‘Kirribilli Village’ Refurbishment
Ennis Road, Milsons Point NSW

STATEMENT OF HERITAGE IMPACT

Prepared for:
Roads and Traffic Authority of NSW

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Frontispiece: View of Ennis Road occupancies (Source: State Records of NSW)
Introduction

This Statement of Heritage Impact (SOHI) provides an analysis of a proposal to refurbish properties on the eastern side of the northern approaches to the Sydney Harbour Bridge (the Bridge). The works include modifications to the east and west frontages of the Ennis Road occupancies, restoration of the front awnings to the Milsons Point Station entry and adjacent occupancies and internal modifications to the Ennis Road occupancies and the Milsons Point Station concourse.

The proposed works are to be assessed by the relevant consent authorities under two separate applications. These are a Development Application under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) to be assessed by North Sydney Council for all works to the Ennis Road occupancies and the construction of a pedestrian lift to Broughton Street; and a Review of Environmental Factors under Part 5 of the EP&A Act to be assessed by the Road and Traffic Authority for all works to the Milsons Point Station concourse and Ennis Road landscaping and road works.

This report was prepared by Kate Denny and Sean Johnson of this office. The site has been inspected on numerous occasions by Sean Johnson throughout 2010 and 2011.

During the design phase of the project, a meeting was held with representatives from NSW Heritage Office in order to obtain input in the early stages of project development.

The key document to refer to in carrying out any alterations to the Sydney Harbour Bridge and its approaches is the Conservation Management Plan (CMP) by Godden Mackay Logan Pty Ltd prepared for the RTA in 2007 which establishes the significance of the approaches to the bridge and setting out conservation policies for their treatment. This document was based closely on the original CMP by Heritage Group Department of Public Works and Services dated August 1997, which included Inventory Sheets giving more detailed advice on particular parts of the bridge, including the Ennis Road shops and occupancies.

Since the history and significance of the bridge and approaches is already well covered, this report should be read in conjunction with the previous documents. Only those aspects of particular relevance to the Ennis Road project are repeated here.

This report follows generally the methodology recommended by the NSW Heritage Office in Statement of Heritage Impact (Revised 2002).

Description

The Sydney Harbour Bridge forms part of the Bradfield Highway and links the southern and northern shores of Sydney Harbour, spanning from Dawes Point in the south to Milsons Point in the north (see Figure 2). The bridge incorporates not only the arch, pylons and approach spans but also two railway lines, a cycleway, footpaths and roads between the northern and southern approaches (see Figure 1).

![Figure 1: Sydney Harbour Bridge and Approaches](Source: Sydney Harbour Bridge Conservation Management Plan 2007; p.6)
Figure 2: Location Map

Figure 3: Location plan of the northern Sydney Harbour Bridge approaches, showing location of proposed works (circled in red).
Historical Development

Northern Approaches to the Sydney Harbour Bridge

Hundreds of buildings were demolished to make way for the bridge approaches, displacing whole communities and creating a barrier between east and west in a way that would be unthinkable today. The First Sod was turned by Minister for Public Works and Railways, R.T. Ball on 28 July 1923 at North Sydney Station. This was six months before tenders closed for the bridge itself. The northern approaches were the first part of Harbour Bridge to be started and generally kept ahead of those on the southern side throughout the construction period.

Whereas the bridge and steel approach spans were designed and built by the English company Dorman Long & Co Ltd, the approaches were the joint responsibility of the Sydney Harbour Bridge Branch of the Public Works Department and the Metropolitan Railway Construction Branch of NSW Government Railways. Architectural design was carried out by the Sydney Harbour Bridge Branch of the Public Works Department under the architect R.C.G. (Charles) Coulter. Coulter continued the style used for the sandstone-faced concrete bridges and retaining walls of the Sydney electric railway lines built in the early 1920s.

The areas of resumed land around and over the approaches were seen by chief engineer Dr. J.J.C. Bradfield as an opportunity for major developments of buildings and public parks. Bradfield’s thesis for his Doctorate of Science in Engineering contained ambitious town planning schemes portrayed in pen and wash birds eye views by Charles Coulter. Although few of the spaces under the viaducts were enclosed when the bridge was opened in 1932, the eventual enclosure of the flat-topped viaducts for commercial use was always envisaged with through-routes provided by the series of arches over cross streets.

Tunnels were excavated from North Sydney Station and the spoil was used to build a ramp up to north end of the main bridge contract at Bradfield Park. The northern approaches were designed as railway viaducts some 600 metres long leading up to the bridge steelwork. The northernmost section from North Sydney Station to Lavender Street was designed to carry four railway lines. At Lavender Street these split into two pairs and a steel arch of 67 metre span took the eastern pair of lines over to Ennis Road. Between the two pairs of lines the roadway ramps up until it reaches the same level at the start of the approach spans. The Ennis Road viaduct was designed for heavy railway loadings but this did not eventuate and it was used for trams. There was a matching pair of stations at Milson’s Point with the tram station on the east and railway station on the west.

By the mid-1920s work had begun in earnest on the whole bridge contract. By 1930 the two halves of the main arch met and Lawrence Ennis, the director of Dorman Long responsible for bridge, was the first person to walk across the harbour. Ennis Road is named in his honour. The bridge was opened on 19 March 1932 by the Premier of New South Wales, Jack Lang, in front of what is said to have been the largest ever gathering of people in Sydney.

1 Bradfield, J.J.C., ‘the City and Suburban Electric Railways and the Sydney Harbour Bridge’, D.Sc.Eng. thesis, University of Sydney, 1923. Also see fig.1.5.6 Inventory Record 1.5, p.3.
Ennis Road Occupancies

The spaces in the archways and bays under the approaches were originally left open, apart from six bays in Ennis Road at the entrance to Milson’s Point Station, which were fitted out as shops in 1932.

Figure 4: 1932 view of Ennis Road elevation showing the shop occupancies under construction and Milson’s Point Station entry. (Source: State Records of NSW)

Figure 5: View of Ennis Road occupancies (Source: State Records of NSW)

Other bays were enclosed between 1936 and 1941 to designs by the architect and planner A.J. Brown, using reinforced concrete beams and columns in conjunction with steel windows. Later the remainder of the spaces along Ennis Road were enclosed using similar construction but a more elaborate design. Between 1949 and 1966 the remaining bays in Ennis Road were enclosed and fitted out for a variety of uses.

In 1958 buses replaced trams and the tram tracks were converted to roadway in conjunction with the building of the Cahill Expressway. The tramway arch continued in use by motor traffic until 1966 when it was removed along with the four northernmost bays of the Ennis Road viaduct and another concrete ramp was erected to give vehicular access to the deck over the remaining occupancies. The spaces underneath the ramp were enclosed with wire fences and serve as a car park for the adjacent RTA laboratories.

Figure 6: Original design of station entrance and shops, 1932
Milson’s Point Station

Milson’s Point Station, originally planned to be called ‘Kirribilli Station’, was opened in 1932 as an integral part of the Harbour Bridge scheme. It was designed as the western half of a matching pair with a second train station on the eastern side of the northern approaches. In the event, the latter was used as a tram station.

The station is entered via a generously proportioned pedestrian subway (the concourse) linking Arthur Street with Ennis Road. Prominence was given to the Arthur Street entrance as evidence by the illuminated pressed metal awning, the architectural surround and flanking lights. The Ennis Road awning is integrated with those of the three flanking shops at either side which were present from the date of the bridge opening.

Inside the subway, two symmetrically placed staircases originally gave access to the train and tram stations. Walls are tiled up to mid height with painted render above and off-form concrete ceilings also painted. The central part of the concourse was widened to accommodate the original parcels and booking office, station-master and staff rooms, waiting rooms and lavatories.

Figure 7: Entry to Milsons Point Station from Ennis Road, showing window displays located within concourse and adjacent occupancies under construction. (Source: State Records of NSW)

Figure 8: Entry to Milsons Point Station from Alfred Street and Bradfield Park. (Source: State Records of NSW)

Figure 9: Internal view of Milsons Point Station concourse looking west towards Alfred Street entrance. (Source: State Records of NSW)

Figure 10: View of display windows to Milsons Point Station concourse. Note the air vents above and below each window, original lighting fixtures to concourse ceiling, chrome detailing to top of display windows and black tiles. (Source: State Records of NSW)
Physical Analysis

Ennis Road viaduct
A consistent architectural design was employed for all the flat-topped occupancies and retaining walls of the approaches to the Harbour Bridge. This forms a strong and distinctive framework within which the enclosure of occupancies took place.

The basic structure of the Ennis Road viaduct consists of broad-flanged steel beams encased in concrete about one metre thick spanning in a north-south direction between concrete cross walls around 1.5 metres thick. Each bay spans around 10 metres. East and west elevations were designed in stripped classical style with cement rendered finish as was used throughout the approaches to the north and south of the Harbour Bridge. The ends of the cross walls are treated as rusticated piers, while the edge of the slab reads as a simplified Classical entablature with a dentilated cornice. The parapets are ornamented with a relief pattern of alternating rectangular panels and circular paterae.2

The awning over the shops either side of the station entrance retains its original stepped form and structure but the pressed metal cladding has been replaced with unsympathetic later material. Fragments of the original pressed metal may remain in places under later cladding. The majority of the shop fronts have undergone various alterations and additions throughout their history, with Bay 14 being the only intact shopfront (see Figure 13 and Figure 14). However, remnant original features and detailing remain on many of the other shopfronts. These include: terrazzo thresholds to Bay 18 and Bay 13, shopfront window and configuration to Bay 16, original stained glass window to Bay 18 and remnant original tiling to northern edge of Bay 12.

First floor facades in this group remain largely intact from 1932. A number of intrusive elements have been added in a haphazard fashion, which detract from the appearance of the building, but little needs to be done to the first floor facades apart from removing these elements and making good.

The first floor steel windows in these bays are unusual and attractive elements. They are vertical pivoted, have margin glazing bars and blue stained glass corner panes. They are generally in good repair. There are no signs fixed to the first floor façade to advertise the uses within.

On the highway façade of the Ennis Road viaduct, the occupancies gradually disappear from the motorist’s view as the roadway ramp ascends towards bridge level. More alterations have occurred on this rear (west) elevation than have on the Ennis Road façade, including drain pipes, wiring and ventilation services which have been added in a haphazard way.

Figure 11: Ennis Road occupancies

Figure 12: Ennis Road occupancies

2 Heritage Group; 1997, *Sydney Harbour Bridge Conservation Management Plan- Inventory Records*, Inventory Record 1.1
The Commonwealth Bank was an early occupancy that was in place by the time the RTA started planning the establishment of their offices and laboratories in the early 1950s. It originally had a shallow stepped awning with curved corners but this was replaced with a deeper metal awning again with rounded corners. It is the only bay in Ennis Road, or anywhere in the bridge approaches, that had a painted façade and it has long stood out for that reason. It should be noted however that only the later infill is painted, the rendered 1932 fabric was left unpainted as it should be in accordance with the CMP policy 13.4.

