

Historic La Perouse
Management Plan



Prepared for
Randwick City Council
and
National Parks and Wildlife Service

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This project was assisted by a grant from the NSW Government on the recommendation of the Heritage Council of NSW. The Program is administered by the Heritage Office (NSW).

~~June 1997~~

MARCH 2000
ISSUE 'B'

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Foreword

Historic La Perouse is a place of major heritage significance in Australia. It is important to and valued by Aboriginal and non-Aboriginal people living in this country and visitors from overseas. La Perouse has remnant natural values and magnificent views of Botany Bay. It has great significance to the Koori community who occupied the site for centuries before white settlement of New South Wales and who continue to live and work there.

La Perouse has great historical significance through its associations with James Cook and his voyage of discovery in 1770. It is the place where the First Fleet came in 1788 to establish a penal colony, only to find it unsuitable for their purposes. We can only imagine what Sydney might have been like if they had stayed at La Perouse instead of moving north to Port Jackson. La Perouse is the site of one of the great coincidences in the history of navigation and maritime exploration - that the British ships under Arthur Phillip and the French vessels under La Perouse should happen to arrive at the same spot only two days apart, and half a world away from their home ports.

The social significance of La Perouse is derived from its values to those who are proud to live there and to the many others who visit the place for sightseeing, recreation and cultural pursuits. The historic fabric of La Perouse has much to tell us and future generations about our past and can help us understand how to conserve and interpret our heritage for our children and grandchildren.

La Perouse has not always had the attention it deserves as one of Australia's most important places. Residents and visitors alike have been critical at times of what they have perceived as a lack of respect for such a significant precinct. The construction of port facilities and the airport nearby, the erection of communication towers on the skyline and inadequate amenities and maintenance have all contributed to this feeling in the community.

Randwick City Council and the National Parks and Wildlife Service (NPWS) have taken the initiative to address the management issues and problems facing Historic La Perouse. The NPWS established a Steering Committee of key stakeholders - Council officers and councillors, National Parks and Wildlife Service staff, and representatives of the local resident and business communities - to guide the preparation of a Management Plan for La Perouse. This document will complement a number of other recent planning and conservation studies commissioned by Council and the National Parks and Wildlife Service in regard to parks and reserves in the Randwick City area.

The Historic La Perouse Management Plan will provide Randwick City Council, the NPWS and the other authorities and organisations responsible for managing La Perouse with a sound basis for decision-making to ensure the conservation and wise management of this wonderful place.



Clr Margaret Martin
Mayor of Randwick City Council



Jennifer Carter
District Manager
Sydney District
National Parks and Wildlife Service

This project was assisted by a grant from the NSW Government on the recommendation of the Heritage Council of NSW. The Program is administered by the Heritage Office (NSW).

Executive Summary

La Perouse is a place of national heritage importance with natural values and cultural significance to Aboriginal and non-Aboriginal Australians and to visitors to this country, particularly those from France. This Management Plan sets out policies and strategies for the management of La Perouse which will allow its significance to be retained, enhanced and interpreted.

The Plan also examines ways in which management authorities can take advantage of opportunities in the areas of recreation and tourism in the lead-up to the Sydney 2000 Olympics, the new Century, the Centenary of Federation, and beyond. This is a Plan which will enable conservation without elitism, and revitalisation without pretentiousness.

The Plan provides for enhancement of the area's regional recreational opportunities, with better linkages (eg walkways, bikeways) between them and with improved transport, access and facilities.

Various options are presented for solving perceived management problems, providing better visitor facilities and indicating future directions for the site.

Access, Traffic and Parking

The Plan proposes reduced emphasis on private motor vehicle access to the site and the present dominance of cars and parking. This will be achieved by:

- Retention of the loop road but converted to one way traffic flow (clockwise) with angle parking and perimeter pedestrian path around the entire loop;
- Improved pedestrian access to the site via a continuous walkway around the headland, with better links to Botany Bay National Park and to the Yarra Bay area. The Headland will be promoted as the starting point for a number of walks, of varying grades. Walks will be better signposted and existing tracks upgraded;
- Improved public transport links from the City of Sydney to La Perouse, with possible reintroduction of a special tourist service.;
- Improved access to rock platforms for SCUBA divers and snorkelling enthusiasts by way of carefully designed steps in key locations from the headland area and the Bare Island southern bridge approach. Also well-defined drop-off areas for divers with their gear;
- Easier, safer access to the rock platform around Bare Island to replace the existing hazardous metal ladder at the southern end of the bridge;
- Disabled access will be given high priority wherever it can be achieved without unacceptable impacts on heritage significance.

The tourism potential of a reintroduced ferry service linking La Perouse with Kurnell and possibly Brighton-le Sands and/or Sans Souci is recognised. Whether such a development proceeds will depend on many factors, including government support. The Plan recommends studies of the economic viability and environmental impact of such a service which, given the likely costs and other more urgent needs, is not seen as a high priority at this stage.

The Gateway Concept

The Plan includes concepts for landscape treatments to create a sense of arrival for visitors. Any new structures should be sympathetic to the natural and cultural qualities of the area and should avoid the cliched treatments that were characteristic of so many projects for the Cook Bicentenary and the 1988 Bicentennial. Proposals to improve the gateway to La Perouse include:

- Construction of a roundabout at the intersection of Bunnerong Road and Anzac Parade to improve traffic safety and provide an appropriate entry point;
- Undergrounding of existing unsightly power lines;
- Tree planting to identify entry points;
- Improved signage to identify La Perouse as an historic precinct;

General Landscape Character, Design and Aesthetics

The Plan includes an analysis of landscape significance, including assessment of historic elements from documentary and physical evidence, leading to recommendations for removal of insignificant or intrusive items. Design guidelines for landscape detailing will help to avoid clutter and simplify treatments of the site.

The Plan demonstrates a strong planning vision for the site, providing it with a recognisable character and integrated and harmonious visual qualities. Any new landscape treatments will be in sympathy with the significant built elements on the site and should enhance their contribution to the place.

Visitor Facilities and Public Amenities

The Plan examines the quality and adequacy of existing facilities and provides guidelines for the location and design of new amenities, where necessary.

- The park adjoining the beach at Frenchman's Bay will be upgraded, with better lighting, security and facilities.
- Improved toilets and the provision of changeroom facilities is recommended near both Congwong Bay and Frenchman's Bay. The unsightly toilet block above Congwong Bay will be removed.

Cultural Tourism, Interpretation and Marketing

Opportunities to interpret the Aboriginal cultural heritage of La Perouse, the historic monuments and Bare Island will be exploited by various means including the following:

- Cooperative marketing in the local area and the wider region, with promotion of the historical significance and attractions of La Perouse to key segments within the tourism industry.
- Continuation of the snake show and the sale of Aboriginal artefacts as important parts of the social heritage of La Perouse.
- Promotion of links between La Perouse and Yarra Bay via a "Bush Tucker Trail".
- Better integration of sites managed by NPWS and Randwick City Council, including a common design standard.
- Interpretation will include education programs targeted at key learning areas within the school curricula as well as public programs aimed at the general visitor.

Commercial Operations

The Plan recommends continuation of traditional activities such as the sale of Aboriginal artefacts and craft. Commercial activities such as food and beverage outlets must be located in such a way that they do not detract from the heritage significance of the place.

Controlled Activities

Many visitors and residents have identified certain activities which they consider detract from the ambience of La Perouse and its enjoyment by the public. Some of these need to be controlled.

- Vehicles will be restricted to a speed limit of 40 kilometres per hour on the Loop Road to improve road safety.
- Dogs must be kept on leads and any droppings must be collected by owners and deposited in bins specially provided for the purpose.
- The operation of mobile food and drink outlets will be controlled to minimise impacts on the heritage significance of La Perouse.
- Restrictions on the use of jetskis and similar personal water craft in the waters around La Perouse should be policed in compliance with Waterways regulations to improve water safety and enhance the recreational experience for visitors..

Management and Communication

The Plan recommends improved lines of communication between relevant agencies and the community. The preferred way to achieve this is to formalise the present Steering Committee as the La Perouse Management Committee, with representation from Randwick City Council, National Parks and Wildlife Service, other Government departments and resident and user groups.

Every effort has been made to comply with the many pieces of legislation that apply to parts of the Study Area. These include the Crown Lands Act, the Local Government Act, the Environmental Planning and Assessment Act and the National Parks and Wildlife Act.

1 Landscape Master Plan

A Master Plan in AO format, showing the major developments and landscape treatments recommended in the Management Plan is a complement to this document. A reduced version of the Master Plan, in A3 format, follows.

2 Introduction

2.1 Background

In 1979 Randwick Municipal Council conducted a precinct study of La Perouse as part of a program to revise the planning proposals in the Randwick Planning Scheme which had been prescribed the previous year. Some of the recommendations from this study were implemented but many were not. They included closure of the loop road around the headland to vehicles, but retained for pedestrian and equestrian use, creation of parking areas along the eastern side of Anzac Parade, resiting of the toilet block above Congwong Bay, development of a tourist centre and refreshment room and extensive landscaping and picnic facilities.

During the late 1980s the National Parks and Wildlife Service commissioned conservation studies and plans for the Cable Station and for La Perouse and Bare Island Historic Sites. Some works at La Perouse were carried out for the Bicentenary in 1988. These included a walking track from Yarra Bay towards Frenchmans Bay, but this has now fallen into disrepair.

In mid-1995 Randwick City Council and the National Parks and Wildlife Service sought expressions of interest for the preparation of a new Precinct Plan for La Perouse but lack of funds prevented the project from proceeding at that time. Once funding had been secured the Service established a Steering Committee. A revised brief was drawn up and tenders called for an Historic La Perouse Management Plan. At its Finance, Works and Services Committee meeting held on 3 December 1996, Council approved the choice of Musecape Pty Ltd in association with David Beaver Landscape Architect to undertake the preparation of the Plan.

The majority of the Study Area is subject to NC96/10 Korewal Native Title Application. Determination of this claim may affect the timing and extent of implementation of all or part of this Plan.

2.2 Location

La Perouse is located at the southern end of Anzac Parade, approximately 8 kilometres southeast of the City of Sydney, on the northern shore of Botany Bay, about 1 kilometre west of Cape Banks, the northern head of the Bay. The Location Map is shown at Figure 1.

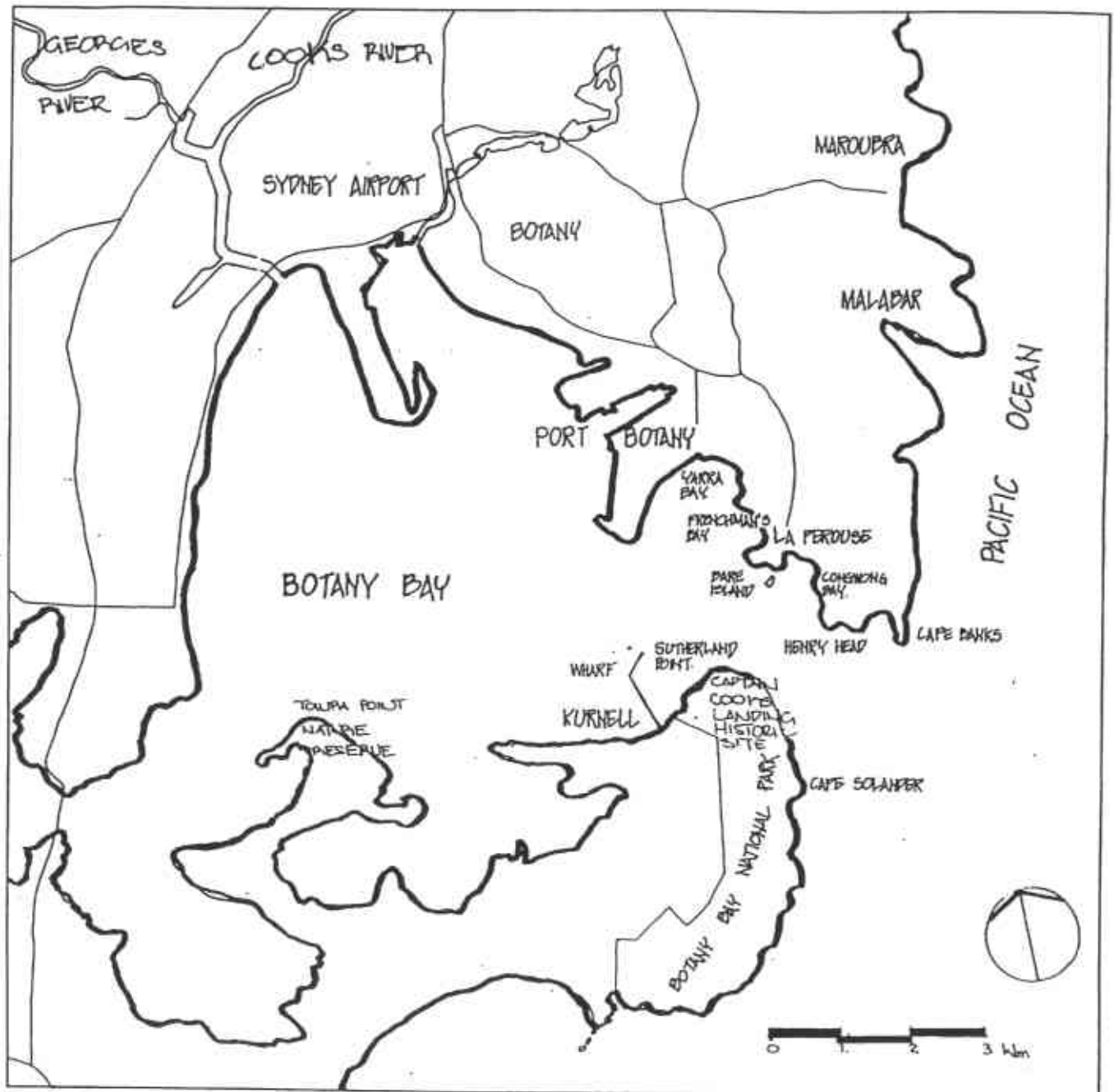


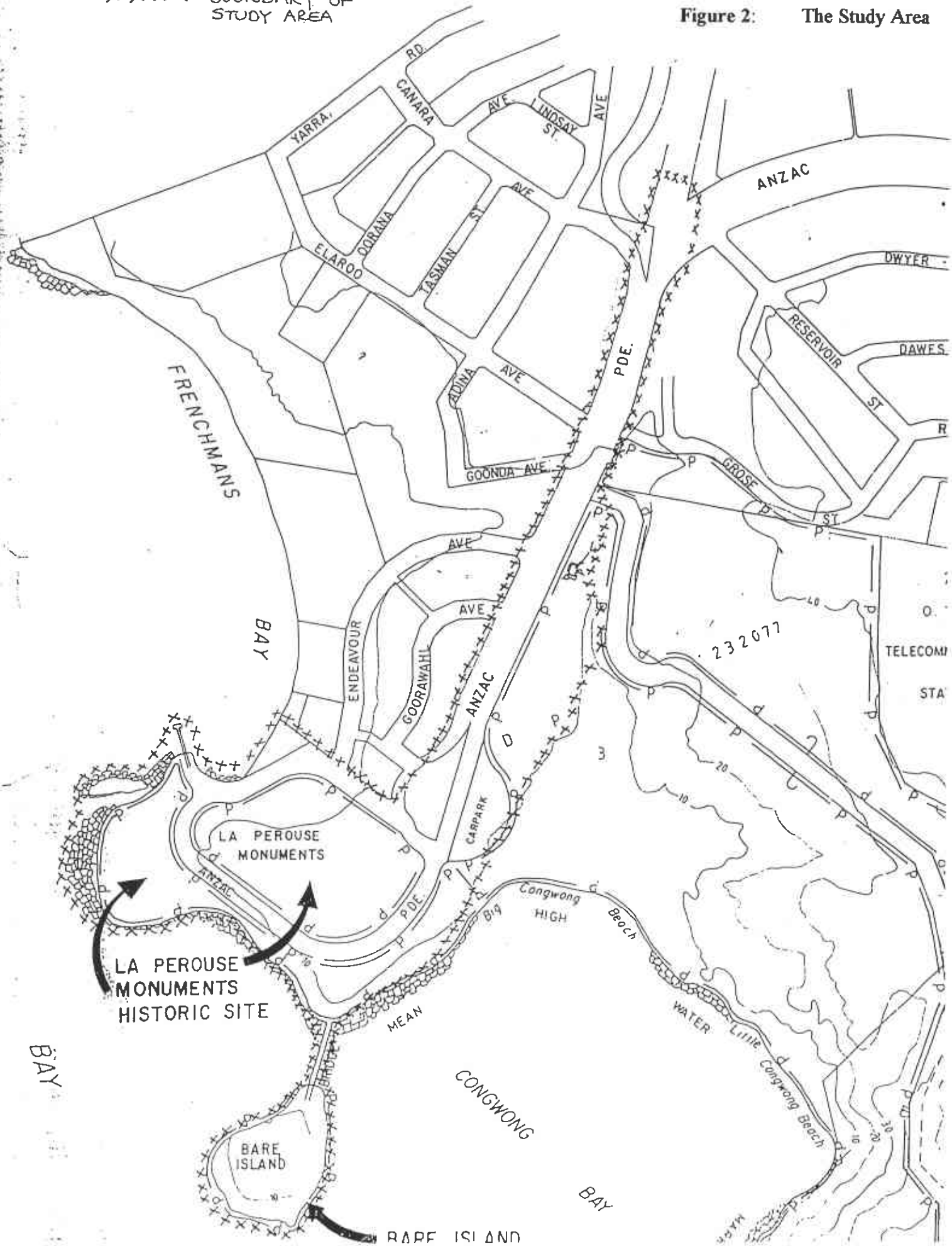
Figure 1: Location of Historic La Perouse
 Source: Department of Main Roads, New South Wales, 1988

2.3 Study Area

The study area comprises the non-residential areas of the La Perouse headland as shown in Figure 2. The Brief requested consideration of adjoining areas, particularly the area between La Perouse and Yarra Bay.

XXXX BOUNDARY OF STUDY AREA

Figure 2: The Study Area



2.4 Aim and Objectives of the Plan

The aim of this study, as stated in the study brief prepared by the Steering Committee is:

'to Develop a coordinated Management Plan for the Historic Area of La Perouse that provides 'vision' and an appreciation of the area's values and stakeholder needs, while drawing on past relevant studies.'

The stated objectives for the Plan are:

to develop strategies that:

- conserve, promote and interpret the significant natural and cultural (historic and archaeological) values of La Perouse;
- increase public appreciation and understanding of the cultural and natural values of the study area through improved promotion, interpretation, access and facilities;
- identify and develop the recreation potential of Historic La Perouse; and;
- improve the visual quality of the Historic La Perouse Area.

2.5 Limitations of the Plan

This Plan has been prepared largely from previously researched documentary and pictorial sources. Time and budgetary constraints did not allow for significant original research of primary sources. Research was supplemented by community consultation in the form of a survey of visitors and residents, a public workshop and discussions with key stakeholders, analysis of written submissions, assessment of physical evidence and management issues, and consideration of comments on the draft Plan.

