

HERITAGE IMPACT STATEMENT

**d'Albora Marina
The Spit
Mosman**



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1.0 INTRODUCTION

1.1 Preamble

This Heritage Impact Statement (HIS) has been prepared in conjunction with a Development Application for proposed works to d'Albora Marina at The Spit, situated at the Spit Reserve, Spit Road, Mosman, New South Wales.

The existing buildings that comprise d'Albora Marina at The Spit are not listed by the Heritage Council under the *NSW Heritage Act* on the State Heritage Register as heritage items of State significance and are not listed by the Local Council under Schedule 2: Heritage Items, of the *Mosman Local Environmental Plan 1998 (Mosman LEP 1998)* as heritage items of local significance. The site, however, adjoins two identified items of built heritage, namely the Spit Bridge and the Explosives Wharf, and two items of archaeological-maritime heritage, namely the site of the Former Explosives Wharf and the Remains of the Former [Spit] Bridge and Seawall. These items are listed under Schedule 2 of the *Mosman LEP 1998*.

Under Section 75B of Part 3A, Major infrastructure and other projects, of the *Environmental Planning and Assessment Act 1979*, hereinafter referred to in this Heritage Impact Statement as the *EP&A Act*, a class of development can be declared by a State environmental planning policy. Section 75D of the *EP&A Act* requires such projects to be approved by the Minister.

Under Section 6 of the *State Environmental Planning Policy (Major Projects) 2005* development that, in the opinion of the Minister, is development of a kind that is described in Schedule 1, Part 3A projects, classes of development, as a project to which Part 3A of the *EP&A Act* applies is declared to be a project to which Part 3A of the Act applies. Group 6 – Tourism and recreational facilities, of Schedule 1 lists “Marina facilities” as an applicable project. Under subclause (2) of Clause 14, Marina facilities, the reference to a marina facility in the clause is extended to include an existing marina facility that seeks to increase by more than 30 the number of vessels moored, berthed or stored. Subclause (1)(a) of Clause 14 includes marina facilities in Middle Harbour. The proposed work at d'Albora Marina at The Spit will increase the number of vessels moored, berthed or stored from 165 to 200, an increase of 35.

This Heritage Impact Statement has been prepared at the request of the Client (Ardent Leisure Pty Ltd), who lease the subject land from NSW Maritime, to assess the extent to which the development proposal may affect the heritage significance, curtilage and setting of the adjoining heritage items and the impact of the proposed development on any significant views to or from the heritage items.

1.2 Authorship

This statement was prepared by Paul Fletcher, B.Arch., M.B.A., M.B.Env. (Sust. Dev.), M.Herit.Cons., and James Phillips, B.Sc. (Arch.), B.Arch., M.Herit.Cons. (Hons), of Weir Phillips Architects and Heritage Consultants.

1.3 Limitations

Archaeological work was carried out on the site; it is dealt with in a separate report.
A land titles search for the property and a detailed history were not provided for.

1.4 Guiding Methodologies

This statement was prepared with reference to the NSW Heritage Office's *NSW Heritage Manual* update *Statements of Heritage Impact* (2002) and with reference to the documents listed in Section 1.6.

1.5 Physical Evidence

An inspection of the property and surrounding streetscape took place in December 2007. Unless indicated to the contrary, the photographs contained in this statement were taken by the authors at that time.

1.6 Documentary Evidence

The following references were consulted for the preparation of this statement:

1.6.1 General References

- Graham Brooks & Associates, Taylor Brammer Landscape Architects & Mary Dallas Consulting Archaeologist, *Bantry Bay Conservation Management Plan*, National Parks & Wildlife Service.
- Keenan, David, R., *The North Sydney Lines of the Sydney Tramway System*, Transit Press, 1987.
- Lawrence, Joan, *Pictorial History Lavender Bay to The Spit*, Kingsclear Books, 1999.
- Mosman Council, *Aboriginal Mosman*, downloaded from www.mosman.nsw.gov.au.
- Plater, Diana (ed.), *Other Boundaries: Inner City Aboriginal Stories*, NSW, Leichhardt Council, 1993.
- Turbet, Peter, *The Aborigines of the Sydney District Before 1788*, NSW, Kangaroo Press, 2001.

1.6.2 Planning Documents

- *Mosman Local Environmental Plan 1998*.
- *State Environmental Planning Policy (Major Projects) 2005*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*.

1.6.3 Heritage Guideline Documents

- *NSW Heritage Office – NSW Heritage Manual – Statements of Heritage Impact*.

1.6.4 Heritage Inventory Sheets

- *NSW Heritage Office Website – Online Database – Local Government – Spit Bridge, Database number 2060470.*
- *NSW Heritage Office Website – Online Database – Local Government – Explosives Wharf, Database number 10871.*
- *NSW Heritage Office Website – Online Database – Local Government – Site of former Explosives Wharf, Database number 2060467.*
- *NSW Heritage Office Website – Online Database – Local Government – Remains of Former Bridge and Seawall, Database number 2060468.*
- *Roads and Traffic Authority, NSW Website – Online Database – Heritage and Conservation Register – The Spit Bridge, Item Number: 4300307.*

1.7 Site Location

As shown in Figure 1, d’Albora Marina at The Spit, Mosman is located on the western side of Spit Road, immediately before the southern approach to the Spit Bridge.