It is an accomplished Moderne design consistent with the Commonwealth Bank’s ‘house style’ of the time. It provides large areas of glass at ground floor and a useable commercial façade at first floor.
level. An automatic teller machine has been inserted into the front façade and the occupancy is currently vacant.

Former RTA Laboratory, Bays 1 to 10 Ennis Road

This group of 10 bays has a pleasing rhythm and uniformity, which establishes the character of Ennis Road. The original architectural surround is the most significant fabric. Later infill fabric is less significant and of a different architectural style; but it does create a distinctive and consistent façade particularly the upper level facades, which are seen from afar. The consistent series of round-ended concrete awnings reinforces this character. Bay 9, originally the main office space for the RTA, has decorative air vents at ground level (see Figure 21).

Internally, the occupancies retain their original spatial qualities, with some minor partitioning remaining at the western end of the spaces. Little original detailing survives within the occupancies other than the access stair to Bay 9 (see Figure 22). Due to the long term drainage problems that have existed onsite, many of the internal walls, floors and ceilings are substantially water damaged and have a build-up of lime deposits.

Bays 5 and 6 have had some recent works undertaken to their eastern and western windows, including double glazing of the west (rear) windows to lessen the noise from the Cahill Expressway. In addition the east (front) windows have been enlarged and replaced with new windows of a similar design to the original (see Figure 23 and Figure 24) as a precursor to the present proposal.
Milson’s Point Station Entrance & Concourse

The current layout of the station concourse is unsatisfactory, especially the narrowing effect of tenancies which intrude into the central space (i.e. the dry cleaners). The concourse upgrades are proposed in order to improve passenger amenity and to increase the pedestrian capacity of the concourse. Given the RTA’s intention to upgrade and restore the shops and tenancies facing Ennis Road, it is all the more necessary to improve the quality of retail outlets in the concourse.

The eastern entrance to Milson’s Point station from Ennis Road is uninviting due to its poor layout and the condition of retail tenancies plus elements such as the degraded awning. In contrast the western entrance is still largely original with its pressed metal cladding, cast iron wall lights and faux granite cladding.

With the dismantling of the tram system in 1958 and the conversion of the tracks to a roadway, much of the fabric associated with the tram station was lost. However, some evidence does remain such as the tiled columns at either side of the subway entrance and the concrete staircase located behind the shops. Part of the staircase is used by the RTA for maintenance access and much of the original tiled walling and the lower flights of stairs remain intact.

Other changes that have occurred include the demolition of the original waiting room in order to accommodate a lift to the deck above this work was completed in c. 1995.
The whole of the concourse was originally tiled in cream with brown detailing up to a height of approximately 2 metres as per the eastern end and centre of the area (see Figure 9). However, the tiling to the western end leading to the Alfred street exit appears to have been rendered and painted over at some point.

Figure 25: Milsons Point Station entry from Ennis Road

Figure 26: Milsons Point Station entry from Alfred Street and Bradfield Park

Figure 27: View of the Concourse looking west showing remaining display windows to southern wall.

Figure 28: View of the Concourse looking east

Figure 29: Shop fronts located within original display window openings to northern wall.

Figure 30: Shop fronts located within original display window openings to northern wall. Note remains of reeded chrome mouldings, as can be seen in the original photographs.
Figure 31: Existing train barrier

Figure 32: Original ticket offices

Figure 33: Original ticket offices and ancillary rooms

Figure 34: Intrusive retail fitout within concourse and adjacent shopfront.

Figure 35: View of disused access stairs to former tram station

Figure 36: View of discussed access stairs to former tram station
Significance Assessment

The CMP provides Statements of Significance that summarise the National and State Heritage values of the Bridge, a full copy of which are provided in Appendix 1. The following are extracts from the Statements of Significance that relate specifically to the northern bridge approaches:³

National Heritage Values of the Sydney Harbour Bridge:

The Sydney Harbour Bridge may be considered the world’s greatest arch bridge. Although not the longest arch span in the world, its mass and load capacity are greater than other major arch bridges. No other bridge in Australia compares in its technical significance with the structure of the Sydney Harbour Bridge and its pylons and constructed approaches between Argyle Street in the south and Arthur Street in the north.

State Heritage Values of the Sydney Harbour Bridge:

The approach span arches, slabs and retaining walls of the bridge are important examples of the use of in situ reinforced concrete on a massive scale, combined with the fine scale use of the material for detail components such as balustrades, step and bass relief decoration, and the scale and design of the viaducts forming the approach spans to the bridge are notable within the New South Wales context.

Previous Opinions of Significance

Extracts from previous assessments are presented below:

Sydney Harbour Bridge State Heritage Register Listing, SHI number 781

The bridge is one of the most remarkable feats of bridge construction. At the time of construction and until recently it was the longest single span steel arch bridge in the world and is still in a general sense the largest. The bridge, its pylons and its approaches are all important elements in townscape of areas both near and distant from it. The curved northern approach gives a grand sweeping entrance to the bridge with continually changing views of the bridge and harbour. The bridge has been an important factor in the pattern of growth of metropolitan Sydney, particularly in residential development in post-World War II years. In the 1960s and 1970s the Central Business District had extended to the northern side of the bridge at North Sydney which has been due in part to the easy access provided by the bridge and also to the increasing traffic problems associated with the bridge (Walker and Kerr 1974).

Milsons Point Railway Station Group State Heritage Register Listing, SHR number 01194

Milsons Point station has state historical significance as an essential component of the northern approaches to the Sydney Harbour Bridge. The form and detail of the subway and tunnels in particular are significant as part of the overall design and specifications for the bridge as set down by Chief Engineer JJC Bradfield. The Milsons Point station retains a number of original features and decorative elements from its original construction phase including the platform building and entrance way awning from the Alfred Street side.

³ CMP, 2007; p.55-56
Grading of Significance

The CMP provides Grades of Significance that specify the relative contribution of the separate components to overall significance, a full copy of which are provided in Appendix 3.

The following is an extract from the Grading of Significance Forms and Fabric that relate specifically to the northern bridge approaches. Also refer to Figures 37 to 41 below.

<table>
<thead>
<tr>
<th>Bridge Component</th>
<th>Grading</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approaches</td>
<td></td>
</tr>
<tr>
<td>Overall form of the approaches including:</td>
<td>Moderate (M)</td>
</tr>
<tr>
<td>The rendered retaining walls divided into bays</td>
<td>√</td>
</tr>
<tr>
<td>The 17 bays of flat topped occupancies in Ennis Road</td>
<td></td>
</tr>
<tr>
<td>The arch bridges over Arthur, Burton, Fitzroy, Lavender and Argyle Street.</td>
<td></td>
</tr>
<tr>
<td>All original structural elements supporting the railway viaducts and roadway: retaining walls, concrete arched occupancies and bridges, flat-topped beam and slab construction and dividing walls.</td>
<td>√</td>
</tr>
<tr>
<td>Rendered architectural elements, e.g. Walls, parapets, pilasters, spandrels.</td>
<td>√</td>
</tr>
<tr>
<td>Structure and original finishes of Milsons Point station.</td>
<td>√</td>
</tr>
<tr>
<td>Bridge stairs in Ennis Road.</td>
<td>√</td>
</tr>
<tr>
<td>Date crest over both entrances to station.</td>
<td>√</td>
</tr>
<tr>
<td>Vestiges of tram station (eg stairs)</td>
<td>√</td>
</tr>
<tr>
<td>Occupancy front and rear walls, concrete canopies, steel windows and awnings.</td>
<td></td>
</tr>
<tr>
<td>Internal mezzanines, services and other internal alterations.</td>
<td></td>
</tr>
<tr>
<td>Original stormwater drainage systems</td>
<td>√</td>
</tr>
<tr>
<td>Recent alterations to occupancies</td>
<td>√</td>
</tr>
</tbody>
</table>

4 CMP, 2007; p.57-59 and 61
<table>
<thead>
<tr>
<th>Bridge Component</th>
<th>Grading</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approaches</td>
<td></td>
</tr>
<tr>
<td>Plant growth, dirt, water staining and lime deposits</td>
<td>√</td>
</tr>
<tr>
<td>Face-fixed services, air-conditioners</td>
<td></td>
</tr>
<tr>
<td>Aluminium windows</td>
<td>√</td>
</tr>
<tr>
<td>Advertising on surfaces of original render</td>
<td>√</td>
</tr>
</tbody>
</table>
Figure 37: Ground Floor Significance (High only)

Figure 38: First Floor Significance (High only)
Figure 39: East Elevation showing levels of significance
Figure 40: Detail of Ground Floor significance: Bays 11 to 18 including Station concourse (High only)

Figure 41: Detail of First Floor Significance: Bays 11 to 18 (High only)
**Heritage Status**

For a detailed explanation of the statutory and non-statutory heritage constraints covering the place, refer to Chapter 5 (*Constraints and Opportunities*) in the CMP. In brief, the Sydney Harbour Bridge and its separate components are identified as items of heritage significance on the following registers and listings:

<table>
<thead>
<tr>
<th>Heritage List/Register</th>
<th>Name of Item</th>
<th>Item No.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Statutory Listings</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Heritage List (NHL)</td>
<td>Sydney Harbour Bridge</td>
<td>S49</td>
</tr>
<tr>
<td>NSW State Heritage Register (SHR)</td>
<td>Sydney Harbour Bridge, Approaches and Viaducts (road and rail)</td>
<td>00781</td>
</tr>
<tr>
<td></td>
<td>Milsons Point Railway Station Group</td>
<td>01194</td>
</tr>
<tr>
<td>S170 Register State Rail Authority</td>
<td>Sydney Harbour Bridge (Rail Property Only)</td>
<td>00781</td>
</tr>
<tr>
<td>Sydney Local Environmental Plan 2005</td>
<td>Sydney Harbour Bridge approaches and curtilage</td>
<td>89</td>
</tr>
<tr>
<td>North Sydney Local Environmental Plan 2005</td>
<td>Sydney Harbour Bridge Approach Viaducts (including Ennis Road bays)</td>
<td>0030</td>
</tr>
<tr>
<td></td>
<td>Sydney Harbour Bridge especially Northern Pylons</td>
<td>0076</td>
</tr>
<tr>
<td>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (NSW)</td>
<td>Sydney Harbour Bridge including approaches &amp; viaducts (road &amp; rail)</td>
<td>67</td>
</tr>
<tr>
<td><strong>Non Statutory Listings</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Register of the National Estate</td>
<td>Sydney Harbour Bridge, Bradfield Highway</td>
<td>1857</td>
</tr>
<tr>
<td>Register of the National Trust of Australia (NSW)</td>
<td>Sydney Harbour Bridge</td>
<td>-</td>
</tr>
</tbody>
</table>
Heritage Items within the Vicinity

As identified under Schedule 3 of the *North Sydney LEP 2005*, the following items of heritage significance are located within the vicinity of the Ennis Road Bays and Milsons Point Station. Of relevance to this proposal, only those items located on the eastern side of the Sydney Harbour Bridge have been listed.

