M1 (North) Smart Motorway

Heritage Impact Statement

Report prepared for Transport for NSW

Document Number: M1NSM-DC-EN-RPT-0002

September 2020

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Contents Page

Executive Summary

GML Heritage Pty Ltd has been engaged by Transport for NSW to provide non-Aboriginal heritage advice and assessment services to inform the siting, extent and design of 'smart' technologies and their support infrastructure associated with the M1 (North) Smart Motorway proposal, between Milsons Point in North Sydney and the western approach to Anzac Bridge (the 'proposal corridor').

For the purpose of this assessment, the 'proposal corridor' refers to the area that would be directly impacted by construction and operation of the proposal as shown in Figures 1.3 to 1.9. It includes the total construction footprint as well as any access tracks or ancillary facilities/compound site. The 'study area' encompasses the proposal corridor with an added buffer of 10 metres to also include the many heritage items, heritage conservation areas and significant landscape features that may be indirectly impacted by the proposal and is also shown in Figures 1.3 to 1.9.

The objective of this report is to identify non-Aboriginal heritage items, heritage conservation areas and significant landscape features within the 'study area' and to assess the potential impact of the proposal on these items, areas and features. The proposal has been assessed in relation to its potential heritage impact on the large number of heritage items of national, state and local significance that are located within the proposal corridor, including the Sydney Harbour Bridge and Anzac Bridge.

A desktop investigation was undertaken including searches of statutory and non-statutory heritage registers to identify heritage constraints within the study area. The location of these items is shown in Figures 1.3 to 1.9, and Tables 2.1 and 2.2 provides details of each item.

Much of the proposal corridor is elevated roadway which does not interface directly with heritage items. However, the proposal corridor extends across the Sydney Harbour Bridge and Anzac Bridge and through historic areas in Sydney resulting in potential new heritage impacts.

Transport for NSW has sought heritage advice from GML throughout the various design phases to ensure that the general impact of the proposal on the heritage significance of the heritage items, areas and features in the proposal corridor is avoided or minimised where unavoidable.

The Sydney Harbour Bridge is listed as a heritage item on the National Heritage List, State Heritage Register, the Sydney and North Sydney Local Environmental Plans, and the RailCorp Section 170 Heritage and Conservation Register. The Sydney Harbour Bridge is also located within the World Heritage listed Sydney Opera House buffer zone. The Anzac Bridge is listed on the Transport for NSW Section 170 Register and is recognised as being of State Significance.

The proposed work within the statutory heritage curtilage of the **Sydney Harbour Bridge** involves new signage and infrastructure on existing gantries (some of which replaces existing signage), located at various locations on the bridge and its approaches. As the gantries and some signage already exists in these locations, and the proposed signage is not considerably larger than the existing, the impact of the proposal on the Sydney Harbour Bridge is assessed as having **minor adverse** impact.

The **Anzac Bridge** (nor its approaches) is not currently listed on a statutory register, however it is acknowledged as having high heritage significance and potential for future heritage listing. Anzac Bridge has therefore been included in the scope of this assessment.

The proposed works to the Anzac Bridge include new horizontal gantries with signage spanning between the towers of the bridge. These gantries would alter the significant form of the bridge towers

and impact views through the bridge to either end, which are currently unimpeded, due to the transparent nature of the structure. In their proposed location and form, these gantries are assessed as having a **moderate adverse** impact.

The **Glebe Island Bridge** is listed on the State Heritage Register and the Transport for NSW Section 170 Heritage and Conservation Register. It is proposed to use areas within the heritage curtilage for the establishment and operation of a construction compound on the approaches for 18 months. While this use gives rise to a visual impact on the Glebe Island Bridge, it would not impact significant historic fabric and the impacts are temporary and reversible. It is considered to have a **minor but temporary adverse** impact on the Glebe Island Bridge.

An assessment of heritage impact against each heritage asset is found in Appendix A of this report.

Consideration should be given to the assessments and recommendations in this report in order to avoid and further mitigate the heritage impacts of the proposal during the subsequent stages of design development and proposal refinement.

1.0 Introduction

GML Heritage Pty Ltd (GML) has been engaged by Transport for NSW to provide non-Aboriginal heritage advice and assessment services to inform the siting, extent and design of 'smart' technologies and their support infrastructure associated with the M1 (North) Smart Motorway (M1NSM) proposal, between Milsons Point in North Sydney and the western approach to Anzac Bridge (the proposal corridor).

1.1 Background

Transport for NSW proposes to introduce intelligent technology, known as a smart motorway system, to the M1 corridor between Milsons Point in North Sydney and the western approach to Anzac Bridge.

Smart motorways use intelligent technology to manage travel demand and operations in real time and in line with the capacity along a motorway. This integrated, technology-enabled approach allows monitoring and management of traffic flow on the road and communication with road users in real-time. Many of these technologies are used in isolation on the Sydney road network today, but their full potential as a program of coordinated and interlinked technologies has not yet been realised. Where smart motorways have been implemented overseas and in Australia, they have been shown to deliver enhanced network reliability, efficiency and safety, make more efficient use of existing infrastructure, provide better performance at a lower cost and incur less impact on motorway operations during construction.

The proposal corridor presents several challenges that need to be addressed. These are:

- There is low resilience on the proposal corridor and CBD road network to cope with current and future congestion. Relevantly:
  - The proposal corridor is at capacity and is one of the most heavily congested road corridors in Australia;
  - Due to the lack of capacity, even minor incidents cause congestion across the road network;
  - Increasing population and employment around the proposal will lead to continued increases in demand;
  - Despite planned additional bypass capacity, there will continue to be pressure on the proposal corridor; and
  - The role of the proposal corridor will change over time to facilitate a different type of trip pattern, and the surrounding road network will need to adapt accordingly.
- Severe congestion is leading to delays and reduced travel time reliability. Relevantly:
  - Peak hour demand is leading to severe travel time and speed variability;
  - Peak spreading is continuing to worsen (i.e. peak periods are getting longer);
  - Weekend congestion along the proposal corridor is occurring; and
  - Congestion is leading to heavy 'start-stop' driving conditions, which increases vehicle emissions.

- There are high incident rates in the proposal corridor, combined with constrained hazard detection. Relevantly:
  - The substantial daily traffic volumes and configuration of the proposal corridor contributes to high crash rates
  - Breakdowns and other unplanned incidents on the corridor are a daily occurrence
  - Current detection of incidents is a manual process
  - Existing ITS devices on the Project Corridor are outdated and not fully integrated, which limits the ability to effectively manage traffic flow following an incident
- The complexity of the Corridor reduces the road user experience and road users currently receive sporadic wayfinding and real-time information

The proposal would respond to these challenges by deploying technology to:

- Better control corridor traffic flow;
- Improve hazard management; and
- Enhance corridor messaging and wayfinding and minimise weaving movements.

The objectives of the proposal are to:

- Increase network resilience;
- Improve travel time and reliability;
- Improve traffic safety and incident management;
- Enhance the road user experience; and
- Optimise transport asset utilisation and investment.

1.2 Proposal corridor

The proposal corridor extends between Milsons Point in North Sydney and the western approach to Anzac Bridge and refers to the area that would be directly impacted by construction and operation of the proposal. It includes the total construction footprint as well as any access tracks or ancillary facilities/compound site. This report has considered a wider study area that includes many heritage items, heritage conservation areas and significant landscape features adjacent to the proposal corridor that may be indirectly impacted by the proposal (Figures 1.3 to 1.9).

The A4 corridor (Western Distributor Road) splits from the M1 corridor at North Sydney and continues south past the western fringe of the CBD via the Sydney Harbour Bridge. The Western Distributor then continues across the Anzac Bridge to connect with Victoria Road and the City-West Link Road.

The project corridor also includes select side streets that feed onto the main project corridor and the nominated compound area on the Glebe Island Bridge in Pyrmont.

A large portion of the project corridor and associated access ramps are on elevated structures, particularly near the Central Business District (CBD).

The study area is located within the Local Government Areas (LGA) of North Sydney, City of Sydney and Inner West Council (specifically the former Leichhardt Council area).

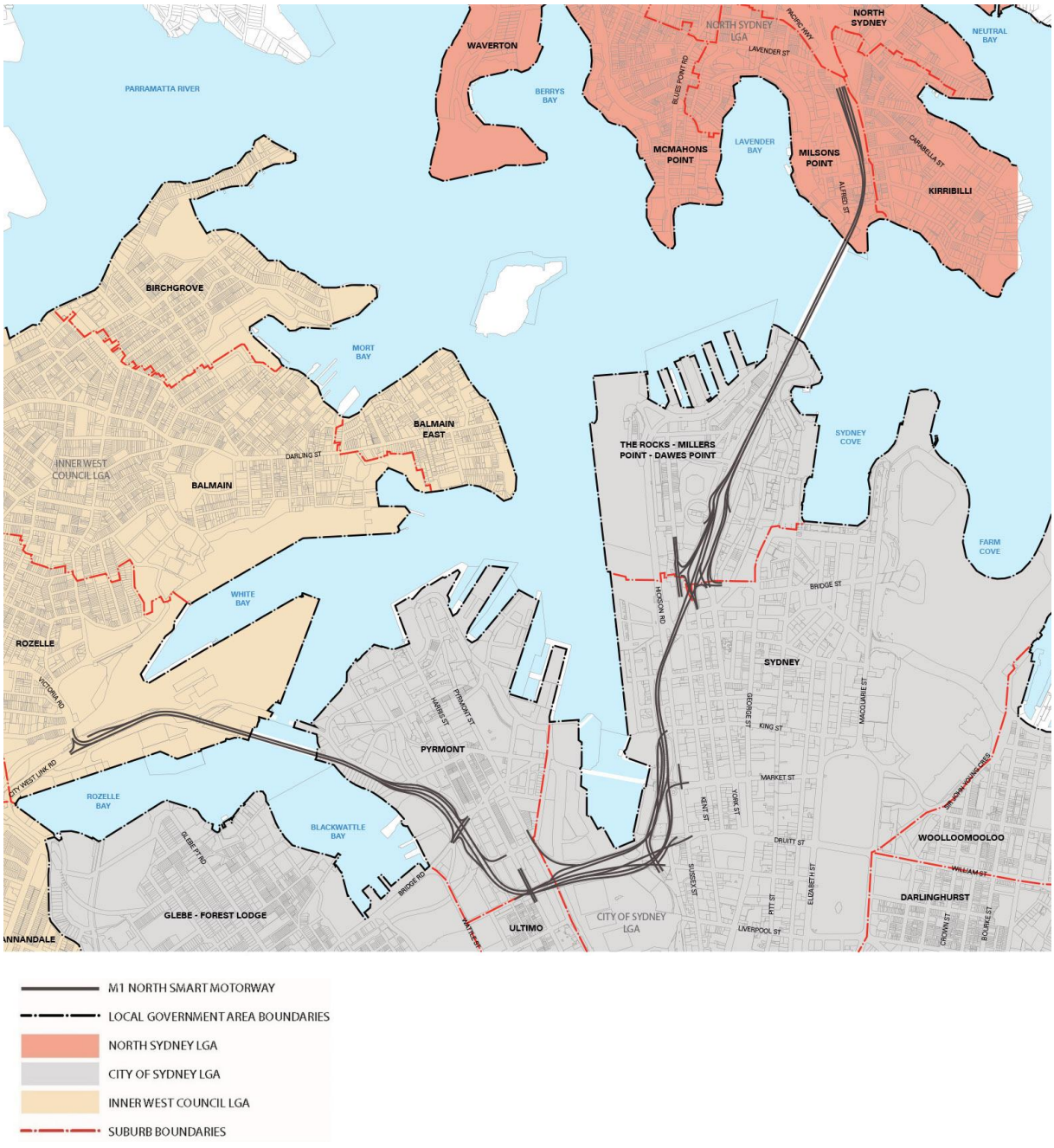

Figure 1.1 Location of the proposal (Source: M1 (North) Smart Motorways, (Source: M1 (North) Smart Motorway, Urban Design Concept and Landscape Character and Visual Impact Assessment, July 2020)

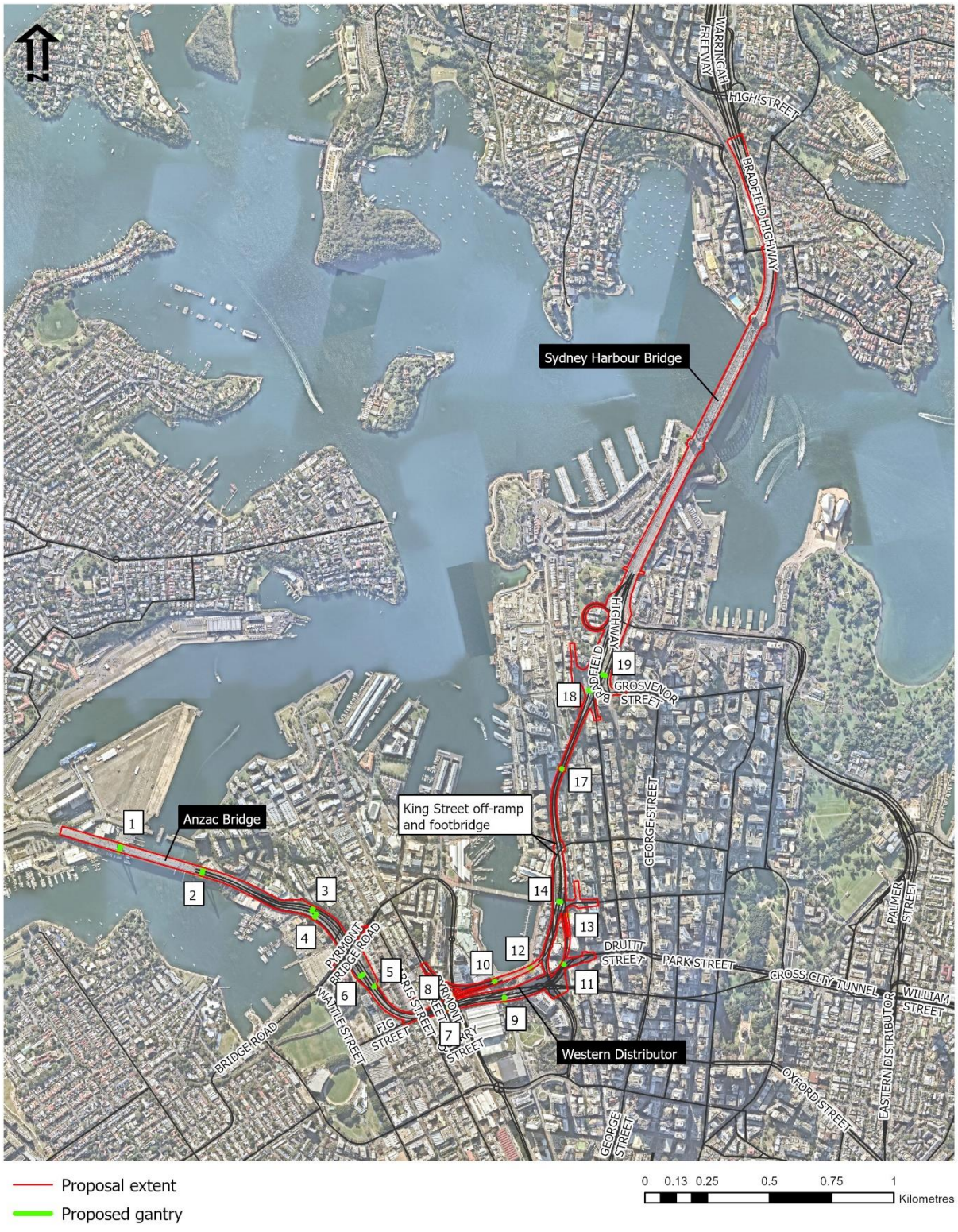

Figure 1.2 The proposal extent and overview. (Source: M1 (North) Smart Motorway, Review of Environmental Factors, 2020)

1.3 Heritage context

The proposal corridor passes through, or near to, numerous heritage items, heritage conservation areas, and significant landscape features (trees and parklands), of national, state and local significance. The heritage items in the study area are described in detail in Section 2.0 of this report.

The most significant heritage item within the proposal corridor is the Sydney Harbour Bridge, which has national significance and is listed on the National Heritage List (NHL), State Heritage Register (SHR) and other state government agency and local government heritage registers. Figures 1.10 and 1.11 show the SHR and NHL curtilages for the Sydney Harbour Bridge. The NHL and SHR curtilages form the statutory curtilages which need to be considered in the assessment of the proposal. The curtilage includes land that is in the ownership of the NSW Government, the Property NSW (PNSW), the City of Sydney, North Sydney Council and RailCorp. The Sydney Harbour Bridge is also located within the World Heritage listed Sydney Opera House buffer zone. The buffer zone includes the Sydney Harbour Bridge in its entirety and most of its approach spans (Figure 1.12).

The Anzac Bridge is not listed on the SHR, but has been acknowledged as having state heritage significance because of its technical qualities; it is a world standard bridge in scale, aesthetics and design features. The renaming of the bridge as Anzac Bridge in 1998 provided the structure with a link to the Anzac legend, a part of Australian heritage and folklore deeply rooted in the Australian psyche. The two Anzac soldier statues, by artist Alan Somervillle, are located at the western bridge abutment on either side of the road. The four metre bronze statue of an Australian World War I (WWI) Digger was placed on the western end monument in 2000 and later, a similar statue of a New Zealand WWI soldier was be placed on the south western approach in 2008.

There are six heritage conservation areas along the proposal corridor:

- Heritage conservation areas along the proposal corridor that are that are listed on the SHR:
  - Millers Point and Dawes Point Village Precinct
  - Millers Point Conservation Area
- Heritage conservation area along the proposal corridor that is listed on the Property NSW (former Sydney Harbour Foreshore Authority) Section 170 Register:
  - The Rocks Conservation Area
- Heritage conservation areas along the proposal corridor that are listed within the Sydney LEP:
  - Millers Point/Dawes Point Heritage Conservation Area
  - Pyrmont Heritage Conservation Area
  - Ultimo Heritage Conservation Area.

Figures 1.3–1.9 show the heritage items and conservation areas along the proposal corridor as listed on the SHR (including the SHR curtilage of the Sydney Harbour Bridge) and in the Sydney and North Sydney LEPs.

1.4 Methodology and terminology

This Heritage Impact Statement (HIS) has been prepared in general accordance with the following key guidelines and policies relevant to heritage management in NSW:

- Heritage Office and Department of Urban Affairs and Planning, *NSW Heritage Manual* (1994);
- Heritage Council of NSW, *Statements of Heritage Impact* (2002); and
- *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013* (the Burra Charter).

Site inspections were undertaken in 2017. The site inspections included walking along the project corridor from Milsons Point, across the Sydney Harbour Bridge and through the CBD to Darling Harbour. The entire project corridor, from Rozelle to North Sydney, was also inspected by vehicle.

1.5 Limitations

This report does not specifically deal with historical archaeology or Aboriginal cultural heritage values along the proposal corridor. Further assessment and impact analysis for archaeology would be required in the future stages of this proposal.

There are many infrastructure, city improvements and other development projects underway or currently in planning that have the potential to interface with the M1NSM project corridor. The outcomes of these projects may impact on the assessment contained in this report. Review and refinement of the assessment for this proposal will be required as part of future stages of this proposal and process of finalisalisation.

1.6 Author identification

This report has been prepared by Julian Siu, Senior Associate.

Previous iterations of this report were prepared by Lisa Trueman, Associate, with input and review by Julian Siu.

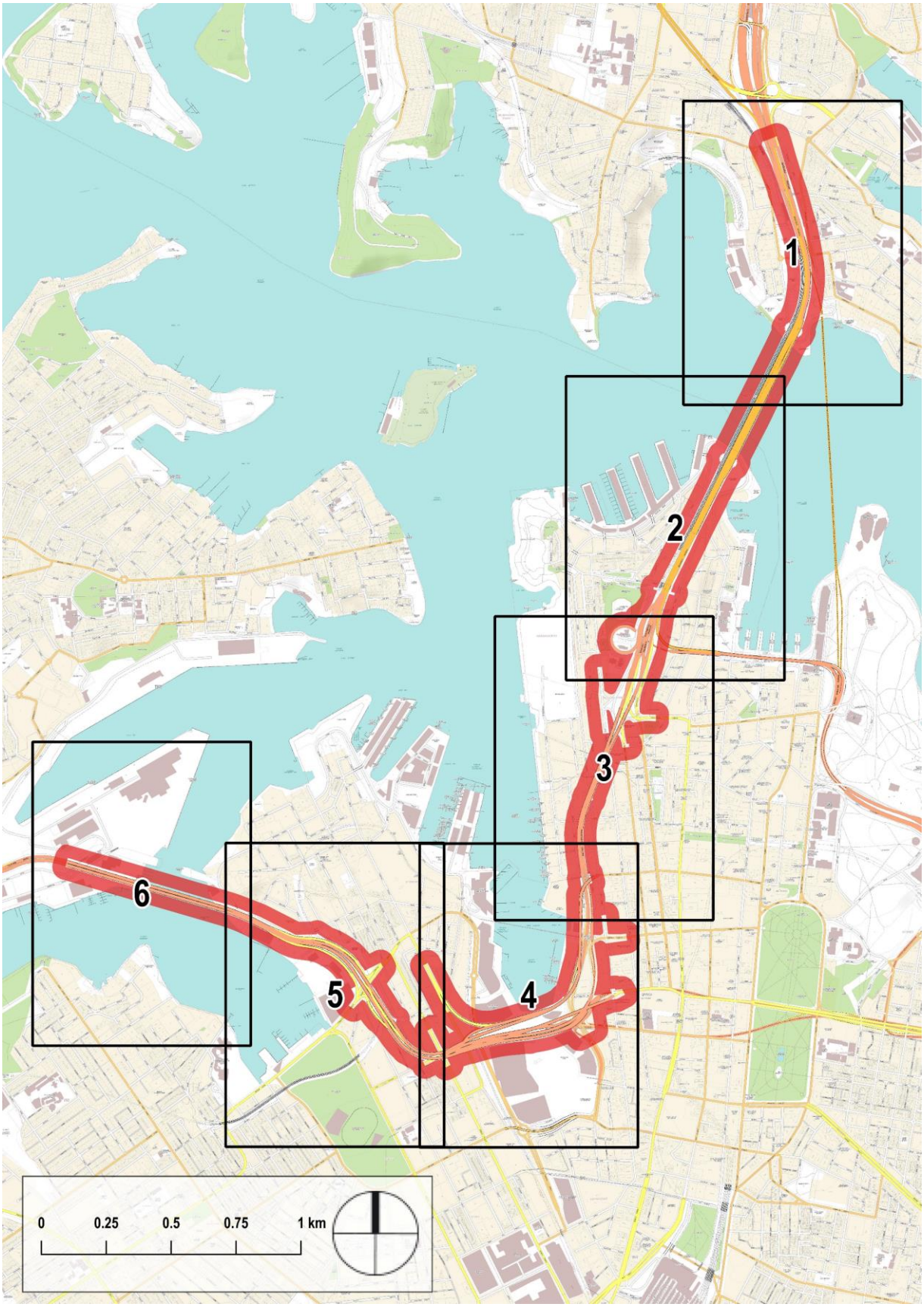

Figure 1.3 Key to Heritage Maps—Figures 1.4 to 1.9. (Source: GML 2020)

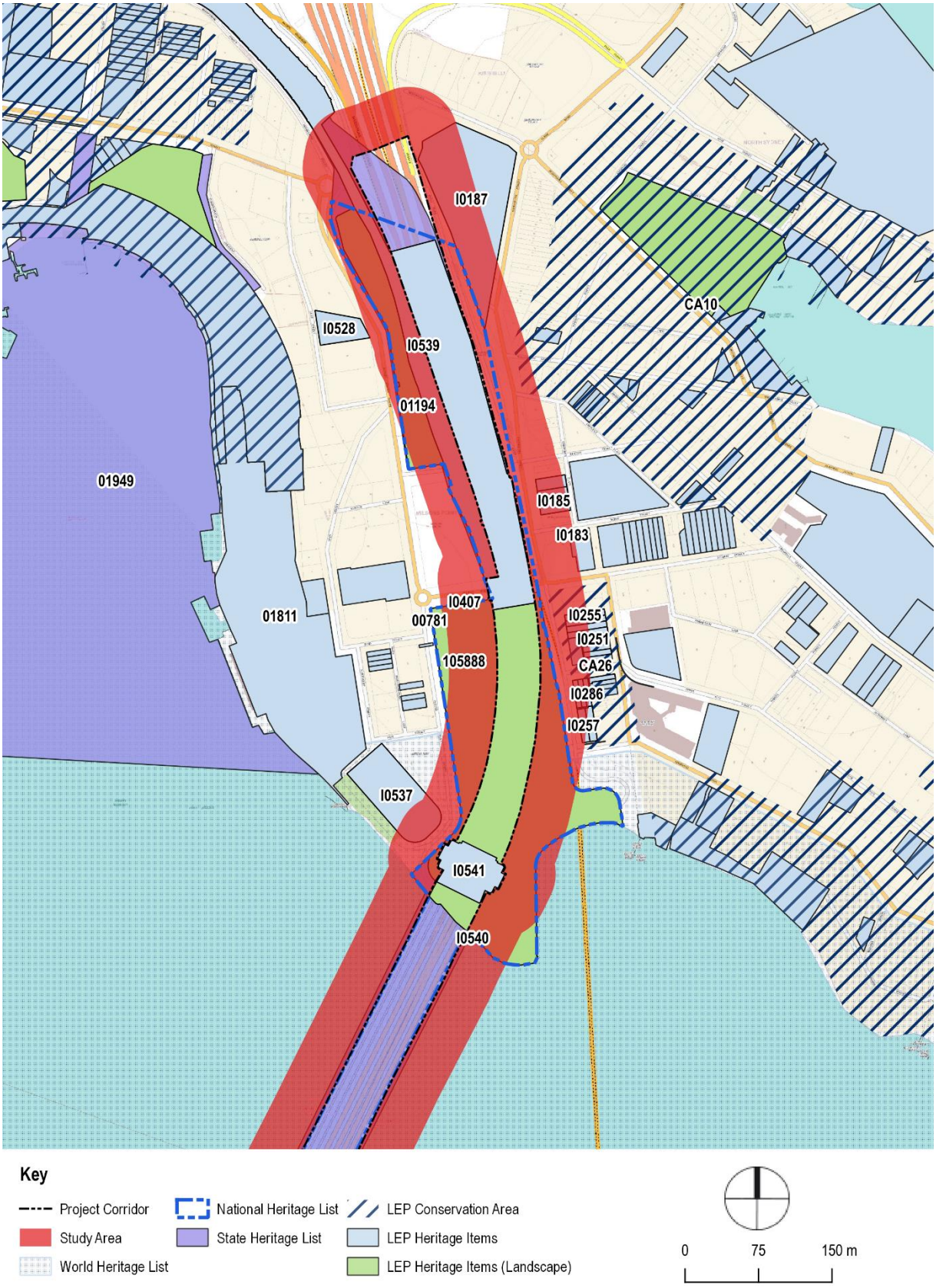

Figure 1.4 Map 1 of heritage items in and near to the proposal corridor. (Source: GML 2020)

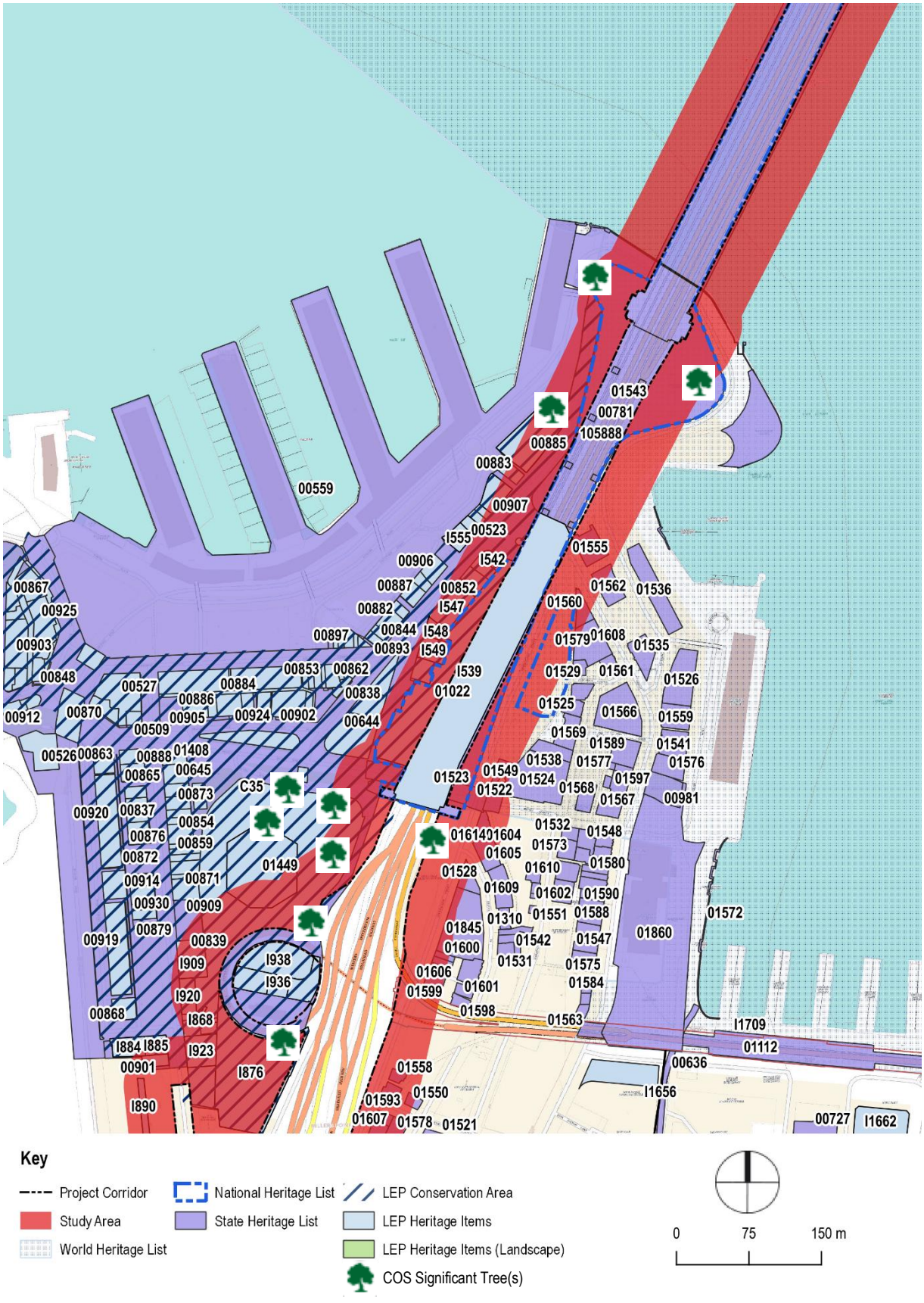

Figure 1.5 Map 2 of heritage items in and near to the proposal corridor. (Source: GML 2020)

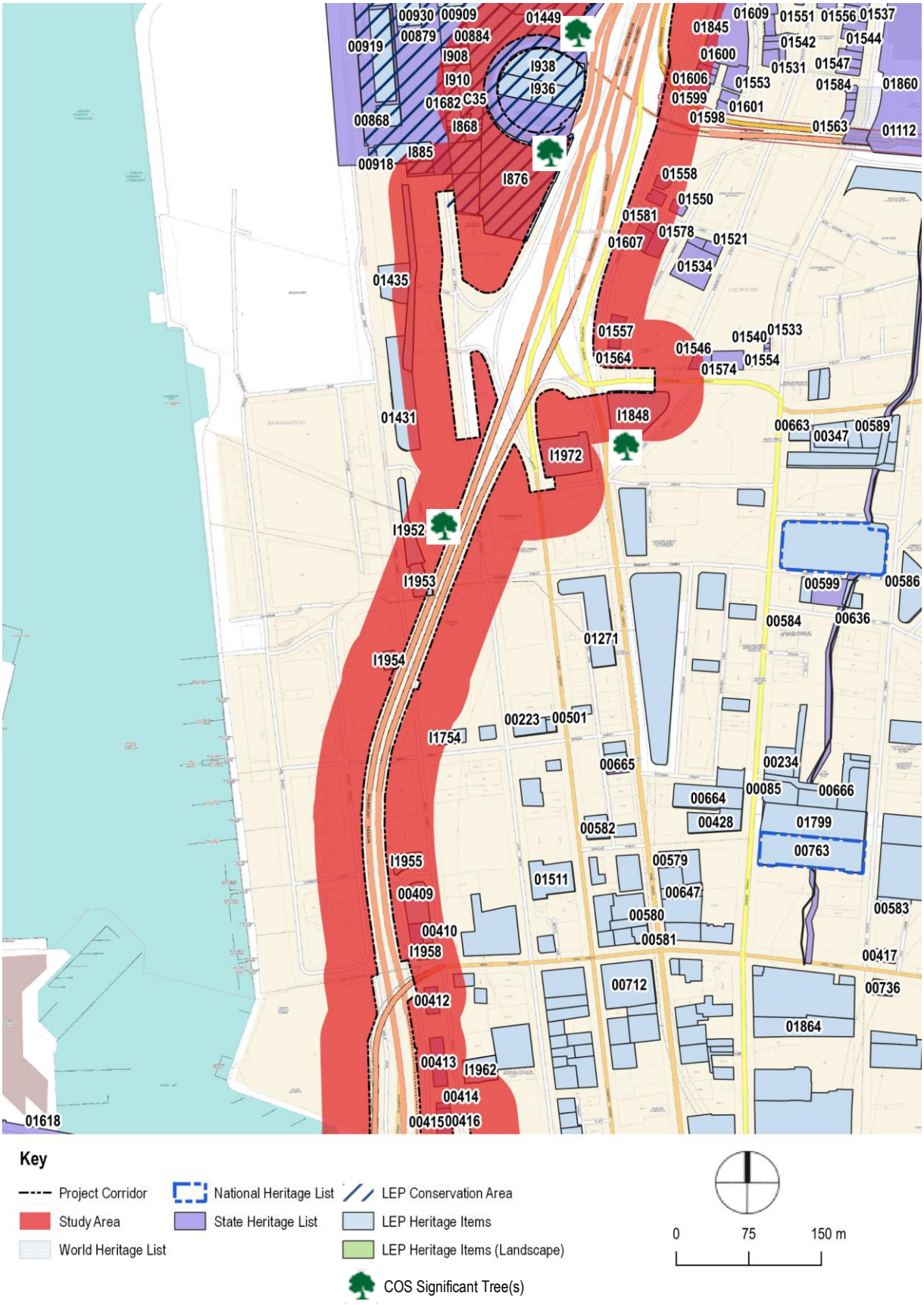

Figure 1.6 Map 3 of heritage items in and near to the proposal corridor. (Source: GML 2020)

