Appendix L

Statement of heritage impact
Note: Page 3:6 of this report has been deleted by RMS for public purposes as it contains confidential information about Aboriginal heritage items.
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1 The header image is taken from the group GSA Eastern elevation of the proposed ferry wharf, July 2011.
1.0 INTRODUCTION

1.1 THE BRIEF

1.1.1 THE SYDNEY HARBOUR WHARVES UPGRADE PROGRAM

This Statement of Heritage Impact [SoHI] is a component of the Sydney Harbour Wharves Upgrade Program. Group GSA [architects and urban planners] have been engaged by NSW Maritime to develop concept design solutions for the upgrade of a number of ferry wharves throughout Sydney Harbour. The wharves are within the inner harbour and are currently being used by, ferry commuters; recreational vessels; and accessed by the general public.1

1.1.2 THIS STATEMENT OF HERITAGE IMPACT

This statement of heritage impact [SoHI] has been prepared in relation to the concept designs for the Neutral Bay [Hayes Street] ferry wharf. The briefed tasks for the statement of heritage impact are as follows:2 provide an assessment of the impacts of the proposed concept designs for the Neutral Bay ferry wharf; provide advice on appropriate consultation with government authorities such as the NSW Heritage Office, DEWHA and local councils, and assist in the articulation of a strategy for the heritage review of the GSA concept design; review concept design prepared by GSA and comment on issues relating to GML identified heritage elements; develop risk and process understanding with GSA of the concept design; provide summary of review and GML identified elements; and provide recommendations about amelioration of any negative impacts of the concept designs for the Neutral Bay ferry wharf.

1.1.3 THE NSWHC MODEL BRIEF FOR STATEMENTS OF HERITAGE IMPACT

The NSW Heritage Council has published model guidelines for the preparation of statements of heritage impact.3 These guidelines have been followed in this statement, and referenced throughout this statement.

1.1.4 THE DUE DILIGENCE CODE FOR THE PROTECTION OF ABORIGINAL OBJECTS

The NSW Department of Environment, Climate Change & Water [DECCW] have published model guidelines and a preferred due diligence assessment process for the preparation of statements of heritage impact on Aboriginal objects.4 These guidelines have been followed in this statement of heritage impact.

1.2 CURTILAGE FOR THIS ASSESSMENT

The curtilage for the assessment is taken to be the approach ramp, the adjacent Hayes Street arched entrance and the wharf itself, as shown in the concept site plan and plan, refer Figures 1 and 2 below.

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1 The redesign of the ferry terminal at Circular Quay, Sydney Cove, and [Wharves 1-6] has also been included in the design commission.
2 Brief prepared by group GSA October 7 2009.
4 DECCW Due Diligence Code for the Protection of Aboriginal Objects, September 2010.
FIGURES 1 & 2 • [above] Site plan of the proposed new Neutral Bay ferry wharf • [below] Plan showing the curtilage [shaded] for this SoHI shown over a current aerial photograph • Source: group GSA concept plans 2011 & ‘nearmap’ website aerial photograph 2010 with PF annotation.
1.3 AUTHORSHIP & ACKNOWLEDGEMENTS

This statement of heritage impact has been prepared by Peter Freeman of Peter Freeman Pty Ltd Conservation Architects & Planners. The assistance of the following people and organisations is gratefully acknowledged:

Greville Turner, NSW Maritime;
Wayne Krygsman, GroupGSA;
Paul Blair, Hansen Yuncken;
Jane Irwin Associates & RPS Group;
Steven Adams, maritime historian, Sydney; and
Ms Leonie Masson & Ian Hoskins, North Sydney Heritage Centre.
2.0 HERITAGE SIGNIFICANCE

2.1 PREAMBLE

The NSWHC guidelines require that the SoHI, together with supporting information, addresses:

• why the item is of heritage significance;
• what impact the proposed works will have on that significance;
• what measures are proposed to mitigate negative impacts; and
• why more sympathetic solutions are not viable.

This section investigates the cultural significance (and implications of that significance) of the Neutral Bay ferry wharf, and of the wharf approaches.

2.2 STATEMENT OF CULTURAL SIGNIFICANCE

The statement of cultural significance prepared as part of the Heritage Assessment of the Neutral Bay [Hayes Street] ferry wharf is as follows:

‘The Neutral Bay ferry wharf is of historical significance as an early regular passenger ferry wharf on the northern side of the harbour, which has been in continuous use for over a century. It is representative of the first generation of European land/water transport interchanges in Sydney Harbour, where the wharf existed prior to extensive suburban development in the vicinity and its operation has consequently influenced the evolution of the surrounding urban form, such as roads, general traffic routes, commercial centres and building forms. Its origins as an investment by the local land speculator are representative of a range of historical trends in the development of Sydney, and have direct parallels with the development of the Manly ferry service and the Suspension Bridge, at Northbridge.’

