



Brooklyn Dam - why not take a dip?



Sue and Dr Sid French, of Worley Parsons, completed a Statement of Heritage Impact for Brooklyn Dam, situated in Ku-ring-gai Chase National Park, for the National Parks and Wildlife Service this month. The dam was constructed in the mid 1880s, to supply water to the steam trains on the new Sydney-Hawkesbury rail link. The dam originally had a capacity of 22.5ML, and a pipeline running down to the rail line at Brooklyn Station. The dam is culturally significant as it demonstrates aspects of the steam era of the railways and the infrastructure needed to support it. The series of dam enlargements up to 1917 trace the growth of the steam railway over this period, and show the capacity of such structures for augmentation. The dam also has social value, attracting locals and hikers on the Great North Walk, as a landmark and a place for picnicking and swimming. Sue and Sid advised NPWS on achieving a good balance between risk management, and heritage and recreational values, and on maintaining the dam within a realistic budget framework.

Hume Highway investigations, HAAH & AHMS

Sue has also prepared a detailed historical investigation of the development of five sections of the Hume Highway between Tarcutta and Holbrook, for Archaeological & Heritage Management Solutions Pty Ltd (AHMS) for the Roads and Traffic Authority NSW. AHMS project managed the review of archaeological and built heritage that may be affected by proposed road duplication works.



Sue provided AHMS with three tools for understanding the study areas. Firstly, a contextual history of the pastoral development of the region, and its legislative framework, and of the overall development of the highway. Secondly, a closely focussed account of the physical development of each of the study areas. Thirdly, a FileMaker Pro database for use in the field, enabling the AHMS team to call up information, including digitised maps and plans, on the spot. Sue also contributed to the team's understanding of the potential significance of lines of road as built, archaeological and landscape items, drawing on her experience in preparing a Methodology for Assessment of lines of road for the RTA, with Julie Dinsmor and Emma Dortins, in 2004.



In with the new; to complement the old

HAAH supports good contemporary architecture, especially if its clean, green and energy efficient. A good design in any style can respond sympathetically to its environment. It's important that new work is of a scale compatible with surrounding heritage buildings or elements, and does not dominate them. Equally important is that new work creates a relationship with surrounding heritage buildings that enhances their heritage attributes and interpretation. Such a relationship can be fostered by reflecting the forms, materials, textures and colours of the heritage buildings.

Imitative design, such as the often perpetrated faux federation, does not enrich our built environment. On the contrary, it detracts from the genuine article and confuses its interpretation. Certainly, bold contemporary designs can attract more fire from Councils, but if clients approach HAAH early on in the design process we can help you address the heritage issues whilst designing a truly unique and amenable contemporary home or addition.

In the News

Sue's Marg Barry lecture of August 17th 2006 was reviewed by Geraldine O'Brien in the *South Sydney Herald*. REDWatch, an inner city residents and community organisation, summarised O'Brien's review, calling Sue's interviews of South Sydney residents, on which the her book *We Never Had a Hotbed of Crime* and the lecture were based, an 'invaluable and irreplaceable archive' and lamented that they are not yet available through the library system. O'Brien and REDWatch felt that Sue's lecture expressed some of the most important concerns of the South Sydney residents; their own views of their community and place, which are often dissonant with the views of outsiders; and the continuity of community across the decades, through the different fads and phases of city planning.

(REDWatch, September 12 2006, www.redwatch.org.au/author/REDWatch)

Stone Cottage Controversy in the Hills

The *Hills News* of September 12th 2006 ran a front page story about a small stone cottage in a valley near the end of Church Street, Castle Hill, rediscovered in 1999/2000 on land that had just been sold for a new housing estate. The article bemoans the fate of the two-room, probably c1850 cottage, soon to be 'gobbled up in a sprawling home' as a 'rich man's exotic drinks bar', 'another remarkable, unique piece of ... history ...swamped by progress'.



HAAH advised Mr Morrison of Morrison Homes on his house design and treatment of the cottage and wrote the Statement of Heritage Impact submitted to Baulkham Hills Shire Council with his Development Application earlier this year. In a sense, the *Hills News'* concerns are valid, but the time for action was in 2000 when a very poor subdivision was made, leaving the cottage stranded in the middle of a small, sloping, triangular block, to be sold into private hands. As the *Hills News* observes, for several years buyers avoided the onerous responsibility of incorporating the ruin into a livable property, with this being the last of the twenty-three lots in the estate to be sold. Mr Morrison bravely took on that challenge, and although he didn't accept all of our recommendations, his overall proposal for the property is based on the retention, use, and long term maintenance of the cottage. While the cottage's context has changed, this important part of Baulkham Hills' heritage has now found a long term solution to survival in the twenty-first century.

Collaboration with The Planning Forum



This month HAAH undertook what we hope will be the first of many assignments in collaboration with Historical Archaeologist and Urban Planner, Julie Dinsmor of The Planning Forum. Julie engaged us to research the European history of land in the vicinity of Revesby Railway Station as part of a review of the potential for archaeological deposits in the vicinity of proposed works associated with the Revesby Turnback Project being undertaken by Theiss and United Group Joint Venture on behalf of the Transport Infrastructure Development Corporation. Within a very tight timeframe, Rosemary and Emma utilised a combination of written sources, maps and photographs to build up a picture of the history of this area, that has been transformed over the last half century from a landscape of market gardens, orchards and poultry farms to the busy suburban commercial centre that exists today.