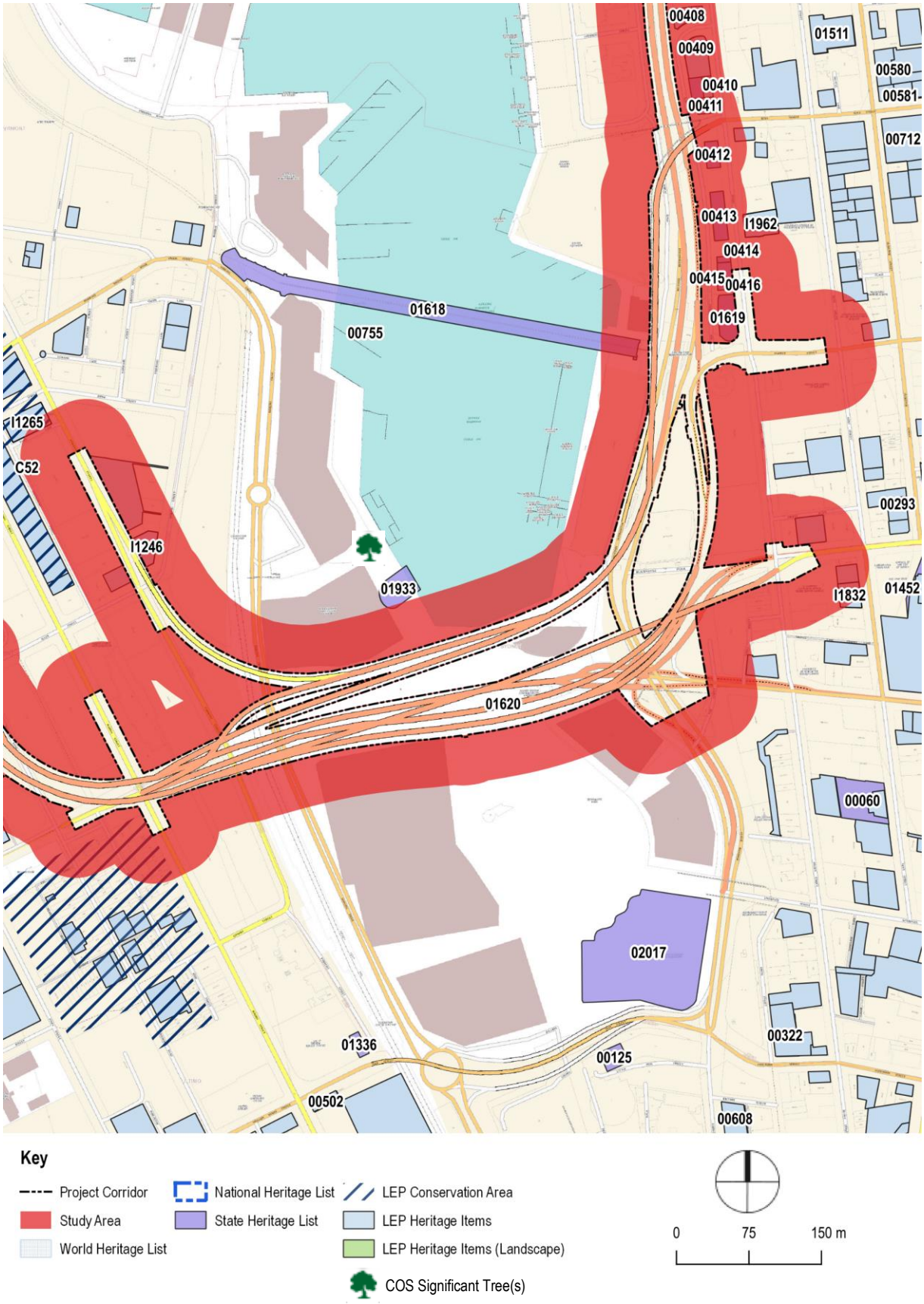

Figure 1.7 Map 4 of heritage items in and near to the proposal corridor. (Source: GML 2020)

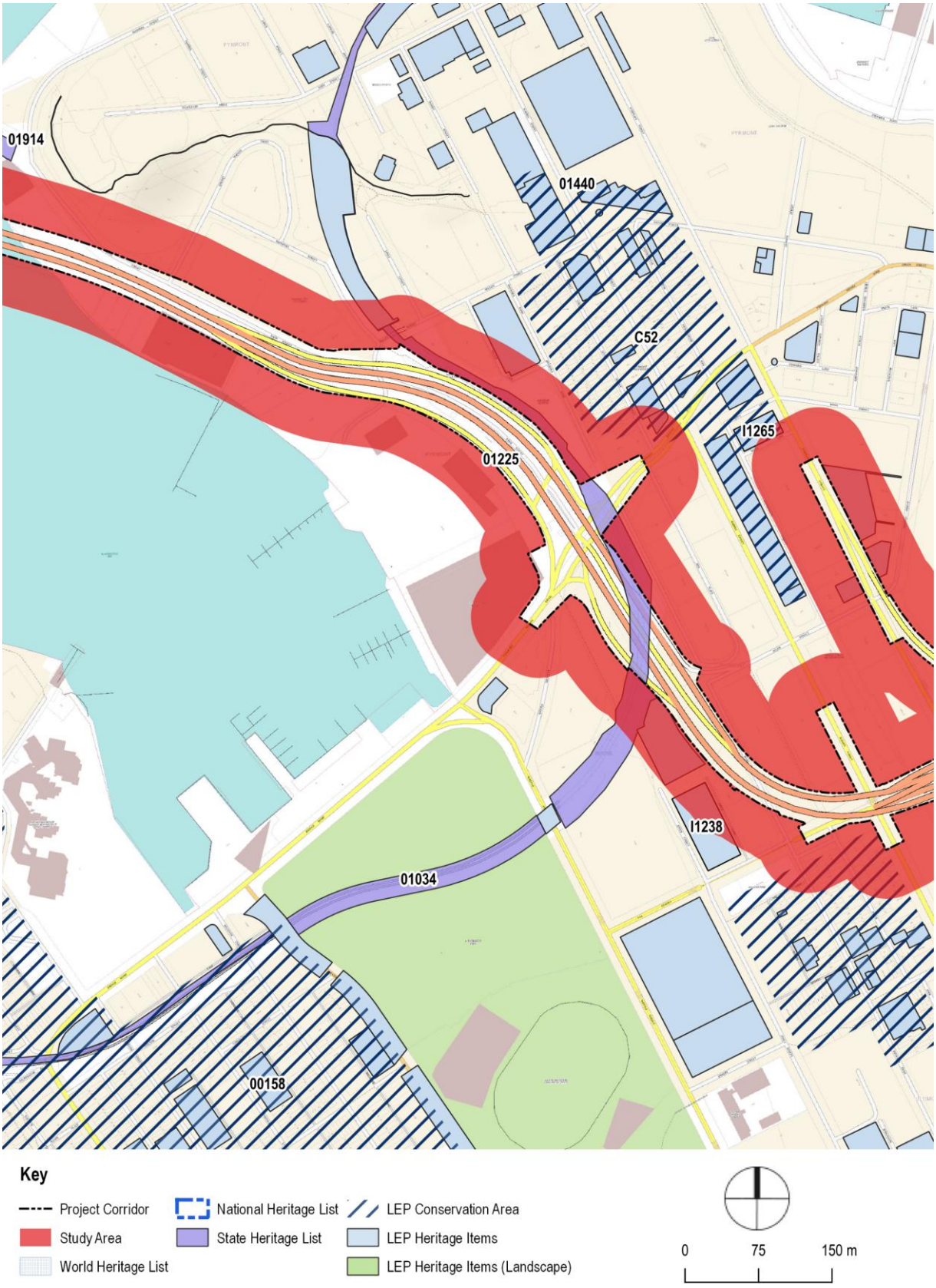

Figure 1.8 Map 5 of heritage items in and near to the proposal corridor. (Source: GML 2020)

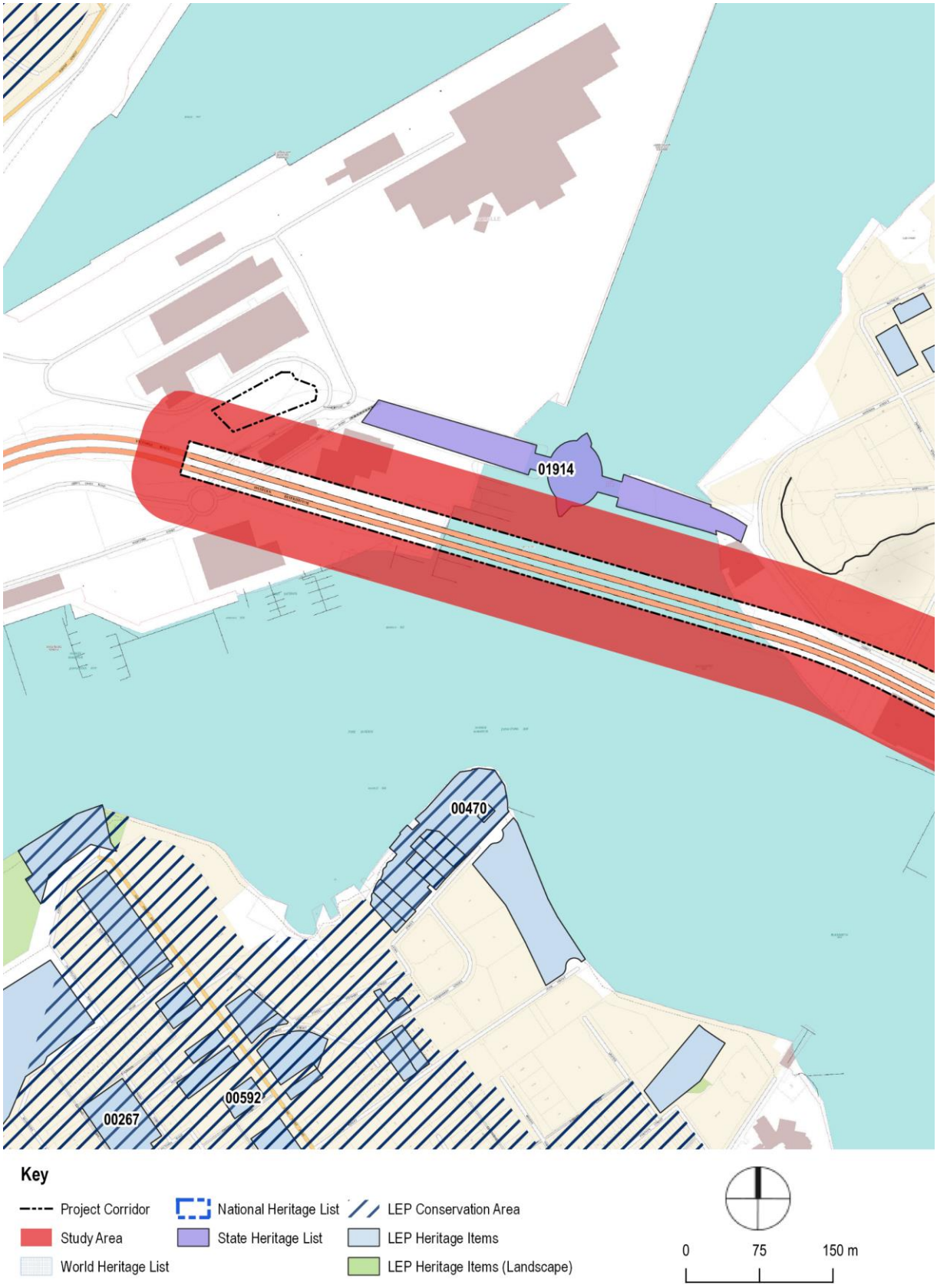

Figure 1.9 Map 6 of heritage items in and near to the proposal corridor. (Source: GML 2020)

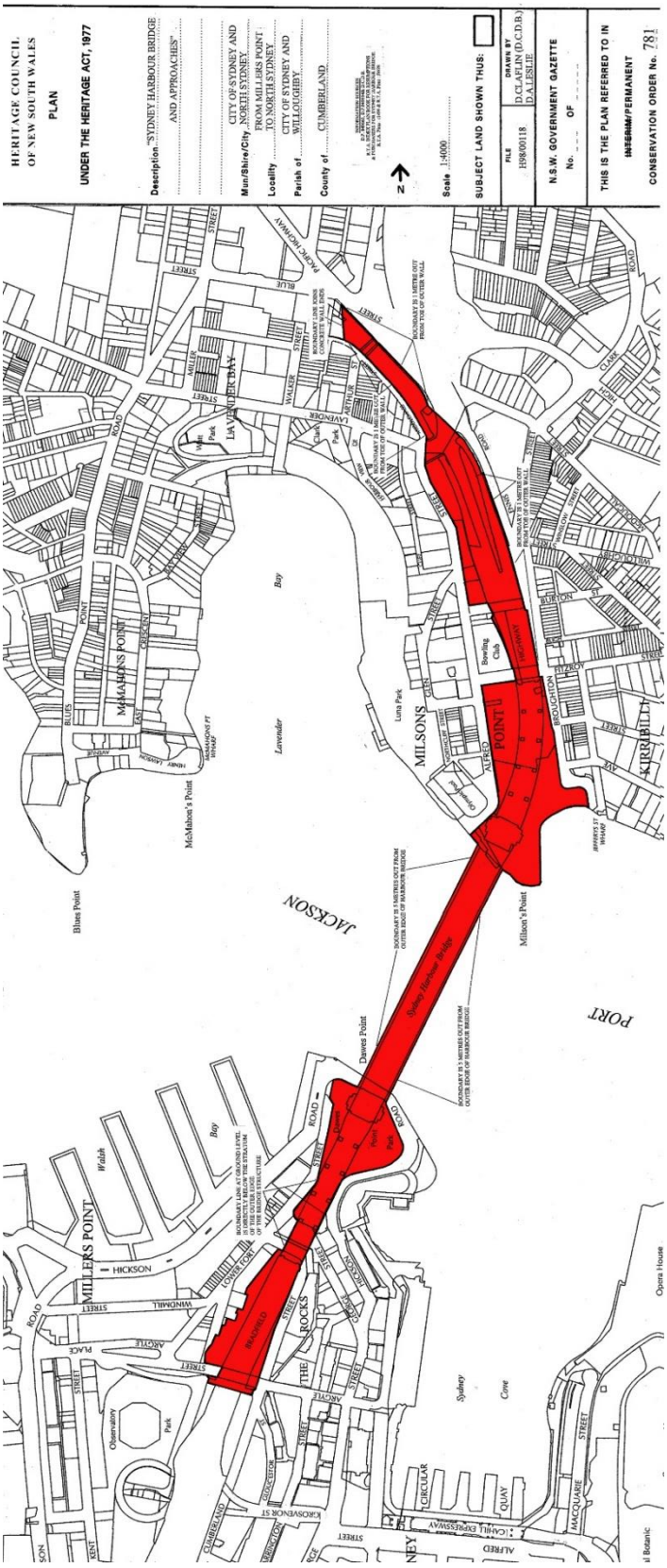

Figure 1.10 State Heritage Register curtilage for Sydney Harbour Bridge. (Source: Heritage NSW, DPIE, with GML overlay)

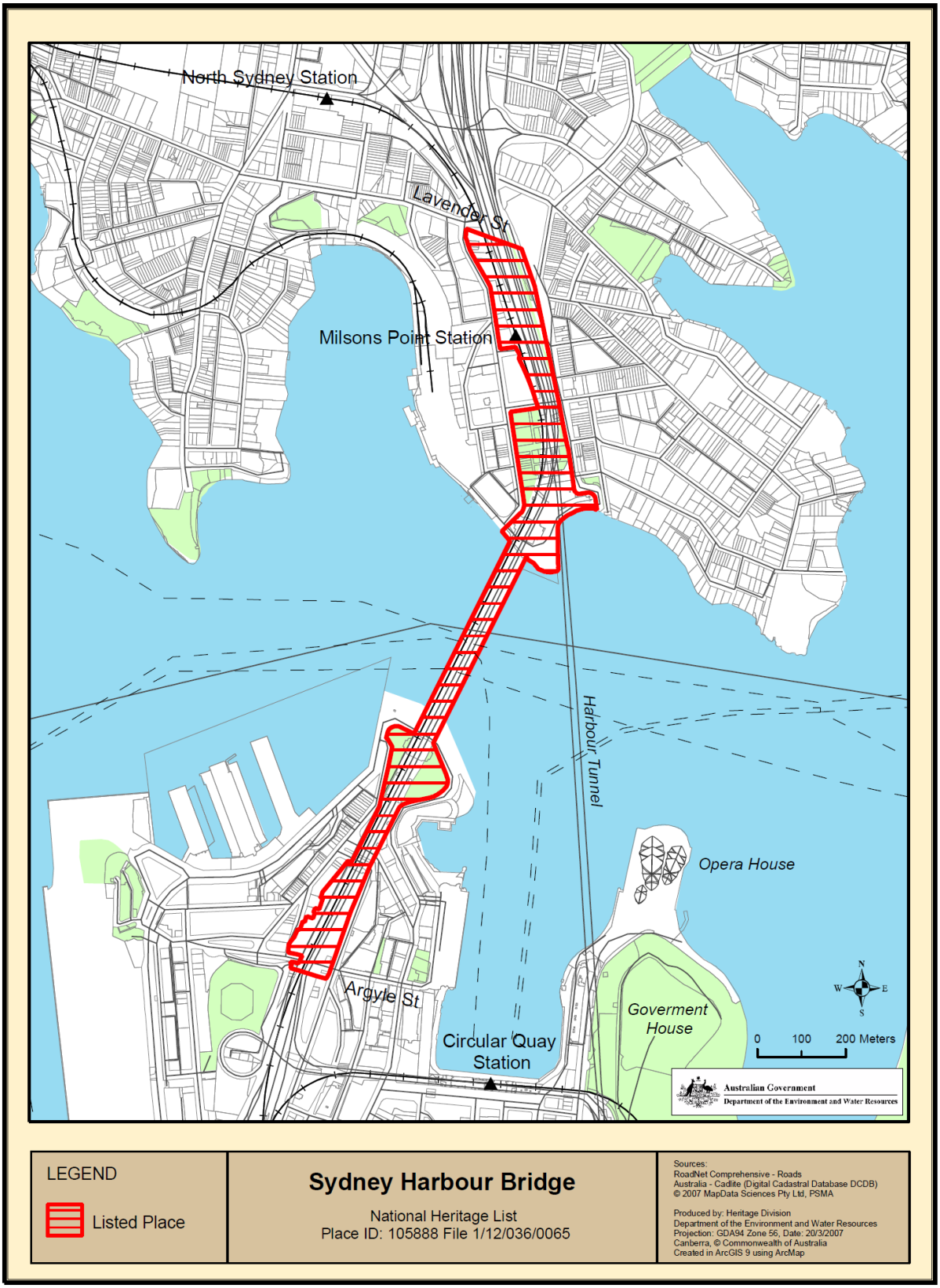

Figure 1.11 Sydney Harbour Bridge, National Heritage List, listing boundary. (Source: Department of Agriculture, Water and the Environment, 2020)

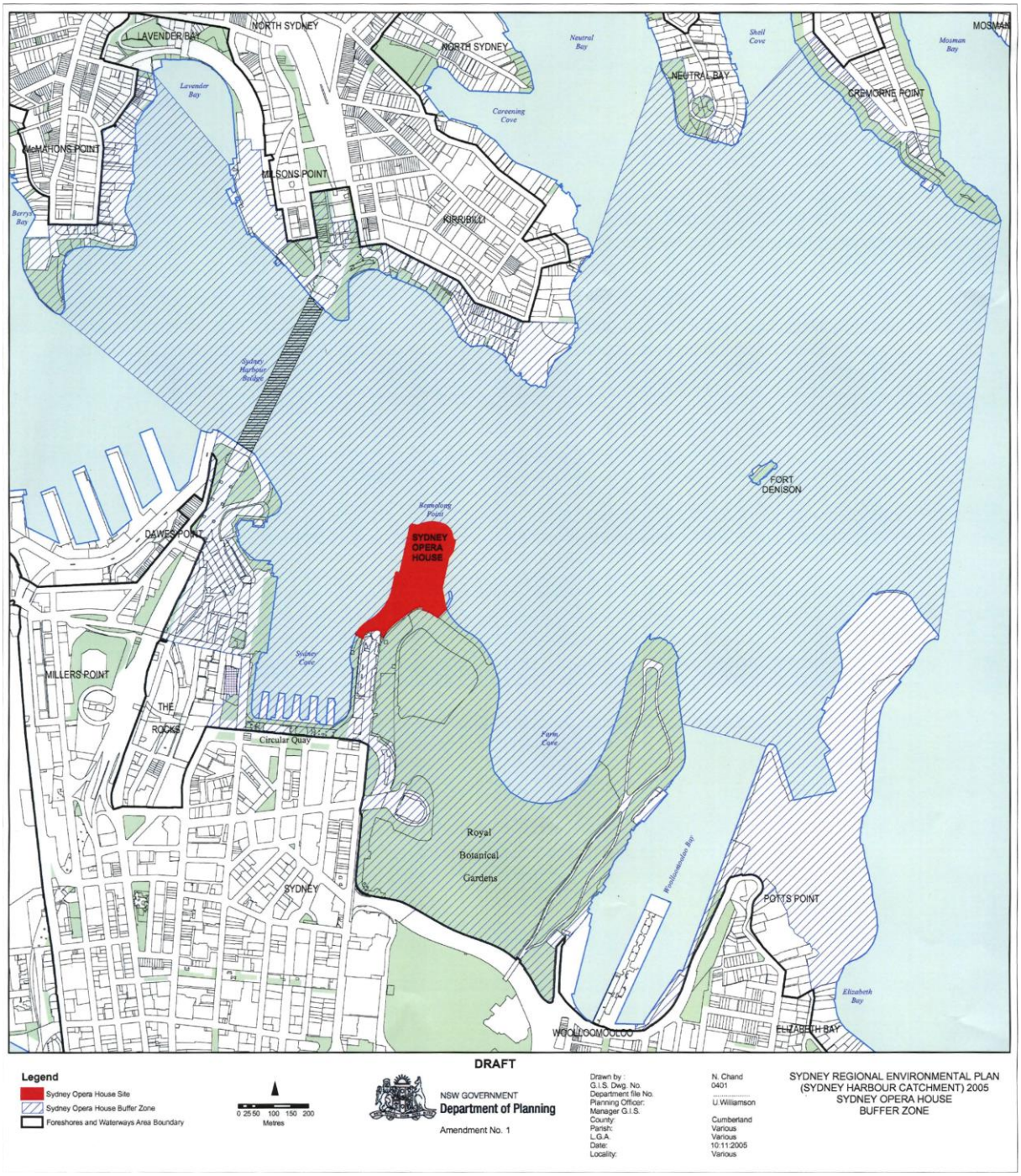

Figure 1.12 Plan showing the buffer zone for the World Heritage Listing of the Sydney Opera House. (Source: World Heritage List nomination document)

2.0 Heritage Assets Along the Proposal Corridor

2.1 Background

The proposal corridor extends between Milsons Point in North Sydney and the western approach to Anzac Bridge. The corridor runs along established motorways and roadways including the M1 Motorway, A4 arterial corridor, Bradfield Highway, and Western Distributor, traversing the heritage listed Sydney Harbour Bridge and Anzac Bridge.

The proposal corridor extends into the Sydney CBD and through historic areas (such as Milsons Point, The Rocks, Haymarket, Ultimo and Pyrmont). The proposal corridor also runs adjacent to significant landscape features (such as trees and parklands) and waterfronts (such as Sydney Harbour, Cockle Bay and Blackwattle Bay).

The Sydney Harbour Bridge approaches and Western Distributor are largely constructed with elevated roadways that run above the streets and buildings below. The construction of these roadways involved the destruction of historic streetscapes and divided some of the historic areas that they traverse, impacting on the cohesion of the historic layout of parts of central and northern Sydney.

Tables 2.2–2.3 identify the heritage items, heritage conservation areas and significant landscape features that are located in and/or beside the proposal corridor.

2.2 Heritage items within the study area

The table below moves from the northern approach of the Sydney Harbour Bridge to southwest (ie to the Anzac Bridge). Highlighted rows are features whose structure/fabric or curtilage falls within the proposal corridor (including beneath structures) and may be subject to direct impacts. Others (not highlighted) are located next to the proposal corridor and may be subject to indirect impacts.

2.2.1 Statutory heritage listings

Table 2.1 Statutory heritage items within the study area.

Name	Address	Endorsed significance	Listing	Item ID
From North Sydney to Rozelle				
Greenway Flats	Corner Broughton and McDougall Streets, Kirribilli	Local	North Sydney LEP 2013	I0187
St John the Baptist Anglican Church	7–9 Broughton Street, Kirribilli	Local	North Sydney LEP 2013	I0185
Milson Point Railway Station Group	North Shore railway, Milsons Point	State	NSW SHR	01194
			RailCorp S170	4801026
			North Sydney LEP 2013	I0539
Sydney Harbour Bridge	Sydney Harbour Bridge	National	NHL	105888

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Name	Address	Endorsed significance	Listing	Item ID
Sydney Harbour Bridge, approaches and viaducts (road and rail)	Bradfield Highway and North Shore Railway Milsons Point/Dawes Point	State	NSW SHR	00781
Sydney Harbour Bridge, approaches and viaducts	Sydney Harbour Bridge	State	Transport for NSW S170	4301067
Milsons Point (Fitzroy Street) Underbridge	Concrete Arch over Fitzroy Street, Milsons Point	State	RailCorp S170	4801022
Milsons Point (Lavender Street) Underbridge	Concrete Arch over Lavender Street, Milsons Point	State	RailCorp S170	4801023
Sydney Harbour Bridge (Rail Property only)	Arthur and Argyle Street, Sydney	State	RailCorp S170	4801059
Sydney Harbour Bridge Approaches Group including pylons, pedestrian stairs and access roads	Sydney Harbour Bridge	Local	Sydney LEP 2012	I539
Sydney Harbour Bridge North Pylons	Sydney Harbour Bridge	Local	North Sydney LEP 2013	I0541
Sydney Harbour Bridge approach viaducts, arches and bays under Warringah Freeway	Sydney Harbour Bridge and approach viaducts including 2–4 Ennis Road and 2–74 Middlemiss Street	Local	North Sydney LEP 2013	I0530
Bradfield Park (including northern section)	Alfred Street South, Milsons Point	Local	North Sydney LEP 2013	I0538
Dawes Point Battery Remains	Hickson Road, The Rocks	State	NSW SHR	01543
Dawes Point Heritage Precinct	George Street/Lower Fort Street, Hickson Road and Harbour Promenade, The Rocks	State	PNSW S170	
Millers Point and Dawes Point Village Precinct	Upper Fort Street, Millers Point	State	NSW SHR	01682
Millers Point Heritage Conservation Area	Millers Point	State	NSW SHR	00884
Millers Point/Dawes Point Heritage Conservation Area	Millers Point	State	Sydney LEP 2012	C35
The Rocks Heritage Conservation Area	The Rocks	State	PNSW S170	
Mining Museum (Former)	36–64 George Street, The Rocks	State	NSW SHR	01555
			PNSW S170	

Name	Address	Endorsed significance	Listing	Item ID
The Argyle Street Railway Substation (and Switchhouse)	Trinity Avenue, Millers Point	State	NSW SHR	01022
			Transport for NSW S170	4800006
The Rocks (Argyle Street) Railway Underbridge	Concrete Arch over Argyle Street	State	Transport for NSW S170	4801821
Argyle Cut	Argyle Street, The Rocks	State	NSW SHR	01523
			PNSW S170	
Argyle Bridge	Cumberland Street, The Rocks	State	NSW SHR	01522
			PNSW S170	
Sydney Observatory	Upper Fort Street, Millers Point	State	NSW SHR	01449
			Sydney LEP 2012	I934
Observatory Park including Boer War Memorial, Bandstand, fences and landscaping	Upper Fort Street, Millers Point	Local	Sydney LEP 2012	I935
Bureau of Meteorology including interior	9 Upper Fort Street, Millers Point	Local	Sydney LEP 2012	I936
Messenger's Cottage for Sydney Observatory including interior	9A Upper Fort Street, Millers Point	Local	Sydney LEP 2012	I937
Fort Street Primary School	1005 Bradfield Highway, Millers Point	Local	Sydney LEP 2012	I938
National Trust Centre including buildings and their interiors, retaining walls and grounds	1001 Bradfield Highway, Millers Point	Local	Sydney LEP 2012	I1876
House "Richmond Villa"	116–122 Kent Street, Millers Point	Local	Sydney LEP 2012	I923
Terrace Group "Glover Cottages"	124–134 Kent Street, Millers Point	Local	Sydney LEP 2012	I925
Terrace	130 Cumberland Street, The Rocks	State	NSW SHR	01600
Terraces	132–134 Cumberland Street, The Rocks	State	NSW SHR	01606
Shops and Residences	136–138 Cumberland Street, The Rocks	State	NSW SHR	01592
			PNSW S170	
Tenements	140–142 Cumberland Street, The Rocks	State	NSW SHR	01599

Name	Address	Endorsed significance	Listing	Item ID
Longs Lane Precinct	Gloucester Street and Cumberland Street, The Rocks	State	PNSW S170	
Tenements	117–117A Gloucester Street, The Rocks	State	NSW SHR	01598
			PNSW S170	
Lang Park including plaques, fountain and archaeology	Lang Street, Sydney	Local	Sydney LEP 2012	I1848
Lilyvale	176 Cumberland Street, The Rocks	State	NSW SHR	01558
			PNSW S170	
Shop and Residences	178–180 Cumberland Street, The Rocks	State	NSW SHR	01593
Shop and Residence	182 Cumberland Street, The Rocks	State	NSW SHR	01581
			PNSW S170	
Terraces	182.5–188 Cumberland Street, The Rocks	State	NSW SHR	01607
Lawson House	212–218 Cumberland Street, The Rocks	State	NSW SHR	01557
			PNSW S170	
NSW Housing Board Building (former)	16–18 Grosvenor Street, The Rocks	State	NSW SHR	01564
			PNSW S170	B090, AR 121
St Philip's Church of England including interior and grounds	3 York Street, Sydney	Local	Sydney LEP 2012	I1972
Big House Hotel (Former "New Hunter River Hotel" including interiors)	20 Sussex Street, Sydney	State	NSW SHR	0513
			Sydney LEP 2012	I1952
Former MWS&B pumping station	21–25 Sussex Street, Sydney	Local	Sydney LEP 2012	I1954
"Bristol Arms" Hotel including interior	81 Sussex Street, Sydney	Local	Sydney LEP 2012	I1955
Former "Hawken & Vance Produce Exchange" façades and exterior form	95–105 Sussex Street, Sydney	Local	Sydney LEP 2012	I1956
Former "Cuthbert's Patent Slip" warehouse including interiors	107–113 Sussex Street, Sydney	Local	Sydney LEP 2012	I1957
Royal George Hotel	115–117 Sussex Street, Sydney	State	NSW SHR	00411
			Sydney LEP 2012	I1958

Name	Address	Endorsed significance	Listing	Item ID
Warehouses (former)	139–153 Sussex Street, Sydney	State	NSW SHR	00413
			PNSW S170	
Dundee Arms	171 Sussex Street, Sydney	State	NSW SHR	00416
			PNSW S170	
Corn Exchange	173–185 Sussex Street, Sydney	State	NSW SHR	01619
			PNSW S170	01619
Pyrmont Bridge	Sydney	State	NSW SHR	01618
Ultimo Heritage Conservation Area	Ultimo	Local	Sydney LEP 2012	C69
Former industrial building elements and industrial components "Edwin Davey & Sons Flour Mill"	2A Allen Street, Pyrmont	Local	Sydney LEP 2012	I1205
Anzac Bridge (RTA Bridge No. 8535)	Victoria Road, Pyrmont	Recognised as being of State significance[1]	Transport for NSW S170	8535
Glebe Island Bridge (RTA Bridge No. 61)	Bank Street, Victoria Road, Pyrmont	State	NSW SHR	01914
		State	Transport for NSW S170	
Glebe Island Wheat Silos	Victoria Road, Glebe Island	State	Sydney Regional Environmental Plan – City West REP No. 26 – Sch. 4, Part 3	1
White Bay Power Station	Victoria Road and Robert Street, Rozelle	State	NSW SHR	01015
			Sydney Regional Environmental Plan – City West REP No. 26 – Sch. 4, Part 3	11
			Ausgrid S170	74
Terrace	130 Cumberland Street, The Rocks	State	NSW SHR	01600

[1] In relation to the Anzac Bridge being 'recognised as being of State significance', this is quoted from the State Heritage Inventory (SHI) citation, and was from a 2004 Study of Heritage Significance of a Group of RTA Controlled Bridges & Ferries, commissioned by RTA and prepared by Sue Rosen and Associates. It is not the same as being on the State Heritage Register, but was acknowledged as part of the uploading onto the SHI by Heritage NSW.

Name	Address	Endorsed significance	Listing	Item ID
Terraces	132–134 Cumberland Street, The Rocks	State	NSW SHR	01606
Terraces	136–138 Cumberland Street, The Rocks	State	NSW SHR	01592
			PNSW S170	
Tenements	140–142 Cumberland Street, The Rocks	State	NSW SHR	01599
Longs Lane Precinct	Gloucester Street and Cumberland Street, The Rocks	State	PNSW S170	
Tenements	117–117A Gloucester Street, The Rocks	State	NSW SHR	01598
			PNSW S170	

2.2.2 Non-statutory heritage listings

Table 2.2 Non-statutory heritage items in the study area.

Heritage Item Name	Organisation	Listing	Item ID
Sydney Harbour Bridge	National Trust of Australia (NSW)	Register of the National Trust of Australia (NSW)	C6075
	Australian Government	Register of the National Estate	1857
	Australian Institute of Architects	Register of Significant Buildings in NSW	4700603
	Engineering Heritage Australia	National Engineering Landmark	
	American Society of Civil Engineers	International Historic Civil Engineering Landmark	

We note that there is a NHL nomination for the 'Colonial Sydney' (Place ID 106103) which is currently under assessment by the Australian Heritage Council. As this nomination has no statutory recognition yet, potential impacts on this item have not been formally assessed in this report. Should the item be gazetted, formal impact assessment of the proposal against this item would be required. It is noted that this NHL nomination was not included on the Department of Agriculture, Water and the Environment (DAWE) Priority Assessment List (July 2020).

2.3 Significant trees

There are a number of significant trees located adjacent to the proposal corridor as identified in Table 2.3.

Table 2.3 Trees within the study area identified on the City of Sydney Significant Tree Register.

