



East Darling Harbour Concept Plan Heritage Impact Statement

26 September 2006

TABLE OF CONTENTS

1.0 INTRODUCTION.....	2
1.1 BACKGROUND	2
1.2 SITE LOCATION.....	2
1.3 METHODOLOGY	3
1.4 AUTHOR IDENTIFICATION	3
2.0 SITE DESCRIPTION AND CONTEXT.....	4
2.1 SITE DESCRIPTION.....	4
2.2 SITE CONTEXT	7
2.3 IDENTIFICATION OF IMPORTANT VIEWS.....	11
3.0 HISTORICAL OUTLINE	15
4.0 ASSESSMENT OF SIGNIFICANCE.....	27
4.1 ASSESSMENT CRITERIA.....	27
4.2 STATEMENT OF SIGNIFICANCE	29
5.0 THE PROPOSAL.....	29
6.0 ASSESSMENT OF HERITAGE IMPACT.....	30
6.1 THE CONCEPT PROPOSAL	30
6.2 HERITAGE ITEMS PLAN.....	32
6.3 ITEMS ON THE EDH SITE	33
6.4 ITEMS IN THE VICINITY OF EDH	45
7.0 CONCLUSION AND RECOMMENDATIONS.....	67

ATTACHMENTS

- A. East Darling Harbour Concept Plan: Building Heights, prepared by EDH Design Team for SHFA, August 2006
- B. Photomontages, prepared by Arterra Interactive for SHFA, August 2006 (Plan and Images)
- C. Site Cross Sections, prepared by Arterra Interactive for SHFA, August 2006 (Plan and Images)
- D. *East Darling Harbour History*, by Sydney Harbour Foreshore Authority, unpublished document, July 2006

1.0 INTRODUCTION

1.1 BACKGROUND

City Plan Heritage has been engaged by Sydney Harbour Foreshore Authority to prepare the following Heritage Impact Statement. The concept proposal is for the redevelopment of the existing waterfront area which consists of various wharfs and buildings associated with the related maritime and shipping uses of the site. The concept proposal has been designed by the EDH Design Team.

The subject site is not individually listed as a heritage item under any statutory instrument. A number of places have been individually identified as having heritage significance within the subject site. There are a number of Heritage Items and a Conservation Area in the vicinity of the site.

1.2 SITE LOCATION

The subject site is located at the north western end of the Sydney CBD on the eastern foreshore of Darling Harbour.



Figure 1: Location of Subject Site

1.3 METHODOLOGY

This Heritage Impact Statement has been prepared in accordance with the *NSW Heritage Manual* 'Statements of Heritage Impacts' and 'Assessing Heritage Significance' guidelines. The philosophy and process adopted is that guided by the Australia ICOMOS *Burra Charter 1999*. The brief for the preparation of this heritage impact statement required the identification of heritage items and views on and in the vicinity of the site and establish their significance, discuss the impact arising from the concept plan and provide recommendations relevant to issues of heritage conservation.

The following statutory planning instruments and non statutory heritage registers have been reviewed in the preparation of this report:

- Sydney LEP 2005
- Sydney Ports Section 170 Heritage Register
- SHFA Section 170 Heritage Register
- NSW State Heritage Inventory Database at www.heritage.nsw.gov.au

The significance of heritage items on and in the vicinity of the EDH site has not been reassessed for this project. Statements of significance, historical summaries and descriptions in this report have been sourced from the NSW Heritage Office State Heritage Inventory Database.

The following heritage studies and reports have been reviewed in the preparation of this report:

- East Darling Harbour History (SHFA)
- East Darling Harbour: A Working Vision 2006 (East Darling Harbour Design Team)

The preparation of this report has been assisted in this regard through information provided by Philip Thalís at site inspections and meetings.

1.4 AUTHOR IDENTIFICATION

The following report has been prepared by Stephen Davies (Director), Kerime Danis (Senior Architectural Heritage Consultant) and Benjamin Pechey (Senior Heritage Consultant).

2.0 SITE DESCRIPTION AND CONTEXT

2.1 SITE DESCRIPTION

The East Darling Harbour (EDH) site consists of over 1km of concrete wharves located at the north western end of the Sydney CBD and extend beyond the original shoreline. The existing wharves were constructed during the 1960s and 1970s to facilitate the berthing and loading of large container ships. These wharves replaced early twentieth century finger wharves. The majority of the wharves feature concrete seawalls although the far north western end features a stretch of sandstone seawall likely to be from the early twentieth century.

There are relatively few structures on the site as most of the site is used for container storage. The major buildings on the site are the four late twentieth century cargo building. These warehouses are simple utilitarian structures featuring pitched roofs, steel frame construction, pre cast concrete panel cladding and numerous large vehicular openings. The warehouses are approximately two to three storeys in height. Some also appear to feature office or administration facilities and spaces within. Other structures on the site include a number of gatehouses at the vehicular entrances from Hickson Road and Towns Place, a smaller brick warehouse along Hickson Road and the Control Tower. The Spirit of Tasmania Passenger Terminal at the southern end of the site is a former cargo shed, most probably similar to the others on site, and was refurbished c.2000.

The site also features five structures of varying degrees of heritage value. The relocated Moores Wharf Building is situated on the north eastern corner of the site. It is a two storey nineteenth century sandstone warehouse that is used by NSW Maritime Authority. A small early twentieth century Sewage Pumping Station is located at the northern end of the site. The Dalgety Bond Store, fronting Hickson Road and is adjacent to the south of Munn Street park, is a heavily modified late nineteenth to early twentieth century warehouse structure that has been adapted for a commercial office use. A late nineteenth to early twentieth century sandstone seawall is located at the north western end of the site. The 1970s Port Operations and Communications Centre (tower) is located adjacent to the Millers Point headland cutting.

An avenue of large mature trees exists along the western side of Hickson Road, outside the site boundary.



Figure 2: The subject site as seen looking south east from Balls Head Reserve.



Figure 3: An example of one of the warehouse/ administration buildings on the EDH site.



Figure 4: View west into EDH site showing warehouse, contains and gatehouse (left). The Dalgety Bond Store is in the foreground on the right.



Figure 5: view north along Hickson Road with the eastern boundary of the subject site on the left.



Figure 6: View south along Hickson Road from the Munn Street bridge. The subject site is on the right, the upper level of the Dalgety Bond Store in the foreground on the right and the High Street terraces and the Millers Point Conservation Area is on the left.



Figure 7: View from Observatory Park into the EDH Site. Terrace houses of Millers Point are visible in the foreground.

2.2 SITE CONTEXT

Located at the north western end of the CBD the subject site is somewhat divorced from the activity and development of the CBD due to the topography as well as The Rocks and Millers Point Conservation Areas.

Millers Point is located to the east of the subject site and is sited at a much higher level than the EDH site due to the dramatic fall in the topography from the natural ridgeline down to the west. The topography in the area has been manipulated over time through reclamation of the foreshore and cutting of the land. Millers Point is physically separated from the EDH site by stone cuttings along Hickson Road and around the northern and eastern edges of the Millers Point headland. The Hickson Road and High Street cutting and High Street profile forms a distinctive V-shape when viewed from the west while the headland and cutting is visible from the north around to the west. Millers Point consists largely of late nineteenth and early twentieth century residential development with associated buildings such as hotels and corner shops. The northern end of the headland, at the end of Merriman Street, features a small park, Clyne Reserve, and another small park has been created through the closure of Munn Street.

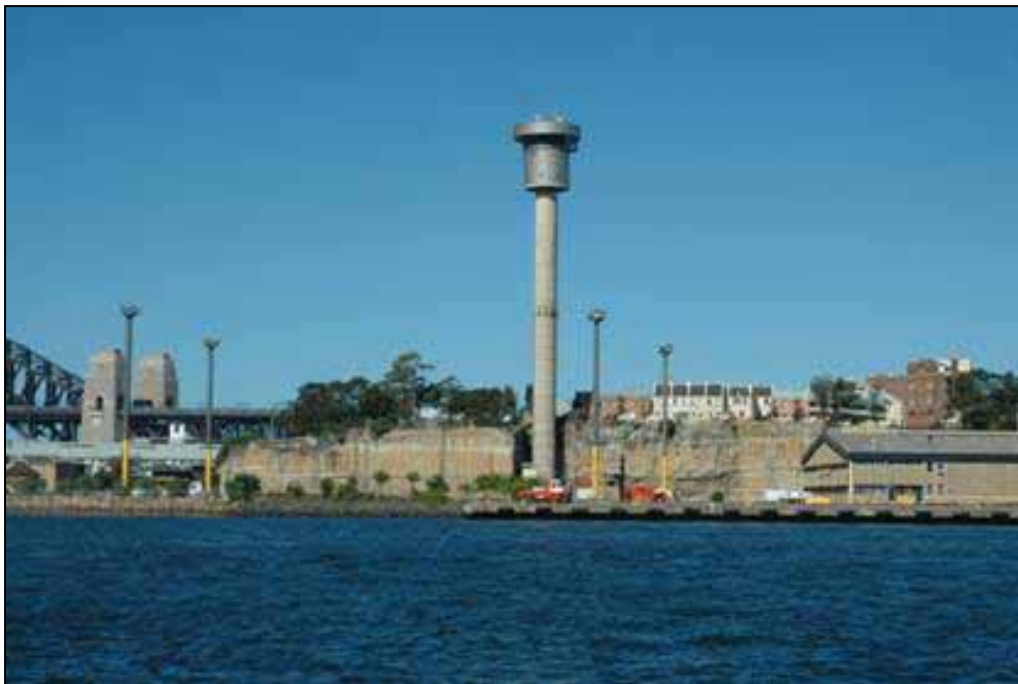


Figure 8: Millers Point headland and cutting as viewed from the west.