- 18-50 Jeffrey Street, Kirribilli
- 11-17 Broughton Street, The Fantasia Preschool
- 7-9 Broughton Street, St John the Baptist Church
- Greenway Flats, corner of Broughton and McDougall Streets, Kirribilli
- 40-42 Kirribilli Avenue, Kirribilli
- 38 Pitt Street, Kirribilli
- 41-45 Pitt Street, Kirribilli

The Proposal

Documents Describing the Proposal

The proposed works are described in the following documents:

- Drawings by Hassell Limited, numbered A-0002; A-0010 to A-0013; A-1001 to A-1006; A-1010 to A-1015; A-2001, A-2002; A-2010; A-2011; A-3001 to A-3004; A-3010; A-3012; A-4001; A-4002; A-4010 to A-4012 dated 16th May 2011
- Drawings by Tract Consultants- Landscape Architects, numbered LD01 and LD02 dated 11th May 2011 and LD03 dated 10th June 2011

**Figure 42:** Site plan of Ennis Road shops, concourse and Burton Street archway.
(Source: Hassells Drawing no. 002633_A-0002)
Summary of Proposal

The Roads and Traffic Authority of NSW (RTA), as the owners of the Sydney Harbour Bridge, proposes to refurbish parts of its property at Ennis Road, Kirribilli. These include the Ennis Road occupancies located under the northern approach to the Sydney Harbour Bridge and the Milson’s Point Station concourse.

The aim of the project is to repair and upgrade the Ennis Road occupancies, to conserve their heritage values and to allow for the spaces to be re-tenanted for future commercial and retail uses. In brief the proposal involves:

<table>
<thead>
<tr>
<th>DA (Part 4 Assessment)</th>
<th>REF (Part 5 Assessment)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Refurbishment of the facade on the Ennis Road façade, including restoration of shop fronts and stepped awning, enlargement of windows in former RTA occupancies, demolition of fence to northern under-croft and relocation of substation and upgrade for use as public parking area.</td>
<td>• Reorganisation of station concourse including demolition of original ticket office, lavatories and other areas.</td>
</tr>
<tr>
<td>• Refurbishment of western façade, including rationalisation of services and new penetrations for mechanical ventilation.</td>
<td>• Alterations and additions to Ennis Road including footpath and kerb works, addition of ramp to Ennis Road, traffic control works to Ennis Road.</td>
</tr>
<tr>
<td>• Internal refurbishment of tenancies including widening of stairs and doorways for BCA compliance, installation of secondary glazing, air conditioning, etc.</td>
<td></td>
</tr>
<tr>
<td>• Addition of a pedestrian lift to Ennis Road and Broughton Street.</td>
<td></td>
</tr>
<tr>
<td>• Footpath works to Greenway Drive and Broughton Street and new retaining walls to existing garden beds to Broughton Street and Greenway Drive.</td>
<td></td>
</tr>
</tbody>
</table>
Assessment Methodology

As the Sydney Harbour Bridge is listed on the National Heritage list, the NSW State Heritage Register and the North Sydney Local Environmental Plan 2001 the proposal will be assessed in three parts:

**Assessment 1**: addresses the National Heritage values of the Sydney Harbour Bridge

**Assessment 2**: addresses the conservation policies provided in the Conservation Management Plan (CMP), together with the Site Specific Exemptions (as relevant).

**Assessment 3**: addresses the impact on items of heritage significance within the vicinity of the proposal as per Clause 50 of the LEP.

Assessment 1

**National Values (NV)**

Approval under the EPBC Act is required for any action occurring within or outside a National Heritage place that will have or is likely to have a significant impact on the National Heritage Values of the National Heritage place (see Appendix 2 for copy of the National Heritage listing).

An action is likely to have a significant impact on the National Heritage values if there is a real chance or possibility that it will cause the following:

- One or more of the National Heritage values to be lost
- One or more of the National Heritage values to be degraded or damaged, or
- One or more of the National Heritage values to be notably altered, modified, obscured or diminished.

**Assessment of Impacts on National Heritage Values**

The Sydney Harbour Bridge is identified as being an item of National Heritage value for its historic, aesthetic, technical and social significance and for its associations with persons of importance (see Appendix 2).

The northern approach forms a part of the overall bridge structure and is therefore a contributory element to the overall significance of the place.

The proposal relates to the Ennis Road occupancies (internal and external works) and Milson’s Point Station, which form a part of the structure of the approaches of the bridge between Argyle Street in the south and Arthur street in the north. The approaches have been identified as having National Heritage values under Criterion (f) for a high degree of creative or technical achievement (refer to Statement of Significance above).

The proposed works involve some modifications to the east and west elevations including upgrading existing access for compliance with the BCA and restoration and refurbishment works.

Other works proposed are contained inside the approach structures and involve modifications to the internal configuration of the occupancies and Milson’s Point Station concourse. Some works are proposed to the original bridge structure in terms of introducing access-ways into the supporting retaining walls of the approach, which function as the dividing walls between the occupancies. These
works are proposed in order to ensure compliance with the current BCA requirements for access between the occupancies.

Conclusion

As the works involve minor alterations to the east and west elevation of the northern approach and will not result in any change to the overall appearance or structure of the approaches or the Bridge as a whole, the proposal will not result in any loss, damage or degradation of the National Heritage values of the place.

The majority of the works are to occur to the inside of the Ennis Road occupancies and Milsons Point Station concourse and as such, the majority of the works will not be visible from a public place and will therefore not notably altered, modified, obscured or diminished the National Heritage values of the bridge or the northern approach.

The proposed works will not alter, modify, damage or degrade the technical significance of the northern approaches or the Sydney Harbour Bridge and will not have a significant impact on the National Heritage values of the Sydney Harbour Bridge.

Assessment 2

State Significance

An appropriate assessment methodology for an item listed on the State Heritage Register is to consider the details of the proposal and to compare them with the recommendations of a properly prepared Conservation Management Plan (CMP) in order to determine whether any aspect of the proposal is not in accordance with the recommended policies.

In this case, the Site Specific Exemptions for the Bridge and the relevant conservation policies in the CMP will be used (refer to Appendix 4).

The following assessment has been addressed in two parts, the first being the REF proposal and the second being the DA proposal.
### Assessment of Impact on State Heritage Values

