

Sydney Harbour and Foreshores Committee



The Director
Standing Committee on State Development
Legislative Council
Parliament House
SYDNEY NSW 2000

Inquiry into Port Infrastructure in NSW

1. The Sydney Harbour and Foreshores Committee was founded in August 1979, to work for the protection and enhancement of Sydney Harbour. Its ambit of interest extends from Port Jackson to Middle Harbour and the Parramatta River. Membership includes a range of waterside Councils, community organisations, and individuals.
2. Our interest in this inquiry is primarily confined to issues relating to Sydney Harbour.
3. The need for and working use of the port authority's public estate about Sydney Harbour will clearly reflect the various policies and demands that are emerging in this and other ports over time. We wish to record with the Committee our strong request that no such lands should be alienated from the public estate should they cease to be required for port uses.
4. In effect, we are asking the Committee to recommend that publicly-owned port lands that become surplus to port requirements should be retained in the ownership of the Crown. They should not be sold or let on long term leases.
5. We see the formal and practical retention of public ownership of such lands as a necessary and proper insurance against the possibility of unforeseen needs by the public for the lands in the future. This is because foreshore lands have a unique locational characteristic that does not permit of fungibility, or substitution, in the same way as does land that lies away from the waterfront.
6. We commend to the attention of the Committee the attached extract from the 1909 *Report of the Royal Commission for the Improvement of the City of Sydney and its Suburbs*. You will see that it strongly recommends that lands on the headlands and bays of the Harbour should be retained by the Crown. We agree wholeheartedly with that sentiment.

Michael Rolfe, Chairperson

14 December 2003

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT

OF THE

ROYAL COMMISSION

FOR THE

IMPROVEMENT OF THE CITY OF SYDNEY AND ITS SUBURBS;

TOGETHER WITH

COPY OF COMMISSION, EVIDENCE, APPENDICES
AND PLANS.

Ordered by the Legislative Assembly to be printed, 15 July, 1909.



SYDNEY: WILLIAM APPLIGATE GULLICK, GOVERNMENT PRINTER.

1909.

[12s. 6d.]

HARBOUR FORESHORES.

Your Commissioners are of opinion that care should be taken to preserve the natural beauty of Sydney's environs. The charm of the city lies in its harbour and the picturesque heights surrounding it, and to ensure the artistic development of residential areas along the foreshores the Local Authority should have full power to regulate the height, style, and character of buildings to be erected on the slopes or the sky-line. Wherever possible, contour drives should be constructed for the benefit and recreation of the citizens, and all unsightly erections and advertisements should be rigorously suppressed.

On no account should any further Crown property be parted with on the headlands or along the bays of the harbour. We would go further, and recommend that wherever possible the Government should extend the facilities of the public for landing on the foreshores as opportunity offers.

HARBOUR DRIVE.

The construction of an esplanade or carriage drive along the foreshores of the harbour, from Man-o'-war Stairs to South Head, has been urged upon your Commissioners as a work that must sooner or later be undertaken.¹ Some years ago a beginning was made with such a roadway, but after about 200 yards had been constructed, the enterprise was abandoned owing to the opposition shown to its extension in front of the Botanic Gardens.

An attractive proposal.

The question of constructing a carriage-drive along the southern foreshores of the harbour was brought under the notice of Sir Joseph Carruthers, when Premier in 1907, by Mr. Charles Robinson, Chief of the *Hansard* Reporting Staff. A report on this proposal was made by Mr. T. E. Burrows, Metropolitan Engineer, and this report, together with the original papers, was referred by the present Premier to your Commissioners for consideration. In his report, Mr. Burrows states:—

I have investigated this proposal and find that the probable length of drive when completed will be about 11 miles 15 chains. Of this length 7 miles would be through privately-owned land and about 4 miles through Crown land.

