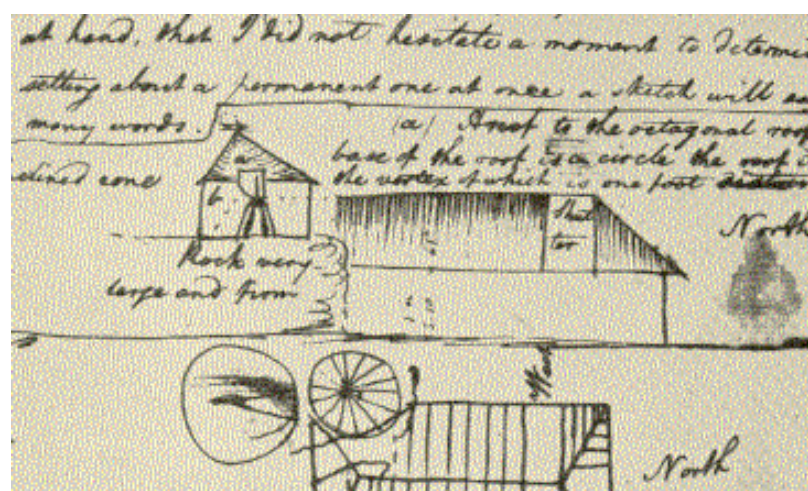
Soon after Dawes established the observatory, a path was beaten out to on the western side of Sydney Cove, as recorded by David Collins in October 1789. Collins noted that convicts were ‘forming a convenient road from the hospital to the magazine and observatory on the Point’. This path ran along a ledge of flat land, about 61m wide, along the western foreshore of Sydney Cove. The standard of early road construction at this time was primitive as in England.⁹³ (See Figure 2.6 – Figure 17).

This path, which later became George Street, is recognised as the first road in the infant colony and thus the oldest road in Australia.⁹⁴

Figure 3:

Detail from Dawes’s sketch of the first observatory at Dawes Point *tar ra* in 1788.

(Source: Foreshore Authority)



4. BURIAL GROUND

There have been numerous suggestions as to where Sydney’s dead were interred prior to the establishment of the Sydney Burial Ground in 1792, on the site of today’s Sydney Town Hall.

In 1875, *The Town and Country Journal* stated that ‘a part of ... (Waterhouse, later Cunyngham, now Hyatt Hotel’s at Campbells Cove) land was used for a time as a burial ground for the marines and sailors employed on the men-of-war on the station’.⁹⁵ The implication is that this land, to the south of Dawes Point *tar ra*, was used as a burial ground from the earliest days of settlement.

There was considerable need for a cemetery at Sydney Cove as the Second Fleet, which arrived in 1790, suffered a particularly high mortality rate with 405 deaths out

⁹³ Karskens, Grace 1999, *George Street North The Rocks Sydney An Historical and Archaeological Study*, pp. 4-5

⁹⁴ the Foreshore Authority Heritage Register Arch Revision George Street North Commercial Heritage Precinct, No. 4500445.

⁹⁵ *Australian Town and Country Journal*, 20 November 1875, p. 820. No other account exists to verify this claim, made 87 years after the arrival of the First Fleet. The Waterhouse/ Campbell grant of 1799 was granted to Cunyngham by 1820.

of some 1000 convicts embarked. Two hundred and eighty one of those died on the voyage, while the remainder died on arrival in Sydney.⁹⁶

The earliest physical evidence of a burial ground at The Rocks was discovered in 1871. The headstone of First Fleeter George Graves, which had been incorporated as a paving stone in Bethel Street.⁹⁷ It was discovered by a workman during construction works. The headstone was dated 10 July 1788. Graves was a seaman who arrived to Sydney aboard the *Sirius*.⁹⁸

Another headstone was discovered in 1875.⁹⁹ It had originally marked the grave of John Jones, 'a worthy', who died in 1792. Jones was either a marine who arrived on the First Fleet, or a convict who arrived on the Second Fleet.¹⁰⁰ The headstone had been used as coping for a wall at the rear of Robert Campbell's warehouse: 'the wall at the back of the wharf, which enclosed what we knew as Campbell's garden'.¹⁰¹ The wall was the boundary between Campbell's property and that of the shipwright Robert Cunyngham. Though now demolished, the wall was the subject of a legal wrangle between Cunyngham and Campbell in 1825.¹⁰² (See Figure 4.).

On 5 February 1827, George Worrall was convicted of the murder of Frederick Fisher at Campbelltown. Worrall was hanged and, according to James Forde, his body 'burned in quicklime at what was then known as "Slaughterhouse Point", but better known as Dawes Point *tar ra*'.¹⁰³ Forde's account makes it unclear whether Worrall was executed at Dawes Point *tar ra*, or at Sydney Gaol, around half a kilometre south of Dawes Point *tar ra*. The gaol, on the corner George and Essex Streets, was the usual site for executions at this time. Forde's account raises the questions about why Worrall's body was brought to Dawes Point *tar ra* for disposal and to what extent this was general practice of the time (or if it happened at all). From the 1830s criminal executions were carried out at the newly erected Darlinghurst Gaol.

The military execution of Private Thomas Brennan by firing squad took place at Dawes Point *tar ra* in 1832. Brennan allegedly fired a loaded musket at his superior, Sergeant Millwood, at Emu Plains. Brennan was buried on the site, although the exact location was not recorded.¹⁰⁴

⁹⁶ Collins, D 1798, *An Account of the English Colony in New South Wales*, facsimile edition published by the Royal Australian Historical Society in 1975, pp. 99-100.

⁹⁷ Bethel Street was located on the site of 104 George Street and was reclaimed for building purposes in 1907.

⁹⁸ Bertie, C H 1920, *The Story of Old George Street*, p. 8.

⁹⁹ *Australian Town and Country Journal*, 20 November 1875, p. 820; Forde, J. (1907): *Old Sydney*, by 'Old Chum', *The Truth*, 17 November 1907, Article No. 8.

¹⁰⁰ The *Town and Country Journal* report transcribes the inscription as: 'Sacred to the Memory of John Jones who departed this (life?) 1792, a worthy'. Forde, writing 32 years later relates the inscription as reading 'Here lieth the (body?) of John Jones, a worthy, who de parte (d) this life the 10th... (?)'. The actual date on the stone is therefore called into doubt. The current location of this stone is unknown; Gillen, M., *The Founders of Australia*, Library of Australian History, 1989, p198; Rev. Richard Johnson: *Burial Register, St Phillips Parish*. reported in Cobley, J, *Sydney Cove 1789-90*, Angus and Robertson, 1980, p. 238.

¹⁰¹ Forde 1907, op. cit.

¹⁰² State Library of NSW, Mitchell Library, Wentworth Office Account Book, 1825, A759 p. 10.

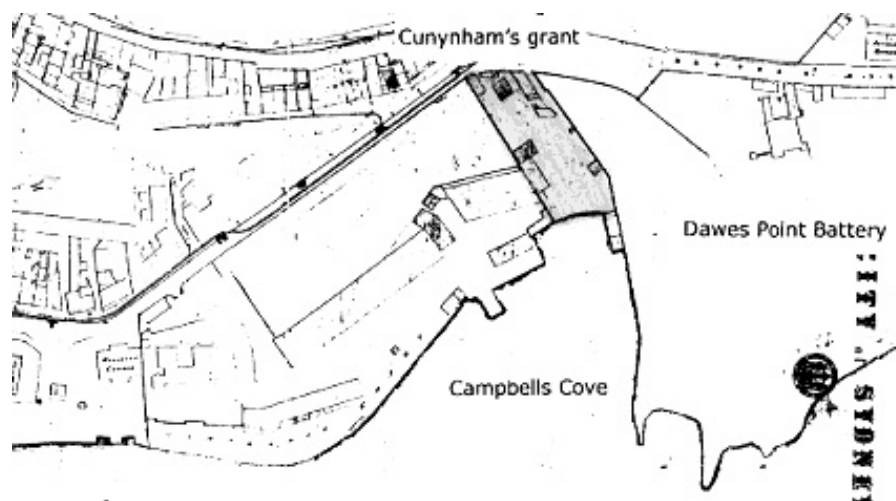
¹⁰³ Forde, J. (1908), *Old Sydney* by 'Old Chum', *The Truth*, 28 June 1908, Article No. 38. The slaughterhouse was established at Dawes Point *tar ra* by 1823 and moved to Glebe Island by the 1850s.

¹⁰⁴ *Sydney Gazette*, 7 April 1832.

Figure 4:

Map showing location of Cunynghame's grant. John Jones's headstone was incorporated in the wall on the southern boundary.

Source: Foreshore Authority.



5. DAWES POINT TAR RA BATTERY

A powder magazine and a second, replacement sandstone observatory was constructed at Dawes Point *tar ra* in 1789. In December 1790, word arrived by a Dutch ship from Batavia that a dispute had arisen between England and Spain over the British presence in the Pacific. Dawes Point *tar ra* was chosen as the site for a permanent fortification to protect the settlement in the event of an attack from another European colonial power in the region. Dawes Point *tar ra* Battery was completed in 1791, armed with guns taken from the ship *Sirius*.

From 1791, ceremonial salutes were fired from Dawes Point *tar ra* to mark celebrations such as the arrival and departure of early Governors, Royal birthdays, the overthrow of Governor Bligh and the arrival of ships in the harbour.

By 1798, the Colony of NSW was under threat of an attack from the French. Napoleon Bonaparte had tried to block England's access to its Asian and Pacific possessions, and the defences of Sydney were scrutinised for improvement. Captain Edward Abbott (1766-1832) of the New South Wales Corps was appointed engineer and artillery officer with responsibility for the batteries of Dawes Point *tar ra* and Georges Head.¹⁰⁵ Abbott had arrived in the colony in 1790 but was invalided back to England in 1796; he returned to the colony on the *Walker* in November 1799, the ship also carrying ammunition and ordnance.¹⁰⁶

In his first official report on the state of the colony's defences, Abbott was critical of Dawes Point *tar ra* Battery, claiming that:

The battery consists of 10 guns and 14 embrasures formed of stone and earth miserably put together, with a parapet of twelve inches, as under, and a breastwork

¹⁰⁵ The battery at Georges Head was under construction in March 1802, *Historical Records of Australia* I, Vol. III, pp. 438-9.

¹⁰⁶ Collins, op. cit., p. 193.

*four feet four inches high; the whole in such a state that many parts of the work fall to pieces when the guns are fired.*¹⁰⁷

Governor King relayed this report to England, adding that the:

*Battery on the west side of Sydney Cove, being constructed with stones, is now falling down and filling the embrasures, and must be immediately taken down to prevent its being totally useless in case it should be wanted, as it commands the whole approach of the harbour up to the settlement.*¹⁰⁸

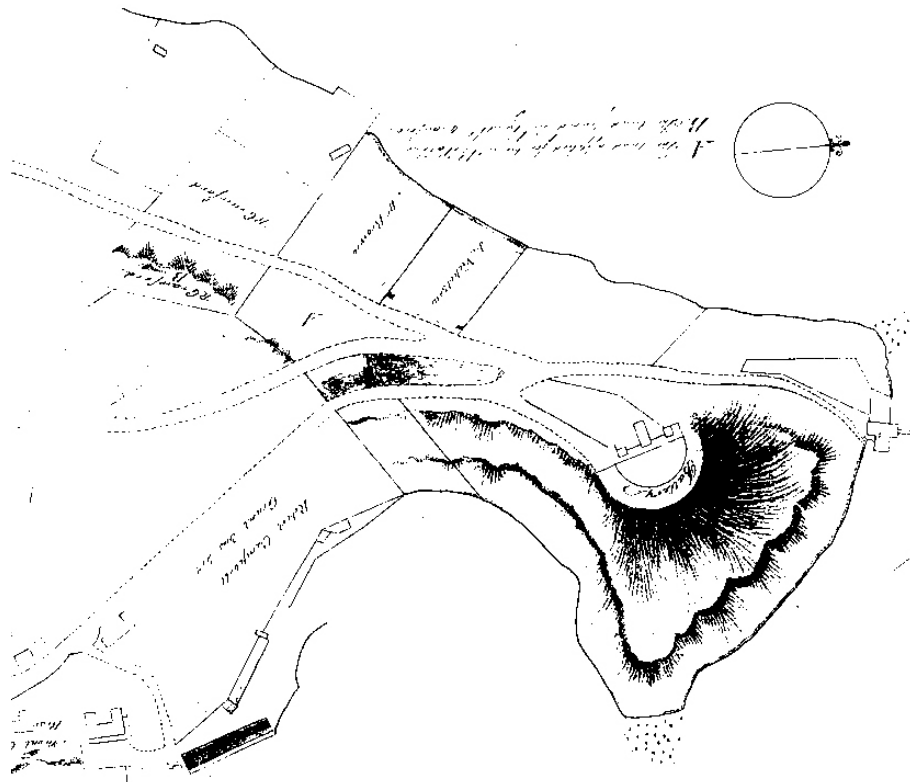
Abbott was given the task of improving the batteries and in 1801 Governor King was able to state that Dawes Point *tar ra* Battery: 'Has been reconstructed and is now capable of annoying any vessels with effect'.¹⁰⁹

Minor improvements continued to be made to the battery until 1816, when Governor Macquarie ordered the convict architect Francis Greenway to redesign it.

Figure 5:

Map of Sydney c1822
showing the early roads
at Dawes Point *tar ra*.

Source: Foreshore
Authority.



¹⁰⁷ *Return of Guns and State of Batteries*, 1 October 1800, *Historical Records of Australia* I, Vol. II, p. 668.