<table>
<thead>
<tr>
<th>Area</th>
<th>Proposed Works</th>
<th>Comment</th>
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</thead>
<tbody>
<tr>
<td>REF (Part 5 Assessment)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Internal Works- Ground Floor: The Concourse- Milsons Point Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bay 15</td>
<td>Reorganisation of station concourse.</td>
<td>The proposal will have an impact on fabric of High significance in the station concourse resulting in the loss of some original fabric. It contravenes CMP Policies 13.4 &amp; 13.6.</td>
</tr>
<tr>
<td></td>
<td>Demolish original ticket offices, male and female WC and adjacent rooms to southern side of concourse.</td>
<td>The ticket offices etc. form part of the original structure and finishes of Milson’s Point Station. The relocation of the original service areas of the station to the northern side of the concourse will result in a loss of the original spaces, fabric, finishes and structure in this area. The justification for this heritage impact is described below.</td>
</tr>
<tr>
<td></td>
<td>Ticket offices etc. are to be relocated to the rear (west) of Bay 14</td>
<td>- Consolidation of all staff facilities to the northern side of the concourse</td>
</tr>
<tr>
<td></td>
<td>Infill between central support columns with new shop fronts to alignment of original wall on the southern side in order to provide three new retail spaces.</td>
<td>- Improved circulation and security for Rail staff,</td>
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<td>- Relocation of staff facilities will incorporate a separate Station Managers Office (in accordance with current RailCorp Guidelines),</td>
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<td>- Staff ablution facilities have been similarly upgraded and are totally separate from the public facilities,</td>
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<td>- Day to day staff facilities are better secured and the circulation within those facilities improved,</td>
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<td></td>
<td>- Communications Room capacity is improved.</td>
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<tr>
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<td></td>
<td>New shop fronts are aligned with the original wall to interpret the original concourse space. Three central support columns are to be retained, with their original tiled finish.</td>
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<tr>
<td></td>
<td></td>
<td>All original tiling is to be retained and conserved to the central support columns. Consideration should be given to finishing off the tiling with rounded tiled corners where new openings are cut. New finishes should be sympathetic in colour and form to existing and should be identifiable as new.</td>
</tr>
<tr>
<td>Area</td>
<td>Proposed Works</td>
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</table>
| Bay 15     | Removal of the existing shops to the northern side of station concourse (sandwich outlet, small goods and shoe repairs) to accommodate rail passenger circulation. | Consistent with CMP Policy 13 - *Integrity of Original Design*. This will result in a restoration of the original concourse space and will provide the following benefits for station users:  
  - The usable clear width of the station Concourse is improved by about 40%.  
  - Public toilets are relocated to the “paid” side of the station operational area and can be better controlled and maintained in accord with current RailCorp policy.  
  - Updating of all facilities can be achieved without interruption to day to day Station operations.  
  - The accretion of advertising, information displays and other physical obstructions through the concourse area will be removed.  
  - Passenger access to train information, ticketing and general flows through the station is improved.  
  - Additional ticket gates can be installed.  
  - The quality of retail space within the Concourse is improved with access to the majority of any tenant space being restricted to Ennis Road.  
  It is noted that original tiling still exists (at least in part) to the northern wall of the concourse located behind the existing shops. All original tiling is to be retained and conserved. New finishes should be sympathetic in colour and form to existing and should be identifiable as new. |
| Bay 15     | Demolish existing shop enclosures (take away food shop and kiosk) located on the northern side of concourse entrance. | Complies with CMP Policy 13.1 - *Integrity of Original Design*  
  Overall, this part of the proposal is beneficial to the significance of the place, through the removal of intrusive and detracting fabric and elements within a significant space. |
| Bays 14 and 15 | Demolish existing walls between Bays 14 & 15 and inside Bay 14 to make way for new rail offices. | The demolition of walls will have an impact on fabric of High significance resulting in the loss of original fabric. It contravenes CMP Policies 13.4 & 13.6.  
  The justification for this is given above where the reorganisation of the concourse is discussed. It is recommended that more original walls be kept where it suits the proposed State Rail offices layout. |
<table>
<thead>
<tr>
<th>Area</th>
<th>Proposed Works</th>
<th>Comment</th>
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</thead>
<tbody>
<tr>
<td>Bay 15</td>
<td>Reconstruct display windows to north side of Bay 15 with new door to Bay 14. Retain existing display windows and reconstruct one additional display window to southern wall of Bay 15.</td>
<td>The retention of the existing display windows on the southern side of the concourse, reconstruction of one display windows on the southern side of the concourse and reconstruction of display windows on the north side of the concourse compensates to some extent for the associated demolition of walls. It will reinstate some lost original features and improve interpretation of the original concourse design and functions. It provides an opportunity for additional interpretation material within the display windows. Some original fabric remains, in particular the existing display windows on the south wall, air vent grilles located above display windows on the north and south walls and chrome reeded top with capping to the north wall (currently painted over). It is recommended that these features be retained and conserved. The details of the reconstructed display windows are to be based on photographic, documentary and physical evidence and conservation and restoration works are to be undertaken by appropriate specialist personnel in accordance with CMP Policy 15.</td>
</tr>
<tr>
<td>Bay 15</td>
<td>Insert new central handrail to Bay 15 and regrade entry ramp and replace floor tiles with polished concrete.</td>
<td>Consistent with CMP Policy 21 – <em>Changes due to operational requirements</em> The new handrail and ramp gradients are required for current standards of access. The heritage impact is negligible. Existing floor tiles were probably added in the mid to late 20th century. They are of little significance. On removal of these tiles an early or original finish may be uncovered. Should this floor covering be significant, its retention and/or reconstruction should be considered. Areas of tiled walling on either side of the ramps revealed by the changed ramp slopes should be repaired to match existing.</td>
</tr>
<tr>
<td>Bay 15</td>
<td>Removal of later addition ticket barrier and relocation to northern wall. Gate to be rebated into wall.</td>
<td>Minimal heritage impact as these are later additions of little significance.</td>
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<tr>
<td>Area</td>
<td>Proposed Works</td>
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<tr>
<td>Bay 15</td>
<td>Demolish glazed balustrade and stainless steel hand rail to western end of concourse and replace with new glazed screen and handrail.</td>
<td>Minimal heritage impact as these are later additions of little significance.</td>
</tr>
<tr>
<td>Bay 15</td>
<td>Demolish portion of original support wall to western end of concourse (adjacent to lift)</td>
<td>The proposal will result in a negative impact on fabric of high significance in the station concourse. This wall is part of the original structure to Milson’s Point Station.</td>
</tr>
<tr>
<td></td>
<td>Install new public male, female and accessible WCs to the east of existing lift.</td>
<td>The justification for this demolition is that access to the Public Facilities and Lift access to the station platform is improved in accordance with the soon to be introduced version of AS1428 – 2009.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The proposal will result in improved public access as is appropriate for the ongoing operation of the station. Only part of the wall will be removed.</td>
</tr>
<tr>
<td>Bay 15</td>
<td>New lighting to concourse ceiling</td>
<td>The proposal will result in a positive impact on the significance of the station concourse. The existing florescent tube lighting detracts from the Concourse’s appearance.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The ceiling over the tram stairs retains evidence of the original light fittings (as seen in historic photos). It is proposed to reinstate some lighting based on the original design and some lighting fixtures of a contemporary design but in keeping with the character of the place.</td>
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<tr>
<td></td>
<td></td>
<td>It is recommended that positioning and design of the proposed reconstructed lighting should be based on physical and photographic evidence.</td>
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<td>Area</td>
<td>Proposed Works</td>
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<tr>
<td>Bays 14 and 15</td>
<td>To the rear (west) of the existing tenancies in Bay 14 is located the original access stair to the tram station leading from ground level to first floor level. It is proposed to demolish the lower part of the stair in order to accommodate the relocated ticket office and railway employees’ services and offices on the northern side of the concourse.</td>
<td>The proposal will result in an impact on fabric of high significance in the station concourse, resulting in the loss of original fabric. Although not accessible or visible to the public, the stairs are part of the original structure of Milson’s Point Station when it also operated as a tram station. The stairs are redundant and are not seen by the public. The impact has been minimised by retaining the upper part of the stairs located to the rear (west) of Bays 15 and 16 which will remain above the ceiling of the new offices.</td>
</tr>
</tbody>
</table>

**External Works- Bay 15: The Concourse- Milsons Point Station**

<table>
<thead>
<tr>
<th>Area</th>
<th>Proposed Works</th>
<th>Comment</th>
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</thead>
<tbody>
<tr>
<td>Bays 15</td>
<td>Entry awning to Milsons Point Station to be restored based on original drawings including lighting, supporting brackets, pressed metal ceiling and fascia and signage.</td>
<td>Consistent with Policy 13.5- <em>Integrity of Original Design</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>These works involve the reconstruction of lost original decorative features that will result in a clearer interpretation of the early Milson’s Point Station eastern entry.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Details of the original awning details are to be based on photographic, documentary and physical evidence and the conservation and restoration work is to be undertaken by appropriate specialist personnel in compliance with Policy 15.</td>
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</tbody>
</table>
### External Works- Ennis Road

<table>
<thead>
<tr>
<th>Area</th>
<th>Proposed Works</th>
<th>Comment</th>
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</thead>
<tbody>
<tr>
<td>Ennis Road</td>
<td>Street works involving footpath and kerb works to Ennis Road, addition of ramp to Ennis Road, traffic control works to Ennis Road.</td>
<td>The proposed landscape and road works to Ennis Road are minor in nature resulting in the widening of the footpath, new concrete paving, new kerb and guttering and new ramp access to the proposed car parking to northern under-croft. The works will have no impacts on the significant fabric of Milson’s Point Station, the Ennis Road occupancies or the northern approach of the Sydney Harbour Bridge.</td>
</tr>
</tbody>
</table>

### Generally

<table>
<thead>
<tr>
<th>Area</th>
<th>Proposed Works</th>
<th>Comment</th>
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</thead>
<tbody>
<tr>
<td>Milson’s Point Station</td>
<td>Management and ongoing Maintenance</td>
<td>Management arrangements and maintenance routines should comply with the CMP and be aware of approvals required for any work affecting significant fabric.</td>
</tr>
</tbody>
</table>
## RTA Kirribilli Village: Ennis Road, Milsons Point
### Statement of Heritage Impact

<table>
<thead>
<tr>
<th>Area</th>
<th>Proposed Works</th>
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<tbody>
<tr>
<td><strong>DA (Part 4 Assessment)</strong></td>
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</tr>
<tr>
<td><strong>External Works- East Elevation (excluding Bay 15: Milsons Point Station)</strong></td>
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</tbody>
</table>
| Bays 01 to 10 | Location of proposed signage. | Consistent with Policy 23.2- *Use of Approaches: Signage.*  
The location of signage associated with any new uses of the Ennis Road occupancies will be restricted to the identified “Advertised Signage Zone” which is limited to the front edge of the awning, the under-awning area and above the door heads. |
| Bays 12 to 18 (excluding Bay 15) | Location of proposed signage. | Consistent with Policy 23.2- *Use of Approaches: Signage.*  
The location of signage associated with any new uses of the Ennis Road occupancies will be restricted to the identified “Advertised Signage Zone” which is limited to the front edge of the awning, the under-awning area and the fanlight panel located above the door heads.  
Bay 14 retains the most original fabric of all the shopfronts including stained glass to the existing fanlight panel. Signage is therefore not to be installed to the fanlight panel of Bay 14. |
| Bays 01 to 04 and 07 to 10 | Enlarge windows by removing portion of wall below existing sill and installing new steel windows. | Consistent with Policy 19.2- *New Development*  
This new work involves some removal of moderately significant fabric, but is designed to respond to the original character of the design and the fabric of the original windows through the use of steel framed windows as per the original and following the framing layout and proportions of the original windows.  
As this work has already been undertaken in Bays 5 & 6, altering the remainder of the windows will reinstate a consistency in form and appearance to the Ennis Road frontage.  
Bay 9 has original ventilation grates below the existing sill line. The proposal will result in their removal and it is therefore recommended that the grates be retained and reused elsewhere within Bays 1 to 10. |
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<tr>
<th>Area</th>
<th>Proposed Works</th>
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<tbody>
<tr>
<td>Bays 12 to 18</td>
<td>Entry awning to Milsons Point station and shops either side to be restored based on original drawings including lighting, supporting brackets, pressed metal ceiling and fascia.</td>
<td>Consistent with Policy 13.5- <em>Integrity of Original Design</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>These works involve the reconstruction of lost original decorative features that will result in a clearer interpretation of the early Ennis Road shopfront façade and Milson’s Point Station.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Details of the original awning details are to be based on photographic, documentary and physical evidence and the conservation and restoration work is to be undertaken by appropriate specialist personnel in compliance with Policy 15.</td>
</tr>
<tr>
<td>Bays 12 to 14 and 16 to 18</td>
<td>All windows above shop awning to be repaired, refurbished and maintained as original. Removing ad hoc air conditioner units and support brackets. Secondary glazing panel to be installed internally.</td>
<td>Consistent with CMP Policy 13.5- <em>Integrity of Original Design &amp; Policy 29.1 - New Services</em></td>
</tr>
<tr>
<td></td>
<td></td>
<td>These works involve the conservation of original decorative features that will result in a clearer interpretation of the early Ennis Road shopfront façade. All face fixed services and air conditioners etc. have been identified as Intrusive. Their removal will have a positive impact. The secondary glazing panel is for compliance with the BCA and involves the installation of a second panel and frame to the inside of the existing window. There will be negligible impacts resulting from this proposal.</td>
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<td>Area</td>
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</table>
| Bays 12 to 18 | Retain shop fronts, remove existing doors to shopfronts and occupancies and enlarge openings.  
Stairs and thresholds to shop entries to be removed and replaced with BCA compliant entries. | Consistent with CMP Policies: 13.5- *Integrity of Original Design*; 23.1- *Use of Approaches*; & 19.2 - *New Development*  
The majority of the shopfronts have undergone multiple alterations and additions over time. The only fully intact shopfront is Bay 14 and the majority of this shopfront, including stained glass fanlight is to be retained.  
Door and stair widening and threshold changes are required for compliance with the BCA for access. The widening of the doorways is to be restricted to modifying the existing timber door frames without changing the shopfront windows.  
Bays 18 and 14 retain the only surviving original terrazzo thresholds. The proposal involves the removal of the step and threshold to the shopfront of Bay 14. It is recommended that the new threshold to Bay 14 be constructed to match the existing. Details to be provided showing colour and material. |
| Bays 7 and 10 | Installation of a retractable awning | Consistent with CMP Policies: 23.1- *Use of Approaches* & 19.2 - *New Development*  
The proposal includes the addition of two ‘cassette type’ retractable awnings to the underside of the existing concrete canopy. The works are proposed as the footpath is to be made wider at these points.  
The concrete canopies to Bays 07 and 10 are an original feature of the northern Ennis Road occupancies and there is a potential that the addition of retractable awnings to only two bays will appear incongruous and be detracting. It is therefore recommended that further details of the retractable awnings, the location they are to be attached and methods of attachment are to be provided for further assessment. |
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<tr>
<th>Area</th>
<th>Proposed Works</th>
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<tbody>
<tr>
<td>Undercroft to northern approach</td>
<td>Demolish and remove existing fence, relocate substation and relocate existing fire stairs.</td>
<td>This part of the bridge was formed in 1966 following the closure of the tram station, demolition of the tramway and construction of the new northern vehicular access. The works involve demolition of later additions which are not part of the original design of the bridge. There will be negligible impacts on the significance of the place as a result of these works. The new screen to be located at the southern end of the undercroft area is a steel framed and sheet clad loading dock screen abutting the northern cross wall of the approach. As a large, contemporary structure, there is the potential that the design and/or colour of the screen may detract from the Ennis Road occupancies. It is therefore recommended that the colour of the proposed new screen be either a light grey, similar in tone to the existing grey of the cement walls of the northern approach or a dark grey to appear recessive against the Ennis Road occupancies.</td>
</tr>
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<td></td>
<td>Addition of new screen, new ramp entry from Ennis Road and upgrade for use as public car parking.</td>
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**External Works- West Elevation**