Figure 9: View into Millers Point from Observatory Park showing terrace house roofscape.



Figure 10: Hickson Road cutting on the left with the V-shape profile of High Street.



Figure 11: Park through former Munn Street with upper level of Dalgety Bond Stores on the left and the Palisades Hotel on the right.

Observatory Hill is slightly further east again. It is the highest point in the area and consists of a grassed public open space with mature fig trees and the significant Sydney Observatory building. The SH Ervin Gallery and National Trust building is located to the south of the Observatory across the Cahill Expressway cutting.



Figure 12: Observatory Hill as seen from Balls Head Reserve showing the relationship to the EDH site which is located in the lower right hand side of the image.

To the south east of the subject site late 20th century commercial development is prevalent with some heritage buildings nearby including the Grafton Bond Stores, Mortons Hotel and the Gas Works Buildings (The Bond site). The eastern side of Hickson Road, south of the High Street cutting, features various buildings sited at the level of the wharves. The southern end of Hickson Road features buildings along the eastern side of the street at the same level as the subject site. To the south of the subject site is more recent commercial development which is generally of a slightly lower scale than the high rise further to the east and includes the King Street Wharf development along the Darling Harbour foreshore.



**Figure 13:
Grafton
Bond Store
on Hickson
Road.**



Figure 14: Former Gas Works buildings at The Bond at 30 Hickson Road and the surrounding development.

The subject site is also visible in the broader Darling Harbour and Sydney Harbour context. From the north, the site is visible from McMahon's Point, Lavender Bay and Blues Point. Goat Island obscures most views from further away to the north west. To the west the site is highly visible from the public parklands of Balmain Peninsula from Peacock Point to Simmons Point as well as from Darling Point Road. From the south west the site is visible from Pyrmont, particularly the public parks and spaces at Pyrmont Point and Darling Island. Further south the site is less visible from the western edge of Darling Harbour and the Pyrmont Bridge. Views to and from the site are discussed in greater detail below.

2.3 IDENTIFICATION OF IMPORTANT VIEWS

The impact upon views to and from places of heritage significance is discussed under the assessment of impact for the particular place affected in Section 6.3 of this report.



Figure 15: Panorama from Observatory Hill Park to the West and Over the EDH Site (1)

Portions of the water and the opposite foreshore are apparent in the view. The Palisades Hotel (1) is one of the more prominent features in the view from Observatory Hill Park.



Figure 16: View South Along Hickson Road from Munn Street (2)

Image shows the change in levels between the subject site on the right and High Street and Millers Point on the left above the cutting. There is an historic photograph taken from this location showing the scale of the early twentieth century wharf buildings formerly located on the subject site (Figure 30).



Figure 17: View west from the Northern End of High Street over the former Munn Street alignment. (3)

The view shows the scale of the existing warehouses and the containers which obscure views to the water and the Peacock Point foreshore. The concept proposal will reform Munn Street and open a view corridor towards the west. The Dalgety Bond Store is located on the right in the foreground.



Figure 18: View West from the Centre of High Street (4)

The view is from the lowest point on High Street and shows that the water and the opposite foreshore are only partially visible. The scale of the existing warehouse and gatehouse buildings are apparent. Early twentieth century wharf structures would have obscured this view. The Concept Proposal will provide a view corridor from this location to enhance the view and also re-instate the historic pedestrian bridge to the EDH site.



Figure 19: View West from the Southern End of High Street (5)

The view shows the existing warehouse structures partially obscuring the water. The Peacock Point foreshore is visible from this location. The Concept Proposal retains a view corridor and improves the view by removing the existing structure.



Figure 20: View South East from Balls Head (6)

Due to the height of Balls Head Reserve the entire EDH site is visible. The scale of the existing warehouse structures is apparent and the Millers Point headland cutting is obscured by existing structures. The Millers Point roovescape is apparent and Observatory Hill Park (1) is prominent. The buildings proposed for the EDH site will fall into the back drop of existing CBD development.

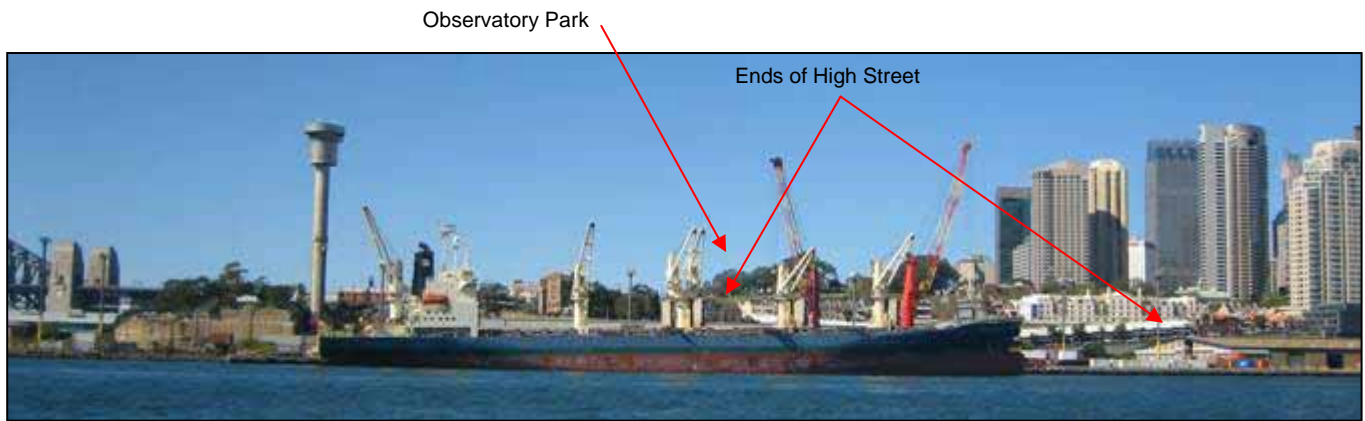


Figure 21: View from the End of Darling Street, Balmain (7)

The tree canopy of Observatory Hill Park is visible as is the Millers Point roovescape, although it is less prominent. The High Street cutting, terraces and street profile are largely obscured by existing structures although the higher northern and southern ends are visible.



Figure 22: View North East from Pyrmont Point Park (8)

The scale of the existing structures obscures the cuttings and much of high street. The tree canopy of Observatory Hill Park is prominent and the northern end of High Street and the roovescape of Millers Point is also visible although less prominent.



Figure 23: View South from Blues Point (9)

Only the northern portion of the EDH site is visible from this location. The scale of the existing buildings is apparent and the Millers Point headland cutting is obscured. The Concept proposal will replace this view with the tree canopy of the headland park. Prominent features include Moores Wharf Building (1), the Palisades Hotel (2) and the Dalgety Street terraces (3). The roovescape of Millers Point and Observatory Hill Park is visible further to the left (not shown) and will not be affected by the Concept Proposal.

3.0 HISTORICAL OUTLINE

The following historical outline has been summarised from the *East Darling Harbour History* provided by Sydney Harbour Foreshore Authority. For a more detailed development history of the East Darling Harbour including the historical maps and images refer to Attachment A of this report.

Aboriginal History

East Darling Harbour was part of the Cadigal territory, Coodye and the area was used for fishing, hunting and gathering shellfish evident in the former large shell middens just to the south of the site, which gave Cockle Bay its name. The large shell middens and numerous rock engravings close to East Darling Harbour indicate a lengthy indigenous occupation most probably since the settling of sea levels around 6000 years ago. Soon after the arrival of the First Fleet, the Cadigal people and other local clans were decimated by a smallpox epidemic, to which they had no immunity. However some people survived and continued to occupy the area.

The Indigenous people continued to use the land around East Darling Harbour at least until the 1830s, four decades after the arrival of the First Fleet and despite the smallpox epidemic. This was evident when archaeological excavations of the Moore's Wharf site revealed a campsite in 1980.

Early European Development

Due to the steep terrain and lack of easy land access Millers Point and East Darling Harbour did not develop as quickly as the nearby Sydney Cove and The Rocks. The area remained fairly quiet and undisturbed for the first few decades of European occupation in the area.

