

Appendix K

Heritage assessment



Neutral Bay ferry wharf and Neutral Bay, 2009 • 'Plan of East St Leonards' [detail, showing Neutral Harbour, later Neutral Bay, 1888. Map reproduced in 'North Sydney 1788:1988', Allen & Unwin, 1988.

NEUTRAL BAY / HAYES STREET FERRY WHARF HERITAGE ASSESSMENT

PREPARED FOR NSW MARITIME & GROUPGSA BY
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FINAL APRIL 2010



CONTENTS¹

1.0	INTRODUCTION	
1.1	The Brief	1:1
1.2	Curtilage for this Assessment	1:1
1.3	Authorship & Acknowledgements	1:2
2.0	HISTORICAL OVERVIEW	
2.1	Neutral Bay	2:1
2.2	Taking the Ferry	2:2
2.3	North of the Harbour: Neutral Bay	2:3
2.4	The Neutral Bay Ferry Wharf	2:4
3.0	PHYSICAL OVERVIEW	
3.1	The wharf & surrounds	3:1
3.2	The urban & landscape context	3:2
4.0	ASSESSMENT OF SIGNIFICANCE	
4.1	Current heritage recognition	4:1
4.2	Previous assessments	4:1
4.3	This assessment & Statement of Significance	4:2

APPENDIX A

Illustrated Chronology of the Neutral Bay Ferry Wharf

APPENDIX B

Ferry Chronology

¹ The header logo is a 2009 panorama photograph of the Neutral Bay Ferry Wharf.



1.0 INTRODUCTION

1.1 THE BRIEF

1.1.1 THE SYDNEY HARBOUR WHARVES UPGRADE PROGRAM

This heritage assessment is a component of the Sydney Harbour Wharves Upgrade Program. Group GSA [architects and urban planners] have been engaged by NSW Maritime to develop concept design solutions for the upgrade of a number of ferry wharves throughout Sydney Harbour. The wharves are within the inner harbour and are currently being used by, ferry commuters; recreational vessels; and accessed by the general public.¹

The outcomes will be a concept design for Circular Quay, and for three other Sydney Harbour wharves.² A managing contractor will be engaged at the end of this concept stage, which will then require the design concepts to be developed through detailed design and documentation across a total of twelve wharves, excluding Circular Quay. During this stage only the Architectural services will be novated to the Managing Contractor. All other consultancy services are considered only to be for this first concept stage.

1.1.2 THIS HERITAGE ASSESSMENT

The heritage component of this project requires the preparation of a heritage assessment [HA] for the specific wharf and its surrounds, and the preparation of a statement of heritage impact [SoHI] in relation to the concept designs for that specific wharf. This assessment has been prepared for the Neutral Bay [Hayes Street] ferry wharf.

The briefed tasks for the heritage assessment and the statement of heritage impact are as follows:³

- Provide heritage advice and guidance on the significance of the wharves;
- Review heritage information provided by Godden Mackay Logan⁴ for the existing wharves and surrounds;
- Provide advice on appropriate consultation with government authorities such as the NSW Heritage Office, DEWHA and local councils, and assist in the articulation of a strategy for the heritage review of the GSA concept design;
- Review concept design prepared by GSA and comment on issues relating to GML identified heritage elements. Develop risk and process understanding with GSA of the concept design
- Review input of other consultants; and
- Provide summary of review and GML identified elements.

1.2 CURTILAGE FOR THIS ASSESSMENT

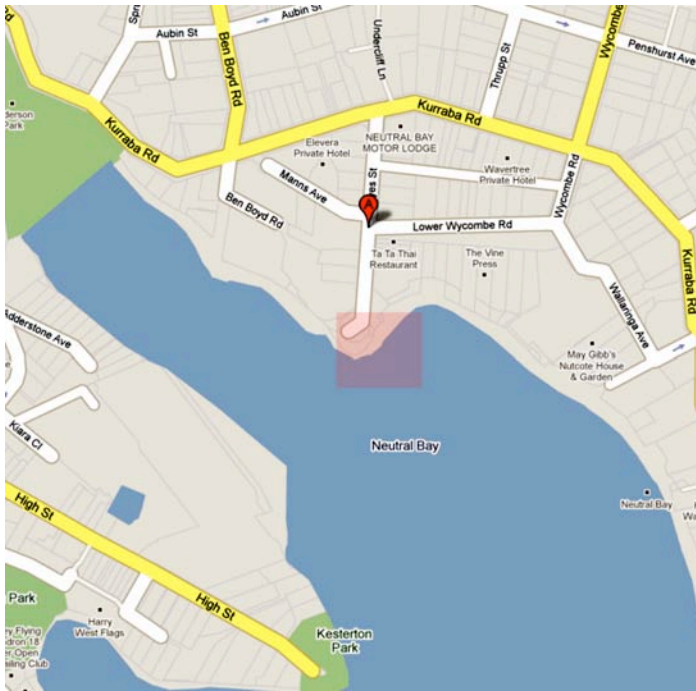
The curtilage for the assessment is taken to be the Hayes Street entrance structure, the approach ramp and the wharf pontoon itself.

¹ The redesign of the ferry terminal at Circular Quay, Sydney Cove, and [Wharves 1-6] is also included in the design commission.

² Milson's Point, Neutral Bay [Hayes Street], and Cremorne Point.

³ Brief prepared by GroupGSA October 7 2009. All reports, sketches and designs, to be in an electronically transmittable format and may be incorporated within a 'Concept Design Report' or presentation, prepared by Group GSA.

⁴ NSW Maritime Heritage Inventory Database, Godden Mackay Logan, Sydney 2008.



FIGURES 1 & 2 • Location plan of the Neutral Bay [Hayes Street] ferry wharf. Source: Google maps [below] Aerial photograph of the Neutral Bay [Hayes Street] ferry wharf Source: Google Earth.

1.3 AUTHORSHIP & ACKNOWLEDGEMENTS

This heritage assessment has been prepared by Peter Freeman of Peter Freeman Pty Ltd Conservation Architects & Planners. The assistance of the following people and organisations is gratefully acknowledged:

- Neil Mudge & Greville Turner, NSW Maritime;
- Stephen Pearse & Wayne Krygsman, GroupGSA;
- Niall Macken & Wayne Johnson, Sydney Harbour Foreshore Authority;
- Donald Ellsmore, Donald Ellsmore Pty Ltd; and
- Leonie Masson & Ian Hoskins, North Sydney Heritage Centre.



2.0 HISTORICAL OVERVIEW

2.1 NEUTRAL BAY¹

THE CAMMERAYGAL PEOPLE

Neutral Bay is on the traditional land of the Cammeraygal people. Today it is a diverse residential neighbourhood with areas of relatively low-density bungalows, medium-density town houses and some postwar high-rise buildings. The suburb's northern boundary is just north of Military Road. Its western boundary adjoins the Warringah Expressway and North Sydney, and it abuts Cremorne to the east.

EUROPEAN ARRIVAL

Neutral Bay was named by Governor Phillip, when he decreed in 1789 that all non-British 'neutral' ships visiting Port Jackson were to anchor there. A small un-named creek which ran intermittently into the bay was used by these ships to replenish stores of fresh water. From the beginning of the nineteenth century, ships had to pay for the water. In the latter half of the 1800s the area was generally known as East St Leonards.²

The original vegetation included Xanthorrhoeas [grass trees], Angophoras and smaller grevilleas and banksias close to the water, with Sydney blue gums and blackbutts on the ridges. Recalling the place in the 1860s, local historian and resident GVF Mann wrote of the ferns and small waterfalls still evident above the foreshore rocks, and he recalled Ben Boyd Road as a track through 'thick bush' to Middle Harbour.