Figure 1: Location of d’Albora Marina at The Spit.
Source: Google Earth

2.0 HERITAGE IMPACT ASSESSMENT

2.1 Land of the Cammeraigal and Borogegal

The d'Albora Marina at The Spit is located on land once occupied by the Cammeraigal and Borogegal clans. The date for the first human occupation of the Sydney region is not known. The oldest dated habitation site is a rock shelter on the western side of the Nepean River thought to have been occupied 14,700 years ago. Members of Lieutenant James Cook's 1770 journey of exploration made the earliest known written descriptions of Sydney's original inhabitants. At the time of the arrival of the First Fleet in 1788, the wider Sydney region is thought to have been comparatively sparsely settled; estimates of the population between Botany Bay, the Hawkesbury River and the Blue Mountains at this time range from 3,000 to 30,000 people.¹

Mosman was home to the Borogegal and Cammeraigal clans of the Ku-ring-gai language group.² Seventy-nine occupation sites (middens, religious or ceremonial sites and rock art sites) have been recorded, and many more are believed to exist, particularly along the harbour foreshores. The Aboriginal people within reach of Port Jackson and Botany Bay absorbed the full impact of the European invasion of 1788. Conflict followed from the meeting of two fundamentally different cultures. With no resistance to European diseases, the Aboriginals were decimated by an outbreak of smallpox in 1789-90. Traditional lifestyle was further disrupted by the loss of lands and exposure to new technologies. Within two and a half years of the arrival of the First Fleet, the pattern of life followed for thousands of years was no longer possible.³ By 1815, many of the original occupants of the Mosman area had died or moved further north, to areas such as Broken Bay.

2.2 Brief Outline of the History of the Site

2.2.1 Crossing Middle Harbour

The first European visit to the southern side of the Mosman peninsula occurred in 1789 when *HMS Sirius* was repaired in Mosman Bay. In 1801, a battery of cannons was established at Georges Head as a means of defending the entrance to Sydney Harbour. In 1829, Barney Kearns was licensed by the Government to ferry people across Middle Harbour between Chinaman's Beach, Shell Cove and Clontarf Point.

Around 1849, Peter Ellery established a ferry service across Middle Harbour, transferring people by rowboat between The Spit and Fisher Bay, Clontarf. Soon after, Ellery replaced the rowboat with a punt propelled along wires stretched from one side of the Harbour to the other, and went on to construct stone ramps and punt landing areas on both sides of Middle Harbour. The southern stone ramp is still visible below the existing Spit Bridge at low tide.

¹ James Kohen cited in 'Pre-Contact' in Diana Plater (ed.), *Other Boundaries: Inner City Aboriginal Stories*, NSW, Leichhardt Council, 1993, p.25.

² Mosman Council, *Aboriginal Mosman*, downloaded from www.mosman.nsw.gov.au.

³ Peter Turbet, *The Aborigines of the Sydney District Before 1788*, NSW, Kangaroo Press, 2001, p. 24.



Figure 2: Southern stone punt ramp, exposed at low tide.
Source: WP Architects.



Figure 3: The southern stone punt ramp below the west-bound road lanes of the present Spit Bridge. The sandstone blocks are set between parallel timber beams.
Source: WP Architects.

Around 1888, the Government took over the operation of the hand punt and introduced a larger steam punt designed to carry eight buggies and several passengers.



Figure 4: The Spit Punt at the southern punt ramp, circa 1900.
Source: State Library of NSW.

In October 1900, the Milsons Point-Mosman tram service was extended on a single-track tramline from Spit Junction to The Spit, complete with a crossing loop at The Spit terminus.⁴

Since the 1880s, the Government had been rejecting calls to replace the punt with a bridge. Eventually, in the early 1920s, State Parliament gave permission for Manly Council, in conjunction with the Sydney Harbour Trust, to design and build a low-level bridge across Middle Harbour (Around the same time, a similar scheme had been entered into by Sutherland Shire to finance the construction of the Tom Ugly's Bridge). The first bridge at The Spit was opened on 23rd December 1924.

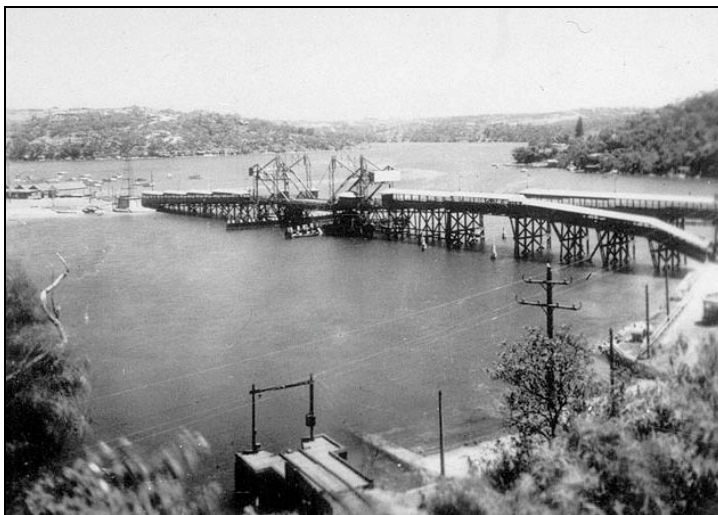


Figure 5: The first Spit Bridge, showing the timber pile and brace construction.
Source: State Library of NSW.

