



Technical Paper 4

Non-indigenous archaeology

Central	Town Hall Square	Martin Place	Barangaroo–Wynyard	Pymont	Rozelle

CBD Metro

Environmental Assessment

Technical Paper 4 – Non-Indigenous Archaeology

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This report is to be read in conjunction with the Environmental Assessment for the Sydney Metro Network Stage 1 (CBD Metro) project dated September 2009.

The project as described within the Environmental Assessment will prevail in the event of any inconsistency with the project as described in the following document.



Executive Summary

Key Sites

This assessment of the proposed CBD Metro route has determined that the priority site where archaeological remains with a high level of heritage significance at a State level are likely to be located is the **Central Station** site. This site is likely to retain remains of a very high archaeological significance, including buildings from the Macquarie period:

- Benevolent Asylum (1820)
- Government Cottage (1820)

In addition, areas where remains of moderately high significance may be present were identified at:

- **Town Hall Square Station** – Remains of c1840s houses at the Bathurst Street worksite.
- **Martin Place Station** – Possible remains of pre-1820s housing at the Castlereagh and Elizabeth streets.
- **Barangaroo-Wynyard** – Possible remains of early nineteenth-century residential and industrial properties.

Sites with no or minor Archaeological Issues

Nil or relatively minor archaeological issues have been identified at the following sites:

- Pyrmont Station
- Rozelle Station
- Future White Bay Station / construction site
- Rozelle Stabling and Maintenance Depot

Recommended Archaeological Management

Any impact on the identified sites would require a research design to be written to guide the detailed archaeological excavation and recording that would need to be undertaken prior to the commencement of civil works.

On all sites where archaeological remains have been identified, provision needs to be made within the construction schedule for an appropriate level of archaeological excavation and recording. On most of the sites, these investigations would need to be completed before civil works, particularly bulk excavation, commences. The archaeological fieldwork may take several months to complete, particularly in the case of the Central Station site, where consideration should be given to retaining significant remains *in situ*, if possible.



1 Background

1.1 Introduction

The CBD Metro is proposed to be a seven-kilometre long underground metro railway from Rozelle to City Rail's Central Station (including the Country Platforms), with new stations at Central, Town Hall Square, Martin Place, Barangaroo-Wynyard, Pyrmont and Rozelle and the provision of infrastructure at White Bay for a future metro station, as well as a stabling and maintenance depot proposed at Rozelle/Lilyfield within the former Rozelle Marshalling Yard (Fig: 1.1). The CBD Metro would be the first project of a Sydney-wide metro network, the alignment designed to enable an extension to the west (to Parramatta) via the Inner West from Central Station and future extensions to the north-west from Rozelle.



Figure 1.1: The CBD Metro proposed alignment and station locations.

1.2 Objectives of the Assessment

This report is designed to look at the potential for the CBD Metro project civil works to disturb archaeological remains and, where this is the case, to determine if the remains are likely to have Local or State levels of heritage significance. Where archaeological remains are likely, recommendations would be put forward to manage these remains prior to civil works commencing in the areas. In most cases, this would involve further specific historic research to formulate a suitable archaeological methodology and research design followed by a program of archaeological fieldwork.

1.3 Statutory Framework

This report is part of the Environmental Assessment for the CBD Metro which will be prepared in accordance with the process and requirements of Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The environmental assessment process seeks to ensure that all relevant environmental matters are considered and that community engagement is undertaken during the development of the project and the impact assessment. The process provides the opportunity for stakeholders and the community to convey their views to the NSW Department of Planning (DoP) as the approval authority.

Under Part 3A, an environmental assessment is required to address the requirements, called 'Director-General's requirements', which are issued by the Director-General of the NSW Department of Planning after consultation with other key government stakeholders. The environmental assessment predicts, quantifies and assesses potential adverse impacts and also documents the benefits of the project. The environmental assessment leads to the development of appropriate environmental management and mitigation measures.

In regards to planning processes relevant to historic heritage, Section 75U of the EP&A Act states that an approval under Part 4, or an excavation permit under section 139 and section 60 of the *Heritage Act 1977* are not required for projects assessed under Part 3A. Notwithstanding this, matters and issues relevant to the Heritage Act will be addressed during development planning for a project subject to determination under Part 3A of the EP&A Act to ensure that unacceptable and/or adverse environmental impacts do not occur. Until a project is approved under Part 3A, all relevant permits and approvals under the NSW Heritage Act would still be required.

It is generally required and expected that archaeological fieldwork be conducted to "best practice" industry standards as the activity of archaeological fieldwork means a diminution of what is already a limited resource. Indeed, the conservation of some sites *in situ* remains NSW Heritage Council policy, where sites are of State significance and where excavation may be avoided through redesign.

1.4 Authorship

This report has been written by Tony Lowe with assistance from Abi Cryerhall, Casey & Lowe Pty Ltd. Historical research was undertaken by Dr Rosemary Annable. The report was reviewed by Dr Mary Casey, Casey & Lowe Pty Ltd. Comments on drafts were received by Sydney Metro and Sinclair Knight Merz.

1.5 Acknowledgements

Chris Gorman, Ken Robinson, Sinclair Knight Merz
Peter Bourke, Brendon Baker, Sydney Metro

1.6 Report Layout

This report examines each proposed station area and other areas of surface impact in turn. The historical nature of each site is examined with an analysis of potential archaeological remains (Chapters 2 and 3), an assessment of the remains' heritage significance (Chapter 4), followed by an assessment of the impacts at worksites (Chapter 5). Recommendations are then put forward to manage the archaeological remains in light of proposed impacts (Chapter 6). The detailed historical research on which this Archaeological Assessment is based is included in Appendix 1.