2.6 The Approach to the Plan

A list of key stakeholders was identified as follows:

- La Perouse residents
- Visitors from adjoining suburbs, greater Sydney, regional areas, interstate and overseas.
- Organised sporting or recreation groups using La Perouse regularly
- Randwick City Council
- La Perouse business community
- La Perouse Aboriginal Land Council
- NSW National Parks and Wildlife Service
- Sydney Buses
- Roads and Traffic Authority
- Sydney Ports Corporation
- NSW Waterways Authority
- Energy Australia
- NSW Department of Land & Water Conservation

The methodology adopted was in accordance with current best practice in conservation, documentation, management, planning and relevant statutory requirements.

The study team carried out the following tasks in three phases:

Investigation Phase

- Review and analysis of existing conservation and planning documents
- Analysis of physical evidence including landscape, vegetation (both indigenous and exotic) and existing buildings, structures, roads, paths, powerlines and lighting.
- Consideration of archaeological evidence in consultation with the National Parks and Wildlife Service
- Preparation of a statement of cultural significance for the Precinct based on preliminary investigation of issues.
- Compilation of a bibliography of references relevant to the Precinct.

Design / Planning Phase

- Research of specific issues including access; traffic management and parking; tourism facilities and needs; commercial opportunities and constraints; interpretive themes; promotional and marketing opportunities.
- Community consultation involving a workshop and follow-up discussions with major precinct stakeholders.
- Survey (eg likes, dislikes, needs, uses) and observation of precinct users.
- Preparation and presentation of the draft Management Plan.

Final Management Plan Phase

- Review of comments on draft Plan and amendment as necessary.
- Finalisation of draft Plan suitable for public exhibition.
- Presentation to the Steering Committee.

2.7 Structure of the Plan

Chapter 1 is the Landscape Master Plan in A3 format, annotated with conservation policies / works for the various components of the landscape. A coloured version of the Master Plan, in A0 format, at a scale of 1:1500, complements this document.

Chapter 2 of the Plan provides an introduction and an outline of the objectives, limitations, structure, conservation philosophy, relationship to other plans, and advice on the procedures for adoption and review.

Chapter 3 is an overview of Historic La Perouse. It provides an account of the natural environmental attributes of La Perouse and an analysis of documentary and physical evidence relating to the evolution of the site's cultural landscape.

Chapter 4 assesses the significance of the cultural landscape at La Perouse, leading to a Statement of Significance for the place.

Chapter 5 is an analysis of the community consultation process which provided much of the data on which the recommendations in this Plan were based.

Chapter 6 discusses general management issues, policy objectives and strategies applicable to the site.

Chapter 7 examines funding options for the implementation of the Management Plan including regular sources of funds such as Council's recurrent allocation and capital works program, sponsorship and government grants and loans.

Chapter 8 is the Action Plan, linking recommended actions to the policies and strategies recommended in the Management Plan, and providing information on responsibilities, priorities and, where possible, cost estimates.

Chapter 9 is a bibliography of sources consulted during the preparation of the Plan.

Chapter 10 contains the Appendices to the Plan.

2.8 Conservation Philosophy

This is a conservation-orientated Management Plan, with strong emphasis on the implementation of recommendations and the ongoing management of Historic La Perouse to achieve conservation objectives. It has been prepared in accordance with the brief provided by Randwick City Council's Steering Committee.

Reference has been made to the *NSW Heritage Manual*, prepared by the NSW Department of Urban Affairs and Planning and the Heritage Office. This Manual embodies current best practice in heritage conservation methodology and is an evolution from *The Conservation Plan* by J. S. Kerr, the *Guidelines to the Burra Charter of Australia ICOMOS* and nearly twenty years of experience in the development and application of heritage legislation in New South Wales.

The preparation of the document has also been guided by *Succeeding with Plans of Management: A Guide to the Local Government Act and Crown Lands Act*, prepared by Manidis Roberts Consultants and endorsed by the NSW Department of Land and Water Conservation, and with that Department's *Handbook for Trust Management of Reserved and Dedicated Crown Land*.

2.9 Relationship to other Plans

The preparation of plans of management for Council reserves is a requirement of the Local Government Act 1993. Similarly, the National Parks and Wildlife Act 1974 requires that the National Parks and Wildlife Service prepare plans of management for the areas under its control.

Since the Study Area comprises Community Lands, Crown Reserves under the care, control and management of Randwick City Council, areas of Botany Bay National Park, roadways and assorted other parcels of land this Management Plan has not been prepared under the provisions of any one piece of legislation. It has been prepared under the auspices of a Steering Committee representing Council, the Service and the community to provide these bodies with a plan that will provide management policies and strategies applicable to the whole Study Area and specific sites within it.

The City Open Space and Recreation Plans of Management (COSRPOM) undertaken by Randwick City Council in 1996 provided a series of generic plans of management. The Beach and Coastal Reserve Generic Plan of Management is also applicable to La Perouse. This Plan should be implemented in conjunction with these other plans and with those prepared by or for the National Parks and Wildlife Service for the areas under their control.

2.10 Adoption and Review of the Plan

The draft Management Plan has been reviewed by officers of Randwick City Council and the National Parks and Wildlife Service. The draft Landscape Master Plan has been presented by the consultants to the Steering Committee and to a meeting of local residents. Amendments to the draft Plan arising out of the review process have been made and incorporated into the final Management Plan.

The final Management Plan will be adopted by Randwick City Council.

Monitoring involving regular sampling of visitors should be carried out to gauge public response to the implementation of the Plan, and to check the validity of management's assumptions. The data collected as a result of the monitoring process should be stored and evaluated to assist with future planning for the site. Visitor research should also be carried out to identify market segments and to test the feasibility of new developments.

Management plans must continue to evolve. While they may be endorsed at a particular point in time, they must include provision for review and updating to allow for the fact that some of the plan's recommended strategies will have been implemented, or because circumstances have changed. Possible changes relevant to Historic La Perouse include the following :

- Changes to the physical environment, for example natural disasters such as a major storm;
- Changes to the economic environment, for example reduction in available funding as a result of cuts to grant programs, reduction in recurrent allocation;
- Changes to the organisational environment, for example amalgamation of Randwick City Council with one or more other councils, abolition or restructuring of the Steering Committee;
- Changes to the social environment eg types of stakeholders;
- Changes to the political environment eg change of government, leading to amended policy directions.

Consequently, the Plan needs to be reviewed and amended as necessary after a period of not more than five years. Site management must also continue to be accountable to the community and should monitor and evaluate the Plan's performance and success in achieving its desired outcomes and strategies.

2.11 Authorship

This Plan has been prepared by Chris Betteridge of Musecape Pty Ltd, specialists in heritage conservation, landscape and museums, and David Beaver, Landscape Architect, a specialist in landscape architecture, heritage conservation and environmental planning. The consultants were selected by the Steering Committee in accordance with Randwick City Council's tendering procedures. Assistance with the drafting of plans has been provided by Roxana Vlack, Landscape Architect.

2.12 Acknowledgments

The commissioning of this plan was a joint venture of Randwick City Council and the National Parks and Wildlife Service. This project was assisted by a grant from the NSW Government on the recommendation of the Heritage Council of New South Wales. The Program is administered by the Heritage Office (NSW).

The authors wish to thank the following individuals and organisations who provided valuable assistance in the preparation of the Plan:

Officers of Randwick City Council, particularly Adrienne Jeuda, Gary Eastman, Frank Rotta, Anthony Fabro, Gary Pringle, Libby Gallagher, Gil Gillani, Danny Hirschfeld and Sean O'Connell;

Officers of NSW National Parks and Wildlife Service, particularly Bronwyn Conyers and Tony Prior;

Councillor Ken Finn of Randwick City Council;

La Perouse residents, businesspeople and supporters, particularly Peter Anasta, Iris Williams, Charles and Carol Abela and other members of the La Perouse Precinct Committee, Norm Hobson, Greg Bond, Yves Richard, Gerard and Lisa Rigby, G and M Clifton, L. Sharland, Robin Buck, Roxana Vlack, Mark Swivel, Sandra Moffitt, and all those who attended the Workshop and discussion sessions or forwarded submissions in response to the discussion paper or draft management concepts;

All those visitors to La Perouse who completed questionnaire forms about the management of the place;

Merv Reynolds, John Lennis and others working with the La Perouse Community Development Aboriginal Corporation;

Messrs J Koutsounadis, G Dapas and G Evans of Energy Australia;

Bob Breadner of Sydney Buses Port Botany Depot;

Messrs John Filocamo and Peter Cusack of State Lands Service;

Ms Radha Surendran of Coastal and Riverine Section, Department of Land and Water Conservation;

Justine Hopkins and Sue Lewis of the Roads and Traffic Authority;

Trevor Williams, Steve Black and Rory O'Hara of NSW Waterways Authority;

George Gaweda of Sydney Ports Corporation;

Joe Bevacqua and David Lake of Sutherland Shire Council.

3 Overview of Historic La Perouse

An analysis of available documentary and physical evidence was carried out, leading to a description of the natural environmental attributes of the place and a summary of the evolution of the cultural landscape at La Perouse.

3.1 Sources of Information

Randwick City Council and the National Parks and Wildlife Service provided the consultants with copies of relevant studies and reports. A full list of references consulted may be found in the Bibliography at Chapter 11..

3.2 Natural Environment

3.2.1 Geology

The headland at La Perouse and the small continental island known as Bare Island are formed of sandstone of the Hawkesbury Series, overlain in places by Quaternary sands. There is considerable exposure of sandstone on the headland itself, with low cliffs around its eastern, southern and western sides. There are extensive rock platforms around the headland and around Bare Island.

3.2.2 Topography

The headland is a flattened plateau with some undulations caused by rock outcrops. Towards its outer edges it falls away towards the sea with slopes of 5 to 20 degrees, then low vertical cliffs down to the rock platform. To the north of the headland there is a narrow flat area through which Anzac Parade has been constructed. To the west of this is outcropping sandstone on which residential development has taken place. To the east is a narrow southward facing valley at the back of the beach at Congwong Bay.

3.2.3 Soils

Soils on the headland, where they exist, are shallow earthy sands or yellow earths which once supported coastal heath and banksia scrub. Chapman (1989) has described the soils as having high erosion potential and low fertility. They are highly permeable with the possibility of seasonally perched water tables.

3.2.4 Climate

The closest weather station is at Sydney Airport, to the west of La Perouse. As with the rest of Sydney, La Perouse enjoys a temperate climate, with a mean maximum temperature of 22 degrees Celsius, the hottest months being January and February. The mean minimum temperature is 12.9 degrees Celsius, the coldest month being July. The mean long-term

average rainfall (57 years of record) is 1100 millimetres, with September the driest month and March the wettest month. There are on average 128 raindays per year.

Prevailing winds are from the southeast, with the headland at La Perouse exposed to winds from all directions. Southerly and southeasterly winds predominate in summer and westerlies and southwesterlies during the winter months.

3.2.5 Vegetation

Doug Benson and Jocelyn Howell, in their book *Taken for Granted: The Bushland of Sydney and its Suburbs*, describe the indigenous vegetation of La Perouse, only tiny fragments of which survive within the study area. Fortunately, more extensive remnants have been conserved in Botany Bay National Park, to the east of La Perouse.

Sclerophyllous heath, scrub and low forest originally grew on the extensive wind-blown sand dunes which covered the Hawkesbury Sandstone from Moore Park to Bunnerong. Benson and Howells describe the vegetation at La Perouse thus:

'Surviving remnants at La Perouse,.....give a glimpse of its original richness. Common shrub species were *Banksia aemula*, *Banksia serrata*, *Monotoca elliptica*, *Eriostemon australasius*, *Ricinocarpos pinifolius* and *Xanthorrhoea resinosa*. Small soaks and concentrations of organic matter in the sand formed locally wet habitats for *Goodenia stelligera*, *Callistemon citrinus*, Button Grass, *Gymnoschoenus sphaerocephalus*, and other swamp heath plants. The variety of habitats contributed to the rich assemblage of species in the Banksia Scrub.

Banksia aemula, a north coast species, reaches its southern distributional limit at La Perouse;'

Bauera capitata, collected by Banks and Solander on Cook's expedition to Botany Bay in 1770, is likely to have come from La Perouse, since it has never been recorded naturally from south of Botany Bay. Cook described the vegetation around Botany Bay as 'nothing remarkable, great part of the Country for some distance in land from the sea Coast is mostly a barren heath diversified with marshes and Morasses.'

Griffith Taylor (1970, p.44) quotes from an article by H. W. Hamilton (in the *Australian Geographer*, 1928) which reports mallee-like eucalypts with close-set stunted trunks such as *Eucalyptus virgata* growing in the sand dunes of La Perouse.

Benson and Howell report (op.cit., p.94) that the only place where the former diversity of the Eastern Suburbs Banksia scrub 'can be appreciated is at La Perouse near Jennifer Street, where there is a small sand dune with *Banksia aemula* and *Xanthorrhoea resinosa* scrub, associated with several small freshwater swamps. Well over 100 other species grow here.'

The vegetation of the Study Area was modified very soon after European settlement in Sydney. Early sketches and photographs show the headland at La Perouse almost devoid of scrub although remnants of native vegetation remained at the back of the beach at Frenchman's Bay. In recent years the bushland around La Perouse has been ravaged by introduced weeds, particularly Bitou Bush (*Chrysanthemoides monilifera*) and Lantana (*Lantana camara*).

3.3 A Brief History of La Perouse

3.3.1 Aboriginal occupation to 1788 and later

Aboriginal people have gathered or lived at La Perouse for more than 5000 years. The headland offered a good view of the bay and surrounding areas. There was exposed sandstone for art sites and the rich marine environment and native bush provided plenty of food. James Cook reported that the local Aborigines, the Gweagal and Kameygal, took little notice of his arrival in Botany Bay in 1770. However, The Aboriginal population was decimated by smallpox introduced, possibly by members of La Perouse's crew.

Mahroot, the lone survivor of the Botany Bay tribe, testified to a colonial government inquiry into the 'Condition of the Aborigines in 1845. His testimony provides stark evidence of the destruction wrought by white settlement:

'Well Mister...all black-fella gone! All this my country! Pretty place Botany! Little pickaninny, I run about here. Plenty blackfellow then: corrobory; great fight; all canoe about. Only me left now...'

By 1880 there were twenty-six Aborigines at La Perouse, and these had come from the south coast of New South Wales after being dispossessed by large-scale dairy farming. In 1881, a Protector of Aborigines was appointed to 'deal with the Aboriginal problem'.

A Reserve for the Use of Aborigines, an area of 7 acres, had been established by 1885, with an Anglican mission operating. The state-run Aborigines Protection Board was set up to segregate La Perouse Aborigines from their south coast kinsmen. Various missionary groups were active in the community in the last two decades of the nineteenth century and one of these, the La Perouse Aborigines Mission, assumed management of the reserve in 1899 as the New South Wales Aborigines Mission.

During the Depression of the 1930s the Aboriginal people at La Perouse were joined by hundreds of unemployed who set up makeshift settlements in Happy Valley, Frog Hollow and Hill 60. After the Depression the Aboriginal community moved back to the reserve and the remaining huts in the settlements were bulldozed by Randwick Municipal Council in the 1950s.

3.3.2 James Cook and Botany Bay

Lieutenant James Cook R. N., in command of H. M. Bark *Endeavour*, sighted and entered a large tranquil bay on 29 April 1770 after sailing northward along the east coast of Australia. He had called this first anchorage Stingray Bay after the large number of stingrays which the crew caught, but he later changed the name to Botanists Bay, and finally to Botany Bay. Cook's original chart of Botany Bay shows the two heads marked Cape Banks, on the north, and Point Solander, on the south. These were named after the two botanists on board, Joseph Banks and Daniel Solander. The chart shows the headland of what is now known as La Perouse and a small island, now known as Bare Island.

3.3.3 The First Fleet and La Perouse 1788

Following the advice of Cook's expedition that Botany Bay was a suitable place in which to establish a penal colony, the First Fleet, under the command of Captain Arthur Phillip sailed into the Bay on 18 January 1788 aboard the *Supply*. Phillip thought the place 'exposed...swampy...with insufficient water...and possibly even unhealthy' and after a week the Fleet sailed to Port Jackson. He had a sign erected at Bare Island directing ships to the new colony some miles to the north.

Cook's impressions of Botany Bay had been favourable but his requirements had been very different from those of Phillip. Cook had needed shelter, water and food for only one small ship; Phillip needed to establish a permanent penal settlement - to provide for the accommodation and feeding of many convicts and soldiers as well as a safe haven for the Fleet.

Just as Phillip was leaving Botany Bay he sighted two strange ships outside the heads. He feared they were Dutchmen, come to dispute the British claims to New Holland. The vessels turned out to be two frigates, *La Boussole* and *L'Astrolabe* of a French scientific expedition under the command of the Comte de La Perouse. The French stayed at Botany Bay from 24 January to 10 March 1788, camping at what is now known as Frenchmans Bay. While there they buried the expedition's chaplain and naturalist, Père le Réceveur, who died at La Perouse, possibly as a result of wounds received when he was speared by natives in Samoa. After leaving New South Wales the expedition sailed north and was wrecked on Vanikoro Island in the Vanuatu group with the loss of all lives.

In 1825, at the instigation of Baron de Bougainville when members of his expedition paid homage to their countryman at the grave of le Réceveur, the New South Wales government commissioned Colonial Architect George Cookney to design a memorial to La Perouse. The monument, a Doric column set on a traditional pedestal and base was erected on the headland at La Perouse. Nearby is the tomb of le Réceveur, probably also designed by Cookney. In 1876 the New South Wales Government erected iron picket fences around both monuments and these were renewed in 1906 by the French Government. Both these memorials have become shrines for visiting French people and for Australian residents of French extraction. Services are held there each Bastille Day, 14 July and on La Perouse Day, 23 February.

3.3.4 The Macquarie Watchtower and Customs Station 1811 to 1904

A two-storey octagonal sandstone watchtower was built at La Perouse, possibly as early as 1811. It served as a military guardhouse and lookout station until the late 1820s, after which time it stood idle for several years. In 1831 additions, including a pitched roof, were made to the building to convert it to a Customs House. David Goodsir was the first civil coastguard and was provided with a revenue cutter. The Customs Station at La Perouse continued in operation until 1904. Randwick Historical Society added a castellated turret and, in 1962, the New South Wales Government made "well-meaning but unfortunate attempts to restore it, including replacement of the timber ceiling with a concrete slab".

The Watchtower./Customs House at La Perouse is one of the earliest colonial structures remaining in New South Wales and possibly the oldest Customs House in Australia.

3.3.5 Meeting the Invader 1862 to 1945

In 1862 the British Government handed over responsibility for its security to the newly self-governing colony of New South Wales. The last Imperial troops left Sydney in 1870 and the New South Wales Artillery was formed the following year.

Two British military advisors sent to Australia in 1877 thought Sydney was vulnerable to attack from the sea via the city's "back door" Botany Bay. At the time there was the threat, more imagined than real, of a Russian invasion. Their recommendations included the establishment of fortifications at Bare Island and at Henry Head, and a line of torpedo mines across the mouth of Botany Bay.

Lack of funds forced a delay in construction of the fort on Bare Island which was built over a five year period from 1881. Constant alterations and repairs led to soaring costs and in 1890 a Royal Commission into defence in New South Wales found numerous construction faults. By 1902 the fort on Bare Island had been omitted from the scheme of coastal defence, its guns never firing a shot in anger.

