

	<p><i>archaeological potential. The area consists of a residential community, which is unique in city terms for its strong identity and self-containment with employment, housing and community facilities available within the area. Government ownership has played an important role in the area with successive demolitions and redevelopments since the Darling Harbour Resumptions in the 1900s, the involvement of the Sydney Harbour Trust from 1908, the Housing Board in the inter-war period and more recently the Department of Housing. The area's steep, coastal topography and early development have generated its character and built form with evidence of quarrying, retaining walls, and a public domain which includes public staircases, laneways, pedestrian pathways, bridges and parks of a variety of scales. The area south, along Kent Street, forms a transition in scale to the city, while 2-storey development is a dominant character on Kent Street. There is a significant change in level to the west with the lower buildings addressing Hickson Road. The area affords significant views to and from the water and of the Harbour Bridge. A significant panorama of the Harbour and the City is gained from Observatory Hill. The area is characterised by a fine grained subdivision pattern, the use of sandstone and other traditional building materials, 2-3 storey residential terraces, similar scaled commercial buildings (often pubs) defining the corners and pitched roofs. While there is a consistency of materials, scale and form, a variety of styles and street alignments are represented, with many of the terraces setback at street level."</i></p>
Proposal	<p>A small portion of the EDH site is within the boundary of the Millers Point Conservation Area or Special Area. The elements of the Conservation Area to be affected include Munn Street Park, Dalgety Bond Store and the High Street fence. The potential impact on these elements is addressed individually in this section of the report.</p> <p>As described above the Concept Plan proposes new parklands and buildings of various sizes in the vicinity of and adjacent to the Millers Point area.</p>
Impact	<p>The Concept Plan does not propose substantial physical change to the Conservation Area. The potential for detrimental impact upon the significant values of the Area arises from the visual impact to and from the Area and its significant elements. The ability to appreciate the area and its relationship to the harbour is considered important for the conservation of the area's significance. The visual impact upon individual significant items is discussed below in relation to those items.</p>

As described previously in the history of this report (section 3.0), Millers Point and the Harbour Foreshore have been continually changed, adapted and manipulated to serve the economic, social, environmental and sanitary requirements of a particular time. Consequently the views to and from Millers Point and its constituent elements have come and gone with the current views dating from the late twentieth century.


- In the early to mid twentieth century views from Hickson Road and high street were affected by the wharf buildings along the western side Hickson Road.
- The cuttings along Hickson Road and the Millers Point headland were not always visible or even extant because they were not formed until the early stages of the twentieth century and then obscured by large warehouse structures.
- It is only in the last quarter of a century that the cuttings of the headland itself have been a visually prominent element from the harbour surrounds due to the changes to the earlier form of the landscape and the demolition of the large wharf structures.

The issue of views is an important one. Any development west of Hickson Road on Darling Harbour over four floors will affect the views from Observatory Hill and the western section of Millers Point to the water of the harbour. The East Darling Harbour Concept Plan has been developed with a number of principles in mind and the protection of key views from the historic precincts is one of these principles. The idea, as detailed elsewhere, is to provide for continuous occupation along EDH and to provide residential accommodation to complement the City and to enliven this newly developed area. The residential accommodation will provide a strong link to the residential area of Millers Point

Densities have been determined in accordance with development factors whilst maintaining the principal of lowering heights towards the north, providing interpretation of the landform features and allowing key vistas to and from Millers Point and Observatory Hill. The overall concept is aimed to ensure that the historic precinct of Millers Point can be viewed from key vantage points across the harbour and that the harbour form and the relationship to suburbs within the view shed can be viewed and understood from Millers point. The Concept Plan does not maintain the status quo as it accepts that there is opportunity for development on the northern end of EDH whilst still maintaining many of

	<p>the views gained in more recent times. The concept of view change over time is complex but it has never been static in the history of the EDH area.</p> <p>To better understand the impacts a number of view corridors were identified and photomontages prepared illustrating in envelope form the maximum volume to be occupied by buildings. See Attachment B. These have been complemented by cross sections in key places so as to better understand the relationship of the proposed envelopes to the profile of the landform. See Attachment C.</p> <ul style="list-style-type: none">• <i>From the water and the public spaces on the surrounding foreshores</i> (Views H6, H7 and H9): the area is visually distinctive due to the tree canopy of Observatory Hill Park, the landscape form and trees of Millers Point proper, the roofscape of rows of terrace houses and the stone escarpments of Millers Point and Hickson Road. These elements are all located north of the east-west portion of High Street, adjoining Kent Street, and are sited at a much higher level than the wharves of the subject site. The prominence of these elements and features in relation to the CBD context will remain appreciable due to appropriately scaled and articulated building forms proposed by the Concept Plan.• <i>To and from the High Street cutting and terraces</i> (View H1, H2, H3 and H5 as well as section H10): This view has had an evolving history. Originally the cutting and the terraces were obscured by the wharf buildings on the western side of Hickson Road (Figure 31) and it is only relatively recently that these views have become available. The impact upon the views has been mitigated as:<ul style="list-style-type: none">○ Building heights are lower in this section of the site retaining visual access to the Milers Point roofscape;○ The heights of the towers interpret the V-shape profile of High Street;○ The separate towers are articulated providing filtered and framed views to the area; and○ There is a specific view corridor provided from the proposed walkway at the lowest point in High Street to the harbour's edge.• <i>Views west towards the water from the western slopes of Millers Point</i>: view corridors are retained from Gas Lane, Jenkins Street Park, Munns Street Park and filtered views from the majority of High Street will also be retained. Although the proposal will impact on
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	<p>Millers Point in part, the views are considered to be retained to an extent that will not diminish the sense of relationship between the harbour and Millers Point.</p> <ul style="list-style-type: none"> • <i>Views to Observatory Hill Park</i> (Views H6, H7 and H9): will not be affected because it sits high above the surrounding development. The tree canopy of the park will remain apparent. • <i>Views from Observatory Hill Park to the west and north west</i> (H4): The photomontages and cross sections (Attachments B and C) demonstrate that the tower elements will be visible within existing views; however, they will not detract from the quality of the view because the majority of the harbour will remain visible and legible and the opposite foreshore (Peacock Point) will remain visible. The issue here relates, as discussed above, to the opportunity to create a new active precinct along the former wharf areas and to allow residential and recreation uses that will enhance the city and the water's edge. <p>In conclusion, there will be change to the views associated with the Millers Point Conservation Area, however the level of impact is considered to be appropriate having regard to the history of the changing views within this area and the conservation of key view corridors. Refer to Section 3.0 for an illustration of the historic development of the site.</p>
Recommendation	<ul style="list-style-type: none"> • Retain views to Observatory Hill Park from public spaces on opposite foreshores; • Retain the panorama from Pymont Park around to the Harbour Bridge as seen from Observatory Hill Park; • Provide adequate view corridors over and between new built forms to maintain the key attributes of views from Millers Point. The key attributes to be retained include: 1) views to significant tracts of the water, 2) the junction of Darling Harbour and the Harbour proper, 3) the opposite foreshores, 4) panoramic qualities of existing views and, 5) the most distinctive views to landmark structures; • Retain the ability to appreciate Millers Point headland from public spaces on opposite foreshores; • Retain the ability to appreciate the roofscape of terrace houses throughout Millers Point from public spaces on opposite foreshores.

