

3.9 VIEWS TO AND FROM THE ISLAND

CURRENT VIEWS TO THE ISLAND

Located at the confluence of Port Jackson, Parramatta River and Darling Harbour just to the west of the Sydney Harbour Bridge, Goat Island is visible from many areas and contributes to Sydney Harbour National Park's scenic gateway to the city. Goat Island, particularly its eastern slopes, has high visual significance as part of the headlands and islands that act as a bush-land backdrop to the city. In conjunction with Balls Head Reserve, Berry Island and the future Ballast Point Park (under construction), Goat Island creates a triangle of vegetated landmarks, marking the entry into the western reaches of the Harbour.

The views to the island have changed during the preparation of this report as a number of the wharves have failed and been removed. This has revealed more of the natural and reclaimed edges of the island than is indicated in the following analysis. The analysis reflects the form of the island that relates to its cessation of maritime use.

The island is viewed from many prominent locations and with its revegetated higher ground is a striking feature within the Harbour setting. It is viewed from water level from passing boats, from the eastern foreshores of Darling Harbour and the soon to be created Barangaroo area, Balmain East, Birchgrove, the north shore, particularly Balls Head, and from Dawes Point. It is viewed from higher locations such as the Harbour Bridge, Balls Head Reserve and a range of taller buildings around that part of the Harbour. The views juxtapose built and natural features with the recent increase in vegetation cover (since the 1980s) starting to hide much of the built structures that are not located directly on the waterfront of the island.

The Island form is clearly seen from Darling Harbour, Millers Point, Walsh Bay and from Ballast Point and Balmain. However, if viewed from McMahons Point or Balls Head Reserve, it could be mistaken as a promontory connected to the Balmain Peninsula.

The Island is surrounded by ferry routes and is on the harbour cruise circuit; supplying picturesque and historic views, including maritime heritage buildings to passers-by.

The differing landscape character around the Island creates a range of different views to the Island. The characteristics of the view can be broadly defined as bushland, parkland, maritime and industrial. Each has an historic and visual value. Views are protected by Sydney Harbour National Park's Plan of Management, which states that no new development will be permitted that is likely to impair the scenic views or the natural skyline within the Island when viewed from either the water or the land. Conversely, it can be argued that important views may be recovered or reinstated where inappropriate development adversely impacts those views.

The view to the island from the Harbour Bridge, available since 1932, is the 'neatest' view of the island, with defined wharves flanking the shore and the rise of buildings set above it.

Significant views to the island are:

- The most natural view of the island currently available is the elevated view from Balls Head where, despite the intervening wharfage, the natural low cliffs and vegetation are most obvious.
- The view from Barangaroo also provides a largely vegetated Island although again wharves define the waters edge for most of the length of the Island. The quickly re-vegetating Central Precinct provides dense vegetation cover and almost obscures the buildings along the ridgeline. The dominant built form from this perspective is the Port Emergency Services Building.
- From the north, when viewed from the water or from distant headlands, wharves now dominate the view, in particular the pens and ferry wharf, but also the northern and broadside wharves. The escarpment rises behind these wharves in a dramatic

juxtaposition of natural and built elements that remain enlivened by boats being moored along the structures.

- The view from Birchgrove around to balls head: this view presents a strong visual element in the harbour but the view of the magazine complex, which prior to 1925 was prominent from Birchgrove and long nose point, is now almost completely obscured by the ship repair workshop (1) and other shipyard buildings and structures (3, 2, 2a, 14). While the shipyard and its infrastructure are significant, the provision of this facility over the colonial precinct has had a dramatic impact on the appearance of the western edge of the island.

From Balmain, Birchgrove and the Parramatta River, the view is taken from closer to water level and is towards the shipyard precinct with it's industrial buildings and the long and dominant Broadside Wharf forming the setting for the slipway and buildings in relation to the Harbour edge. This view has not substantially altered in character since the late 1940s when the Ship Repair Workshop (1) and the Broadside Wharf (4) were constructed, except for the addition of the Hammerhead Crane (9) to the Island's shipyard in 1963

- The view of the Hammerhead Crane (9) which, through its height and form, is now a striking element in the overall skyline of the harbour. It is noted that large cranes are associated with a number of shipyard sites in the harbour such as Cockatoo Island and Garden Island and strengthen the industrial character of the place, possibly at the expense of the natural setting.
- The Dredge Office (48), Gear Shed (49) and Fire Fighting Building (50) are readily visible from the north and east, and although they partially confuse views to the Water Police Station (47), they form a cohesive group of maritime structures that are an important part of the view to the island from that direction. They combine with the wharves in this area to present an industrial maritime edge to the island.

