

Appendix F

Walsh Bay Redevelopment

Interpretation Plan

March 1999

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1.0 Introduction

The Walsh Bay Interpretation Project is scheduled to run over several years and will develop along with the overall project schedule.

Due to the large scale of the project the Interpretation of the site has been divided into three stages:

Stage 1 - Research and Study

Stage 2 - Implementation

Stage 3 - Outcomes and Management

The project will deliver direct interpretation as tangible elements for visitation on site and indirect interpretation from the research undertaken in Stage 1. The strategy for the interpretation of the Walsh Bay precinct will be by a number of methods, not all of these methods will be by direct visitation to the site. Written Interpretation material will be available to the public via the Internet on the Transfield and Mirvac web pages during the construction period and permanently lodged with major curatorial institutions. Site specific web pages will shortly be available.

This Interpretation Strategy is designed to provide the maximum sustainable benefits at various critical stages of the project.

The Strategy has been prepared following provision of an initial strategy in November 1998 and subsequent consultation with the Heritage Council Sub-Committee, with the particular assistance of Christine O'Brien, consideration of previous studies and consultation with various curatorial organisations.

Walsh Bay Partnership (WBP) now seeks to provide interpretation to the precinct that meets the envisaged objectives and goals (see Section 5.2 - ii. Goals of Interpretation).

2.0 Executive Summary

2.1 Introduction

2.2 Staging

2.3 Visitors

2.4 Ongoing Management

2.5 Contractual Obligations

2.6 Monitoring

2.7 Outline of Work Proposed

2.8 Publications

2.9 Physical Works

2.10 Self funding Interpretation
Strategy Proposal

2.0 Executive summary

2.1 Introduction

The Interpretation strategy for Walsh Bay has been prepared acknowledging the size of the precinct, the staged development of the site over 5-7 years and the diversity and wide-reaching scope of research required.

2.2 Staging

Walsh Bay Partnership will develop the Walsh Bay Precinct in a staged development. There is a current Masterplan DA approval dated 20th August 1998 and associated Section 60 Heritage Approval. Each site will have a staged development approval based on an Integrated Development Application. The sites will not necessarily be developed sequentially but rather in line with market forces and in accordance with the Project Delivery Agreement between WBP and the NSW Government (see 2.5).

2.3 Visitors

The visitor profile will most likely relate to residential, commercial and cultural users and weekend visitors. Walsh Bay will be accessible by foot, bicycle, public transport and private vehicles, similar to the neighbouring precincts of The Rocks and Darling Harbour.

2.4 Ongoing Management

The precinct will be controlled through several owners' groups, 99 lease lot owners' corporations and lot owners to provide a similar structure to Community Title. C.T. can not be utilised on this site due to the 99 years leasehold nature of the site in lieu of freehold.

2.5 Contractual Obligations

The implementation of the Walsh Bay Project is subject to an agreement between WBP and the NSW Government known as the Project Delivery Agreement. This is a contract setting out certain performance requirements, timetables and obligations financial and otherwise, of both parties.

2.6 Monitoring

It is proposed that precinct management will regularly assess and monitor the interpretation facilities. The Precinct Management Association (PMA) will control ongoing management of all parts of the precinct. This will include all historic sites, industrial heritage, signage and the public realm except where dedicated to the Sydney City Council or possibly the Sydney Harbour Foreshore Authority who will take control in such cases.

2.7 Outline of Work Proposed

As part of the Interpretation strategy, WBP and its consultants propose to:

1. Carry out research and conduct oral history interviews to the best archival practice.
2. Develop themes for interpretation.
3. Disseminate and produce the histories of Walsh Bay in an appropriate medium.
4. Collate existing research in an accessible format.
5. Involve visitors, residents and others in the experience and assist in their understanding of Walsh Bay and its place in the City of Sydney, the state of NSW and Australia.
6. Provide staged interpretative devices as the project develops.
7. Incorporate interpretation into the design of the fabric and architecture.
8. Acknowledge participants and consultants who have contributed to the Interpretation Strategy.

2.8 Publications

Publications will be prepared as follows:

1. General Interpretation Strategy.
2. Oral history tapes and transcripts.
3. Industrial Heritage Inventory.
4. Pamphlets on the general nature of Walsh Bay followed by pamphlets about each site as it come on line.
5. Site specific Interpretation policy document with each Development Application or group of applications as appropriate.
6. Display material developing from the site office display to the final interpretive displays intended to be housed on site for example in the new Theatre, Pottinger Street Park, Parbury Lane Park and the Foyer of the Pier 2/3. Cultural/exhibition centre

2.9 Physical Works

Physical works proposed for inclusion in a staged programme of 5-7 years are as follows:

1. Signage and annotation of sites and objects.
2. Conservation of historic buildings and structures for reuse. (see Masterplan)
3. Conservation of items of Industrial heritage.
4. Sculpture objects with interpretive themes.
5. Pottinger Street Park and Parbury Lane Park as an interpretation precincts.
6. New Theatre foyer as an interpretive display centre.
7. Display areas in the site offices during construction.
8. Major Interpretive display in the foyer of Pier 2/3.
9. Both new and refurbished existing buildings to include recycled features.

2.10 Self Funding Interpretation Strategy Proposal

1. Walking Tour Operation.
2. Retail associated with walking tours.
3. Licence to conduct exclusive activities in the precinct.

3.0 Author Identification

3.1 Report Authors

3.2 Acknowledgments

3.0 Author Identification

3.1 Report Authors

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3.2 Acknowledgments

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| Power House Museum | |

4.0 Location

- 4.1 Description
- 4.2 Historical Maps
- 4.3 Contextual Map
- 4.4 Precinct Maps

4.0 Location

4.1 Description

4.1.1 General

The conditions in Walsh Bay were congenial to the Aborigines who originally inhabited the area. This is indicated by the abundance of middens scattered along the foreshores of Port Jackson. Upon their arrival the Europeans began to modify this environment by removing the bush and cutting away the sandstone bedrock.

The first European development of the area was the establishment of the observatory and fortification on Dawes Point in 1788. European occupancy of the area commenced well before the 1820s. Merchants and shipbuilders were granted the waterfront allotments and labourers the smaller allotments behind these.

The first industry in the area included windmills (both private and government), and quarrying. The Europeans for the production of lime exploited the Aboriginal middens along the foreshore of Darling harbour (previously Cockle Bay). Due to the remoteness of Millers Point from the early town a number of noxious industries were established including slaughterhouses and whaling. The real push for the development of wharfage facilities came with the expansion of pastoralism and the need to export wool.

By 1860, finger jetties had appeared along the shoreline. These structures were demolished in the 1870s in response to the need to rebuild improved wharf facilities for the expanded wool trade. This included the introduction of the two-storey jetty shed.

A number of residences were erected for the merchants in the mid-nineteenth century and there was also an influx of skilled artisans, although these groups gradually moved out of the residential area and were replaced by wharf labourers. A number of streets were formed in the process of subdivision made in the early 1830s. There was a proliferation of construction of public houses in Millers Point during the early- to mid-nineteenth century.

Churches erected in Millers Point were either Roman Catholic or Anglican. The first educational facilities commenced in the 1830s with construction of a school attached to St. Brigid's. The first secular school was opened in 1850 in the former Military Hospital built in 1815 on Observatory Hill.

4.1.2 Twentieth Century Redevelopment

In the early months of 1900 an outbreak of the bubonic plague in the area was documented, a program of quarantining the area followed and finally the Government resumed the area from the head of Darling Harbour to Circular Quay. The *Sydney harbour Trust Act* came into operation on February 1901 which enabled the Trust to administer the land resumed in 1900.

From 1906, the Sydney Harbour Trust Chief Engineer HD Walsh began to redevelop the wharf area. A rat-proof sea wall was built and the Government decided upon a scheme of redevelopment, which consisted of the construction of five finger wharves, two longshore wharves, a low-level roadway and an upper-level road creating access to the wharves by bridges. This scheme commenced in 1909 and the last items were completed in 1922.

Hickson road was designed to become the main thoroughfare for the area. High level roads were constructed to provide access via a series of bridges to the upper-wharf level. Pottinger Street was realigned between 1914 and 1923 to allow access between Hickson Road and the high-level roads. The Sydney Harbour Trust took the warehouses in the area under its control and embarked upon a scheme of building new stores and refurbishing others.

The Trust (and later the Housing Board) reshaped working class housing in the area by demolishing much of the older housing stock during the period 1901- 1910 and constructing new 'model' housing.

Between 1907 and 1917 the Sydney Harbour Trust, the Housing Board and the Public Works Department constructed dwellings, shops and hotels throughout Millers Point. The Trust acted as landlord for these new properties as well as for the older housing stock.

After reshaping the whole of Millers Point and naming Walsh Bay after its first Chief Engineer and Hickson Road after its first Chairman, the Sydney Harbour trusts work in Walsh Bay came to a halt in 1922.

The Maritime Services Board (which replaced the Sydney Harbour Trust) was established in 1935.

The construction of Sydney Harbour Bridge completed in 1932 created a physical barrier between Millers Point, The Rocks and the rest of Sydney.

The gradual decline of local coastal shipping after World War II resulted in the traditional shipping firms abandoning the facilities at Walsh Bay. This led to the demolition of some of the wharves and bond stores. Since the late 1970s the Walsh Bay wharves gradually ceased to function as commercial wharfage as new facilities were built at Port Botany.

Currently the warehouses serve a variety of non-commercial functions. Most of the housing stock within the Millers Point precinct remains in Government ownership and a number of public amenities such as children's playgrounds have been introduced.

The following maps cover a period of time from 1836 to the present day. The historical maps show the layout of Sydney from 1807 to the present day; the resumption areas of 1900; the various wharfage schemes devised for Walsh Bay; and provide a summary of construction dates of the various features of Walsh Bay. A contextual map shows the relationship between Walsh Bay and the surrounding area. The precinct maps illustrate the layout of the precinct from the 1830s to the present day.

Lester Tropman - Heritage Consultant

Source: *The Walsh Bay Precinct Conservation Masterplan- Clive Lucas Stapleton & Partners, December 1998*

4.2 Historical Maps

4.2.1 'Map of the Town Sydney' of 1836

4.2.2 Trigonometrical survey of Sydney 1865

4.2.3 Darling Harbour resumption of 1900 (from Kent Street North to Parbury Lane)

4.2.4 Darling Harbour resumption of 1900 (from Miller's Point to Kent Street North)

4.2.5 Town of Sydney by James Meehan 1807

4.2.6 Sydney Harbour Trust Annual Report 1906

4.2.7 Study area in 1910

4.2.8 Overlay of current wharves in relation to later 19th Century wharves and developments of Sydney Harbour Trust wall

4.2.9 Summary of Construction Dates

4.3 Contextual Map

4.4 Precinct Maps

4.4.1 Walsh Bay Precinct configuration as it exists today

4.4.2 Precinct configuration in the 1830s

4.4.3 Precinct configuration in 1865

4.4.4 Precinct Configuration in 1890

4.4.5 Precinct Configuration in 1920

4.4.6 Precinct Configuration in 1996

5.0 Walsh Bay Interpretation Overview

5.1 Preamble

5.2 Interpreting Walsh Bay

5.2.1 Definition of interpretation and goals

5.2.2 Goals of interpretation at Walsh Bay

5.2.2.1 Mission Statement

5.2.2.2 Motivation and Physical Access

5.3 Historical Themes and Sources of Interpretive Material

5.4 Indicative Scope of the Public Realm at Walsh Bay

5.4.1 Tracing the Evolution of a Continent's Special Environments

5.4.2 Peopling the Continent

5.4.3 Developing an Australian Economy linked to World Markets

5.4.4 Building Australian Towns and Cities

5.4.5 Working in Australia

5.4.6 Developing Australian Cultural Institutions

5.4.7 Additional - Public Health and Other Themes

5.0 Walsh Bay Interpretation Overview

5.1 Preamble

The strategies and range of interpretation devices proposed are based on sustainable and serviceable expectations. Walsh Bay Partnership's philosophy is to aim for excellence in interpretation taking into account the reality of maintaining the interpretive facility into the future. This philosophy has been developed after extensive consultation with our heritage advisers and curatorial organisations.

The architectural form and design philosophy should be developed and thumbtacked, where appropriate, to enhance the interpretation of the precinct.

Key factors in the proposal are:

- The material, media and techniques must be sustainable, practical and deliverable.
- There must be clarity of thought and consistency in the design, management and execution throughout the whole process.
- Each stage should be both complete in itself and related to the whole project.
- Media who communicates the appropriate interpretation message.

5.2 Interpreting Walsh Bay

5.2.1 Definition of Interpretation and goals

"The past remains integral to us all, individually and collectively. We must concede the ancients their place.... But their place is not simply back there, in a separate and foreign country; it is assimilated in ourselves, and resurrected into an ever-changing present." David Lowenthal, The Past is a Foreign Country, Cambridge University Press, 1985 p.412

"Heritage interpretation is a process that plans and provides for visitors, potential visitors and the public at large, physical, intellectual and affective access to the cultural and ecological significance of the place, objects, natural systems and living things. Through appropriate technologies and the responsible stimulation of ideas and opinions, it encourages their protection, preservation and appreciation by and for present and future generations" Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

"The basic goal of interpretation is to communicate the importance of a heritage item in a clear way, enhancing the visitor's understanding and appreciation of the place" Godden Mackay August 1997 Macquarie Light Station interpretation strategy

Interpretation is "an education strategy which aims to reveal meaning and relationships through the use of objects by first hand experience and illustrative media, rather than simply to communicate factual information." Freeman Tiden 1957 via Godden Mackay report above

5.2.2 Goals of interpretation at Walsh Bay

5.2.2.1 Mission statement

To communicate and enhance the understanding of the historic context of Walsh Bay as a former working port, the architecture, technology and the people who have lived and worked there from Aboriginal times to present day, through a holistic interpretive design approach of conservation, management and education.

5.2.2.2 Motivation and Physical Access

As most of the Walsh Bay foreshore has not previously been open to the public, public awareness of the precinct, its relation to other built and natural elements of the CBD shoreline and of its history and significance may be low. The current principal visitor attractions are Pier One, due to reopen in late 1999 as a 4 star hotel, and the various performing arts organisations located in the precinct. Interpretation for the precinct should therefore:

- Identify the Walsh Bay Wharf Precinct in the context of Sydney Harbour
- Position the precinct in the visitor's mind as a significant component of the CBD foreshore experience, distinct from The Rocks and Darling Harbour
- Provide clear directions at all precinct access points and nearby areas showing how to get to the precinct
- Recommend a sequence and circulation pattern for visitation

Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

5.3 Historical Themes and Sources of Interpretive Material

The history is being drawn from an extensive pool of information recorded about Walsh Bay. The sea port, with its varying functions and constant growth from early colonial times to today and the history of previous and existing inhabitants is well documented. One proposal is to record oral histories, which recite the memories and experiences of workers and residents.

| Research Themes | State Themes | Suggested Additional Themes |
|---------------------------------|-------------------------------|---------------------------------|
| Geology / Land Use / Occupation | Architecture | Aborigines pre European History |
| Administration | Commerce | Growth of the Port and Wharves |
| Economic | Engineering | Engineering Achievements |
| Political | Events | Commercial enterprises |
| Technology | Government and Administration | Unions |
| Construction / Engineering | Housing | Residents |
| Events / Celebrations | Labour | Farming |
| Walsh Bay Redevelopment | Pastoralism | Export |
| | Persons | Transport |
| | Technology | European Migration |
| | Transport | The Plague |
| | Urban Design | Re-birth for the new Millennium |

5.4 Theme Development- Examples of themes with developed headings from the Walsh Bay Interpretation Plan July 1998.²

“5.4.1 Tracing the evolution of a continent’s special environments

The topography, hydrology and climate of the precinct and their influence on its subsequent development and uses.

5.4.2 Peopling the continent

Aboriginal habitation and uses of the site

Displacing Aboriginal people - the epidemic of 1789 and the virtual extinction of the Cadigal clan

5.4.3 Developing an Australian economy linked to world markets

Exploiting natural resources

- whaling - early uses of the site, Walker’s Wharf period
- forestry - significance of abundant timber as the primary building material

Primary industry booms

- Developing sheep, cattle and mining industries
- the precinct’s role as vital infrastructure for wool export

Moving goods and people

- International shipping size, port management and cargo handling
- Shipping to and from Australian ports
- Developing harbour facilities
- the early, *ad hoc* development of Walsh Bay and the subsequent work of Sydney Harbour Trust
- Moving goods and people on land - Walsh Bay as the apex of an expanding network of road and rail links

Altering the environment for economic development

- driving piles for the wharves, cutting Hickson Road out of the cliff-face and moving the shoreline to its present position

Developing an Australian engineering and construction industry

- the use and adaptation of modular design and construction
- use of ramps, bridges, hoists, lifts, hydraulics, electricity and gravity
- Using Australian materials in construction (abundance of timber)
- Transport system of rail, roads and shipping

Inventing devices

- much of the industrial equipment at Walsh Bay shows resourceful recycling of “bits and pieces” of other machines (eg bicycle sprockets, railway buffers) as well as one-of manufacture of certain items (eg switches and housing)

Marketing in Australia

- the precinct’s reincarnation as a desirable commercial, cultural, retail, and residential area

² Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

5.4.4 Building Australian towns and cities

Planning urban settlement

- The provision of workers' housing in Millers Point in association with Walsh Bay redevelopment

Developing local government authorities

- the Sydney Harbour Trust

Supplying urban services

- roads, hydraulic and electrical reticulation for the precinct

Living with slums

- dwelling conditions prior to bubonic plague of 1900
- clearance and reconstruction

5.4.5 Working in Australia

The range of jobs and working conditions in the precinct from whaling days to present

Organising workers and workplaces

- the Waterside Workers Federation and union activities at Walsh Bay

5.4.6 Developing Australian cultural institutions

Forming associations

- associating to preserve traditions and group memories
- activities, opinions and debate by local resident groups and other heritage and architectural organisations in response to the present redevelopment

The mission of the Walsh Bay Precinct Association

Pursuing excellence in the arts and sciences

The precinct's recent and future role as a 'cultural' venue

- Sydney Dance Company
- Sydney Philharmonia Choir
- Sydney Theatre Company
- Bangara Aboriginal Dance Theatre
- Australian Theatre for Young People
- the Arts Council of NSW
- Carnivale
- Biennale of Sydney

5.4.7 Additional - Public health and other themes

Although public health is not explicitly addressed as a theme above, it is significant that major epidemics have twice played a decisive role in the evolution of the precinct - the smallpox (or chicken pox) of 1789 and the bubonic plague of 1900. This fact and the marked differences in circumstances and values revealed in official responses to these outbreaks, would be valuable inclusions in interpretation.

- The special contribution of women to the health, cohesiveness and, often, the economic survival of the waterfront community
- The cultural and Soc-economic diversity of the area's residents over time is another distinctive feature of the precinct." *Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998*
- The civil engineering works associated directly with public health requirements for greatly improved sanitary conditions included the Harbour's waste management and water quality, seawalls, sewerage, water supply and storm water drainage.