Name	Former Grafton Bond Store and Sandstone Wall, Hickson Road, Millers Point
Plan/Map Reference	11
Image	
Reference	http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5050220
Listing	State Heritage Register No. 01431 NSW Maritime Authority Section 170 Heritage Register Sydney LEP 2005
Category/Type	Built
Significance	<i>"Grafton Bond has historic significance as a remnant of what was claimed to have been the largest bond store complex in Australia. It is a complex building redolent of a busy wharfage area of earlier times and of a large mercantile facility which was once an important part of the city. It has aesthetic significance as an excellent example of urban commercial utilitarian design, by an eminent Australian architect, William</i>


	<p><i>Wardell and its design displays the Northern European influence evident in much of the work of the architect, such as the three stepped gable parapets on the eastern elevation. Its recent refurbishment and well contrived juxtaposition with modern glass towers is a most successful conservation project. It has scientific significance for its fine craftsmanship and its clever response to the hilly terrain of this part of Sydney. (Godden Mackay 1996:2133) The sandstone wall is of environmental significance for its distinctive and prominent contribution to Hickson Road and vicinity. It is of historical significance, associated with the growth of wharf facilities and expansion of the western side of the city. (Anglin 1990:1043)</i></p> <p><i>Historical Notes: Grafton Wharf was established at what was then Cockle Bay in about 1835. In 1881 it was bought by John Frazer and Co and was greatly enlarged, so that by 1886 it had a frontage to the east side of Darling Harbour of 430 feet, and three piers 'capable of receiving and shipping cargo of any character and weight'. In 1886 there were 14 warehouses, with a large capacity of some 44,000 tonnes of cargo and facilities for pressing 1600 bales of wool a day. It was claimed to be the largest bond warehouse complex in Australia. The building now known as Grafton Bond was part of this complex. In 1888 the stores became the property of Burns Philp & Co Ltd. The present building is a remnant of a much larger complex. The other components of the complex that survived the dramatic changes brought about by the 1893 depression and the redevelopment by the Sydney Harbour Trust, were demolished with the formation of Hickson Road in 1925, which cut across the whole Grafton Wharf site. At that time even this last large building was altered, though it remains largely as it was designed by William Wardell, one of Australia's greatest architects. Incorporated into the new Maritime Centre in the late 1980s, the refurbished Grafton Bond has been successfully adapted for this reuse. (Sydney City Council 1989)</i></p> <p><i>The sandstone wall was associated with the growth of wharf facilities and the expansion of the western side of the city, and provides a level access to properties at Kent Street. (Anglin 1990:1043)</i></p> <p><i>Physical Description: The building stands monument like in Hickson Road below the glass towers in Kent Street, a juxtaposition of new and old which, when seen from the west across the water, is one of the most engaging views of Sydney. The building is long and narrow, four and</i></p>
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	<p><i>five storeys high at Hickson Road, and three above the rock shelf behind. The Hickson Road facade three bays with plain parapeted gables, one with eaves and two with stepped parapets, one of which curves gracefully around the Napoleon Street corner. The lowest storey is sandstone. The east side, which once faced Jenkins Street, has three stepped gable parapets in the northern European manner, with catheads at the top. Internally the structure is of heavy hardwood posts and girders, with joists, herringboning and timber flooring. Some of the king post roof trusses are visible. It has recently been refurbished with the addition of two masonry service sections to the east linked by a partly glazed access gallery. The walls are built in English bond, of cream bricks believed to have been brought from Newcastle-on-Tyne as sailing ballast. The Dutch gables bear the date 1881 and a monogram formed in red bricks, presumed but without certainty, to be John Frazers. The depressed pointed arches and round arches over openings, and banding in the walling, are laid in red-orange bricks. (Sydney City Council 1989)</i></p> <p><i>The sandstone wall is a substantial cutting of the natural sandstone, on which a cut stone wall has been constructed, increasing the scale and providing level access to properties at Kent Street. A park reserve has been introduced at the top of the wall, adjacent to MSB offices. Once defining the natural harbour foreshore, the wall now forms an eastern boundary to Hickson Road. (Anglin 1990:1043)</i></p> <p><i>The unusual inverted 'V' voussoirs in contrasting brickwork, stepped parapet and curved corner contribute to the striking street facade. (Anglin 1990:1032)"</i></p>
Proposal	<p>The Concept Plan does not physically affect the item. Development in the vicinity of the item will include a nine story building directly opposite on Hickson Road with 35 to 44 storey buildings to the south west.</p> <p>Pedestrian bridges are proposed from the small park above the stone wall to the buildings opposite.</p>
Impact	<p>There is potential for detrimental physical impact to the stone wall from the pedestrian bridges. Details of these pedestrian bridges have not yet been prepared but it is considered possible for the bridges to be constructed with negligible heritage impact provided the majority of the stone wall is retained and conserved.</p>


	<p>The building is not prominent in any significant distant views from public spaces along the Harbour foreshores because of existing development. The most important views to the building are those from within the immediate streetscape which will not be affected by the proposal.</p> <p>There is the opportunity to enhance the relationship of this building to the harbour foreshore through the redevelopment of EDH, which will increase the ability to interpret and appreciate its former use.</p>
Recommendation	<ul style="list-style-type: none"> • The proposal for the construction of the pedestrian bridge is to be informed and guided by the advice of a Heritage practitioner with experience in the conservation of such structures. • Any works proposed to the sandstone wall is to include necessary conservation works implemented through a Schedule of Conservation Works.

Name	Lance Kindergarten at 37 High Street including trees
Plan/Map Reference	10
Reference	http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=2450088 http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=2451073
Listing	<p>Sydney LEP 2005</p> <p>Trees are listed on Schedule 8 Part 3 Archaeological Zoning Plan</p>
Category/Type	Built and Townscape
Significance	<p><i>"Of historical significance as physical evidence of the major state government redevelopment of the district in the years following the 1901 bubonic plague. Of social significance as a local school associated with the servicing of the local residential community.</i></p> <p><i>The kindergarten playground of the Lance Kindergarten contains a number of large plane and celtis trees of considerable aesthetic value to the Millers Point area. The trees have collectively been a distinguishing feature of the kindergarten since its establishment and provide welcome shade to the outdoor play areas during the summer months.</i></p> <p><i>Historical Notes: The Free Kindergarten Movement arrived in Australia via Dunedin (New Zealand) and California. The Free Kindergarten Union of NSW was formed in 1895, and there were eight free kindergartens in operation by 1909. The Millers Point Free Kindergarten was initially established as the third kindergarten of the Kindergarten</i></p>

	<p><i>Union In November 1900 in Windmill Street, Millers Point. This building was destroyed by fire in 1903 and the centre re-opened at 20 Munn Street. In January 1908, the kindergarten moved into new premises in Bettington Street. Between 1908 and 1915 the bulk of Millers Point's new housing stock was erected by the Sydney Harbour Trust and the Public Works Department. This included, in 1912, the Lance Playground in High Street. The Lance Kindergarten site located between the two rows of terraces in High Street was first developed as a community playground for the use of Millers Point residents. The earliest structures on the site were a brick shelter structure, toilet block and a shaded sandpit. The playground was reputedly the first public playground in the City of Sydney. The mature plane trees which occupy the site were also in place at this time. The Playground was opened by Lady Chelmsford in 1913. At the end of 1914 at the request of the Harbour Trust, the Kindergarten Union took over the management of the Lance Playground and decided to work it in conjunction with the Kindergarten. In 1924 it was decided that the need for both a kindergarten and a playground diminished. The committee decided to carry on the Kindergarten work at the playground in High Street. Necessary alterations and enlarging of building was carried out by the Harbour Trust. This was opened in 1925 and became known as the Lance Kindergarten after the President of the Harbour Trust."</i></p>
Proposal	<p>The proposal will not physically affect the item. The development across Hickson Road is to feature 4 to 10 storey towers. Directly in front of the item will be a pedestrian bridge which connects with a public square at the wharf level. A bridge was formerly in this location serving the wharf buildings on the western side of Hickson Road for deliveries and loading.</p>
Impact	<p>The kindergarten site, not the building, is a prominent element in views from the west as it sits in the middle of High Street at the base of the V-shape formed by its profile. The large tree on the site makes it very identifiable in distant views although the building itself is not visible.</p> <p>As the building is so small and obscured by the existing tree distant views to the item are not considered to be significant. The significance of the place is found in its immediate relationship to the surrounding residential and maritime buildings and its historical uses and associations. Nevertheless, the proposed public square opposite the kindergarten will have as positive impact as it will frame and retain views to and from the heritage item to the west.</p>

