# PART 2: CONSERVATION MANAGEMENT PLAN

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*Figure 1.1. Location Plan of Apple Tree Bay, Ku-ring-gai Chase (Source: Department of Environment and Conservation)*

# 1.0  Introduction

Note: Volume 2, Part 2 Conservation Management Plan for Apple Tree Bay is structured to be a stand-alone document and should be read in conjunction with Volume 3, Appendix.

## 1.1  The Brief

In November 2005, the Parks and Wildlife Division (former National Parks and Wildlife Service) of the Department of Environment and Conservation (DEC) commissioned Conybeare Morrison to prepare a Masterplan incorporating a Conservation Management Plan and Landscape Management Plan for Apple Tree Bay, Ku-ring-gai Chase National Park.

The outcomes of the Conservation Management Plan is to support the long-term conservation of Apple Tree Bay within Ku-ring-gai Chase National Park; to inform the Plan of Management for Ku-ring-gai Chase National Park and to ensure best practice management of cultural heritage values.

## 1.2  Site Location

Refer to Figure 1.1.

Ku-ring-gai Chase National Park is situated within the Sydney Metropolitan Area, approximately 20 kilometres north of the Sydney city centre. The park generally comprises the land east of the Sydney Newcastle Expressway, south of the Hawkesbury River, west of Pittwater and north of Mona Vale Road. It also includes Barrenjoey Head on the eastern side of Pittwater.

The Ku-ring-gai Chase National Park is bounded by the Local Government Areas of Hornsby to the south-west, Ku-ring-gai to the south-east and Warringah to the west. Cowan Creek forms the boundary between the Parish of South Colah (west) and the Parish of Broken Bay (east).

The subject area of Apple Tree Bay is located within Cowan Creek, which adjoins the Hawkesbury River at Broken Bay. Apple Tree Bay is formed by the junction of Apple Tree Creek with Cowan Creek and is located on the western side of Cowan Creek. The study area comprises the reclaimed land located on the southern side of Apple Tree Bay and the waters of the bay.

Apple Tree Bay is accessed by road from the southern side via a connecting road to Bobbin Head, which joins up with Ku-ring-gai Chase Road. Access is also available by foot via the Birrawana and Kalkari Tracks to the south and the Berowra and Mt Ku-ring-gai Tracks to the north. The north and south sides of Apple Tree Bay are joined by a footbridge. Boat access is provided for in the form of a jetty located at the mouth of the Bay.

## 1.3  Methodology

The methodology used in this Conservation Management Plan is in accordance with the principles and definitions as set out in the guidelines to the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance – *The Burra Charter*, published by the Australian Heritage Commission; JS Kerr's Conservation Plan, the NSW Heritage Manual, and in accordance with the latest version of the NSW Heritage Office manual update, Assessing Heritage Significance (2001).

The historic outline contained in this report provides sufficient background for an assessment of the place and relevant policy recommendations.

## 1.4  Authorship

Lynette Gurr, Senior Built Heritage Specialist, and Kate Denny, Heritage Specialist, of Conybeare Morrison International prepared the report. William Morrison was Project Director.

## 1.5   Acknowledgements

Conybeare Morrison would like to acknowledge the following people and organisations for their assistance during the preparation of the following Conservation Management Plan:

- National Parks and Wildlife Service
- Department of Environment and Conservation (NSW)
- Ku-ring-gai Historical Society
- Ku-ring-gai Council Local History Library
- Hornsby Council Local History Library
- Royal Botanic Gardens
- Vaucluse House and the Historic Houses Trust
- Film and Radio Archives of Australia (Sydney Office)

## 1.6   Limitations

The Report is limited by the following:

- Landscape plans in relation to the original layout of Apple Tree Bay were not located or sourced.
- Detailed information relating to the alterations that have occurred to Apple Tree Bay under the period of management by National Parks and Wildlife Service was lacking and the exact locations, types and numbers of all built items was not able to be established.
- Few pictorial or photographic references existed for Apple Tree Bay and written resources were limited in scope and detail.

## 2.0  Historic summary

### 2.1  Introduction

The following historic overview addresses the development of Apple Tree Bay, in particular, the physical development of the site. This includes the history of reclamation and erection of seawalls, construction of roads and bridges, erection of buildings and structures, landscaping works and changes of use.

Based on primary and secondary resources, it has been established that the history of use and development of Apple Tree Bay has centred on the history of recreation in Australian society, with particular reference to bathing and boating. The development of Apple Tree Bay is linked closely with the development of the neighbouring recreational areas at Bobbin Head.

Over time different names have been used for the roads, creeks and bays within the study area. The following table outlines some of these alternatives and itemises the preferred use within this report:

| Item | Alternative Name | Name used in report |
|---|---|---|
| Apple Tree Bay | Burnside | Apple Tree Bay |
| Apple Tree Creek | Apple Tree Bay | Apple Tree Creek |
| Apple Tree Flat | Apple Tree Point | Apple Tree Flat |
| Cockle Creek | Gibberagong Creek | Gibberagong Creek |
| Ku-ring-gai Chase Road | Colah Road, Mt Colah Road | Ku-ring-gai Chase Road |
| Bobbin Head Road | Biffeno Road, Farrar Avenue | Bobbin Head Road |
| Bobbin Head boatshed | Shaw's, Sainty's & Percival's | Bobbin Head boatshed |
| The Marina | Halvorsens | The Marina |
| Ku-ring-gai Chase | Kuring-gai Chase | Ku-ring-gai Chase |

*Table 2.1.*

## 2.2   Original Owners

The presence of a large and diverse number of archaeological sites throughout Ku-ring-gai Chase National Park, including numerous shell middens, rock shelters, engravings and grinding grooves located near the Bobbin Head and Apple Tree Bay recreation areas, attest to the long term Aboriginal occupation of the region. This archaeological record provides evidence of Aboriginal life including movements and occupation patterns, hunting and collecting of resources, ceremonial practices and material culture, prior to the arrival of Europeans. This evidence, combined with the documentary records produced from the time of European contact in the Sydney region, provides important information on the Aboriginal history of the area known as Ku-ring-gai Chase National Park.

Although there is some confusion concerning the pre-European tribal organisation around Sydney, the Guringai tribe is believed to have inhabited the coastal area from Lake Macquarie to Botany Bay.[1] The Guringai tribe consisted of a number of clans, with early historical records indicating considerable group movement and interaction along the coast. This occurred through daily and seasonal activities of food gathering and hunting, religious events such as initiation ceremonies, as well as more hostile associations through fighting and conflict.

Prior to European contact, the Guringai groups subsisted largely on coastal resources, including fish and shell fish. Historical records indicate that the diet was also supplemented by various vegetable foods, macropods, birds, possums and grubs.[2] However, the many shell middens located along the foreshore and creeks throughout Ku-ring-gai Chase National Park are testimony to the important role that marine foods played in the traditional Aboriginal subsistence economy.

Historical observations of traditional Guringai food gathering strategies demonstrate that there was a basic division of labour between men fishing with spears and women using hooks and lines and collecting shell fish.[3] Spears were also used for hunting and fighting, and were made from the shafts of grass trees (*Xanthorrhoea sp.*). According to the task they were used for, spears were fitted with various barbs made from stone, shell or hardwood, which were secured by resin obtained from the base of grass trees. The *Xanthorrhoea* species is still very prevalent throughout Ku-ring-gai Chase National Park, and is culturally significant to the local Aboriginal community. Fish hooks made from Turban shells (*Turbo torquata*), were fashioned by women and fastened to a line made out of fibrous bark.[4] Fishing from canoes was also a common daily activity by men and women. Canoes were made from the bark of several different tree species, and were large enough (up to 6 meters in length) to transport as many as six people.[5]

Within six weeks of the arrival of the First Fleet in Port Jackson, Governor Phillip was exploring Broken Bay and on 5 March 1788 he camped at Resolute Bay near West Head. Phillip commented on the friendliness of the Aboriginal people he encountered on the trip. However, one year later when he again visited Broken Bay, all except those too sick with smallpox fled from him. By 1790, over half of the Guringal population had died as a result of smallpox and by the 1840s most of the Aboriginal people had disappeared from the Pittwater area, as their traditional land was taken over by white settlers.[6]

The arrival of the First Fleet in 1788 signalled the beginning of major changes to the traditional life of the original occupants of the Sydney region. Although earliest impacts were felt by Aboriginal communities living around Port Jackson and Botany Bay, by the early 19th century the Guringai territory was being gazetted and occupied by European settlers. Early road construction and logging also contributed to the reduction of traditional Aboriginal territories and resources. Due to the affects of smallpox and other introduced diseases, only a small number of Aboriginals were observed in the Bobbin Head and Apple Tree Bay areas in the 1850's.[7] This suggests a considerable reduction in the size of the Aboriginal population of the Hawkesbury River and its southern tributaries, which prior to 1788 is estimated at around two hundred.[8]
*(National Theme: Peopling the Nation; State Theme: Aboriginal Culture)*

[1] Bradney R et al, 1984; An Archaeological Survey of Cotton Tree Bay, unpublished report to NSW National Parks and Wildlife Service, p. 16
[2] Ross A, 1976; Inter-tribal Contacts: What the First Fleet Saw, unpublished thesis, University of Sydney, p. 24
[3] Ross A, 1976; p.48
[4] Turbet P, 2001; The Aborigines of the Sydney District before 1788, Kangaroo Press, East Roseville, p.49
[5] Turbet P, 2001; p.52
[6] NSW NPWS, 2002; Ku-ring-gai Chase National Park & Lion Island, Long Island and Spectacle Island Nature Reserves, Plan of Management, p.22
[7] Bradney R, et al, 1984; p.19
[8] Turbet P, 2001; p.26

## 2.3 Early Exploration and Development of the Region

Within six weeks of the First Fleets' arrival in Port Jackson in 1788, Governor Phillip set out for Broken Bay, travelling from Manly Cove to Pittwater in search of fresh water and suitable farming lands to sustain the new colony. Starting out on 2 March 1788, Governor Phillip entered Broken Bay and spent the first evening afloat behind a 'rocky point in the north-west part of the bay, as the natives, though very friendly appeared to be numerous'.[9] The following day Phillip crossed the shallow bar and examined the Brisbane Waters (called by Phillip the North West Arm) and on his return examined Cowan Creek (named South West Arm). On his way back to Port Jackson he entered what he described as 'the finest piece of water I ever saw, and which I honoured with the name of Pitt Water' (after William Pitt the Younger, Prime Minister of England).[10]

Two subsequent excursions followed: the first occurring more than twelve months later and the second immediately following in July 1789. It is during this second excursion, which reached the junction of the Grose and Hawkesbury Rivers, that Phillip decided to name the river the Hawkesbury in honour of Charles Jenkinson, first Earl of Liverpool, Baron Hawkesbury and President of the Board of Trade.[11] It was during this third expedition that the first official recording of Cowan Creek (South West Arm) appears on a map, drawn by John Hunter in 1789, depicting Broken Bay and the Hawkesbury River (refer to Figure 2.1).
*(National Theme: Developing Economies; State Theme: Exploration)*



*Figure 2.1: Chart of Broken Bay and the Hawkesbury River as drawn by John Hunter 1789 (Source: Powell J & Banks L, 1990; Hawkesbury River History, p.24)*

### 2.3.1 Land Grants

Only small sections of the area now encompassed by Ku-ring-gai Chase National Park were settled by Europeans, as the land was seen as barren, inaccessible and unsuited to agricultural pursuits. The majority of grants were located in the Pittwater area. Regardless, certain areas of land were occupied and those land grants included Scotland Island, which was granted to Andrew Thompson in 1810 and used for the extraction of salt[12]; approximately 100 acres of land were granted to James Terry at Cottage Point in the mid 1880s; 640 acres to William Lawson (renowned for his part in finding a way over the Blue Mountains) at West Head in 1834[13]; and Peter Duffy (Duffy's Forest is named after him) obtained scattered grants and established a wharf on the upper reaches of Cowan Creek for the transportation of logs (now the site of The Marina east of Bobbin Head). Similarly, Edward Windybank, a boat builder who arrived in 1887, lived in Waratah Bay (north-east of Apple Tree Bay at Houseboat Bay) and established a boatshed. A crown grant of 20 hectares was made to Robert Mackintosh in 1835 at The Basin, two parcels of land of 16 hectares at Little Mackerel Beach (Currawong) and 24 hectares covering most of Great Mackerel Beach were granted to Martin Burke in 1835, and a further 20 hectares at Soldiers Point were granted to John Andrews in 1842.[14]
*(National Theme: Building Settlements; State Theme: Land Tenure)*

### 2.3.2 Smuggling

Between the 1790s and the 1840s, Pittwater (on the eastern side of the Chase) was a haven for escaped convicts. They made their way there by foot from Sydney and Parramatta in the hope of seizing a brig or schooner anchored in Broken Bay. While they waited, they began bushranging, stealing from poor settlers who were frequently ex-convicts themselves. Smuggling of brandy and rum and the use of illicit stills in Pittwater were also a problem to the authorities. In 1807, 1200 gallons of spirits were landed at Broken Bay from the American ship *Jenny*. In 1842, a Pittwater resident was caught with 107 quarter casks of brandy and 29 puncheons of rum and in the same year the brandy and rum cargo of the *Fair Barbarian* was found hidden in Cowan Creek.[15]
*(National Theme: Peopling the Nation; State Theme: Convict Origins)*

[9] Government Tourist Bureau, 1909; Tourist's Handbook of the Hawkesbury River and North Coast Lake District, p.58.
[10] Govt. Tourist Bureau, 1909; p.58.
[11] Govt. Tourist Bureau, 1909; p.66.
[12] Jehne R, 1996; p.12.
[13] Stanley H, 2001; History of Ku-ring-gai Chase National Park, unpublished report, p.1.
[14] Jehne R, 1996; p.12.
[15] Jehne R, 1996; p.12.

*P1. BBQ at Ku-ring-gai Chase (Source: NPWS Archives)*

### 2.3.3 Timber Getting

As the land around Cowan Creek was virtually inaccessible by land for development, industries which established themselves in the area were primarily water-based. Early industry in the region included boat building and timber getting. The headwaters of Berowra and Cowan Creeks within the Hawkesbury River catchment yielded high quality timber. Governor Hunter was concerned that although there seemed to be vast amounts of forested land, high quality timber was scarce. In December 1795 the Governor gave out the general order that no timber whatsoever be cut down on ground which is not marked out or allotted to individuals on either of the banks or creeks of the [Hawkesbury] river'.[16]

Around 1796 a sawyer's camp was established on the Hawkesbury River below Portland Head, on Sawyers (Cambridge) Reach, which serviced the government with high quality logs. However, it was not long before the sawyers and settlers were exploiting the system and the timber cut from Crown Land was being marketed. In April 1802, Governor King noted that 'some of the settlers at the Hawkesbury are making traffic of the cedar growing on or about that river' and he issued a general order that strictly forbade any cedar being cut down without his permission. By this time however, large stands of cedar had been found in the Hunter River area and by 1803 most cargoes of cedar arriving in Sydney were from there.[17]

Attention transferred from the cedar to other valuable timbers (blue gums, blackbutts, mahoganies and stringybarks) present in the Hawkesbury to ensure the continuation of the industry in the region. From about 1823, timber getters were busy on Cowan Creek where there was excellent blue gum and soon afterwards Mangrove Creek forests were exploited for their stringybark and blackbutt.[18]
*(National Theme: Developing Economies; State Theme: Forestry)*

### 2.3.4 Boats and Boat Building

Although boats were required for communication, and for transporting crops from the Hawkesbury to Sydney, there were heavy restrictions placed on building boats from the earliest times because of repeated attempts by convicts to seize vessels and escape in them. The first records of a private boat bringing corn from the Hawkesbury River were in October 1797, and it was in the same month that Governor Hunter forbade the building of any boats whatsoever for private use. Hunter also informed boat owners (particularly those with craft capable of travelling between the Hawkesbury and Sydney) that their boats had to be properly secured at night, if this was not done they would be 'immediately scuttled or sunk, or laid on shore and burnt' and any boats not registered would also be destroyed.[19]

These harsh regulations were eventually eased, as indicated by the number of private boats built and registered in the first few years of the 1800s. Ship builders on the Hawkesbury included John Grono, Jonathan Griffiths, Charles Beasley and James Webb, in the early days, and later, John and Alexander Books and William Grono on the upper river reaches. George Peat, John Laughton, the Greentree brothers, and Burton Crossland and his sons, amongst others, built vessels along the lower river.[20]
*(National Theme: Developing Economies; State Theme: Fishing)*

### 2.3.5 Recreation – late 1800s

From its lawless days of bushranging and rum smuggling through its industrial years as a source of timber and boat building, the Hawkesbury River region emerged in the late nineteenth century as a genteel playground for the wealthy. This was largely due to improved transport in the area and the economic boom of the 1880s that brought dramatic changes. In 1879, Charles Jeannerett built a pier at Newport and a year later a coach service between Manly and Newport opened the gate for tourism in Pittwater. The area known as Inner Basin became a favourite spot for camping and picnicking. In 1880, a bridge was built across Narrabeen Lagoon, a hotel opened in Newport, and in 1882 a guest house opened its doors. Day steamer excursions to Newport began and wharves were constructed at Bayview, Church Point, Newport and Careel Bay, giving pleasure seekers setting off points from which to explore the beauty of Pittwater.[21]
*(National Theme: Developing Australia's Cultural Life; State Theme: Leisure)*

[16] Powell J & Banks L (eds.), 1990; *Hawkesbury River History*, Dharug & Lower Hawkesbury Historical Society, p58
[17] Powell J & Banks L (eds.), 1990; p.59
[18] Powell J & Banks L (eds.), 1990; p.60
[19] Powell L & Banks J (eds.), 1990; p.61
[20] Powell L & Banks J (eds.), 1990; p.61
[21] Jehne R, 1996; p.13

## 2.3.6  Transport Routes

In the 1830s George Peat carved out a track between Old Berowra Road and the Hawkesbury River at Peats Ferry (now the Old Pacific Highway), thus opening up the western side of the Chase for development. The opening of the northern railway line further led to the expansion of the region along the western boundary of the national park. In 1886 the Hornsby, Epping, Beecroft and Thornleigh Railway Stations opened, followed in 1887 by the first Hawkesbury River Railway Bridge opening at Brooklyn, and railway stations opening at Pennant Hills, Berowra, Hawkesbury River (Flat Rock) and Mt Colah. In 1890 the Cowan railway opened and was known as Cowan Creek.[22]

*(National Theme: Developing Economies; State Theme: Transport)*

[22] History of Hornsby Shire, cited at www.hornsby.nsw.gov.au (downloaded January 2006)

## 2.4 Ku-ring-gai Chase National Park

### 2.4.1 Eccleston Du Faur

The establishment of the Ku-ring-gai Chase National Park is the result of the efforts of a single man; Mr Eccleston Fredrick Du Faur. Du Faur, following a number of years of campaigning, had managed to convince the NSW government to establish a second National Park for the residents of Sydney and Du Faur dedicated a large amount of his time to ensure its viability and continued success through the introduction of roads and recreation areas within the Chase.

Eccleston Fredrick Du Faur (refer to P2.) first became interested in the environment of the Hawkesbury River catchment in 1888 when he relocated from the western suburbs of Sydney to Eastern Road in the area now known as Turramurra, building his family home 'Pibrac' (now located within the grounds of the Lady Davidson Hospital, Bobbin Head Road). During his time at 'Pibrac' and through his ramblings in the rugged country fronting the Hawkesbury River and Cowan Creek, Du Faur conceived of the idea of inducing the Government to establish a National Park in the area.

Born in London in 1832, Du Faur arrived in Melbourne in February 1853 and worked his way from Bendigo to Sydney, where he joined the Railway Department. Returning to London in 1856 to settle business, following the death of his father, Du Faur travelled the Continent, returning to Sydney in July 1863 where he joined the Surveyor-General's Office. Transferring to the Crown Lands Office in 1866, he initiated the systematic surveying and mapping of pastoral runs available for selection.[23]

Du Faur established and managed a pastoralists' agency between the years 1881 to 1901. He was selected as a Fellow of the Royal Society of NSW in 1873 and became chairman of its geographical section. In 1874, he helped to finance the last expedition under Andrew Hume to ascertain the fate of Ludwig Leichhardt and in 1875 he was elected a Fellow of the Royal Geographical Society of London. He also shared in equipping a party under Wilfred Powell for exploration in New Britain (New Guinea) in 1875 and for the expedition under Captain H C Everill to the Fly River, New Guinea in 1885.