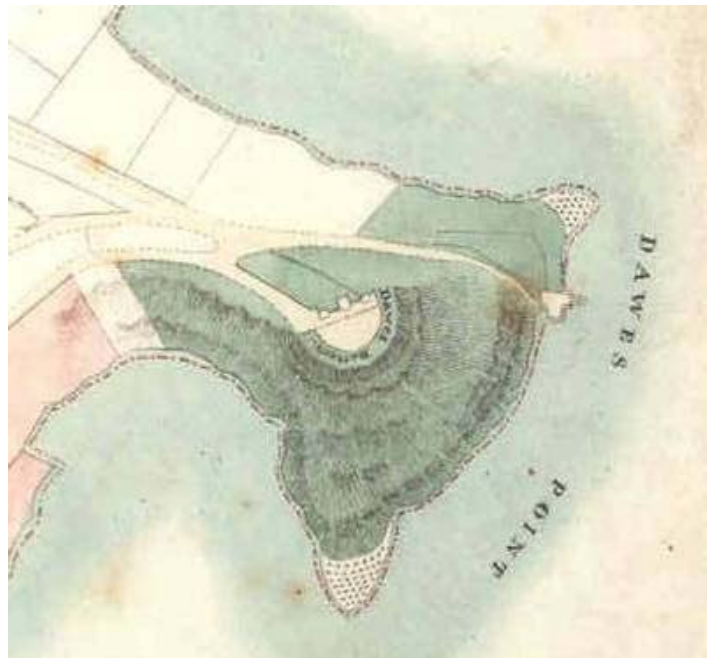
¹⁰⁸ King to Portland, 28 March 1800, *Historical Records of Australia* I, Vol. II, p. 619.

¹⁰⁹ King to Portland, 10 March 1801, *Historical Records of Australia* I, Vol. III, p. 73.

Figure 6:

Extract from an 1835 parish map, showing the Battery and roads at Dawes Point *tar ra*.

Source: Parish of St Philip 1835, State Records of NSW, AO Map No 286



Greenway designed Fort Macquarie at Bennelong Point as a square-planned 'castle' with circular bastions at each corner and a castellated square tower in 1818. Greenway continued the castellated Gothic theme in his upgrading of the Dawes Point *tar ra* Battery in 1816-1819. Although the original plans for Dawes Point *tar ra* have not been located, early depictions and the 1995 archaeological excavations provide evidence of the structure.

The convict-built guardhouse took the form of a central 'tower' with two projecting walls, each terminating in a small room, the whole castellated and producing the illusion, when viewed coming up the harbour, of a grand castle in a stage setting.

The guardhouse (see Figure 5) was one in a series of Greenway's *picturesque* structures built in Sydney and similarly to the others, this structure was criticised for many reasons including:

- the final building differed from Greenway's plans;
- it was decorative rather than strategic; and
- set high above the battery, it was an easy target in the event of an attack.

The 1995 archaeological excavations revealed that the 1789 magazine had been incorporated into the guardhouse. Greenway constructed this building on an artificial mound, using the former magazine as a basement. During the demolition of the building in c1925 the foundation stone for the magazine was discovered inscribed 'R. R. 1789'. The initials were probably those of Deputy Governor Major Robert Ross. The stone was given to the State Library of NSW. (See Figure 6).

Figure 7:

Greenway's guardhouse at Dawes Point *tar ra*, demolished by 1925.

Source: State Records of NSW, Digital ID: 12685_a007_a00704_8724_000167r.jpg



Figure 8:

This 1789 foundation stone was uncovered in the lower room of Greenway's 1819 Guardhouse at Dawes Point *tar ra*, during its demolition in 1925. The initials 'R.R.' are probably those of Deputy Governor Major Robert Ross, suggesting that the original 1791 magazine was incorporated into Greenway's later building.

Source: Mitchell Library, No. XR9)



Britain's involvement in the Crimean War (1854-56) aroused fears of a Russian naval attack on the colony. In response, the batteries at Bennelong Point and Dawes Point *tar ra* were reinforced and Fort Denison was constructed. Dawes Point *tar ra* Lower Battery (for field artillery) was built to the east of the main battery. Images and maps from the late 1800s record the position and construction of these ramparts. (See Figure 11). Although archaeological excavation in the Lower Battery area has not been carried out, it is possible that evidence exists at a lower level as the ground level in this area has now been significantly raised.

Detachments of the Royal Artillery were sent to Sydney in 1856 to be stationed at Dawes Point *tar ra*. Officers' Quarters were built to the north of the Greenway guardhouse as accommodation for officers and their families. This was a single-storey building made of large blocks of sandstone, with a large verandah on the eastern side. On the western side of Lower Fort Street, a barracks was built to house the artillerymen and the five extant 42lb mounted cannon on traversing platforms were installed at the Upper Battery.

Further improvements to the Dawes Point *tar ra* Battery under the supervision of Lieutenant Colonel George Barney of the Royal Engineers and Surveyor General of NSW were carried out from 1856 to 1859, including two subterranean powder magazine rooms which were uncovered during the archaeological excavations in 1995. As no historical plans or other records for the construction of these magazines has been located, the physical evidence provides the only detail of their construction.

In 1870 the British Regiments were withdrawn from Australia and the local militia became responsible for defence. By 1876, new buildings had been erected at Dawes Point *tar ra*, including a blacksmith and stables at the northern end of the Point, and a second barracks, a guardroom and a large public baths to the west of Lower Fort Street. In 1878 the authorities decided to build a public promenade along the foreshore, permitting public access to the military compound for the first time. Dawes Point *tar ra* ceased to have a military function after 1904 although some personnel remained on site until 1908, at which time the land was vested in Council of City of Sydney. The ceremonial use of the cannon at Dawes Point *tar ra* continued from the early twentieth century through to 1975. Prior to 1906, for example, a shot was fired from the Dawes Point *tar ra* Battery each day at 1.00pm for Sydney-siders to set their clocks by. Salutes were fired from the current cannon between 1945 and 1975 on ceremonial occasions such as Australia Day and the 1970 Cook Bicentennial celebrations.¹¹⁰

The presence of the military at Dawes Point *tar ra* during the nineteenth century made the adjacent areas of the Rocks and Millers Point a 'Garrison Town', with the Military Hospital and the Garrison Church supporting this function. This was in contrast to the administrative role of the eastern side of the Macquarie Street at that time.

¹¹⁰ Information from the Institution of Engineers, Australia, in their submission to the Foreshore Authority on the Conservation Management Plan dated 12 July 1999. A noon day gun was fired from Fort Macquarie from June 1858, changing to one o'clock on 1 September. Firing of the gun later transferred to Dawes Point and then Fort Denison in 1906. It ceased firing in 1942, resumed in 1986 and stopped again during recent work to Fort Denison. In addition to the 1p.m gun, a time-ball was dropped from the Observatory on Observatory Hill since its construction in 1858, visible to ships at anchor.

Figure 9:

Officers' Quarters
building used as offices
by Dorman and Long, and
demolished by 1932.

Source: State Records of
NSW, Digital ID:
12685_a007_a00704_87
24000169r.jpg

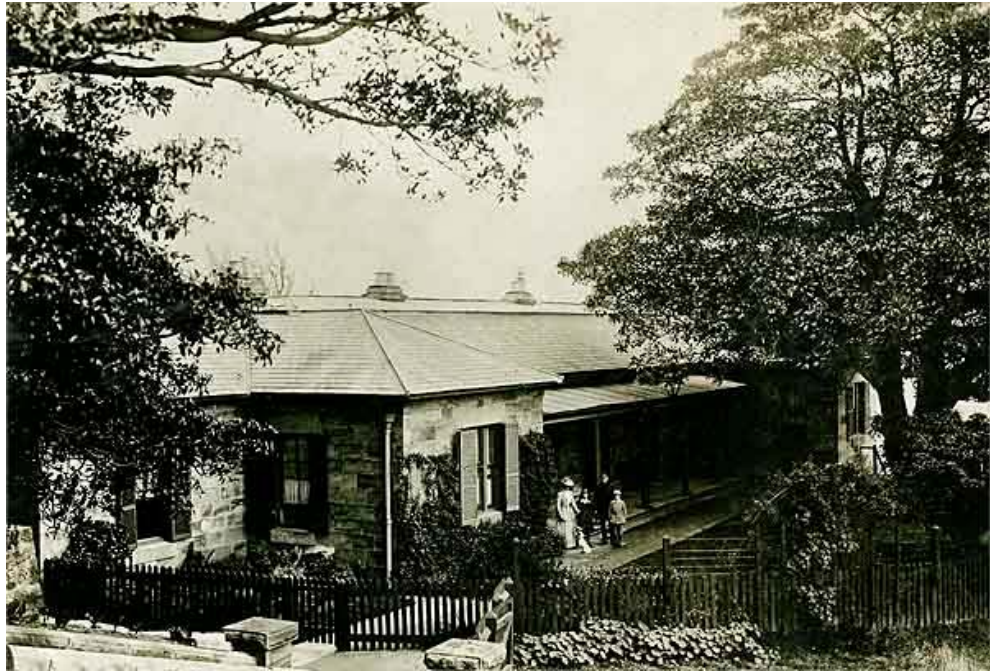


Figure 10:

Dawes Point *tar ra*
Battery, January 1875.

Source: State Library of
NSW, Mitchell Library,
SPF/114.



Figure 11:

Dawes Point *tar ra* Lower Battery and the Mercantile Rowing Club on the foreshore, 1877.

Source: State Library of NSW, Mitchell library, SPF/111.



Figure 12:

Sydney Cove from Dawes Point *tar ra* Battery c1870-1875. The southern most gun emplacement of the Lower Battery is evident. The ground in this area has now been significantly raised. The Lower Battery has not been subject to archaeological excavation.

Source: State Library of NSW, Mitchell Library, SPF/784.



6. HARBOUR TRANSPORT

The notion of water transportation across Sydney Harbour was contemplated as early as 1816 when Jamaican-born ex-convict Billy Blue petitioned Governor Macquarie for permission to establish a ferry service to transport people across the water. By 1830, Billy Blue ran a regular passenger boat from Lavender Bay to Dawes Point with his sons and son-in-law, George Lavender.¹¹¹

Ives Steps Wharf

Billy Blue's ferry service departed from the tip of Dawes Point *tar ra*, in the vicinity of the Ives Steps Wharf. These steps were originally called the Waterman's Steps, a name stemming from the individual 'watermen' who would row people the short distance from Dawes Point *tar ra* to Blues or Milsons Points for a small charge. The watermen worked separately to Billy Blue's service.

Watermen had a bad reputation for rude language, being weak or drunk and raising prices in periods of high demand.¹¹²

The waterman's steps were renamed in c1896, in honour of Isaac Ellis Ives (1839-1906). Ives was a political and industrial leader in Sydney the late nineteenth century. He was a member of the NSW Legislative Assembly 1885-1889 representing St Leonards, Mayor (1896-1997) and Alderman of the Sydney City Council (1893-1898), and Chairman of the North Shore Ferry Company.

A view of Sydney Cove painted by Joseph Lycett in 1822 (see Figure 13) shows a shed and wharf at the base of a road leading down to the ferry. This road was originally known as George Street North (now Lower Fort Street) and was marked on early maps as the 'road to the ferry'. The construction of Hickson Road in the early twentieth century severed the historic connection between the wharfage at Dawes Point *tar ra* and the early road.

During construction of the Sydney Harbour Bridge between 1925 and 1932, this foreshore area was a landing place for materials shipped across the harbour from the workshops at Lavender Bay.

Ives Steps Wharf is currently used as a landing place for commercial and recreational vessels as well as water taxis.

Vehicular Ferry Wharf and Horse Ferry Wharf

James Milson Jnr is considered the founder of Sydney's vehicular ferry service, although his first horse-paddle punt, the *PS Princess* built in 1842, was not a success. It was not until 1860 that he, along with John Milson, Harry Jones and William Milson Shairp, ran a successful ferry service to the north shore. Together they established

¹¹¹ Sydney Harbour Bridge Conservation Management Plan, Heritage Group, DPWS, 1998.

¹¹² Michael Jones, North Sydney 1788-1988, Allen & Unwin, 1988.

the North Shore Ferry Company in 1861. This organisation developed enough trade to justify two vehicular punts and a second vehicular ferry, *PS Transit* was built in 1866. The early horse punts ran between Dawes and Milsons Points.¹¹³ In 1866 a vehicular ferry service commenced from Bennelong Point to Milsons Point.¹¹⁴

Figure 13:

This c1822 view of Sydney looking south to Dawes Point *tar ra*, shows the road leading to the wharf where Billy Blue's passenger ferry embarked and disembarked (white buildings on the tip of the Point).

Source: Joseph Lycett, North view of Sydney, c 1822. State Library of NSW, Mitchell Library, DG V1/78.



The horse ferry wharf at Dawes Point *tar ra* was constructed between 1891 and 1900, commencing services to Blues Point in 1901.¹¹⁵ (See Figure 14). In 1909 there were sixteen scheduled morning peak services and sixteen evening peak services on this run.¹¹⁶

In 1925 a second vehicular ferry wharf at Dawes Point *tar ra* was erected to the east of the horse ferry wharf for a service that operated to Blues Point (on the western side of Lavender Bay). Both wharves were fitted with tapered timber guide-ways to assist incoming ferries to berth across possible wind and tide. The smaller capacity punts usually worked this service. The *Killara*, *Kedumba*, *Benelong*, *Baragaroo* and *Kamilaroi* could be found on the Dawes Point *tar ra*-Blues Point route. Traces of the stonework for both wharves remain in-situ at both sides of the harbour.¹¹⁷

Sydney Harbour's vehicular and horse ferry wharves were in constant operation until the completion of Sydney Harbour Bridge. Thirteen purpose-built paddle and

¹¹³ Graeme Andrews, *The Ferries of Sydney*, Terrey Hills, NSW 1975.