As pointed out by the proposer, the cost of resumption should not be very great, as the betterment or convenience of such properties that now have water-frontage, by the substitution of a magnificent level road of approach to such lands, would probably make up for any loss of privacy, which the road would take away.

The construction of water channels under the roadway for the supply of sea-water to the various private baths along the route could easily be managed in the same way as was done to the baths at the Governor-General's Sydney residence, and which has proved very satisfactory.

I propose to interfere as little as possible with the natural beauty of the time-worn appearance of the rocky cliffs, where such exist, as at Lady Macquarie's Chair, Double Bay, Rose Bay, &c., and also to leave the present area of the parapet wall along the sea-front.

I suggest to construct a road with a full width (42 feet) of carriage-way outside the present structure, with an ornamental coping, footway, and iron chain handrail along the outer face, and a footway along the inner edge to be provided with trees and seats.

Ornamental landing steps constructed in concrete might be made a feature of the various points, advantage being taken of existing natural conditions to extend the area at such places to provide for refreshment kiosks, boat docks, hand-stands, &c.

The cost of construction of such a road as I have suggested, with sea-walls, reclamation, &c., will amount to about £422,440. This amount does not include any cost of resumption, as the enhanced value of Crown lands, as well as the betterment principle if applied to the existing alienated foreshores caused by the construction of such a drive as that indicated, would possibly cover any expenditure that may be necessary for such a purpose.

The first section of 120 chains, from the present end of Macquarie-street to the south-western end of Woolloomooloo Bay, would cost approximately, £56,654, exclusive of any cost for removal of baths.

From an engineer's point of view, the proposal presents no difficulty, and there is no doubt that, if constructed, the harbour scenery from such a drive would be unsurpassed in the world.

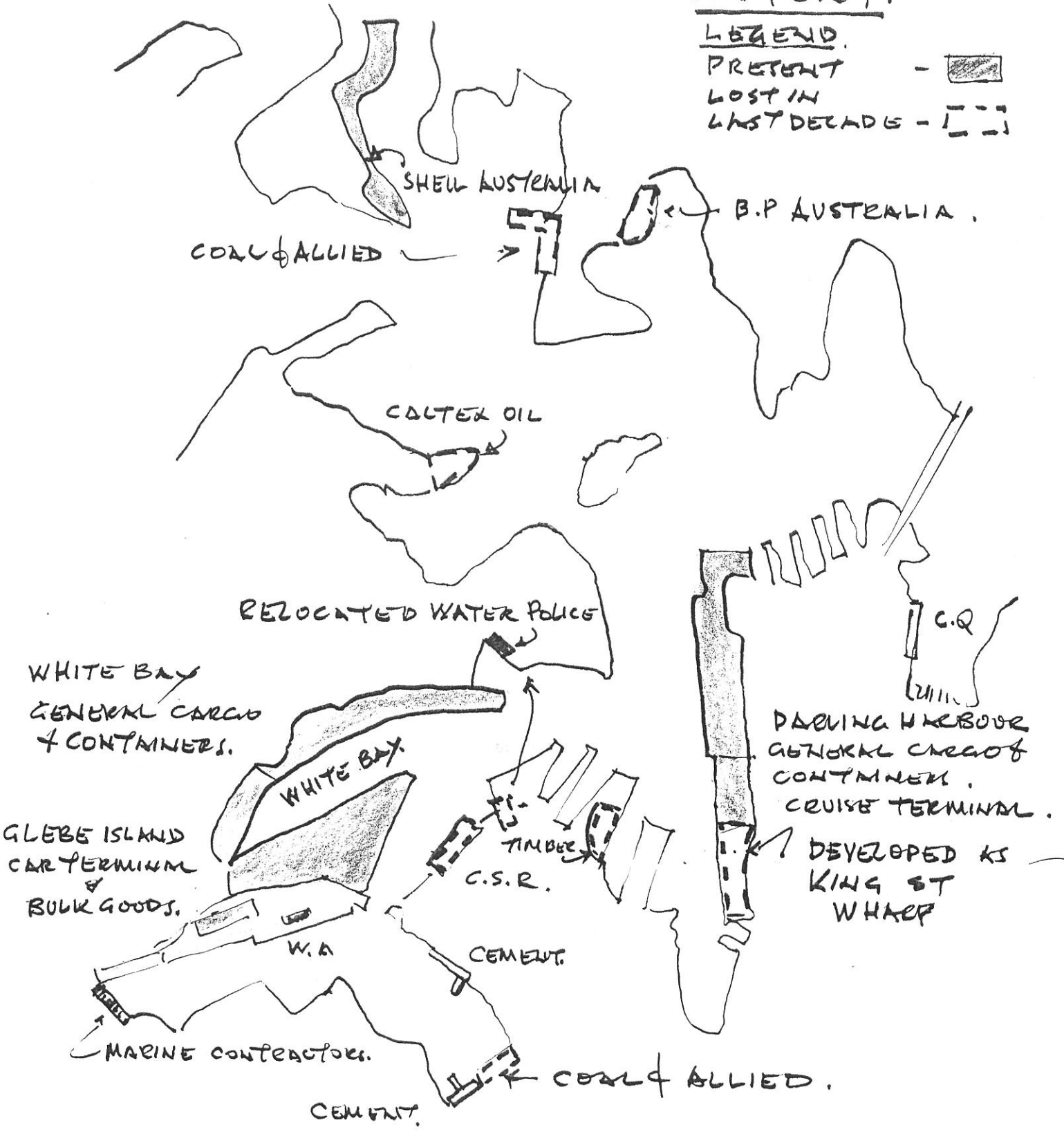
Commissioners
recommendations.