ROADS AND TRANSPORT

A track running along the ridge from North Sydney to supply the newly installed fortifications at Middle Head was formed in the early 1870s. Shops and businesses gradually opened up around this track, which came to be known as Military Road. The Oaks Steam Brick Company, operated by the entrepreneur Patrick Hayes from 1880 to 1891, was one of the most prominent. Hayes had already established a soap making works at Kurraba Point and the short-lived Neutral Bay Ferry Company. Hayes Street, running down to the ferry wharf in the bay, was named after him.³

When the tram network was electrified in 1909, the brickworks site became the Neutral Bay Tram Depot. The tramways extended along Military Road to Mosman and The Spit, and the depot was one of the biggest employers in the area. Many of its employees were Labour voting Catholic men. The tram workers were also integral to the introduction of the working-class Rugby League

¹This historical overview has utilised information from 'Neutral Bay by Leonie Masson and Ian Hoskins, 2008, in the Sydney Dictionary. References areas follows:

Michael Jones, North Sydney 1788–1988, Allen & Unwin, St Leonards, 1988

GVF Mann., North Sydney 1788–1938, North Sydney Council, North Sydney, 1938

LF Mann, 'Early Neutral Bay', Royal Australian Historical Society Journal and Proceedings, vol XVII part IV, 1932, pp 183–208

Neutral Bay Land Company, Neutral Bay, Neutral Bay Land Company, Neutral Bay, c1889

North Sydney Council, 'Gem of the Harbour: A Walking tour of Kurraba Point', North Sydney Heritage Leaflet Series No. 35,

http://www.northsydney.nsw.gov.au/resources/documents/35_KurrabaPoint.pdf

Margaret Park, Designs on a landscape: a history of Planning in North Sydney, Halstead Press and North Sydney Council, North Sydney, 2002

Eric Russell, The opposite shore: North Sydney and its people, North Shore Historical Society and North Sydney Council, North Sydney, 1989.

² Refer Figures 4 and 5 Appendix A: Illustrated Chronology.

³ Refer Figures 4 and 5 Appendix A: Illustrated Chronology.



football code to the area. When trams were phased out of service during the mid-1950s, the northern portion of the depot was retained as a bus depot [fronting Ernest Street] and the southern portion facing Military Road was converted into the Big Bear Supermarket, one of the first self-service supermarkets in Sydney. One of the tram routes went from Military Road down to the Hayes Street ferry wharf.

THE TURN OF THE CENTURY

Some of the original Neutral Bay Land Company houses survive, along with other large late-nineteenth and early-twentieth century homes along the steep streets that led down to the water. These properties were owned or leased by wealthy merchants, senior public servants, graziers and politicians, among them Lieutenant Colonel Frederick Braund, MLA. He was the Member for Armidale and a practising Theosophist when war broke out in 1914. Lieut. Braund commanded the 2nd Battalion with distinction before being killed at Gallipoli in 1915.

Ben Boyd Road became a major thoroughfare after the introduction of regular ferry services to Hayes Street wharf from the 1870s. Following the inauguration of the tram service along Wycombe Road to this wharf, Ben Boyd Road declined in importance, but has remained a minor commercial centre. The apparently chaotic arrangement of roads and streets in the area developed in response to the topography, with major roads following ridges and short secondary streets sometimes ending at cliffs and gullies.

2.2 TAKING THE FERRY⁴

Neutral Bay was the busiest of the eastern bays in the North Sydney municipality; not only were there the public wharves of High Street, Neutral Bay [at Hayes Street] and Kurraba Wharf [Spains Road Wharf]; but it was also the location for the Port Jackson Co-operative Steam Ship Company's pile wharf and the Port Jackson & Manly Steam Ship Company had workshops there from 1874. It was still very much a utilitarian bay well into the 1920s and 1930s with punts servicing the demand for coal at the North Shore Gas Works.

As early as 1864 local residents guaranteed £100 to fund a steamer to run two trips in the morning and two in the afternoon from the Quay to Neutral Bay via Milsons Point, but their venture was never established. The Neutral Bay Ferry Company started in opposition to the North Shore Steam Ferry Company in 1885 but its service only lasted a year and was taken over by its competitor, which replaced the 'Gannet' and the 'Neutral Bay'. During its brief existence the Neutral Bay Ferry Company wrote frequently to Council about various matters to do with wharf safety or public convenience [for example, a lamp at the High Street wharf] and querulously drawing Council's attention to various matters associated with its competitors' construction of the new wharf at the foot of High Street.

More resumptions were planned at the end of the century and the Minister for Works visited the site in 1899 to see the proposed resumption at the bottom of Hayes Street in order to widen access to the ferry and facilitate tram, vehicular and passenger traffic. North Sydney Steam Ferry Company erected two shops on site and later provided refreshment rooms at the wharf. Today the Hayes Street wharf, known as the Neutral Bay Wharf, is listed on North Sydney Council's heritage inventory as an item of ferry architecture which is 'historically and aesthetically rare regionally'. The structure dates from 1903 and the distinct arched passageway leading to today's

⁴This chapter extracted from 'Taking the Ferry', prepared by NSC for Heritage Week 2002.



wharf is 'the only known example of this age surviving around the harbour', combining shop-fronts and service room in the Federation Free architectural style. Today, the Hayes Street wharf is recognized as one of the busiest of Sydney's inner harbour ferry wharfs.



FIGURE 1 • Sydney ferry map, Neutral Bay to Circular Quay. Source: Sydney Ferries Corporation website.

2.3 NORTH OF THE HARBOUR: NEUTRAL BAY⁵

From very early times this service was run in the form of what might be termed a 'balloon loop'. After leaving the Quay, ferries called first at Kirribilli, then High Street, before reaching the terminal wharf at Hayes Street where a connection was made with trams, which ran a one-section shuttle service to Military Road, Neutral Bay. On the return trip the first call was at Kurraba wharf then Kirribilli, and then Circular Quay. Passengers desiring to proceed to the Quay from High Street, boarded the ferry on the outward journey, a condition which still prevails except that buses have replaced trams from Hayes Street wharf and one morning peak hour trip omits the call at Kirribilli on the way to the Quay. From about 1906 onward, the route was worked by the vessels 'Kirribilli', 'Kareela', 'Kanimbla' [renamed 'Kurra-Ba' in 1936] and sometimes 'Kosciusko'. When 'Kareela' and 'Kurra-Ba' were withdrawn, service was given by smaller vessels of the 'Lady' class, taken over from the Balmain Ferry Company in 1917. Since three new ferries have been built in 1968 and 1970, one of these ferries is generally to be found on this run.

There was a service to Neutral Bay wharf dating from 1885, described at the time as being 'shaky', however in the 1890s the service became more regular, and in 1911 was rebuilt to include a building for the new electric tram service. This electric tram service originally ran onto the wharf but was later terminated on the land. At this time the wharf consisted of a piled structure, ramp and a floating pontoon. The structure is still in the same position as the earliest service from this wharf, though the timber pontoon was replaced by a similar structure in concrete in the post war period. This pontoon was held in place by a series of free standing piles secured by chains and wires, and sliding in reinforced notches along the sides of the pontoon.

⁵ This text extracted from Len A Clarke, 'North of the Harbour', Sydney, 1976; and from notes supplied by Steven Adams, Sydney.



FIGURE 2 • Neutral Bay wharf; note timber pontoon and single working face of the wharf, **1927**. Source: NSC Stanton Library.

2.4 THE NEUTRAL BAY FERRY WHARF⁶

A ferry wharf at the foot of Hayes Street in Neutral Bay was first constructed during the 1870s in response to the initial subdivisions in Neutral Bay. While plans of the bay show a wharf in place from 1877, it is likely the original wharf was constructed in about 1871 when the steam ferry 'Herald' began a regular weekday service to the area. A road reservation to the wharf was in place by 1877, later being named Hayes Street after Patrick Hayes, a local factory and brick company owner who established the Neutral Bay Ferry Company.