⁴ David R. Keenan, *The North Sydney Lines of the Sydney Tramway System*, Transit Press, 1987, p. 20.

The bridge was supported on timber piles and beams, with an opening span comprising two bascules (a drawbridge balanced by a counterpoise, which rises or falls as the bridge is lowered or raised) to allow marine craft to pass through the bridge. On the eastern (downstream) side of the bridge, a covered pedestrian walkway was constructed and connected to the bridge by a timbered ramp.

Within three years of the bridge opening to traffic, it was proving inadequate for the volume of traffic that had been anticipated when the bridge was planned. In addition, it was seen as a hindrance to larger marine craft. However, it would take another 33 years before tenders for a new bridge were called. The new bridge was built downstream from the first bridge, and was designed to be higher and wider than the original, carrying four lanes of traffic and two pedestrian footways. The new opening span was an electrically driven, single-leaf bascule. Construction commenced in 1952 and the bridge was opened in November 1958.

The original bridge was demolished in less than six months. Scant evidence can be found today of the first Spit Bridge. On the southern side of Middle Harbour, a line of timber piles denotes the eastern edge of the first bridge and a part of the southern abutment survives below the footpath at the northern end of the vehicular turning circle.



Figure 6: The line of timber piles below the end of the vehicular turning circle denotes the eastern side of the first bridge.

Source: WP Architects.

On the northern side of Middle Harbour, a line of five concrete stub pillars set into the bedrock represent the northern abutment.



Figure 7: Five concrete stub pillars at the northern abutment of the first Bridge.

Source: WP Architects.

2.2.2 Enlarging The Spit

Due to the nature of the area, The Spit has been associated with tourism and working waterfront activities since the wider Mosman area was opened up in the 1870s. Boatsheds, wharves and jetties were constructed on both the upstream and downstream sides of the original spit of sand. Adams' Boatshed opened in 1898 and, at the turn of the century, Charles Joel established his boatshed, with slipways and moorings and hired rowboats. By 1915, there were several boatsheds, refreshment rooms, public and ladies' baths and the Sydney Ferries wharf.⁵



Figure 8: Showing reclamation works on the western side of The Spit that were carried out in the 1920s.

Source: State Library of NSW.

⁵ Joan Lawrence, Pictorial History Lavender Bay to The Spit, Kingsclear Books, 1999, p. 115.

In the 1920s, the Department of Public Works undertook the construction of the Northern Suburbs Ocean Outfall Sewer at Bluefish Point, North Head. Part of these works included large concrete valve houses on the eastern side of Spit Hill below Parriwi Road and a matching construction at Clontarf. Excavated material from the tunnel that connected the two was dumped on the mud flats on the western side of The Spit. The reclaimed land was vested in the Sydney Harbour Trust Commissioners and converted to parklands. The parklands were improved and extended in the 1960s and are known today as The Spit Reserve.



Figure 9: View to the first Spit Bridge, taken in the 1940s.

Source: National Library of Australia.

2.2.3 The Explosives Wharf

From 1882 until the first decade of the twentieth century, gunpowder for commercial, industrial and military explosives had been stored in floating hulks that had been moored in Powderhulk Bay, two kilometres west of The Spit. In response to agitation to remove the powderhulks, Bantry Bay, in the upper reaches of Middle Harbour, was selected as the site for the new powder magazine. The new complex opened in 1914; as part of the infrastructure to service the new site, the existing Explosives Wharves at Woolloomooloo and Darling Harbour were augmented by a new Explosives Wharf, which was constructed at The Spit.⁶

⁶ Graham Brooks & Associates, Taylor Brammer Landscape Architects & Mary Dallas Consulting Archaeologist, Bantry Bay Conservation Management Plan, National Parks & Wildlife Service, p. 25.

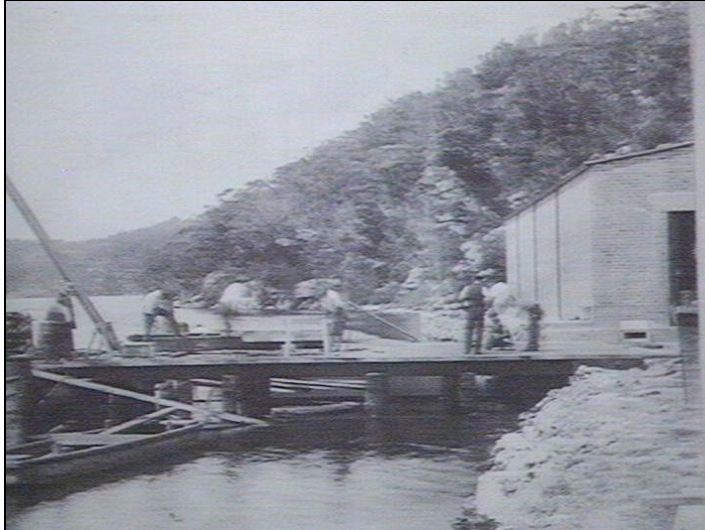


Figure 10: Building the jetty at the Bantry Bay Explosives Magazine Complex, about 1914. The Explosives Wharf at The Spit may have resembled this structure.