Your Commissioners are of opinion that for the present efforts should be directed to the widening and regrading of New South Head road, which already

CONTEXT.

LEGEND.

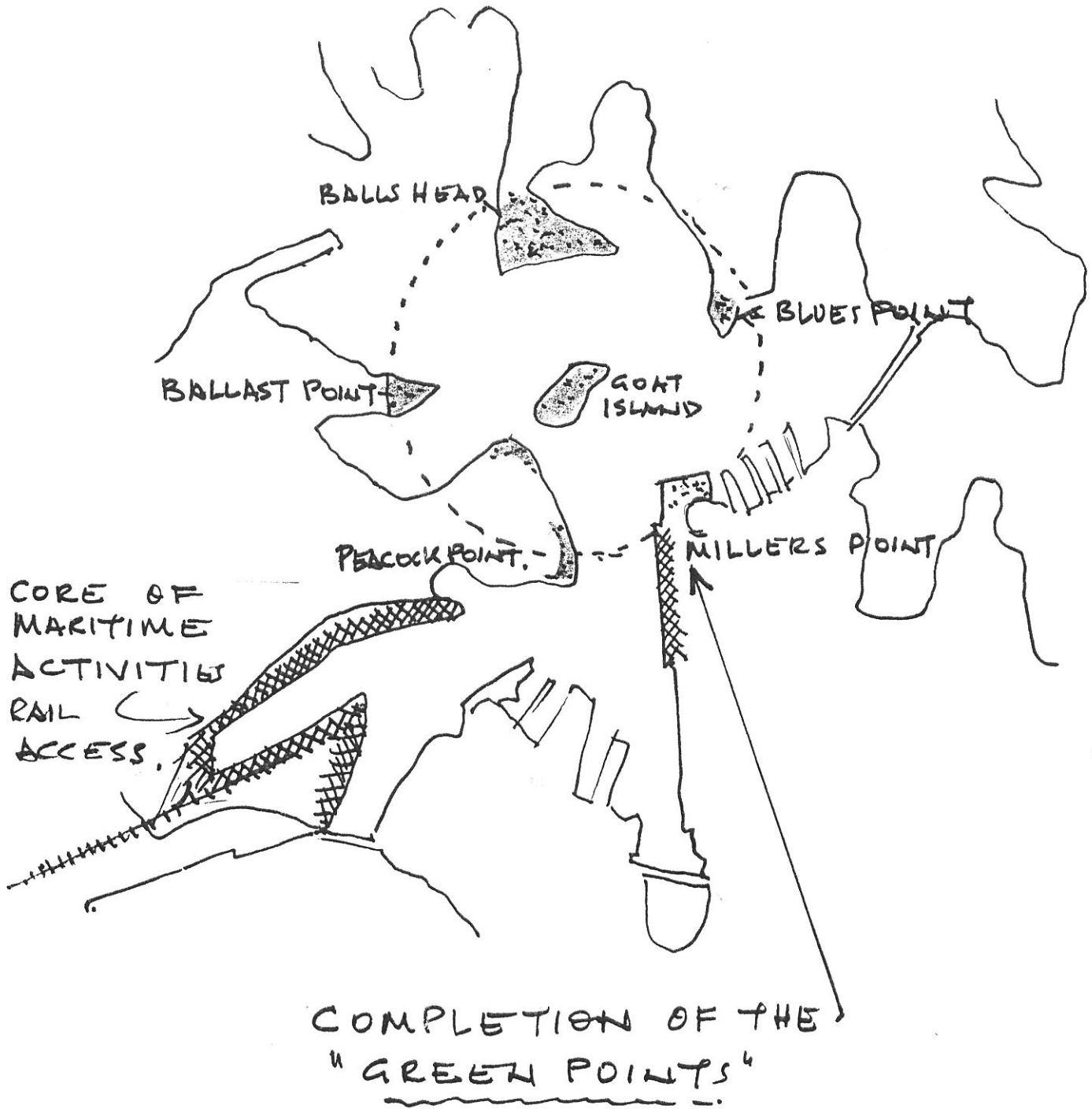
- PRESENT - [Solid shaded box]
- LOST IN LAST DECADE - [Dashed box]