Thus the significance of the Neutral Bay ferry wharf precinct relates to its historical significance as an early North shore regular passenger ferry wharf; to its original functioning as a land and water transport interchange; and to its importance in the development of the commercial centre of Neutral Bay / Hayes Street shops and offices. Its significance also relates to its connections with land investment and speculation on the North shore; to the origins of Neutral Bay as a harbour for neutral vessels in the late C19th, and to its aesthetic values as a picturesque wharf sited at the northern end of the Neutral Bay.

FIGURE 1 • Neutral Bay wharf, c1920, prior to the completion of the Hayes Street commercial development • Source: NSC Stanton Library photograph collection.

1 This statement has been based on the Godden Mackay Logan Statement of Significance, for NSW Maritime, as part of the Neutral Bay [Hayes Street] Ferry Wharf site, State Heritage Inventory no. 195, 2008.
3.0 ANTICIPATED IMPACTS & STATEMENT OF HERITAGE IMPACT

3.1 PREAMBLE

The NSWHC guidelines require that the SoHI, together with supporting information, addresses:
• What impact the proposed works will have on that significance;
• What measures are proposed to mitigate negative impacts; and
• Why more sympathetic solutions are not viable.

This section investigates the impact the proposed works will have on the heritage significance of the Neutral Bay ferry wharf, and on the wharf approaches.

3.2 THE PROPOSAL

The site plans for the proposed new Neutral Bay ferry wharf are shown at Figures 1 and 2 (Section 1 above), and elevations of the proposed new wharf are shown below, refer Figures 2 to 8.

The new ferry wharf effectively replaces the existing wharf, which would be demolished. Similarly, the approaches to the wharf [ramps, steps etc.] would be reconfigured to meet statutory requirements, and the design brief requirements.1 The existing arched entrance off Hayes Street, however, remains intact, and will be conserved.2 The proposed new wharf employs an entirely

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1 Refer Appendix A below, the Design Brief for the NSW Maritime ferry wharfs.
2 This may include the removal of the intrusive steel reinforcing structure to the archway.
different configuration, with access ramps and steps, designed according to statutory requirements [slope, width, configuration etc.], which provide access to a large wharf shelter, which provides access in turn, by means of a double aisle gangway to the landing pontoon. 3

FIGURE 4 • Detail of standing seam zinc roofing • Source: Craft Metals.

The roof of the wharf shelter is a curvilinear roof with an arced form, which is clad in standing seam zinc roofing. 4 This roof, when viewed from above, will be dark in colour [due to the natural weathering of zinc], and be distinguished by its curvilinear form, and linear sheeting pattern. The other structures [gangway and floating pontoon], are more purely functionalist in character. The new access provisions are more generous, and conform to the current statutory requirements.

3.3 IMPACTS OF THE NEW FERRY WHARF & APPROACHES: ABORIGINAL HERITAGE 5

3.3.1 INTRODUCTION

This report is intended as a progress report to Peter Freeman Pty Ltd in respect of the assessment of Aboriginal heritage at the Neutral Bay wharf in Port Jackson/Sydney Harbour where improvements to the existing wharf are proposed. NSW Maritime is intending to upgrade its ferry wharf at Neutral Bay on the northern shores of Sydney Harbour. A heritage study of the built environment and curtilage, associated with maritime use of Neutral Bay, has been undertaken

3 Refer Figure 2 Section 1 above.
4 Refer detail of preferred CraftMetals zinc roof profile, Figure 9.
5 Sue Feary Conservation and Heritage Planning and Management, Consultant, October 2011, ‘Aboriginal Heritage Assessment of the Wharf at Neutral Bay, Sydney Harbour: Due Diligence Report’. The assessment is being undertaken in accordance with the Office of Environment and Heritage’s (OEH) Due Diligence Code of Practice for the Protection of Aboriginal Objects 2010. The due diligence process is outlined below in Figure 1.
by Peter Freeman Pty Ltd, Sue Feary of Sue Feary Conservation and Heritage Planning and Management has been engaged to carry out a desktop assessment of the Aboriginal heritage, as part of the broader heritage assessment of the Neutral Bay wharf and immediate surrounds.

### 3.3.2 ENVIRONMENTAL SETTING

The subject area is located on a small parcel of land jutting out slightly on the north-eastern side of Neutral Bay, a narrow embayment, enclosed by the peninsulas of Kurrraba Point and Wurrabirri Point on the east and west sides respectively. Neutral Bay is just east of the Sydney harbour bridge on the northern shores of Sydney harbour. The ferry terminal is at the end of Hayes Street with wharf extensions into the waters of Sydney Harbour [Figure 2]. The wharf terminal area is situated in an urban residential setting. The land is < 10 metres above sea level and would have once constituted sand dunes and rock platforms of Hawkesbury sandstone supporting coastal vegetation such as Angophoras, Banksias and Acacias with grass and sedge understorey. Today its bears little resemblance to its original appearance, being a highly modified urbanised landscape, with many hard surfaces, and rock walls at the land/sea interface. A small sandy beach east of the ferry terminal is the remaining fragment of the original landscape [Figure 3].