Name	Palisade Fence and High Steps
Plan/Map Reference	9
Image	
Reference	http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=2451082
Listing	Sydney LEP 2005 (Schedule 8 Part 3 Archaeological Zoning Plan)
Category/Type	Archaeological/Townscape
Significance	<i>"Historically significant remnant of the numerous wharves along Hickson Road that have now been demolished."</i> (City of Sydney)
Proposal	There will be some change to the fence to create an opening to the pedestrian bridge which will lead from High Street to the EDH site. The rendered sandstone cutting below and the existing stone steps from High Street to Hickson Road will be unaffected. A bridge was formerly in this location serving the wharf buildings on the western side of Hickson Road for deliveries and loading.
Impact	<p>The impact to the High Street fence is relatively minor and will have a positive impact by reinstating and improving access.</p> <p>The proposed buildings along Hickson Road will partially obscure the wall and the fence from Balmain and Pyrmont Point. Historically this cutting was obscured in views from the west and south west by the wharf buildings located along Hickson Road. The cutting will remain visible from the west through framed views between the proposed buildings. As the cutting is viewed at a considerable distance one will</p>

	<p>still be able to appreciate the extent and form of the cutting past the proposed buildings.</p> <p>The cutting is most significant and imposing within the immediate context of Hickson Road and there will be no impact in that context.</p>
Recommendation	<ul style="list-style-type: none"> The proposed pedestrian bridge over Hickson Road should include conservation works to: the palisade fence, sandstone piers and plinth, the cutting wall, the existing steps (southern end), in-filled steps (northern end), and the substation at the southern end. The conservation works will be implemented through preparation and adoption of a Schedule of Conservation Works. The Schedule of Conservation Works will be prepared by an appropriately experienced and qualified heritage practitioner. Any new fence elements should be sympathetic to the existing significant fence fabric. An appropriately experienced and qualified heritage practitioner should be engaged to provide advice on the construction of the pedestrian bridge, how it meets the wall, and the conservation of the wall.

Name	<p>Moreton's Hotel at 20-24 Sussex Street</p> <p>Also called Big House Hotel, New Hunter River Hotel and Napoleon Hotel</p>
Plan/Map Reference	12
Image	
Reference	<p>http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=5045293</p> <p>http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=2450340</p>


Listing	State Heritage Register (No. 00513) Sydney LEP 2005
Category/Type	Built / Hotel
Significance	<p><i>"It has strong historical associations with the waterside workers and dockyard industries. (Shields-Brown 1982) It is linked with early development in the area and is associated with the activities of the Sydney Harbour Trust both as builders and determinants in the planning and layout of streets in this part of Sydney. It has continuously traded as a hotel since completion and the transfer of licence connects the Hotel to the early days of this part of Sydney. (Howard 1995: 38) It is an example of an Edwardian public house demonstrating a range of materials, details and form exploited by the Sydney Harbour Trust. The scale of the building is unusually large for the time. (Howard 1995: 38) One of a small group of surviving hotels in the central city which together form an interesting collection reflecting an aspect of the social and recreational history of Sydney. (Schwager Brooks 1988)</i></p> <p><i>Physical Description: A four storey building of brown and purple brick with stone trims: quoins, string courses, door and window surrounds and simple parapets. Some wide arched Edwardian style windows. Ground floor facade faced with brown glazed tiles imitating brick to 3m height, with original doors and windows and awning supported on cantilevered steel open trusses. Interior has original tile-clad columns with art nouveau motifs. Arcaded verandahs to 3rd and 4th floors on eastern side. (Shields-Brown 1982)</i></p> <p><i>Historical Notes: Moreton's Hotel, formerly Big House Hotel, was built for the Sydney Harbour Trust c1915, after demolition of many of the Millers Point pubs around 1900. The area bounded by the Harbour, and Lower Fort, Windmill and Kent Streets was resumed by the Government in 1900 to combat the plague. A map prepared by the Surveyor General's office indicates that the land on which the hotel was to be built was still to be reclaimed from Darling Harbour in 1837. The land was originally granted to Mary Grand in 1840. Sussex Street, named after the Duke of Sussex, was not extended north of Margaret Street until the early part of the twentieth century. By the mid 1840s a hotel known as the Hunter River Inn was located at the northern extremity of Sussex Street. The Inn was listed in 'Low's City of Sydney Directory' for 1844-5 and the licensee was Edward Thomas McDonald. The Hunter River Inn was located at the corner formed by Sussex, Margaret and Napoleon</i></p>

	<p><i>Streets and the Dove Map of 1880 shows the hotel as 'Bateson Hotel'. In 1901 the Sydney Harbour Trust was set up to administer the port's shipping and bring it in line with major ports around the world. the Trust also resumed properties in the area and in 1915, erected a large number of buildings including the present hotel. The realignment of Sussex and Napoleon Streets saw the demolition and rebuilding of the New Hunter River Inn in 1915. J. Howey remained the licensee until 1920 and Tooth & Co held the lease from the Trust from 1915 to 1950. Tooth & Co. relinquished this as a result of tenders called by the owners, the Maritime Services Board in 1950. Phillip Tahmindjis was the successful tenderer. The patronage consisted mainly of wharf labourers and seamen but this declined with changes in the waterfront system and closure of adjacent wharves. The name the Big House Hotel was taken up in the 1970s."</i></p>
Proposal	<p>The concept proposal indicates a possible pedestrian walk way which passes through a portion of the hotel with the owners consent or just to the side. It will create a connection between Kent Street and the bridge over Hickson Road leading into the upper levels of the commercial podium. The development in the vicinity of the Hotel, and the commercial block immediately opposite includes approximately 35 to 44 storey buildings on the opposite side of Sussex Street.</p>
Impact	<p>There is the potential for detrimental impact to significant fabric resulting from the construction of a walkway through or alongside the building. It is understood that the building has been very heavily modified and therefore there is probably the potential to construct the walkway with a reasonable level impact to the significance of the place. Specific constraints and opportunities for such a proposal will need to be investigated in association with a detail proposed.</p> <p>The buildings proposed to the southern side of Hickson Road will obscure the Hotel from views to the west; however, the Hotel is not a significant or prominent element due to the scale and intensity of surrounding development and infrastructure. The hotel and its significant architectural form will still be appreciable within its most significant surrounding streetscape context. The insertion of the walkway through the structure would have a positive impact by increasing access, viability and appreciation of the Hotel.</p>
Recommendation	<ul style="list-style-type: none"> • A Conservation Management Strategy (CMS) should be prepared to provide specific guidelines and conservation policies for the implementation and construction of any pedestrian walkway running

