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***Cement Australia Ltd  
Silo Strengthening Works  
Sommerville Road, Glebe Island***

***Heritage Impact Statement***

*February 2006*

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# **1. Introduction**

## **1.1 Project Location**

The project is located at the Cement Australia Ltd Bulk Cement Terminal section of the former Glebe Island Grain Silos, Sommerville Road, Glebe Island, and is located within the Leichhardt Local Government Area. The property is known as Lot 1 in DP 776765 and contains a large bank of silos, which are currently used as storage facilities by Cement Australia Ltd and Sugar Australia Pty Ltd.

The Cement Australia Ltd site is located on the western end of the silo block and uses around half (16 concrete silos) of the existing silo complex. The silos comprise 30 metre tall x 11 metre diameter bins and are used for storing bulk (dry) cement. Sugar Australia uses the remaining silos in the complex located to the east. The Cement Australia site is located within the Glebe Island and White Bay port area. This area is utilised by a number of different companies for the import and export of various goods by ship.

Further north east of the site is the AAT car terminal where cars are held for import and distribution to the local market. South of the site is the ANZAC Bridge, which connects the Western Distributor to the City West Link Road. Victoria Road is located to the west. The site is removed from residential land uses, with the nearest residence identified being approximately 400 metres to the north. Major roads in the area include Victoria Road, City West Link Road and The Crescent.

## **1.2 Development Proposal**

The silos were originally built for the purpose of storing wheat, and subsequently can only be filled up to around one third of its capacity with the heavier bulk cement material. The intent of the project is to allow one bank of silos to be filled to capacity to allow emptying and maintenance of the remaining silos including removal of cement residue build up.

To achieve this, the Proponent seeks to increase the holding capacity of four of the silos currently being used by Cement Australia, identified as silo No. 1408, 1409, 1208 and 1209.

The proposed development will comprise the following works:

- The construction of new concrete footings within the internal perimeter of each silo;
- The construction of new columns within the base of each silo;
- The removal of two windows opening from the northern elevation of silo No. 1208;
- The removal of two windows opening from the northern elevation of silo No. 1209;
- The removal of one window opening from the southern elevation of silo No. 1408;
- The removal of one window opening from the southern elevation of silo No. 1409; and
- The construction of a new internal concrete wall lining (200mm) within the perimeter of each silo.

## 2. Heritage Context

### 2.1 Background History

Glebe Island was, in the early nineteenth century, a rocky island joined to the mainland by a narrow sandbar, submerged in high tide. Following a decision in 1850 to use Glebe Island as the central location for the city abattoir, the island was altered with the construction of several buildings and massive earthworks connected the island to the mainland. The island continued to be used as the city abattoir until, owing to increasing urban congestion, it was resolved in 1902 to relocate operations to Homebush Bay. Wharfage works carried out in 1913 were designed to facilitate a new use for the island as a storage and handling depot for wheat and coal.

Between 1917 and 1921, concrete grain silos were constructed on the island with the intention of making Glebe Island the principal grain storage facility in NSW. One hundred and forty-three reinforced concrete silos were constructed, plus the working house, power control station and improved wharfage. By 1925, a further sixty-three silos had been constructed. The Glebe Island Grain Silos were constructed as part of an agreement between the NSW Government and Metcalfe & Co. Ltd, an American design and engineering company. The company supplied plans and specifications for the construction of the grain silos, which were considered to be some of the best of their type in the world.

Glebe Island was also used as an armament supply depot and troop embarkation area for the United States army during World War II.

In the years following World War II, increased production of crops resulted in the handling of sorghum, maize, sunflower seeds, barley oats and rapeseed at Glebe Island and, during the 1970s the construction of additional concrete silos resulted. However, in 1984, the reorganisation of port facilities led to the abandoning of Glebe Island as a grain storage facility. A number of other uses have been found for the Glebe Island Silos, including sugar storage and, from 1994, cement storage.

In 1995, the original concrete grain silos, built between 1917-1925, were removed owing to their deteriorated physical condition and to allow the continued use of the site's wharfage and storage facilities. The thirty silos which were constructed in the 1970s remain, continuing in use for sugar and cement storage. These silos are presently used by Cement Australia and Sugar Australia.