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**FIGURE 5** • Due Diligence Process for the Protection of Aboriginal Objects 2010.
FIGURES 6 & 7 • [above] Map showing location of Neutral Bay ferry terminal [pink square] • Source: Google Maps, with PF annotation • [below] Aerial photograph of Neutral Bay wharf and surrounds, showing extreme modification to natural environment • Source: Google Earth website.
3.3.3 CULTURAL SETTING

The Port Jackson area was the traditional country of the coastal [Eora] Darug speaking or Aboriginal people, who were divided into land-owning clan groups, with a subsistence economy based on hunting, fishing and gathering. Prior to white contact, the area would have had abundant food resources in the sea, wetlands, forests and woodlands and supported a large Aboriginal population.

The Aboriginal history of Port Jackson is still very much in evidence, with Aboriginal names for many headlands and other features around the harbour. Kurraba Point on the eastern side of Neutral Bay comes from the Aboriginal word Kurrá bá or Kurrábá although the name for the western side of the point Wurrubirri may be more appropriate in relation to the location of the wharf. There is a rich ethnographic record from the first white explorers and settlers and the Aboriginal history is well documented in numerous publications, both academic and populist.

There is no doubt that Aboriginal people would have camped in the vicinity of what is now the ferry terminal and utilised the plentiful resources of Neutral Bay prior to white settlement. However any physical evidence of their presence such as shell middens, rock engravings or stone artefact scatters would have almost certainly been destroyed by construction of the first wharf in the 1870s and other developments in the area.

Since the 1970s there has been a considerable amount of archaeological research and site recording in the Port Jackson catchment, from broad regional surveys to those concentrating on excavation of a single site. Despite extreme levels of landscape modification, the Port Jackson area still contains numerous archaeological sites, including middens, artefact scatters, burials, scarred trees, rockshelters with art and/or cultural deposit, axe grinding grooves, and rock engravings.

3.3.4 HERITAGE ASSESSMENT

A basic AHIMS search was conducted by Sue Feary on 30 September 2011 for an area defined by GDA, Zone: 56, Eastings: 334500 - 336000, Northings: 6253000 - 6254500 with a buffer of 50 meters. This search produced a list of all recorded sites within about one km. radius of the wharf. The search determined that nine Aboriginal sites were recorded within this area.

An extensive site search was requested on 30 September 2011, which provided some basic site information, including for example, grid coordinates and type of site for each of the nine sites. The nine recorded sites are listed below in Figure 4. These sites comprise rock engravings [3], rockshelters with art or midden [2] and shell middens [4].

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6 Kohen 1993.
7 Attenbrow 2009
8 Attenbrow 2010; Kohen 1993
9 Attenbrow 1988; 1991; Ross and Specht 1976
10 Aboriginal Heritage Information Management System, held by NSW Office of Environment and Heritage.
3.3.5 PREDICTIONS OF SITES

Although the Port Jackson basin once contained hundreds of Aboriginal people, much of the evidence for thousands of years of occupation has been destroyed by urban development and the transformation of the water body into a major harbour. Generally the more developed and modified an area, the less likelihood there is for sites to be present, although sites have been recorded in very highly modified landscapes.

It is possible to predict the location of certain site types through the presence of certain environmental variables. For example artefact scatters are nearly always found on flat well drained ground close to potable water.

The current ferry terminal retains none of the original landscape, reducing the likelihood of any Aboriginal sites being present. There is no remaining mature forest so scarred trees are not present; shell middens are common around coasts and estuaries, but the water/land interface and sand dunes have been severely altered, although both middens and artefact scatters may still be extant in the less disturbed vegetated land behind the sandy beach to the east of the terminal.

Burials may be present in middens. Engravings and axe grooves may be present if large flat sandstone slabs occur in the areas and rock art or cultural deposits may be present where there are rock overhands in low cliffs. Bora grounds and stone arrangements are fragile sites, unlikely to have survived during colonisation and development in this location. Places of spiritual, cultural or historical significance to Aboriginal people may be present in the sea or on land, but knowledge of these tends to be held orally and requires consultation with relevant Aboriginal knowledge holders.

3.3.6 DISCUSSION

Based on the analysis undertaken thus far, and an understanding that disturbance is confined to extending existing wharves out further into the water, it is unlikely that the proposed developments will have a direct impact on Aboriginal heritage. Specifically, there are no recorded sites at or close to the current Neutral Bay ferry wharf and terminal, and there is a very low likelihood that any will be present, given the extent of modification. However, the large number of recorded sites in the surrounding area indicates that sites were almost certainly present at or near the present wharf prior to construction of the terminal. Wharf improvement that affect the land based sections of the terminal may reveal unrecorded Aboriginal sites previously hidden by the infrastructure.