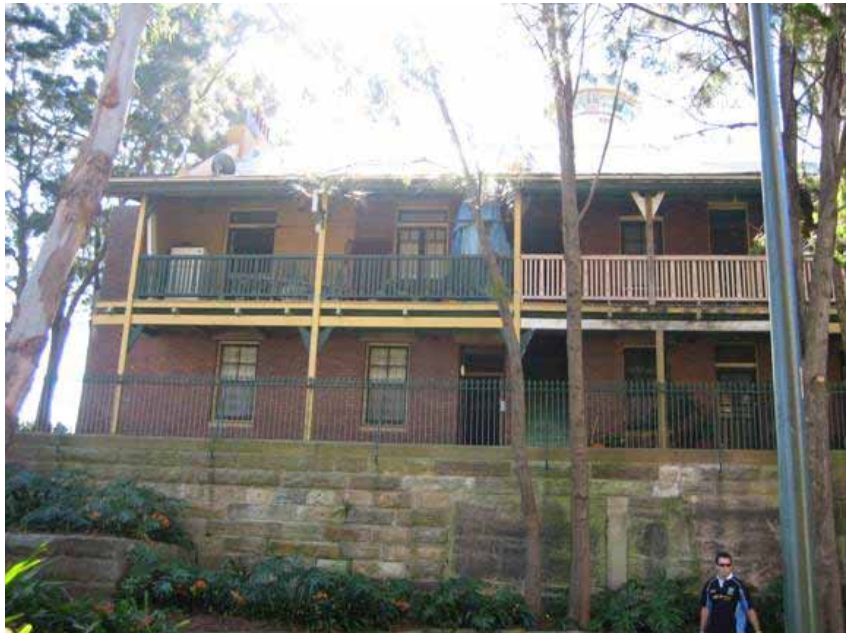
	through or alongside the Hotel. The CMS is not required to address the whole Moreton's Hotel site.
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Name	Palisade Hotel at 35-37 Bettington Street, Millers Point (SHR)
Plan/Map Reference	5
Image	
Reference	http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=2450078
Listing	State Heritage Register No. 510 Sydney LEP 2005
Category/Type	Built / Hotel
Significance	<i>"The Palisade Hotel, continuing the hotel tradition from an earlier hotel on the site, is located on a high point of Millers Point. The building is significant as a fine and largely intact example, externally and internally, of a corner hotel in the Federation Free Style. It is significant as only one of two hotels of this scale to be constructed in the Darling Point / Millers Point area, the other is the Napoleon's Hotel in Sussex Street which is the largest. The Palisade Hotel is one of two hotels in the style in the immediate vicinity and one of eleven hotel buildings in the style within the city. The others are the Napoleon, the Sir John Young, the Royal George, the Australian Hotels in Cumberland and Gloucester Streets, the Fosters, the Captain Cook and the Observer, Moreton's Hotel and the Read Raters Hotel. The Palisade Hotel has significance for the part it played in the network of corner hotels servicing the local community and the nearby shipping areas of Walsh Bay and Darling</i>


	<p><i>Harbour. The building is significant as part of the group of hotels constructed for the Sydney Harbour Trust in the early decades of the twentieth century in the Darling Harbour / Millers Point area after the demolition of most of the earlier hotels.</i></p> <p><i>Historical Notes: The original Palisade Hotel was built in c.1880. The existing Palisade Hotel was constructed for the Sydney Harbour Trust in 1912 on the site of an earlier hotel, after the demolition of many of Millers Point pubs. The Sands Directory of 1879 records G. Greene / T. Liby as occupants, boat builder & butcher. The earlier Palisade Hotel appears 1880-85 occupied by James Parle; 1886: David Small; 1887-88: P. Shoppie; 1889-1900: Henry Taylor. The area bounded by the Harbour and Lower Fort, Windmill and Kent Streets was resumed by the Government in 1900 at the outbreak of the plague. The land was registered in the name of the Maritime Services Board in 1936."</i></p>
Proposal	It is proposed to locate a 6 storey building to the west of the Hotel.
Impact	<p>There will be no physical impact to the Palisades Hotel.</p> <p>A large building was located to the rear of the Hotel throughout the first half of the twentieth century which would have reduced the visual prominence of the Hotel. Cross sections of the proposal demonstrate that the proposed structure will be considerably lower than the Palisades Hotel and will not detract from any view towards the hotel.</p>

Name	3-9 High Street, 2-36 High Street, 38-72 High Street, 74-80 High Street (Terraces)
Plan/Map Reference	8
Image	
Listing	State Heritage Register Sydney LEP 2005 Department of Housing Section 170 Heritage Register
Category/Type	Built / House
Significance	<p>The significance of the terraces are generally described as a group of early twentieth century workmen's houses built during the post plague redevelopment of the area by the Sydney Harbour Trust. They are evident of the Trust's plan to provide housing for workers close to their place of work.</p> <p>These terraces, particularly the consistent and largely intact roof scape or the row, are moderately visible from the west.</p>
Proposal	The proposal does not physically affect the terraces. Development in the vicinity includes the 4 to 10 storey buildings located across Hickson Road.
Impact	<p>The proposal will alter the views to and from the High Street terraces. The views to and from the terraces are not historically significant. The large wharf buildings once located on the western side of Hickson Road and constructed at approximately the same time as the terraces obscured all distant views to and from the High Street terraces.</p> <p>View corridors are proposed between buildings to retain the majority of</p>

	<p>the distant views and allow the appreciation of the row. As described previously in relation to the Millers Point Conservation Area the effect upon the views is considered reasonable and necessary in the development of a new active and viable urban place.</p> <p>The most important attribute of the view is considered to be the contribution of the consistent roofscape to the visual character of Millers Point. The roofscape of the terraces and Millers Point in general will be able to be appreciated by limiting heights and providing view corridors.</p>
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Name	18-20 Munn Street (Terrace)
Plan/Map Reference	4
Image	
Reference	http://www.heritage.nsw.gov.au/07_subnav_01_2.cfm?itemid=2450149
Listing	State Heritage Register Sydney LEP 2005
Category/Type	Built / House
Significance	<i>"Of environmental significance for its contribution to an architecturally consistent and historically important residential streetscape. Of historical significance as physical evidence of the major state government redevelopment of the district, in the years following the 1901 bubonic plague."</i> (City of Sydney)


Proposal	<p>It is proposed construct a new 6 storey building to the west of the terrace houses.</p> <p>It is proposed to re-landscape the former Munn Street.</p>
Impact	<p>The terraces are significant primarily for their contribution to the character of Millers Point and are not highly visible in significant vistas. The proposed adjacent building will be a similar scale to the terraces because it is sited at a much lower level.</p> <p>The proposed Munn Street steps are unlikely to have detrimental impact as the significant fabric associated with the terraces, such as retaining walls, are not detrimentally affected.</p>
Recommendation	<ul style="list-style-type: none"> • The proposed building adjacent to the west is to be sympathetic to the terraces in bulk and scale and is to provide a reasonable level of amenity. • Works to the Munn Street Park should conserve the front verandahs and other fabric of significance along the southern frontage of the terraces as well as the remnant cross walls and floors from the demolished terraces attached to the western elevation.

