



**Barangaroo Headland Park and Northern Cove
Modification to Main Works Project Approval
Re: HARBOUR CONTROL TOWER DEMOLITION
Interpretation Strategy**

Prepared for the Barangaroo Delivery Authority
November 2013

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Project RA 1309



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The Sydney Harbour Control Tower which is proposed to be removed is located within Millers Point at the intersection of the 1960s excavated rockface, Merriman Street West, Clyne Reserve and the new Headland Park.

The proposed demolition of the purpose built but now redundant tower will result in the removal of a massive visual intrusion within the small scale village of Millers Point. This Interpretation Strategy seeks to identify tangible ways in which the history of the tower within its maritime context can be described to future generations.

The now defunct communications and observation tower served the Port of Sydney from 1992 until 2010. It is a visual reminder of the once very busy container handling phase within Sydney Harbour. Today, cruise liners, cement and oil tankers and occasional containers still occur within Sydney Harbour albeit less frequently. Most major freight movements have been redirected to the Port of Botany.

A range of interpretation options have been identified. The future interpretation of the tower will serve as a means to describe its role within the bustling activity of Port Jackson from the 1800s to the present day as part of a constantly evolving shipping and cargo-handling technology. The tower itself can be interpreted at the junction of the Headland Park and Merriman Street with drawings and photographs describing its form and function. Its footprint may be identified within the Headland Park by an oculus or circular void lighting the Cultural Venue below.

The interpretation can also address the massive landform changes undertaken by the Sydney Harbour Trust and the Maritime Services Board in order to maintain NSW's thriving economy. This can be best illustrated by interpretative signage at the junction of the Headland Park and Merriman Street which overlooks the former Millers Point stevedoring wharves. The existing approved light wells between Merriman Street and the Headland Park tangibly express the 1960s rockface which was excavated to create the now redundant 1960s roll-on/roll-off container terminals and tower.

Potential exists to display life size images of shipping and wharfage from different eras onto the western wall of the future Cultural Venue below the Headland Park. Sound effects could bring to life the large format images of containers, steamships, clippers and the bustle of wharf-side activity. The footprint of the shaft of the Harbour Control Tower and the 1900s and 1960s lines of cliff excavations of the headland could be identified within the floor surface of the future Cultural Venue.

Other potential displays could include archaeological and maritime relics, a social history of the maritime workers of Millers Point and their families, the Unions and the first use of 'Green Bans' to save the historic buildings of the Rocks and Millers Point in the 1960s.

The major interpretative themes proposed within this Interpretation Strategy include:-

- **The story of the Port of Sydney;** the evolving maritime technology over 200 years related to shipping, wharves, cargoes, cargo-handling and maritime communication in which the Harbour Control Tower played a role, although now redundant.
- The **massive land form changes** which occurred at Millers Point to accommodate changes in shipping technology.
- **Historic built form** which was affected by the massive land form changes.
- **The associated Labour, Workers, Housing and Social movements** which were integrally linked to the maritime activities of Millers Point.

SECTION 1 INTRODUCTION

1.1 Background

Rintoul Associates has been engaged by the Barangaroo Delivery Authority (BDA) to prepare an Interpretation Strategy (IS) *that includes the provision for interpretation of any archaeological resources uncovered during the works* in accordance with the Director General's Requirements (DGRs- 09/09/13) to accompany a Modification to the Main Works Approval for the proposed demolition and removal of the Sydney Harbour Control Tower.

The Barangaroo Delivery Authority acquired the tower from the Sydney Ports Corporation on 25 July 2012. Sydney Ports notified the NSW Heritage Branch on 26 July 2012 of the transfer of its s170 item (SHI 4560017) to the Authority. The Harbour Control Tower is located within the Barangaroo site.

1.2 Site Location and Description

The Barangaroo precinct is located on the northwestern edge of the Sydney CBD on the western side of Hickson Road between Darling Harbour to the south, Millers Point and The Rocks to the east, and Walsh Bay to the northeast (Figure 1.1).

The Harbour Control Tower is located within the Barangaroo site on the west side of Merriam Street, Millers Point, Sydney and is immediately adjacent to Clyne Reserve and the approved new headland.

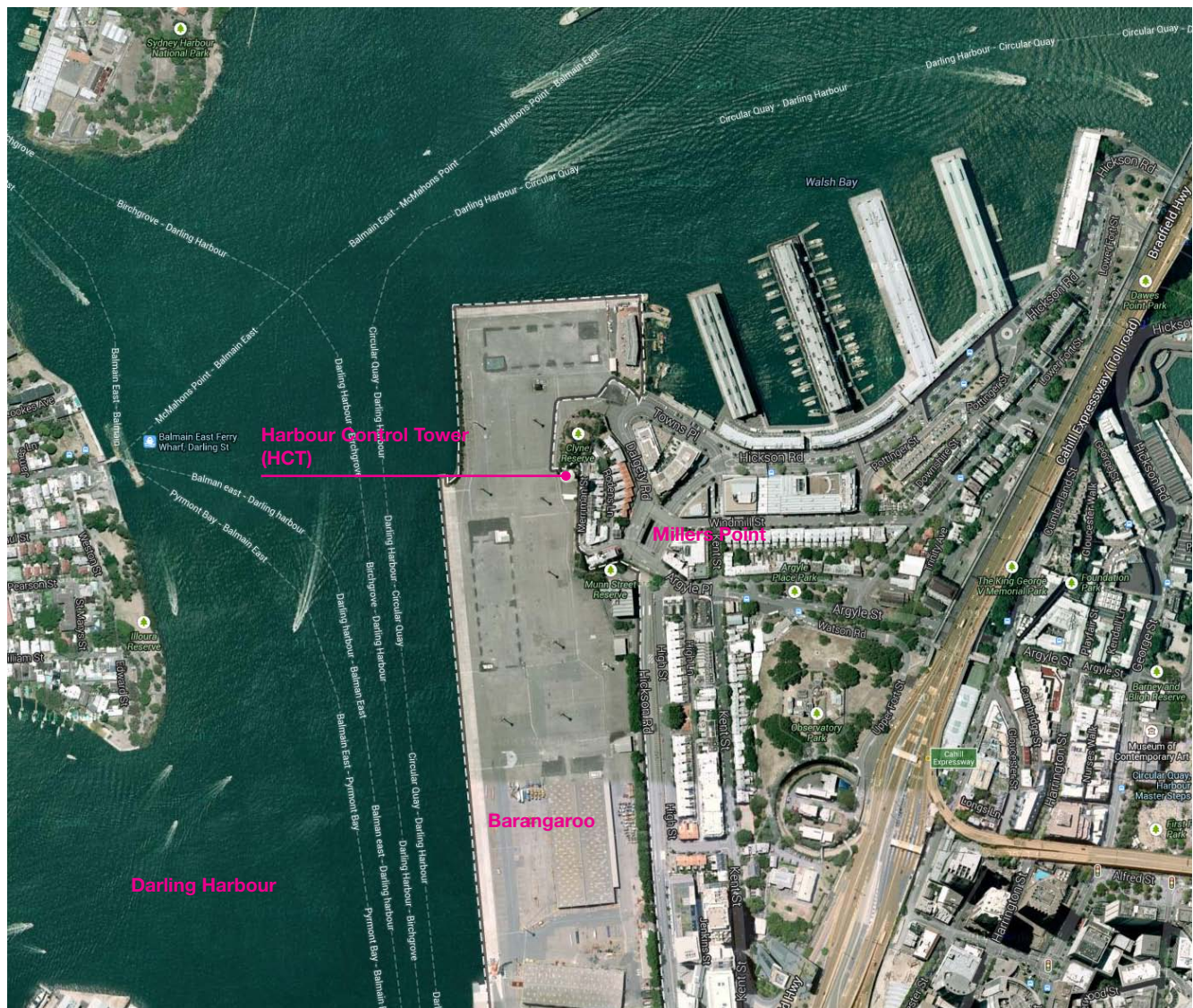


Figure 1.1 Location of the Harbour Control Tower at Millers Point within the Barangaroo site.

1.3 Methodology

This Interpretation Strategy responds to the Director General's Requirements (MP1_0048 MOD4) and the Statement of Commitments for Barangaroo; *Interpretation Condition 62. An appropriately experienced and qualified heritage practitioner will be engaged to prepare an Interpretation Plan for the whole EDH site in accordance with the NSW Heritage Office Heritage Interpretation Policy. The Plan will explore various cultural, social & environmental themes related to the site including, but not limited to:*

- The natural landscape
- Aboriginal history
- Manipulation of the landscape, streetscape and built form
- Maritime industry, trade and commerce
- Labour, workers and social movements
- Archaeology

This Interpretation Strategy has been prepared in accordance with the *NSW Heritage Manual* and the NSW Heritage Office's *Heritage Interpretation Policy* (August 2005). The general philosophy and process adopted is that guided by the Australia ICOMOS

The Burra Charter 1999 defines interpretation as meaning, "all the ways of presenting the cultural significance of a place. Interpretation may be a combination of the treatment of fabric; the use of and activities at the place; and the use of introduced explanatory material." And could include the following:-

1. **People and Culture:** Respect for the special connections between people and items
2. **Significance:** Understand the item and convey its significance
3. **Records and Research:** Good research is at the heart of effective interpretation. Use existing records of the item, research additional information, and make the records and research publicly available (subject to security and cultural protocols)
4. **Audience:** Explore, respect and respond to the identified audience
5. **Themes:** Make reasoned choices about themes, ideas and stories

6. **Engaging the Audience:** Stimulate thought and dialogue, provoke response and enhance understanding
7. **Context:** Research and understand the physical, historical, spiritual and contemporary context of the item and related items; and respect local amenity and culture
8. **Sustaining Significance:** Develop interpretation that strengthens and sustains the significance of the item, its character and authenticity
9. **Conservation Planning:** Integrate interpretation in conservation planning, and in all subsequent stages of a conservation project
10. **Maintenance, Evaluation and Review:** Include interpretation in the ongoing management of an item; provide for regular maintenance, evaluation and review
11. **Skills and Knowledge:** Involve people with relevant skills, knowledge and experience
12. **Collaboration:** Collaborate with organisations and the local community.

1.4 Author Identification, Acknowledgements and Limitations

This report was prepared by Judith Rintoul, Heritage Architect of Rintoul Associates with graphics by PDC Creative Pty Ltd.