By the 1820s Millers Point had started to develop with a few cottages and windmills scattered around. The early maps show the north end of the subject site as "Cockle Bay Point", probably the first European name given to the area. A trail runs from Dawes Point Battery along the shoreline to Cockle Bay which would eventually become Kent Street and Lower Fort Street. Quarrying was active at the time and eventually changed the landscape of the area dramatically. The Military hospital, in close proximity to Fort Phillip had been constructed by this date. Fort Phillip in association with Dawes Point Battery and the later Garrison Church (1840) indicate the importance of the Military in the area's early history.

The whaling and sealing industries were in full swing in the early decades of the 19th century and the black hulled ships were a common sight moored off Millers Point. Combined with the rise of the wool industry, the demand for wharves and docks began to grow. In the early decades Millers Point was mainly used as moorage, a standing-off point for ships waiting to

load or unload their cargoes at the wharves in Sydney Cove and the newly named Darling Harbour.

Evidence of a small wharf or jetty around the middle of the subject site could be seen on the 1828 *Map of the City of Sydney* (detail) that shows part of Millers Point. The map also depicts a few more streets, including what would be later, the appropriately named Windmill Street. The northern end of the Kent Street is also shown running to Walsh Bay and the first small jetty there. It is evident on this map that development was encroaching from the south and east. By the 1830s, forty years after settlement there was still no direct route to Millers Point. At one stage the area's landscape was dominated by quarries surrounding Fort Phillip frequently referred to as "the Quarries".

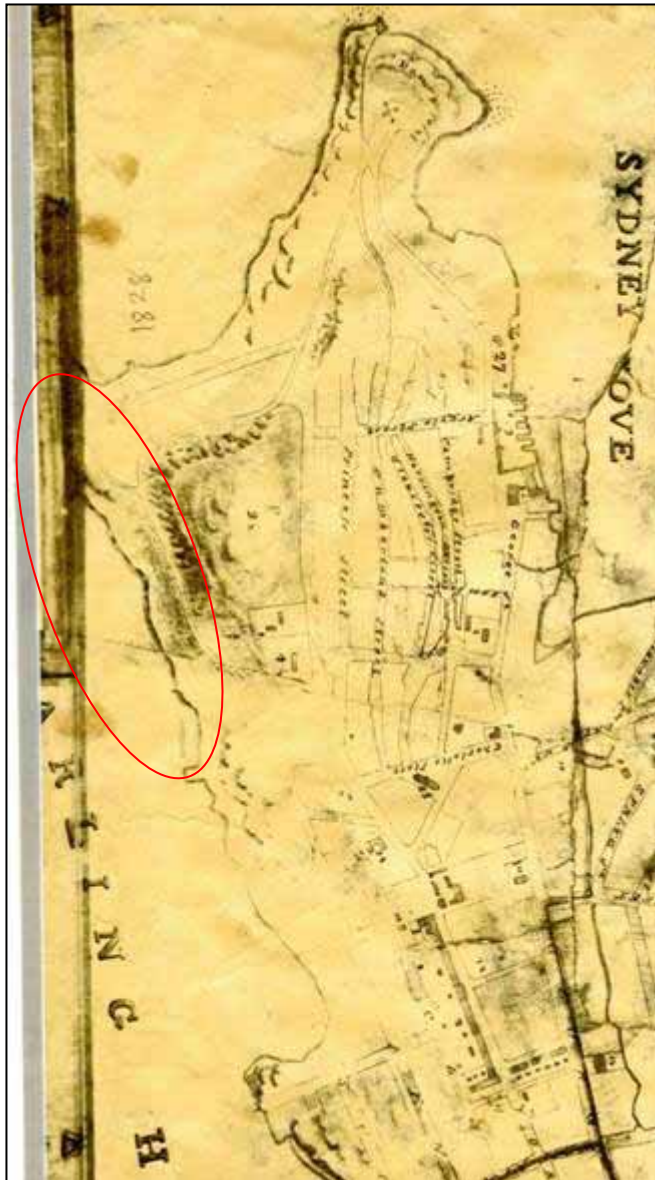


Figure 24: 1828 *Map of the City of Sydney*, Sydney Harbour Foreshore Authority Historic Maps & Plans Collection

Nineteenth Century Maritime Industry

The 1831 *Map of the Town of Sydney* shows the intention of extending Sussex and Margaret Streets at the southern end of the subject site. This indicates the early planning of land reclamation and straightening the shoreline to facilitate shipping. The maritime industry and its demands came to be the largest influence on the evolution of Millers Point. The first wharf in the area was built at Walsh Bay near Dawes Point in the 1820s. The access to Walsh Bay was more convenient than East Darling Harbour and therefore the shipping facilities were constructed there first.



Figure 25: 1831 Map of the Town of Sydney, Ashton & Waterson 2000 Sydney Takes Shape

By the 1830s there were several wharves at Walsh Bay, and south of the subject site. Darling Harbour's wharfage facilities grew in response to the relocation of the markets there by Governor Macquarie. The industrial revolution in Australia also began at the very southern end of Darling Harbour with the establishment of Dickson's Steam Engine in 1813, followed by Barker's Steam Mill in 1827. Industries such as these also stimulated the building of waterfront facilities. Recreation amenities were built just south of the subject site in the 1830s.

The 1836 *Map of the Town of Sydney* shows the first named wharf on the subject site 'Bettington Wharf' together with a few buildings scattered along the roads and tracks. The subject site was still relatively untouched, but this was about to change dramatically.

The early 1840s saw Millers Point developed into a village of pubs as a result of considerable increase in Sydney's population. The pubs were important to the local people as a social

gathering place, and as a source of accommodation for immigrants to the country. They would become important meeting places to discuss industrial relations matters in later years.

In the early decades of the settlement those with money built grand homes on the more salubrious positions around The Rocks and Millers Point. They were usually constructed of sandstone on the higher ridges, taking advantage of the views and the breezes, and distancing themselves from the drainage problems plaguing their less well off neighbours. Some of these houses still exist, such as Clyde Bank on Lower Fort Street and Darling House on Trinity Avenue. The sandstone used in the construction of these and other local buildings came, most likely, from the quarries that were busily cutting down the sides of Flagstaff Hill and from the Argyle Cut. The 'cutting down' of Millers Point for building lots, maritime facilities and roads continued well into the 20th Century and it has radically altered the original topography of the area.

Another facet of the history of Millers Point is the increasing need for warehousing and storage facilities over the years in response to changing shipping. This brought together many changes in the ownership of land titles in the 1950s, at the time of the Gold Rush. Wool began to replace the products of the earlier industries to be exported from Sydney. The whaling and sealing industries were becoming unsustainable through over fishing and gas had begun to replace whale oil as a lighting fuel.

The Australian Gas Light Company was formed in the late 1830s and purchased land at East Darling Harbour. In 1841 over 600 private gaslights had been installed in Sydney and the first public demonstration occurred on nearby Church Hill. The gas works were operating by 1843. The works also included the construction of wharves to receive the vast quantities of coal needed to produce the gas. It provided employment for numerous men, on the wharves and inside the gas works. Coal was removed from the holds of ships manually, a dirty arduous job that required a sizeable workforce. This workforce had to be available locally and this required the provision of housing for the workers.

In the 1840s a worldwide economic depression hit and many joint stock companies went bankrupt, but the Gas Light Company was still doing well. Perhaps because of this, the slowing of growth experienced in the rest of Sydney does not seem to have affected Millers Point. The 1843 *Map of the City of Sydney* and images from around that time show a village that is starting to take off. It also appears that land reclamation had occurred just to the south of the point. The new Hunter River Wharf is marked on the map, just beside the new Gas Works. Another development that brought people and small business to the area was the establishment of the ferry service between Balmain and Millers Point.

The formation of Australia's first steamship company, Hunter River Steamship Navigation Company, in 1840 at Margaret Street in East Darling Harbour and the progress of others like Towns Wharf and Moore's Wharf helped the village to grow. The Company started a service to Moreton Bay in 1842, and at that time they were the only company running a steamship service between Sydney and Melbourne. Robert Towns was heavily involved with the trade between the colony and Asia, especially China and India. He speculated in almost every product the South Seas had to offer. By the mid 1840s he was importing coolie labour from China and exporting colony bred horses to India.

The construction of a direct route to Millers Point from The Rocks assisted development. The Argyle Cut was begun in 1843 by convict labour to provide a transport link between The Rocks and Darling Harbour. The Cut was an important transport route until the building of Hickson Road in the 20th Century.