In 1885 this service was taken up by the Neutral Bay Steam Ferry Co Ltd which in turn was absorbed by the North Shore Steam Ferry Company in 1887. The wharf extended directly south from the foot of Hayes Street and consisted of a timber jetty with a landing stage parallel to the shore line. In October 1899, the NSW Minister for Works, the Hon. E W O'Sullivan paid a visit to the Neutral Bay wharf, and viewed the proposed resumption of land at the bottom of Hayes Street, on the eastern side, in order to widen the thoroughfare, so as to facilitate tram, vehicular, and passenger traffic. The North Shore Ferry Company has erected two shops on the [resumption] site, which in due course will have to be removed: '...the work will not only widen the road, but will afford easy access to a beach suitable in every way for the establishment of public baths'.⁷

By 1905-1910 a shelter shed appears to have been added for passengers on the eastern side. In 1919 Sydney Ferries Ltd. built a new pontoon wharf to allow for the deeper draught of their new ferryboats to the east of the original site. The ferry wharf was probably difficult to berth at, for there a number of incidents reported in the press, about ferry mishaps. In 1926, the SMH reported under the heading 'FERRY STEAMER CRASHES INTO BRIDGE: MISHAP AT NEUTRAL BAY':⁸

⁶ This text extracted from the GML Neutral Bay Heritage Inventory, and from contemporary media sources.

⁷ North Shore & Manly Times, 21 October 1899.

⁸ SMH Tuesday 15 June 1926.



'...While berthing at the Neutral Bay Wharf yesterday morning the ferry steamer 'Kareela' ran into the foot-bridge leading from the shore to the pontoon, and became jammed. There were few passengers on board, and no one was injured. When the steamer reached the wharf shortly after 7.30 o'clock the captain signalled to the engine-room to reverse, which is a customary procedure to bring the steamer to a standstill. The engineer, however, was unable to reverse the engines, and the 'Kareela' crashed into the wooden piles and beams supporting the bridge. The steamer Kookaburra was sent to Neutral Bay to take up the running. The Kareela's forward bulwarks were damaged. The cause of the mishap is reported to have been a defect in the circulatory pump, which prevented the engines from being reversed.' Another incident occurred in 1931, when the 'Kosciusko' overran the Neutral Bay wharf and both the pedestrian bridge and the ferry steamer were damaged.

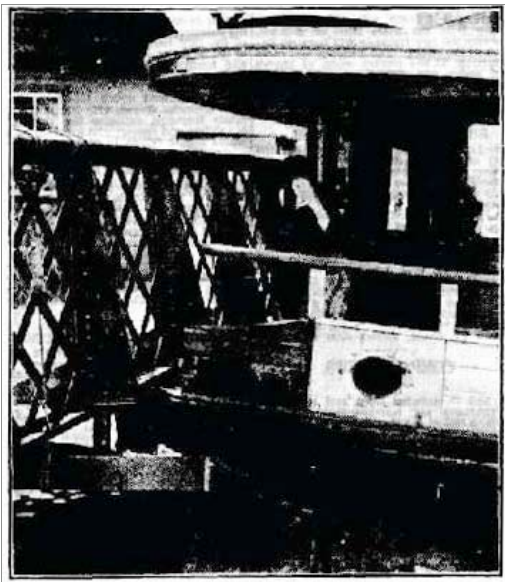


FIGURE 3 • NEUTRAL BAY WHARF DAMAGED. Source: SMH Saturday 14 March 1931.

In about 1961 this wharf was replaced with a new wharf structure, 110 feet [35 metres] long on timber piles, and with a timber deck as well as a covered walkway, waiting shed and waiting room. The pontoon itself was built of concrete with 13 positional piles at its outer edge. Maintenance work was carried out in 1980 and repairs to the walkway, shelter shed, ramp and pontoon were made in 1989.

In 1995, a proposed restaurant / wharf development proposed by Sydney Ferries, met with strong objection by local residents:

'...Plans to obscure a million dollar harbour view have met with strong opposition from the residents of Neutral Bay. Earlier this month, more than 200 residents attended a wharf-side meeting to discuss the proposal to build a restaurant on the Neutral Bay Wharf at the end of Hayes Street. Residents, who have paid a premium for their foreshore homes, are concerned that plans by Sydney Ferries to build an 88-seat restaurant on Neutral Bay wharf at the end of Hayes Street. Local resident and architect, David Muir, is on the precinct committee which objects to the proposal being considered by North Sydney Council: '...although he could see it would be 'wonderful and pleasant' to have dining on the water, it was inappropriate in a residential neighbourhood.' The general manager of Sydney Ferries, Mr Geoff Byrne, said that the Neutral Bay Wharf was in need of replacement, having been built in the 1940s.

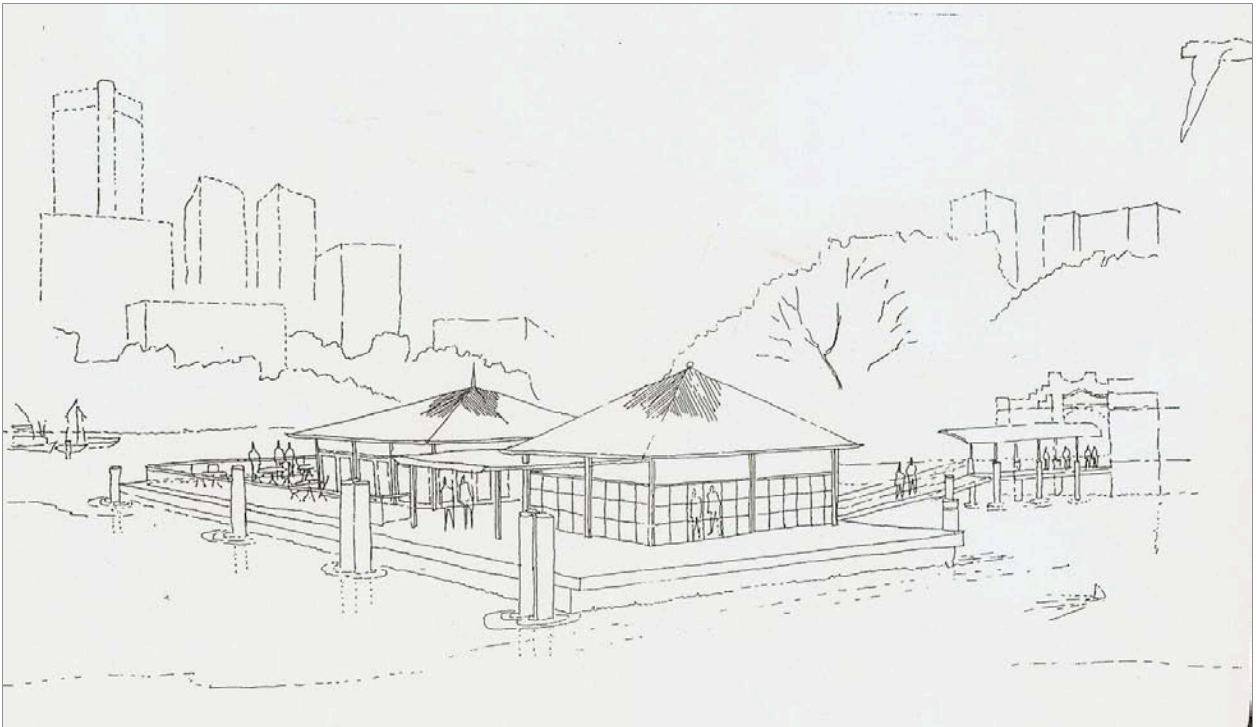


FIGURE 4 • The 1995 proposal to site a restaurant on a new Hayes Street wharf. The plan shows how the new wharf would be configured, with a waiting and restaurant pavilion. Source: NSC Stanton Library photograph collection.

