



Figure 11a: Tram shed ~1929



Figure 11b: Tram shed from Circular Quay

The north side of the tram shed, and the Man-o-War steps, are shown in Figure 12. The area along the road just to the north of the troop formations in Figure 12 is the area of the drain diversion covered by this environmental assessment.

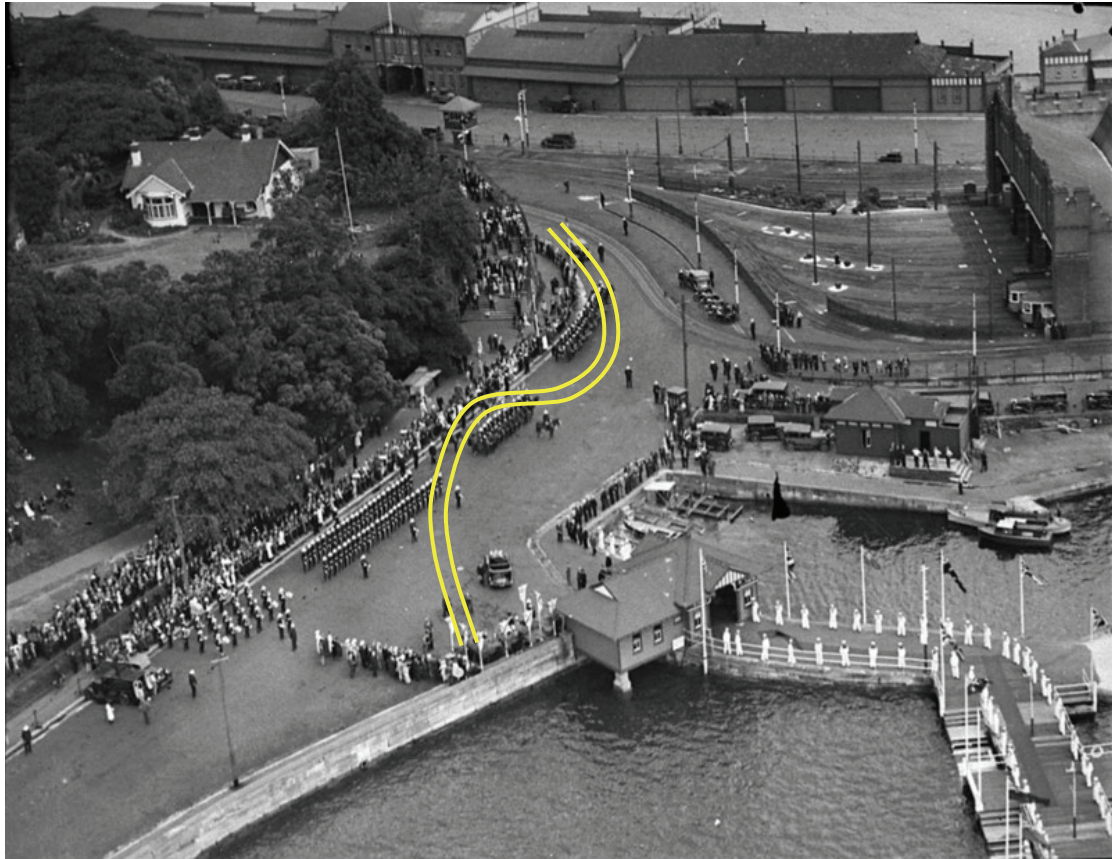


Figure 12: South end of tram shed, showing approximate location proposed for relocation of the Bennelong Drain

Between 1959 and 1973 the whole area that had been occupied by Fort Macquarie was massively altered by construction of the Sydney Opera House. As shown on Figure 9, the location where the harbour once washed through between the original promontory, and the small island, is beneath the foyer of the concert hall.

Between 1990 and 1991 the connection between the immersed tubes and the southern land tunnels of the Sydney Harbour Tunnel, was made beneath the forecourt of the Opera House, adjacent to the sea wall (see Figures 13 and 14).

Finally, in 1991 and 1992, the underground car park for the Opera House was constructed just south of the Tarpeian Stairs, with ventilation exhausted up a shaft located in a traffic island located in the forecourt area (see Figures 13 and 15).

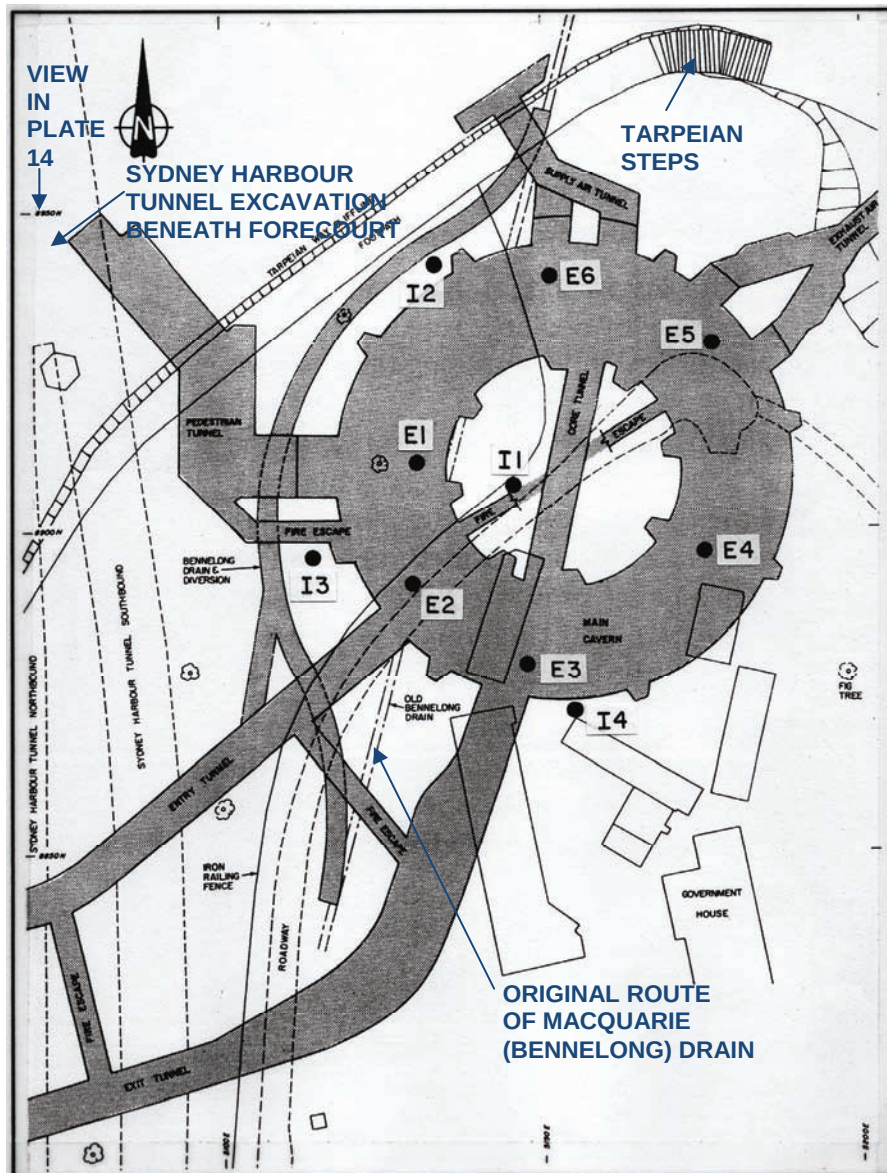


Figure 13: Layout of Opera House Car Park showing position of Sydney Harbour Tunnel and Macquarie (Bennelong) Drain