Trade and Wharf Development

After the depression ended in 1845, the price of wool rose steeply and combined with the Gold Rush had a large effect on development in Millers Point. Wharf development around the shoreline increased until there were facilities from Dawes Point down to Darling Harbour by the mid 1850s. Some of the companies included Town's, the Australian Agricultural Company, Cuthbert's shipyard and P & O. The newly named Australasian Steamship Navigation Company expanded their holdings and their routes from the original ones serviced when they were the Hunter River Steamship Navigation Company. All of these shipping facilities required a labour force that was locally available. Dwellings were built along the edges of the wharves to house these labourers and their families, but much of the work was seasonal.



Figure 26: 1855 Smith & Gardiner's *Map of the City of Sydney (Detail)*. Sydney Harbour Foreshore Authority Historic Maps & Plans Collection

The Gold Rushes had a profound effect on the colony, the population almost doubled and the price of labour increased. However, it also caused labour problems, which were the initial beginnings of the labour movements. This would help to shape the character of the community of Millers Point in later years. Despite the initial chaos caused by the Gold Rush, it brought unprecedented growth and economic expansion, especially to shipping industries. Business boomed in Millers Point. Much of the gold discovered in the colony was transported from the wharves in the area. The flood of immigrants coming in and the exports of gold and wool going the other way coincided with a revolution in transport and communications. Steamship and the telegraph meant that travel was faster and safer than ever before. This change in technology also meant that wharfage facilities would have to be enlarged to accept the larger steamships later in the nineteenth century, and dramatically altered again in the twentieth century with the advent of much larger ships and containerisation of cargoes.

In the 1860s, Millers Point was at its prime as a residential neighbourhood. It was still a largely self-sustaining community with 58 per cent of those with a stated occupation working in jobs connected with the waterfront. Many others were employed in service roles supporting them.

The reclamation of land had been underway for years by the 1860s, and the narrow neck of the Point was expanded. The merchants there, mainly Henry Moore and Robert Towns, smoothed the irregular shape of Walsh Bay out, and Cuthbert and Smith filled the southern side of the Point with parallel wharves and short jetties. The original shoreline was wiped out by the end of the 1860s, with the jetties and wharves stretching from Dawes Point to Darling Harbour.

From the 1870s wool began to be the dominant export cargo and more warehouse space was needed in Millers Point. The land was becoming too valuable to support other industries and Cuthbert's Shipyard was one of the first to go. In 1868 there were at least 16 major wharves operating around Millers Point, by 1875 the foreshore was said to be 'entirely occupied' by wharves, stores and commercial premises. Many of the wharves were rebuilt and enlarged. The older wharves like Towns and Moore's were dwarfed by their new neighbours like Dalgety's who had a 340ft (103.6m) long jetty.

The introduction of hydraulic power was welcomed on the waterfront and was quickly exploited. It meant that much larger loads could be shifted in a much shorter time, and that meant more storage facilities were required. This increasing pressure saw the loss of many of the smaller but vital local services like the wood and coal merchants and the shipyards. The loss of the skilled artisans from the shipbuilding industries had a significant local effect of Millers Point, as the diversity of the local workforce was reduced. Balmain was one of the suburbs that benefited from this influx of skilled tradesmen who were pushed out into the

suburbs. The wealthy locals were also deserting the area. Many of the fine old houses were turned into boarding houses, or demolished to make way for stores.

The wharfage facilities surrounded the peninsula and those who lived nearby were mainly employed working on the waterfront or in supporting industries. It became more difficult to define if some places were Millers Point, or The Rocks; streets like Princes Street blurred the boundaries and men worked anywhere they could find it. Families moved between the two places, sometimes in Millers Point, sometimes in The Rocks. It was not until the building of the Sydney Harbour Bridge in the 1920s that the separation of Millers Point and The Rocks occurred again.

Resumptions and the Sydney Harbour Trust

In the late nineteenth century Millers Point was still a relatively fine location for the working classes to live. Although there were sewage and drainage problems, water supply problems and roads that were inadequate for the heavy traffic they carried, Millers Point compared favourable with The Rocks, Darling Harbour, Pyrmont and other waterside suburbs. There were serious concerns and warnings about the control of overseas shipping and the wharves, which would be realised when the bubonic plague broke out in Millers Point in 1900. The area from Darling Harbour to Kent Street and along the foreshore to Millers Point, Walsh Bay and a large section of The Rocks were fenced with the residents left inside. The direct effect on the East Darling Harbour site was that the wharves were subject to inspection, and demolition.

Despite the fact that only 3 people died in The Rocks and Millers Point, the Bubonic Plague outbreak was used as an excuse to buy up the harbour foreshores, stretching from Woolloomooloo to Pyrmont. The Resumptions covered a large area but the infrastructure for administering it was not in place. Whilst the resumptions were done in response to the plague it was obvious that the Government had other agendas in mind. One was the construction of a Bridge to the North Shore; another was the upgrading of the shipping facilities to more modern standards. Government ownership of the Ports was not a new idea; there was agitation for control previous to the plague.

The Sydney Harbour Trust was formed to administer the shipping and bring the facilities in line with world standards; the Trust was also to be in control of the housing in the Resumption area, making it a landlord. To begin with the Trust had control of buildings immediately behind the wharves, 152 properties in all. The task of the Trust was to rebuild the Port of Sydney and it had the powers to demolish housing to facilitate the wharf construction. Eventually streets disappeared for new wharves and facilities as the cliff was cut down to form Hickson Road.

By 1908 there was more work available in Millers Point than ever before, the Trust employed a large workforce on its jobs. There was also a tramway being built and the wharves were still

operating, but there had been many more demolitions of the housing stock. The 'Gipps Ward Progress Association' was formed in that year and they put pressure on the Government to provide working class housing. The Trust finally started building 22 flats in Dalgety Terrace in response to this. In 1909, they finally admitted as policy to provide housing for waterside workers, although they continued to argue that the land was much too valuable for this use. In 1912, the State Housing Board was set up and between 1908 and 1915 the bulk of Millers Point's new housing stock was constructed. This included 72 flats in High Street, 12 houses in Munn Street and shops flats and a restaurant on the corner of Kent and Argyle Streets.

The first major work to be completed was the new Dalgety's wharf on the point itself. Bond stores and warehouses soon followed and in 1909 the major work of constructing Hickson Road began. The cliff had to be cut down to wharf level, and at the end this proved advantageous because it meant that bridges could be constructed over it to the higher streets above providing twice as much access to the two storey wharves. Hickson Road was not just constructed to provide shoreline access to the wharves, but it was to extend to Darling Harbour connecting to the railhead there. It would also provide access, via Pyrmont Bridge, to the warehouses and wharves on the Pyrmont Peninsula. The road was built particularly wide because the original intention was to construct a railway line to Millers Point along the road.

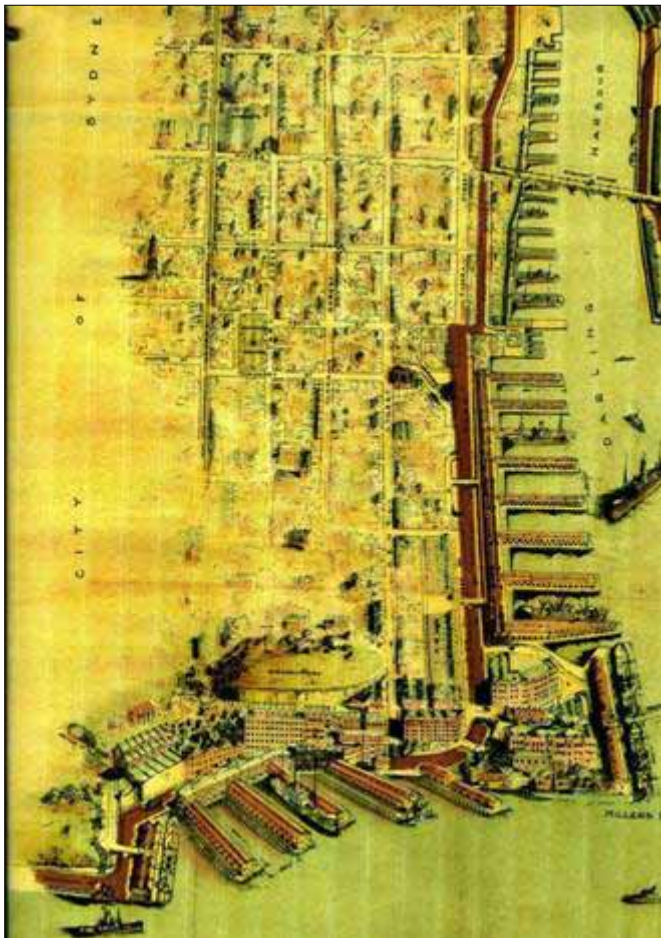


Figure 27: Sydney Harbour Trust 1912
Bird's Eye View (Detail)

By the end of the 1930s, besides Dalgety's, over ten new wharves had been constructed on the subject site. A standard modular timber design was developed for the wharves, wharf sheds and shore sheds so that they could easily be adapted to the requirements of individual sites. The wharves were constructed of turpentine piles spaced on a 10ft grid. The wharf sheds (typically two-storey) were of simple post and beam construction. Ventilation and clerestory lighting were features of the wharf shed roof, which was galvanised iron or asbestos cement. Overpass Bridges above Hickson Road gave access to the upper levels of each shore shed. Hickson Road, which was quarried from the sandstone cliffs, gives sea level access.