HISTORICAL VIEWS TO THE ISLAND

The various nineteenth and very early twentieth century historical images of the island, a number of which include the island as part of a broader view (but which for the purpose of detail have been cropped in this report focusing on the island) are taken from Balls Head, East Balmain, Birchgrove or Observatory Hill where there are vantage points to look out over the harbour. The known historic views of the island are generally not specifically of the island but of the harbour setting which includes the island, the exceptions being the 1850s paintings of Rebecca Martens and the photographs of the government photographer J. Degotardi.

The paintings of Rebecca Martens and later photographs taken from either Balmain or Observatory Hill show the island with the eastern end of the Magazine complex: the fortified wall, the Barracks, Barracks kitchen and outbuildings at the southern end, and the Water Police Station at the northern end, with varying levels of vegetation over time, dramatically thinning in the late 19th century (presumably as a result of the November 1875 recommendations of the *Report of the Storage of Gunpowder Board* recommending the clearing of the island as a safety measure, an activity which does not appear to have been undertaken until around 1882 according to photographic evidence). Rebecca Martens' 1850s paintings also show a "house on the hill" at the southern end of the island. An 1860s photograph of the island (Figure 2.36 in Section 2.4) shows a building at the southern end of the hill that is likely to be Gunner Davis' cottage (demolished as a recommendation of the 1875 *Report of the Storage of Gunpowder Board* mentioned above). By the early 1880s photographs evidence that there were no buildings on the hill of the island.

Photographs from Balmain and Observatory Hill in the 1880s and 1890s clearly show the Magazine Walk and the two 1870s magazines, as well as Barney's Cut, the Water Police Station and the 1865 Artillery Sergeant's cottage. At the southern end of the island, while change to this view has occurred over time - including disappearance of an outbuilding behind

the Barracks Kitchen, conversion of the Barracks Kitchen to the Kitchen Cottage (26) by the Sydney Harbour Trust, addition of the Substation (24), the 3-door boatshed (23a) and the southern end of the Ship Repair Workshop (1), the eastern elevation of the Barracks and what is now the Kitchen Cottage are still viewed from this direction. From Balmain, the changes outlined have had the same effect. The fig trees (*Ficus Macrophylla*) flanking the path from the stone jetty up to the Barracks (25) which appear to be mid 1880s plantings, have gradually become larger and are now dominating elements of the southern end of the island in the view from Balmain and Observatory Hill.

The Water Police Station (47) when built in 1838 sat prominent and alone on a rocky outcrop surrounded by natural shoreline altered only by the addition of a stone jetty and Barney's Cut. In 1865, with the conversion of the Water Police Station to a cartridge laboratory, a bridge was built over Barney's Cut, the Artillery Sergeant's Cottage (46a) and a privy were built, and the Magazine Walk (69) was "made good". In 1875 and 1878 the two additional weatherboard magazines built south of the Cut and vegetation clearing made the north east Water Police area less isolated from other activities on the island. From 1901 the Water Police Precinct and its surrounds were utilized heavily by the Sydney Harbour Trust, with the conversion of existing buildings to new uses, and the addition of buildings (such as the Barracks 46b) and wharves and the filling of foreshore areas. All this activity ended the view of the Water Police Station as an isolated structure with few surrounding buildings, which had largely remained throughout the 19th century.

An invaluable c.1898 photo taken from Birchgrove, showing the Magazine complex in its final phase shows one of the most important lost views of the island. The shore, the shore buildings, and this view of the Magazine complex changed from the 1925 takeover of the complex for a Sydney Harbour Trust shipyard until this view from the water and from Birchgrove was virtually completely lost with the construction of the Ship Repair Workshop (1) and the Broadside Wharf (4a and 4b) in 1943.

In the 20th century the activities of the Sydney Harbour Trust from 1901 followed by the Maritime Services Board profoundly changed the island. The construction of the Harbour Master's Residence (39) in 1901-1903 in a prominent location at the northern end of the island's hill, a deliberate siting of the building to both be seen (as an advertisement for the SHT) and to encompass views east down the Harbour, was followed by the construction of various residences on the eastern and central part of the island (those south of the Harbour Master's Residence still remaining), as well as the activities mentioned above within and around the Water Police Precinct. A photo taken 1903-1911 from the north shows a large timber building on the shore below and west of the Water Police Station, testifying to the extent of early SHT activity.