### 2.2 Existing Heritage Status

#### 2.2.1 Statutory Listings

Glebe Island falls within the boundary of Leichhardt Local Government Area (LGA). The Glebe Island Wheat Silos are identified in the Leichhardt Heritage Study, 1989 (see Attachment A) and the statement of is as follows:

*Significance example of early use of reinforced concrete for massive structures -strong association with rail and sea transportation/industry of one of Australia's major export products. Land mark in a strong industrial townscape.*

It is noted that this listing was referring to the "72 cell" bank of silos that was built between 1917-1925 and referred to above. The current Glebe Island Wheat Silos are listed as a Heritage item in the Sydney Regional Environmental Plan 26 (SREP26). The SREP statement of significance (see Attachment B) describes the Silos as significant for the following reasons:

*A very prominent landmark feature, the Glebe Island Wheat Silos are evidence of the importance of Sydney as a major shipping port.*

The Glebe Island Wheat Silos are not listed on the State Heritage Register, however they are listed on Sydney Ports Corporation draft Section 170 heritage register, on which the Silos are listed as being of state significance.

## 3. Heritage Assessment

### 3.1 Assessment against Criteria

The Glebe Island Grain Silos Heritage Assessment Report, prepared by Wayne McPhee & Associates, Wendy Thorpe and Iain Stuart in September 1994 for PSG – Citywest Development Corporation (“the Heritage Report”), assessed the silos to have high cultural heritage significance. Using the guidelines of the NSW Department of Planning and the State Heritage Inventory Project (SHIP), the report assessed the Glebe Island Grain Silos as having historic, social, scientific and aesthetic heritage values. The following extract from the Heritage Report details the significance of the silos against these categories:

Historic Significance	Glebe Island was a seminal site in the development of bulk handling of wheat and other cargoes for both New South Wales and Australia. It was the first site of its kind in the country, purpose built for the industry and remained the principal port terminal for the state wheat (and other bulk cargoes) trade throughout the twentieth century. It is a landmark site and demonstrates important historical changes in the industry, particularly the change from bagged to bulk storage. The silos are the principal demonstration of this historically important development in the agriculture and industry of New South Wales.
Social Significance	This aspect pertains to significant government and administrative procedures implemented from the early 1900s designed to manage a State resource. Significant Commonwealth and State initiative were put into action of this site. This is an aspect given greater prominence because of the earlier use of the site for the state owned abattoir. The extensive alteration of the original landform, particularly through the extensive wharfage, may also be used to demonstrate the extent and influence of government intervention on the environment.
Scientific Significance	Although the technology used in constructing the silos was common world wide it was the first such storage and grain handling structure of its type in Australia. It is noteworthy that the design and technological expertise were completely imported from the United States of America. The silos were carefully planned to compliment a network of storage and shipment within the site as well as for state wide handling. Contemporary accounts of the time considered them to be comparable with the finest in the world. Although modified and, in some places, partially removed the remnant technology has the ability to demonstrate this industrial system. Furthermore it is the only site capable of demonstrating the full historical development of this aspect of one of Australia's primary industries.
Aesthetic Significance	As a functional, engineering structure the Silos make a dominant element in the urban landscape. They are a well known Sydney landmark and are the most visible and easily interpreted elements of the former use of the site.

### 3.2 Statement of Significance

The summary statement of significance set out in the Heritage Report was:

*Glebe Island Grain Terminal is a seminal site in the development of the bulk wheat storage and export industry in Australia. As such it has a pre-eminent position in the historical development of one of Australia's most important primary industries. It was the first and most important of the port terminals and encompassed technologies that were specific to the industry and influential in the development of that industry throughout the country. The first construction phase is particularly noteworthy because of the circumstances of its wholly imported design and*

*technological expertise. The carefully planned and integrated system, by the 1930s, was considered to be one of the largest most efficient and well planned installations of its type.*

*The fabric contained within the site, although compromised by alterations and missing elements, is capable of demonstrating and recording the evolution of the industrial processes that evolved over several decades. The silos, in particular, are the most visible and easily interpreted elements of that former use and form a powerful and well known landmark.*

*The site also has significance for its associations with and demonstration of commonwealth and state government initiatives at the turn of the century. This was the site of the first state owned and purpose built abattoir and the first and longest serving port terminal of a nation-wide system of wheat and bulk cargo storage and handing. The extensive alterations to the pre-existing topography also demonstrate the role and influence of the government on the local environment. The resumption and use of the site during World War 11 may also be used to demonstrate aspects of government control.*