Suggesting that the Australian climate was affected by weather conditions in the Antarctic, and hoping that the colonies would share in exploration there, Du Faur initiated interest in polar exploration. Founding the Geographical Society of Australia in 1883, he revived the subject and in a paper to the Society in 1892 he suggested that fifty adventurous men should charter a steamer and tour in Antarctic waters in the Christmas holidays. However, it was not until 1901 when Scott, Shackleton and others joined the 'polar steeplechase' and an Australian Association, with Du Faur on its committee, began raising funds in support of Mawson's expedition.[24]

In December 1874, Du Faur was chosen as an observer of the transit of Venus at the township of Woodford in the Blue Mountains and impressed by the scenery and vegetation bought land at Mount Wilson. Du Faur made many excursions in the river valleys and was active in developing other beauty spots in the Blue Mountains. His most outstanding work, however, was in the art movement in Sydney. As an original member of the NSW Academy of Art in 1871, he joined its council in 1873 and was honorary secretary and treasurer until 1881. When the National Art Gallery was established in 1876 he was appointed one of the five trustees on its board and acted as secretary and treasurer until 1886, serving as president until 1892-1915.[25]

In 1866, Du Faur married Augusta Louisa (nee Crummer) who died the following year. Du Faur married again in 1878 to Blanche Mary Elizabeth (daughter of Professor John Woolley) and together they had four children. Eccleston Du Faur died at Turramurra on 24 April 1915 and was buried at Gordon. His name is commemorated by the Du Faur Rocks at Mount Wilson and at the entrance gates to the Ku-ring-gai Chase National Park at Turramurra.[26]
*(National Theme: Phases of Life; State Theme: Persons)*



*P2. Portrait of Eccleston Frederick Du Faur (Source NPWS Archives)*

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[23] Australian Dictionary of Biography Vol 4: 1851-1890; 1972, Melbourne University Press; p.108
[24] Australian Dictionary of Biography Vol 4: 1851-1890, 1972; p.108
[25] Australian Dictionary of Biography Vol 4: 1851-1890, 1972; p.109
[26] Australian Dictionary of Biography Vol 4: 1851-1890, 1972; p.109

### 2.4.2 National Park for North Sydney

Du Faur's initial efforts in establishing a National Park in the North Sydney area did not meet with success and in 1891 he was informed by the Minister for Lands, the Honourable Henry Copeland that the government did not propose establishing any further parks around Sydney as the National Park (The Royal National Park south of Sydney) had already been dedicated and there were unlimited areas of vacant Crown land around Sydney for public use.[27] Du Faur was not deterred and in October 1892 he wrote to the Minister of Lands:

'In the interest of this rapidly increasing neighbourhood, and of the inhabitants of North Shore generally, including those between Ryde and Hornsby, I have the honor [sic] to suggest the advisability of the dedication of the waters of Cowan Creek, and such lands adjacent to same, as your professional officers may recommend, as a national park for North Sydney. I think that I may safely state that these waters may claim to be of greater interest than those of Port Hacking; and, while the distance of the latter render them practically inaccessible to the population referred to, the former are within an hour's drive from at least four of the stations on the North Shore and Hawkesbury railways, namely Gordon, Pymble, Turramurra and Berowra.' [28]

Du Faur persisted, and in 1892 invited the then Governor, the Earl of Jersey, to a picnic at the head of Cowan Creek. The Earl must have been impressed by what he saw, since he apparently used his influence with the Minister of Lands, Henry Copeland, to have 14,200 hectares dedicated as a reserve.[29] However, it was not until 14 December 1894 that the park was gazetted (total area 13,500 hectares) and placed under the control of 7 trustees, with Henry Copeland as president and Du Faur its managing director. Initial discussions in 1894 regarding the name of the proposed national park included the suggestion of 'Federal' Park. Du Faur did not support this suggestion, proposing instead 'Hawkesbury, Cowan Park, North Sydney Park, Berowra: as preferable: or best still Cammara Park'.[30] The final decision fell to Copeland, who wrote in May 1894:

*In my previous minute I suggest the name of 'Federal Park' for this reservation but this was merely a tentative idea until I had an opportunity of searching for a better and, if possible, an Aboriginal name if one of a euphonious sound and applicable to the locality could be found. In Threlkeld's work on the Australian language, edited by John Fraser, I find a reference to the great tribe of the Kuringgai (evidently sounded Ku-ring-gai) which, it appears, inhabited the coastal district from the Macleay on the north to Bulli on the south and extending inland to the foot of the coarse range which includes the land in question. There is a genuine Aboriginal ring about this word and, as it is hitherto (so far as I know) unappropriated, I think no better name could be found for commemoration as doubtless the tributaries of the Hawkesbury would be favourite fishing and hunting grounds for this vanished race….*

*In adopting a native name for this reserve I think it better to avoid the adjunct 'park' as not being sufficiently suggestive of the habits of the people whose history has become obliterated and whose tribal name only is sought to be perpetuated. The word 'park' clearly signifies enclosed land, whereas these lands would form part of the happy hunting grounds of the tribe where they could roam without let or hindrance in pursuit of game which would at that time be reasonably plentiful….forest, chase and park are all used technically to denote habitations for beasts to be hunted. Forests and chases lie open; parks are enclosed. I, therefore, propose to designate this reserve as the Ku-ring-gai Chase.* [31]
***(National Theme: Developing Economies; State Theme: Environment - Cultural Landscape)***

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[27] Stanley H, 2001; p.2
[28] Stanley H, 2001; p.2
[29] Jehne R, 1996; p.16
[30] Stanley H, 2001; p.3
[31] Thorne L G, 1968; North Shore, *Sydney from 1788 to Today*, Angus and Robertson Pty Ltd, p.204

### 2.4.3 Conservation of the Region

From Du Faur's initial concept, the conservation of the natural resources of the area was of primary concern and instrumental in establishing the Trust. As Du Faur stated at the time;'[a] further important advantage in the appointment of such a trust would be that steps could be taken to prevent the reckless destruction of native flowers, eg., The Rock Lily, formerly so abundant, is becoming scarcer every year and must soon become extinct if not to some extent protected'.[32] In the public mind the main purpose of a park such as Ku-ring-gai was for public recreation. However, the need to conserve was foremost in Du Faur's mind and was one of his main reasons for recommending the dedication of the Chase so that some control could be exercised over the many people who were using the area for hunting, flower stealing, taking of timber and other inappropriate pursuits. Du Faur felt so strongly about this issue that in December 1894, merely days after the gazettal of the park, he wrote a letter to the *Sydney Morning Herald* outlining his concerns regarding the loss of resources:

'During that interval of over 20 months wholesale degradations had been committed, not by the tourist but for trade purposes, which left the foreshores for miles denuded of the special vegetation which had made them attractive in former years - the last tree ferns had been cut down, the rock lilies almost extirpated (the cutting of their flowers did no permanent harm, but almost every accessible plant had been torn away by the roots), and hundreds of Christmas bush trees of 50 years growth and upwards had been felled, merely to lop off the top branches for decoration of the butcher's shops, &c., in Sydney. The removal of a few cartloads or boatloads of such vegetation each year would not have done any irremediable damage, but many of the depredators made a practice of camping on the creek for a week or two before Christmas and ruthlessly destroying everything they could find in accessible places, which they did not want for themselves, in order that others might not join in their harvest and cheapen the market against them at Christmas time.' [33]

Following the formal granting of the land on 8 November 1900 the conservation of the place became formalised through the inclusion of the following general by-laws of the Trust:

'9. No person shall, without the permission of the Trustees, cut, remove or deface any rocks, soil, trees, shrubs, ferns, palms, plants, sets, tables, gates, posts, fences, tanks, vessels, buildings, wharves, jetties, or notices, or write there on, or shall affix any bill or stencil marks to any rock, trees, seat, tables, gate, post, fence, wall, pillar, railing, or to any vessel, building, wharf, jetty, or other erection within the Chase.
10. No person, unless authorised by the Trustees, shall deface or remove any aboriginal drawings or chippings on rocks, dig up or remove any banks of shells and refuse [presumably aboriginal kitchen middens] in search of skulls, bones, or other aboriginal remains.
14. No person, unless authorised by the Trustees, shall be allowed to hunt or disturb the native or introduced birds, or animals in the Chase.' [34]

Policing of the by-laws and the expectations of the trustees pre-dated the formal granting of the land and establishment of the Trust. In 1894, Du Faur included in his letter to the editor of the *Sydney Morning Herald* the following warnings to the general public:

'Full arrangements having been made, in anticipation, linen posters of notice of bylaws, &c., were delivered the same evening at a distant camp at Cowan Creek, where two men had been retained to post them along the foreshores of the Chase on Saturday…. This morning a strong body of special constables, under the authority and instructions of the trustees and the guidance of the local constable commence a daily patrol in a steam launch from the head of Cowan Creek down to the Hawkesbury. Under such prompt and repressive measures the trustees feel confident that they will be able to put a stop to any piratical practices on the Chase during this season; and that if the necessary support is afforded them by the Government, and the moral support of the general public is on their side, such practices will become impossible for the future; and that both the flora and fauna of this large tract of country, abutting on the 10 mile circuit of Sydney, will be protected for future generations in Kuringgai Chase, although probably they will have utterly disappeared from most other places.' [35]
*(National Theme: Developing Economies; State Theme: Environment - Cultural Landscape)*

[32] Thorne L G , 1968; p.204
[33] Du Faur E, letter to the editor, *Sydney Morning Herald*, 17 December 1894; cited in Mitchell Library newspaper cuttings, Vol. 78
[34] Land Grant 1900/376, Vol.1337 Fol.72
[35] Du Faur E, letter to the editor, *Sydney Morning Herald*, 17 December 1894

*P3. The Trust's house boat in Cowan Creek (Source: State Library NSW/ Cat No. a116504)*

## 2.5   Ku-ring-gai Chase Trust

Rather than falling under the control of the government direct, or of Mr Du Faur as an individual, Ku-ring-gai Chase National Park was managed from its inception under a similar arrangement as the Royal National Park - under the guidance of a board of trustees. The first meeting of the Trustees was held on 25 July 1894, with the Honourable Henry Copeland being elected President and Mr T A Dibbs, Vice President. The seven trustees at the inception of the park were: H Copeland, J De Villiers Lamb, the Hon. J P Abbot, the Hon R H D White, the Hon W J Lyne, T A Dibbs and E Du Faur.

During the first meeting it was noted that it was 'extremely desirable that a good road access to the Reserve from Turramurra Railway Station should be provided the present Road being a bad one'. Resolutions were passed that the 'Fisheries Commissioners be written to asking that the foreshores of the Reserve be made Oyster reserves and that the main Bays be closed against net fishing'.[36] At the following two meetings Du Faur submitted numerous reports together with suggestion as to the course of future actions, including a proposal to divide the Chase into a number of sections.[37]

Over the first few months of its existence the Trust met at regular internals and Du Faur accepted the mantle of Managing Trustee and became almost solely responsible for the day-to-day management and supervision of work. The Managing Trustee carried out considerable exploration (all survey work), laid out and supervised the construction of paths and roads, supervised improvements generally, prepared numerous plans, carried out extensive correspondence and account keeping, and generally controlled and supervised the estate.[38]

By 1897, an increased number of Trustees was found to be needed with Du Faur bringing forward the question of electing additional Local Trustees. Du Faur pointed out that during the first 6 months of 1897 he had driven out on services on 22 Saturdays out of 26, covering 13 miles each occasion and found this too great a tax on his time and strength. Du Faur stated that it was absolutely necessary that a local resident accustomed to frequent the 'Chase' be elected to share the work load. As a result Jacob Garrard was appointed in 1898 with an additional three trustees appointed in 1900.[39]

From 1894 to 1967 the Managing Trustees of the Ku Ring Gai Chase Trust were: Eccleston Du Faur (1894-1904), Jacob Garrard (1905-1927), Robert Hollis (1927-1932), Hon R B Orchard (1932-1941), W Hermon Slade (1942-1947), E H Farrar (1947-1948), Colin C Burnside (1948-1954), W E Dickinson (1954-1963) and E G Wright (1963-1967).
*(National Theme: Governing; State Theme: Government and Administration)*

### 2.5.1  Eccleston Du Faur (1894 - 1904)

Under Du Faur's management, the formative years of the Trust involved much time and finances being expended on improving access tracks throughout the park. Primarily this involved the construction of a road from the southern boundary of the 'Chase' at Turramurra to Bobbin Head.

In early 1898, the Trust decided that it needed accommodation in the 'Chase' if effective management was to be attained and decided to obtain a suitable pontoon and to construct a houseboat (refer to P3). A pontoon was purchased for £150 and following the completion of the houseboat in February 1899 Du Faur obtained permission to acquire furniture and fittings to accommodate 6 people. The houseboat was moored in Ku-ring-gai Bay (north of Apple Tree Bay on the eastern bank of Cowan Creek) and its final cost was approximated at £500. Receiving its first occupation in Easter 1899, the houseboat received extensive usage and many citizens were entertained by the Trustees. Major repairs were undertaken to the houseboat in 1960 and the boat finally sank at its moorings in 1964 and was never replaced.[40]

In 1900 additional land at Towlers Bay (Pittwater) was obtained by the Trust and added to the Chase lands[41] and action was put in place by the Trustees in obtaining control of the already operating boatsheds within the 'Chase'. These were Windybank's at Waratah Bay, Rhode's at Jerusalem Bay and Shaw's at Bobbin Head. Rentals and conditions were determined by the Trust, although some resistance was put forward by the occupiers.[42]

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[36] Webb J, 2004; Eccleston Du Faur: *Man of Vision*, Deerrubbin Press, Sydney, p.39
[37] Webb J, 2004; p.39
[38] Thorne L G, 1968; p.205
[39] Stanley H, 2001; p.6
[40] Stanley H, 2001; p.8
[41] Stanley H, 2001; p.8
[42] Ku ring gai Chase Trust Minutes, 7 March 1900

At a meeting on 19th February 1904, Du Faur submitted a letter tendering his resignation as a Trustee. At the time the Trust passed the following resolution:

'The Trustees note with regret the resignation of their colleague Mr Du Faur and wish to record their appreciation of his generous services in connection with the Chase and the public spirit that has prompted him to act for so many years as the Managing Trustee.' [43]

In 1953, Memorial Gates were constructed and erected in Du Faur's honour at the Turramurra entrance. The gates were unveiled in a ceremony on 17 October 1953 by one of Du Faur's sons, Guy Du Faur.
*(National Theme: Marking the Phases of Life; State Theme: Persons)*

### 2.5.2 Honourable Jacob Garrard (1905-1927)

The period of Garrard's role as Managing Trustee of the Ku ring gai Chase Trust has been referred to as the period of consolidation. Garrard followed the example of his predecessor, Du Faur, and spent a large amount of time on Trust affairs. He undertook frequent inspections of the 'Chase' (many on foot even in his latter years). Being imbued with the ideals of the National Park management, Garrard at all times endeavoured to discourage inappropriate usage. This included additional structures, which were being constructed within the park boundaries. In 1921, following an inspection of the 'Chase', Garrard stated:

'Buildings along the river and permissive occupancies are a blot on the Park and should be a warning to us against allowing such.' [44]

Trust policy during Garrard's twenty-two year period aimed mainly at providing facilities to enable better access and enjoyment for the visiting public. Government subsidies were uniform year to year, progressively increasing from £1000 in 1908 to £1,950 in 1926-27. Consistency in finance enabled the Trust to place from year to year the bulk of expenditure in the provision of paths, roads, jetties, picnic shelters, road improvements and water supplies.

From the initiation of the Trust in 1894 it had been the intention of the Trustees to create a deer park along the lines of the one already established at the (Royal) National Park. This was a project sponsored particularly by Henry Copeland, the Trust President. In September 1894, Du Faur had inspected the Central Section and reported that a deer park could be established in this area:

'on a less pretentious scale (the National Park was content with 160 acres) which could be securely fenced…and be under proper supervision until the District becomes more civilised.' [45]

The fencing of an area in the vicinity of Smiths Creek close to the head of Cowan Creek was completed in 1907, however, difficulty was experienced in obtaining animals for the enclosure. At a meeting in November 1907 it was resolved that dingo trail and strychnine baits be laid for dingos. Efforts to secure wallaroos and emus had proved unsuccessful. During 1914 and 1915, some emus and kangaroos were given to the Trust and placed inside the enclosure.[46] The Trust considered wallabies and rock wallabies more suitable to the environment and believed that the existing population would increase further if it were possible to exterminate the dingos from the 'Chase'.[47]

In 1909 the Trust conceived of the idea of seeking Government approval and the provision of funds for the construction of a tramline from Turramurra Station to Bobbin Head. Surveys and inspections were carried out by the Public Works Department and a suitable route for the track obtained, where it was proposed the track would traverse the public roads until it reached the 'Chase' boundary then descend to the water by the valley on the west of the present driving road.[48] The construction of the tramway was postponed by the Public Works Department to make way for more urgent work and with the advent of World War I and the increasing use of the motor car, the proposal was never revived.

By 1925 under the management of Mr J Garrard, the Chase consisted of:

'the area of 38,000 acres with four score miles of water frontage extending from the Hawkesbury Bridge round Cowan Creek to Church Point at Pittwater, represented a huge task to efficiently manage on £1750 per annum.'

[43] Stanley H, 2001; p.10
[44] Stanley H, 2001; p.11
[45] Stanley H, 2001; p.14
[46] Stanley H, 2001; p.14
[47] Stanley H,2001; p.15
[48] Stanley H, 2001; p.15

The Chase was surrounded by three populous Shires: Hornsby, Ku-ring-gai and Warringah. The activities of the Trust included the maintenance of 10 wharves and Jetties, 4 Boat Sheds, 3 Workshops, 8 Shelter Sheds, 3 Bathing Enclosures with Sheds, 2 Bridges (Berowra and Gibberagong), 1 Houseboat, 6 cottages, 8 boats, 1 punt, 2 motor launches, 3 reservoirs, 8 miles of fencing, 71/2 miles of driving road with 2 rises of 600 feet each, 25 miles of tracks and 74 miles of waterfront to patrol.[49]

Jacob Garrard was born in England in 1846 and migrated to New Zealand at the age of 13, arriving in Australia in 1861, working as a ships engineer. He eventually became a prominent trade unionist and in 1885 was responsible for introducing a public holiday to celebrate the objective of an 8 hour working day in NSW. Garrard entered into the NSW parliament in 1880 and ultimately held the portfolios of Education and Labour and Industry. From 1899 to 1912 he was a member of the Water and Sewerage Board and was its president from 1899 to 1904. Garrard was appointed Trustee of Ku-Ring-Gai Chase in 1898 and served as its President from 1900 to 1927, Vice President from 1927 to 1931 and Managing Trustee during the years 1905 to 1927. Garrard died in 1931, whilst serving as Vice President.[50]
*(National Theme: Governing; State Theme: Government and Administration)*

### 2.5.3 Honourable Robert Hollis (1927-1932)
Robert Hollis was appointed to the Trust in 1903 and was one of the few Trustees in the early years who regularly attended, being of considerable assistance to Garrard in the management of the Chase. He was appointed President and Managing Trustee in 1927 at the age of 76. Whilst not physically capable of performing inspections, he was very conscientious in his duties and resigned the presidency in 1932. He continued to serve as a Trustee with regular attendances at meetings, until his death in 1937.[51]

Hollis continued the policy of providing additional facilities for the public. Visitation was increasing and the need to provide for the increased numbers presented a continuing problem to the Trustees, particularly as it was difficult to secure extra finance during the Great Depression. In addition, during Hollis's term an inordinate amount of damage to assets occurred through bad weather, consequently development was hampered by the need to repair and restore.[52] Improvements undertaken included works to the water supplies, toilet facilities, roads and paths etc. Work was conducted largely with the use of unemployment relief workers with finance provided by the Department of Labour and Industry.

In his role as Managing Trustee, one of Robert Hollis's dreams for the development of the 'Chase' was to construct 'the finest marine drive in the whole world, viz. from Bobbin Head to Brooklyn'.[53] As the scale of Hollis's proposal was considerable, he approached the government to arrange for the works to be done through prison labour. In 1930 Hollis was advised that two destroyers had been purchased, which were being converted into hulks, each accommodating 50 prisoners. The Minister of the Department of Justice, Mr J R Lee advised that he had also secured a warden experienced in road making and expected that the hulks be ready to go to Cowan Creek by the end of the February. The Trust did not support his vision and in mid February when Hollis tabled his resolution from the Chair, he was unable to garner a single vote for the proposal. A further motion was put 'that the Minister for Justice be informed that the Trustee's are not in favour of the proposed road from Bobbin Head to Brooklyn and be requested that no further action be taken'. A motion was carried unanimously.[54]

The Government of the time sent word to the Trust that the Government had decided to proceed with road works in the 'Chase' regardless. A notice appeared in the government *Gazette* proclaiming an area of Cowan Creek from Windybank's to Bobbin Head a prison detention area. A change of government with a new Minister for Justice, Mr Lamaro, decided that the work would not proceed and the hulks were to be removed. The Detention Area was cancelled in June 1931.[55]

Robert Hollis was born in England in 1851 and arrived in NSW in 1881 where he obtained employment in the locomotive branch of the NSW Department of Railways. He became interested in union affairs, until 1901, when he was elected to the NSW parliament as a member for the electorate of Newtown- Erskineville. He served in five parliaments until his retirement in 1917.
*(National Theme: Governing; State Theme: Government and Administration)*

[49] KCT Minutes 1 August 1925
[50] Stanley H, 2001; p.10
[51] Stanley H, 2001; p.17
[52] Stanley H, 2001; p.17
[53] Stanley H, 2001; p.22
[54] Stanley H, 2001; p.22
[55] Stanley H, 2001; p.21

### 2.5.4 Honourable R B Orchard (1932-1941)

R B Orchard was appointed a Trustee of the Ku-ring-gai Chase Trust in 1928. In addition to acting as President from 1927 to 1941 he functioned as Managing Trustee from 1932 to 1941. He was a vigorous president and much was accomplished during his turn of office. Policy during Orchard's years of office centred principally on developing and improving the Bobbin Head area, including the construction of the pavilion, 'Bobbin Inn', the picnic shelters and extensive plantings.[56] The historic development of Bobbin Head is addressed separately within the Bobbin Head Conservation Management Plan (2006), which accompanies this CMP.

Born on 14 October 1871 at Cockatoo near Maryborough, Victoria, Richard Beaumont Orchard (refer to P4) relocated to Sydney with his family in the mid 1870s. In 1885, Orchard became a post office messenger boy, then for four years was a jewellery salesman travelling rural NSW with his brother, supplementing their income with 'magic lantern' shows. By 1899 he had begun a watchmaker's business at Newtown, Sydney, relocating to George Street, Sydney in 1910 and developing the prominent firm of RB Orchard Ltd, jeweller and watchmaker.[57]

Though Orchard failed in his bid for the Sydney Municipal Council in 1909 and the State seat of Hawkesbury in 1911, he won the Federal seat of Nepean from Labor for the Liberals in May 1913. During WWI he championed the interests of the ordinary soldier. In 1916, while a member of the British Empire Parliamentary Association, Orchard toured the troops on the western front. This strengthened his reputations as 'the Soldier's Friend'. A supporter of W M Hughes's National Government, he was a member of the parliamentary recruiting committee in 1917-18. Appointed honorary minister in March 1918, he served until 31 January 1919. He then became chairman of the peace celebrations committee and member of both the war and peace loan committees, before retiring from politics that same year.

In 1924 Orchard was a NSW commissioner to the British Empire exhibition at Wembley, England and spoke on trade reciprocity throughout Canada on his return voyage. A member of the wireless advisory committee from 1929, Orchard was a founding member and sometimes referred to as the lowbrow member of the Australian Broadcasting Commission, serving from 1932 to 1939. He was a director for twelve years and president for four years of the Smith Family and in 1938 he was briefly Joint Secretary of the Australian Defence League. Richard Orchard died on 24 July 1942 at Darling Point, Sydney and was survived by his wife Maria Annie Austen, a son and three daughters.[58] Orchard Park at Bobbin Head is named after him.
*(National Theme: Governing; State Theme: Governement and Administration
National Theme: Marking the Phases of Life; State Theme: Persons)*



*P4. Portrait of R B Orchard (Source: NPWS Archives)*

### 2.5.5 Presidents (1942-1954)
During Orchard's period the practice of the President assuming close responsibility for the day-to-day management of the Chase began to decline. Under Orchard's management a competent Superintendent, Mr Wallace, was employed and became experienced enough to assume his proper role of the 'Chase' management. This enabled the Trust to concentrate on its role of policy development.

Within this period the Trust was under the control of three Presidents: Mr W Hermon Slade (1942-1947), Hon. E H Farrar (1947-1948) and Mr Colin C Burnside (1948-1954). Policy during this period mostly followed the lead given by R B Orchard and concentrated on the further development and extension of the Bobbin Head, Apple Tree Bay and Illawong Bay areas. However, further floods were also encountered, causing considerable damage to the Bobbin Head area and restoration of this damage occupied the Trust and committed available finances for many years.

Government grants increased gradually during the period from £1700 in 1942/3 to £5000 in 1953/4 and a special grant of £6000 was made in 1953/4. Little was able to be accomplished until the end of WWII. Early in 1942, following the entry of Japan into the war, the Naval and Miliary authorities removed all boats from the waters within the 'Chase'. This included the houseboats

[56] Stanley H, 2001; p.23
[57] Australian Dictionary of Biography Vol 11:1891-1939; 1988, Melbourne University Press, p.89
[58] Australian Dictionary of Biography Vol 11:1891-1939; 1988, p.89

*P5. The Koala Sanctuary (Source: NPWS Archives)*

and pontoons fronting boatsheds. This loss heavily affected the revenue that the Trust had relied on from carparking fees and the lease of boatsheds and kiosks. After a few months, all boats were returned to their moorings. In the immediate post war years, efforts were concentrated on effecting maintenance to assets which had been neglected during the war.

At a Trust meeting on 17 June 1944, the Trust decided that the term Cowan Creek was inappropriate and that henceforth the headwaters were to be known as Cowan Waters. At the suggestion of the Department of Lands, the name was changed to fit in with Pittwater and Brisbane Water.

In 1940 the Trust became interested in the establishment of a reservation for koalas. However, the proposal was deferred until after the war when, in May 1945, Mr E J Hallstrom (a local resident) wrote to the trustees urging the trust to 'seriously tackle the preservation of the Koala Bear'.[59] Mr Hallstrom offered 2000 suitable trees to be planted and the Trustees accepted the offer (the location of the tree plantings is unknown). Arrangements and discussions proceeded for the following years until in 1950 it was decided to fence an area of 8 acres with cyclone wire west of the Apple Tree Bay lookout and arrangements were completed for a water supply from Mount Colah and for the installation of an electricity supply (refer to P5).

In November 1950, tenders were accepted for the construction of a warden's cottage and a toilet block and Mr Hallstrom financed and arranged construction of a Koala Bear Shelter House. By 1953 additional animal shelters, walking tracks and a kiosk were completed. During the next 5 years additional enclosures and bird houses were erected and many gifts of animals and birds were made to the Trust. The sanctuary at this time was under the control of Warden W Little.[60] Today, the site of the Koala Sanctuary houses the National Parks and Wildlife Service 'Kalkari Discovery Centre'.
*(National Theme: Governing; State Theme: Government and Administration)*

### 2.5.6 Presidents (1954-1967)

The final thirteen years prior to the taking over by National Parks and Wildlife Service, the Ku-ring-gai Chase Trust was controlled by the Honourable W E Dickinson (1954-1963) and the Honourable E G Wright (1963-1967).