This IS addresses not only the interpretation of the Harbour Control Tower, following its demolition but the holistic impact of its removal upon its immediate environs and within Sydney Harbour. It has been informed by the following previous Interpretation Strategy Studies:-

- Barangaroo Interpretation Strategy; June 2007 by City Plan Heritage
- Barangaroo Headland and Northern Cove Draft Interpretation Strategy; October 2012 by CM+
- Barangaroo Central Waterfront Promenade and Interim Public Domain Interpretation Strategy; November 2012 by Godden Mackay Logan, Heritage Consultants
- Millers Point Integration Works Interpretation Strategy by Rintoul Associates, August 2013

2.1 Background; Interpretation is the conservation of memories.

Interpretation is an essential part of heritage conservation. *The highly visible physical presence of the Harbour Control Tower represents the quest by maritime authorities to provide awareness of shipping movements and to ensure that traffic flowed in and out of Port Jackson as efficiently and safely as possible. The building became operational in 1974 but it was not until 1992, when operations including visual surveillance of commercial shipping at the South Head Signal Station transferred to the Control Tower, that full centralisation was achieved (Sydney Ports s170 listing).* As container shipping was transferred from Sydney Harbour to Port Botany, the container terminal at Darling Harbour became redundant resulting in the State Government announcing that the stevedoring wharves at East Darling Harbour would be transformed into a new urban precinct. Subsequently, the Harbour Control Tower was replaced by the new Communications and Operations Centre at Port Botany in 2009. The redundant tower was then sold to the Barangaroo Delivery Authority in 2012.

The approach to the Interpretation Strategy for the Harbour Control Tower is to not only describe its role from 1992 until 2009 but to tell the more holistic story of Millers Point's maritime heritage from the 1800s to the present and the extraordinary landform changes that have been undertaken to ensure that the Port of Sydney remained economically viable and up to date with the latest shipping technology.

2.2 Identifying the Audience

The interpretation of the Harbour Control Tower at the junction of Merriman Street and the new Headland Park will attract a diverse audience which will include but may not be limited to :-

- Residents of the surrounding areas
- Waterside workers
- City Workers either at lunch breaks or travelling to and from their workplace
- Australian and International visitors of multiple ethnic backgrounds
- Aboriginal people of different language groups
- Bushwalkers and walking groups
- Families
- Special Interest groups from Day-care groups to the Aged,
- Learning trips for schools, universities
- Possible gallery or theatre visitors to the future Cultural Venue by night and day.

2.3 Scope of the Interpretation Strategy

The aims of this Interpretation Strategy are to identify the themes and stories of Millers Point's maritime past, historic built form and its closely linked residential history which can be communicated to a diverse and multi-lingual audience. The strategic themes and stories will be discussed in detail in Chapter 4.0 and will provide the basis of the interpretative themes and their possible locations which will be developed by an appropriate designer or design team during the next phase, the implementation of a detailed Interpretation Plan.

These themes and stories of this Interpretation Strategy could include

- The story of the Port of Sydney, the evolving maritime technology over 200 years related to shipping, wharves, cargoes, cargo –handling and maritime communication (in which the Harbour Control Tower played a role, although now redundant).
- The massive land form changes which occurred at Millers Point to accommodate changes in shipping technology.
- Historic built form which was affected by the massive land form changes and the tangible evidence of the surviving intact small-scale 19th C houses.
- The associated Labour, Workers, Housing and Social movements which were integrally linked to the maritime activities of Millers Point.

This Interpretation Strategy will develop innovative and effective tools and techniques to communicate the significance of the stories of the Harbour Control Tower, Millers Point and its maritime history. The strategy will identify approaches to effectively communicate each interpretative theme and could include inlays within paving or parkland, retention of early fabric, display of archaeological remnants or artefacts, focal points for Public Art with historical relevance, interpretative signage and installations, naming of significant spaces, electronic and interactive interpretative media and potential interpretation within the future Cultural Venue.

3.1 A brief History of Millers Point and Barangaroo

Millers Point retains much of the character of its colourful past as an early maritime village due to the rugged topography of The Point which isolated it from The Rocks. Until the Argyle Cut was cut by convicts in 1843, the only way for the early colonists to reach the area to gather oysters, cockles and shells for lime was by water or by climbing over the rocky knoll or around the oyster-fringed shoreline. The shores of Cockle Bay or Darling Harbour as it became known, were an important source of cockles and oysters for both the indigenous and European populations.

Indigenous Occupation

Large shell middens and numerous rock engravings close to the site of Barangaroo indicate indigenous occupation dating back around 6000 years.

The traditional owners of Coodye (Millers Point) were the Cadigal people while the Wangal people were recorded as living to the west of the Cadigal people and included Goat Island where Bennelong (a member of the Wangal Clan) and Barangaroo (a member of the Cammeray Clan) spent some of their time together. Barangaroo was a powerful indigenous woman and the second wife of Bennelong. When Barangaroo died in 1791, she was buried in Governor Phillip's garden, in the area of Circular Quay.

An idyllic lithograph from 1823 looking towards Millers Point shows two windmills, a few small buildings, sailing vessels and Aboriginal people continuing their traditional lifestyle as cattle and sheep graze around them.

Colonial Settlement 1788 – c1840: Convicts, Quarries and Shipping

The massive middens of shells in Cockle Bay provided the perfect source of lime for the new colony and the shells were collected, crushed and burnt in kilns to produce quicklime. Stone quarrying was a notable early industry providing building materials for early Sydney buildings and gradually re-shaped the topography of Millers Point. An 1831 plan of the Point shows one of John (Jack the Miller) Leighton's mills at the crest of the Point and a track leading to the properties of Munn and Bettington (ship-builder and wharf - owner) on the south-western corner of Millers Point where lime kilns were built into the side of the escarpment. Munn Street and Bettington Street are named after these early land-holders. Millers Point was named for the windmills, the first being a government windmill in 1797. By the first decade of 1800 three further windmills were built by John Leighton and Nathaniel Lucas. Windmill Street continues to lead to the promontory of Millers Point.



Figure 3.1: Cockle Bay, now Darling Harbour c1821, attributed to James Taylor, ML941. Courtesy of City of Sydney.

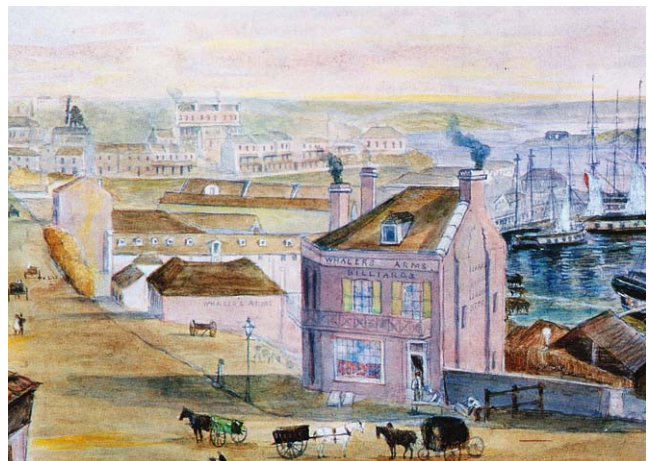


Figure 3.2: Millers Point, Sydney 1842 – John Rae.



Figure 3.3: 1845 water colour by Eugene Delessert of Millers Point.

The sandstone of the Point provided building material for early Colonial buildings and the little streets and laneways of Millers Point were gradually formed through quarrying. As Millers Point became more accessible, jetties, wharves and warehouses were built to service the thriving whaling and sealing industries of the 1830s. The resultant oil production was unpleasant and pungent but provided essential fuel for lamps and cooking.

On the 1st January, 1838 a Building Act was introduced to control the spread of fire and disease in dense residential areas, the transportation of convicts to NSW ended and along with a drought and the 1840s economic depression, the Colonial Period effectively came to an end. From this time, the ever-increasing wool trade began to displace the whale, seal and South Seas trades as the predominant cargo on the Millers Point wharves.

By the 1840s, workers' cottages appeared near the wharves while the fine houses of the wharf owners and merchants were built near Clyne Reserve where they enjoyed panoramic views over their wharves and warehouses. Of the merchants' houses, only the grand terraces at 7-13 Dalgety Terrace have survived.

Windmill Street was 'the high-street of shipping interests' with commanding views over the harbour but by the 1840s was filling up with ship's chandlers, sail-makers, carpenters and block and tackle makers as well as boarding houses, a brothel and a pub. Millers Point continued to remain relatively isolated from the disreputable Rocks until the Argyle Cut was completed in 1846.

Victorian Economic and Maritime Expansion c1840 – c1890: Gold, Wool and Wheat

By the 1850s, Millers Point was recognised as a prosperous area with schools and churches. The 1851 Gold rush generated both a shortage of labourers and a flood of immigrants and by the 1860s, the earlier mix of worker and merchant housing began to be overtaken by commercial premises. New residential Late Victorian housing in Lower Fort Street, Argyle Place and Kent Street was constructed along with boarding houses for temporary accommodation.

Specialised firms began to replace the general mercantile firms as the major shippers of wool and gold bullion. The ships also became highly specialised with the introduction of the fast clipper ships. By the 1880s, most of the Darling Harbour wharves and jetties were in a dilapidated condition and the water highly polluted from sewage, rubbish and industrial waste. The Government recognised that all of the wharfage from Darling Harbour to Millers Point would

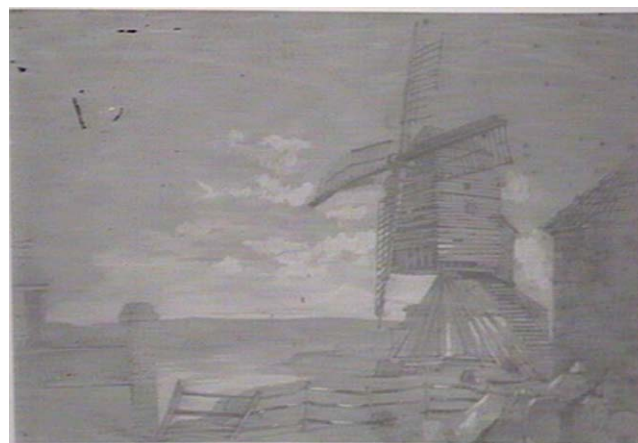


Figure 3.4: Millers Point Windmill – Samuel Elyard.



Figure 3.5: North View of Macquaries Sydney – Joseph Lycett.



Figure 3.6: Cuthbert's shipyard 1873 – Holtermann.

need to be re-constructed as shipping changed from sail to steam and hydraulic lifting became more common. During the late 1870s, Cuthbert's shipyard on the western edge of Millers Point was redeveloped to handle large scale wharfage and goods storage followed by further jetties in the 1880s. Government resumption of wharfage commenced in 1889 with owners finding government purchase an attractive option without the need to upgrade their ruinous jetties and buildings.