From 1912 until 1963 Bare Island was used as a home for war veterans. During the two World Wars it was occupied by the Garrison Forces. After the war veterans vacated the site in 1963 the barracks became a museum with Randwick Historical Society acting as caretaker. In 1967 Bare Island was declared an Historic Site under the new National Parks and Wildlife Act, with the new National Parks and Wildlife Service as managers.

3.3.6 Listening to the World 1876 - 1903

In 1885 the landscape of La Perouse was described in a prospectus, *Botany Bay - Past and Present* published by the Sydney Permanent Freehold land and Building Society.

'Looking right out from the balconies of this new hotel ['The Sir Joseph Banks' at Botany] recently built upon this old site, we have a near and pleasant view of La Perouse, a broad green plateau with trees arranged pleasantly for shade, now luckily held by the state for customs and telegraphic and defense [sic] purposes, but ultimately with some additions to become on more public park'.

3.3.7 A Place of Tourism

La Perouse has had a long history as a place for recreation and tourism. The Aboriginal community made shellwork ornaments and traditional artefacts such as boomerangs and shields for sale to visitors. Demonstrations of boomerang throwing and gumleaf blowing attracted tourists who also sampled the seafood and teas available from establishments such as the kiosk at La Loop and the Chilton Cafe.

Demonstrations of reptiles, including venomous snakes, have been an attraction at La Perouse since 'Professor' Frederick Fox started the tradition in the early 20th century. Other showmen who carried on the snake displays included Rocky Vane, Tom 'Morrisey' Wanless, and George Cann and his sons. This tradition continues today, the Sunday and public holiday shows in the Snake Pit drawing large crowds.

3.3.8 A Place to Live

La Perouse is home to a community of residents who value its natural and cultural significance. Many of the Aboriginal residents were born at La Perouse and feel close ties to the land and its meaning for their people. Some non-Aboriginal residents have lived there for over 70 years, others have moved in recently in the new subdivisions which have seen large new houses built in an area that has waxed and waned in popularity over the years.

4 Assessment of significance for the cultural landscape of La Perouse

4.1 Existing recognition of significance

The significance of La Perouse as a place has been well established by recognised heritage conservation bodies. The site is listed as a heritage item in the draft Randwick Local Environmental Plan.

La Perouse is Classified by the National Trust of Australia (NSW) as part of the Botany Bay Entrance Landscape Conservation Area. Classified listings have also been made by the Trust in respect of the La Perouse Memorial Group, comprising the memorial to La Perouse and the tomb of Père Le Réveur, Yarra Bay House, Bare Island Fort, Henry Head Fort, the Watch Tower and the former Cable Station.

Bare Island, (including the Fort and the connecting causeway), Cape Banks, the La Perouse Memorials Group, La Perouse Monuments Historic Site (including the Cable Station) and the Watch Tower / Customs House are all listed on the Register of the National Estate.

A number of studies conducted by or for the National Parks and Wildlife Service have provided detailed assessments of the component parts of the La Perouse headland and Bare Island which make up the Study Area for this Plan.

4.2 Statement of Significance for the Cultural Landscape

La Perouse is a place of national heritage importance with natural values and cultural significance to both Aboriginal and non-Aboriginal Australians and to visitors to this country. The place also is important to the French people and to Australians of French extraction as the site of La Perouse's landing and the burial place of Père le Réveur.

Although the headland of La Perouse has been largely denuded of natural vegetation for a long time, the geomorphology of the site and its rich marine environment contribute to high levels of natural significance, appreciated by divers, bushwalkers, tourists and local residents.

Aboriginal Australians have occupied and used La Perouse for more than 5000 years. The place is testament to the profound impact which Europeans have had on the indigenous people of this country, from the ravages of illnesses introduced by members of La Perouse's crew and later settlers, to the efforts of missionaries, to the segregation imposed on Aborigines by governments convinced that they 'were a doomed race and that assimilation was both impractical and undesirable' (*Randwick: A Social History*, p. 101).

La Perouse is of major historical, aesthetic and social significance to Aboriginal people by virtue of their long history of association with the place, the meaning of the landscape itself and its remaining sites, and the fact that the place has been and continues to be a focus for Aboriginal culture.

Bare Island was described by James Cook in his instructions for those who would later establish a penal colony in New South Wales. The area around La Perouse has historical and scientific significance derived from Cook's expedition and its botanical and zoological discoveries. The historical significance of the place to Australians of European origin, particularly those of British and French descent is enhanced by the extraordinary coincidence of simultaneous visits by Philip's First Fleet and the scientific expedition of La Perouse in 1788. The tomb of Le Réceveur and the memorial to La Perouse signal the importance of the place to many French people.

The surviving buildings and structures at La Perouse are significant as evidence of important phases in the development of the colony of New South Wales, particularly the Macquarie Watchtower and Customs Station (c 1820 to 1923) and the fortifications on Bare Island, guarding the "backdoor of Sydney" (1871 to 1911). The Cable Station (1876 - 1903) played a significant role in reducing the "tyranny of distance" which affected Australia, by connecting this country to the rest of the world.

The relative isolation of La Perouse, at the southern end of Sydney's southeastern suburbs has led to the general area being regarded as a place of quarantine - a suitable location for the isolation of society's outcasts: Aboriginal people (at La Perouse), those suffering from infectious diseases (at Prince Henry Hospital), criminals (at Long Bay), the aged (at Bare Island and the Cable Station), the unemployed during the Great Depression of the 1930s and migrants in the years after World War II. La Perouse accordingly has high levels of social significance as a reminder of past attitudes to disadvantaged groups in the community.

Paradoxically, La Perouse has had a long association with tourism and recreation. The comparative isolation which led to its use as a place of segregation also attracted people to enjoy the beaches, headlands and waters of the north shores of Botany Bay. Aboriginal people valued the place for the abundance of food which the marine environment and bush provided.

La Perouse has aesthetic and social significance derived from its sense of place - the openness and extent of the views, the solitude and communion with nature which its location and relative lack of development allow.

La Perouse has social and historical significance derived from its Aboriginal occupation and the remaining physical evidence of buildings and structures associated with its changing uses since first European settlement.

In summary, La Perouse is a place with natural, aesthetic, social and research / educational / archaeological significance at a national level. It has considerable rarity value as the place where La Perouse and the First Fleet had their chance encounter. At the same time it is a representative example of many of the State's historical themes including Aboriginal contact, exploration, environment, labour, communication, defence, cultural sites, leisure, health, welfare, events and persons.

5 Community Consultation

La Perouse is a community resource. An important part of the preparation of the Historic La Perouse Management Plan was consultation with the local community - the residents of the suburb of La Perouse and adjoining areas, and with the wider community - those people from further afield who use La Perouse as a regional recreation resource and those who visit as a tourist destination.

Community consultation included a survey of visitors and residents, a public workshop for residents living within the immediate catchment area, and discussions with individuals and groups representing various sectors of the community and other stakeholders.

5.1 Survey of Visitors

A survey of visitors and those working on site at La Perouse was conducted during January and February 1997. Some people were interviewed face-to-face by the consultants. Others completed standard questionnaire forms which were available at the Museum, the Boatshed Cafe, Danny's and the Two Bays Cafe. A total of 160 survey forms were filled out, providing the consultants with basic demographic data and responses to questions about visitors' attitudes to La Perouse and management issues relevant to the site.

5.2 Community Workshop

Residents of La Perouse were invited to participate in a Community Workshop held at La Perouse Public School on the evening of 17 February 1997. A discussion paper (see Appendix 10.15) was circulated to residents prior to the workshop and those attending were asked to nominate management issues and problems affecting the study area and to identify possible solutions to the problems. Written submissions in response to the discussion paper were also invited. A number of submissions were forwarded to the consultants in response to the discussion paper or in response to the Workshop itself.

The consultants advised the Workshop participants that they would have a further opportunity to comment on the Management Plan when it went on public exhibition.

A summary of workshop outcomes and resident submissions is provided at Appendix 10.6.

5.3 Survey of residents

Those residents who attended the Community Workshop held on 17 February 1997 at La Perouse Public School were also encouraged to fill in the visitor survey form, which requested basic demographic data and information about people's attitudes to La Perouse and its management. A total of 19 survey forms were completed by residents, all of whom live in suburbs with the postcode 2036.. For this group the answers to the questions regarding groupings, mode of travel, frequency of visit and duration of stay were unreliable due to the variety of ways in which they were interpreted by the respondents. However, the questions about purpose of visit, likes and dislikes, and recommended improvements provide useful insight into the views of the residents. Responses may be found in Appendix 10.7.

5.4 Feedback from the Aboriginal Community

While some members of the La Perouse Aboriginal community attended the Public Workshop on 17 February 1997, many others said they had been unaware of the workshop. An opportunity for these people to have their say was provided on 30 April 1997 when the consultants addressed a group at Yarra Bay House, including many of those involved with the development of a 'bush tucker trail' from Yarra Bay towards Frenchmans Bay. Notes were taken of general discussion and ten of those attending completed the 'visitor' survey form.

All those who completed the survey form actually live at La Perouse. Most placed emphasis on the fact that La Perouse is where they live and, for some, where they were born, went to school and where they work. Responses are shown in Appendix 10.8.

5.5 Consultation with other Stakeholders

5.5.1 Sydney Buses

Some visitors to La Perouse have suggested that improved bus services to the area might encourage more people to use public transport.

Sydney Buses report that the bus service to La Perouse was upgraded 3 or 4 years ago and the terminus building has been upgraded recently, with toilet facilities for drivers and an improved waiting area. They are considering an improved turning circle to accommodate the modern, longer buses. The old bus shelter at the intersection of Bunnerong Road and Anzac Parade has been renovated recently and is about to be repainted.

La Perouse is served by several bus services operated by Sydney Buses from their Port Botany depot. Routes 394 and 398 serve the area via Anzac Parade at peak and off-peak times while off-peak services along Bunnerong Road (Route 392) and Botany Road (Route 309) are provided. The increasing incidence of assaults on bus operators has resulted in a decision by Sydney Buses to terminate services at Prince Henry Hospital after midnight.

The special 'Bondi to Bay' scenic bus route service (operated from Randwick Depot) along the coast used to include La Perouse but no longer stops there due to lack of patronage. Sydney Buses would consider the reintroduction of such a service if there was sufficient demand.

5.5.2 Department of Land and Water Conservation / State Lands Service

The Sydney/South Coast Region office of State Land Services provided advice on 14 May 1997 expressing concern that Crown reserves should be used only for the purposes for which they were dedicated. The Department objects to any uses permitted under an Environmental Planning Instrument which are inconsistent with the purpose of the dedication under the Crown Lands Act 1989. A copy of the Department's letter is at Appendix 10.9.

In response to a letter from Randwick City Council dated 7 May 1997 regarding eligibility of management works at La Perouse for funding under the Coastal Management Program, the State Lands Service advised that improved access to foreshore areas, improvements to the park adjoining the beach at Frenchman's Bay and links between La Perouse and Yarra Bay via

a 'Bush Tucker Trail' should be eligible for funding under the Program. A copy of the Department's advice is at Appendix 10.10.

5.5.3 Roads and Traffic Authority

Sue Lewis of the Roads and Traffic Authority (RTA) (tel. 9831 0166) advised on 23 May 1997 that the Authority has no current plans for the La Perouse area. There are schools close to the intersection of Anzac Parade and Bunnerong Road and this fact may militate against the construction of a roundabout at the site. The combination of a bus shelter and pedestrian crossing would not mix well with a roundabout and any such construction would require careful planning.

There are a number of options for replacement of Armco type guardrails on the loop road. The type used at Taylor Square is attractive but very expensive.

5.5.4 Energy Australia

Unightly overhead powerlines have been cited by many residents of and visitors to La Perouse as a major visual impact on the entrance to a place of major heritage significance.

Planning Engineers (Eastern Region) for Energy Australia report no current plans to underground the powerlines which are presently carried on poles south of the intersection of Bunnerong Road and Anzac Parade. They have no objections to the supply being placed underground provided the customers are prepared to pay for the work.

5.5.5 Sydney Ports Corporation

In 1995 the Maritime Services Board was corporatised, its land-based assets being transferred to the Sydney Ports Corporation. Marine activities other than commercial shipping are dealt with by the NSW Waterways Authority. The Sydney Ports Commission advised on 6 May 1997 that they had no plans for the La Perouse area except for some navigational aids eg at Henry Head lighthouse.

The Sydney Ports Corporation is currently considering its requirements for port facilities between now and the year 2020. While eastward expansion of the Port Botany facilities might be desirable, the investment already made in the Port Botany revetment wall and the likely environmental impacts of such development mean that future expansion is likely to be restricted to the area between the existing port and the 'third runway' of Sydney Kingsford Smith Airport.

5.5.6 New South Wales Waterways Authority

Many visitors to and residents of La Perouse have expressed concern at the operation of personal water craft such as jetskis in the waters around La Perouse. Trevor Williams (tel. 9563 8503) advised that the regulations regarding the use of Jetski were tightened on 1 February 1997. Licences are now required to operate a Jetski and fines for infringements of the regulations have been doubled. Rules may be found in the Water Traffic Regulations and in the safe boating handbook.

6 General Management Issues, Policy Objectives and Strategies

The aim of this Management Plan is to provide 'vision' for the future of La Perouse and an appreciation of the area's values and stakeholder needs, while drawing on past relevant studies.

This chapter provides discussion and analysis of the relevant issues, constraints and opportunities relating to the conservation and management of the landscape of Historic La Perouse. The appropriate policies, strategies, actions and options recommended to address these issues, constraints and opportunities are also included. Key issues that relate to the site generally include:

- Ownership and statutory responsibilities;
- Access, traffic and parking, including walking tracks and linkages;
- Landscape character, design and aesthetics, including fencing treatments and stormwater drainage;
- Recreation, including visitor facilities and amenities;
- Security and safety;
- Cultural tourism;
- Management/future planning;
- General maintenance;
- Adjoining land uses and development
- Interpretation

The specific issues, constraints and policies for the component areas of the site are discussed in the next chapter.

6.1 Ownership and Statutory Responsibilities

Management Issue

There are a number of different organisations that own or are responsible for the care, control and management of the various buildings and areas of 'Historic La Perouse' as identified below and plotted on the study area map (Figure 2). The majority of the area is subject to a Native Title Application by the Korewal people. (Explanatory notes and maps at Appendix 10.12).

6.1.1 NSW National Parks and Wildlife Service owned land / buildings within Botany Bay National Park:

- Macquarie Watchtower
- La Perouse Monuments Historic Site
- Cable Station Museum
- Bare Island Historic Site

6.1.2 Randwick City Council owned / managed on behalf of the DLWC or the RTA

- Cann Park
- car parking areas
- Snake pit
- the Loop Road and Anzac Parade

6.1.3 State Transit Authority / Roads and Traffic Authority

- Bus shelter and adjoining turning area
- RTA parcels of land

6.1.4 NSW Department of Land & Water Conservation

- Permissive occupancies (eg. The Boat Shed Cafe)

6.1.5 Marine Ministerial Holding Corporation

- The landowner of foreshores below mean high water mark.

6.1.6 Sydney Ports Corporation

- Manages the port and other 'wet' areas on behalf of the Marine Ministerial Holding Corporation.

6.1.7 NSW Waterways Authority

- Controls recreational boating.

6.1.6 State Fisheries

- Controls fishery resources

This plethora of owners and/or management authorities is a problem in itself. Without adequate dialogue and coordination among these various bodies, there cannot be a unified approach to the management of La Perouse.

6.2 Access, traffic and parking;

Discussion of issues

Access, traffic and parking constitute a major management issue at La Perouse. The vast majority of visitors travel to the area by private motor vehicle, causing traffic congestion and parking problems on peak visitation days. On summer weekends there can be more than 360 vehicles parked around the Loop Road and in adjoining streets, blocking private driveways and making pedestrian movement difficult. In addition, all these parked cars detract from the visual appeal of the site

6.2.1 Bunnerong Road

The majority of tourist traffic to La Perouse arrives via Bunnerong Road but this approach is narrow and poorly landscaped.

Strategies

- *The Bunnerong Road corridor is to be upgraded and landscaped with turfed areas, tree plantings and bush regeneration.*
- *The development of a tree-lined avenue from Matraville to Anzac Parade is recommended, with traditional plantings such as Moreton Bay Fig or Port Jackson Fig, Norfolk Island Pine, Brush Box or Cabbage Palm.*

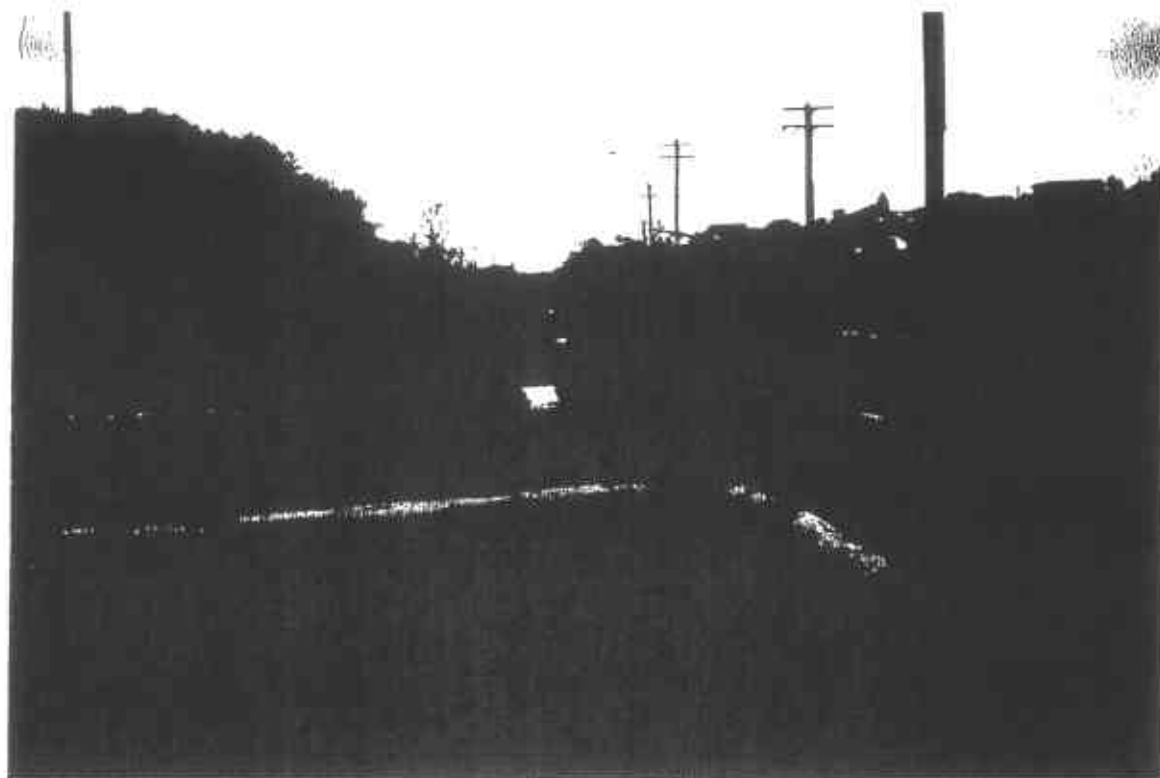


Photo 2 View north along Anzac Parade from La Perouse showing unsightly power poles, uncoordinated landscape treatments and low levels of maintenance. D. Beaver 5.3.97