CONSOLIDATION OF MARITIME ACTIVITIES IN LAST 10 YEARS. ON SYDNEY HARBOUR.

2

DARLING HARBOUR MARITIME
TRADE BERTHS. - FUTURE USE.*



* BALANCE RETAINED TO BE USED
FOR MARITIME ACTIVITIES RELATED
IN LONG TERM TO CRUISE INDUSTRY.

SH/FC. 2003.

WHITE BAY
GENERAL CARGO.
NOT SUITED FOR
CONTAINER
TERMINALS.

GLEBE ISLAND
BULK TRADE
AND
CAR TERMINAL

WHITE BAY.

DARLING HARBOUR
BERTHS ORIENTED
TOWARDS.
TOURISM
(CRUISE SHIPS
& CHARTERS
etc).

FUTURE MARITIME ACTIVITIES ON
SYDNEY HARBOUR

4

DARLING HARBOUR. MARITIME TRADE BERTHS. HISTORY.

BERTHS CREATED FROM THE HARBOUR FOR MARITIME USE SHOULD CONTINUE.

EXTENT OF WHARFAGE

PATRICK "THE AUSTRALIAN STEVEDORE" BERTHS

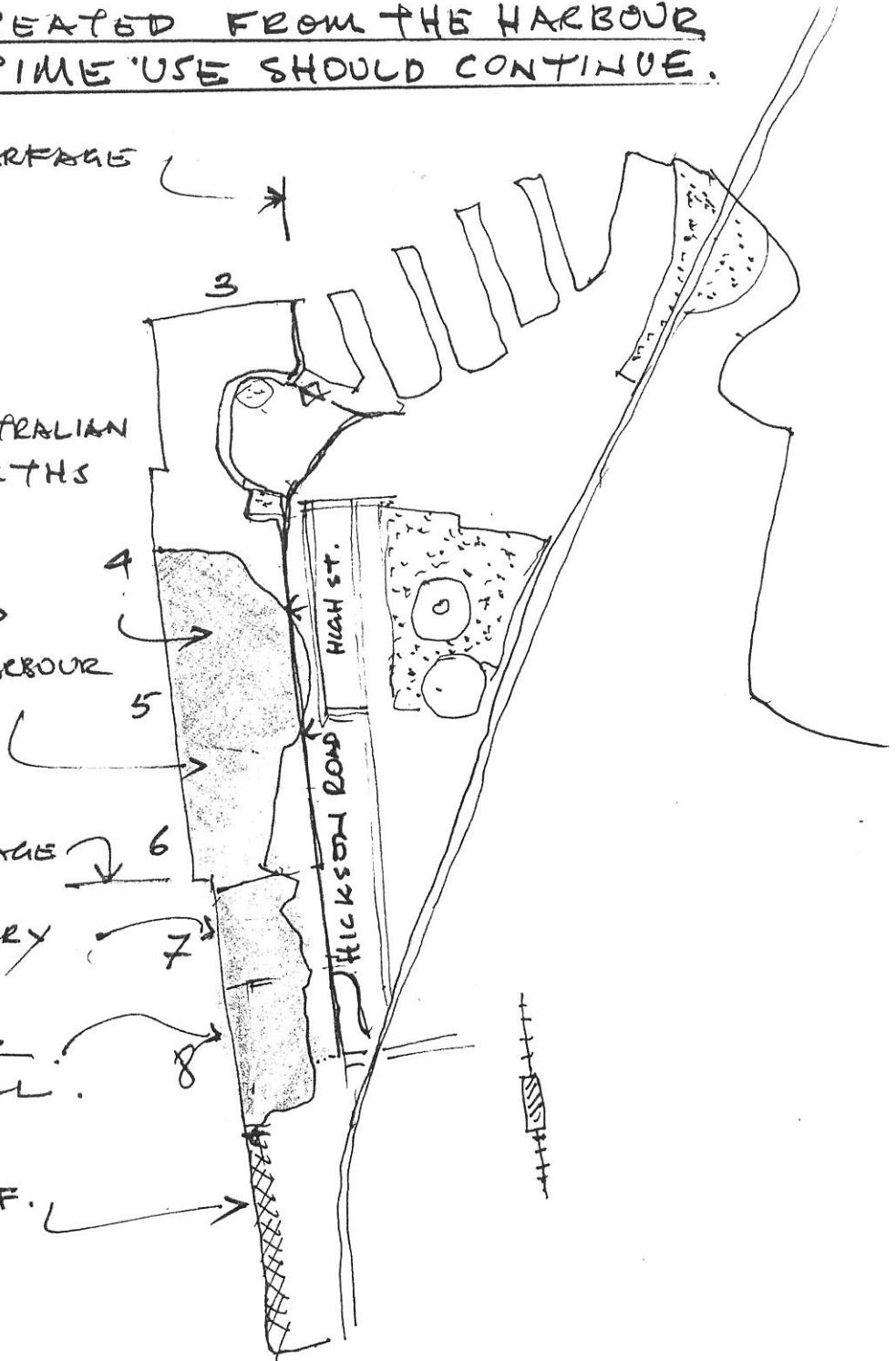
* AREA RECLAIMED FROM DARLING HARBOUR SINCE 1903

EXTENT OF WHARFAGE

INTER-STATE FERRY

SYDNEY PASSENGER TERMINAL.

KING ST WHARF.



* MAJORITY OF PATRICK'S LEASD MREN RECLAIMED FROM DARLING HARBOUR FOR MARITIME PURPOSES.

0 250m

SHAFC 2003



DARLING HARBOUR MARITIME TRADE BERTHS. FUTURE EVOLUTION.

BELFAST POINT

GOLT ISLAND

WALSH BAY.

THE COMPLETION OF THE "GREEN POINTS".
ADD MILLER POINT.