1.7 Study Methodology

This report examines the identified locations where subsurface impacts (mainly worksites associated with the construction of each station) are proposed. The land-use history of the locations is ascertained through historic research, and based on this research, a picture of the likely archaeological remains is developed. The heritage significance of these remains is then assessed and recommendations put forward to manage the archaeological resource where it will be impacted by the proposed civil works.

Heritage registers, such as the State Heritage Inventory and Sydney Water's S170 register, were searched for listed archaeological items, such as the 1860 Hay Street sewer. The Archaeological Zoning Plan for central Sydney (1992) was referred to as it identifies properties where archaeological remains could be expected. Each proposed station and worksite were visited and inspected for obvious modern impacts and any aboveground relics.

The archaeological assessment and the structure of this report are in accordance with the Heritage Council's Guidelines "Archaeological Assessments" (1996), and the revised criteria for assessing heritage significance in "Assessing Heritage Significance" (2001), a NSW Heritage Manual update.

1.8 Limitations

Historic research on all the sites where significant archaeological remains are likely to be present has to be supplemented prior to any archaeological investigation of these sites in order to inform the 'Research Design'. This further historic research would guide the archaeological investigations in terms of ascertaining the detailed land-use history of each site and therefore a fuller understanding of the likely archaeological remains. This further work and research document would be required by the NSW Department of Planning. In addition, the location of some of the historic sites needs to be confirmed through Land Title searches, particularly the Martin Place Station worksites.

1.9 Terminology¹

Historical Archaeology

Historical Archaeology (in NSW) is the study of the physical remains of the past, in association with historical documents, since the European occupation of NSW in 1788. As well as identifying these remains the study of this material can help elucidate the processes, historical and otherwise, which have created our present surroundings. It includes an examination of how the late eighteenth- and nineteenth-century arrivals in Australia lived and coped with a new and alien environment, what they ate, where and how they lived, the consumer items they used and their trade relations, and how gender and cultural groups interacted. The material remains studied include:

- Archaeological Sites:
 - below ground: these contain relics which include building foundations, occupation deposits, rubbish pits, cesspits, wells, other features, and artefacts.
 - above ground: buildings, works, industrial structures and relics that are intact or ruined.
- Cultural Landscapes

¹ Many of the definitions used here are taken from the Archaeological Assessments Guidelines (1996), Heritage Office of New South Wales.



Archaeological Potential

Archaeological potential is here used and defined as a site's potential to contain archaeological relics which fall under the provisions of the *Heritage Act 1977* (amended). This potential is identified through historical research and by judging whether current building or other activities have removed all evidence of known previous land use.

Archaeological Site

A place that contains evidence of past human activity. Below ground sites include building foundations, occupation deposits, features and artefacts. Above ground archaeological sites include buildings, works, industrial structures and relics that are intact or ruined.

Archaeological Investigation or Excavation

The manual excavation of an archaeological site. This type of excavation on historic sites usually involves the stratigraphic excavation of open areas.

Archaeological Monitoring

Archaeological monitoring is recommended for those areas where the impact of the works is not considered to mean the destruction of significant archaeological fabric. Nevertheless the disturbance of features both suspected and unsuspected is possible. In order to provide for the proper assessment and recording of these features an archaeologist should inspect the works site at intervals they consider to be adequate and to be 'at call' in case the contractor uncovers remains that should be assessed by the archaeologist. Monitoring is a regular archaeological practice used on many building and development sites in NSW.

Research Design

A set of questions which can be investigated using archaeological evidence and a methodology for addressing them. A research design is intended to ensure that archaeological investigations focus on genuine research needs. It is an important tool that ensures that when archaeological resources are destroyed by excavation, their information content can be preserved and can contribute to current and relevant knowledge.

Heritage Utilities

Heritage utilities are here defined as those Sydney Water assets listed on Sydney Water's S170 register. This register is the list of those functioning assets the maintenance and conservation of which Sydney Water is responsible. The listed assets are usually of high heritage significance.

The Sydney Water S170 register does not include disused assets such as other nineteenth-century drains and culverts. In most cases, the location of these features will remain unknown until they are disturbed during civil works. They would have varying degrees of heritage significance but are considered to be 'relics' under the provisions of the NSW *Heritage Act 1977*.

Research Potential

The ability of a site or feature to yield information through archaeological investigation. The significance of archaeological sites is assessed according to their ability to contribute information to substantive research questions.

Item

Item means a place, building, work, relic, moveable object or precinct (Heritage Act 1977: section 4). Use of this term does not mean the place is listed.

Significance

Local heritage significance in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item (Heritage Act 1977: section 4A).



State heritage significance in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item (Heritage Act 1977: section 4A).

1.10 References

- 1992 Lavelle, Siobhan, Dana Mider, *The Central Sydney Archaeological Zoning Plan*, for the Council of the City of Sydney.
- 2001 Heritage Office, *Assessing Heritage Significance*
<http://www.heritage.nsw.gov.au/docs/assessingheritagesignificance.pdf>
- 1993 Dept Planning, *Historical Archaeological Sites, Investigation and Conservation Guidelines*.
- 1996 Heritage Office, Dept Planning, *Archaeological Assessment Guidelines*.