Location	Species	Significance	Heritage Listing
Dawes Point (Tar-Ra) Park	15 Hills Weeping Fig; 1 Moreton Bay Fig	Local	City of Sydney Significant Tree Register
Dawes Point Reserve	6 Canary Island Date Palm	Local	City of Sydney Significant Tree Register
Cumberland Street (at Lower Fort Street)	1 Washington Palm; 1 American Cotton Palm; 3 Queen Palm	Local	City of Sydney Significant Tree Register
Cumberland Street (Bridge Stairs)	1 Cockscomb Coral	Local	City of Sydney Significant Tree Register
Argyle Street	4 Moreton Bay Fig; 10 London Plane; 9 American Cottonwood	Local	City of Sydney Significant Tree Register
Upper Fort Street, Observatory Hill	1 Moreton Bay Fig; 7 Jelly Palm	Local	City of Sydney Significant Tree Register
Observatory Hill Park	19 Moreton Bay Fig	Local	City of Sydney Significant Tree Register
Fort Street Public School	1 Moreton Bay Fig	Local	City of Sydney Significant Tree Register
The National Trust (NSW) and SH Ervin Gallery	2 Moreton Bay Fig	Local	City of Sydney Significant Tree Register
Lang Park	3 Moreton Bay Fig; 1 Hoop Pine; 1 Cliff Date Palm; 1 White Oak	Local	City of Sydney Significant Tree Register
Sussex Street (next to 20 Sussex Street)	1 Hills Weeping Fig	Local	City of Sydney Significant Tree Register
Darling Harbour	1 Port Jackson Fig; 23 Canary Island Date Palm; 13 American Cotton Palm; 77 Cabbage Palm; 7 Washington Palm	Local	City of Sydney Significant Tree Register

Mapping for these significant trees is available at <https://trees.cityofsydney.nsw.gov.au/map/>.

3.0 Proposal

3.1 Proposal description

The M1 (North) Smart Motorway – Review of Environmental Factors (REF) (prepared by Transport for NSW, August 2020) provides the following background to the proposal:

> *Transport for NSW proposes to introduce intelligent technology, known as a smart motorway system, to the M1 corridor between Milsons Point and the western approach to Anzac Bridge at Rozelle (the proposal and the proposal corridor). The proposal is shown in Figure 3-1 to Figure 3-18 and an overview of the proposal is provided in Figure 1-2.*
>
> *Key features of the proposal would include:*
>
> - *New gantries at 17 locations*
> - *Integrated Speed and Lane Use Sign (ISLUS) on 16 new gantries and on the King Street overpass (northbound), and the King Street footbridge (southbound)*
> - *Dynamic directional signs collocated on the eight of the new ISLUS gantries, on two existing Sydney Harbour bridge gantries, on the King Street footbridge and on a new gantry near the Clarence Street / Grosvenor Street entry / exit ramp*
> - *New Variable Speed Limit Signs (VSLS) (11 in total) to provide speed limit information for vehicles entering the M1 corridor*
> - *Retention of existing lane control signs and replacement of existing VSLS with new VSLS on existing Sydney Harbour Bridge gantries*
> - *Wayfinding infrastructure including directional signs, lane allocation signs, advance exit signs and exit direction signs that allow strategic placement of key messages and repeater messages to optimise lane selection and lane changes*
> - *Smart motorway hazard and vehicle detection system covering the full elevated motorway and sections without a shoulder/emergency lane.*
> - *On and off ramp vehicle detection.*
> - *Closed circuit television camera infrastructure (CCTV) to achieve full coverage across the corridor*
> - *Minor changes to lane alignments, asphalt resurfacing and line marking changes along the Western Distributor*
> - *Cables, pits, conduits and cabinets to support intelligent transport systems (ITS).*

3.2 Resources

This assessment of heritage impacts is based on review of the following updated concept design document sets:

- Intelligent Transport Systems;
- Road Furniture and Signage;
- Sign Gantries on M1 Motorway;

- Urban Design Concept and Landscape Character and Visual Impact Assessment (DesignInc Sydney Pty Ltd, July 2020); and
- Work-As-Built drawing for the Anzac Bridge (Roads and Traffic Authority, 30 August 1996).

4.0 Assessment of Heritage Impact

This HIS has been prepared with reference to the guideline document *Statements of Heritage Impact* (2002), prepared by the then NSW Heritage Office and contained within the NSW Heritage Manual. It is also consistent with the relevant principles and guidelines of the Burra Charter, which defines the principles and procedures to be followed in the conservation of Australian heritage places.

In order to clarify the potential impacts of the proposed works, GML has utilised a standard ranking system for measuring the level of potential impacts on heritage values (see Table 4.1) The methodology used to rate the impact level is explained below.

These rankings are applied throughout this section using an item by item approach. The impact ranking relates to the effect of the proposed actions/works on the identified heritage values of the individual item/area.

Table 4.1 Ranking of heritage impact.

Ranking	Definition
Major adverse	Actions that would have a severe, long-term and possibly irreversible impact on a heritage item. Actions in this category would include partial or complete demolition of a heritage item or addition of new structures in its vicinity that destroy the visual setting of the item. These actions cannot be fully mitigated.
Moderate adverse	Actions that would have an adverse impact on a heritage item. Actions in this category would include removal of an important part of a heritage item's setting or temporary removal of significant elements or fabric. The impact of these actions could be reduced through appropriate mitigation measures.
Minor adverse	Actions that would have a minor adverse impact on a heritage item. This may be the result of the action affecting only a small part of the place or a distant/small part of the setting of a heritage place. The action may also be temporary and/or reversible.
Neutral	Actions that would have no heritage impact.
Minor positive	Actions that would bring a minor benefit to a heritage item, such as an improvement in the item's visual setting.
Moderate positive	Actions that would bring a moderate benefit to a heritage item, such as removal of intrusive elements or fabric or a substantial improvement to the item's visual setting.
Major positive	Actions that would bring a major benefit to a heritage item, such as reconstruction of significant fabric, removal of substantial intrusive elements/fabric or reinstatement of an item's visual setting or curtilage.

In addition, the type of impact has been described within the assessment of impact on each individual heritage item. The following definitions apply to each impact type.

Table 4.2 Description of impact types.

Type	Definition
Physical	The proposed works impact on the fabric of the heritage item (eg partial or full demolition, additions, alterations).
Direct Visual	The proposed works are located such that they may directly impede significant/primary views of or to the heritage item.

Type	Definition
Indirect Visual	The proposed works are located such that they may impede secondary views of or to the heritage item.
Setting	The proposed works are located such that they may have an impact on the general setting and visual curtilage of the heritage item.

4.1 Alternative options investigated

GML provided heritage advice to the project team at various stages in the development of the design, including advice at the 20% and 80% Design phase, which identified a number of areas of heritage impact or sensitivity, and changes to the design or mitigation measures were recommended. In most of the areas identified, the design has been modified in order to avoid adverse heritage impacts. Modifications included the removal of proposed infrastructure in sensitive locations and/or relocation of infrastructure to other less sensitive areas. Table 4.3 provides a brief summary of the key areas where modifications were made to address heritage concerns.

Table 4.3 Summary of advice given at 20% and 80% design phase.

Location and type of sign	Heritage item	Recommendation	Response
New signage on existing gantries on Sydney Harbour Bridge	Sydney Harbour Bridge	The size and design of the proposed ISLUS will determine its acceptability in these locations. The signage should have no greater impact than the existing signs and should be located such that views of the bridge structure are not further impeded in either direction.	GML was consulted during the design development phases and the location of the signs responds to this recommendation.
New gantries on approaches to Anzac Bridge	Anzac Bridge	Proposed gantries should be relocated or reduced in size.	The gantries were relocated to the towers of the bridge in 80% design. *Refer to discussion below this table.
York Street	St Philip's Church	Relocate away from the heritage item.	Relocated in 100% design

*Alternative options have been considered for signage on the Anzac Bridge, including gantries to the east and west of the bridge towers, and farther along the approaches. Concerns were raised by stakeholders, (including the Returned and Services League, Australia) about the impact of gantries in these locations on views to the bridge and the Anzac statues on the western approach. After consideration of alternatives, the gantries were relocated to the bridge towers. The reasoning for this location is detailed within the REF Section 2.4 and discussed in Section 4.2.2 below.

4.2 Heritage impact assessment

The proposal has been assessed in relation to its potential heritage impact on the heritage items, heritage conservation areas and significant landscape features, of national, state and local significance that are located within the proposal corridor and its vicinity.

The proposal corridor extends along existing road corridors that contain a wide range of extant road infrastructure, including gantries, signage and traffic management/control devices. Much of the proposed work involves replacing and upgrading existing infrastructure, generally with negligible or no heritage impact. The project also involves the removal of some existing infrastructure, with a potential positive impact where the infrastructure is located near heritage items or within heritage conservation areas. However, the proposal also involves the installation of new infrastructure or enlargement of current infrastructure in locations that have the potential for new heritage impacts.

Much of the proposal corridor consists of elevated roadways which do not interface directly with heritage items. However, the proposal corridor extends across the Sydney Harbour Bridge and Anzac Bridge and into historic areas, resulting in new heritage impacts.

The proposal has been designed with heritage input that has resulted in the general impact of the works being avoided or minimised wherever possible. The majority of the impacts have been assessed as neutral, although some specific areas have been identified as potentially having a minor or moderate adverse level of impact.

Detailed impact assessments for each heritage asset are included in Appendix A. The below contains a discussion of non-neutral impacts for heritage assets (namely the Sydney Harbour Bridge, Anzac Bridge and Glebe Island Bridge).

4.2.1 Impact on the Sydney Harbour Bridge

The main heritage item to be affected by the proposal is the Sydney Harbour Bridge, which is listed on the NHL, SHR, LEPs and S170s. The NHL citation for the Sydney Harbour Bridge contains the following Statement of Significance:

> *The building of the Sydney Harbour Bridge was a major event in Australia's history, representing a pivotal step in the development of modern Sydney and one of Australia's most important cities. The bridge is significant as a symbol of the aspirations of the nation, a focus for the optimistic forecast of a better future following the Great Depression. With the construction of the Sydney Harbour Bridge, Australia was felt to have truly joined the modern age, and the bridge was significant in fostering a sense of collective national pride in the achievement.*
>
> *The Sydney Harbour Bridge was an important economic and industrial feat in Australia's history and is part of the nationally important story of the development of transport in Australia. The bridge is significant as the most costly engineering achievement in the history of modern Australia, and this was* [sic] *extraordinary feat given that it occurred at the severest point of the Great Depression in Australia.*
>
> *The bridge is also significant for its aesthetic values. Since its opening in 1932, the Sydney Harbour Bridge has become a famous and enduring national icon, and remains Australia's most identifiable symbol. In its harbour setting, it has been the subject for many of Australia's foremost artists, and 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 its construction phase through to the present.*
>
> *The Sydney Harbour Bridge is also significant as one of the world's greatest arch bridges. Although not the longest arch span in the world, its mass and load capacity are greater than other major arch bridges, and no other bridge in Australia compares with the Sydney Harbour Bridge in its technical significance. In comparing Sydney Harbour Bridge*

with overseas arch bridges, Engineers Australia has drawn attention to its complexity in combining length of span with width and load carrying capacity. The construction of Sydney Harbour Bridge combined available technology with natural advantages provided by the site. The designers took advantage of the sandstone base on which Sydney was built, which enabled them to tie back the support cables during construction of the arch, and to experiment with massive structures. Although designed more than 80 years ago, the bridge has still not reached its loading capacity.

The bridge is also significant for its important association with the work of John Job Crew Bradfield, principal design engineer for the New South Wales Public Works Department, who ranks as one of Australia's greatest civil, structural and transport engineers.

Overall, these heritage values are retained and not substantially affected by the proposed smart motorway works. However, there are some minor adverse impacts resulting from proposed new infrastructure on the approaches and main bridge structure, and changes to the visual setting and appreciation of the national icon.

The proposed works within the statutory curtilage of Sydney Harbour Bridge (which includes its approaches and pylons) involve new dynamic signage replacing existing static signage on existing gantries, located at various locations on the bridge and approaches. Although this introduction of new fabric to the bridge would be clearly visible, because the gantries and signage already exist in these locations and the proposed signage is not substantially larger than the existing, the impact of these works on the Sydney Harbour Bridge has been assessed as **minor**.

Works proposed in the vicinity and wider visual catchment of the bridge include a new gantry (Gantry 18), signage, directional devices and incident detection equipment. These are generally located such that significant views and the majesty of the bridge are retained. Some distant views on the southern approach to the bridge would be impacted by the proposed Gantry 18; however, these approach views are less iconic and still retained north of the gantry, and therefore the impact has been assessed as minor. Some impacts could be mitigated by designing, finishing and painting the new gantry consistent with other gantries and bridge infrastructure.

There has been considerable effort in recent years to reduce supplementary and additional infrastructure on the bridge itself (including gantries and previous signage) in order to reduce the visual clutter and reinforce the majesty of crossing the bridge. This proposal introduces new signage on existing gantries on the approaches to the bridge (Gantries 24 and 25). While better than introducing new signage onto the main bridge span itself, these new signs do alter and impede views to the bridge on the approaches, which is an adverse impact.

The following are photographs and visualisations showing the proposed new gantry located on the southern approach to the bridge (Gantry 18), and the additional signage on existing gantries on the bridge (Gantries 24 and 25). These images have been extracted from the Visual Impact Assessment report (Design Inc, July 2020).

Existing view **Proposed view**

Gantry 18

Gantry 24

Gantry 25

Additional gantries, infrastructure and elements have been added to the bridge throughout its history to accommodate operational changes, security upgrades, changes in road user requirements, etc. These works would maintain and improve the bridge's vital role as the main Sydney Harbour vehicular crossing.

No significant fabric would be removed. The SHB will retain its historical, aesthetic, technical, social and associational values.

The proposal is in accordance with the Sydney Harbour Bridge Conservation Management Plan Conservation Policy 21.1:

> *New work must aim to enhance the functional effectiveness and use of the SHB as the main Sydney Harbour vehicular crossing without obscuring or adversely affecting the integrity of the original design, significant fabric or its heritage values.*

The proposal is consistent with the site specific exemptions issued by the NSW Heritage Council which include:

> *(b) minor modification to road, rail, navigational and other service operating infrastructure on the bridge and approaches;*
> *(c) operation of rail service, traffic management and toll collection infrastructure on the bridge and approaches;*
> *(e) installation of signage not being for commercial or advertising purposes;*

4.2.2 Impact on the Anzac Bridge

The Anzac Bridge (nor its approaches) is not currently listed on a statutory register, however it is acknowledged as having high heritage significance and potential for future heritage listing. Anzac Bridge has therefore been included in the scope of this assessment.

Another key heritage item affected by the proposal is the Anzac Bridge, which is listed on Transport for NSW's Section 170 Heritage and Conservation Register. Section 170 of the Heritage Act requires all government agencies in NSW to identify, conserve and manage the heritage assets it owns, occupies or manages. Under Section 170 of the Act each government agency is responsible for ensuring that the items on its register are maintained with due diligence in accordance with the Act.

The S170 citation for the Anzac Bridge contains the following Statement of Significance:

> *Anzac Bridge has significance at a State level because of its technical qualities; it is a world standard bridge in scale, aesthetics and design features. Anzac Bridge is a reinforced concrete cable-stayed bridge built over Johnstons Bay between Glebe Island and the inner Sydney suburbs of Pyrmont and Darling Harbour. The bridge was designed and built between 1989 and 1995 by the Roads and Traffic Authority (RTA) and its predecessor, the Department of Main Roads (DMR), and is currently the longest such bridge in Australia. The subtle sweep of the bridge's cantilevered deck, which links into the arterial road network and is supported at either end by monumental reinforced concrete towers, forms a striking and integral part of the Sydney skyline. It has quickly become one of the iconic images of Sydney, particularly for those who have views of it, cross it to work by road or bike, or use its highly visible towers as an aid to urban navigation.*
>
> *Anzac Bridge is also historically significant because it is a contemporary solution to a long-term problem for government agencies responsible for road building and maintenance in Sydney. It replaces the Glebe Island Bridge of 1903, adjacent to Anzac Bridge, which was historically part of the five bridges route connecting Sydney to the north shore. This route was important in connecting Sydney to Parramatta and the north shore from the middle of the nineteenth century, and for much of the twentieth century. The design and construction of a new bridge at the Johnstons Bay crossing (along with the associated freeway road systems) from the late 1980s through to the mid 1990s reflected the desire of the road authorities (the DMR, latterly the RTA) to cut travel times for commuters, and also to limit the build up of traffic on the Glebe Island Bridge. Anzac Bridge is part of the Glebe Island Arterial, and forms an essential part of Sydney's road infrastructure.*

The Anzac Bridge is recognised particularly for its aesthetic qualities which includes its "monumental reinforced concrete towers" which "forms a striking and integral part of the Sydney skyline" and are "iconic images of Sydney" and "highly visible towers". Refer to the heritage assessment against criterion C (aesthetic significance) in the citation and Statement of Significance above.

The proposed works to the Anzac Bridge, which includes two new horizontal gantries with signage (Gantries 1 and 2) spanning between the A-frame bridge towers at either end of the bridge, have been assessed as having a **moderate** adverse impact. These gantries would alter the form and aesthetics of the bridge towers and impact views through the bridge to either end, which are currently unimpeded, due to the transparent nature of the structure. The green signage and infrastructure would be new and prominent in views from the roadway and pedestrian and bike path. The recognised form and iconic

nature of the bridge towers, which is part of its aesthetic heritage significance, would be altered and adversely affected by the proposal. However, it is recognised that the original design intent allowed for additional signage infrastructure on the bridge (see discussion and figures below) and the infrastructure would serve a function which complements the Anzac Bridge's primary function as a major arterial road.

The location of the two new gantries within the A-frame of the bridge towers avoids impacts on the statues of remembrance of the Anzacs and memorials at the western abutments, which are not original (installed in 1998) but are contributory to the significance of the bridge.

The following are photographs and visualisations showing the proposed new gantries located on the A-frames of the two concrete bridge towers (Gantries 1 and 2). These images have been extracted from the Visual Impact Assessment report (Design Inc, July 2020).

Existing view **Proposed view**

Gantry 1

Gantry 2

The REF states that the proposed option (sub-option 2) was selected for the following reasons:

> *While sub-option 2 would have a more direct visual impact on the heritage listed Anzac Bridge, it addresses stakeholder (including the Returned and Services League, Australia) concerns about visual impacts on the Anzac statues on the western bridge approach. The following was also a factor in the selection of the preferred sub-option:*
>
> - *Locations further the east and west would not provide enough time for motorists to view the sign information and make lane change decisions*
> - *The Anzac Bridge was designed to accommodate gantries across the A-frame pylons* (bridge towers) *and therefore installation would have a minimal impact on bridge fabric*
> - *The gantries can be easily removed (without damage to the bridge) should alternative signage or vehicle technology render them obsolete in the future*

- *Installation of two gantries within the A-frame pylons* (bridge towers) *allows for removal an existing static sign on the bridge, thereby minimising visual clutter.*

From Work-As-Executed drawings cited as part of this project (prepared by the Roads and Traffic Authority of NSW, 30 August 1996) (Figure 4.1) and evidence onsite (Figure 4.2), it is understood that provision for gantries (ie stainless steel bearing housings for sign structure) in these locations formed part of the original design for the bridge, yet were not implemented in the original construction of the bridge. Therefore, the impact analysis must be assessed on the bridge as it currently exists, including the current distinctive and highly recognisable form.

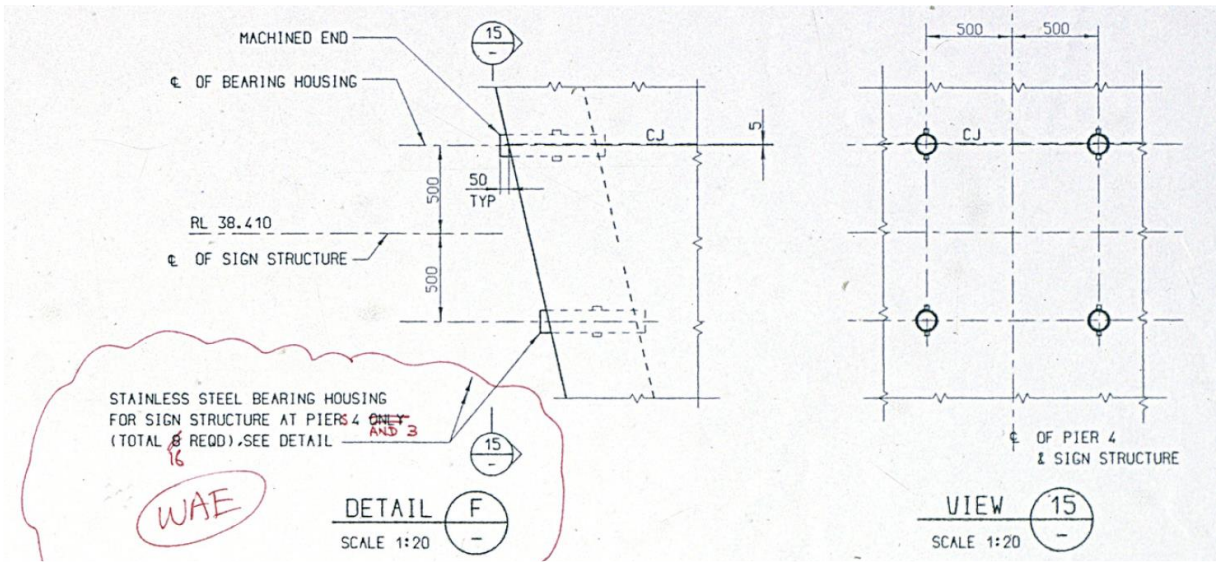


Figure 4.1 Work-As-Built drawings showing the provision for sign structure in the bridge towers. (Source: Transport for NSW, September 2020)

Figure 4.2 Views of the stainless steel bearing housings on both bridge towers of the Anzac Bridge. (Source: Google StreetView, September 2020)

A range of additional infrastructure (ie PTZ, security/CCTV and Automatic Incident Detection (AID) cameras) are proposed to be mounted on the concrete pylons and elevated structures along the length of the bridge. While necessary for traffic monitoring and management, these minor accretions cumulatively add to the visual clutter of road infrastructure on the bridge. This is a **minor** adverse impact.

4.2.3 Impact on the Glebe Island Bridge

The Glebe Island Bridge is listed on the SHR and the Transport for NSW Section 170 Heritage and Conservation Register.

It is proposed to use areas within the heritage curtilage for a temporary construction compound. While the exact space requirement and layout has not been determined, the construction compound would include laydown and storage areas, demountable site sheds raised on concrete blocks, fencing/hoarding and car parking. No excavations are expected to be necessary and utility connections are proposed to be above ground or overhead. The construction compound is likely to be used for up to 18 months (from early 2022 to late 2023).

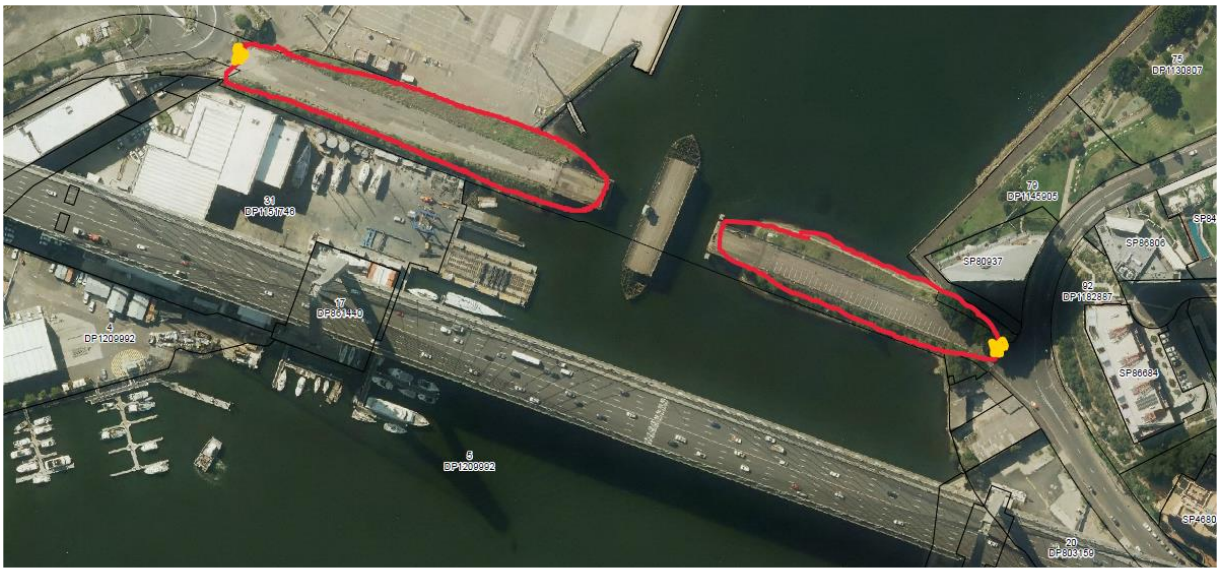


Figure 4.3 Indicative areas within Glebe Island Bridge curtilage to be used as a construction compound. (Source: Transport for NSW, September 2020)

The proposed site components would be 'loose-fit' and not require excavations to install or connect, and the use would be non-invasive and temporary. There is no proposed removal of fabric. Therefore, with appropriate mitigation measures, the proposed works should not physically impact the Glebe Island Bridge.

However, owing to the duration of works (up to 18 months), the proposed construction compound would result in prolonged but still **minor and temporary visual impact** on the appreciation and setting of the Glebe Island Bridge.

The heritage values of the Glebe Island Bridge would not be permanently impacted.

4.3 Visual impact assessment

The visual impact of the M1NSM proposal has been assessed in detail within the 'Urban Design and Landscape Character and Visual Impact Report' (DesignInc, July 2020). This report includes a contextual analysis and visual impact assessment of the proposed works and has taken into account heritage considerations. The report also makes recommendations for mitigation measures to areas where the visual impact can be reduced.

The Visual Impact Assessment generally aligns with this heritage assessment in terms of the impact of the proposed works on heritage items. It has determined that the visual impact of the proposed new gantries to the Anzac Bridge is **moderate–high** and made recommendations for mitigating the impact through detailed design. These assessments and the recommendations of the impacts are generally consistent with the heritage impact assessment for these elements contained in this HIS.

5.0 Conclusions and Recommendations

5.1 Conclusion

The proposal corridor extends along existing road corridors that contain a wide range of extant road infrastructure, including gantries, signage and traffic management/control devices. The works are typical of road infrastructure upgrades expected for a critical major arterial road and heavily used vehicle corridor.

Much of the proposed work involves replacing and updating existing infrastructure, generally with negligible or no heritage impact. The project also involves the removal of some existing infrastructure, with a potential positive impact where the infrastructure is located near heritage items or within heritage conservation areas. However, the proposal also involves the installation of new infrastructure or enlargement of current infrastructure in locations that have the potential for new heritage impacts.

Much of the proposal corridor is elevated roadway which does not interface directly with heritage items. However, the proposal corridor extends across the Sydney Harbour Bridge and Anzac Bridge and into historic areas of Sydney, resulting in new heritage impacts.

The proposal has been designed with heritage input that has ensured that the general impact of the works are avoided or minimised wherever possible. The majority of the impacts have been assessed as neutral, although the proposed works on the Sydney Harbour Bridge and its northern and southern approaches has been identified as having a minor adverse level of impact. The proposed new gantries on the Anzac Bridge are identified as having a moderate adverse level of impact.

The proposal has been assessed in relation to its potential heritage impact on the large number of heritage items of national, state and local significance that are located within the study area.

The proposed works within the curtilage of Sydney Harbour Bridge involve new signage replacing existing signage on existing gantries at various locations on the bridge and approaches. As the gantries and signage already exist in these locations, and the signage is not substantially larger than the existing, the impact of these works on the Sydney Harbour Bridge is **minor.** In addition, the proposed works are consistent with the Sydney Harbour Bridge Conservation Management Plan and are exempt from approval under the site specific exemptions.

The proposed works to the Anzac Bridge include new horizontal gantries with signage, spanning between the concrete towers at either end of the bridge. These gantries will alter the form and aesthetics of the bridge towers and impact views through the bridge to either end, which are currently unimpeded, due to the transparent nature of the structure. In their current form, these gantries are considered to have **moderate adverse** impact on the Anzac Bridge.

The proposed works on the Glebe Island Bridge involve the establishment and operation of a construction compound on the approaches for 18 months. While this use gives rise to a visual impact on the Glebe Island Bridge, it would not impact significant historic fabric and the impacts are temporary and reversible. It is considered to have a **minor but temporary adverse** impact on the Glebe Island Bridge.

5.2 Recommendations

Consideration should be given to the following measures, in the next phase of detailed design, in order to mitigate the heritage impacts of the proposal.

Assessed Item	Ranking of Impact	Recommended Mitigation
Sydney Harbour Bridge NHL #105888 NSW SHR #00781 TfNSW S170 #4301067 RailCorp S170 #4801022, #4801023, #4801059 Sydney LEP 2012 #I539 North Sydney LEP 2013 #I10541, #I0530, #I0187	Minor adverse	The design, finish and colour of Gantry 18 should be consistent with other existing gantries and bridge infrastructure to read as a suite of similar elements on the approach to the bridge. It should be lightweight and as transparent as possible. The proposed signs should be kept to the minimum size possible in order to minimise the obstruction of views of the bridge on approach and across it.
Anzac Bridge (RTA Bridge No. 8535) TfNSW S170 #8535	Moderate adverse	The proposed gantries within the bridge towers should be lightweight and as transparent as possible. They should use the existing fittings on the bridge towers and avoid any permanent new fixings to the bridge's fabric. The gantries should be able to be removed without permanent damage to the structure of the bridge. The proposed signs should be kept to the minimum size possible in order to minimise the obstruction of views through the bridge towers.
Glebe Island Bridge (RTA Bridge No. 61) SHR #01914 TfNSW S170	Minor adverse	These establishment and operation of the proposed construction compound must include protection measures for heritage. This would include physical protection of the bridge, machinery abutments, piers, embankments. It would be achieved through heritage inductions, set back from edges, hoarding and signage. Site sheds should be located away from the centre of the bridge to minimise the intrusion on the visual setting central pivot and connection deck. Heavy loads should be concentrated on the land based portions of the approach spans. No excavations are permitted.

Additional recommendations to consider once detailed design is completed include:

- further assessment of impact on significant trees (canopies and root zones) if there are any changes to the current design;
- construction and vibration requirements in accordance with ESC QA Specification G36;
- unexpected finds procedure in accordance with ESC QA Specification G36;

- heritage training and induction for all site personnel; and
- consideration of encountering archaeological resources, if required.

6.0 Appendix A – Detailed Impact Assessments

The descriptions and statements of significance for the assessed heritage items and conservation areas have been extracted from the following relevant local, state and federal statutory and non-statutory heritage registers:

- World Heritage List;
- National Heritage List;
- NSW State Heritage Register;
- NSW State Heritage Inventory database;
- North Sydney LEP;
- Sydney LEP;
- Section 170 Heritage and Conservation Registers for Sydney Water, Property NSW (former SHFA), Transport for NSW (incorporating former Roads and Maritime Services), Sydney Ports, RailCorp and Ausgrid; and
- SREP 26.

Heritage significance assessment and detailed impact assessment for Greenway Flats.

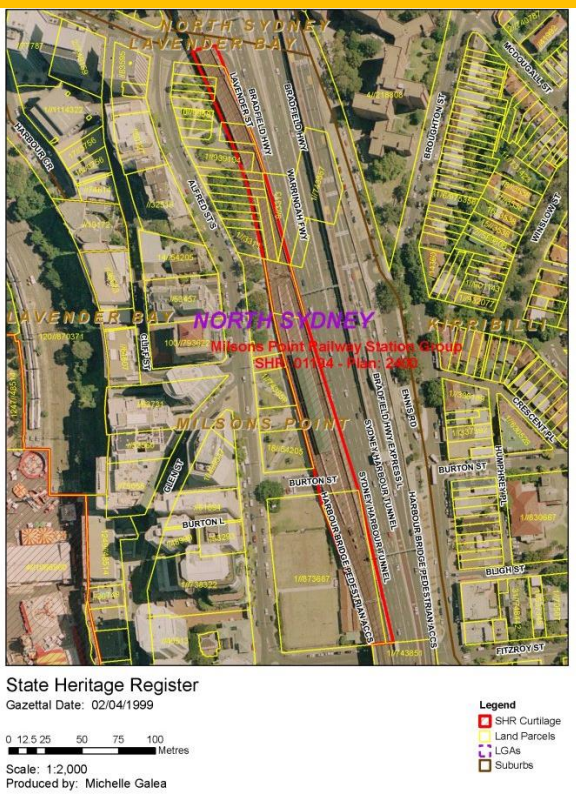
Name	**Greenway Flats**	
Address	Corner Broughton and McDougall Streets, Kirribilli	
Significance	Local	
Listing(s)	North Sydney LEP 2013 #I0187	
Description	*A massive complex of attached apartment blocks, constructed of brick with metal framed windows and flat roofs. Predominantly 12 storey blocks with 6 storey and 4 storey intermediate wings. The buildings are devoid of decorative detailing externally but the arrangement of individual blocks as transverse projections from an 'L' shaped core conceals the true extent of the complex from most viewing angles.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Greenway Flats', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2180015>)	
Statement of Significance	*A unique development in North Sydney when built and one which influenced later government housing developments elsewhere. An example of the post-war international trend to the centralisation of government housing into monolithic developments, now discredited for social reasons. A particularly prominent expression of the Functionalist idiom in architecture.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Greenway Flats', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2180015>)	

Name	Greenway Flats
Heritage Impact Assessment	The proposed works in the vicinity of the Greenway building are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Bradfield Highway to the west of the building. As the gantry and signage already exist in this location (which is a substantial distance from the Greenway Apartments), the impact of these works on the setting of Greenway is neutral.
Impact Type	Setting
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for St John the Baptist Anglican Church.

Name	St John the Baptist Anglican Church	
Address	7-9 Broughton Street, Kirribilli	
Significance	Local	
Listing(s)	North Sydney LEP 2013 #I0185	
Description	*Single storey church will be semi-circular arched windows, circular openings to gable ends and a pyramidal tower. Gabled slate roof with small transverse dormer ventilators. The interior has a decorative cathedral ceiling. The vestries are sectioned off for use as offices. The original joinery is present including the pews and pulpit. The walls are plastered and painted white.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'St John the Baptist Church', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2180016>)	
Statement of Significance	*A good small scale Romanesque church in a central location in the Kirribilli commercial centre. Important church in the development of the locality and attended by prominent colonials and Australian dignitaries, particularly admirals and Governors General, over the years. The interior is also of significance.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'St John the Baptist Church', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2180016>)	
Heritage Impact Assessment	The proposed works in the vicinity of the church are limited to renewed signage on an existing gantry, and additional traffic management and incident detection infrastructure, located on the Cahill Expressway to the west of the building. Broughton Street and the church are set below the motorway and only the roof of the church is visible above the bridge approaches. As the gantry and signage already exist in this location, and the signage is not substantially larger than the existing, the impact of these works on the setting of the church is neutral.	
Impact Type	Setting	
Impact Ranking	Neutral	

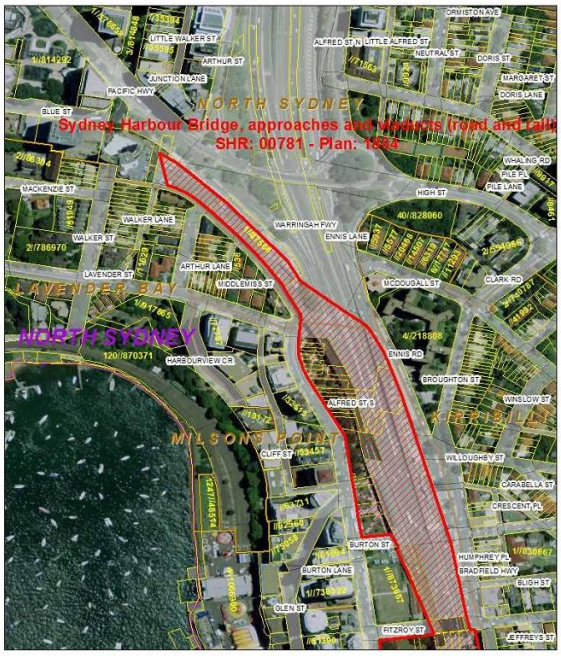
Heritage significance assessment and detailed impact assessment for Milsons Point Railway Station Group.