6.0 Previous Studies

- 6.1 Walsh Bay Precinct
 - 6.1.1 General
 - 6.1.2 Archaeological
 - 6.1.3 Aboriginal
 - 6.1.4 Moveable Property and industrial Items
- 6.2 Pottinger Street
- 6.3 Bond 4 East
- 6.4 Bond Store 4
- 6.5 Bond Store 1
- 6.6 Towns Place
- 6.7 Wharves
 - 6.7.1 General
 - 6.7.2 Maritime Archaeology
 - 6.7.3 Industrial Items
 - 6.7.4 Archaeology
 - 6.7.5 Structure
- 6.8 Infrastructure
- 6.9 Context
- 6.10 Other Sources
- 6.11 Graphic
- 6.12 Images
- 6.13 Film Archives

6.0 Previous Studies

6.1 Walsh Bay Precinct

| Title | Published | Author |
|--|----------------|-------------------------------------|
| 6.1.1 General | | |
| 1. Walsh Bay Precinct Conservation Plan Inventory of Items | September 1997 | Clive Lucas, Stapleton & Partners |
| 2. Walsh Bay Precinct Conservation Plan | October 1997 | Clive Lucas, Stapleton & Partners |
| 3. Walsh Bay Heritage Argument for the proposed treatment of the wharf precinct | October 1997 | Clive Lucas, Stapleton & Partners |
| 4. Walsh Bay Redevelopment Conservation Strategy Elevation Survey of Existing Buildings | April 1996 | Clive Lucas, Stapleton & Partners |
| 5. Walsh Bay Sydney Regional Environmental Plan No.16 - Walsh Bay with Regional Environmental Study and Conservation Guidelines | 1989 | NSW DUAP |
| 6. Walsh Bay Redevelopment Project, Conditions of Approval, 30th April 1998, Heritage Council of NSW & Redevelopment of Walsh Bay, Notice of Determination | October 1997 | NSW DUAP |
| 7. Walsh Bay Wharf Precinct Interpretation Plan | July 1998 | Mitchell Nethery Associates |
| 8. Walsh Bay Precinct Heritage Impact Statement | October 1997 | Clive Lucas, Stapleton & Partners |
| 9. Walsh Bay Master Plan Stage 1 Development Application | October 1997 | APT Peddle Thorp |
| 6.1.2 Archaeological | | |
| 10. Walsh Bay Precinct Conservation Plan Archaeological Assessment | August 1997 | Clive Lucas, Stapleton & Partners |
| 6.1.3 Aboriginal | | |
| 11. Walsh Bay Outline Conservation Plan, Aboriginal Heritage | December 1996 | Helen Brayshaw Heritage Consultants |
| 6.1.4 Movable property & Industrial Items | | |
| 12. Walsh Bay Redevelopment Heritage Technology Conservation Strategy & Photographic Record | August 1997 | Clive Lucas, Stapleton & Partners |
| 13. Walsh Bay Redevelopment Conservation Strategy, Survey of Movable Items, Conservation Assessment Policy | August 1997 | Clive Lucas, Stapleton & Partners |

6.2 Pottinger Street

| Title | Published | Author |
|---|--------------|-----------------------------------|
| 14. Walsh Bay Section 60 Pottinger Street, Draft Conservation Management Plan | October 1998 | Clive Lucas, Stapleton & Partners |
| 15. Walsh Bay Redevelopment Archaeological Assessment of Areas associated with the development of Pottinger Street and adjacent areas | May 1998 | Dr. Robert V.J.P. Varman |

| | | |
|--|---------------|---------------------------------|
| 16. Heritage Impact Statement of Pottinger Street and Adjacent Areas (sites 18, 19, 21, 22, 23, 24, 25, 26, 28, 29, 30 & 47) at Walsh Bay Precinct, Demolition and Bulk Excavation | November 1998 | by Tropman & Tropman Architects |
| 17. Walsh Bay Stage 2 Development Application, Pottinger Street: Demolition and Bulk Excavation, Statement of Environmental Effects | November 1998 | APT Peddle Thorp |

6.3 Bond 4 East

| Title | Published | Author |
|---|---------------|-----------------------------------|
| 18. Walsh Bay Section 60 Pottinger Street, Draft Conservation Management Plan | October 1998 | Clive Lucas, Stapleton & Partners |
| 29. Heritage Impact Statement Demolition and Bulk Excavation of Bond 4 East (sites 31 & 32) at Walsh Bay Precinct | November 1998 | Tropman & Tropman Architects |
| 20. Walsh Bay Stage 2 Development Application Bond 4 East: Demolition and Bulk Excavation, Statement of Environmental Effects | November 1998 | APT Peddle Thorp |
| 20. Walsh Bay Stage 2 Development Application Bond 4 East: Demolition and Bulk Excavation, Statement of Environmental Effects | November 1998 | APT Peddle Thorp |

6.4 Bond Store 4

| Title | Published | Author |
|--|---------------|------------------------------|
| 21. Heritage Impact Statement Demolition of Bond Store No.4 (site 33) | November 1998 | Tropman & Tropman Architects |
| 22. Walsh Bay Stage 2 Development Application, Bond 4 Demolition, Statement of Environmental Effects | November 1998 | APT Peddle Thorp |

6.5 Bond Store 1

| Title | Published | Author |
|---|---------------|------------------------------|
| 23. Heritage Impact Statement Demolition of Bond Store No.1 (site 39) at Walsh Bay Precinct | November 1998 | Tropman & Tropman Architects |

6.6 Towns Place

| Title | Published | Author |
|---|---------------|------------------------------|
| 24. Heritage Impact Statement Towns Place (site 44) at Walsh Bay Precinct | November 1998 | Tropman & Tropman Architects |

6.7 Wharves

| Title | Published | Author |
|---|----------------|-----------------------------------|
| 6.7.1 General | | |
| 25. Wharf 6/7 Walsh Bay Conservation Plan | October 1997 | Clive Lucas, Stapleton & Partners |
| 26. Wharf 8/9 Walsh Bay Draft Conservation Plan | September 1997 | Clive Lucas, Stapleton & Partners |

| | | |
|--|---------------|-----------------------------------|
| 27. Conservation Management Plan Pier 8/9 (part of site 2) (Repairs) Walsh Bay Precinct | December 1998 | Tropman & Tropman Architects |
| 28. Heritage Impact Statement, Pier 8/9 (part of site 2) (Repairs) at Walsh Bay Precinct | December 1998 | Tropman & Tropman Architects |
| 29. Walsh Bay Wharf 6/7 & 8/9 Proposed Redevelopment, Heritage Impact Statement | October 1997 | Clive Lucas, Stapleton & Partners |
| 30. Walsh Bay Stage 2 Development Application, Pier 6/7, Shore Sheds, Statement of Environmental Effects | October 1998 | APT Peddle Thorp |
| 31. Proposed Mooring - Piers 4, 6, 7 & 8 Heritage Impact Statement | October 1998 | Clive Lucas, Stapleton & Partners |
| 32. Development of Moorings, Walsh Bay Environmental Impact Statement | October 1997 | APT Peddle Thorp |

6.7.2 Maritime Archaeology

| | | |
|--|----------------|--------------------|
| 33. Walsh Bay Redevelopment, Maritime Archaeological Assessment of Wharves 6/7 & 8/9 | September 1997 | Cosmos P. Coroneos |
|--|----------------|--------------------|

6.7.3 Industrial Items

| | | |
|---|----------------|------------------------------------|
| 34. Walsh Bay Redevelopment Wharves 6/7 & 8/9, Industrial Heritage Review | September 1997 | Godden MacKay Heritage Consultants |
|---|----------------|------------------------------------|

6.7.4 Archaeology

| | | |
|--|------|---|
| 35. Archaeological Assessment, Wharves 6/7 & 8/9 Walsh Bay | 1997 | Wendy Thorp (Clive Lucas, Stapleton & Partners) |
|--|------|---|

6.7.5 Structure

| | | |
|--|-------------|-----------------------------------|
| 36. Walsh Bay Redevelopment Structural Report on Wharf Buildings | August 1997 | Clive Lucas, Stapleton & Partners |
|--|-------------|-----------------------------------|

6.8 Infrastructure

| Title | Published | Author |
|---|---------------|-----------------------------------|
| 37. Heritage Impact Statement of Infrastructure Underground services at Walsh Bay Precinct | December 1998 | Tropman & Tropman Architects |
| 38. Walsh Bay Redevelopment Stage 2, Phase M Infrastructure Sub-surface Elements, Heritage impact Statement incorporating Archaeological Management Proposals | March 1998 | Clive Lucas, Stapleton & Partners |
| 39. Walsh Bay Redevelopment Stage 2, Phase M Infrastructure Sub-surface Elements, Conservation Management Plan | March 1998 | Clive Lucas, Stapleton & Partners |

6.9 Context

| Title | Published | Author |
|--|--------------|------------------------------|
| 40. Conservation Urban Surrounds Lower Fort Street, Windmill Street, Dalgety Road & Observatory Hill | January 1999 | Tropman & Tropman Architects |

6.10 Other Sources¹

| Title | Published | Author |
|---|-----------|--|
| 41. Times of Crisis - Epidemics in Sydney 1788 - 1900 | 1985 | Curson, P., University of Sydney Press, Sydney |
| 42. Warehouses & Woolstores of Victorian Sydney | 1982 | Blaint, E., Howells, T. & Smyth, V, Oxford U.P., Melbourne |
| 43. Seaport Sydney - the making of the city landscape, | | Proudfoot, P., University of New South Wales |
| 44. A Socio-Economic History of Millers Point, | 1987 | Kass, T., (unpublished) NSW Dept. of Housing |
| 45. Millers Point: the urban village, | 1991 | Fitzgerald, S., & Keating, C., Sydney |
| 46. Heritage Study of 19 th and 20 th Trading Wharves in Sydney Harbour | | National Trust of Australia (NSW), Sydney, n.d. |
| 47. The Sydney Harbour Trust: the early years | 1989 | O'Flanagan, N., Urban Research Unit Working Paper no.18, Research School of Social Sciences, Australian National University, |
| 48. Walsh Bay Redevelopment Industrial Heritage Review | 1997 | Godden Mackay Pty Ltd |
| 49. The H D Walsh Papers | | |
| 50. Maritime Services Board Annual Reports | | |
| 51. The archives of the Waterside Workers Federation are an additional likely source of both documentary and illustrative material. | | |

6.11 Graphic

Copies of maps and plans showing the extent and features of the precinct at all significant historic periods are available in the above documents. While their originals may not all be suitable for reproduction or interpretive media, they provide a good reference basis and may be suitable for commissioned drawings as required.

Walsh Bay Finance Pty Ltd has assembled a collection of reproduced period maps and plans, including a high-quality reproduction of a "Birdseye view" dated 1918, of an early-proposed design for the precinct.

| Title | Published | Author |
|--|----------------|---|
| 52. City of Sydney, a chromolithograph | 1888 | M S Hill., from the Rex Nan Kivell Collection is held (and has been reproduced) by the National Library of Australia. |
| 53. Engineering and Architectural Drawings for Construction of Works approximately 500 drawings. | 1910 to c.1950 | Sydney Harbour Trust and Maritime Services Board. |
| 54. Birds Eye View of General Wharfage Scheme West of Dawes Point as it will appear when completed | 1912 | Sydney Harbour Trust |

¹ *Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998*

6.12 Photographic Images

| Title | Published | Author |
|---|-------------|---|
| 55. Waterfront Sydney 1860 - 1920 | 1984 | G Applin & J Storey., J Allen & Unwin, North Sydney |
| 56. From the Quay | 1981 | Shore, H., Kensington |
| 57. A Certain Sydney 1900 | | Kelly, M., Doak Press, Sydney, 1977 |
| 58. Annual Reports | 1901 - 1935 | Sydney Harbour Trust |
| 59. Walsh Bay Section 60 Application to Heritage Council of NSW, Vol. 6 Illustrative Material | 1997 | Clive Lucas Stapleton & Partners |

- Walsh Bay Partnership Pty Ltd have an album of period images discovered in the course of their research and including various relevant issues of the Dalgetty Newsletter, illustrating woolstore dumping and handling operations.
- The Conservation Plan (p. A2) identifies a number of images on the GPO Laser Disk and Video Disk No.1, as well as unspecified images in the Small Pictures File at the Mitchell Library, State Library of NSW
- A collection of 28 b/w photographs, taken between 1947 and 1950, showing wharf 4/5 and its shoredowns in operation are in the possession of the Sydney Philharmonia Choir.

6.13 Film Archives

It is probable that many 20th century events focusing on the Walsh Bay wharves were the subject of radio broadcasts newsreel footage and television reports. The National Film and Sound Archive and the ABC are likely sources of relevant material.

Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

6.14 Media Clippings

Walsh bay Properties will collate and catalogue all Media reports, written, radio, TV over the past 15 years.

6.15 Previous Development Proposals

Walsh bay Properties will facilitate the collection and cataloguing of the previous schemes from the DPWS through Mr Phil Harris.

This includes DA's Drawings Perspectives Videos etc. Government must approve this activity.

7.0 Visitation Overview

- 7.1 Historical Uses
- 7.2 The Current Scheme
- 7.3 Visitor Profiles
 - 7.3.1 The 'Arts' Stakeholders
 - 7.3.2 The Current Arts Audiences
 - 7.3.3 Millers Point Residents
 - 7.3.4 Future Audience
 - 7.3.4.1 New Theatre
 - 7.3.4.2 New Precinct Residents
 - 7.3.4.3 Commercial Users
 - 7.3.4.4 Retail Operations
 - 7.3.5 Tourism
 - 7.3.5.1 Cultural Tourists
 - 7.3.6 Other Visitors
- 7.4 Visitor Categories
- 7.5 Access Points to Walsh Bay

7.0 Visitation and Site Usage

7.1 Historical Uses

Historically the wharves, their sheds, piers and the surrounding buildings have all been restricted areas, that is to say, bonded stores and controlled zones.

Access to the Walsh Bay waterfront has been restricted for almost two centuries. Security from illegal imports and immigrants, the bonding of goods for Customs, excise and payment have contributed to an alienating environment for those outside the waterfront fraternity.

7.2 The Current Scheme

With the exception of Pier One and Wharf 4/ 5 the Walsh Bay precinct, following the historical restrictions on site access, is currently not accessible to the general public.

The existing structures clearly illustrate that the wharves were built to keep goods in and people out. WBP's current approved Walsh Bay Masterplan reverses this order and will allow public access to the entire waterfront for the first time this century. Pier 6/7 is restricted to residents and their guests but it is less restrictive than ever before. The proposed moorings on Piers 6/7 and 8/9 also re-establish and emphasise the maritime setting of the place and acknowledge the importance of the Harbour to the people of Sydney and the life of the city.

As the project gathers momentum site visitation will increase and the opportunities for interpretation will also expand. Walsh Bay is not being developed as a tourist or "museum" destination but as a viable living, residential/ commercial/ cultural precinct open to the public for interpretation.

7.3 Visitor Profiles

The Walsh Bay precinct will entice a range of different visitors who will experience a revitalised community, with its residential, commercial and retail oriented to serving the residents rather than simply a tourist attraction.

The current visitor profile is not only one of tourism as with the adjoining Rocks and Darling Harbour. For example the Sydney Cove Redevelopment Authority issued figures for 1997 of annual Visitation of 479,591. As the Rocks focus heavily on tourism it is unlikely that this number of visitors will flow over into Walsh Bay.

Walsh Bay is already established as an important cultural centre and this will be augmented by the addition of a new 1000 seat theatre and a public cultural/exhibition centre in Pier 2/3. All age groups are represented amongst the arts users in the area and the recent addition of the Bangarra Aboriginal Dance Company adds a new link with the pre-European history.

7.3.1 **The 'Arts' Stakeholders²**

The Sydney Dance Company, the Sydney Philharmonia Choirs, the Bangarra Aboriginal Dance Company, the Sydney Theatre Company, the Australian Theatre for Young People, the Australian Youth Orchestra, Carnivale and the Arts Council of NSW are all located in the precinct. The first two have administrative offices and rehearsal areas only and give their performances elsewhere. The other groups perform on site and their audiences will form a significant part of the audience for the interpretive experience.

² *Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998*

These organisations are all supportive of the interpretation of the precinct's significance to residents and visitors alike. Greater public insight into the cultural significance of the area is seen as a positive enhancement of the precinct's 'prestige' from which they will all benefit. Some of them express a willingness to consider opportunities for some ongoing role in the presentation of the place.

7.3.2 The Arts Audiences

- The Australian Theatre for Young People (ATYP) attracts some 2000 participants in its programs (ages 7-25) to the precinct each year. They have a mailing list of 6000 and are in touch with these people four times a year. Their audiences are predominantly participant's parents, friends of the organisation, VIPs from various funding bodies and some general public. Their rehearsal and performance facilities are in use seven days a week. The ATYP also performs at other locations around the city.
- The Sydney Theatre Company (STC) has operated here since 1985. They have 20000 subscribers and STC market research shows that their audiences are predominantly aged 35 or older and tertiary-educated.
- The Sydney Philharmonia Choirs (SPC), although they do not perform in the precinct, bring 690 participants to rehearse here, two evenings each week. SPC membership is predominantly female (64%), tertiary educated and geographically, widely distributed, coming from as far afield as the Blue Mountains. SPC facilities are also used by the Sydney Children's Choir two nights a week and all day Saturday, accounting for some 7 500 annual visits by children in the precinct.
- The Bangarra Aboriginal Dance Company has been on site for little more than a year and their perceptions of their audience are still evolving. They are as an organisation of national significance, having a catalytic role in a growing indigenous cultural presence in the area. Unlike the other arts organisations, Bangarra intends to focus considerable promotional energy on the tourist market.

Their facilities include a number of 180-200 seat performance per year and appealing to young audiences and parents with broad demographic characteristics. They also run a secondary schools program and host external productions and expect to approach capacity use of the venue within the next two years.

- The Sydney Dance Company (SDC), in addition to its own performers' rehearsals, operates open dance studio classes for about 1000 people each week. The SDC, although it does not perform in the precinct, is interested in collaborating in its interpretation in the precinct.

The activity profile of the arts audience is straightforward- they come to participate in or to attend performances, exhibitions or other cultural events. They may also avail themselves of the precinct's food and beverage opportunities. As additional activities and opportunities become available, with the revitalisation of the precinct as a proposal under WBP's Masterplan this audience may be expected to circulate more freely around the precinct than is now possible, with increased before-and after-theatre social activities and access to a cosmopolitan waterfront.

7.3.3 Millers Point / Dawes Point Residents

The 1300 people living in Millers Point today are key stakeholders in the interpretation of the precinct. The existing community has a great knowledge of its own unique history and identity, as many of their relatives worked on the wharves or in the surrounding businesses. Millers Point - Dawes Point, The Rocks Residents Action Group have expressed a willingness to be involved in defining the role of an interpretive centre, input from any residents in the area will be welcome.

7.3.4 Future audience

The proposed redevelopment will alter the existing demographics of the precinct and the neighbouring community. The inclusion of new apartments, shops, offices, and a ferry wharf, will increase the number of precinct's users and residents.

7.3.4.1 New Theatre

The proposed redevelopment of the precinct includes a new public 1000 seat theatre to be managed by the STC, in addition to its existing venues (refer also to 7.3.2 above).

7.3.4.2 New precinct residents

Walsh Bay Partnership foresees that most residents in the new apartments will be owner-occupiers, most of them older couples or "empty nesters". Some ownership by young families is anticipated, with a small minority of young, single renters. Assuming an average occupancy of 3 people per apartment, this phase of the project will add about 900 permanent residents to the precinct. Property values in the redeveloped precinct will be high and will attract a population with corresponding cultural interests and expectations.

7.3.4.3 Commercial users

The new commercial spaces are expected to cater for small to medium sized companies, mostly service industries, with between twenty and fifty employees. The occasional larger firm, such as a publishing house or other business, might be an exception to this rule. Assuming full occupancy on completion of this phase of redevelopment, the daytime population of the precinct would increase by up to three thousand. Although it is impossible to predict the exact demographic makeup of this population, it is envisaged that their range of interests and practices will be comparable to those displayed in Martin Place, Sydney at lunchtime and after work.

7.3.4.4 Retail operations

It is proposed that new retail operations in the precinct will include a supermarket, services for residents (eg newsagents, drycleaners) and food and beverage outlets catering to the full range of both residents and visitors. WBP does not anticipate that retail development here will focus specifically on tourists, as it does in The Rocks or Darling Harbour (see 7.3 above).

7.3.5 Tourism

The precinct is not intended to become a destination for mass tourism. It is likely to appeal specifically to the 'cultural tourism' market and to attract some casual tourist overflow from neighbouring areas.