Inflation caused rents to treble and workman's wages to increase. In 1872 The Sydney Labouring Men's Union was formed by waterside workers and brought the shipping trade to a standstill in 1882 and again during the Great Strike of 1890.

Federation and Early Twentieth Century 1890 – 1939; Plague, Hunger, Government Resumption and The Great Depression

With the declining conditions, the Millers Point community became unstable and stigmatised as 'rough', with unemployed and unskilled bachelors making up a large part of the community. Problems of sanitation and squalid surrounds, the threat of disease and the formation of larrikin gangs such as the Rocks Push added to the degeneration of the area. The 1892 Land & Financial Crash effectively ended the Victorian Period as the 1880s land and financial boom collapsed. The new century brought Federation to Australia and the introduction of Federation and Edwardian architecture.

The outbreak of bubonic plague in 1901 resulted in The Rocks, Millers Point and Darling Harbour being quarantined and heralded the wholesale resumption by the Sydney Harbour Trust of large portions of the foreshore and Millers Point. This enabled the commencement of modernisation of the commercial waterfront and to clear the way for the construction of Sydney Harbour Bridge which necessitated the demolition of Dawes Battery.

Demolition of properties was ordered between the back of Kent Street and Munn Street, Wentworth, Clyde and Hart Street and much of the housing of the original Jack the Millers Point was razed. Of the 803 properties resumed by the Trust, 71 were condemned with the remainder rented with the state acting as landlord. Radical redevelopment included work on Dalgety's wharf and the construction of the Walsh Bay finger wharves. Both old and new housing was tenanted by maritime workers and Millers Point essentially became a "Company Town". New construction included flat buildings, shops and 12 residential buildings at Munn Street and 32 model houses on Windmill Street, Gloucester and Lower and Upper Fort Streets.



Figure 3.7: Windmill Street – View of cottages taken during cleansing operations 1900.



Figure 3.8: Construction of Munn street to Argyle Street.

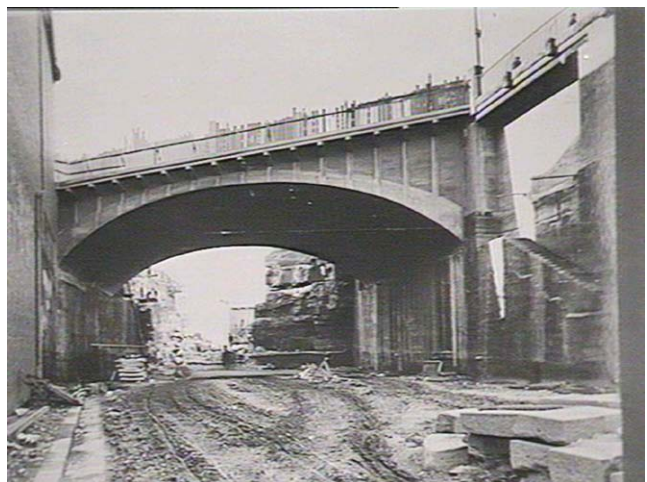


Figure 3.9: Overbridge over Hickson Road.

Immediately prior to World War 1, a process of street realignment and reconstruction saw the renaming of Cumberland Street as York Street along with its extension over the newly widened Argyle Cut to link to Dawes Point.

The task of the Harbour Trust in updating shipping and wharfage resulted in a vast amount of construction work. The first major work to be completed in Millers Point was a refurbished Dalgety's Wharf and associated stores warehouses on the point itself. The wharves were double decked and connected to two levels of roadways; Hickson Road at the lower level and Munn, Argyle and Windmill Streets at the upper level due to the 1910 construction of two overbridges across Hickson Road.

After the war, imports and exports rose rapidly but from 1928 until 1936, the effects of a major international depression were compounded by droughts. Conditions for workers were extremely difficult. It was during the Great Depression that Hickson Road came to be known as "The Hungry Mile" from the men who went from wharf to wharf in search of work.

The Twentieth Century and World War Two 1939 – 2000

The area remained largely tenanted by waterside workers creating a deepening solidarity within the Millers Point community. The gradual improvement in waterfront and shipping employment conditions during World War II prompted a rise in social conditions and placed pressure on the limited housing available in Millers Point. Stability reigned through the 1950s and 1960s until the Millers Point locals banded with the residents of The Rocks in opposition to the high-rise development proposed for The Rocks by the Sydney Cove Redevelopment Authority established in 1968.

As a direct outcome of this protest, new development within Millers Point was limited. However, some demolition occurred on the west side of Merriman Street and to the majority of housing in Munn Street when changes were made to the wharf structures in 1964. The nineteenth century merchant shipping mansions on west Merriman Street were demolished to permit the construction of the Harbour Control Tower in 1974.

Containerisation of shipping created the most dramatic modification of the wharves when, in the 1960s, a large concrete apron built for this new method of shipping caused the demolition of almost the entire previously built environment. This is the concrete apron that defines the Barangaroo site today. Changes to shipping technology and the inability to create heavy freight rail access to the site made it unsustainable as modern ships require more space and direct access to freight rail.



Figure 3.10: Maritime Services Board Control Tower constructed in 1974.



Figure 3.11: Current site layout.

By the mid-1970s, only limited amounts of cargo were being processed at the wharves and with social opposition to further development supported by Green Bans, the New South Wales Heritage Act was introduced in 1977 enabling the conservation of Millers Point.

The 21st Century and Barangaroo

In 2003, the State Government announced that the stevedoring wharves at east Darling Harbour would be transformed into a new urban precinct.

Barangaroo is being transformed into a vibrant mixed use waterfront precinct comprising commercial, residential, leisure, tourist, retail and community uses. It will be a place for Sydney to celebrate and enjoy as it provides the missing link in a 14km Sydney Harbour Circle Walk.

The huge concrete tarmac of the former container wharves has been designed into three themed areas – the Headland Park, Barangaroo Central and Barangaroo South:

- The recreation of the Headland will restore the natural features of the Point within 6 hectares of new naturalistic parkland in which the people of Sydney can relax and enjoy the Harbour. Angophoras and Port Jackson figs will be planted to reflect the other natural headlands around Sydney Harbour and a broad water-edge promenade will continue the length of the site from Walsh Bay to Darling Harbour.
- Barangaroo Central is the heart of the site. As a home for creativity and innovation, Barangaroo Central will also be a cultural and civic focal point for recreation, events and entertainment.
- Barangaroo South will be the commercial centre of the site with a proportion of residential apartments that will ensure the site is vibrant and active seven days a week.

3.2 Historic Background on the Operations of the Port of Sydney in Millers Point

Captain Arthur Phillip was overjoyed in 1788 when he entered Port Jackson describing it as “one of the finest harbours in the world”.

In 1790, a signal station was established at South Head with Robert Watson as its signalman. Watson was appointed as Sydney's first pilot in 1805 and later as Sydney's first harbourmaster. In 1833, the Port of Sydney was declared a free port so that foreign vessels were allowed to trade. Sydney's first Water Police Station was built on Goat Island in 1838. The Marine Board of NSW was established in 1871.

Throughout the 1800s, Sydney's wharves were privately owned and their ramshackle development contributed to the outbreak of Bubonic Plague in 1900. A Royal Commission was appointed to enquire into the management of the then Marine Board which was replaced in 1899 with the Department of Navigation which operated until October 1900 when the Sydney Harbour Trust was established operating under three commissioners. As well as the administration of the port facilities, the Trust now controlled the housing called the Darling Harbour Resumption Area in the immediate vicinity of the wharves. This enabled the Trust to demolish houses in order to construct stores and facilities behind the wharves. It also paved the way for the construction of the Harbour Bridge.

The City Council argued that the government was usurping their rightful role in re-building houses which resulted in a Public Works Advisory Board set up in 1901. Plans were drawn up for a new street layout which accommodated approaches for the future bridge and railway as well as public housing. The Harbour Trust was not interested in housing but in facilitating the trade of the port and requested that further housing be transferred to them resulting in 803 properties overall. The Trust was also granted wide powers to demolish housing if it would facilitate port developments, essentially the trading lifeblood of the city.

Wharf renewal and road construction commenced on a massive scale as the Miller's Point cliff was cut down to form Hickson Road at wharf level and the new Dalgety Wharf. As the number of houses diminished, the available employment increased, placing pressure on the Trust to provide housing for workers. 1912 legislation creating a Public Housing Authority for Sydney gave the Council the right to build within the City Council area including the state-owned Millers Point. Between 1908 and 1915, the bulk of new housing had been erected by the Trust and Public Works. The outbreak of WW1 marked the end of residential expansion in Millers Point. From 1910-1921

new double-sided finger wharves between Millers Point and Dawes Point were commenced as the building of Hickson Road continued into the late 1920s.

The Great Strike occurred in 1917 and from that time the Unions began initiating improvements for workers. However, the Great Depression followed which caused enormous brutality and hardship to port workers when a 'hungry mile' of workers often formed looking for work. By 1935, 83% of shipping was still coal-fired and thousands of workers were still out of work on the waterfront. By WW11 the people of Millers Point had formed a more close-knit community than any other in Sydney due to shared hardship.

In 1936, the Sydney Harbour Trust was reconstituted as the Maritime Services Board and as shipping increased during the war, an urgent need to maintain order and achieve rapid turnaround was required. But by 1950, the MSB was reporting that ships were waiting off-shore for berths and that turnaround time was slow due to labour shortages & stoppages. Cargo was stored in Hickson Road and the lack of worker housing caused families to 'double up' in the available housing.



Figure 3.13 – 1937 photograph of the Point (Fitzgerald & Keating)

Figure 3.14 – Reconstruction of the Point in the 1970s (Fitzgerald & Keating)

Between 1957 and 1961, a strategic review of the port's needs was completed by the MSB with its main conclusion being that a second port would be required to accommodate Sydney's long-term trade growth.

Attention finally focused on Botany Bay with broad proposals for the new port as well as a master plan for future changes in Sydney Harbour, published in 1966. Not only did container cargo need broad wharves but they needed ample flat space behind the wharves to stack the cargo and an efficient road or rail transport system.

The MSB recognised that containerisation would emerge in Australia within 2 years of the report and that Port Botany could not realistically be ready by that date. The master plan for Sydney Harbour essentially addressed urgent immediate requirements for containerised shipping in an attempt to make the best use of existing opportunities in the Port of Sydney while building the new Port of Botany. Botany Bay container terminals began operating in 1979.