¹¹⁴ National Trust Letter to the Foreshore Authority 20.7.1999.

¹¹⁵ The wharf is not indicated in the 1891 plan (AO Map 677) held by the Archives Office, but is shown in the 1900 Rocks Resumption Plans held by the Sydney Cove Authority) and National Trust letter to the Foreshore Authority 20.7.1999.

¹¹⁶ Michael Jones, *North Sydney 1788-1888*, Allen & Unwin, 1988.

¹¹⁷ Graeme Andrews, *The Ferries of Sydney*, Terrey Hills, NSW 1975.

propeller driven vehicular ferries had served on the harbour crossing between the 1860s and 1932.¹¹⁸

When the bridge opened in 1932, ferry services across the harbour became redundant. The large timber horse wharf was demolished at this time, although the masonry ramp and retaining wall are extant; it is possible that archaeological evidence of the wharf structure exists below the water line.

Figure 14:

Part of a plan of Dawes Point *tar ra*, 1921, showing the Horse Ferry Wharf to the north and c1908 Hickson Road East Steps leading to Dawes Point *tar ra* Park on the south.

Source: Foreshore Authority.

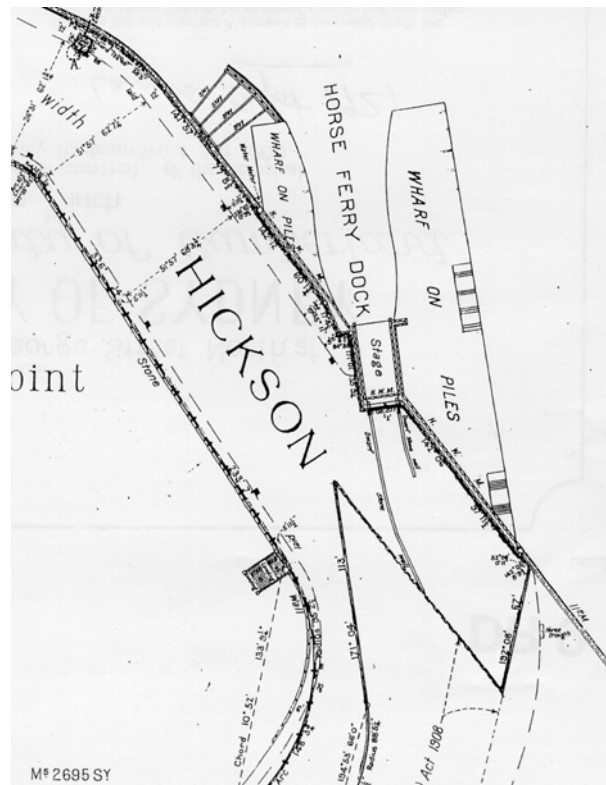


Figure 15:

Part of Port Jackson from Dawes's Point, Sydney Cove, c1805, showing the rocky landform. A ceremonial flag was hoisted at Dawes Point *tar ra* Battery and Signalling Station from 1790 until construction began on the Sydney Harbour Bridge in 1925.

Source: Foreshore Authority.

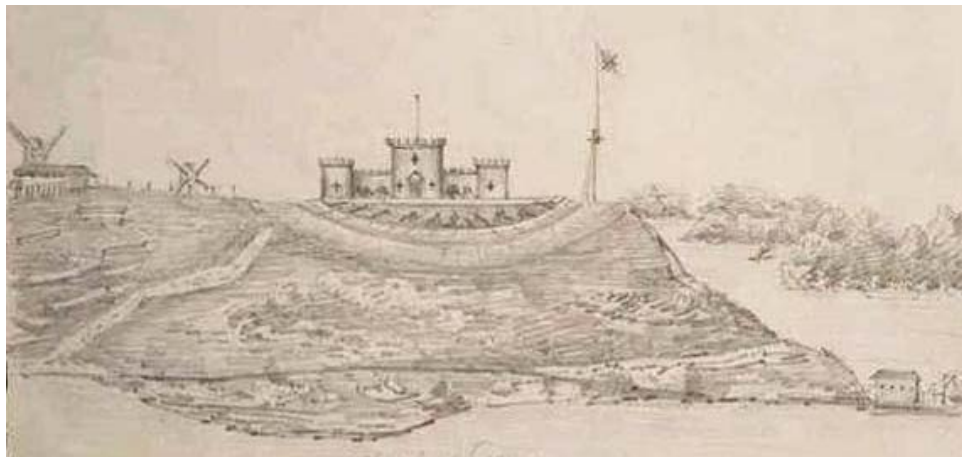


¹¹⁸ Graeme Andrews, *The Ferries of Sydney*, Terrey Hills, NSW 1975.

Figure 16:

'Citadel at Sydney', c1825

Source: National Library of
Australia, nla.pic-
an5370149



7. COMMUNICATION AND NAVIGATION

Flagstaff

Due to its strategic position on the harbour, Dawes Point *tar ra* was an integral link in early communications between the colonial settlements from 1788 until the 1840s. A signal station and flagstaff were established at Dawes Point *tar ra* in 1790 to relay messages received from South Head upriver to Parramatta where the Governor sometimes resided.

Early illustrations of Sydney Cove show that the Union Jack hoisted on the flagstaff at Dawes Point *tar ra* dominated the inner harbour from 1790. (See Figures 15 & 16). The area became the symbol of British presence in Australia, and when the flagstaff was removed in 1925 for the construction of the Sydney Harbour Bridge, it was the subject of much nostalgia.

Cable Hut and Explosives Jetty

The Explosives Jetty and Cable Hut, to the east of Ives Steps Wharf, were constructed between 1880 and 1882. (See Figures 17 & 18)

The Cable Hut was used as an access pit for telephone cables laid under the harbour to the north shore. A similar building existed at Milsons Point. It is possible that the Cable Hut was also used as a sentry box as it was ideally located just inside the entrance to the military compound in the 1865 retaining wall on Lower Fort Street, with views over the Explosive Jetty.

The Cable Hut is a finely detailed ashlar sandstone cylindrical building with a conical copper clad roof. Timber was laid over a concrete floor which incorporated brick and terracotta cable channels. (See Inventory Record IR09). It was possibly designed by James Barnet, Colonial Architect.¹¹⁹

¹¹⁹ DPWS Heritage Design Services, Cable Kiosk/Sentry Box, Hickson Road, Dawes Point, March 2000.

The site of the Cable Hut was the subject of political wrangles over the ownership of Dawes Point *tar ra* between Federal and State Governments in 1904.

The Cable Hut is a landmark on the harbour promenade, visible from the water and within Dawes Point *tar ra*. In 2000 the building was dismantled and moved off site as part of the initiative to stabilise the seawall below it and upgrade the promenade. It was conserved and reconstructed on the same site in 2009.

The Explosives Jetty was located on the seawall under Sydney Harbour Bridge. It was used to transport explosives from the Goat Island powder magazines to the Dawes Point *tar ra*.¹²⁰ The gunpowder was stored in the Dawes Point *tar ra* Battery's subterranean magazines on the hill, which were identified during the 1995 archaeological excavations. Remnants of the Explosives Jetty may exist below the water line.

The construction of Hickson Road from 1906-22 and the Sydney Harbour Bridge between 1925 and 1932 severed the historical connection between the Explosives Jetty and Cable Hut and the rest of Dawes Point *tar ra* Battery.

Figure 17:

A 1904 view of the Explosives Wharf in the distance and the Cable Hut before the cast iron railings were erected. Cable Hut is an aesthetically pleasing sandstone element evocative of the former Colonial Government uses of Dawes Point *tar ra*.

Source: Victoria Barracks Archives.



Fog Horn

An adjunct to the busy working harbour is a small rendered Fog Horn building erected in 1941 to the south east of the horse and vehicular ferry wharves. Owned and operated by Sydney Ports, it continues to caution vessels on the harbour by sounding the fog horn and provides a Point of access to communication cables located below.

¹²⁰ Islands Study, An Environmental Study of Fort Denison, Rodd, Clark, Shark and Goat Islands.

8. INFRASTRUCTURE AND LAND TENURE

Seawall

The seawall around Dawes Point *tar ra* was constructed between 1879 and 1882. A photograph dated to 1904 shows the wall without an iron railing (Figure 17). At the request of the newly formed trust, H.D. Walsh, the Trust's Chief Engineer, designed an improved sea wall using rat-proof, pre-cast reinforced concrete in 1901.¹²¹ The seawall acquired an iron rail by 1912, similar to those at Circular Quay also installed by the Sydney Harbour Trust. These concrete walls can be found at Walsh Bay.

Conservation works to the seawall were undertaken for the Bicentennial Celebrations in the 1980s. A major program of further stabilisation and conservation works was undertaken in 2005-2008.

Figure 18:

View of the cable hut and seawall at Dawes Point *tar ra*, looking towards the northern side of the harbour in 1929.

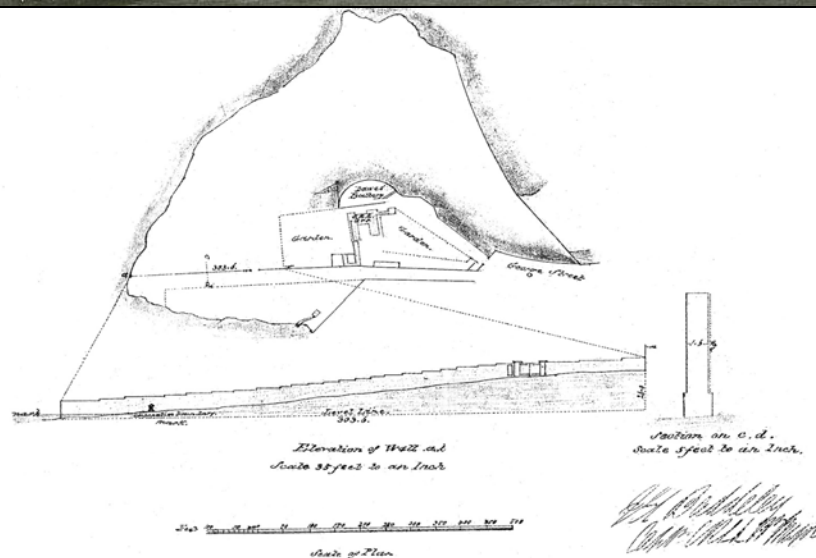
Source: State Records of NSW, Digital
ID12685_a007_a00704_8728000186r.jpg



Figure 19:

Plan 1847 showing the northern end of the retaining wall built down to the foreshore to the east.

Source: Foreshore Authority.



¹²¹ The Maritime Services Board of NSW, *Port of Sydney*, 1951, Vol. 3 No. 6.

Lower Fort Street retaining wall

A retaining wall was built to the west of Dawes Point *tar ra* Battery and appears in an 1847 plan to the rear of the Greenway guardhouse extending down to the foreshore. (See Figure 19).

The lower section of the retaining wall was demolished when Hickson Road was extended around Dawes Point *tar ra* in the early twentieth century. Following the widening of Lower Fort Street in 1911-12, the upper section of the wall was relocated further to the east of its current alignment. Part of the reconstructed wall was the basement storey of a stone building to the north of the Officers' Quarters. Three openings in the wall provided access from Lower Fort Street to the rear of the Battery. With the demolition of Dawes Point *tar ra* Battery as part of the Sydney Harbour Bridge works, the openings in the wall were sealed, although they remained visible in the stonework as viewed from Lower Fort Street.

The 1995 archaeological excavations revealed the three sets of stairs on the eastern side of these former openings. As part of the 2002 revitalisation works, two of these openings were reinstated, providing access into the Battery from the northern end of Lower Fort Street.

On completion of the Sydney Harbour Bridge in 1932, the remaining Dawes Point *tar ra* Battery buildings along the Lower Fort Street wall were demolished, and the retaining wall was lowered to a uniform height above Dawes Point *tar ra* Park. The decorative coping was not reinstated at this time. Instead, the wall was finished with much simpler coping, some of which was concrete. Fragments of the original decorative coping were recovered during the 1995 archaeological excavations.

Another section of the wall was demolished in the 1960s in order to provide a western vehicular access to the southern abutment tower of the Sydney Harbour Bridge.

Hickson Road

Works to construct a road to connect Circular Quay with the wharves at Walsh Bay and Darling Harbour began in 1906 and continued until 1922. This new road, which was named Hickson Road in honour of the President of the Sydney Harbour Trust, extended from today's Hickson Road Reserve along the eastern side of Darling Harbour to Sussex Street. The creation of this new road required extensive quarrying and excavation along the foreshore, as well as the removal of some of the timber framed buildings on the Dawes Point *tar ra* foreshore, including the Drill Hall. The road also separated the former Explosives Jetty, Cable Hut and Lower Field Artillery Battery from the rest of Dawes Point *tar ra* Battery. (See 20).

Land Resumption and the Sydney Harbour Trust

Bubonic plague broke out in Sydney in 1900. In response, the NSW Government carried out cleansing and disinfecting operations on the waterfront, and quarantined

the residential suburbs of The Rocks and Millers Point. Under the *Darling Harbour Resumption Act 1900*, the newly created Sydney Harbour Trust oversaw the compulsory resumption of wharves, houses, shops, laneways and pubs in these harbour-side suburbs. The plan was to demolish the existing structures and rebuild to a grand design. The need to keep Dawes Point *tar ra* free for the construction of a possible bridge across the harbour was factored into the design.

Between 1900 and 1910, wharfage was acquired and demolished, along with buildings associated with Dawes Point *tar ra* Battery. The c1870 public bathhouse on the west of Dawes Point *tar ra* was demolished in c1910 (Figure 21). Works by the Public Works Department and Sydney Harbour Trust, under the presidency of R R P Hickson, included Pier 1 on the bathhouse site (1910-14), Hickson Road and the widening of Lower Fort Street (1906-22), and the four Walsh Bay finger wharves (1912-21). (Figure 23).