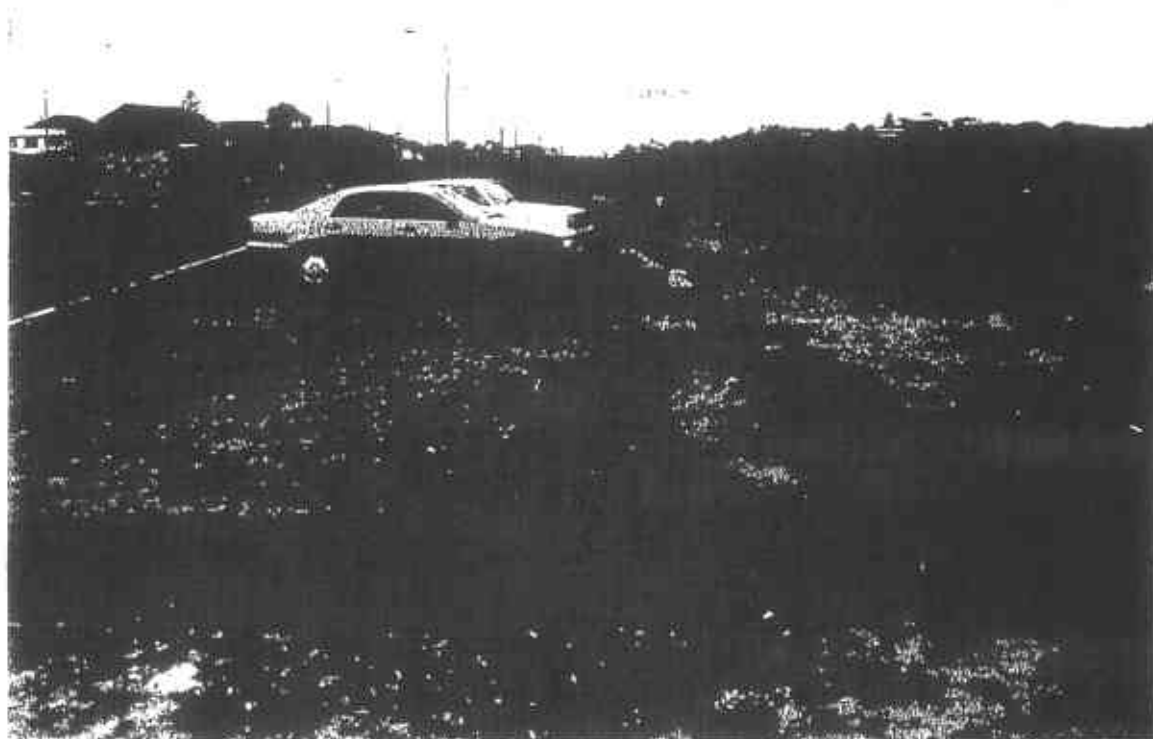


Photo 3 View north with Cann Park on right and bus shelter on left, showing uncoordinated landscape treatments, intrusive light towers and degraded surfaces D. Beaver 5.3.97

6.2.2 Anzac Parade

Strategies

- *Power poles will be removed and the cables placed underground to improve the scenic quality of the entry area.*
- *The bushland fringe will be regenerated / rehabilitated to improve the landscape quality.*
- *The row of Coral Trees will be replaced with a native species. *Angophora costata* is the preferred choice.*
- *A footpath will be constructed to improve pedestrian linkages to the area.*
- *The road verges will be designed and managed to provide for overflow parking at peak visitor times, taking pressure off suburban streets.*
- *A pedestrian crossing will be installed to provide safer access from the eastern side of Anzac Parade to the bus shelter.*
- *Randwick City Council will negotiate with Sydney Buses with a view to improving the design and surroundings of the bus shelter near Cann Park. Consideration will also be given to the installation of public toilets at this location.*

6.2.3 Gateway Treatment

The intersection of Bunnerong Road and Anzac Parade is clumsy, untidy and does not present an appropriate 'Gateway' to the significant precinct of La Perouse.

Strategies

- *The gateway treatment and entry road are to be upgraded to reflect the national significance of Historic La Perouse.*
- *A roundabout will be constructed at the Anzac Parade / Bunnerong Road intersection, subject to resolution of traffic and road safety issues.*
- *Low scale native planting will be planted in the roundabout. A curved sandstone feature wall will carry appropriate wording to mark the entry to Historic La Perouse. As funds permit, a sculpture or other totemic device symbolising the Aboriginal and non-Aboriginal history of the place will be installed.*
- *Flag poles will be installed as part of the gateway treatment. The Aboriginal, Australian, British, French and New South Wales flags will be flown to symbolise the history of La Perouse.*

6.2.4 The Loop Road

Discussion of issues

The Anzac Parade loop road that encircles the La Perouse Monuments area was constructed in 1963. The carriageway varies in width and is two way with line markings defining the lanes. Ninety degree angle parking bays have been created adjoining the outer lane in two sections. The shoulders are also utilised for parallel parking during peak times.

The loop road is a dominant element in the landscape of Historic La Perouse and strongly influences the way the area is accessed and used. There are many issues related to the loop road that have arisen in the course of stakeholder consultations and observations during field work.

While the loop road provides convenient access for cars, it physically divides the headland into inner and outer areas, impeding easy pedestrian access to the various attractions of the site. Car dumping, speeding and anti-social behaviour are also frequent occurrences, particularly at night, resulting in security and safety concerns for residents and those responsible for the management and maintenance of the area.

Maintenance of the roadway and its associated traffic signage, lighting, drainage, and barrier fencing is an ongoing drain on resources. During times of peak visitation such as weekends and public holidays in the warmer months car parking is in very high demand. The loop road absorbs the majority of the demand with the angle bays and both shoulders often fully utilised for parking.

The present two-way traffic system around the loop is considered unnecessary and, in fact, causes some confusion among motorists and pedestrians, many of whom behave as if it were one-way already. The loop road does provide visitors in cars with the opportunity to see the views at La Perouse and to watch the passing parade on Botany Bay. This is particularly valuable to those disabled visitors who cannot experience the site on foot. In the interests of public health and education, however, as many visitors as possible should be encouraged to get out of their cars and walk around the site, either on a guided tour or at their leisure.

The Landscape Analysis component of the *Conservation Plan* for the area prepared for the NPWS in 1993 states that:

'The Anzac Parade loop Road is an imposition on the natural landform of the Headland, altering the perception and understanding of the site. The road physically divides the Headland focussing the visitor outwards and encouraging little relationship with the internal historic structures of the site. It is recommended that options be examined to reduce the impact of the road.'

This appraisal is generally supported by the authors of this Plan. The reduction of the impact of the loop road on the visual and pedestrian amenity of the headland is viewed as an important objective by most of the key stakeholders, particularly the NPWS and Randwick City Council. However, opinions on the best way to achieve this vary widely.

Further detailed investigation, such as a traffic study, will be necessary to resolve the issue but some management options are canvassed below.

Evaluation of Management Options for the Loop Road

Management Options	Advantages	Disadvantages
1. Retain current situation with two way loop road and angle parking bays (do nothing option)	<ul style="list-style-type: none"> • Low cost option • Existing car parking capacity will be maintained 	<ul style="list-style-type: none"> • Headland will remain physically divided - open space area inside the loop will remain separated from the foreshore areas • Loop road will continue to have a high visual impact
2. Retention of the loop road but converted to one way traffic flow (clockwise) with angle parking bays and a perimeter pedestrian path around the entire loop. (This was the adopted solution resulting from the 1979 Plan.)	<ul style="list-style-type: none"> • Improved pedestrian safety. • Would formalise the present situation in which most motorists travel around the loop clockwise. • Extent of hard surface could be reduced. • Pedestrian pathway around entire loop would improve access and amenity for visitors. 	<ul style="list-style-type: none"> • During peak times cars backing out of spaces could impede traffic flow around the loop • Loop road will continue to have a visual impact
3. Partial closure of the loop road with eastern and western arms retained with two-way traffic flow and turning circles at the ends of the arms.	<ul style="list-style-type: none"> • Visual impact of roadway would be reduced, particularly around key historic buildings and monuments • Some scenic foreshore open space would be recovered • Pedestrian circulation around the headland would be mostly unimpeded. • Maintenance costs may be reduced over the longer term 	<ul style="list-style-type: none"> • Some car parking spaces would be lost • Possible traffic bottlenecks at ends of arms, particularly at peak times.
4. Complete closure with access only for authorised vehicles. The section between the end of Anzac Parade and Endeavour Ave would need to be kept open to provide access for residents and businesses. The section between the Bare Island Road and La Perouse Monuments could be recovered as open space and appropriately landscaped.	<ul style="list-style-type: none"> • Visual impact of roadway would be eliminated particularly around key historic buildings and monuments • Scenic foreshore open space would be recovered • Pedestrian circulation around the headland would be mostly unimpeded. • Maintenance costs may be reduced over the longer term 	<ul style="list-style-type: none"> • Large numbers of car parking spaces would be lost putting pressure on surrounding residential streets • SCUBA divers and others requiring vehicular access for equipment would be inconvenienced. • The many visitors who enjoy the views from the comfort of their cars would be inconvenienced.

While complete closure of the loop road and recovery of the headland for open space may be achievable in the longer term, there are serious practical consequences from such action which would need to be overcome. These include the major loss of car parking spaces, the remodelling of the area's road system to accommodate the change, the restricted access for many visitors, including the disabled, SCUBA divers and others requiring direct vehicular access such as families with young children. Accordingly, under the present circumstances, the preferred option is Option 2 ie conversion to a clockwise one-way system with angle parking and perimeter footpath. This option would be achievable in the short to mid term, would be less costly than more radical options and would reduce the visual impact of the present road while improving pedestrian access and safety.

In the course of resident and visitor consultations, valid concerns have been expressed about the impact on the parking availability and general amenity of the surrounding residential areas if options that involved removing parking spaces from the loop road were implemented. Currently, the majority of visitors to Historic La Perouse arrive by private vehicle. It is reasonable to assume that more of these visitors would seek parking in the adjoining residential streets if spaces were unavailable at the headland as frequently occurs during weekends and school holidays during the warmer months. This situation is common to many residential areas throughout Sydney that adjoin major beaches and coastal reserves.

It is important therefore that strategies to reduce the impact of the loop road that involve a reduction in parking spaces around it should include also proposals to compensate for these lost spaces in other areas. This will help ensure that the impact of traffic and parking on local residents is maintained at present levels or reduced, rather than being exacerbated.

A Local Area Traffic Management (LATM) scheme should be prepared to examine in detail the various options for traffic and parking at La Perouse generally. This scheme should be developed in consultation with the La Perouse Precinct Committee, Council's Traffic Committee, the Roads and Traffic Authority, Sydney Buses and tourist coach operators.

Traffic calming devices designed in keeping with the scenic and landscape qualities of the area should be introduced to reduce the incidence of speeding and to improve road safety generally. Devices could include cobbled thresholds and other surface treatments, raised pedestrian crossings, chicanes.

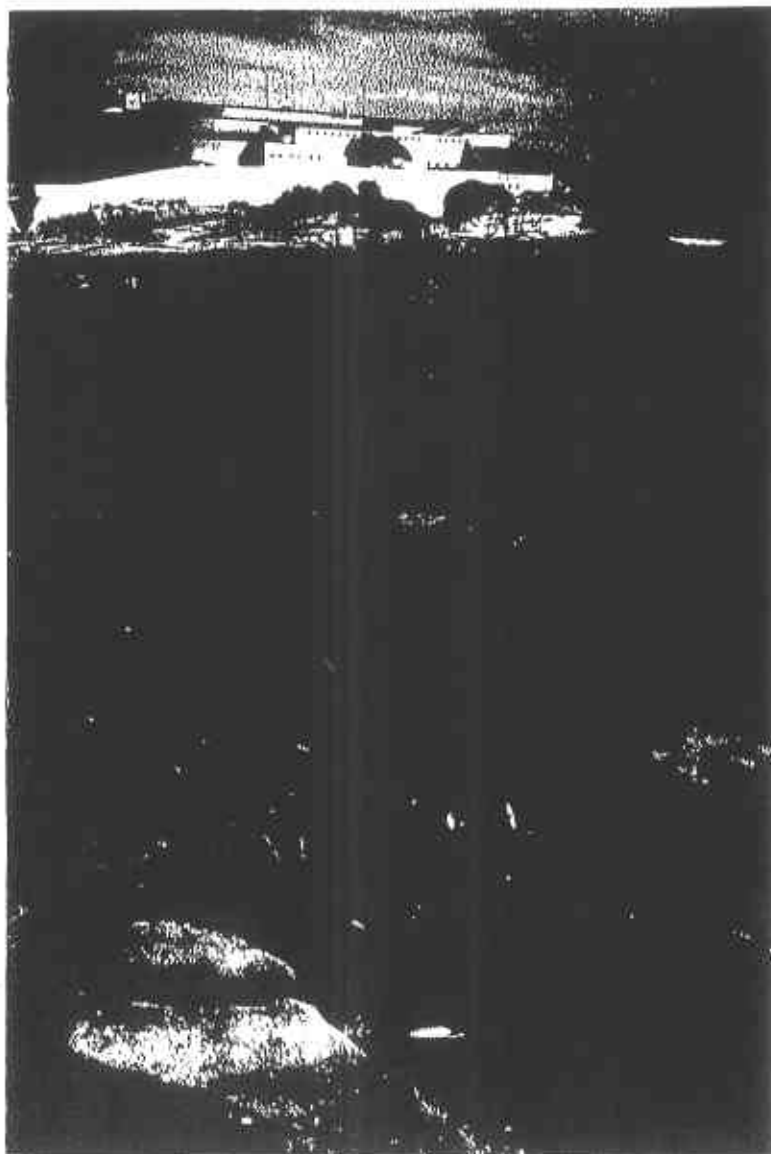


Photo 4 Car dumped over cliff from road leading to Bare Island.
Greater control over unauthorised vehicular access to this area is needed.
C. Betteridge 4.5.97

The incidence of antisocial behaviour and vandalism at night possibly could be reduced by the erection of gates and closure of the loop road at night. This measure would also obviate the need for such tall street lighting which detracts from the visual quality of the site. A similar proposal has been put forward by the National Parks and Wildlife Service to reduce the incidence of speeding, car dumping and vandalism on the Cape Banks Road.

During peak times eg weekends and school holidays in the warmer months, when parking spaces around the loop road are full, it would be desirable to employ a parking attendant to prevent vehicles from entering at these times, and to direct them to designated overflow parking areas further from the headland and away from suburban streets.

Other options to reduce the demand for parking at peak times should be considered. These include time limits on parking, parking fees and remote parking with shuttle bus service. Possible remote parking areas include the reserve at Yarra Bay, the median strip of Anzac Parade and the shoulders of Anzac Parade as it enters La Perouse.

The high proportion of visitors using private motor vehicles to reach La Perouse will continue to place pressure on the area's ability to cope with traffic and parking loads. Greater use of public transport, pedestrian links and cycle ways may help to reduce private vehicle numbers. Some residents have suggested direct bus links from the city to La Perouse and improved services to encourage greater use of public transport.



Photo 5 View north along western side of Loop Road to Boatshed Cafe and commercial area, showing traffic congestion and lack of safe pedestrian access. C. Betteridge 4.5.97

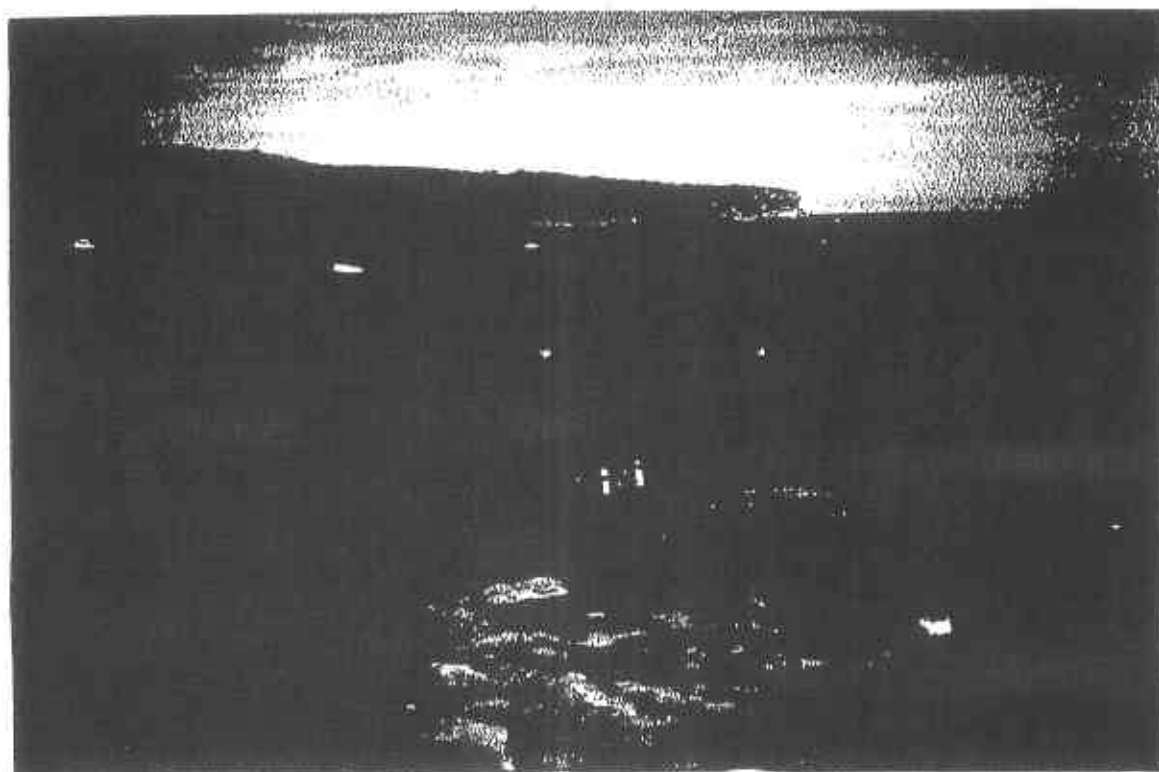


Photo 6 SCUBA divers using the rock platform on the eastern side of the La Perouse headland to gain access to the water. Improved access is recommended. C. Betteridge 4.3.97

Strategies

- *Anzac Parade Loop Road will be converted to a clockwise one-way system with angle parking on the outer side, some parallel parking on the inner side and a perimeter footpath around the entire loop.*
- *A speed limit of 40 kilometres per hour will be introduced to improve road safety and enhance the visitor experience of La Perouse.*
- *Night-time closure of the Loop Road to vehicular traffic will be considered in an effort to reduce speeding, vandalism and car dumping. This would also allow lower lamp standards to replace the existing lights which are very tall and visually intrusive on the headland.*
- *A Local Area Traffic Management (LATM) scheme will be prepared.*
- *The use of public transport, improved pedestrian links and cycle ways will be investigated.*
- *A row of trees (preferably Ficus rubiginosa) will be planted along the northern section of the Loop Road to reduce the visual impact of commercial development and to provide shade and shelter for visitors.*

6.2..5 Possible Link to Yarra Bay

The La Perouse Community Development Aboriginal Corporation is developing a 'bush tucker trail' from a point near the Yarra Bay Sailing Club carpark through the coastal heath towards Frenchmans Bay. Subject to investigations into the archaeological significance of the dune areas between Yarra Bay House and Frenchmans Bay it is considered desirable for this link to be made. It would eventually provide pedestrian access from Yarra Bay to Henry Head via the coastline and would open up considerable recreational and interpretive opportunities.