7.3.5.1 Cultural tourists

While some cultural tourists may come to attend events in the precinct, from preliminary studies undertaken to date only one arts organisation appears to be directly targeting this market (refer 7.3.2 above). It is expected that these visitors will be exploring an interesting part of the city, pre or post theatre or other cultural events and are therefore a ready audience for site interpretation.

7.3.6 Other visitors

The inclusion of a ferry wharf in the proposed redevelopment (on wharf 4) will serve visitors in all the above categories and add a novel element to attending events at Walsh Bay. It will also add an element of those who are 'just passing through' en route to another destination on the Harbour. *Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998*

7.4 Visitor Categories

Visitors can be divided into the following categories:

| Category | Estimated Number of Visitors | | | |
|--|--------------------------------------|---|-----|-----|
| | Years (to be completed after Survey) | | | |
| | 1 | 2 | 3-4 | 4-6 |
| Residents new and old | | | | |
| Residents' visitors and guests | | | | |
| Work force Commercial, retail and cultural | | | | |
| Retail patrons | | | | |
| Arts patrons- both STC and new theatre | | | | |
| Performers | | | | |
| The members of the Philharmonic Choirs | | | | |
| Australian Theatre for Young People | | | | |
| Bangarra Dance | | | | |
| Sydney Dance Company | | | | |
| Casual tourist | | | | |
| Commuters | | | | |
| Transient tourist in buses | | | | |
| Bridge Climbers and other aerial viewers | | | | |
| ATYP | | | | |
| Carnivale | | | | |

Action: Conduct a Tourism and user survey. Research existing Rock (SCRA) surveys

7.5 Access Points to Walsh Bay

Walsh Bay can be accessed from a variety of places. The visitor numbers to certain areas will be an indication of the best locations for interpretation facilities. (To be completed after survey)

| Location | Means | | | | Notes | / Percentages (%) |
|-------------------|-------|------|-------|-----------------|-------|-------------------|
| | Bus | Foot | Water | Private vehicle | | |
| Hickson Road | ✓ | ✓ | | ✓ | | |
| Windmill Street | ✓ | | | ✓ | | |
| Lower Fort Street | ✓ | ✓ | | ✓ | | |
| Pier One | ✓ | ✓ | ✓ | ✓ | | |
| Pier 4/ 5 | ✓ | ✓ | ✓ | ✓ | | |
| Pier 6/ 7 | ✓ | ✓ | ✓ | ✓ | | |
| Dalgely Street | | ✓ | | ✓ | | |
| Kent Street | | ✓ | | ✓ | | |
| Pottinger Street | | | | ✓ | | |
| Pier 8/ 9 | ✓ | ✓ | ✓ | ✓ | | |

Action: Develop an access strategy for visitors entering from different areas by assessing the means by which they enter.

8.0 Walsh Bay Interpretation Strategy

8.1 Introduction and Methodology

8.1.1 Staging

8.1.2 The Site

8.1.3 Industrial Heritage

8.2 Stage One - Research and Study

8.2.1 Research - Foundation Studies

8.2.2 Best Practice

8.3 Stage two - Implementation Strategy

8.3.1 General

8.3.2 Basic Implementation Program

8.4 Scope of Work in the Public Realm at Walsh Bay

8.4.1 Ranking

8.4.2 Sites

8.5 Recycled Timber Proposal

8.6 Interpretation Facilities and Locations

8.6.1 Initial Display

8.6.2 Pottinger Street Park

8.6.3 Theatre Precinct Interpretation

8.7 Public Interface

8.8 Interpretive Devices

8.9 Brochures and Pamphlets

8.9.1 Design of Brochure

8.9.2 Brochure Content

8.9.3 Distribution

8.10 Walking Tours

8.11 Signage

8.11.1 Considerations and Recommendations

8.11.2 Design and Location

8.11.3 Implications

8.12 Architecture and Landscaping

8.13 Static Displays and Artworks

8.14 Social/Oral History

8.14.1 Phased Oral History Study as a Basis for Further Interpretive Works

8.14.2 Themes for Oral History Interviews

8.14.3 Phases of Oral History

8.14.4 Review and Further Development of Oral History Phase 2

8.15 Collections

8.16 Media

8.16.1 Levels of Interpretation through Media

8.17 Stage Three - Outcomes and Management

8.17.1 General Outcomes

8.17.2 Staged Outcomes

8.17.3 Oral History Outcomes

8.17.4 Research Outcomes

8.0 Walsh Bay Interpretation Strategy

8.1 Introduction and Methodology

8.1.1 Staging

The strategy is to: unite the best interpretation techniques with the proposed uses of the Walsh Bay rejuvenating and create an innovative interpretation methodology; and provide the appropriate resources in line with the project's scope and time frame.

This methodology will be developed in three stages:

Stage 1 - Research and Study

Stage 2 - Implementation

Stage 3 - Outcomes and Management

Fully researched briefs based on the best available historical and contemporary information will be developed to devise appropriate designs for each site.

8.1.2 The site

The Walsh Bay project covers an area of 8 acres, much of which will be open for interpretation. Conservation and new development will be staged over 5-7 years, predominantly in response to market demands and which ∴ precludes accurate forecasting of the exact sequence of works. The programme allows for flexibility in developing sites if the market demand for different building types alters. This staged process and the time frame over several years makes the completion of the interpretation facilities a final stage of re-development, not a starting point. Accordingly, the staged development of interpretation forms part of this proposal and allows the physical and social history, the fabric and industrial artefacts to be gradually brought together to form the final integrated interpretation of the precinct.

8.1.3 Industrial Heritage

A comprehensive schedule of industrial heritage items has been prepared that describes the significance and methodology for restoration, removal or repair and reinstatement of items. A detailed schedule of the interpretation strategy for each object is part of that schedule located at Appendix 2.

Action: *These schedules are on an interactive archive along Heritage Council Guidelines and are available to the public. Submit in hard copy and computer disc for storage and sale at appropriate curatorial facilities (ie. Powerhouse, MCA, Rocks Visitor Centre, etc).*

8.2 Stage One - Research and Study

8.2.1 Research - Foundation Studies

The foundation for the interpretation of the site is to first build a historical profile of the site. A number of briefing plans will be developed that will be used strategically as the site develops.

To develop the briefing plans the following tasks are being undertaken:

1. Audit of research undertaken to date
2. Audit of in-house work design work already commenced
3. Research
4. Oral history program
5. Research
 - Maps
 - Historical
 - Photographic
 - Sound
 - Film
6. Develop themes (refer to 5.3 and 5.4 above).

Work to date on WBP's Walsh Bay Precinct proposal has been undertaken by expert consultants and this best practice will continue throughout the creation of The Interpretation Strategy.

8.2.2 Best Practice

Current best practice will be used for the following:

1. Historical research - social as well as physical
2. Compiling and recording data both written and graphic
3. Audio recording and storage
4. Archiving, data bases and referencing
5. Conservation and restoration to non working condition of industrial heritage items
6. Conservation of architectural and structural objects
7. Conservation and restoration of documents and artefacts
8. Electronic filing storage indexing and retrieval systems
9. Photographic recording reproduction and storage to heritage guidelines
10. Industrial conservation techniques will be specified and supervised by Dave McBeath and Lester Tropman
11. History, both oral and written will be conducted to the standards set out by the history department of Sydney University or the equivalent. An experienced historian will be selected in consultation with the Heritage Office.
12. Conservation techniques for artefacts or found objects will follow the guidelines set by the burra charter, The Australian Museum of Natural History, The Art Gallery Of NSW or similar institutions that will be consulted as our consultants recommend.

Action: Consultants relevant to the above to be employed under the direction of Head Consultant currently, Lester Tropman.

8.3 Stage two - Implementation

8.3.1 General

From the historical overview and briefing documents it is apparent there are a number of direct and indirect interpretation strategies, which may be adopted. Design briefs and workshops will be conducted and overseen by the Walsh Bay Partnership staff.

Eventually an oral history of Walsh Bay will be released and deposited with the Mitchell Library as well as leaflet production (see 8.17 Stage three - Outcomes and Management). It is anticipated that a walking tour company will be licensed to operate organised tours of the precinct.

8.3.2 Basic Implementation Program

The following chart outlines the implementation programme proposed. This programme will be expanded and amended at each stage of the project.

| TIMING | ACTION | OUTCOME |
|--|---|---|
| Year 1 & 2 Commencement on site | Foundation studies/ research oral history and consultations. Information officer on site. Communicate with Tour operators on progress. | Existing Web page enlarged. General pamphlet and Preliminary display. Brief documents prepared. |
| Years 2 & 3 Pottinger St Terraces Bond Store 3 and Theatre Pier 8/ 9 Bond 4 East | Update external Tour guides on progress. Pottinger St /Parbury Lane Parks interpretation commenced Additional brochure Detailed Interpretation Plan for Pottinger and Parbury Lane Precinct Interpretation commenced Theatre Foyer and backstage areas used as Interpretation facility Commenced and completed. | Histories collected and distributed. 2nd brochure Information plaques in Parks Signage in Pottinger precinct Large scale signs and maps Rocks visitors centre display. 3rd brochure Information Plaques on Bond 3 Large scale sign and location Map Preliminary walking tour commentary. |
| Years 3 – 4 | Pier 6/7 and shore sheds Construction period Other presentations completed. | Signage expanded. 4th brochure Rocks Visitors Centre updated display Information and brief expanded. |
| Years 4 – 5 | Promenade opened. Pier 2/3 Restoration Interpretation Display See attached program for detailed works schedule. | As for years 3-4 Static display in Foyer of Pier 2/3 Web page reviewed and assessed at end of Construction period. |
| Years 5-7 | See attached program for detailed works schedule. Final works undertaken. | As above |
| Years 7-10 | See attached program for detailed works schedule. | Review of 10-year cycle. |

Note: See Walsh Bay Indicative Target Program for Feasibility (following page)

8.4 Communication Values of Interpretive Devices

8.4.1 Ranking

Throughout this project interpretive devices will be ranked as to their value in communicating an understanding of Walsh Bay. The ranking system for media/ intellectual and physical elements grade the ability of devices and fabric to communicate information and educate people about the Walsh bay Precinct and its relationship to Sydney.

As the Walsh Bay Precinct is considered to have outstanding heritage significance ranking grades have a high base level value. The ranking values shown against various devices are indicative. As research work, concept and design development proceeds the communication values of various devices will be reviewed.

| Ranking | Communication | (to be completed in consultation with the heritage consultants and Heritage Council) |
|---------|---|---|
| 1. | High in value: communicates to the visitor/ residences/ other, by clearly showing one or more aspects of Walsh Bay themes or history. | |
| 2. | High value: as a physical example for interpretation for understanding the physical process. | |
| 3. | Medium Value: communicates to the visitor/ residences/ other, by clearly showing one or more aspects of Walsh Bay themes or history. | |
| 4. | Medium Value: uses physical evidence for interpretation eg. Architecture, industrial item etc. | |
| 5. | General value: communicates to the visitor/ residences/ other, by showing aspect/s of Walsh Bay themes or history. | |
| 6. | General value: some aspect of interpretation is expressed through physical examples. | |

8.4.2 Interpretation Values of Public Realm Devices

There are substantial physical works considered in the public realm, which assist in the interpretation of the project. Some are listed below and indicate the treatments proposed and ranking. Changes will occur as sites are developed over a period of years, demonstrating the incorporation of interpretation into the design.

NOTE: Refer to Masterplan Development Application Drawing 21n for sites proposed to be dedicated.

8.4.2 Site Concept Works

SITE 21 Pottinger Street. (Part street, part park)

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Park developed as interpretive facility. | ✓ | 1 |
| Pottinger Street narrowed repaired and landscaped. | ✓ | 6 |
| Pottinger Street kerb lines realigned to new carriageway width and made one way. | | 6 |
| Existing kerb and gutter stones repaired and or relocated where applicable. Elsewhere formed in reinforced concrete with steel angle detail to salient edge as existing. | ✓ | |
| Roadway and footpath repaired, and resurfaced in bitumen. | | |
| Ferry Lane re-established. | ✓ | 4 |

SITES 50, 52, 54, 56 (part) 59 & 60 (part) Aprons between shore sheds and waters edge.

| Work | Assists in Interpretation | Ranking |
|--|---------------------------|---------|
| Demolish existing seawall. | | |
| Cat head hoist and accumulator repaired and re-erected. | ✓ | 4 |
| Hydraulic pump repaired externally and re-erected. | ✓ | 4 |
| New hardwood timber decked waterfront promenade with timber fender piles to external edge. | ✓ | 4 |
| Hardwood baulk seating and painted metal lamp standards to external edge similar to that at Campbell's Cove. | | 6 |
| Timber framed roof and portal structure in recycled timber, with stainless steel bracing and glazed roof over where shown. | ✓ | 6 |
| Bale hoists and lifts re-erected on decks. | ✓ | 4 |
| Possible 300 x 300 hardwood inserts in deck to show locations of existing shore shed and pier shed column locations. | ✓ | 4 |

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Interpretive display below new portal and/or in Pier 2/3 facility. | ✓ | 1 |
| Strong Back Trusses used at bridge openings in Shore Sheds. | ✓ | 6 |
| Bale chutes maintained at Pier 8/9. | ✓ | 2 |
| Service, maintenance and operational access requirements will be provided for in the following locations. | ✓ | |

| | | Ranking |
|----------------|--|---------|
| Shore Shed 2/3 | Ground level access from Hickson Road to Wharf 2/3 | |
| Shore Shed 4/5 | Ground level access from Hickson Road to Wharf 4/5 | |
| | Upper level access from Bridge 4/5 to Wharf 4/5 | |

This provision for 24-hour/day access should be suitable for the continuation and commencement of operations on Wharves 2/3 and 4/5. During construction, access to Wharf 4/5 will be maintained.

For full extent of Public realm Site Concept Works refer to Appendix 8.

8.5 Recycled Timber Proposal

Recycled timber will be used wherever possible in the restoration work and new projects in Walsh Bay. The schedule below demonstrates proposed uses.

Much of the timber in the wharves structure and the bond stores is severely damaged by termite attack, water penetration and mechanical damage.

The ability to recycle will depend upon quantity of timber which can be recovered free from termite damage and free from other damage and decay.

| Works | Assist in Interpretation | Ranking* |
|---|--------------------------|----------|
| Colonnade 400m long, columns at 4m centres approximately 6m high, 320 x 320mm section and connecting beams. | ✓ | 4 |
| Promenade 450m long, 12m wide either over water or over car parking structure - timber decking. | ✓ | 6 |
| Wharf edge including timber baulks, fender piles and outer row of piles for the promenade. | ✓ | 4 |
| Pier 6/7 moorings access ways, 2 at 200m long each, one approximately 5m wide, one 1m wide. Wharf edges and outer row of piles for both. | ✓ | 6 |
| Repair of any damaged timber in wharves 2/3, 8/9, Towns Place North, Bond 2 and Bond 3 - storey posts, beams, joists, cargo doors and weather-boards. | | |
| Decorative lining to lobbies and public thoroughfares in the shore sheds. Beams to soffits, strong-backs | ✓ | 5 |
| Landscape treatments in parks within the site. | ✓ | 5 |
| Decorative lining to lobbies in the landed buildings. | ✓ | 5 |
| Timber column stubs in deck where old shore sheds were. | ✓ | 4 |
| Recycled redressed timber for decorative linings to Bond 2 - floors, storey posts, beams and joints. | ✓ | 4 |
| Repair of any structural timber throughout Bond 3 - floors , beams, joists. | | 4 |
| Reconstruction of bridge between Shoreshed 8/9 and Towns Place North. | ✓ | 2 |

*(Note: See section 8.4.1 Ranking of interpretive devices)

8.6 interpretation facilities and locations

8.6.1 Initial Display

As the works will take place over a number of years, it is proposed that the initial interpretive display will be in a dedicated section of the WBP office on site, with the first of the introductory brochures available to the public.

Action: *Assemble preliminary display information, photographs and preliminary pamphlet. Update as stages come on line.*

8.6.2 Pottinger Street and Parbury Lane Parks

When the Pottinger Street Terraces are completed, a brochure will be produced with more specific detail highlighting the various features of the sites. Both of the parks have excellent aspects for views across the sites. Stone walls which separate the levels, can be used for information and signage. Other media could include information in decorative paving and sculptural elements.

Action: *Prepare detail design drawings of plaques and paving design in conjunction with the Landscape Architects current Pottinger Park proposal. Parbury Lane Park works are still to be programmed*

8.6.3 New Theatre Precinct Interpretation

The theatre foyer and its back stage areas use the existing facades of Bond Store 3 as part of the architectural expression. These are magnificent spaces rising 3 and 4 storeys above Hickson Road. The theatre design incorporates these spaces and allows a unique understanding of the scale, detail and majesty of the Bond Stores.

The back stage areas of the theatre are of Piranesian proportions (refer to sketch, following page.) Back stage tours are always part of the modern theatre promotional repertoire and this will be no exception. There is a complex architectural relationship established between the change of levels from Windmill Street to Hickson Road. The helix of the cart ramp is a feature of the back stage space. The proposed theatre Green Room looks onto the cart ramp void. Although this area is enclosed it demonstrates the intertwining of each phase of the building and transport development.

The foyer has the potential to house loose artefacts and static display material, which could complement the interior design. Etched glass images may also form part of the design. Information signage and display panels will form part of the interpretation strategy for this important area.

Action: *Prepare a detailed proposal for discussion with the Ministry for the Arts and incorporate interpretive material into the architectural design. Consider uses of display materials and images in the interior design.*

8.7 Public Interface

in addition to static displays and other media, the workers and residents of the precinct visitors and interested parties should be able to interact and take part in the experience and understanding of Walsh Bay. While most people will be casually passing through, there will be a proportion who are interested in a deep understanding of the changes which have occurred at Walsh Bay over several centuries. In considering options for interpretation it is necessary to bear in mind that the initiative should not detract from the nature of the site, being primarily a residential business and cultural precinct. In response to this need the following activities may be considered suitable:

| Initiative | Vision | Action | Ranking* |
|-----------------------------|--|---|----------|
| Walking Tours | Seen as part of the sustainable interpretation | Call tenders 'Role' playing etc. Test market response, approach existing walking tour operators. See example date of draft Tender documents. (Refer to Appendix 1) | 1 |
| Existing Programs and Tours | Bus Tour, Harbour cruise and Bridge Climb operators who all ready pass by or through parts of the site could be provided with information and printed material to augment their commentaries. (Note that Pottinger Street will not be available for heavy traffic.) | Prepare questionnaire, research current tour operations, see if there are economic links with walking tours. Prepare briefing documents. | 3 |
| Theatre Tours | Back stage tours of Bond Store 3 | Encourage The Ministry of Arts to conduct tours. | 1 |
| Data Access | Assisting interested local groups conduct walking tours and other related activities by giving access to the data collected. Some locals already act as casual guides giving a unique perspective to their commentaries | Contact local groups with proposal | 3 |
| The Rocks Visitors Centre | The Rocks Visitors Centre is an easily accessible resource for the distribution of the walking tour information as is the National Park and Wildlife Tour Centre adjacent | Approach Rocks Visitors Centre Sydney Harbour Foreshore Authority | 3 |
| | Display boards and history corner to be located at the Rocks Visitors Centre | Approach Rocks Visitors Centre | 3 |
| Retail & Commercial Offices | Interact with customers and visitors | Prepare a brief and documents for retail tenants and owners. | 3/ 5 |
| Open Days | Non accessible areas in private commercial buildings may contain interesting items of interpretation. | Encourage the owners to be involved in public open days & attend briefings, conducted by WBP to familiarise themselves with their Precinct's history | 3/ 5 |

*(Note: See section 8.4.1 Ranking of interpretive devices)

The concept for the whole programme is set out in a graphic format attached to this overview. Each of the activities and sections are headings for further expansion and detail. (Refer to Appendix 4)

8.8 Interpretive Devices

In due course a variety of interpretive materials will emerge and evolve and acknowledge the site history, residents, conservation works, new development and archaeology of Walsh Bay. This includes:

| Device | | Description | Ranking* |
|--------|--|--|----------|
| i | Brochures and Pamphlets | Initially a general brochure for Walsh Bay but eventually there will be one for each zone or precinct | 1 |
| ii | Walking Tours | New tours may emerge from tenders or an extension of tours that already exist around The Rocks and Walsh Bay. | 1 |
| iii | Signage | Various types of interpretive signage located externally and internally around Walsh Bay, ranging from building identification signs, vehicular signs, location maps, heritage walk signs, location maps, signs on significant items and places. | 1/ 3/ 5 |
| iv | Architecture and Landscaping | Adaptively re-used buildings that been interpretive design considerations on both a large and a small scale. Interior and exterior building elements, materials and fabric. Landscaping elements such as paving and planting can also be used. | 3/ 5 |
| v | Static Displays and Artworks | Interpretive public art for example sculptures also models, drawings, paintings and maps. Industrial technology, Heritage items. | 4/ 6 |
| vi | Social/Oral History | Interviews and archival research | 1 |
| vii | Collections | Photographic collections, maps and bibliographic material from the past and the present, as well as industrial collections and materials found on site. | 3/ 5 |
| viii | Media and Web Sites During Construction Period 1 – 6 years | Sound recordings, Film, advertising, electronic databases, Web site showing photographs, the industrial technology inventory, general information collected about Walsh Bay, its history, current and future use. | 1/ 3/ 5 |
| ix | Tour Operators | External operators who are able to view the site from road, sea and air will be briefed and kept informed. | 5 |
| x | Retail Briefing Commercial Briefing | Occupiers, tenants and owners of retail businesses and commercial businesses who can pass on correct and accurate information to staff, clients and customers. | 3 |

*(Note: See section 8.4.1 Ranking of interpretive devices)

8.9 Brochures and Pamphlets

An initial brochure is planned for the first phase of the interpretation initiative. It is envisaged that this brochure will be an introduction to the Walsh Bay Redevelopment for many people. It should therefore appeal to a vast range of people and inform them about the preliminary aspects of interpretation at Walsh Bay.