In 1961 the Ku-ring-gai Chase Act No. 43 was passed, which effectively dedicated Ku-ring-gai Chase as a public park (within the meaning of the Public Parks Act). The Act had the effect of revoking all previous dedications and cancelling all previous Crown grants issued in respect of any land within the 'Chase'. By 1962 certain administrative problems arose which resulted in the resignation of Mr E G Blanshard as Secretary and the appointment of Mr J A Erskine as Superintendent. In this same period the Trusts' administrative headquarters was transferred from the city to Bobbin Head.[61]

In 1967 following 73 years of trust management, the 'Chase' was gazetted as a National Park under the management of the newly formed National Parks and Wildlife Service. The Service took over the recently completed park office and visitors centre on the hill above Bobbin Head (Apple Tree Flat) and converted the Koala Sanctuary into the Kalkari Discovery Centre containing displays on the Aboriginal history and ecology of the park.
*(National Theme: Governing; State Theme: Governement and Administration)*

[59] Stanley H, 2001; p.28
[60] Stanley H, 2001; p.30
[61] Stanley H, 2001; p.34

*Figure 2.2. 'Kuring-gai Chase, the National Park along the Hawkesbury' c.1910 locating swimming baths at Apple Tree Bay (Source: National Library of Australia / Map RM 3117)*

*P6. The Berowra Track c.1899 (Source: NPWS Archives)*



*P7. Horse paddock at the flats above Bobbin Head (Source: D J McIntyre & Co.1898, Descriptive Notes and Views, Milson's Point to Hornsby)*

## 2.6   Apple Tree Bay: the Phases of Development

### 2.6.1  Bathing: 1890s - 1930s (Refer to Figure 2.9)

For over 100 years Apple Tree Bay has been used for outdoor recreational pursuits including picnicking, fishing, camping and boating. However, the initial period of use of the area was dominated by bathing.

The first references made to Apple Tree Bay appear in tourist guides and indicate that the area was well known by the late 1890s. In 1898 reference is made to the lack of a foreshore path around to Apple Tree Bay, noting that it was to 'eventually be done'[62]. A reference in 1899 promoted a 'proposed extension of a track to the head of Apple Tree Bay.'[63] Today the Berowra Track follows the western foreshore of Cowan Creek, beginning at Berowra Railway Station and leading to Apple Tree Bay, where it joins with the Birrawana and Kalkari Tracks to the south (see P6.).

By the 1900s, mention is made of Apple Tree Bay as a destination for picnickers and campers:

'Visitors via Hornsby, down the Colah Road, can stable their horses and buggy in the stock-yard at Apple Tree Point, where there are facilities for picnicking, fire-places, &c. and a plentiful supply of water for man and beast.' [64]

In 1909 a new walking track from Mt Kuring-gai Station to the Bay was completed and in 1910 a carriage track from Hornsby and Mt Colah (in part following the Birrawana Track) was established for access to recreational activities including picnicking, fishing, swimming and camping.

Initially, Apple Tree Bay was used as one of the main bathing areas within the 'Chase' and in 1908 the Trust recommended that a bathing enclosure be erected across the flat at the head of the bay.[65] Although works commenced, the bathing enclosure was not completed until 1910 and a bridge was erected along the line of the netting across the mouth of the bay with dressing sheds for males and females erected on the bridge.[66] In 1914 a severe storm completely destroyed the baths and dressing sheds and it was found impossible to re-erect the netting fence enclosure along the same lines. The net was erected a few feet further west, on the flat. At the time, separate dressing rooms for women and children were constructed on the southern side of the bay near the enclosure. The existing dressing rooms were reconfigured for use by men.[67]

Improvement works to the area in 1916 included the construction of a reservoir in the gully for the supply of fresh water. In 1918, despite the popularity of the baths, the existing shark netting was removed, because it was in such poor condition, and notices erected warning bathers of the risk.[68] However, the popularity of the baths forced the Trust to review the shark netting decision:

'The Trustees are faced with the complete renewal of the piles and wire netting comprising Apple Tree Baths, and these repairs should be carried out before the coming warm weather sets in, and they feel sure that, if such is not done, there will be considerable outcry on the part of the public, as these Baths are very much appreciated by residents of the northern suburbs, and at the present time they cannot be used owing to the fact that they are by no means proof against the advent of sharks.' [69]

Over the years, the baths, bridge and dressing sheds have been destroyed or demolished and rebuilt a number of times. In 1920 new dressing sheds were erected and in 1923 the netting was replaced at the baths. In April 1927, storm damage destroyed both the baths and the dressing shed. Timber was salvaged from the baths for reuse. In May 1928 a special sum of £300 was received from the Labour and Industry Department to restore the Apple Tree Baths using unemployed labour. Plans were drawn up by Mr Downey, engineer. However, in November 1928 bush fires destroyed the ladies dressing sheds and fencing. It was proposed the sheds be reconstructed at the end of the bridge. In December of that same year, work began on the construction of a bridge to hold the netting across the baths with piles placed 25 feet apart.[70]

[62] D J McIntyre & Co. 1898; descriptive Notes and Views, Milson's Point to Hornsby, p.25
[63] Dymock's Guide to Sydney and NSW, 1899; p.138
[64] Government Tourist Bureau, 1900s(?), Kuring-gai Chase New South Wales, p.10
[65] KCT Minutes 7 may 1908
[66] KCT Annual report 30 June 1910
[67] KCT Annual report 30 June 1914
[68] KCT Minutes 19 December 1918
[69] KCT Annual report 15 July 1921
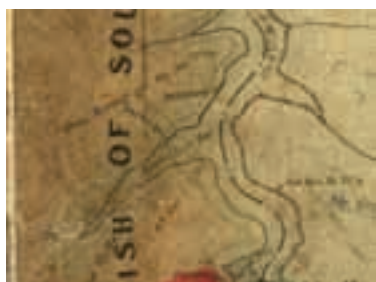[70] KCT Annual reports, June 1927 & June 1928

*Figure 2.3. Broken Bay Parish map 1927 showing location of footbridge at Apple Tree Bay with connecting tracks from Bobbin Head and Mt Kuring-gai Railway Station (Source: Department of Lands/ID No.14012301)*



*P8. View of Bobbin Head showing road to Apple Tree Bay right of frame (Source: NPWS Archives)*

By April 1929 new baths were completed and a wharf was constructed on the western side of the baths with a proposal for another to be constructed on the eastern side. Tenders were called for the construction of two sets of dressing sheds, each comprising 6 cubicles and a shower (one for each sex) to be built back to back. In July 1929 the second wharf was completed on the eastern side using the salvaged timber from the previous baths.[71]

During the Great Depression of the 1930s, in order to alleviate severe unemployment and to create work, the NSW State Government made Unemployment Relief Grants and Unemployment Relief Loans available to local councils and parks. This was a system established by the Federal Government, which, in 1929, announced that £1,000,000 was to be allocated to the States for the provision of relief for the unemployed. The Prime Minister of the time made it clear that the responsibility for the welfare of the unemployed rested with the States.[72] Supervision of construction works during the Depression era was under the control of the Department of Labour and Industry until September 1936, then the Department of Public Works.

Ku-ring-gai Chase Trust relied on the unemployed labour and loans for the completion of many of the infrastructure works within the Chase. In 1930, at Apple Tree Bay, dressing sheds on the western side were completed using the services of unemployed labour. The sheds comprised 6 cubicles and were constructed of angled steel frames clad with galvanised iron, with wooden toilet seats and a shower. WCs were constructed on both the eastern and western sides of the bay.[73] Repairs to the baths and the purchase of new netting were again required in 1932. All tanks and fittings were removed because of vandalism.

*(National Theme: Developing Australia's Cultural Life; State Theme: Leisure*
*(National Theme: Developing Economies; State Theme: Transport)*

### 2.6.2 Reclamation: 1930s - 1950s (Refer to Figure 2.10)

The 1930s and 1940s saw significant improvements to numerous areas within the 'Chase', particularly the neighbouring recreational area of Bobbin Head. Orchard Park was developed, involving the addition of a pavilion and picnic shelters, bathing area, wharf, landscaping works, tree planting and the construction of the road house, 'Bobbin Inn'. The Trust viewed Bobbin Head as the main recreational and administration centre of the 'Chase' and during this period Apple Tree Bay was developed as an overflow area to accommodate the increased visitation to Bobbin Head.

Changes, including the need for additional land, to both Bobbin Head and Apple Tree Bay, were influenced strongly by the advent of the motor car. The reorganisation of facilities to accommodate the parking of vehicles is mentioned as early as 1925 when the Trust Annual Report noted that the 'horse stalls at Bobbin Head have been removed to Apple Tree Point, and they are being replaced with motor garages, so that the owners can lock their cars up'.[74]

In 1937/38 the road from Bobbin Head to Apple Tree Bay was constructed. The Trust Minutes note that an area had been enclosed at Apple Tree Bay in preparation for filling:

'When completed this reclamation will provide a further 4 acres of picnic area, and additional parking space. We cannot sufficiently stress the necessity of a dredge being made available for the completion of this work and also the filling in of the area on the Gibberagong Section at Bobbin Head.' [75]

By July 1939, the Trust was still waiting on the dredge to complete works at both Apple Tree Bay and Gibberagong Creek (Bobbin Head):

'It is becoming increasingly evident that further parking space will have to be provided for Bobbin Head, and without the services of a dredge it is impossible to have these additional areas completed. During the peak period on Sundays and Holidays, the utmost difficulty is experienced in finding provision for the parking of cars, and revenue is being continually lost through car owners driving on, due to parking space not being reasonably available.' [76]

[71] KCT Annual report June 1929
[72] National Archives of Australia, Working for the Dole: Responsibility for Unemployment Relief, cited at www.naa.gov.au
[73] KCT Presidents report April 1930
[74] KCT Annual Report July 1925
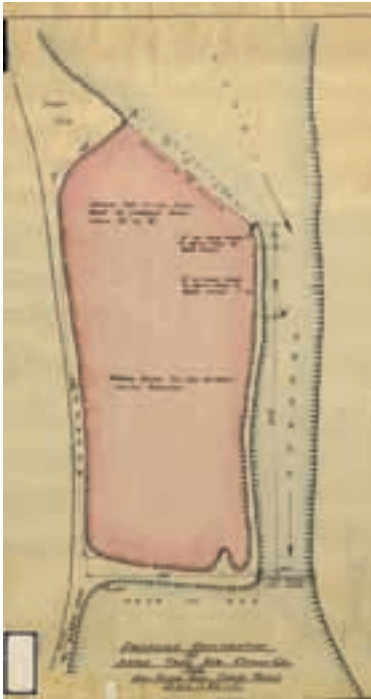[75] KCT Annual report 14 July 1938
[76] KCT Annual report 20 July 1939

*Figure 2.4 Plan showing Proposed Reclamation at Apple Tree Bay, undated (Source: NPWS Archives)*



*Figure 2.5. Plan Showing Reclaimed Area at 'Burnside' Apple Tree Bay, showing location of dressing sheds northwest of the Creek and camping area to the southwest (Source: NPWS Archives)*

According to the 1941 yearly report, the issue of a dredge had still not been resolved:

'…we were informed that a portable dredge was under construction, and on completion, efforts would be made to send it to Bobbin Head to undertake the filling–in. We understand that it was proceeded with up to a certain stage, but the completion of the dredge was never finalised… .

'The development of this area [Apple Tree Bay] by reclamation on similar lines to Bobbin Head is of the utmost urgency, as many of the tourists could be diverted to his beautiful spot, thus relieving the congestion at Bobbin Head by encouraging the traffic to enter from the Hornsby side, which would ease the bottle-neck which occurs during the week-ends and holidays.'[77]

A further update in that same year noted that:

'Prior to the Relief Workers ceasing work in the Cowan Section in 1938, a wall was constructed at Gibberagong Creek enclosing approx. 4 acres and an even larger area was enclosed by the same means at Apple Tree Bay…. Today these areas not only provide at low tide a breeding-ground for sand-flies, but seriously detract from what is generally admitted to be one of the most beautiful pleasure resorts in the State.'[78]

By 1946, the extent of work to have been completed was described only as 'Provisions have to be made for the reclamation of a playground and parking area at this spot, and it is the Trustees' intention to proceed with this when the Bobbin Head reclamation has been completed'.[79]

By 1949, reclamation works to Gibberagong Park at Bobbin Head were complete and top dressing and grassing of the area was well underway. However, delays to the development of the recreation area at Apple Tree Bay persisted:

'Development of this area by reclamation is of the utmost urgency in order that the congestion at Bobbin Head can be relieved by the diversion of picnic parties to that area. The Department of Public Works has made a detailed survey of this area and the trustees sincerely hope that this Department or the Trust will be able to find the necessary finance wither by Grant or Loan to carry out this work, as was done in the original reclamation of Orchard Park.'[80]

The issue of the reclamation of the area continued well into the 1950s when the Department of Public Works conducted a detailed survey of the area and submitted a quote for £23,500 for the work of reclaiming an area of land to provide an additional park in order to relieve the congestion at Bobbin Head:

'The Trustees have submitted a request for finance to your Department [Department of Lands] in order that the work can be carried out over a period of three years. The first section of the work for the coming year will need a sum of six thousand pounds and we urge that you allow us to proceed with the work, as was done in the original reclamation of Orchard Park.'[81]

The proposal included the provision of a pontoon and cruiser moorings, roadside store and staff quarters,'to cater for such numbers as this area will at present accommodate, having in mind future facilities when the reclamation scheme has been completed'.[82] During this period, Apple Tree Bay was also known as 'Burnside', presumably named after the Trust President Colin Burnside (1948-1954).

In 1955 the Trust reported 'a contract has been let for the reclamation of this [Apple Tree Bay] area, which, when completed, will accommodate a large number of cars and picnic parties, which should alleviate the congestion at Bobbin Head at weekends and holidays. It is anticipated that this reclamation will take at least two years to complete'.[83]

[77] KCT Annual report 29 July 1941
[78] KCT Presidents Report July 1941
[79] KCT Annual Report July 1946
[80] KCT Annual Report August 1949
[81] KCT Annual Report June 1950
[82] KCT Annual report July 1951
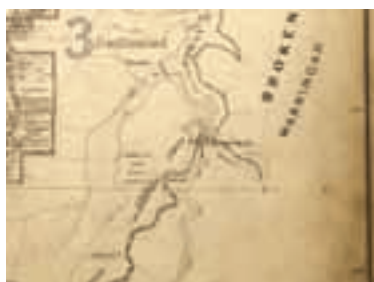[83] Stanley H, 2001; p.33

*Figure 2.6. Parish of South Colah 1955 showing Apple Tree Bay referred to as 'Burnside' and the linking road from Bobbin Head (Source: Department of Lands/ID No. 14038302)*

In 1956 the reclamation works are still ongoing with the Trust noting that:

'The reclamation work is now nearing completion and several acres of parklands will soon be made available, and further parking spaces provided for motor vehicles and caravans, thus relieving the congestion at Bobbin Head.' [84]

Finally, in 1958 a further sum of £580 was expended on the completion of the reclamation work, providing approximately 5 acres of:

'picnic and parking areas, which will relieve the congestion at Bobbin Head. There are still many improvements to be made in the way of shelter sheds and parking areas in order to bring it to the standard envisaged by the Trustees.' [85]
*(National Theme: Developing Australia's Cultural Life; State Theme: Leisure*
*National Theme: Developing Economies; State Theme: Transport*
*National Theme: Building Settlements; State Theme: Land Tenure)*

### 2.6.3  Boating: 1950s to 2006
From the late 1890s, the waters of Cowan Creek have been used for recreational boating and pleasure cruising. Few people could afford their own boats and commercial enterprises were quick to establish on the foreshore lands in the region around Apple Tree Bay and Bobbin Head. In 1898, at Bobbin Head:

'Arrangements could be made for Shaw's boats to meet visitors (on written application) at the head of the salt water, about 1½ mile from Foley's Bay; they could then visit this section on foot, and have spare time for boating in an afternoon.' [86]

By the early 1900s, the number of sites which offered similar services had expanded:

'At Berowra, Bobbin Head and Jerusalem Bay [Cowan], there are boat-sheds with an ample supply of serviceable pulling boats, as well as several launches, and sailing craft, so that the visitors will have no difficulty in securing a pleasant day's outing on the waters of the creeks and bay.' [87]

In 1917, Percival, who at this stage operated the boatshed located at Bobbin Head (previously known as Shaw's), was in competition with Mr Archbold whose boatshed was located further to the north along Cowan Creek. Both Percival and Archbold's commercial businesses involved the transportation of picnickers and campers to picturesque areas within the 'Chase'. Arrangements made by the Trust to avoid confrontation between the two was for the 'taking up and setting down of passengers etc. should be from the wharf at Apple Tree Point to the nearest point on the opposite (eastern) side of Cowan [Creek]'.[88]

The formalisation of boating within Apple Tree Bay and the introduction of infrastructure, other than wharves, to service the activity did not appear until the 1950s. The reclamation of the area resulted in additional car parking land to accommodate the overflow from Bobbin Head. This change of emphasis of use became apparent. Although still a destination for campers and picnickers, Apple Tree Bay in the 1950s began to develop as one of the main destinations for recreational boating. During this period a new jetty (adjacent to the roadway to Bobbin Head) and swimming net were constructed at Apple Tree Bay, pontoons were provided for small boats and cruisers, a roadside store and two pit lavatories were added and moorings provided in the bay. [89]

The Ku-ring-gai Chase Trust Annual Report of July 1952 stated:

'Efforts are being made to decentralise the crowding at Bobbin Head by providing a pontoon for small boats and cruisers together with a roadside store.'

[84] KCT Annual Report December 1956
[85] KCT Annual Report November 1958
[86] D J McIntyre & Co., 1898; Descriptive Notes and Views, Milson's Point to Hornsby, p.26
[87] Government Tourist Bureau, 1900s (?); Kuring-gai Chase New South Wales, p.5
[88] KCT Minutes 27 April 1917
[89] KCT Annual Report July 1952

*Figure 2.7. Section of survey plan prepared by R I Hunter in 1963 showing boat ramp, jetty, kiosk, office, garage and WCs (Source: NPWS Archives)*



*P9. View of Apple Tree Bay undated (Source: State Records NSW/ID no. 12932-a012)*

The Annual Report in the following year noted that moorings had been put down in the bay as well as the provision of other facilities.[90]

By the 1960s, Apple Tree Bay was further developed to cater for increased numbers of picnickers and boaters. A composite kiosk, garage and public toilet complex was completed in November 1963. An electricity main was run in and the whole area was kerbed and guttered and filled and top dressed in preparation to sealing the roadways. In addition lawn and tree planting was carried out.[91]

In 1965 the park headquarters building at Apple Tree Flat was completed at a cost of approximately $40,000. It was the original intention of the trustees to construct the building on a flat at Orchard Park between the road bridge and 'Bobbin Inn'. However, by reason of extensive filling over a number of years the land was considered to be unstable and the plan to build in the area was dropped.

By 1966, the commercial presence of a variety of boating clubs and businesses began to be felt in the region and resulted in the introduction of new facilities. The Apple Tree Boat Service began to place pressure on the Trust to provide a slipway in the Apple Tree Bay area. The manager of the business informed the Trust that:

'As the position is getting quite out of hand, I had taken the steps to have contractors inspect the proposed site in Apple Tree Bay. On their advice, I intend to have exploratory piles driven to enable me to estimate the accurate cost of constructing the slipway. I would also be prepared to have the contractors sound the site of the proposed boatshed at the same time at an inclusive cost of $200…please treat this request as a matter of great urgency as it not only involves myself, but also the many people who moor their boats in Apple Tree Bay.' [92]

The response from the Trust could only be seen as positive:

'The Trustees have had plans drawn, and approved them for a boatshed etc. at Apple Tree Bay but to date have not had the funds available to implement the scheme…generally it is the Trustees' desire:

1. To remove Woodnutt's Boatshed completely [located at Houseboat Bay to the north];
2. To put proper boating facilities into Apple Tree Bay;
3. To locate a Ranger's cottage at Apple Tree Bay on the site now occupied by the shed you operate from.' [93]

Between the years 1965 and 1967, in line with the take over of the 'Chase' by the National Parks and Wildlife Service, a series of Master Plan options were prepared by R C Smith & Thompson for improvements to Apple Tree Bay. The options involved the construction of a boat ramp to the east side of the reclaimed land, new boatshed and slipway to the south side along the foreshore road, a new rangers cottage, additional BBQs and parking areas and a new seawall to the east side with infill of land and boardwalk over.

As with most development works in the 'Chase' over the years, a final decision took time to be reached. In 1970, following a park inspection by the Ku–ring-gai Chase Local Committee, Apple Tree Bay was described as an area catering for the needs of boats and car / trailers. The facilities were found lacking, including no major boat launching facility, inadequate sized parking bays, no slips or lessee facilities and no ranger accommodation. The provision of more landing points was also raised.[94] The resolution of the meeting notes that 'the boat launching ramp plans as prepared by the National Parks and Wildlife Service, presented by Mr R C Smith be accepted. Suggested rationalisation of the existing parking area to permit more parking spaces for vehicles and trailers. Also that the areas used for parking and picnicking be refined'.[95] It appears that these plans were implemented, resulting in the relocation of the boat ramp from the southern side to the north of the eastern end of the reclaimed land, the addition of a jetty, rationalisation of car parking arrangements and the addition of picnic tables and associated facilities.