- *Subject to agreement with the Aboriginal community, La Perouse may be linked to Yarra Bay by a walking track to join up with the "Bush Tucker Trail" currently under construction near Yarra Bay House.*

6.2..6 Goorawahl Avenue and Endeavour Avenue

There is a need to address the traffic and parking problems in Endeavour Avenue and Goorawahl Avenue where at peak times the roadways are too narrow to allow vehicles to pass and traffic accidents are frequent. Some residents also expressed concern at the high incidence of visitors' vehicles blocking driveways. While these streets were not within the Study Area and have not been dealt with in detail, the following measures may be beneficial.

- *'Residents only' parking or restricted parking in Endeavour Ave and Goorawahl Ave with strict enforcement at peak times.*
- *A one-way system (north to south) in Goorawahl Ave will be referred to Council's Traffic Committee and engineers for consideration.*

6.2.7 Walking tracks and linkages

There is a need to upgrade access to and interpretation of Historic La Perouse and the adjoining natural areas and coastal reserves. There is a major opportunity to provide a continuous coastal walkway from Henry Head to Yarra Bay via La Perouse headland. If the loop road can be converted to a one-way system, this will allow sufficient space for a walkway around the scenic outer edge of the loop from the Congwong Bay track head, to Frenchmans Bay reserve and then linking to the "Bush Tucker Trail" proposed by the local Aboriginal community at Yarra Bay. The interpretation plan for La Perouse should provide for coordinated programs of interpretation of the natural, Aboriginal and non-Aboriginal cultural heritage of the place by use of the walking track as a means of linking key areas and interpretive themes.

There are a number of informal access points to beaches and rock platforms at La Perouse. Some of these should be formalised to improve access and safety for visitors and residents. These include the ladder from the southern end of the Bare Island causeway used by fishermen and sightseers. Organised school groups have also been observed using this dangerous means of access to the Island's rock platform. The northern end of the Bare Island causeway is used frequently by divers, snorkellers and anglers to gain access to the water. Provision of timber steps in this location should be considered to improve access and safety. The concrete stormwater outlet near the southern end of the beach at Frenchmans Bay is used frequently for access to the beach. The construction of steps to the beach at this point is recommended. They should be of robust construction, of hardwood timber, natural finish and incorporating a handrail.

It is important that the design and surface treatments of tracks are consistent and complementary throughout La Perouse. The style adopted by the National Parks and Wildlife Service for trackworks in the Henry Head./ Congwong Bay areas comprises "toestone" edging with a cement-modified sandstone gravel surface. Randwick City Council should also adopt this treatment for its trackworks at La Perouse.

The provision of tracks and trails should take into account the various levels of mobility of visitors and residents so that most groups are catered for. The proposed pedestrian path around the loop should be of a width, grade and surface treatment suitable for wheelchairs.

The draft National Parks and Wildlife Service La Perouse Precinct Plan, 1996, made recommendations for improvements and outlined proposals to upgrade existing and develop new walking tracks, particularly in natural areas east of the headland.

The Precinct Plan proposes the following track works:

Congwong beach walking track

This track is to provide a link between Congwong and Little Congwong Beach

Browns Rock Track

This track will formalise an existing route used by fishermen to gain access to the rock platform at Browns Rock. This track will link with new track to Little Congwong to form part of a longer coastal walkway to Henry Head.

Happy Valley link track

This is required to provide a link between the main visitor arrival area Anzac Parade and the Henry Head walking track. The route passes through the site of the Happy Valley shanty town that developed during the Great Depression of the 1930s. There are opportunities to interpret the historical and social significance of this area. Interpretive signage will be included on the proposed 30m footbridge across Happy Valley, which is to be constructed on the existing concrete water pipe piers.

A visitor picnic and information area with map and shelter will be constructed just north of Cann Park and will serve as the starting and finishing point for walks in the natural area.

Henry Head track

Groups associated with the La Perouse Aboriginal community have proposed the development of 'bush tucker' trail, linking Yarra Bay House with Frenchman's Bay and la Perouse headland. This trail is intended to follow pre 1788 pathways and be planted with native species used by Aborigines as 'bush tucker' with appropriate interpretive signage to explain the significance of each species.

Henry Head to Cape Banks track

This track will be completed to provide visitors with more interesting views from the cliffs at Cape Banks and to offer a longer and more challenging walk for those who want it.

La Perouse Monuments area

There are no tracks proposed for the La Perouse Monuments area. The open grassed landscape and moderate grades of this area provide an acceptable degree of accessibility. An interpretive trail, marked with interpretive markers, should be installed in this area.

Policy Objectives

To improve and increase access for all visitors to the natural and cultural attractions of La Perouse without detracting from their heritage significance.

To upgrade and develop a comprehensive system of walking tracks and trails linking Historic La Perouse with Yarra Bay and Henry Head to form a continuous coastal walkway.

To ensure that the system of walking trails is integrated with the Interpretive Plan being developed by National Parks and Wildlife Service for their areas in Botany Bay National Park and with the proposals by the Aboriginal community for Yarra Bay.

To ensure that the track systems developed by various management authorities are of consistent and compatible design.

Strategies

- *A range of walking tracks, linking various points of interest in the vicinity of the site will be upgraded or developed.*
- *A pedestrian walkway will be developed around the outer perimeter of the loop road to provide an important link between the Service tracks at Congwong bay and Henry Head and the Bush Tucker trail at Yarra Bay. (refer to landscape master plan)*
- *The development of tracks will be staged and completed as funding becomes available.*
- *Interpretive signage and other devices will be developed in key locations along the walking tracks in accordance with the Management Plan and with interpretive plans commissioned by NPWS for the Cable Station Museum and Bare Island.*
- *Brochures for self guided walks will be produced that incorporate a map and interpretive information about the route.*
- *Tracks will be constructed in accordance with NPWS Standards which should be adopted also by Randwick City Council for trackworks within areas under their care, control and management.*

6.2.8 Ferry Link and Wharf

Discussion of Issues

A ferry to Kurnell used to operate from Frenchmans Bay but the wharf was demolished in the 1970s following extensive damage to the wharf by a vessel forced onto it by a storm. There have been many suggestions to reconstruct the wharf and recommence the ferry service to Kurnell (and possibly also to Brighton-le-Sands / Sans Souci). Preliminary discussions on this matter between Randwick City Council and other relevant parties have taken place.

There are conflicting views in the community in regard to the need and desirability of such a ferry service. Consultations with local residents have revealed that many would be opposed to the reinstatement of the ferry service and associated infrastructure because it would add to traffic congestion in the area and may lead to calls for further development such as private jetties and / or a marina. Others question the economic viability of such a venture and whether there would need to be substantial commercial development associated with it to make it feasible.

Some groups within the local Aboriginal community have expressed a desire to have a ferry service from Kurnell to La Perouse or even to Yarra Bay House to tie in with other proposed tourism developments in that area.

A new ferry service would provide better linkages between the historic sites on the northern and southern shores of Botany Bay, offering expanded cultural tourism and interpretive opportunities. However, while improved links between Captain Cook's Landing Place at Kurnell and La Perouse would offer cooperative marketing potential, any decision to

reintroduce a ferry service would need to be preceded by detailed feasibility and environmental impact studies.

The nature and extent of any future ferry operation and wharves would need to be defined clearly. Some residents have expressed qualified support for a ferry service provided it does not involve encroachment on the beach at Frenchmans Bay or establishment of a marina. The siting and design of any new wharf would need careful consideration of likely impact on sites of archaeological significance relating to earlier maritime operations at La Perouse.

If a wharf is contemplated, the design should be based on the traditional timber style and should make reference to the former ferry wharf to avoid detracting from the historic and scenic qualities of the setting.

Strategies

- *Reinstatement of a ferry link between La Perouse and Kurnell may be considered as a means of improving transport links across Botany bay and enhancing tourism opportunities between sites of major heritage significance viz. La Perouse and Captain Cook's Landing Place.*
- *Any proposal for a new ferry service and associated infrastructure must be subject to detailed feasibility and environmental impact studies.*
- *Any new wharf should be of traditional timber design and construction appropriate to the historic and scenic setting.*
- *If developed, the wharf should be a public transport and recreation facility, and should not involve the damage or destruction of any sites or material evidence of natural, historical or archaeological significance.*

6.2.9 Road links to adjoining areas

La Perouse is close to other sites of scenic or historic interest. Efforts should be made to link these in the interests of enhancing the visitor experience and encouraging more people to visit and appreciate these places.

Strategies

- *A scenic tourist route (for driving and / or cycling) linking La Perouse with Yarra Bay, Botany Cemetery, the site of Bunnerong Power Station, Molineux Point will be identified and signposted.*
- *The feasibility of reintroducing the Bondi to Bay or similar tourist bus service to La Perous will be investigated.*

6.3 General Landscape Character, Design and Aesthetics

Discussion of issues

The landscape of Historic La Perouse is evidence of the modifications that have occurred over the last 200 years. Vistas of natural environment, that have remained virtually unchanged since described by Cook and Banks in 1770, may still be glimpsed, however the majority of the landscape has been extensively modified.

Several mature specimens of *Melaleuca armillaris* and *Acacia longifolia*, remnants of a 1970s native planting scheme, survive on the otherwise cleared headland, along with a number of other regenerating native species.. Other plantings on the headland include some mature Norfolk Island Hibiscus and some recent plantings along the veranda of the Cable Station.

A large Norfolk Island Pine survives beside the driveway into the Cable Station and is the only remnant of an earlier row planting. Photographic evidence shows several other specimens of Norfolk Island Pine, one near the Watchtower, the other near the track to Bare Island were present until c. 1970s. Governor King ordered the planting of Norfolk Island pines in the corners of the La Perouse Monument enclosure. These and later replacements, possibly New Caledonia Pine, continued on this site until the early 20th century.

A pair of recently planted Norfolk Island Pines are located beside the loop road, adjacent to the Boatshed Cafe. This species has a long cultural association with La Perouse and is a valuable landmark and shade tree, able to thrive in sandy soils and exposed sites. Its continued use in selected locations within the area is recommended. Replanting of pines evident from historic photographs is desirable, provided they do not threaten significant views or historic fabric.

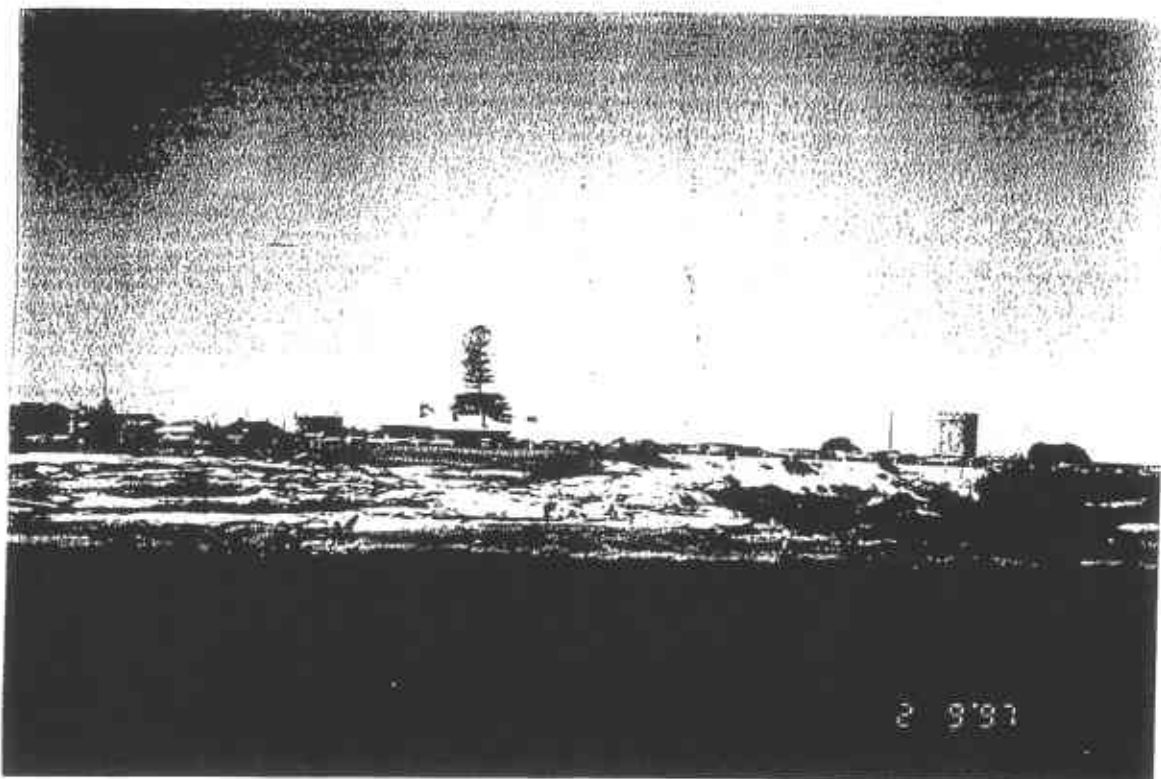


Photo 7 View of La Perouse headland from the water west of Bare Island showing the horizontal character of the landscape. Parked cars and light towers are intrusive.
C. Betteridge 9.2.97



Photo 8 Northern end of Loop Road, dominated by roadway, commercial buildings and signs. Tree planting on right will screen development and provide much-needed shade in summer.
D. Beaver 5 3.97

On a sandstone outcrop to the north of the Watchtower an old specimen of *Styphelia* sp., growing horizontally from a crevice in a rock outcrop, provides a reminder of the heath vegetation that once covered the headland. NPWS rangers and Randwick City Council nursery staff have identified other small native plants that still remain despite the conversion of the landscape to mown grass. A remnant population of *Oxylobium cordifolium* should be protected and its chances of survival enhanced by careful weeding around it. Limited revegetation with low-growing native shrubs and groundcovers in selected locations such as around rock outcrops should be encouraged to enhance the landscape character and provide interpretive opportunities, while maintaining views and openness of the place.

Efforts to control invasive weeds, particularly Bitou Bush and Lantana, have been in progress for some time by the NPWS, Randwick City Council and the La Perouse Community Development Aboriginal Corporation. Chemical and biological controls and hand clearing have been employed to combat the spread of invasive weed species. These schemes have had mixed success and further resources will need to be allocated if this major problem is to be solved.

Policy Objectives

To conserve the significant aspects of the natural and cultural landscape of Historic La Perouse.

To enhance the scenic qualities and amenity of the landscape to satisfy the needs of visitors and residents.

Strategies

- *The open landscape character of the La Perouse Headland consisting mainly of grassed areas with sandstone outcrops will be maintained.*
- *Remnant native plants will be retained and their populations enhanced by careful management.*
- *Areas of low native shrubs and groundcovers will be developed, particularly along the cliff lines and around sandstone outcrops to displace weeds, to enhance the landscape quality and to assist in separating grassed recreation areas from potentially dangerous cliffs while ensuring that present views are maintained.*
- *The program of weed control and bush regeneration in the disturbed areas and bushland surrounding La Perouse will be continued, with improved coordination between authorities and organisations involved.*
- *Future plantings and landscape treatments will be designed and managed to minimise any loss of views by adjoining residents of nearby properties..*
- *Signs, fences, barriers, rubbish bins and picnic facilities will be designed and located to enhance landscape character and minimise impacts on heritage significance.*

The landscape character of Historic La Perouse will be enhanced by the adoption of a coordinated palette of landscape elements, designed to complement the historic and scenic qualities of the place such as fences, barriers, signs, walking trails, furniture and lighting in accordance with the concepts presented in this Plan. The consistent style for these elements should be adopted by all the relevant management authorities, with display of joint logos if necessary.

6.3.1 Tree Planting

Discussion of Issues

Many visitors and a number of residents have expressed the view that there is a need for more shade in the La Perouse area, particularly for picnickers during the warmer months. While the headland probably never naturally supported large trees, there would have been coastal heath and banksia scrub, with larger trees in the gullies, as may be seen today behind Congwong Bay.

Old photographs show areas of shrubs up to 3 metres in height. In selected places these could be replanted to provide breaks against the southeasterly and southerly winds. Seating could be placed behind them and the windbreaks would provide shelter for other native species.

Some shade was provided in the past by the large *Araucaria* trees (Norfolk Island Pine and possibly other species) which were planted around the La Perouse monument and elsewhere on the headland.

The reintroduction of historic plantings, such as the Norfolk Island Pines, will be considered in those places where there is sufficient evidence and provided such planting does not have an adverse impact on views or historic fabric.

Strategies

- *The replanting of former trees, such as the Norfolk Island Pines, will be considered if there is sufficient documentary or physical evidence for verification of their historic locations and provided such planting does not have an adverse impact on views or historic fabric..*

6.3.2 Fencing treatments

Discussion of Issues

Fencing and barriers have been installed in some areas of Historic La Perouse for safety and to separate open space areas from traffic / parking areas. Examination of photographs of the area from the late 19th to the early 20th century, reveals that a wide of variety of fencing types have been used at La Perouse. During most of the 19th century fencing was necessary to confine or exclude domestic grazing animals and typically comprised split timber post and three rail types.

The present fencing and barriers used at La Perouse have been constructed in more recent times, mostly during the 1960s following the construction of the Loop Road. These are identified and evaluated in the table below.

Evaluation of existing fencing and barriers

Type	Locations	Comments
1. Timber arris rail fence, painted dark green (constructed c 1960s)	Around the inner side of the loop road, approach road to Bare Island.	Common fencing treatment throughout parks and reserves of Eastern Suburbs. Posts have rotted in many places. Replaced by the National Parks and Wildlife Service in May 1997.
2. Vehicle barrier - timber post with wide galvanised metal guard rail (Armco type) (constructed c 1960s)	Around outer edge of loop road.	Used to prevent vehicles from being accidentally or deliberately driven over cliffs or embankments. Poses a major impediment to pedestrian access outside the loop road and has high negative visual impact
3. Treated pine log barriers mounted on concrete 'feet'.	Around bus turning circle.	Used to prevent vehicles parking around bus turning circle. Should be replaced with a less visually intrusive type of barrier when the loop is enlarged to accommodate longer buses.
4. Squared recycled timber beams	Edging to car parking bays along the eastern side of Anzac Parade / Cann Park, north of the loop road.	Necessary to prevent vehicles entering and damaging bushland areas but appear to be a temporary measure and are poorly designed. Should be replaced with new barrier treatment of more suitable, permanent design which will be consistent throughout the area.
5. Treated pine log barriers on timber posts.	Frenchman's Bay car parking area.	Necessary to prevent vehicles entering and damaging bushland and dune areas. Should be replaced with new barrier treatment which will be consistent throughout the area.
6. Timber paling fence	Around parts of Cable Station.	Necessary for screening carparking areas and providing security to rear of building. Also provides windbreak for picnickers.

Policy Objectives

To ensure that fencing and barrier treatments are of a consistent and suitable design for the heritage qualities of Historic.