Works by the Housing Board in The Rocks were also part of the resumption and rebuilding program, and included the realignment George and Cumberland Streets and the construction of an associated retaining wall between 1913 and 1916. A fountain and garden, and public toilet facilities completed the structure, built in 1916-20. These works also anticipated the construction of the approaches for the Sydney Harbour Bridge.

Figure 20:

Plan of Dawes Point *tar ra* 1905 shows proposed footpath network and the extension of Hickson Road around Dawes Point *tar ra* to connect to the Horse Ferry Wharf. To the east of the Cable Hut is the Explosives Wharf.

Source: State Records of NSW, Plan No. 1759

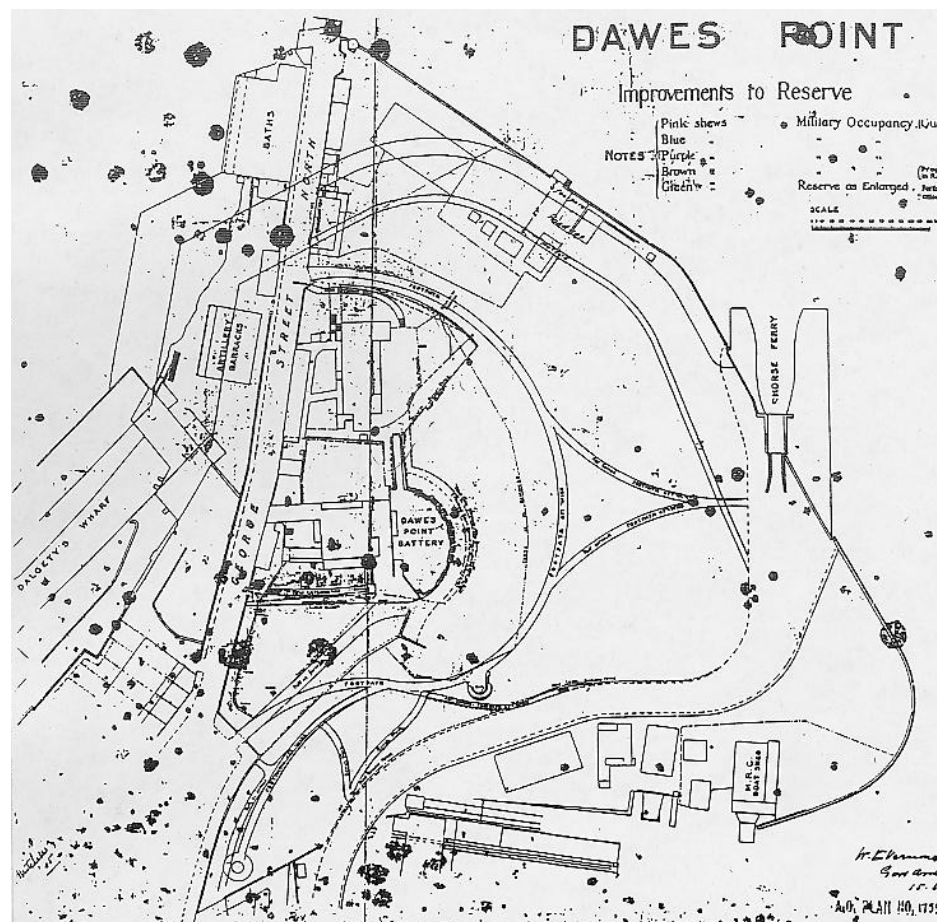


Figure 21:

Lionel Lindsay's etching of Dawes Point *tar ra*, c1908, shows the c1870 curve roofed bathhouse, which was demolished and replaced by 'Pier One' by 1912.

Source: National Gallery of Australia, NGA 83.675.



Figure 22:

View east over Hickson Road Reserve from Dawes Point *tar ra* Park, c1935. The fig and palm trees were installed in 1908 when the public domain at Dawes Point *tar ra* was vested in the City Council. The Mercantile Hotel is on the right.



Source: Foreshore Authority.

Development and revitalisation

Dawes Point *tar ra* has had a range of uses over the past 120 years, including for the military, navigation and astronomy, and more recently, for leisure. Compared to the rest of The Rocks and Millers Point, it was kept relatively free of development due to these uses, and as the site of the abutment towers for the Sydney Harbour Bridge.

A Development Application for the revitalisation of Dawes Point *tar ra* Park was approved by the Minister for Urban Affairs and Planning in May 2000. The works are described in the Statement of Environmental Effects prepared in October 1999. The majority of this work has been completed.

In 2004-05 further conservation work was planned in three stages for the area including the Hickson Road Reserve; the seawall; and the Hickson Road retaining wall.

Figure 23:

This view shows the rear of the Dawes Point *tar ra* Battery buildings; in the foreground are the remains of Dawes Point *tar ra* baths and construction work for the Walsh Bay wharves.

Source: City of Sydney Council, NSCA CRS 51/366



9. SYDNEY HARBOUR BRIDGE

A bridge crossing Sydney Harbour was proposed as early as 1815 by the acting civil architect, Francis Greenway. Sydney Harbour Bridge was completed in 1932, following over 30 years of discussions about a suitable harbour crossing to meet the demands of the growing city.

Dr J J C Bradfield, Chief Engineer for the Metropolitan Railway Construction 1913-30, reviewed various schemes for a harbour crossing between 1900 and 1911. Bradfield, in collaboration with Public Works Architect R C G Coulter, produced his own design for a cantilever suspension and cantilever arched bridge (Figure 25). A contract had been let to the English engineering firm Dorman and Long for a two-hinged arch incorporating rail and tramways and six lanes of traffic by 1924. Sydney Harbour Bridge was built between 1925 and 1932.

The construction of Sydney Harbour Bridge resulted in the demolition of Dawes Point *tar ra* Battery and Greenway's guardhouse. On completion of works in 1932, the ground levels were built over the foundations of the Battery (Figure 28).

When the Greenway guardhouse was demolished in the second half of 1925, the site became an important part of the bridge construction. In order to support each half of the bridge arch until the construction met in the centre, 'U' shaped anchoring tunnels were excavated to depths of some 40 metres on either side of the harbour. The inlet for the southern shaft was situated on the site of the former guardhouse. (See Figures 24 & 27).

Figure 24:

Dawes Point *tar ra*
Anchorage Cables, 1929.

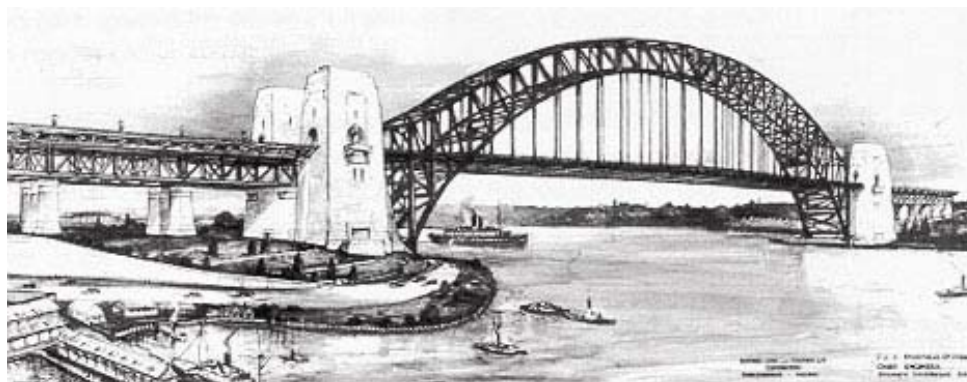
Source: State Records NSW



Figure 25:

Sketch plan of Sydney
Harbour Bridge in 1924.
Note the proposed
landscaping.

Source: Sydney Harbour
Bridge Report on Tenders,
1924



The Officers' Quarters at Dawes Point *tar ra* was used as offices by the bridge engineers Dorman and Long until completion of works, when it was also demolished. The five 1843-44 cannon and gun carriages were removed to Taronga Park Zoo in 1925, where they remained until they were returned to Dawes Point *tar ra* in 1945.

The southern approach span of Sydney Harbour Bridge was constructed using materials transported from the Lavender Bay workshop by barges offloading at the Explosives Wharf. A railway was built from the northernmost tip of Dawes Point *tar ra* to the George and Cumberland Streets retaining wall to facilitate the handling of the materials. The railway was elevated on timber supports and bogies were winched up the incline.

The railway was dismantled by late 1925 when excavation commenced for the southern abutment tower and the piers. Two of the piers impinged on the remains of the Battery. The granite faced piers and abutment towers designed by English architect Thomas Tait are an important ensemble of the bridge's Art Deco design. Burnett and Tait were the most prominent architects in the United Kingdom of the period. The design of the Bridge's pylon towers is evocative of the war memorials of

the mid twentieth century designed throughout the Commonwealth at this time. These masonry elements provide a well-proportioned contrast to the steelwork. The architectural elements of the Sydney Harbour Bridge at Dawes Point *tar ra* rise monumentally from the simple urban landscape designed in the 1940s.

Figure 26:

Sketch showing the use of the cable anchoring tunnels to restrain the Harbour Bridge Arches until they met.

Source: RTA

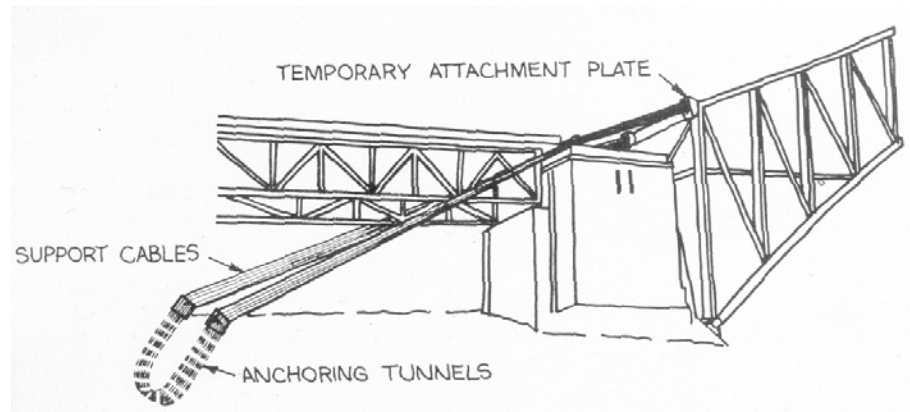


Figure 27:

Mouth of the bridge cable tunnel on the site of the Greenway guardhouse. Evidence of this tunnel entrance still exists below the turf in Dawes Point *tar ra* Park, evidenced by repeated subsidence of the ground.

Source: Foreshore Authority



Figure 28:

Demolition of the Battery in 1925.

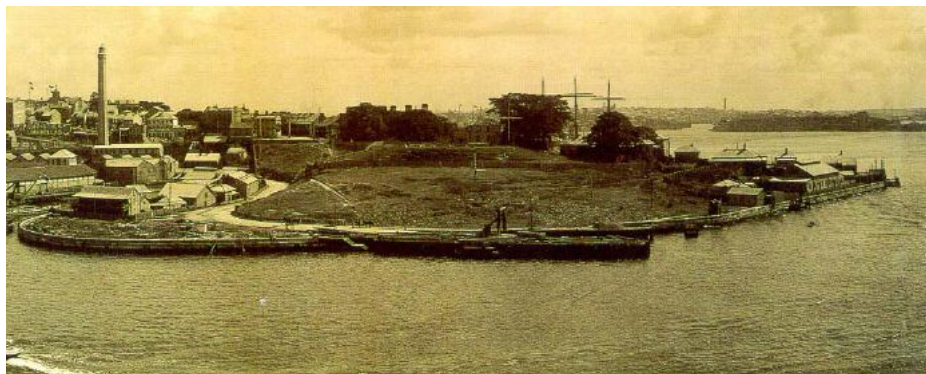
Source: Foreshore Authority



Figure 29:

View of Dawes Point *tar ra* 1904. Note that the Point is relatively undeveloped due to its former military uses.

Source: State Library of NSW, Mitchell Library DL Pg 23



10. PUBLIC RECREATION

The last remaining Imperial (British) troops departed Australian shores in August 1870. Under the *Military and Naval Forces Act of NSW 1871*, the Government was empowered to raise and maintain permanent naval and military forces in the colony. The NSW Artillery was raised on 1 August 1871, with its headquarters at Dawes Point *tar ra*.

The waterfront area at Dawes Point *tar ra* was opened up to public access in 1878, when the Colonial government reversed its decision to transfer the British Naval Station there from Garden Island. The Government instead built a promenade, comprising pathways and steps, on the foreshore around the military compound at Dawes Point *tar ra*.¹²²

In c1870, public baths were built on the western side Dawes Point *tar ra*, along with the Mercantile Rowing Club on its eastern side (in the vicinity of the southern boundary of today's Hickson Road Reserve). A horse ferry wharf was built on the eastern side of the Point by 1891, which further encouraged public use of the area.

¹²² Commodore Hoskins to Admiralty, 19 June 1878 – PRO Admiralty 116/828 Admiralty and Secretariat Cases 1852-1959.

Dawes Point *tar ra* Park and Hickson Road Reserve

With the creation of the Commonwealth of Australia in 1901, the Federal Government assumed responsibility for Australian defence sites. Following a heated debate in 1904 between the NSW and Federal Governments, Dawes Point *tar ra* Battery became the property of the State and ceased to have a military function, although military personnel would remain in residence until 1908.

A plan of Dawes Point *tar ra* dated to 1905 shows area to the east of the Battery reserved for the public with a series of footpaths and an extension of Hickson Road around Dawes Point *tar ra*. Planning for the Sydney Harbour Bridge would later influence the design process of the park. (See Figure 20).