[90] KCT Annual Report August 1953
[91] Stanley H, 2001; p.34
[92] Correspondence from Apple Tree Boat Service dated 24 May held within KCT Minutes
[93] Correspondence from Superintendent J A Erskine dated 3 June 1966 held within KCT Minutes
[94] KCLC Notes of Park Inspection 12 February 1970
[95] KCLC Notes of Park Inspection 12 February 1970

*P10. Aerial view of Orchard Park Bobbin Head (left) and Apple Tree Bay (right) in 1981 (Source: NPWS Archives)*

In 1973 the National Parks and Wildlife Service agreed with proposals to provide embarking and disembarking facilities in the Bay to cater for needs of day boating visitors and cruiser people. A proposal was made for four ex army pontoons to be linked together and timber decked to provide landing platforms. The pontoon was to be located to the west of the boat launching ramp and secured by four piles with a hinged wooden gangway connecting the landing platform to the foreshore.[96]

The popularity of Apple Tree Bay continued throughout the 1970s and the boat ramp was often promoted by boat organisations as the:

'Only best quality ramp within 80 km of Sydney. Well laid out, excellent parking, kiosk and stippled concrete four car ramp and wharf. Badly overcrowded on weekends because of its rarity. Ramp is 'free' but access to the Kuringgai National Park is expensive.' [97]

However, conflicts between the disparate users of the area began to appear and in September 1973 the Local Committee noted that:

'because of the chaos caused by the present inadequate trailer parking at Apple Tree Bay, the Committee recommends that the Service commences construction of a security parking area as a matter of urgency…it be recommended to the Service that a survey be undertaken to determine the desirability and feasibility of further reclamation in the southern portion of the estuary of Apple Tree Bay, to provide additional parking and recreational areas.' [98]

In 1974, the National Parks and Wildlife Service had reached a decision regarding the future traffic flow and parking and to increase the area available for picnicking and pedestrian use in the Bay. The Local Committee stated that they:

'expressed reservations about the plans, particularly the proposed reduction of trailer parking space, and the cost/benefits of the works. It was noted that conditions for picnickers would be improved but at the expense of the overall development of the marine recreation facilities.' [99]

Such conflicts between the disparate users of the Chase and Apple Tree Bay in particular have continued over the years. Today the Bay is dominated by recreational boaters and the reclaimed area is primarily used as a car park to facilitate this activity.
*(National Theme: Developing Economies; State Theme: Environment - Cultural Landscape*
*National Theme: Developing Australia's Cultural Life; State Theme: Leisure*
*National Theme: Developing Economies; State Theme: Transport*
*National Theme: Building Settlements; State Theme: Utilities)*

[96] Internal Memorandum to Superintendent Fielding dated 3 August 1973
[97] Gregory's Waterways Cruising Guide Sydney Area, 1977; Murray Book Distributors, Ultimo
[98] KCLC Meeting 10 September 1973
[99] KCLC Meeting 29 July 1974

APPLE TREE BAY

APPLE TREE BAY

Extent of Study Area

0m        100m
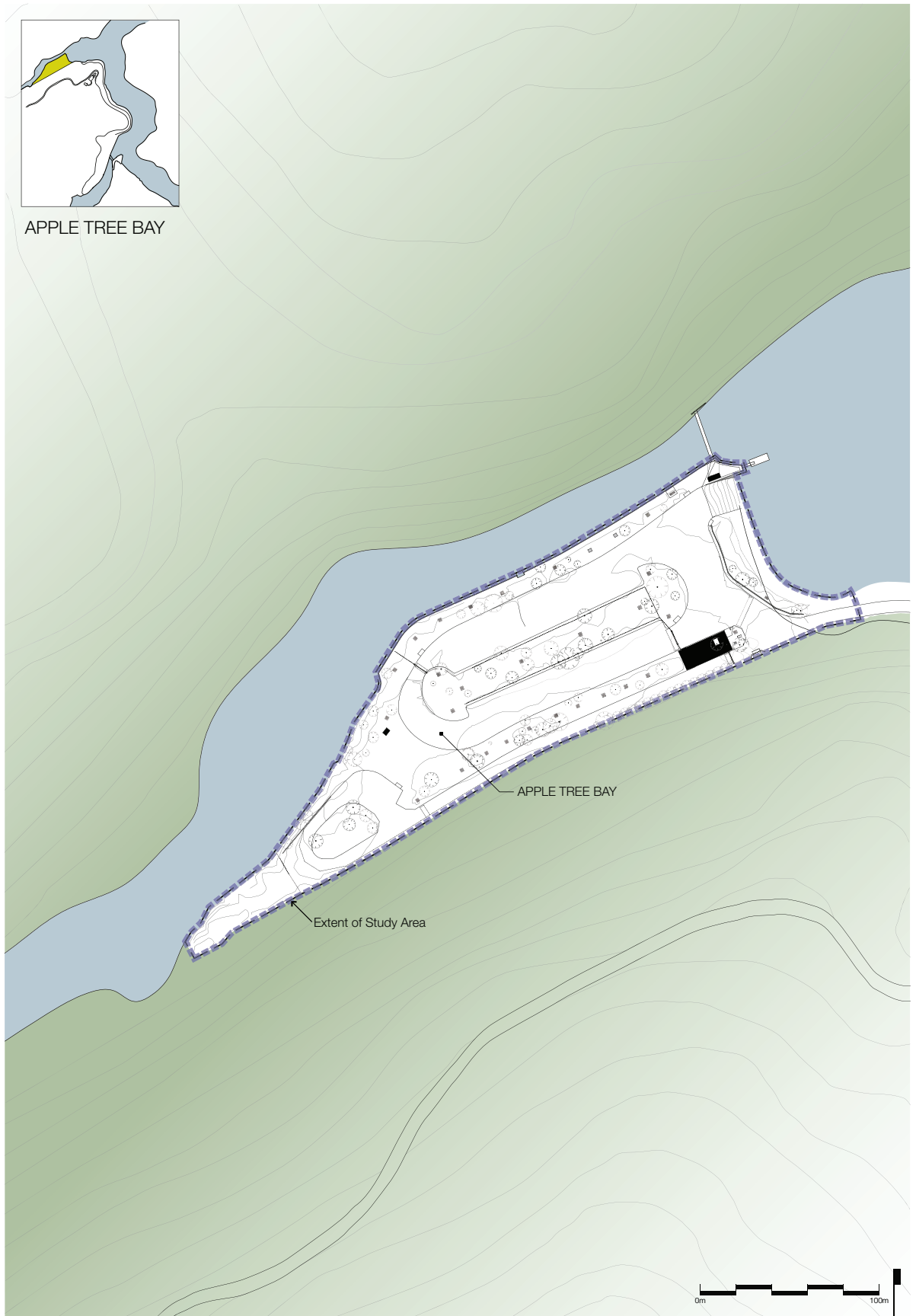
*Figure 2.8. Precinct Plan of Apple Tree Bay (as existing)*

LEGEND

LAND

SEA

STRUCTURES/BUILDINGS

ROADS/TRACKS

STONE WALL

TRACK TO WARATAH BAY 1910

JETTY 1929

DRESSING SHEDS 1928

BRIDGE & SWIMMING NET 1908-1910 REBUILT 1914 & 1928/9

DRESSING SHEDS ON BRIDGE 1908-1910

JETTY 1929

SWIMMING AREA

TRACK FROM KU-RING-GAI CHASE ROAD (COLAH RD) c. 1927

APPLE TREE CREEK

CAMPING AREA

DRESSING SHEDS 1914

0m                    100m
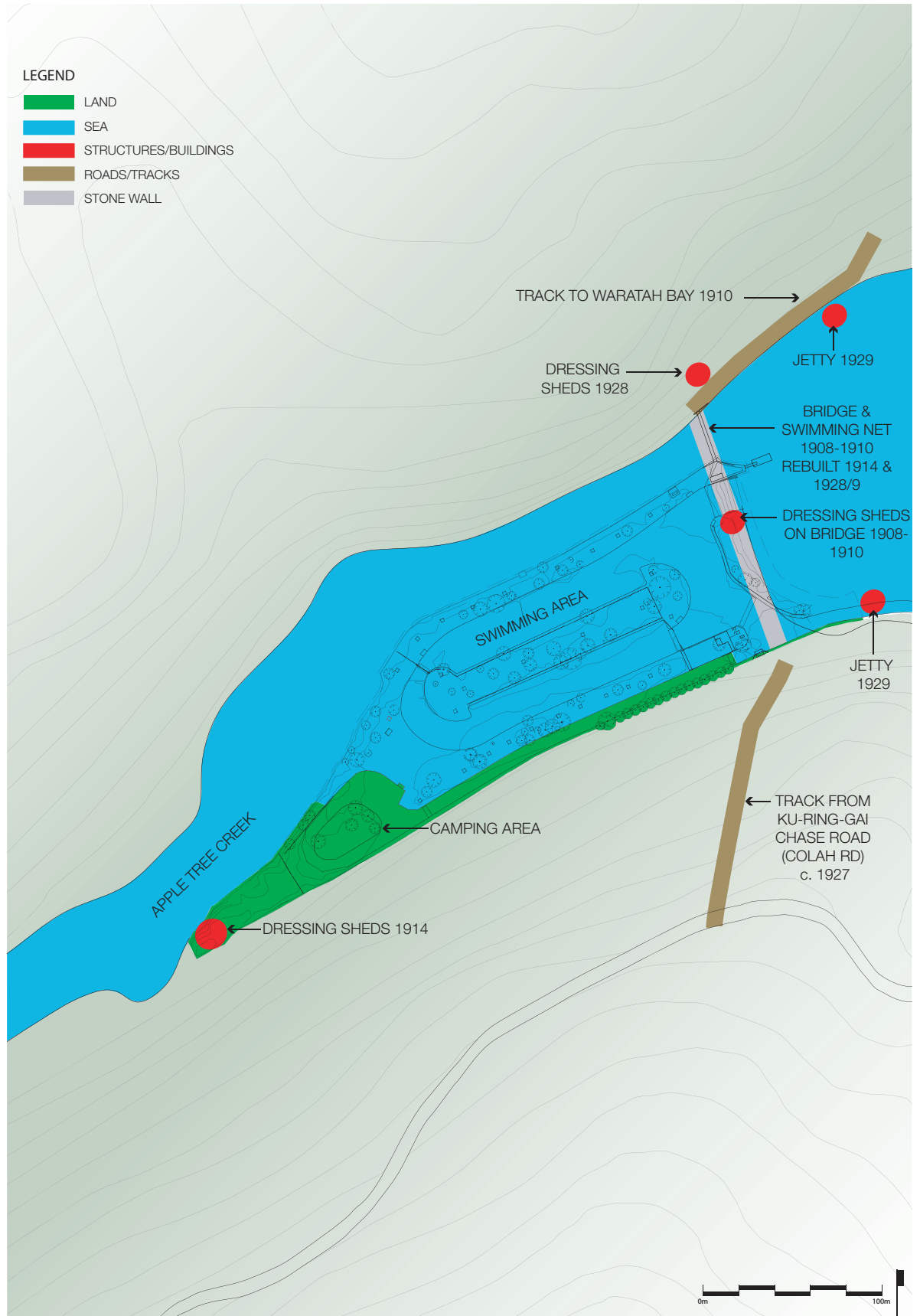
*Figure 2.9. Apple Tree Bay Phases of Development: 1908 to 1936*

LEGEND
- LAND
- BRIDGES
- STRUCTURES/BUILDINGS
- ROADS/TRACKS
- SEA
- SEA WALLS

FOOTBRIDGE
REBUILT 1947 & 1987

MOORINGS
c. 1950

BOAT RAMP &
JETTY c. 1973

AREA ENCLOSED
1937-1938

RUBBLE
REVETMENT
c. 1973

BATHING AREA

FORMER
BOAT RAMP
c. 1958-1973

ROAD TO
BOBBIN
HEAD 1937

COMPOSITE
KIOSK, GARAGE
& TOILET 1963

JETTY
DEMOLISHED
1973

LANDSCAPING
1960-1963

KIOSK
c. 1963

PARKING IMPROVEMENTS
& FACILITIES c. 1970

APPLE TREE CREEK

AREA RECLAIMED
1950-1958

FORMER WCs
c. 1963

0m                    100m

*Figure 2.10. Apple Tree Bay Phases of Development: 1937 to present*

## 2.7   Chronology of Events and Development of the Precinct

The following chronology of events has been compiled based on the above history and the Ku-ring-gai Chase Trust (KCT) Minutes and Annual Reports and relates to the development of the Apple Tree Bay area.

### 2.7.1  Apple Tree Bay
Refer to Figure 2.9 and 2.10 for a graphic representation of developments between 1908 - present.

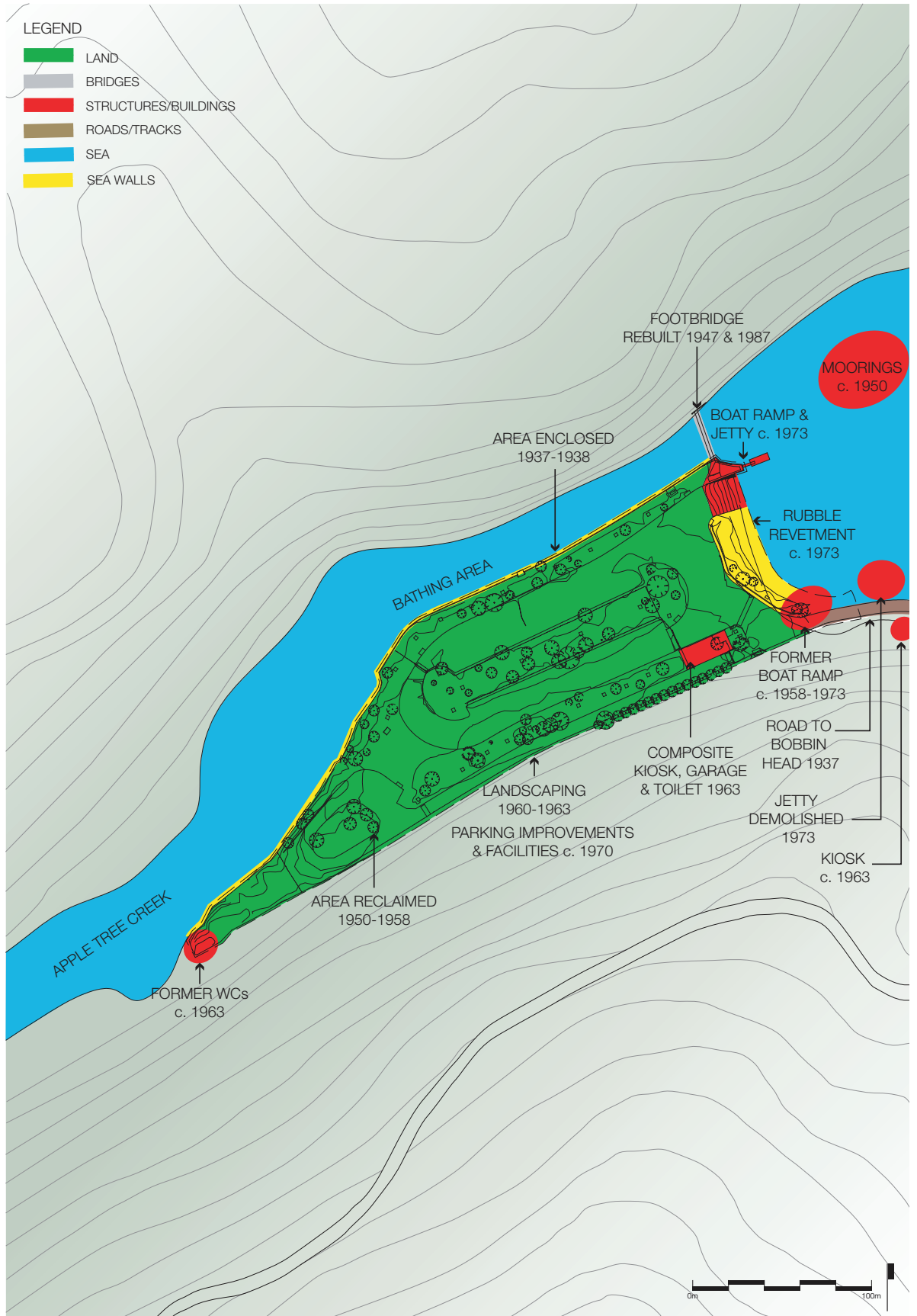| Date | Event |
|------|-------|
| 1789 | • First official recording of Cowan Creek appears in a map drawn by John Hunter - surveyor with Governor Phillip. |
| 1832 | • James Larmer surveys the Cockle Creek area. |
| 1840 | • Boat building emerges as an industry along Cowan Creek. |
| 1894 | • Ku-ring-gai proclaimed the second National Park created in NSW due to the efforts of Eccleston Du Faur. |
| 1898 | • First mention of Apple Tree Bay made in relation to proposed extension of a track to the head of Apple Tree Bay. |
| 1905 | • Stock yard erected at Apple Tree Point (KCT Annual report 21 July 1905). |
| 1908 | • Recommendation that a bathing enclosure be erected across the flat at the head of the bay (KCT Minutes 7 May 1908). |
| 1909 | • New track from Ku-ring-gai Station to Bay completed (KCT Minutes 9 July 1909). |
| 1910 | • A former carriage track ran from Hornsby, Mt Colah side, to Apple Tree Flat and followed in part the Birrawana Track. Horses and buggies were stabled in the stockyards at Apple Tree Flats where there was a fresh water supply and people picnicked, fished and camped.<br>• Track, 4 miles in length, completed from Apple Tree Bay to Waratah Bay (KCT Minutes 14 July 1910).<br>• Bathing enclosure completed at the head of Apple Tree Bay.<br>• Bridge erected along the line of the shark netting. Dressing sheds for males and females erected on the bridge (KCT Annual report 30 June 1910). |
| 1911 | • Cave is made available for shelter purposes for camping parties at Apple Tree Point. While working there a number of human and animal bones are uncovered and forwarded to the Australian Museum (KCT Annual report 30 June 1930). |
| 1914 | • Storm damage completely destroys baths. Expected cost of repair to baths, paths and road £200 (KCT Minutes 2 April 1914).<br>• Baths reconstructed further west. Erection of separate dressing rooms for ladies and children on the southern side of the bay inside the enclosure. The dressing rooms previously built were rebuilt for use by men (KCT Annual report 30 June 1914). |
| 1916 | • Reservoir constructed in the gully at Apple Tree Bay to supply fresh water. To be connected with the bathing sheds for showers (KCT Minutes 13 January 1916). |

*Figure 2.11. Parish of South Colah Map, 1955 (source: Dept. of Lands)*

| 1918 | • Mention made within KCT Minutes that baths at Apple Tree Bay were well patronised. |
|---|---|
| | • Netting across bay in poor condition and cost of replacement shark netting deemed too high. Therefore existing netting is removed and notices erected to warn bathers of sharks (KCT Minutes 19 December 1918). |
| 1920 | • New dressing sheds erected (KCT Annual report 30 June 1920). |
| 1923 | • December- Netting replaced at baths (KCT Minutes 10 January 1924). |
| 1925 | • Horse stalls formerly at Bobbin Head relocated to Apple Tree Point (KCT Annual report 9 July 1925). |
| 1927 | • April - Storm damage destroys baths and dressing sheds. Timber is salvaged from the wreckage of baths for reuse. Application is made to Minister of Public Works for special sum of £250 for restoration works. |
| 1928 | • May - Sum of £300 received from Labour and Industry Department to be used to restore Apple Tree Baths using unemployed labour. Plans drawn up by Mr. Downey. |
| | • November - Bush fire destroys ladies dressing sheds and fencing at Apple Tree Bay. Proposed new location for replacement sheds at end of the bridge. |
| | • December - work begins on construction for bridge to hold the netting across the baths with piles 25 feet apart. |
| 1929 | • April - New baths completed. |
| | • Wharf as a landing place was constructed on western side of the baths with proposal for another to be constructed on east side. |
| | • Tenders called to construct dressing sheds of 6 cubicles, and back to back showers, for each sex. Plans drawn up by Mr. Downey - Engineer. |
| | • July - second landing place completed on eastern side of Bay using salvaged timber from former baths. |
| 1930 | • Dressing sheds on western side constructed by unemployed labour. Construction of angle iron frames covered with galvanised iron, with 6 compartments and a shower for each sex. |
| | • WCs constructed on both eastern and western side of Bay (KCT Presidents report April 1930). |
| 1932 | • Repairs to baths and purchase of new wire to make baths shark proof. |
| | • Due to vandalism, all tanks and fittings removed. |
| 1937-38 | • Road built from Bobbin Head to Apple Tree Bay. |
| | • Area enclosed at Apple Tree Bay in preparation for filling - awaiting availability of a dredge. |
| 1939 | • Plans for Cottage for Chief Ranger. |
| 1941 | • Apple Tree Flat Staff Residence constructed. |
| 1944 | • Repairs to road from Bobbin Head to Apple Tree Bay at an approximate cost of £600 (KCT Annual Report August 1944). |

| | |
|---|---|
| 1946 | • New footbridge erected to replace old structure which had fallen into disrepair (KCT Annual Report July 1946).<br>• Provisions made for reclamation of a playground and parking area to occur following reclamation works at Bobbin Head. |
| 1950 | • Apple Tree Bay is now referred to as both Apple Tree Bay and 'Burnside' presumably after the Trust President, Colin Burnside.<br>• Department of Public Works conducts detailed survey of area and submits quote of £23,500 for reclaiming an area of land to provide an additional park in order to relieve congestion at Bobbin Head. Proposal includes the provision of a pontoon and cruiser moorings, roadside store and staff quarters. |
| 1952 | • Reclamation works to area cease until funds become available.<br>• Pontoon provided for small boats and cruisers to decentralise crowding at Bobbin Head.<br>• Roadside store and two pit lavatories provided. |
| 1953 | • Moorings added to the Bay. |
| 1955 | • Contract let for reclamation of area to accommodate large number of cars and picnic parties (anticipated time for completion is two years). |
| 1958 | • Reclamation work completed, providing approximately 5 acres of picnic and parking areas. Future works to include shelter sheds and parking areas. |
| 1960 | • Topdressing of reclaimed land, assisted by Hornsby and Ku-ring-gai Councils. Future works to include kerbing and guttering, road making and construction of shelter sheds, parking areas and resealing access road from Bobbin Head. |
| 1963 | • Composite kiosk, garage and public toilet building completed at a cost of £10,000 (Plans Elevations and Sections prepared by RC Smith & Assoc.).<br>• Electricity main installed.<br>• Whole area kerbed and guttered and filled and top dressed in preparation for sealing of the roadways.<br>• Lawn and tree planting carried out. |
| 1964-65 | • Completion of road sealing.<br>• Improvement and maintenance works to staff cottage.<br>• Improvement works to Administration and Visitor Information Centre located at Apple Tree Flat (Kalkari Discovery Centre) including moving building back approximately 50 feet from roadway. |
| 1966 | • Plans drawn up for a boatshed following the relocation of the Rangers' cottage to the Woodnutt's boatshed site. |
| 1967 | • Ku-ring-gai Chase gazetted as a National Park managed by National Parks and Wildlife Service.<br>• 20 March- Masterplan Scheme No 3, prepared Proposed Redevelopment of Apple Tree Bay for Ku-ring-gai Chase Trust; RC Smith and Thompson. |

| | | |
|---|---|---|
| 1970 | • | Aerial photographs show boat ramp located on the south-west side of the beach. |
| | • | 16 April- Proposal for Boat Ramp at Apple Tree Bay. |
| | • | 28 July- Landscape Plan, Apple Tree Bay, shows a proposal for planting on beach edge. Boat launching ramp and boulders. Sides battered at slope 1 in 1 and retained by large boulders and native species plantings of Swamp Oak, White Honeysuckle, Spotted Gum and Heath Banksia. |
| | • | Progressive demolition of two cottages located opposite the Bay. |
| 1973 | • | August - Site Survey - Apple Tree Bay, Parking Area and Traffic Control show location of former and new boat ramps, toilet, garage, kiosk and beach with dumped hard fill. |
| | • | Proposal put forward by National Parks and Wildlife Service for four ex Army pontoons to be linked together with timber decking to provide landing platform with hinged wooden gangway connected to the foreshore. |
| 1987 | • | Timber bridge across Apple Tree Bay is rebuilt by National Parks and Wildlife Service. |

## 2.8 Comparative Analysis

### 2.8.1 Introduction

Recreation in Australia was initially a luxury, confined to those with the requisite time and money. Working people had to be content with a few public holidays and limited amusements that included drinking, dancing and blood sports. Concern for the 'public good' through the provision of public grounds was not an urgent priority.[100] However, one of the defining characteristics of Australia in the late nineteenth century was the high level of urbanisation.

As Australian cities established themselves, they soon spread over vast areas of land, far bigger than the older cities in Europe. As a result, distance and transport became central to the urban Australian lifestyle.[101] The rapid urbanisation which occurred in the latter part of the century led to a distinct division between the city centre as the hub of glamour and excitement, and the suburbs. These became places of quieter work and leisure, more geared into the rhythms and routines of day to day life. As a result the development of local parks, sporting facilities and hotels became a part of the routines of the suburbs and they were avenues of leisure away from the excitement and crowds of the inner city.[102]

By the late 1800s, the 'formalisation' of leisure was beginning to take place. The more or less uniform working week began to define and regulate leisure hours. The rigidity of the working week and the spread of people across vast suburban reaches in the cities meant that sporting fixtures became more formal, starting and ending at a particular time to facilitate public transport to and from matches. A part of the formalisation process lay in the provision of urban and national parks and from the 1860s, Australian governments made a practice of reserving the coastal foreshore and banks of rivers and streams for public use. In 1866, a reserve was declared at Jenolan Caves, then in 1879, just a few years after the creation of the first national park in the world at Yellowstone in the USA, the NSW government declared 73 000 hectares south of Sydney as The Royal National Park 'for use of the public forever'.[103] In Victoria, 167 acres of land were set aside at Ferntree Gully in 1887 and in 1894 in Perth, Kings Park at the city's edge was set aside.[104]

The use of the public parks and reserves was varied. However, areas within them were often especially adapted for the purpose of outdoor eating, catering for a leisure pursuit that had become popular in the Britain in the early 1800s. In Australia, a favourable climate, ample public land, and diverse scenery, saw camping and eating outdoors become standard aspects of Australian leisure. Picnics brought families and friends together, school and church groups, trade unions and others. They became an almost compulsory sideline to outdoor sporting events and country 'picnic races' derived from this period. Fireplaces for barbeques, water pumps, outdoor furniture, shelters and pavilions were installed in many public parks and gardens to cater for growing picnicking demands.[105]

In the 1920s and 1930s, the motor car opened up the outdoors to city dwellers so that something of a 'democratisation' of bushwalking, camping and rural picnics occurred. The extra pressure which this 'democratisation' placed on the outdoor environment was recognised by some, such as Myles Dunphy, and the beginnings of the modern wilderness protection movement began at this time. The advent of the motor car also introduced a variety of new recreational pursuits, as equipment that was too large to carry by hand became possible to transport. By the 1950s, this was most obviously represented by the transportation of the family's motor boat or yacht for weekends away and fishing holidays.