2 Assessment of Station Sites

2.1 Central Station

The western portion of the current day CityRail Central Station incorporates a large part of the area formerly occupied by the Macquarie-period Carters' Barracks (c1819-1820) and Benevolent Asylum (1820) (Figs. 2.1, 2.2 – numbered 1 and 7; Fig. 2.3) (see Appendix 1 for detailed history of Central and all other station sites). At the time of their original construction these buildings had a frontage to Pitt Street at the southernmost extent of the town of Sydney, close to the Toll Bar (located at the southern corner of George and Pitt streets). When no longer required as part of the convict system the barracks were reused and adapted for other functions, most notably from the late 1850s as the Convent of the Good Shepherd, while the Benevolent Asylum continued to be used for charitable purposes.

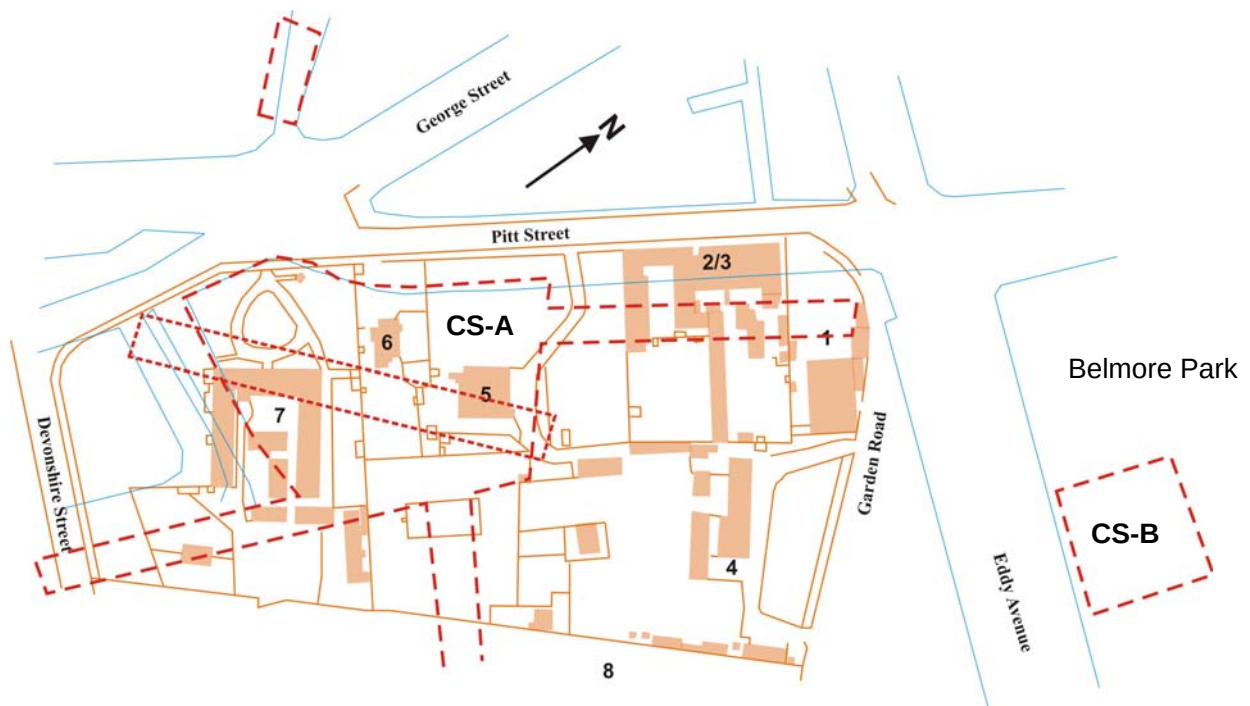


Figure 2.1: Central Station worksites (CS-A and CS-B) overlaid onto tracing of Rygate & West's 1887 survey (orange) with modern street layout (blue). KEY: 1 – Tram shed; 2/3 – Convent of the Good Samaritan / Carters Barracks / Sydney Female Refuge; 4 – Mounted Police barracks; 5 – Government cottage; 6 – Christ Church parsonage; 7 – Benevolent Asylum; 8 - Devonshire Street Cemetery.

Other additions to the site included a government cottage which was provided as the quarters of the Superintendent of the Ironed Gang (5), the rectory for the incumbent of Christ Church St Laurence (6) (on the opposite side of Pitt Street) and the Police Barracks (Belmore Barracks) with accommodation for mounted police and stables built to east of the Carters Barracks with

entrance from Old Burial Ground Road / Garden Road (4). Later, there was a tram car shed on Garden Road near corner of Pitt Street (1).

All of the buildings on the site were demolished, presumably all down to ground level (this can only be established through site testing), for the construction of Central Railway Station at the beginning of the twentieth century. The adjacent site, the Devonshire Street Cemetery (8), which had also been established in the Macquarie period (1819) was exhumed to make way for the station. The process of exhumation may have been incomplete in some cases, particularly in the case of badly preserved remains, and also evidence of brick vaults and broken headstones and other funerary monuments might be present.

Two major Sydney Water owned utilities are present in the Central Station area – the Main Northern Sewer which crosses under the worksites and the 1860s Hay Street sewer. These are considered in Section 3.1.2.



Figure 2.2: The Benevolent Asylum as viewed from Pitt Street, 1871. RAHS glass slide collection, reference 002114.