The wharf was owned by Sydney Ferries, which leased the wharf site from NSW Maritime, however ownership of the wharf has recently been transferred to NSW Maritime.



3.0 PHYSICAL OVERVIEW

3.1 THE WHARF & GANGWAY

The Neutral Bay ferry wharf is a fixed timber jetty structure on timber piles with a shelter structure along the jetty's length. A steel gangway provides access to a large pontoon with a sheltered waiting area on board. Timber fender piles hold the pontoon in position.¹ A masonry arched entry from Hayes Street provides access to the wharf gangway. This masonry structure is contemporary with the reconfiguration of the wharf from its original alignment with Hayes Street.



FIGURES 1 2 3 & 4 • [above] The Neutral Bay wharf entrance from Hayes Street; [right] The gangway and the pontoon; [below] The wharf gangway with the pontoon and Neutral Bay beyond; [right] The Neutral Bay ferry wharf pontoon and waiting area. Source: DE photographs 2009.



3.2 THE URBAN & LANDSCAPE CONTEXT

The Neutral Bay ferry wharf is, unlike most of the other Harbour ferry wharfs, closely integrated into the adjacent urban fabric. The entrance off Hayes Street is integrated into the Hayes Street shop fronts and streetscape, and a small café is located adjacent the entrance to the ferry wharf. The Neutral Bay ferry wharf also has an intimate relationship with the whole of Neutral Bay, given that is located at the focal [and narrow] end of that Bay.

¹ Source: Maunsell Australia, report to NSW Maritime, October 2007, reproduced in GML Heritage Inventory, 2008.



FIGURES 5 6 7 & 8 • [above] The view to the wharf from the entrance café with the Bay beyond; [right] The small reserve in Hayes Street adjacent the wharf entrance; [below] The ferry wharf and the landscape/urban-scape of Neutral Bay. Source: DE photographs 2009.



FIGURE 9 • The Hayes Street beach, reached from the Hayes Street frontage. Source: DE photograph 2009.



4.0 ASSESSMENT & STATEMENT OF SIGNIFICANCE

4.1 CURRENT HERITAGE RECOGNITION

The Neutral Bay Ferry Wharf is entered on the North Sydney LEP 2001 Schedule 3: Heritage items. The site is deemed to be of Local significance.

The Neutral Bay Ferry Wharf is entered on the NSW Maritime S170 register, State Heritage inventory no. 195.

4.2 PREVIOUS ASSESSMENTS¹

An assessment of the Neutral Bay Ferry Wharf has been prepared for the NSW Maritime S170 Heritage register.² The [2008] assessment of significance is as follows:

Summary Statement of Significance

The Neutral Bay Ferry wharf is of historical significance as an early regular passenger ferry wharf on the northern side of the harbour, which has been in continuous use for over a century. It is representative of the first generation of European land/water transport interchanges in Sydney Harbour, where the wharf existed prior to extensive suburban development in the vicinity and its operation has consequently influenced the evolution of the surrounding urban form, such as roads, general traffic routes, commercial centres and building forms. Its origins as an investment by the local land speculator are representative of a range of historical trends in the development of Sydney, and have direct parallels with the development of the Manly ferry service and the Suspension Bridge, at Northbridge.

Criterion A [History]

The Neutral Bay Ferry wharf is of historical significance as an early regular passenger ferry wharf on the northern side of the harbour which has been in continuous use for over a century. Its origins as an investment by the land speculator and promoter for Neutral Bay have direct parallels with the development of the Manly ferry service and the Suspension Bridge at Northbridge. It was associated with the development of the tram service from Military Road serving the wharf as a transport interchange and was the site of a number of spectacular tram and ferry accidents.

Criterion B [Associations]

The Neutral Bay Ferry wharf is associated with Patrick Hayes, a prominent local factory and brick company owner, land developer and real estate agent.

Criterion C [Aesthetic/Technical]

The Neutral Bay Ferry wharf is a small-scale ferry wharf, which is scenically located in Sydney Harbour. Its modest scale and appearance ensure that it remains unobtrusive in its visual context. The wharf includes an 'Arts and Crafts' styled brick archway which reflects the dominant early twentieth-century architectural style characteristic of the adjoining suburb.

Criterion F [Uncommon/Rare/Endangered]

The Neutral Bay Ferry wharf has the only architecturally styled brick archway over the wharfs land entrance of any of the Sydney commuter ferry wharves.

¹ Godden Mackay, 'North Sydney Heritage Study', prepared for North Sydney Council, 1995.

² Godden Mackay Logan, for NSW Maritime, Neutral Bay [Hayes Street] Ferry Wharf site and seawall: State Heritage Inventory no. 195, 2008.



Criterion G [Representative]

The Neutral Bay Ferry wharf, in its locality and history, is representative of the first generation of European land/water transport interchanges in Sydney Harbour, where the wharf existed prior to extensive suburban development in the vicinity and its operation has consequently influenced the evolution of the surrounding urban form, such as roads, general traffic routes, commercial centres and building forms. Its origins as an investment by Neutral Bay's real estate speculator are representative of a range of similar promotions in the historical development of Sydney.

4.3 THIS ASSESSMENT & STATEMENT OF SIGNIFICANCE

The assessment and statement of significance contained within the NSW Maritime S170 register, State Heritage inventory no. 195, and set out above, is considered to be adequate and appropriate for the place.



APPENDIX A: CHRONOLOGY OF THE SITE

This illustrated and text chronology traces the development and evolution of the Neutral Bay [Hayes Street] ferry wharf over time. The chronology is neither exhaustive nor comprehensive, but is provided to give an understanding of development and evolution. Reference is made within the Heritage Assessment as appropriate, to this chronology.

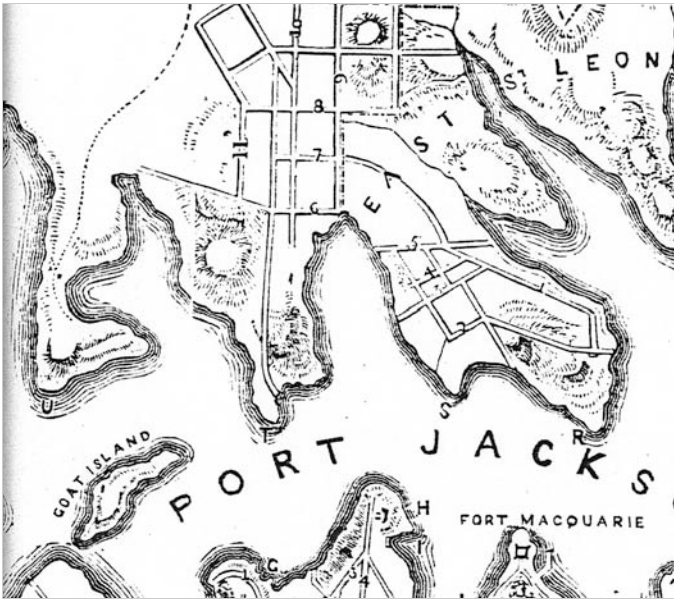


APPENDIX A: CHRONOLOGY OF THE SITE



FIGURES 1 & 2 • Plan of the Parish of Willoughby, 1850s . Source: reproduced in GML Luna Park & Lavender Bay Heritage Study, 1991, map published by W Meadows Brownrigg Surveyor [below] Site of former steamer ferry wharf, Neutral Bay, later site of Hayes Street Wharf c1870. Source: NSC Stanton Library collection.