As the project progresses interpretation areas will be established to facilitate the distribution of information and provide a location for people to learn more about the significance and interpretive themes of Walsh Bay. Brochures for different precincts and zones may become available in accordance with the Interpretation plan for each area as they are released and developed. The 1st phase includes the Pottinger Park Precinct, the Bond 3 Precinct and Theatre.

8.9.1 Design of brochure

The brochure should illustrate and communicate the key themes and events that have a direct social, cultural, architectural relevance to a visitor's understanding of Walsh Bay. The design and graphics chosen for the brochure should be in harmony with the style and format chosen for other advertising, signage and displays at Walsh Bay.

8.9.2 Brochure Content

The initial brochure could include:

- Brief history (chronology)
- Location - a brief description with a map highlighting the first phase of construction
- Brief outline of the Masterplan with a brief description about the first phase of the redevelopment ie. Pottinger Street etc.
- Information about the significant themes at Walsh Bay: architectural significance, social significance (people who lived and worked in the area), economic and political history, technology (shipping technology, maritime technology)
- Information about interpretive aspects such as Signage, displays, maps, collections etc.
- Map and details of the interpretive 'trail' / heritage walk
- Relevant illustrations and photographs and access to such materials
- Additional information - details about hours of access, displays, management, contact numbers etc.

8.9.3 Distribution

Brochures can be an easily accessible resource for the distribution of information. It is anticipated that the brochure for the initial phase of the development will be distributed to a range of different venues within and outside the immediate precinct. This includes: the Rocks Visitors Centre, The National Park and Wildlife Tour Centre, The Sydney City Council, and Government Departments such as MFA, DPWS, the Heritage Office and DUAP, and also to residents and WBP's office on site.

8.10 Walking Tours

Walking tours are seen as part of the sustainable interpretation of Walsh Bay. One option for establishing an interactive experience for visitors and interested parties is through guided and self guided tours.

A heritage walk around Walsh Bay with interpretive Signage may be an opportunity for visitors who wish to explore and learn about the history of the area as well as the new development. Information can be provided about the walk through a brochure/s or through Signage plaques etc.

For those wishing to delve deeper there will be an option to participate with a guided walking tour. There are several alternatives associated with this proposal. One is to approach established tour operators and call tenders for parties interested in conducting tours of the area after reviewing market and feasibility research. Another approach would be to cooperate with existing tour groups such as bus tours, harbour cruises and Bridge Climb operators. eg. A commentary and other information about the site could be provided to them (see Bill Nethery's historical commentary on Walsh Bay as an example - Appendix 1). Some local residents with a keen interest in the area may also be interested in acting as casual guides. Assistance may be provided for these groups facilitating their access to data collected.

Viability and feasibility studies need to be conducted in order to determine if these operations would be practicable and achievable.

Refer to Appendix 1 - An example of an Economically Sustainable Walking Tour Operation and Preliminary Storyline / Walking Tour Commentary.

8.11 Signage

Signage will be used to assist the objectives of the Interpretation Strategy.

8.11.1 Considerations and Recommendations

There are a number of considerations associated with the Signage program:

| | | Ranking * |
|---------------------|--|-----------|
| Location | The type and total number of external signs will be carefully considered so as to avoid visual and physical clutter. Site considerations; will also include the intent and relationship to the overall site. | 1 |
| Style and character | Signage will complement the architectural style and use of the buildings as well as adding character to the streetscape in suitable areas. Attention to the treatment of form, materials, colours will also be given when determining the qualities of the sign as well as the relationship with other sign types. | 4 |
| Views | Signage should have regard for the view of the sign and supporting structure from all aspects. Signage will consider the amenity of the residential development and its affect on the visual quality of the public domain. Visibility will be considered in all manners, from the street level, from higher buildings, and against the skyline. | 1 |
| Heritage items | Signage on heritage items will be carefully considered. Signs on such items should not detract from the heritage significance, especially, any sign proposed for a building protected by a Permanent Conservation Order or an Interim Conservation Order made under the Heritage Act 1977. | 2 |

*(Note: See section 8.4.1 Ranking of interpretive devices)

8.11.2 Design and Location

Signage should be integrated with the overall design philosophy for Walsh Bay as well as consider the specific qualities of each area.

A signage policy is being created for Walsh Bay as part of the Public Realm Management Plan, in accordance with existing promotional advertising and Best Practice Guidelines of the Heritage Council, Sydney City Council and DUAP.

Some concepts for Signage have been drawn to outline the different signage types that may be used at Walsh Bay according to the purpose that it serves. It is important to stress that they are not prescriptive of the design but are indicative of an approach to standards, type, location and function as well as the intent of demonstrating the possible scale the signs can be. (See Appendix 6 for examples of Signage proposal)

8.11.3 Implications

The signage and graphics will address the formal and aesthetic qualities of Walsh Bay. In order for interpretive and informational signage to be successful it needs to integrate with the nature of the site and must appeal to a diverse audience. Signage will therefore cater for the different visitors and various levels of information requirements. The information will be conveyed subtly so that the visitor can draw their own feelings and experience interpretation without it becoming obtrusive. Additional information can be drawn however, from other sources.

8.12 Architecture and Landscaping

Walsh Bay is one of Sydney's most significant maritime precincts and is rich in history and architecture. References to original architectural features can be extracted through interpretation.

8.12.1 Interpretation through Architecture

Interpretation can be seen in the context of what still exists and/or in the new residential and commercial development. The building fabric will be integrated with other devices such as signage, pamphlets, static displays, artworks, oral histories and walking tours to disseminate information about Walsh Bay.

Architectural design can be interpreted on many levels from the overall building mass to detailing and use of industrial artefacts. For example, the external fabric and a large portion of the structure in the bond stores will be retained and adaptively reused. The once functional cart ramp in Bond Store 3 will become a feature of the backstage of the theatre. The breezeways and undercrofts of Pier 8/9 will provide large entry and open spaces. These will be articulated through the facade. The original proportions, form and scale of the original designs of the pier structures will be considered in the expression of the new residential development. Whilst many aspects do not have the same functional requirements, remaining building elements such as lifts, chutes and hoists can be made features for interpretation. The materials and choice of colours for any architectural works should be in sympathy with what was there before and that which remains. The Pottinger Terraces for example follow the topography of the site, the scale of the terraces relate to other terraces in the area and sandstone and palisade fences are used in various areas around Walsh Bay.

The substantial industrial buildings of the Bond Stores, Piers and Shore sheds are fundamentally low in scale. The impact of these industrial structures is diminished due to the topography of the area. The taller industrial buildings are generally located on the flat foreshore ground while the 2-3 storey houses are located on the higher areas thus providing a relatively uniform streetscape. The varying levels of the site provides opportunities for creating vistas for the public such as views of the Harbour Bridge and glimpses of the water through buildings.

8.12.2 Interpretation through Urban Design

Walsh Bay has essentially always been an industrial precinct. Most sites were developed to the boundaries leaving little area to be incorporated for landscaping.

There is limited vegetation in existence, however there are some substantial trees on the southern side of Hickson Road and a vegetated area in Pottinger Street on the vacant site which residents refer to as 'the back paddock'. The new landscaping proposal is to enhance existing vegetation and introduce more vegetation to the public domain along Hickson Road. Paving, widened footpaths and roads, seating and lighting will improve the amenity of the area as well as assist in interpretation. For example, the original bluestone paving and trachyte kerb can be retained to illustrate where roads used to be.

The Pottinger Street and Parbury Lane Parks will be landscaped with consideration to the materials, paving, signage, furniture and art. Part of the parks may feature remnants of a pre existing building, which will be made accessible to the public. Seating and appropriate signage may provide some means of integration and facilitate interpretation.

8.13 Static Displays and Artworks

The concept of interpretation through design can be explored through artworks and sculpture in various locations around Walsh Bay. Please see photos below of Foundation Park along the Gloucester Walk at The Rocks as examples. Articulation of significant areas and features through design rather than through literal expression can enable a more subtle translation of ideas as well as contributing to the amenities and enjoyment of the public domain.

8.14 Social/Oral History

The history of the place and its significance has been extensively researched and while emphasis to date has been on the architectural and built environment and wharf processes, it is now proposed to expand the social context to include oral histories from people who have lived, worked and had significant association with Walsh Bay. Oral histories will be recorded by experts and stored in a professional manner for general accessibility in audio or written format.

8.14.1 Phased Oral History Study as a Basis for Further Interpretive Works

An essential element in the interpretation of the Walsh Bay precinct is the conducting of an extensive oral history study, undertaken to the professional standards required by the Oral History Association of Australia and the NSW State Library Oral History Archive.

The oral history study follows the accepted state, and national historical themes as outlined in the NSW Heritage Office State Heritage Inventory (See Section 5.3 Historical Themes and Source of Interpretive Material). The study will provide a social-historical context for the site and thus enrich and extend the existing historical investigation of Walsh Bay that mainly focuses on the site's architectural and engineering merits. It will provide a wealth of material able to be used in the interpretation of the precinct and will make an invaluable contribution to the wider research community by uncovering the social history of one of the most historically important precincts in Sydney and the State. While investigating the obvious themes accruing to the Walsh Bay wharves and Bond stores, its approach will be non-prescriptive thus allow flexibility for themes to be articulated by the interviewees.

WBP and its consultants will consider a range of funding initiatives including 3rd party grants, which would ensure the most comprehensive collection of oral histories is recorded and documented for this important site.

8.14.2 Themes for Oral History Interviews

The following are some possible themes and groups of people associated with the Walsh Bay precinct to be investigated in the oral history study:

| Theme | Person/s associated | Ranking* |
|---|--|----------|
| Growth of the port and wharf precinct | Former wharf/cargo workers and families, landowners, local identities, present and past harbour masters and former Maritime Service Board (currently Sydney Ports) workers and managers. | 1/ 3/ 5 |
| Labor history associated with the precinct | Past and present waterfront union organisers and members, Trades and Labor Council officials with knowledge of and association with the precinct, former stevedoring managers and owners | 1/ 3/ 5 |
| The precincts engineering and architectural achievements | Government architects, project architects and engineers. | 1/ 3/ 5 |
| The development of commercial enterprises in the precinct | Stevedoring companies and their association with the site, local industrial establishments eg Bushels/ Unilever, shopkeepers, publicans families, those enterprises involved in the more recent development of the precinct for example, proprietors involved with the Pier One developments | 1/ 3/ 5 |
| Engineers and Maintenance crews | Engineers, designers and maintenance crews associated with Walsh Bay, as Walsh Bay was on the eastern fringe of the extensive industrial wharfage area, which encompassed Darling Harbour, Black Wattle Bay, Johnsons Bay, White Bay to Peacock point, Balmain. These wharfage areas have been affected by the changing nature of shipping and cargo management. | 2/ 4/ 6 |
| The development of the area as a cultural precinct | Recent use of the precinct by groups such as the Sydney Theatre Company and the Biennale | 1/ 3/ 5 |
| History of the precinct as it related from a residents perspective | Long term local residents and their achievements and memories of the area | 1/ 3/ 5 |
| Impact of the construction of Sydney Harbour Bridge on the precinct | Experts in the history of town planning in Sydney, possibly families of local residents whom lived there in the 1920s. | 1/ 3/ 5 |
| The history of changing technology incorporated in the wharves | Through interviews with experts in historical industrial technology as well as workers - impact of roll on roll off shipping and containerisation. | 1/ 3/ 5 |
| Transport | Changes in road and water transportation and impact on the precinct, significance of the precinct on the transport system locally state-wide nationally and internationally | 2/ 4/ 6 |
| Migration | The experience of migrants who arrived at the wharves. | 1/ 3/ 5 |
| Management of labor | Stevedores and recollections of work, recreation and shipping | 1/ 3/ 5 |

*(Note: Rankings refer to different levels of interpretation. See section 8.4.1 Ranking of interpretive devices)

8.14.3 Phases of Oral History

Phase 1 of Oral History

| Activity | Action |
|------------------------------------|---|
| Development of Written Information | written information about the study will be developed |
| Initial Interviewees | an initial list of interviewees will be drawn up |
| Questioning Strategy | general questioning strategy for the interviews will be developed through research and through a possible short preliminary interviews with possible interviewees |
| Formal Interviews | formal interviews with the initial list of interviewees will be recorded on Digital Audio Tape (DAT) |
| Photographic Documentation | any photographic, written or other historic materials uncovered in the research and interview stages will be photographically documented and returned to the owner if so required |
| Documentation of Interviews | Each interview will be documented as a full transcript, as a tape log and as a narrative summary of major themes covered in the interview. |

*Please note that while a questioning strategy will be developed at the outset of the oral history study, this will not be prescriptive but will provide a guide to the conduct interviews from which specific themes will arise.

8.14.4 Review and further Development of Oral History Phase 2

In the event that significant further themes are uncovered during the first round of interviews, a second series of interviews will be undertaken as follows:

Phase 2 of Oral History

| Activity | Action |
|---------------------------------|--|
| Review of Themes | The first round of interviews and a review of the groups of people will represent the oral history interviews and themes to date. This will ensure that those most appropriate to discuss the themes uncovered are included in the study. |
| Background Archival Research | Establish emergent themes and contact appropriate interviewees for the next round of interviews. |
| Formal Interviews | The second list of important interviewees, say(2-3)recorded on Digital Audio Tape (DAT). |
| Photographic documentation | Written or other historic materials uncovered in the research and interview. Material will be returned to the owner if so required. |
| Documentation of each interview | A full transcript, as a tape log and as a narrative summary of major themes covered in the interview. |
| Development of a Report | Provide a detailed overview of the findings of the study and incorporate the interview transcripts, narrative summaries and photographic documentation developed during the study. |
| DAT interviews | The DAT interviews from both stages of the oral history study will be copied to a cassette master for lodgement with the State Library of NSW Oral History Archive and the original DAT tapes will be transferred to CD for storage in the digital domain until used in later stages of the interpretive process. The written and photographic documentation will also be lodged with the State Library of NSW Oral History Archive and copies shall be retained for use in further interpretive works |

8.15 Collections

There is a large amount of information on a wide range of areas, which may be archived and lodged with various public institutions for permanent collection and record. For instance, the Mitchell Library, the Australian Museum, The Museum of Sydney and the Powerhouse Museum. Such collections include material from the past as well as the present:

- written and recorded material from oral history research
- industrial archaeology inventories
- photographic collections
- architectural and engineering collections
- heritage studies of buildings and structure

8.16 Media ³

In order to appeal to a broad range of interest, ages and time constraints on the part of visitors, this Plan will provide 3 levels of interpretation. This hierarchy will apply to all messages, regardless of medium. In print media, each level will be consistently distinguished by its graphic design (font, point size, etc.) and any interactive media will consistently associate each level of interpretation with a visual icon to enable visitors rapidly to identify the level of detail that corresponds to their interest.

8.16.1 Levels of Interpretation through media

| Level | | Description | Objectives |
|-------------|--|--|---|
| Level One | Overviews and Highlights | This most general level of interpretation is suitable for introductory and orientation messages. It conveys broad concepts and basic information. This level is appropriate for: titles, identification labels on visible features/objects, basic statements of cultural significance, and introductory sentences/ paragraphs / remarks. | <ul style="list-style-type: none"> management of expectations excitement of curiosity stimulation of speculation and incentive to further inquiry |
| Level Two | Examples and Illustrations | This level amplifies the former with examples and illustrations of particular features, event, issues or personalities and offers more detailed contextual information. At this level, for example, differing points of view can be addressed. Answers to the questions raised at the overview level can be provided, and additional questions raised to encourage further investigation. This level is appropriate for exploiting the site's "ability to demonstrate". | <ul style="list-style-type: none"> Appreciation of "place" as the expression of circumstances (the "given": natural, political, economic, social, etc.) plus values (of the people confronting the circumstances: beliefs, mores, agendas, intentions, character, preconceptions, etc.) treating the resources as evidence that proves or demonstrated something about circumstances and values |
| Level Three | Background and Details, Themes and Connections | This level provides detailed information, facts, figures, and explanations corresponding to all the relevant messages for the place in question. It cross-references other places of their features, as appropriate, and incorporates a guide to further information, directing the visitor to more sources of knowledge (eg publications, other on-site media). Reference to related sites and activities in the area is included at this level. This level is appropriate for detailed examination of historic, aesthetic, scientific and social significance. | <ul style="list-style-type: none"> provide an in-depth understanding of the place in relation to its architectural, geographical, (pre) historical, ecological and social contexts indicate the scientific or research potential of the place develop circumstances and values as instances of broader "themes" |

³ Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

8.17 Stage Three - Outcomes and Management

8.17.1 General Outcomes

The Walsh Bay Interpretation Plan will plan physical, intellectual and affective access for visitors to the cultural significance of the Walsh Bay Wharf Precinct- its biophysical context, its structures, its industrial and technological artefacts and its evolution over time- through non-personal media which ensure that the interpretation of the site to the public reflects current best-practice in heritage presentation.

