



Environment Protection and Biodiversity Conservation Act 1999

INCLUSION OF A PLACE IN THE NATIONAL HERITAGE LIST

I, Malcolm Bligh Turnbull, Minister for the Environment and Water Resources, having considered, in relation to the place listed in the Schedule of this instrument -

- (a) the Australian Heritage Council's assessment whether the place meets any of the National Heritage criteria; and
- (b) the comments determined to have been given to the Council under section 324JH of the *Environment Protection and Biodiversity Conservation Act 1999*; and

being satisfied that the place specified in the Schedule has the National Heritage value or values specified in the Schedule include, pursuant to section 324JJ of the *Environment Protection and Biodiversity Conservation Act 1999*, the place listed in the Schedule in the National Heritage List.

Dated 12 day of March 2007

Malcolm Bligh Turnbull
Minister for the Environment
and Water Resources

SCHEDULE

STATE

Local Government Areas

Name

Location / Boundary

Criteria / Values

NEW SOUTH WALES**North Sydney City and Sydney City****Sydney Harbour Bridge**

Bradfield Highway, Dawes Point in the south and Milsons Point in the north, comprising bridge, including pylons, constructed approaches and parts of Bradfield and Dawes Point Parks, being the area entered in the NSW Heritage Register, listing number 00781, gazetted 25 June 1999, except that part of this area north of the southern alignment of that part of Lavender Street between Harbour view Crescent and Cliff Street, Milsons Point.

Criterion**Values**

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

The building of the Sydney Harbour Bridge as a transport facility linking the city with the north shore was a major event in Australia's history, and represented a pivotal step in the development of modern Sydney and one of Australia's most important cities. The bridge became a symbol for the aspirations of the nation, a focus for 'optimistic prognostications of a better future' following the Depression. The bridge represented an important step in transforming the city of Sydney into a modern metropolis. Internationally, the bridge was recognised as a symbol of progress and a vision of a splendid future.

The building of the Sydney Harbour Bridge was an important part of the technical revolution of the 1930s and seen as evidence of Australia's industrial maturity. The bridge represented the mechanical age displacing the pastoral and agricultural way of life on which Australia's economy had been based. The scale of the operations was enormous and at the time of its construction, it was the widest long-span bridge in the world.

The Sydney Harbour Bridge includes a steel arch spanning the harbour between Milsons Point on the north side and Dawes Point on the south side, and elevated approaches to the arch from both the north and south sides. The arch is made up of two 28-panel arch trusses set in vertical planes, 30 metres apart centre to centre, and braced together laterally. Two granite-faced concrete pylons, with a height of 89 metres above mean sea level, are located at each end of the arch. A deck carrying road and rail traffic is suspended from the arch. Pairs of hangers, ranging in length from 7.3 metres to 58.8 metres, support cross-girders, each weighing 110 tonnes, which support the deck. The northern and southern approaches each contain five spans, constructed as pairs of parallel-chord, six-panel steel trusses. The spans are supported by pairs of concrete piers faced with granite. The combined length of the approach spans is 646 metres.

Criterion

Values

(a) continued

The Sydney Harbour Bridge is an outstanding cultural landmark for the nation and represents a highly significant place in Australia's cultural history. The opening of the Sydney Harbour Bridge was a momentous occasion, drawing remarkable crowds estimated at nearly one million people.

Since its opening in 1932, the Sydney Harbour Bridge has become a famous and enduring national icon and symbol of Australia. The bridge remains one of Australia's most identifiable symbols

(e) the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group.

Sydney Harbour Bridge is an integral component of the Sydney Harbour vista and represents one of the most recognisable and iconic images in the world. It is the picturesque blending of the natural environment and man-made structures around the harbour foreshores that has proved an inspiration for generations of artists and writers. In its harbour setting, it has inspired a rich and diverse range of images in a variety of mediums – paintings, etchings, drawings, linocuts, photographs, film, poems, posters, stained glass - from the date of its construction through to the present day.

The bridge is conceivably one of Australia's most-photographed cultural landmarks, and striking images of the bridge have been captured by some of Australia's best-known photographers.

The Sydney Harbour Bridge has also been replicated in tourist posters, postcards, crafts and the folk arts, its image reproduced in media including glass, ceramic, metal, shells and crochet cotton, embroidery and etchings in a huge array of objects.

(f) the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period.

The Sydney Harbour Bridge may be considered the world's greatest arch bridge. Although not the longest arch span in the world, its mass and load capacity are greater than other major arch bridges. No other bridge in Australia compares in its technical significance with the structure of the Sydney Harbour Bridge and its pylons and constructed approaches between Argyle Street in the south and Arthur Street in the north.

The construction of Sydney Harbour Bridge combined available technology with natural advantages provided by the site. The bridge is an outstanding technical and construction achievement of the Twentieth Century. The designers took advantage of the sandstone base on which Sydney was built - which enabled them to tie back the cables during construction of the arch and to experiment with massive structures. Although designed during the 1920s and 1930s the bridge has still not reached its loading capacity.

Criterion	Values
<p>(g) the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.</p>	<p>It was part of John Job Crew Bradfield's vision for the bridge that it be used at times of national rejoicing. Since its opening it has regularly supported flags, banners, and especially fireworks, becoming a focus for national and local celebrations. Community ceremonial and celebratory occasions centred on Sydney Harbour Bridge, either for the people of Sydney or the broad Australian community, are well recognised and have been widely noted. Since 1932, the broad Australian community has identified the Sydney Harbour Bridge as one of the most nationally and internationally recognised symbol of Australia and the bridge in its harbour setting represents a composite national symbolic image.</p>
<p>(h) the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history.</p>	<p>John Job Crew Bradfield ranks with other engineers whose close involvement in a broad range of projects contributed to Australia's national development. As principal design engineer for the New South Wales Public Works Department, Bradfield was largely responsible for finally bringing the Sydney Harbour Bridge to fruition. As Chief Engineer, he prepared the general design specification and supervised the whole project on behalf of the Government of New South Wales, also integrating the bridge into the Sydney road, tram and rail system.</p> <p>Bradfield was nationally recognised through his appointments to the Australian National Research Council and the Australian Commonwealth Standards Advisory Committee. The Institution of Engineers, Australia awarded him the Peter Nicol Russell Memorial Medal in 1932, and he also received the Kernot Memorial Medal from the University of Melbourne in 1933, and the Telford Gold Medal from the Institution of Civil Engineers, London in 1934.</p>

For a description of any references quoted above, and more information on each of the places please search the Australian Heritage Database at <http://www.deh.gov.au/cgi-bin/ahdb/search.pl> using the name of the place.