Improvements to the existing wharf will involve disturbance to the adjoining land during the construction phase, as a result of vehicle movements, stockpiling of material, site offices, and other activities associated with major construction work. Further desktop and possibly visual assessment may be prudent once further details on the construction phase become available.

3.3.7 SUMMARY OF DUE DILIGENCE PROCESS

1. The wharf improvements will not disturb the ground, but land based construction site activities associated with the improvements have the potential to disturb the ground.
According to AHIMS and relevant reports, no sites are recorded within or adjacent to the subject area. The landforms have a high potential for containing sites in their original condition viz, sandstone platforms and overhangs may contain engravings and/or cultural deposits, and middens and artefact scatters may be associated with sand dunes. However, the landscape has been so modified it has reduced the potential for sites to still be extant, unless certain robust sites such as rock engravings have been obscured by infrastructure.

Not applicable at this stage, pending availability of more detail regarding the location of the land based construction site.

Desktop assessment suggests that Aboriginal objects are unlikely to be present, no further investigation necessary unless land based construction site is located in an area of high archaeological potential.

3.3.8 RECOMMENDATIONS: ABORIGINAL HERITAGE

No further Aboriginal assessment is required for the Neutral Bay wharf improvements at this stage and there are no objections on archaeological grounds for the development to proceed. However, it is a legal requirement of the National Parks and Wildlife Act 1974 that works must stop immediately if Aboriginal objects are encountered, and that Office of Environment and Heritage be notified. If sites are to be harmed, it will be necessary to apply for an Aboriginal Heritage Impact Permit. It is recommended that all effort be made to avoid impact to any Aboriginal sites.

3.3.9 REFERENCES

Kohen J, 1993, ‘The Darug and their neighbours’, Darug Link and Blacktown and District Historical Society, Blacktown ;
Office of Environment and Heritage [NSW], 2010, ‘Due Diligence Code of Practice for the Protection of Aboriginal Objects’; and

3.4 CURRENT HERITAGE RECOGNITION

3.4.1 SUMMARY OF CURRENT HERITAGE RECOGNITION

The ferry wharf is listed on the NSC Local Environmental Plan [Heritage Item] North Sydney LEP 2001; 12 and within the NSC LEP Kurraba Point Conservation Area. The wharf is not listed on the Regional Environmental Plan [Heritage Item] Sydney Harbour Catchment REP 2005, nor on the NSW Maritime Section 170 Register.

3.4.2 NORTH SYDNEY LEP HERITAGE RECOGNITION: NEUTRAL BAY WHARF 13

The Statement of Significance within the NSC LEP Heritage Schedule states: ‘...A small group of attached shopfronts, which are relics of the former importance of this ferry and tram terminus. The group includes an arched passage leading to the present wharf, with

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12 NSW Heritage Database no. 2181377; refer also Appendix C: heritage citation.
13 Refer also Appendix C: heritage citation.
parapet detailing and an inscription over the passage entry, which is the only known example of this age surviving around the harbour.

3.4.3 NORTH SYDNEY LEP HERITAGE RECOGNITION: KURRABA POINT CONSERVATION AREA

The Kurraba Point conservation area is of cultural significance:

1. As an early harbourside suburb that has retained significant elements of its major 19th century development phase with good examples of later periods of development including some fine and distinctive inter-war flat buildings.

2. For the large number of architecturally distinguished houses many of which are heritage items of regional or state significance and many of which have a strong relationship to the water and are principally seen from the harbour in contrast to being viewed from the street.

3. For its irregular subdivision pattern, which is in contrast to much of the waterfront subdivision patterns on adjacent peninsulas, this is seen in irregular street patterns and street widths and varying responses of individual houses to the street and water.

4. For the gardens and landscaping associated with residences which are often extensive and well established and with mature trees throughout the area give a luxuriant character particularly when viewed form the harbour.

Cultural themes include a well-respected topography; views great and small; on the waterfront location; an enviable urbanism; landmarks and layers of history; and civic tradition. Functional identity-icons include ‘Nutcote’; Spains Wharf Road steps; Kurraba Wharf jetty; Kurraba Point reserve; Shellcove jetty footpath; and Prior Avenue reserve and tennis court.

Refer also Appendix B: heritage significance statement.
3.5 SUMMARY OF ANTICIPATED HERITAGE IMPACTS

The significance of the existing Neutral Bay [Hayes Street] ferry wharf is recognised [at the LGA/local level] by entry on the North Sydney Council LEP Heritage Schedule, and as part of the LEP Heritage Schedule Kurraba Point Conservation Area. Such recognition requires that a SoHI must be prepared prior to any considerations for development approval. The Neutral Bay [Hayes Street] ferry wharf is not recognised at a 'State' level, eg. by inclusion on the NSW State Heritage Register, or on the NSW Maritime S170 Heritage Schedule, or on Sydney Harbour Catchment REP Heritage Schedule [2005]. Thus the anticipated impacts relate primarily to local heritage considerations.