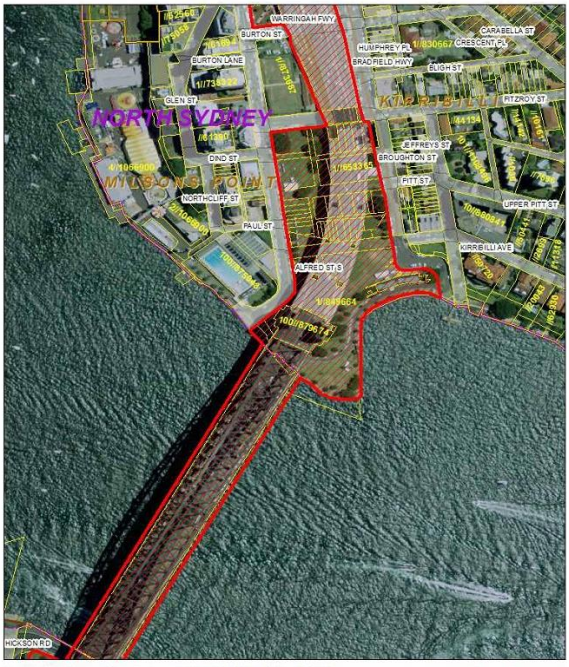
Name	Milsons Point Railway Station	
Address	North Shore railway, Milsons Point, NSW 2061	
Significance	State	
Listing(s)	NSW SHR #01194 RailCorp S170 #4801026 North Sydney LEP 2013 #I0539	
Description	*BUILDINGS* *Platform office and shelter, (1932)* *STRUCTURES* *Platform faces, (1932)* *Subway entrances, (1932)* *Concourse, (1932)* *Walls and abutments, (1932)* *Burton Street Underbridge, (1932)* *PLATFORM OFFICE (1932)* *Platform structures include a platform office and shelter awnings over. The platform office retains timber double-hung sash windows.* *PLATFORM (1932)* *The island platform configuration is accessed via concrete stairs and a recently installed elevator.* *ENTRANCES (1932)* *The Alfred Street entrance retains its 1932 decorative awning and original light fittings either side. The Broughton Street awning has been replaced (date unknown) with a*	

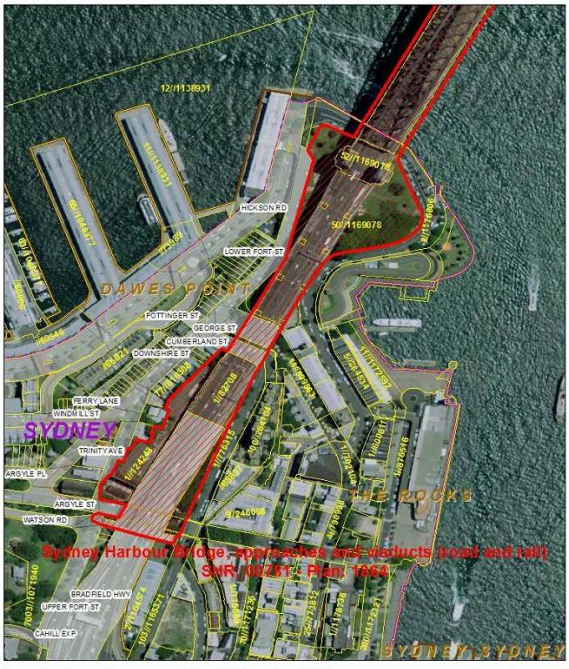
Name	Milsons Point Railway Station
	modern awning that extends over the entrances to shops that face Broughton Street. Above each entrance is fixed a cartouche with '1932' written on it. *CONCOURSE (1932)* *The concourse level includes station managers office, ticket and booking offices, amenities and a series of small shop outlets on the northern side. Access is via covered subway entrance ways in Alfred and Broughton streets. The stairs and walls of the concourse are tiled in cream-coloured ceramic tiles with maroon bands as top courses. The concourse includes a number of small shop fronts used for take away and small businesses, with shops facing Broughton Street. These were included in the original 1932 layout.* *WALLS AND ABUTMENTS (1932)* *The external walls and abutments are finished in rendered concrete in keeping with the overall bridge design.* *BURTON STREET UNDERBRIDGE (1932)* *The south end of the Station group area includes the Burton Street Underbridge (4.340km), a high arch reinforced concrete underbridge constructed as part of the northern approaches to the Sydney Harbour Bridge and a similar design as the neighbouring Fitzroy Street Underbridge (4.250km). The northern end is defined by the Lavender Street Underbridge. This is a reinforced concrete bridge with open spandrels. It is a unique design among the Sydney Harbour Bridge approach underbridges.* *These underbridges are dealt with as individual items on separate listings (See Listing No's 4801823, 4801822)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Milsons Point Railway Station', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5012106>)
Statement of Significance	*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.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Milsons Point Railway Station', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5012106>)
Heritage Impact Assessment	The proposed works in the vicinity of Milsons Point Station are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Cahill Expressway to the north and south of the station. As the gantries and signage already exist in this location, and the signage is not substantially larger than the existing, the impact of these works on the setting of the station is neutral.
Impact Type	Setting, indirect visual impact
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Sydney Harbour Bridge, approaches and viaducts (road and rail).

Name	Sydney Harbour Bridge, approaches and viaducts (road and rail)
Address	Bradfield Highway and North Shore Railway Milsons Point/Dawes Point
Significance	National
Listing(s)	NHL #105888 NSW SHR #00781 Roads and Maritime S170 #4301067 RailCorp S170 #4801022, #4801023, #4801059 Sydney LEP 2012 #I539 North Sydney LEP 2013 #I10541, #I0530, #I0187

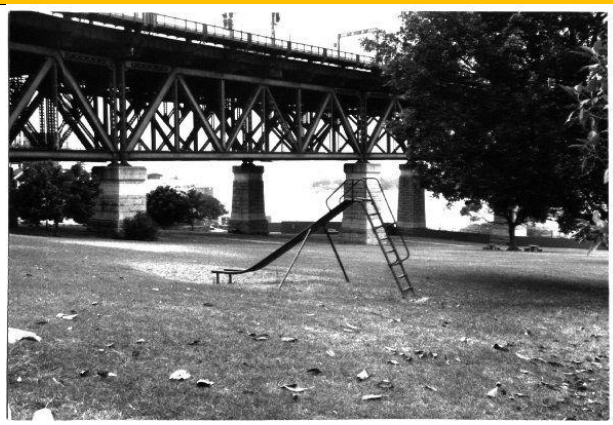




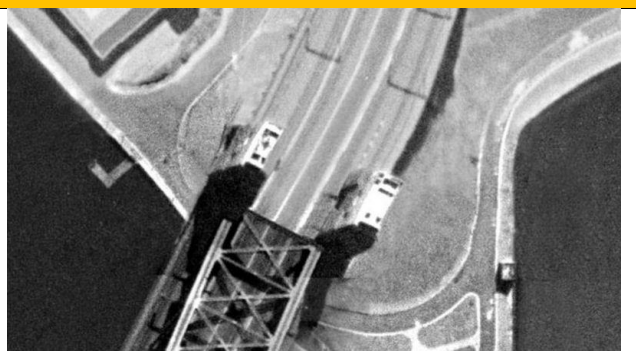


Description	*The bridge is constructed of silicon steel trusses and joists painted dark grey. The pylons are faced with granite. The portion of the approaches nearest the arch are constructed of open work steel joists which are supported by granite-faced pillars. The remainder of the approaches are steel and masonry construction with render finish. The span of the arch, measured between the centres of the end pins, is 1670 feet. The arch is divided into 28 panels of open steel work, each panel being 58 ft. 11 in. The rise of the arch at its crown is 250 feet and the depth of the truss at the centre of the arch is 60 feet and at the end it is 188 feet.* *Under the heaviest allowable load, the deflection at the centre of the bridge is 4 and half inches, and the maximum thrust at the hinges, (ie at the ends of the arch) is 435,000,000 lb. per hinge. The top of the arch is 445 ft. above water level and the roadway suspended below the arch is 170 ft. above the water level. The 'roadway' is 150 ft wide and total length including the approaches is 3816 ft.* *The steel sections were produced in the Britannia Works of Dorman Long & Co, Middlesborough, England and fabricated in the company's workshops especially erected on the shores of Lavender Bay (Mackaness, C (ed): Bridging Sydney, Historic Houses Trust, 2006). The granite facing the towers and pylons is from Moruya. (Walker and Kerr 1974). The five million rivets were manufactured by Macphersons of Melbourne.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Sydney Harbour Bridge, approaches and viaducts (road and rail)', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045703>)
Statement of Significance	*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).* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Sydney Harbour Bridge, approaches and viaducts (road and rail)', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045703>)
Heritage Impact Assessment	The proposed works within the curtilage of Sydney Harbour Bridge involve renewed signage replacing existing signage on existing gantries, and installation of additional traffic management and incident detection infrastructure, located at various locations on the bridge and approaches. As the gantries and signage already exist in these locations, and the signage is not substantially larger than the existing, the impact of these works on the Sydney Harbour Bridge is minor. Works proposed in the vicinity and wider visual catchment of the bridge include a new gantry (Gantry 18), signage, directional devices and equipment. These are generally located such that significant views of the bridge are retained. Some distant views of the bridge will be impacted by Gantry 18, however the impact will be minor. These impacts could be mitigated by painting the gantry the standard bridge grey colour.
Impact Type	Setting, direct visual impact
Impact Ranking	Minor adverse

Heritage significance assessment and detailed impact assessment for Bradfield Park (including northern section).

Name	Bradfield Park (including northern section)	
Address	Alfred Street South, Milsons Point	
Significance	Local	
Listing(s)	North Sydney LEP 2013 #I0538	
Description	*A broad expense of grassed parkland, gently sloping to the waters edge below the Harbour Bridge. The pylons of the northern approach spans and the main pylons of the bridge run through the centre of the park. The waters edge is formed by a sandstone seawall with a decorative; roughcast concrete balustrade above, pierced at a central point by the Bow of the HMAS Sydney, set out above the water from the sea wall. There are mature trees and scattered seats and picnic tables.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Bradfield Park (including northern section)', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2180028>)	
Statement of Significance	*Important local park with extensive views of Sydney harbour and the city skyline. Important locale for the historic icon of the Bow of the H.M.A.S. Sydney, a significant ship in Australian history. Associated with the harbour bridge construction and named for J.J.C. Bradfield. Formerly central township of Milsons Point and historically a most significant area for the North Shore.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Bradfield Park (including northern section)', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2180028>)	
Heritage Impact Assessment	The proposed works in the vicinity of Bradfield Park are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches that are elevated above the park. The gantries and signage already exist in this location, and the new signage is not substantially larger than the existing. The impact of these works on the setting of the park is neutral.	
Impact Type	Setting, indirect visual	
Impact Ranking	Neutral	

Heritage significance assessment and detailed impact assessment for Sydney Harbour Bridge North Pylons.

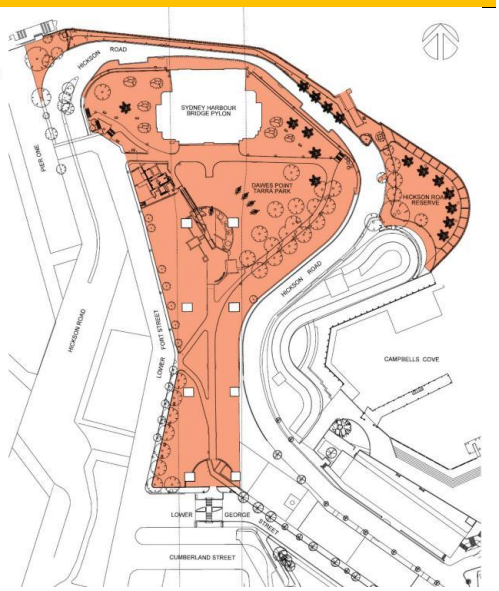
Name	Sydney Harbour Bridge North Pylons	
Address	Bradfield Park, Alfred Street South	
Significance	Local	
Listing(s)	North Sydney LEP 2013 #I0541	
Description	No description or statement of significance on listing (Source: Office of Environment & Heritage, State Heritage Inventory, 'Sydney Harbour Bridge North Pylons', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2186356>)	
Statement of Significance	No description or statement of significance on listing (Source: Office of Environment & Heritage, State Heritage Inventory, 'Sydney Harbour Bridge North Pylons', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2186356>)	
Heritage Impact Assessment	The proposed works to the Sydney Harbour Bridge North Pylons includes new traffic monitoring and incident detection devices located on each pylon. These cameras, due to their small size and ease of removal, are considered to have a neutral impact. Works in the vicinity of the pylons includes new signage on existing gantries, located at various locations on the bridge and approaches. As the gantries and signage already exist in these locations, and the signage is not substantially larger than the existing, the impact of these works on the Sydney Harbour Bridge is neutral.	
Impact Type	Setting, direct visual, indirect visual	
Impact Ranking	Neutral	

Heritage significance assessment and detailed impact assessment for Dawes Point Battery Remains.

Name	Dawes Point Battery Remains	
Address	Hickson Road, The Rocks	
Significance	State	
Listing(s)	NSW SHR #01543	
Description	*Dawes Point is a prominent landmark in Sydney Harbour, terminating the western arm of Sydney Cove. It has a rich documented history beginning with the one of the earliest recorded cultural exchanges between the Eora Aboriginals and the First Fleet. Subsequently it remained in government ownership both as a place of strategic administration, defence and transport and as a place contributing to the magnificent landscape of our harbour city. The Point forms part of Sydney's historic Rocks precinct.* *The archaeological remains of the Dawes Point Battery (1791-1925) have been excavated during the past few years. They include the floor of the original powder magazine, the circular battery with evidence of 4 gun emplacements (5th emplacement probably under the path), underground magazines, a stone ramp and the footings of the officers' quarters.* *Five cannon, muzzle loading, one on replica wooden carriage installed on an original emplacement the other four are not in situ and without carriages. Manufactured in 1843-1844, as indicated by date stamps on metal work.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Dawes Point Battery Remains', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053114>)	
Statement of Significance	*The Dawes Point Battery remains and site are of State heritage significance for their historical and scientific cultural values. The site and building are also of State heritage significance for their contribution to The Rocks area which is of State Heritage significance in its own right.* *The post 1788 archaeological remains at Dawes Point revealed to date are extremely important for their research potential. Such archaeological sites from the 18th century are exceedingly rare with the remains of First Government House and parts of the Dockyard*	

Name	Dawes Point Battery Remains
	on the western side of the Cove being some of the few examples bearing witness to the first 10 years of white settlement at Sydney Cove. *Only a handful of the colonial architect Francis Greenway's structures survive. With the excavation of the semi-circular battery an interesting part of his work has been rediscovered. Likewise, Greenway's quarry on the site is the only example of the careful mining of stone from this period in Sydney. The archaeology of the Battery floor and underground magazines also reveals elements constructed under the direction of George Barney, one of Australia's most important Colonial Engineers in the mid 19th century, such as the 1850s gun emplacements. Together with the presence of the cannon from this time, on their original timber block supports the Battery is an important archive of military history. The archaeological remains also have a strong aesthetic appeal as evocative ruins of Australia's colonial past.* *Dawes Point is important for its cultural values to several identifiable groups within NSW society including present and former residents of The Rocks and Millers Point; people involved in the fight to save the Rocks in the 1970s; descendants of the many artillerymen and their families who were stationed at Dawes Point; and Bridge construction and maintenance workers, their families and descendants. Dawes Point, as a setting for the Harbour Bridge, is valued for its aesthetic and engineering significance by several identifiable groups including the Institution of Engineers (Australia) and the Royal Australian Institute of Architects* *The 1789 Foundation Stone (now with the Mitchell Collection in the NSW State Library) and the five 1850s cannon contribute strongly to the heritage significance of the Place, in addition to being significant in their own right.* *Dawes Point maintains vestiges of all periods of its occupation. The Point has been terraced and filled with each successive land use. All of these land uses have been closely linked with the site's unique position, occupying as it does a prominent headland with vistas up and down the harbour. Dawes Point Park still encompasses more than 90% of the area set aside for military purposes in the 18th century. Very little of this area has been alienated from public use, allowing the potential for interpretation of this period of the site's history in particular. The layers of history at Dawes Point have great potential to be used as a rich educational, cultural and tourism resource.* *The excavation, conservation and interpretation of the Dawes Point Battery remains has won several prestigious awards since 2001, indicating the historical, social, technical and research significance the place holds, not only for the public, but also for professional bodies.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Dawes Point Battery Remains', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053114>)
Heritage Impact Assessment	The proposed works in the vicinity of the Dawes Point Battery are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches that are elevated above the site. The gantries and signage already exist in this location, and the new signage is not substantially larger than the existing. The impact of these works on the setting of the site is neutral.
Impact Type	Setting, indirect visual
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Dawes Point Heritage Precinct.

Name	Dawes Point Heritage Precinct	
Address	George Street/Lower Fort Street, Hickson Road and Harbour Promenade, The Rocks	Figure 3: Diagram showing the area covered by the CMP, including Dawes Point *tar ra* Park, Hickson Road Reserve and the Sea Wall, as indicated in red. Source: GAO (2010) based on Foreshore Authority base map for The Rocks. Area covered by this CMP 
Significance	State	
Listing(s)	SHFA S170	
Description	*Dawes Point is a prominent landmark in Sydney Harbour, terminating the western arm of Sydney Cove. It includes Pier One and part of Walsh Bay, Dawes Point Park, the northern end of Lower Fort Street, Hickson Road and the Hickson Road Reserve, to the south it is bounded by the southern end of George Street. It has a rich documented history beginning with the one of the earliest recorded cultural exchanges between the Eora Aboriginal people and the First Fleet. Subsequently it remained in government ownership both as a place of strategic administration, defence and transport and as a place contributing to the magnificent landscape of our harbour city. The Point forms part of Sydney's historic Rocks precinct. Dawes Point consists of a large grassed area of relatively undeveloped land north of The Rocks below the Harbour Bridge. It contains the sandstone archaeological remains of the Battery, two powder magazines and the footings of the Officers quarters. The natural vegetation was removed by 1792, the current fig and palm trees date from the 1940's. Established as Crown land from a very early date, the site was a military compound between 1791-1900. Public access was allowed from 1878. The whole area was vested as a public domain following the opening of the bridge in 1932.The physical fabric of the precinct includes the southern Sydney Harbour Bridge Piers and Southern Abutment Tower. The Dawes Point Park and Hickson Road Reserve including the landscaping and plantings. The interpretive display of the Battery, associated building remains, cannon and cannon barrels. It includes part of Hickson Road, Lower Fort Street and bridge from Pier One over Hickson Road to Lower Fort St. Also included is the car park on Hickson Road across from Pier One and the seawall, retaining walls, steps and wharves. See also Dawes Point Battery (item no. 4500494) and Cannon (item no. 4500491)* (Source: NSW Government Property NSW, 'Dawes Point Heritage Precinct', viewed 18 October 2018 <http://www.shfa.nsw.gov.au/sydney-About_us-Heritage_role-Heritage_and_Conservation_Register.htm&objectid=185>)	
Statement of Significance	*Dawes Point tar ra is considered to be of National Heritage significance because of its important place in the history of Australia. Dawes Point tar ra is an integral part of Sydney Cove with its strong historical associations as the site of the first European settlement and the first contact between Aboriginal peoples and Europeans. Dawes Point tar ra was the site of the Colony's first Observatory and the termination of the Colony's first road. The Dawes Point Fort was the first substantial fortification and major element in Sydney Harbour nineteenth century defences, appearing in many early maps and views of Sydney as the developing heart of a new colony. It is one of the first places where the contact between the Aboriginal and European people was recorded; the Dawes Observatory represents the first scientific work in the colony; it was the first major site in the defensive strategies of the British colony (1791-1900); was an early British signal station; and it is strongly connected historically, physically and aesthetically with the surrounding heritage precincts of The Rocks, Millers Point and Walsh Bay and with the national*	

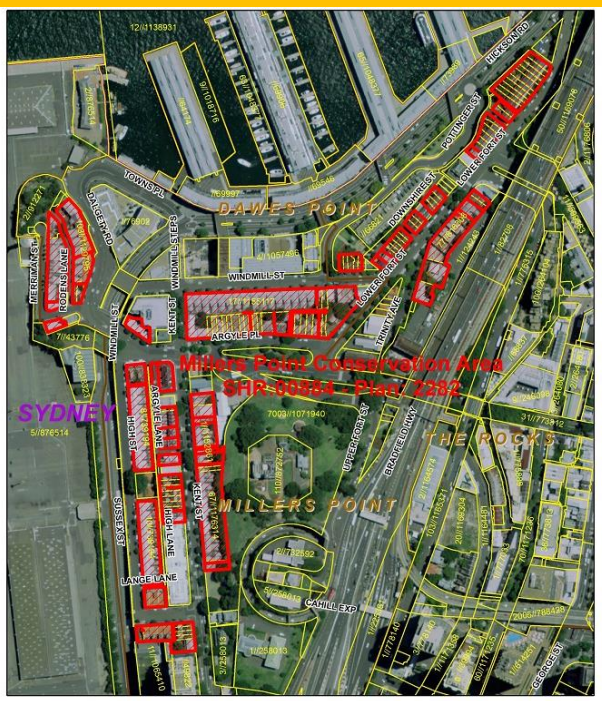
Name	Dawes Point Heritage Precinct
	icon - the Sydney Harbour Bridge. Due to its strategic position on the Harbour, Dawes Point was an integral link in communications and transport in the colony. Between 1790 and 1840 the Dawes Point Signalling Station enabled rapid transfer of advice on approaching ships and general communications between the South Head Signal Station and Parramatta where the Governor at times resided. Signalling was an important part of stability of the settlement informing the Government and the colonists of approaching ships. After 1840 a new Signal Station was established at Observatory Hill. From the Waterman's Steps (currently Ives Steps) between c.1830 and 1842 the infamous Jamaican ex-convict, Billy Blue ran the first regular Passage Boat across the narrowest part of the harbour. The busy inner harbour ferry trade of carrying horse drawn carts, drays and motor vehicles across the Harbour prior continued from Dawes Point until the opening of the Harbour Bridge in 1932. The remains of the Dawes Point Horse and Vehicular Ferry Wharves at Dawes Point are the only reminder in the Sydney CBD of this transport activity. The Cable Hut on the sea wall, possibly designed by James Barnet, Colonial Architect, is a landmark finely detailed sandstone cylindrical structure marking the access point for the submarine cables across the Harbour and reinforcing the historical theme of communications at Dawes Point. Dawes Point tar ra demonstrates the early nineteenth century Sydney Harbour Trust improvements to the inner harbourside areas and is a key component of the construction of the Sydney Harbour Bridge and its landscaping 1925-32. Dawes Point tar ra has connections with many historically prominent figures (especially engineers and architects), particularly Lieutenant William Dawes (1762-1836), Civil Architect Francis Greenway (1777-1838), Lieutenant Colonel George Barney (1792-1862), R.R.P Hickson and Dr. J.J.C Bradfield (1867-1943), each of whom was directly responsible for a significant layer in the history of the Point's built environment. Dawes Point tar ra, as part of the public domain of Sydney Cove and the setting of the international icons of the Harbour Bridge and the Opera House, is revered by many Australians for its aesthetic values, appearing in many widely distributed historic and contemporary images of Sydney. Dawes Point tar ra combines a range of urban landscape design features from the early twentieth century, exemplary of the changing tastes throughout this period. It continues to develop as a place for recreation, understanding history and culture and for celebration of key contemporary events and anniversaries. The 1788 - 1925 archaeological remains at Dawes Point tar ra are extremely important for their research potential particularly with regard to early land modifications and road building and to defence history. Dawes Point tar ra possesses technical value through the evidence in the Park of the cable anchors and tunnels used to construct the Sydney Harbour Bridge and historical value because of the use of Dawes Point tar ra generally as Sydney's first Government sanctioned ferry crossing and later as southern structural node of the Bridge. Dawes Point tar ra is valued by the local Miller's Point / Rocks community as a place for recreation and by much of the local and State-wide community for its heritage values. (Source: NSW Government Property NSW, 'Dawes Point Heritage Precinct', viewed 18 October 2018 <http://www.shfa.nsw.gov.au/sydney-About_us-Heritage_role-Heritage_and_Conservation_Register.htm&objectid=185>)
Heritage Impact Assessment	The proposed works in the vicinity of Dawes Point are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches that are elevated above the Precinct. The impact of these works on the setting of the Precinct is neutral.
Impact Type	Setting, indirect visual
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Millers Point/Dawes Point Village Precinct.

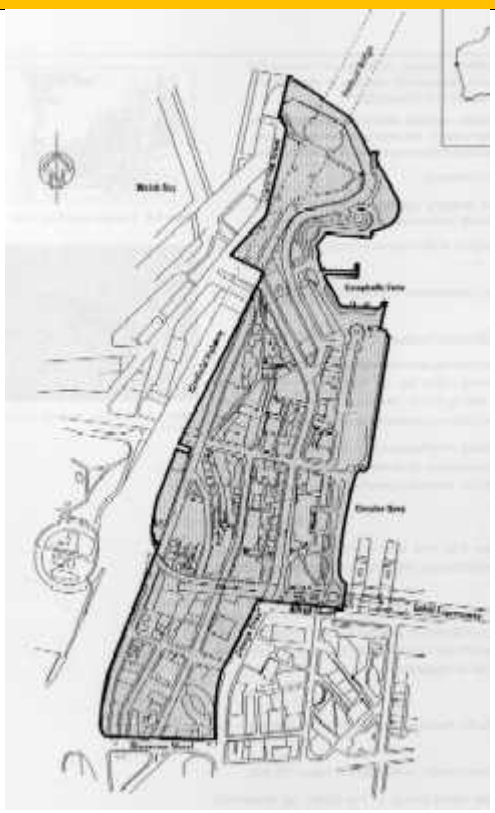
Name	Millers Point/Dawes Point Village Precinct	
Address	Millers Point	
Significance	State	
Listing(s)	NSW SHR #01682 Sydney LEP 2012 #C35	
Description	*Sandstone peninsula in Sydney Harbour, between Cockle Bay and Sydney Cove, with Millers Point on north west corner and Dawes Point/Tar-ra on north east corner. A north-south ridge along the centre of the peninsula divides it between Millers Point to the west and The Rocks to the east. A north-south street pattern (Kent Street, High Street and Hickson Road) is intersected by several small streets, with Lower Fort Street providing a similar south west-north east orientation from Millers Point to Dawes Point, and Windmill and Argyle streets forming the only lengthy east-west streets linking the two quarters.* *The peninsula landform is still strongly evident, as is the terracing, or levels, of its western face that has taken place over the past 200 years. In the Millers Point Quarter, the Observatory level contains the observatory and park, with a deep drop to the wide Kent Street level, containing Kent Street and its adjacent buildings, which in turn drops into the narrow 'V' shaped High Street level with its adjacent buildings, which in turn drops sharply to the Hickson Road level at the wharf level. The pattern is repeated in the Dawes Point Quarter, with the Lower Fort Street level (at the same height as the Kent Street level) containing Lower Fort Street and its adjacent buildings, which falls partly to Pottinger Street and then to the Hickson Road level in Walsh Bay.* *The built area is divided into two quarters: Millers Point, occupying the southern and western areas, and Dawes Point, occupying the northern area. Although both are predominantly residential in character, the built environment of Dawes Point Quarter tends to contain larger houses, longer streets, the skyline presence of the Harbour Bridge, and broader views across the inner harbour, while the Millers Point Quarter tends to contain smaller houses, shorter streets, the greenery of Observatory Park on the heights and the skyline presence of city skyscrapers, and restricted views into Darling Harbour and Walsh Bay. Overall, however, there is a visual consistency of low scale buildings along straight north-south streets with public stairways providing east-west links up and down the levels reflecting the steeply terraced terrain.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Millers Point & Dawes Point Village Precinct', viewed 27 July 2019 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5054725>)	
Statement of Significance	*Millers Point & Dawes Point Village Precinct is of state significance for its ability to demonstrate, in its physical forms, historical layering, documentary and archaeological records and social*	

Name	Millers Point/Dawes Point Village Precinct
	composition, the development of colonial and post-colonial settlement in Sydney and New South Wales. The natural rocky terrain, despite much alteration, remains the dominant physical element in this significant urban cultural landscape in which land and water, nature and culture are intimately connected historically, socially, visually and functionally. *The close connections between the local Cadigal people and the place remain evident in the extensive archaeological resources, the historical records and the geographical place names of the area, as well as the continuing esteem of Sydney's Aboriginal communities for the place. Much (but not all) of the colonial-era development was removed in the mass resumptions and demolitions following the bubonic plague outbreak of 1900, but remains substantially represented in the diverse archaeology of the place, its associated historical records, the local place name patterns, some of the remaining merchants villas and terraces, and the walking-scale, low-rise, village-like character of the place with its central 'green' in Argyle Place, and its vistas and glimpses of the harbour along its streets and over rooftops, the sounds of boats, ships and wharf work, and the smells of the sea and harbour waters.* *The post-colonial phase is well represented by the early 20th century public housing built for waterside workers and their families, the technologically innovative warehousing, the landmark Harbour Bridge approaches on the heights, the parklands marking the edges of the precinct, and the connections to working on the wharves and docklands still evident in the street patterns, the mixing of houses, shops and pubs, and social and family histories of the local residents.* *Millers Point & Dawes Point Village Precinct has evolved in response to both the physical characteristics of its peninsular location, and to the broader historical patterns and processes that have shaped the development of New South Wales since the 1780s, including the British invasion of the continent; cross-cultural relations; convictism; the defence of Sydney; the spread of maritime industries such as fishing and boat building; transporting and storing goods for export and import; immigration and emigration; astronomical and scientific achievements; small scale manufacturing; wind and gas generated energy production; the growth of controlled and market economies; contested waterfront work practises; the growth of trade unionism; the development of the state's oldest local government authority the City of Sydney; the development of public health, town planning and heritage conservation as roles for colonial and state government; the provision of religious and spiritual guidance; as inspiration for creative and artistic endeavour; and the evolution and regeneration of locally-distinctive and self-sustaining communities.* *The whole place remains a living cultural landscape greatly valued by both its local residents and the people of New South Wales. (HO)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Millers Point & Dawes Point Village Precinct', viewed 27 July 2019 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5054725>)
Heritage Impact Assessment	Proposed works within the Millers Point/Dawes Point Village Precinct are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches that are elevated above the Precinct. The impact of these works on the setting of the Precinct is neutral.
Impact Type	Setting, indirect visual
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Millers Point Conservation Area.

Name	Millers Point Conservation Area	
Address	Millers Point	
Significance	State	
Listing(s)	NSW SHR #00884	State Heritage Register - SHR 00884, Plan 2282 Millers Point Conservation Area Gazettal Date: 2 April 1999 0 100 200 Metres Scale: 1:3,500 Datum/Projection: GCS GDA 1994 Legend: SHR Curtilage, Land Parcels, LGAs, Suburbs
Description	*An integrated port town developed between the 1810s and the 1930s and little changed since then; considered remarkable for its completeness and intactness. Its components include deep-sea wharves and associated infrastructure, bond and free stores, roadways and accessways, public housing built for port workers, former private merchant housing, hotels and shops, schools, churches, post office and community facilities.* *This is the Department of Housing's Conservation Area only and only applies to Department of Housing property. Because of this, the Department's Conservation Area is not contiguous.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Millers Point Conservation Area', viewed 25 July 2019 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5001049>)	
Statement of Significance	*Millers Point Conservation Area is an intact residential and maritime precinct of outstanding State and national significance. It contains buildings and civic spaces dating from the 1830s and is an important example of nineteenth and early twentieth century adaptation of the landscape. The precinct has changed little since the 1930s.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Millers Point Conservation Area', viewed 25 July 2019 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5001049>)	
Heritage Impact Assessment	Proposed works within the Millers Point/Dawes Point Village Precinct are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches that are elevated above the Conservation Area. The impact of these works on the setting of the Conservation Area is neutral.	
Impact Type	Setting, indirect visual	
Impact Ranking	Neutral	

Heritage significance assessment and detailed impact assessment for The Rocks Conservation Area.

Name	The Rocks Conservation Area	
Address	The Rocks	
Significance	State	
Listing(s)	NSW SHFA s.170	
Description	*The Rocks is sited on a rocky promontory projecting into the Harbour on the western side of Sydney Cove, with the southern approach of the Sydney Harbour Bridge along the ridge marking the western boundary of the area, and is some 21 hectares in area. The ground falls steeply to the east, in a series of sandstone escarpments, giving the important harbour views characteristic of the area. The topography gave rise to an erratic street pattern with many cuts into the rock to provide building materials and enable streets and stepped pedestrian ways to traverse the area. The conservation of The Rocks from the 1970s has reinforced these diverse streetscapes, laneways and pedestrian links.* *There is a mixture of individually important buildings by significant architects and more humble shops, cottages and terraces from different eras. Within this diversity the area has a coherent and consistent character of streetscapes and urban spaces in a very strong topographical setting. It has a strong maritime character, with warehouses and bond stores, and philanthropic buildings for seamen who also were abundantly catered for in the provision of public houses. A large amount of public open space is included in the area, including Dawes Point Park, with its early fortifications and archaeological remains, Foundation Park, West Circular Quay, First Fleet Park, the public domain around the Museum of Contemporary Art, Overseas Passenger Terminal, Campbells Cove, Park Hyatt and the Hickson Road Reserve.* *South of the Cahill Expressway the area has pockets of heritage items and streetscapes intermingled with high rise buildings dating from the 1970s.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'The Rocks Conservation Area', viewed 25 July 2019 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4500458>)	

Name	The Rocks Conservation Area
Statement of Significance	*The Rocks is a major visual element of Sydney Harbour and Circular Quay, with a dramatic setting at the narrowest point in the Harbour. Visible layers of change are founded on the sandstone topography which gives the precinct its name. Less tangible aspects such as harbour sounds and breezes and water views are crucial to The Rocks' sense of place on the foreshoure.* *The Rocks is important in a world context as a foreshore port settlement and historic focus of social and economic activity, commencing in Australia's colonial period. The Rocks remains as one of the few places in Australia where authentic early convict evidence is accessible to the public.* *The Rocks is the place of first sustained contact in the continent between Aboriginal people and European settlers. Physical evidence of pre-European Aboriginal culture at The Rocks has been largely destroyed. The lack of such evidence is a poignant reminder of loss to current and future generations. Aboriginal cultural sites which may have survived such impacts are of great significance to the Aboriginal community of Sydney who consider their continued experience and association with The Rocks as symbols of endurance.* *The Rocks contains a rich accumulation of features that demonstrate layers of Australian history from 1788 until the present. The precinct displays an unparalleled diversity in townscape and building style, form and texture. Distinctive low-rise scale and fine grain textures in The Rocks contrast with, yet complement, the imposing built forms and modern architecture of the city centre beyond.* *The Rocks landscape, urban form, built structures and subsurface archaeological features, in conjunction with extensive documentary records, provide a physical chronicle of outstanding research potential.* *The Rocks and adjacent areas of Millers Point and Dawes Point are symbols of community survival, with the associated present-day communities representing and connected to the processes of struggle, perseverance and change that have shaped these places.* *Owned and managed in the public interest for over a century, The Rocks has been the stage for Government innovation in public works, town planning and social engineering. It is known for major historic events such as the 1901 plague, slum clearances and green bans. It has become a showcase for conservation practice and is an example of public land ownership and sustainable urban management under one Government agency.* *The Rocks is an important Australian tourist icon presented as the birthplace of Australia and representing significant story lines. The Rocks symbolises a powerful statement about who we are as Australians.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'The Rocks Conservation Area', viewed 25 July 2019 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4500458>)
Heritage Impact Assessment	The proposed works within The Rocks Conservation Area are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches that are elevated above the Conservation Area. The impact of these works on the setting of the Conservation Area is neutral.
Impact Type	Setting, indirect visual
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Mining Museum (Former).