To ensure that fencing and barriers generally do not impede pedestrian access, except where safety / security is necessary.

To ensure that fencing and barrier treatments are of durable design and construction and able to withstand the levels of use and the environmental conditions of the site, requiring minimal maintenance.

Strategies

- *Detailed designs for a new range of fences and barriers, based on the concepts presented in this Plan, will be developed for use within the Historic La Perouse area to replace the existing fencing as funds become available.*
- *The designs for new fences and barriers will be coordinated, to ensure that the appearance and durability is appropriate for the setting and does not detract from the scenic qualities and sense of place.*
- *The timber arris rail fence around the La Perouse Monuments Historic Site will be retained in the short term. However, consideration will be given to its eventual replacement with a metal or timber fence of a more suitable design for the setting, based on the concepts presented in this Plan.*
- *Vehicle barriers for car parking areas and the edges of embankments will be replaced with a consistent style that enables freer movement of pedestrians while maintaining safety levels.*

6.3.3 Stormwater Drainage

Discussion of Issues

Some residents have expressed concern at the poor drainage of some parts of the Study Area, particularly Cann Park. Council should address this issue in consultation with the National Parks and Wildlife Service to ensure that the area is drained effectively and that any works do not have an adverse impact on the adjoining area of Botany Bay National Park.

Strategies

- *Drainage problems in Cann Park will be investigated and remedial action taken as necessary.*
- *The quality of stormwater draining into the bays of Botany Bay will be monitored on a regular basis and remedial action to avoid pollution.*
- *Trash racks will be installed on storm water outlets which drain into Happy Valley. These are located at the southeastern corner of Anzac Parade and Grose Street.*

6.4 Specific areas

6.4.1 Frenchmans Bay

Strategies

- *A detailed landscape master plan will be prepared for Frenchmans Bay Reserve, based on the concepts presented in this Plan.*
- *The existing concrete picnic shelter will be replaced with a new shelter or shelters of more attractive design. A hipped-roof type with four picnic niches is preferred.*
- *Turf will be renovated and a comprehensive maintenance program provided to establish and maintain an adequate surface for the Reserve.*
- *The existing timber retaining walls may be removed and replaced with sandstone blockwork or grassed embankments.*
- *The coral trees along Endeavour Avenue will be replaced with indigenous trees such as Bangalay (Eucalyptus botryoides) or Sydney Red Gum (Angophora costata).*
- *New timber steps with handrail will be constructed to replace the present informal access to the beach at the southwestern end of the Boatshed Cafe.*
- *Native vegetation at the back of the beach will be thinned selectively to improve security and open up views while maintaining dune stabilisation.*

6.4.2 Cann Park

Strategies

- *A sealed surface will be provided for the existing angle parking area. A two-coat seal, using an exposed sandstone-coloured aggregate, is preferred to minimise visual impact.*
- *Drainage in the park will be improved to reduce the ponding which occurs after heavy rain. Subsoil drainage will be installed and surface stormwater paths upgraded.*
- *Low height native ground covers will be maintained at the edge of the park to preserve significant views.*
- *The existing timber parking barriers will be replaced with a new, standardised design to provide consistent barrier treatments throughout the area.*
- *Interpretive signage will be installed at the head of the proposed Happy Valley Track.*
- *A new toilet block will be constructed at the northern end of Cann Park to replace the unsightly existing block above Congwong Bay.*
- *The continued operation of reptile handling demonstrations at the Snake Pit will be encouraged as an important part of the cultural heritage of La Perouse.*

6.4.3 Congwong Bay

Strategy

- *Low height native plants will be planted above the cliff line at the western end of Congwong Bay to improve visual amenity and enhance public safety without reducing views.*

6.4.4 Bare Island

Strategies

- *Bare Island will be managed in accordance with the National Parks and Wildlife Service Conservation Plan.*
- *Construction of steps from the northern end of the bridge will be considered, to provide improved access to the rock platform for SCUBA divers, snorkellers, anglers and sightseers.*
- *Construction of a new ladder or steps from the southern end of the bridge will be considered, to provide improved access to the rock platform for SCUBA divers, snorkellers, anglers and sightseers.*

6.4.5 Inside the Loop

Strategies

- *The Cable Station, Watchtower and Historic Monuments will be managed in accordance with the National Parks and Wildlife Service Conservation Plan and Interpretation Plan.*
- *Works to allow controlled public access to the upper level of the Watchtower may be considered.*
- *Low height native plants will be planted in selected positions around the sandstone outcrops to enhance nature conservation and visual quality without detracting from views.*
- *A limited number of picnic tables and seats will be installed in the area to the north of the Cable Station, adjacent to the Loop Road.*
- *Appropriate shade trees will be planted along the southern edge of the north end of the Loop Road to enhance visitor amenity and to help screen commercial development.*
- *Lighting for the La Perouse Monument and the tomb of Père le Réveur will be investigated with a view to improving the night-time presentation and security of these monuments.*
- *The continued sale of Aboriginal artefacts, art and craft will be supported as part of the cultural heritage of La Perouse.*

6.4.6 Bus Shelter

Discussion of Issues

The bus shelter near the northern end of the Loop Road has some historic significance as a structure associated with the public transport service to La Perouse. Thought to have been erected between 1902 and 1905 as the tram line terminus, it has been upgraded recently with new staff toilets and security lighting. However, it poses a major visual impact on the precinct, being located facing the approach to La Perouse from the north. It is surrounded by log barriers constructed from recycled power poles and, particularly at night, presents an inappropriate first impression to visitors.

Strategy

- *Assessment of the heritage significance of the present bus shelter will be made with a view to the possible development of facilities in a less visually sensitive site.*

6.4.7 Granite Drinking Trough

Discussion of Issues

The granite drinking trough inscribed 'Erected by Council/of the Municipality/of Randwick/from funds provided/by the late/Jessie Stuart/Bloomfield/1941' was erected to provide drinking water for horses and dogs. This item of local heritage significance is intact but its plumbing has been disconnected.

Strategy

- *The Jessie Stuart Bloomfield drinking trough will be conserved and interpreted.*

6.5 Visitor Facilities and Amenities

Discussion of Issues

Visitors and residents have expressed concern about the nature and condition of facilities and amenities at La Perouse. Poor siting, visual impact, inadequate maintenance, graffiti and personal security are some of the problems identified in the course of consultations for this Plan. The following provides detailed discussion of toilet / changing facilities, picnic facilities, rubbish / recycling bins, bubblers / showers, seating.

6.5.1 Toilet and Changing Facilities

Existing public toilets are located adjacent to the loop road above Congwong Bay, at Bare Island (only for people on guided tours), in the Cable Station (access restricted to opening hours) and at the back of the beach at Frenchmans Bay. There are private toilet facilities for patrons of the Boatshed Cafe and for bus drivers attached to the bus shelter at the terminus just north of the loop road. The number of toilets is considered adequate to meet visitor needs, but the quality and maintenance of these facilities requires improvement.

The toilet block located adjacent to the loop road, above Congwong Bay, was cited by many people as an eyesore, poorly located and poorly maintained. While it does provide an amenity for visitors it must rank with the toilet block which once "graced" the Illawarra escarpment south of Sydney and was criticised so heavily in Robyn Boyd's book *The Australian Ugliness*. This toilet block is sited in an inappropriate location - it impedes the major view of the heads of Botany Bay, has no architectural merit and is adorned with a row of bins for rubbish and recycling. It should be removed and a new facility erected in a less sensitive location.

Some visitors surveyed cited the need for changing facilities as well as toilets. Given the large number of people who use La Perouse and its adjoining beaches and waters for aquatic recreation, there is an identified demand for such an amenity. Its provision would increase the size and cost of any new facilities.

The toilets behind the beach at Frenchmans Bay are subject to high levels of vandalism, partly due to their concealment by vegetation. Security for users of these toilets has also been raised as an issue of concern by some visitors.

Policy Objectives

- To provide toilet and changing facilities which are adequate to satisfy the demands of both visitors and residents.
- To provide toilet and changing facilities which are well located, well designed and well maintained.
- To ensure that the design, location and visual impact of toilet and changing facilities do not detract from the heritage qualities of Historic La Perouse.
- To indicate the locations of toilets and changing facilities on a map at the Information Bay to be located on the eastern side of Anzac Parade.

Evaluation of Management Options

Option	Advantages	Disadvantages
1. 'Do nothing'	<ul style="list-style-type: none"> • Maintains current costs 	<ul style="list-style-type: none"> • Unacceptable because it does not address the major issue of visual impact on a site of national historical and aesthetic significance;
2. Demolition of the existing block and reliance on the other existing toilets, at the Cable Station, Bare Island and near Frenchmans Bay.	<ul style="list-style-type: none"> • Removal of visual impact of existing block and relatively low cost. 	<ul style="list-style-type: none"> • Reduces the availability of toilet facilities considerably, particularly for those visitors using the eastern side of the headland and the beaches to its east. • It is not considered a viable option if visitors' desires for improved amenities are to be satisfied.
3. Demolition of the existing block and construction of a new facility set into the hillside above Congwong Bay.	<ul style="list-style-type: none"> • Removal of visual impact of existing block. 	<ul style="list-style-type: none"> • Introduces additional visual impact as viewed from Congwong Bay. • Expensive excavation required. • Difficult to achieve disabled access. • This option is not considered acceptable in terms of its likely impact on heritage significance and cost.
4. Demolition of the existing block and construction of a new facility on vacant land near Goorawahl Avenue.	<ul style="list-style-type: none"> • Removal of visual impact of existing block 	<ul style="list-style-type: none"> • This option would locate the toilets too close to houses and too far from the areas where they are needed. • It is opposed by some local residents.
5. Demolition of the existing block and construction of a new facility east of Anzac Parade, but further north, at the northern end of Cann Park or near the start of the Happy Valley walking track.	<ul style="list-style-type: none"> • Removal of visual impact of existing block • has the advantage of being associated with a future interpretive facility proposed for this area by National Parks and Wildlife Service. • On same side of road as Congwong Bay beach and eastern slopes of headland. 	<ul style="list-style-type: none"> • This option would place the new toilet facilities further from the beach and headland areas. • Final siting would depend on availability of services and opportunities for appropriate landscaping. • A decision to opt for this solution would require cooperation between Randwick City Council and the Service in terms of cost, timing and future management.

Option	Advantages	Disadvantages
<p>6. Demolition of the existing block and construction of a new facility in a reconstruction of the Customs House which was formerly attached to the Watchtower.</p>	<ul style="list-style-type: none"> • There is considerable documentary evidence, including floor plans, to enable a reconstruction of the pitched roof additions which once surrounded the Watchtower. • If these were reconstructed their interior could be adapted for toilets and other visitor uses, including interpretation. 	<ul style="list-style-type: none"> • Unacceptable in terms of likely costs and it is questionable as to whether toilet facilities are an appropriate use for such a significant site. • Also would require visitors using the eastern side of the headland to cross the Loop Road.
<p>7. Demolition of the existing block and construction of a new facility attached to the bus shelter at the bus turning circle</p>	<ul style="list-style-type: none"> • Removal of visual impact of existing block. • Obviates need for a totally new structure 	<ul style="list-style-type: none"> • Would require agreement from Sydney Buses re design, costs, maintenance and day-to-day management. • Would require visitors to cross bus turning circle to reach toilet.

Preferred Option

Option 5 is preferred, provided visitor safety and security concerns can be overcome.

Strategies

- *The existing block will be demolished and a new facility, including changing rooms, will be constructed east of Anzac Parade, but further north, at the northern end of Cann Park or near the start of the Happy Valley walking track.*

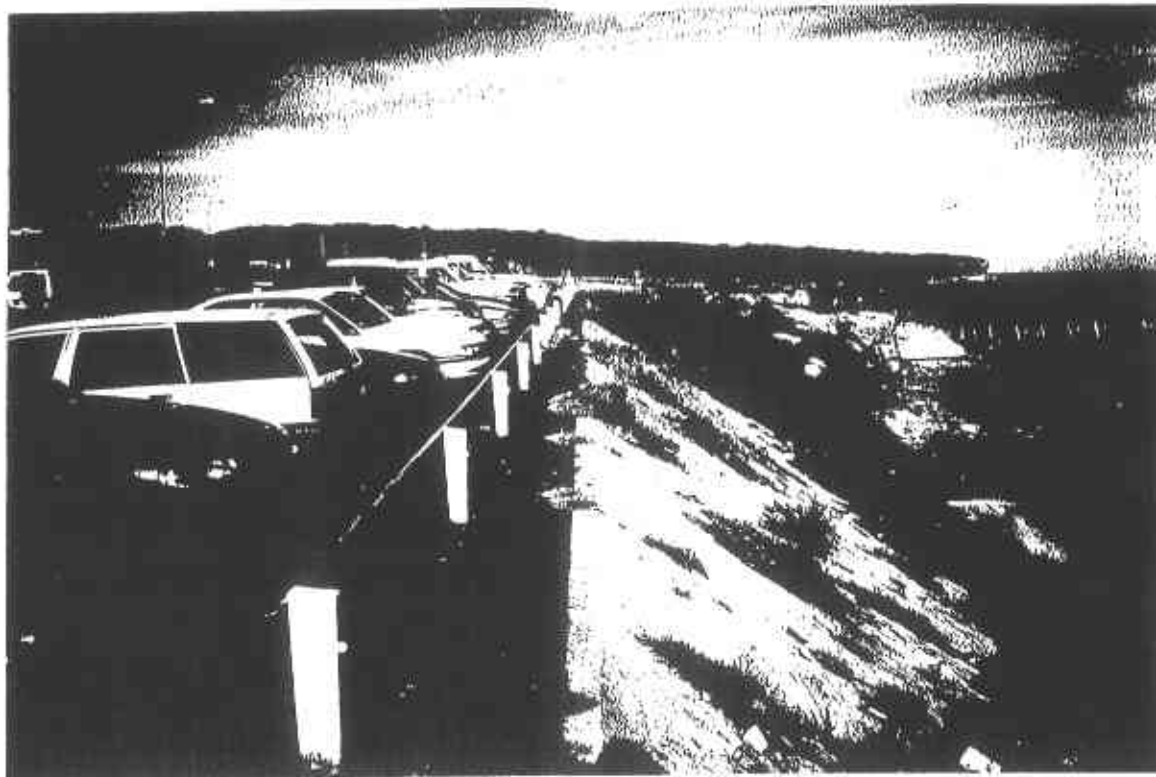


Photo 9 View east along southern end of Loop Road showing unsightly guardrail, lack of pedestrian access and dumped rubbish. C. Betteridge 4.5.97

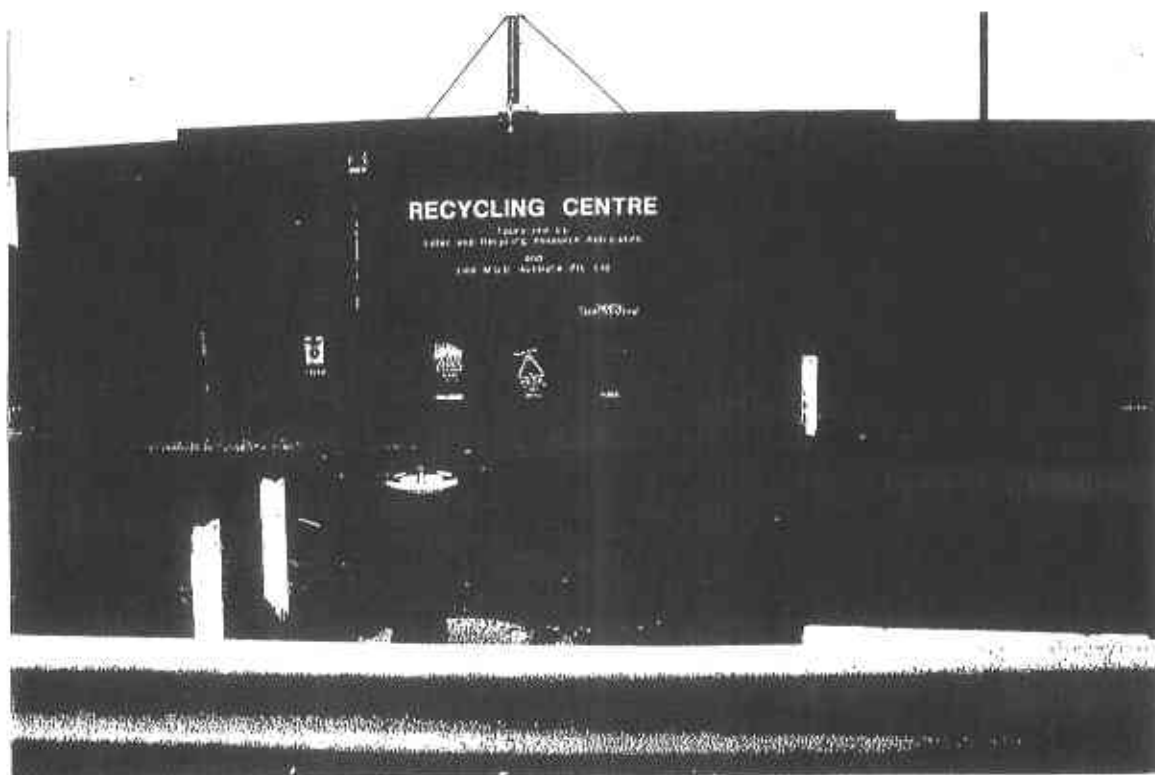


Photo 10 Toilet block east of Loop Road, above Congwong Bay is poorly sited and maintained and should be removed. Recycling centre is a good idea but should be better located and screened to reduce its visual impact. D. Beaver 5.3.97

6.5.2 Picnic Facilities

Frenchmans Bay Reserve

Discussion of Issues

Frenchmans Bay beach and the small picnic area behind it receive high levels of use particularly on weekends and school holidays during the swimming season. The facilities comprise gas barbeques (2), concrete picnic shelter with four tables, park benches, bins, and toilet blocks (2). Most of these facilities are in very poor condition, through age, weathering and vandalism and should be replaced with new facilities of a design more suitable for the scenic and historical qualities of the area. Windblown sand has changed levels to the point where the seats of two park benches are almost at ground level.

The foredune that backs Frenchman's Bay has been stabilised by the establishment of the native dune vegetation. The dune vegetation is protected to some extent by post and wire mesh fencing but a wash away occurred in a major storm on 10 May 1997.. Accessways to the beach have been provided at intervals along the beach. Residents and some visitors have suggested clearing of understorey vegetation to enhance views and to improve security along Endeavour Avenue where car break-ins are prevalent. While these concerns are considered valid, removal of dune planting would have negative environmental impacts by destabilising the dune. A compromise solution can be achieved by selective pruning of some taller native shrubs to reduce screening but at the same time retaining groundcover.