Firstly, with respect to Aboriginal heritage, there are no further Aboriginal assessments required for the Neutral Bay wharf developments at this stage and there are no objections on archaeological grounds for the development to proceed. However, it will be a legal requirement that works must stop immediately if Aboriginal objects are encountered, and that the NSW Office of Environment and Heritage be notified.

Secondly, with respect to aesthetic significance values, and in terms of view-scapes within Neutral Bay, views from Neutral Bay and surrounds will be impacted by the new waiting shelter and gangway structures, however views from Hayes Street and surrounds will remain substantially as before. Given the deliberately modest profile of the proposed structures, theses impacts are considered to have been minimised, and hence acceptable.

Thirdly, with respect to historic significance values, and given the unique arrangement and associations between the Hayes Street shop structures, and ferry entrance passage, and the proposed ferry wharf; it should be noted that care has been taken to retain and enhance the existing passage arch and entrance, by means of a vaulted roof to the fixed ferry ramp; and that care has been taken to place the ‘modern’ elements of the new wharf structure at some distance from the Hayes Street complex; commensurate with optimal ferry movements and an appropriate relationship with the existing buildings and surrounds.

3.6 STATEMENT OF HERITAGE IMPACT

In terms of Aboriginal significance of the site and its surrounds, our research indicates that the known recorded Aboriginal sites are not proximate to the proposed new development, and will not be negatively impacted by them.

The impacts of the new ferry wharf and approaches will involve major change to the existing ferry structures, in that the existing ferry wharf structure will be demolished and replaced by a new structure, and the existing approach ramp arrangement will be reconfigured. The ‘footprint’ of the new ferry wharf will be larger, and the roofed shelter pavilion will replace the modern, nondescript, existing flat roofed pontoon shelter. Hence the ‘presence’ of the new ferry wharf within its Harbour context will be more evident than before. On the other hand, the new structures will make generous provision for access, waiting, embarkation, and disembarkation from the ferries; and ensure compliance with the current statutory provisions. Views from Neutral Bay and surrounds towards the ferry wharf will be impacted by the new waiting shelter and

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15 Sue Feary Report 2011.
gangway structure, however views for Hayes Street and surrounds will remain substantially as before.

As is made clear within the Statement of Significance for the Neutral Bay ferry wharf, the significance of the wharf is primarily in its associations with its role as the former traffic terminus for Neutral Bay and Military Road; and its role in the commercial development of the Hayes Street shopping centre. The fabric of the existing ferry wharf and the wharf approaches, apart from the arched entrance structure at Hayes Street, is of relatively slight significance; however the iconic [listed] arched entrance structure to the wharf is of significance, and this structure will be retained and conserved.

In summary, the impacts of the new ferry wharf and approaches will involve major change to the existing ferry structures, in that the existing ferry wharf structures will be partly demolished and replaced by a new structure, and the existing approach ramp arrangement will be reconfigured. However, the impacts on significance values generally have been minimised, commensurate with the statutory obligations to meet operational requirements and standards for ferries and ferry wharf structures. Given these statutory requirements, and the minimal impacts on the significant fabric of the ferry wharf and approaches, the proposed development is considered to both reasonable and appropriate in heritage terms.

17 Refer Neutral Bay ferry wharf Heritage Assessment, Peter Freeman Pty Ltd 2010.
4.0 DEVELOPMENT OPTIONS

4.1 PREAMBLE

The NSWHC guidelines require that the SoHl, together with supporting information, address what measures are proposed to mitigate the negative impacts of the proposal, and why more sympathetic solutions are not viable. This section investigates the options previously considered for the Neutral Bay ferry wharf development, and for the wharf approaches.

4.2 OPTIONS CONSIDERED FOR THE NEUTRAL BAY FERRY WHARF

A number of options have been considered for the new Neutral Bay ferry wharf. Option A proposed a new entrance approach to the south of the existing entrance, and provided optimum movement arrangements for the ferry traffic. Option B [the preferred option] proposed to utilise the existing [historic] entrance approach but provided less than optimum movement arrangements for the ferry traffic. Option A is illustrated below, refer Figures 1 and 2.