Name	Mining Museum (Former)	
Address	36-64 George Street, The Rocks	
Significance	State	
Listing(s)	NSW SHR #01555 SHFA S170	
Description	*The principal building on the site is the Former Mining Museum and Chemical Laboratory, consisting of a six storey building and a detached 61 metre high chimney stack, which has been recessed into the side of the rectangular plan of the building. The building addresses two roadways, George Street and Hickson Road. It would appear that considerable bedrock has been excavated to George Street which is approximately three storeys above Hickson Road to facilitate the building on the site. The Former Mining Museum and Chemical Laboratory building has a direct relationship with Circular Quay, George Street and Hickson Road. Positioned between these two important roadways, the building dominates the immediate precinct with its impressive chimney stack, large building scale and its fine proportions. Generally, the building is constructed with a combination of sandstone, brick and rendered facades. The roof is composed of a series of gable roofs, with central sawtooth roof lights. The internal construction is chiefly rolled steel column and beam structure with various sections concrete slab and timber floor construction.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Mining Museum (Former)', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053178>)	
Statement of Significance	*The Mining Museum and site are of State heritage significance for their historical and scientific cultural values. The site and building are also of State heritage significance for their contribution to The Rocks area which is of State Heritage significance in its own right.*	

Name	Mining Museum (Former)
	The former Mining Museum and Chemical Laboratory site and building is principally significant for its historical and aesthetic significance. It demonstrates the continuous significant human activity of collecting mineral and geological objects of economic and intellectual interest, carried out for almost 90 years on this site. It is an excellent example of the Federation Warehouse style with good proportions and distinctive Romanesque and Art Nouveau detailing. It was designed by a very prominent Federation Period architect, Walter Liberty Vernon, who was the first NSW Government Architect. The design is a well considered and executed approach to the site. The building reflects the early 20th century development phase of The Rocks after the Government resumption. It is significant as an early 20th century museum building illustrating important external and internal design features. It is a very distinctive building with landmark qualities to the local area, The Rocks and Circular Quay. The place is also significant because: It is associated with numerous significant historical events at world, national and state level. It is representative of an educational and research activity that was continuous from the turn of the century to recent times in NSW. The chimney stack is a rare surviving feature in Sydney and has a high level of integrity. The building is a rare example of and inner city building that was originally designed and partially constructed as a power station and then redesigned and completed as a Museum and Chemical Laboratory. The building was associated with electricity generation supply and distribution in Sydney. It is representative of the decision to generally change from direct current (DC) supply to alternating current (AC) supply in NSW. *(Tropman 1996: 15)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Mining Museum (Former)', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053178>)
Heritage Impact Assessment	The proposed works in the vicinity of the former Mining Museum are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches that are elevated above the building. The impact of these works on the setting of the building is neutral.
Impact Type	Setting, indirect visual
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for The Rocks (Argyle Street) Railway Substation and Switchhouse.

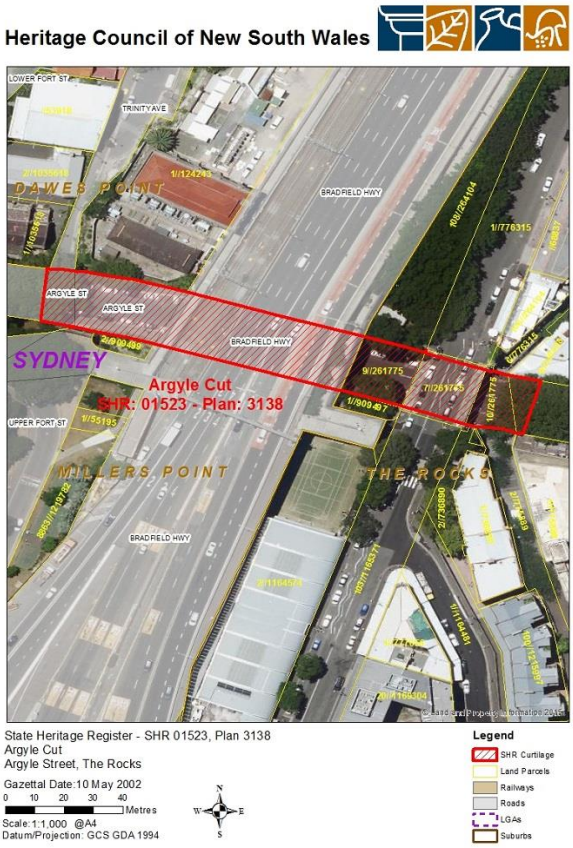
Name	The Rocks (Argyle Street) Railway Sub-station and Switchhouse	
Address	Trinity Avenue, Millers Point	
Significance	State	
Listing(s)	NSW SHR #01022 RailCorp S170 #4800006	
Description	*SUBSTATION (1932)* *External: The Argyle Street substation, which includes the substation building, the switchhouse, transformers and surrounding electrical equipment - are all located in an area enclosed by steel mesh fencing on an escarpment above Trinity Avenue. The substation is a rendered brick, four-storey building constructed in the Inter-War Stripped Classical style and featuring steel windows with moulded and rendered sills and banded pilasters extending from ground level to a deep moulded cornice and parapet. It is accessible from the Harbour Bridge cycleway via a pair of timber doors with rendered architrave and pediment. The substation also features a double-tiered hipped roof. The roof tiles have been replaced with new terracotta tiles to match previous in form and finish.* *Internal: The roof is supported by exposed steel trusses and a gantry supported by a steel frame. The two lower levels contain functioning electrical equipment while the control, office and amenities area is located on the two mezzanines. The ground floor is accessed via steel roller shutter doors on the north and south sides of the building, wide enough to allow equipment to be moved in and out. Internal steel stairs connect the mezzanine and ground floor levels.* *THE SWITCHHOUSE (1932)* *External: The switchhouse, located south of the substation, is a single-storey rendered structure with steel-framed windows and a gabled hip tiled roof.* *Internal: The roof is supported by exposed steel trusses. The floor is of painted concrete with painted exposed brick walls. The switchhouse includes a single example of a Reyrolle Oil Bath Motorised Switch (no longer functioning) and a row of modern switchboards.* *THE YARD* *Transformers are located outside between the main substation building and the switchhouse.* *MOVEABLE ITEMS* *Items of moveable heritage include the Reyrolle Motorised Switch in the switchhouse. In*	

Name	The Rocks (Argyle Street) Railway Sub-station and Switchhouse
	the substation a timber phone box, a switchboard, a framed plan of the Sydney Harbour Bridge and a large overhead gantry crane remain. *ARCHAEOLOGY* *Recent finds onsite indicate the area has high archaeological potential.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'The Rocks (Argyle Street) Railway Sub-station and Switchhouse', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4800006>)
Statement of Significance	*The Argyle Street substation is of state significance as a unique and original feature of the Sydney Harbour Bridge construction. It was constructed as part of the electrification of the Sydney suburban railway network, one of 15 built between 1926 and 1932, and it continues to convert electrical power for use on the network. The building is a good example of the Inter-War Stripped Classical style and stands as a landmark industrial building in the Millers Point area. Its unpainted, cement render façade is in keeping with the approach ways of the Sydney Harbour Bridge which it abuts. The substation retains a rare example of original switchgear (non-operational) in the switch house.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'The Rocks (Argyle Street) Railway Sub-station and Switchhouse', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4800006>)
Heritage Impact Assessment	The proposed works in the vicinity of the Railway Sub-station and Switchhouse are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches that are elevated above these buildings. The impact of these works on the setting of these buildings is neutral.
Impact Type	Setting, indirect visual
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for The Rocks (Argyle Street) Railway Underbridge.

Name	The Rocks (Argyle Street) Railway Underbridge	
Address	Concrete Arch over Argyle Street	
Significance	State	
Listing(s)	RailCorp S170 #4801821	
Description	*The Rocks (Argyle Street) underbridge is a 66ft (20m) concrete barrel arch underbridge spanning Argyle Street. It is supported by concrete abutments as part of the southern approach to the Sydney Harbour Bridge. It is finished in rendered concrete with filled spandrels and decorative elements in keeping with the design and style of other underbridges on the Sydney Harbour Bridge approaches, north and south.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'The Rocks (Argyle Street) Railway Underbridge', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801821>)	
Statement of Significance	*The Argyle Street underbridge has state significance as an essential component of the southern approaches to the Sydney Harbour Bridge and as part of the greater scheme for the bridge as envisaged by Dr JJC Bradfield. It was designed and built by the Sydney Harbour Bridge Branch of the NSW Public Works Department and so was built using techniques not common in NSW railways construction at the time such as the use of reinforced concrete. The underbridge is one of a series of underbridges that make up a highly visible landmark as part of the southern approaches to the Sydney Harbour Bridge.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'The Rocks (Argyle Street) Railway Underbridge', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801821>)	
Heritage Impact Assessment	The proposed works in the vicinity of the Argyle Street Arch are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches that are elevated above the Arch. The impact of these works on the setting of the Arch is neutral.	
Impact Type	Setting	
Impact Ranking	Neutral	

Heritage significance assessment and detailed impact assessment for Argyle Cut.

Name	Argyle Cut	
Address	Argyle Street, The Rocks	
Significance	State	
Listing(s)	NSW SHR #01523 SHFA S170	
Description	*The Argyle Cut is a deep rock cutting giving a direct connection between Millers Point and the Rocks. It is covered by two bridges, the Cumberland St bridge of c1911 and the Bradfield Highway c 1930.* *On the wall of the Argyle Cut is an inscription that refers to the completion of the overhead bridges: completed 1867-1868, by Sydney Municipal Council, Charles Moore, mayor.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Argyle Cut', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053138>)	
Statement of Significance	*Argyle Cut is of State heritage significance for its historical and scientific cultural values. The site is also of State heritage significance for its contribution to The Rocks area which is of State Heritage significance in its own right.* *The Argyle Cut has significance in that it is identified with the changing labour market in Sydney. It has associations with convict labour and the acceptance of responsibility of urban growth and public works by the Sydney Council. Argyle Cut has historical significance as an early east-west route across The Rocks, as an imposing example of convict public works, and as evidence, in its ongoing changes, crossings and widening, of improvements in the provision of access and infrastructure, including the work of the Sydney Harbour Trust and that for the construction of the Sydney Harbour Bridge and its*	

Name	Argyle Cut
	approaches. It has aesthetic significance with the deep cutting providing a dramatic feature in Argyle Street. *It has been ranked along with Busby's Bore and the building of Circular Quay as one of the most impressive engineering feats in early Sydney.* *The Argyle Cut has social significance as an important feature in The Rocks conservation area, and contributes strongly to the character of The Rocks. The Argyle cut is held in high esteem as indicated by its listings on the National Trust register and the Register of National estate, and thus is recognised by an identifiable group and has importance to the broader community.* *The Argyle Cut has significance from the links it derives with and support function associated with the development of a society in which it has sat for more than 150 years.* *The Argyle Cut has research potential for its association with town planning and street and urban development in early Sydney, and with the ongoing development of transportation systems within the city.* *The Argyle Cut is a rare example of early responses to the geographical difficulties presented to urban growth. The large spine of rock which cut the area into two was a barrier to the ease of transportation between two important and growing maritime and mercantile precincts.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Argyle Cut', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053138>)
Heritage Impact Assessment	The proposed works in the vicinity of the Argyle Cut are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches that are elevated above the Cut. The impact of these works on the setting of the Cut is neutral.
Impact Type	Setting
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Argyle Bridge.

Name	Argyle Bridge	
Address	Cumberland Street, The Rocks	
Significance	State	
Listing(s)	NSW SHR #01522 SHFA S170	
Description	*The site includes the 1911 road bridge at Cumberland Street, abutments to the bridge with small obelisk shaped pylons on either side of the road (at the north and south approaches to the bridge), and intact original light fittings. The parapet of the part of the bridge directly over Argyle Street was replaced in the 1950s. The original parapet of the bridge can still be seen to the south of the southern abutments. In 2008 structural cracks and areas of concrete cancer were detected and remedial works carried out to repair the damage.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Argyle Bridge', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053137>)	
Statement of Significance	*The Argyle Bridge and site are of State heritage significance for their historical and scientific cultural values. The site and building are also of State heritage significance for their contribution to The Rocks area which is of State Heritage significance in its own right. The Argyle Bridge has research potential for its association with town planning, street and urban development in early Sydney, and with the ongoing development of transportation systems in The Rocks. The Argyle Bridge is of historical significance as evidence of the town planning initiatives and urban improvements of the Sydney Harbour Trust in the early 1900s, and of the changes to the road pattern and surrounds involved in the construction of the Sydney Harbour Bridge in the 1920s-30s. The Argyle Bridge at Cumberland St is held in high esteem by the residents and visitors to Sydney, and contributes strongly to the character of The Rocks.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Argyle Bridge', viewed 18 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053137>)	
Heritage Impact Assessment	The proposed works in the vicinity of the Argyle Bridge are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches that are elevated above the Argyle Bridge. The impact of these works on the setting of the Argyle Bridge is neutral.	
Impact Type	Setting	
Impact Ranking	Neutral	

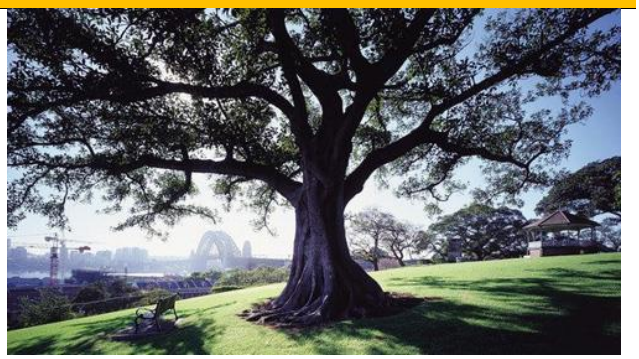
Heritage significance assessment and detailed impact assessment for Sydney Observatory.

Name	Sydney Observatory	
Address	Upper Fort Street, Millers Point	
Listing(s)	NSW SHR #01449 Sydney LEP 2012 #I934	
Description	*The Observatory is a sandstone, two storey building with two telescope domes on octagonal towers and a four storey timeball tower. The observatory once contained offices, instruments, a library and an astronomer's residence. It is now a public observatory and a museum of astronomy and meteorology.* *The building is of Florentine Renaissance style and the storeys are divided by string courses while articulated quoins at corners, stone bracketed eaves and entablatures to openings of the residence contribute to the fine stone masonry work. A single storey wing to the north has had a timber balcony verandah with a stone balustrade built above. Windows are of twelve pane type and the doors are six panels (Sheedy 1974).* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Sydney Observatory', viewed 22 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5051545>)	
Statement of Significance	*The Observatory is of exceptional significance in terms of European culture. Its dominant location beside and above the port town and, later, City of Sydney made it the site for a range of changing uses, all of which were important to, and reflected, stages in the development of the colony. These uses included: milling (the first windmill); defence (the first, and still extant, fort fabric); communications (the flagstaffs, first semaphore and first electric telegraph connection); astronomy, meteorology and time keeping;* *The surviving structures, both above and below ground, are themselves physical*	

Name	Sydney Observatory
	documentary evidence of 195 years changes of use, technical development and ways of living. As such they are a continuing resource for investigation and public interpretation; *The place has an association with an extensive array of historical figures most of whom have helped shape its fabric. These include: colonial Governors Hunter, Bligh, Macquarie & Denison; military officers and engineers Macarthur; Barrallier; Bellasis and Minchin; convicts: the as yet unnamed constructors of the mill and fort; architects: Greenway (also a convict), Lewis, Blacket, Weaver, Dawson and Barnet; signallers and telegraphists such as Jones and the family Moffitt; astronomers: particularly PP King, Scott, Smalley, Russell, Cooke and Wood;* *The elevation of the site, with its harbour and city views and vistas framed by mature Moreton Bay fig (Ficus macrophylla) trees of the surrounding park, make it one of the most pleasant and spectacular locations in Sydney;* *The picturesque Italianate character and stylistic interest of the Observatory and residence building, together with the high level of competence of the masonry (brick and stone) of all major structures on the site, combine to create a precinct of unusual quality;* *Finally, the continued use of the observatory for astronomical observations and the survival of astronomical instruments, equipment (Appendix 4) and some early furniture (Appendix 3), although temporarily dispersed, and the retention of most interior spaces, joinery, plasterwork, fireplaces, and supports ensure that the observatory can remain the most intact and longest serving early scientific building in the State (Kerr 1991: 39)* *Also of significance for relationship of Commonwealth and State powers. Site of the first intercolonial conference on meteorology and astronomy. (Pearson et al 1999)* *An excellent example of a Colonial building erected for scientific purposes and continuing to perform its function at the present time. The structure makes an imposing composition atop the historic hill originally known as Flagstaff Hill and occupies the historic Fort Phillip site (1804-45). Designed by the colonial architect Alexander Dawson and built in 1858.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Sydney Observatory', viewed 22 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5051545>)
Heritage Impact Assessment	Proposed works in the vicinity of Sydney Observatory are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the east of the Observatory. These works are not located within the curtilage of the Observatory and sufficiently separated to ensure that they will not impact on views of the heritage item.
Impact Type	Setting, indirect visual
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Observatory Park including Boer War Memorial, Bandstand, fences and landscaping.

Name	Observatory Park including Boer War Memorial, Bandstand, fences and landscaping
Address	Upper Fort Street, Millers Point
Significance	Local
Listing(s)	Sydney LEP 2012 #I935



Description

The park includes mature specimens of Moreton Bay Figs, sandstone and iron palisade fences, Boer War Memorial and bandstand. Category: Urban Park. General Details: Refer to Archaeological Zoning Plan.

Observatory Hill is a rare urban space that has remained in its open form with the Observatory located at its heart. The elevated setting, the open grassland with mature trees, the few built features such as the bandstand and the enclosed observatory garden provide a place of exceptional value. Paths, walks, stairs and links to and through this space link it to Millers Point, the Rocks and the city.

Observatory Hill or the area defined by the rock cut and retaining walls that separates the top of the hill from the residential area below. This area largely retains its original landform near the crown of the hill although probably somewhat modified over time with fill behind the various stone retaining walls to create a gentler slope. This area features the observatory complex with its contained garden and fine group of buildings, the rotunda and the mature fig plantings in the park as well as Meteorological Building, Sydney Observatory Messengers Cottage, Messenger's Cottage for Fort Phillip Signal Station, the early school buildings, now the National Trust Centre, and the more recent school buildings set on the circular piece of land left after the excavation for the Cahill Expressway. The two school complexes were connected by footbridges that now form part of the pedestrian access network from the bridge to the city.

The parklands are some of the most attractive in the city and the only public parklands that offer expansive and elevated harbour views and are visible from many points in the area. Set with the Harbour Bridge as a backdrop the location is iconic in Sydney.

(Source: Office of Environment & Heritage, State Heritage Inventory, 'Observatory Park including Boer War Memorial, Bandstand, fences and landscaping', viewed 22 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424599>)

Statement of Significance

The Observatory Park is of outstanding historical significance and a major component of the Observatory Hill precinct. The park commands panoramic views to the north, west and south.
The Observatory is of exceptional significance in terms of European culture. Its dominant location beside and above the port town and, later, City of Sydney made it the site for a range of changing uses, all of which were important to, and reflected, stages in the development of the colony. These uses included: milling (the first windmill); defence (the

Name	Observatory Park including Boer War Memorial, Bandstand, fences and landscaping
	first, and still extant, fort fabric); communications (the flagstaffs, first semaphore and first electric telegraph connection); astronomy, meteorology and time keeping. *The surviving structures of the Observatory Hill precinct, both above and below ground, are themselves physical documentary evidence of 195 years changes of use, technical development and ways of living. As such they are a continuing resource for investigation and public interpretation.* *Observatory Hill has an association with an extensive array of historical figures most of whom have helped shape its fabric. These include: colonial Governors Hunter, Bligh, Macquarie & Denison; military officers and engineers Barrallier; Bellasis and Minchin; convicts: the as yet unnamed constructors of the mill and fort; architects: Greenway (also a convict), Lewis, Blacket, Weaver, Dawson and Barnet; signallers and telegraphists such as Jones and the family Moffitt; astronomers: particularly PP King, Scott, Smalley, Russell, Cooke and Wood.* *The elevation of the site, with its harbour and city views and vistas framed by mature Moreton Bay fig (Ficus macrophylla) trees of the surrounding park, make it one of the most pleasant and spectacular locations in Sydney.* *The picturesque Italianate character and stylistic interest of the Observatory and residence building, together with the high level of competence of the masonry (brick and stone) of all major structures on the site, combine to create a precinct of unusual quality.* *Finally, the continued use of the observatory for astronomical observations and the survival of astronomical instruments, equipment and some early furniture although temporarily dispersed, and the retention of most interior spaces, joinery, plasterwork, fireplaces, and supports ensure that the observatory can remain the most intact and longest serving early scientific building in the State (Kerr 1991: 39). The site is also of significance for relationship of Commonwealth and State powers. It is the site of the first intercolonial conference on meteorology and astronomy. (Pearson et al 1999)* *The building is an excellent example of a Colonial building erected for scientific purposes and continuing to perform its function at the present time. The structure makes an imposing composition atop the historic hill originally known as Flagstaff Hill and occupies the historic Fort Phillip site (1804-45). It was designed by the colonial architect Alexander Dawson and built in 1858.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Observatory Park including Boer War Memorial, Bandstand, fences and landscaping', viewed 22 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424599>)
Heritage Impact Assessment	Proposed works in the vicinity of Sydney Observatory Park are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the east of the Observatory Park. These works are not located within the curtilage of the Observatory Park and sufficiently separated to ensure that they will not impact on views of the heritage item.
Impact Type	Setting, indirect visual
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Bureau of Meteorology including interior.

Name	Bureau of Meteorology including interior	
Address	9 Upper Fort Street, Millers Point	
Significance	Local	
Listing(s)	Sydney LEP 2012 #I936	
Description	*A three storeyed face-brick building with hipped tiled roof and restrained Georgian revival detailing including multi-paned double-hung sash windows, panelled front door with decorated fanlight, tied piers, cantilevered balcony with decorative iron balustrade and a Doric columned entablature over the main entrance. Generally an austere structure, reflecting the economic constraints of the mid-war period in which it was built, the buildings' size, colour, massing and position render it a dominant physical element in its immediate setting.* *The Bureau has almost no grounds adjacent to its building; to the north are rendered brick planter boxes with shrubbery planting and a small area of fenced lawn, to the east a concreted parking bay used by the adjacent Messenger's Cottage for Sydney Observatory, to the south are the abutting walls of the original Military Hospital grounds and to the west a brick garage used for storage by the National Trust. In consequence of its restricted grounds the Bureau originally positioned its weather recording instruments on the open lawn to the east of the neighbouring Messenger's Quarters. Whilst the instruments have since been removed the area is still largely enclosed with a modern steel mesh fence abutting, on the south, the brickwall to the former Military Hospital compound. The eastern section of the fence, however, does incorporate the stone plinth and corner pier of an earlier iron palisade fence (dating from the general park fencing of the 1870s-80s.)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Bureau of Meteorology including interior', viewed 22 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2426304>)	
Statement of Significance	*The Bureau of Meteorology Building is significant as one of the first purpose built building for Meteorology in NSW in 1922. The building is associated with the Bureau of Meteorology which is an Executive Agency of the Australian Government responsible for providing weather services to Australia and surrounding area which was established in 1906 under the Meteorology Act, and brought together the state meteorological services that existed before then. The buildings dominant location beside and above City of Sydney, made it an appropriate site for meteorological observations. The building its significant for its operation as a Weather Bureau for over 70 years from 1922 until 1992.*	

Name	Bureau of Meteorology including interior
	The buildings' size, colour, massing and position render it a dominant physical element in its immediate setting. Designed by the Commonwealth Department of Works and Railways, it is part of a fine tradition of well designed Commonwealth buildings in a prominent location within the centre of a very significant historic precinct. The building is a rare example of a mid war Georgian revival style building purposefully designed for meteorological observations and reflects the economic constraints of the period in which it was built with only minor changes since construction. (Source: Office of Environment & Heritage, State Heritage Inventory, 'Bureau of Meteorology including interior', viewed 22 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2426304>)
Heritage Impact Assessment	Proposed works in the vicinity of the Bureau of Meteorology are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the east of the building. These works are sufficiently separated such that they will not impact on views of the heritage item.
Impact Type	Setting, indirect visual
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Messenger's Cottage for Sydney Observatory including interior.

Name	Messenger's Cottage for Sydney Observatory including interior
Address	9A Upper Fort Street, Millers Point
Significance	Local
Listing(s)	Sydney LEP 2012 #I937

Description	*Messenger's Cottage for Sydney Observatory was built 1862* *Cottage to serve as quarters for Signal Station 'messengers' erected adjacent to north boundary of National Trust Building (former National School). A single storied non symmetrical rendered brick cottage with hipped corrugated iron roof and timber framed verandah to north and north east elevations. Externally the cottage retains much of its original form and fabric including rendered brick chimneys, windows and doors and timber verandah framing. Recent repair/reconstruction work to interior and exterior carried out by the Young Trust group of the National Trust included the installation of new corrugated steel roofing, gutters and downpipes, removal of non-original verandah infill, general joinery and plastering repair and repainting. The cottage has further been refurbished internally for the use of a child care centre by Esso and current use by Contact.* *The present cottage grounds are considerably changed both in character and extent, from the original, with the Bureau of Meteorology to the west and its weather recording instruments to the east of the cottage, each occupying sites of early lawns and garden planting. The present front fence of brick piers and wire mesh also probably dates to the construction of the Bureau and replaces the original timber picket fence (previously located further to the north of the cottage).* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Messenger's Cottage for Sydney Observatory including interior', viewed 22 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2426251>)
Statement of Significance	*Messenger's Cottage for Sydney Observatory (c.1862) is aesthetically significant as a fine and largely intact single storied rendered brick cottage with hipped corrugated iron roof and timber framed verandah in the simple asymmetrical Victorian cottage style. It was built in its current location far from the Observatory on the suggestion of Government Astronomer William Scott in order to reduce expense by allowing a brick building to be constructed. The building is significant for its association with architect Alexander Graham.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Messenger's Cottage for Sydney Observatory including interior', viewed 22 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2426251>)
Heritage Impact Assessment	Proposed works in the vicinity of the Messenger's cottage are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the east of the cottage. These works are sufficiently separated such that they will not impact on views of the heritage item.
Impact Type	Setting
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Fort Street Primary School.

Name	Fort Street Primary School	
Address	1005 Upper Fort Street, Millers Point	
Significance	Local	
Listing(s)	Sydney LEP 2012 #I938	
Description	*The building is in one complex with several buildings containing a two storey classroom block, a single storey hall block and an attached amenity block that has had some modifications and additions. Overall the building has retained its original form and detail. It is constructed of face brick with parapeted roof forms, horizontal bands of windows, and a strong vertical stair element that contains a stained glass window. Decoration is simple and robust. The site retains several significant and mature fig trees.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Fort Street Primary School Site including buildings and their interiors, fig trees and grounds', viewed 23 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2426287>)	
Statement of Significance	*Fort Street School is significant in providing evidence of educational use at Observatory Hill from the 1850s to the present day. The current school building is significant as a good example of post war modernism in a complete building complex with only minor changes since construction. Designed by the Government Architects office, it is part of a fine tradition of well designed school buildings in contemporary styles located in a prominent location within the centre of a very significant historic precinct. The building is a rare example of a modernist school.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Fort Street Primary School Site including buildings and their interiors, fig trees and grounds', viewed 23 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2426287>)	
Heritage Impact Assessment	Proposed works in the vicinity of the Fort Street School are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the east of the School. These works are sufficiently separated such that they will not impact on views of the heritage item	
Impact Type	Setting, indirect visual	
Impact Ranking	Neutral	

Heritage significance assessment and detailed impact assessment for National Trust Centre.

Name	National Trust Centre Incl Buildings & Their Interiors, Retaining Walls & Ground	
Address	1001 Bradfield Highway, Millers Point	
Significance	Local	
Listing(s)	Sydney LEP 2012 #I1876	
Description	*The main building in the National Trust Centre was originally designed in the Old Colonial Georgian style but later modified to Victorian Mannerist. It was constructed as the colony's first purpose built hospital and later converted to a school. The building as originally designed was a smaller more refined version of the later 'Rum Hospital' on Macquarie Street.* *The National Trust main administration building, formerly the military hospital, is a two storey rendered brick and sandstone building. The original main entrance is located centrally on the eastern elevation facing the Bradfield Highway. Three sets of stairs, located on the north, south and centrally along the western elevation provide entry to the rear of the building. The 'Link' building is attached to the exterior of the western elevation of the admin building. The external wall of the National Trust Centre forms the internal eastern wall of the link. The external configuration of the military hospital has been considerably modified. The building was a load bearing masonry building with a two storey encircling verandah. The encircling verandah was infilled in 1849 to form the two storey arcade, with a solid balustrade at ground floor level. The arcade was further infilled with spandrel panels and glazing to create additional rooms. This process occurred gradually. It is possible that the original timber columns/posts were retained to support the verandah floors and that the masonry work and pilasters were constructed around them. Documentary evidence suggests that the columns were utilitarian with a plate rather than a turned column and capital.* *The main front door, located in the centre of the composition includes a beaded flush faced door, a semi-circular archway, and keystone with the date and the King's insignia: GR. The remainder of the surviving openings are now internal. One original window survives in the western elevation, although it now opens onto the infilled arcade. The stone sill and flat arch, carved to resemble voussoirs survive, as do the small paned sashes. Some modification of the sashes has occurred as all of the glass is modern. The remainder of the windows to the west and east elevations were reinstated in c1976. The replacement window joinery does not contain the same level of craftsmanship as the original.* *The sandstone base was modified c1850 to carry the two storey arcade. The alignment of the original verandah has not been determined. The blockwork of the plinth appears to have been reused with the majority being sparrow picked. The basecourse is partly obscured at the southern end of the building by recent air conditioning units on a concrete plinth. The surviving original walls are now internal walls. The chamfered sandstone quoin blocks survive to the western elevation, the north-west and the south-west corners which are now within the toilets. The quoins have been painted however some of the paint has deteriorated and peeled revealing the sandstone below.* *The building now features a sandstone base and a rendered sandstone brick arcade with a faint ashlar line work which has now been infilled with glazing. The giant order pilasters with Corinthian capitals divide the façade into a Palladian composition, with a central entablature and side bays. The detail of the capital is based on the capitals of the Tower of the Winds in Athens. This is not a widely used form of the Corinthian capital, its route to Australia is via the late Georgian Grecian Revival buildings of Edinburgh. The capitals appear to have been painted for*	

Name	National Trust Centre Incl Buildings & Their Interiors, Retaining Walls & Ground
	most of the 20th century, possibly earlier. A carved sandstone Royal Coat of Arms is located at roof level on a parapet wall over the original main entrance and entablature. It appears to date from the 1849 conversion. The coat of arms is largely intact except the unicorn has lost its tail. The lettering 'Public School' has been removed. *The four arcades consist of regular, large archways on both levels. These archways originally formed a two storey arcade with a moulded string course at the springing point of the arch. The lower balustrade with its sunk panels date from the 1850 conversion and survive to the front and rear facades. The arcade was progressively infilled with timber panelling, joinery and solid panelling. The surviving joinery reflects the time period that each infill was undertaken, ranging from c1860 until the 20th century.* *The upper balustrade to the front or eastern elevation was converted into a spandrel panel in 1885. The openwork of the balustrade was infilled and a cartouche added to each moulded panel. Arch headed windows were inserted above, which survive. The lower arcade of the main façade remained open until well after the turn of the century, possibly until the 1920s. These archways appear to have been the last to have been infilled.* *The south façade has undergone many alterations to the configuration of the windows. The arcade was infilled with timber panelling c1860. Further modifications occurred c1890. The timber panelling was removed and the open work balustrade to the upper level infilled. Double hung windows were installed to the first floor similar to those to the remainder of the upper floor. The lower archways were infilled to the level of the stringcourse and small windows installed. One archway remains in this configuration however the window itself has been modified. The remaining three archways were modified again, possibly in the 1920s when the remainder of the archways to the main elevation were infilled. In the 1849 conversion of the north façade a doorway was installed within the arcade. Its position is indicated by the stop chamfer. The doorway led to the staircase to the first floor. The stair was probably removed c1916 and by the mid 1970s a window had been inserted in this location. A modern ledge door, semicircular fanlight and a tiled threshold were installed c1976.* *At the ground floor level of the west façade the timber boarding with glazing over installed in the mid 19th century survives. There appears to be a brick skin externally. This detail is now internal and is protected from the weather.* *The group includes the Erwin Gallery, gallery administration, cafe and former caretakers cottage. The face brick building west of the old military hospital, was designed as two schoolrooms in the Victorian Regency style, with sandstone pilasters and entablature, and two apsidal projections facing north and south. It is now used as an art gallery and features original cast iron columns with Egyptian motif capitals in the apsidal spaces. New skylights and air conditioning equipment have been installed. A face brick structure with a skillion roof and lantern connects this building and the former hospital. The former entrance to the gallery has been enclosed and converted to a shop and the connecting structure now houses a cafe. To the north west of the gallery is a two storey brick and sandstone building now used as the gallery administration. The caretaker's cottage is located to the north and is a rendered and face brick building with a gabled corrugated iron roof.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'National Trust Centre Incl Buildings & Their Interiors, Retaining Walls & Ground', viewed 23 October 2018 < https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423506>)
Statement of Significance	*The National Trust Centre is of state historical significance providing evidence of the Military Precinct located between Dawes Point and the Wynyard Barracks c1815 to c1850 of which the former Military Hospital; the first and earliest purpose built hospital building associated with the colony, was an integral part. It is of aesthetic significance in providing an example of the spread of architectural taste and standard building forms during the first half of the nineteenth century by the Royal Engineers and subsequently the Colonial Architect and architects designing public schools including John Watts, Mortimer Lewis and Henry Robertson.* *The extant building, now the finest largely intact example of the Victorian Mannerist style in the city, includes the adoption of archaeologically correct motifs based on published measured*

Name	National Trust Centre Incl Buildings & Their Interiors, Retaining Walls & Ground
	drawings of Greek monuments adapted to new building forms, and demonstrates the alterations carried out by Robertson based on model English design. The building has been associated with a range of institutional purposes, being an early example of the reuse of a colonial building from a hospital to the largest national school of its time and again adapted as the headquarters of the National Trust. The National Trust Centre occupies a prominent position on Observatory Hill overlooking the southern approaches to the Harbour Bridge, its elevated position giving an important visual and contextual relationship to the Observatory and Upper Fort Street. *The major part of associated structures on the site are significant as fine examples of mid-nineteenth century buildings constructed in the Victorian Free Classical and Victorian Regency styles. The buildings have a prominent position and an important visual and contextual relationship with the former Military Hospital building. These buildings have significance as part of the largest national school to be established in the colony during the mid 1850s. They have had a lengthy association with a variety of historically important persons and organisations and are significant as a design of the colony's first Schools Architect, Henry Robertson. The buildings have social significance for their association with the change from denominational to government schooling and for their association with community functions since their construction. The buildings have scientific significance for demonstrating the sequential development of an educational institution.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'National Trust Centre Incl Buildings & Their Interiors, Retaining Walls & Ground', viewed 23 October 2018 < https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423506>)
Heritage Impact Assessment	Proposed works in the vicinity of the National Trust Centre are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the east of the Centre. These works are sufficiently separated such that they will not impact on significant views of the heritage item.
Impact Type	Setting, indirect visual
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for House "Richmond Villa".