As a result of the interpretive experience, all users of and visitors to the precinct should:

Know

- what each area of the structure of the Walsh Bay Wharf Precinct is and why and how it came to be here, (who initiated, built, ran, worked or lived in it)
- what the various items of industrial technology and their purposes are
- that the precinct as a whole and each of its historic elements are important in the historic, aesthetic, social and scientific development of the country, the region and the community
- that the significance of the site extends both back in time from the historic period to Aboriginal occupation in Sydney and forward into the future
- what people **did** here during the various phases of its use
- that there is more to find out in other locations in the precinct and how to get them

Think

- that this and other heritage precincts are special places that are worth preserving
- that, throughout its evolution, this precinct has played significant and varied roles in the economic, cultural and recreational life of the community
- that the place and its significance have been appropriately conserved and presented

Feel

- that this place has touched the lives of the ordinary and notable alike in significant ways
- motivated and empowered to explore public areas of the precinct with comfort and confidence
- empathy with the people who lived and worked in the precinct during its significant periods
- a sense of continuing evolution of the place and of its functions in the life of the community
- a sense of satisfaction from their experience of the place

Understand

- how the precinct and its elements functioned, both as a single entity linked to local, regional and national production, trade and infrastructures **and** as a complex system of interlocking technical and economic sub-systems
- how the conserved examples of industrial technology functioned
- how the precinct has come to be the way it is today (ie as redeveloped by the current project)

Act

- in ways that respect the fabric and spirit of the place
- In ways that acknowledge and support the ongoing responsibility of the Precinct Management Association or PMC (refer to section 2.6) to conserve and present this historic environment to a standard commensurate with its exceptional significance.

8.17.2 Staged Outcomes

The staged nature of this strategy means that having implemented various aspects of interpretation, it allows for assessment of the effectiveness and performance of the facilities and items of interpretation. A management committee would oversee the revision and continued development of interpretation at Walsh Bay in accordance with the original Interpretation strategy proposal.

8.17.3 Oral History Outcomes

The of the oral history study as outlined above in 8.14 will yield the following research materials essential to the further interpretation of Walsh Bay wharves:

1. Taped interviews of broadcast quality in a format accessible by both casual listeners and researchers and as required by the Oral History Association, the State Library Oral History Archive.
2. Clear and professional documentation of these taped interviews to facilitate accessibility by researchers, producers and the general public and as required by the Oral History Association and the State Library Oral History Archive.
3. Written summary material outlining the findings of the study to a standard enabling incorporation into future commercial or corporate publications and interpretation on site.

The recorded and written materials developed in the oral history study will provide a research base for further interpretive works:

The broadcast quality taped interviews and written materials could aid the development of interpretive tools such as,

- self funded walking tour audio guides
- radio program material suitable for broadcast
- Talking book products on the history of the Walsh Bay Wharves and material for inclusion in video and digital interactive interpretive works by other interested groups.

8.17.4 Research Outcomes

Data and research collected in the course of various Interpretive initiatives can be made available to interested parties, such as school groups and people undertaking historical research and to visitors exploring Sydney. Some examples of available information may include the inventory of industrial artefacts in the area; information about walking tours; the history of Walsh Bay; and information about the current rejuvenation of the site.

There is also an opportunity to explore interpretation through media such as audio material, video and digital material eg. CD Roms with quality recorded information. This can be broadcast through various television and radio programs, or made available in libraries and other educational facilities for example in The Rocks Information Centre.

Refer to sections on brochures and pamphlets (8.9 above), static displays (8.13) and signage (8.11).

8.18 Management

8.18.1 Technology

8.18.1.1 Initial Responsibility

The Items scheduled in the CMP currently belong to the MMHC. As each Phase of the work is passed over to Walsh Bay Partnership, restoration and other capital works described in the Heritage Technology Conservation Management Plans Volumes 1 and 2 (Tropman and Tropman Authors in conjunction with OHM) will be undertaken.

8.18.1.2 Future Responsibility

On completion of that Phase of the work and at the establishment of a Strata leasehold scheme or the granting of a 99 year lease to a 99 year lot lessee, the control and Management of that area, building or part of a building will pass to the owners' corporation or similar 99 year lot lessee organisation responsible for the overall management of that area of the building or part of a building within the precinct.

WBP or a nominee company will be a member of each strata owners' corporation until such time as all the strata units are sold. Each owners' corporation (or equivalent entity where there is no strata scheme) will have the appropriate Heritage CMP's as part of their by- laws (or Precinct Management Agreement, where appropriate), and will be constrained by the requirements of those CMP's.

8.18.1.3 Precinct Management

As the project develops and gains in size, the group of owners' corporations and 99 year lot lessees, will, at an appropriate time, become members of, and responsible to the Precinct Management Association. This central owners' association will also have Rules, which nominate certain activities and responsibilities for each of the individual 99 year lot lessees and owners' corporations.

[The complete inventory of Heritage Technology, all CMP's and Management Action Plans and procedures will be held in the records of this owners' association.](#)

WBP or its nominee, will be a member of each of the owners' corporations and the Precinct Management Association until it is appropriate to pass full control of the area or building onto the owners' corporation or 99 year lot lessee who will replace WBP as member for that area or building or part of a building.

8.18.1.4 Ownership of The Heritage Technology

The responsibility for the Heritage Technology therefore follows a path from the MMHC to WBP as custodian implementing the recommendations of the CMP and action plans, thence to the particular Strata Plan or lot in which the items are affixed. There is an overseeing role held by the Precinct Management Association who will hold a complete inventory of all the Heritage items and have certain legal rights to act on matters in the precinct which do not conform to the Rules.

[All heritage technology is proposed to be annotated in accordance with the standards set out in the Interpretation Plan.](#)

Moving of any Heritage item listed must be carried out in accordance with all relevant authority's approval. This will be part of the by-laws of each owners' corporation.

8.18.1.5 Time Constraints and State of Repair

The implementation by WBP of the process may take a number of years and it should be noted that the Walsh Bay Precinct is leasehold property leased for 99 years from date of completion of each building. The Heritage Technology will also be leased for 99 years to the strata owners' corporation or 99 year lot lessee within whose lot it resides.

Under the Heritage Act provisions, MMHC, as the current owners are responsible to the State of NSW for the care and maintenance of the Heritage technology until it is passed on to WBP at the commencement of each phase.

The condition of the items and their deterioration until the hand over day of each phase for WBP to implement the required work, is the responsibility of MMHC. It is a reasonable expectation that the current owner will have protected these listed Heritage items and will account for all damage, which may have or will occur from the date of the Godden Mackay report in the REP to the time of passing of custodial care to WBP.

The condition of the Heritage Items there after will be monitored by the individual strata corporations/ lot lessees and the Precinct Management Association.

8.18.2 INTERPRETIVE FACILITY.

8.18.2.1 Locations of Interpretative Facilities

There are four main interpretive facilities, Pier 2/3, the theatre foyer, Pottinger Park and Parbury Park. The displays and facilities will be built and maintained by WBP until they pass into the control of each lot owner or lessee as appropriate, (ie. the Government in the case of the Pier 2/3 and the Theatre and the Council in the case of the parks).

8.18.2.2 Pier 2/3

The Pier 2/3 Facility in the foyer of the proposed cultural/exhibition centre will be handed over to the Ministry for the Arts or another Government owner. In this proposal the Pier 2/3 Facility is not designed to have a full time curator. The bulk of interpretive historical material will be available through the Mitchell Library and other curatorial institutions. The overview brochures will be made available from a variety of sources both inside and outside the precinct. The Rocks Visitors Centre for example and other tourist information centres.

8.18.2.3 Walking Tour

There is a proposal for a Walking Tour Company to be granted a licence for the public areas of the Walsh Bay precinct and contained in this Interpretation Plan. If acceptable by the relevant stakeholders, WBP would call tenders for this activity. The Ministry of the Arts who are the anticipated occupants of the Pier 2/3 facility would administer that contract as a part of the Precinct Management Association's requirement. The tour guides will be made responsible for reporting on the condition of the Heritage Technology in public areas such as the promenade as part of their contract. The tour operator will also be responsible along with the Precinct Management Association for the reprinting of the precinct descriptive brochures.

Failing the appointment of such a Walking Tour company the lot owner of Pier 2/3 (ie. the Government) will be responsible managing that Interpretation Facility.

8.18.2.4 The Theatre

The theatre will have a static display as part of the fabric and architectural treatment of the building. Part of the theatre programme may include back stage tours that will reveal much of the most interesting parts of Walsh Bay and its history.

8.18.2.5 The parks

Each of the two parks will have Signage and Vista indicators, which also will tell the story of Walsh Bay. These facilities will be administered by the Council of the City of Sydney after dedication.

9.0 Visitor Management

9.0 Visitor Management

The key concept of WBP's Masterplan is to create public access to many areas of the precinct, which have previously been closed to the public. As outlined in section 7 - Visitation Overview, research has been conducted as to the existing range of visitors currently accessing the site, particularly those who attend cultural events associated with Wharf 4/ 5 and the range of incoming residents and business workers associated with the new development. In addition to these 2 major groups and existing residents, casual visitors and interested groups (school, university or other) can also be expected to visit the site as it begins to take shape over the next 5-7 years.

In an endeavour to enable these groups to attain the optimum interpretive experience of Walsh Bay, WBP will:

1. Make publicly available written oral and photographic materials, (as outlined under sections 8.9 - 8.17 above) in association with its consultants;
2. Work closely with tour groups, both walking and other to devise a network of interpretive options and contacts for the public;
3. Make presentation at public forums, conduct site visits as requested;
4. Liaise with public authorities, interested groups and residents to continually enhance the visitor experience, information and access to this important site.

10.0 Financial Considerations

10.0 Financial Considerations

10.1 General

In each building phase the design development of fabric and architectural design forms the interpretation for that building in a seamless manner. The cost of these works is part of the building budget.

10.2 Ongoing Finance

The initial costs and on going maintenance of the precinct forms part of the financial arrangements Walsh Bay Partnership has with the NSW Government. The ideal system for the interpretation facility would be that it is self funding and, where static, of a robust nature to remain attractive and functional for many years with minimal maintenance.

10.3 Self-Funded Tour

Interested parties such as tour guides and bus tour operators can form the face to face interaction with visitors. This proposal is given here as an example; other options may be possible and should be investigated as part of the plan.

10.4 Current Funding Arrangements

Significant funds have been allocated to the repair and restoration of all industrial heritage items and a photographic record commissioned on a continuing basis.

1. The initial set up of the project for the interpretation will be provided WBP. These include brochures, pamphlets, signage and displays.
2. On going interactive activities such as walking tours would be best conducted through a commercially viable operator charged with the responsibility to operate walking tours and distribute brochures and other duties (see attached proposed tender).
3. The Precinct Management Agreement would contain provisions requiring the Precinct Management Association to maintain the interpretive artefacts, signage etc. And to obtain appropriate guarantees from the operator/s.
4. Oral histories preparation will be paid for by WBP and/or by obtaining grants.
5. There should be reviews at 2, 5, and 10 year periods conducted by independent consultants retained by the PMC and reports made to the HC.
6. 10 years after completion the whole interpretive process should be reviewed and the PMA would have the option of altering or amending it in conjunction with an independent consultant.

11.0 Interpretation Team

11.1 Personnel

11.2 The Team

11.3 Community Liaison

11.0 Interpretation Team

11.1 Personnel

It is envisaged that there will be a direct team devoted to the research and investigation of the Walsh Bay precinct during Stage 1.

The team will be on call to all staff of the project for design considerations.

The team will be available to brief interest groups and education curriculum based tours during the project.

11.2 The Team

Client Project Manager

Architectural Director

Heritage Architect / Industrial Archaeologist

Interpretation Planner

WBP Public Affairs Manager

11.3 Community Liaison

WBP Public Affairs Manager

Historian

Oral Historian

Industrial Historian

Others as required

Stage One Foundation Study

Infrastructure

Interpretation

12.0 Constraints and Issues

12.1 Constraints arising from Physical Condition

12.1.1 Fragile Fabric

12.1.2 Boundaries/Context

12.1.3 Character

12.2 Constraints arising from Significance

12.3 Controls

12.3.1 Register of National Estate (Australian Heritage Commission Register)

12.3.2 NSW Heritage Office

12.3.3 NSW Department of Urban Affairs and Planning

12.3.4 National Trust of Australia (NSW) Register

12.3.5 Local Council

12.3.6 Royal Australian Institute of Architects

12.3.7 Institute of Engineers Australia

12.4 Client and User Requirements

12.0 Constraints and Issues

12.1 Constraints arising from Physical conditions

12.1.1 Fragile Fabric

Most of the early planning and architectural detail of Walsh Bay Precinct generally characterised by robust timber and concrete structures, masonry facades, and sandstone retaining walls remain substantially intact.

Fragile fabric within the precinct has been identified in the Precinct Conservation Plan. Detailed Conservation Management Plans will be prepared on a phase development basis. These will include detailed fabric analysis.

12.1.2 Boundaries/Context

Walsh Bay Precinct is located in an area characterised by a dramatic steep topography, both built and natural. It is clearly bounded by Dawes Point and the Sydney Harbour Bridge to the northeast, Darling Harbour to the west, Sydney Harbour to the north and Millers Point to the south.

12.1.3 Character

The existing precinct constitutes an array of various structures, access roads, bridges and pedestrian links generally characterised by a strong industrial character and sympathetic design which addressed both the Hickson Road and Windmill Street levels as well as the deep water at Walsh Bay. The precinct also retains a substantial quantity of remaining wool handling machinery and equipment.

In addition, it has been historically associated to the structures along Windmill and Lower Fort Street, former residences of wharf owners and labourers.

12.2 Constraints Arising From Significance

No activity should be allowed that would confuse the fact that the Walsh Bay precinct is one large engineering work.

This precinct has been associated with overseas and intra-harbour shipping and warehouse uses, the Sydney Harbour Trust's operations, the history and development of Millers Point and DawesPoint and with the maritime, commercial and pastoral history and development of Sydney and Australia.

Any new redevelopment including buildings, services, landscape or activities should have regard to the historical character and setting of Walsh Bay Precinct and context.

As much of significant fabric and special features (streetscape elements) should be retained and conserved as possible.

Examples of Industrial archaeology (remaining machinery and engineering) should be retained preferably in-situ or re-located in-situ and conserved.

No activity should take place, which could destroy a potential archaeological resource. This applies to the marine archaeology, to the undergrounds, to the area in the immediate vicinity of Walsh Bay and to areas that have been sealed from disturbance.

The original planning, integral design and former associations of Walsh Bay sympathetically designed group of buildings, access roads and bridges, pedestrian links, streetscape elements and industrial archaeology should be symbolic of interpretation and where appropriate maintained and conserved.

12.3 Controls

Walsh Bay Precinct is currently owned by the New South Wales Government and is subject to the following:

12.3.1 Register of National Estate (Australian Heritage Commission Register)

Walsh Bay Precinct has been listed in the in the Register of the National Estate Database as part of The Rocks Conservation Area. In addition, wharves 1 to 9, (including the piers, shore sheds and overpass bridges) have been listed individually.

12.3.2 NSW Heritage Office

A Conservation Instrument, Permanent Conservation Order (PCO) No 559 covers Walsh Bay Precinct, gazetted February 1988.

12.3.3 NSW Department of Urban Affairs and Planning

Wharves 1 to 9, Pottinger Street walls and fence, Ferry Lane, Bond Store No 3, and Hickson Road to Pottinger Street Steps have been included in the Maritime Services Board Heritage and Conservation Register (s.170 of the NSW Heritage Act 1977).

The Precinct has been included in the Sydney Regional Environmental Plan No 16-Walsh Bay.

12.3.4 National Trust of Australia (NSW) Register

Walsh Bay Precinct has been listed as part of The Rocks Conservation Area. In addition, wharves 1 to 9, (including the piers, shore sheds and overpass bridges) have been listed individually in 1979.

12.3.5 Local Council

The local government area for the site is the City of Sydney Council. The Council's Local Environmental Plan (LEP) 1992-Conservation of Heritage Items- Schedules 1 and 4 includes the following items, part of Walsh Bay Precinct.

Item 1149 Substation 597, Towns Place

Item 8018 Hickson Steps between Hickson Road and Lower Fort Street

Item 8043 Sandstone walls and palisade fence in Pottinger Street

Item 8044 Facade wall in Pottinger Street

12.3.6 Royal Australian Institute of Architects

Pier 1 has been included in the list of Twentieth Century Buildings prepared by the Architectural Conservation Committee of the Royal Australian Institute of Architects-New South Wales Chapter.

12.3.7 Institution of Engineers Australia

The following items, part of Walsh Bay Precinct, have been included in the register (as at 24 January 1993) of Engineering Heritage prepared by the Heritage Committee (Sydney Division) of the Institution of Engineers, Australia.

Reg. No 48 Hydraulic pump and accumulator, Walsh Bay Wharves 8 and 9

Reg No 87 Pier 1, Dawes Point

Reg. No. 108 Walsh Bay Wharves

12.4 Client and user requirements

The area is to be a cultural, residential, commercial and retail place adapted into the existing fabric and new works.

Users shall require information, security, guidance and contextual setting appropriate to the functions on the streets.

Appendix 1

1. Example of a Sustainable Walking Tour Operation

Attached is a draft proforma tender document for a Walking Tour Operator, which be appropriate to use after consideration by legal advisers and others. There are a number of organisations that operate and run exhibitions however they tend to charge for their expertise. This concept deeds over a licence agreement to an operator for exclusive rights to use the precinct for activities and promotions beyond the running of the Interpretation Facility or walking tours and entrusts them to run and manage the Facility and the tours as part of their licence.

a. Outline Tender Document for Comment

*This is a **concept /example document** it aims to provide a self perpetuating facility overseen by the PMA through an independent consultant paid for by the operator, and reviewed by the Heritage Council. On a 5 yearly basis.*

b. Tender For A licence to run the Interpretation Facility, Cafe, Tours and other Related Activities

Introduction

The concept of a walking tour as a major part of the Interpretation of Walsh Bay has been conceived to extend the understanding of the precinct beyond a static museum display by providing an experience for all visitors which expands their knowledge and understanding of the physical and social history of the area, its surrounds and context in the heart of the working and ever changing port of Sydney.

Tenderers are invited to make submissions to operate Walking Tours, conduct retail activities, operate a cafe/ cafeas part of the Pier 2/3 Interpretation Facility and have a commercial licence to operate approved activities on the promenade deck and other designated areas in the Walsh Bay precinct.

Location

Walsh Bay is located below the Sydney Harbour Bridge on the city side adjacent to the historic Rocks and extends over an area of 8 Hectares of waterfront and foreshore heritage listed buildings and sites. It is a major redevelopment site in Sydney and is an area of both state and national significance.

Extensive restoration and re development will take place and transform the now unused / derelict buildings replacing and rebuilding new structures. The site will be occupied by a variety of uses including commercial retail, townhouses and apartments.

Close of Tender

Conditions of Tender

Bankers Guarantee

Form of Tender

etc

c. Licence Agreement

The Licence Agreement allows the operator to:

- Conduct tours between the hours of 7 am and 7pm over the designated areas of the precinct excluding Piers 1, 4/5 and Pier 6/7.
- Have exclusive use of the promenade area for exhibitions promotions displays and educational activities as approved by the PMC.
- Conduct or manage tours which compliment the Walsh bay Precinct eg. Harbour Bridge Tours, Observatory Hill, Ferry Cruises etc.
- Sublet part of the tours to other operators.
- Sell approved quality souvenirs, Walsh Bay and other memorabilia. Sell maps CD s and Drawings.
- Run and operate a cafe in conjunction with any Interpretation Display and exhibition as part of the same premises..

The Licence Agreement requires the operator to:

- Print and reprint the current self-guided tour information brochure to the approved standard which will be made available free of charge to all visitors to the various displays.
- Prepare half yearly and yearly reports on the condition of the interpretive information , plaques, sites and objects for action by the Precinct Management Committee.(PMA)
- Maintain the Interpretation displays using and independent curator approved by the Heritage Council on a part or full time basis.
- Maintain the cafe and other leased areas etc..
- Lodge a bond of xxxxxx or bankers Guarantee in the favour of the PMA for breach of this agreement.
- Sign a deed of agreement and 5-year lease with a 5-year option for both the premises and the licence agreement.
- Agree to pay for and be audited by an independent consultant at 5 yearly intervals
- Advertise the facility in an approved manner under a separate agreement.
- Pay a rental sum for the exclusive use of the licence for a period of 5 years with annual reviews.
- Pay a rental sum to occupy the cafe tenancy for a period of 5 years with annual reviews.