*The Glebe Island silos Block 'D' and Block 'E' are determined to be rare because of the circumstances of their design, construction and role in a state wide system. They are also considered to be representative, and on a massive scale, of specific industrial technology. They are of state value.*

### **3.3 Heritage Significance Rating**

The Heritage Report's statements of significance for the Glebe Island Silos were prepared prior to the demolition of the early grain silos (known as Block 'D' and Block 'E'), constructed between 1917 and 1925, in 1995 (see **Figure 3.1**). The remaining silos which are the subject of this report were known as Block 'A', Block 'B' and Block 'C') and were also assessed although they did not possess the same values.

While the later constructed silos do not possess many of the heritage values of the original silos, they nevertheless, have aesthetic significance given their landmark stature and their associations to a site of historic industrial development in NSW. They provide associational evidence of the grain terminal and the earlier silos.

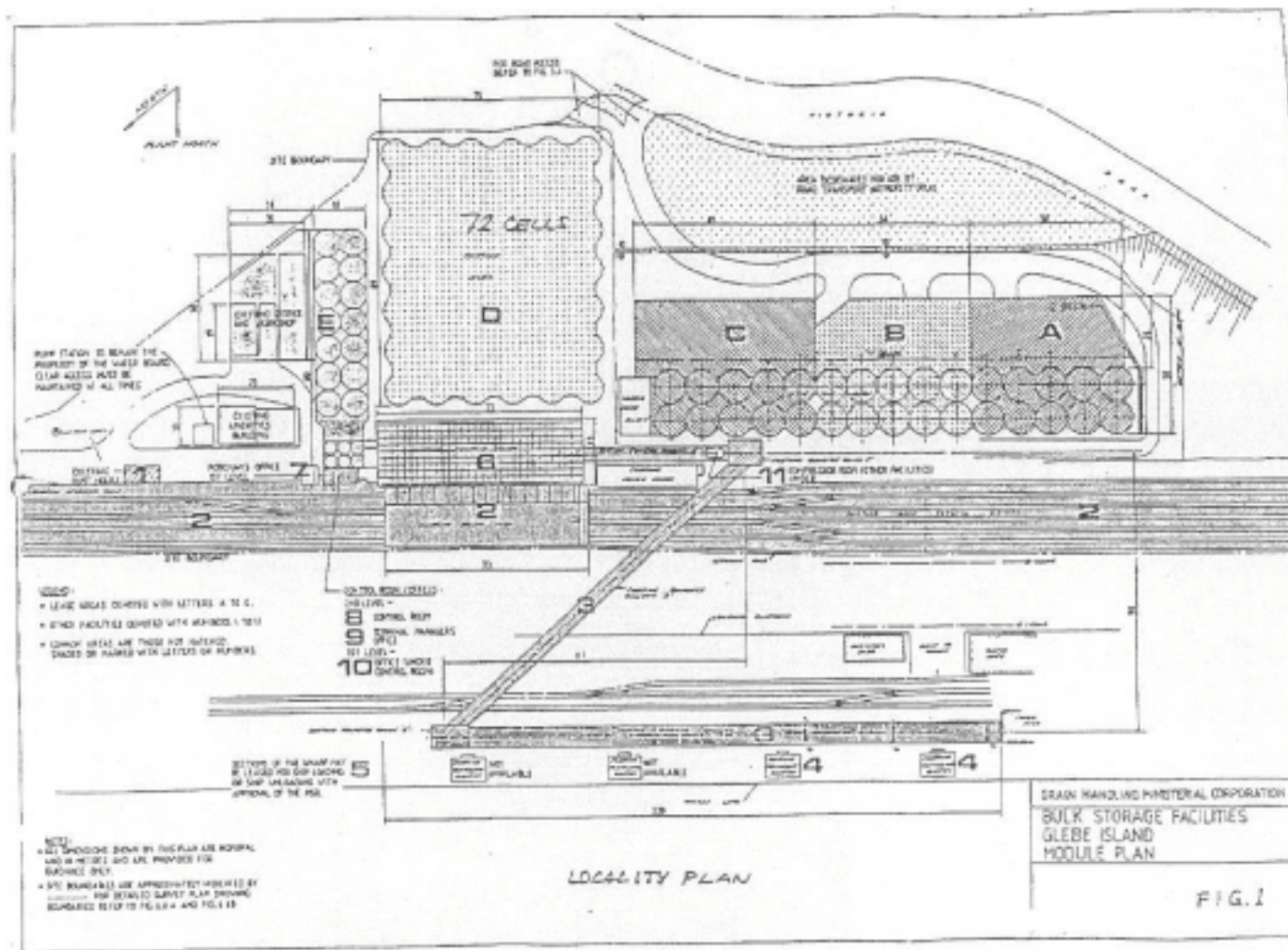


Figure 3.1 Historic plan of the Glebe Island Bulk Wheat Storage Facilities, prior to the demolition of the sections marked D, E, 6 and 2.

## **4. Discussion of Potential Impacts**

The key potential heritage impacts relating to the proposal are:

- Visual impacts arising principally from the infilling of exterior windows at the base of the silos.
- Physical impacts on the physical fabric of the structures.

These potentially impact on the landmark status of the silos and are assessed on that basis.

### **4.1 Visual Impacts**

The issue in relation to heritage impacts relates specifically to the visual characteristics of the Glebe Island Grain Silos. The scale of the silos is massive: over 45 metres in height to the roof line and approximately 173 metres in length. The scale of the window infilling is insignificant in comparison and, therefore, the proposed additional impact of the infilling represents a minor addition.

The Glebe Island Grain Silos are clearly a major landmark in this part of Sydney. They are visible from a range of vantage points in and around the Balmain, Annandale and Glebe areas. They are also visible to those travelling on the Anzac Bridge and adjacent pedestrian walkways.

The window openings in the silos are located at the base of the structures and were intended to provide natural light to the areas under the silos that provide access to the silo infrastructure. They are non-openable and do not provide natural light to any office area associated with the silos.

The window dimensions are as follows:

- northern elevation (4 off): 900mm wide by 4400mm high with the bottom 1400mm being in the form of louvres
- southern elevation (2 off) are 2700mm wide by 4400mm high