Work began on the construction of Hickson Road, to connect The Rocks to the wharfage at Walsh Bay in 1906. Two years later, in 1908, Dawes Point *tar ra* Battery was transferred to the Sydney City Council; this included land on the foreshore. After Dawes Point *tar ra* was transferred to the Council, a range of landscaping works was carried out, as part of broader landscaping program for the Sydney Cove foreshore. Landscaping features included the planting of a number of Canary Island Palms *Phoenix canariensis* along the foreshore within the current Hickson Road Reserve.

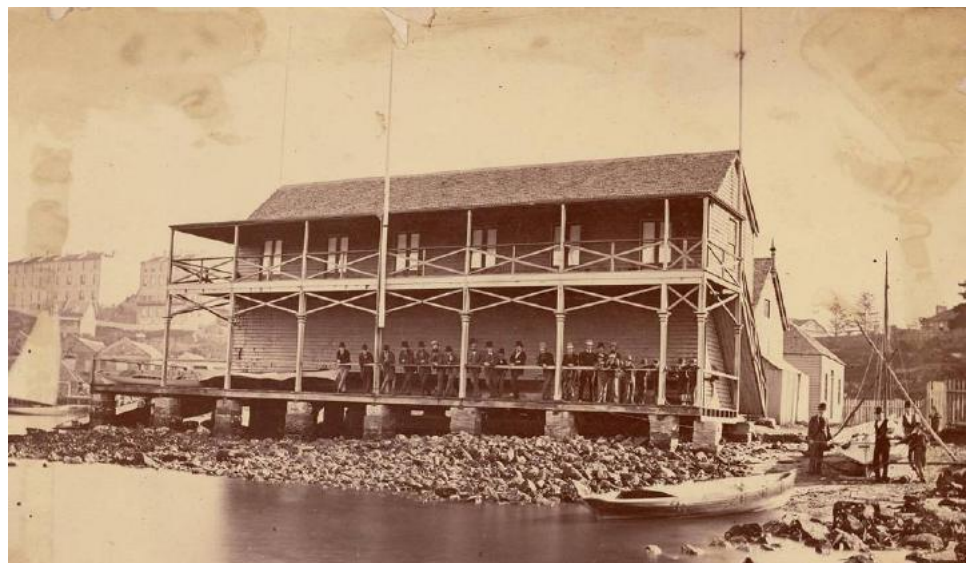
Hickson Road Reserve is located on the site of the former Lower Field Artillery Battery; it had been used for target practice and drills, not as a formal line of defence (Figure 29). With the construction of the Park Hyatt Hotel in 1989-90, the land area of Hickson Road Reserve has slightly increased.

The construction of Hickson Road between 1906 and 1922 entailed the demolition of a number of buildings associated with Dawes Point *tar ra* Battery along the waterfront including the Drill Hall. By c1910, the public baths at Dawes Point *tar ra* were demolished, and in 1913, the Mercantile Rowing Club (Figure 30) was demolished; it was relocated to a new site on George Street and renamed as the Mercantile Hotel.

Figure 30:

Mercantile Rowing Club at Dawes Point *tar ra* in c1875.

Source: State Library of NSW, Mitchell Library, SPF/106.



The steps from Dawes Point *tar ra* down to Hickson Road East were built in c1908, and a pedestrian network was created to the north of the Battery by 1912, in association with the construction of Hickson Road. Some elements on the site, such as bollards and cast iron fencing predate this work although it is possible they were relocated from other sites at this time.

During the construction of Sydney Harbour Bridge (1924-32), Dawes Point *tar ra* Park was closed to the public. Many buildings, structures, paths and trees within the park were removed at this time. A c1900 Port Jackson Fig *Ficus rubiginosa* and the c1908 Hickson Road East steps leading into the park, and the Canary Island Palms *Phoenix canariensis* in the Hickson Road Reserve survived the extensive works and are extant.

Bradfield's vision for landscaping around the Bridge was for Dawes Point *tar ra* (and Bradfield Park at Milsons Point) to include wattles and Australian species, while the 'flower pots' in the abutment towers were to contain poplars and rosemary in a War Memorial theme. On the completion of the bridge the current arrangement of paths were created with tree planting ceremonies held at Dawes and Milsons Points in 1931. It is not known if Bradfield's vision was ever realised; these symbolic plantings (or their remains) are not in evidence. (See Figure 25).¹²³

In the 1940s Sydney City Council used the funds from the Sydney Harbour Bridge project to create Dawes Point *tar ra* Park in its current simple layout, with additional plantings of Canary Island Palms *Phoenix canariensis*, Wild Date Palms *Phoenix reclinata*, Giant Bird of Paradise *Strelitzia nicholai*, and an avenue of twelve Hills's Weeping Fig *Ficus macrocarpa* var *hillii* along the main pedestrian route from the park leading to Hickson Road. With the exception of paths installed in 2001, the current arrangement of Dawes Point *tar ra* Park dates to the period following the completion of the bridge. In 1945 the five cannon from the battery, which had been kept at Taronga Park Zoo since 1924, were reinstated within ten metres of their original positions.

Since the 1940s, the park and reserve have been highly valued by both the local and wider community as a meeting place and a recreational area on the harbour foreshore. In November 1970 The Rocks Resident's Action Group held its first large scale public meeting on the site to discuss its opposition to The Rocks Redevelopment Scheme. The ensuing actions culminated in the Green Bans of 1973, which ultimately protected the historic fabric of The Rocks.

Today Dawes Point *tar ra* Park contributes strongly to the experience of Sydney Cove as a green headland which emphasises the grandeur of the Harbour generally, the Sydney Harbour Bridge and the Opera House.

Following the Revitalisation of the Park in 2000 both the generosity of the open space and the layering of history can be better appreciated.

¹²³ RTA (Draft 2000) Sydney Harbour Bridge Conservation Management Plan.

APPENDIX B THE ELEMENTS OF DAWES POINT *TAR RA*

THE ELEMENTS OF DAWES PT TAR RA

The following table reflects the contribution that each element that makes up the heritage value of Dawes Point *tar ra*, and the degree to which the significance of the item would be diminished if the component were removed or altered.

SIGNIFICANCE RATINGS

The elements that make up Dawes Point *tar ra* have been assessed to determine a relative grading of significance into five levels. This process examines a number of factors, including:

- Original design quality
- Degree of intactness
- Relative age and authenticity (original, replaced)
- Extent of subsequent alterations
- Association with important people or events
- Ability to demonstrate a rare quality, craft or construction process

The standard five-grade system has been applied to assess individual contribution of each element to the overall significance of the item. This system is a planning tool, and assists in the development of a consistent approach to the treatment of different elements. The various grades of significance generate different requirements for retention and conservation of individual spaces and the various elements.

This grading has been established as a tool to assist in developing appropriate conservation measures for the treatment at Dawes Point *tar ra*. Good conservation practice encourages the focussing on change or upgrading of historic places to those areas or components which make a lesser contribution to significance. The areas or components that make a greater or defining contribution to significance should generally be left intact or changed with the greatest care and respect.

The following grades of significance have been defined:

Exceptional Significance

Includes fabric that makes the greatest direct contribution to the item’s significance. This particularly refers to rare or outstanding original fabric and spaces of particular historic and aesthetic value, and unaltered original elements and features.

Elements identified as being of exceptional significance should be retained and conserved in situ. Any work, which affects the fabric or external appearance of these elements, should be confined to preservation, restoration and reconstruction as defined by *The Burra Charter*.

High Significance

Includes elements and features that make an important contribution to the recognition of the item’s significance albeit the fabric may not be in good condition. This may include elements that have been altered, or elements created as part of a generally sympathetic alteration to the building. This category is likely to include much of the extant fabric from the early phases of construction and many reconstructed early or original elements wherever these make an important contribution to the significance of the item.

Elements identified as being of high significance should also generally be retained, restored and conserved in situ subject however to other relevant factors including technological feasibility of proposed works. Minor intervention into fabric including adaptation and alteration as defined by *The Burra Charter* is permissible, provided that level of significance of each element is retained, with an aim not to remove or obscure significant fabric, giving preference to changes which are reversible.

Moderate Significance

Includes built fabric and relationships that are supportive of the overall significance of the item and have some heritage value, but do not make an important or key contribution to that significance. Also includes elements and features which were originally of higher significance, but have been compromised by later, less significant modifications or elements that have deteriorated beyond repair and cannot be reconstructed in a technologically feasible manner.

Where the fabric is of moderate significance a greater level of intervention is permissible. Adaptation and relocation to components of these elements and spaces is acceptable provided that it protects the overall cultural significance of the item. Such work should take place within defined work programs and should not be the product of general maintenance or sporadic alterations.

Little Significance

These are components generally of neutral impact on the complex’s significance.

Includes fabric which detracts from the heritage value of the item. Also includes most of the fabric associated with unsympathetic alterations and additions made to accommodate changing functional requirements.

Elements assessed as being of little significance are generally not regarded as essential to the major aspects of significance of a building or place, often fulfilling a functional role. Both retention and removal are acceptable options, depending on the element. Any major interventions to the item should be confined to areas where the fabric is of little significance.

Intrusive

Includes fabric which adversely affects the significance of the complex or fabric created without respect for the intangible values of the building. Removal of elements of this category would directly increase the overall heritage value of the item.

Elements identified as intrusive can reduce or obscure the overall significance of the place, despite their role as illustrators of the site’s progressive development. The preferred option is for their removal, conversion to a more

compatible form, or replacement in a way which helps to retain the overall significance of the item. These works should be done without damage to adjacent fabric of significance. These items need not be addressed immediately.

CONDITION RATINGS

The condition grades are current at the time of writing of this edition of the Dawes Point Tar ra CMP (July 2010). The grades should inform future building condition reports and maintenance schedules. For elements in very poor condition, reconstruction may be the only available option. For elements assessed as being in poor or fair condition, various degrees of repair or maintenance may be required, immediately or in the short term, to prevent further deterioration and the subsequent loss of significance. Elements in good condition may need some maintenance but the need for repair is not anticipated in the next two or three years, while elements in excellent condition are likely to need only minor maintenance in the next five to 10 years.

These condition grades should inform future building condition reports and maintenance schedules. For elements in very poor condition, reconstruction may be the only available option. For elements assessed as being in poor or fair condition, various degrees of repair or maintenance may be required, immediately or in the short term, to prevent further deterioration and the subsequent loss of significance. Elements in good condition may need some maintenance but the need for repair is not anticipated in the next two or three years, while elements in excellent condition are likely to need only minor maintenance in the next five to 10 years.

The following schedule of conservation works describes work that should be implemented to preserve the significant fabric of Dawes Point *tar ra*. The works should be undertaken within the next 2 years i.e. all works need to be completed before January 2013 to assure ongoing retention of the significant fabric.

RECOMMENDATIONS

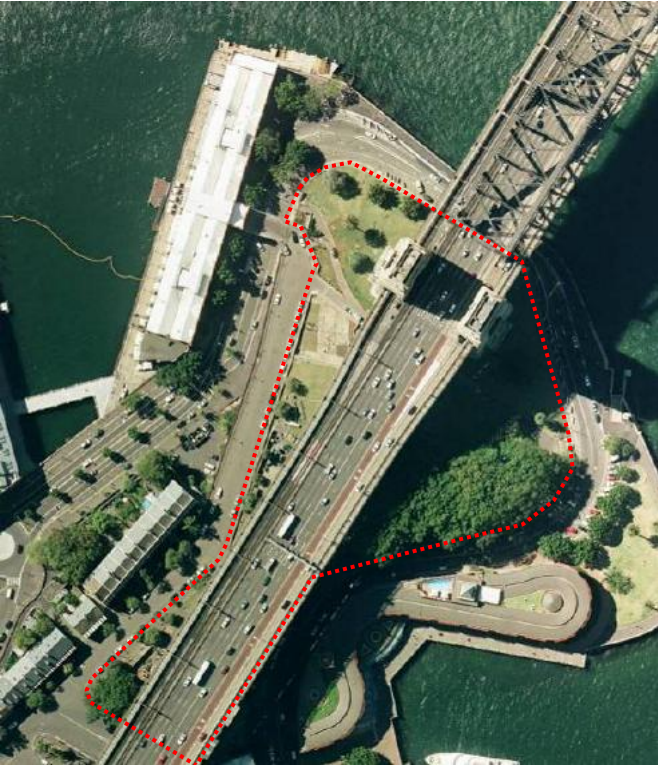

The recommendations in the far right hand column provide both management policies and suggested conservation works. It describes work that should be implemented to preserve the significant fabric of Dawes Point. The recommendations should be implemented within the next 2 years i.e. all works need to be completed before January 2013 to assure ongoing retention of the heritage significance.



Fabric condition ratings in this report use the following table:



Condition Rating	Description
5 - Excellent	Structure, planting or fabric element has no defects. Condition and appearance are as new.
4 - Good	Structure, planting or element exhibits superficial wear and tear, minor defects, minor signs of deterioration to surface finishes, but does not require major maintenance. No major defects exist.
3 - Fair	Structure, planting or element is in average condition. Deteriorated surfaces require attention. Services are functional but require attention. Deferred maintenance work exists.
2 - Poor	Structure, planting or element has deteriorated badly. Serious structural problems exist. General appearance is poor with eroded protective coatings. Elements are defective, services are frequently failing, and a significant number of major defects exist.
1 – Very Poor	Structure, planting or element has failed. It is not operational and is unfit for occupancy or normal use.




A. DAWES POINT *TAR RA* PARK

See Figure 21 for location of elements.