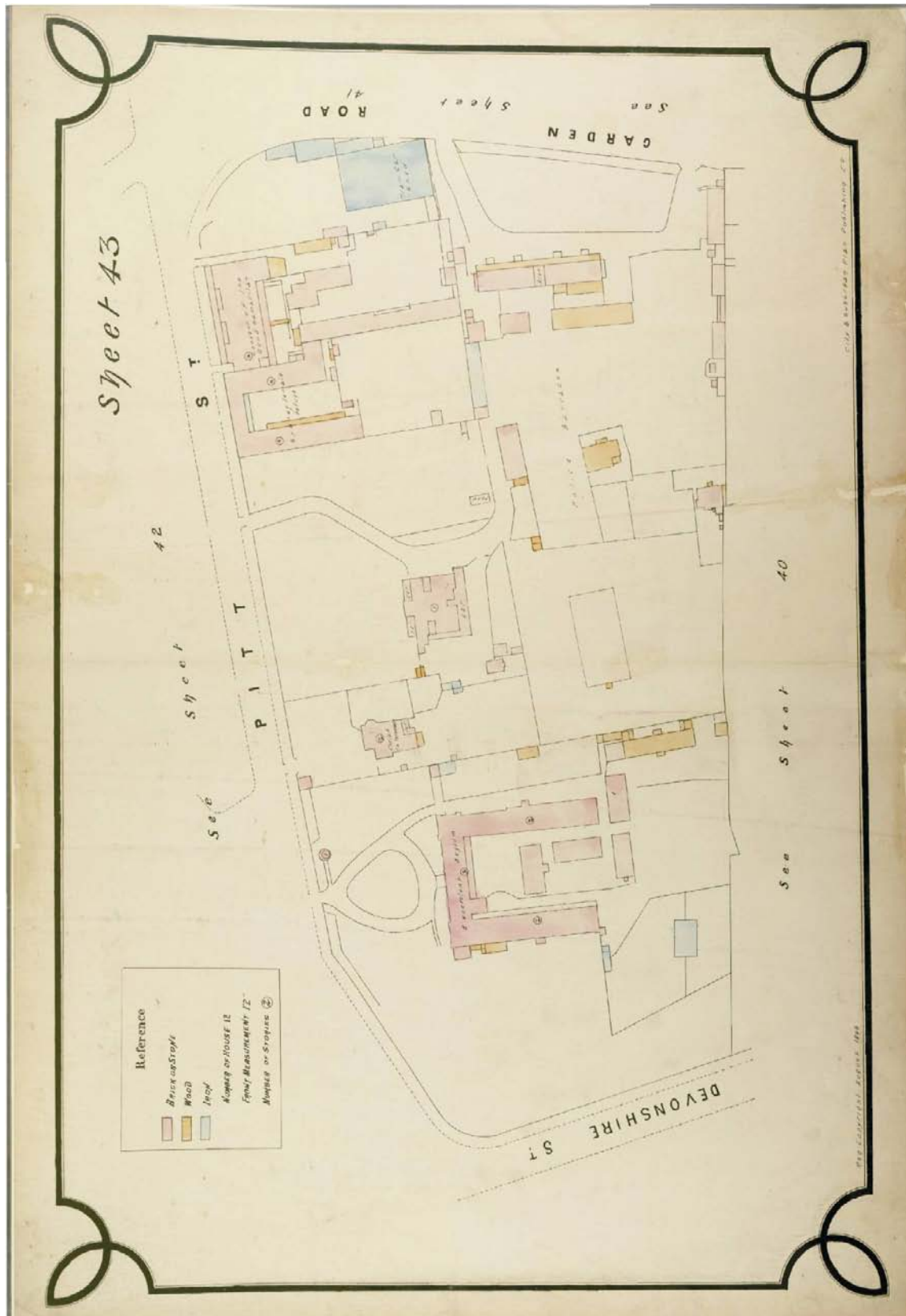


Figure 2.3: Rygate & West's 1887 plan of the old Carters' Barracks (top) and the Benevolent Asylum (bottom), with various buildings in between. North to top.

2.1.1 Belmore Park

The area to the north of the Carters Barracks bounded by Hay Street, Pitt Street and Elizabeth Street would appear to have always been open space (Fig. 2.1). It would have been part of the Brick Fields and may later have been used as paddocks for the nearby Carters Barracks (which had stables for the government's working horses and also housed the working bullocks), and subsequently for the cattle markets. A stream that ran across the paddocks was described as a drain in the early 1820s. In the 1840s many of these watercourses were enclosed in brick ovoid drains and became stormwater drains. The 1865 survey suggests however that at least part of the stream, near Pitt Street, remained above ground at this date. By the 1860s the area had been improved as a park and by the 1880s was known as Belmore Gardens or Belmore Park. A tram route from Elizabeth Street to Pitt Street and beyond to George Street West (later Broadway) ran across the area. Photographs of the area after the construction of Central Railway Station show new plantings and it seems likely that the area was replanned and replanted after the disruption of the railway construction works.



2.2 Town Hall Square Station

The buildings on the southern side of Park Street (TH-A/B, Fig. 2.4) have basement levels and therefore are considered to have no archaeological potential as the excavation involved would have removed most if not all evidence of previous land-use. The proposed worksite at 125-135 Bathurst Street (TH-C, Fig. 2.4) does not appear to have a basement level and therefore the site has the potential to retain archaeological remains. The detailed research for this site can be found in Appendix 1 and is summarised below.