### 2.8.2 Comparative Sites

There is a large number of sites used for recreational boating in the metropolitan Sydney area, with the majority being established in conjunction with the advent of the motor car (1920-30s) and the rise in popularity of recreational boating (1950s). However, few of the existing sites combine an extended recreational area and car parking facility with boat ramp. Sites which combine boating facilities with a recreational area, share aspects with Apple Tree Bay including their proximity to suburban communities, the deliberate transformation of the bush to a recreational facility – particularly picnic grounds, extended car parking areas and boat sheds, and their current locations within or adjacent to National Parks. Public Boat launching facilities include the following:

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[100] Aitken R & Looker M, 2002; *Oxford Companion to Australian Gardens*, Oxford University Press, p.367
[101] Lynch R & Veal A J, 1996; *Australian Leisure*, Addison Wesley Longman Australia Pty Ltd, p.68
[102] Lynch R & Veal A J, 1996; p.69
[103] Lynch R & Veal A J, 1996; p.70
[104] Lynch R & Veal A J, 1996; p.70
[105] Aitken R & Looker M, 2002; p.

- Rowlands Reserve, off Pittwater Rd, Bayview
- Akuna Bay, Ku-ring-gai Chase National Park
- Parsley Bay, Brooklyn
- Garigal National Park, Killarney Heights
- Picnic Point, Georges River National Park
- Burrum Burrum Sanctuary, Bonnet Bay

Two of these public boat launching facilities are described below. Both provide facilities that are similar to Apple Tree Bay boat launching facilities and are representative of a group of metropolitan Sydney boat launching facilities.



*P11. Akuna Bay Marina (source: www.d alboramainas.com.au/ March 2006)*

### Akuna Bay, Coal and Candle Creek, Ku-ring-gai Chase National Park

Following a similar pattern of development as Apple Tree Bay, Akuna Bay was initially established to accommodate the overflow from the neighbouring and already developed recreation area at Illawong Bay. As with Apple Tree Bay, Akuna Bay has subsequently developed into a recreation destination in its own right, focused primarily on providing facilities for the recreational boater.

Development at Akuna Bay is first mentioned by the Ku-ring-gai Chase Trust in the mid to late 1950s and, as with Apple Tree Bay, Akuna Bay is discussed in terms of being established as an area to cope with the overflow of the already developed area of Illawong Bay.

The Annual Report of the Trust in 1956 mentions:

*At Akuna Bay, in the area of Coal and Candle Creek, a small Boatshed / Kiosk has been established pending the full development of this area. It is the intention of the Trustees to reclaim this area and provide space for picnic and parking areas, thus relieving the strain on Illawong Bay which is a most popular resort at weekends and holidays.[106]*

Works on the reclamation of area was underway by 1958, when the Trustees noted:

*With the object of providing further picnic and parking areas, the Trustees are proceeding with the reclamation work at Akuna Bay, and during the year have expended a sum of £3402 in dredging and building walls. Here will be further large expenditure on this project, but when completed it will become revenue producing.[107]*

Located within the Ku-ring-gai National Park, Akuna Bay is located on Coal and Candle Creek, which feeds into Cowan Creek. Accessed via Liberator General San Martin Drive, via Moss Vale Road, Akuna Bay is a highly developed site which holds a marina, restaurant, general store and laundry. Akuna Bay and Apple Tree Bay provide picnic, parking and boat launching facilities within Ku-ring-gai Chase National Park.



*P12. Parsley Bay, Brooklyn, showing swinging moorings (source: www.walkabout.com.au/ March 2006)*

### Parsley Bay, Brooklyn, Hawkesbury River

Known as the 'gateway to the Hawkesbury River', Brooklyn is a small riverside settlement occupying the narrow strip of land along the western foreshore of the Hawkesbury River, south of Dangar Island. The heritage - listed metal truss bridge - Hawkesbury River Rail Bridge is located on the northern side of the Brooklyn peninsula.

The Brooklyn region was first identified by Europeans in 1788 when Governor Phillip entered Broken Bay in a whale boat and camped on Danger Island, naming it Mullet Island after a successful catch. The region was initially settled in 1836 by George Peat in the area which is now known as Peats Bight. The township of Brooklyn was created in 1884 when the Fagan Brothers subdivided their 100 acre grant. The first industry associated with the area was oyster farming and the Hawkesbury area today continues to supply 10% of NSW's oysters. By the early twentieth century, the Hawkesbury had become a major destination of holiday makers and Brooklyn became reliant upon the tourist industry. Situated on the extreme eastern point of the Brooklyn peninsula is McKell Park, accessed via Dangar Road. On the northern side is a small marina, car parking facility, public baths and playground, while to the south is Parsley Bay which holds a boat ramp with additional parking, picnic area and BBQ area, and is situated between the two foreshores. Parsley Bay and Apple Tree Bay provide parklands with bathing, picnic, parking and boat launching facilities. Parsley Bay is not located within a National Park, but is in close proximity.

[106] KCT Annual Report June 1956
[107] KCT Annual Report June 1958

## 2.9   Historic Themes

The heritage values of individual heritage elements and precincts may derive significance as a result of what they contribute to their context and environment. Consideration of heritage values in this context involves an appreciation of the underlying historical influences that have shaped and continue to shape the area. Historical themes allow categorisation of the major forces or processes that have contributed to the development of a heritage context or environment and provided a framework within which the heritage significance of an item can be demonstrated. Historical themes are considered on national, state and local levels.

### 2.9.1   National Themes

The nine national themes as developed by the Department of Environment and Heritage, address broad issues of the development of Australia as a nation, with the classifications related to Australia's natural evolution, peopling the nation, developing a range of economies, settling the economies, settling the country, work, education, government, cultural development and the phases of life in Australia.

### 2.9.2   State Themes

The 38 state themes as developed by the NSW Heritage Office (Department of Planning), sub-classified under the national themes, address the following:

- (Australia's Natural Evolution) the natural environment.
- (Peopling the Nation) Aboriginal, convict and ethnic origins, and migration.
- (Developing Local, Regional and National Economies) agriculture, commerce, communication, the cultural landscape, events, exploration, fishing, forestry, health, industry, mining, pastoralism, science, technology and transport.
- (Settling the Country) urbanisation, land tenure, utilities and accommodation.
- (Work) labour
- (Education) education
- (Government) defence, government and administration, law and order and welfare.
- (Cultural Development) domestic life, creative endeavour, leisure, religion, social institutions and sport.
- (The Phase of Life in Australia) birth and death, persons.

**Relevant Historical Themes**

| National | State | Local Application |
|---|---|---|
| Australia's Natural Evolution | Australia's Natural Evolution | Hawkesbury River catchment |
| Peopling the Nation | Convict origins | Smugglers |
| Developing economies | Developing local economies | Boat building, timber getting, recreational boating (house boats and row boats). |
| Settling the Country | Land tenure | Establishing of a National Park. |
| Phases of Life | Persons | E F Du Faur |
| Cultural Development | Cultural Development | Conservation philosophy - protection of natural resources as instigation for establishing public park. Recreational areas and activities including: picnic areas, camping sites, bathing and boating. |

*Table 2.1.*

**Major Historic Theme: Cultural Development**
- Establishing a National Park.
- Introduction of conservation philosophy as part of the establishment of a public park
- Development of recreational areas including: picnic areas and camping areas.
- History of recreational activities including: picnicking, camping, bathing and boating.

**Minor Historic Theme: Cultural Development**
- Access
- Exploitation of natural resources.
- Scientific uses
- Use of unemployed labour.
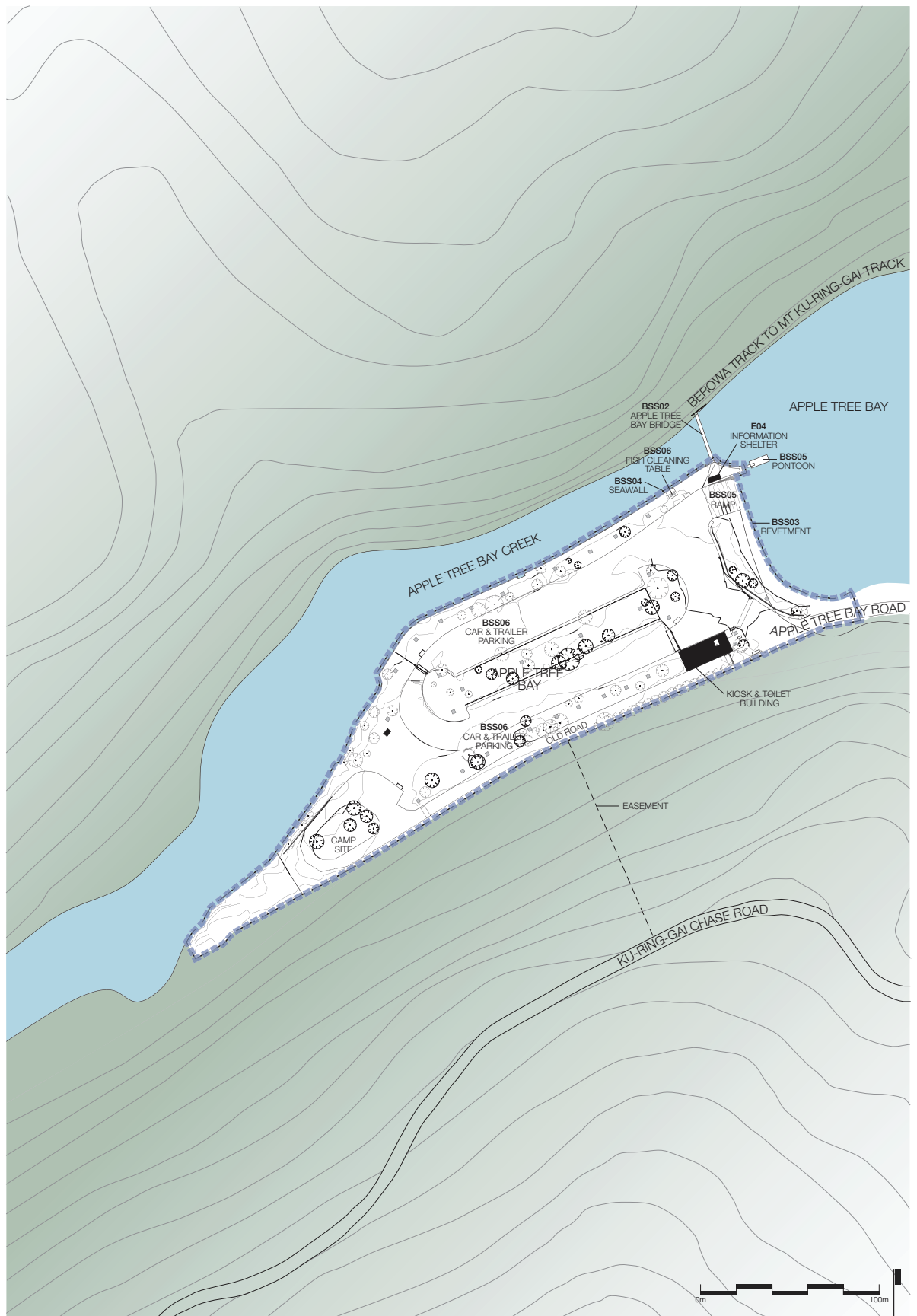
*Figure 3.1. Location of Built Structures at Apple Tree Bay*

# 3.0  Physical Assessment

## 3.1  Introduction

Lynette Gurr and Kate Denny, Heritage Specialists of CM+, undertook the physical investigation during several visits to Apple Tree Bay in January and February 2006. Existing heritage reports, documents and assessments were reviewed. Items located during the site inspection were noted, described and documented photographically.

Apple Tree Bay comprises both natural and cultural elements influenced by geological formation, fire and flood regimes, human occupation and patterns of land use. Apple Tree Bay is located on reclaimed land on the southern mudflats on Apple Tree Creek adjacent lowlands. The associated approaches by road, rail, walking tracks and water have been integral to its development.

The north-eastern section of Apple Tree Bay parklands comprise mainly boat launching facilities and a footbridge crossing of the creek. The middle section of the parklands is associated with car and boat trailer parking and the southwestern section and creekline is associated with passive recreational activities such as picnicking. (Refer to Figure 3.1)

In this assessment the various components of the park are described within the following sub-sections:

- Natural Environment
- Aboriginal Cultural Heritage
- Landforms
- Soils
- Cultural Landscape and Tree Species
- Buildings, Structures and Seawalls
- Furniture and Services
- Surfaces
- Recreational Usage

## 3.2  Natural Environment

Refer to Volume 3, Appendix 1.1 Flora and Fauna Report.

### 3.2.1  Geological Formation

Ku-ring-gai Chase National Park is listed on the Register of the National Estate for its scientific importance as a remnant of the natural environment of Sydney. Ku-ring-gai Chase National Park, situated near the centre of the Sydney Basin, a major structural unit of the Permian and Triassic age (200-250 million years ago) consisting almost entirely of horizontally bedded sedimentary rocks. During this time the Sydney region was a large freshwater lake which was slowly filled by deposits of sand, silt and pebbles. At the end of the Triassic period the area was uplifted, became drier. It then began to weather and erode. The final vigorous period of erosion was during the ice ages when sea levels were much lower and formed deep V-shaped valleys in the plateau surface. Following the last glacial period, rising sea levels flooded the lower valleys and cut off some of the peaks.[108]

Natural vegetation communities include heath lands on the sandstone ridges, dense forests on the slopes and mangroves on the tidal flats.

[108] National Parks and Wildlife Service, Ku-ring-gai Chase National Park and Lion Island and Spectacle Island Nature Reserve, Plan of Management (2002), p10

### 3.2.2    Fauna and Flora
Refer to Appendix 1.1, Flora and Fauna Reports

Australian Museum Business Services (AMBS) prepared a Natural Heritage Report for the subject site for this Conservation Management Plan. Search information was obtained from the Department of Environment and Conservation's Atlas of Wildlife and Department of Environment and Heritage's Protected Matters database. Searches were obtained for a radius of 10km, 5km and 1km around the project area for details of the likelihood of species occurring. The following results were obtained:

**Fauna**
Refer to Table 1 of Appendix 1.1, Flora and Fauna Reports.

The search found 52 x threatened vertebrate species; 21 x migratory species; 6 x threatened frogs; 3 x marine turtles; 2 x reptiles; 45 x birds (16 migratory); 9 x mammals; 4 x sharks; 2 x fish; 4 x whales, and dolphins.Threatened species within 1km of Apple Tree Bay include:

- Giant Burrowing Frogs
- Red-crowned Toadlet
- Rosenberg's Goanna
- Glossy Black Cockatoo
- Powerful Owl
- Spotted-tail Quoll
- Southern Brown Bandicoot (eastern)
- Koala
- Eastern Pygmy Possum

**Flora**
Refer to Table 2 of Appendix 1.1, Flora and Fauna Reports.

The search found 30 x threatened flora species (10km); 20 x threatened flora species (5km); and 3 x threatened flora species (1km). Threatened species within 1km include:

- *Darwinian biflora*
- *Lasiopetalum joyceau*
- *Tetratheca glandulosa*

It is unlikely that any threatened plant or animal species of state or national conservation significance listed under the TSC Act or EPBC Act would occur with any regularity in the reclaimed lands of the project area. It is more likely that these species previously recorded in the locality occur within naturally vegetated stands on the lower slopes and further into the National Park, which also provide habitat for a wide range of fauna species, including those reliant on woodland/ forest and riparian / wetland habitats.

Moreover, the bays and waterways of the project area would provide only transient habitat for any of the listed marine species and is unlikely to be utilised by most of the pelagic species recorded within ten kilometres.

## 3.3   Aboriginal Cultural Heritage

Refer to Appendix 1.2, Aboriginal Research and Analysis Report.

Ku-ring-gai Chase National Park is listed on the Register of the National Estate for its abundance of Aboriginal sites. Australian Museum Business Services (AMBS) prepared an Aboriginal Heritage report for the subject site for this Conservation Management Plan (see Volume 3, Appendix 1.2 Aboriginal Heritage Report). The team reported that Aboriginal archaeological sites are recorded throughout Ku-ring-gai Chase National Park. A search of the AHIMS for recorded sites within a three kilometre radius search area of Apple Tree Bay precinct found 103 sites. This demonstrates the diversity of the archaeological resource of the area, with the majority of sites comprising more than one archaeological feature.

Topographical overlays illustrate that the areas furthest from the foreshores and abutting the sandstone cliffs represent original intact landscapes, not part of reclamation. There are no Aboriginal archaeological sites located in the Apple Tree Bay parklands.

The site visit carried out as part of the work for the assessment of Aboriginal Heritage (Appendix 1.2) confirmed that no Aboriginal archaeological sites are located in Apple Tree Bay recreation precinct.

## 3.4   Landforms

The original natural landform has been modified by reclamation and for the creation of public amenity. The principal components include the following:

- Hill Slopes and Valley Walls
- Reclaimed Flats
- Estuarine Creeks

### 3.4.1  Hill Slopes and Valley Walls
The valley walls are the natural Hawkesbury sandstone formations that surround the parklands. The rocks of the area have been eroded over millions of years to form deep valleys and cliffs. Outcrops of the Narrabeen Group of shales and sandstones and small areas of Wianamatta Shale, together with variations in topography, have given rise to a variety of plant communities and over 1,000 different species of plants. The sandstone walls have been modified through quarrying. Dry schlerophyll forest and undergrowth vegetation grows on much of the valley walls.

### 3.4.2  Reclaimed Flats
Apple Tree Bay was created by dumping fill on the mud flats. The reclaimed flats at Apple Tree Bay were constructed between 1955 and 1962.

### 3.4.3  Estuarine Creeks
Ku-ring-gai Chase National Park contains a tight cluster of winding creeks, sheltered beaches, hidden coves and wide expanses of deep water. The subject site comprises one of these, Apple Tree Creek. The creekline has been modified through land reclamation. Mangroves grow along the southern shore of Apple Tree Creek.

## 3.5   Soils

Refer to Appendix 1.6, Improving Soil Conditions for Trees and Turf Report.

Apple Tree Bay is formed on in-filled estuarine bays. While dredging of the adjacent waterways may have contributed to some of the infill material, historic records indicate that the surface is formed from imported material.

The surface soil at Apple Tree Bay is very compacted and stoney. It is likely that alluvial silty loam, the most commonly available 'topsoil' in Sydney, was used to cap the original fill, top-dress, re-form and repair areas over time. This soil type shows an evenly graded particle size distribution (equal quantities of medium, fine and very fine sands, fine and coarse silts and some clay)[109].

[109] 'Soils Physical Properties' Assessment prepared by Simon W Leake for CM+ in January 2006 as part of the Masterplan project.

## 3.6   Cultural Landscape and Tree Species

The area of land which forms the recreation area of Apple Tree Bay was formed by land reclamation between 1955-1962. The park is generally used as a parking area for boat trailers and cars. The northwestern edge of the park, along Apple Tree Creek, is formed by a sandstone seawall. The northeastern edge comprises a jetty seawall, ramped concrete boat launch and a rubble revetment area leading to the water edge.

**Cultural Landscape and Tree Species**

**Plantings**



*P13. Eucalyptus trees at Apple Tree Bay (source: CM+)*



*P14. Eucalyptus trees at Apple Tree Bay (source: CM+)*

The cultural landscape associated with Apple Tree Bay comprises predominantly indigenous trees planted informally. The planting are located around the perimeter of the site, between roadways and parking bays.

Plantings between the parking bays probably date to the 1970s.
Planted trees include the following[110]:

- Rough-barked Angophora
- Willow Bottlebrush
- Scribbly Gum
- Grey Gum
- Queensland Firewheel Tree
- Prickly-leaved Paperbark
- White Kurrajong
- Bottlebrush
- Swamp Sheoak
- Red Bloodwood
- Hoop Pine
- Sydney Peppermint
- Grey Ironbark
- Sydney Red Gum
- Brushbox
- Silvertop Ash
- Spotted Gum
- Bracelet Honey Myrtle
- Angophora
- Lemon-scented Gum

*Condition:* average / good

[110] from The Tree Wise Men, Arborist's Report, Bobbin Head and Apple Tree Bay Picnic Areas, prepared July 2004, Appendix 5.

*P15. Kiosk, West Elevation, (source CM+ 2006)*



*P16. East Elevation showing amenities building (source CM+ 2006)*



*P17. West Elevation showing amenities building (source CM+ 2006)*



*P18. South Elevation showing Garage, (source CM+ 2006)*

## 3.7   Buildings, Structures and Seawalls

**BSS01 Kiosk, Garage and Toilet Building**

The Kiosk, Garage and Amenities Building was designed by RC Smith & Associates and completed in 1963 at a cost of £10,000. The building is located at the vehicular entry to Apple Tree Bay in close proximity to the revetment area.

Designed in the Late-Twentieth Century Sydney Regional style. The East and West Elevations comprise feature walls of expressed sandstone. The kiosk is located at the eastern end of the building and the toilets are located at the western end.

The East and West Elevations show exposed rafters in treated timber that extend to create a verandah-style covered area. The roof is a gable with low pitch, to appear almost flat. The roof is clad in metal decking.

The garage to accommodate the National Parks and Wildlife Service power boat is a later addition and is expressed as an increased height. The garage addition is clad with sheet metal and painted.

*Condition:* The Kiosk area is currently vacant. The toilets are in good condition, but do not achieve Disability Discrimination Act compliance. Kitchen and science facilities do not achieve BCA Standards.

*P19. Footbridge Crossing Apple Tree Creek, view looking north (source CM+ 2006)*

**BSS02 Footbridge, Apple Tree Bay**

The footbridge is located at the mouth of the creek and was constructed in 2003. Prior to reclamation, previous bridges crossed the river at this point. Earlier bridges led to change rooms associated with bathing in the area. Previous footbridges were destroyed by flooding.

The bridge is constructed of steel frame on concrete piles, with steel handrails and timber treads.

The footbridge forms part of the Berowra Track.

*Condition:* Good



*P20. Footbridge Crossing Apple Tree Creek, view looking south-west (source CM+ 2006)*

**BSS03 Revetment, Apple Tree Bay**

Located in the north-east and fronts the bay shoreline. Constructed in the 1970s. Prior to the construction of the revetment, plans indicate that a seawall existed immediately to the west of the current revetment and archaeological remains probably remain.

Building rubble currently forms the revetment to Apple Tree Bay. The rubble is associated with the demolition of the Koala Sanctuary, when rubble was removed to this location to form a 'beach' when the existing boat ramp was constructed.

*Condition:* OHS issues associated with exposed rubble.



*P21. Revetment with jetty seawall and boat launch in the distance (source: CM⁺ 2006)*

*P22. Seawall, Apple Tree Bay (source: CM⁺ 2006)*

**BSS04 Seawall, Apple Tree Bay**

Located on the north-western and western side of the creek, the seawall was built during the reclamation phase of Apple Tree Bay (1949-52).

The gravity seawall is constructed of solid sandstone blocks. The seawall terminates towards the west of the site and, where mangrove regrowth occurs.

*Condition:* generally ranges from fair to good. Some areas subject to flooding / nundation.



*P23. Seawall on Apple Tree Bay (source: CM⁺ 2006)*

**BSS05 Wharf, Jetty, Pontoon and Boat Ramp**

The existing boat ramp was designed in the early 1970s by RC Smith & Thompson. An ex-army pontoon was originally brought to the site in 1973.