Source: State Library of New South Wales.

The Explosives Wharf at The Spit was used to load trucks with explosives for transfer to northern areas and to relay staff by launch to and from the virtually inaccessible site at Bantry Bay, four kilometres upstream from The Spit. The Bantry Bay Explosives Magazine Complex ceased operation in May 1974; the site is now part of Garigal National Park and is managed by NSW National Parks & Wildlife Service.

After 1974, the former Explosives Wharf continued to be used for general access to the west side of The Spit. Later, it would appear that the Explosives Wharf was incorporated into a marina development on the western side of The Spit. This is acknowledged in the present Listing Sheet for the 'Site of Former Explosives Wharf' on the Heritage Office website, with the following quote taken from the Historical Notes section:

‘It [the Former Explosives Wharf] has been replaced by the present structure.’

In addition, the single photograph on the Listing Sheet shows the present d’Albora Marina at The Spit; the photograph from the Listing Sheet is reproduced at Figure 11.



Figure 11: Photograph shown on the Listing Sheet for the Site of former Explosives Wharf.

Source: Heritage Office website; database number 2060467.

After an extensive search, including discussions with Mosman Council's Local Studies Librarian, the position of the Former Explosives Wharf can no longer be determined with any accuracy. It would appear that it was located where the present timber jetty shown in Figure 11 now stands, but that cannot be confirmed, nor can its original form or materials be confirmed.

Figure 12 may shed some light on the location of the Explosives Wharf. This aerial photograph of The Spit is taken from the CD-ROM *From the Skies: Aerial photographs of Sydney in 1943*, compiled by the Roads & Traffic Authority. The jetty highlighted by the arrow may or may not be the Explosives Wharf.

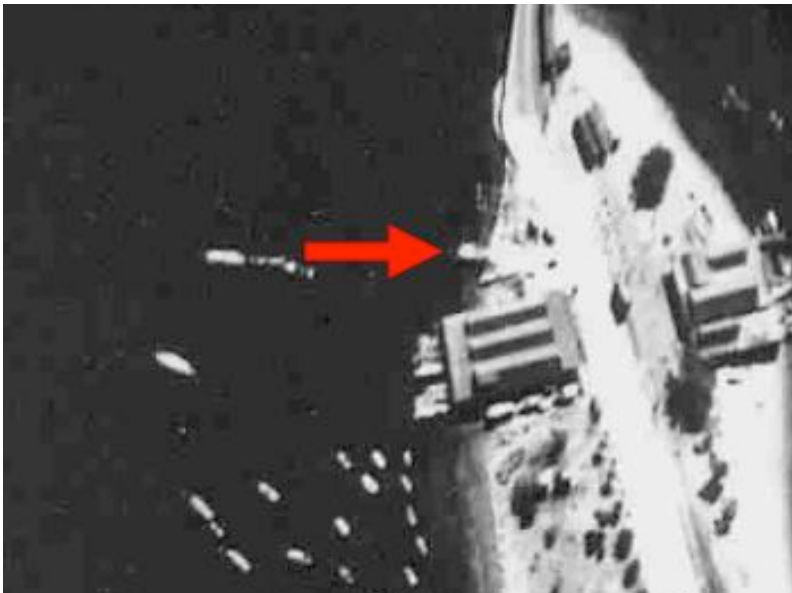


Figure 12: An aerial view of The Spit in 1943. The jetty marked by the red arrow might be the Explosives Wharf.

Source: *From the Skies*, a CD-ROM produced by the RTA.

3.0 SITE ASSESSMENT

The purpose of this section is to establish the character of the surrounding area, to describe the site and establish its relationship to its neighbours.

3.1 The Surrounding Area

The Spit is an 800 metre-long strip of land projecting from Mosman into Middle Harbour. A 100 metre-wide stretch of the harbour separates The Spit from the southern shore of the Northern Beaches area. The maritime nature of the site is reflected in the presence on The Spit of a number of marinas, rowing and sailing clubs and restaurants that specialise in seafood.

Land on the western side of The Spit that was reclaimed from the Harbour in the 1920s has been developed into playing fields and parklands for passive recreation.

3.2 The Site of the Proposal

As shown on the *Mosman Local Environmental Plans No. 1, Zone Index*, the site of d'Albora Marina at The Spit is zoned Business 3(d), The Spit Waterside Business. The surrounding Spit Reserve is zoned Open Space 6(a), Public Recreation.