Name	14-16; 18; 20-42; 44-48 Merriman Street (buildings and terraces)
Plan/Map Reference	3
Image	
Listing	<p>State Heritage Register</p> <p>Sydney LEP 2005</p>

Category/Type	Built / House
Significance	The various listings describe the significance of the buildings as being the contribution to the character and history of the Millers Point area. Some of the dwellings have historical associations with the maritime industry. The dwellings are located on the Millers Point headland and are highly visible in views from the north, west, south west and Observatory Park. They are dramatically located above the stone escarpment and cutting around the headland.
Proposal	The general proposal for the area around the Millers Point headland is for parklands.
Impact	There is unlikely to be any detrimental impact resulting from the proposal as there are no substantial structures which could potentially obscure significant views to and from the items.

Name	Archaeology
Plan/Map Reference	Applicable to the whole site.
Listing	None
Category/Type	Archaeological / Subsurface
Significance	No archaeological assessment has been reviewed to date. There may be the potential for archaeological remains relating to the early twentieth century wharves and the nineteenth century gas works among other uses. 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.
Proposal	As described previously.
Impact	<p>An archaeological assessment of the EDH site has not been prepared. If archaeology exists the construction of the proposed buildings is likely reveal subsurface remains that may be extant on the site. There is the potential for the site to feature archaeology relating to the nineteenth and early twentieth century wharf structures and even pre-European Aboriginal occupation. The overlay of earlier plans and surveys demonstrates that there is some archaeological potential in the form of nineteenth and early twentieth century seawalls, remnants of wharf structures, retaining walls, former roads and footings of buildings along Hickson Road. Archaeological potential and archaeologically sensitive zones will be determined in later stages of the development.</p> <p>The impact upon the potential archaeological resources can be managed through the preparation and implementation of an</p>

	<p>Archaeological Assessment and Management Plan. The Concept Plan has included the opportunity to retain former seawalls and incorporate them into the site. There is also the potential for interpretation of any significant archaeological resource which may be revealed. There are a number of opportunities for interpretation which will be investigated during later stages of the development and include, 1) uncover and displayed in situ, 2) record and remove with possible display or reuse for interpretation/public art, and 3) record and re-bury with above surface interpretation.</p>
Recommendation	<ul style="list-style-type: none"> • An Archaeological Assessment and Management Plan (AAMP) is to be prepared for the EDH site in consultation with relevant stakeholders and statutory authorities. The AAMP should identify areas of archaeological potential and provide guidelines and strategies for the management of the archaeological resource. • If significant seawalls and former wharf structures are identified through the archaeological assessment and excavation processes then their conservation and interpretation within the proposed parklands is to be investigated. • Having regard to the condition and significance of any archaeological remains uncovered, any highly significant remains should be incorporated into further stages of development with an appropriate level of interpretation. Depending upon the recommendations of the AAMP significant archaeological deposits may be 1) uncovered and displayed in situ, 2) recorded and removed with possible display or use for interpretation/public art, 3) recorded and re-buried with above surface interpretation.

Name	Millers Point Headland Cutting
Image	
Listing	None
Category/Type	Landscape
Significance	The cutting was formed in stages from the late nineteenth century onwards. It is a visually prominent element from the harbour and the foreshores and creates a dramatic distinction between the wharfs and the headland above.
Proposal	It is proposed to create a park at the north end of the site and reinstate a road adjacent to the cutting which connects the new north-south street and Towns Place.
Impact	Even though no structures are proposed in front of the cutting the landscape will be raised to form the park terrain and will obscure the lower portion of the cutting. The topography of the headland park will interpret the original landscape of the Millers Point headland. Currently the cutting is partially obscured by the warehouse buildings and throughout most of the twentieth century the cutting was been obscured by buildings. Views to the cutting are not historically significant. A positive aspect of the proposal will result from establishing public access to the immediate setting of the cutting thereby enhancing the opportunity for its appreciation. Furthermore, as the majority of the cutting will be retained and the existing structures removed the ability to appreciate the cutting and the headland will be retained.

7.0 CONCLUSION AND RECOMMENDATIONS

In conclusion, it is considered that the concept proposal will have a positive impact on places of heritage significance in the vicinity of the EDH site because it will:

- Enhance access to the harbour foreshore;
- Reintroduce connections between Millers Point and the foreshore;
- Create new public spaces and parks;
- Allow for the appreciation of significant places in views from public places on the harbour foreshore;
- Maintain the key attributes of views from Observatory Hill Park;
- Provide for the conservation of significant fabric which will be affected by the proposal;
- Interpret the significant historical, social and environmental qualities of the place; and
- Appropriately manage any archaeological resource which may be revealed through the redevelopment of the site.

Provided the recommendations of this report are followed detrimental impact to places of significance will be mitigated and their conservation ensured. Reference should be made to the Statement of Commitments in the main body of the report.

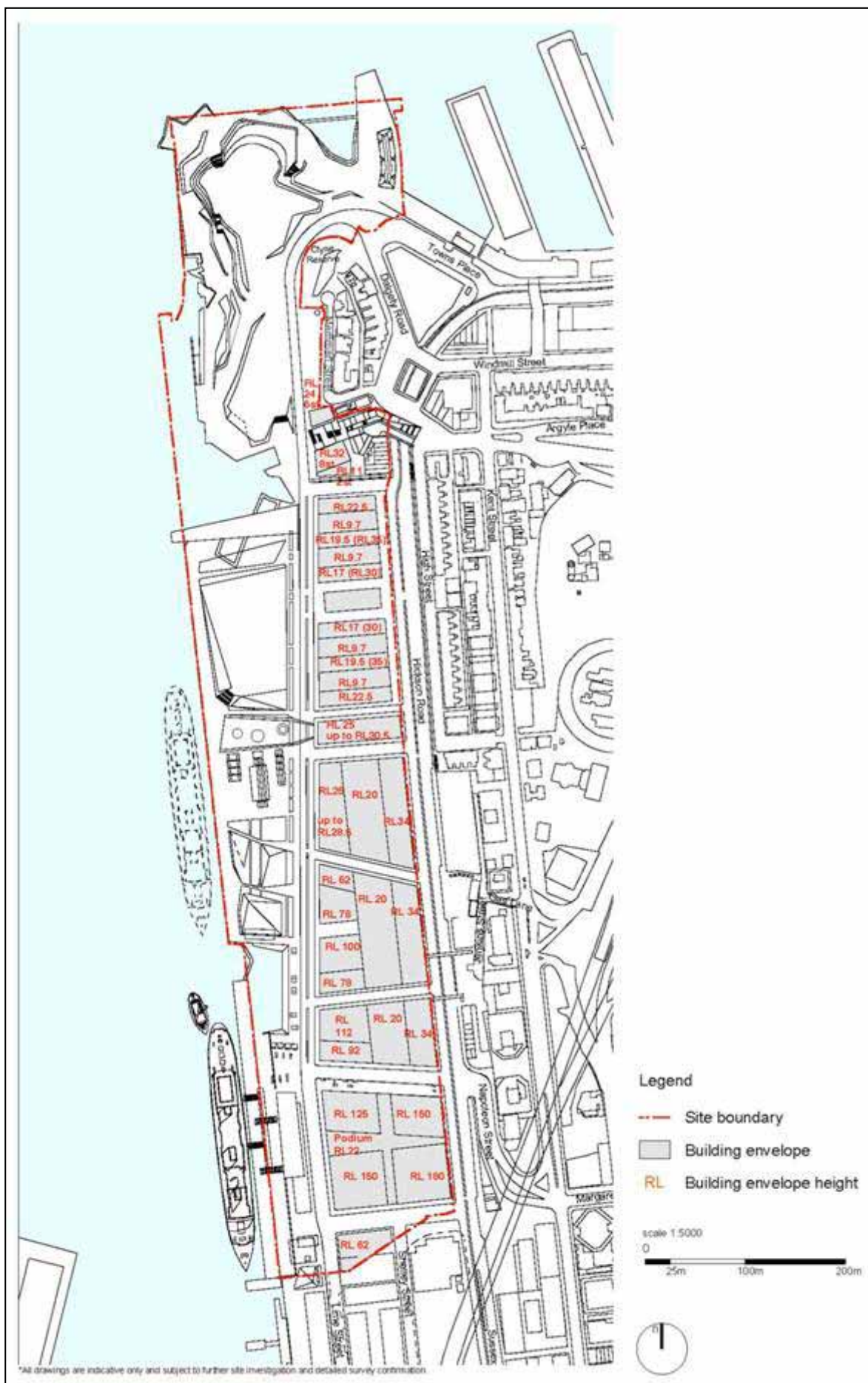
CITY PLAN HERITAGE
26 September 2006

ATTACHMENTS

- A. East Darling Harbour Concept Plan, prepared by EDH Design Team
- 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