Name	House "Richmond Villa"	
Address	116-122 Kent Street, Millers Point	
Significance	Local	
Listing(s)	Sydney LEP 2012 #I923	
Description	*Richmond Villa is constructed on top of a rock shelf above the level of Kent Street. This rock shelf was likely a result of early stone quarrying that took place in this vicinity c1810 - 1830s. This work would eventually form a regular alignment to Kent Street. The present wall is a combination of vertically cut outcrops of sandstone with large block sparrow picked smooth faced ashlar stone masonry reaching heights of approximately 3m. There is a set of wide trachyte steps in a passage cut through the sandstone outcrop, which is augmented with ashlar sandstone, indicating that this wall was upgraded during the works carried out by Walsh on the wharfs and surrounds. An iron palisade gate secures the base of the steps under a segmental stone arch.* *The original buildings on this site, part of the group of buildings owned by James Glover, dated from the 1820s. Some of these were demolished and redeveloped in the 1880s, and it appears most of these structures were then demolished during the plague resumption works in 1900, with only the adjacent Glover Cottages surviving. The site chosen for the reconstruction of Richmond Villa was reportedly vacant from 1880.* *Richmond Villa was designed as a Colonial Georgian villa and was most likely an amalgam of designs from Loudon's Pattern Book (1833), however Lewis also experimented with the new romantic gothic style and introduced an elevational features such as a decorative verandah, eaves fascia and barge board from Ziegler's The Royal Lodges (1839). In so doing Lewis presages the impending romantic movement in architecture.* *The villa itself is a two storey building with underground basement. Constructed from thick sandstone walls the ground floor features a half round projecting bow window in the drawing room but instead of an encircling verandah Lewis ran a straight verandah across its face. The bow features five sets of curved French doors with transom lights and internal shutters. The second principle room features a rectangular bay window with gothic inspired window openings. The verandah is paved with stone flagging. Generally the windows throughout the rest of the building are simple rectangular openings with a stone lintel and timber multi pane double hung windows. The upper level windows on the front face are broken into four by a large transom and mullion, and each panel appears to be a 4 pane awning or casement. There is one blind window, which appears to have been open in 1978.* *The building originally fronted a garden facing east towards the Domain with its main entrance from the west in Domain Terrace. After reconstruction the building now faces west towards Kent Street. The ground floor consisted of the drawing room and another principle room, with a rear stair and small space off the entry hall. The upper floor has been described as "less successful" consisting of two large rooms at either end with much smaller rooms set of a central corridor running along the length of the building. Above the entry hall the space has been further divided. The divisions of this space may have derived from its later use as a parliamentary space. The basement space reflects the planning of the ground floor with further subdivision and is accessed by what would originally have been the back steps.* *The building was originally described as having a timber shingle roof that was replaced*	

Name	House "Richmond Villa"
	with a corrugated iron roof in 1890. An 1892 plan shows the details of an entrance porch to the rear entrance that was demolished by 1920, this was reconstructed in 1978. Alterations were made in 1912 including new windows to the ground floor on the north and south walls (now the reverse). The bathrooms were remodelled 1934-36. In 1945 an external access was cut for the cellar, and in the 1950s the upper level was converted into sleeping quarters for ten, and the ground floor dining room was subdivided into three rooms with the original door moved. *The dismantling and reconstruction of Richmond Villa in 1975-1978 involved a very considerable intervention in the fabric. During this process many of the details needed to be reconstructed. The glazing bars had been removed in the 1970s and had to be reconstructed. The fretwork was reinstated based on surviving detail, and the roof was reconstructed as a timber shingle roof. The guttering detail appears to have related to the metal roof more than the shingle roof, and the original configuration is not known.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'House "Richmond Villa" Including Interior', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423502>)
Statement of Significance	*Of architectural significance as one of the primary examples of the Australian domestic Gothic Revival. A successful example of careful dismantling and re-erection and of adaptive re-use. Part of an important streetscape of early residential buildings.* *Richmond Villa is of state historical and aesthetic significance as a fine example of a Gothic Revival Cottage designed by the Colonial Architect Mortimer Lewis. The Villa represents the spread of architectural ideas through the colonies via pattern books and is a rare example of a Colonial Architect designing for himself. The Villa demonstrates one of the earliest transitions between the Georgian style (basis of plan) and the neogothic style (basis of elevations). The Villa represents the changes to conservation philosophy since the introduction of the Burra Charter and provides evidence of the need to expand Parliament House in the late 19th century. The Villa is a successful and rare example of careful dismantling, re-erection and adaptive re-use of a state significant building.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'House "Richmond Villa" Including Interior', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423502>)
Heritage Impact Assessment	Proposed works in the vicinity of Richmond Villa are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the east of the Villa. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Terrace Group "Glover Cottages".

Name	Terrace Group "Glover Cottages"	
Address	124–134 Kent Street, Millers Point	
Significance	Local	
Listing(s)	Sydney LEP 2012 #I925	
Description	*Glover Cottages are constructed on top of a rock shelf above the level of Kent Street. This rock shelf was likely a result of early stone quarrying that took place in this vicinity c1810 -1830s. This work would eventually form a regular alignment to Kent Street. A painted timber picket fence sits on top of the rock outcrop.* *The original buildings on this site, part of the group of buildings owned by James Glover, dated from the 1820s. Some of these were demolished and redeveloped in the 1880s, and it appears most of these structures were then demolished during the plague resumption works in 1900, with only Glover Cottages surviving.* *Glover Cottages are a pair of single storey semi-detached cottages with an attic. The external walls could almost be considered coursed rubble but are roughly dressed into courses with double height coursed quoins. The eaves level is at about 1½ storeys to give head room to the attic. Openings have large stone lintels with voussior relieving arches above (which are more decorative than functional), and have very well dressed projecting stone sills that appear to be more recent replacements. At the rear the coursing becomes more irregular. The walls are about 18" (460mm) thick and in areas of smaller stones may be two skins filled with mortar and rubble. Stone would have been readily available from the active stone quarry at the time of construction, although the irregularity of the blocks suggests they were off-cuts and the like.* *Windows to King Street are timber 12 pane double hung with a very thick frame, and based on early photographs are likely to be reconstructions. The doors to King Street are flush beaded four panel doors, which once again have a very thick frame. The doors at the rear are matching flush beaded four panel doors with a timber awning and a relatively recent and unworn stone threshold. The four pane dormer windows are centred on the eaves line and have a separate roof that extends to the ridge.* *The planning is mirrored and each cottage consists of a single large rectangular room with a chimney on the common wall. Central timber partitions divided each cottage into*	

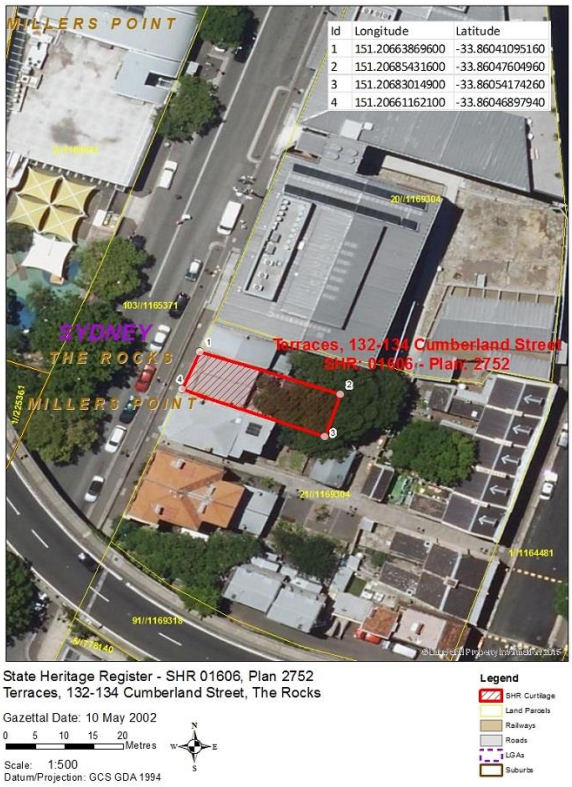
Name	Terrace Group "Glover Cottages"
	two rooms. A steep internal corner stair with winders provided access to the attic, which was similarly divided. The interior has not been accessed but a draft CMP dated 2000 seems to indicate that the central party wall has been removed, a mezzanine structure has been introduced around the chimney and that new finishes and modern ceilings have been introduced. The stone chimney was painted, and all joinery was painted white. It appears that the interior has been substantially altered. *The cottages share a hipped roof with no eaves, and do not have a projecting party wall. The only projection is a very simple sandstock brick chimney with a simple stretcher bond instead of Colonial or English, and thus may not be contemporary with the cottage. A brick rear addition replaced the original stone separate kitchen block in 1890, and the chimney may have been rebuilt at this time. The roof is presently clad with timber shingles, which is a recent reconstruction as a 1978 photo shows the roof clad with the corrugated iron that was introduced around 1900. The eaves detail presently consists of a timber fascia planted on the wall with quad guttering. The rear addition has undergone further demolition and alteration in the 1970s.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Terrace Group "Glover Cottages"', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423504>)
Statement of Significance	*The Glover Cottages are a rare surviving example of a vernacular single storey semi-detached stone cottage dating from the 1820s in inner Sydney. The cottages evidence the pattern of development of Millers Point prior to the formal layout of the streets where vernacular cottages were built on rock ledges, and are evidence of the process of land subdivision prior to the formal granting of titles. The cottages also indicate the standard of building that survived the post plague demolitions and represents the role of the Sydney Harbour Trust, later the MSB in providing housing for its workers.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Terrace Group "Glover Cottages"', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423504>)
Heritage Impact Assessment	Proposed works in the vicinity of Glover Cottage are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the east of the Cottage. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Terrace.

Name	Terrace	
Address	130 Cumberland Street, The Rocks	
Significance	State	
Listing(s)	NSW SHR #01600	
Description	*130 Cumberland Street is a part of the 'Long's Lane Precinct'. Long's Lane is a cluster of nineteenth and early-twentieth houses, rear yards, and laneways between Gloucester and Cumberland Streets, The Rocks. 130 Cumberland Street is a three storey building typical in scale and detail of terrace type buildings erected in the inner suburbs of Sydney during the 1880s. (Clive Lucas Stapleton 1991:55)* *It is built of stuccoed brick with an iron roof, and has moulded string courses and the windows on the two upper levels are round headed. It relates in style to the two and three storey Italianate terraced buildings at Nos132-4 and Nos 136-8 Cumberland Street. (Karskens 1981)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Terrace', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053217>)	
Statement of Significance	*No. 130 Cumberland Street and its site are of State heritage significance for their historical and scientific cultural values. The site and building are also of State heritage significance for their contribution to the Longs Lane Precinct and The Rocks area as a whole. The relationship between No. 130 Cumberland Street and its neighbours in the Longs Lane Precinct is clear and still within the historic street pattern even though many of its nineteenth century neighbours did not survive the Government twentieth century resumption and improvements.* *Within the state significant Rocks and Millers Point areas, No. 130 Cumberland Street site*	

Name	Terrace
	is an important survivor from the late nineteenth century which still retains its tenanted residential use and still clearly demonstrates its historic planning particularly with its service areas. No. 130 Cumberland Street exhibits all the key characteristics of a late nineteenth century modest inner city residential terrace. Within the building, the original hierarchy is still clearly expressed with the ground floor formal rooms, first and second floor bedrooms and rear service rooms and the building retains a critical mass of its major fabric and fittings such as its structure, timber stair walls, decorative joinery and fireplace. The fittings and decoration, which date from the 1990s reconstruction work, and the deliberate retention of the building's external weathered patina, heighten the experience of the building's age. *The positioning of the terrace on an abrupt sandstone and beton brut plinth formed out the lowering of Cumberland Street has raised the building and its wide bare north wall up as a local landmark in Cumberland Street.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Terrace', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053217>)
Heritage Impact Assessment	Proposed works in the vicinity of the terrace at 130 Cumberland Street are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the west of the Terrace. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Terraces.

Name	Terraces	
Address	132-134 Cumberland Street, The Rocks	**Heritage Council of New South Wales**  State Heritage Register - SHR 01606, Plan 2752 Terraces, 132-134 Cumberland Street, The Rocks Gazettal Date: 10 May 2002 0 5 10 15 20 Metres Scale: 1:500 Datum/Projection: GCS GDA 1994 Legend SHR Curtilage Land Parcels Railways Roads LGAs Suburbs
Significance	State	
Listing(s)	NSW SHR #01606	
Description	*132-134 Cumberland Street is a part of the 'Long's Lane Precinct'. Long's Lane is a cluster of nineteenth and early-twentieth houses, rear yards, and laneways between Gloucester and Cumberland Streets, the Rocks. These two storey residential terraces are typical of the 1880's building style.* *The two five room terraces are built of stuccoed brick with an iron roofs, and have moulded string courses and arched windows on the upper level. They relate in style to the three storey Italianate terraced buildings on either side at Nos130 and Nos 136-8 Cumberland Street. An unusual feature of this infill development is the reduced scale of the building and set back relative to these two adjoining properties. The set back has allowed the incorporation of a front porch. The incorporation of a central passageway between the two to the rear of the buildings is a relatively rare feature on the terraces of Sydney. (Clive Lucas Stapleton 1991: 56; Karskens 1981)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Terraces', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053223>)	
Statement of Significance	*The sites and buildings at Nos. 132-134 Cumberland Street are of State heritage significance for their historical and scientific cultural values. The sites and buildings are also of State heritage significance for their contribution to the Longs Lane Precinct and The Rocks area as a whole. The relationship between Nos. 132-134 Cumberland Street and their neighbours in the Longs Lane Precinct is clear and still within historic street pattern even though many of its nineteenth century neighbours did not survive the*	

Name	Terraces
	twentieth century Government resumptions and improvements. *Within the State significant Rocks and Millers Point areas, Nos. 132-134 Cumberland Street are important survivors from the late nineteenth century which still retain their tenanted residential use and still clearly demonstrate their historic planning particularly with their service areas. Nos. 132-134 Cumberland Street exhibit all the key characteristics of a late nineteenth century pair of modest inner city residential terrace houses. Within the buildings, the original hierarchy is still clearly expressed with the ground floor living areas, first floor bedrooms and rear service rooms. The buildings retain a critical mass of their major fabric and fittings such as their structure, timber stair, walls, decorative joinery and fireplace. The fittings and decoration, which date from the 1990s reconstruction work, and the deliberate retention of the buildings' external weathered patina, heighten the experience of the buildings' age.* *The position of the buildings on an abrupt sandstone and beton brut plinth formed out the lowering of Cumberland Street, has raised the building and its wide bare north wall up as an local landmark in Cumberland Street.* *The archaeological potential of the site of Nos. 132-134 Cumberland Street is high and relates to early development of The Rocks as well as late nineteenth and early twentieth century development. Any subfloor archaeological deposits are a significant resource.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Terraces', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053223>)
Heritage Impact Assessment	Proposed works in the vicinity of the terraces at 132-134 Cumberland Street are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the west of the Terraces. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Shops and Residences.

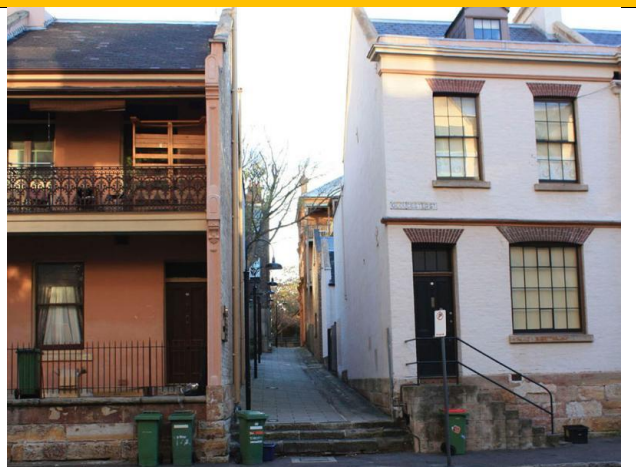
Name	Shops and Residences	
Address	136-138 Cumberland Street, The Rocks	
Significance	State	
Listing(s)	NSW SHR #01592 SHFA S170	
Description	*136-138 Cumberland Street is a part of the 'Long's Lane Precinct'. Long's Lane is a cluster of nineteenth and early-twentieth houses, rear yards, and laneways between Gloucester and Cumberland Streets, the Rocks. The three storey corner building is of stuccoed brick with an iron roof. It has moulded string courses and arched windows on the upper two storeys, a moulded coping with decorative corbels and stucco quoins. While this three storey building is typical of 1880s development in detail and planning, it was intended as a shop and boarding house, which may account for its relatively elaborate detailing. While the original planning of the building remains intact, much of the original architectural detailing, apart from the windows, has been removed.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Shops and Residences', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4500013>)	
Statement of Significance	*No. 136-138 Cumberland St and its site are of State heritage significance for their historical and scientific cultural values which contribute to the Longs Lane Precinct and The Rocks area as a whole. The relationship between No. 136-138 Cumberland St and its neighbours in the Longs Ln Precinct is clear and still within the historic street pattern even though many of its nineteenth century neighbours did not survive the Government twentieth century resumption and improvements. Within the state significant Rocks and Millers Point areas, No. 136-138 Cumberland St is an important survivor from the late nineteenth century which still clearly demonstrates its historic planning particularly with the shop area addressing the corner and the rear service area. No. 136-138 Cumberland St exhibits all the key characteristics of a late nineteenth century modest inner city commercial / residential corner building. Within the building the original hierarchy is still clearly expressed with the ground floor commercial rooms, first floor living areas, second floor bedrooms and rear service rooms. The building retains a critical mass of major fabric and fittings such as its structure, timber stair, walls and decorative joinery. The fittings and decoration, which date from the 1990s reconstruction work, and the deliberate retention of the building's external weathered patina, heighten the experience of the building's age. The position of the building on the corner of Longs Ln and on an abrupt sandstone and beton brut plinth gives it some landmark value in Cumberland St.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Shops and Residences', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4500013>)	
Heritage Impact Assessment	Proposed works in the vicinity of 136-138 Cumberland Street are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the west of the Shops and Residences. These works are sufficiently separated such that they will not impact on the heritage item.	
Impact Type	None	
Impact Ranking	Neutral	

Heritage significance assessment and detailed impact assessment for Tenements.

Name	Tenements	
Address	140–142 Cumberland Street, The Rocks	
Significance	State	
Listing(s)	NSW SHR #01599	
Description	*140-142 Cumberland Street is a part of the 'Long's Lane Precinct'. Long's Lane is a cluster of nineteenth and early-twentieth houses, rear yards, and laneways between Gloucester and Cumberland Streets, the Rocks. These buildings are part of the same development as 117-117A Gloucester Street, relating to the NSW Government Housing Board redevelopment of the block bounded by Little Essex (now demolished), Cumberland and Gloucester Streets.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Tenements', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053216>)	
Statement of Significance	*This pair of tenements and site are of State heritage significance for their historical and scientific cultural values. The site and building are also of State heritage significance for their contribution to The Rocks area which is of State Heritage significance in its own right.* *The Longs Lane precinct is primarily significant as a unique ensemble of nineteenth century residential buildings, laneways and rear yards in The Rocks, and because it includes the terrace, 103-111 Gloucester Street, which is a very rare extant example in Sydney of an early Victorian Greek Revival style terrace of houses created as total composition.* *Longs Lane precinct is also significant because: It is indicative of the nineteenth and*	

Name	Tenements
	early-twentieth century residential character of The Rocks, retaining strong associational and geographic links with community services such as shops, and churches. It retains rare examples of early-nineteenth century public laneways in their original scale and orientation. It is a unique ensemble in The Rocks of tenanted residential buildings of varying nineteenth and early twentieth century architectural periods including the Early Victorian, Victorian, and Edwardian. It possesses a unique archaeological potential as a discrete cluster of buildings, laneways, and rear yards of various buildings, relatively undisturbed since 1915, dating from the earliest period of occupation in Sydney. *Numbers 117-119 Gloucester and 140-142 Cumberland Streets are rare examples of the early-twentieth century government built worker's housing project initiated by the Housing Board Act of 1912. Numbers 140-142 are the remaining pair of a larger contemporary group, now demolished, that fronted Cumberland, Little Essex and Gloucester Streets.* *Longs Lane is a rare extant public right of way known to have existed from the first decade of the nineteenth century. Carahers Lane is a rare documented site where the existence of slum housing from the-mid to late-nineteenth century can be shown to be associated with the remaining physical fabric, and historical documentation about the landlords/owners.* *140-142 Cumberland Street is of historical, aesthetic, and scientific significance to the people of New South Wales for its contribution to the Longs Lane precinct which is significant in demonstrating the evolution of The Rocks in the 19th and early 20th centuries, and which remains a rare townscape complete with laneways and rear yards intact.* *Of aesthetic significance as an example of the public housing tenements constructed by the Housing Board between 1912 and 1924, the building is a valuable example of the Australian Federation architectural style as it was applied to a new building type in the early 20th century. 140-142 Cumberland Street is one of two surviving segments of a much larger housing development which is significantly associated with the Housing Board, the first government agency established solely for the provision of housing. Together with the small number of other Housing Board buildings in The Rocks (including 46-56 Gloucester Street and 117 Gloucester Street), 140-142 Cumberland Street represents the changing role of government in the provision of welfare services to the populace from the turn of the 20th century.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Tenements', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053216>)
Heritage Impact Assessment	Proposed works in the vicinity of the 140-142 Cumberland Street are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the west of the Tenements. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Longs Lane Precinct.

Name	Longs Lane Precinct	
Address	Gloucester Street and Cumberland Street, The Rocks	
Significance	State	
Listing(s)	SHFA S170	
Description	*Long's Lane runs between Gloucester and Cumberland Streets. In 1992 both Long's and Carahers Lanes were conserved and reopened for public access. Long's Lane retains some of its early stone paving along its northern side. With the development of the adjacent archaeological site, the lanes will feed into an even larger network of reconstructed pedestrian ways and the character of the area will be further re-established.* (Source: NSW Government Property NSW, 'Longs Lane Precinct, viewed 24 October 2018 <http://www.shfa.nsw.gov.au/sydney-About_us-Heritage_role-Heritage_and_Conservation_Register.htm&objectid=176>)	
Statement of Significance	*The Longs Lane precinct is primarily significant as a unique ensemble of nineteenth century residential buildings, laneways and rear yards in The Rocks, and because it includes the terrace, 103-111 Gloucester Street, which is a very rare extant example in Sydney of an early Victorian Greek Revival style terrace of houses created as total composition. Longs Lane precinct is also significant because: It is indicative of the nineteenth and early-twentieth century residential character of The Rocks, retaining strong associational and geographic links with community services such as shops, and churches. It retains rare examples of early-nineteenth century public laneways in their original scale and orientation. It is a unique ensemble in The Rocks of tenanted residential buildings of varying nineteenth and early twentieth century architectural periods including the Early Victorian, Victorian, and Edwardian. It possesses a unique archaeological potential as a discrete cluster of buildings, laneways, and rear yards of various buildings, relatively undisturbed since 1915, dating from the earliest period of occupation in Sydney. Numbers 117-119 Gloucester and 140-142 Cumberland Streets are rare examples of the early-twentieth century government built worker's housing project initiated by the Housing Board Act of 1912. Longs Lane is a rare extant public right of way known to have existed from the first decade of the nineteenth century. Longs Lane is important as it pre-dates the north-south road system of the Rocks (1810) and was one of the main passageways over The Rocks in the early days of the colony. (Johnson 2000) Carahers Lane is a rare documented site where the existence of slum housing from the-mid to late-nineteenth century can be shown to be associated with the remaining physical fabric, and historical documentation about the landlords/owners. (Clive Lucas Stapleton 1991:94)* (Source: NSW Government Property NSW, 'Longs Lane Precinct, viewed 24 October 2018 <http://www.shfa.nsw.gov.au/sydney-About_us-Heritage_role-Heritage_and_Conservation_Register.htm&objectid=176>)	
Heritage Impact	Proposed works in the vicinity of the Longs Lane Precinct are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney	

Name	Longs Lane Precinct
Assessment	Harbour Bridge and approaches to the west of the Precinct. These works are sufficiently separated such that they will not impact on the heritage precinct.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Tenements.

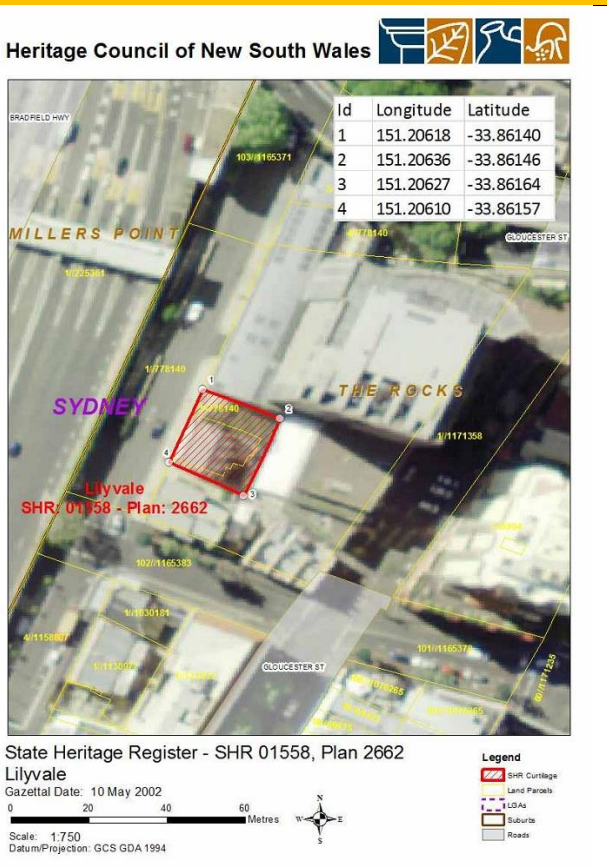
Name	Tenements	
Address	117–117A Gloucester Street, The Rocks	
Significance	State	
Listing(s)	NSW SHR #01598 SHFA S170	
Description	*117-117A (described as 117-119 Gloucester St. in Conservation Plan by Clive Lucas, Stapleton & Partners and 119-119A Gloucester Street in SCA's Building Data Sheet) Gloucester Street is a part of the 'Long's Lane Precinct'. Long's Lane is a cluster of nineteenth and early-twentieth houses, rear yards, and laneways between Gloucester and Cumberland Streets. 117 Gloucester Street is the only extant example in Gloucester Street of the NSW Government Housing Board redevelopment of the block bounded by Little Essex (now demolished), Cumberland and Gloucester Streets.* *All the original planning and much of the original architectural detail of this building is intact. The architectural quality of Gloucester Building, although still significant and sympathetic, has been reduced by the demolition of the Little Essex Street block. A striking feature about the design of this building is extensive structural use of reinforced concrete, and the use of cement in moulding details such as skirtings and cornices. This would appear to be an early example of the use of this technology.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Tenements', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053215>)	
Statement of Significance	*117 Gloucester Street is of historical, aesthetic, and scientific significance to the people of New South Wales for its contribution to the Longs Lane precinct which is significant in demonstrating the evolution of The Rocks in the 19th and early 20th centuries, and which remains a rare townscape complete with laneways and rear yards intact. Of aesthetic significance as an example of the public housing tenements constructed by the Housing*	

Name	Tenements
	Board between 1912 and 1924, the building is a valuable example of the Australian Federation architectural style as it was applied to a new building type in the early 20th century. 117 Gloucester Street is one of two surviving segments of a much larger housing development which is significantly associated with the Housing Board, the first government agency established solely for the provision of housing. Together with the small number of other Housing Board buildings in The Rocks (including 46-56 Gloucester Street and 140-142 Cumberland Street), 117 Gloucester Street represents the changing role of government in the provision of welfare services to the populace from the turn of the 20th century. (Source: Office of Environment & Heritage, State Heritage Inventory, 'Tenements', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053215>)
Heritage Impact Assessment	Proposed works in the vicinity of 117 Gloucester Street are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the west of the Tenements. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Lang Park.

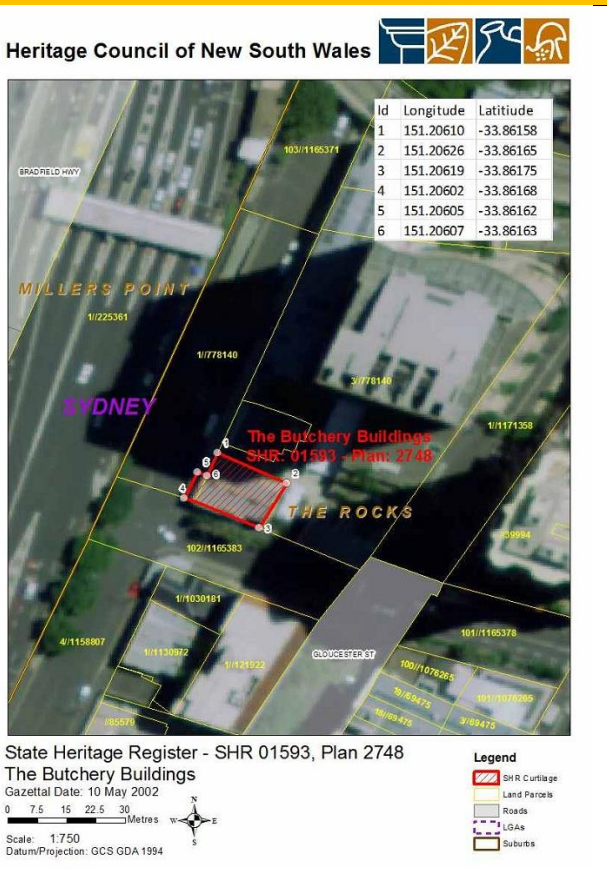
Name	Lang Park	
Address	Lang Street, Sydney	
Significance	Local	
Listing(s)	Sydney LEP 2012 #I1848	
Description	*Located in Grosvenor Street, corner of Lang & York Streets. Memorials include: RAHS Plaque 1942 - Church of St Phillips 1798-1856; Sandstone fountain and bronze plaque to Ald Patrick Nolan - 1904; site of Methodist Church establishment in Australia - 6/3/1812 (modern brass plaque); Gas Light Company - 24/5/1966 - 125th anniversary of the first lighting by gas - 24/5/1841.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Lang Park', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424638>)	
Statement of Significance	*Site of St Phillips Church. Integral component of the precinct linking the surrounding heritage buildings. Park of 19th century design.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Lang Park', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424638>)	
Heritage Impact Assessment	Proposed works in the vicinity of Lang Park include removal and/or alterations to existing signs, installation of new signs on the Sydney Harbour Bridge exit roads, and other traffic management and incident detection infrastructure. These would not be dissimilar to the current context for Lang Park.	
Impact Type	Setting, indirect visual	
Impact Ranking	Neutral	

Heritage significance assessment and detailed impact assessment for Lilyvale.

Name	Lilyvale	
Address	176 Cumberland Street, The Rocks	
Significance	State	
Listing(s)	NSW SHR #01558 SHFA S170	
Description	*'Lilyvale' Cottage is a three storey double fronted brick residence, erected c.1847. 'Lilyvale' is a fine, free standing example of the Colonial Regency style. This style is derived from the parapet on the first floor front elevation, which partially obscures the roof and the formal, symmetrical arrangement of openings. The cottage is an unusual example of the Regency style, being adorned with a verandah at ground floor level and a prominent gabled roof which contains attic rooms rising above the front elevation.* *Construction is of traditional load bearing brickwork with timber framed floors and roof. Attic rooms are lit by 3 dormer windows facing to the rear. Internally, it comprises a central corridor with front and back rooms opening on each side. The hallway leads to the original cedar staircase, giving access to upper level rooms and to the rear yard. The stairway continues to the attic. Early cedar joinery, fireplaces, doors windows and plasterwork survive in most rooms.* *(Schwager Brooks 1989: 5-6)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Lilyvale', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053173>)	
Statement of Significance	*Lilyvale and site are of State heritage significance for their historical and scientific cultural values. The site and building are also of State heritage significance for their contribution to The Rocks area which is of State Heritage significance in its own right.*	

Name	Lilyvale
	Lilyvale Cottage is a very fine and rare example of Colonial Regency freestanding domestic architecture in the city centre. It is in good condition, having been conserved in 1987 by SCRA, and retains much of its early form and materials. The cottage is an integral component of a group of 19th century houses in this section of Cumberland Street, which evokes a traditional Rocks streetscape. *Lilyvale (176 Cumberland Street), the Butchery Building (178-180 Cumberland Street) & Hart's Building (10-14 Essex Street) as a group: The surviving buildings occupying the block bounded by Cumberland, Essex and Gloucester Streets, south of the Cahill expressway, collectively illustrate the range and diversity of small scale development in this area of The Rocks between 1840 and the First World War. They combine with nearby precincts to the south of Essex Street to extend that diversity into the early decades of the 20th century. The buildings on the site combine to form an interesting group, reminiscent of the lively and diverse early streetscapes and urban scale of The Rocks. (Schwager Brooks 1989: 71)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Lilyvale', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053173>)
Heritage Impact Assessment	Proposed works in the vicinity of Lilyvale at 176 Cumberland Street are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the west of the Cottage. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Shop and Residences.