<p>| Generally                          | Removal of existing services, air conditioning ducts etc.                  | Consistent with CMP Policy 29.1 - <em>New Services</em> All face fixed services and air conditioners etc. have been identified as Intrusive. Overall, works to the west elevation will have a positive impact on the place as a result of the removal of intrusive elements that currently detract from its significance. |
| Bays 02, 05, 09, 10, 11 and 12      | Remove existing doors                                                  | Doors are located within the western facade of the occupancies and are ranked as Moderate significance. New doors will be similar in design to the existing ones. The doors are not visible from a public area and the proposal will have minor visual impacts on the western elevation. |</p>
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</table>
| Bays 01 to 14 and 16 to 18 | Create penetrations in walls at ground and first floor levels to accommodate air conditioning exhausts. Install secondary glazing internally to west facing windows for sound insulation. | Consistent with CMP Policy 29.1 - New Services  
The majority of the new A/C exhausts are to be located within existing window apertures. This work will involve some loss of original fabric of the steel framed windows. Some new openings have to be made in walls in order to achieve separation between supply and exhaust points.  
New louvred grilles will be kept flush with the facades and will not be visually intrusive. The western facade was chosen to minimise the heritage impact as this side is less visible than the Ennis Road façade.  
As the work is minor in nature, and will retain the configuration and fabric of the majority of the windows to the west elevation and is not highly visible from the public realm, it will have minor impact on fabric of Moderate significance.  
Installation of secondary glazing panel to the inside of the windows will have no visual impacts. The original windows are to be retained in situ. |
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<tr>
<td><strong>Internal Works- Ground Floor Tenancies</strong></td>
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<tr>
<td>Bays 03 to 05 and Bays 07 to 11</td>
<td>Installation of new entry landings and ramp up to existing floor levels from front entry.</td>
<td>All works are required for compliance with the BCA for access. The works will have minimal impacts on significant fabric and allow for the continued use of the occupancies.</td>
</tr>
</tbody>
</table>
| Bay 06 | Installation of new toilet facilities. | Consistent with Policy 23.1- *Use of Approaches*, Policy 13.6-*Integrity of Original Design* & Policy 20.1-*Minimising Impacts of Change*
Bay 06 currently provides vehicular access from Ennis Road to the rear (west) of the Ennis Road occupancies. This arrangement is to continue and allows for loading and unloading of goods etc. associated with any proposed new uses within the occupancies.

The proposal involves the construction of toilet facilities for male and female and one accessible WC. The facilities are contained within a stud wall enclosure located in the south-eastern corner of the occupancy.

It is recommended that no plumbing or attachments be chased into the main concrete cross wall between Bays 06 and 07. All works are to be reversible. |
| Bays 01 to 05 | Apertures to be cut in main concrete cross-walls to provide access between occupancy spaces. | Consistent with Policy 23.1- *Use of Approaches*, Policy 13.6-*Integrity of Original Design* & Policy 20.1-*Minimising Impacts of Change*

The works allow for the arrangement of internal spaces of the occupancies to be retained whilst supporting the ongoing use of the occupancies by upgrading them to modern standards.

Although the proposal will impact on original fabric that is ranked High, the works involve discrete new apertures that will not be visible from a public place, will not result in structural damage to the bridge and will not detract from the significance of the northern approach as all works are internal. Therefore the works have minimal adverse impacts on the significance of the bridge. |
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<tr>
<th>Area</th>
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</thead>
<tbody>
<tr>
<td>Bays 02, 03, 09, 10, 11, 12, 13, 16, 17 and 18</td>
<td>Removal of internal partitioning</td>
<td>Site Specific Exemption 8: minor internal changes to office spaces, retail and other tenancy spaces and recreational facilities. Consistent with Policy 23.1- Use of Approaches</td>
</tr>
<tr>
<td></td>
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<td>The internal partitioning is a mix of early and late additions that have undergone much change and reconfiguration depending upon the use of the occupancies. The loss of the internal partitioning for the most part will have minimal impacts on the significance of the place.</td>
</tr>
<tr>
<td>Bays 01, 02, 03, 12, 13, 16 and 18</td>
<td>Individual occupancy internal stairs to be widened</td>
<td>Consistent with Policy 23.1- Use of Approaches &amp; Policy 13.6- Integrity of Original Design</td>
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<td></td>
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<td>These works are required in order to ensure compliance with the BCA for access. Although part of the early occupancy fitout, in order for the ongoing use of the spaces, certain elements are required to be upgraded to comply with current access requirements. In this case, the existing stairs are basic in design with no aesthetic significance. The proposal will have negligible impacts on the significance of the place.</td>
</tr>
<tr>
<td></td>
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<td>The only aesthetically significant staircase is located in Bay 9 (entrance to the former RTA laboratories). This is being retained as it already complies with the BCA.</td>
</tr>
<tr>
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<td>The internal configuration and original configuration of access between ground and first floor levels are being retained.</td>
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<tr>
<td>Area</td>
<td>Proposed Works</td>
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</tbody>
</table>
| Internal Works- First Floor Occupancies | Apertures to be cut in main concrete cross walls to provide additional access from new lifts to adjoining occupancies via glazed corridors. | Consistent with Policy 23.1- Use of Approaches & Policy 20.1- Minimising Impacts of Change  
These works involve cutting three new doorways into the supporting retaining walls at points adjacent to the proposed location of the lifts (see below). In addition, glazed screening is to be installed in order to contain access from the lifts into the occupancies.  
The aim of the works is to maximise access to multiple tenancies at the first floor level whilst minimising the loss of lettable tenancy space.  
Alternatives have been examined, including locating the lifts adjacent to the existing apertures within the centre of the wall. However, this would result in a loss of lettable tenancy space and therefore the proposal is not seen to be viable.  
The works allow for the existing configuration and layout of internal spaces of the occupancies to be retained whilst supporting the ongoing use of the occupancies by upgrading them to modern standards.  
Although the proposal involves removal of original fabric that is ranked High, it is localised in nature, will not be visible from a public place, will not result in structural damage to the bridge and will not detract from the significance of the northern approach as all works are internal. Therefore the works have minimal adverse impacts on the significance of the bridge.  
The glazed screen to the east of the proposed lift in Bay 12 is shown abutting a window to the east elevation. It is recommended that the screen be repositioned to be in alignment with an existing mullion, thereby reducing any visual impacts. |
<table>
<thead>
<tr>
<th>Area</th>
<th>Proposed Works</th>
<th>Comment</th>
</tr>
</thead>
</table>
| Bays 01-03, 11-13, 17 and 18 | Widened existing penetrations in floor to accommodate widened stairs | Consistent with Policy 23.1- *Use of Approaches* & Policy 13.6- *Integrity of Original Design*  
These works are required in order to ensure compliance with the BCA for access. Although part of the early occupancy fitout, in order for the ongoing use of the spaces, certain elements are required to be upgraded to comply with current access requirements.  
The proposal will have negligible impacts on the significance of the place. The internal configuration and original configuration of access between ground and first floor levels are being retained. |
| Bays 10-13 | Removal of internal partitioning | Site Specific Exemption 8: minor internal changes to office spaces, retail and other tenancy spaces and recreational facilities.  
Consistent with Policy 23.1- *Use of Approaches* |
| Bays 8, 12 and 17 | Insertion of new lifts to the eastern end of occupancy spaces | Consistent with Policy 23.1- *Use of Approaches*  
Will result in minimal loss of original fabric. The lifts have been set back from the eastern wall and will not be visible from a public place (i.e. Ennis Road). The works therefore will have negligible impacts on the significance of the place. |

**External Works: Greenway Drive and Broughton Street**

<table>
<thead>
<tr>
<th>Area</th>
<th>Proposed Works</th>
<th>Comment</th>
</tr>
</thead>
</table>
| Broughton Street, near junction with Greenway Drive | Addition of new steel framed, glass lift with metal raked roof/awnings. | The proposal does not involve works to the northern approaches or Ennis Road occupancies and therefore will have no impact on the significant fabric of the Sydney Harbour Bridge.  
The new lift is of a contemporary design, with only the top portion of the structure being visible from Ennis Road and is located towards the northern end of the street opposite Bay 08. As such, the visual impacts of the proposed lift on the nearby heritage items are minimal. |
<table>
<thead>
<tr>
<th>Area</th>
<th>Proposed Works</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Broughton Street and Greenway Drive</td>
<td>Footpath works to Greenway Drive and Broughton Street and new retaining walls to existing garden beds to Broughton Street and Greenway Drive.</td>
<td>Views from Broughton Street and Greenway Street to Ennis Road will not be overly obscured by the proposed lift. The majority of the Ennis Road façade of the northern approach will remain in view. Landscape works to Broughton Street and Greenway Drive involve new concrete paving and alterations to existing garden beds. As the works are at a lower level than Ennis Road, they will not be visible from Milsons Point Station or Ennis Road and will have no impacts on the significant items or on heritage listed items within the vicinity.</td>
</tr>
</tbody>
</table>

**Generally**

<table>
<thead>
<tr>
<th>Bays 1 to 18 (excluding Bay 15)</th>
<th>Management and ongoing Maintenance</th>
<th>In association with the introduction of a range of new compatible uses to the Ennis Road occupancies, it is assumed that there is the possibility that new or altered management arrangements may be introduced. Should maintenance responsibilities change when the new tenancies are let, nothing should prevent the same safeguards as existing continuing to apply for looking after the heritage values of the site. Specifically, management arrangements and maintenance routines should comply with the CMP and be aware of approvals required for any work affecting significant fabric.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bays 1 to 18 (excluding Bay 15)</td>
<td>Refurbishment of Ennis Road occupancies</td>
<td>The proposal aims to provide a range of new tenancies spaces and improved tenancy spaces located within the existing occupancy bays. As the existing and former uses of the occupancies are a mix of retail and commercial uses, these types of uses are to be continued and are the most appropriate for the occupancies.</td>
</tr>
</tbody>
</table>
Assessment 3

Heritage Items in the Vicinity

Although there are many heritage listed items located around the subject site, only those items situated on the eastern side of the Sydney Harbour Bridge have been identified for the purposes of this assessment.