Wharves were constructed in Apple Tree Bay as early as 1929. In 1952 a pontoon was provided for small boats and cruisers to decentralise crowding at Bobbin Head. Moorings were added in 1953.

Various designs were associated with the treatment of the foreshore and landscaping, however, it appears none was implemented.

A new pontoon is currently on order for the site and should double the area of the pontoon.

*Condition:* Good



*P24. Ramp at Apple Tree Bay (source: CM⁺ 2006)*

**BSS06 Carpark Area**

Apple Tree Bay is dominated by car and boat trailer parking to provide facilities for boat users. The area is kerbed and guttered in concrete with a bituminous surface for the parking area. Grassed and planted areas are located between the parking bays.

*Condition:* good



*P25. Jetty, Pontoon and Boat Ramp, Apple Tree Bay (source: CM⁺ 2006)*

**BSS06 Fish Cleaning Bench**

A sandstone bench constructed at table height with attached tap. Mounted on a sloping concrete pad that drains directly into the creek. Date of construction: Unknown.

*Condition:* good



*P26. Pontoon at Apple Tree Bay (source: CM⁺ 2006)*



*P27. Fish Cleaning Bench (source: CM⁺ 2006)*

## 3.8   Furniture and Services

This section examines various elements within the park including:

* Seating
* Barbeque Facilities
* Picnic Tables, Benches and Garbage Bins
* Signage and Wayfinder elements

**Furniture and Services**



*P28. BBQ Shelter (source: CM+ 2006)*

### E01 Barbeque Shelters

Barbeque shelters dating to 1999 are located at the south-western end of the park, in a turfed area associated with picnicking.

Shelter consists of four timber posts supporting a rectangular gabled roof. Gable infilled with latticework. Facilities include two gas-operated barbeques.

*Condition:* Maintenance issues reported

### E02 Garbage Bin Stations

Garbage bin stations dating from 1990s are located throughout the park on concrete slabs. They consist of five (5) PVC wheelie bins attached by a steel frame. Stations comprise three (3) recycling and two (2) garbage bins.

*Condition:* good



*P29. Picnic Platform (source: CM+ 2006)*

### E03 Picnic Platforms

These Picnic Platforms dating from the early 1980s are located throughout the park. Low in height and mounted on timber posts and concrete upstands the rectangular timber platforms (approximately 2000mm x 2000mm) are constructed of timber slats.

*Condition:* good

### E04 Information Station

The information station dating from 1990s is located at the northern end of the park, south of the footbridge.

Signage mounts include three (3) timber posts with two (2) panels mounted between. Information provided on front and back of panel. Free standing interpretation signage is associated with the track.



*P30. Information Shelter (source: CM+ 2006)*

## 3.9   Surfaces

A variety of hard surface types are evident around Apple Tree Bay. The following surfaces are currently used across the Apple Tree Bay site:

- S01 Asphalt Roads and Paths
- S02 Kerbs and Edgings
- S03 Concrete paving
- S04 Brick Paving

**Surfaces – Bobbin Head and Apple Tree Bay**

**S01 Surfaces 1 – Asphalt Roads and Paths**
The affordable cost of Asphalt has promoted the use of Asphalt throughout the site. Asphalt has been laid predominantly as roadway.

**S02 Surfaces 2 - Kerbs and Edging**
Concrete kerbs and edgings are located throughout the park. Concrete formed kerbing possibly date from the 1970s.

**S03 Surfaces 3 –Concrete Paving**
Small areas of concrete paving are laid in various locations of Apple Tree Bay, particularly around the various amenities.

## 3.10   Recreational Usage

Refer to Appendix 1.5, Recreational Planning Report.

Numerous active and passive recreational pursuits are undertaken at Apple Tree Bay.

1. Active recreations pursuits in Apple Tree Bay include:
   - Motor Boating
   - Sailing (boating)
   - Canoeing
   - Jet-Skiing
   - Hiking / Walking
   - Informal Ball Games
   - Cycling (recreational)

2. Passive recreation includes:
   - Picnicking
   - Bird/ Wildlife Watching
   - Fishing
   - Contemplation / Meditation

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## 4.0 Significance Assessment

### 4.1 Introduction

An assessment of heritage significance endeavours to establish why a place is important. Significance is embodied in the fabric of the place (including its setting and relationship to other items), the records associated with the place, and the response the place evokes in the community or in individuals to whom it is important.

### 4.2 Methodology for Assessing Significance

Australia ICOMOS *Burra Charter* (1999) has been used as a guideline in assessing heritage significance. Historic Cultural Significance includes values that are social, spiritual, aesthetic, historic and scientific for past, present or future generations. The cultural significance of a place is embodied in its physical form or fabric; its setting and contents; in associated documents; its uses, or in people's memory and associations with the place. Historical cultural significance can be complex, varied and, at times, conflicting; a result of diverse communities and cultures.

## 4.3 Application of Assessment Criteria - Aboriginal Significance

Aboriginal Significance Assessment can generally be described under three broad headings (Pearson and Sullivan 1995:7):

- Value to groups such as Aboriginal communities.
- Value to scientists and other information gatherers.
- Value to the general public in the context of regional, state and national heritage.

Professional guidelines for the assessment of significance (National Parks and Wildlife Service Aboriginal Heritage Guidelines 1997) discuss two types of significance: social significance and archaeological significance.

| Guideline Definition | Significance Criteria |
|---|---|
| This area of assessment concerns the value) of a site or feature to a particular community group – in this case the local Aboriginal community. Aspects of social significance are relevant to sites, items and landscapes that are important or have become important to the local Aboriginal community. This importance involves both traditional links with specific areas as well as an overall concern by Aboriginal people for sites generally and their continued protection. Aboriginal cultural significance may include social, spiritual, historic and archaeological values. | Social |
| Scientific significance is assessed using criteria to evaluate the contents of a site, state of preservation, integrity of deposits, representativeness of the site type, rarity / uniqueness and potential to answer research questions on past human behaviour (National Parks and Wildlife Service, 1997). National Parks and Wildlife Service guidelines recommended criteria for assessing archaeological significance include:<br><br>• Archaeological Research Potential - significance may be based on the potential of a site or landscape to explain past human behaviour and can incorporate the intactness, stratigraphic integrity or state of preservation of a site, the association of the site to other sites in the region or a datable chronology.<br>• Representativeness - all sites are representative of those in their class (site type / subtype). However, the issue here relates to whether particular sites should be conserved to ensure a representative sample of the archaeological record is retained. Representativeness is based on an understanding of the regional archaeological context in terms of site variability in and around the study area, the resources already conserved and the relationship of sites across the landscape.<br>• Rarity - defines how distinctive a site may be, based on an understanding of what is unique in the archaeological record and consideration of key archaeological research questions (i.e., some sites are considered more important due to their ability to provide certain information). It may be assessed at local, regional, state and national levels. | Scientific |

Table 4.1.

## 4.4   Application of Assessment Criteria – Cultural Significance

The following Gradings of Significance have been adopted from the NSW Heritage Office Guidelines, 2001, for Assessing Heritage Significance. An item will be considered to be of State (or local) heritage significance if, in the opinion of the Heritage Council of NSW, it meets one or more of the following criteria:

| Group 1 | Nature of Significance |
|---|---|
| Criterion (a) | An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area); [i.e., historical]. |
| Criterion (b) | An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area); [i.e., historical]. |
| Criterion (c) | An item is important in demonstrating aesthetic characteristics and/ or a high degree of creative or technical achievement in NSW (or the local area); [i.e., aesthetic]. |
| Criterion (d) | An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons; [i.e., social]. |
| Criterion (e) | An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the natural or cultural history of the local area) [i.e., scientific]. |
| Criterion (f) | An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area) [i.e., rare degree of significance]. |
| Criterion (g) | An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments. (Or a class of the local area's cultural or natural places; or cultural or natural environments) [i.e., representative degree of significance]. |

| Group 2 | Comparative Degrees of Significance Criteria |
|---|---|
| State | Of significance to the State of New South Wales. |
| Local | Of significance to the Local Government area. |

*Table 4.2.*

## 4.5   Assessment of Heritage Significance

### 4.5.1   Criterion (a) – Historical Significance

- Apple Tree Bay has high significance at a local level as one of several recreational areas within Ku-ring-gai Chase National Park, the second oldest national park in Australia (gazetted in 1894) and the first national park in NSW devoted to nature conservation.
- Apple Tree Bay has high significance at a local level associated with its role as a recreational precinct used by the local community from the early twentieth century to the present. For over one hundred years Apple Tree Bay has provided passive and active recreation, including bushwalking, swimming, camping, picnicking and fishing.
- Apple Tree Bay has high significance at local level for its associations with changes in recreation in Australian society throughout the twentieth century. Apple Tree Bay reflects the period prior to the popularisation of the municipal swimming pool, when bathing in shark-proof baths on waterways was the norm. Various pool enclosures, dressing sheds and amenities were constructed for this recreational pursuit. Apple Tree Bay was reclaimed in 1937-58 and developed to accommodate the recreational pursuit of boating, a popular form of recreation in the 1960s
- The seawalls at Apple Tree Bay have high significance at a local level for their associations with the alignment of the boundaries of reclaimed land of the recreational precinct. The recreational area of Apple Tree Bay was established following the construction of the seawall. Repairs to the seawalls after flooding have been an ongoing management issue.
- Apple Tree Bay has high significance at a local level associated with the development of access and transportation routes into the parklands. Various means of transportation are associated with the provision of access to the area. Access was initially by boat along Cowan Creek and walking tracks. The first roads, causeway and bridge into Bobbin Head (1901 to 1903) provided ready access from Turramurra and Mt Colah, while further road realignments throughout the twentieth century enabled access to motorised vehicles. The construction of Apple Tree Bay Road (1937 to 1938) led to the popularisation of the recreational precinct as an overflow area from the highly popular Bobbin Head pleasure ground.
- Apple Tree Bay Road, which leads into Apple Tree Bay recreational precinct, has high significance at a local level associated with the provision of labour for the unemployed during the 1930s depression. The Unemployment Relief Council provided the Ku-ring-gai Chase Trust with funds to pay for labour to construct Apple Tree Bay Road between 1937 and 1938.

### 4.5.2   Criterion (b) – Historical Significance – Persons

Apple Tree Bay has high significance at a local level for its associations with Eccleston Du Faur, an environmentalist who was instrumental in founding Ku-ring-gai Chase National Park. Du Faur was the first President of the Ku-ring-gai Chase Trust, which was responsible for the management and early development of the National Park.

### 4.5.3   Criterion (c) - Aesthetic Significance

- Apple Tree Bay has high significance at the local level associated with its setting within the Ku-ring-gai Chase National Park, a place of natural scenic qualities and a serene backdrop of natural landforms on the Cowan Creek. Views and vistas from Apple Tree Bay to and across Cowan Creek and to the surrounding bushland slopes of Ku-ring-gai Chase National Park have picturesque qualities representative of many inlets along Cowan Creek. These views and vistas attract many visitors to the area to enjoy these qualities.
- The Kiosk, Garage and Toilet Block at Apple Tree Bay, has moderate significance at a local level, associated with its early 1960s design by architects, RC Smith & Associates in the Late-Twentieth Century Sydney Regional style. The architectural firm later designed the nearby National Parks and Wildlife Regional Headquarters at Apple Tree Flats in the same style. The Kiosk is a representative example of the architectural firm's style and is a lesser work compared to the Headquarters.

### 4.5.4  Criterion (d) – Social Significance

- From the late nineteenth century, Apple Tree Bay has been associated with passive and active recreation. Each year members of the local community visit Ku-ring-gai Chase National Park, while members of communities from further field visit Apple Tree Bay on a regular basis, particularly for boating. Constantly increasing visitations attest to its level of popularity as a meeting place for a wide variety of users. While most visits to Apple Tree Bay, today, are associated with boat launching activities, the parklands provide a wide range of informal recreational opportunities, such as bushwalking, family and community gatherings, picnicking and barbequing, camping, canoeing, scenic viewing, driving, fishing and relaxing.

- Apple Tree Bay, located within Ku-ring-gai Chase National Park, has social significance at a local level because it is held in high esteem by Aboriginal people who take pride in the fact that the name of the Park is derived from the Aboriginal language group that occupied this area. As such the Park is a dedication to this local Aboriginal community.

- To date, little research has been undertaken in relation to an assessment of Social Significance as held by current National Parks and Wildlife Service staff. Anecdotal evidence suggests that many National Parks and Wildlife Service rangers and staff who have worked at Ku-ring-gai Chase National Park between 1967 and 2006 have a strong association with Bobbin Head. They have formed social connections while having worked there through their strong commitment to the natural conservation principles of the National Parks and Wildlife movement at Bobbin Head.

### 4.5.5  Criterion (e) – Scientific Significance

- The natural ecosystems associated with the mud flats, woodlands and sandstone geology have scientific research value. There is research value associated with the flora and fauna, located on land and in the waters of Ku-ring-gai Chase National Park, although not specifically within the Apple Tree Bay precinct. Scientific / research Significance lies in Apple Tree Bay being located within the Ku-ring-gai Chase National Park, the first park in Australia designated a natural conservation precinct. National Parks and Wildlife Service plays an important role in educating the communities about natural, scientific and ecological aspects of the surrounding National Park.

- National Parks and Wildlife Service embraces education as part of its mission and Ku-ring-gai Chase National Park, including Apple Tree Bay is used as an 'outside classroom'. For over 30 years National Parks and Wildlife Service, together with the Department of Education, have moved to conduct environmental fieldwork and training and play an important role in educating the community and school groups on natural and scientific values within the area.

- There is moderate archaeological potential associated with buildings that have since been removed from the site, including change rooms and lavatories located on both side of the creek.

### 4.5.6  Criterion (f) – Rarity

Apple Tree Bay does not fulfil this assessment criterion.

### 4.5.7  Criterion (g) – Representative

Apple Tree Bay is a representative example of recreational parkland located within a national park and reflects the changing value placed on recreation in Australian society throughout the twentieth century.

## 4.6   Significance Rating

Elements of Significance are set out in Table 4.3 below and are in accordance with the Heritage Office criteria:

**Grading of Significance Criteria**

| Grading | Justification | Status |
|---------|---------------|--------|
| Exceptional | Rare or outstanding elements directly contributing to an item's local or state significance | Fulfils criteria for local or state listing |
| High | High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance. | Fulfils criteria for local or state listing. |
| Moderate | Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item. | Fulfils criteria for local or state listing. |
| Little | Alterations detract from significance. Difficult to interpret. | Does not fulfil criteria for local or state listing. |
| Intrusive | Damaging to the item's heritage significance. | Does not fulfil criteria for local or state listing. |

*Table 4.3.*

In the following tables identify Items / Element of Natural, Aboriginal and Cultural significance identified within Apple Tree Bay. Each Item / Element has been identified along with the level and applicable criteria of significance.

**Grading of Significant Elements - Apple Tree Bay – Natural Environment**
Refer to Appendix 1.1, Flora and Fauna Reports.

| Item/ Element | Level Of Significance | Criteria |
|---|---|---|
| **Plant Community**: No plant community observed in the Apple Tree Bay study area is listed under the TSC Act or EPBC Act as being threatened and no recorded species was considered significant. | Little (Local) | Scientific |
| **Animal species:** It is unlikely that any threatened plant or animal species of state or national conservation significance listed under the TSC Act or EPBC Act would occur with any regularity in the reclaimed lands of the Apple Tree Bay area. It is more likely that these species previously recorded in the locality occur within naturally vegetated stands on the lower slopes and further into the National Park which also provide habitat for a wide range of fauna species, including those reliant on woodland/ forest and riparian / wetland habitats. | Little (Local) | Scientific |
| **Marine species:** The bays and waterways of the Apple Tree Bay area would provide only transient habitat for any of the listed marine species and is unlikely to be utilised by most of the pelagic species recorded within ten kilometres. | Little (Local) | Scientific |

*Table 4.4.*

**Grading of Significant Elements - Apple Tree Bay – Aboriginal Heritage**
Refer to Appendix 1.2, Aboriginal Research and Anaysis Report.

Ku-ring-gai Chase National Park is important archaeologically because it exhibits a large number and a diverse range of Aboriginal sites that represent a range of past activities. These activities include resource gathering and tool production, indicated by shell middens and grinding grooves, as well as ceremonial processes demonstrated by rock art and engravings.

The marine resources provided by the creeks and tributaries located around Apple Tree Bay would have attracted Aboriginal occupation of these areas. The mud flat and mangrove habitats that existed in these areas prior to European occupation and eventual reclamation for development would have also provided a plentiful resource zone. The prevalence of rock shelters in the area would have also offered suitable sites for regular visitation and use.

Although the history of reclamation at the Apple Tree Bay recreation precinct shows the area at the base of the sandstone scarp to be natural landscape, cutting of the sandstone cliff in the eastern portion of the precinct (evidenced by drilling scars) suggests that past disturbance in this area may have been considerable.

| Item/ Element | Level Of Significance | Criteria |
|---|---|---|
| Increased visitation to area, providing a good opportunity to educate / increase awareness of Aboriginal values and significance of the area among the public. In this context there is also concern that increased visitation may have implications for the conservation of Aboriginal archaeological sites in the area. | High | Social |
| No recorded Aboriginal sites located in the unreclaimed zone at the base of the sandstone scarp at Apple Tree Bay. | Little | Scientific |
| Reclaimed land - no Aboriginal sites | Little | Scientific |

*Table 4.5.*

**Grading of Significant Elements - Cultural**

Apple Tree Bay is associated with Ku-ring-gai Chase National Park, the second national park to be proclaimed in NSW and the first devoted to nature conservation. Apple Tree Bay is a secluded area 1.3km north of the popular parklands of Bobbin Head. Initially a track, and in 1937 a sealed road, provided access by land from Bobbin Head. Prior to 1958 the banks of Apple Tree Creek were used for passive and active recreation.

The mudflats of the southern bank of the creek were reclaimed between 1937 and 1958 to provide an increased recreational area. The reclaimed area was planted with native species and date from the 1960s and 1970s phase, a period of development associated with the establishment of the carpark area and its use as a boat-launching precinct.

| Item/ Element | Level Of Significance | Criteria |
|---|---|---|
| Apple Tree Bay recreational Precinct incorporating Apple Tree Creek and Cowan Creek. | High (Local) | Historic / Aesthetic / Social |
| Gravity Sandstone Seawalls (built between 1955-1962) located south side of Apple Tree Creek associated with the alignment of land reclamation. | High (Local) | Historic |
| Land reclamation | High (Local) | Historic |
| Rubble Revetment, (built early 1970s) located on the eastern shore of Apple Tree Bay. | Intrusive (Local) | |
| Views and Vistas from Apple Tree Bay to and across Cowan Creek and to the bushland slopes of Ku-ring-gai Chase National Park. | High (Local) | Aesthetic |
| Apple Tree Bay Road (constructed 1937 / 1938). | High (Local) | Historic |
| Footbridge (constructed 2001/2002). | Little (Local) | Historic |
| Footbridge crossing over Creek. | Moderate (Local) | Historic |
| The Kiosk, Garage and Toilet (constructed 1963), designed by architects, RC Smith & Associates. | Moderate (Local) | Aesthetic |
| Ramp and Pontoon | Moderate (Local) | Historic |
| Tree plantings (1960s and 1970s). | Moderate (Local) | Aesthetic |
| Fish Cleaning Bench | Moderate (Local) | Historic |
| Picnic Furniture | Little (Local) | Historic |
| Carpark layout | Little (Local) | Historic |
| Archival records and Movable Heritage (including Photographs, Trust Minutes, Annual Reports). | Exceptional (Local) | Historic |

*Table 4.6.*

**Grading of Significant Elements - Archaeological Potential**

| Item/ Element | Level Of Significance | Criteria |
|---|---|---|
| Stock yard located at Apple Tree Flat (1905). | Moderate (Local) | Historic / Scientific |
| Swimming Net (1910-1914) located at Apple Tree Bay. | Moderate (Local) | Historic |
| Bridge with Dressing Sheds (1910-1914) located over Apple Tree Bay. | Moderate (Local) | Historic |
| Swimming Net (1914-1918) located on Apple Tree Bay. | Moderate (Local) | Historic |
| Reservoir (1916-unknown) located at Apple Tree Gully. | Moderate (Local) | Historic |
| Dressing Sheds (1920-1927) located at Apple Tree Bay. | Moderate (Local) | Historic |
| Swimming Net (1923-1927) located at Apple Tree Bay. | Moderate (Local) | Historic |
| Bridge and Swimming Net (1928/29-1946) located at Apple Tree Bay. | Moderate (Local) | Historic |
| Two Wharfs (1929-unknown) located on either side of Apple Tree Bay. | Moderate (Local) | Historic |
| Dressing Sheds (1930-unknown) located at Apple Tree Bay. | Moderate (Local) | Historic |
| Two Toilet Blocks (1930-unknown) located on either side of Apple Tree Bay. | Moderate (Local) | Historic |
| Footbridge (1946-1987) over Apple Tree Creek. | Moderate (Local) | Historic |
| Pontoon (1952-unknown) on Apple Tree Bay. | Moderate (Local) | Historic |
| Kiosk (1952-unknown) located at Apple Tree Bay. | Moderate (Local) | Historic |
| Pit Lavatory (1952-unknown) located at Apple Tree Bay. | Moderate (Local) | Historic |
| Boat Ramp (pre1970-1973) located at Apple Tree Bay. | Moderate (Local) | Historic |

*Table 4.7.*

## 4.7   Summary Statement of Significance

Apple Tree Bay, Ku-ring-gai Chase National Park is a place of cultural significance for historic, aesthetic, scientific / research and social values at a local level. Apple Tree Bay is located within Ku-ring-gai Chase National Park an area of high natural significance at state level. The selection of the name, Ku-ring-gai Chase National Park, is dedicated to the local Aboriginal language groups that occupied the land.

The place has high historic significance for its associations with Ku-ring-gai Chase National Park, gazetted in 1894 as the second national park in NSW and the first national park devoted to nature conservation. Ku-ring-gai Chase Trust administered the conservation area from 1894 to 1967. National Parks and Wildlife continue to administer the place from 1967 to the present (2006).

Apple Tree Bay has high aesthetic significance associated with the views, vistas and scenic qualities of a secluded recreational area set within an inlet of Cowan Creek and surrounded by the bushland slopes of Ku-ring-gai Chase National Park.

Apple Tree Bay has high social significance at the local level for its leisure and recreational heritage, including water-based activities. Apple Tree Bay attracts visitors each year from surrounding residential areas and the wider Sydney region. Apple Tree Bay provides an open space recreational area that supports a wide variety of recreational activities. The place has strong associations with nature conservation.

Apple Tree Bay has moderate historic significance as a secondary recreational area closely associated with and related to with Bobbin Head, the principal pleasure ground in the National Park.

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# 5.0 Opportunities and Constraints

## 5.1 Introduction

The conservation planning process established by the guidelines to the *Burra Charter* of Australia ICOMOS (and set out in the NSW Heritage Manual) requires that relevant opportunities and constraints be identified as part of the process for developing conservation policies for places of significance. They are as follows:

• Opportunities identified from the detailed analysis of the history and the fabric.
• Constraints arising from significance.
• Physical constraints of the landscape and buildings.
• External factors, including relevant council statutory and non-statutory controls.

The following sections are not conclusions, or recommendations, but rather observations relevant to the circumstances of Apple Tree Bay and matters that require consideration and resolution. None of these opportunities and constraints in themselves forms conservation policy. Appropriate conservation policy is a result of the careful comparative assessment of the various values and issues represented in the Statement of Significance and the opportunities and constraints.

## 5.2 Constraints Arising from the Statement of Cultural Significance

Constraints arising from significance establish a premise where the other issues such as physical condition and owner requirements can be considered. As discussed in Section 4.0 Significance Assessment, Apple Tree Bay has cultural heritage significance through its historical associations, aesthetic, technical / research and social values. Future management actions regarding Apple Tree Bay must have due regard to its unique heritage significance.