Consequently, during the late 1960s, Millers Point lost some of its Harbour Trust houses as well as older Victorian mansions on the Point and cottages on Crown Street, Dalgety Terrace, Munn Street and Merriman Street west. This followed the decision by the MSB to convert the finger wharves of Darling Harbour into longshore roll on/roll off container terminals with excavation, demolition and construction commencing from 1964. The cliff face was further cut back to facilitate the new wharfage and the Harbour Control Tower (known as 'The Pill') was constructed by 1974. As stated in Fitzgerald and Keating's book, *Millers Point* from which this brief historic background of the Port of Sydney has been summarised "*It's (the HCT's) incongruity when viewed above the roofs of the houses in Dalgety Road or in conjunction with the Merriman Street cottages is so enormous that subsequent studies of the area tend to ignore it altogether, as if disbelieving that it is actually there.*"

The Botany Bay container facilities are now fully operational and as the East Darling Harbour Wharves became redundant, the site was acquired by the Government for Barangaroo.

3.3 Historic Background of the Harbour Control Tower.

The excerpt below is taken from 'Historical Notes' in Sydney Ports Corporation (replacing the MSB since 1995) s.170 listing (SHI 4560017) for the Ports and Operations Centre (HCT), Merriman Street, Millers Point.

Construction of the Tower at Darling Harbour in 1973-74 continued the quest by maritime authorities to provide awareness of shipping movements and to ensure that traffic flowed in and out of Port Jackson as efficiently and safely as possible. This quest started within two years of the first European settlement when a lookout was established at South Head to notify the settlement of approaching ships. On 10th February 1790 a flag was hoisted for the first time announcing the arrival of the brig "Supply". In 1793 the first recorded use of a navigation light occurred there when a signal fire was used to mark the Harbour entrance (See South Head Signal Station No4560011).

The first Harbour Master was appointed in 1811. Growing Port traffic and changing technology led to the establishment of an increasingly sophisticated system of signal stations, lighthouses, buoys and the pilotage service. Port control was also enhanced by the establishment of the Sydney Harbour Trust in 1890, then the Maritime Services Board in 1935-36. In 1952 the Board's Port Operations and Communications Centre opened at the then Head Office. When the time came to re-equip and expand the facility in the 1970's, a priority was to provide operators with a good view of Port traffic and commercial wharves.

A tower on MSB land at Millers Point was the solution.

The Tower was built on land cleared by the MSB in the 1960's -70's during conversion of the finger wharves at Darling Harbour into longshore roll-on/roll-off container terminals. Earlier it had been the site of the Dalgety's wool store. The building became operational in 1974 but it was not until 1992, when operations including visual surveillance of commercial shipping at the South Head Signal Station transferred to the Control Tower, that full centralisation was achieved.

Construction of the new Operations Centre at Port Botany commenced in October 2008 and was operational Christmas 2009. The HCT had effectively completed its transitional role and the tower was sold to the Barangaroo Delivery Authority on 25 July 2012.

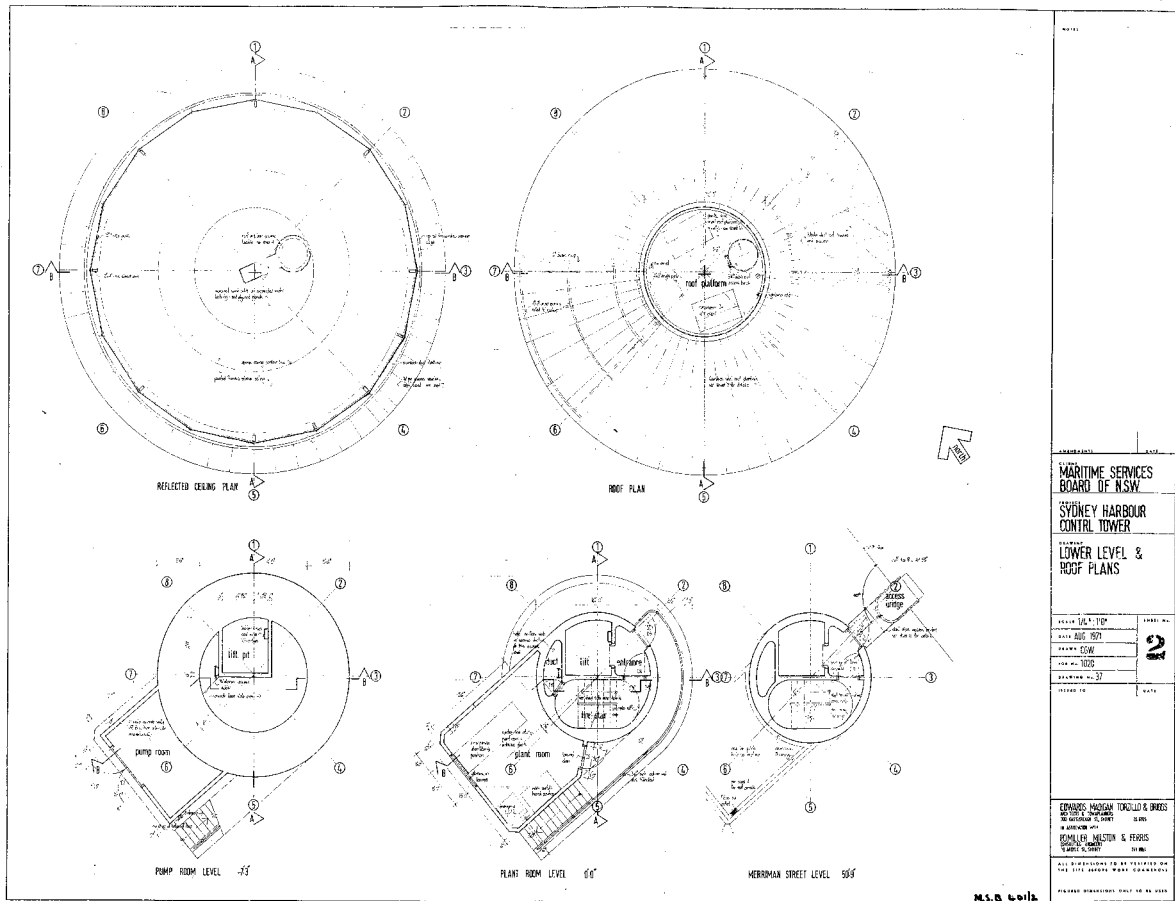


Figure 3.15 - Lower level & Roof Plans; Sheet 2; Edwards Madigan Torzillo & Briggs; August 1971

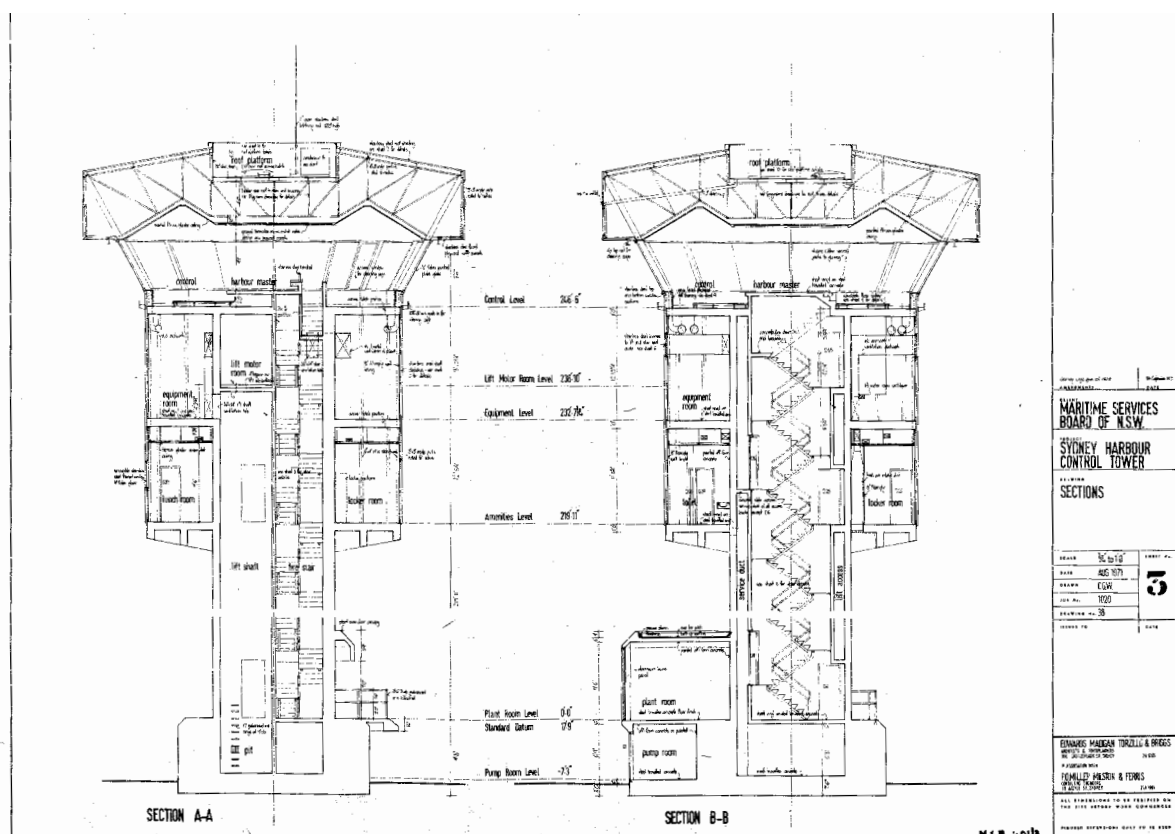


Figure 3.16 :- Sheet 3; Original sections through the Harbour Control Tower designed in 1971 by Edwards Madigan Torzillo & Briggs

4.1 General Background

Millers Point retains much of the character of its colourful past as Sydney's early maritime village as described in Section 3.0.

The demolition and removal of the Sydney Harbour Control Tower (HCT) from Merriman Street will result in the removal of a very visible maritime structure which has become redundant. While the removal of its massive visual intrusion within the small scale village of Millers Point will be of positive heritage benefit, at the same time it is also a further loss of evidence of the working Port of Sydney when container shipping occurred at Millers Point and White Bay. Shipping (including cruise liners, cement & oil tankers and occasional containers) still occurs within Sydney Harbour at White Bay, fishing fleets at Blackwattle Bay, Rozelle Bay, Gore Cove, tall ships within Darling Harbour, Lighters, Tugs and Pilot boats at Mort Bay and from Navy activity albeit the frequency of shipping within Sydney Harbour has diminished since container shipping has been redirected to the Port of Botany.