As identified under Schedule 3 of the *North Sydney LEP 2001*, the following items of heritage significance are located within the immediate vicinity of the Ennis Road Bays and Milsons Point Station:

- 18-50 Jeffreys Street, Kirribilli
- 11-17 Broughton Street, The Fantasia Preschool
- 7-9 Broughton Street, St John the Baptist Church
- Greenway Flats, corner of Broughton and McDougall Streets, Kirribilli
- 40-42 Kirribilli Avenue, Kirribilli
- 38 Pitt Street, Kirribilli
- 41-45 Pitt Street, Kirribilli

Works to the eastern facade of the Ennis Road occupancies and the Milson’s Point Station concourse entry primarily involve restoration and reconstruction works (including the awning and upper level windows) and the removal of intrusive elements (air-conditioning units). Some of these works will be visible from the heritage items within the immediate vicinity, however overall the proposed works will have a positive impact on the streetscape and the significance of the locality.

The proposed works to Ennis Road, Broughton Street and Greenway Drive involve alterations to footpath widths, upgrading concrete paving and kerb and guttering, alterations to existing garden beds and traffic control works and changes to existing street parking arrangements. The proposed works are minor in nature and will have no impacts on significant fabric of heritage items within the vicinity. As these works are all to ground level, existing views to and from adjacent heritage items from Milson’s Point Station and Ennis Road occupancies will not be altered.

The streetscape works also involve the addition of a lift to Broughton Street (near the junction with Greenway Drive) providing pedestrian access from Broughton Street to Ennis Road. The proposed lift is relatively small in scale with only the top portion of the lift visible from Ennis Road. Views to and from heritage items in the vicinity may be partially obscured by the lift, however, these are not principal views. As all adjacent heritage items are located to the east of Ennis Road, views to the north and south along Broughton Street and Greenway Drive are the main views of this locality and will not be altered by the addition of the lift into the streetscape.

Overall, although there are a number of heritage items within the immediate vicinity, the proposal involves minor works that will not alter the form or scale of the existing northern approach and Ennis Road Bay or substantially alter the streetscape of Ennis Road. Therefore the proposed works will not detract from the significance of the items surrounding the subject site.
Conclusion

Generally
Overall, the proposal will not result in a loss or diminishment of the identified national values of the Sydney Harbour Bridge.

The proposal is intended to revitalise the Ennis Road streetscape and Milsons Point Station concourse, bringing in more people to appreciate and use this part of the Sydney Harbour Bridge approaches. This is broadly in accordance with the aims of the CMP.

As discussed, during the design process for the project, Clive Lucas, Stapleton and Partners Pty Ltd were consulted and provided input into the design development for both the REF and DA scopes of work. This consultation process included a meeting with the NSW Heritage Office seeking their input.

Some important reconstruction and restoration works are included in the scope of the project e.g. restoration of the shopfront and awnings, reinstating the concourse circulation area and lighting. On the other hand the proposal does involve a number of additions, alterations and intrusions upon early fabric. These alterations are being proposed to improve the use of the occupancies and the station for modern standards and to comply with current building regulations and Australian Standards in relation to access.

The alterations are capable of being carried out in a sympathetic manner, resulting in the lessening of any impacts on the historical and architectural significance of the station concourse and occupancies.

Suggested Conditions of Approval
The following conditions of approval are recommended should the consent authority decide to approve this proposal:

REF Works

Generally
1. All proposed REF works are to be carried out in accordance with the suggested conditions of approval as per this Heritage Impact Statement.

2. The works are to proceed only with the involvement of a suitably qualified heritage architect. The heritage architect is to be authorised by the applicant to discuss matters relating to the works directly with the RTA and the NSW Heritage Office at any time.

3. Archival photographic and measured drawing records of the areas to be demolished in Milsons Point Station concourse, including the former Tram Station stairs are to be prepared prior to the commencement of works and lodged with North Sydney Council and the NSW Heritage Office.
**Internal Works: Milson’s Point Station Concourse (Bay 15)**

4. Keep original walls in Bay 15 where possible to suit proposed office layout.

5. If any works to the concourse floor reveal an early or original finish, these finishes are potentially of high significance and their retention and/or reconstruction is to be considered.

6. The original fabric of the existing display windows on the south wall of the concourse and the original reeded top with capping to the northern wall of the concourse are to be retained and conserved.

7. All original tiling within the Milson’s Point Station concourse not affected by the proposal is to be retained and conserved. Consideration should be given to finishing off the tiling with rounded tiled corners where new openings are cut. New finishes should match the existing colour and form but be identifiable as new.

8. Details of the proposed reconstructed lighting and new lighting fixtures to the Milson’s Point Station concourse are to be developed in conjunction with the nominated heritage architect.

9. All existing display windows on the south wall, air vent grilles located above display windows on the north and south walls and chrome reeded top with capping to the north wall (currently painted over) are to be retained and conserved.

**External Works: Milson’s Point Station (Bay 15)**

10. Details of the original awning to the Ennis Road entry to Milson’s Point Station are to be based on photographic, documentary and physical evidence and the conservation and restoration work is to be designed, documented and supervised on site by a heritage architect, undertaken, in compliance with Policy 15.
DA Works

Generally

1. All proposed DA works are to be carried out in accordance with the suggested conditions of approval as per this Heritage Impact Statement.

2. All works to the east and west elevations involving the removal/relocation/installation of services which may result in minor damage to original rendered finish is to be repaired with made to match render with the original surface finish. The rendered external surfaces of ‘High’ significance are not to be painted.

3. An archival photographic recording is to be prepared prior to the commencement of works of the areas to be demolished or altered to the exteriors and interiors of the Ennis Road occupancies (Bays 1 to 18), including but not limited to:
   * Shop fronts
   * Internal structure of occupancies including original retaining walls
The archival recording is to be lodged with North Sydney Council and the NSW Heritage Office.

4. The works are to proceed only with the involvement of a suitably qualified heritage architect. The name of the architect is to be submitted to the consent authority for approval prior to the issue of the Construction Certificate. The heritage architect is to be authorised by the applicant to discuss matters relating to the works directly with the consent authority at any time.

External Works: Ennis Road Occupancies (East and West Elevations)

5. Details of the original shop awnings are to be based on photographic, documentary and physical evidence and the conservation and restoration work is to be designed, documented and supervised on site by a heritage architect, undertaken, in compliance with Policy 15.

6. Any original ventilation gratings to the façades (e.g. Bay 9 located below the existing sill line) are to be retained and reused elsewhere within Bays 1 to 10.

7. The widening of the doorways to the Ennis Road shopfronts is to be restricted to modifying the existing timber door frames, without damaging the shopfronts windows.

8. The original stained glass window located above the northern doorway to Bay 18 is to be retained and conserved.

9. The original terrazzo threshold to Bay 18 is to be retained and conserved. The new thresholds proposed for Bay 14, replacing the original terrazzo thresholds are to be constructed to match existing. Details are to be provided showing colour and material selections for approval.

10. The location of any new signage associated with any uses of the Ennis Road occupancies will be restricted to the identified “Advertised Signage Zone”[sic] as per the DA plans, which is limited to the front edge of the awning, the under-awning area and the fanlight panel located above the door heads.

11. Under awning signs are permitted: one sign per occupancy.
12. Signage is not to be installed to existing the fanlight panels (e.g. Bays 14 and 18).

13. Further details of the proposed retractable awnings to Bays 07 and 10, the location they are to be attached and methods of attachment are to be provided for further assessment.

14. No signage is to be included as part of the proposed retractable awnings to Bays 07 and 10.

15. The proposed new loading dock screen to the under-croft is to be coloured either a light grey, similar in tone to the existing grey of the cement walls of the northern approach or a dark colour to appear recessive against the Ennis Road façade.

Internal Works: Ennis Road Occupancies

16. The glazed screen to the east of the proposed lift in Bay 12 is to be repositioned to be in alignment with an existing mullion, thereby reducing any visual impacts.

17. No plumbing or attachments are to be chased into the main concrete cross wall between Bays 06 and 07 associated with the propose toilet facilities at ground floor level of Bay 06. All works are to be reversible.

Sean Johnson and Kate Denny
Clive Lucas, Stapleton & Partners Pty. Ltd.
Architects and Heritage Consultants

Encl.

Appendix 1: Statement of Significance for the Sydney Harbour Bridge
Appendix 2: National Heritage Listing for the Sydney Harbour Bridge
Appendix 3: Grades of Significance for the Sydney Harbour Bridge
Appendix 4: Site Specific Exemptions and Conservation Policies
Appendix 1

Statement of Significance for the Sydney Harbour Bridge

From *Sydney Harbour Bridge - Conservation Management Plan, July 2007*
Godden Mackay Logan Pty Ltd for the RTA
4.4.8 Association

NHL—Criterion H: The place has outstanding heritage value to the nation because of the place’s special association with the life or works of a person, or group of persons, of importance in Australia’s natural or cultural history.

SHR—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).

National Heritage Values

- The image of the bridge in its setting, including the Sydney Opera House and the harbour, is recognised internationally as an icon of Australia and the city of Sydney.
- The bridge has strong associations with Dr JJC Bradfield, who was primarily responsible for its conception, design and construction. Bradfield was the Chief Engineer, Sydney Harbour Bridge, City Transit and Metropolitan Railway Construction and involved in a number of other engineering projects. His involvement has left a lasting legacy for Sydney and Australia.