The Developer and/or the PMC will provide:

- The restored sites and objects.
- The historic information and initial display material.
- The interpretation display, locations.
- Interpretive Facility and café space

2. Preliminary Storyline - Walking Tour Commentary⁴

The storyline sets out in chronological order, an outline of the information that needs to be communicated about the places in order to satisfy the interpretive objectives. It does not necessarily give the final texts for interpretive media of the detailed content of artefacts labels. It is not a media plan. Parts of the story may be told through various non-personal media; others may be more appropriate for face-to-face personal programs. Some may be logically tied to specific locations, other more flexibly delivered.

The preliminary storyline developed below cover the biophysical and social history of the area up to the establishment of the Sydney Harbour Trust and exemplifies the level of discourses appropriate for level 1 and 2 interpretation. Commentary or role-playing could be used incorporating this storyline. Parts of this storyline could be used in voice-overs in other media.

| Theme | Storyline |
|---|---|
| This place (music, dialogue) | <p>Walsh Bay is a special place. For more than twenty thousand years, people have lived and died, worked and played here. Over the centuries, this place has shaped the destinies of its people and they, in turn, have shaped Walsh Bay.</p> <p>In this place, the hope and sweat of woolshed and paddock, the enterprises and ambitions of rich and poor, the architect's vision and the engineer's skill, the tracks and roads and rails of a thriving colony all converged.</p> <p>And here they met the ships.</p> <p>Here, families fought against the invisible spectre of extinction. Here, the chickenpox meant death. Here, the plague rat found a home.</p> <p>Through this place, the raw materials and products of a nation newly born flowed out into the markets of the world. The world's wealth in return poured through this place, breathing the life of trade and commerce into the young country.</p> <p>Here, hardship rubbed shoulders with prosperity and together they created a place like no other - a unique precinct of a great city.</p> <p>At Walsh Bay today, modern luxury and culture nestle among reminders of yesterday's industry and toil. It's wharves and shoresheds, it's wheels and pumps and gears, and its storehouses, and roads and byways will speak to those who listen of how we have come to be the way we are.</p> <p>Look around.</p> |
| In the beginning | <p>When people first arrive at the place we call Walsh Bay, about 20 000years ago, there was no bay here. In fact Sydney Harbour did not exist. The ocean lay about 35 kilometres east of here and sheer sandstone cliffs dropped sharply down into the valley of the Parramatta River, far below.</p> <p>The last ice age was in full swing. Glaciers holding vast quantities of water in their frozen grip lowered the level of the sea. Temperatures were about 6 degrees colder, year round, than they are today.</p> <p>It took nearly 14 000 years for things to warm up. As the glaciers melted, the ocean rose and flooded the river valley. The level of the newly formed harbour crept about 15 metres up (this) cliff-face. The steep shoreline and deep waters of Walsh Bay were born.</p> |

⁴ Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

| Theme | Storyline |
|--|--|
| Aboriginal life by the bay | <p>The Cadigal clans of the Eora people were the descendants of the first Aboriginal dwellers in this place. Like their ancestors, they adapted their lives to suit their surroundings. Like people everywhere, they also changed their landscape to suit their purposes, beginning a process that has been transforming Walsh Bay ever since. Fire was their main tool for cleaning undergrowth. The wallabies, kangaroos and other small mammals they hunted would come here and gaze on the new plants that sprung up after regular burn-offs. Birds, fish, rock oysters and other shellfish were plentiful and good eating.</p> <p>The Cadigal clan had been living along the southern shores of the harbour for more than 3 000 years when the First Fleet dropped anchor in Sydney Cove, in 1788.</p> |
| 'An extraordinary calamity' - examples of dialogue (actor's voices) | <p>The First Fleet unknowingly carried a deadly cargo of disease. Sydney Town was just one year old when an epidemic - small or chickenpox - devastated the Aboriginal population. The colonisers, soldiers and convicts were mostly unaffected. But, along the whole southern shore of Port Jackson, only 3 people of the Cadigal clan lived to remember "the Great Sickness".</p> <p>"An extraordinary calamity was now observed among the natives. Reported accounts brought by our boats of finding bodies of the Indians in all the coves and inlets of the harbour..." (Watkin Tench, 1793, quoted in Curson, p.42)</p> <p>"We did not see a Canoe or a native the whole way coming up the Harbour and were told that scarce and had been seen lately except laying dead..." (Lieut. William Bradley, RN, HMS Sirius, 08 May, 1789, quoted in Curson, p.43)</p> |
| Wharves | <p>With its steep cliffs, Walsh Bay was hard to get to by land. Deep water right up to the shoreline made it impossible for any but the largest ships to anchor here. This was a difficult and expensive place to build a wharf.</p> |
| Whalers | <p>The South Sea whaling and sealing ships of the early 1800s were large enough to use this anchorage. Stinking of whale flesh after months at sea, these ships and their rough, disorderly crews were unwelcome at the wharves in Sydney Cove. Officially, they were expected to keep to Mosman Bay, well up-wind of Sydney Town.</p> <p>If they <i>had</i> to come to town, they were allowed to anchor here, off Dawes Point, already home to a government slaughterhouse, rowing ashore in small boats. From here the whaling men could make their way "across crags and quarries" (A. Harris, 1847) to the stores and grog shops of the Rocks without offending eyes or noses in the 'better' parts of town.</p> |
| The longshore wharves | <p>In the 1820s, the first wharf was built along the eastern shore of the bay, where Pier One stands today. A "longshore" wharf, it did not stick out into the water the way the later piers would do. To begin with, Walker's Wharf specialised in trade with the whaling ships. Later, it handled the general cargoes of large merchant ships attracted by the bay's deep-water anchorage.</p> <p>More international trading companies built longshore wharves around the bay during the 1830s - Aspinall and Brown's on the western side near the bottom of Kent Street, in 1831; Lamb's and Pitman's both in the centre of the bay.</p> <p>As trade increases, merchants built storehouses and offices along the roads that grew to serve the wharves - Pottinger, Windmill, Kent and Lower Fort Streets. People started to build houses in Windmill Streets and new part of Sydney began to take shape.</p> |

| Theme | Storyline |
|---|--|
| The finger wharves | <p>Parbury's Wharf, built in 1835, was the first jetty or "finger" wharf to reach the bay. With business booming and recent improvements in machinery and engineering, it was now possible to drive long timber piles into the seabed to support these wharves. It was also profitable, as each finger wharf could serve two ships at once.</p> <p>Activity around the bay grew as the wool exports and the gold rush brought prosperity to the colony.</p> <p>By 1854, nine firms had jetties here. Land reclamation and wharf construction had completely changed the original shoreline of the bay. Improved roads carried the busy traffic to and from the waterfront. New buildings enlarged the precinct and a ferry from Pitman's Wharf brought goods and passengers from the North Shore.</p> |
| The golden fleece (music) | <p>Wool made it all happen. In 1846, wool shipments worth £669 000 accounted for 85 percent of Sydney's exports. During the next twenty years their value increased to £2.8 million. By 1890, despite steadily growing trade in manufactured products and other raw materials, wool worth £8.9 million still made up more than half the total export trade.</p> <p>For every ship that sailed into Port Jackson 1860, by 1890 there were two. By 1905 there were sixteen! The ships themselves had been getting steadily bigger since the 1870s, as steel and iron replaced timber in shipbuilding. (eg <i>MacGregor</i>, 1870, 350 ft.; <i>Lusitania</i>, 1877; <i>Barbarossa</i>, 1897, over 10K tonnes)</p> |
| A crowded waterfront (sound effects) | <p>By 1900, fourteen deep-water jetties were projecting at odd angles into the bay. With several longshore docks in between. On some wharves, bridges from the cliff-top led goods wagons to the upper floors of two-storey sheds. Huge bales of wool slid down ramps and chutes into waiting ships, which unloaded their in-bound cargoes at wharf-level.</p> <p>The latest engineering invention - hydraulic wool press, lifts, hoists and cranes - sped the handling, packing and loading of the wool.</p> <p>On the shore behind the wharves, the old sheds were constantly enlarged, rebuilt and renovated to cope with the ever-increasing traffic. Hungry for more land to build on, rival-trading companies began to carve away the cliff-face itself.</p> <p>Bristling with wharves and busy with shipping, the bay now resembled a floating traffic-jam. Ships more than 100 meters long and weighting more than 10 000 tonnes jostled for room at 80-meter jetties only 30 meters apart. Dredging ever-deeper berths for these enormous ships weakened the foundations of the old jetties and undermined the sea walls. Swarms of rats infested the cavities beneath the wharves.</p> |
| A prosperous settlement | <p>Thriving maritime trade meant jobs for many, wealth for some. Millers Point, on top of the escarpment behind the bay, grew rapidly from a few houses in the 1830s to a crowded suburb by the 1890s. Prosperous merchants and other "opulent persons" (J. MacLishouse, 1893) built fine homes, overlooking their business interests on the shore and creating "one of the best neighbourhoods in Sydney" (ibid.). The Fort Street Model School for Girls and Boys and Mrs Brown's of Mrs Perrier's private academies of deportment and etiquette taught children who were not required to work and whose parents could afford the fees. Some of these houses still stand in Lower Fort Street and Dalgatty Terrace today.</p> |

Theme

Storyline

Life on the waterfront (music, sound effects)

Sailors came and went from private lodging houses and drank with the locals at hotels whose names - The whaler's arms, Hit or Miss, Live and Let live - echo the rough and ready spirit of the times. The palisades, Lord Nelson and the Hero of Waterloo remain popular landmarks in Millers Point, a century later. Rum smugglers and ships' deserters hid out in the notorious tunnels beneath these pubs. Local legends tell of many a drunken sailor disappearing down their trapdoors and walking up "shanghaied" aboard a strange vessel, far out to sea.

Gangs or 'pushes' of 'larrikins' prowled the streets until after dark, robbing drunken sailors, threatening women, picking fights and generally terrorising peaceable citizens. You could recognise members of the Millers Point Push by their clay pipes and their whit-spotted, red and blue bandannas. These were the lads, tradesmen and wharf workers by day that kicked a sailor, Tom Pert, to death outside the Gladstone Hotel in 1893 and got off scot-free by threatening the witnesses at the inquest.

Millers Point, by this time, had an unsavoury reputation. As the local gentry began to move out, their mansions became boarding houses for sailors and labourers.

Hundreds of waterfront workers made their homes in Millers Point. Skilled tradesmen and artisans - boat builders, mechanics, carpenters, riggers, stevedores and chandlers served the shipping industry. Shopkeepers and publicans did brisk business. Quarrymen and stone masons cut away at the cliff face and built homes and storehouses. Mr Alcock manufactured billiard tables. George Talbot of Windmill Street, an anchor smith by trade, also operated 6 wool presses as a sideline.

The growing wool trade brought plenty of heavy work for unskilled hands. The waterfront bustled and rang with constant, chaotic activity. Loading and unloading ships, moving cargoes from carts to stores to wharves, rolling and lifting the heavy bales was back-breaking, low-paid and unreliable work. Many waterfront labourers put in 16-hour days for a few shillings a week and scant ration of food, tea and soap.

Carters drove the wagons that brought goods to and from the wharves and warehouses. **(Aplin & Storey pictures 29-30)** Most were casual labourers working for contractors. The shipping firms set Carters wages and kept them low. Long hours driving their horses and carts through narrow, crowded streets of waiting in queues outside the wharf gates were just part of the Carters day. The caring contractors insisted on unlimited hours of work, but not paid overtime. Drivers had to spend weekends cleaning stables and looking after horses, for no pay at all.

Waterfront workers tried to organise for better wages and working conditions. The Sydney Wharf Labourers strike of 1882 and the Great Maritime Strike of 1890 brought shipping in Sydney Harbour to a standstill. But the depression of the 1890s made men desperate for work at any price. The government sent troops to protect non-union goods and workers on the wharves. The Union collapsed, with little but bruised heads and blacklisted members to show for its plans.

| Theme | Storyline |
|--|---|
| Changing times | <p>The hilltop was a dry and healthy place to live, well ventilated by sea breezes. At least sewage and other noxious substances ran downhill instead of collecting as they did in low-lying areas. If worker's homes in Millers Point were grim by today's standards, conditions at first were better here than in many other parts of town. But, by the 1880s this was one of the most densely populated areas of Sydney.</p> <p>Most workers rented houses and landlords who saw little profit in keeping them in good repair. Most had to get water from public street-corner pumps. Household plumbing and public sewerage were practically non-existent. Increasing traffic to and from the wharves turned the steep, irregular roads into dusty ruts or sticky quagmires depending on the weather. As more and more low-paid frequently unemployed workers crowded into Millers Point, living conditions went from bearable to dangerous.</p> <p>First measles, then scarlet fever ravaged the neighbourhood when a girl died of smallpox in 1877, the City Health Officer condemned the "impregnated atmosphere" and the "poisonous gasses given off at the principle wharves", awash with rubbish, sewage and dead animals. Babies and children in poor neighbourhoods suffered and often died of gastroenteritis, an inflammation of the stomach and intestines caused by impure drinking water. Typhoid fever killed 160 Sydneysiders in 1899 and broke out again the next summer.</p> <p>City Council received many petitions during the 1890s about the stench and unhealthy state of the waterfront, but did nothing, fearing their interference would be bad for business. Shrewd owners, too, were anxious for their wharf properties to be modernised, but were unwilling to pay for the work themselves.</p> |
| Plague! (Town Crier's voice, bell etc.) | <p>Arthur Payne, a 33 year old carter, rented a four-room house at number 10 Ferry Lane and worked at the Central wharf in Millers Point. On a hot midsummer's day, 19 January 1900, Arthur was delivering a loan in his flat-topped van when he suddenly felt dizzy. First, his head began to ache, then his stomach. During the next couple of days he developed a raging fever. Bubonic plague had made Arthur Payne the first of its many victims.</p> <p>He was sent to the Quarantine Station at North Head and was soon joined by others from neighbouring Kent Street and Lower Fort Street. A house-to-house campaign of disinfection and whitewashing began.</p> <p>At this time, no one realised that fleas spread the plague and that the infected rats spread the fleas that seethed in thousands below the wharves. The corpses of hundreds of dead rats littered the wharves every day. Shippers quickly had them shovelled into the harbour.</p> <p>The first 103 deaths from the plague came in February and panic seized the people of Sydney. In March, 90 members of parliament demanded that the government take control of the wharves and properties stricken with the plague. Cabinet finally agreed to resume all the wharves from Darling Harbour to Circular Quay and all the property a hundred metres above the high water mark.</p> <p>By May of 1900, life and work on Sydney's waterfront had come to a standstill as whole neighbourhoods were quarantined and disinfected. Twelve hundred people who had come into contact with known plague victims were isolated at North Head. Despite these actions, the plague continued to claim more victims. It was the systematic killing of the wharf rats, not the whitewashing of victim's houses that finally ended the outbreak by August.</p> <p>Infection and death were greatest in the crowded, festering slums of the Rocks and along Darling Harbour. Of the 303 Sydneysiders actually infected, only three, including Arthur Payne, lived or worked in Millers Point. But the bubonic plague of 1900 triggered public outrage against conditions on the wharves and set in motion a chain of events that would change Walsh Bay forever.</p> |

Appendix 2

Industrial Heritage items

Appendix 3

Example of Existing Historical Research in Conservation Documents

Source: Wharf 8 & 9 Shore Shed Walsh Bay - Conservation Management Plan, Clive Lucas, Stapleton & Partners Pty Ltd.,
p 5-53

Appendix 4

Walsh Bay Interpretation Strategy Outline Diagram

Appendix 5

Typical Precinct Interpretation Plan

The Place

Statement

Maps

Drawings

Statement of Significance

Photographs

History

Photographic record

Drawings

Written History

Oral history

Film

Staging and Programme

Example of Precinct Interpretation Plan

Pottinger & Parbury Lane Park Precincts

Interpretive devices
Media Brochure, Pamphlet
Sculpture
Surfaces, walls etc
Bridges
Cart ramp
Information Plaques

Estimated Works Commitment

| | | |
|--|-----------------------|------------------------------------|
| Pottinger Street precinct commences | | |
| Year 1-2 | Display boards | photography maps copy mounting |
| | Initial Pamphlet | single colour |
| | No external media | |
| | information officer | By WBP |
| | Historical research | professional researchers |
| | Fabric restoration | part of project |
| Pottinger Street complete | | |
| Year 2-3 | Display board expands | |
| | Additional pamphlet | |
| | Park signs | various see Appendix 6 |
| | Historical research | all research oral history collated |
| etc | | |

Archive proposals

Written history
CD Rom audio
Web page

Mitchell Library
Oral history
photographic record

Appendix 6

Examples of Signage Proposal

The diagrams shown are indicative only of the range of signs that could be used. These diagrams are not prescriptive of the design but outline some of the considerations in regards to possible signage in Walsh Bay. These include signage type, location, function and quantity.

Appendix 7

Example of Initial Masterplan Information Brochure

This example demonstrates the standard of brochure. However, this example does contain promotional orientated material, which will be changed in the Interpretation Brochure.

Appendix 8

Interpretation Values of Public Realm Devices

SITE 13 (Part)

Hickson Road. (Between Site boundary at Pier 1 and Bridge 2/3)

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Northern footpath widened to approx. 3.4m. | | |
| Southern footpath widened to approx. 6.0m. | | |
| Existing trachyte and sandstone kerbstones re-laid to new kerb alignment. | ✓ | 6 |
| From North to South the road hierarchy is as follows: <ul style="list-style-type: none"> • Widened Northern footpath incorporating west to east bicycle lane. • Metered parking and loading lane. • West to East traffic lane. • East to West traffic lane. • Metered parking/bus and taxi drop-off lane. • Median and footway. • Parallel short-stay metered parking lane. • One way parking traffic aisle and east to west bicycle lane. • Parallel short-stay metered parking lane. • Widened southern footpath. | | |
| Street lighting as per the George Street North lighting standards | ✓ | 6 |
| Foot crossings as bluestone inserts or painted. | ✓ | 6 |
| Footpath and road-surfaces in bitumen. | | 6 |
| Street signage to comply with the Sydney City Council Signage Policy. | | |
| Sculpture to roundabout at intersection of Hickson Road and Pottinger Street. | ✓ | 4 |

SITES 14, 15 & 16

Gateway Park, incorporating the ablution building and steps from lower Fort Street to Hickson Road.

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Ablution building repaired and adapted sandstone facade. | ✓ | 4 |
| New metal deck roof to match existing repaired roof ventilators. | | |
| Existing electricity sub-station may be retained. | | |
| Landscaped park. | ✓ | 4 |
| Repair and paint existing picket fence and sandstone base course to lower Fort Street alignment and steps to Hickson Road where required. | ✓ | 4 |

SITE 17

Cliff Top Walk & Adjoining Lanes.

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Repair existing sandstone base course, metal picket fence repaired and repainted. | ✓ | 4 |
| Repair existing bitumen path. | | 4 |
| Repair timber paling fences to adjoining residential properties. | ✓ | 4 |
| Re-establish at the Parbury Lane site | ✓ | 4 |

SITE 18**Lower Pottinger Street.**

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Lower Pottinger Street repaired in current location. (Refer also Site 21) | ✓ | 6 |

SITE 19**Bridge Structure. (Pottinger Street to Shore Shed 2/3)**

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Existing bridge structure, decking, abutments and supports retained and repaired. (New metal framed public access stairs from bridge level to Waterfront Promenade.) | ✓ | 4 |
| Abutments and bridge soffits floodlit. | ✓ | 5 |

See Note at end of report containing structural engineer's recommendations for remedial work required for bridges.