The following general heritage opportunities and constraints arise from the assessed significance of Apple Tree Bay as a whole:

• Apple Tree Bay contains places of cultural significance that should be conserved and managed in accordance with accepted conservation principles and practices.
• An opportunity exists for the removal or alteration to fabric and features having little significance so as to reveal the greater cultural significance of Apple Tree Bay.
• Decisions about works to the place, maintenance, repairs or more extensive adaptation works should always take into account the impact on the significance of the place, both as a whole and on individual components.
• The significance of the place and items within Apple Tree Bay should be interpreted to the public.

## 5.3   Opportunities, Constraints and Issues Arising from the Burra Charter

The *Burra Charter* (the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance) contains principles on conservation of significant places. The Charter provides nationally accepted principles for the conservation of places of cultural significance.

Opportunities and constraints that relate to the Burra Charter include:

- The aim of the conservation of the place should be to retain the cultural significance including provision for its security, its maintenance and its future. (Article 2).
- Reconstruction work should further reveal the significance of the place. New work should be identifiable on close inspection. (Article 19).
- The adaptation for a new use should not detract from the cultural significance of the place. (Article 20).
- The adaptation should be limited to that which is essential to a new use (Article 21).
- Before any intervention of the area, records must be made of the existing fabric to add to the documentary evidence. (Article 23).
- All stages of the work must be supervised by an appropriate professional and a log kept of new evidence and additional decisions recorded for future documentary evidence. (Article 27).
- All plans and records of the conservations and works to Apple Tree Bay should be placed in a permanent archive as part of the history of the place.

### 5.3.1  Archaeology
Refer to Appendix 1.2, Aboriginal Research and Analysis.

Interpretation should be considered for areas with archaeological potential, in particular Aboriginal sites, former stables, garages, seawalls and former bridges. Appropriate care should be taken during any excavation required for new works.

### 5.3.2  Landscape Heritage
Refer to Volume 2, Part 3 LMP.
Refer to Appendix 5.1 Arborist Report.

## 5.4   Opportunities, Constraints and Issues Arising from Statutory Requirements

There is a number of statutory controls that may affect future options for Apple Tree Bay. These include the Aboriginal and Torres Strait Islander Heritage Protection Act 1984, National Parks and Wildlife Act 1974, Environment Protection and Biodiversity Conservation Act 1999 and 2003, the NSW Heritage Act 1977, the Environmental Planning and Assessment Act and the Local Government Act.

### 5.4.1  Aboriginal and Torres Strait Islander Heritage Protection Act 1984
The Aboriginal and Torres Strait Islander Heritage Protection Act 1984 is the principal Commonwealth legislation protecting Aboriginal heritage. This Act complements State legislation and is intended to be used only as a 'last resort' where state laws and processes prove to be ineffective. Under this Act the responsible Minister can make temporary or long-term declarations to protect areas and objects of significance under threat of injury or desecration. The Act also encourages heritage protection through mediated negotiation and agreement between land users, developers and Aboriginal people. On 17 December 1998 responsibility for administration of the Heritage Protection Act was transferred by Administrative Arrangement Orders from ATSIC to the Environment and Heritage portfolio and the Act is now administered by the Department of Environment and Heritage.

### 5.4.2  National Parks and Wildlife Act (1974)

Under the provisions of the National Parks and Wildlife Act 1974, all Aboriginal Objects are protected regardless of their significance or land tenure. Aboriginal Objects are defined as 'any deposit, object or material evidence (not being a handicraft made for sale) relating to Aboriginal habitation of the area that comprises NSW, being habitation before or concurrent with the occupation of that area by persons of non-Aboriginal extraction, and includes Aboriginal remains'.

Aboriginal Objects are therefore limited to physical evidence and may also be referred to as 'Aboriginal sites', 'relics' or 'cultural material'. Aboriginal Objects can include pre-contact features such as scarred trees, middens and artefact scatters, as well as physical evidence of post-contact use of the area such as Aboriginal built fencing or stockyards and fringe camps.

The National Parks and Wildlife Act also protects Aboriginal Places, which are defined as 'a place that is or was of special significance to Aboriginal culture. It may or may not contain Aboriginal objects'. Aboriginal Places can only be declared by the Minister administering the NPW Act.

Under Section 91 of the Act, the Department of Environment and Conservation must be informed upon the identification of all Aboriginal Objects. Failure to do this within reasonable time is an offence under the Act.

Under Section 90 of the Act, it is an offence for a person to destroy, deface, damage or desecrate an Aboriginal Object or Aboriginal Place without the prior issue of a Section 90 consent (formerly referred to as 'Consent to Destroy'). The Act requires a person to take reasonable precautions and due diligence to avoid impacts on Aboriginal Objects. Section 90 consents may only be obtained from the Environmental Protection and Regulation Division (EPRD) of Department of Environment and Conservation. In considering whether to issue Section 90 consents, Department of Environment and Conservation take into account the:

• Cultural and archaeological significance of the Aboriginal objects (or Aboriginal places) subject to the proposed impacts.
• Effect of the proposed impacts and the mitigation measures proposed.
• Alternatives to the proposed impacts.
• Conservation outcomes that will be achieved if impact is permitted.
• Outcomes of Aboriginal community consultation regarding the proposed impact and conservation outcomes.

The Act also provides for stop-work orders under Section 91AA if an action is likely to significantly affect an Aboriginal Object or Aboriginal Place. The order may require that an action is to cease or that no action is carried out in the vicinity of the Aboriginal Object or Aboriginal Place for a period of up to 40 days.

It is also an offence under Section 86 of the National Parks and Wildlife Act to disturb or excavate land for the purpose of discovering an Aboriginal object, or to disturb or move an Aboriginal object on any land, without first obtaining a permit under Section 87 of the National Parks and Wildlife Act. In issuing a permit under Section 87, Department of Environment and Conservation will take into account the:

• Views of the Aboriginal community about the proposed activity.
• Objectives and justification for the proposed activity.
• Appropriateness of the methodology to achieve the objectives of the proposed activity.
• Knowledge, skills and experience of the nominated persons to adequately undertake the proposed activity.

### 5.4.3 Environment Protection and Biodiversity Conservation Act 1999 and 2003

In 1997 the Council of Australian Governments (COAG) agreed there was a need for the Australian Government to rationalise the protection of heritage in Australia. The Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) came into force on 16 July 2000. The EPBC Act replaced five Commonwealth statutes: the Environment Protection (Impact of Proposals) Act 1974; Endangered Species Protection Act 1992; National Parks and Wildlife Conservation Act 1975; World Heritage Properties Conservation Act 1983; and Whale Protection Act 1980. This led to the Australian Heritage Commission Act 1975, being repealed and replaced with an amended EPBC Act in 2003.

The amended Act assigns responsibility for identifying, protecting and managing heritage places to the appropriate level of government. This will ensure:

- Heritage management systems are compatible, complementary and streamlined across all levels of government to minimise duplication and provide certainty to property owners, decision makers and the community.
- Nationally-significant heritage places are identified and protected.
- Facilitation of the protection of places of heritage significance owned or managed by the Commonwealth (other than sites of national significance).
- Greater legal protection to a nationally important heritage place.

The Register of the National Estate will be retained in a modified form as a valuable information resource that will provide guidance to the Minister for the Environment and Heritage when making decisions on the impact of an action on the environment under the EPBC Act. The amended EPBC Act came into effect on 1 January 2004. Listing on the Register of the National Estate imposes no legal restrictions, except on Federal authorities which must consult the Commission prior to carrying out any work which will impact on the heritage value of a place in the Register.

- Ku-ring-gai Chase National Park (1980 Boundary), Ku-ring-gai Chase Road, Bobbin Head, NSW is listed on the Register of the National Estate (1/13/016/0003; Place Identification No 2608). Refer to Volume 3, Appendix 7.1.

### 5.4.4 NSW Heritage Act 1977

The purpose of the Heritage Act is to ensure cultural heritage in NSW is adequately identified and conserved. Under Section 57 (2) of the NSW Heritage Act items within Apple Tree Bay, Ku-ring-gai Chase National Park should be listed as an item on the State Heritage Register if deemed to be of State heritage significance.

No item associated with Apple Tree Bay, Ku-ring-gai Chase National Park, is listed on the register. Therefore the preparation of this Conservation Management Plan is not required by the NSW Heritage Office within the Department of Planning.

#### Section 170 - NSW State Agency Heritage Register

The Heritage Act 1977 (NSW) provides for heritage management by government agencies. Section 170 of the Heritage Act outlines the special obligations of government agencies that are required to maintain their assets with due diligence in accordance with State-Owned Heritage Management Principles approved by the Minister on the advice of the Heritage Council and notified by the Minister to government instrumentalities from time to time.

The Ku-ring-gai Chase National Park is listed on the Section 170 Register.

### 5.4.5 Environmental Planning and Assessment (Amendment) Act 1979

The NSW Environmental Planning and Assessment (Amendment) Act (Environmental Planning and Assessment Act) became effective on and from 1 July 1998 and involved amendments of the Environmental Planning and Assessment Act 1979. The Environmental Planning and Assessment Act requires that consideration be given to environmental impacts as part of the land use planning process. In NSW, environmental impacts include cultural heritage impacts. Part 3 of the Act relates to planning instruments including those at local and regional levels, Part 4 of the Act controls development assessment processes and Part 5 of the Act refers to approvals by determining authorities.

Six categories of development are defined by the new legislation and include:

- Exempt Development
- Complying Development
- Local Development
- Integrated Development
- Designated Development
- State Significant Development

Under Part 4 of the Act, approvals by State government agencies can be linked to the development consent process. Development applications that require specified approvals from State agencies are referred to as Integrated Development Approvals (IDA). The Department of Environment and Conservation is an approval body in the IDA process when a development will impact on an Aboriginal object or Aboriginal place, thereby requiring a Heritage Impact Permit pursuant to Section 90 of the National Parks and Wildlife Act. Under the IDA process, applicants are required to provide the Department of Environment and Conservation with sufficient information to allow them to provide general terms of approval, prior to the granting of any development consent.

Part 4 also requires that in reaching a decision to grant development consent, a consent authority is to take into consideration the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality. This requires the consent authority to consider the impact on all Aboriginal heritage values, including natural resource uses or landscape features of spiritual importance, as well as the impact on Aboriginal objects and Aboriginal places.

## 5.5 Opportunities, Constraints and Issues Statutory Controls, Local Councils

### 5.5.1 Hornsby Shire LEP 1994

The following item associated with the subject site is listed as a heritage Items on the LEP in Schedule D, Regional Reserves:

- Ku-ring-gai Chase National Park – Bushland including Railway, Dams, Brooklyn and 'Bobbin Inn'.
- Ku-ring-gai Chase National Park is listed as having State heritage significance.

### 5.5.2 Ku-ring-gai Planning Scheme Ordinance, amended to 13 January 2003

Heritage items associated with Ku-ring-gai Local Government Area are itemised in Schedule 7. Neither Ku-ring-gai Chase National Park, nor any item associated with the place, is listed in this Ku-ring-gai Council planning instrument.

### 5.5.3 Warringah Local Environmental Plan 2000 (as amended)

Neither Ku-ring-gai Chase National Park, nor any item associated with the place, is listed in the Warringah Local Environmental Plan 2000.

## 5.6 Opportunities, Constraints and Issues Arising from Non-Statutory Listings

The following non-statutory listings address the subject site of Apple Tree Bay, Ku-ring-gai National Park:

### 5.6.1 The National Trust of Australia (NSW)

The National Trust Register lists buildings and items of heritage significance in NSW. The organisation, whilst having no statutory power, is an influential force regarding environmental matters in the State. Inclusion on the National Trust Register generally indicates a high level of community support.

The National Trust has listed the Ku-ring-gai Chase National park as a whole, rather than Apple Tree Bay, as follows:

• Landscape Conservation Area – Ku-ring-gai (Classified 19/90/88)

### 5.6.2 Royal Australian Institute of Architects (RAIA)

The RAIA acknowledges that their Register is not a complete record of significant buildings of the period and the NSW Chapter is continually revising and updating the Register and any further recommendations should be forwarded to them for consideration.

• Apple Tree Bay is listed on the RAIA Register of 20th Century Buildings of Significance.

## 5.7 Threatened Species Conservation Act 1995

In NSW, threatened native plants and animals are protected by the Threatened Species Conservation Act 1995 (with the exception of fish and marine plants).

## 5.8 Fisheries Management Act 1994 No 38

The objects of this Act are to conserve, develop and share the fishery resources of the State for the benefit of present and future generations. In particular, the objects of this Act include:

• To conserve fish stocks and key fish habitats.
• To conserve threatened species, populations and ecological communities of fish and marine vegetation.
• To promote ecologically sustainable development, including the conservation of biological diversity.
• To promote viable commercial fishing and aquaculture industries.
• To promote quality recreational fishing opportunities.
• To share appropriately fisheries resources.
• To provide social and economic benefits, for the wider community of NSW.

The public has the right to fish in the sea, the arms of the sea and in the tidal reaches of all rivers and estuaries. The public has no common law right to fish in non-tidal waters – the right to fish in those waters belongs to the owner of the soil under those waters. However, the public may fish in non-tidal waters if the soil under those waters is Crown land.

### Environmental Management Plans (EMP)

Environmental Management Plans relevant to the protection of the natural environment at Apple Tree Bay include:

• Erosion and Sedimentation Control Plans
• Wastewater Management Plan
• Solid Waste Management Plan
• Hydrological Management Plan

The EMPs will need to consider the following:

- NSW Fisheries (1999) Policy and Guidelines – Aquatic Habitat Management and Fish Conservation.
- NSW Fisheries - Fish Passage Requirements for Waterway Crossings (Fairfull & Witheridge, 2003).
- DIPNR guidelines regarding:
    - Watercourse and Riparian Area Planning, Assessment and Design (V4 Draft).
    - Watercourse & Riparian Zone Rehabilitation Requirements.
    - How to prepare a Vegetation Management Plan.
    - Design and Construction of Paths and Cycleways along Watercourses and Riparian Areas (V2).
    - How to Collect Native Plant Seed Responsibly (V1).
- Management actions contained in Final and Draft Recovery Plans for threatened fauna species prepared under the TSC Act (e.g., Yellow-bellied Glider; Large Forest Owls).
- Any relevant management guidelines for native wildlife prepared by Department of Environment and Conservation.

Plans produced specifically for the management of native wildlife and their habitats should include:

- Management strategies for the creeklines and banks beyond the sea walled areas, vegetation and native fauna and their habitats, including specific fauna species.
- Feral fauna management
- Weed management
- Bushfire hazard / control management

## 5.9   National Parks and Wildlife Act, 1974

Under the National Parks and Wildlife Act, the Director-General of the National Parks and Wildlife Service is responsible for the care, control and management of all national parks, historic sites, nature reserves, Aboriginal areas and state game reserves. State conservation areas, karst (limestone resources) conservation reserves and regional parks are also administered under the Act.

The Director-General is also responsible under this legislation for the protection and care of native fauna and flora, and Aboriginal places and objects throughout NSW.

### 5.9.1  National Parks and Wildlife Regulation
The Regulation came into effect on 1 September 2002. It governs various activities under the National Parks and Wildlife Act 1974 including:

- The regulation of the use of national parks and other areas administered by the National Parks and Wildlife Service (Part 2).
- Licences and certificates (Part 4).
- The protection of fauna (Part 5).
- The exemption of Aboriginal people from the restrictions imposed by various sections of the Act on the hunting of certain animals and gathering of certain plants (Part 6).
- Boards of management and plans of management in relation to Aboriginal land (Part 7).
- Advisory committees constituted under section 24 of the National Parks and Wildlife Act 1974 (Part 8).

The regulation replaces the former National Parks and Wildlife (Land Management) Regulation 1995, the National Parks and Wildlife (Administration) Regulation 1995 and the National Parks and Wildlife (Fauna Protection) Regulation 2001.

## 5.10 Ku-ring-gai Chase National Park and Lion Island, Long Island and Spectacle Island

Nature Reserve - Plan of Management (National Park and Wildlife Service, May 2002).

The Plan of Management for Ku-ring-gai Chase National Park and Lion Island, Long Island and Spectacle Island Nature Reserves was adopted by the NSW Minister for the Environment in May 2002. It sets out a strategic direction for the management and operation of the total area under the Plan, including Ku-ring-gai Chase National Park. Within the Plan of Management there are general objectives outlined for the management of national parks in NSW and specific objectives which apply to the management of Ku-ring-gai Chase National Park and Lion Island, Long Island and Spectacle Island Nature Reserves. Further, the Plan of Management articulates the following overall strategy for the management of the parks:

1. Protect the national park and nature reserves from detrimental impacts of fire, weeds, feral animals, pollution, erosion and visitor use impacts through direct control and remediation works and through the education of park visitors, stakeholders and neighbours.
2. Protect the outstanding scenic values of the national park when viewed from both within and outside the park.
3. Maintain and promote selected sites and facilities within the national park which can cope with high levels of visitor use.
4. Limit facilities to existing developed areas of the national park or park boundaries where possible, rather than further dissecting the park with new developments.
5. Continue to limit access to the nature reserves to protect the nature conservation values for which they were dedicated.

## 5.11 Opportunities, Constraints and Issues Arising from Physical Condition

- Sections of the seawall are in poor condition and require maintenance and rebuilding in accordance with the Patterson Britton, Bobbin Head and Apple Tree Bay - Seawall Restoration and Management Plan (July 1997).
- Areas of Apple Tree Bay suffer from seawater inundation, which has lead to localised erosion and of the condition of some of the trees.
- Occupational Health and Safety conditions indicate that some areas of seawall require immediate attention in the interest of visitors safety to the site.
- Equal access issues are associated with some of the public buildings, in particular the amenities building at Apple Tree Bay.

## 5.12 Opportunities, Constraints and Issues Arising from Current Owner Requirements

Refer to Appendix 1.5, Recreational Planning Report.

The Department of Environment and Conservation (DEC) is responsible for the Management of the site. It is concurrently preparing a Masterplan for the site, with the aim of taking the planning of Apple Tree Bay into the next thirty years. As part of the process, community consultation and workshops have been undertaken, during which process the needs of the users have been articulated. A summary of the expectations are as follows:

- To conserve and interpret the natural, Aboriginal and cultural significance of Apple Tree Bay.
- The protection and improvement of unique visual qualities along the creeklines and foreshores.
- To enhance and manage Apple Tree Bay as a passive recreation area within a shady, natural setting.
- The park should be distinctive, and complement Bobbin Head as a picnic ground.
- The parklands at Apple Tree Bay will integrate with the bushland surroundings.
- Visitors should be provided with access to well serviced tracks, trails and walks within the National Park.
- The Kiosk is currently vacant and both Department of Environment and Conservation and the community have requested that the building be utilised to provide this service.
- Upgrade of toilet and kitchen facilities to Disability Discrimination Act and BCA compliance.
- Ensure recreational facilities are revitalised by providing more usable open space for picnickers, and interpretation areas for children, and not be outweighed by the provision of parking.
- Rationalised parking systems for car and boat trailers.
- Retain and maintain the seawalls.
- Upgrade the revetment area.
- Provision of canoe launching facilities.
- Increased security.
- Apple Tree Bay is to continue its role as a place for launching boats on Cowan Creek, with the facilities improved and enhanced in a sympathetic and sustainable way, Upgrade facilities to ensure equal access, where possible.
- Provide a safe walking trail between Apple Tree Bay and Bobbin Head.

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# 6.0  Conservation Management Policy

**Introduction**

The purpose of conservation management policies set out in this section is to provide an in-principle guide to actions to be followed in the development, care, maintenance and long-term use of Apple Tree Bay so that its cultural significance is retained and enhanced.

The conversation policies have regard to the significance of Apple Tree Bay and the constraints arising from and associated with that significance. They provide the objectives for future planning and management.

## 6.1    General Conservation Policy

Apple Tree Bay is recognised as an item of cultural significance at a Local Level and should be managed and conserved in accordance with the provisions of the *Burra Charter* of Australia ICOMOS. The opportunities presented for Apple Tree Bay embrace the following principles:

*Policy 6.1.1*
Maximise retention of natural, Aboriginal and historic cultural significance, including functional relationships, spaces, vistas and fabric.

*Policy 6.1.2*
Enhance significance through conservation.

*Policy 6.1.3*
The conservation / use to have regard to, and be consistent with, the relative significance of the whole and individual elements.

*Policy 6.1.4*
Manage the parklands to minimise safety and security risk.

*Policy 6.1.5*
Enhance significance through interpretation.

*Policy 6.1.6*
Revitalise Apple Tree Bay to ensure its ongoing use and continuity of use. In order to achieve this, some change may be necessary.

*Policy 6.1.7*
Allow ongoing change, development and repair, whilst retaining key elements of significance.

*Policy 6.1.8*
Record by archival recording all elements of significance that are affected by change.

*Policy 6.1.9*
Remove intrusive elements to reveal items of significance that will be affected by change.

*Policy 6.1.10*
Observe and comply with legislative requirements.

*Policy 6.1.11*
Maximise equal access.

**Significance of Building and Landscape Fabric**

It is important to consider all the areas and components of Apple Tree Bay and to recognise that evidence of the evolving history of the place and fabric contributes to their cultural significance. Significant fabric should be conserved using conservation processes appropriate to the assessed level of significance. (Refer to Volume 2, Chapter 4.0) Restoration and reconstruction should aim to recover or reveal significance. New works should not obscure significance.

*Policy 6.1.12*

Apple Tree Bay and items and elements within the area are recognised as having historic, aesthetic, scientific and social significance at Local Level and should be managed and conserved on the basis of the definitions, principles, processes and practices contained in the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (*Burra Charter*) as well as the guideline documents supporting the Charter.

*Policy 6.1.13*

All significant fabric should be conserved and maintained.

**Endorsement and Adoption of Conservation Policy**

*Policy 6.1.14*

The Department of Environment and Conservation (DEC), as the managers of Apple Tree Bay, should endorse the Conservation Management Plan.

*Policy 6.1.15*

Copies of the endorsed Conservation Management Plan should be lodged with the Hornsby Council Library, Warringah Council Library and Ku-ring-gai Council Library, the State Library of New South Wales and the National Parks and Wildlife Services Library, Hurstville and Bobbin Head Regional Office and Central Branch office at Parramatta.

*Policy 6.1.16*

The policy outlined in the Conservation Management Plan should be adopted and implemented by the Department of Environment and Conservation as managers. An annual audit should be undertaken for the first two years to ensure compliance. Subsequent audits to be undertaken on a 5-yearly roster or when new works are proposed.

*Policy 6.1.17*

The Conservation Management Plan should be referred to in all contracts and made available to all Department of Environment and Conservation personnel, property managers, trades people and sub-contractors prior to any major work being executed.

*Policy 6.1.18*

The Conservation Management Plan should be reviewed on a 5-yearly basis, and any changes to the place, or new information revealed during this period, should be recorded and attached as an amendment to the document.

*Policy 6.1.19*

The Conservation Management Plan is to be reviewed prior to any proposed major works and is to be updated as required

## 6.2   Management and Future Planning

The policies below establish that the heritage aspects of Apple Tree Bay be considered as a primary concern over and above other aspects such as use, financial constraints or regulatory requirements in any future management or development. Compliance with legislation should take account and seek to minimise heritage impacts.

*Policy 6.2.1*
Apple Tree Bay is assessed as having Local heritage significance within the wider Ku-ring-gai Chase National Park, which has State significance. Work on any part of the site (including non-heritage) within this area needs careful consideration of the potential heritage and archaeological impacts.

*Policy 6.2.2*
The cultural significance of Apple Tree Bay, assessed in the Conservation Management Plan (CMP) and summarised in the Statement of Cultural Significance, should be a major determinant in any future management and development of the place.

*Policy 6.2.3*
Manage Apple Tree Bay with due regard to statutory requirements, including the NSW Heritage Act 1977 (as amended).