RETAIN BERTHS 4, 5 & 6 FOR MARITIME USE.

IN FUTURE,
PRESENT USE SUGGEST
GENERAL CARGO.
COMMON USER BERTHS

PYMONT POINT PARK
750M FROM WYNYARD STATION.

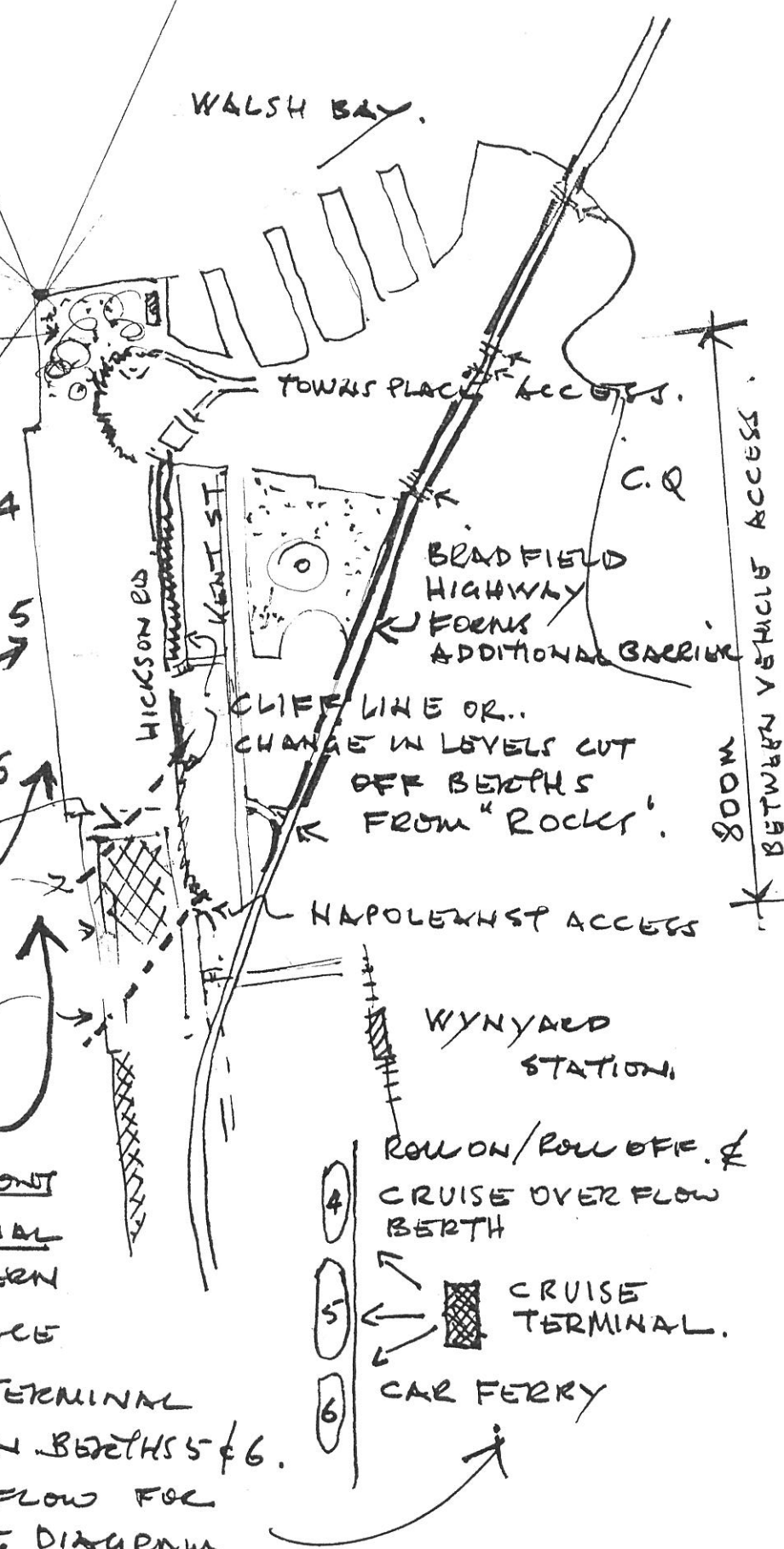
INTER STATE FERRY - SYDNEY PASSENGER TERMINAL

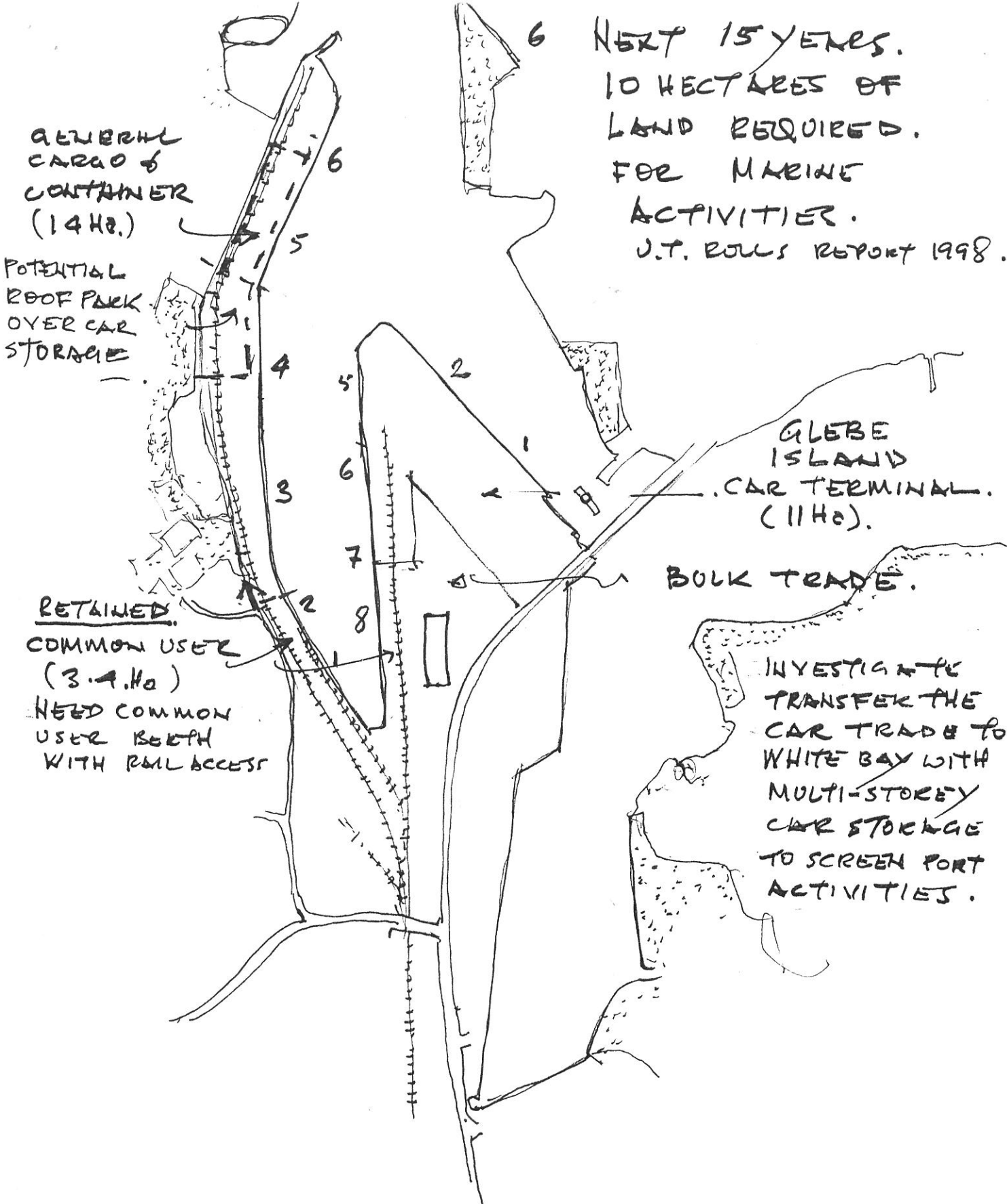
500M FROM WYNYARD STATION.