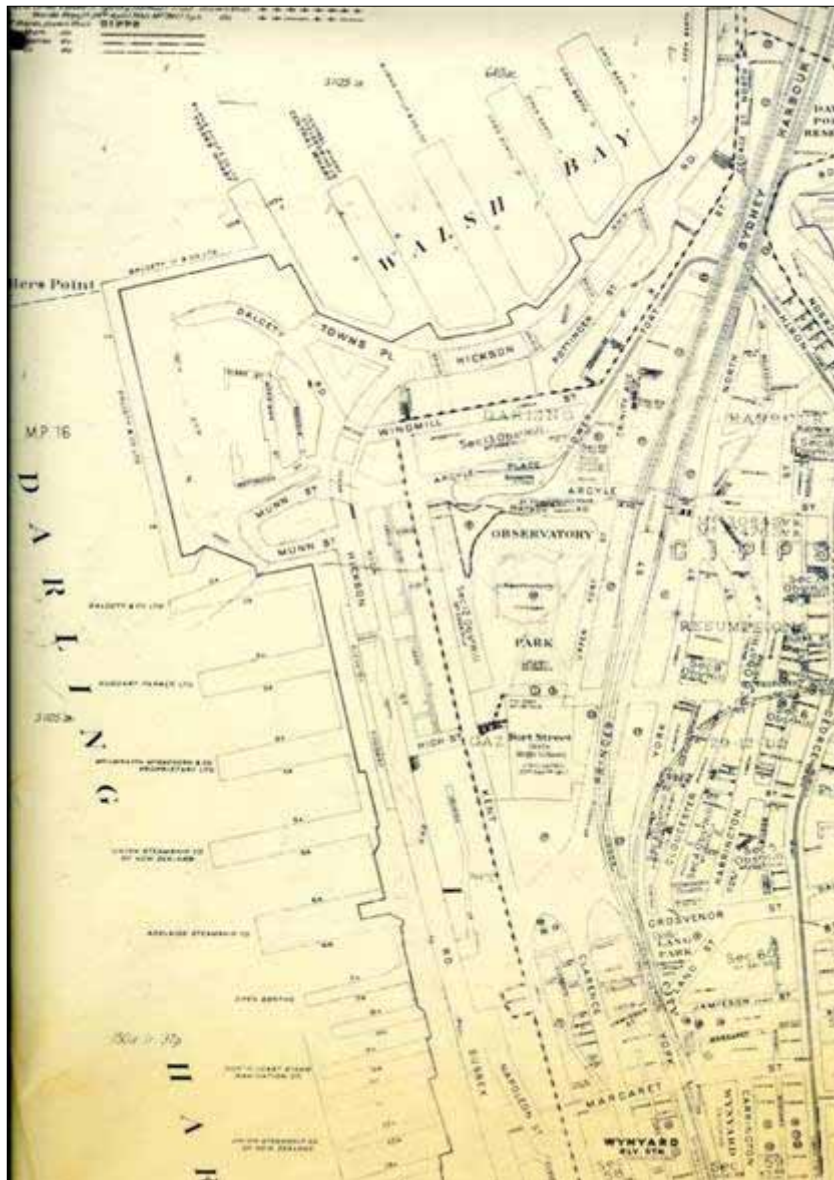


Figure 28: 1930 *Parish of Saint Phillips (Detail)*



Figure 29: *Darling Harbour from Signal Hill, GPO 1 – 16641, Mitchell Library Picman (no date).*

Image shows how far the wharfs and ships extended into the harbour.



Figure 30: *Hickson Road behind Jetties 2 to 4B, Darling Harbour, c.1917, GPO 1 – 21155, Mitchell Library Picman.*

The image shows the scale of the buildings along the western side of Hickson Road compared to the High Street terraces and cutting. The bridge from High Street to the wharves is also visible.

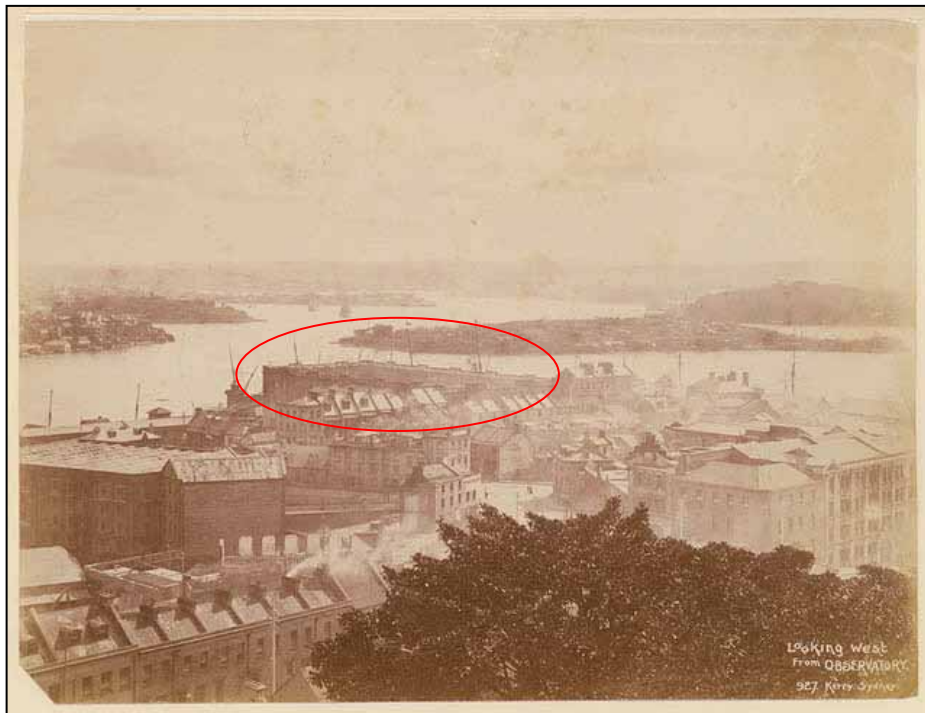


Figure 31: Looking west from [Sydney] Observatory, Kerry & Co., undated [ca. 1905-1910], Mitchell Library Picman Original : SPF/924

This image shows the size of the structures located adjacent to the Millers Point headland.



Figure 32: (MM) Looking north over Millers Point & Lavender Bay, c.1930s, Mitchell Library Picman GPO 1 – 07187.

This image shows the intensity and scale of development around the northern portion of the subject site and along Hickson Road. Munn Street (circle) and the since demolished warehouse at the rear of the Dalgety Bond Store is also visible in this image.



Figure 33: (MM) Looking south east over Walsh Bay to City, c.1930s, Mitchell Library Picman GPO 1 – 07338

This image also shows the extent of wharf development across the East Darling Harbour Site and the large scale of wharf building in comparison to the structures of Millers Point.

The Wharves were leased to various shipping companies; the smaller wharves closer to Erskine St were open berths or leased to coastal traders. 'Deep sea' shipping used the larger wharves on the north of the site. As impressive as these new wharves were, they did not provide the necessities for people working on them. There were no water taps, toilets or other bathroom facilities provided. The smaller wharves started to become redundant as rail and road transport took over from coastal shipping. After the establishment of the Maritime Services Board in 1936 these passed out of private leasing to Government control. By the late 1960s the southern end of the subject site had been transformed into a concrete platform to service container ships. The northern end of the subject site was to undergo this transformation in the 1970s.

The city had developed since the large concrete apron was built in the 1970s. The railway goods lines and warehouses had been removed from Darling Harbour and it was redeveloped into an entertainment and tourist precinct in 1988. The industrial heart of the city moved from the areas around Darling Harbour and Pyrmont, which also underwent a transformation to a residential precinct. The industries in the area now are 'clean' industries requiring knowledge, not machinery, such as telecommunication industries. East Darling Harbour became very difficult for road transport to access; trucks have major problems negotiating the busy city

streets. The waterfront at East Darling Harbour has changed over the years to reflect the change in technology. In response to these changes warehousing became much larger and without separate floors as containers could be stacked on one another resulting in the redundancy of long finger wharves. The change in the goods coming through the wharves also required a change in wharfage facilities. Large open spaces began to be required for the storage of large amounts of vehicles that are imported into the country before they are trucked to their various destinations. The development of Port Botany in 1979 and the increasing land value of the areas close to the CBD have seen large companies, such as Patrick, move their operations away from the area. Today there is a large concrete apron with several large warehouses on the site, and the Spirit of Tasmania passenger terminal. All were constructed in the later stages of the 20th century.