State Heritage Values

- The construction of the bridge is also associated with the British team of engineers, Sir Ralph Freeman and contractors Dorman Long and Co. The bridge was the outstanding work of Freeman’s career but his contribution was marred by a dispute with Bradfield regarding who was actually responsible for its design.
- The bridge has strong associations with the families and descendents of the workers who built it, and who recognise its role during the Depression as the so-called ‘iron lung’ in providing employment and protection from hardship or the dole (see Figure 4.11).
- The items in the SHB Movable Heritage Collection are memorabilia of the ceremonies and celebrations for the Opening Day of the bridge and are associated with the people from all classes who participated in the Opening Day events and activities.
- The technical items and instruments within the SHB Movable Heritage Collection were used by staff and workers associated with the construction and maintenance of the Sydney Harbour Bridge, sometimes over many years.

4.5 Statement of Significance

The following Statements of Significance summarises the National and State Heritage values of the bridge as determined under the criteria listed above.

4.5.1 National Heritage Values

The Sydney Harbour Bridge is of outstanding heritage value as a feat of bridge engineering and construction, especially for a young nation that had previously not taken on a project of this scale and complexity. Even today, it continues to be the widest long-span bridge in the world and is recognised as the world’s greatest steel arch bridge because of its combination of size, load bearing capacity and the difficulties overcome in its construction.
The bridge is a symbol of national pride. At the time of its construction, it represented progress and modernity and symbolised Australia's industrial maturity, particularly as it was constructed with extensive use of Australian engineering expertise, materials and labour. For Australians, the bridge was seen as a great achievement and a symbol of hope at a time of the world-wide Depression.

The steel arched form, Art Deco inspired granite pylons and composite approach spans create an iconic and dramatic composition that consistently evokes a positive response from observers. The bridge is seen as a major element of one of the most internationally recognised views of Australia and the city of Sydney, which also comprises the Sydney Opera House, the harbour and its foreshores and the city skyline. Its iconic shape has been used as the inspiration for countless decorative objects, ornaments and tourist products.

The dramatic aesthetic quality of the bridge and its setting has, since the commencement of its construction, been an inspiration to artists, photographers and film makers. It has and continues to be the subject of many works of Australian art, captured by acclaimed artists such as Grace Cossington-Smith and Roland Wakelin.

4.5.2 State Heritage Values

The bridge is a monumental landmark in the centre of the city of Sydney and an important visual element in the cityscape when viewed from many key points around the harbour.

The bridge was the outcome of the personal vision and commitment of Dr JJC Bradfield, Chief Engineer, Sydney Harbour Bridge, City Transit and Metropolitan Railway Construction, and the leading figure in the development of Sydney’s transport system in the first part of the twentieth century. It is also associated with the British team of engineer Sir Ralph Freeman and contractors Dorman Long and Co. Its construction consumed a major portion of the public works capacity and budget of New South Wales, and was a very significant undertaking for the public sector at the time.

The bridge remains synonymous with the names of a broad range of personalities associated with either its construction or subsequent history, eg Premier Jack Lang, De Groot, Paul Hogan.

The approach span arches, slabs and retaining walls of the bridge are important examples of the use of in situ reinforced concrete on a massive scale, combined with the fine scale use
of the material for detail components such as balustrades, step and bass relief decoration, and the scale and design of the viaducts forming the approach spans to the bridge are notable within the New South Wales context. The masonry pylons and abutments of the approach spans designed by the English architect Thomas Tait exhibit a sophisticated degree of Art Deco design influence comparable with other examples in Sydney and New South Wales.

The bridge has been in continuous use since 1932 as the main road and rail connection across Sydney Harbour. Together with the city railway system, it constituted a radical expansion of Sydney’s transportation network, and allowed a major acceleration in the development of the northern residential suburbs, particularly in the post-World War II years, as well as the extension of the Central Business District into North Sydney in the 1960s and 1970s.

The bridge approach spans provide the physical evidence of extensive urban redevelopment within The Rocks/Milsons Point precinct and the wider North Sydney precinct where large parts of the early subdivision patterns and built forms were demolished prior to the construction of the bridge. The bridge approach spans and roadways (especially the Warringah Freeway at North Sydney) truncated established neighbourhoods, creating distinctive precincts whose landuse and built forms developed separately.

The construction of the bridge affected the lives of almost a generation of workers, and its role during the Depression as the so-called ‘iron lung’ which provided employment and protected workers and their families from hardship or the dole is still remembered.

The bridge became an early focal point for political tensions and national celebrations, starting with the ‘De Groot’ incident in 1932, and more recently the ‘Walk for Reconciliation’ in 2000, the Sydney Olympic Games in 2000 and the annual role it continues to play as part of New Year’s Eve and Australia Day celebrations.

In terms of archaeological value, the surviving standing walls at Bradfield Park have the potential to yield further information about the early residential and commercial occupation of Milsons Point, and the archaeological remains in Dawes Point have the potential to yield further information about its early development, particularly the Dawes Point Battery and later alterations.

The SHB Movable Heritage Collection is significant as a collection of relics associated with the design, construction, official opening and ongoing operation of the bridge. The collection contains the only known relics of the temporary support structure utilised for the erection of the arch steelwork, and evidence of the operations carried out in England for the construction of the bridge.

The collection includes items which are significant as representative examples of the materials, technical instruments, technical documentation, components and manufacturing outputs associated with the construction of the Sydney Harbour Bridge. It also contains examples of unique and specialised documents and objects used in association with the Opening Day social activities and celebrations, which are themselves evidence of the social customs and attitudes of the time. The collection contains exhibits which showcase the wide range of objects, activities and publications inspired by or produced in association with the operations of the Sydney Harbour Bridge throughout its history.

Some exhibits in the collection also have value as relics of their period, illustrating aspects of the social context, mores and activities of Sydney at the time of the construction of the Bridge. The SHB Movable Heritage Collection demonstrates the ways in which icons of the era were commemorated through retention of specific materials and objects, and illustrates the social importance of the Bridge at the time of construction.
Appendix 2

National Heritage Listing for the Sydney Harbour Bridge
From *Commonwealth of Australia Gazette No. S 49, 19 March 2007*
Environment Protection and Biodiversity Conservation Act 1999

INCLUSION OF A PLACE IN THE NATIONAL HERITAGE LIST

I, Malcolm Bligh Turnbull, Minister for the Environment and Water Resources, having considered, in relation to the place listed in the Schedule of this instrument -

(a) the Australian Heritage Council’s assessment whether the place meets any of the National Heritage criteria; and

(b) the comments determined to have been given to the Council under section 324JH of the Environment Protection and Biodiversity Conservation Act 1999; and

being satisfied that the place specified in the Schedule has the National Heritage value or values specified in the Schedule include, pursuant to section 324JJ of the Environment Protection and Biodiversity Conservation Act 1999, the place listed in the Schedule in the National Heritage List.

Dated 12 day of March 2007

Malcolm Bligh Turnbull
Minister for the Environment
and Water Resources
SCHEDULE

STATE
Local Government Areas
Name
Location / Boundary
Criteria / Values

NEW SOUTH WALES
North Sydney City and Sydney City

Sydney Harbour Bridge
Bradfield Highway, Dawes Point in the south and Milsons Point in the north, comprising bridge, including pylons, constructed approaches and parts of Bradfield and Dawes Point Parks, being the area entered in the NSW Heritage Register, listing number 00781, gazetted 25 June 1999, except that part of this area north of the southern alignment of that part of Lavender Street between Harbour view Crescent and Cliff Street, Milsons Point.

Criterion

(a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

Values

The building of the Sydney Harbour Bridge as a transport facility linking the city with the north shore was a major event in Australia's history, and represented a pivotal step in the development of modern Sydney and one of Australia's most important cities. The bridge became a symbol for the aspirations of the nation, a focus for 'optimistic prognostications of a better future' following the Depression. The bridge represented an important step in transforming the city of Sydney into a modern metropolis. Internationally, the bridge was recognised as a symbol of progress and a vision of a splendid future.

The building of the Sydney Harbour Bridge was an important part of the technical revolution of the 1930s and seen as evidence of Australia's industrial maturity. The bridge represented the mechanical age displacing the pastoral and agricultural way of life on which Australia's economy had been based. The scale of the operations was enormous and at the time of its construction, it was the widest long-span bridge in the world.

The Sydney Harbour Bridge includes a steel arch spanning the harbour between Milsons Point on the north side and Dawes Point on the south side, and elevated approaches to the arch from both the north and south sides. The arch is made up of two 28-panel arch trusses set in vertical planes, 30 metres apart centre to centre, and braced together laterally. Two granite-faced concrete pylons, with a height of 89 metres above mean sea level, are located at each end of the arch. A deck carrying road and rail traffic is suspended from the arch. Pairs of hangers, ranging in length from 7.3 metres to 58.8 metres, support cross-girders, each weighing 110 tonnes, which support the deck. The northern and southern approaches each contain five spans, constructed as pairs of parallel-chord, six-panel steel trusses. The spans are supported by pairs of concrete piers faced with granite. The combined length of the approach spans is 646 metres.
Criterion

(a) continued

Values

The Sydney Harbour Bridge is an outstanding cultural landmark for the nation and represents a highly significant place in Australia's cultural history. The opening of the Sydney Harbour Bridge was a momentous occasion, drawing remarkable crowds estimated at nearly one million people.

Since its opening in 1932, the Sydney Harbour Bridge has become a famous and enduring national icon and symbol of Australia. The bridge remains one of Australia's most identifiable symbols.

Sydney Harbour Bridge is an integral component of the Sydney Harbour vista and represents one of the most recognisable and iconic images in the world. It is the picturesque blending of the natural environment and man-made structures around the harbour foreshores that has proved an inspiration for generations of artists and writers. In its harbour setting, it has inspired a rich and diverse range of images in a variety of mediums - paintings, etchings, drawings, linocuts, photographs, film, poems, posters, stained glass - from the date of its construction through to the present day.

The bridge is conceivably one of Australia's most-photographed cultural landmarks, and striking images of the bridge have been captured by some of Australia's best-known photographers.

The Sydney Harbour Bridge has also been replicated in tourist posters, postcards, crafts and the folk arts, its image reproduced in media including glass, ceramic, metal, shells and crochet cotton, embroidery and etchings in a huge array of objects.

(b) the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period.

(f) the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period.

The Sydney Harbour Bridge may be considered the world's greatest arch bridge. Although not the longest arch span in the world, its mass and load capacity are greater than other major arch bridges. No other bridge in Australia compares in its technical significance with the structure of the Sydney Harbour Bridge and its pylons and constructed approaches between Argyle Street in the south and Arthur Street in the north.