The views of the silos will be altered to the extent that the voids in the base will be deleted and the consistency of the openings will be altered. The windows are visible from a limited number of locations. They are most visible from the walkway to the south of the silos although these tend to be views obscured and filtered by roadside vegetations, works and facilities within the Glebe Island area. There are limited views from the Anzac Bridge carriageway and from distant viewing locations in Balmain, as the existing topography and silos mass as well as port infrastructure block most views. For the primary view north-westwards along the Bridge carriageway towards the silos, the infilling will not be significantly visible as the base of the silos are at a significant distance and are blocked by the steep fall in topography, and port infrastructure

For vehicles travelling in the opposite direction, the view is north and eastwards and, again, views to the base are obscured by topography and vegetation. The views to the Anzac Bridge itself, the distant views up the Harbour to the arch of the Sydney Harbour Bridge, the Sydney Ports Observation Tower, the foreshore residential apartments of Pyrmont and the city skyline will not be affected.

The Somerville Road approach is accessible to the public but is infrequently used by the public, as it only serves the port wharfage areas. The present truck loadout where the infilling will occur is a minor element in views along this roadway, particularly as the Anzac Bridge and the Grain Silos dominate the views. The windows are not visible from James Craig Road, owing to the embankment supporting Victoria Road, and are not visible from any direction except the east, owing to the Grain Silos. The east view from Blackwattle Bay has the Sydney Heritage Fleet, the Blackwattle Bay Marina and the Waterways Authority building in the foreground and is virtually unnoticeable.

The emphasis which might be placed upon changes in the appearance of the Grain Silos depends to a degree upon the emphasis that is placed upon the details of their appearance. The Silos, though recently painted on their southern side (a massive alteration in their appearance), are essentially functional industrial structures with little overt evidence of aesthetic or decorative design. The existing painted decoration to the southern elevation reflects the architecture of a monumental public building and bears no relation to the function of the silos.

The aesthetic qualities of the Grain Silos are closely associated with their functional requirements and ongoing alterations to their appearance consistent with changes in function are, in general terms, a normal part of the evolution of such structures. Evolutionary changes relating to function are unable to be assessed as aesthetically positive or negative changes, where the materials and arrangements fall within the general period and scale of the subject.