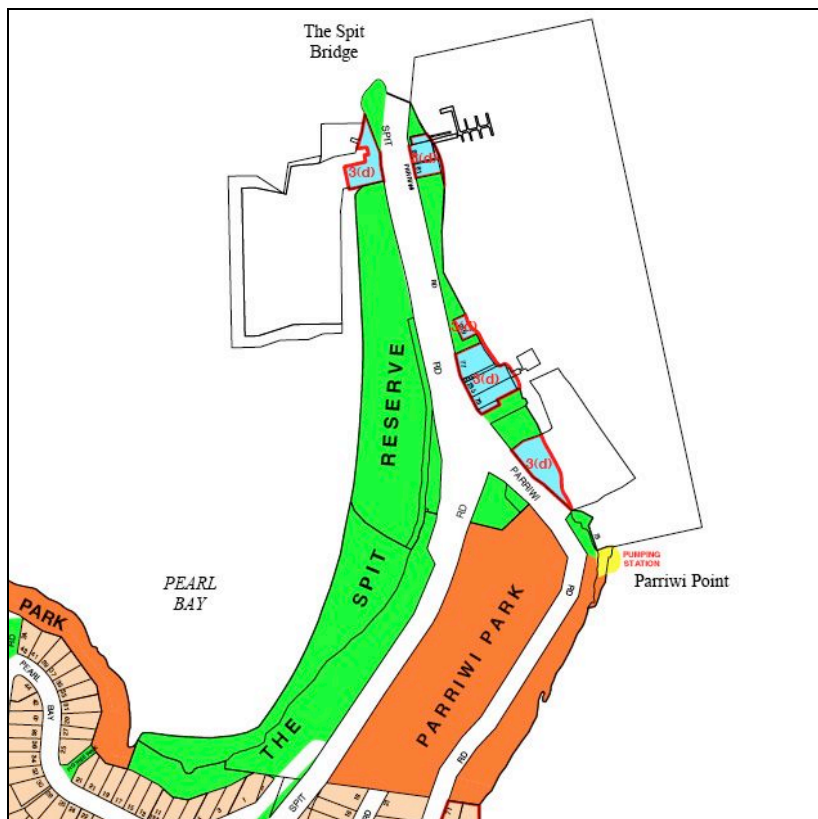


Figure 13: Showing the zoning of the Marina and the Reserve.
Source: *Mosman Local Environmental Plans No. 1, Zone Index*.

D'Albora Marina at The Spit currently has a floating marina and a 30 tonne boatlift. On-site services available to boat owners include the use of a crane, riggers, shipwrights, ship chandlery, a refuelling facility and a sewage pump-out facility.

3.3 The Proposed Development

The following should be referred to in conjunction with the plans that accompany this application.

3.3.1 Extension to Berthing Facilities

The proposed development principally involves additions to increase the opportunities for berthing facilities at the site:

- A-Arm: minor extension to accommodate an additional four vessels, including one vessel up to eighteen metres in length on the T-head. The fingers along this arm will be replaced to meet modern standards. The maximum boat length permitted on this arm is ten metres.
- B-Arm: reconfiguration to accommodate an additional twelve vessels and to include a vessel up to twenty-seven and one half metres in length on the T-head. Replacement fingers will also be provided. The maximum boat length permitted on this arm is twelve metres.
- C-Arm: reorientation of the berths on the western side of this arm, from a parallel layout to a perpendicular one, and reconfiguration of the fingers on the eastern side of the Arm. This will result in accommodation of fifty-two vessels, reflecting an increase of fourteen vessels over the current situation. The maximum boat length permitted on this Arm is twenty-five metres. Additionally, it is proposed that a vessel will be moored on the T-head of this Arm, accommodating a boat up to thirty-five metres in length.
- D-Arm: reorientate and extend D-Arm to accommodate a total of eight vessels, as opposed to the existing capacity of four. It is intended that these berths will be used by the on-site boat dealers as a holding area for boats before and after maintenance works, as well as a holding area for the delivery of new boats, i.e. these berths will not be used as permanent customer berths. Additionally, it is proposed to locate two fuel/sewerage pump-out berths on this arm.
- N-Arm: demolish the existing fixed jetty on this Arm and reconfigure the arm to accommodate fourteen vessels, including one on the T-head. The jetty will be replaced with a more modern floating system, consistent with the existing modern floating structure of the marina.

3.3.2 Slipway and Hardstand Replacement

It is proposed to replace the existing slipway, located on the northern side of the building, with a new hardstand area. A new travel lift will be located on the northern side of the hardstand. The hardstand will also accommodate nine

car parking spaces and a garbage storage area, servicing the proposed marine workshop tenancies located on the ground floor of the proposed new building. A new safety fence will be built around the hardstand to limit access. Vehicular access to the parking area will be via the small existing car park to the north-east of the marina.

3.3.3 Access and Parking

Car parking will be provided on the hardstand area. There are no proposed changes to the Council car parking area located on the eastern boundary of the site. To improve the existing entry/egress of Spit Road, it is proposed to undertake works to the vehicle layoff area.

3.3.4 New Fuel and Sewerage Pump Out System

As outlined above, the proposal includes the relocation of the fuel berth and sewerage pump out from N-Arm to D-Arm. This system will be available for public as well as private use. The new fuel system will be located underground, below the existing on-grade car parking area on the north-eastern side of the site. New fill points and lines will be installed to facilitate this.

3.3.5 Replacement of the Existing Building

It is proposed to demolish the existing building on the site and to construct a new building in its place to enable the use of two full floors. The piling beneath the existing building will be replaced to ensure its longevity.

The ground floor will include a public boardwalk, four workshops and amenities room, a large space intended for a boat dealership and three marine related office tenancies. There will be stair and lift access to the first floor as well as male, female and disabled amenities. Outside of the building, leading to the berthing facilities is a public deck, with small kiosk and public seating facilities. External stairs will lead from this deck to the restaurant and offices of the first floor.