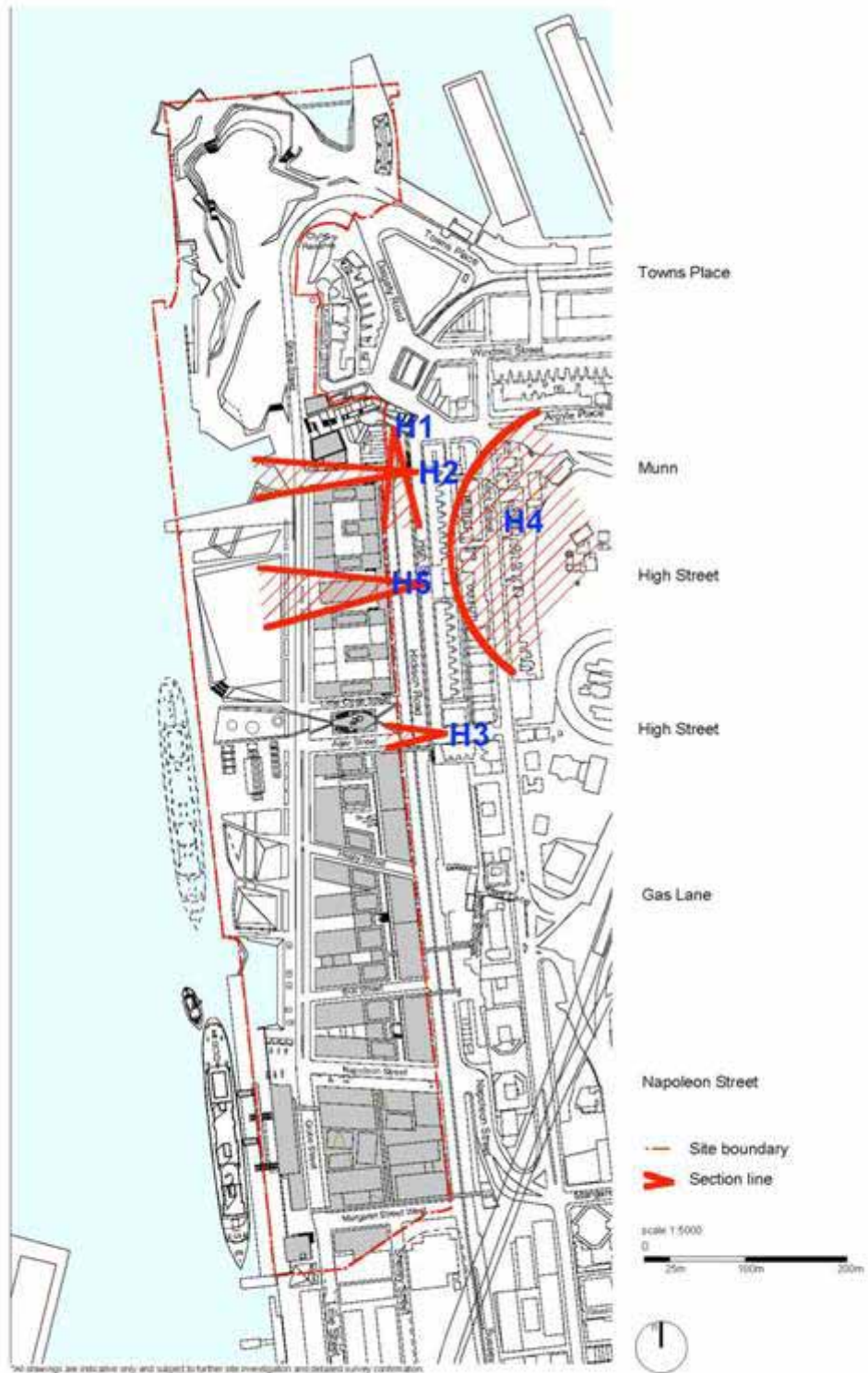
East Darling Harbour Concept Plan: Building Heights
prepared by EDH Design Team

ATTACHMENT A



Photomontages
prepared by Arterra Interactive (Plan and Images)

ATTACHMENT B



All drawings are indicative only and subject to further site investigation and detailed survey confirmation.