Overall, it is considered that the alteration of the silos will not be significantly noticeable from a public place, and the general appearance of the silos will remain unaltered. The silos will retained their landmark status, and industrial visual character nature within the locality. Accordingly, no adverse, or detrimental, visual impact is identified.

#### **4.2 Physical Impacts**

The Glebe Island Grain Silos are significant owing to their industrial use as part of a grain shipment terminal and as a prominent landmark. Although these silos were built in the 1970s, the use of the Silos as a storage and shipment facility for Australian Cement represents an adaptation of these facilities for a product with similar handling characteristics and allows the silos to continue in use for their traditional industrial storage and transshipment use.

The features of the Glebe Island Silos identified as being of aesthetic significance, its appearance as a "*functional, engineering structure*" and a "*dominant element in the urban landscape*" and its role as a "*well known Sydney landmark*" would be unaffected by the visual impact of the proposed filling in of the proposed window openings.

The proposed works, rather than creating an adverse impact on the heritage values of the silos, is evidence of the continued industrial operation of the silos and of the Glebe Island and White Bay port areas. The result of a relatively minor alteration to the present built demonstrates the changes and improvements required to meet curing economic demands and industry standards. The change to the appearance of the Silos is compatible with the industrial nature of the site and allows them to continue as "*well known Sydney landmark*":

The proposed development will have no adverse impact upon the heritage significance of the Glebe Island Silos. Hence, it has not been considered necessary to consider other alternatives.

#### **4.3 SEPP 56 -Guiding Principles**

Clause 7, Guiding Principles, of Sydney Environmental Planning Policy (SEPP) 56 identifies the importance of maintaining Sydney Harbour as a working harbour:

*(m) the maintenance of a working-harbour character and functions by the retention of key waterfront industrial sites or, at a minimum, the integration of facilities for maritime activities into development and, wherever possible, the provision of public access through these sites to the foreshore.*

The continued efficient use of the silos is consistent with this policy. The addition of a minor element to the south side of the silos is consistent with this policy.

#### **4.4 Mitigating Actions**

It is desirable that the infilling of the windows be undertaken in a manner which is complimentary to the concrete colour of the base of the silos (as has been done with the infilling of windows previously). In the light of the lack of detrimental impacts of the proposal, no other mitigating actions are identified.

# ***Appendix A***

*Site photos*



↑ Southwestern view of Silos from public lookout point.



↑ Northern view of Silos from northern footpath along Victoria Road



↑ Northwestern view of silos from ANZAC Monument, ANZAC Bridge



↑ Northwestern view of silos from pedestrian/bicycle lane on ANZAC Bridge

# ***Appendix B***

## ***Heritage Inventory***

<b>Sydney Ports Corporation Heritage Inventory</b>		SHI Number <b>4560016</b> Study Number
State Heritage Inventory		
<b>Item Name:</b> <b>Glebe Island Silos</b>		
<b>Location:</b> <b>Victoria Road, Glebe Island [Leichhardt]</b>		
<b>Address:</b> Victoria Road	<b>DUAP Region:</b> Sydney South	
<b>Suburb / Nearest Town:</b> Glebe Island 2040	<b>Historic region:</b> Sydney	
<b>Local Govt Area:</b> Leichhardt	<b>Parish:</b>	
<b>State:</b> NSW	<b>County:</b>	
<b>Other/Former Names:</b> Glebe Island Wheat Silos, Glebe Island Grain Silos		
<b>Area/Group/Complex:</b>	<b>Group ID:</b>	
<b>Aboriginal Area:</b>		
<b>Curtilage/Boundary:</b>		
<b>Item Type:</b> Built	<b>Group:</b> Farming and Grazing	<b>Category:</b> Agriculture
<b>Owner:</b> Sydney Ports Corporation		
<b>Admin Codes:</b>	<b>Code 2:</b>	<b>Code 3:</b>
<b>Current Use:</b>		
<b>Former Uses:</b> Grain Silos		
<b>Assessed Significance:</b> State	<b>Endorsed Significance:</b>	
<b>Statement of Significance:</b>	<p>Glebe Island Grain Terminal is a seminal site in the development of the bulk wheat storage and export industry in Australia. As such it has a pre-eminent position in the historical development of one of Australia's most important primary industries. It was the first and most important of the port terminals and encompassed technologies that were specific to the industry and influential in the development of that industry throughout the country. The first construction phase is particularly noteworthy because of the circumstances of its wholly imported design and technological expertise.</p> <p>The carefully planned and integrated system, by the 1930's, was considered to be one of the largest, most efficient and well planned installations of its type. The fabric contained within the site, although compromised by alterations and missing elements is capable of demonstrating and recording the evolution of the industrial processes that evolved over several decades. The silos, in particular are the most visible and easily interpreted elements of that former use and form a powerful and well known landmark. The site also has significance for its associations with, and demonstration of, Commonwealth and State government initiatives (McPhee, Thorpe, Stuart 1994).</p>	
<b>Historical Notes or Provenance:</b>	<p>In 1790 Reverend Richard Johnson was granted land including a 23 acre island on the Western edge of Sydney. The land remained undeveloped until the Government architect selected it as the site for the city Abbotoir in 1850. Massive earthworks transformed the topography, and the Abbotoir was built, opening in 1860. It operated until 1912 despite ongoing complaints about pollution.</p> <p>Following the closure of the Abbotoir further reclamation was undertaken and wharves were built by the Railways Commissioners to facilitate wheat and coal handling. By 1916 the</p>	
<b>Date:</b> 23/12/2004	<b>State Heritage Inventory</b> Full Report with Images	
	Page 69	
<small>This report was prepared using State Heritage Inventory software software provided by the Heritage Office of New South Wales.</small>		