FIGURE 1 • Option A outline proposal, August 2010, note that this option provides a new entrance to the south of the historic entrance, in order to provide better street access, and optimised ferry movements • Source: group GSA 2010.
FIGURES 2 & 3 • [above] Option A final proposal, September 2010, note that the current entrance, gangway and waiting platform are shown dotted • [below] Option B final and approved proposal, July 2011, utilising the existing Hayes Street entrance to the wharf, and attaching the gangway and waiting shelter to the existing pier structure • Source: group GSA 2010 and 2011.
4.3 STATUTORY REQUIREMENTS FOR A NEW NEUTRAL BAY FERRY WHARF

The brief for the new Neutral Bay ferry wharf and the wharf approaches is very prescriptive, and in the context of the limited site, and the constraints imposed by ferry movements, Harbour conditions, and pedestrian and vessel access and movements, extremely constraining. In addition, the statutory requirements for the access to, and the operation of, the ferry wharf are specific and mandatory. The relevant statutory requirements are as follows:

- Provide balustrades & handrails to comply with the more conservative requirements of either the Guidelines for the Design of Maritime Structures [AS 4997-2005] or the BCA and with general compliance to Maritimes’ Standard Practice for Type C3 & C5 loadings using various materials and general purpose, heavy duty and heritage balustrades,
- Improve disabled access and use of wharves to achieve compliance [where possible] with the relevant DDA Standards and Codes of Practice including Commonwealth’s Disability Standards for Accessible Public Transport & AS 1482.2. Locate two wheelchairs spaces to facilitate interaction with other seated passengers,
- Make provision for civilian, fire and marine rescue/safety equipment including an access ladder away from the berthing face, and
- Make provision for electric power for lighting [safety & disability code standard with automatic dimming after the last ferry service, in order to reduce harbour and neighbourhood glare], communication equipment, a 240v GPO [separately metered in a meter box], ticket machines and electronic timetable pods; all to NSW Maritime specifications.

Given the briefed objectives to upgrade passenger facilities at the Neutral Bay ferry wharf ‘...to meet public expectations; to create a functional, distinctive and iconic design theme for Sydney Harbour which will both unify and identify the Harbour wharves and ferry commuter system; and to incorporate current disabled access standards and unify public domain design elements’, it is unlikely that there are many other options which produce a satisfactory outcome in terms of the proper functioning, and heritage of the place. The only other [conservative] option, is to observe the status quo [do nothing]. Such an option is not acceptable, given the current difficulties encountered in the use of the existing Neutral Bay ferry wharf.

1 Refer NSW Maritime project brief, Appendix A.
APPENDIX A

NSW MARITIME SYDNEY FERRY WHARVES
HARBOUR WHARF UPGRADES & MAINTENANCE WORKS
BRIEFING DOCUMENT

OBJECTIVE OF THE CONSULTANCY

The consultancy is one component of an extensive program to improve the facilities for Sydney ferry passengers. The main objectives for the program include:

- To upgrade passenger facilities at Sydney Harbour wharves to meet public expectations;
- To create a functional, distinctive and iconic design theme for Sydney Harbour which will both unify and identify the harbour wharves and ferry commuter system; and
- To incorporate current disabled access standards and unity public domain design elements.

DESIGN BRIEF

The design brief objectives are to:

- Create a distinctive / symbolic / innovative design theme for Sydney Harbour which will both unify and identify the Harbour wharves and ferry commuter system,
- Be practical, functional and robust [fit for purpose] with appropriate passenger seating, standing & shelter from adverse prevailing weather while waiting for ferry arrivals but still allowing for the enjoyment of good weather, harbour views and aquatic activity,
- Provide appropriate capacity for the waiting area which will be determined from the projected usage. The existing building size and capacity can be taken as a guide unless advised otherwise,
- Accommodate and assimilate heritage structures and heritage surroundings [all in accordance with local requirements and the Burra Charter],
- Make maximum use of existing structures and urban design elements while recognizing that terminals are located in prominent positions on Sydney Harbour and the quality of urban design and heritage values will be the subject of significant public scrutiny and evaluation. To this end, the objectives and requirements of stakeholders, principally Local Councils and the Urban Design Review Panel of the Sydney Harbour & Foreshores Committee will need to be met,
- Provide a roof form/shape which is innovative but not visually intrusive, reflective, or blocks views from adjacent/nearby residences and facilities,
- Provide balustrades & handrails to comply with the more conservative requirements of either the Guidelines for the Design of Maritime Structures [AS 4997-2005] or the BCA and with general compliance to Maritimes’ Standard Practice for Type C3 & C5 loadings using various materials and general purpose, heavy duty and heritage balustrades,
- Improve the amenity and facility of wharves throughout the Harbour [eg access, weather protection, cafés, retail outlets, information [timetables & tourist], advertising etc.],
- Improve disabled access and use of wharves to achieve compliance [where possible] with the relevant DDA Standards and Codes of Practice including Commonwealth’s Disability Standards for Accessible Public Transport & AS 1482.2. Locate two wheelchairs spaces to facilitate interaction with other seated passengers,
- Improve the orientation, location and layout of shelter structures to help facilitate ferry operations & berthing [eg. set back sufficiently to avoid overrun damage from berthing vessels], storage, parking of gangways etc. and loading & unloading requirements [eg.
patrons should be able to readily view approaching ferries and wait aside for passenger unloading while remaining weather protected).