Legend

— Site Boundary

E3 View name

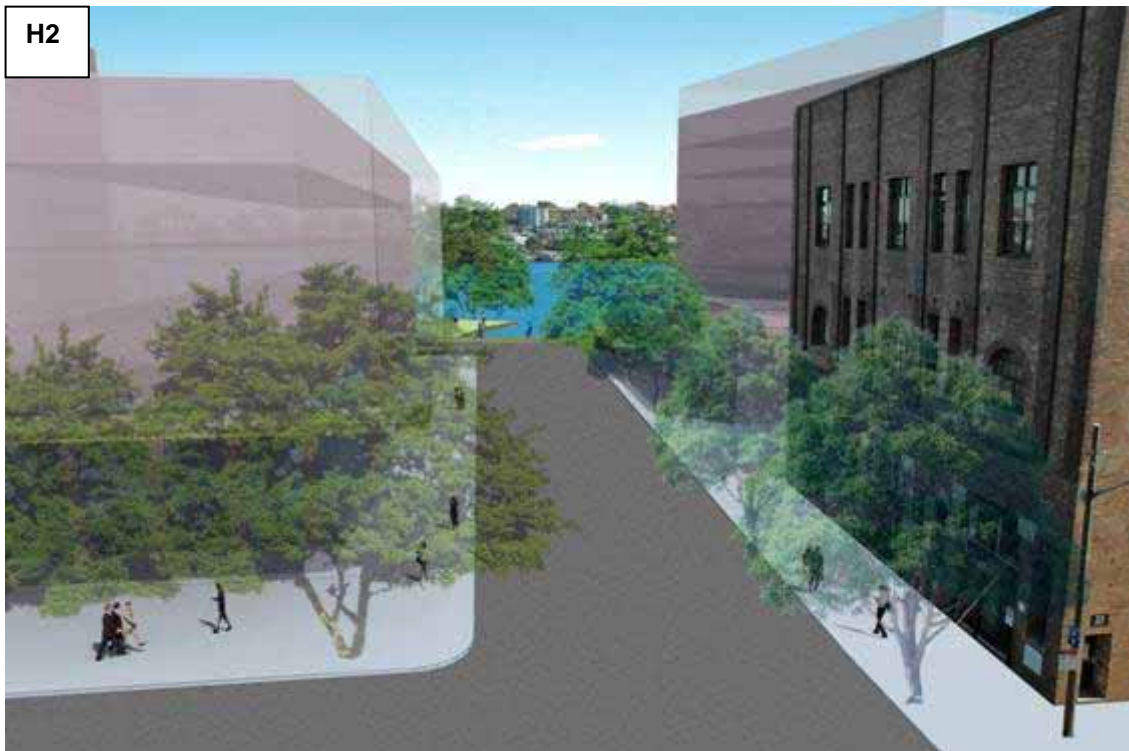
> View direction



H1



H2



H3



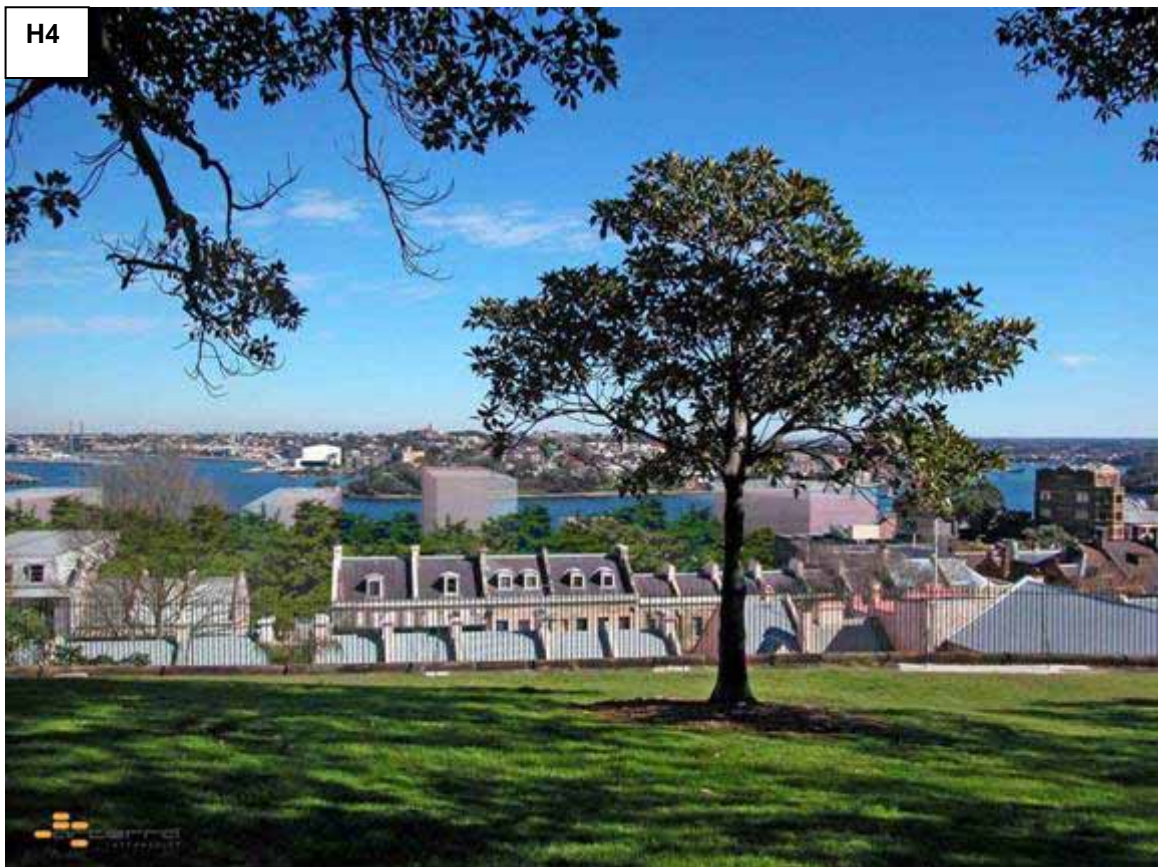
H4



H4



H4



H5



H6



H7



H8

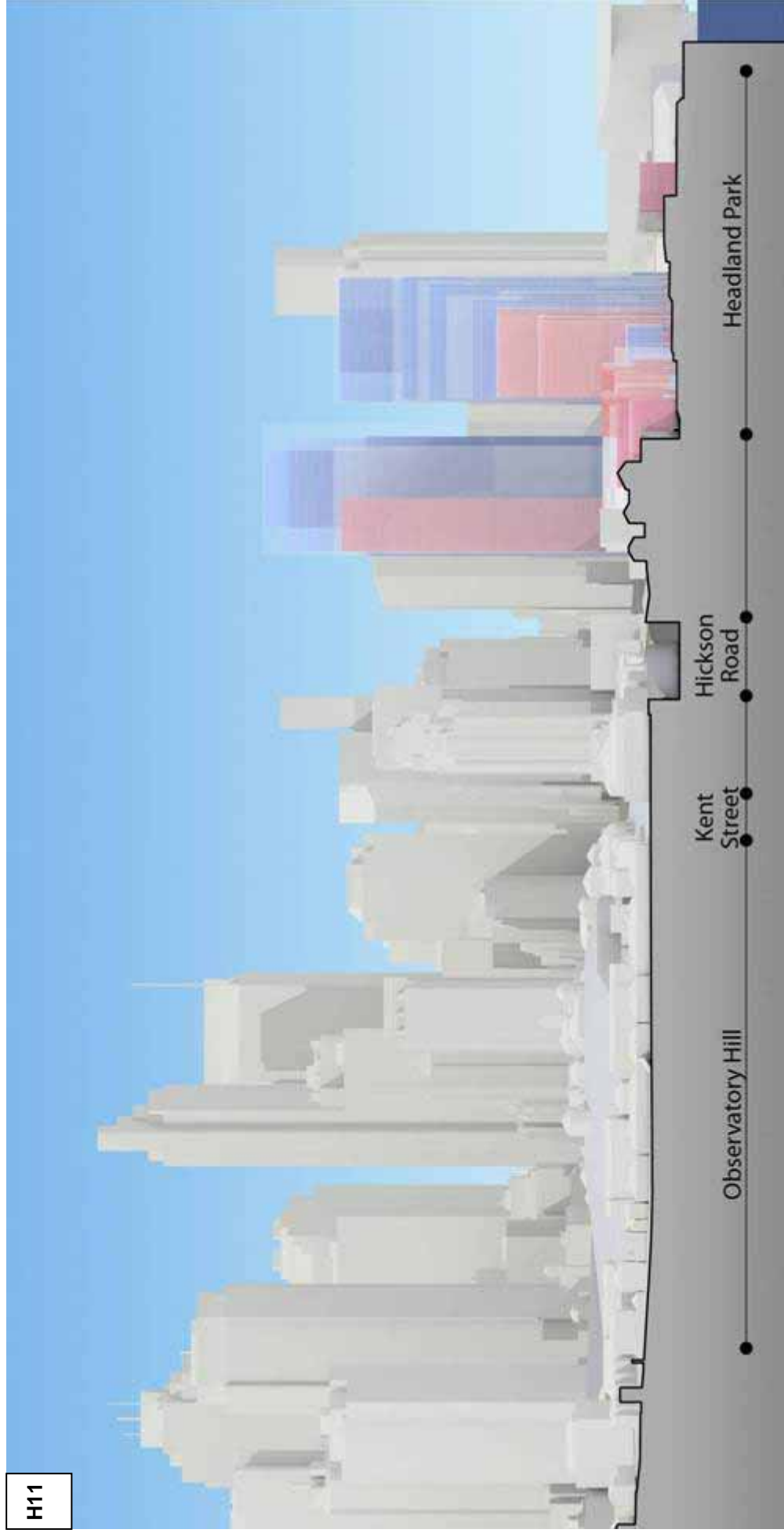


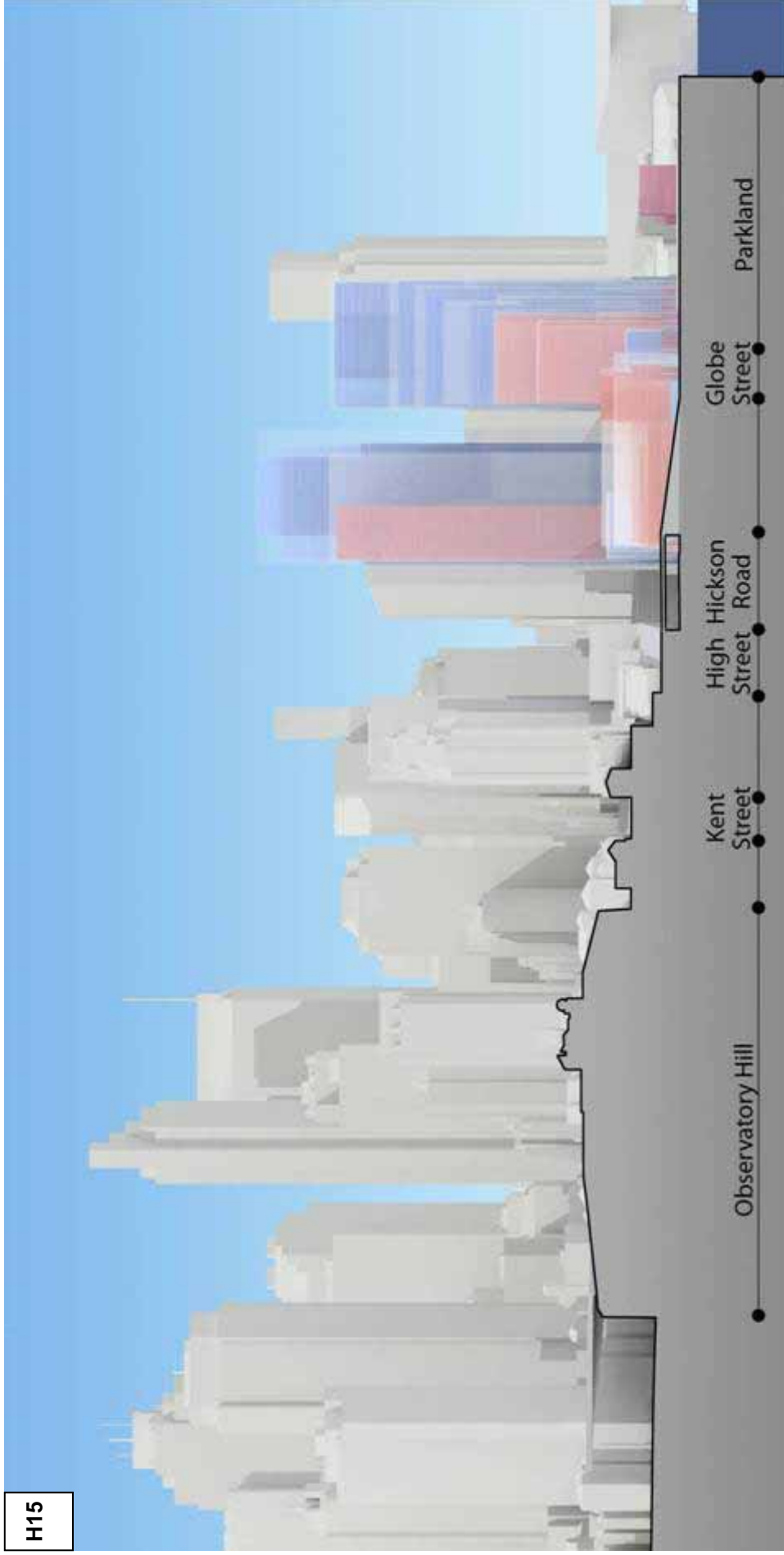