4.0 ASSESSMENT OF SIGNIFICANCE

4.1 ASSESSMENT CRITERIA

The following assessment of significance has been conducted in accordance with the NSW Heritage Assessment criteria endorsed by the NSW Heritage Council ('Assessing Heritage Significance', *NSW Heritage Manual*). The significance of individual items is discussed in section 6.3 of this report.

a) *An item is important in the course, or pattern, of the local area's cultural or natural history*

- The East Darling Harbour site consists of a long straight concrete platform constructed upon reclaimed land in the 1960s and 1970s. The most extensive changes to the site occurred during the early stages of the twentieth century when the Sydney Harbour Trust converted resumed foreshore lands into modern wharf facilities. Historically the site demonstrates the reclamation of the harbour foreshore and manipulation of the environment to facilitate shipping and other maritime industrial activities and has been associated with maritime industry since the early nineteenth century. However, the extant fabric on the site demonstrates only the most recent phase of development and use.
- The East Darling Harbour site associated with several social historical events involving working life, health and living standards of the area's population since the 1890s. These events include the Great Maritime Strike in 1890; several strikes held by the Sydney Wharf Labourer's Union formed by the waterside workers in 1972; and the bubonic plague of 1900 that would see the peninsula of The Rocks and Millers Point changed forever to name a few.
- The site was once socially and physically connected to the working class residential areas of Millers Point which provided labour for the wharf operations during the nineteenth and early twentieth centuries. The change in shipping technologies removed the requirement

for a strong local labour force and hence the fabric on site does not reflect the former connection between the wharves and the residential areas.

b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history

- The site has been associated with many people and companies over time such as Robert Towns, Joseph and Henry Moore, and Patrick. Of those associations, the site currently only demonstrates an association with the Patrick Corporation.

c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area

- The site consists of concrete wharfs, warehouses and various administrative buildings constructed in the later stages of the 20th Century. The site and structures either individually or collectively do not demonstrate a high degree of creative or technical achievement.

d) an item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons

- The subject site together, with Millers Point and The Rocks, was the site and focus of the political events which evolved into Labour movements helping to shape the Millers Point community.

e) an item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history

- The current concrete platform was transformed into concrete wharf in the late 1960s and the 1970s disturbing the finger wharfs that were in existence on the site. The East Darling Harbour site, beside Dalgety's wharf, featured over ten wharfs by the end of 1930s in a standard modular timber design. These wharfs were constructed of turpentine piles. It is not evident if or how much of the wharf structures survive to date but the Archaeological Management Plan of the Rocks and Millers Point prepared by the DPWS assesses the subject site as a mostly and partially disturbed in regard to its archaeological potential. Thus the site has potential archaeological significance.

f) an item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history

- The site is one of many wharfs throughout Sydney Harbour. While most have been adapted they have retained the potential to interpret former uses. The subject site is not considered to demonstrate significantly rare cultural values.

- g) *an item is important in demonstrating the principal characteristics of a class of the local area's***
- ***cultural or natural places; or***
 - ***cultural or natural environments***
- The subject site is historically representative of mid to late twentieth century maritime activities and port facilities.

4.2 STATEMENT OF SIGNIFICANCE

The East Darling Harbour site consists of a long straight concrete platform constructed upon reclaimed land in the 1960s and 1970s. The most extensive changes to the site occurred during the early stages of the twentieth century when the Sydney Harbour Trust converted resumed foreshore lands into modern wharf facilities. Historically the site demonstrates the reclamation of the harbour foreshore and manipulation of the environment to facilitate shipping and other maritime industrial activities and has been associated with maritime industry since the early nineteenth century. However, the extant fabric on the site demonstrates only the most recent phase of development and use.

The site was once socially and physically connected to the working class residential areas of Millers Point which provided labour for the wharf operations during the nineteenth and twentieth centuries, although the fabric of the site no longer reflects the historical phase in which this connection existed.

The site is associated with several social events of historic significance including the Great Maritime Strike in 1890; several strikes held by the Sydney Wharf Labourer's Union formed by the waterside workers in 1972; and the bubonic plague of 1900 that ultimately caused the resumption and redevelopment of the waterfront and surrounding residential areas.

The site has potential archaeological significance although it is not evident how much of the early finger wharves and seawalls survive below the existing concrete wharves but the Archaeological Management Plan of the Rocks and Millers Point prepared by the DPWS assesses the subject site as "mostly and partially disturbed" in regard to its archaeological potential.

5.0 THE PROPOSAL

The East Darling Harbour Concept Plan proposal is for the redevelopment of the existing wharf site for a variety of uses. The proposal includes:

- Public parklands along the western and northern portions of the site incorporating walkways and water features and comprising more than 50% of the site;

- A mix of commercial, residential and public use buildings along the eastern portion of the site. Buildings are to be various heights stepping down from 44 approximately stories at the southern end to 4 stories at the northern end. A street wall height is to be defined along Hickson Road;
- A new main street (Globe Street) running north south and separating the parklands from the built forms;
- New east west streets connecting the site with the adjacent street and pedestrian networks;
- Pedestrian bridges from High Street, Jenkins Street and Napoleon Street;
- Passenger ship terminal at the southern end of the site;
- Public art;
- Demolition of all buildings on site except for the Moores Wharf building, the Dalgety Bond Store and the Ports Control Tower;
- Partial demolition and alteration to the existing wharf structures and seawalls.

6.0 ASSESSMENT OF HERITAGE IMPACT

6.1 THE CONCEPT PROPOSAL

The EDH concept plan will enhance and interpret the historic associations of the place and respect the curtilage of individual places of heritage significance that are in the vicinity of the site. The plan introduces public access to the site and the foreshore. Views to the site are improved with the removal of the existing warehouse structures and the appreciation of the Millers Point headland cutting will be increased by establishing immediate views from the proposed parklands. The introduced form and topography of the parklands also interprets the original Millers Point landscape. The new road and pedestrian path network connects into the existing street pattern extending and interpreting the planned and lost street alignments. Access into the site is also re-established through the Munn Street closure and the High Street pedestrian bridge. Public art concepts will interpret the important historic, cultural and environmental associations with the site including uses, structures and the relationship between the built form and the environment. There is further opportunity for the interpretation of the site's historic associations through the implementation of an interpretation plan.

The concept proposal has the potential for heritage impact due to the demolition of identified heritage items on the site and obscuring significant views.

As a whole, the EDH site does not demonstrate significant values worthy of conservation, although it does feature some individually significant structures and the potential for significant archaeological deposits. The existing form and built fabric of the site does not demonstrate the historic uses of the place or the evolution of the uses and the continuing morphology of the landscape and the built forms. There may be the potential for subsurface


archaeological remains below the existing wharfs which demonstrate significant values. The site does have an historic association with the maritime and shipping industries however it is only the most recent phase of use that is evident in the above ground physical fabric of the subject site. Therefore there are no historic values evident in the extant fabric of the site which warrant conservation except for those elements that may become evident through further investigation and excavation works.

The extant warehouses on the site are not considered to be aesthetically or technically significant structures. Many other examples from the mid to late 20th century are extant in the Sydney region, particularly throughout the Waterloo and Alexandria areas to the south of the city.

6.2 HERITAGE ITEMS PLAN




6.3 ITEMS ON THE EDH SITE

Name and Address	MWS & DB Substation (Sewage Pumping Station No.14) at 1A Dalgety Road (also 61 Hickson Road)
Plan/Map Reference	1
Image	
Listing	Sydney LEP 2005 Sydney Water Section 170 Heritage Register Sydney Ports Section 170 Heritage Register
Category/Type	Built
References	http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=2450081 http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=4571710
Significance	<p><i>"The MWS & DB Substation SPS 14 is physical evidence of the development of "modern" services in the early twentieth century, being among the original group of twenty low level sewage pumping stations constructed to serve the Bondi Ocean Outfall Sewer. The wharf area has been redeveloped in recent years and the substation is significant as it is now the only remaining evidence of the early 20th century development. It is a representative example of a well proportioned, small scale Federation industrial building in the Queen Anne style. The building is significant as an operating station in continuous use since 1904 and is one of two of its type in this style remaining in the city (the other is located in Sussex Street)." (City of Sydney)</i></p> <p><i>"SP0014 Millers Point is of historic, aesthetic and technical/research significance. Historically it was one of an original group of twenty low</i></p>