SITE 20**Hickson Road. (Between Bridge 2/3 and Bridge 4/5)**

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Northern footpath widened to approx. 3.4m. | | |
| Southern footpath widened to approx. 6.0m. | | |
| Existing trachyte and sandstone kerbstones re-laid to new kerb alignment. | ✓ | 6 |
| From North to South the road hierarchy is as follows: <ul style="list-style-type: none"> • Widened Northern footpath incorporating west to east bicycle lane. • Metered parking and loading lane. • West to East traffic lane. • East to West traffic lane. • Metered parking/bus and taxi drop-off lane. • Median and footway. • Parallel short-stay metered parking lane. • One way parking traffic aisle and east to west bicycle lane. • Parallel short-stay metered parking lane. • Widened southern footpath. | | |
| Pollarded clipped trees to median and footpath. | | |
| Street lighting as per the George Street North lighting standards. | ✓ | 6 |
| Foot crossings as bluestone inserts or painted. | ✓ | 6 |
| Footpath and road-surfaces in bitumen. | ✓ | 6 |
| Street signage to comply with the Sydney City Council Signage Policy. | ✓ | 6 |

SITE 21**Pottinger Street. (Part street, part park)**

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Park developed as interpretive facility. | ✓ | 1 |
| Pottinger Street narrowed repaired and landscaped. | ✓ | 6 |
| Pottinger Street kerb lines realigned to new carriageway width and made one way. | | 6 |
| Existing kerb and gutter stones repaired and or relocated where applicable. Elsewhere formed in reinforced concrete with steel angle detail to salient edge as existing. | ✓ | |
| Roadway and footpath repaired, and resurfaced in bitumen. | | |
| Ferry Lane re-established. | ✓ | 4 |

SITE 22 **Stairs from Pottinger Street to Hickson Road.**

| Works | Assists in Interpretation | Ranking |
|--------------------------------------|---------------------------|---------|
| Metal stairs repaired and repainted. | ✓ | 2 |

SITE 26 **Bridge Structure. (Pottinger Street to Shore Shed 4/5)**

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Existing bridge structure, decking, abutments and supports retained and repaired. | ✓ | 4 |
| New metal framed public access stairs from bridge level to Waterfront Promenade. | | |
| Abutments and bridge soffits floodlit. | ✓ | 5 |

SITE 27 **Hickson Road. (Between Bridge 4/5 and Bridge 6/7)**

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Northern footpath widened to approx. 3.4m. | | |
| Southern footpath widened to approx. 6.0m. | | |
| Existing trachyte and sandstone kerbstones re-laid to new kerb alignment. | ✓ | 6 |
| From North to South the road hierarchy is as follows: <ul style="list-style-type: none"> • Widened Northern footpath incorporating west to east bicycle lane. • Metered parking and loading lane. • West to East traffic lane. • East to West traffic lane. • Metered parking/bus and taxi drop-off lane. • Median and footway. • Parallel short-stay metered parking lane. • One way parking traffic aisle and east to west bicycle lane. • Parallel short-stay metered parking lane. • Widened southern footpath. | | |
| Pollarded clipped trees to median and footpath. | | |
| Street lighting as per the George Street North lighting standards. | ✓ | 6 |
| Foot crossings as bluestone inserts or painted. | ✓ | 6 |
| Footpath and road-surfaces in bitumen. | ✓ | 6 |
| Street signage to comply with the Sydney City Council Signage Policy. | ✓ | 6 |

SITE 29 **Bridge Structure. (Pottinger Street to Shore Shed 6/7)**

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Existing bridge structure, decking, abutments and supports retained and repaired. | ✓ | 4 |
| New metal framed public access stairs from bridge level to Waterfront Promenade. | | |
| Abutments and bridge soffits floodlit. | ✓ | 5 |

See Note at end of report containing structural engineer's recommendations for remedial work required for bridges.

SITE 30**Stairs from Pottinger Street to Hickson Road**

| Works | Assists in Interpretation | Ranking |
|------------------|---------------------------|---------|
| Stairs repaired. | ✓ | 4 |

SITE 35**Hickson Road. (Between Bridge 6/7 and Bridge 8/9)**

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Northern footpath widened to approx. 3.4m. | | |
| Southern footpath widened to approx. 6.0m. | | |
| Existing trachyte and sandstone kerbstones re-laid to new kerb alignment. | ✓ | 6 |
| From North to South the road hierarchy is as follows: <ul style="list-style-type: none"> • Widened Northern footpath incorporating west to east bicycle lane. • Metered parking and loading lane. • West to East traffic lane. • East to West traffic lane. • Metered parking/bus and taxi drop-off lane. • Median and footway. • Parallel short-stay metered parking lane. • One way parking traffic aisle and east to west bicycle lane. • Parallel short-stay metered parking lane. • Widened southern footpath. | | |
| Pollarded clipped trees to median and footpath. | | |
| Street lighting as per the George Street North lighting standards. | ✓ | 6 |
| Foot crossings as bluestone inserts or painted. | ✓ | 6 |
| Footpath and road-surfaces in bitumen. | ✓ | 6 |
| Street signage to comply with the Sydney City Council Signage Policy. | ✓ | 6 |

SITE 37**Approach to bridge to Pier 8/9 (Windmill Street Passage)**

| Works | Assists in Interpretation | Ranking |
|--|---------------------------|---------|
| Access to bridge to Pier 8/9 public access stairs. | ✓ | 4 |
| Bridge flanked by existing brickwork walls. Repaired and repainted timber-lined saw-tooth roofs and glazed south lights above. | ✓ | 4 |
| Repaired arched stone facade to Hickson Road and rendered brick facade to Windmill Street. | ✓ | 4 |
| Raised intel to Theatre and Bond 1/2 access under bridge at Hickson Road | ✓ | 4 |
| Concrete lintel over entry repaired at Windmill Street. | ✓ | 4 |
| Existing diagonal lattice steel gates to Windmill Street repaired and painted. | ✓ | 4 |

SITE 38**Bridge Structure. (Windmill Street Passage to Shore Shed 8/9)**

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Existing bridge structure, decking, abutments and supports retained and repaired. | ✓ | 4 |
| New metal framed public access stairs from bridge level to Waterfront Promenade. | ✓ | 5 |
| Abutments and bridge soffits floodlit. | ✓ | 5 |

See Note at end of report containing structural engineer's recommendations for remedial work required for bridges.

SITE 40 **Hickson Road. (Between Bridge 8/9 and Site boundary at Windmill Street)**

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Northern footpath widened to approx. 3.4m. Southern footpath widened to approx. 6.0m. Existing trachyte and sandstone kerbstones re-laid to new kerb alignment. From North to South the road hierarchy is as follows: | ✓ | 6 |
| <ul style="list-style-type: none"> Widened Northern footpath incorporating west to east bicycle lane. Metered parking and loading lane. West to East traffic lane. East to West traffic lane. Metered parking/bus and taxi drop-off lane. Median and footway. Parallel short-stay metered parking lane. One way parking traffic aisle and east to west bicycle lane. Parallel short-stay metered parking lane. Widened southern footpath. | | |
| Pollarded clipped trees to median and footpath. | ✓ | 6 |
| Street lighting as per the George Street North lighting standards. | ✓ | 6 |
| Foot crossings as bluestone inserts or painted. | ✓ | 6 |
| Footpath and road-surfaces in bitumen. | ✓ | 6 |
| Street signage to comply with the Sydney City Council Signage Policy. | ✓ | 6 |

SITE 41 **Steps between Towns Place East & Hickson Road to Windmill Street**

| Works | Assists in Interpretation | Ranking |
|------------------------------|---------------------------|---------|
| Stairs repaired and widened. | ✓ | 6 |

SITE 45 **Towns Place (Road)**

| Works | Assists in Interpretation | Ranking |
|--|---------------------------|---------|
| Existing paving blocks retained. | ✓ | 4 |
| Footpath widened on North and South. | | |
| Road reduced to two traffic lanes and one parking lane. | | |
| Road surface in bitumen retains remaining wooden paving blocks below existing bitumen. | ✓ | 6 |
| Stabilise sea wall. | ✓ | 6 |
| Trees to south side of road and landscaping to south of Jetty No.10 | | |
| Hickson Road works. Refer to Site 40 | | |
| Dalgely Road - no roadworks proposed. | ✓ | 4 |

SITE 46**Jetty No.10**

| Works | Assists in Interpretation | Ranking |
|--|---------------------------|---------|
| Existing structure repaired. Timber decking over existing concrete slab. Apron lighting. | ✓ | 4 |

SITE 47**Downshire Street.**

| Works | Assists in Interpretation | Ranking |
|--|---------------------------|---------|
| Downshire Street repaired and resurfaced in bitumen with new sandstone base course and painted galvanised steel | ✓ | 6 |
| Picket fence to match existing along the cliff top walk to northern edge of Downshire Street. | ✓ | 6 |
| New neighbourhood park and planting strip adjacent picket fence, bluestone edge to road extending to Pottinger Street. | ✓ | 6 |

**SITES 50, 52, 54, 56 (part)
59 & 60 (part)****Aprons between shore sheds and waters edge.**

| Works | Assists in Interpretation | Ranking |
|--|---------------------------|---------|
| Demolish existing seawall. | | |
| Cat head hoist and accumulator repaired and re-erected. | ✓ | 4 |
| Hydraulic pump repaired externally and re-erected. | ✓ | 4 |
| New hardwood timber decked waterfront promenade with timber fender piles to external edge. | ✓ | 4 |
| Hardwood baulk seating and painted metal lamp standards to external edge similar to that at Campbell's Cove. | | 6 |
| Timber framed roof and portal structure in recycled timber, with stainless steel bracing and glazed roof over where shown. | ✓ | 6 |
| Bale hoists and lifts re-erected on decks. | ✓ | 4 |
| Possible 300 x 300 hardwood inserts in deck to show locations of existing shore shed and pier shed column locations. | ✓ | 4 |

| Works | Assists in Interpretation | Ranking |
|---|---------------------------|---------|
| Interpretive display below new portal and/or in Pier 2/3 facility. | ✓ | 1 |
| Strong Back Trusses used at bridge openings in Shore Sheds. | ✓ | 6 |
| Bale chutes maintained at Pier 8/9. | ✓ | 2 |
| Service, maintenance and operational access requirements will be provided for in the following locations. | ✓ | |

| | | Ranking |
|----------------|--|---------|
| Shore Shed 2/3 | Ground level access from Hickson Road to Wharf 2/3 | |
| Shore Shed 4/5 | Ground level access from Hickson Road to Wharf 4/5 | |
| | Upper level access from Bridge 4/5 to Wharf 4/5 | |

This provision for 24-hour/day access should be suitable for the continuation and commencement of operations on Wharves 2/3 and 4/5. During construction, access to Wharf 4/5 will be maintained.

SITE 62**Windmill Street public open space.**

| Works | Assists in Interpretation | Ranking |
|--|---------------------------|---------|
| Demolish existing substation and relocate. | | |
| Demolish existing corrugated iron sheds. | | |
| New public open space at Windmill Street within the Kent Street alignment extended north towards Hickson Road. | ✓ | 6 |
| Paving in bluestone or similar. Painted steel balustrade and balusters in keeping with existing picket fence to steps. | ✓ | 6 |
| Specialist lighting to steps and public open space. | ✓ | 6 |

SITE 64**Ferry Lane and Bridges.**

| Works | Assists in Interpretation | Ranking |
|--|---------------------------|---------|
| Reinstate Ferry Lane paved in bluestone cobbles to match existing | ✓ | 4 |
| All bridges are in reasonable condition, but with typical areas of damage which are common to all: <ul style="list-style-type: none"> • Rusting of steelwork, but mostly appears superficial. • Rusting at base of handrail posts. • Leaking through concrete decks. | ✓ | 4 |
| Allowance should be made at all bridges for: <ul style="list-style-type: none"> • Sealing of cracks in concrete decks. • re-surfacing of deck with new Asphaltic Concrete topping • re-making all handrail post base details • thoroughly clean and repaint steel girders and handrails • replace bearings where necessary. • Re-make end movement joint seals and drainage: open up, clean out, re-lay any drainage, and remake end angles and sealant. | ✓ | 4 |

NOTE: the four bridges within the site over Hickson Road. Advice received from Ove Arup & Partners 12/11/97

² Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

¹ Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

¹ Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

¹ Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

¹ Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

² Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

¹ Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

¹ Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

¹ Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

¹ Nethery Walsh Bay Wharf Precinct Interpretation Plan July 1998

Appendix G

Office Copy - Colour
1/3/2002

Pier 2/3 & Shoreshed

Survey of Industrial Items

Tropman & Tropman Architects



**OHM Consultants
2000**

Executive Summary

The items included in this Inventory provide a significant contribution to the cultural heritage of the site. Some of the items have been previously identified in other reports, most of which have been the larger mechanical devices employed on the wharf.

The items identified in this report includes the larger items but the report has also identified a number of other items which help to provide a level of understanding of the original function and conditions of the Pier and Shoreshed during its trading years until the 1980's.

The pier shed was originally split level on the upper floor providing a long loading bay the entire length of the east side of the shed. This is typical of railway goods shed design and may be evidence of an early design intention. Evidence of the early split level layout can be seen from the underside floor framing. A ramp was built at the south end of the pier shed when the floor was raised to create a level floor.

The ground level accommodates the long loading bay the entire length of the east side of the pier shed by having a split level apron.

The items that are used throughout the building or on a level of the building should be retained and the design used if possible, to flow into the new fit out for the building. The original timber slatted wall design was used to provide for a number of safety and environmental conditions that still exists in this environment.

Most of the items can be easily accommodated and conserved in the new adaptive design for the building, others items should be considered as design models and used as a direction for the new use of the Pier.

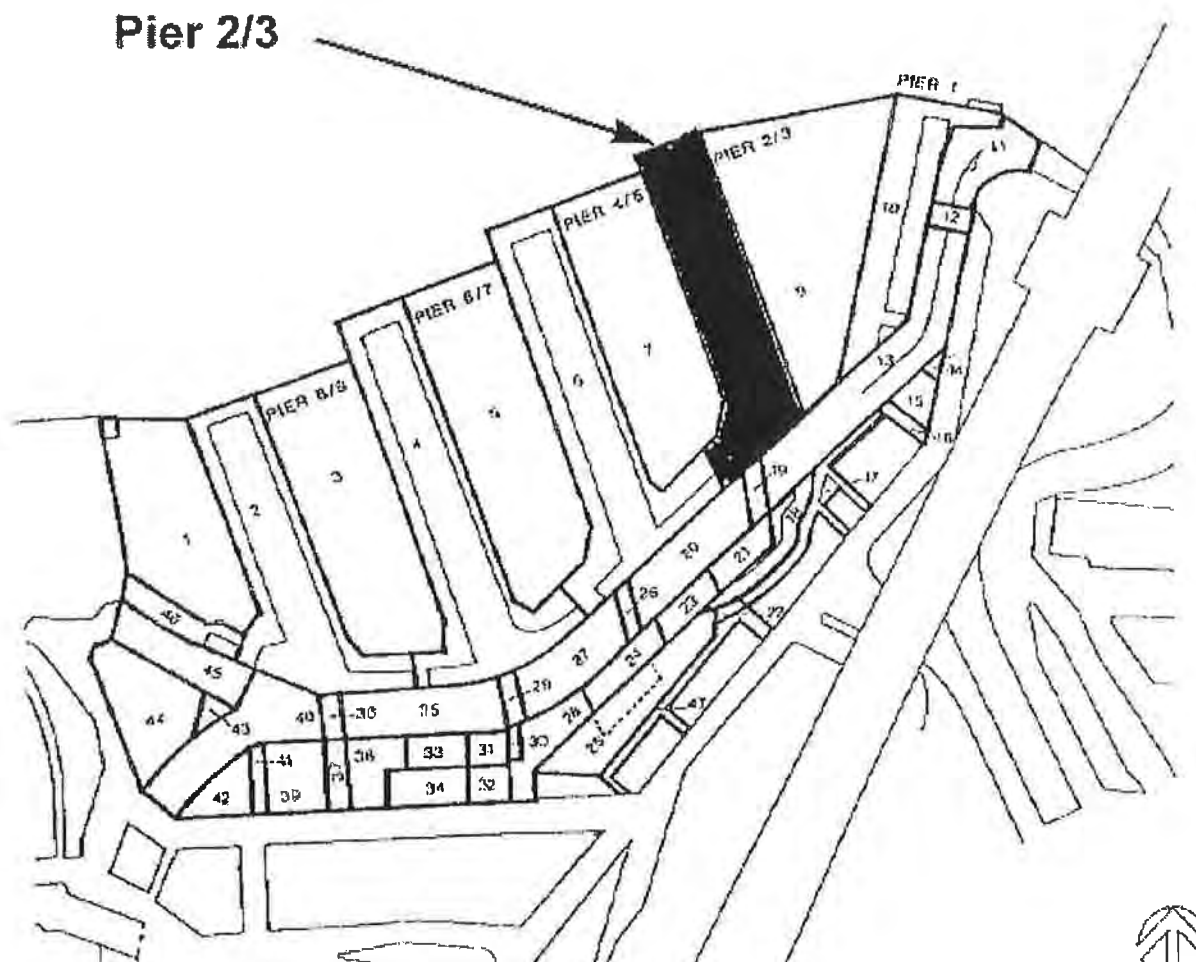
This should be done to preserve the cultural significance of the building and to interpret the previous uses of the site of its previous uses.

Authors

The report was compiled by Dave McBeath.

The Site

The Pier 2/3 and Shoreshed site that was surveyed is bounded by the shaded area on the map below.