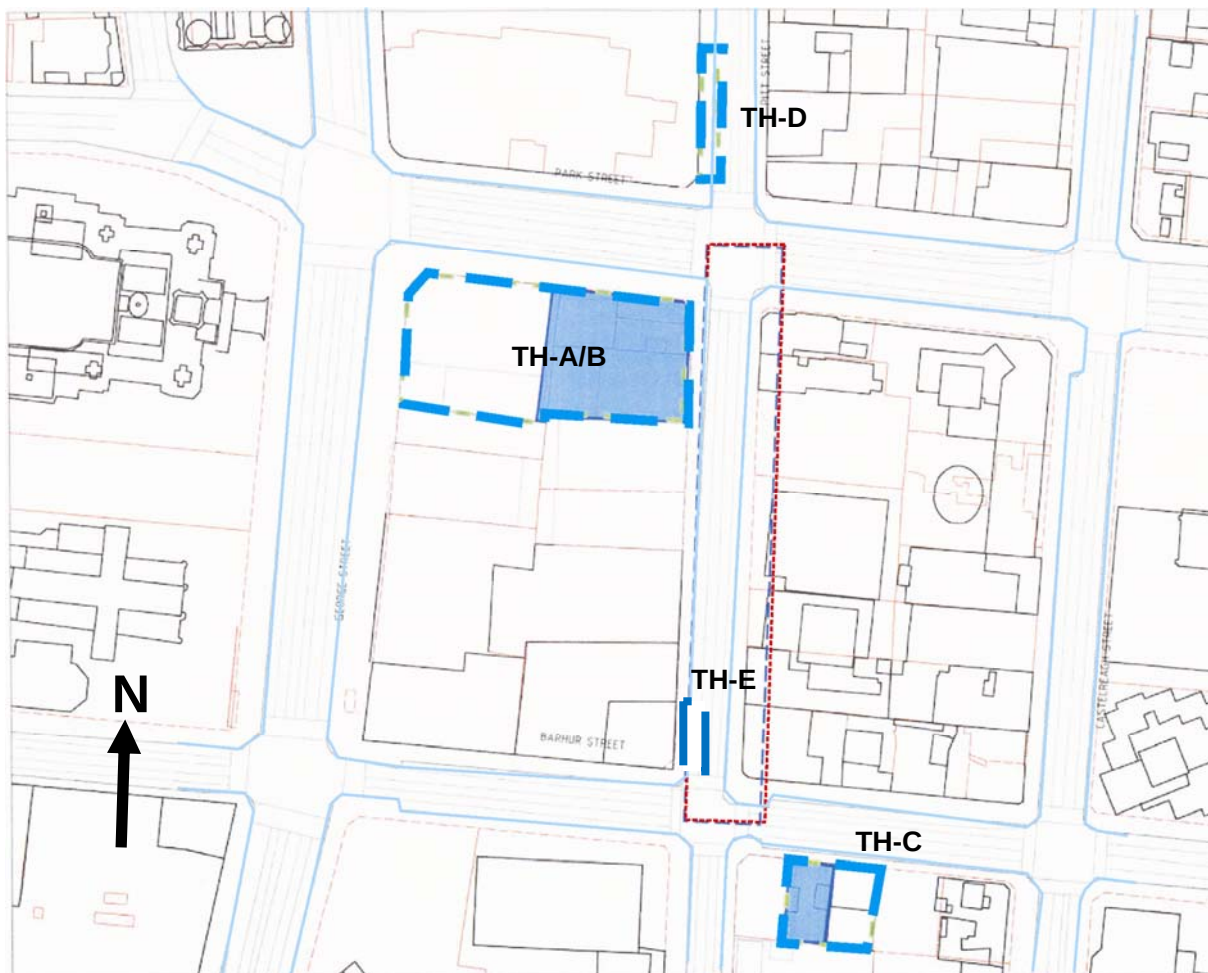


Figure 2.4: Town Hall Square Station worksites.

2.2.1 125-129 Bathurst Street (TH-C west)

A survey of early maps of Sydney suggests that much of the area at the southeast corner of Bathurst Street and Pitt Street (then Upper Pitt Street) remained vacant until the later 1830s and early 1840s, although more detailed land title research is required to confirm exact lot boundaries and ownership.²

² Max Kelly & Ruth Crocker: *Sydney takes shape. A collection of contemporary maps from foundation to federation*, Doak Press, 1978, pp 14-20, for example the 1822, 1831, 1836 and 1843 maps

By 1845 a brick house had been built on the site, then occupied by James Dalgarno. The owner of the property is not given in the 1845 rate assessment but by 1848 is listed as Thomas Smidmore and the property remained in the Smidmore family until at least the 1890s.³ In the late 1830s Thomas Smidmore was a publican, but like many in this trade he appears to have invested his profits in property and by 1844 described himself as a landholder.⁴ James Dalgarno was a wharfinger at Grose's wharf in 1844, with his private residence in Bathurst Street, so it is possible that he was already living in the house at that date.

Descriptions of the property in the rate assessment books vary over time but these, together with the plan of the property in the 1865 trigonometric survey, indicate that this was a brick house of some eight or nine rooms with a front verandah, an open yard behind and outbuildings at the back including a detached kitchen. The house is generally described as single storey but occasional references to two storeys might suggest that there were rooms in the attic.⁵

The house was not occupied by its owner but was tenanted. In 1861 the premises were described as a house and shop but later simply as a house. A coach house and stabling are specifically mentioned in the 1863 rate assessment and a comparison of the 1865 survey and Dove's 1880 survey show some changes in the arrangement of the outbuildings during this period (Fig. 2.5). A passageway between the house and the premises on the west side provided access to the backyard and outbuildings. The 1880 plan identifies the stables in the south-west corner of the yard behind a 'reserved yard' at the back of the house with a WC and another outbuilding in the south-east corner.⁶

From the late 1860s until at least 1902 the occupants of the house were members of the Stewart family.⁷ Dove's 1880 plan identifies the house (by then no. 117 Bathurst Street) as 'Stewart Undertaker' (Fig. 2.5). While the premises continued to be listed in rate assessment books as a house it is possible that this was a combined residence and undertaker's office, for which the stables and other outbuildings would be a useful adjunct.