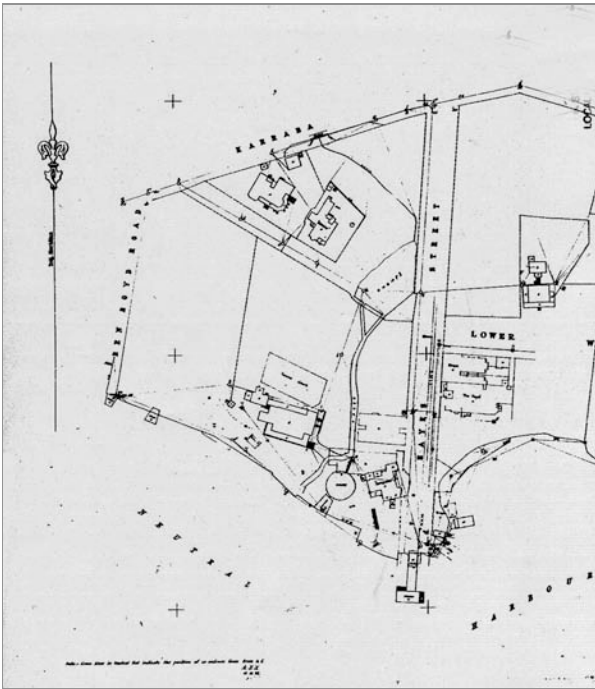


FIGURES 3 4 & 5 • Plan of Sydney, Illustrated Sydney News, January 12th 1866. Source: map reproduced in GML Luna Park & Lavender Bay Heritage Study, 1991 [below] Map of East St Leonards, Parish of Willoughby, showing Neutral Bay, 1888. Detail plan of Neutral Bay showing the Hayes Street and Ben Boyd wharfs. Source: Reproduced in 'North Sydney: 1788-1988', Allen & Unwin 1988..

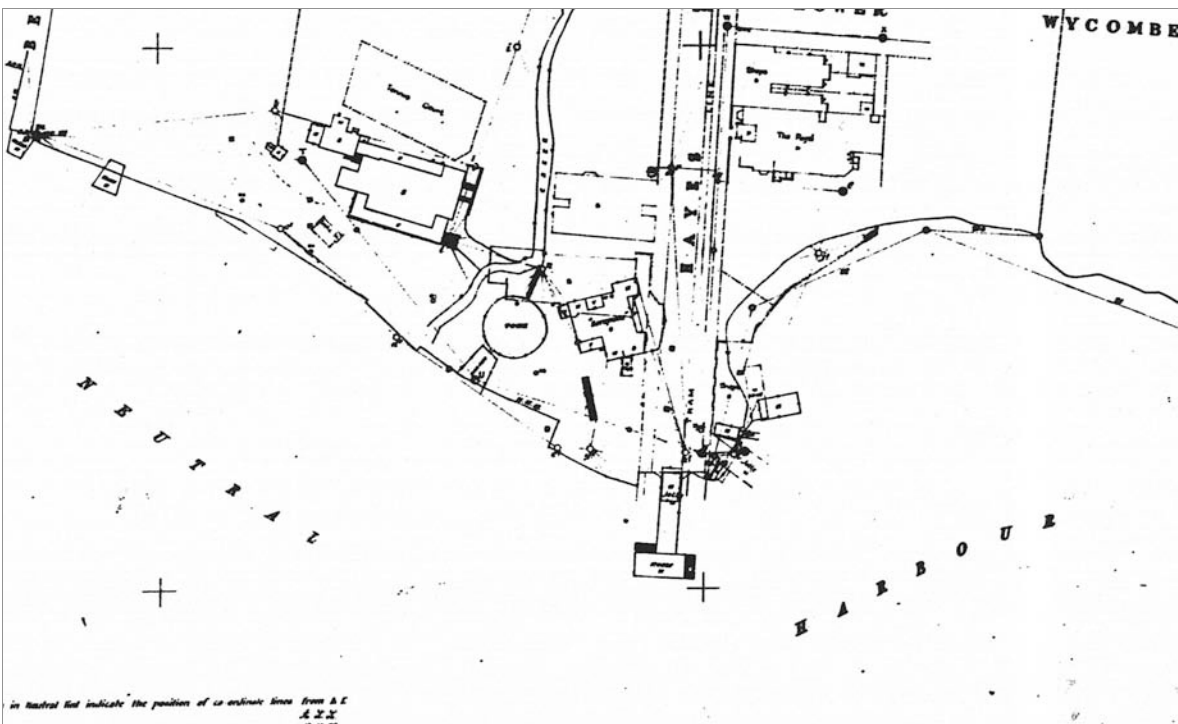


East St Leonards Municipality in 1888, shown within black line. Closeness to the ferry terminals meant rapid growth.



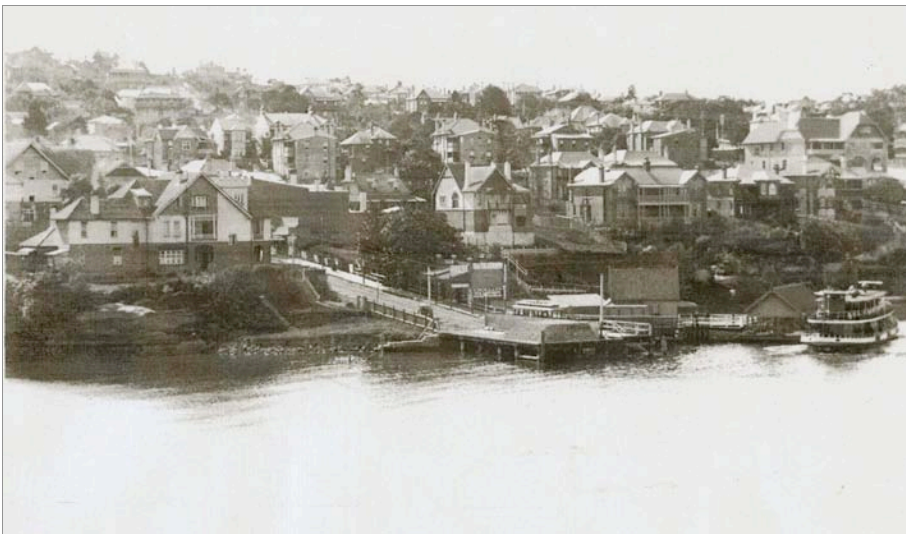


FIGURES 6 & 7 • Neutral Bay [Hayes Street] wharf and surrounds, c1890. Note the original configuration of the wharf, on the Hayes Street axis. Source: NSC Stanton Library collection; [below] Detail, Neutral Bay [Hayes Street] wharf and surrounds, c1890. Source: NSC Stanton Library collection.