During the 1940s the Recreation Hall, tennis court and Tennis Court pavilion were added to the southern end of the island's hill, along with numerous operational buildings both in the shipyard (1, 2, 3, 14 and 7) and below the Water Police Station (48,49, and 50).

The 1960s amenities building within the Magazine Complex and the 1963 Port Emergency Services building (originally built for the MSB fire brigade) were the last major structures built on the island. By the end of the 1960s the island had its maximum extent of structures, with 16 occupied residences, a working MSB shipyard, MSB water fire brigade and dredging operation, and recreational facilities. This crowded island is evident in the 1968 aerial photo at Figure 3.30.

The various SHT residences were prominent on the hill of the island throughout most of the 20th century. With the lower residences demolished in the 1970s, the upper residences and the Harbour Master's Residence remained prominent even as late as the early 1980s. In the late 20th century the regrowth of vegetation on the island has obscured (though not completely) the view of the residences, including the Harbour Master's, from the east.

Early photos and plans of the Island show that prior to 1902, the Island was without timber wharves and had only very modest stone (and timber) jetties. The period to 1929 saw

construction of long wharves at the north-eastern end of the island, the straggle of berthing or skeleton wharves along the south-eastern shore and the commencement of the shipyard activities with wharves attached. However, it was not until 1946-49 that the current extent of wharves was established, wrapping around a large part of the island.

The view of the island from the east and the Harbour Bridge (since 1932) and the northeast until the MSB left the island in 1993, was a view of an island surrounded by moored vessels with little wharfage or the edge of the island actually visible.