- Ensure adequate headroom for passengers alighting from ferries during king tides,
- Provide identification signage attached to the fascia /roofing, to inform passengers on approaching ferries of the name of the wharf,
- Make provision for civilian, fire and marine rescue/safety equipment including an access ladder away from the berthing face,
- Make provision for electric power for lighting [safety & disability code standard with automatic dimming after the last ferry service, in order to reduce harbour and neighbourhood glare], communication equipment, a 240v GPO [separately metered in a meter box], ticket machines and electronic timetable pods; all to NSW Maritime specifications,
- Improve the availability of non-operational faces of wharf structures for recreational use for boating, fishing and other recreational activities,
- Minimize upgrade and maintenance costs by maximizing economies of scale with the use of similar materials, elements and design/construction approach throughout the Harbour,
- Reduce maintenance by the use of appropriate materials, surfaces & details. Maritime is looking for an initial life in excess of 25 years,
- Facilitate easy cleaning with appropriately graded floors for washing out, provide a secured hose cock located on the wharf or near vicinity & provide a wharf location for a restricted opening council approved garbage bin,
- Reduce vandalism with the use of appropriate materials, surfaces and designs, and
- Eliminate unauthorized and in-appropriate use of terminals & facilities [eg climbing on the roofs to watch harbour events / using shelters as a refuge / fish cleaning etc.]
APPENDIX B
NORTH SYDNEY COUNCIL
KURRABA POINT CONSERVATION AREA
8.3 **Kurraba Point Conservation Area**

In addition to the character statement for the planning area the following character statement applies and is the desired future outcome for the Kurraba Point Conservation Area.

**History**

The Kurraba Point Peninsula was part of a grant to Alfred Thropp, later acquired by Daniel Cooper. It remained in the Cooper family until the 1880s when long term leases began to be converted to freehold. Early development was limited to a small number of waterfront residences near the present Hayes Street, established in the 1930s. Leasehold properties became available from the 1850s and from the 1860s and 1870s a number of large mansions were built on Kurraba Point as well as on the slopes above Neutral Bay. Industry in the area was minimal: a quarry on Kurraba Point (now a foreshore park) operated during the 1840s to supply stone to Fort Denison; later it was used as the site for a soap works then a ferry depot.

From the 1880s land development companies subdivided large areas, mainly as desirable expensive home sites. The improvements in transport, both ferry and trams, opened the area for development. Waterfront properties were taken up with large architect designed homes and from the 1920s replaced with residential flat buildings. Most of the original subdivisions have been further subdivided, often several times, to provide for infill housing, this has resulted in the original housing stock being wedged between layers of development and isolated from water and street.

**Conservation area character**

Kurraba Point Conservation Area is a residential neighbourhood, with a mix of medium to large Federation homes, often two storey, some earlier late Victorian buildings, many Inter-War houses and 1930s flats. The houses are generally oriented to face views rather than to the street. Recent uncharacteristic development includes medium to high rise flat buildings.

Outstanding development includes the group of surviving waterfront houses in Wallaringa Avenue, of which Nutcote is one, the large mainly early 20th century housing in the northern
section of Kurraba Road and the large number of surviving houses from 1880 to the 1930s in Shellcove Road. Of particular interest is the group of houses and reserve in Bannerman Street and Prior Avenue, where the houses, built as one group turn their backs to the main street and front a formerly private reserve with tennis courts and recreation area making a unique subdivision within North Sydney.

Heritage significance
Kurraba Point conservation area is of significance:
1. As an early harbourside suburb that has retained significant elements of its major 19th century development phase with good examples of later periods of development including some fine and distinctive inter-war flat buildings.
2. For the large number of architecturally distinguished houses many of which are heritage items of regional or state significance and many of which have a strong relationship to the water and are principally seen from the harbour in contrast to being viewed from the street.
3. For its irregular subdivision pattern which is in contrast to much of the waterfront subdivision patterns on adjacent peninsulas, this is seen in irregular street patterns and street widths and varying responses of individual houses to the street and water.
4. For the gardens and landscaping associated with residences which are often extensive and well established and with mature trees throughout the area give a luxuriant character particularly when viewed from the harbour.