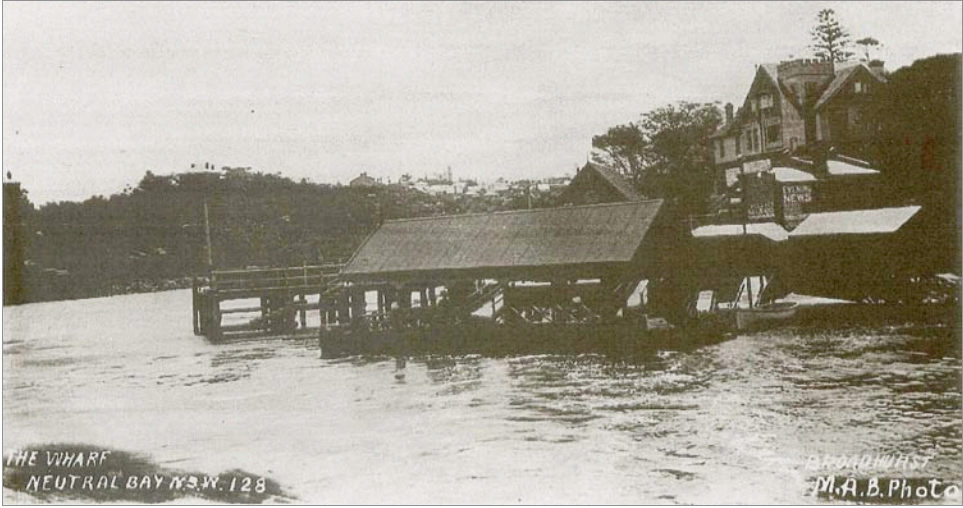


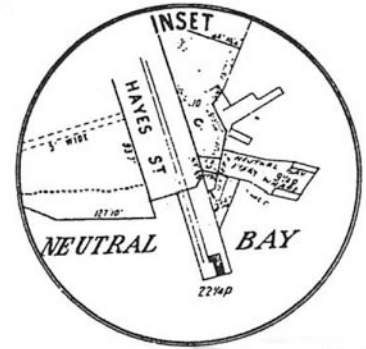
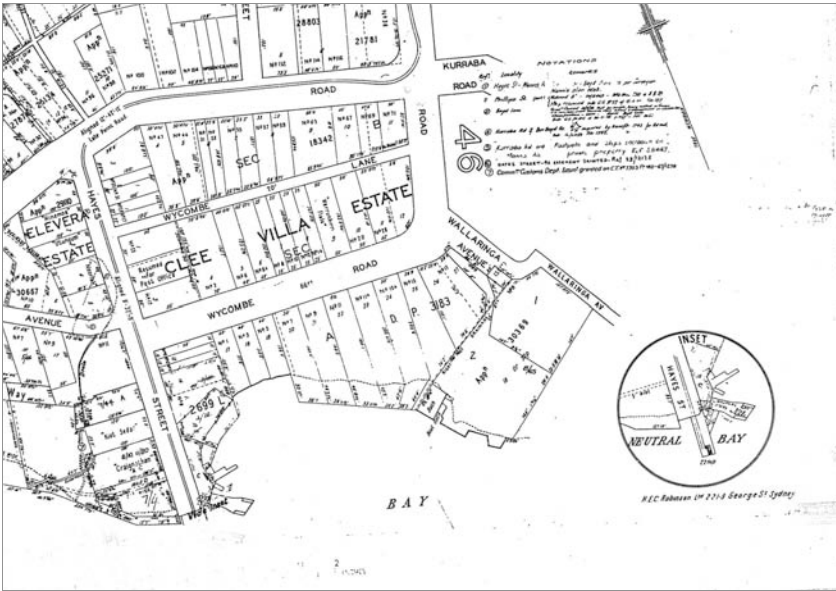
FIGURES 8 9 & 10 • Neutral Bay wharf, c1911. Source: photograph reproduced in H Phillips, 'Sydney and Surroundings', published 1991 [below] The North Shore Gas Works, Neutral Bay, 1917, with the Hayes Street wharf in the foreground; and the wharf, c1920. Source: NSC Stanton Library photograph collection





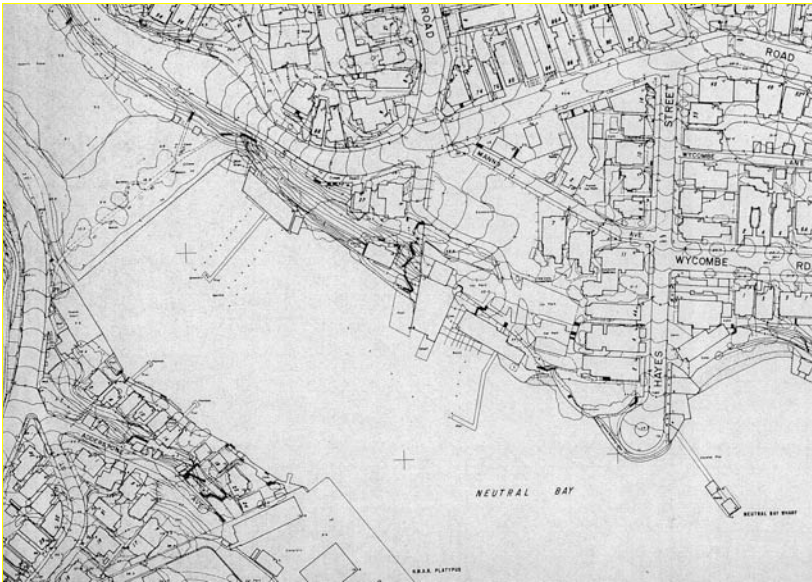
FIGURES 11 12 & 13 • Broadhurst postcard of the Neutral Bay wharf, c1920, looking west; and Broadhurst postcard of the wharf, c1920. Source: NSC Stanton Library collection; [below] Sam Hood photograph of the 'Kareela' pulling into High Street wharf, with the Hayes Street wharf in the background. Source: SLonSW no. 8865.





FIGURES 14 15 & 16 • Robinson plan and detail of Neutral Bay c1930. Note the swimming enclosure to the north of the wharf. Source: NSC Stanton Library collection; [below] Neutral Bay from the ferry, with Hayes Street and the ferry wharf in the foreground, 1974; Source: NSC Stanton Library collection.





FIGURES 17 18 & 19 • Detail of Neutral Bay and the Neutral Bay [Hayes Street] wharf, 1977. Note the new configuration of the wharf. Source: NSC Stanton Library collection; [below] The entrance to the Neutral Bay [Hayes Street] wharf, prior to the structural reinforcement of the entrance arch, 1974, and media coverage of the public opposition to the 1995 proposal to site a restaurant on a new Hayes Street wharf, and thus block the public's view of the bay and harbour. Source: NSC Stanton Library collection.



Not neutral on threat

BY JO ANBLASTER

Plans to obstruct a well-known harbor view have met with strong opposition from the residents of Neutral Bay.

Earlier this month, more than 70 residents attended a wharf-side meeting to discuss the proposal to build a restaurant on the Neutral Bay Wharf at the end of Hayes Street.

Residents, who have paid a premium for their expensive homes, are concerned that plans by Sydney Ferries to build an obscure restaurant on a protrusion at the end of Hayes Street will obstruct their property to obstruct their views. "Local lack of parking and a lack of views have frustrated their argument that a residential area is not the place for a dining restaurant."

Local resident and architect, David Meir, is on the project committee which objects to the proposal being considered by North Sydney Council.

"Council had an on-site meeting last September. I think over more between 200 and 300 people who could not have it," he said.

Mr. Meir said there were already 60 restaurants in the area and although he could promise to have dining on the wharf, it was inappropriate in a residential neighborhood.

The general manager of Sydney Ferries, Mr. Geoff

opportunity of putting a concession there — "a small cafe or a restaurant, which would be attractive... to the passengers, would add some amenity to the area and would assist us by providing some cash flow to offset the cost of building and maintaining that wharf."

Mr. Byrne said the new wharf would be sited further to the west of the existing wharf so as not to interrupt ferry services for longer than necessary. "If we were to obstruct that wharf, it is not original positions, the wharf would probably be shut down for several months."

Because of residents' concerns about the lack of parking in the area, a parking study was carried out but Mr. Byrne said he didn't think the addition of "a small restaurant on the protrusion" would increase the parking problems. He expected most of the patrons to use public transport, as the area was well served with 29 ferry trips a day.

"Sydney Ferries sees an opportunity to generate some cash flow to help offset the cost of running the wharf" just as we have at Manly and Circular Quay and other wharves around the harbor," he said.