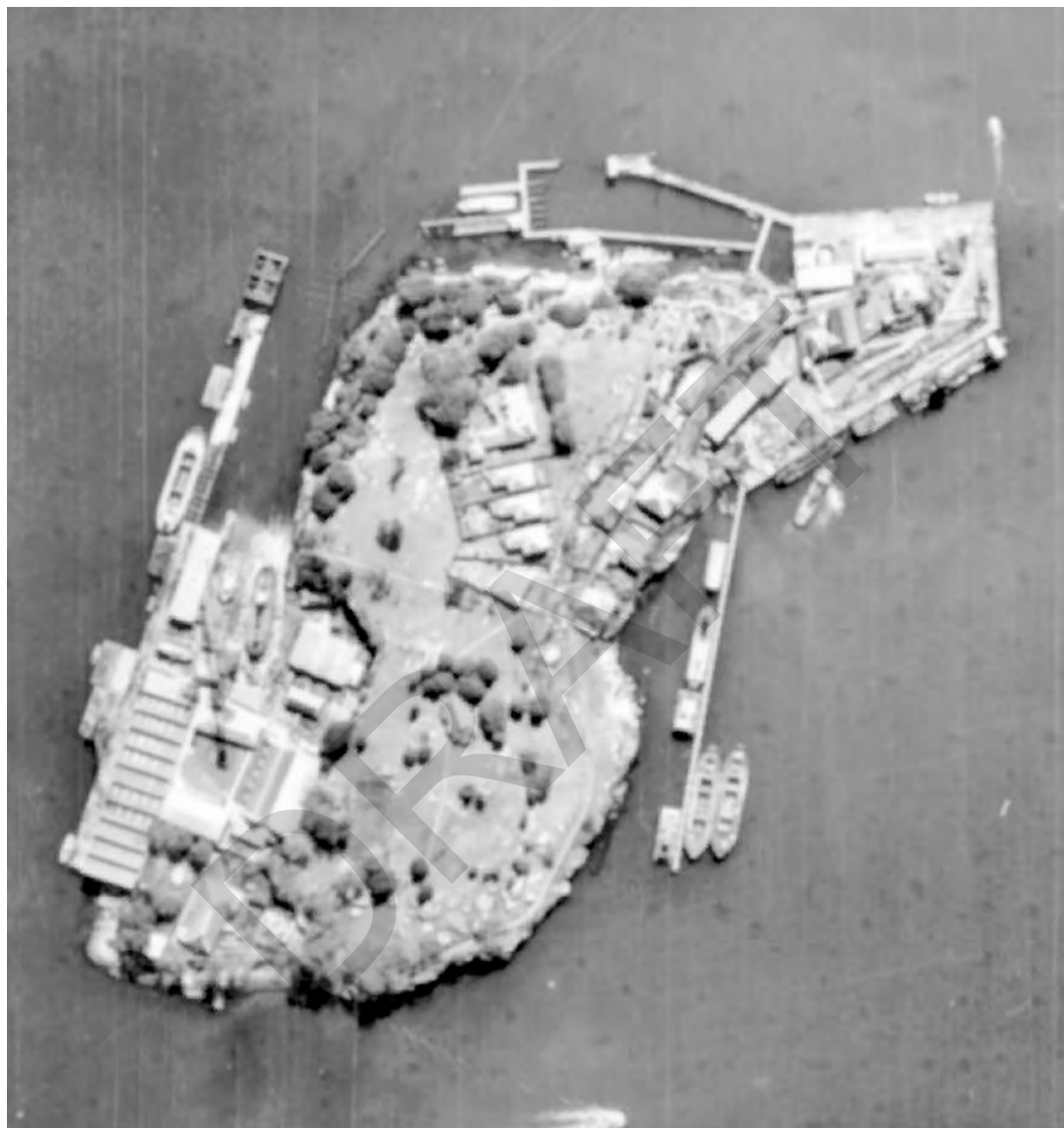


Figure 3.30 1968 aerial photograph of Goat Island, showing the maximum extent of wharves and buildings on the island

HISTORICAL VIEWS FROM THE ISLAND AND WITHIN THE ISLAND

The first recognition of views from the island would have been during the Aboriginal Use and Contact period prior to 1831 when Aboriginal people visiting the island would have had excellent views into many parts of the harbour, and this is recognised by the island's Aboriginal name "Memel", the most logical translation of which means "place from which you can see far."

Views from the island and down the harbour were recognised as important from the first stages of colonial development with the Water Police Station located in the most prominent location on the northeastern promontory looking directly east down the harbour.

This was a practical view providing clear sightlines for the police stationed there and their flag signals, rather than an aesthetic view. However the 'cottage ornee' design of the Station suggests careful consideration of the building's form and placement in relation to how it would be seen from both the water and the adjacent shorelines. The views to and from the water police building are of high significance in understanding the functioning of the island during the Colonial phase of occupation. Mid 19th century photographs of the Island from the north shore and Observatory Hill show the Water Police Station and Barney's Cut as prominent landmark structures.

The view from the island was again of importance with the location and siting of the Harbour Master's residence, again oriented to look east down the harbour, with the building located on the highest point of the island with the most commanding views. This was further reinforced with the design of the viewing tower which provided for 360 degree viewing of the harbour. The view from the Harbour Master's residence to the east is another view of high significance in understanding the maritime use of the island in the early 20th century.

In contrast, while the other Sydney Harbour Trust cottages have some views, these appear to be more incidental.

Design to incorporate views or aspect did not appear to feature in the development of the magazine complex. Views both to and from the area were available due to the proximity of the Island's shore but there is no indication that the building layouts were developed with views in mind. Views also generally did not figure in the twentieth century maritime authority developments where buildings were placed without regard for views either to or from the island, resulting in the separation of the magazine complex from the water, and the surrounding of the Water Police Station with a range of different buildings and structures, some of considerable scale, over time. For example the reclaiming of the foreshore and construction of the Dredge Office (48), Gear Shed (49) and Fire fighting building (50) during the 20th century, while contributing to the maritime aesthetic of the island, interferes with the historic view of the 1838 Water Police Station (47) which was originally seen as an isolated building on a promontory.

The exception to the general disregard of views by the maritime authorities on the island in the 20th century is the Harbour Master's residence, specifically designed to take advantage of views to the east down the harbour.

Historical views within the island, which are now lost, are:

- Views between the Water Police Station (47) and the Artillery Sergeants Cottage (46a), now obscured by the Fire Brigade Barracks (46b)
- Uncluttered views within the Magazine complex obscured by later structures such as the Queen's Magazine southern addition (15a); the Scow Shed (16); and the two amenities blocks (13 and 14), and the winch house (96).
- Views of the Queen's magazine north through the Fortified Wall (71) gateway, now obscured by the Queen's Magazine southern addition (15a)
- Views of the Fortified wall and sentry box (71) from the north. This view of the wall was somewhat obscured from 1885 by construction of a single storey 1885 magazine on north side of the wall, but completely obscured from 1964 by construction of the 1964 Amenities block.

CURRENT VIEWS FROM THE ISLAND

The views that are now experienced from the island, apart from the specific views noted above, are impressive and provide panoramas of large sections of the harbour and the surrounding foreshores. In particular the views to the south and east to the city and Darling Harbour from the Magazine Walk as it winds along the eastern shoreline are spectacular. Similarly the views from the ridgeline, although now less panoramic due to revegetation, provide panoramas particularly to the west. These views have been available since the 1830s

and while they are generally not recognised or recorded by paintings or photographsⁱ, provide continuity with the history of the island.