Cultural Themes
A well respected topography
Views great and small
On the waterfront
An enviable urbanism
Landmarks
Layers of history
Civic tradition

Function
a. Building typology
   i. Medium to large Federation detached dwellings, late Victorian buildings, many Inter-
      War houses and 1930s flats

b. Identity/Icons
   i. “Nutree”
   ii. Smails Wharf Road steps
   iii. Kurraba Wharf jetty
   iv. Kurraba Point reserve
   v. Shellcove jetty footpath
   vi. Prior Avenue reserve and tennis court

Environmental criteria
a. Views
   i. Prior Avenue lookout (22); Bogota Avenue lookout (26); Kurraba Wharf lookout (43);
   ii. Views from Hayes Street, Lower Wycombe Road

d. Foreshore
   i. Low topographic profile and steady slopes with sections of shallow topography
   ii. Natural shoreline, extensive retained edges, some wharves/boatheds along the
      eastern side of Kurraba Point, mixed with natural shoreline
DCP CHARACTER STATEMENTS

iii. Extensive natural vegetation on Shellcove generally, cleared areas at parks, varying
degrees of private landscaping of native and introduced species
iv. Muted colours and non-reflective materials, such as brick and timber

Quality Built Form

e. Streetscape
i. Slot views, over and between buildings
ii. Street plantings
iii. Sandstone outcrops, retaining walls and steps

f. Front fences
i. Low scale (approximately 800mm) and constructed of face brick or timber. Timber
fences are either vertical pickets or horizontal railing fences.

g. Gardens
i. Individual houses are generally set in well established gardens with mature trees and
plantings.
ii. Substantial gardens in front and side setbacks

h. Materials, colours and detail
i. A range of architectural features including dark brick, rough stone, plaster and timber
ii. Tile roofs

Quality Urban Environment

i. Car Accommodation
i. Garage provided to the side of the dwelling
ii. Vehicle access not through excavated cliff faces or by way of over bridges
iii. No continuous "walls" of garages close to road, or in sandstone cuttings on high side of
street
APPENDIX C
NORTH SYDNEY COUNCIL LEP HERITAGE SCHEDULE
NEUTRAL BAY WHARF
NORTH SYDNEY COUNCIL LEP HERITAGE SCHEDULE: NEUTRAL BAY WHARF

NEUTRAL BAY WHARF

**Item**

Name of Item: NEUTRAL BAY WHARF
Type of Item: Built
Group/Collection: Retail and Wholesale
Category: Shopping/retail complex
Primary Address: 1-SA Hayes Street, Neutral Bay, NSW 2089
Local Govt. Area: North Sydney

**Property Description:**

<table>
<thead>
<tr>
<th>Lot/Volume Code</th>
<th>Lot/Volume Number</th>
<th>Section Number</th>
<th>Plan/Plan Code</th>
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**All Addresses**

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<th>Parish</th>
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<td>North Sydney</td>
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**Statement of Significance**

A small group of attached shopfronts which are relics of the former importance of this ferry and tram terminus. The group includes an arched passage leading to the present wharf, with parapet detailing and an inscription over the passage entry which is the only known example of this type surviving around the harbour.

Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.

**Description**

Physical Description: A single-storey building comprising four shopfronts which feature a plain parapet with a dentilled cornice, terminating on the south side in a finely detailed brick segmental arch over a passage to the wharf, with a small service room on the south side. The arch and service room feature a curved pediment with a central curved pediment over the arch and triangular support pediments over the pillars that define the south side of the arch and the building corner. Pediment is roughcast rendered and inscribed “Neutral Bay Wharf”. This building is designed in the Federation Free style.

**History**

Historical Notes: Ferry service to Neutral Bay (Hayes Street) Wharf commenced circa 1873. The tram service commenced in Jun 1890, lasting until 1956. This building was distinct from the Tram Wharf for which Neutral Bay was notable, whereby trams terminated on the dock of the tram jetty, with pedestrian access to the ferry service available by a short connecting bridge between the two jetties.
Historic Themes

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<th>Australian Theme (abbrev)</th>
<th>New South Wales Theme</th>
<th>Local Theme</th>
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<td>3. Economy - Developing local, regional and national economies</td>
<td>Transport - Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements</td>
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Assessment of Significance

SHR Criteria f)  
[Rarity]  
This item is assessed as historically rare regionally.

SHR Criteria g)  
[Representativeness]  
This item is assessed as socially representative locally.

Integrity/Intactness:  

Assessment Criteria: Items are assessed against the State Heritage Register (SHR) Criteria to determine the level of significance. Refer to the Listings below for the level of statutory protection.

Listings

<table>
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<tr>
<th>Heritage Listing</th>
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<th>Listing Number</th>
<th>Gazette Date</th>
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<td>National Trust of Australia Register</td>
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Study Details

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<tr>
<td>North Sydney Heritage Study Review</td>
<td>1993</td>
<td>1377</td>
<td>Tony Brassil, Robert Irving, Chris Patten, Conybeare Morrison</td>
<td>TB Oct 92</td>
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References, Internet links & Images

None

Note: Internet links may be to web pages, documents or images.

Data Source

The information for this entry comes from the following source:

Name:  
Local Government

Database Number:  
2181377

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