The construction of Sydney Harbour Bridge combined available technology with natural advantages provided by the site. The bridge is an outstanding technical and construction achievement of the Twentieth Century. The designers took advantage of the sandstone base on which Sydney was built - which enabled them to tie back the cables during construction of the arch and to experiment with massive structures. Although designed during the 1920s and 1930s the bridge has still not reached its loading capacity.
Criterion

(g) the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

Values

It was part of John Job Crew Bradfield's vision for the bridge that it be used at times of national rejoicing. Since its opening it has regularly supported flags, banners, and especially fireworks, becoming a focus for national and local celebrations. Community ceremonial and celebratory occasions centred on Sydney Harbour Bridge, either for the people of Sydney or the broad Australian community, are well recognised and have been widely noted. Since 1932, the broad Australian community has identified the Sydney Harbour Bridge as one of the most nationally and internationally recognised symbol of Australia and the bridge in its harbour setting represents a composite national symbolic image.

(h) the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history.

John Job Crew Bradfield ranks with other engineers whose close involvement in a broad range of projects contributed to Australia's national development. As principal design engineer for the New South Wales Public Works Department, Bradfield was largely responsible for finally bringing the Sydney Harbour Bridge to fruition. As Chief Engineer, he prepared the general design specification and supervised the whole project on behalf of the Government of New South Wales, also integrating the bridge into the Sydney road, tram and rail system.

Bradfield was nationally recognised through his appointments to the Australian National Research Council and the Australian Commonwealth Standards Advisory Committee. The Institution of Engineers, Australia awarded him the Peter Nicol Russell Memorial Medal in 1932, and he also received the Kevent Memorial Medal from the University of Melbourne in 1933, and the Telford Gold Medal from the Institution of Civil Engineers, London in 1934.

For a description of any references quoted above, and more information on each of the places please search the Australian Heritage Database at http://www.deh.gov.au/cgi-bin/ahdb/search.pl using the name of the place.
Appendix 3

Grades of Significance for the Sydney Harbour Bridge

From *Sydney Harbour Bridge- Conservation Management Plan, July 2007*
Godden Mackay Logan Pty Ltd for the RTA
4.6 Grades of Significance

4.6.1 Significance of Components

Different components of a place may make a different relative contribution to its heritage value. Loss of integrity or poor condition may also diminish significance. Specifying the relative contribution of an item or its components to overall significance provides a useful framework for decision-making about the conservation of and/or changes to the place. The NSW Heritage Office's publication *Assessing Heritage Significance* (2001) sets out terms used to describe the degrees (or grades) of significance for different components of a place (see Table 4.2 below).

<table>
<thead>
<tr>
<th>Grading</th>
<th>Justification</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exceptional (E)</td>
<td>Rate or outstanding element directly contributing to an item's local and State significance.</td>
<td>Fulfils criteria for Local or State listing</td>
</tr>
<tr>
<td>High (H)</td>
<td>High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.</td>
<td>Fulfils criteria for Local or State listing</td>
</tr>
<tr>
<td>Moderate (M)</td>
<td>Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.</td>
<td>Fulfils criteria for Local or State listing</td>
</tr>
<tr>
<td>Little (L)</td>
<td>Alterations detract from significance. Difficult to interpret.</td>
<td>Does not fulfills criteria for Local or State listing</td>
</tr>
<tr>
<td>Intrusive (I)</td>
<td>Damaging to the item's heritage significance.</td>
<td>Does not fulfills criteria for Local or State listing</td>
</tr>
</tbody>
</table>

By applying the standard gradings to the major components of the bridge, the arch, pylons and approach spans are of Exceptional significance and the approaches are of High significance. The arch and pylons are the main recognisable components of the bridge and contribute directly to its significance. Although the approach spans are less significant structurally than the arch and the pylons, they form the connection to the shores on each side and are a vital component of the bridge. The approaches are of High significance because, although subsidiary to the arch section of the bridge and of less engineering interest, they are an integral part of the bridge construction.

4.6.2 Schedule of Significance Forms and Fabric

Tables 4.3 and 4.4 provide a schedule of the bridge’s significant fabric and forms. The tables have been compiled using the information extracted from Section 4.5 of the 1998 CMP.
<table>
<thead>
<tr>
<th>Bridge Component</th>
<th>Grading</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arch, pylons and abutments</td>
<td>Overall form of the arch, pylons and abutments, including:</td>
</tr>
<tr>
<td></td>
<td>• the pattern of the steel structural members;</td>
</tr>
<tr>
<td></td>
<td>• the exterior form and detail of the granite clad pylons and abutments;</td>
</tr>
<tr>
<td></td>
<td>• the clear spaces between the arch end posts and pylons; and</td>
</tr>
<tr>
<td></td>
<td>• the clear space between the deck and the water.</td>
</tr>
<tr>
<td></td>
<td>The main interior configuration and spaces of the pylons and abutments.</td>
</tr>
<tr>
<td>Approach spans</td>
<td>Overall form of the approach spans, including:</td>
</tr>
<tr>
<td></td>
<td>• the pattern of the steel structural members;</td>
</tr>
<tr>
<td></td>
<td>• the exterior form and detail of the granite clad piers; and</td>
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<td>• the open spaces under the approach spans.</td>
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<td>Bridge Component</td>
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<td>Bridge Component</td>
<td>Grading</td>
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</tr>
<tr>
<td>Pylons, abutments, piers and associated elements</td>
<td>Granite facing and concrete structure of walls, piers, floors and roofs. Original windows and doors. Bronze plaques. Elevator in south abutment tower. Pylon interior stairs, handrails and balustrades. External sandstone and concrete stairs, handrails and balustrades.</td>
</tr>
<tr>
<td>Bridge Component</td>
<td>Grading</td>
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<tr>
<td>Argyle Street substation and switch house</td>
<td>Rendered walls, tiled roofs, steel windows, doors. Original internal divisions, mezzanines etc. Travelling crane.</td>
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Appendix 4

Site Specific Exemptions and Conservation Policies
From State Heritage Register listing for the Sydney Harbour Bridge (listing no.00781) and the Sydney Harbour Bridge- Conservation Management Plan, July 2007
Godden Mackay Logan Pty Ltd for the RTA

Site Specific Exemptions (SSE)
In the following assessment aspects of the proposal will be compared to the relevant Specific Exemption for Works requiring Heritage Council of NSW Approval (gazetted 13 July 2007):

- 8. minor internal changes to office spaces, retail and other tenancy spaces and recreational facilities

Conservation Management Plan (CMP)
In the following assessment aspects of the proposal will also be compared to the relevant Conservation Policies as follows:

Policy 1- Retention of Cultural Significance
1.2 Any change in ownership, future uses, maintenance, repair and/or adaptation works and asset management program should include retention and appropriate care of the significant elements and attributes of the place as a matter of highest priority.

1.3 All current and future owners, managers and consent authorities responsible for the care and management of the Sydney harbour Bridge and/or its setting should be advised or, and be jointly responsible for, the conservation of the heritage significance of the bridge.

1.5 Alternatives to actions with adverse heritage impacts to the heritage values of the Sydney Harbour Bridge must be explored before such actions are undertaken.

Policy 13- Integrity of Original Design
13.3 Views of the original form of the rendered masonry approaches should be maintained and not obscured

13.4 The fabric and design integrity of the main components of the bridge, comprising the arch, hangers, roadway, pylons, approach spans, piers and approaches including tunnels, tenancy spaces and Milsons Point railway station, should be conserved.

13.5 Original decorative and/or functional minor elements, such as cast iron railings, steel windows, rainwater elements, pressed metal awnings, balustrades, lighting, steps and decoration, should be conserved.

13.6 The arrangement of internal spaces in the abutment towers, pylons and approach structures should be conserved.
Policy 14- Maintenance and Repair Works Generally
14.2 The Sydney Harbour Bridge Conservation Management Plan- Inventory Records 1997 should continue to be used as the basis for ongoing maintenance and repair of the bridge.

Policy 15- Use Appropriate Specialist Personnel
15.1 Conservation and maintenance works should be undertaken by experts or firms with proven expertise in the relevant field and under adequate supervision.
15.2 A conservation specialist should be involved in work affecting the granite or concrete structures.
15.4 Significant fabric should be retained in situ and in its current state and form, and be maintained.

Policy 16-Records of Intervention and Maintenance
16.1 All works to the Sydney harbour Bridge should be appropriately recorded and permanently stored as part of the archival recording of the history and significance of the item.

Policy 19- New Development
19.1 New development should enhance the function and use of the bridge without obscuring or damaging the integrity of the original design or significant fabric.
19.2 New work should be designed to respond to the character of the existing significant design and fabric.

Policy 20- Minimising Impacts of Change
20.1 Any adverse impacts related to proposed change/development on the heritage values of the place, as a whole or particular components, should be minimised by:
   – exercising caution and reviewing the necessity and/or role of any decision with potentially adverse heritage impacts
   – examining alternative solutions and their relative impacts to determine the outcome with least detrimental effects; and
   – ensuring, where possible, that changes (to use, layout and fabric) are reversible and/or have minimal adverse impacts on the cultural heritage significance of the bridge.

Policy 21- Changes due to Operational Requirements
21.2 Changes to the fabric essential to maintain this primary use [as a critical component of Sydney’s transport system (road, rail, pedestrian and cycle)] do not obviate the requirement to assess and to minimise the impact of physical alterations on the cultural heritage significance of the bridge, particularly where these changes are outside the standard or site specific exemptions under Section 57(2) of the Heritage Act.

Policy 23- Use of Approaches
23.1 The bays in the bridge approaches should continue to be available for lease by appropriate businesses and organisations whose spatial and fit-out requirements are compatible with the character of these spaces. The design of tenancy fitouts (including the insertion of mezzanines and walls) to the Middlemiss Street (north side) and Cumberland Street (south side) bays in particular should respond to these large internal spaces. The original reinforced concrete
framed and steel framed glazing end walls to the bays should be retained with minimal alterations.

23.2 External advertising associated with the leased areas of the approaches should be minimised and its size and placement should be designed to fit within the basic modules of the end walls.

Policy 25- Advertising

25.1 The bridge, including the arch, pylons, approach spans and approaches, should not be used for commercial advertising in any form including signage, except for that associated with tenancies as discussed in Policy 23.2.

Policy 29- New Services

29.1 The introduction of new services should be designed to be as unobtrusive as possible. Redundant original or early services should be recorded prior to removal.

29.2 The attachment of services to steelwork should be minimised and located as unobtrusive as possible. Existing services, such as electrical power and compressed air, should be relocated where possible to reduce visual impact on significant fabric.

29.3 Services should not be fixed to the external surfaces of granite or rendered exterior surfaces.