There are views available from and also to many of the built structures on Goat Island. Most of these views are incidental and most buildings were not designed to have views, as discussed above, however a number of significant buildings can be seen from various vantage points, which is of significance in the presentation and potential interpretation of the island and its history.

The more significant views are:

- Views from the Water Police Station (47) as discussed above,
- Views from the Harbour Master's Residence (39) also as noted above
- Views from the Broadside wharf (4) of Balmain and Birchgrove
- The narrow vista from the Fortified wall (71) and particularly the sentry box, to the harbour to the south, is all that remains of the colonial magazine's original connection with the harbour and, while now a modest view, is of historical significance.
- The Port Emergency Services Building (45) has extensive views of the main harbour to the east, and can be seen, partially through its lighter and contrasting paint scheme, against the more subdued backdrop of the island.

The wharves also have a visual value to the island that is separate to the broader discussion of views to and from the place. They are a distinctive feature of the island covering more than half of the perimeter and their various forms create visual interest as well as demonstrating a significant phase of historic use of the island.

The visual value of the wharves lies in the following areas:

- Their relationship to the shipyard with the defining horizontal alignment of the Broadside Wharf that separates the slipways from the Harbour proper and sets the waterfront buildings on a solid plinth that is a traditional relationship between stores/workshops and the Harbour.
- The ferry wharf and boat pens are the most visually interesting wharf elements with their narrow and winding forms and the capacity to moor a range of boats.
- The Northern wharves which provide a low horizontal apron to that end of the island that extends the sea wall.
- The Eastern wharf which provides another low horizontal edge to the island and which visually hides the eroding shoreline.
- The finger wharf which provides a further low horizontal edge set below the natural escarpment.
- The ability to look back at the island from the wharves at key points.

It is noted that a separate study of the wharvesⁱⁱ addresses these issues in greater detail and that the very poor condition of a number of the wharves does not allow access to take advantage of views either from or to the island.

It is also acknowledged that there is an inherent conflict between views of natural parts of the island and the overlay of industrial construction that has its own value and interest.

CONCLUSION

Goat Island is an attractive island when viewed from many locations and is an important visual component of the western end of the harbour. Its proximity to the northern shore and Balls Head reserve allows the Island to be seen and viewed unlike any of the other harbour islands. The Island is visually a combination of historic features, some built to take advantage of the island setting; the aspect east down and around the harbour; and the recent vegetation cover (not a dominant feature for around 150 years). The Island presents as a mix between historic uses and appearance and the present National Park status of the place.

The policy section of this plan sets out policies and strategies to retain and enhance significant views, retain important vistas, in some cases recover lost views and balance this with vegetation management.