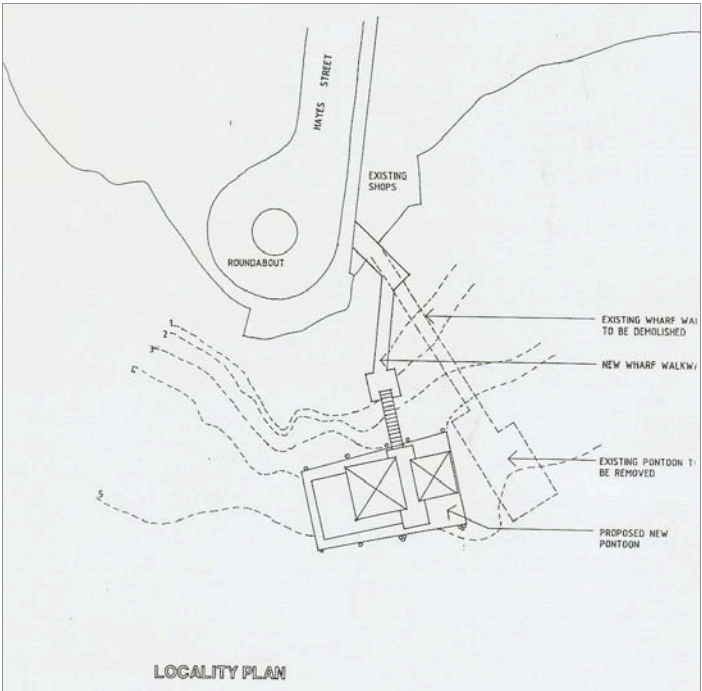
He said he understood the residents' concerns, and "we're not in the business of planning something like this upon the community that they don't want."

Opposition . . . (from left) David Meir, Claire Breakspear, Margot Johnson and Jess Wilkins. PHOTOGRAPH BY DAVID MEIR

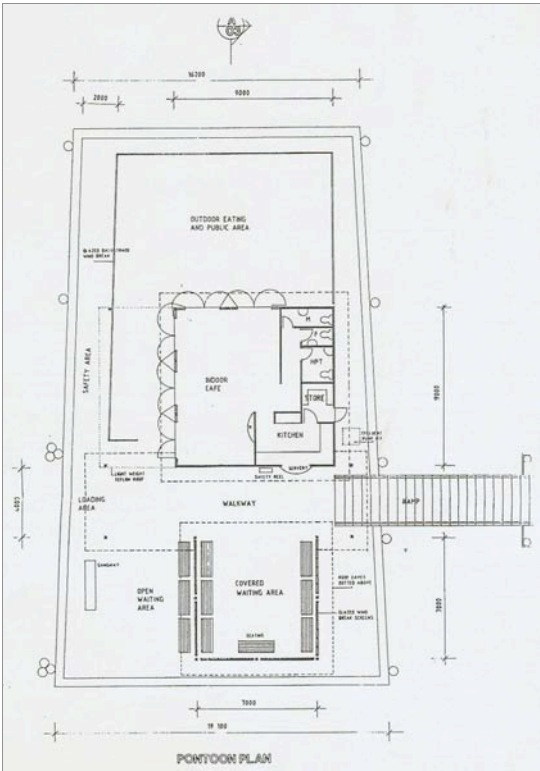
Byrne, and Hayes Street wharf would rebuild a new wharf was in need of replacement, there and have minimum disruption to the ferry service.

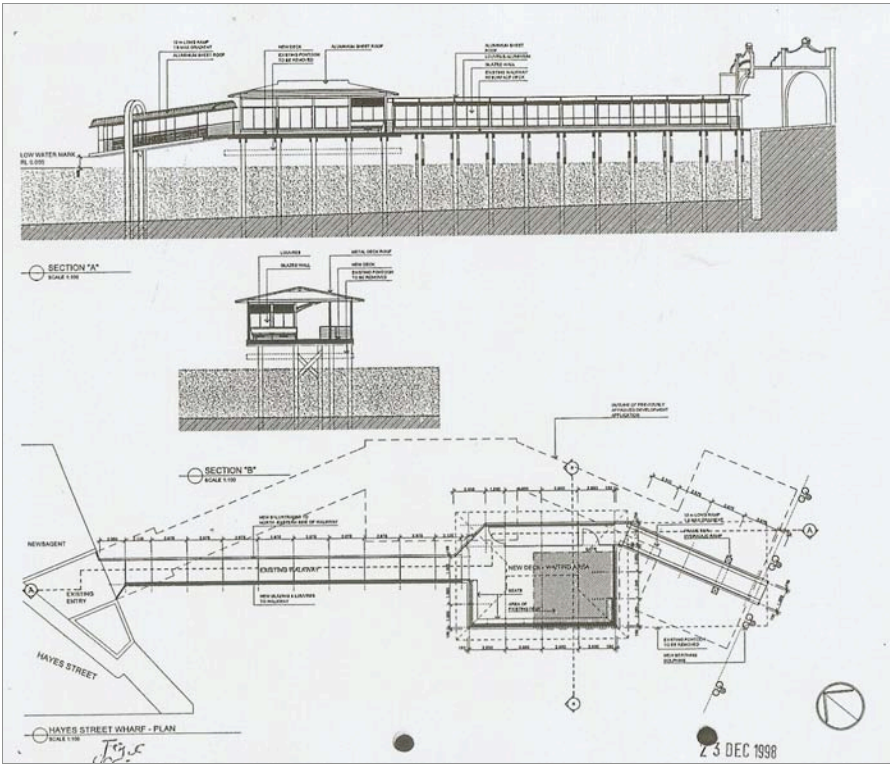
"It's come to the end of its life and it needs to be rebuilt. When we started planning for that, we looked at how we

Because the new position was much larger than the existing one, Sydney Ferries looked at the commercial

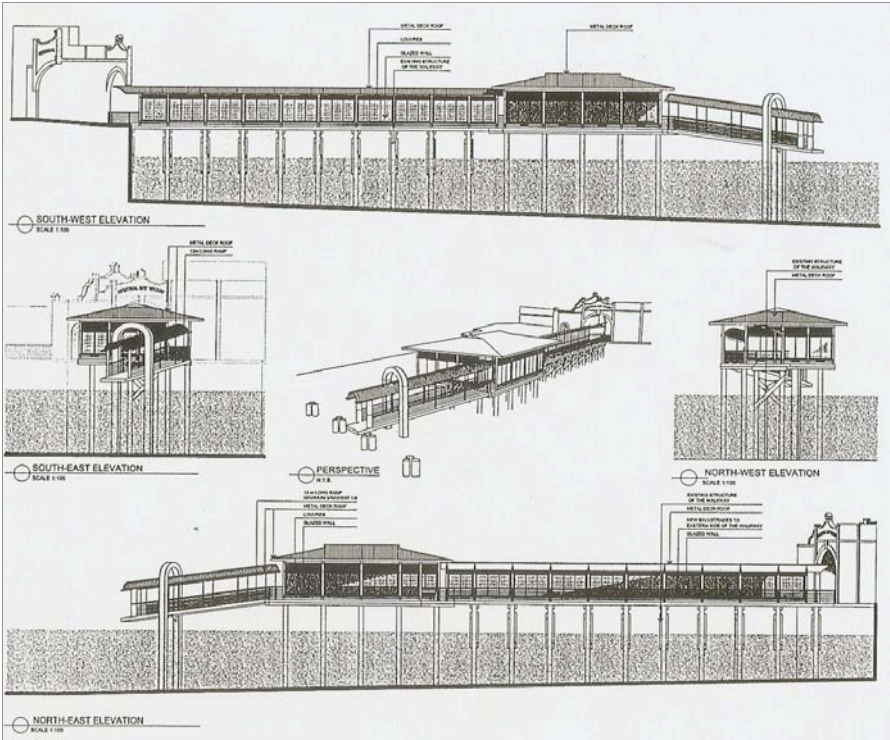


FIGURES 20 21 & 22 • The 1995 proposal to site a restaurant on a new Hayes Street wharf. The plan shows how the new wharf would be configured, with a waiting and restaurant pavilion. Source: NSC Stanton Library photograph collection.