4.2 Interpretative Themes

The following key themes have been identified which have the potential to tell stories and conserve the memories of the Harbour Control Tower and Millers Point's colourful maritime history. The s170 Listing by Sydney Ports Corporation identified two State themes applicable to the HCT; Economy; Communication and Transport (both now redundant) and which are included below:-

Theme	Theme Outline
Merriman Street	
Landform changes over time	The changes in the natural and urban landscape of Millers Point over time as a result of quarrying, reclamation, replanning and changes to streets and buildings. The cut for Hickson Road and its overbridges constructed to reconnect Millers Point and the cutting back of the Point in the 1910s & 1960s for improved wharfage, including the cut for the Harbour Control Tower.
Merriman Street	
Sydney Harbour Control Tower	Its history, industrial design, bespoke function and symbolic relevance to maritime port operations.
Historic overlays	Changes in land use and activities adjacent to the HCT. Lost urban forms could be interpreted including former streets, the cutting back of the Point, the loss of the Point's marine villas, the former finger wharves along the shore and warehouses and residences along Merriman Street.
Street names	Name changes and associations with notable local characters.
Archaeology	Interpretation of former buildings/marine villa remnants in Clyne Reserve and/or below the Merriman turning circle.
Colonial Settlement	
Convicts	Convict labour used for quarrying and building construction.
Early landowners and ship builders.	Munn's shipyard, Towns, Moore's and Dalgety's wharves and bond stores and their houses on the point.

Social History	
Henry Moore and Robert Towns	Influential people in the early maritime history of Millers Point's, their marine villas on the Point with potential footings evident in Clyne Reserve.
Residential area	Millers Point's housing was closely associated with its maritime activities including Merriman and Crown Street's early housing footprints and their occupants prior to the 1960s.
Bubonic Plague	Its effect upon Millers Point causing the Resumption Act
The boarding houses, brothels and pubs	The influence of the maritime workers upon the built fabric and social history of Millers Point where some of the marine villas on the Point eventually became overcrowded boarding houses and Moorecliffe became an Eye and Ear Hospital in the 1880s.
Maritime Industry, Trade and Commerce	
Shipping Technology	The evolving technology of shipping, navigational systems, wharfage, cargoes & cargo-handling.
The Maritime Economy	Port Jackson, Darling Harbour, Walsh Bay, Port Botany and their maritime trade. Early whaling and sealing, wool trade, gold bullion, mail and the clipper, steam vessels, gas turbine, diesel driven and containerisation phases of shipping .
The Sydney Harbour Trust, Maritime Services Board and Sydney Ports Corporation	Their projects for major reclamations, demolitions, upgrades and new wharves and facilities built along the Darling Harbour and Walsh Bay foreshores plus new housing for waterside workers. The emergence of Port Botany for container shipping.
NSW Economy -Transport	The requirement for an efficient port to fuel NSW's economic development based on efficient shipping , wide wharfage with storage space behind, transport systems including wide roadways and freight trains to handle container movement and ability to upgrade facilities as shipping evolved to larger vessels.
Maritime Communication	The Harbour Control Tower was constructed by 1974 but became fully operational in 1992 when operations including visual surveillance were transferred from the South Head Signal Station. The tower became redundant when the Port of Botany Communications and Operations Centre became operational in 2009. The tower's radar was then moved to Blues Point Tower, McMahons Point to relay shipping information to Port Botany.
Archaeology	Remnants of bond stores. The 1960s rockface cutting.

Labour, Workers and Social Movements	
Unions	The waterside workers unions active from the late 1870s. The power of the 20th C Waterside Workers Federation and their role in preserving Millers Point. The emergence of 'Green Bans' in the 1960s to prevent massive proposed demolition and redevelopment in Millers Point and The Rocks. The introduction of the NSW Heritage Act 1977.
Working on the wharves	Hard physical labour with little security. Technological advances reducing the need for physical labour. Fights for pay and conditions improvements. Notable events include; The Great Maritime Strike, 1890 Dog Collar Act, 1928 'Pig iron' ban of the late 1930s Anti-Apartheid ban on South African ships Patrick's Stevedoring Dispute, 1998
The Hungry Mile	The devastating effect of the Great Depression with men queuing for occasional work along Hickson Road.
Workers Housing and Living Conditions	Close connections between the wharves and the waterside workers housing. State housing Board workers accommodation for married labourers and families, boarding houses & temporary accommodation for single men throughout Millers Point
Notable People	Jack Munday, Jim Healy, Harry Teasel, Stan Moran, Ray Jones, Ron Maxwell,
Archaeological potential	
	Due to the massive excavations that occurred in the vicinity of the HCT, the potential for archaeological investigation is low.

4.3 Key Stories for Interpretation

The themes identified above which are relevant to the Harbour Control Tower and Millers Point's maritime history have been developed to inform the following potential key stories for interpretation.

The key stories are ranked as follows:-

- The story of the Port of Sydney; the evolving maritime technology over 200 years related to shipping, wharves, cargoes, cargo-handling and maritime communication (in which the Harbour Control Tower played a role, although now redundant).
- The massive land form changes which occurred at Millers Point to accommodate changes in shipping technology.
- Historic built form which was affected by the massive land form changes.
- The associated Labour, Workers, Housing and Social movements which were integrally linked to the maritime activities of Millers Point.

Story of the Port of Sydney

- Early images of shipbuilding, whaling, pre 1850s wharfage.
- The vista down former wharf access roads towards a 'Forest of Masts' represented in early photographs c 1850s-1900.
- The Resumption and the major changes to Millers Point from 1900-1915.
- Containerisation and the massive excavations to Millers Point from in late 1960s and 1970s.
- The de-commissioning of the Millers Point and Darling Harbour wharves and the Harbour Control Tower after the establishment of the Port of Botany for container shipping.



Figure 4.1 Millers Point and double-sided Darling Harbour wharves, 1920; (ML). Photograph.

Changes in Shipping and Cargoes

- Images of early whaling and wool sailing ships.
- Wharves, Darling Harbour 1891, clippers for the gold bullion, wool and wheat trades.
- Steam ships at the double-sided Darling Harbour wharves in the early 20th century
- Diesel driven shipping of the 20th century
- The advent of container shipping in the late 20th century, and Wharves 3, 4 & 5 at Darling Harbour.

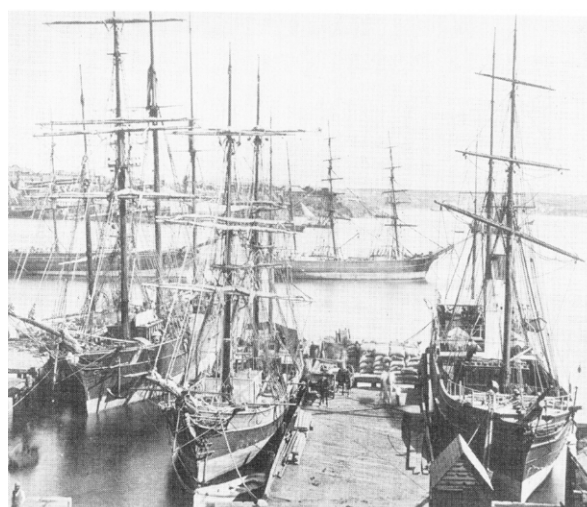


Figure 4.2 Sailing clippers at Millers Point c 1870

The Harbour Control Tower

- The tower's design drawings from 1971 and its relationship to container shipping and its surveillance of the port area from 1992-2009.

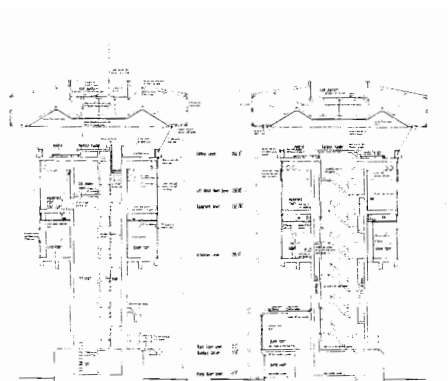


Figure 4.3 Plan and section through the tower by Edwards Madigan Torzillo & Briggs.

Land Form

- The natural topography as depicted in early paintings and surveys.
- Indigenous flora and fauna
- Evolution of the landform over time including 1788, 1820s, 1880s, 1915, 1974 and the current headland re-construction.



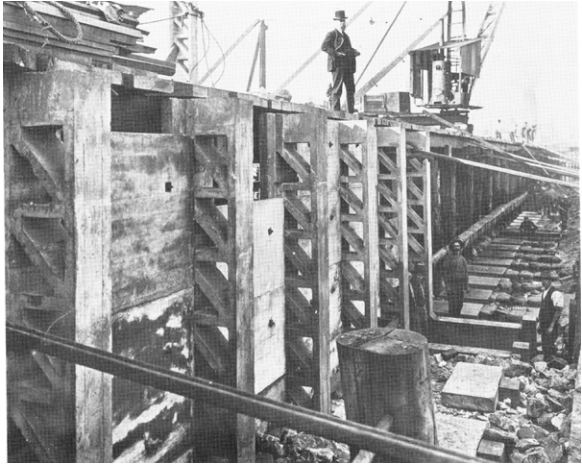
Illus 4.4 View towards Millers Point c1821 by James Taylor (ML)

Streetscape and Built Form evolution

- Changes in street layout . Interpretation of former houses and Dalgety's Store in road and footpath paving.