The first floor will house large tenancies on the eastern and western side (the latter extending, through stair access, from the ground floor) and a restaurant tenancy on the northern side. There will be a large deck on the western side, including an external staircase, and dual decks for the restaurant, one facing west and the other north. There will be a kitchen and amenities at this level.

The roof form is of a low pitch and will integrate plant areas and solar panels. Skylights will allow daylight penetration into the first floor and a void area at ground floor level. There will be a minor increase in height over the existing building.

The building will be constructed of materials salvaged from the existing building and new materials, including metal louvres, balustrades and cladding; and timber cladding and glass.

3.3.6 Signage

Two new signs are proposed: a main site sign and a site identification wall sign. The main site sign will replace the existing and will be located approximately nine metres to the north east of the existing location. Signage materials will be similar to that of the proposed building; backlighting will be incorporated for illumination purposes.

3.4 Adjacent Heritage Items

The existing buildings at d'Albora Marina at The Spit:

- are not listed by the Heritage Council under the *NSW Heritage Act* on the State Heritage Register as heritage items of State significance; and
- are not listed by the Local Council in Schedule 2: Heritage Items, of the *Mosman Local Environmental Plan 1998 (Mosman LEP 1998)* as heritage items of local significance.

However, the site adjoins two identified items of built heritage, namely the Spit Bridge and the Explosives Wharf, and two items of archaeological-maritime heritage, namely the Site of the former Explosives Wharf and the Remains of the Former [Spit] Bridge and Seawall.



Figure 14: The Spit Bridge, with bascule span raised to allow a yacht to motor downstream.

Source: WP Architects.

The Spit Bridge:

- is not listed by the Heritage Council under the *NSW Heritage Act* on the State Heritage Register as a heritage item of State significance;
- is listed by the Local Council in Schedule 2: Heritage Items, of the *Mosman LEP 1998* - the Spit Bridge is considered by Council to be a heritage item of State significance; and
- is listed as a heritage item (No. 85) in Schedule 4, Heritage Items, of the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, (SREP (SHC) 2005)* - the Spit Bridge is considered by *SREP (SHC) 2005* to be a heritage item of State significance.

The Explosives Wharf:

- is not listed by the Heritage Council under the *NSW Heritage Act* on the State Heritage Register as a heritage item of State significance;
- is listed by the Local Council in Schedule 2: Heritage Items, of the *Mosman LEP 1998* as a heritage item of local significance; and
- is not listed as a heritage item in Schedule 4, Heritage Items, of the *SREP (SHC) 2005*.

The site of the former Explosives Wharf:

- is not listed by the Heritage Council under the *NSW Heritage Act* on the State Heritage Register as a heritage item of State significance;
- is listed by the Local Council in Schedule 2: Heritage Items, of the *Mosman LEP 1998* as a heritage item of local significance; and
- is not listed as a heritage item in Schedule 4, Heritage Items, of the *SREP (SHC) 2005*.



Figure 15: The row of timber piles marks the southern location of the first Spit Bridge.

Source: WP Architects.

The Remains of the Former [Spit] Bridge and Seawall:

- are not listed by the Heritage Council under the *NSW Heritage Act* on the State Heritage Register as heritage items of State significance;
- are listed by the Local Council in Schedule 2: Heritage Items, of the *Mosman LEP 1998* as heritage items of local significance; and
- are not listed as heritage items in Schedule 4, Heritage Items of the *SREP (SHC) 2005*.

Figure 16, a part of the Heritage Conservation Map of the *Mosman LEP 1998* shows heritage items coloured orange. Items of archaeological-maritime heritage are designated by a blue star. The blue star immediately to the west of the southern end of the Spit Bridge denotes the 'Remains of [the] Former Bridge and Seawall'; the blue star close by denotes the 'Site of Former Explosives Wharf.'

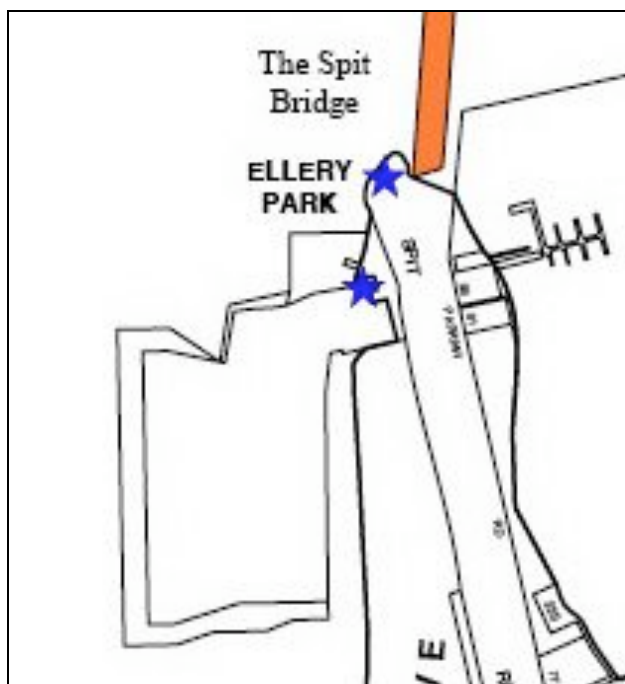


Figure 16: The orange areas denote heritage items; the blue stars denote archaeological sites.