Park Element	Background / Notes	Significance	Condition / Notes July 2010	Recommendations
<p>A0 DAWES POINT <i>TAR RA</i> PARK GENERALLY</p> 	<p>Dawes Point Battery limited approved public access to the area until 1870 when a foreshore promenade below the Battery was created. By 1908 more of the Point had been opened up to the public with Sydney Council responsible for its upkeep. Some of the existing paths, steps and railings plantings date to the c.1910s. By this time it was known that the first harbour bridge would be built on the Point.</p> <p>The realignment of the stone retaining wall on Lower Fort Street to the west, and the construction of the concrete retaining wall on Hickson Road to the east, gave the Park its current boundaries in c.1912.</p> <p>Following completion of the Bridge in 1932 the Park was completed to its current simple parkland character.</p> <p>The Park was revitalised in 2000 including conservation and interpretation of the Battery elements. However from 2001 and continuing into 2011, the Park has been the site of a major works yard while the RTA carries out essential work on the Bridge structure.</p>	<p>EXCEPTIONAL (NATIONAL)</p> <p>Dawes Point Park is geographically, historically, aesthetically and socially a key component of the headland known as Dawes Point <i>tar ra</i>. The Park was the site of the first colonial observatory, signal station</p> <p>Dawes Point <i>tar ra</i> Park is highly valued by the local and wider communities as a place for recreation. Visitors experience views of the Harbour and back to the city skyline combined with the dominant structure of the Harbour Bridge. Combined with the Botanic Gardens, Domain and Hyde Park is a significant green open space resource in central Sydney.</p>	<p>At the time of writing this CMP in July 2010 the RTA are continuing a major catch-up maintenance program on the Approach Spans of the Sydney Harbour Bridge which commenced in 2001. The RTA are progressively using central parts of Dawes Point <i>tar ra</i> Park as a secured site access and storage area.</p> <p>Prior to this the Park was in excellent condition as the major award winning revitalisation project was completed in 2001.</p> <p>The damage to pavements, kerbing and structures appears to be mainly to interpretive structures built in 2000 – 2001 and also appears to be superficial rather than structural.</p> <p>Other than this temporary RTA use and the permanent RTA access road to the Pylon, the Park has had little commercial use.</p>	<p>Although all the policies in Section 6 of this CMP apply reference is made here to specific CMP policies of particular relevance.</p> <p>A0.1: Only temporary licences which respect the heritage values of the Park will be approved (Section 6.2.6 – Policy 7)</p> <p>A0.2: Significant views and the setting of the SHB should be conserved (Section 6.3.4 – Policy 12; and Section 7.3.5 – Policy 14)</p> <p>A0.3: No new permanent structures are to be erected in Dawes Point Park other than those associated with the interpretation and/or conservation of significant fabric 9Section 6.4.1 – Policy 19).</p> <p>A0.4: The interpretation of the heritage values at Dawes Point <i>tar ra</i> Park should be promoted and coordinated 9refer Section 6.3.10 – Policy 18).</p>
<p>A1 The c.1932 Design of Dawes Point <i>tar ra</i> Park</p> 	<p>Dawes Point <i>tar ra</i> Park forms an integral part of the urban design setting for the Sydney Harbour Bridge, which is of National heritage significance. Its simple landscaping is representative of the tastes of the 1930s-1940s, and of the desire not to compete with the robust detailing of the Harbour Bridge abutment tower and piers. This intention should be respected when considering new works.</p>	<p>OVERALL LAYOUT: HIGH</p> <p>Perimeter & cement rendered kerbing: Moderate.</p>	<p>Fair. Deteriorated elements as a result of use of the site by RTA as a temporary equipment and material storage depot require attention.</p> <p>There are also areas of worn lawn areas due to desire lines (eg NW corner to foreshore), shading and overuse.</p> <p>There are also issues with maintaining a lawn finish at the base of the SHB pylons due to water shedding from the pylons.</p>	<p>A1.1: Heritage officers in the Foreshore Authority to oversee RTA rectification of damage on removal of temporary fencing, plant and equipment (Section 6.3.2 – Policy 10).</p> <p>A1.2: Consider ways of ameliorating issues with worn lawn areas (Section 6.3.4 – Policy 12).</p> <p>A1.3: Fencing wires need re-tensioning now and on a regular basis (Section 6.3.3 – Policy 11).</p>

Park Element	Background / Notes	Significance	Condition / Notes July 2010	Recommendations
A2 Forecourt at Lower George Street 	<p>This semi-circular area was created in 2000 including new curved entrance wall. A section of the previous c.1932 low wall and pillars at Lower George Street were retained (A1.1). The pre 1930s alignment of Lower George Street and the layout of a former hotel are interpreted in the pavement of the forecourt.</p>	<p>Remnant c.1942 wall to George Street: High</p> <p>Curved wall (2000): Little/intrusive</p> <p>Paving & interpretation (2000): Moderate</p>	<p>Overall: Good.</p> <p>The entrance pillars on the curved wall are out of character with other contemporary installations in the Park.</p> <p>Quality and coordination of signage could be improved.</p> <p>Cement rendered kerbs regularly suffer from chips due to skateboarders and Park service vehicles. Bitumen paving can suffer from tree root damage.</p>	<p>Although all the policies in Section 6 of this CMP apply reference is made here to specific CMP policies of particular relevance.</p> <p>A2.1: Consider new signage design integrating naming and regulatory signage and generally de-cluttering the site (Section 6.4.4 – Policy 22).</p> <p>A2.2: As part of de-cluttering consider redesign of curved entrance wall to remove the ‘retro-style’ pillars. This would create the possibility for integrated signage in a new simplified wall. (This action can be combined with 2010 RTA proposals for new perimeter walls to the Park). (Section 6.4.1 – Policy 19).</p> <p>A2.3: Consider ‘anti-skateboard’ treatment to all dwarf walls of no heritage significance (Section 6.4.2 – Policy 20).</p>
A3 Pathways 	<p>The design of most of the pathways in the Park dates to c.1932 and features rendered brick kerbs and bitumen paving. The Central pathway (A2.1) is a major design feature of the landscaping at the completion of the Sydney Harbour Bridge. The central access was partially interrupted by the opening up of the archaeology of the Dawes Point <i>tar ra</i> Battery in 2000. The sloping pathway down from the central pathway east toward Hickson Road Reserve has great aesthetic value because of the presence of the Fig Tree Avenue (A2.2). Many pathways have been rebuilt and a whole new path (A2.3) has been added in 2000 from the western central entrance on Lower Fort Street connecting diagonally to the George Street entrance.</p>	<p>Generally: High</p> <p>Path A2.3: Little</p>	<p>Good other than those damaged during RTA works discussed above. Cement rendered kerbs regularly suffer from chips due to skateboarders and Park service vehicles. Both the kerbing and the bitumen path paving suffer from tree root damage.</p>	<p>A3.1: Monitor and repair damage to cement rendered kerbs and bitumen paving (Section 6.3.7 – Policy 15; and Section 6.4.2 – Policy 20).</p> <p>A3.2: Consider the use of root guards to control tree root damage (Section 6.4.2 – Policy 20).</p> <p>A3.3: Consider ‘anti-skateboard’ treatment to all recent and new kerbs and walls lining hard paved areas (Section 6.4.2 – Policy 20).</p>
A4 Lower Fort Street sandstone retaining wall, including doorways and stairs.	<p>This sandstone retaining wall is of historical significance as part of the Sydney Harbour Trust’s work in constructing access to the Walsh Bay Wharves in 1911-12. It is of aesthetic significance for the contribution to the rich mixture of landscape elements at Dawes Point <i>tar ra</i>.</p> <p>The wall includes the sandstone dwarf pier north</p>	<p>Wall: High</p> <p>Openings and steps: High</p> <p>Railings: Little</p>	<p>The sandstone blocks and coping on the Lower Fort Street sandstone retaining wall are badly weathered. The pointing in the wall has been redone in recent years in a soft lime mortar. There is cracking of the threshold of the former blocked entrance (S3) to the north of Lower Fort Street. The walls are periodically subject to graffiti attack.</p>	<p>A4.1: Remove graffiti promptly to avoid staining of stone. See expert advice if graffiti is difficult to remove without damaging the stone</p> <p>A4.2: Regular inspection and repointing required. Repointing should use mortars with minimal cement content i.e. 1:1:6 (off white cement : lime: sand).</p> <p>A4.3: Monitor structural issues (especially at</p>



Park Element	Background / Notes	Significance	Condition / Notes July 2010	Recommendations
	<p>of the Lower Fort St park entrance.</p> <p>It reflects the general materials used in the construction of almost every structure erected on the site from 1791-1912. During the rebuilding of the Lower Fort Street wall in 1911-12, and again after 1932, stone was reused from other buildings demolished on the site, making the wall a repository of different stonemasonry techniques, much of which was quarried on the site. The wall's construction phases can therefore be read in its "archaeology". The 3 door openings and steps in the wall leading from Lower Fort Street to the battery area within the Park (two of which have been 'opened up') assist in the interpretation of the battery.</p>			<p>Although all the policies in Section 6 of this CMP apply reference is made here to specific CMP policies of particular relevance.</p> <p>doorways) and the erosion and impact damage to some sandstone blocks. Replace in similar stone.</p> <p>A4.4: All works should be carried out by a qualified stone mason with input from a heritage architect and/or heritage structural engineer to ensure on the minimal amount of replacement or intervention occurs.</p> <p>For all of the above also refer to:</p> <p>Section 6.3.2 – Policy 10;</p> <p>Section 6.3.7 – Policy 15; and</p> <p>Section 6.3.8 – Policy 16.</p>
<p>A5 RTA Access Area</p> 	<p>Western vehicular access to the South Abutment Tower of the Bridge c.1960. Includes a new battered dwarf retaining wall either side lined in 'crazy' sandstone paving with cement rendered coping. Basement footings from the former Officer's Quarters in the Dawes Point <i>tar ra</i> Battery (partly exposed on the terrace above) are likely to exist below the RTA access driveway. The associated bollards, security and carparking is generally intrusive in terms of the heritage values of Dawes Point <i>tar ra</i> Park.</p>	<p>Layout and walls etc: Moderate</p> <p>Archaeology: High</p> <p>Associated security and carparking: Intrusive</p>	<p>Dislodged stone cappings on adjacent walls due to vehicular impact.</p> <p>Solution to intrusive security and access equipment not immediately apparent – use of consistent micaceous gray paint should be considered.</p> <p>Precast concrete bollards along top of adjacent wall are inconsistent with contemporary gray painted steel bollards used elsewhere.</p> <p>Retractable bollards across vehicular are rusted – consider painting gray or replacing in 316 stainless steel.</p>	<p>A5.1: Repair vehicular damage to adjacent walls.</p> <p>A5.2: Rationalise and redesign security equipment and entrance barriers to be more sympathetic to the heritage significance of both Dawes Point <i>tar ra</i> Park and the Sydney Harbour Bridge.</p> <p>A5.3: Keep language of security bollards and other features consistent.</p> <p>A5.4: Consider painting all support structures dark gray.</p> <p>A5.5: Paint retractable bollards or replace in stainless steel.</p> <p>For all of the above also refer to:</p> <p>6.3.7 – Policy 15 Maintenance & Repair</p> <p>6.4.1 – Policy 19 New Works;</p> <p>6.4.2 – Policy 20 Integration of Services, Access, Security & Safety; and</p> <p>6.4.3 – Policy 21 Codes & Regulations</p>





Park Element	Background / Notes	Significance	Condition / Notes July 2010	Recommendations
				Although all the policies in Section 6 of this CMP apply reference is made here to specific CMP policies of particular relevance.
A6 Steps, railings, walls and bollards in north-west corner	 <p>Sandstone retaining walls, steps, steel palisade fencing and bollards at northern end of Lower Fort Street probably dating from 1911-12 when Pier One was built and Lower Fort Street was widened. Dawes Point <i>tar ra</i> Park (Reserve) was vested in the Sydney City Council in 1908 and the landscaping was carried out to facilitate public access to the area.</p>	High Adjacent flood lighting poles: Intrusive.	Fair: Although some repointing and sandstone replacement has occurred in the last decade, some elements still require attention including a major crack in the sandstone wall to Lower Fort Street, corrosion of metal railings and deterioration of cement rendered cappings.	A6.1: Regularly inspect stonework and repoint as required (6.3.7 – Policy 15 Maintenance & Repair; and 6.3.8 – Policy 16 Masonry elements generally). A6.2 Treat corrosion of metal railings and repaint (6.3.7 – Policy 15 Maintenance & Repair). A6.3 Redesign the floodlighting poles to be more sympathetic to the heritage significance of Dawes Point <i>tar ra</i> Park (6.4.2 – Policy 20 Integration of Services, Access, Security & Safety).
A7 Hickson Road West sandstone retaining wall.	 <p>This wall also dating from 1911-12 ranges from approximately 3 metres high at the south west of the area (opposite Pier One) to approximately 500 mm high at the base of the Harbour Bridge Abutment.</p> <p>The wall continues to the South as the retaining wall to Lower Fort Street where it falls under the ownership of Sydney City Council.</p>	High	Fair: This wall features hard cement pointing which should be removed and replaced with a lime based mortar. Stormwater pipes embedded in the wall are rusting.	A7.1: Regularly inspect stonework and repoint as required (6.3.7 – Policy 15 Maintenance & Repair; and 6.3.8 – Policy 16 Masonry elements generally). A7.2: Treat corrosion of metal elements and repaint (6.3.7 – Policy 15 Maintenance & Repair).
A8 Hickson Road East steps	 <p>Flight of sandstone steps (c. 1908) with central steel handrail. Dawes Point <i>tar ra</i> Reserve was vested in the Sydney City Council in 1908 and landscaping was carried out up until 1925 to facilitate public access to the area. The sandstone treads have a more recent cement render layer.</p>	High	Fair: Sandstone kerbing has unsympathetic cement repairs. The central steel railing needs repainting.	A8.1: Regularly inspect stonework and repoint as required (6.3.7 – Policy 15 Maintenance & Repair; and 6.3.8 – Policy 16 Masonry elements generally). A8.2: Treat corrosion of metal elements and repaint (6.3.7 – Policy 15 Maintenance & Repair). A8.3: Remove unsympathetic cement patching and replace with sandstone (6.3.8 – Policy 16 Masonry elements generally).