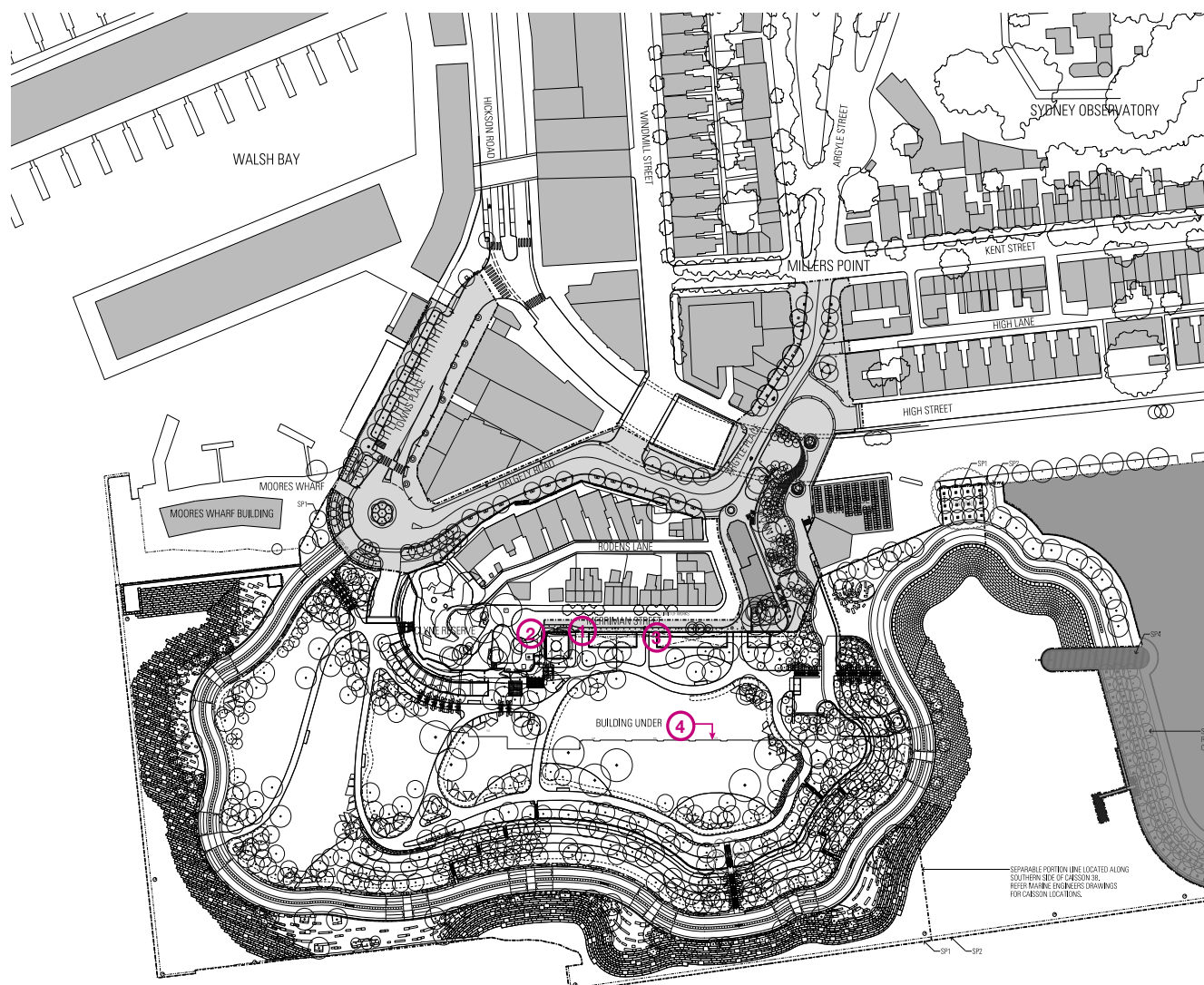


Illus 4.5 1937 & 1970s photographs showing the dramatic changes to the Point during the 1970s reconstruction including the loss of houses to west Merriman Street & the remnant marine villas on The Point

Maritime Industries and the Unions	
- Maritime Unions; labour, protest, strikes and change - Slums; the Plague, Resumptions and renewal - Public housing and welfare movements - Connections to the Millers Point Community	 <i>Illus 4.6- The Maritime Workers Federation</i>
Millers Point Identities and Street names	
- Stories of the personalities of Millers Point including ordinary men and women over time, - the wealthy merchants on The Point, - Jack-The-Miller, - Munns and Bettington, - Moore and Towns and their busy wharves, - Commissioner Hickson and his major infrastructure works, - Union Representatives including Jack Munday	 <i>Illus 4.7 Commissioner Hickson surveying work in progress on the wharf retaining wall, 1907.(ML)</i>

The following plan identifies potential sites for the interpretation of the specific themes and stories pertinent to the Harbour Control Tower and Millers Point's associated colourful maritime history.

5.1 Potential Interpretation sites



Plan 5.1 Potential Interpretation Sites N.T.S

Main Interpretation Sites descriptions:-

Site No.	Proposed Location	Theme	Potential Interpretation Device	Story
1	Harbour Control Tower	Economy Communication Transport	Sign on Merriman Street showing sectional drawing through tower. Inlay or Void within headland	The urgent need to upgrade for container shipping resulted in further cliff cutting to facilitate a roll-on/roll-off container terminal and the construction of the Harbour Control Tower for surveillance until the Port of Botany was operational. The 4.9M diameter shaft of the HCT could be interpreted with a void or 'Oculus' within the new surface of the Headland Park with an inscription or installation.
2.	Clyne Reserve near the Merriman Street cul de sac	Built Landscape Social history Archaeology	Sign 1	Map and images depicting the grand maritime villas which were built on The Point overlooking the wharves below. Social History of the owners. Identify the location of the former Crown Street. The footprint of the early marine villas could be indicated within the Reserve surface at a future stage
3.	Merriman Street	Maritime Industry, Trade & Commerce. Land Form Built Landscape Social History	Sign 1 Footpath inlays Sign 2	Description of the two great changes to Millers Point as the cliff was quarried out to ensure an economically viable Port of Sydney. Headland plans from 1831, 1865, 1880, 1910, 1974 and as proposed. Explain the evolving technology of ships and cargo handling & the role of the Sydney Harbour Control Tower. Individual inlaid inscribed plaques in the eastern footpath relating to the early houses which were demolished. Describe the first Green Bans in the late 1960s when residents and maritime workers protested the demolitions proposed in the Rocks and Millers Point.

4.	Potential Museum or electronic displays within the Headland Park Cultural Venue	Public Amenity and Marketing Working Harbour Social & Industrial History	Interpretation and Museum displays :- electronic projection and sound effects	Potential to project life size images of shipping (with sound effects) onto the western wall within the Headland Cultural Venue. These images should span the history of shipping and the Point including: - Containerised shipping from the late 1970s to 2009 - The 1910s-1930s modernisation of the foreshore and Millers Point:- steam ships ,gas and diesel driven ships. - The 1840-1890 finger wharves and clipper ships - The 1820s-1840s shipbuilding, whaling and shipping. Windmills. - Pre 1788 indigenous fishing, hunting and gathering with view towards Melmel (Goat Island). Potential for inlays within the headland Cultural venue depicting the 4.9M diameter shaft of the HCT and the lines of excavation which interpret the massive excavations and reconstructions that took place on the headland.
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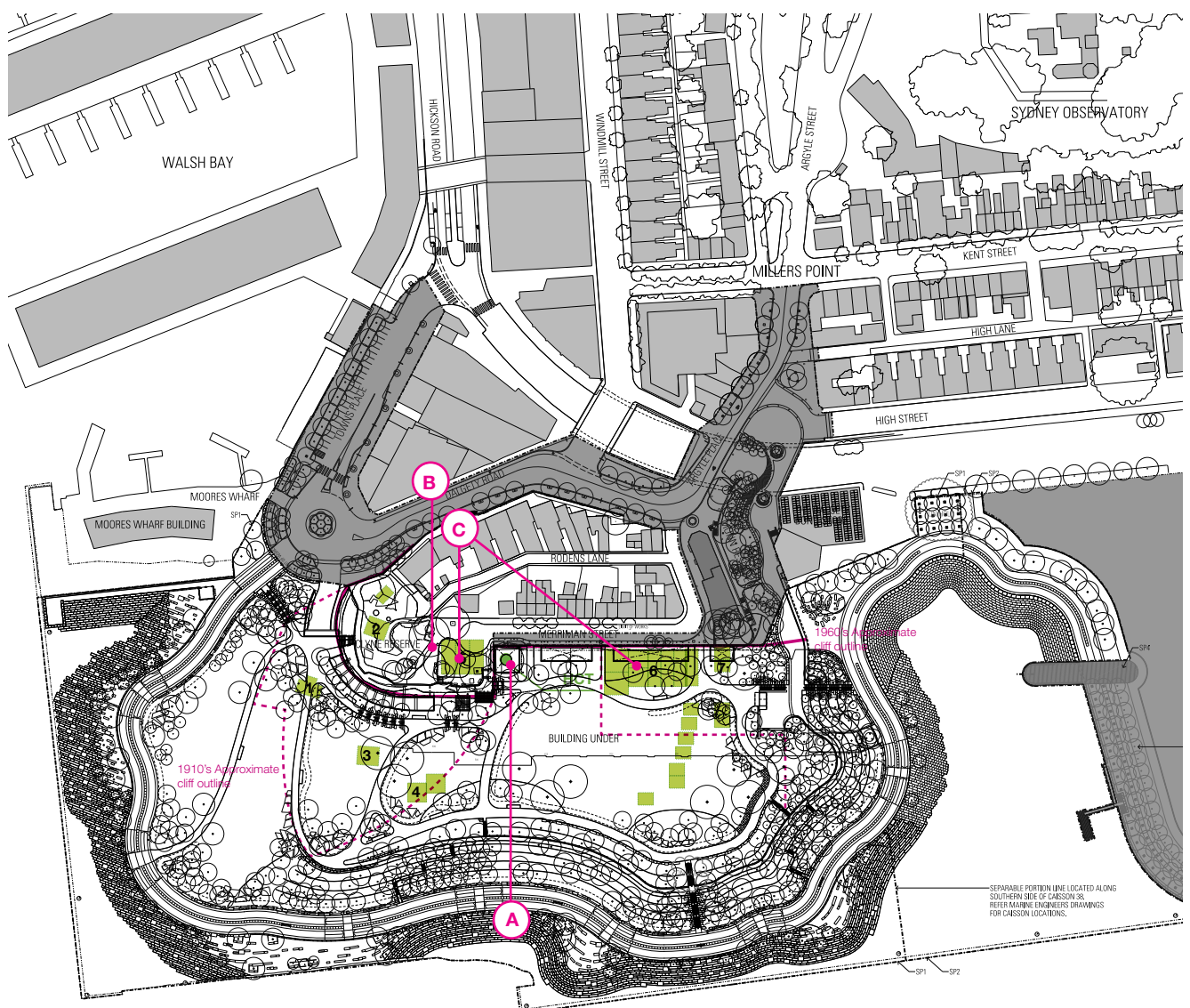
5.2 Key Interpretation Inlays and images

Illustration 5.2 indicates the potential pavement inlays depicting the massive excavations of the 1910s and 1960s and the former streets and buildings that have been demolished :-

A. Inlaid outline, structure or void within the Headland Park identifying the 4.9M diameter shaft of the Harbour Control Tower with an inscription. An inlay of the 4.9M HCT shaft to possibly be inlaid in the floor of the future Cultural Venue within the new headland park.