	<p><i>level sewage pumping stations constructed at the end of the 19th century to serve Sydney. The station along with the construction of the Bondi Ocean Outfall Sewer (ten years earlier) formed a part of the major advance in the protection of the public health of Sydney by ending the discharge of sewage into the Harbour. They were built as a direct response to the outbreaks of Enteric Fever (Typhoid) which plagued Sydney from the 1870s to 1890s and the recommendations of the Sydney City and Suburban Health Board (which was established by the NSW Government in 1875 to report on the best means of sewage disposal) which proposed the establishment of outfall sewers. Aesthetically it is a good example of a small scale industrial building designed in the Federation Queen Anne style. In its surviving fabric SP0014 reflects the importance of Federation Period public utilities, which is evident in the technical excellence of the overall design, traditional construction techniques and craftsmanship such as the stone dressings and tuckpointed brickwork. The pumping station is technically significant for its continuous use nearly a century after its introduction as a low level sewage pumping station as originally designed and constructed, apart from mechanical and electrical modifications. It has educational and interpretation potential to reveal information about sewage pumping engineering and in architectural taste in a period when utilitarian buildings were given as much careful attention as public buildings.” (Sydney Water)</i></p>
Proposal	<p>The concept plan proposes to demolish or bury the structure. Demolition is required because a park is to be located in the area around the structure. The topography of the park is to be varied with a large mound encompassing the area around the Heritage Item raising the surface level above the Item.</p>
Impact	<p>There is some detrimental impact from the demolition or burial of the structure. The ability to interpret the technical significance of the place as a part of the Bondi Sewer Outfall system is able to be demonstrated, interpreted and consequently appreciated through other actions in more appropriate locations. This structure is not the defining element of the reformed sewer system and without introduced information the cultural value of the place is not apparent. While the building is a reasonably well handled example of this type of building incorporating typical details popular architectural styles of the time it is not an excellent example of the Queen Anne style of architecture.</p> <p>Therefore the loss of heritage value is considered to be minor and acceptable as the associated cultural values may still be appreciated</p>

	<p>through more appropriate actions in more evocative locations and that better examples of the Queen Anne style of architecture exist elsewhere.</p> <p>There is considered to be some potential for the relocation and adaptive reuse of the structure on the EDH site.</p>
Recommendation	<ul style="list-style-type: none"> • The structure is subject to an archival recording prior to its demolition. • Investigate the potential for relocation and adaptation of the structure on the EDH site • As the technical and historical significance is only associated with the larger sewer network this is not considered to be the most appropriate site for interpretation.

Name	The Moores Wharf Building on Towns Place and Dalgety Street
Plan/Map Reference	2
Image	
Listing	<p>NSW Maritime Authority Section 170 Heritage Register</p> <p>Sydney Ports Section 170 Heritage Register</p>
Reference	http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=4920015
Category/Type	Built
Significance	<p><i>“One of the oldest surviving quayside warehouses that represents the last physical reminder of its illustrious builder and owner, Captain Robert Towns. The warehouse group is a disarmingly simple Colonial building that acts as a perfect complement to the Georgian terrace houses opposite and is an important element in the remaining early waterfront character of the Rocks area. Built 1830s. (RNE 1998)</i></p> <p><i>Physical Description: A group of 3 storey sandstone walled waterfront</i></p>


	<p><i>warehouses built by Captain Robert Towns in stages from the early 1830s to late 1840s of simple pitched roof form, sheeted with corrugated iron, the hoist beams contained within small gables central to each bay. The original north-west bay is separated by a dividing wall and parapet and was built on the northern extremity of Millers Point shoreline at a site known as Jones Wharf. The later additions follow an interesting angled plan, repeating the curve of the once adjacent small shore wharf. (D.Sheedy 1976)</i></p> <p><i>History: A group of 3 storey sandstone walled waterfront warehouses built by Captain Robert Towns in stages from the early 1830s to late 1840s. Captain Towns commanded emigrant ships to Australia in the 1820s, building up a fast fleet of clippers and his ship "The Brothers" was the first to carry a full cargo of wool to England. He married the sister of the late WC Wentworth in 1833 and about this time began establishing himself in Sydney. By 1842 his firm was fully established at Millers Point and in 1844 he entered the whaling industry and Pacific and China cargo trades. He later did much to open up North Queensland and the city of Townsville was named in his honour. "Bobby" Towns as he became affectionately known, rose from humble beginnings as a boy on an English collier to become a leading figure in Australian Maritime and Pastoral industries. Other stores he built in late Victorian times have been demolished but his simple shore base fortunately remains in good condition. (D.Sheedy 1976)</i></p> <p><i>Building relocated in c1981. The building was moved stone by stone to its new position at the western end of Walsh Bay overlooking the new wharf area, it was then internally refurbished for customs and delivery officers and amenities for port workers. (Anglin1990:1048)"</i></p>
Proposal	<p>It is proposed to retain the existing building and adaptively reuse. Port Security to continue their use of the building and the proposed parklands adjacent to the site will provide improved public access to the building. In the vicinity of this building the concept plan proposes grassed parkland areas to the south west and west with walkways and plantings.</p>
Impact	<p>The significance of the place has been largely compromised through the relocation of the building although its historic and aesthetic values are still able to be interpreted through the external form and original materials. The current adaptive reuse of the building aptly demonstrates its potential for adaptive reuse as part of the EDH project.</p>

	<p>The continued use of the structure by Port Security will maintain a working relationship between the subject site and the Harbour.</p> <p>As the building is to be retained and adaptively reused, there is considered to be no detrimental heritage impact from the concept proposal. As the building has been relocated the surrounding curtilage is not considered significant, therefore the proposal for the curtilage of the building is appropriate provided it does not adversely obscure or damage the building or inhibit the viability of the adaptive reuse.</p> <p>Potential for detrimental impact may arise from the construction of new built forms which obscure the building. The area surrounding the building will predominantly feature parklands which will have no detrimental impact on the place.</p> <p>Physical works to the building also have the potential to negatively impact on the place however these impacts may be mitigated through the preparation and adoption of appropriate conservation strategies.</p>
Recommendation	<ul style="list-style-type: none"> Guidelines for the adaptive reuse of the building are to be formulated and implemented in association with any development application for the building. This should be done through the preparation and adoption of a Conservation Management Strategy. The CMS should suggest appropriate uses, particularly uses related to harbour activities in addition to current use as ports security administration.


Name	Dalgety's Bond Stores Group of Buildings Munn Street, Millers Point or Munn Street Bond Stores (at 6-20 Munn Street, Millers Point, also 25 Hickson Road)
Plan/Map Reference	7
Image	
Listing	State Heritage Register No. 526 NSW Maritime Authority Section 170 Heritage Register Sydney LEP 2005
Reference	http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5051348 http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=4920012
Category/Type	Built – warehouse
Significance	<p><i>"The Munn Street former warehouse complex is important as a townscape feature in this area of dramatic topography. Its different building forms and shapes display a progression of functional architectural style, reflecting the difficulties of building on this contorted terrain. It also demonstrates the redevelopment and change of the area associated with civil works that followed the bubonic plague of 1901. It perpetuates the memory of Dalgety & Co, one of Australia's largest mercantile companies, and maintains a historic link with the maritime activities of Millers Point. The internal structure and mechanical features provide additional scientific significance. (Godden Mackay Pty Ltd 1996:1147)</i></p> <p><i>Physical Description: The former Dalgety's Bond Stores were originally</i></p>