In 1907-1908 a new building was erected on the Bathurst Street site for the printing works of the Australian Workers' Union Newspaper Company whose publications included "The Worker".⁸ The building was known as Vauxhall House and was a five-storey building with an elaborate, almost Victorian façade. The ground plan is shown in the Fire Underwriters Plans⁹ (c1920; Fig. 2.6) and the building can be seen in a photograph of the Edinburgh Castle Hotel taken in April 1930. The Fire Underwriters Plan indicates that part of the building had a basement (Fig. 2.6).

In 1930, the building was repaired after a fire and in 1950 was remodelled for the NSW Co-operative Permanent Building Investment Society.

³ Rate assessment books, Macquarie Ward 1845 and assessments from 1848-1891 (City of Sydney Archives)

⁴ *New South Wales and Port Phillip General Post Office Directory for 1839*, facsimile published by the Royal Australian Historical Society 2000 and Francis Low (compiler): *The City of Sydney Directory for MDCCCXLIV-V*, facsimile reprint Library of Australian History, 1978

⁵ 1865 Trigonometric Survey Sheet O2, Historical Atlas of Sydney (City of Sydney Archives)

⁶ Percy Dove, Wharf and street directory of Sydney 1880, Historical Atlas of Sydney (City of Sydney Archives)

⁷ Rate assessment books, Macquarie Ward 1867-1902 (City of Sydney Archives)

⁸ Street Cards, Bathurst Street, 1907 and City Building Surveyor's Correspondence July 1908 for 129 Bathurst Street listed on Archives Investigator (City of Sydney Archives)

⁹ Fire Underwriters Plans Block No. 170, Historical Atlas of Sydney (City of Sydney Archives) and photograph SRC10040 (originally CRS 57/176) (City of Sydney Archives).



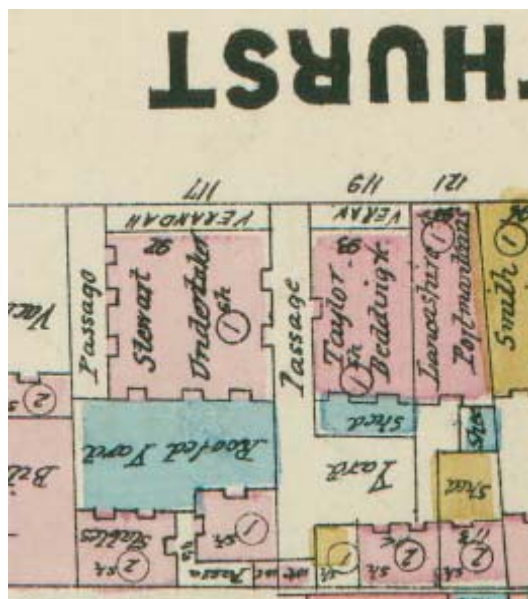


Figure 2.5: Detail of Dove's 1880 plan showing the Bathurst Street worksite (TH-C west).

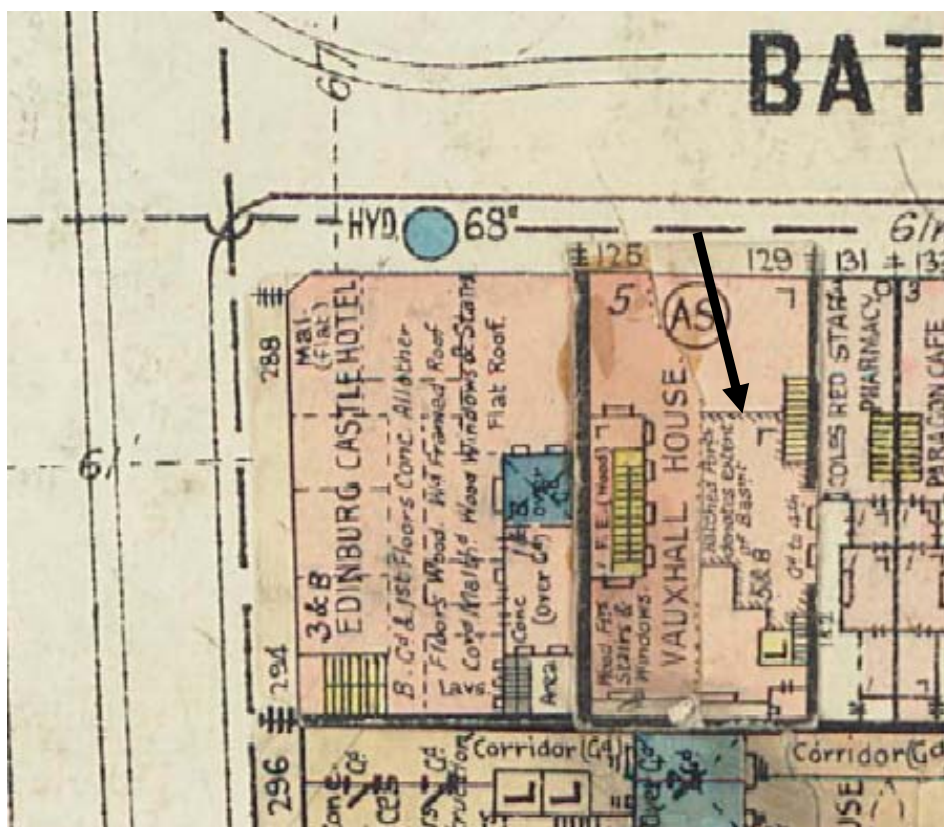


Figure 2.6: 125-129 Bathurst Street (TH-C west) as shown on the Fire Underwriters Plan (c1920) showing Vauxhall House adjacent to the Edinburgh Castle Hotel. The eastern part of the building had a basement (arrowed).