B. Stone Inlay within the park surface identifying the original street formation where Merriman Street turned west onto Crown Street (demolished in the late 1960s) to access the marine villas on the point.

C. Inlays within the west Merriman Street footpath identifying the former houses and the Merriman Terraces demolished in the late 1960s to facilitate the construction of the container wharves and tower.



- | | |
|---------------------|--------------------------|
| 1. Moorecliffe | 5. Merriman Terraces |
| 2. Victoria Cottage | 6. Merriman St. Houses |
| 3. Spencer Lodge | 7. Bettington St. Houses |
| 4. Darley House | |

Plan 5.2 Millers Point's former cliff cutting and housing N.T.S.

5.3 Potential Interpretation Devices

5.3.1 Consistency of Approach

A wide range of interpretative devices are currently used within the historic precincts of Sydney and The Rocks to convey the significant themes and stories associated with each place. Some of these installations have successfully included footpath inlays indicating early shorelines, footprints of former buildings, historic plaques and way-finding signage. It is proposed that many of these interpretation devices continue to be used throughout Millers Point to promote a coordinated and easy understanding of Sydney's historic development.

5.3.2 Potential Interpretative Toolkit

A:- Signage

It is recommended that the interpretative signage panels within Millers Point be designed with the following attributes where possible:-

- mounted on a robust material to reflect the industrial maritime past of the place.
- The design should be of a slim form and in a recessive colour so that the historic urban background remains the focus of attention.
- Signage panel dimensions could be tailored to individual locations or installations i.e. horizontal signage would be best fixed to a balustrade in order to minimise visual clutter.
- Use various media to interpret each story.
- Signs can include text, historic images, drawings and overlays, interactive touch screens, montaged archaeological remnants, back-lighting, short videos and sound effects
- The signage information needs to be robust and vandal-proof, possibly with a sacrificial clear panel over the signage.
- Interpretative signage can also address way-finding for historic walks.
- A consistent graphic approach should be developed which identifies closely with Millers Point and its unique character.
- Early photographs and panoramas should be displayed in a position to highlight the changes in streetscape or land form.
- Archaeological signage could include remnant original fabric



Figure 5.3 Stainless steel 'Dots' and 'inlays' indicating the former walls of Government House at the Museum of Sydney



Figure 5.4 Sandstone base to signage at Dawes Point



Figure 5.5 Signage at Berry's Bay Reserve

B:- Pavement Inlays

- Indicate the footprint of the HCT as a 4.9M diameter void within the headland park.
- Identify the 1900s and 1960s cliff excavations of the headland with inlaid stone and inscriptions within the Headland Park and/or within the floor surface of the Cultural Venue below.
- Identify the former location of significant buildings with stainless steel inlaid 'dots' similar to the approach taken at The Museum of Sydney.
- Identify the earlier streetscape of Merriman Street and Crown Street with inlaid stone or a change of paving type on footpath, road and park surface.
- Retain and protect existing sandstone kerb and guttering on the eastern side of Merriman Street.
- Inlay plaques within the footpath that provide insight into early historic building and the former residents of Merriman Street.
- Pavement inlays and plaques are preferable to signage to prevent 'visual clutter' and permit the historic fabric of Miller's Point to be visually dominant.

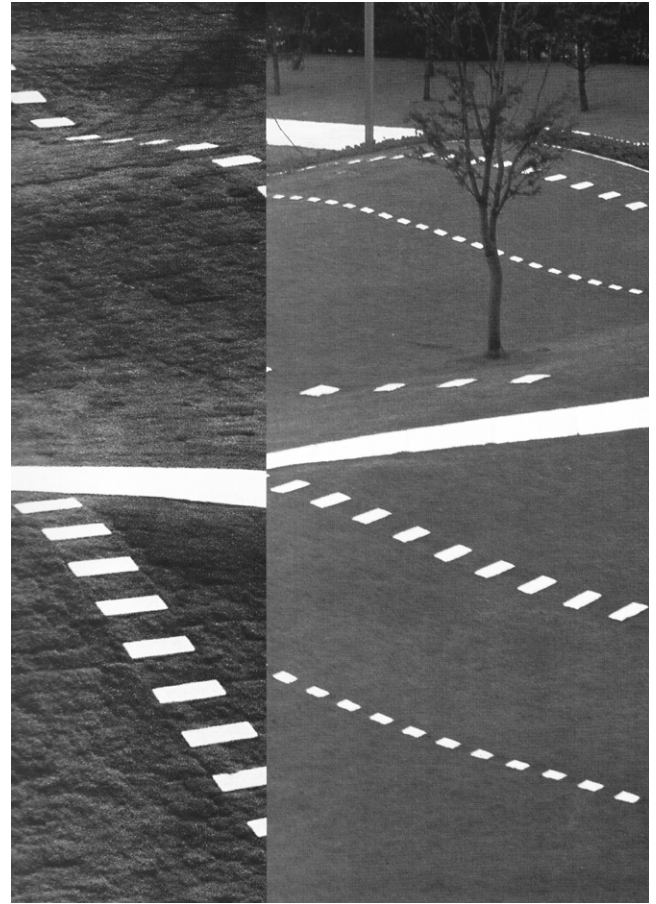


Illustration 5.6 Stone inlays within grass- 'Cadence Measures Movement' in the Natori cultural Hall south garden, Miyagi, Japan; 1995 by Hiroki Hasegawa/Studio on Site.

C:- Electronic Media

Life size film footage, photographs or holographs of shipping from different eras tied up at Millers Point finger wharves or container wharves could be projected onto the inner western wall of the headland museum to visually and audibly bring to life the story of Sydney Harbour as the working port of Sydney over the last 200 years.



Illus 5.7 –Photograph of ships tied up to Dalgety's Wharf No. 1

D:- Oral History

Oral History recordings could be conveyed by electronic interpretative media within the Headland Park Cultural Venue bringing to life the story of the shipbuilders, whaling industries, shipping merchants, sailors, coal lumpers and their families, the Unions and the emergence of Green Bans.

E:- The Working Harbour

Opportunity for ships to tie up in the deep water adjacent to Barangaroo will tangibly evoke the atmosphere of the former wharf as will the bronze bollards for the moorings. Opportunities for public visits to Navy ships (Fleet Review), National Maritime Museum ships or Sydney Heritage Fleet vessels could be explored.

F:- Street and Place Names

The names of the streets and roads within Millers Point reflect the history of the place i.e. Merriman Street, Dalgety Road and Towns Place all have historic significance. It is notable that some names have changed over time. This includes Moore's Road which was re-named Dalgety's Road in 1905, Merriman Street which was called Crown Road prior to 1875 and Dalgety Terrace which was previously called Victoria Terrace

- Street names should identify the associations of their names with inlaid footpath plaques or inscriptions.

G:- Public Art and Interpretative Installations

Public Art is an opportunity for an iconic artform which will capture the history and essence of a place. The removal of the Harbour Control Tower could be signified by a void or 'Occulus' reflecting the 4.9M diameter of the tower's shaft. It could also incorporate a remnant inverted portion of the tower's lookout.

H:- Maritime-themed events

Events could include Navy or National Maritime Museum exhibitions, public art and sculpture exhibitions, music festivals, light sculptures, theatre.

I:- Interpreting Archaeology

If archaeological relics are found in the vicinity of the Harbour Control Tower, the following initiatives could be considered:-

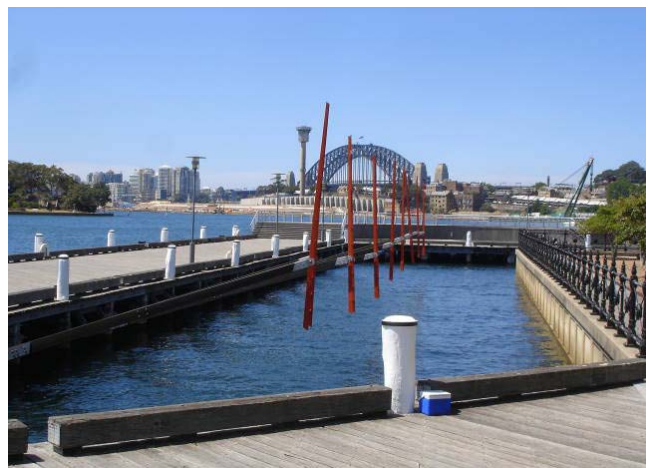
- Public open days
- Web or app-based press releases
- incorporation of the excavated material into the site surface or montaged within signage.

J:-Archaeological Digs

Archaeological digs (if required) could be used as 'living interpretation'. Maritime relics should be displayed wherever an opportunity occurs.



*Illus 5.8- Corvette Memorial, Richard Goodwin 1993-95
Cockatoo Island (Courtesy City Plan heritage)*



Illus 5.9 – Sculpture and kinetic art at Pyrmont by Jennifer Turpin + Michaelie Crawford

K:- Electronic and Printed Interpretative Media

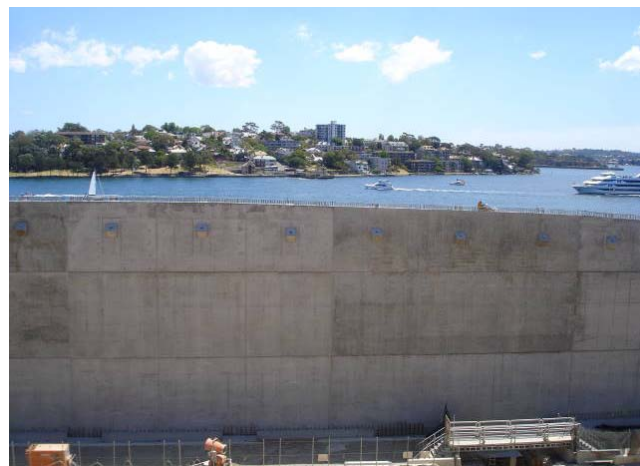
Electronic technology include websites, audio guides, downloads for I-phones and I-pads and Interactive Screens. These appeal to a wide audience including younger people and are not intrusive in the landscape. Wi-Fi could be discreetly installed near Interpretation sites. Electronic media presents opportunities for multilingual story-telling and can be innovative and interactive although more expensive to produce.

L:- Potential for display within the future Headland Cultural Venue

Sound effects could bring to life large format images projected onto the western wall of the future headland cultural venue of :-

- container shipping on the roll-on/roll-off wharf of the 1970s,
- 20th C, WW11 and steam shipping from 1910 until the 1970s,
- 19th C clipper ships and the gold, wool and wheat trade from 1840-1890.
- Early ship-building, whaling and windmills from 1788-1840.
- Indigenous hunting, gathering and fishing methods with images of night fishing with fires within dugout canoes.