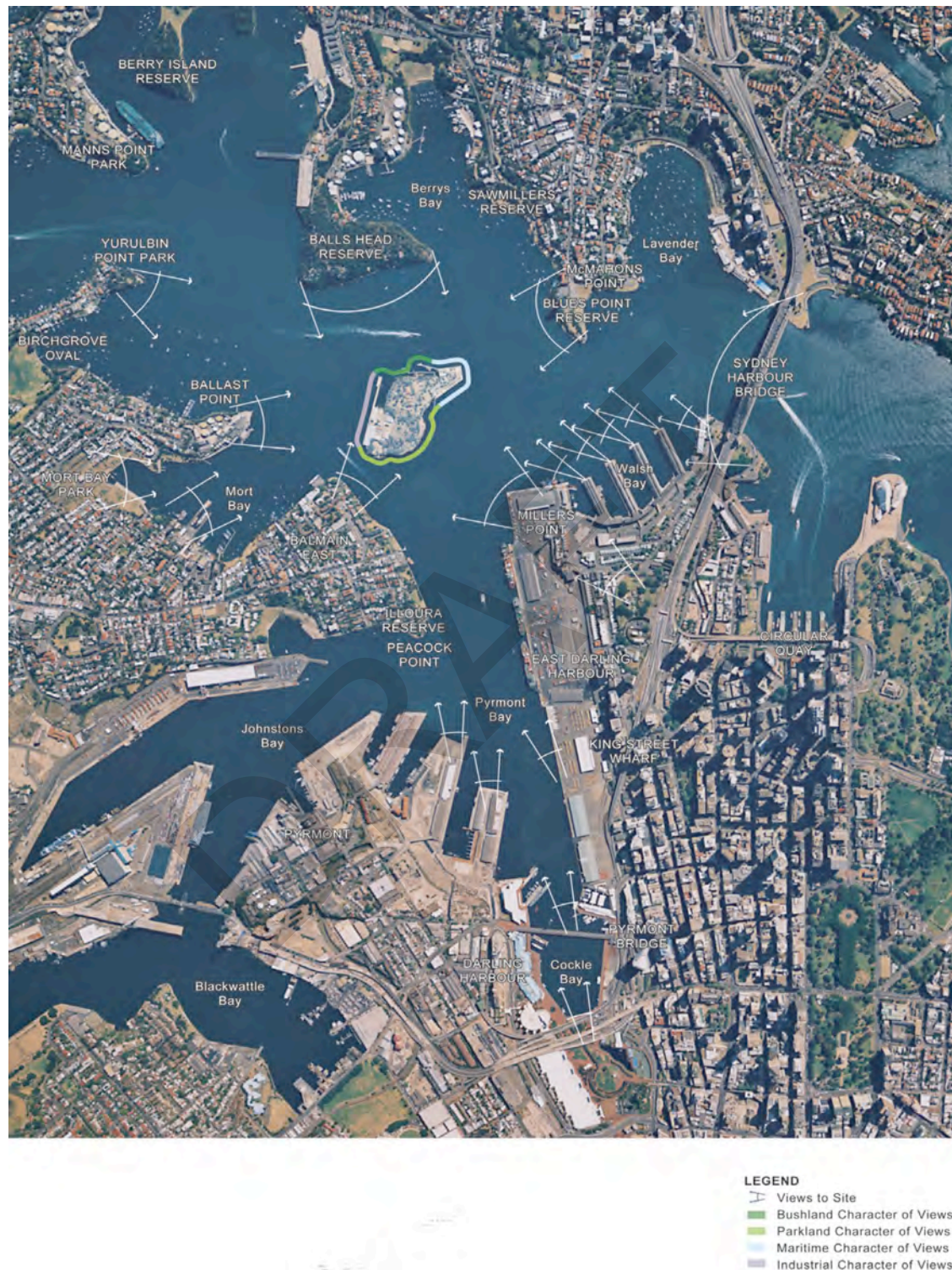


Figure 3.31 This analysis of views sets out the variety and location of views that exist to the Island. The types of views referred to in this analysis are set out by colour code separating the maritime, industrial and bushland/parkland views. Interestingly, in relation to the wharves the natural views overlap the finger wharf and ferry wharf and boat pen areas (from Context Draft Landscape Management Plan, DECC, 2007).



Figure 3.32 A close view from the Harbour of the north-east corner of the island. The immediate view is dominated by the wharves and later buildings around the foreshore. As the viewer moves east, the form of the island with its ridge and the Water Police Station (47) take more prominence and the wharves lose prominence. The close view reinforces the industrial character of the island, with the Maritime Services Board's Dredge Office (48) and Gear Shed (49) being obvious, where the more distant view focuses on vegetation and the shape of the island. The view along the northern side of the island is visually important.



Figure 3.33 A close view from the north of the eastern wharf (52) with the Wharf Mooring Floating Plant (51) visible on the far left. From this view position the wharves dominate the scene with the Port Emergency Services Building (45) being the most visually dominating element on the northern part of the island through its mass and light colouring, with the Harbour Master's Residence (39) visible behind. The natural landscape is a strong visual element even from this proximity.



Figure 3.34 A close view of the ferry wharf (54a) and end of the northern wharf (55). This photograph illustrates the changes in visual setting of the wharves with the northern wharf closely related to built development along its edge and stepping up the hill where to the right the ferry wharf is set against the natural escarpment and the vegetated headland. MSB firefighting building (50), various sheds (56, 57) western end of Gear Shed (49) visible, with north elevation of the SHT Fire Brigade Barracks (46b) visible on the promontory behind. Note that the Harbour Master's Residence (39) is virtually invisible from this angle, whereas in the early 20th century it was prominent from this direction.



Figure 3.35 A close up view of the ferry wharf (54a) and northern wharf (55) looking towards the east and the Harbour Bridge. This is an important viewline as it is taken from the main channel of the Harbour and the wharves frame the Harbour Bridge approach and contrast sharply with the natural edge to Balls Head (not in the picture) immediately to the north. The Water Police Station (47) is prominent centre left.



Figure 3.36 The distant view from the west where the vegetation frames the Harbour Bridge with Balls Head (not in the picture) to the left. The dominant elements of this view are the vegetation canopy and the intensity of development in the shipyard and magazine precincts (to right) with the long broadside wharf (4) forming a strong edge to the base of the island. The northern wharf area can be seen on the left but plays a minor role in the view until the viewer moves to the location of the illustration above. This view also frames the city skyline behind and the contrast with the vegetated ridge is an important aspect of the island's presentation and form. The cleared grassy hill above and east of the magazine complex is also visible in this view.