Park Element	Background / Notes	Significance	Condition / Notes July 2010	Recommendations
<p>A9 Hickson Road East Rockery</p> 	<p>The rock garden appears to date from the 1932 landscaping works at the completion of the Sydney Harbour Bridge</p>	High	<p>Masonry: Good.</p> <p>Plantings: Poor. Plantings in the Rock garden struggle for survival due to exposed position and erosion caused by the public climbing. Proposal is to install larger boulders at the top to deter climbing.</p>	<p>Although all the policies in Section 6 of this CMP apply reference is made here to specific CMP policies of particular relevance.</p> <p>A9.1 Current program to conserve rockery acceptable (6.3.4 – Policy 12; and 6.3.7 – Policy 15 Maintenance & Repair).</p>
<p>A12 SHB SW cable block</p> 	<p>Upper section of the concrete and steel cable block c.1925.</p>	High	Good	<p>A12.1: Cyclical inspection and repair only (6.3.7 – Policy 15 Maintenance & Repair).</p> <p>A12.2 Consider the application of penetrol to prolong life of metal elements (6.3.2 – Policy 10 Skills & Experience; and 6.3.3 Conservation of Elements).</p>
<p>Sydney Harbour Bridge including abutments, approach spans, granite clad piers</p>	<p>The Sydney Harbour Bridge including the elements in Dawes Point <i>tar ra</i> Park are listed on the National Heritage List and the State Heritage Register.</p>	Exceptional	<p>The RTA is the owner and management of these elements, however those proposing work at Dawes Point <i>tar ra</i> should be aware of the significance of these elements, refer to the SHB CMP and consult with the RTA.</p>	<p>Refer to the SHB CMP a</p>

B. DAWES POINT *TAR RA* PARK BATTERY

See Figure 21 for location of elements.



Park Element	Notes	Significance	Condition July 2010	Recommendations
<div>B1 Upper Battery</div> <div></div>	<p>Semi-circular platform levelled in the bedrock (1819), including evidence of the preceding platform (1791-1800) located directly to its east. The 1819 battery includes covered drainage channels and circular cuts for the installation of cannon in the 1850s when it was designated the ‘Upper Battery’. . A section of the retaining wall and grass rampart has been constructed in an interpretative manner to enable the original design, appearance and sense of protective enclosure to be understood. Elements of early 19th century defence sites such as this are rare in NSW. The later 19th century layering gives good evidence of changing defence history.</p>	<p>Pre 1900 fabric: Exceptional</p> <p>Reconstructed/interpretive elements: Moderate</p>	<p>Poor: Deteriorated elements as a result of use of the site by RTA as a temporary equipment and material storage depot require attention. Includes chipped render and stone from machinery impact, mainly to c.2000 elements, and damage to gravel and bitumen paving. Garden beds and turf need extensive renewal.</p> <p>c.2000 rendered interpretive elements were painted in a recessive grey special masonry paint. Repainting is patchy and sometimes in the wrong colour.</p> <p>Section of mortar pavement to semi-circular stone battery floor has broken up – this mortar is supposed to be weak so as not to damage sandstone and will need re-working every 2-5 years. Sections of the site that present a ‘fall’ have been fenced with ss posts and tensioned wire. The wires need re-tensioning. All ss requires brushing to remove staining deposits.</p>	<p>B1.1: The Foreshore Authority to oversee RTA rectification of damage on removal of temporary fencing, plant and equipment (6.3.2 – Policy 10 Skills & Experience; and 6.3.3 Conservation of Elements).</p> <p>B1.2: Ensure all interpretive rendered elements are painted to the c2000 paint specification (6.4.1 – Policy 19 New Works).</p> <p>B1.3: All stainless steel needs brushing to remove staining deposits (6.3.7 – Policy 15 Maintenance & Repair).</p> <p>B1.4: Fencing wires need re-tensioning now and on a regular basis (6.3.7 – Policy 15 Maintenance & Repair).</p> <p>B1.5: Weed removal from paving and garden beds needs cyclical maintenance strategy (6.3.7 – Policy 15 Maintenance & Repair).</p>
<div>B2 Main magazine</div> <div></div>	<p>Unknown if magazine dates from c.1820s or c.1850s? A complex of underground rooms for gunpowder storage located at the south-east corner of the battery, accessed by a semicircular flight of stone stairs. This complex retains approximately 25% of its original arched stone roof (although reconstructed) and the remainder is an interpretation in rendered stone or in formed concrete.</p>	<p>Pre 1900 fabric: Exceptional</p> <p>Reconstructed/interpretive elements: Moderate</p>	<p>Poor: Deteriorated elements as a result of use of the site by RTA as an equipment and material storage depot require attention. Includes chipped render and stone from machinery impact, mainly to c.2000 elements. Ss elements show staining deposits. Floors are silted up – drainage may be blocked.</p>	<p>B2.1: The Foreshore Authority to oversee RTA rectification of damage on removal of temporary fencing, plant and equipment.</p> <p>B2.2: Regular inspection and a cyclical maintenance strategy need to be put in place for the underground magazines.</p> <p>(6.3.2 – Policy 10 Skills & Experience; 6.3.7 – Policy 15 Maintenance & Repair; 6.3.3 Conservation of Elements; and 6.5.1 Archaeological resources).</p>
<div>B3 Greenway Guardhouse</div>	<p>The site of the guardhouse consists of bedrock roughly levelled in the period c1789-1819. Remains of the 1789 powder magazine consist of a combination of flagstones and bricks in a small area as well as scars in the rock where walls once stood. This area later served as the basement of the 1819 Greenway designed guardhouse. A path (formerly a corridor) leads</p>	<p>Pre 1900 fabric: Exceptional</p> <p>Reconstructed/interpretive elements: Moderate</p>	<p>Poor: Deteriorated elements as a result of use of the site by RTA as a temporary equipment and material storage depot require attention. Includes chipped render from machinery impact, and damage to gravel and bitumen paving.</p>	<p>B3.1: The Foreshore Authority to oversee RTA rectification of damage on removal of temporary fencing, plant and equipment.</p> <p>B3.2: Regular inspections and a cyclical maintenance strategy need to be put in place.</p> <p>(6.3.2 – Policy 10 Skills & Experience; 6.3.7 – Policy 15 Maintenance & Repair; 6.3.3</p>

Park Element	Notes	Significance	Condition July 2010	Recommendations
	<p>from this room to the semicircular battery.</p> <p>Archaeology of other guardhouse elements exist under the lawn to the west.</p>			<p>Conservation of Elements; and 6.5.1 Archaeological resources).</p>
<p>B4 Ramp between Battery & Officer's Quarters</p> 	<p>c. 1850s. A ramp cut into the bedrock leads from the north-west corner of the battery to the remains of the Officers Quarters. Original elements include ashlar paving stones, spoon drain running down the centre of the ramp (filled with concrete prior to the Harbour Bridge works of the 1930s). The sides of the ramp were built up with a combination of bedrock and ashlar blocks, coped with sandstone. Conservation / reconstruction / interpretive elements from 2000.</p>	<p>Pre 1900 fabric: Exceptional</p> <p>Reconstructed/interpretive elements: Moderate</p>	<p>Fair: Weeds growing on pavement.</p>	<p>B4.1: The Foreshore Authority to oversee RTA rectification of damage on removal of temporary fencing, plant and equipment.</p> <p>B4.2: Regular inspection and a cyclical maintenance strategy needs to be put in place.</p> <p>(6.3.2 – Policy 10 Skills & Experience; 6.3.7 – Policy 15 Maintenance & Repair; 6.3.3 Conservation of Elements; and 6.5.1 Archaeological resources).</p>
<p>B5 Retaining Wall</p> 	<p>c. 1850s. A stone retaining wall runs east west from the northern end of the ramp (Area 5) to the Lower Fort Street retaining wall. It is built of randomly placed rubble and survives to approximately 75% of its original height. . The wall was built hard up against the quarried face of the former east west cliff, believed to be where Dawes built his observatory in 1788. The quarry was most probably used by Greenway for stone for the guardhouse. The quarrying probably destroyed any evidence of Dawes' observatory.</p>	<p>Pre 1900 fabric: Exceptional</p> <p>Reconstructed/interpretive elements: Moderate</p>	<p>Fair: Monitor repointing. SS wires in fence need re-tensioning. Associated plantings need replacement.</p>	<p>B4.1: Regular inspection and a cyclical maintenance strategy needs to be put in place.</p> <p>(6.3.2 – Policy 10 Skills & Experience; 6.3.7 – Policy 15 Maintenance & Repair; 6.3.3 Conservation of Elements; and 6.5.1 Archaeological resources).</p>
<p>B6 Officer's Quarters</p> 	<p>Archaeological remains. A stone officers' quarters was built in 1857-8 at the foot of the ramp leading from the battery. Half of the building remains are located south of the RTA vehicular entrance to the site from Lower Fort Street. The archaeological site was interpreted and landscaped in 2000.</p>	<p>Pre 1900 fabric: Exceptional</p> <p>Reconstructed/interpretive elements: Moderate</p>	<p>Poor: Deteriorated elements as a result of use of the site by RTA as a temporary equipment and material storage depot require attention. Includes chipped render from machinery impact, and damage to gravel and bitumen paving.</p>	<p>B6.1: The Foreshore Authority to oversee RTA rectification of damage on removal of temporary fencing, plant and equipment.</p> <p>B6.2: Regular inspection and a cyclical maintenance strategy needs to be put in place.</p> <p>(6.3.2 – Policy 10 Skills & Experience; 6.3.7 – Policy 15 Maintenance & Repair; 6.3.3 Conservation of Elements; and 6.5.1 Archaeological resources).</p>



Park Element	Notes	Significance	Condition July 2010	Recommendations
B7 Cannon 	<p>Archaeological remains. A stone officers' quarters was built in 1857-8 at the foot of the ramp leading from the battery. Half of the building remains are located south of the RTA vehicular entrance to the site from Lower Fort Street. The archaeological site was interpreted and landscaped in 2000.</p>	<p>Pre 1900 fabric: Exceptional</p> <p>Reconstructed/interpretive elements: Moderate</p>	<p>The cannon were conserved by a metal conservator c.1999, including application of a protective wax coating.</p> <p>Stainless steel supports showing staining.</p>	<p>B7.1: Engage a metal conservator to inspect and work on the cannon every 5 years including re-application of protective wax coating.</p> <p>B7.2: All ss needs brushing to remove staining deposits. If corroded seek structural engineer's advice.</p> <p>(6.3.2 – Policy 10 Skills & Experience; 6.3.7 – Policy 15 Maintenance & Repair; 6.3.3 Conservation of Elements).</p>
B8 Reconstructed Gun Carriage 	<p>One cannon has been installed in the excavated gun emplacement (No. 5) complete with a reconstructed lower gun carriage in 2000. In addition to the cannon itself, some of the metalwork in the upper gun carriage is from an original upper gun carriage.</p>	<p>Pre 1900 fabric: Exceptional</p> <p>Reconstructed/interpretive elements: Moderate</p>	<p>Good</p>	<p>B8.1: Engage a metal conservator to inspect and work on the cannon every 5 years including re-application of protective wax coating.</p> <p>B8.2: Monitor timber and metal work and preserve as required on advice from a materials conservator.</p> <p>(6.3.2 – Policy 10 Skills & Experience; 6.3.7 – Policy 15 Maintenance & Repair; 6.3.3 Conservation of Elements).</p>

C. HICKSON ROAD RESERVE & HARBOURSIDE PROMENADE

See Figure 21 for location of elements.