Source: *Mosman LEP 1998 Heritage Conservation Map*.

4.0 IMPACT ON ADJACENT HERITAGE ITEMS

4.1 NSW Heritage Office Questions

Table 1 of the NSW Heritage Office guideline publication *Statements of Heritage Impact* requires eight questions to be answered to assist in determining the impact of a new development adjacent to a heritage item. Those eight questions are set out below and each is answered.

4.1.1 The Spit Bridge

1. *How is the impact of the new development on the heritage significance of the item or area to be minimised?*

The new development represents a modest expansion of the existing Marina facility. The majority of the new development will take place on the southern side of the existing facility, well away from the Bridge. The proposed new building has a similar footprint to the existing and will be two storeys, as for the existing; the increase in height is marginal. The form, detailing and palette of materials chosen for the new building complement its maritime setting. The reconfiguration of the Marina, the hardstand and the minor extension of Arm-A will have no impact on the Bridge. The new structures associated with these works are all low lying; the direction in which boats are moored will have no impact upon The Bridge. There will be no impact on the ability to read the Bridge and its approaches from the various vantage points within the surrounding area.

The development has been designed so that the Bridge will continue to be read as a significant element in its maritime setting. It will continue to be the most dominant man-made structure in its setting.

2. *Why is the new development required to be adjacent to a heritage item?*

The existing Marina has lain adjacent to the heritage item for many years, without posing any apparent difficulty. The proposed development will continue to co-exist harmoniously with the neighbouring heritage-listed sites.

3. *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*

The proposal will not change the established curtilage around the heritage item. The works will continue to allow the Spit Bridge to be read and understood from existing vantage points. It will continue to be a dominant man-made element in its setting.

4. *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*

The proposal will not affect views to or from the Spit Bridge.

-
5. *Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?*

A full archaeological report forms part of the Application.

6. *Is the new development sympathetic to the heritage item? In what way (e.g., form, siting, proportions, design)?*

The proposed development, as is the existing, is sympathetic to the heritage item. The forms and functions of the Marina and the Bridge, while both maritime related, are different and derived from the separate function that each performs. Each has been designed, proportioned and sighted to undertake their separate functions. The relationship between the Marina and the Bridge lies in their common setting. This maritime setting is retained in full by the proposal. The basic footprint and two storey form of the existing building is repeated in the proposed building and a complimentary palette of materials and finishes used. Of the two elements, the Bridge will continue to dominate by virtue of its massing and scale. Changes to the way in which the Marina is laid out will have no impact on the heritage item.

7. *Will the additions visually dominate the heritage item? How has this been minimised?*

The existing Marina and berths appear as modest structures alongside the massing and scale of the Spit Bridge. The Bridge is more than 220 metres long, 16 metres wide, 9 metres high and, when the centre span is open, it towers a further 24 metres above the roadway. The proposed new building is similar in scale to the existing and the extensions to the marina are horizontal in form and facilitate a use that will reinforce the existing setting of the Bridge. The proposed colour scheme for the additions is based on a palette derived from the surrounding maritime environment.

The proposed additions do not seek to, and will not, visually dominate the heritage item. The Bridge will retain its dominance over the Marina in their shared visual setting.

8. *Will the public, and users of the item, still be able to view and appreciate its significance?*

The modest scale of the proposed Marina building and its location, set away and to one side of the Bridge, means that the public and users of the Spit Bridge will still be able to view and appreciate its significance from the existing range of vantage points – from the waters of Middle Harbour, from surrounding harbour-side suburbs, from motor vehicles, aeroplanes and from the viewing platform that is positioned between the Spit Bridge and the Marina. The extensions and changes to the layout of the Marina will not change view corridors and reinforce the maritime setting of the item.

4.1.2 The Explosives Wharf and Site of Former Explosives Wharf

1. *How is the impact of the new development on the heritage significance of the item or area to be minimised?*

Given that the Explosives Wharf and the Site of the Former Explosives Wharf cannot be located with any certainty, it cannot be determined with certainty whether or not the proposed development will have any direct impact on the heritage significance of the Explosives Wharf and the Site of the Former Explosives Wharf.

However, if, as appears to be the case, the Explosives Wharf and the Site of the Former Explosives Wharf were located somewhere along the existing sandstone seawall, the proposed development will not have any further physical effect or impact on the items.

While the height of the original sandstone seawall has already been raised by the addition of two rows of mass concrete blocks, the proposed addition to the hardstand area has been designed to be positioned over the existing seawall. It will not bear on the seawall and there is no need to raise further any portion of the sandstone seawall.

2. *Why is the new development required to be adjacent to a heritage item?*

The subject site has been the home to a series of marinas for over 100 years. For the 60 years from 1914 to 1974 - the operating life of the Bantry Bay Explosives Magazine Complex - the Marina was adjacent to the Explosives Wharf. The area approximating the location of the Explosives Wharf and the purported location of the former Explosives Wharf are adjacent to a retained section of seawall. The area is left untouched by the proposed development.

3. *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*

The area approximating the location of the Explosives Wharf and the purported location of the Former Explosives Wharf are adjacent to a retained section of seawall. The area is left untouched by the development.

4. *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*

There are no known views to or from the heritage items because their exact location is unknown. The area approximating the location of the Explosives Wharf and the purported location of the former Explosives Wharf are adjacent to a retained section of seawall. The area is left untouched by the development.