Name	Shop and Residences	
Address	178-180 Cumberland Street, The Rocks	
Significance	State	
Listing(s)	NSW SHR #01593	
Description	*This property comprises two, two storey, Victorian stuccoed brick terraced houses erected in the late 1880s. They are located in Cumberland Street between Essex Street and Cahill Expressway, with an extended side elevation to Essex Street. Each house has a basement area to take up the sloping nature of the site. No. 180 contained a ground floor corner shop. The two buildings are located hard against the Cumberland Street and Essex Street frontages resulting in relatively plain facades. They are designed in a restrained late Victorian style with rendered string course and cornice detailing. No. 178 has a triple rounded headed window to light the principal ground floor front room while the shop has a large display window facing Cumberland Street. The ground floor shop front appears to be in original form. No. 180 makes an interesting use of the side exposure to Essex Street by adding an additional setback, giving a small rear balcony to the upper front room. This is reflected below with a private entry to a cross stair giving access to the residence over which is quite separate from the shop. (Schwager Brooks 1989: 12-13)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Shops and Residences', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053209>)	
Statement of Significance	*This shop and residence and site are of State heritage significance for their historical and scientific cultural values. The site and building are also of State heritage significance for their contribution to The Rocks area which is of State Heritage significance in its own right.*	

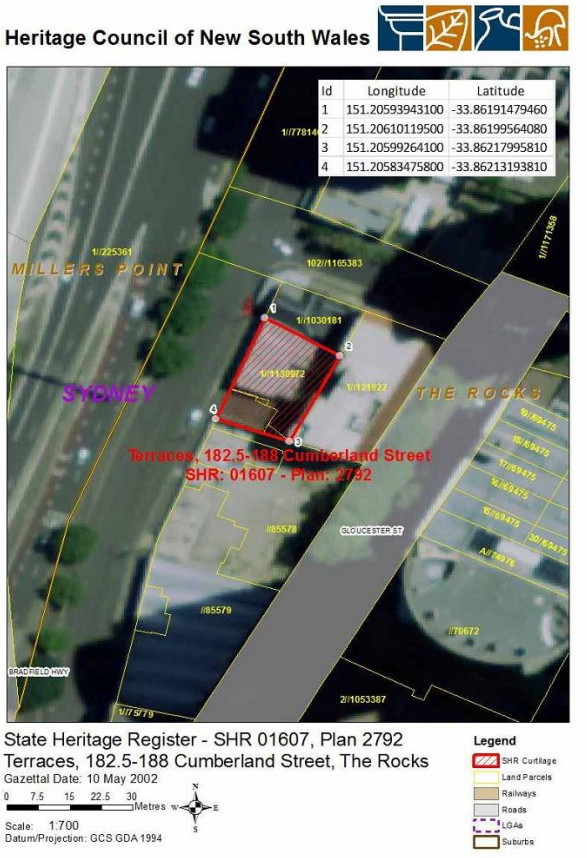
Name	Shop and Residences
	The Buildings (Lilyvale, The Butchery Building (178-180 Cumberland St) & Hart's Building (10-14 Essex St) as a group: The surviving buildings occupying the block bounded by Cumberland, Essex and Gloucester Streets, south of the Cahill expressway, collectively illustrate the range and diversity of small scale development in this area of The Rocks between 1840 and the First World War. They combine with nearby precincts to the south of Essex Street to extend that diversity into the early decades of the 20th century. The buildings on the site combine to form an interesting group, reminiscent of the lively and diverse early streetscapes and urban scale of The Rocks. *(Schwager Brooks 1989: 71)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Shops and Residences', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053209>)
Heritage Impact Assessment	Proposed works in the vicinity 178 Cumberland Street are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the west of the Shops and Residences. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Shop and Residence.

Name	Shop and Residence	
Address	182 Cumberland Street, The Rocks	
Significance	State	
Listing(s)	NSW SHR #01581 SHFA S170	
Description	*The two storey building at the corner of Cumberland and Essex Streets has brick parapet walls, with a slate roof behind. The part of the building on the corner is grander, with stepped sandstone lintels above the shop entry and windows and sandstone keystones above the first floor arched windows. The lower part of the building facing Essex Street features an arched brick entry doorway and does not have a parapet.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Shops and Residence', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053197>)	
Statement of Significance	*This shop and residence and site are of State heritage significance for their historical and scientific cultural values. The site and building are also of State heritage significance for their contribution to The Rocks area which is of State Heritage significance in its own right (see item no. 4500458).* *The building is part of the Rocks Conservation Area and, as such, contributes to the overall character and interpretation of the area. It is one of the few remaining corner shops and residences within the area. It is representative of government-designed worker housing from the pre-World War I period. It is an example of the work of a well-known architect Walter Liberty Vernon. It is an excellent example of small-scale Classic Free Style Edwardian architecture and one of the most intact of such buildings in The Rocks (the others being the former morgue in George Street, the facade of the Brooklyn Hotel and the facade of the former Chamber of Commerce building on the corner of George*	

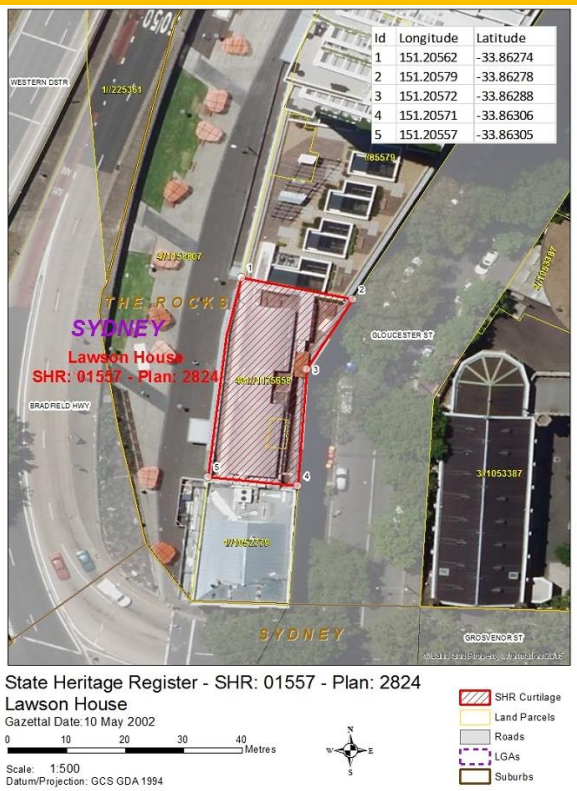
Name	Shop and Residence
	and Grosvenor Streets). (Robertson & Hindmarsh 1994: 24) *High Significance Fabric: Brick walls; shop fronts; windows and doors; former shop and former store; former sitting room; WC; ceiling, floor boards and brick wall of enclosed verandah; former three bedrooms; bathroom; linen room; stair hall; former laundry; former entry hall (except door). Medium Significance Fabric: Small flight of stairs to staircase landing (former shop & former store); timber shelves (former laundry); concrete floor, plastered brick walls, ceiling, cornice and window of part of former back porch; new gutters, new downpipe at east elevation. Low Significance Fabric: Copper downpipes; new slate roof and metal roof; WC pan; wall basin (part of former back (Robertson & Hindmarsh 1994: 25-29)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Shops and Residence', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053197>)
Heritage Impact Assessment	Proposed works in the vicinity of 182 Cumberland Street are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the west of the Shops and Residence. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Terraces.

Name	Terraces	
Address	182.5-188 Cumberland Street, The Rocks	
Significance	State	
Listing(s)	NSW SHR #01607	
Description	*The terraces are typical examples of Victorian Terrace Houses built as an investment. The planning of the four terraces is similar with the basement containing the laundry and an external toilet; the ground floor containing the parlour, dining room and kitchen; the upper floor containing one large bedroom and two smaller bedrooms and a bathroom. Typical elevational details include some fine cast iron balustrade panels (largely intact), evidence of a cast iron frieze and brackets to the upper balcony beam and surviving examples of the cast iron fringe, brackets and frieze drop fixed below the balcony floor beam. Internally, the main rooms have or show evidence of moulded timber surrounds to fireplaces, four-panelled timber doors, decorative ceiling roses but no cornices.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Terrace', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053224>)	
Statement of Significance	*This terrace and site are of State heritage significance for their historical and scientific cultural values. The site and building are also of State heritage significance for their contribution to The Rocks area which is of State Heritage significance in its own right.* *The terraces have streetscape significance and provide a humanising aspect to this area of The Rocks. The historic significance of the terraces is reasonable, particularly due to their survival through the 1900s and the 1920s. These terraces are amongst the last examples of speculative housing to be constructed in this area. The architectural significance of the terraces is not particularly unique, but nonetheless they are a*	

Name	Terraces
	representative example of a building form common throughout Sydney. Few examples of terraces of this type remain in this area, and they provide a valuable record of the variety of nineteenth century housing forms once common in the Rocks and Millers Point. The site is significant as an archaeological resource (both above and below ground) spanning 180 years of residential use. (Cserhalmi 1992: 66) (Source: Office of Environment & Heritage, State Heritage Inventory, 'Terrace', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053224>)
Heritage Impact Assessment	Proposed works in the vicinity of 182.5 - 188 Cumberland Street are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the Sydney Harbour Bridge and approaches to the west of the Terrace. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Lawson House.

Name	Lawson House	
Address	212–218 Cumberland Street, The Rocks	
Significance	State	
Listing(s)	NSW SHR #01557 SHFA S170	
Description	*The building is a robust dark brick building with sandstone trim, including strong parapet feature. It has three levels to Cumberland Street, and four levels to Gloucester Street. The building, commenced in 1924, is of the Inter-War period in the Free Classical style, displaying the characteristic classical elements introduced into an otherwise simple exterior. Classical features include large dentilled cornice to sandstone parapet (with protective lead capping), articulated brick pilasters (with decorative 'quoins'). The steel framed windows are typically small and operate by pivot. Where window is multi-paned, the central windows pivots, and the top and bottom sashes are fixed.* *The entrance foyer appears to be in original condition, with marble floors, threshold and wall lining, and original timber doors. Inner entry doors are timber with bevelled glass panels. A plaque in the entry foyer refers to Lawson's occupation of the building in 1982, as opened by the Governor, Sir James Marshall, for JR Lawson Pty Ltd.* *Internally, the southern end retains a significant degree of original fabric, and layout, including timber panelling, timber joinery (doors, architraves, skirting boards, glazed partitions, staircase). The northern end, is largely divided by modern partition walls. The ceiling is modern - suspended acoustic.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Lawson House', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053172>)	
Statement of Significance	*Lawson House and site are of State heritage significance for their historical and scientific cultural values. The site and building are also of State heritage significance for their*	

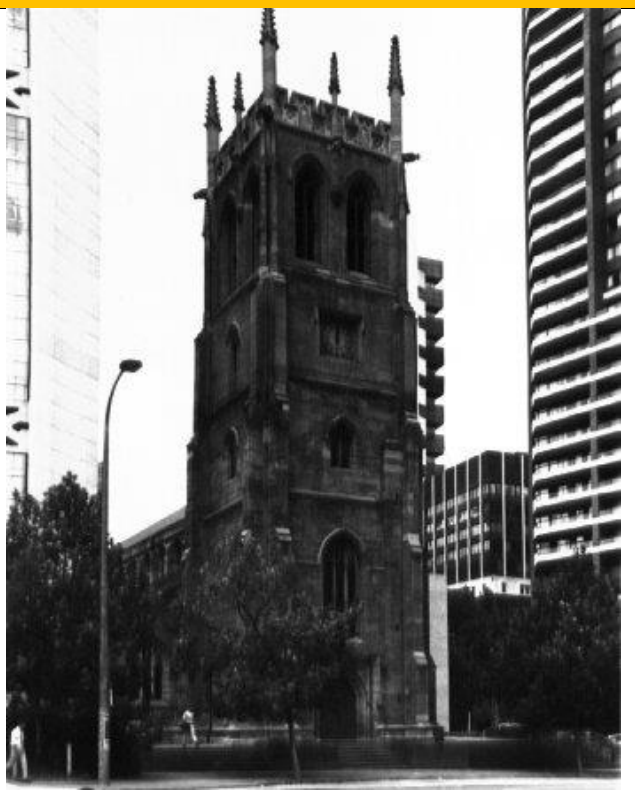
Name	Lawson House
	contribution to The Rocks area which is of State Heritage significance in its own right. *Lawson's is significant as a robust Inter-War Free Classical style warehouse building, remaining in commercial operation. It has a high degree of integrity, retaining much of its of its original layout and features internally and externally. Original/early aspects of the building include the brick and stone elevations, steel framed windows, marble finishes, timber joinery and overall layout, and are of historic and aesthetic significance. The form of the building responds sympathetically to the curve of Cumberland Street.* *Lawson House was constructed c1924 as the Sydney Depot for the Cadbury-Fry confectionary company and designed in the Inter War Free Classical style by architects Burcham Clamp and Finch.* *Historically, the building is evident of the Inter War period of development that occurred in The Rocks. It is significant for the contribution the building makes to the historical and scientific values of The Rocks. It also forms a small precinct of Interwar commercial buildings which replaced Victorian period housing that was intended to be resumed prior to the First World War. Historically, the building is associated with well know confectionary company Cadbury-Fry Pascal Pty Ltd although the use was relatively short lived, it was not a flagship building of the company and the ability to interpret this association has been eroded as the use has ceased and machinery removed.* *Lawson House is also associated with the well known Sydney architectural firm Burcham Clamp and Finch. Stylistically and structurally it is similar to the other buildings designed by John Burcham Clamp but owing to its construction date it does not demonstrate the progressive techniques of style and construction that are evident in a number of his other buildings.* *Lawson House is aesthetically and technically representative of restrained example the Inter War Free Classical style of architecture featuring a robust form, prominent end bays, dressed stone detailing, timber partitions and other early finishes to office and office foyer spaces. The building structure is relatively common for the period and typical for buildings used as commercial warehouses.* *The site demonstrates some research potential for relics related to the former residential use of the site from the mid nineteenth century.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Lawson House', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053172>)
Heritage Impact Assessment	Proposed works in the vicinity of 212-218 Cumberland Street are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the southern approach to the Sydney Harbour Bridge to the west of Lawson House. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

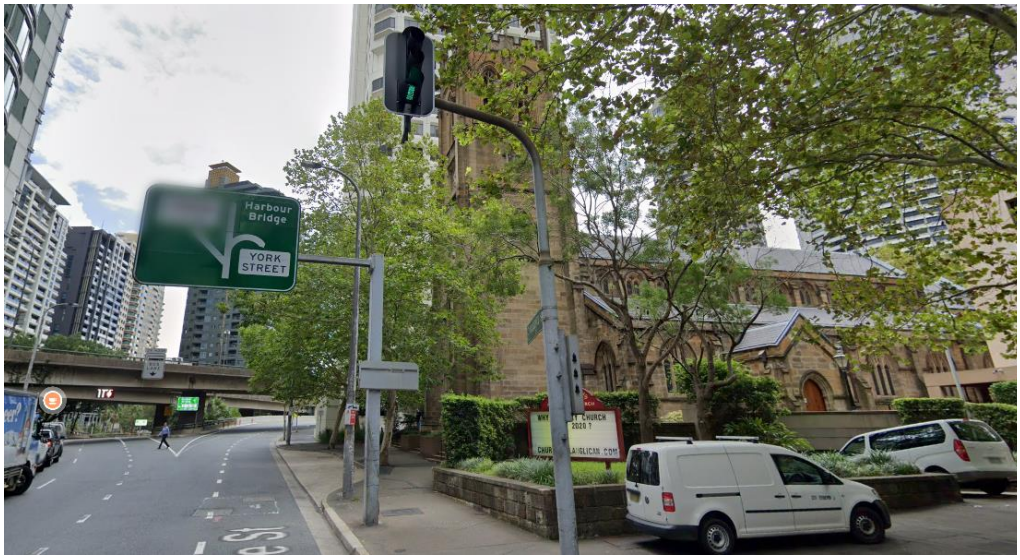
Heritage significance assessment and detailed impact assessment for NSW Housing Board Building (former).

Name	NSW Housing Board Building (former)	
Address	16-18 Grosvenor Street, The Rocks	
Significance	State	
Listing(s)	NSW SHR #01564 SHFA S170 B090, AR 121	
Description	*The building sits solidly and prominently on the corner and is a simple building of the Inter-War period, displaying limited features of the stripped classical style. The brick and stone entry portal on Grosvenor Street is the most decorative feature externally. The interiors partitions have been built in line with original design intent, and some original features remain.* *Completed in 1921, the building is constructed of exposed dark brick on three main levels plus basement with access onto Gloucester Street which is the lowest frontage. The brickwork is laid in English Bond relieved by a modicum of stone dressing, both ashlar and attenuated pitch faced, used for ground level quoins and the Grosvenor Street central frontispiece. A further relief to this rather severe building is provided by rendered lintels and continuous frieze. An extra storey was constructed circa the late 1930's to a coherent design although the window sashes and sill bricks differ. (SCRA 1982: GL/01)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'NSW Housing Board Building (former)', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053180>)	
Statement of Significance	*16-18 Grosvenor Street, The Rocks and its site are of State significance for historic social and aesthetic reasons as a purpose built headquarters for the Resumed Properties Department and as an important contributor to The Rocks townscape.*	

Name	NSW Housing Board Building (former)
	The building has historic significance because it was built to house the Resumed Properties Department, responsible for the resumption of land for the Department of Lands, and which played a major part in reshaping The Rocks and Millers Point. The building was in continuous government ownership and occupation from 1922 until the present. In the early years it was occupied by various government departments including: The Grain Elevation Construction Branch - The Department of Agriculture - The Prisons Department - The Police Department - and the Maritime Services Board. *The building, built in 1921, is of aesthetic significance for its robust load bearing masonry character, strongly defining the corner, and displaying some key features of the Inter-War stripped classical style. Significant features include the decorative entry portal, dark brick banding, and bracketed render cornice. The interior retains most of the significant original features and although it has later partition walling it has been constructed such that it could be easily removed to restore the spaces and the original design intent.* *The structure has social significance as it is the last known purpose built government building built in the 1920's remaining on a corner allotment with three facades. (HBO+EMTB Heritage Pty Ltd. 2007)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'NSW Housing Board Building (former)', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053180>)
Heritage Impact Assessment	Proposed works in the vicinity of 16-18 Grosvenor Street are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the entry and exit ramps to the Sydney Harbour Bridge to the south and west of the building. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for St Philips Church of England including interior and grounds.

Name	St Philips Church of England including interior and grounds	
Address	3 York Street, Sydney	
Significance	Local	
Listing(s)	Sydney LEP 2012 #I972	
Description	*The present St Philip's is the third church to be located on Church Hill. The current church is a sandstone building designed in the Victorian Academic Gothic style by Edmund Blacket. The building is cruciform in plan consisting of a nave separated on either side from the arcades by 6 arches. Above these arches are 12 clerestory windows with a chancel, vestry, organ chamber, two porches and a bell tower (over 31 metres high) at the west end. The finishes inside the building include encaustic floor tiles, cedar joinery and a painted boarded ceiling. The slate roof and sandstone walls of the church are currently undergoing repair, and the clock, parapet wall and pinnacles on the western tower have been replaced. The altar rail and lectern are of brass, and the pulpit and prayer desk are intricately carved out of white stone. Also on the site is a modern parish house, located to the south of the church.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'St Philip's Church of England Including Interior and Grounds', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423855>)	
Statement of Significance	*St Philip's Church is historically and socially significant as the church of the oldest parish in Australia, which was named in honour of the first Governor, Arthur Phillip. It is built on the site of the first church constructed in Australia in 1793, and represents the early spiritual development of the colony of New South Wales and the formal recognition of the Church of England as the accepted State religion. The existing St Philip's Anglican Church has aesthetic significance as a fine example of the ecclesiastical work of Edmund Blacket, being designed in the Victorian Gothic style with English Perpendicular detailing. The site is of scientific significance having potential to reveal archaeological evidence from the earliest years of the colony.*	

Name	St Philips Church of England including interior and grounds
	(Source: Office of Environment & Heritage, State Heritage Inventory, 'St Philip's Church of England Including Interior and Grounds', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423855>)
Heritage Impact Assessment	Proposed works in the vicinity of St Philips Church are limited to renewed signage on existing gantries, located to the south of the Church. The size of the new sign is not substantially different from the existing (see image below) so it would have a neutral impact on the Church. 
Impact Type	Setting, direct visual
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Big House Hotel (Former "New Hunter River Hotel" including interiors).

Name	Big House Hotel (Former "New Hunter River Hotel" including interiors)
Address	20 Sussex Street, Sydney
Significance	State
Listing(s)	NSW SHR #0513 Sydney LEP 2012 #I1952
Description	*A four storey building of brown and purple brick with stone trims: quoins, string courses, door and window surrounds and simple parapets. Some wide arched Edwardian style windows. Ground floor facade faced with brown glazed tiles imitating brick to 3m height, with original doors and windows and awning supported on cantilevered steel open trusses. Interior has original tile-clad columns with art nouveau motifs. Arcaded verandahs to 3rd and 4th floors on eastern side. (Shields-Brown 1982)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Big House Hotel', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045293>)
Statement of Significance	*It has strong historical associations with the waterside workers and dockyard industries. (Shields-Brown 1982) It is linked with early development in the area and is associated with the activities of the Sydney Harbour Trust both as builders and determinants in the planning and layout of streets in this part of Sydney. It has continuously traded as a hotel since completion and the transfer of licence connects the Hotel to the early days of this part of Sydney. (Howard 1995: 38) It is an example of an Edwardian public house demonstrating a range of materials, details and form exploited by the Sydney Harbour Trust. The scale of the building is unusually large for the time. (Howard 1995: 38) One of a small group of surviving hotels in the central city which together form an interesting collection reflecting an aspect of the social and recreational history of Sydney. (Schwager Brooks 1988)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Big House Hotel', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045293>)
Heritage Impact Assessment	Proposed works in the vicinity of 20 Sussex Street are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the approach to the Sydney Harbour Bridge to the east and elevated above the building. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Former MWS&B Pumping Station.

Name	MWS&B Pumping Station	
Address	21-25 Sussex Street, Sydney	
Significance	Local	
Listing(s)	Sydney LEP 2012 #I1954	
Description	*SPS No.13 is located on the eastern boundary of a yard fronting Darling Harbour. It is a small brick building on a brick plinth featuring sandstone quoins, and timber framed casement windows with sandstone lintels and sills. The building features a steep pitched timber framed roof clad in terracotta tiles with exposed rafters. Prominent bracketed barge boards extend from the half timbered gable with pebbledash finish. A small brick WC extension has been added to the south west obscuring one window while the remaining windows feature small corrugated steel awnings supported by steel brackets. A steel roller shutter with sandstone lintel and trachyte step is located on the northern facade. A timber picket fence surrounds part of the building and a steel and mesh fence secures the whole area including a small blond brick structure approximately two metres north of the building, and a concrete slab with mounted equipment to the west.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Former MWS&B Pumping Station', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423848>)	
Statement of Significance	*"SPS0013 Sydney is of historic, aesthetic and technical/research significance. Historically it was one of an original group of twenty low level sewage pumping stations constructed at the end of the 19th century to serve Sydney. The station along with the construction of the Bondi Ocean Outfall Sewer (ten years earlier) formed a part of the major advance in the protection of the public health of Sydney by ending the discharge of sewage into the Harbour. They were built as a direct response to the outbreaks of Enteric Fever (Typhoid) which plagued Sydney from the 1870s to 1890s and the recommendations of the Sydney City and Suburban Health Board (which was established by the Government in 1875 to report on the best means of sewage disposal) which proposed the establishment of outfall sewers. Aesthetically it is a good example of a small scale industrial building designed in the Federation Queen Anne style. In its surviving fabric SP0013 reflects the importance of Federation period public utilities, which is evident in the technical excellence of the overall design, traditional construction techniques and craftsmanship such as the stone dressings and tuckpointed brickwork. Due to its prominent location in Sussex Street, the station makes a valuable contribution to the local cultural landscape. The pumping station is technically significant for its continuous use nearly a century after its introduction as a low level sewage pumping station as originally designed and constructed, apart from mechanical and electrical modifications. It has educational and interpretation potential to*	

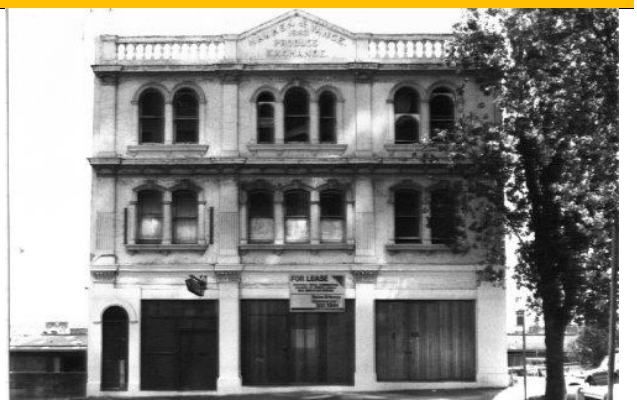
Name	MWS&B Pumping Station
	reveal information about sewage pumping engineering and in architectural taste in a period when utilitarian buildings were given as much careful attention as public buildings. The station is prominently located in Sussex Street and makes a valuable contribution to the townscape and cultural landscape of Sydney. " (From Sydney Water Heritage Assets Inventory Sheet 2006). (Source: Office of Environment & Heritage, State Heritage Inventory, 'Former MWS&B Pumping Station', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423848>)
Heritage Impact Assessment	Proposed works in the vicinity of Pumping Station in Sussex Street are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the approach to the Sydney Harbour Bridge to the east and elevated above the Pumping Station. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for "Bristol Arms" Hotel including interior.

Name	**"Bristol Arms" Hotel including interior**
Address	81 Sussex Street, Sydney
Significance	Local
Listing(s)	Sydney LEP 2012 #I1955

Description	*The Bristol Arms Hotel located on Sussex St near the former waterfront area of Darling Harbour is a small scale building featuring subdued classical detailing in the Federation Free Classical style. A prominent cement balustrade parapet with an arched pediment carries the date of construction. The facade below awning and two side walls are now rendered. The door openings appear original but the doors and windows on the ground floor have been replaced. The interior of the bar has been opened up with the bar moved to the southern side of the space and an opening formed in the rear wall to access the extensive additions to the rear. The new building is a concrete framed structure column and beam with concrete floors. The first floor of the original hotel has been cut horizontally and a floor level included in the original building height. The interior of the upper floor has been completely rebuilt with new access stairs and a lift servicing both buildings from the centre.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Bristol Arms" Hotel Including Interior', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423913>)
Statement of Significance	*The Bristol Arms Tavern, formerly the Welcome Inn, is located at the western edge of the city and constructed of face brick and render in the Federation Free Classical style. It has significance as part of the network of small purpose built hotels providing a social / recreational venue and budget accommodation within a short distance of the waterfront and the city centre. The Bristol Arms is one of five hotels of this style in the city, the others being the Metropolitan, the Harbour View, the Lismore and the Ship Inn. It has significance for continuing traditions of the hotel trade from the last few years of the nineteenth century, and as part of the redevelopment of the area after the reconstruction of the Darling Harbour wharves. It is representative as an example of the evolutionary process of a small corner hotel at the fringe of the city. Although the facades of the building have been modified, they retain some aesthetic significance due to the simplified classical ornamentation which reflects the social character of the area.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Bristol Arms" Hotel Including Interior', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423913>)
Heritage Impact Assessment	Proposed works in the vicinity of the Bristol Arms are limited to renewed signage on existing gantries, and additional traffic management and incident detection infrastructure, located on the southern approach to the Sydney Harbour Bridge to the west and elevated above the building. These works are sufficiently separated such that they will not impact on the heritage item.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Former "Hawken & Vance Produce Exchange" facades and exterior form.

Name	Former "Hawken & Vance Produce Exchange" facades and exterior form	
Address	95–105 Sussex Street, Sydney	
Significance	Local	
Listing(s)	Sydney LEP 2012 #I1956	
Description	*This is a front facade only, the rest of the building having been demolished and the remainder integrated into a new development of similar height at the street front and one storey higher set back. The three-storey facade is brick, faced with stucco in the Victorian Free Classical style. It is a three-bay composition articulated by pilasters at each storey, the three levels being marked by cornice motifs, with a pierced and balustrade parapet above the side bays and a pediment above the centre. In the pediment is the raised lettering HAWKEN & VANCE PRODUCE EXCHANGE 1883. Decorative spiked urns originally crowned the parapet piers. Modern full-width windows fill the street level bays. Above, there are triple windows in the centre and paired windows in the flanking bays. All have moulded heads and sills; at first floor level they are segmentally arched with keystone motifs; and at top level they are round-arched, only the centre being keyed. The facade has been refurbished and incorporated into a development nearly four times bigger than the old building, extending from Cuthbert's building on the south to the curved corner of Slip Street on the north. The new building has an additional storey set back from the street line so as to retain the integrity of the early structure. The design of the new work is not imitative, but harmonious in scale and proportions and offering contrasts in colour and texture.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Former "Hawken & Vance Produce Exchange" façade and exterior form', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423851>)	
Statement of Significance	*The facade of the former Hawken and Vance building at 95-99 Sussex Street, has both intrinsic and contextual significance. It has significance as representative of the type of building associated with the wharves that once abounded in this area. It is an example of a mid-Victorian warehouse facade remaining in the city, with a pleasing Victorian Free Classical design in modelled stucco. Its integration into a new development is such that the scale of its context is appropriate and it reads as a contributory component of the streetscape. The facade has historic significance for its association with the produce company Hawken and Vance, whose principals were prominent Sydney citizens.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Former "Hawken & Vance Produce Exchange" façade and exterior form', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423851>)	
Heritage Impact Assessment	Proposed works in the vicinity of 95-105 Sussex Street are limited to new signage on a new gantry (Gantry 16) located on the southern approach to the Sydney Harbour Bridge to the southwest beside the building. These works are sufficiently separated and screen by extant trees such that they will not impact on the heritage item.	
Impact Type	None	
Impact Ranking	Neutral	

Heritage significance assessment and detailed impact assessment for Former "Cuthbert's Patent Slip" warehouse including interiors.

Name	Former "Cuthbert's Patent Slip" warehouse including interiors	
Address	107–113 Sussex Street, Sydney	
Significance	Local	
Listing(s)	Sydney LEP 2012 #I957	
Description	*This group of four brick-walled terraces, is single-storeyed onto Sussex Street with two-storeys at the rear. The terraces are hip-roofed and divided by party walls. The facade consists of four glazed shopfront bays, articulated by piers and fronted by Tuscan pilasters, which rise from a sandstone base to a moulded entablature, supported upon a timber bressummer above each shopfront. The parapet with sandstone centrepiece with incised lettering CUTHBERT'S PATENT SLIP 1869. Each `shop' has a 6-panel door and toplight separated by a thin timber pilaster post from a full-width three-light window. The terraces at street level are assumed to have been two rooms deep, but are now interconnected as one. The storey below Sussex Street now has doorways opening on to the roof garden above the recent Slip Street level garage. Brick piers support the timber girders of the upper floor except on the east side, where a sandstone retaining wall bears the load.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Former "Cuthbert's Patent Slip" Warehouse Including Interiors', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423852>)	
Statement of Significance	*The former Cuthbert's Patent Slip, no's 107-113 Sussex Street, is representative of the historic development of Sussex Street and the harbourside warehousing, evidence of which still forms a strong built edge to this part of the city. It is associated with John Cuthbert a prominent early boat builder in Sydney. It represents the commercial architecture of the day, still understandable in its context. It has aesthetic significance as a group of unified, low scaled and evocative commercial occupancies now comparatively rare.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Former "Cuthbert's Patent Slip" Warehouse Including Interiors', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423852>)	
Heritage Impact Assessment	Proposed works in the vicinity of the former warehouse are limited to new signage on a new gantry (Gantry 16) located on the southern approach to the Sydney Harbour Bridge to the west beside the building. These works are sufficiently separated and screen by extant trees such that they will not impact on the heritage item.	
Impact Type	Setting	
Impact Ranking	Neutral	

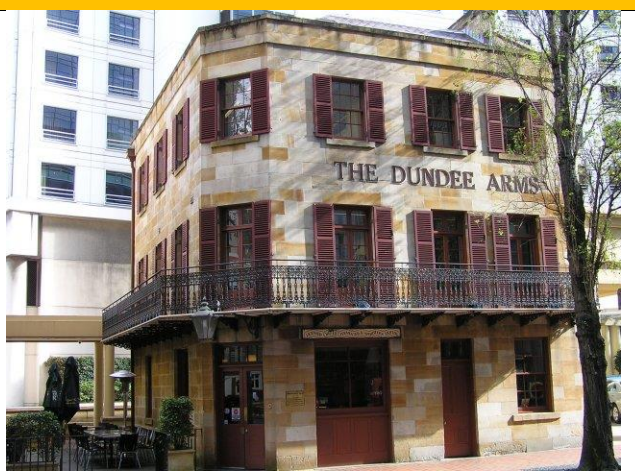
Heritage significance assessment and detailed impact assessment for Royal George Hotel.

Name	Royal George Hotel	
Address	115–117 Sussex Street, Sydney	
Significance	State	
Listing(s)	NSW SHR #00411 Sydney LEP 2012 #I1958	
Description	*The Royal George Hotel is a face brick building located on a prominent site at the corner of Sussex and King Streets. The two storey facade to Sussex Street drops away to the west to a four storey frontage to the recently realigned Day Street. The main frontage of the hotel to Sussex Street retains the original face brick and highly articulated moulded brick detailing to the upper floor but has been rendered to the ground floor facade. The original doors to the bars have been retained on this face and also the decorative small pane windows, but some areas of brickwork have been painted on the building. Recessed balconies feature to both the east and south facades. An arched window opening has been filled in on the south. The interior of the bars, the living areas and the bedrooms have been modified for use as restaurants and new kitchen facilities have been constructed on two floors. Some original internal fabric such as stairs, plaster decorative detailing, cornices and ceiling roses, fireplaces and leadlight windows have been retained.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Royal George Hotel', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423853>)	
Statement of Significance	*The Royal George Hotel, a two storey face brick building in the Federation Free Style, has historic significance for continuing the traditions of the hotel trade from the early years of the nineteenth century, and for replacing an earlier hotel of the same name on the site. It has significance as part of the development of the early Sussex Street precinct and as part of the redevelopment of the Darling Harbour wharf areas. It is significant as a fine and largely intact external example of the style used in a prominent corner hotel. The building makes a strong contribution to the character of the immediate area. The hotel had significance as part of the network of small purpose built hotels providing a social / recreational venue and budget accommodation for the local community as well as the waterside worker but this is somewhat reduced with its closure. It reflects the social character of the area during the early years of the 20th century and is representative of the style used in a prominent corner hotel. The site may have some potential for scientific investigation due to its long usage, however the building itself holds little scientific value. The Royal George Hotel is one of eleven hotel buildings in the style within the city. The others are the Napoleon, the Sir John Young, the Welcome Inn, the Australian Hotels in Cumberland and Gloucester Streets, the Fosters, the Captain Cook and the Observer, the Palisade and the Read Raters Hotel. The most significant of these are the Palisade and the Napoleon, but the Royal George would be the next in significance after these and the Sir John Young.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Royal George Hotel', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2423853>)	
Heritage Impact Assessment	Proposed works in the vicinity of the Hotel are limited to new signage on a new gantry (Gantry 16) located on the southern approach to the Sydney Harbour Bridge to the west beside the building. These works are sufficiently separated and screen by extant trees such that they will not impact on the heritage item.	
Impact Type	Setting	
Impact Ranking	Neutral	

Heritage significance assessment and detailed impact assessment for Warehouses (former).