KING ST WHARF.

EXPANSION OF WATERFRONT TOURIST & RECREATIONAL FACILITIES IN NORTHERN DIRECTION TO REPLACE

SYDNEY PASSENGER TERMINAL TO BE RELOCATED ON BERTHS 5 & 6.
BERTH 4 TO BE OVER FLOW FOR CRUISE TRAFFIC. SEE DIAGRAM





6 NEXT 15 YEARS.
 10 HECTARES OF
 LAND REQUIRED.
 FOR MARINE
 ACTIVITIES.
 J.T. ROLLS REPORT 1998.

GENERAL
 CARGO &
 CONTAINER
 (14 Ha.)

POTENTIAL
 ROOF PARK
 OVER CAR
 STORAGE

GLEBE
 ISLAND
 CAR TERMINAL.
 (11 Ha.)

BULK TRADE.

RETAINED
 COMMON USER
 (3.4 Ha)
 NEED COMMON
 USER BERTH
 WITH PML ACCESS

INVESTIGATE
 TRANSFER THE
 CAR TRADE TO
 WHITE BAY WITH
 MULTI-STOREY
 CAR STORAGE
 TO SCREEN PORT
 ACTIVITIES.

WHITE BAY RETAINED FOR GENERAL
 CARGO AND CONTAINER TRADE.

ALLOW EXPANSION OF MARINE ACTIVITIES.

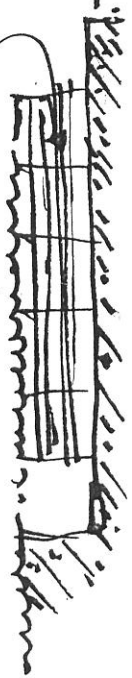
MAY REQUIRE INTENSIFICATION OF LAND USE
 AT GLEBE ISLAND / WHITE BAY FOR STORING CARS.

SH/FC '2003.

EXTEND PARK ACROSS THE
ROOF OF CAR PARKING

MULTI STOREY
CAR PARKING
STRUCTURES.

GLEBE
ISLAND.



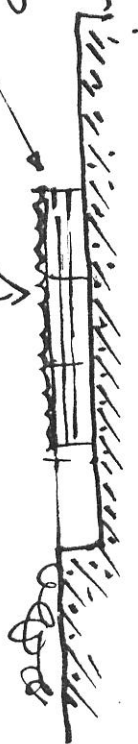
WHITE BAY

SECTION A-A

EXTEND PARK ACROSS ROAD

MULTI STOREY
CAR PARKING
STRUCTURES

GLEBE
ISLAND



WHITE BAY

SECTION B-B

N

N

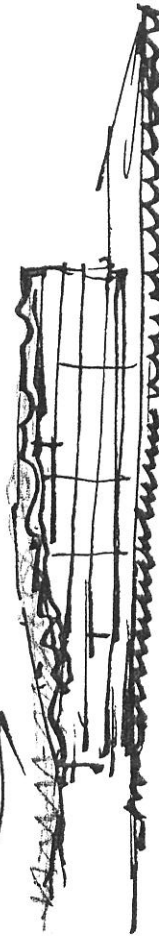
WHITE BAY
PARK

EXTENDED
PARK
AREA.

EXTEND PARK.



B L A L



INTEGRATED WITH LAND FORM.

WHITE BAY CAR PARKING PROPOSAL

KEY

SATFEC 2003