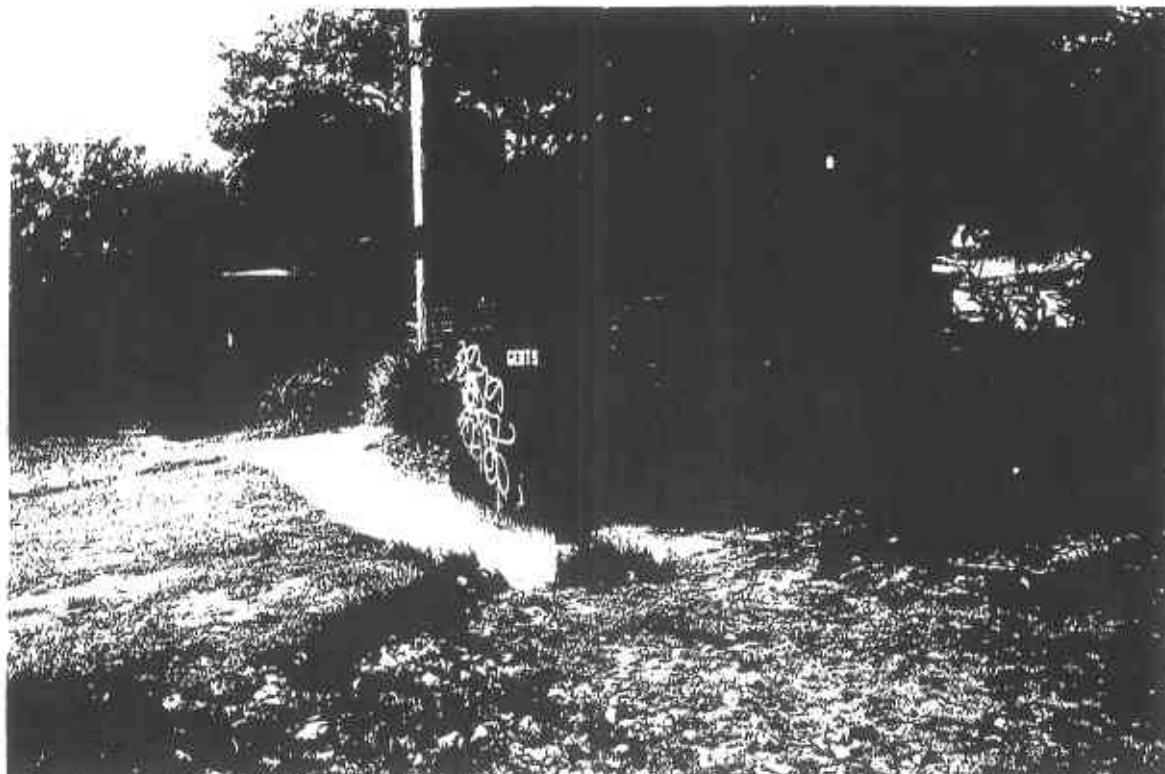


Photo 11 Toilet blocks at Reserve behind the beach at Frenchman's Bay are poorly maintained and pose a security risk for young children. D. Beaver 5.3.97

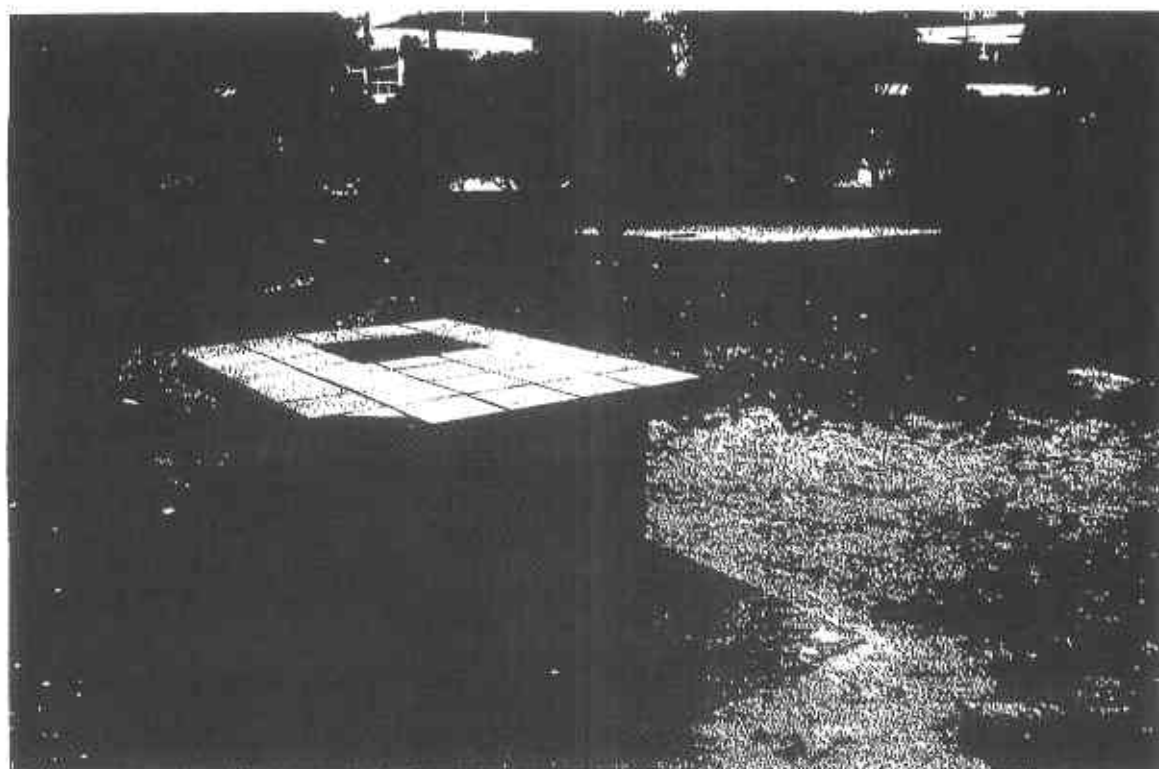


Photo 12 Picnic facilities in the Reserve behind the beach at Frenchman's Bay are in a poor state of repair. This area needs a Landscape Master Plan, with all new facilities. D. Beaver 5.3.97

Strategies

- *A detailed landscape master plan will be prepared for Frenchmans Bay Reserve, based on the concepts presented in this Plan.*
- *The coral trees along Endeavour Avenue will be replaced with indigenous trees such as Bangalay (Eucalyptus botryoides) or Sydney Red Gum (Angophora costata).*
- *New picnic shelters will be constructed to replace the existing concrete structure.*
- *Appropriate signage will be installed to advise visitors about the use of the area, to interpret its natural and cultural values and to inform them about tracks linking Frenchman's Bay with adjoining areas.*
- *Fencing will be retained between the picnic area and dune vegetation to maintain stabilisation of the foreshore.*
- *New barriers of a standard design, consistent with those to be introduced elsewhere at La Perouse, will be erected to prevent movement of vehicles onto the Reserve*

6.5.3 Garbage Bins

Discussion of Issues

Garbage bins at La Perouse present a number of problems. Many are visually intrusive, of unattractive design and located in sensitive sites. Many visitors fail to use them, instead depositing rubbish along the foreshores, in the vegetation and over cliffs. The recycling bins outside the toilet block above Congwong Bay are unscreened and add to the negative visual impact of the building.

Policy Objectives

To provide garbage bins of robust construction and good design, able to withstand vandalism, adverse weather conditions and marauding animals.

To consolidate bins wherever possible in recycling centres, ideally mounted on smooth concrete pads with screens of galvanised, powder coated steel to reduce their visual impact.

To locate bins where they are needed by visitors but in such a way that they do not detract from views of other aspects of heritage significance.

To maintain bins well and empty them regularly, particularly as soon as possible after peak visitation periods.

To complement the installation of recycling centres by a visitor education campaign to 'do the right thing'.

Strategies

- *Existing garbage bins will be replaced with new bins of robust construction and good design, able to withstand vandalism, adverse weather conditions and marauding animals.*
- *Wherever possible, new bins will be located in recycling centres, ideally mounted on smooth concrete pads with screens of galvanised, powder coated steel to reduce their visual impact.*
- *Bins will be located where they are needed by visitors but in such a way that they do not detract from views of other aspects of heritage significance.*
- *Council's Waste Education Officer will devise an education campaign encouraging visitors to 'Do the Right Thing'.*

6.6 Security and Safety

6.6.1 Lighting

Discussion of Issues

Lighting is important for public safety at night, for security and for the presentation of key features and structures to the public. The present street lighting around the loop road is visually intrusive, with the tall light towers introducing a very strong vertical element into what is an otherwise largely horizontal landscape.

The strong lighting of the bus shelter has been justified as a measure to improve security and reduce vandalism, but it presents night-time visitors with an inappropriate first impression of La Perouse as they arrive along Anzac Parade.

Lighting to enhance the presentation and security of the La Perouse Monuments should be considered.

Wherever possible new lighting should satisfy the following criteria and policy objectives:

Policy Objectives

- To reduce visual impact and light pollution
- To be energy efficient
- To enhance public safety and site security
- To be of sympathetic design
- To be vandal resistant
- To follow historic precedents where these exist

Strategies

- *Replacement of the existing light towers with lower, less intrusive lights that comply with the above criteria will be investigated.*
- *Lighting of the La Perouse Monuments for improved night-time presentation and security will be investigated.*

6.6.2 Safety, Risk Management and Insurance

Policy Objective

- To ensure that La Perouse is a safe place in which to work or to visit.

Strategies

- *Management authorities will adopt policies of risk management and public liability minimisation*
- *Management authorities will carry out regular inspections and monitoring of the site to identify potential and future risks and hazards. They will prepare reports, and keep log books of remedial actions taken.*
- *Management authorities will remove any identified public safety hazards and/or erect appropriate warning signs and barricades as soon as possible.*
- *Management authorities will maintain adequate levels of insurance to cover public liability.*
- *Management authorities will advise their staff and voluntary workers of the scope of the public liability coverage and appropriate risk management practices*
- *Management authorities will review the protocol for dealing with complaints / claims / incidents*
- *Management authorities will adopt Occupational Health and Safety policy.*
- *Management authorities will advise councillors, staff, voluntary workers, consultants and contractors of Occupational Health and Safety practices / responsibilities*
- *Management authorities will carry out regular safety audits for occupational health and safety*
- *Management authorities will implement necessary safety procedures and measures (eg OH&S training for staff, and provision of safety equipment).*
- *Management authorities will provide adequate insurance cover for the following:*
Public liability
Voluntary workers
Workers compensation (compulsory)
Fire and damage to replaceable assets
- *Management authorities will assess the value of assets for insurance purposes and maintain adequate cover for replaceable structures and contents.*
- *Management authorities will maintain an adequate level of site security sufficient to protect the significant fabric of the site against theft and vandalism and to ensure public safety and personal security.*

6.7 Cultural Tourism

6.7.1 Interpretation

Discussion of Issues

Community appreciation and understanding of the significance of La Perouse cannot be achieved without adequate, integrated interpretation of the natural and cultural values of the place. The National Parks and Wildlife Service has considerable expertise in this field and has commissioned an Interpretation Plan for the Cable Station. It is recommended that interpretation of La Perouse as a whole should be fully integrated in terms of style, signage, use of language, media, etc. so that visitors receive consistent and complementary information about the place whether they are looking at an Aboriginal site or an historic gun emplacement.

Strategies

- *An Interpretation Plan for the Study Area covered by this Plan will be prepared in collaboration with the National Parks and Wildlife Service. This plan will consider the broad range of interpretive and educational opportunities at La Perouse.*
- *Interpretive signage will be in accordance with National Parks and Wildlife Service design standards and will be sited in suitable areas, such as at track heads, along walking trails, and in or near historic structures.*

6.7.2 Signage

Discussion of Issues

The present signs erected by the main management authorities in the La Perouse headland area vary considerably in content, size, style and materials. The main organisations that maintain signs in the area are Randwick City Council, the National Parks and Wildlife Service, Sydney Buses and the Waterways Authority. These organisations have separate approaches and standards for the provision of signage. This situation has led to an unnecessary clutter of signs in the area, many of which detract from the otherwise high scenic quality which is so valued by the overwhelming majority of visitors and residents.

The NPWS has developed signage design standards, which provide guidelines and specifications for all signage used within National Parks. These standards have generally been applied to signage for the La Perouse Monuments and Botany Bay National Park. NPWS signage mostly consists of a pair of timber posts supporting up to three planks, on which the text has been routed and the Service logo applied. The signs are painted with the specified cream lettering on a green background.

The cream and green colour scheme of the NPWS signs is considered suitable for the setting of Historic La Perouse as these colours are dominant in the surrounding landscape. The dark green blends well with the hues of the surrounding natural vegetation while the cream relates to the colour of the beaches and sandstone cliffs and outcrops. The use of routed timber planks enables information to be easily added or deleted from composite signs.

There is a general lack of interpretive signage outside the sites managed by the National Parks and Wildlife Service, with the exception of plaques in Cann Park.

Policy Objectives

A system of signage is required to fulfil the following functions at La Perouse:

- To identify the names of the sites, monuments, parks, track heads, streets eg. Cann park, Botany Bay National Park, La Perouse Museum, street names.
- To provide directions to features, facilities and services eg. directions to toilets, walkways, museum, bus stop, recycling centre
- To regulate visitor / driver behaviour eg. standard traffic signage, council by-laws, conditions of use (no dogs permitted)
- To provide warning of potential hazards eg secure parked vehicles, cliff hazard, submarine cable.
- To interpret natural and cultural features and events.
- To meet functional requirements but not detract from heritage significance eg secure parked vehicle signs should not intrude on major views from the headland as they do now.

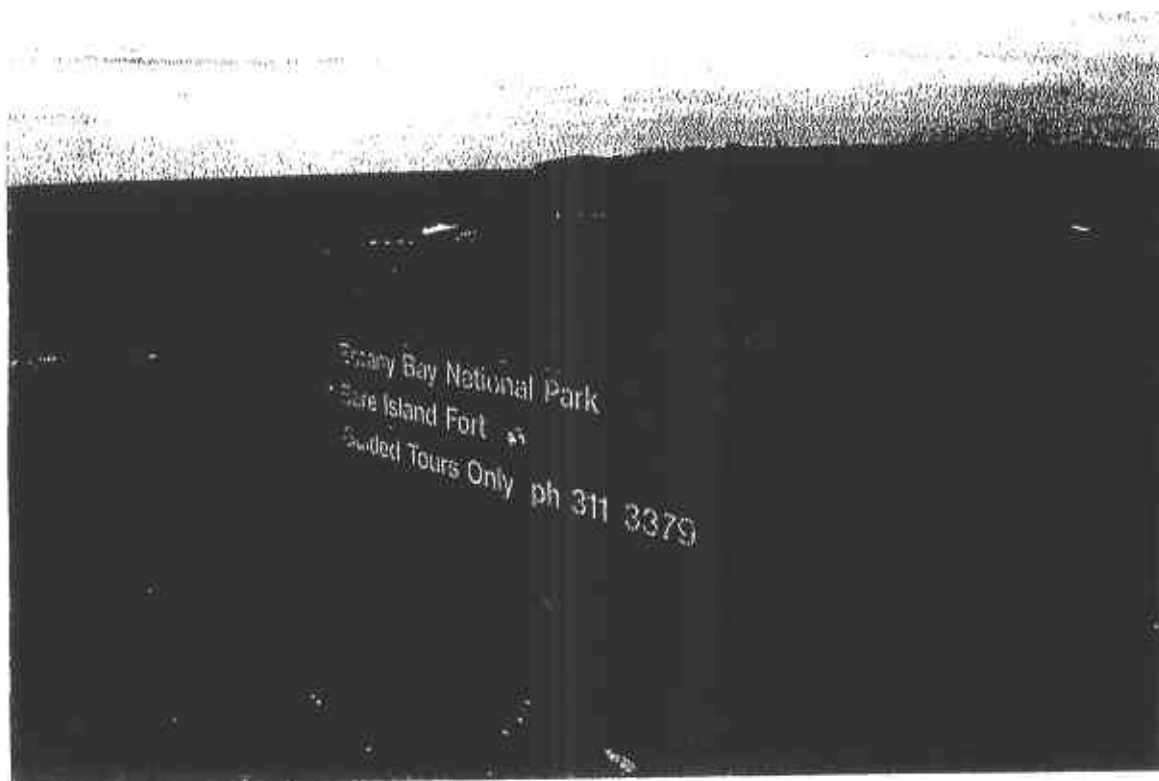


Photo 13 National Parks and Wildlife Service plank-type sign. All directional, informational and interpretive signage at La Perouse should be integrated and designed to a high standard.
D. Beaver 1.97



Photo 14 The major view from La Perouse to the heads of Botany Bay degraded by inappropriately located signs and garbage bins.
D. Beaver 5.3.97

6.7.3 Marketing

Marketing is the total process whereby goods or product are put onto the market. In the case of an attraction like Historic La Perouse it involves the processes of market research to identify relevant market segments, development of databases, preparation of a marketing plan, familiarisation of key groups such as tour operators, travel agents and teachers with the product, direct marketing and post evaluation to achieve an end result that is commercially successful and retains the historical integrity of the place.

An interim marketing plan should strike a balance between the major market segments - domestic; inbound; convention/incentive - and subgroups such as schools.

Immediate focus should be on the domestic market which is more readily available and easier and cheaper to tap into. As resources permit the management authorities should also be establishing contact with the inbound market and developing the high quality, reliable, long-term product that this market requires and expects.

Planned celebrations for the turn of the century, the Sydney 2000 Olympic Games and the Centenary of Federation in 2001 will all provide opportunities for La Perouse to tap into the tourism market.

Marketing goals can be supported by the local and wider community through the assistance of the Steering Committee, moral and financial support from local government, access to the site by community groups, Government funding and free advertising, especially in the local and regional media.

It is difficult to make a site such as La Perouse "come alive" if there are insufficient staff to provide interpretive programs. Face-to-face interpretation is labour intensive but enhances the visitor experience, helps sell the product and encourages repeat visitation. The marketing plan should include adequate provision of resources for implementation.

Whenever special events are held at La Perouse, exit surveys of visitors should be conducted not only to gain feedback on the level of customer satisfaction but also to build up a database of those who can be targeted in future direct mail campaigns. The database should include a list of social clubs and special interest groups for future use.

Children visiting those admission-charging areas of La Perouse with a school group (eg Bare Island Historic Site) can be given a discount voucher for their next visit, when they may bring their parents and other family members, thereby increasing revenue.

Cooperative marketing campaigns with other similar or complementary attractions can improve the cost-effectiveness of operations and, at the same time, offer visitors a range of experiences they might not otherwise have the chance to sample. Given the increasing cost of coach hire for schools and other groups there is an increasing need for such groups to make the most of their travel dollar by visiting more than one site in a particular district.

Cooperative advertising, as employed by the Great Attractions of Sydney (GAS), the wineries in the Rutherglen district of Victoria and the antique shops and plant nurseries on the Blue Mountains are all examples of this type of cooperative marketing.

The Trust which manages Belgenny Farm, the historic Macarthur property at Camden has entered into a cooperative marketing deal with nearby 'Gledswood' Australian Homestead. Through Camden Heritage Tours, groups of twenty or more can visit both venues on a combined itinerary, with the possibility of discounted entry and a choice of meals and entertainment on the one day.

There are opportunities for cooperative marketing ventures with attractions such as Captain Cook's Landing Place Historic Site or other historic sites within Randwick City. It may be possible to offer discount vouchers and other incentives for visits to more than one of these.

Policy Objectives

- To develop a Marketing Plan based on innovative programs which stress "heritage correctness", with sufficient resources aimed at the young to encourage future support.
- To investigate opportunities for Historic La Perouse to tap into the tourism market developing around planned celebrations for the turn of the century, the Sydney 2000 Olympic Games and the Centenary of Federation in 2001.