Name	Warehouses (former)	
Address	139-153 Sussex Street, Sydney	
Significance	State	
Listing(s)	NSW SHR #00413 SHFA S170	
Description	*Rendered brickwork warehouses with iron roof built during mid 1850s. Single storey to Sussex Street and three storeys at rear. Simple facade with largely original windows and shopfronts. The design and detailing matches that of 149-153 Sussex Street.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Warehouses (former)', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045053>)	
Statement of Significance	*An elegantly proportioned terrace of early Victorian warehouses which makes an important contribution to the significance of the Sussex Street Group. A fine example of the commercial architecture of its period.* *The Central Warehouses (No. 139-151) together with the Corn Exchange building (No. 173-185) are some of the last remaining remnants of this warehousing and commercial area which serviced Sydney's developing commercial and trading sector in the mid to later 19th century. They comprise a sample of mid to late 19th century warehouse and commercial buildings, that together with other remaining buildings of this era in Sussex Street comprise a homogenous group with careful attention to design, materials, and workmanship. The Central Warehouse buildings are a good example of a mid 19th century warehouse complex. Their development reflects the essential role that warehouse development has played in the development of Sydney as a commercial and trading centre. The buildings were extensively renovated as part of the Four Points hotel redevelopment in 1985.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Warehouses (former)', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045053>)	
Heritage Impact Assessment	There are no proposed works in the vicinity of 139-153 Sussex Street.	
Impact Type	None.	
Impact Ranking	Neutral	

Heritage significance assessment and detailed impact assessment for Dundee Arms

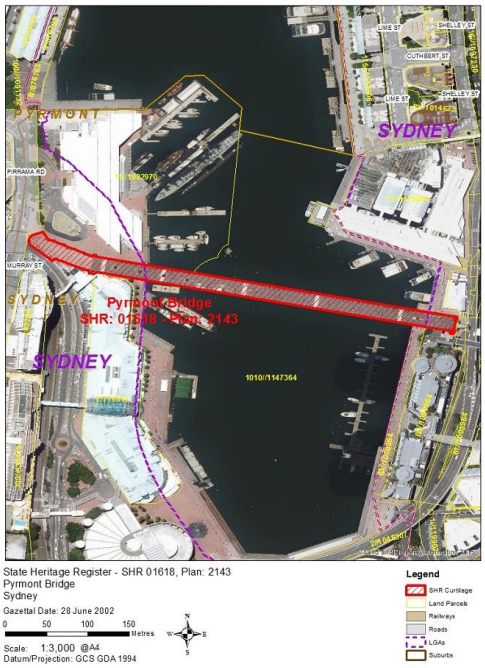
Name	Warehouses (former)	
Address	171 Sussex Street, Sydney	
Significance	State	
Listing(s)	NSW SHR #00416 SHFA S170	
Description	*Typical early pub design of Victorian Regency style painted and/or rendered sandstone with slate roof; pre 1860s largely original three storey building with sound exterior and two small terraces of roughly the same date attached at the side rear facing former market lane. First floor verandah has been removed but some original interior work remains.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Dundee Arms', viewed 9 November 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045598	
Statement of Significance	*The Dundee Arms Hotel is typical of early corner pubs in Victorian Sydney, and it makes an important contribution to the significance of the Sussex Street Group. The design is an example of the Victorian Regency style. The terrace houses attached to the rear are important for the manner in which they define the former Market Lane. The Dundee Arms Hotel was constructed pre 1860 and is one of the oldest surviving pubs in the area. It is a feature of the development of Darling Harbour as an overwhelmingly industrial and maritime suburb, the hotel serviced the working class people employed nearby and sailors form the ships docked in the harbour. Pubs like the Dundee Arms were a focus for the local and visiting populations' social life.* Source: Office of Environment & Heritage, State Heritage Inventory, 'Dundee Arms', viewed 9 November 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045598	
Heritage Impact Assessment	There are no proposed works in Sussex Street adjacent the Dundee Arms.	
Impact Type	None	
Impact Ranking	Neutral	

Heritage significance assessment and detailed impact assessment for Corn Exchange.

Name	Corn Exchange	
Address	173–185 Sussex Street, Sydney	
Significance	State	
Listing(s)	NSW SHR #01619 SHFA S170	
Description	*The Corn Exchange Building is a stucco-fronted three-storey structure with elliptical arches at street level and a curving corner at the southern end. Two levels face Sussex Street with a basement below facing west. The slated roof of the building is an assembly of pyramidal and hipped gable shapes with a simple curved roof matching the facade to the south. The existing fixed shop-front glazing is painted white or obscured by curtains. While it has been extensively modified over the years, the building remains a good example of Queen Anne style commercial architecture.* *Interior* *The ground and first floors framing, which consists of a mixture of brick piers and circular cast iron columns supporting riveted composite wrought iron girders, remains. The exposed roof framing and timber lining boards required considerable replacement during the 1990s conservation works. By the 1980s only scant evidence remained of the early internal partitioning of the ground and first floors. The open plan floor plate was retained during the 1990 alterations for the adaptive re-use and fitout as a small department store and restaurant. (Tanner and Associates Pty Ltd, HIS, 2001)*	

Name	Corn Exchange
	(Source: Office of Environment & Heritage, State Heritage Inventory, 'Corn Exchange', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5050763>)
Statement of Significance	*The Corn Exchange and the Central Warehouse (No. 139-151) are the last remaining remnants of this warehousing and commercial area which serviced Sydney's developing commercial and trading sector in the mid to later 19th century. These mid to late 19th century warehouse and commercial buildings, together with other remaining buildings of this era in Sussex Street, comprise a homogenous group which demonstrate a careful attention to design, materials, and workmanship.* *The Corn Exchange is the earliest remaining market building in Sydney. It was designed by the noted architect George McRae, who later designed the Queen Victoria Building. It is a landmark building; forming part of the city portal at Pyrmont Bridge.* *The Corn Exchange was extensively restored, reconstructed and adapted for retail purposes as part of the hotel redevelopment in the early 1990s, but still remains a fine representative example of a late 19th century warehouse complex. It demonstrates the essential role that warehouse development has played in the development of Sydney as a commercial and trading centre.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Corn Exchange', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5050763>)
Heritage Impact Assessment	There is no proposed works in the vicinity of the Corn Exchange.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Pyrmont Bridge.

Name	Pyrmont Bridge	
Address	Sydney	
Significance	State	
Listing(s)	NSW SHR #01618	
Description	*Pyrmont Bridge has a number of discrete components: the masonry and concrete abutments and retaining walls and embanked approaches, faced with sandstone; the timber Allan truss side spans; the stone pivot and rest piers; and the central steel swing span.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Pyrmont Bridge', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053337>)	
Statement of Significance	*Pyrmont Bridge is an item of State heritage significance for its aesthetic, historical and scientific cultural values. An essential link between the city and the inner western suburbs, Pyrmont Bridge is closely associated with economic and social development of Sydney at the end of the 19th century.* *Pyrmont Bridge is closely associated with Percy Allen, PWD Engineer-in-Chief of bridge design, who was responsible for the introduction of American timber bridge practice to NSW and designed over 500 bridges in NSW. The quality of the carved stonework of the piers and portals added to the aesthetic appeal of the bridge.* *At construction the swing span of Pyrmont Bridge was one of the largest in the world. It was one of the first swing bridges to be powered by electricity. The timber approach spans demonstrate a rare example of deck type Allan trusses; there being no other known example. The bridge's Australian design and technological innovation was a source of pride for the people of NSW.* *Despite the demolition of the eastern approach to the bridge and the construction of the mono-rail track, Pyrmont Bridge retains its essential heritage values.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Pyrmont Bridge', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053337>)	
Heritage Impact Assessment	Proposed works in the vicinity of Pyrmont Bridge include traffic control devices and signs on the Motorway, which is directly adjacent to the bridge. There are no works proposed within the Bridge's curtilage. The works on the motorway are sufficiently separated from the bridge to ensure that there is no impact on its setting or views.	
Impact Type	Setting, indirect visual	
Impact Ranking	Neutral	

Heritage significance assessment and detailed impact assessment for Ultimo Heritage Conservation Area.

Name	Ultimo Heritage Conservation Area	
Address	Ultimo	
Significance	Local	
Listing(s)	Sydney LEP 2012 #C69	
Description	*The only surviving district of the once common character of Victorian Ultimo. Predominantly an area of dense 2-storey Victorian terrace houses and local amenities including shops, hotels and church. It is of particular note for its composite character and presentation as a suburb of simple Victorian working class housing of Victorian sized allotments. In continued use as a residential area. Sandstone kerb and flagstones form the street edges. 1970s plantings on Bulwara, Jones and Quarry Streets.* *Street Ratings* *Harris Street - west side only from Fig Street to Quarry Street* *Wide, heavily trafficked street with substantial street tree plantings, dominated by a mixture of Victorian shops, commercial buildings and terraces. Street Rating: A* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Ultimo Heritage Conservation Area', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424800>)	
Statement of Significance	*The Ultimo Heritage Conservation Area dates from one of the key period layers for the development of Ultimo/Pyrmont as a direct result of the Harris & Macarthur Estate subdivisions. It contains good examples of mid Victorian residential, commercial and institutional development.* *The combination of buildings in the Ultimo Conservation Area form an exemplary group of modest and functional late-nineteenth and early-twentieth century civic, commercial and residential buildings which are clustered around the Church and Hotel at the intersection of the two main streets of the area. It comprises several blocks centred around the intersection of Quarry Street and Bulwara Road, which contains the Uniting (former Presbyterian) Church and the Lord Wolseley Hotel on opposite corners. It records the development of Ultimo as an industrial and warehouse district on the southern fringe of the CBD which began in the latter half of the nineteenth century. This pattern of development is not only relevant to the locality but forms a crucial part of the historic pattern of the development of Sydney as the capital city and commercial centre of NSW, based on the industrial and transport opportunities created by the waterfrontages of this and other peninsulas in Sydney Harbour (Criterion A.4). This Victorian commercial and residential area is part of the civic centre of Ultimo and the buildings and their architecture, as well as their location and the street layout, are a product of the historic development of Ultimo through the nineteenth and twentieth centuries. The relative homogeneity of the buildings reflects the boom period of development in the vicinity and their survival with only minimal redevelopment illustrates the lack of residential development in Pyrmont-Ultimo from the turn of the century until the 1970s and contrasts with the current major redevelopment of large-scale industrial and commercial sites in the area (Criterion A.4). The Ultimo Conservation Area includes a relatively homogeneous group of working class houses and commercial buildings from the nineteenth century, a class of buildings which have rarely survived in Sydney. The residential buildings are low*	

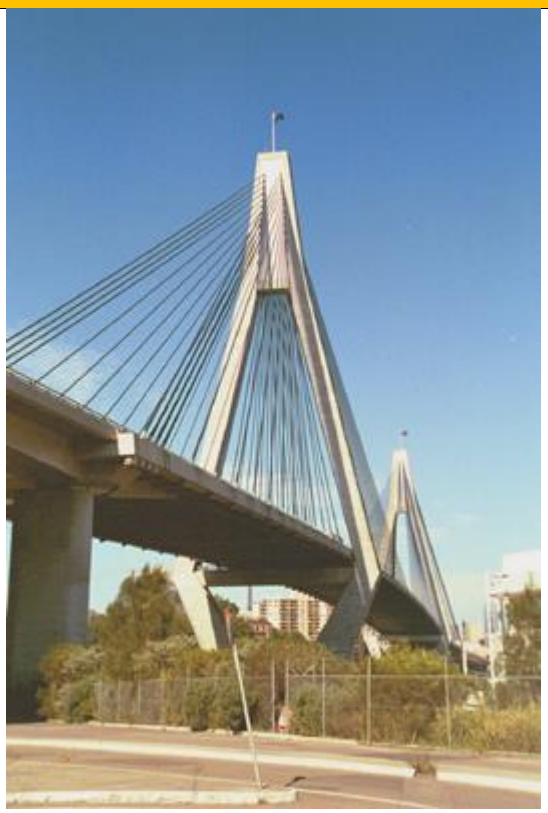
Name	Ultimo Heritage Conservation Area
	scale and austere in their presentation and show another face to the Victorian period than that which is most popularly remembered. Their form, layout and location record the urban forms of the pre-motor car, pre-electricity era for working class people in Sydney (Criterion B.2). The group has few unsympathetic intrusions and the twentieth century buildings do not detract from the character of the earlier buildings. It has significance as an area which is a relic of the late Victorian and Edwardian periods and illustrates the built form of this class of district in this period (Criterion D.2). The buildings contained within the Ultimo Conservation Area are the fabric and visual façade of Ultimo to visitors to the area and hence are the public image of the area for its residents. The traditional building types in this area are highly valued by the local community, especially during the current phase of redevelopment of the area, when many of the traditional activities and their structures are being replaced (Criterion G.1). (Source: Office of Environment & Heritage, State Heritage Inventory, 'Ultimo Heritage Conservation Area', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424800>)
Heritage Impact Assessment	There are no works proposed within the Ultimo Conservation Area.
Impact Type	None
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Former Industrial Building elements "Edwin Davey & Sons Flour Mill".

Name	Former Industrial Building Elements "Edwin Davey & Sons Flour Mill"	
Address	2A Allen Street, Pyrmont	
Significance	Local	
Listing(s)	Sydney LEP 2012 #I1205	
Description	*The main block of building on the Edwin Davey site was one of a composite of six structures, the original c. 1896 building, three masonry additions, a brick and galvanised iron building and a timber and galvanised iron tower. The six elements combined to form a solid, two to four storey rectangular block of structures. The original flour mill building was constructed c. 1896 by S. Freeman, and entrepreneur who specialised in the production of a range of related products including baking powder, self raising flour and flaked oatmeal for which he would have required a flour mill. The c. 1896 mill building comprised a simple brick construction with timber post & beam structure in the Victorian Georgian style. This original building set the tone for the further extension of the site in later years. The site has a special significance in its continued use as a mill, the complex is representative of a Victorian industrial building and demonstrative of traditional milling processes. The place was an item of considerable heritage value on account of the intact and operating flour milling equipment prior to the removal of this equipment.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Former Industrial Building Elements "Edwin Davey & Sons Flour Mill"', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424400>)	
Statement of Significance	*Built in 1896, the Edwin Davey Flour Mill is a significant remnant of a Federation period flour mill. It has rarity value as the last and longest flour mill operating in the inner city area of Sydney, and as the one of the last vestiges of local industry, once prevalent in this area. It is particularly rare in providing evidence of the working relationship with the former goods railway. It is understood to be important to a sector of the local community for these historical links and as a familiar landmark, viewed by thousands of daily travellers on the Western Distributor Freeway. Notwithstanding the significant loss of original fabric and the cessation of use, the surviving elements of the former flour mill have historical and technical significance for their ability to interpret aspects of the operation of a flour mill. The weighbridge, grain elevator room, grain pit and their relationship to each other are significant as they help to illustrate how, at one stage, the grain was delivered to the site by rail and conveyed by the elevator to the grain holding bins on the third level of the flour mill prior to the refining processes. The remnant flour mill is significant for its ability to interpret the changing industrial processes and technological innovations associated with cereal milling in Sydney. Despite its reduced setting and isolation from Allen Street and loss of form and fabric, the surviving mill*	

Name	Former Industrial Building Elements "Edwin Davey & Sons Flour Mill"
	structure retains aesthetic significance as a prominent landmark in the area, for its dramatic setting. It makes a positive contribution to a large portion of the Pyrmont area as well as parts of Glebe owing to its prominent elevated setting and the bold form of its remnant walls and grain elevator room. *The Edwin Davey and Sons Flour Mill complex is a rare early twentieth century roller flour mill, which demonstrates a type of workplace and industry once widespread but now vanishing. The flour mill is a well known, prominently sighted Pyrmont landmark. Historically the Edwin Davey and Sons Flour Mill complex documents the advent of major mechanisms and technological developments in flour milling in Australia. The Mills equipment displays typical and easily recognisable late nineteenth and early twentieth century flour milling configuration and technology. The Mill complex provides an unusual opportunity to gain a visual impression of a once widespread type of work and operating technologies that are visually non-extant today.* *The building dates from one of the key period of layers for the development of Ultimo/Pyrmont as a direct result of subdivision of the Harris and Macarthur Estates.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Former Industrial Building Elements "Edwin Davey & Sons Flour Mill"', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424400>)
Heritage Impact Assessment	The proposed works in the vicinity of the Flour Mill include two new gantries (Gantry 4 and 5) on the Motorway to the north east and traffic control devices. These works are located at a sufficient distance to ensure that they do not impact on the former Flour Mill.
Impact Type	Setting
Impact Ranking	Neutral

Heritage significance assessment and detailed impact assessment for Anzac Bridge (RTA Bridge No. 8535).

Name	Anzac Bridge (RTA Bridge No. 8535)	
Address	Victoria Road, Pyrmont	
Significance	State	
Listing(s)	RMS S170 #8535	
Description	*The Anzac Bridge crosses Johnstons Bay, connecting Victoria Road on the western side of the bay with the Pyrmont and Darling Harbour to the east. When completed in 1995, the Anzac Bridge became the longest concrete cable-stayed bridge in Australia, with a central span of 345m. The overall length of the bridge is 805 metres, with individual spans of 77.95, 140,345, 140, 54.5 and 42 m. The shipping channel has a vertical clearance of 27m. From the eastern end of the bridge an elevated roadway constructed from voided slab prestressed concrete some 1.4 km long ties the bridge to the expressway complex over Darling Harbour.* *The central spans of the Anzac Bridge are supported by two 120 metre high towers, each of which was founded on 56 reinforced concrete piles. The towers have access stairways for inspection and maintenance of the flags and aircraft clearance lights at the top. Each tower supports two fans of stay cables, 128 in all. These have individual anchorage points in the tower and terminate into the edge beam of the deck. Due to the geometry of the upper and lower supports points (including anchorage points on the eastern deck which splays) the cables form slightly warped planes. Each cable consists of between 25 and 74 individually sheathed and galvanised 15.7 mm diameter high tensile steel strands enclosed in a polyethylene tube. The deck consists of precast units with prestressed cross girders at 5.167 m spacing. The central part of the main span is longitudinally prestressed to neutralise some of the horizontal forces from the stay cables. The deck at either end of the cable stayed section transitions to a box girder design which has a tapered deck to suit the loading conditions.* *The cable-stayed deck is 32.2 metres wide. It supports 6 traffic lanes as well as a 3.5 m wide shared pedestrian/cycleway. At each end there are ramps and / or stairs to facilitate access. At the eastern end, the ramp is an elegant steel box supported ramp which convolutes to the ground between high rise apartments. As part of the western access, there are stairs and ramps set in an area planted with palms, at the top of which is a statue in remembrance of the Anzacs, after whom the bridge is named.*	

Name	Anzac Bridge (RTA Bridge No. 8535)
	The bridges replaced Glebe Island Bridge, an opening bridge. This bridge is extant to the north of the new bridge although disused and in poor repair. (Source: Office of Environment & Heritage, State Heritage Inventory, 'Anzac Bridge', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4305018>)
Statement of Significance	*Anzac Bridge has significance at a State level because of its technical qualities; it is a world standard bridge in scale, aesthetics and design features. Anzac Bridge is a reinforced concrete cable-stayed bridge built over Johnstons Bay between Glebe Island and the inner Sydney suburbs of Pyrmont and Darling Harbour. The bridge was designed and built between 1989 and 1995 by the Roads and Traffic Authority (RTA) and its predecessor, the Department of Main Roads (DMR), and is currently the longest such bridge in Australia. The subtle sweep of the bridge's cantilevered deck, which links into the arterial road network and is supported at either end by monumental reinforced concrete towers, forms a striking and integral part of the Sydney skyline. It has quickly become one of the iconic images of Sydney, particularly for those who have views of it, cross it to work by road or bike, or use its highly visible towers as an aid to urban navigation.* *Anzac Bridge is also historically significant because it is a contemporary solution to a long-term problem for government agencies responsible for road building and maintenance in Sydney. It replaces the Glebe Island Bridge of 1903, adjacent to Anzac Bridge, which was historically part of the five bridges route connecting Sydney to the north shore. This route was important in connecting Sydney to Parramatta and the north shore from the middle of the nineteenth century, and for much of the twentieth century. The design and construction of a new bridge at the Johnstons Bay crossing (along with the associated freeway road systems) from the late 1980s through to the mid 1990s reflected the desire of the road authorities (the DMR, latterly the RTA) to cut travel times for commuters, and also to limit the build up of traffic on the Glebe Island Bridge. Anzac Bridge is part of the Glebe Island Arterial, and forms an essential part of Sydney's road infrastructure.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Anzac Bridge', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4305018>)
Heritage Impact Assessment	The proposed works to the Anzac Bridge, which includes two new horizontal gantries with signage (Gantries 1 and 2) spanning between the A-frame bridge towers at either end of the bridge, have been assessed as having a **moderate** adverse impact. These gantries would alter the form and aesthetics of the bridge towers and impact views through the bridge to either end, which are currently unimpeded, due to the transparent nature of the structure. The green signage and infrastructure would be new and prominent in views from the roadway and pedestrian and bike path. The recognised form and iconic nature of the bridge towers, which is part of its aesthetic heritage significance, would be altered and adversely affected by the proposal. However, it is recognised that the original design intent allowed for additional signage infrastructure on the bridge (see discussion and figures below) and the infrastructure would serve a function which complements the Anzac Bridge's primary function as a major arterial road. The location of the two new gantries within the A-frame of the bridge towers avoids impacts on the statues of remembrance of the Anzacs and memorials at the western abutments, which are not original (installed in 1998) but are contributory to the significance of the bridge.
Impact Type	Setting, Direct Visual, Physical
Impact Ranking	Moderate Adverse

Heritage significance assessment and detailed impact assessment for Glebe Island Bridge.

Name	Glebe Island Bridge (RTA Bridge No. 61)	
Address	Bank Street, Victoria Road, Pyrmont, NSW 2037	
Significance	State	
Listing(s)	SHR #01914 RMS S170	
Description	*The Glebe Island Bridge over Johnstons Bay is an electrically-operated, low-level, steel central swing-span road bridge. The central swing-span is supported by a massive pivot pier, founded on a nest of timber piles capped by concrete, on which it can rotate through ninety degrees to allow passage of maritime traffic. The approach spans are two steel deck on stone-faced piers and stone-lined abutments. The bridge includes constructed embankments on both sides of its western approach.* *The bridge has an approach span at each end of 24.7m, two main spans of 29.3m and an overall length of 108m. The roadway is 12.2m wide between kerbs and has a 1.5m wide footway on each side. The central pivot in the waterway is protected by an extensive ring of timber piles. The swing span is mounted on a steel roller track on the cylindrical stone masonry and concrete pivot pier (13.9m high and 12.9m wide) and is swung by means of a 600 volt motor.* *Traffic was controlled by lights and a pair of timber swing-gates on either end which were electronically interlocked to ensure that the bridge cannot open until the gates are closed.* *The bridge includes a rare surviving operable Mercury-arc Rectifier, as well as some early silicon rectifiers, installed in 1960 when the reticulated DC supply was discontinued. (NT, 2012)* *Both Pyrmont and Glebe Island Bridges were electrically operated and could swing in 44 seconds, much faster than contemporary bridges in the world. Pyrmont Bridge, also designed by Percy Allen, has more numerous fixed spans of timber than Glebe Island*	

Name	Glebe Island Bridge (RTA Bridge No. 61)
	Bridge where they are of steel supplemented by stone causeways.(Fraser, 1992). The swing-span of Glebe Island Bridge is smaller than that of Pyrmont. *High quality Pyrmont yellowblock sandstone is thought to be used for dimension stone and Pyrmont coloured sandstone on the abutment facing and causeway fill. (NT 2002)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Glebe Island Bridge', viewed 21 September 2017 <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5051118>)
Statement of Significance	*The Glebe Island Bridge, across Johnstons Bay, is of state significance as it demonstrates one of the earliest examples of an electric-powered swing bridge in Australia. Technically, it is a complementary structure to the already acclaimed Pyrmont Swing Bridge, and has all the same significant features, including the electrically-driven swing span. Both bridges were designed by Percy Allan, a highly-regarded Australian bridge designer of the late 19th and early 20th century. Both represent the only examples of such types of bridges in New South Wales and are still operable.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Glebe Island Bridge', viewed 21 September 2017 <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5051118>)
Heritage Impact Assessment	It is proposed to use areas within the heritage curtilage for a temporary construction compound. While the exact space requirement and layout has not been determined, the construction compound would include laydown and storage areas, demountable site sheds raised on concrete blocks, fencing/hoarding and car parking. No excavations are expected to be necessary and utility connections are proposed to be above ground or overhead. The construction compound is likely to be used for up to 18 months (from early 2022 to late 2023). The proposed site components would be 'loose-fit' and not require excavations to install or connect, and the use would be non-invasive and temporary. There is no proposed removal of fabric. Therefore, with appropriate mitigation measures, the proposed works should not physically impact the Glebe Island Bridge. However, owing to the duration of works (up to 18 months), the proposed construction compound would result in prolonged but still **minor and temporary visual impact** on the appreciation and setting of the Glebe Island Bridge. The heritage values of the Glebe Island Bridge would not be permanently impacted.
Impact Type	Direct Visual, Setting
Impact Ranking	Minor Adverse

Heritage significance assessment and detailed impact assessment for Glebe Island Wheat Silos.

Name	Glebe Island Wheat Silos	
Address	Victoria Road, Glebe Island	
Significance	State	
Listing(s)	Sydney REP – City West REP No. 26 – Sch. 4, Part 3 #1	
Description	*The original bins were large cylindrical bins capable of handling approx. 6.5 million bushels. The bottoms of the bins were shaped as cones which enabled wheat to be discharged via a valve to a chute which led directly via a conveyor belt for shipment. The original 143 bins were 31.2 feet in diameter 108 feet high and 8 inches thick.* *The silo complex was extended over the years. In 1975 the then Governor of NSW, Sir Roden Cutler opened a $4 million extension to the system. This included 30 cylindrical concrete silos 38.4 m high, each having a capacity of 2,400 tonnes. In addition, there were 14 star shaped interspace bins each with a capacity of 550 tonnes. The extensions increased capacity by about 50% from 163 000 tonnes to 245 000 tonnes.* *The 1975 silos are believed to be the ones retained following a heritage assessment in 1999 - 2000 when Sydney Ports was planning a reorganisation of the Por.t Other silos were demolished to make way for Port development.* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Glebe Island Silos', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4560016>)	
Statement of Significance	*Glebe Island Grain Terminal is a seminal site in the development of the bulk wheat storage and export industry in Australia. As such it has a pre-eminent position in the historical development of one of Australia's most important primary industries. It was the first and most important of the port terminals and encompassed technologies that were specific to the industry and influential in the development of that industry throughout the country. The first construction phase is particularly noteworthy because of the circumstances of its wholly imported design and technological expertise.* *The carefully planned and integrated system, by the 1930's , was considered to be one of the largest, most efficient and well planned installations of its type. The fabric contained within the site, although compromised by alterations and missing elements is capable of demonstrating and recording the evolution of the industrial processes that evolved over several decades. The silos, in particular are the most visible and easily interpreted elements of that former use and form a powerful and well known landmark. The site also has significance for its associations with, and demonstration of, Commonwealth and State government initiatives (McPhee, Thorpe, Stuart 1994).* (Source: Office of Environment & Heritage, State Heritage Inventory, 'Glebe Island Silos', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4560016>)	
Heritage Impact Assessment	Proposed works in the vicinity of the Glebe Island Wheat Silos include new gantries and traffic control devices on the Anzac bridge and its approaches. These works are elevated and sufficiently separated from the Grain Terminal to ensure they have no impact.	
Impact Type	None	
Impact Ranking	Neutral	

Heritage significance assessment and detailed impact assessment for White Bay Power Station.

Name	White Bay Power Station	
Address	Victoria Road and Robert Street, Rozelle	
Significance	State	
Listing(s)	NSW SHR #01015 Sydney REP – City West REP No. 26 – Sch. 4, Part 3 #11 Ausgrid S170 #74	
Description	*White Bay Power Station is located approximately 4km west of the Sydney CBD. The site is bounded to the south by Victoria Road and to the west by Robert Street, Rozelle. It is situated adjacent to a small inlet of Sydney Harbour. The White Bay Complex is composed of the following principal elements: (1) Two Steel Stacks (2) A Coal Handling Unit serviced by a spur rail line (3) Turbine Hall Building incorporating Administrative Offices, the old Laboratory and a Workshop (4) Boiler House (5) A Switch House and Substation (6) Ancillary structures including coal loading wharf and coal handling system.* *STEEL STACKS: The stacks are made of plate welded steel with guy wires and vibration dampeners at top and base. Only the northern most stack remains, the other having been demolished.* *COAL HANDLING UNIT: The coal handling unit has a dumping shed immediately behind the stacks where the rail coal trucks deposited their load. Here it was crushed and sized in jaw crushers and then conveyed by belt and bucket to overhead coal hoppers in the station Boiler House. The whole of the conveyor line is in steel section sheathed in corrugated steel. The whole of the coal handling system is of considerable heritage significance and of high industrial archaeological significance.* *TURBINE HOUSE: The Turbine House (or Hall) was built in two stages as demand for power increased. The massive rendered brick and reinforced concrete building housed not only the generating equipment but also extensive administrative offices and a laboratory at the southern end. Electrical and mechanical workshops and some of the station circuit breakers were located here. This structure contains the most significant system in the precinct. The power generating system consists of the headers, gauges,*	

Name	White Bay Power Station
	condensers, steam feed water pumps, electric feed water pumps, the two 50MW Parsons Turbo Alternators and their salt water steam condensers. The system is the oldest complete system in NSW. The hall also has a viewing platform in the annex, a large overhead crane and the engine beds of a smaller turbo alternator which was removed and scrapped some time ago. The turbines and their associated artefacts have high significance as a system. The Turbo Alternators, gauges and valves have high significance in their own right. This building is an example of confident industrial architecture, with overtones of the Arts and Crafts Design Movement in the continuous vertical piers of the northern facade. The original prominence of the facade had been somewhat reduced by the 1950s Boiler House attached to the left, as well as the infill between the facade of the switch house to the right. However, the full impact would be restored if the later structures were removed. The volume of the Turbine Hall is an extremely impressive space. It is considerably longer, though narrower, than the Turbine Hall at Ultimo Power House. The construction of the first (southern) half is brickwork. It was always intended to extend the building, but by the 1920s concrete had replaced brick as the preferred material for buildings of this scale. The external walls of the northern part are of poured concrete. The machinery bases, and what were the internal walls to the second Boiler House (since demolished) are in unusual coke breeze blocks, of similar size to sandstone masonry. The lower galleries in the first stage are concrete over permanent corrugated steel formwork. Later additions are in precast concrete arched sections. The main steelwork is stamped with the names of British manufacturers. BOILER HOUSE: The Boiler House is a massive brick and reinforced concrete structure. It is the third and final Boiler House constructed at the station and stands on the site of the first. The second, formerly located to the south, has been demolished. The boiler house is in fair condition considering the time it has been 'mothballed' (Godden 1989: 19). This structure once contained four Babcock and Wilcox pulverised fuel boilers, the Boiler Control Room, twelve massive ball mills for pulverising coal and coal and ash handling equipment. Very few of the relics in the Boiler House date from the first phase of development. The building itself is a brick and reinforced concrete masonry structure in reasonably good condition although it is now showing the inevitable signs of age. The Boiler Control Room, which dates from the early 1950s is of high significance and is the most important item in the Boiler House. All relics within the Boiler House have high industrial archaeological importance. (Source: Office of Environment & Heritage, State Heritage Inventory, 'White Bay Power Station', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5001335>)
Statement of Significance	*White Bay Power Station was the longest serving Sydney power station and is the only one to retain a representative set of machinery and items associated with the generation of electricity in the early and mid twentieth century. It retains within its fabric, and in the body of associated pictorial, written archives and reports and oral history recordings, evidence for the development of technology and work practices for the generation of electrical power from coal and water. This development of power generation at White Bay contributed to the expansion of the economy of Sydney and New South Wales.* *As a result of its remarkably intact survival, it retains the unique ability to demonstrate, by its location, massing, design, machinery and associated archives, the influence and dominance that early power-generating technology exerted on the lives and urban fabric*

Name	White Bay Power Station
	of inner cities in the first half of the 20th century. The extant items within the surviving operational systems are of an impressive scale and exhibit a high degree of creative and technical achievement in their design and configuration. They encompass all aspects of the generation of electrical power, and represent all phases from the inter-war period through to the more sophisticated technologies of the mid 20th century. They are of exceptional technical significance with research potential to yield information not available from any other source. *Aesthetically, White Bay Power Station contains internal and external spaces of exceptional significance. These spaces include raw industrial spaces of a scale, quality and configuration which is becoming increasingly rare and which inspire visitors and users alike. Externally, it is a widely recognised and highly visible landmark, marking the head of White Bay and the southern entry to the Balmain Peninsula and its industrial waterfront. It retains a powerful physical presence and industrial aesthetic and is the most important surviving industrial building in the area.* *White Bay Power Station has strong and special associations and meanings for the local community, for former power station workers and for others who have used the site, and is of high social significance. It is a potent symbol of the area's industrial origins and working traditions, aspects of community identity that are strongly valued today by both older and new residents. It one of the few surviving features in the area that provide this symbolic connection.* *It is the only coal based industrial structure, dependent on a waterside location to survive adjacent to the harbour in the Sydney Region. It also forms part of a closely related group of large scale industrial structures and spaces (White Bay Container Terminal, Glebe Island Silos, Container Terminal and Anzac Bridge) which along with the White Bay Hotel, define a major entry point to the city from the west.* *It is of exceptional structural significance to the State of New South Wales. (Design 5, 2004)* (Source: Office of Environment & Heritage, State Heritage Inventory, 'White Bay Power Station', viewed 24 October 2018 <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5001335>)
Heritage Impact Assessment	Proposed works in the vicinity of the White Bay Power Station include new traffic control devices on Victoria Road and the A4 Highway. These works are sufficiently separated from the Power Station to ensure they have no impact.
Impact Type	None
Impact Ranking	Neutral