Other potential displays within the future Cultural Venue could include archaeological and maritime relics, a social history of the maritime workers of Millers Point and their families, the Unions and the first use of 'Green Bans' to prevent demolition of heritage buildings. The footprint of the shaft of the Harbour Control Tower and the cliff excavations of the headland could be identified within the floor surface of the Cultural Venue.



Illus 5.10- View of western wall of future Headland Cultural Venue where there is an opportunity to present large scale images of shipping from different eras.



French figural clay pipe – early 1900's



Bottle made in Lambeth England – 1815 to 1845



Child's toy tea cup – circa 1860's



Cognac bottle early 1800's

Illus 5.11 – Archaeological finds by Austral Archaeology during the excavation of an 1825 slipway at Millers Point

6.1 Introduction

The Heritage Office, Department of Planning's publication, 'Heritage Interpretation Policy', August 2005 states "Interpretation planning includes consideration of the management of the place and its interpretation. Identify who will implement the plan and manage the interpretation." And seeks to, "Involve people with relevant skills, knowledge and experience" and "Collaborate with organisations and the local community".

6.2 Implementation of the Interpretation Plan.

The Barangaroo Delivery Authority will implement the next stage which will be the preparation of an Interpretation Plan under the management of a Heritage Professional.

6.3 Appropriate Professionals

The proposed Strategy for the interpretation of the Sydney Harbour Control Tower and Millers Point's associated maritime history should be undertaken by a professional design team which could include but not be limited to a Heritage Architect, Historian, Specialist Interpretation Designer or Graphic/ Industrial Designer, Curator, Landscape Architect and Artist.

The composition of the team may vary dependent upon the form of the proposed interpretation as follows:-

- **Team Coordinator:-** A Team Coordinator with a heritage background should be engaged to ensure an overall consistent and integrated approach.
- **Aboriginal** installations should be designed by Aboriginal Artists or in full collaboration with nominated Aboriginal representatives.
- **Archaeological** displays or interpretation should include an Archaeologist, Heritage Architect and Landscape Architect where the relics are within landscaped areas..
- **Signage:** - A Specialist Interpretation Designer/ Graphic Designer should be engaged to prepare the layouts for signage using the historic text and images provided by a heritage architect. An Industrial Designer should prepare the detailed documentation of the signage mounts & associated lighting or sound effects to the satisfaction of the Authority.

- **Audio-visual:-** A specialist audio-visual consultant should be engaged where signs or installations are proposed to be interactive.
- **Pavement or Landscape Inlays:-** A Heritage Architect and Landscape Architect should be involved in the design of any inlays and historic installations
- **Public Art:-** Artists could be engaged for specific interpretative installations or Public Art by invitation or by a Limited or Open Competition.

6.4 Consultation

Consultation with stakeholders prior to the preparation of the Final Interpretation Plan is essential within Millers Point. This could include but not be limited to former employees of the Harbour Control Tower, the community of Millers Point (particularly long term residents), Trade Unions, the Sydney Ports Corporation and all relevant statutory authorities. Interested groups such as the Heritage Fleet and National Maritime Museum could also be consulted.

6.5 Archaeology

The results of any archaeological excavations should be made evident and interpreted either in situ or within the proposed Headland Cultural Venue. Current excavations should be made safe but permit public viewing as an educational tool. Decisions regarding the display and/or long-term retention of heritage fabric could form part of the interpretative signage.

6.6 Design Development and Further Research

An experienced Historian and a Heritage Professional should be included in each design team to ensure historic themes and stories are addressed. Further research may be required to accurately locate and interpret early foreshore lines, wharves or buildings.

6.7 Multi-Lingual Approaches

The Barangaroo Headland Park is anticipating a high visitor patronage. A number of languages (indigenous and overseas) may be required to describe interpretative elements through an audio-visual approach.

6.8 Staging and Hierarchy

The implementation of the interpretation sites may be undertaken in two stages. The first could include the development of signage and inlays proposed in Merriman Street, Clyne Reserve and within the Headland Park; the second would involve any installations, signs or inlays within the Headland Park Cultural Venue itself.

6.9 The Interpretation Plan

The following tasks outline the next steps to be taken to enable design development of suitable installation tools and eventual installation to occur:-

- Appoint the Interpretation Plan Coordinator
- Confirm locations and types of interpretation media
- Engage the appropriate team
- Confirm interpretation content for each site location
- Consult with Community and Interest groups.
- Prepare additional background research where required.
- Confirm how people will use the site and integrate with interpretation media where possible
- Develop the themes, stories, poetry, metaphors, symbols and their priorities for each site
- Select materials, images and text; confirm copyright requirements.
- Design concepts for each interpretation site and organise client approvals
- Seek preliminary advice from statutory approval authorities
- Obtain relevant approvals.
- Schedule installation requirements, prepare samples and obtain warranties for maintenance
- Finalise Detailed Designs and prepare full specifications for sign-off.
- Prepare tender documentation

6.10 Maintenance

Interpretation Media requires a rigorous approach to minimise the potential for vandalism and maintenance issues and the following measures will need to be considered:-

- Locate interpretative media in an area of high public surveillance and night lighting to deter vandalism.
- Ensure interpretative media is of a robust design , construction and materials to mitigate the effects of weather, vehicles, people, birds and animals.
- Design media that is prone to vandalism with a sacrificial clear cover or coating so that the signage itself does not need replacing.
- Remove graffiti daily.
- Continue to review maintenance requirements after installation.

It is recommended that the interpretation of the Harbour Control Tower, following its proposed demolition and removal, not only addresses the removal of the tower but also its role as part of the working Port of Sydney and the dramatic changes made to Millers Point to accommodate maritime trade from the 1800s until the present. It is also proposed that interpretation of the Harbour Control Tower is linked to Millers Point's rich maritime history and will focus on the following key stories;

- The story of the Port of Sydney; the evolving maritime technology over 200 years related to shipping, wharves, cargoes, cargo-handling and maritime communication (in which the Harbour Control Tower played a role, although now redundant).
- The massive land form changes which occurred at Millers Point to accommodate changes in freight and shipping technology during the 1900s and the 1960s.
- The loss of historic built form including the former small houses, the Merriman Terraces and the Dalgety's Store demolished from the west side of Merriman Street and the pre-1850s marine villas removed from the Point c1960s to make way for the roll-on/roll-off container wharves and the Harbour Control Tower.
- The associated Labour, Workers, Housing and Social movements which were integrally linked to the maritime activities of Millers Point.

During the next step, the team appointed to develop the Interpretation Plan will be tasked to:-

- Retain archaeological, maritime or quarrying artefacts where possible to tangibly promote an understanding of the place. Interpret and make evident any archaeological resource found in the area.
- Liaison with the Millers Point Community and the Unions to capture the flavour of their past living and working conditions through photographs and story-telling.
- Develop opportunities for the inclusion of interpretative elements within the Headland Park Cultural Venue.
- Develop Public Art opportunities with historic themes relevant to Millers Point's maritime past.

References

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Barangaroo Headland and Northern Cove Draft interpretation Strategy; October 2012 by CM+ Conybeare Morrison

Barangaroo Interpretation Strategy; June 2007 by City Plan Heritage

Headland Park Archaeological Site fact Sheet; June 2013 prepared by Boulderstone.

Fleeting Encounters, Pictures and Chronicles of the First Fleet, MOS

Historic Sydney as seen by its Early Artists, 1983, Susanna Evans

Millers Point, the urban village, 1991, by Shirley Fitzgerald & Christopher Keating

Waterfront Sydney 1860 – 1920, 1991, by Graeme Applin & John Storey

Illustrations

Fig 3.1; *Cockle Bay now Darling Harbour*, c1821, James Taylor (ML) [Source: Fitzgerald & Keating, 1991]

Fig 3.2 *Millers Point, Sydney*, 1842; John Rae [Source: Fitzgerald and Keating, 1991]

Fig 3.3 *Vue de Millers Point, Sydney*, 1845, Eugene Delessert (ML and Dixon Gallery) [Source: Fitzgerald and Keating, 1991]

Fig 3.4 *Millers Point*, Samuel Elyard, (ML SPF)

Fig 3.5 *North View of Macquaries Sydney*, Joseph Lycett, 1824, (ML SPF)

Fig 3.6: *Cuthbert's Shipyard*, 1873 (Holtermann Collection ML.SPF)

Fig 3.7: *Windmill Street, 'Views taken during cleansing operations, Quarantine Areas, 1900'* (ML MS). [Source: Fitzgerald & Keating, 1991]

Fig 3.8 *Construction of Munn Street to Argyle Street* (ML. SPF)

Fig 3.9 *Overbridge over Hickson Road*, (ML. SPF)

Fig 3.10 *Maritime Services Board control Tower constructed 1974* (ML SPF)

Fig 3.12 *Approved Barangaroo Concept Plan, Mod 3*; Courtesy Barangaroo Delivery Authority.

Fig 3.13 *1937 photograph of the Point* (Fitzgerald & Keating); ML

Fig 3.14 *Reconstruction of the Point in the 1970s* (Fitzgerald & Keating). (Tourist Commission of NSW)

Fig 3.15 - *Lower level & Roof plans; Sheet 2, Edwards Madigan Torzillo & Briggd; August 1971*. (courtesy BDA)

Fig 3.16- *Sheet 2; original sections through the Harbour Control Tower designed in 1971 by Edwards Madigan Torzillo & Briggs*.

Fig 4.1 – *Millers Point and double-sided Darling harbour wharves*, 1920 (ML).

Fig 4.2 – *Cuthbert's shipyard*, 1871 (ML)

Fig 4.3 - *Sheet 2; original sections through the Harbour Control Tower designed in 1971 by Edwards Madigan Torzillo & Briggs*.

Fig 4.4 - *Cockle Bay now Darling Harbour*, c1821, James Taylor (ML) [Source: Fitzgerald & Keating, 1991]

Fig 4.5 - *1937 photograph of the Point* (Fitzgerald & Keating); *Reconstruction of the Point in the 1970s* (Fitzgerald & Keating). (ML & Tourist Commission of NSW)

Fig 4.6 – *Advertisements (The Maritime Worker; 1938 – 39)*; Fitzgerald & Keating

Fig 4.7 *Commissioner Hckson surveying work in progress on the wharf retaining wall* (fitzgerald & Keating); (ML, GP01)

Fig 5.7 – *Photograph of ships ties up to Dalgety's Wharf*; (State Records)