*Policy 6.2.4*
Future management of Apple Tree Bay should be aimed at achieving the following objectives:

- To ensure excellence in heritage management in accordance with recognised national and international best practice guidelines.
- To facilitate public access while ensuring the protection of significant fabric.
- To provide an integrated approach for the buildings and the precinct in which they belong that reflects the significance of all components and respects traditional techniques.
- To remove intrusive elements in order to restore an appropriate setting, whenever the opportunity arises.
- To ensure that new development within the visual catchment of Apple Tree Bay is sited so that an appropriate visual and historic curtilage is preserved for all items of cultural significance.
- To provide for the ongoing security of Apple Tree Bay.

*Policy 6.2.5*
Major planning decisions regarding Apple Tree Bay are to involve a heritage specialist within the decision making process.

*Policy 6.2.6*
No new major works or maintenance work should be considered within the Apple Tree Bay precinct, without prior consideration of the CMP, in consultation with a heritage professional.

*Policy 6.2.7*
Technical and design advice and specialist contractual work should be limited to persons or firms with proven expertise in the heritage field and an understanding of the principles of heritage conservation. All such advice should be made with reference to this CMP.

## 6.3   Fabric and Setting

Conservation processes which are appropriate for individual elements (spaces, fabrics, fittings and finishes) should be managed in accordance with the guidelines in the ICOMOS *Burra Charter*. As a guiding principle, endeavour to maximise the retention of all significant fabric, spaces and elements, in order to retain the authenticity and integrity of Apple Tree Bay by retaining and conserving early planning, form, fabric and detailing. Significant subsequent modifications should also be conserved as well as the earliest work.

The Statements of Cultural Significance give overall direction regarding the cultural significance of the fabric and setting. The grading of significance for existing fabric is addressed within Section 4.6, Grading of Significant Elements. The tables provide an outline of significance of the various elements / items within Apple Tree Bay. Conservation processes appropriate for individual elements (spaces, fabrics, fittings and finishes) will be based upon the relative significance of the elements in accordance with the following policies.

*Policy 6.3.1*
Items identified as being of Exceptional Significance should be preserved, restored and maintained.

*Policy 6.3.2*
Aim to preserve, restore and maintain items of High Significance and record relevant processes. There is an opportunity for adaptive reuse to preserve the ongoing viability of the place, provided that significance is retained or revealed. All intervention should be archivally recorded.

*Policy 6.3.3*
Aim to preserve, restore and maintain most items of Moderate Significance and record relevant processes. There is opportunity for adaptive reuse, or partial removal may be permitted to preserve ongoing viability of the place, particularly if it reveals significance of a higher level.

*Policy 6.3.4*
Where an item is assessed as having Little Significance, there is the opportunity to retain, adapt, and add compatible new elements and / or remove as necessary for adaptive reuse, ongoing viability or in order to reveal significance of a higher level.

*Policy 6.3.5*
To reduce the adverse impact of any Intrusive element, remove, adapt, or mitigate their impact as the opportunity arises.

**Application of CMP**
*Policy 6.3.6*
Any change, including intrusive maintenance procedures to any items of Exceptional or High Significance, should not proceed without prior reference to the Conservation Management Plan. If this Conservation Management Plan does not adequately address the item, Department of Environment and Conservation should commission clarification prior to work proceeding.

*Policy 6.3.7*
Appropriately skilled heritage experts should be engaged to undertake documentation and planning of conservation works.

*Policy 6.3.8*
An archival photographic record should be made prior to, during, and immediately after any future conservation works.

*Policy 6.3.9*
The Conservation Management Plan should be referred to in when any development is proposed under Part 5 of the Environmental Planning and Assessment Act.

*Policy 6.3.10*
A Heritage Impact Statement should be prepared to accompany any Review of Environmental Factors (REF) and should assess the heritage impacts in relation to this Conservation Management Plan.

**New Building and Development Design**
*Policy 6.3.11*
New developments should aim to enhance the use of the place, without obscuring or damaging the environment, items and fabric of heritage significance.

*Policy 6.3.12*
All alterations and new work should respect the historic nature of Apple Tree Bay, and should not visually dominate, compete with, or be incompatible in character.

*Policy 6.3.13*
New work should complement rather than mimic significant heritage fabric, unless reconstruction to known original details or reinstatement of original fabric is proposed.

*Policy 6.3.14*
Where new services are required, these should be introduced discreetly, to avoid damage to significant fabric and avoid visual impact on significant spaces.

*Policy 6.3.15*
No new work should adversely affect spaces of Exceptional or High Significance.

*Policy 6.3.16*
New work should be identifiable as new work on close inspection.

**Setting and Curtilage**
*Policy 6.3.17*
Conservation of identified significant views and vistas to and from Apple Tree Bay should be maintained. The views along Cowan Creek should be retained and enhanced. Vistas and views should be considered as part of any new development proposal within and immediately adjacent to Apple Tree Bay and within its visual curtilage.

## 6.4 Specific Policy Regarding Existing Fabric

The significance ratings and implications of the existing fabric provide a general guide for opportunities for future change within Apple Tree Bay. (Refer to Section 4.6 Grading of Significance Criteria) All conservation and adaptive reuse work should be based on retention of a maximum of original fabric and should involve the least possible amount of physical intervention.

**Cultural Landscape Areas of Apple Tree Bay**
*Policy 6.4.1*
The cultural landscape at Apple Tree Bay has High Heritage Significance, and was designed in the 1960s using predominantly native plantings in an informal layout, complementing the natural character of the landscape. This informal planting of native tree species reinforces the casual recreational character of the area and should be maintained as the landscape style.

*Policy 6.4.2*
Historically, camping and passive recreation occurred to the western section of the site. The foreshore landscape edge to this western section of the parkland is characterised by mangroves and mudflats. This informal, naturalistic character of the area should be retained.

*Policy 6.4.3*
Boating predominates as the recreational activity in the eastern section of the Apple Tree Bay parklands. The eastern area is characterised by formalised sandstone seawalls along the creekline, revetment, ramp, wharf and pontoon. The landscape character may be modified to improve views and amenities.

*Policy 6.4.4*
Future development of the identified Cultural Landscape of Apple Tree Bay should be in accordance with its level of Heritage Significance and limited to compatible uses, scale, and materials in order to conserve the landscape character of Apple Tree Bay, while still retaining distinctive areas within the broader landscape.

*Policy 6.4.5*
Facilitate a program of catch up maintenance for mature trees; consult on a regular basis with an arborist to assess condition of trees.

### Seawalls
*Policy 6.4.6*
The sandstone seawalls have High Cultural Significance as boundaries markers of the phases of development of land reclamation at Apple Tree Bay. The sandstone seawalls were built in the mid-twentieth century. Sandstone provides a unifying element across the immediate area and is consistent with historic seawalls in the Sydney region. In accordance with Policy 6.5.10, damaged or deteriorated fabric of High Significance should be stabilised and conserved where technological means are available. The current practice of repair to deteriorated sandstone blocks contained within the seawall should continue. Where blocks are beyond repair, replacement with new sandstone blocks should be undertaken. The use of sandstone as a construction material should continue in the construction, repair and maintenance of seawalls throughout Apple Tree Bay. Where structural issues require modifications to the wall this may be undertaken providing that a representative section of the wall is retained, the walls are archivally recorded before, during and after works, and existing stone is reused where possible.

### Revetments
*Policy 6.4.7*
The revetment at Apple Tree Bay is intrusive and should be replaced in a manner that is in keeping with the character of the parklands.

### Roads
*Policy 6.4.8*
To enable access to Apple Tree Bay, a remote recreational area, roads and creek crossings were critical to the development. Apple Tree Bay Road has High Heritage Significance. In any future development this road should be retained and interpreted.

*Policy 6.4.9*
Minor roads within Apple Tree Bay form part of the circulation pattern and have been modified at various times. These roads have Moderate / Little Significance and there is the potential to modify and reconfigure these roads.

*Policy 6.4.10*
Apple Tree Bay Road has High Heritage Significance associated with its construction using unemployed labourers funded by welfare during the economic depression of the 1930s. Opportunities exist for the interpretation of these works programs.

### Car parking
*Policy 6.4.11*
Car parking within Apple Tree Bay has Little Heritage Significance and should be managed to ensure access to all users of the parkland while minimising the physical and aesthetic impact of this use. Numbers of vehicles entering Apple Tree Bay should be monitored and managed to ensure protection of the heritage significance of the character of the parklands.

*Policy 6.4.12*
Any new parking areas should rationalise parking provisions, rather than adding to existing paved areas, and be carefully designed so as not to impact on heritage items, disturb groundwater flows, or require the removal of significant landscape features.

*Policy 6.4.13*

There is an opportunity to relocate car parking away from the water's edge and to revitalise the parklands for use as open space and recreational area. This has been perceived by Department of Environment and Conservation and the community as important.

### Pathways

*Policy 6.4.14*

Existing pathways adjacent to the seawalls at Apple Tree Bay have Little Heritage Significance but allow visitors access to the cultural and natural significance of the area. These pathways should be retained and enhanced to ensure that continued access is maintained.

### Walking Tracks

*Policy 6.4.15*

Existing walking tracks from Apple Tree Bay to the nature conservation areas of Ku-ring-gai Chase National Park allow visitors access to the cultural and natural significance of the area. These walking tracks should be retained and enhanced to ensure continued access is maintained.

*Policy 6.4.16*

Any new or future walking tracks into the natural areas should be carefully considered to ensure they do not impact negatively on the Natural and Aboriginal Significance of the areas.

### Architectural Design and New Work

*Policy 6.4.17*

Ensure any new work harmonises with the cultural landscape and architectural character of the existing buildings of Heritage Significance. New work should respect and complement the architectural style of the existing Heritage Significant buildings. New work should be subservient to the landscape character of the place and should not seek to dominate it.

### Kiosk, Garage and Amenities Building

*Policy 6.4.18*

The Kiosk, Garage and Amenities Building have Moderate Significance and should be conserved and restored to the original design in the future if possible. The Kiosk is currently vacant and underutilised. An opportunity exists for the building to operate as a Kiosk / café and to activate the surrounding area for passive recreation, with improved access to the foreshore. Conservation work and adaptive reuse of the interior should be considered.

*Policy 6.4.19*

Consideration should be given to the upgrade of the existing toilet and kitchen facilities.

### Facilities and Amenities

*Policy 6.4.20*

The picnic seating, table and barbeque facilities within the Apple Tree Bay have Little Significance. These facilities are well-utilised and in high demand year round. Improve and establish new facilities and structures, such as seating, shelters and interpretation areas, that support people in their use of Apple Tree Bay. This may require improving some facilities. However, ensure that these do not impact on the values relating to the open spaces, natural areas and heritage items.

*Policy 6.4.21*

Encourage the sharing of built facilities to minimise the number of buildings required within Apple Tree Bay. However, in so doing, ensure buildings do not dominate the surrounding environment.

### Boating

*Policy 6.4.22*

The water-based recreational activity of boating forms part of the historic significance of Apple Tree Bay. In keeping with its high significance boating should continue and facilities such as ramps and wharfs be retained to ensure this use is continued.

**Swimming Baths**

*Policy 6.4.23*

Apple Tree Bay has historic associations with swimming baths located within Apple Tree Creek and used from 1908 to the 1930s. This high heritage significant association should be interpreted.

## 6.5   Maintenance

Maintenance is the most cost-effective way to retain the value of an asset. Regular expenditure of small amounts of annual funds is more cost effective and beneficial than a program of intermittent backlog maintenance. Adequate ongoing funding should be allocated to ensure preventive maintenance and so avoid ongoing deterioration, requiring major repair works and higher repair costs. For guidelines regarding the programming of regular inspections and detailed recording, refer to Maintenance Series 1.1: Preparing a Maintenance Plan (1998) and Maintenance Series 1.2: Documenting Maintenance and Repair (1998) as prepared by the NSW Heritage Office.

*Policy 6.5.1*

A detailed Maintenance Plan for items at Apple Tree Bay should be drawn up to ensure the ongoing integrity as a matter of high priority.

*Policy 6.5.2*

Establish an adequate maintenance allowance in annual budgets to ensure preventive maintenance is achieved.

*Policy 6.5.2*

Implement regular cyclic inspection schedules, taking into account the significant fabric of Apple Tree Bay and prioritising actions in accordance with need. Ensure cyclic maintenance is scheduled following the NSW Total Assets Management Strategy (TAMS) principles and is in accordance with the 'Minimum Standards of Maintenance and Repair ' for heritage listed items as prescribed by the NSW Heritage Act 1977 (Schedule).

*Policy 6.5.3*

Review the Maintenance Plan on a regular, annual basis. Update current maintenance methods and review the strategy every five years.

*Policy 6.5.4*

Department of Environment and Conservation should actively educate maintenance staff in conservation methods in accordance with the Maintenance Strategy and Plans.

*Policy 6.5.6*

A review of this Conservation Management Policy and archaeological potential of an area should be made prior to any work proceeding. Ensure works are based on an understanding of the heritage significance of the place, the fabric and current conservation principles and practice.

*Policy 6.5.7*

Consultants, trades-people and supervisory staff should be appropriately qualified in their relevant fields and should have knowledge and experience of sound conservation practices and of the heritage significance of these properties.

*Policy 6.5.8*

Trades people should take care not to damage significant fabric in maintenance, installation and repair activities. Services should not penetrate original fabric unless a Heritage Impact Statement has been approved.

*Policy 6.5.9*

The maximum amount of original fabric should be retained during any maintenance work that is required to be carried out.

*Policy 6.5.10*
Damaged or deteriorated fabric of Exceptional, High or Moderate Significance should be stabilised and conserved where technological means are available.

*Policy 6.5.11*
Elements or items of significance, where no longer functional due to deterioration or damage and which are incapable of being stabilised are to be archivally recorded and assessed for suitability to be replaced with matching details in the same material and date-stamped.

*Policy 6.5.12*
The current practice of repair to deteriorated sandstone blocks contained within the seawalls should continue. Where blocks are beyond repair, replacement with new sandstone blocks should be undertaken.

## 6.6   Natural Heritage

**Fauna and Flora**
*Policy 6.6.1*
The natural environment surrounding Apple Tree Bay is of exceptional scientific / research significance and should be conserved. Consideration should be given to undertaking rehabilitation works (where appropriate) of modified natural features by utilising locally indigenous natural species.

*Policy 6.6.2*
Fauna in the Apple Tree Bay area should be managed in accordance with Department of Environment and Conservation policies including the Plan of Management, Threatened Species Recovery Plans, Threat Abatement Plans and Priority Action Statements.

*Policy 6.6.3*
Interpretation should be provided to inform the public about the fauna, their habitats located within Ku-ring-gai Chase National Park and Apple Tree Bay, and their relationship with Indigenous cultural heritage.

*Policy 6.6.4*
Intrusive flora should be managed in accordance with the Sydney North Region Pest Management Plan.

*Policy 6.6.5*
A Fauna Management Plan based on the legislative requirements should be developed and implemented to ensure natural heritage within Apple Tree Bay maintains a diverse range of fauna within a suitable habitat, with appropriate food sources, without detrimental effect on the overall character of this culturally significant landscape.

**Access to the Natural Environment**
*Policy 6.6.6*
Apple Tree Bay provides direct access to the natural conservation areas of Ku-ring-gai Chase National Park through walking tracks. This access should be maintained to continue this unique opportunity to promote access to the nature reserves. Existing walking tracks should be maintained and new walking tracks considered and should be undertaken giving due consideration to any potential impact on the Natural, Aboriginal and Cultural Heritage Significance of the area.

## 6.7   Aboriginal Heritage

*Policy 6.7.1*
With any improvement / expansion to recreation facilities at Apple Tree Bay, there is concern that increased visitation to the precincts may have implications for the conservation and management of Aboriginal archaeological sites in the vicinity of the Apple Tree Bay precinct. It is recommended that this possibility be considered as part of any future works.

*Policy 6.7.2*
Due to the ambiguity and inaccuracies in the information recorded for known sites within the immediate vicinity of the recreation precinct, there is concern that any future works may inadvertently have direct/ indirect impact on archaeological sites. This directly relates to the proposal for the construction of several new walking tracks throughout the area, including the proposed track between Bobbin Head and Apple Tree Bay. Shell middens and rockshelters with art have previously been recorded along several of the walking tracks in the area, including the Berowra Track leading north from Apple Tree Bay. It is therefore recommended that a more comprehensive archaeological survey/ assessment of all areas to be affected by the construction/ upgrading of tracks be undertaken before works commence.

*Policy 6.7.3*
Interpretation of Aboriginal Heritage: The interpretation of Aboriginal heritage should be incorporated into any future design and facility upgrades. The production of interpretive signage, cultural displays and pamphlet distribution are among the numerous possible formats for increasing and enhancing visitor education and awareness of the archaeological and cultural significance of Aboriginal heritage at Apple Tree Bay.

## 6.8   Archaeological Potential

Aboriginal and European cultural archaeological sites are protected under the National Parks and Wildlife Act 1974 and the Heritage Act respectively. As excavation permits may be required, contact is to be made with the National Parks and Wildlife Service and the NSW Heritage Office for clarification.

*Policy 6.8.1*
Prior to works involving excavation, the CMP should be consulted to determine whether archaeological features are likely to be impacted (see Figures 2.9, 2.10 and Section 2 Grading of Significant Elements - Apple Tree Bay, Potential Archaeology). Should there be the possiblility of an impact an archaeologist should be employed to monitor and record.

*Policy 6.8.2*
Care should be taken in undertaking any future excavation works. Should any archaeological remnants be encountered, such as footings from previous structures, work should stop and an archaeologist be engaged to access the remains and advise on progress. This may require archival recording.

## 6.9   Moveable Heritage

*Policy 6.9.1*
NSW Heritage Office Movable Heritage Principles should be adopted and implemented by Department of Environment and Conservation. In particular:

- Retain Movable Heritage within its relationship to places and people.
- Provide community access to Movable Heritage and encourage interpretation.
- Ensure a detailed inventory and photographic record is prepared / preserved and continued.
- Ensure safe storage to prevent theft and deterioration of fabric.
- A register should be kept of all items loaned to organisations for promotional or interpretation purposes.
- A signed contract stipulating the terms and conditions of any loan, appropriate storage and handling requirements, and insurances required, should be lodges with Department of Environment and Conservation prior to any items being removed from the collection.

*Policy 6.9.2*
Any artwork and movable heritage items of exceptional or high significance, held by Department of Environment and Conservation, should be housed in conditions that ensure their physical condition is not compromised. A register of all items should be established.

*Policy 6.9.3*
Movable heritage should be integral to the interpretation of the site and be assessed for suitability for interpretation.

*Policy 6.9.4*
Consideration should be given to displaying the miniature train, currently in storage on site, as part of the interpretation of the history of the parklands.

## 6.10  Feasible Uses

*Policy 6.10.1*
To allow the ongoing use of Apple Tree Bay some change may be required. With care the Department of Environment and Conservation should accommodate changing uses consistent with protecting the heritage significance of natural, Aboriginal and cultural significant spaces, areas and elements. Suggested future compatible uses for the Kiosk, Garage and amenities building at Apple Tree Bay is to operate as a kiosk/ cafe. Design Guidelines have been provided in Policy 6.17 Adaptive Re-Use.

*Policy 6.10.2*
The consideration of feasible uses for Apple Tree Bay, or portions of it, has to take into account a number of factors that will allow each proposed use to be assessed. These include:

- Statements of Significance.
- Conservation Policy.
- Potential impact upon significant fabric.
- Consideration of historic use patterns of Apple Tree Bay.
- Interpretation of the place and its history.
- The retention and enhancement of significant fabric and of significant elements designated as important to the community.
- Holistic treatment of the place and the context to which they belong and the recognition of the significance of their character, spaces, fabric and layout.
- Community access and consultation.
- Statutory requirements.
- Economic viability.

## 6.11 Equal Accessibility

*Policy 6.11.1*
Public use of the precinct will recognise its high social significance and in accordance with the Plan of Management for the park and the National Parks and Wildlife Act.

*Policy 6.11.2*
Where practical, ensure recreational areas and facilities are accessible to people with a disability, including people with mobility, hearing and sight impairments.

*Policy 6.11.3*
Support participation in a range of activities by a diversity of people. This includes catering for all age groups, abilities and cultural backgrounds, and both the local communities and the wider community, including tourists.

## 6.12 Interpretation

*Policy 6.12.1*
Interpretation should be in accordance with an Interpretation Plan prepared by an appropriately experienced consultant, and should incorporate the following:

- Inform and capture the essence of the place, its history, previous uses, cultural significance and context, in an easily accessible manner.
- Utilise alternative, innovative means to interpret the place.
- Design to minimise visual intrusion, to be sympathetic with the heritage item and based on an integrated system for all signage.
- Be manufactured of high quality, vandal resistant, durable materials.

*Policy 6.12.2*
An Interpretation Strategy should be developed to ensure that visitors to Apple Tree Bay have an understanding of the historic phases of development of this significant recreational area. The Interpretation Strategy should incorporate the Natural, Aboriginal and Cultural Significance of the site. Historic Themes in the Interpretation Strategy should include, but not be limited to, Aboriginal occupation, indigenous flora and fauna, establishment of Ku-ring-gai Chase National Park, role of the Trust, land reclamation, history of recreational activities and unemployment relief.

*Policy 6.12.3*
Appropriate interpretation should be co-ordinated so that the historic essence of the place is captured. Interpretive devices may include revealed fabric of the item, activity programs, archaeological remnants, signage, photographs, artwork, illustrations or other media as appropriate. Panels could be located in areas sympathetic to the architectural character and spatial layout of the place so that visitors can understand the significance of the place and its layering of history.

*Policy* 6.12.4
Interpretation of archaeological remains – when undertaking further archaeological work on important deposits, and only where culturally appropriate, the media and the public should be informed.

## 6.13 Signage

*Policy 6.13.1*
Generally it should be ensured that:

- The installation of a sign does not result in damage to significant fabric of a heritage item.
- Existing signs, when significant, are to be retained and not impacted upon by the provision of any new sign.
- There is a consistency of approach to the retention of existing signs and provision of all new signs on a heritage item.

*Policy 6.13.2*
Directional Signage should be in accordance with a prepared Interpretation Plan (Refer to Policy 6.12)

## 6.14 Archival Recording

*Policy 6.14.1*
Ensure archival recording is undertaken in accordance with the NSW Heritage Office publication How to Prepare Archival Records in Heritage Items (1998) and Guidelines for Photographic Recording of Heritage Items (1994) and is conducted prior to, during, and after adaptation of significant fabric, and is to be lodged in a publicly accessible place.

*Policy 6.14.2*
Department of Environment and Conservation should ensure all historic research, copies of drawings , documents (including plans, methodology, scope of works and progress of all works associated with heritage fabric) and archaeological reports are lodged in a publicly accessible place to assist with future research of the buildings. A central catalogue of such documents should be maintained by Department of Environment and Conservation.

*Policy 6.14.2*
A record must be kept of maintenance procedures, new evidence and future decisions for the place.

*Policy 6.14.3*
Samples of fabric of cultural significance unavoidably removed in the process of adaptation should be kept. Such items should be professionally catalogued and protected.

## 6.15   Adaptive Re-Use

Any future adaptive re-use of Apple Tree Bay, including elements within the area, need to be in accordance with its cultural significance.

*Policy 6.15.1*

The following design guidelines should be incorporated in briefs for any new built elements within Apple Tree Bay:

- Character: new work should respect and complement the architectural style of the existing heritage fabric and not mimic heritage detailing. New work should be subservient to the character of the buildings and not seek to dominate it.
- Scale and massing: new works to be compatible in scale, form and massing with the significant fabric. New work is not to overwhelm or take precedence over the existing character.
- Materials, detail and colours: generally, materials selected should be quality products, well detailed and complementary to those already on site or in adjoining precincts. Colour for new work to be recessive, so that the heritage fabric is given prominence.

*Policy 6.15.2*

Care should be taken to ensure all new elements enhance the significance of the place. This applies equally to small elements, such as signage and lighting. The architectural expression, materials, scale and proportion of the existing buildings are to inform adaptive reuse designs or placement of any work.

***End of Volume 2, Part 2 CMP.***