2.2.2 131-135 Bathurst Street (TH-C east)

A survey of early maps of Sydney suggests that much of the area at the south-east corner of Bathurst Street and Pitt Street (then Upper Pitt Street) remained vacant until the later 1830s and early 1840s, although more detailed land title research is required to confirm exact lot boundaries and ownership.¹⁰

House on Bathurst Street c. 1840s-1880s

By the time the first rate assessment was made in 1845 the property was owned by George Allen and there was a house with a kitchen and stable on the site. This was occupied by Richard Brownlow. The house was single storey, built of brick and shingled.¹¹ The 1848 assessment provides a little more detail, confirming that the kitchen was detached, as was usual at the time, and that there were two rooms over the stables. The house had six rooms, making it quite a substantial dwelling.¹² Later plans show a passageway between this house and the house to the west that provided access to the stables at the rear (Fig. 2.7). George Allen continued to own the premises into the early 1850s by which time it was being used as both a house and shop, occupied by Thomas Clare. By 1861 Mary Clare was both the owner and occupant of what was now No. 117 Bathurst Street. The description of the house as single storey with six rooms indicates that this had remained essentially unaltered, but by 1861 the rate book recorded two houses 'off' (that is behind) No. 117. It seems likely that the former kitchen and stables were now being used as dwellings in their own right. The 1863 assessment notes 'kitchen let off and included' which appears to confirm this.¹³

Between 1863 and 1865 another building was added to the site, a single-storey brick house with five rooms on the east side of the original house.¹⁴ This is shown in the 1865 Trigonometric Survey.¹⁵ This new house, No. 121 Bathurst Street, together with one of the two premises 'off', were occupied by William B Lancaster in 1867 while Thomas Clare continued to occupy the original house, now numbered No. 119 Bathurst Street.¹⁶ By the late 1870s ownership of the property had changed and Nos 119 and 121 Bathurst Street were owned by John Fraser. No. 121 appears to have been both a house and shop.

¹⁰ Max Kelly & Ruth Crocker: *Sydney takes shape. A collection of contemporary maps from foundation to federation*, Doak Press, 1978, pp 14-20, for example the 1822, 1831, 1836 and 1843 maps

¹¹ Rate assessment books, Macquarie Ward 1845 (City of Sydney Archives)

¹² Rate assessment books, Macquarie Ward 1848 (City of Sydney Archives)

¹³ Rate assessment books, Macquarie Ward 1852, 1861 & 1863 (City of Sydney Archives)

¹⁴ Rate assessment books, Macquarie Ward 1863 & 1867 (City of Sydney Archives)

¹⁵ 1865 Trigonometric Survey Sheet O2, Historical Atlas of Sydney (City of Sydney Archives)

¹⁶ Rate assessment books, Macquarie Ward 1867 (City of Sydney Archives)

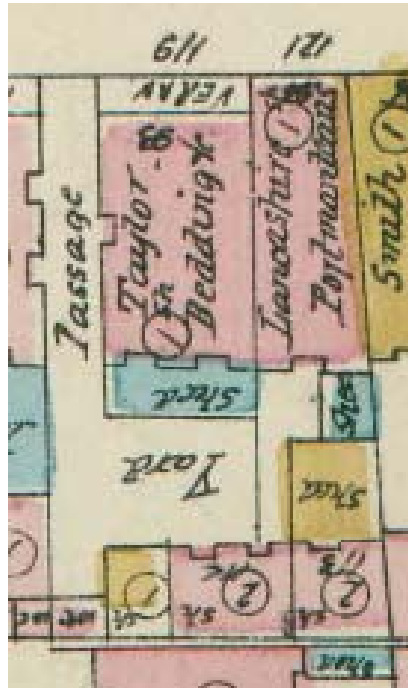


Figure 2.7: Detail from Dove's 1880 plan showing 131-135 Bathurst Street (TH-C east) (shown as 119-121 on figure).

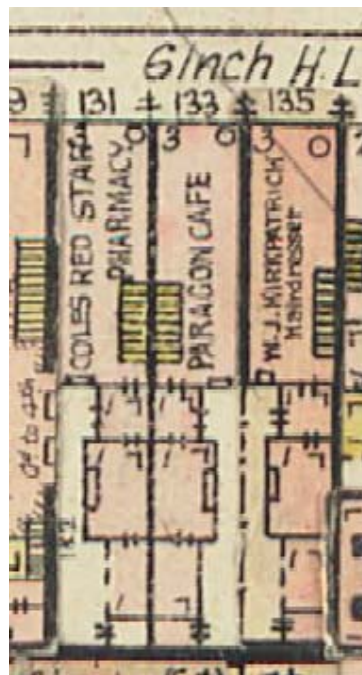


Figure 2.8: Detail from 1920s Fire Underwriters plan showing 131-135 Bathurst Street (TH-C east).