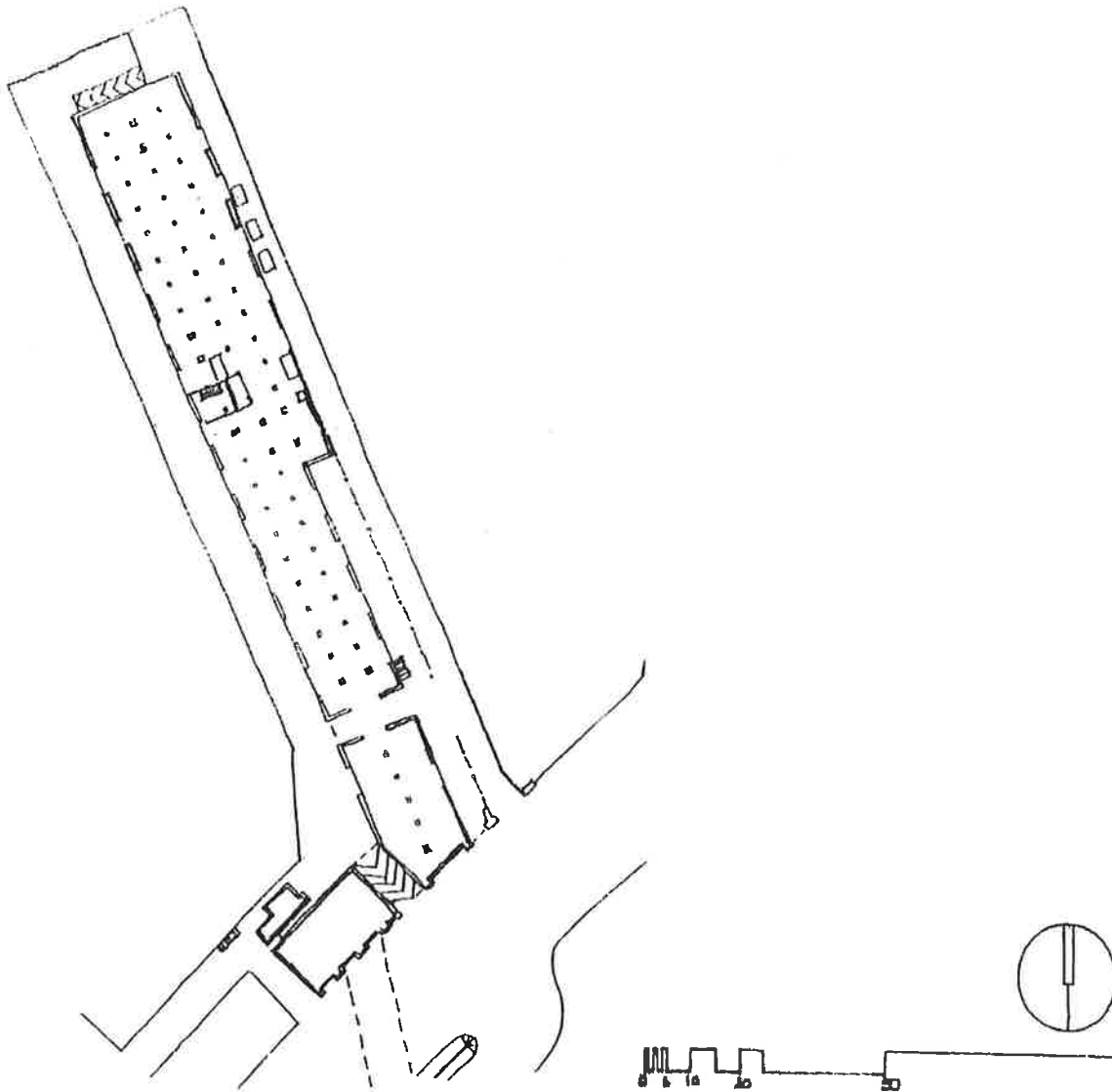


Item locations on the site are described in the Inventory. They are further located into the levels of the building;

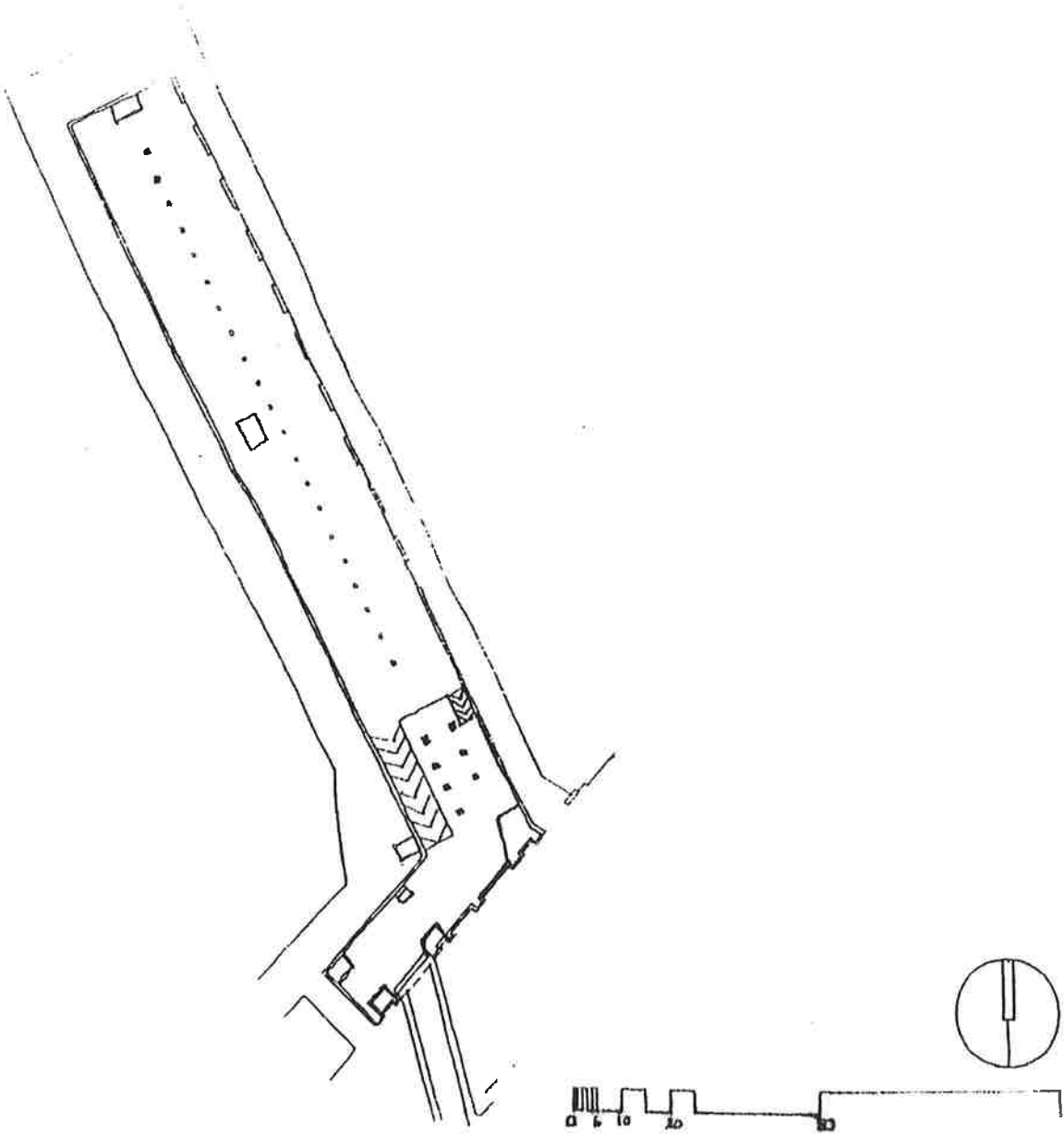
Levels Numbers

G
1

Hickson Road



Level G



Level 1
Plans by Tropman & Tropman Architects

Recommendations

The following identified items must be retained, conserved and interpreted as they are covered by the endorsed Industrial Heritage Management Plan for the Walsh Bay Precinct.

- **Bag Drop Chute**
- **Deadhouse 1**
- **Deadhouse 2**
- **Deadhouse 3**
- **Traveling Gantry (rails)**

The following conditions should be followed to provide the best practice for the preservation of the cultural heritage significance to the site.

- All other items should be retained wherever possible to be conserved and incorporated into the new design. They should be used to influence the design of the new fittings and layout of the adaptive reuse of the building.
- All items can be conserved at little expense to the project and have a positive impact to the offices and public spaces.
- Preserve the Inventory items using accepted procedures as prescribed by The Burra Charter, ICOMOS Australia and the Australian Institute for the Conservation of Cultural Material.
- Ensure that all items included in the Inventory Collection should remain in situ during the development phase of this project. In the instance that a building or section of a building containing items included in the Inventory Collection is being demolished alternative actions should be considered and approved.
- Maintain the Inventory Items in an exceptional condition while maintaining their heritage significance.
- Allow community access to the Inventory Items for the purposes of education, communication and interpretation of the site
- Ensure the continued security of the site and the Inventory items.
- The design of developments in the vicinity of the Inventory items should preserve a visual setting appropriate for the items.
- The design of developments in the vicinity of machinery should also take into account the spatial requirements of the operation of the machinery, the possible need for the installation of additional safety features and the need for viewing access.

The Inventory

The inventory has several fields that identify the item.

| | |
|---------------|--|
| Item | Name of the item. |
| Zone number | Identifies the area within the study area in which the item is located. |
| Zone name | Identifies the area within the study area in which the item is located. |
| Level | Plots the item on a level as indicated on the plans above. |
| Direction | Plots the item on a North, South, East and West. |
| Description | A brief description of the item and its function. |
| Condition | A rating of the condition as G good, M moderate, P poor. |
| Number | Arbitrary number for this report only. |
| Standard item | If the item has been recognised as being used throughout the wharf it has been included once only in most cases. |
| Theme | |
| Photograph | Photograph taken of the item August 2000 |

Inventory Table

Pier 2/3 & Shoreshed Walsh Bay Survey of Industrial Items

Number of items Condition

Item Item Number Standard item Description

Zone Longitudinal Transverse

Storage lockers 238 ☐ Timber lockers opening on to the apron. 2 G

Apron East G East

Stencilled office window 239 ☐ Stencilled window pattern. To be recorded. 1 P

Entrance Driveway G East

Major strong back 240 ☒ Riveted steel strongback. G

Ground G All

Light shade 241 ☒ Enamelled pendant light shade. G

Ground G All

Web plate 242 ☒ Riveted steel web plate used on the east colonnade. G

Apron East G East

Bollards 243 ☒ Cast steel mooring bollards. G

Aprons G Both sides

Pier 2/3 & Shoreshed Walsh Bay Survey of Industrial Items

Number of items Condition

| <u>Item</u> | <u>Item Number</u> | <u>Standard item</u> | <u>Longitudinal</u> | <u>Transverse</u> | <u>Description</u> | | |
|---|--------------------|-------------------------------------|---------------------|-------------------|---|---|---|
| Gantry Rail (travelling gantry) | <u>244</u> | <input type="checkbox"/> | G | East | Gantry rail set into the apron. | 1 | M |
| Apron East | | | | | | | |
| Apron lights | <u>245</u> | <input checked="" type="checkbox"/> | G | Apron | Fluorescent apron lights. | | G |
| Aprons | | | | | | | |
| Gantry rail (upper) (travelling gantry) | <u>246</u> | <input type="checkbox"/> | 1 | East | Gantry rail fixed onto riveted brackets at the upper floor level. | | G |
| Strongback (minor) | <u>247</u> | <input checked="" type="checkbox"/> | G | All | Steel bar strongbacks with turnbuckles. | | G |
| Cargo doors | <u>248</u> | <input checked="" type="checkbox"/> | G | East | Cargo doors, on the east they open onto at truck loading height | | G |
| Aprons | | | | | | | |
| Life preserver boxes | <u>249</u> | <input checked="" type="checkbox"/> | G | Both sides | Timber wall mounted life preserver boxes. | | P |
| Aprons | | | | | | | |

Pier 2/3 & Shoreshed Walsh Bay Survey of

| Item | Item Number | Standard item | Number of items | Condition |
|--------------------|------------------------------|---|-----------------|-----------|
| Zone | Longitudinal | Transverse | Description | |
| Graffiti | <input type="checkbox"/> 250 | <input type="checkbox"/> Graffiti painted by ships crews. | | M |
| Apron East | | | | |
| Light shade | <input type="checkbox"/> 251 | <input checked="" type="checkbox"/> Enamelled fixed pendant light shade. | | G |
| Aprons | | | | |
| Drain | <input type="checkbox"/> 252 | <input checked="" type="checkbox"/> Iron drain plates inset into the concrete apron. | | M |
| Aprons | | | | |
| Length markers | <input type="checkbox"/> 253 | <input checked="" type="checkbox"/> Marker plates fixed to the apron curb designating pier lengths. | | M |
| Aprons | | | | |
| Pier fenders | <input type="checkbox"/> 254 | <input type="checkbox"/> Timber shipping fenders fixed to the end corners of the pier | 2 | M |
| Aprons | | | | |
| Truck loading ramp | <input type="checkbox"/> 255 | <input type="checkbox"/> Truck loading ramp on the north end apron. | 1 | G |
| Aprons | | | | |

Pier 2/3 & Shoreshed Walsh Bay Survey of Industrial Items

| <u>Item</u> | | <u>Item Number</u> | | <u>Standard item</u> | <u>Number of items</u> | | <u>Condition</u> |
|------------------------------|--------------------------|--------------------------|-------------------------------------|---|------------------------|--|------------------|
| <u>Zone</u> | <u>Longitudinal</u> | <u>Transverse</u> | <u>Description</u> | | | | |
| Wharf numbers | | | <input type="checkbox"/> | Painted pier numbers on the northern facade "2 & 3" | 2 | | M |
| Upper Floor | 1 | Both sides | | | | | |
| Flag pole and platform | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Flag pole and balcony platform used for raising flags. | 1 | | G |
| Upper Floor | 1 | North | | | | | |
| Light shade | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Enamelled fixed pendant light shade. | | | |
| Apron West | 1 | West | | | | | |
| Life preserver boxes & drain | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Life preserver box and stainless steel basin for workers use. | | | M |
| Apron West | G | West | | | | | |
| Cargo door hasp & staple | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Cargo door hasp & staple. | 1 | | G |
| Ground | G | All | | | | | |
| Cargo door | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | | | | G |
| Apron West | G | West | | | | | |

Pier 2/3 & Shoreshed Walsh Bay Survey of Industrial Items

Number of items Condition

Item Item Number Standard item
Zone Longitudinal Transverse Description

| | | | | | |
|--------------------|------------|-------------------------------------|------------|---|----------|
| Rain head | <u>262</u> | <input checked="" type="checkbox"/> | Both sides | <input checked="" type="checkbox"/> | G |
| Upper Floor | | | | | |
| Lifting bay door | <u>263</u> | <input type="checkbox"/> | | Door with fold down platform held in place with a chain on each end and a timber fender to the external wall below. | 1 G |
| Upper Floor | | | | | |
| Customs Office | <u>264</u> | <input type="checkbox"/> | | Shoreshed Customs office and awning. | 1 M |
| Apron West | | | | | |
| Customs Office | <u>265</u> | <input type="checkbox"/> | | "H M Customs" signwriting at the entrance door. | 1 M |
| Apron West | | | | | |
| Power switches | <u>266</u> | <input checked="" type="checkbox"/> | | Power switches fixed to the storey posts on the exterior of the building. | M |
| Aprons | | | | | |
| Derrick crane mast | <u>267</u> | <input type="checkbox"/> | | Hand crane masts disassembled. | 2 M |
| Apron West | | | | | |

Pier 2/3 & Shoreshed Walsh Bay Survey of Industrial Items

| Item | Item Number | Standard item | Condition |
|-------------------------|--------------|--|-------------|
| Zone | Longitudinal | Transverse | Description |
| Storey post signage | 268 | <input type="checkbox"/> Painted bay numbers. | M |
| Ground | G | Centre | |
| Cargo door hardware | 269 | <input checked="" type="checkbox"/> Door rollers | G |
| Ground | G - 1 | Both sides | |
| Entrance roller door | 270 | <input type="checkbox"/> Steel slatted pedestrian door to Hickson Road. | 1 |
| Ground | G | South | |
| Change room lockers | 271 | <input type="checkbox"/> Timber change room lockers with built in bech seat. | P |
| Ground | G | South | |
| Change room sink | 272 | <input type="checkbox"/> Enamelled cast iron sink fixed to the storey post. | 1 |
| Ground | G | South | |
| Driveway gates (Pier 2) | 273 | <input type="checkbox"/> Heavy framed timber gates. | 2 |
| Entrance Driveway | G | South | M |

Pier 2/3 & Shoreshed Walsh Bay Survey of Industrial Items

Number of items Condition

Item Item Number Standard item
Zone Longitudinal Transverse Description

| | | | | |
|-------------------------------------|-----|--------|--|---|
| Heavy framing to upper floor | 1 | East | <input type="checkbox"/> Heavy framing to the upper level floor where the floor was raised to fill in the truck loading bay. | G |
| Upper Floor | | | | |
| Wall & cargo door protective frames | 274 | | <input type="checkbox"/> Timber frames constructed within the walls to take the load being stored within the building. They are placed at all wall panels within the building where goods were stored. The sliding timber doors slide behind the frames. | |
| Ground | | | | |
| Partition stud wall & sliding door | 275 | South | <input type="checkbox"/> A timber slatted partition wall with a slatted timber sliding gates. The rails & runners for the door are intact. The wall is of a similar construction to the deadhouses. | 1 |
| Upper Floor | | | | |
| Bag Chute | 276 | East | <input type="checkbox"/> Open slatted timber chute with door opening to the east wall onto the apron. Master list number 89 | G |
| Ground | | | | |
| Heavy floor bracing | 277 | West | <input checked="" type="checkbox"/> Heavy timber bracing under the upper floor internal pier shed road. | G |
| Ground | | | | |
| Timber stairs and kerbing | 278 | Centre | <input type="checkbox"/> Slatted timber stairwell with kerbing on the upper level. | 1 |
| Upper Floor | | | | |

Pier 2/3 & Shoreshed Walsh Bay Survey of Industrial Items

Number of items Condition

Item Item Number Standard item
Zone Longitudinal Transverse Description

| | | | | |
|-------------------------------------|---|------------|--|---|
| Storey post signage | <input checked="" type="checkbox"/> 280 | | <input checked="" type="checkbox"/> Painted bay numbers. | G |
| Upper Floor | | | | |
| Enamelled fixed pendant light shade | <input checked="" type="checkbox"/> 281 | | <input checked="" type="checkbox"/> Enamelled fixed pendant light shade. | G |
| Upper Floor | 1 | All | | |
| Truss signage | <input checked="" type="checkbox"/> 288 | | <input checked="" type="checkbox"/> Painted bay numbers. | G |
| Upper Floor | 1 | Centre | | |
| Cargo door hasp & staple | <input checked="" type="checkbox"/> 289 | | <input checked="" type="checkbox"/> Cargo door hasp & staple with lock. | G |
| Upper Floor | G | West | | |
| Web plate | <input checked="" type="checkbox"/> 290 | | <input checked="" type="checkbox"/> Riveted steel web plate with central hole. | G |
| Ground | G | Both sides | | |
| Biennial artwork | <input checked="" type="checkbox"/> 291 | | <input type="checkbox"/> Painted artwork left from the last Biennial exhibition. | G |
| Ground | G | North | | |

Pier 2/3 & Shoreshed Walsh Bay Survey of Industrial Items

Number of items Condition

| <u>Item</u> | <u>Item Number</u> | <u>Standard item</u> | <u>Longitudinal</u> | <u>Transverse</u> | <u>Description</u> | | |
|-------------------------------------|--------------------|-------------------------------------|---------------------|-------------------|---|---|---|
| Wall & cargo door protective frames | 292 | <input checked="" type="checkbox"/> | | Both sides | Timber frames constructed within the walls to take the load being stored within the building. They are placed at all wall panels within the building where goods were stored. The sliding timber doors slide behind the frames. | | G |
| Upper Floor | | | | | | | |
| Deadhouse (shoreshed) | 293 | <input type="checkbox"/> | | | Timber slatted room with a timber slatted sliding door for storing bonded goods. | | G |
| Ground | | | | South | | | |
| Roof signage | 294 | <input type="checkbox"/> | | | Painted sign "Roof" on the truss of the shoreshed. | | G |
| Upper Floor | | | | South | | | |
| Stone gate post | 295 | <input type="checkbox"/> | | | Remnant sections. | | M |
| Upper Floor | | | | South | | | |
| Gate keepers office | 296 | <input type="checkbox"/> | | | Timber office building at the entrance to the shoreshed. | 1 | M |
| Upper Floor | | | | South | | | |
| Gents toilets | 297 | <input type="checkbox"/> | | | Brick rendered toilet building with painted sign. Later addition. | 1 | M |
| Upper Floor | | | | South | | | |

Pier 2/3 & Shoredshed Walsh Bay Survey of Industrial Items

Number of items Condition

Item Item Number Standard item
Zone Longitudinal Transverse Description

Truck ramp (east) 298 ☐ Built when the floor on the east side of the pier shed was raised. 1 M

1 South

Upper Floor

Truck ramp (west) 299 ☐ 1 M

1 South

Upper Floor

Toilet sign 300 ☐ Painted toilet sign. 1 G

1

Centre

Ground

Floor hatches 301 ☒ Indicate where previous wharf activities took place. G

1

Centre

Upper Floor

Deadhouse 302 ☒ Timber slatted room with a timber slatted sliding door for storing bonded goods. G

1

South

Upper Floor

Deadhouse 303 ☒ Timber slatted room with a timber slatted sliding door for storing bonded goods. 1 G

G

Centre

Ground

Pier 2/3 & Shoreshed Walsh Bay Survey of Industrial Items

| Item | Item Number | Standard item | Number of items | | Condition |
|-------------------------|--------------|-------------------------------------|-------------------------|--|-----------|
| Zone | Longitudinal | Transverse | Description | | |
| Concrete toilet cistern | 304 | <input checked="" type="checkbox"/> | Shore shed toilet block | | G |
| Apron West | G | West | | | |

Inventory of Industrial Items

Pier 2/3 & Shoreshed Walsh Bay