	<p>a complex of three warehouse components, known as Dalgety's Bond A, B and C. Only blocks A and C survive. Surviving features of Block B include sawn stonework , beam corbels and flashing grooves provide evidence of its attachment to the surviving buildings. Block A is an irregular gable roofed sandstone structure. Block C is a brick building almost rectangular in plan with a parapeted sawtooth south-light roof. The two buildings adjoin. To the north, facing Munn Reserve (formerly Munn Street) at the Argyle Street bridge , Blocks A and C are 2 and 1 storey in height respectively. To the south and west, however, the steep fall of the site reveals three more storeys below, addressing Hickson Road and the carpark adjacent to the wharf. In the refurbished interiors much original fabric has been kept including the heavy posts, beams and roof trusses of Block A, and the remarkable trussed girders and roof trusses of Block C. (Godden Mackay Pty Ltd 1996:1147)</p> <p>The group consists of two complimentary warehouse buildings fronting onto what is now the Munn Reserve. They both feature free classical facades but illustrate two distinct phases in warehouse construction - one incorporating a timber structure, the other steel. The original detailing is largely in tact , both internally and externally. Contains an hydraulic pump and lift structure which is given an "A" class listing by the National Trust's IEA Committee. The bale lifts and overhead crane were fabricated by Babcock & Wilcox. (Anglin 1990:1042)</p> <p>The former Dalgety's Bond Store is a good example of an early stone warehouse, which if retained will maintain a link with the early commercial character of the area, once the hub of Sydney's shipping activity. (M.Stapleton 1978)</p> <p>Historical Notes: Shipbuilding had taken place in Munn's yard since the 1820s. John Cuthbert, a prominent boat builder, took over the yard in 1853 and it became one of the major shipyards in Sydney. During the 1870s the nature of the area changed as wool export became more significant and required an ever-increasing amount of storage space. It is likely that both buildings were built by Cuthbert. An 1870s Plan of Sydney shows the site as Dibb's wharf with two bonded stores (Block A and B). The creation of Hickson Road by the Sydney Harbour Trust facilitated the erection of Block C in 1908. Its steel sawtooth roof was added in 1953. Dalgety & Co leased the entire site from the Sydney Harbour Trust from about 1913 until 1969. Dalgety's mercantile agency became one of the biggest firms of its kind and this block came to</p>
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	<i>represent their prestige on the Sydney waterfront. An existing plan from 1949 shows the three stores and the way in which they were accommodated to the shape of the site. Store B was demolished between 1970 and 1978. With the removal of the western end of Munn Street in the 1970s, the complex acquired new visibility, and has more recently been adapted to new uses. (Godden Mackay Pty Ltd 1990:1147)”</i>
Proposal	The item is not located on the EDH site however no works are proposed to the building as part of the Concept Plan. Development in the vicinity of the item includes two and eight storey buildings immediately to the west, the reformed Munn Street on its former alignment to the south and a six storey building across Munn Street. The adjacent gatehouse and the car park will be altered as part of the EDH proposal.
Impact	<p>The building has been heavily modified over time and has most recently been fitout for a commercial office use with substantial alterations to the exterior as well as the interior. Although this structure is located within the EDH boundary no change is proposed and it is envisaged that the current use will continue. The proposal will reform Munn Street with associated landscaping in its historic location and may pass through the existing Bond Store car park. This car park is used by Bond Store tenants but is not original and is not a heritage item. Any change to the car park will have no adverse impact although the site may have archaeological potential related to the former road. Archaeological issues are addressed below.</p> <p>A new structure is proposed to the rear of the former Bond Store. Historically there was a building in this location which obscured views to the Bond Store. The proposed building will cause no substantial additional visual impact from the west as the Bond Store is largely obscured by the existing warehouses. There will be no visual impact to the Bond Store in the Hickson Road setting as the reformed Munn Street will provide a visual buffer and the alignment of the Bond Store is forward of those proposed for the Hickson Road frontage.</p>
Recommendation	<ul style="list-style-type: none"> Any proposal for major alterations and additions to the building should be guided by the preparation (or review) of a Conservation Management Plan. The NSW Heritage Office should be consulted prior to the preparation and submission of an Integrated Development Application and Section 60 Application.

Name	Munn Street Park
Plan/Map Reference	6
Image	
Listing	None but within Special Area on Sydney LEP 2005 and Millers Point Conservation Area
Category/Type	Landscape
Significance	The existing Munn Street Park was created in the latter half of the twentieth century. Originally a street ran down to the foreshore and hooked to the south around Dalgety's Store and connected to Hickson Road.
Proposal	It is proposed to reinstate access from the upper level of Munn Street to the new parklands below.
Impact	<p>The proposal will have a positive impact as it will reinstate access from the headland, interpret the earlier alignment and use of Munn Street and result in a high quality public open space.</p> <p>The proposal will remove part of the later retaining wall at the western end of the site. This wall appears to have been constructed in the latter half of the twentieth century following the closure of Munn Street and is therefore not considered to be significant. It is likely that portions of the northern retaining below the Munn Street wall are early and related to the original road. The original or early fabric of these walls will be conserved.</p>

	There may be the potential for archaeology relating to the former street such as the retaining walls and the road surface. The potential for impact upon archaeological remains is addressed by the general recommendation for archaeology.
Recommendation	<ul style="list-style-type: none"> Works to Munn Street should retain and conserve significant landscape associated with the former street and the terraces including the early sections of the sandstone retaining walls.

Name	Sandstone Seawall
Plan/Map Reference	13
Image	
Listing	Sydney Ports Section 170 Heritage Register
Category/Type	Built / Infrastructure
Reference	Sydney Ports Corporation Heritage Inventory, SHI#4560019, Susan McIntyre-Tamwoy Heritage Consultants, 2004
Significance	<p><i>For its association with the growth of wharf facilities and expansion of the western side of the city. (Anglin: 1990:1043). A key feature which has been fixed in the landscape since c.1913 in tracing the evolution of the modern shape of Darling Harbour and Millers Point. As one of the surviving examples of the early efforts of the Sydney Harbour Trust in developing standardised wharfage for the Port of Sydney.</i></p> <p><i>History: Moores Wharf at the north end of Millers Point was not</i></p>

	<i>demolished at this time [c.1900] being in better repair. Instead it was incorporated into the major new wharf 1A and 1B which was created for Dalgety and finished in 1913. The sandstone wall dates to this time and was constructed from locally quarries stone.</i>
Proposal	It is proposed to retain and conserve the majority of the seawall.
Impact	As the wall is to generally be retained and repaired there will be a positive impact.
Recommendation	<ul style="list-style-type: none"> Having regard to condition, the sandstone seawall is to be retained and conserved with an appropriate level of conservation works implemented through a Schedule of Conservation Works prepared by an appropriately experienced and qualified heritage practitioner.

Name	Port Operations and Communications Centre, also known as Harbour Control Tower
Plan/Map Reference	14
Image	
Listing	Sydney Ports Section 170 Heritage Register
Category/Type	Built / Infrastructure
Reference	Sydney Ports Corporation Heritage Inventory, SHI#4560017, Susan McIntyre-Tamwoy Heritage Consultants, 2004
Significance	<i>The Port Operations and Communications Centre is significant in the history and operation of the Port of Sydney. Since 1790 the European settlers struggled to gain visual communication across the uneven topography of the harbour. These efforts culminated in the construction of the tower which provided, for the first time in over 150 years, visual oversight of major wharfage areas and operations of Sydney Harbour. It</i>

	<p><i>is significant in its own right but also as an item in a collection of light towers and light stations which, together with the Communications Centre, provide evidence of the long process of establishing visual control and guidance over maritime operations for the Port of Sydney.</i></p> <p>The tower was constructed c.1973.</p>
Proposal	<p>No works are proposed to the tower. The area around the tower will be re-landscaped for the headland park. Existing staff parking will be relocated underground.</p>
Impact	<p>There will be no adverse physical impact to the tower. The change in the level of the landscape in the vicinity of the tower will not affect its visual prominence. Furthermore, the visual presence of the tower on the foreshore will be retained as no large structures are proposed within its immediate vicinity.</p> <p>Due to its relatively recent construction and its physical association with the late twentieth century East Darling Harbour wharves it has a loose ability to demonstrate a particularly strong association to the history of shipping operations throughout the harbour. The tower is evident of only one of the more recent phases of shipping activities and the infrastructure required. It is recognised that the tower is a visually prominent element of the Darling Harbour and Walsh Bay foreshores. It is considered that the structure has tenuous and at this stage an unfounded ability to reach the required thresholds to be considered significant in relation to its historic, aesthetic and social values. Further detailed investigation of the place's significance is required prior to making decision about its conservation.</p>
Recommendation	<ul style="list-style-type: none"> Any proposal for change to the Tower should be guided by the thorough assessment of the structure's significance and any required conservation policies in a Conservation Management Plan. The preparation and assessment of policies is to be prepared by an appropriately experienced and qualified heritage practitioner.

6.4 ITEMS IN THE VICINITY OF EDH

The Concept Proposal generally does not cause physical impact upon the surrounding places of heritage significance. The tables below assess the impact upon the visual and physical curtilage of the heritage places in the vicinity of the site.

Name	Millers Point Conservation Area, also: Millers Point & Dawes Point Village Precinct
Image	See Section 2.3 and Attachment B
Listing	NSW State Heritage Register: No's 00884 and 01682 NSW Department of Housing Section 170 Heritage Register Sydney LEP 2005
Reference	http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5001049 http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5054725
Category/Type	Area and Streetscapes
Significance	<p><i>"Millers Point Conservation Area is an intact residential and maritime precinct of outstanding State and national significance. It contains buildings and civic spaces dating from the 1830s and is an important example of nineteenth and early twentieth century adaptation of the landscape. The precinct has changed little since the 1930s.</i></p> <p><i>Physical Description: An integrated port town developed between the 1810s and the 1930s and little changed since then; considered remarkable for its completeness and intactness. Its components include deep-sea wharves and associated infrastructure, bond and free stores, roadways and access ways, public housing built for port workers, former private merchant housing, hotels and shops, schools, churches, post office and community facilities.</i></p> <p><i>Historical Notes: Area to the northwest of the City of Sydney first settled in the early nineteenth century. Long history as a port with housing and other community facilities developed in association. Shows cross-section of Australian urban development from 1810s to 1930s. Resumed by government in 1900s and developed as a 'company town' by the port authorities."</i></p> <p>Special Area Character Statement (Schedule 6 Sydney LEP 2005): <i>"The Millers Point area is highly significant, as one of Sydney's earliest suburbs developed to serve the nearby port. It was the location of windmills, quarries, observatories, fortifications and maritime activities from colonial times. Built evidence remains of some of these as well as early Victorian workers' terraces. Much of the area has high</i></p>