5. *Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?*

A full archaeological report forms part of the Application.

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6. *Is the new development sympathetic to the heritage item? In what way (e.g., form, siting, proportions, design)?*

As stated above, the location of the heritage item is not certain. The area of seawall to which the Explosives Wharf and Former Explosives Wharf are thought to lie adjacent is left untouched by the development.

7. *Will the additions visually dominate the heritage item? How has this been minimised?*

Neither the additions to the Marina building nor the additions to the Marina's floating berths will visually dominate the visible heritage items in the vicinity.

8. *Will the public, and users of the item, still be able to view and appreciate its significance?*

The public cannot view or appreciate the Explosives Wharf or the Site of the Former Explosives Wharf because their exact location are unknown. The area approximating the location of the Explosives Wharf and the purported location of the former Explosives Wharf are adjacent to a retained section of seawall. This area is left untouched by the development.

4.1.3 The Remains of the Former [Spit] Bridge and Seawall

1. *How is the impact of the new development on the heritage significance of the item or area to be minimised?*

The new development represents a modest expansion of the existing Marina facility. The majority of the new development will take place on the southern side of the existing facility, well away from the Remains of the Former Bridge and Seawall (Figure 17).

The proposed changes have been purposefully kept at a modest level; this approach will minimise the impact of the new development on the heritage-listed Remains of the Former Bridge in particular and the surrounding area in general.

2. *Why is the new development required to be adjacent to a heritage item?*

The existing Marina has been adjacent to the heritage item for many years, without posing any apparent difficulty. The proposed development will continue to co-exist harmoniously with the neighbouring heritage-listed site.

3. *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*

The proposal will not change the established size of the curtilage around the heritage item. There will be no impact on the ability to read, from the various surrounding vantage points, the 'substantial concrete abutment which contains the imprint of former timber beam locations' or 'the semi-circular stretch of weathered seawall' that comprise the Remains of the Former Bridge on the

southern shore of Middle Harbour.⁷ As such, its heritage significance, as it relates to its curtilage, will be retained.



Figure 17: The southern Remains of the Former Bridge, viewed from the south-western end of the present Bridge.

Source: WP Architects.

4. *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*

The proposal will not affect views to or from the remains of the former Spit Bridge and seawall.

5. *Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?*

A full archaeological report forms part of the Application.

6. *Is the new development sympathetic to the heritage item? In what way (e.g., form, siting, proportions, design)?*

The existing Marina has its own form, derived from the function that it performs. The structures associated with a marina bear no resemblance to the remnants of a former bridge. Each is linked to the other by means of their maritime connection and this linkage creates a sympathetic relationship between the two items. Additionally, both items bear witness to the change in the scale of physical public amenities that has taken place over time. The remains of the first Spit Bridge show the comparatively minor scale of the civil works that comprised the former bridge; and they are now dwarfed by the present Bridge. Conversely, the existing Marina complex, comprised of a building and floating berths, is far larger than the simple Boatshed that occupied the site in the 1920s when the first Bridge was constructed. As

⁷ NSW Heritage Office Website, Online Database, Local Government, Remains of Former Bridge and Seawall, Database number 2060468

outlined below, the proposed works will not impede enjoyment of, or view corridors, towards the remnants of the Bridge.

7. *Will the additions visually dominate the heritage item? How has this been minimised?*

The proposed additions to the Marina's berths are of a modest scale and the new building similar in massing and scale to the existing. The proposed colour scheme for the additions is based on a palette derived from the surrounding maritime environment, using restrained shades of blue, grey and sand. The proposed works do not seek to, and will not, visually dominate the heritage item.

8. *Will the public, and users of the item, still be able to view and appreciate its significance?*

Those members of the public who seek them out will still be able to view the Remains of the Former Bridge and appreciate their significance. Due to the scale of the item, the best place from which to view the Remains and appreciate their significance is from the viewing platform that is positioned between the Spit Bridge and the Marina.

4.2 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Clause 59 of the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* requires consent authorities, before granting development consent to development in the vicinity of a heritage item, to assess the impact of the proposed development on the heritage significance of the heritage item.

As evidenced by this Heritage Impact Statement, on the completion of the work, the proposal:

- will not affect views to or from the Spit Bridge or the Remains of the Former Bridge and Seawall;
- will not overshadow the Spit Bridge or the Remains of the Former Bridge and Seawall;
- will not undermine or cause physical damage to the Spit Bridge or the Remains of the Former Bridge and Seawall;
- will not reduce car parking in the area, either on-site or in Spit Road or the Spit Reserve;
- will not restrict access to or from the Spit Bridge or the Remains of the Former Bridge and Seawall; and
- will not otherwise have any adverse impact on the heritage significance of the Spit Bridge or the Remains of the Former Bridge and Seawall.

5.0 CONCLUSION

The proposed works at the d'Albora Marina at The Spit:

- will not have any long-term impact on the heritage significance of the Spit Bridge;
- will not have any additional long-term impact on the heritage significance of the Explosives Wharf;
- will not have any additional long-term impact on the heritage significance of the Site of the former Explosives Wharf; and
- will not have any long-term impact on the heritage significance of the Remains of the Former Bridge and Seawall.