Figure 3.37 A more distant view from the north where the wharves provide the edge of the island with buildings seen inside the landscape canopy. The reason the wharves are defined is the deep shadowing under the decking that gives depth to the wharf edge. The main buildings visible on the Island are the Harbour Master's Residence (39), centre, and the Water Police Station (47), left.



Figure 3.38 A longer view of the island from the north with the edge of Balls head on the right. The dominant form of the island is the vegetated rise and the rock escarpment. The ferry wharf (54a) and small boat enclosure (54b) are a minor element in the view plane, while the built development to the east forms a more solid visual element. From this distance the northern wharf plays a relatively minor role in the view. The Harbour Master's Residence (39) and at least one of the adjacent cottages (38a) appears to be visible among the foliage, centre, and the Water Police Station (47) can be seen to the left. However most buildings on the ridge cannot be seen.



Figure 3.39 A view from mid-channel from the north-east where the northern edge development, while visible, takes a minor role in the view in relation to the vegetated form of the island. The Harbour Master's Residence (39) and the roofs of some of the adjacent cottages (probably 38b and 38c) are visible, centre, amongst the foliage, while the Water Police Station (47) retains some prominence, with various mid 20th century MSB buildings below it (Dredge Office (48), Gear Shed (49), Fire fighting building (50)).



Figure 3.40 A more distant view of the island from the east. From this distance the northern built elements, particularly the Water Police Station (47) retain some visual dominance but the vegetated form continues to dominate the view. The Harbour Master's Residence and adjacent cottages are virtually hidden by vegetation.



Figure 3.41 The view of the island from near the Harbour Bridge. This is an important viewline which frames the island between the Walsh Bay finger wharves and Balls head in the background and Blues Point and Blues Point Tower in the mid ground. From this location the island is a vegetated outcrop contrasting with the heavily developed Balmain Peninsula behind. Buildings and wharves play almost no part from this distance in the viewscape. The roof of the Harbour Master's Residence (39) is just visible.

The following photos illustrate the principal views from the island from key locations, specifically the Magazine Walk (69) sections of the wharves and the foreshore, the front verandahs of the Harbour Master's residence (39) and the Water Police Station (47) and from the cleared ridge line looking to the west. There are many views available from all around the island, all of which have interest due to the location of Goat Island and its potential to view in many directions. Historically it is the views directly down the harbour (to the east) that are of particular importance as they are linked to the use of the island for maritime management.



Figure 3.42 View from Magazine Walk (69) adjacent to barracks building (25) looking to Balmain east. This is the closest shoreline to the island and shows the prominence of the southern buildings in this area (25, 24, 23a) to Balmain.



Figure 3.43 The view from Magazine Walk (69) towards the city taken adjacent to the Barracks Building (25). Expansive views are available to the city along the walk as evidenced in the following sequence of photographs.



Figure 3.44 The view from the Magazine Walk (69) towards the city, taken from the Central Precinct and looking back towards Darling Harbour.



Figure 3.45 The view from the Magazine Walk (69) towards the city taken from the northern edge of the Central Precinct and looking back towards Darling Harbour.



Figure 3.46 The view from the roof of the Port Emergency Services Building (45) looking south along the shoreline of the island towards the city and Darling Harbour. The flat roof of the building provides a large viewing platform with uninterrupted panoramic views.



Figure 3.47 A more elevated view to the city looking over vegetation in the foreground from the Central Precinct.



Figure 3.48 The view from the edge of the northern wharf (55) towards Millers Point. Note the wharf is no longer accessible.



Figure 3.49 The view from the edge of the Magazine Walk looking north to Blues Point Tower. Wharf Mooring Floating Plant (51) visible in foreground.



Figure 3.50 The view from the front verandah of the Harbour Master's residence (39) showing the orientation of the dwelling directly down the harbour (but slightly obliquely to the bridge which was constructed later). The importance of the location of the residence, its direct views and its prominence were part of the initial design of the facilities on the island by the SHT.



Figure 3.51 A similar view to above but from the front verandah of the Water Police Station (47). Both buildings share the same orientation directly east looking down the harbour in elevated and prominent locations that could both see out and be seen from a wide range of aspects.



Figure 3.52 The view from the northern wharf looking towards Balls Head with its densely vegetated form. Views to the island are available from the headland.



Figure 3.53 The view from the rear of the residences looking through tree cover towards the western harbour including Long Nose Point.