Strategies

- *The management authorities will develop a Marketing Plan based on innovative programs which stress "heritage correctness", with sufficient resources aimed at the young to encourage future support.*
- *The management authorities will investigate opportunities for Historic La Perouse to tap into the tourism market developing around planned celebrations for the turn of the century, the Sydney 2000 Olympic Games and the Centenary of Federation in 2001.*
- *The management authorities will prepare a number of costed proposals that could be submitted if and when funding becomes available.*
- *The management authorities will investigate the possible use of Historic La Perouse as a venue for special cultural events.*
- *The management authorities will conduct exit surveys on a regular basis to gauge visitor satisfaction and establish a database for future events and activities.*
- *The management authorities will explore possible cooperative ventures with other attractions.*

6.7.4 Merchandising

Discussion of Issues

Merchandising is the promotion and planning of the sales of a product, by using all available techniques of display, advertising and marketing. In the context of Historic La Perouse there are a number of products for sale - the site experience itself, special events, and any goods chosen by the management authorities for sale.

The sale of souvenirs and other merchandise can generate the hard cash necessary to supplement income from other sources. Visitors to sites such as La Perouse have come to expect to find souvenirs for sale. Many Australian tourist attractions have souvenirs which are produced overseas, are of low quality, poor value for money and little relevance to the nature of the attraction. While this trend is changing, with more attractions seeking to provide a range of Australian-made, high quality, relevant souvenirs, it is not always easy to find suitable products.

Historic La Perouse has a golden opportunity to develop a range of merchandise which is unique to the site and which will reinforce the messages which the management authorities wish to convey to visitors. A limited range of high-turnover merchandise, ideally crafted by local or even on-site craftspeople, could have good income generating potential. Markups should be maximised while still providing good value for money. Publications, particularly books, traditionally have low markups, and sales of these may need to be subsidised by goods with higher profit margins. Visitors will pay for quality but it is important that there are items to suit all pockets, from schoolchildren to international tourists.

To maximise the returns to the management authorities, and to uphold the principles of quality and value for money, the sales outlet for merchandise at La Perouse ideally should be owned and operated by the management authorities, rather than by concession-holders or franchisees. Operation may require support from a Friends group or other volunteers. Some historic sites and museums are reluctant to entrust cash handling and other sales responsibilities to voluntary labour, but in others it is very successful. In the case of La Perouse it is probably essential in the short term because of limited staff resources. With adequate prior training and appropriate security measures in place there is no reason why the shop cannot be run successfully by volunteer labour on a roster basis. The management authorities should investigate the shop operations at other historic sites and museums.

Policy Objectives

- To develop and adopt a Merchandising Plan .
- To ensure that merchandise for sale at Historic La Perouse is site specific; relevant to the historical and environmental themes associated with La Perouse; preferably Australian made and packaged; of high quality.

Strategies

- *The management authorities will explore the option of developing and adopting a Merchandising Plan.*
- *Merchandise for sale at Historic La Perouse will be site specific; relevant to the historical and environmental themes associated with La Perouse; preferably Australian made and packaged; of high quality.*
- *The continued sale of boomerangs and other Aboriginal artefacts will be supported to maintain a strong cultural tradition at La Perouse..*
- *The management authorities will investigate the feasibility of conducting regular markets at La Perouse to encourage tourism and promote local products.*
- *The management authorities will encourage the continued operation of reptile handling demonstrations as an important part of the cultural heritage of La Perouse.*

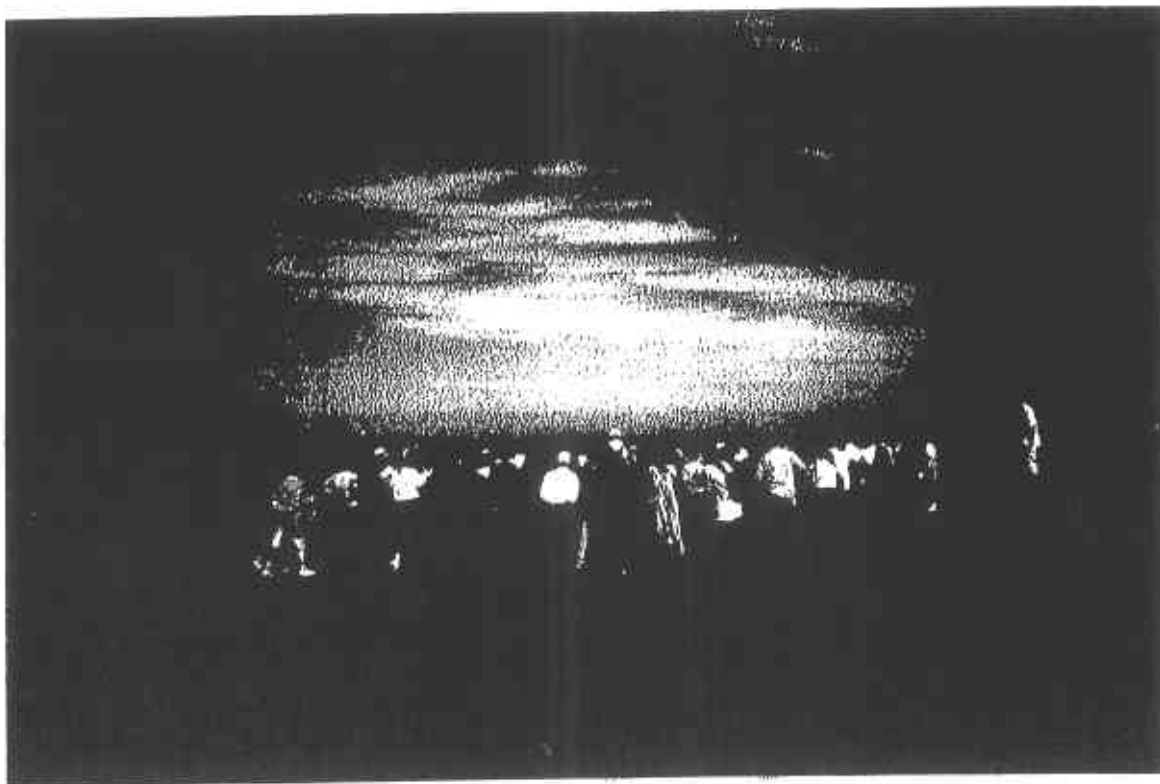


Photo 15 Large crowds watch the snake shows on Sundays and Public Holidays. This significant cultural activity should be allowed to continue. C.Betteridge 4.5.97

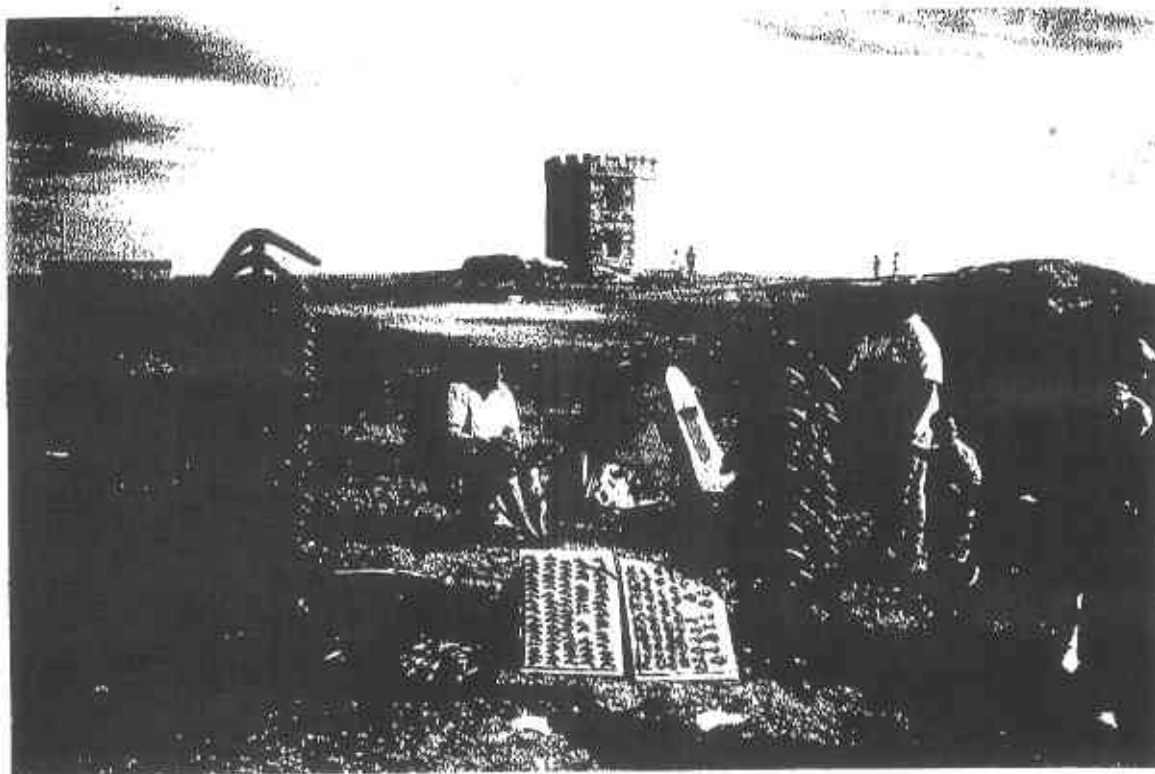


Photo 16 The sale of boomerangs and other Aboriginal artefacts has a long tradition at La Perouse and should be encouraged to continue. C. Betteridge 4.5.97

6.7.5 Photography and Filming Rights

Discussion of Issues

Historic La Perouse is a very photogenic site. Its historic buildings and rural landscape have high aesthetic appeal, providing numerous photographic opportunities for visiting dignitaries, the general public and sponsors. While it is not suggested that there should be any restrictions placed on amateur photographers, apart from those dictated by conservation requirements, the management authorities should realise the potential income which photography and filming rights can generate.

Historic La Perouse will have opportunities as a film location, in addition to its use for photography associated with special events such as weddings, sponsor functions, etc. It is important that the management authorities have well-defined policies on filming rights which provide adequate safeguards for the historic site and its visitors, including the requirement for adequate insurance cover. The National Parks and Wildlife Service already has such a policy.

Location shooting for a feature film or advertisement can be time-consuming and may tie up large areas of the site, denying access to regular visitors. Management authorities should bear this in mind when granting filming rights so that groups such as schools are not disadvantaged. The policy should also provide against the use of the site for inappropriate films, including those with themes or messages contrary to the policies and objectives of the Council, the National Parks and Wildlife Service, the NSW Government or major stakeholders eg sponsors.

Film companies, and more particularly, their sub-contractors such as transport companies can cause damage to historic sites and it is essential that any contract for filming rights include adequate property damage and public liability cover. Acknowledgment of the management authorities in the credits of any films made at Historic La Perouse should be a prerequisite for filming rights, not only a courtesy on the part of the film's makers but a potentially valuable form of promotion for the site.

Location fees should be determined in accordance the Management authorities' plans and policies, for example Randwick City Council's Management Plan., with a schedule of fees for each relevant financial year. Some venues publish their scale of fees. Others prefer to negotiate on a client-by-client basis, with fees adjusted according to the ability of the client to pay. It is probably best to have a standard scale of fees for the use of the site for wedding photography, but an adjustable scale for film and television productions. Many councils charge one rate for commercial operators, but a discounted rate for public broadcasters such as the ABC and SBS. Students of film and television courses may be allowed free use of the site for filming, provided they confine their shooting program to agreed times, abide by other contract requirements and provide a copy of their work to the management authority if requested. The National Parks and Wildlife Service already has this provision as part of its film agreement.

Policy Objective:

To encourage the appropriate use of La Perouse as a location for feature films, documentaries and other films consistent with the conservation of heritage values fore the place.

Strategies

- *Council will adopt its Management Plan and Policy on Photography and Filming Rights which provides safeguards for the site's heritage assets and maximises potential financial and promotional returns as necessary.*
- *The National Parks and Wildlife Service will implement its filming policy in regard to the areas at La Perouse under its control.*

6.7.6 Functions

Functions include festivals, public ceremonies, concerts, weddings, parties, seminars, conferences, product launches. They may involve all or part of the site, usually require or have associated with them catering and may generate substantial income for the site. They may also be extremely demanding on staff. They may deny the public access to all or parts of the site during their setup, operation or takedown. For instance, many clients prefer exclusive use of a site for their function. This is relatively easy to achieve when a site is only open on demand, but much more difficult if it is open on a regular basis to the public. If not carefully managed, functions may result in physical damage to the site, accidental injury to staff or visitors, theft of objects and creation of noise and other forms of pollution.

A clearly-defined and strictly enforced policy on functions is essential if the management authorities are to achieve a satisfactory balance between function-generated income and conservation of the site. The policy needs to dictate the range, size and type of functions permissible on site, the possible locations for such functions, a scale of charges.

Policy Objectives

- *To develop a Functions Policy which requires functions held at La Perouse to respect the heritage integrity of the place; be profitable and to have a positive orientation (ie aligned to the historical themes of the site) or neutral (eg weddings), rather than negative (eg rock concerts with loud music).*

Strategies

- *The management authorities will develop and adopt a formal Functions Policy.*
- *Functions held at Historic La Perouse will comply with the Functions Policy.*
- *Functions held at the site will be subject to a contract which clearly specifies the requirements and the client's responsibilities, including a requirement that the client provide insurance cover in the event of damage, breakages, injuries.*

6.8 Management / Future Planning

6.8.1 Controlled Activities

- *Vehicles will be restricted to a speed limit of 40 kilometres per hour on the Loop Road.*
- *Dogs must be kept on leads and any droppings must be collected by owners and deposited in bins specially provided for the purpose.*
- *The operation of personal water craft such as jetskis in the waters around La Perouse will be strictly controlled, in accordance with New South Wales Waterways Authority regulations.*
- *Food outlets, including mobile facilities, must comply with health and other relevant regulations and should be located carefully to avoid visual impacts.*
- *The operation of mobile food and drink outlets will be controlled to minimise impacts on the heritage significance of La Perouse.*



Photo 17 There is a place for takeaway food at La Perouse but it is not in the middle of the major view. New licences or leases for food and drink sellers must be planned carefully to avoid impacts on the heritage significance of the place. C. Betteridge 4.5.97

6.8.2 Adjoining Land Uses and Development

The formal Study Area for this Plan was limited to the La Perouse headland, Bare Island and the approach road. The Steering Committee initially asked the consultants also to consider the adjoining area between La Perouse and the former Yarra Bay Pleasure Grounds. In subsequent discussions it was requested that the consultants also consider the implications of development in other areas adjacent to the Study Area. While time and budgetary constraints have precluded detailed study of these areas, the implications of proposed developments in them have been considered, as have the visual impacts of such things as the facilities at Port Botany, radar towers and the golf clubhouse and carpark.

Recommendations have been made also in respect of possible landscape treatment of Bunnerong Road north of its intersection with Anzac Parade so that a more appropriate approach to La Perouse can be achieved.

Policy Objective

- When considering rezoning and / or development applications for land adjoining La Perouse, Council and other planning or development control authorities to take into account the possible impact of such decisions on the heritage significance of La Perouse.

Strategies

- *All government agencies will advise the management authorities responsible for La Perouse of any proposals or developments likely to affect La Perouse.*
- *The planning or development control authorities will take into account the possible impact of their decisions on the heritage significance of La Perouse.*

6.9 General Maintenance

Discussion of Issues

Parts of La Perouse have been neglected for a considerable period of time. Some areas and components are in poor condition. Resources do not appear to be allocated for routine maintenance tasks such as toilet cleaning, rubbish clearing and roadside verge mowing.

There is a perceived lack of coordination between the various management authorities responsible for La Perouse, with the result that some areas are well maintained while others are regularly littered with rubbish, poorly maintained, subject to vandalism.

Beach cleansing is a major issue with many visitors and residents expressing concern at the risk from broken glass and needles in the sand. The difficulty in gaining access to some beaches for sand grooming equipment is a problem.

Policy Objectives

- To develop and implement a comprehensive integrated maintenance program for La Perouse involving the various management authorities responsible for the place.

- To institute a program of planned maintenance for plant, equipment and, facilities and amenities to ensure that recommended service schedules are adhered to, that "down time" is minimised and the value and longevity of assets is maximised.

Strategies

- *A comprehensive maintenance plan will be developed, agreed and coordinated among the various different authorities responsible for the management of La Perouse.*
- *Suitably qualified staff and contractors will be engaged for maintenance tasks.*
- *Current best practice will be followed in all maintenance work.*
- *Management authorities will institute a program of planned maintenance.*
- *Protection of historic and archaeological fabric will be given priority at all times.*
- *Management authorities will develop a program of community awareness, cleanups and mechanisms for alerting them to problems.*



- **Photo 18** The cliff between the southern end of the Loop Road and the rock platform showing rubbish dumped. Such lack of maintenance shows a lack of respect by visitors and management for the heritage significance of La Perouse. C. Betteridge 4.5.97

6.10 Other Management Issues

6.10.1 Research

Discussion of Issues

Research is defined in the *Macquarie Dictionary* as diligent and systematic enquiry or investigation into a subject in order to discover facts or principles. With a site such as Historic La Perouse, with its long history and associations with many different events and individuals, research is and should be an ongoing process. Whether directed at the general history of the site or at specific aspects, research should be actively encouraged and its findings made available to as wide an audience as possible. The policy on research should include not only support for the process itself, but provision for protection and dissemination of the findings.

There is no end to research. No matter how exhaustively a subject may have been investigated, there is always a chance that tomorrow or next year someone will find a letter or a photograph which will cast new light on the history or use of a building or the work of a person at La Perouse. Policy must be flexible enough to take this into account but at the same time the management authorities will need to make management decisions on the basis of research findings made up to a particular point in time. This should not present a problem provided every effort has been made to research subjects thoroughly and carefully, and provided management is carried out according to current best practice in heritage conservation.

It is important that the management authorities encourage research by bona fide researchers into the history of Historic La Perouse and its associations, and make provision for the conservation and dissemination of research findings, and their incorporation into relevant publications and other interpretive media.

Policy Objective

- To promote further research into the natural and cultural history of La Perouse.

Strategies

- *The management authorities will identify priority areas for research.*
- *The management authorities will encourage research by bona fide researchers into the history of Historic La Perouse and its associations.*
- *The management authorities will ensure that copies of research findings are lodged with the appropriate bodies and made accessible to the public.*

6.10.2 Archives

Archives are non-current documents or records relating to the activities, operations and constitution of an organisation such as Randwick City Council. Archives may include past reports, press clippings, correspondence, photographs and they are an extremely valuable resource for the future. Their conservation and management is distinct from day-to-day filing of records and any policy on the management of the Council's or the Service's archival records of La Perouse should be developed only with the benefit of expert advice from a qualified archivist.

NPWS are likely to hold archival material at the La Perouse Museum and Visitor Centre whereas Randwick City Council will rely on Randwick Historical Society for archival information.

Policy Objective

- To ensure that archives relating to La Perouse are conserved and accessible.

Strategies

- *The management authorities will consider the development of an archives policies which provide for the conservation, recording, storage and easy retrieval of archival material relating to Historic La Perouse*