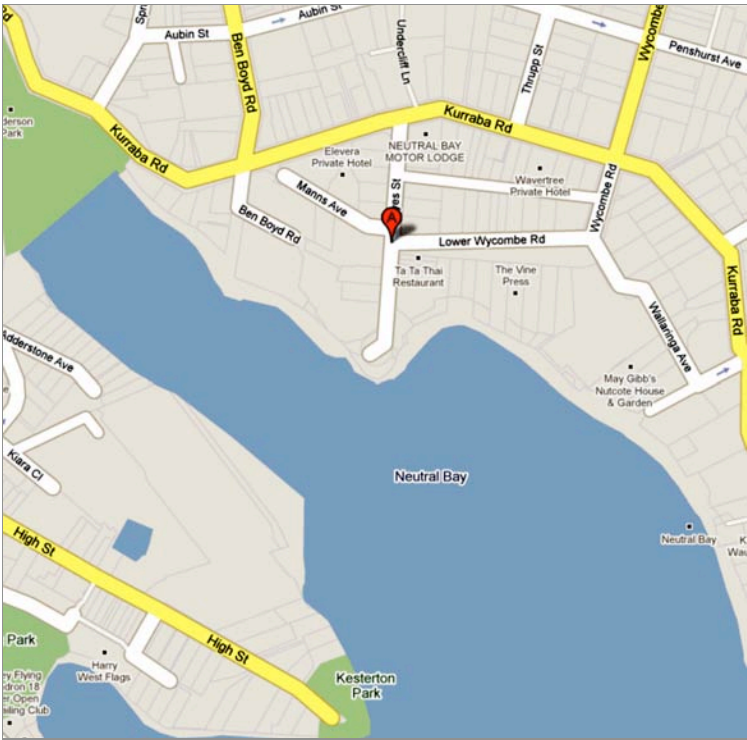


FIGURES 23 & 24 • The 1998 proposal to reconstruct the Hayes Street wharf, with new walkways and waiting areas, but without restaurant.
 Source: NSC Stanton Library collection.





FIGURES 25 & 26 • Aerial photograph of the wharf, 2008. Source: Google Earth website. Street plan of Neutral Bay and the wharf, 2009. Source: Google Maps website.





APPENDIX B: SYDNEY HARBOUR FERRY CHRONOLOGY¹

This text chronology traces the development and evolution of the Sydney Harbour ferry and wharves over time. The chronology is neither exhaustive nor comprehensive, but is provided to give an understanding of development and evolution. Reference is made within the Heritage Assessment as appropriate, to this chronology.

¹ This ferry chronology was compiled to accompany the exhibition 'Taking the Ferry' Heritage Week 2002.



APPENDIX B: FERRY CHRONOLOGY

- 1815 Francis Greenway proposed building bridge from Dawes Point
- 1817 William Blue granted 80 acres on north shore; grew produce for market. Began service by row boat from Blues Point to Millers Point
- 1838 Early attempts to form a ferry company for conveying passengers, horses, cattle and vehicles failed
- 1840 Mr Brindley, naval architect, proposed building a punt or steam floating bridge from Dawes Point to Blues Point. [Prospectus for floating bridge company]
- 1842 First ferry service by Sydney Ferry Company from Dawes Point to Blues Point [closed after 15 months]
- 1845 Passenger ferry service reopens John and Joseph Gerard built small paddle steamer at Pyrmont, the Ferry Queen; operated between Windmill Street and Blues Point. The Ferry Queen towed two punts, one on each side, for vehicular traffic. The Gerard brothers build second vessel, 'The Brother'. Service initially for Sydney North Shore route and later transferred to Sydney-Manly route
- c1848 'Agenoria' used to convey passengers between city and Milsons Point and also undertook towing work and harbour excursions
- 1849 Opposition ferry service opens; the 'Herald' [iron built paddle steamer]. Herald unreliable for passengers as towing work became more profitable
- 1851 North Sydney businessman, W. Waterhouse, purchased 'Ferry Queen'. 'Agenoria' went to Melbourne, and Gypsy Queen, formerly on Balmain service, joined North Sydney ferries. Messrs Hunt and Greenwell who owned Gypsy Queen added the Victor to the fleet and later took over ownership of Ferry Queen from Mr Waterhouse;
- 1853 'Emu' and 'Comet', both used on Parramatta River route, switched to North Shore run. Other ferries from Parramatta River **run** also used from time to time on this run.
- 1856 Cremorne Pleasure Gardens opened [closed in 1862]
- 1857 First definite submission for a bridge, engineer, Peter Henderson
- 1861 North Shore Ferry Company formed, service between Quay and Milsons Point by Kirribilli, ferry steamer licenced to carry 60 passengers, Messrs James Milson, Charles Frith, Francis Lord and William Tucker
- 1860 Fort Macquarie to Milsons Point vehicular ferry service began
- 1870 130 watermen's licences issued for harbour rowing service
- 1871 Blues Point Wharf gazetted as public wharf
- 1878 S. C. Bennett, Commissioner for Roads and Bridges, proposed a pontoon bridge
- 1878 Reorganisation of North Shore Ferry Company; formation of North Shore Steam Ferry Company [7 vessels: 'Gomea', 'Galatea', 'Nell', 'Coombra', and steamers 'Darra', and 'Florence'. The steam yacht Florence operated for five years between Circular Quay and Mosman calling at Neutral Bay en route
- 1879 Captain Thomas Summerbell, Manager of North Shore Steam Ferry Company produced idea of vessel fitted with propellers at both ends of its hull. First double-ended twin-screw steamer built in Australia, the 'Wallaby' taking 308 passengers.



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- 1879 T. S. Parrott proposed truss bridge of 5 spans - double deck [one for rail and one for traffic]
- 1881 Legislative Assembly considered resolution re construction of bridge
- 1884 First all night ferry service introduced between the Quay, Milsons Point, McMahons Point and Lavender Bay
- 1886 Bulk of North Shore ferry traffic handled at Lavender Bay wharf
- 1886 Cable tram service established between Milsons Point and Ridge Street, causing separate ferry service to start at Milsons Point to the Quay; Milsons Point later became main centre for ferry traffic
- 1888 'Fairlight' moonlit tours with the Austrian band and leiertafel in Middle Harbour
- 1890 Opening of the Hornsby to St Leonards rail service
- 1893 Extension of rail link between Hornsby and Milsons Point
- 1899 North Shore Steam Ferry Company Limited liquidated and stock and land investments valued at £77,000 was purchased by Sydney Ferries Limited. SF operated services: Quay to Milsons Point, Lavender Bay and McMahons Point, Quay and Neutral Bay and Quay to Mosman Bay and vehicular service between Benelong Point and Milsons Point. Sydney Ferries Limited acquired all property of Parramatta River Steamers and Tramway Company Limited
- 1901 Vehicular ferry begins service between Blues Point and Dawes Point
- 1909 Royal Commission on Communication Between Sydney and North Sydney
- 1911 Ferry service from Quay to Cremorne Point [connecting with Cremorne Point tramline]
- 1915 Service to new railway station at Milsons Point opened in May, lapsed quickly due to 'public clamour' to bring old railway station back into use
- 1917 Sydney Ferries Limited acquired company and stock of Balmain New Ferry Co.
- 1919 Sydney Ferries Limited offer 12 services: Milsons Point passenger and vehicular service; Lavender Bay; Blues Point vehicular service; Neutral Bay; Cremorne; Athol; Taronga Zoo; Clifton Gardens; Nielsen Park; Balmoral and Mosman
- 1919 Royal Commission of Inquiry into Sydney Ferries Limited
- 1925 Vehicular Ferry dock at foot of Jeffrey Street, North Sydney came into use when Milsons Point docks were closed for construction of Sydney Harbour Bridge
- 1931 Benelong is last ferry to leave Blues Point vehicular dock
- 1932 More than 40 million passengers annually were transported by Sydney Ferries Limited using over 50 ferries
- 1932 19 March, passenger ferry service to Milsons Point terminated with opening of the Sydney Harbour Bridge. 1 April the vehicular service ceased to operate.