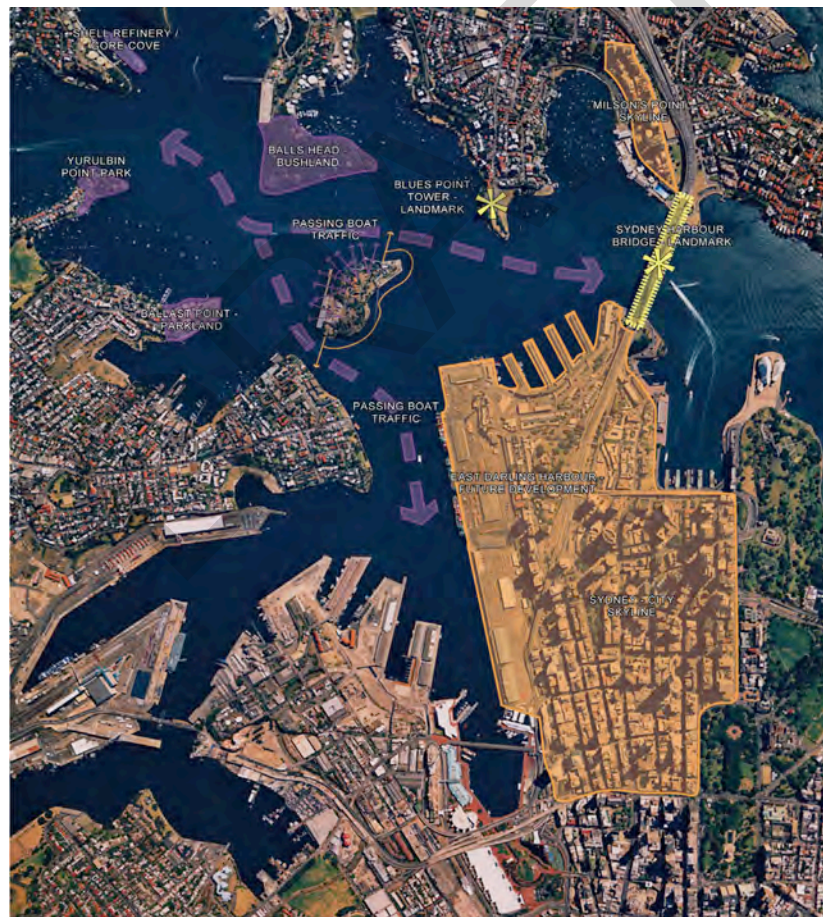
Figure 3.54 The view from the ridge line in the Central Precinct looking south-west over the magazine complex towards Balmain. The view is open in part, framed by tree plantings and is modified by the hammerhead crane (9) and buildings in the foreground.



Figure 3.55 The view from the edge of the Magazine wall looking over the shipyard to the north-western end of the harbour. The view in this direction is less dramatic but provides excellent views into the western part of the harbour.



Figure 3.56 The view from the edge of the Magazine wall looking over the shipyard to the western end of the harbour. The view in this direction is less dramatic but provides excellent views into the western part of the harbour.



NOTE:

- Panoramic views to city to be reinforced
- Filtered views to west harbour to be maintained

LEGEND

- Major Views From Site
- Minor Views From Site
- Major Views To City & Pyrmont
- Minor Views
- Landmark

Figure 3.57 In considering the impact of the wharves on the views from the island, this plan identifies that the main views are elevated and look past the features on the island. The wharves play little role in views out from the island. (from Draft Context Landscape Management Plan)



Figure 3.58 This plan identifies specific views. It is important to note the views from the wharves and that only the northern and eastern wharves are identified. It is also significant to note that the views from these wharfs are equally available from the shoreline immediately behind the wharves and that due to the removal of decking most of these wharves are now not accessible. While the wharves frame the foreground for some of the views from the island it is the distant views that are identified as significant. (from Draft Context Landscape Management Plan)

- i While there are many 20th century photographs taken on the island, these are of buildings, structures such as wharves or wharf construction activity, or vessels either under construction or being launched. Exceptions are views taken from the Island looking over the Water Police area, of the Harbour Bridge (one view by Ted Hood, c. 1930 of a nearly complete Harbour Bridge arch, Mitchell Library image No. DG ON4/2170; and another view taken in 1943 from the same location looking to the Harbour Bridge, Mitchell Library image No. GPO 1-10043).
- ii Paul Davies Pty Ltd *Conservation Management Strategy for the Wharves of Goat Island*, DECC, 2007