## Sydney Ports Corporation Heritage Inventory

State Heritage Inventory

SHI Number  
**4560016**  
Study Number

Item Name: **Glebe Island Silos**

Location: **Victoria Road, Glebe Island [Leichhardt]**

need to replace shipment of wheat in bags with bulk handling was urgent. A mouse plague and the necessity to hold large quantities of grain due to the threat to shipping during World War I led to construction of the principal storage facility at Glebe Island between 1917 and 1921.

Between 1921 and 1932 centralisation of wheat handling facilities was encouraged. Sixty three silos were built by 1925 and associated services including building stock, rail and road links and handling facilities all expanded. The depression slowed development although the number of country plants increased to 181 by 1939.

During World War II, Glebe Island was used as a major armament supply depot and troop embarkation area for the U S Army. By the 1950's horizontal silos were replacing vertical ones and the Grain Elevators Board was established. Record wheat harvests and the post war growth led to further expansion in the 1960's and in the 1970's other grains were also handled and capacity was doubled. However in 1984 Glebe Island ceased operation as a grain storage terminal when a new facility at Port Kembla became the major grain export site for NSW.

In 1994 part of the silo complex was modified for cement storage. The complex is also used for sugar storage.

A comprehensive development strategy outlined in the Glebe Island/White Bay Master Plan was adopted at the end of the 20th century. In 1999 - 2000 disused silos at Glebe Island were demolished as part of this strategy to make more productive use of the land. (Extensive testing had shown that the original block of silos was in poor condition and could not be renovated). More than half the 110,000 tonnes of concrete in the silos buildings was recycled for use as roadbase in the Port precinct. The rest was sold. The demolition freed approximately 3 hectares for Port use.

Themes:	National Theme	State Theme	Local Theme
	3. Economy	Agriculture	(none)
	7. Governing	Government and administra	(none)

Designer: Metcalf & Co Ltd(original bins)

Maker / Builder: Mr Teasdale Smith

Year Started: 1917      Year Completed: 1975      Circa: Yes

**Physical Description:** The original bins were large cylindrical bins capable of handling approx. 6.5 million bushels. The bottoms of the bins were shaped as cones which enabled wheat to be discharged via a valve to a chute which led directly via a conveyor belt for shipment. The original 143 bins were 31.2 feet in diameter 108 feet high and 8 inches thick. The silo complex was extended over the years. In 1975 the then Governor of NSW, Sir

Date: 23/12/2004

State Heritage Inventory  
Full Report with Images

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## Sydney Ports Corporation Heritage Inventory

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Item Name: **Glebe Island Silos**

Location: **Victoria Road, Glebe Island [Leichhardt]**

Roden Custer opened a \$4 million extension to the system. This included 30 cylindrical concrete silos 38.4 m high, each having a capacity of 2,400 tonnes. In addition there were 14 star shaped interspace bins each with a capacity of 550 tonnes. The extensions increased capacity by about 50% from 163 000 tonnes to 245 000 tonnes. The 1975 silos are believed to be the ones retained following a heritage assessment in 1996 - 2000 when Sydney Ports was planning a reorganisation of the Port. Other silos were demolished to make way for Port development.