Park Element	Notes	Significance	Condition July 2010	Recommendations
<div>C1 Hickson Rd Reserve</div> <div></div>	<p>The Hickson Road Reserve is predominately a grassed flat area that provides prime views to East Circular Quay, Opera House, Kirribilli and the Sydney Harbour Bridge. The Hickson Road Reserve was previously land that formed part of military compound of the Dawes Point <i>tar ra</i> Battery. This waterfront area of the Battery land was opened up to public access from 1878. In 1908 the public domain was vested in the Council of the City of Sydney. Canary Island Palms were planted in the area of the current Reserve around this time. The building of Hickson Road separated the Hickson Road Reserve from the rest of the public domain in 1911-12. The Reserve remained in City Council ownership, expanding slightly in area with the construction of Park Hyatt Hotel, until it was vested in the Foreshore Authority in 1999. The current layout dates from c.2005, with some early 20th century plantings. A more recent structure to hide irrigation equipment and rubbish bins is somewhat intrusive.</p>	<p>Generally: High</p> <p>Irrigation plant enclosure: Intrusive.</p>	<p>Excellent. Hickson Road Reserve underwent a revitalisation program in 2005. Lawn is wearing in front of the sandstone seating elements and an alterative treatment should be considered.</p>	<p>C1.1: Cyclical maintenance.</p> <p>C1.2: Resolve worn grass in front of sandstone blocks (Sandstone paving?, gravel?)</p> <p>(6.3.2 – Policy 10 Skills & Experience; 6.3.7 – Policy 15 Maintenance & Repair; 6.3.3 Conservation of Elements; 6.3.5 Heritage Plantings).</p>
<div>C2 Sandstone Seawall</div> <div></div>	<p>The sandstone seawall around Dawes Point <i>tar ra</i> and Circular Quay was constructed from 1879 to 1882. A photo taken in 1904, in the collection of Victoria Barracks, shows the wall (without its current iron railing). In 1900, H.D Walsh, Engineer in Chief of the Sydney Harbour Trust, designed an improved 'rat-proof' sea wall of pre-cast reinforced concrete as an alternative to the sandstone.¹²⁴ The wall was repaired in 2008.</p>	<p>High</p>	<p>Excellent. A revitalisation program for the seawall, balustrade and horse ferry wharf was completed in 2008.</p>	<p>C2.1: Cyclical maintenance program required.</p> <p>(6.3.2 – Policy 10 Skills & Experience; 6.3.5 Heritage Plantings).</p>
<div>C3 Seawall Balustrade</div>	<p>The sea wall acquired its iron rail in c.1911-1912, matching others at Circular Quay, installed by Sydney Harbour Trust. The balustrade was repaired in 2008.</p>	<p>High</p>	<p>Excellent. A revitalisation program for the seawall, balustrade and horse ferry wharf was completed in 2008.</p>	<p>C3.1: Cyclical maintenance program required.</p> <p>(6.3.2 – Policy 10 Skills & Experience; 6.3.5 Heritage Plantings).</p>

124 The Maritime Services Board of NSW, Port of Sydney, 1951, Vol 3 No. 6.

Park Element	Notes	Significance	Condition July 2010	Recommendations
C4 Horse Ferry Wharf 	<p>The extant remnants of the Horse Ferry Wharf at Dawes Point <i>tar ra</i> were constructed sometime between 1891 and 1900, commencing services to Blues Point in 1901¹²⁵. In 1909 there were sixteen scheduled morning peak services and sixteen evening peak services on this run.¹²⁶ A second ‘car’ ferry wharf was erected in 1925 to the east of the horse ferry wharf. Both wharves ceased to operate after the opening of the Harbour Bridge in 1932. The Horse Ferry Wharf was conserved c. 2005.</p>	High	Excellent. A revitalisation program for the seawall, balustrade and horse ferry wharf was completed in 2008.	<p>C4.1: Cyclical maintenance program required.</p> <p>(6.3.2 – Policy 10 Skills & Experience; 6.3.5 Heritage Plantings).</p>
C5 Foghorn 	<p>A 1941 small, rendered, restrained Inter-War Functionalist building is located immediately to the west of the compound. The building is in good condition and continues to function as the harbour fog-horn.</p>	High	Good	<p>Maintenance is the responsibility of Sydney Ports.</p>
C6 Cable Hut 	<p>The construction of the Cable Hut was initiated between 1880-1882 as part of Australia's first wireless network. The Cable Hut is finely cylindrical sandstone building with a conical copper clad roof. Temporarily removed c.1999, it was reconstructed in 2009 with interpretation added in 2010. The Cable Hut has also been called a ‘sentry box’ and it may have been used for this purpose until 1925 as it was located just inside the entrance to the military compound on Lower Fort Street.</p>	High	Excellent. The Cable Hut was conserved (including reconstruction) in 2009. Interpretive material was added in early 2010.	<p>C6.1: Cyclical maintenance program required.</p> <p>(6.3.2 – Policy 10 Skills & Experience; 6.3.5 Heritage Plantings).</p>

125 The wharf is not indicated in the 1891 plan (AO Map 677) held by the Archives Office, but is shown in the 1900 Rocks Resumption Plans held by the Sydney Cove Authority) and National Trust letter to the Foreshore Authority 20.7.1999.




126 Michael Jones, North Sydney 1788-1888, Allen & Unwin, 1988.

D. ARCHAEOLOGICAL SIGNIFICANCE

The archaeological potential is considered high. The site should be subject to a comprehensive archaeological assessment prior to any ground disturbance in accordance with the *NSW Heritage Act 1977* archaeological provisions. See section 3.4 for a summary of archaeological potential and Figure 48 for an archaeological zoning map.

The condition of underground archaeological material cannot be assessed without excavation so is not included here.



E. COMMON ELEMENTS



<p>E1 Lighting and Park Furniture</p> 	<p>Other than the cast iron Edwardian bollards, all Park furniture and lighting dates to the post 1990 period.</p> <p>The lighting is different between Dawes Point Park and Hickson Road Reserve.</p>	<p>Little</p>	<p>Good. Some repainting required.</p>	<p>E1.1: Continue to use a consistent contemporary language for park furniture and lighting.</p> <p>E1.2: Cyclical maintenance program required.</p> <p>(6.3.4 – Policy 12 Spatial Qualities; 6.3.7 – Policy 15 Maintenance & Repair; 6.4.1 New Works).</p>
<p>E2 Bollards</p> 	<p>Modern bollards are a mixture of styles.</p> <p>The cast iron Edwardian bollards have been relocated in the past.</p> <p>At the Park entrance on George Street, reproduction Victorian bollards have been used.</p>	<p>Generally: Little</p> <p>Cast iron bollards: High</p>	<p>Modern bollards: Good</p> <p>Edwardian Bollards: Fair</p>	<p>E2.1: Cyclical maintenance program required. In particular old metal bollards need to be treated for corrosion and repainted every 2-5 years.</p> <p>E2.2: Rationalise modern bollard types to use on consistent contemporary bollard.</p> <p>(6.3.4 – Policy 12 Spatial Qualities; 6.3.7 – Policy 15 Maintenance & Repair; 6.4.1 New Works).</p>
<p>E2 Interpretive Signage</p> 	<p>A range of interpretive signage was installed in the 2000 Revitalisation of Dawes Point Park.</p> <p>More recently interpretive signage has been installed at the Cable Hut.</p>	<p>Some</p>	<p>Dawes Point Interpretive Signage: Poor: Faded and damaged during RTA occupation of the site.</p> <p>Cable Hut Signage: Good.</p>	<p>E3.1: Cyclical maintenance program required.</p> <p>Screen printed metal signage needs to be replaced every 5-10 years.</p> <p>(6.3.4 – Policy 12 Spatial Qualities; 6.3.7 – Policy 15 Maintenance & Repair; 6.3.10 – Policy 18 Interpretation; 6.4.1 – Policy 19 New Works).</p>
<p>E3 Other signage</p>	<p>A mixture of styles exist place making, for directional and regulatory signage</p>	<p>Little</p>		<p>E4.1: Rationalise signage types to use on consistent contemporary signage (6.4.1 – Policy 19 New Works).</p>




T. PLANTINGS AT DAWES POINT *TAR RA*




Many of the mature plantings at Dawes Point *tar ra* date from the finalisation of the landscape as a setting for the Sydney Harbour Bridge. Some are even earlier than this and date from the c. 1890 landscaping to create a harbour side park. Others are more recent plantings but have been designed to enhance the heritage qualities of the landscape.




The various types of major plantings are discussed here. See Figure 54 for locations.

Park Element	Notes	Significance	Condition July 2010	Recommendations
Section 6.3.5 - Policy 13 Heritage Plantings applies to all Heritage Plantings.				
T1 <i>Ficus microcarpa</i> var. <i>hillii</i> Hill's Weeping Fig	1930s/1940s	Moderate	Good	T.01 Cyclical maintenance.
			Tree causing minor displacement of adjacent rendered brick kerb – limited opportunity to reduce this impact. Soil erosion to south of tree.	T.02 Consider use of root guards.
				(Policy 15 Maintenance & Repair).
T2 <i>Celtis sinensis</i> Chinese Nettletree	1950s/1960s	Moderate	Good	Not managed by the Foreshore Authority.
	This tree was on the Lower George St pavement in 1999. These trees are not managed by the Foreshore Authority.			
T3 <i>Lagunaria patersonia</i> Norfolk Island Hibiscus	1950s/1960s	Little	Good	T.04 Gradual replacement of Norfolk Island Hibiscus with <i>Agathis microstachya</i> Kauri Pine (6.3.4 – Policy 12 Spatial Qualities; 6.3.7 – Policy 15 Maintenance & Repair; 6.3.10 – Policy 18 Interpretation; 6.4.1 – Policy 19 New Works).
	Reasonable specimen tolerant of less than favourable site conditions. No evidence to confirm age. Most serve little function other than to define western edge of Park. Some in poor condition in 1999.			

Park Element	Notes	Significance	Condition July 2010	Recommendations
				Section 6.3.5 - Policy 13 Heritage Plantings applies to all Heritage Plantings.
T4 <i>Agathis microstachya</i> Kauri Pine	2005 The Foreshore Authority has decided to gradually replace the Norfolk Island Hibiscus with these Kauri Pines to define the edge of the Park and also give some shade.	Moderate	2010: Good	Cyclical maintenance. (Policy 15 Maintenance & Repair).
T5 <i>Jacaranda mimosifolia</i> Jacaranda	1950s/1960s C: Fair/Good	Moderate	1999: Crown form adversely affected by adjacent Fig. Some branches require removal where rubbing against Fig. Size and condition will be limited by Fig and Nettle tree.	Cyclical maintenance. (Policy 15 Maintenance & Repair).
T6 <i>Ficus rubiginosa</i> Port Jackson Fig	1950s/1960s Self sown specimen.	Intrusive	1999: Fair/Good. Potential to do damage to adjacent stone wall and iron palisade fence. Fig also restricting Jacaranda form and growth.	Removal
T7 Climbing Fig/Ivy 	Potential for climber to damage stone balustrade/footings and steel palisade fence. Removal is recommended.	Intrusive	1010: Good Creepers are well maintained.	Cyclical maintenance. (Policy 15 Maintenance & Repair).
T8 <i>Phoenix reclinata</i> Wild Date Palm 	1930s/1940s Clean trunks and no basal suckers demonstrate genetic variability in this species. Maintenance will require considerable initial labour & regular suppression of suckers to control. Note hazard to workers.	High	Good	Cyclical maintenance. (Policy 15 Maintenance & Repair).

Park Element	Notes	Significance	Condition July 2010	Recommendations
T9 Phoenix canariensis Canary Island Date Palm (2008 specimens on right, 1930s on left) 	1930s	High	Good	Section 6.3.5 - Policy 13 Heritage Plantings applies to all Heritage Plantings. Cyclical maintenance. (Policy 15 Maintenance & Repair).
	Reasonable specimens requiring periodic removal of dead fronds to reduce hazard of pedestrians.			
T10 Eucalyptus cinerea Argyle Apple 	1970s/1980s	Little	Fair/Good	Cyclical maintenance. Consider replacement to be more in keeping with other plantings from the 1930s/40s. (6.3.4 – Policy 12 Spatial Qualities; 6.3.7 – Policy 15 Maintenance & Repair; 6.3.10 – Policy 18 Interpretation; 6.4.1 – Policy 19 New Works).
	Reasonable specimen requiring little or no management at this stage. Specimen not consistent with surrounding older plantings.			
T11 Strelitzia nicholai Giant Bird of Paradise 	1930s/1940s	High	2010: Good 1999: Dense basal suckers typical of species. Cleaning out will require considerable initial labour & regular suppression of suckers to control. Cost implications of this should be considered although appearance would be improved.	Cyclical maintenance. (6.3.7 – Policy 15 Maintenance & Repair).

Park Element	Notes	Significance	Condition July 2010	Recommendations
Section 6.3.5 - Policy 13 Heritage Plantings applies to all Heritage Plantings.				
T12 <i>Ficus rubiginosa</i> Port Jackson Fig 	c. 1900 Photographic evidence suggests that this is the oldest tree on the site – possibly planted at the turn of the century. Stunted growth may reflect site soil conditions and possibly impacts since construction of bridge. Improve soil conditions.	High	Fair/Good	Cyclical maintenance. (6.3.7 – Policy 15 Maintenance & Repair).
T13 <i>Celtis sinensis</i> Chinese Nettletree 	1930s/1940s Species previously unidentified. Although not consistent with figs, the form and appearance (while in leaf) is similar. Replacement is not recommended as new fig would develop poor, distorted form.	Moderate	Good	Cyclical maintenance. (6.3.7 – Policy 15 Maintenance & Repair).
T14 <i>Ficus microcarpa</i> var. <i>hillii</i> Hill's Weeping Fig 	1930s Good specimens. No significant defects obvious at this stage.	High	Good	Cyclical maintenance. (6.3.7 – Policy 15 Maintenance & Repair).

Park Element	Notes	Significance	Condition July 2010	Recommendations
T15 Various shrubs in the c.1932 rock garden. 	1990s	Little	Fair/Poor	Section 6.3.5 - Policy 13 Heritage Plantings applies to all Heritage Plantings. Reconsider plantings following proposed changes to the Rockery to discourage climbing. (6.3.4 – Policy 12 Spatial Qualities; 6.3.7 – Policy 15 Maintenance & Repair; 6.3.10 – Policy 18 Interpretation; 6.4.1 – Policy 19 New Works).
	Difficult to establish plants in the Rockery due to the exposed position and erosion caused by pedestrians using the rockery as steps.			
T16 Phoenix canariensis Canary Island Date Palm (2008 specimens on right, 1930s on left) 	1930s & 2008	High	Good	Cyclical maintenance. (6.3.7 – Policy 15 Maintenance & Repair).
	Mature palm trees planted as part of revitalisation works to maintain park character. Reasonable specimens requiring periodic removal of dead fronds to reduce hazard of pedestrians.			
T17 Ficus rubiginosa Port Jackson Fig 	c.2008	High	Good	Cyclical maintenance. (6.3.7 – Policy 15 Maintenance & Repair).
	Port Jackson Fig on Hickson Road Reserve. A recently added mature specimen.			

In the sidewalk along Lower Fort Street are Celtis sinensis, Chinese Nettle (c.1990s) and Tristaniopsis laurina, Water Gum (c.1980s). These trees are managed by Sydney City Council.