Site Cross Sections
prepared by Alterra Interactive (Plan and Images)

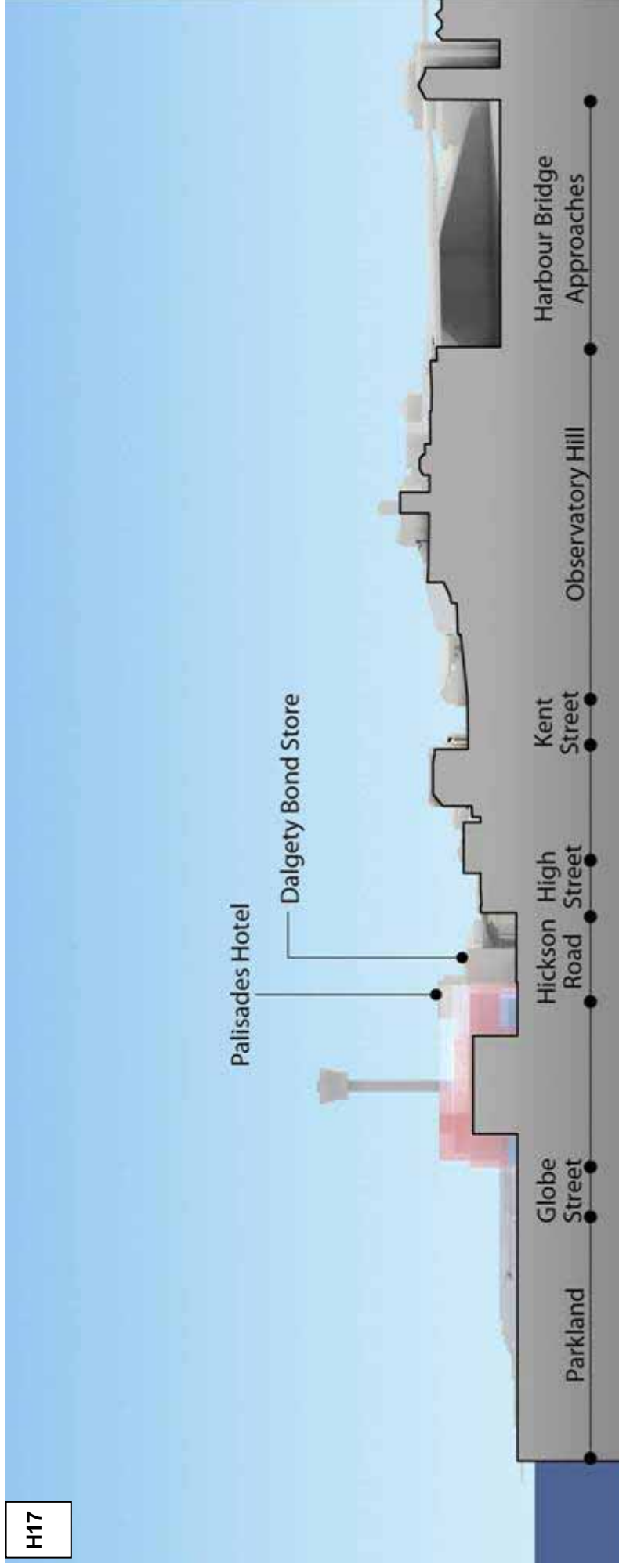
ATTACHMENT C

H10









East Darling Harbour History,
by Sydney Harbour Foreshore Authority, unpublished document, July 2006

ATTACHMENT D