**Physical Condition:**

**Modification Dates:** Ongoing development between 1917 and 1980 with major extension opened in 1975.  
Ceased operation as a grain store in 1984.  
Modified for cement storage 1994.  
Part demolished 2000.

**Recommended Management:**

**Management:**

**Further Comments:**

**Criteria a)** The Glebe Island Grain Terminal has significant historical associations with the development of the grain (principally wheat) industry in NSW as well as the history of Commonwealth and State involvement in agriculture. The terminal's fabric can demonstrate important changes in the history of transportation and in technology as well demonstrating by its bulk and size, the size of the grain crop. (McPhee, Thorpe, Stuart 1994)

**Criteria b)**

**Criteria c)** The Terminal was an important technical innovation in Australia being the first terminal constructed, also important as part of the first bulk handling system for grain built in Australia. As such the site is rare and retains enough integrity to demonstrate the industrial processes used in the running of the site. (McPhee, Thorpe, Stuart 1994)

**Criteria d)**

**Criteria e)**

**Criteria f)**

**Criteria g)**

**Integrity / Intactness:**

References:	Author	Title	Year
		Port of Sydney Journal May 1975 Vol 12 - 3	1975
		Sydney Ports Corporation Annual Reports 2000, 2001	2000
	O'Brien, E.H	Wheat Sales and Shipping: a brief description in Port of Sydney Vol 11-14	1975

State Heritage Inventory

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<b>Sydney Ports Corporation Heritage Inventory</b>		SHI Number <b>4560016</b>	
State Heritage Inventory		Study Number	
<b>Item Name: Glebe Island Silos</b>			
<b>Location: Victoria Road, Glebe Island [Leichhardt]</b>			
WH Brotherton		The Development of the NSW Bulk Wheat Berths - Port of Sydney Journal Vol 10 No 3	
<b>Studies:</b>	<b>Author</b>	<b>Title</b>	<b>Number</b> <b>Year</b>
	Susan McIntyre-Tarney Heritage Consultants	Sydney Ports Corporation Heritage and Conservation Register	2004
	Mayne-Wilson and Associates	Heritage Impact Assessment, App 5 to REF Roadworks Glebe Island Rozelle	2002
	W McPhee, W Thorp, I Stuart	The Glebe Island Grain Silos Archaeological and Heritage Study	1994
<b>Parcels:</b>			
<b>Latitude:</b>		<b>Longitude:</b>	
<b>Location validity:</b>		<b>Spatial Accuracy:</b>	
<b>Map Name:</b>		<b>Map Scale:</b>	
<b>AMG Zone:</b>		<b>Easting:</b>	<b>Northing:</b>
<b>Listings:</b>	<b>Name:</b>	<b>Title:</b>	<b>Number:</b> <b>Date:</b>
	Heritage Act - s.170 NSW State agency heritage register	Sydney Ports Corporation	4560016
	Regional Environmental Plan	Glebe Island wheat silos	1   21/11/1997
<b>Custom Field One:</b>			
<b>Custom Field Two:</b>			
<b>Custom Field Three:</b>			
<b>Custom Field Four:</b>			
<b>Custom Field Five:</b>			
<b>Custom Field Six:</b>			
<b>Date Entry:</b>	<b>Date First Entered:</b> 23/06/2004	<b>Date Updated:</b> 16/12/2004	<b>Status:</b> Basic

## Sydney Ports Corporation Heritage Inventory

SHI Number  
4560016

### State Heritage Inventory

Item Name: **Glebe Island Silos**

Location: **Victoria Road, Glebe Island [Leichhardt]**

Images:



Caption: Glebe Island Silos

Copyright: Sydney Ports Corporation

Image by: Susan McIntyre-Tamwoy Heritage Consultants

Image Date:

Image Number: 1

Image Path:

Image File: 4560016b1.jpg

Thumb Nail Path:

Thumb Nail File:

Data Entry:

Date First Entered: 23/01/2004

Date Updated: 16/12/2004

Status: Basic

### State Heritage Inventory

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Images Report

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