Shops c. 1882- present

Dove's 1880 plan shows the premises in what was to be the final years of their use (Fig. 2.7).¹⁷ By 1882 these buildings had been demolished and replaced by a three-storey brick building that housed three shops numbered 131-135 Bathurst Street, each of seven rooms.¹⁸ While this had the appearance of a single building the three shops were separate within it, not just on the ground floor but on all three floors. The footprint of the building is shown in the 1890 detail survey and the Fire Underwriters Plan shows the arrangement within the building (Fig. 2.8).¹⁹ From the 1880s and into the early part of the 20th century occupants of the shops included a second hand clothier, pawnbroker, locksmith, tobacconist, hairdresser and pharmacy, while the centre shop No. 133 Bathurst Street was for some time a restaurant or café.²⁰ The City Council records do not indicate that any major works have taken place within the building.²¹

2.2.3 Pitt Street Worksites (TH-D and TH-E)

These worksites are within the historic alignment of Pitt Street. The nature of archaeological remains would be older road surfaces, such as woodblocks, and older services.

¹⁷ Percy Dove, Wharf and street directory of Sydney 1880, Blocks 31 & 32, Historical Atlas of Sydney (City of Sydney Archives)

¹⁸ Rate assessment books, Macquarie Ward 1882 (City of Sydney Archives)

¹⁹ Metropolitan Detail Survey Sections 14, 15, 16 & 17, dated 1890 (Mitchell Library) and Fire Underwriters Plans Block No. 170, Historical Atlas of Sydney (City of Sydney Archives)

²⁰ *Sands Directories* 1888, 1900 & 1917

²¹ Street cards, 131-135 Bathurst Street (City of Sydney Archives)



2.3 Martin Place Station

Worksites for this station include a large area between Castlereagh and Elizabeth streets (MP-A), in Martin Place on the western side of Castlereagh Street (MP-B) and in the Castlereagh Street roadway south of Martin Place (MP-C) (Fig. 2.9).

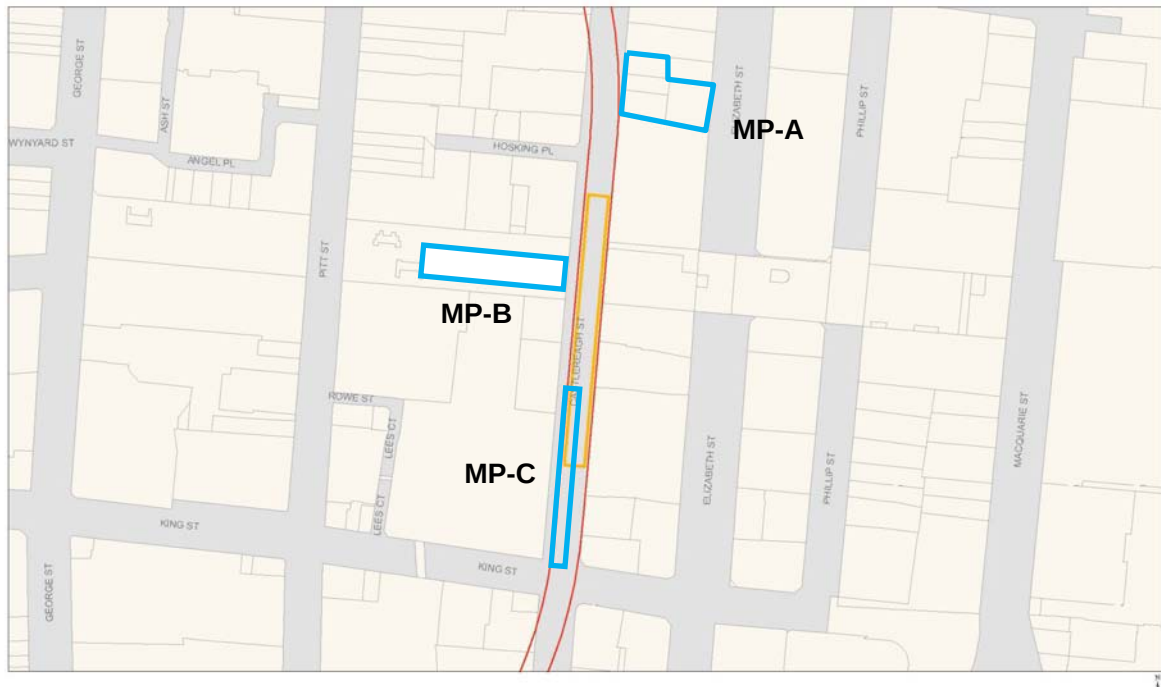


Figure 2.9: Martin Place Station worksites.

2.3.1 Martin Place

This area first saw settlement c.1802 with lines of streets parallel with the main street (George Street). Initially occupied by small residential housing, large commercial premises such as warehouses were built from the 1870s.

Martin Place itself was the result of widening an earlier roadway (Moore Street), after a major fire devastated the area in 1890, to create a suitable setting for the General Post Office. Both sides of Martin Place in this location have subways connected to the existing railway network





Figure 2.10: Detail of Harper's 1823 plan showing buildings on the proposed Castlereagh / Elizabeth worksite (MP-A).

2.3.2 4-12 Castlereagh Street and 5-9 Elizabeth Street (MP-A)

Early occupation

The earliest subdivision of the narrow city block bounded by Castlereagh, Hunter, Elizabeth and King streets (Sydney Section 39) consisted of lots that extended across the whole width of the block from Castlereagh Street to Elizabeth Street at least from the early 1820s. The buildings on these lots faced Castlereagh Street (Fig. 2.10). The initially small dwellings were replaced by a new set of dwellings in the early 1840s which lasted until the 1880s.

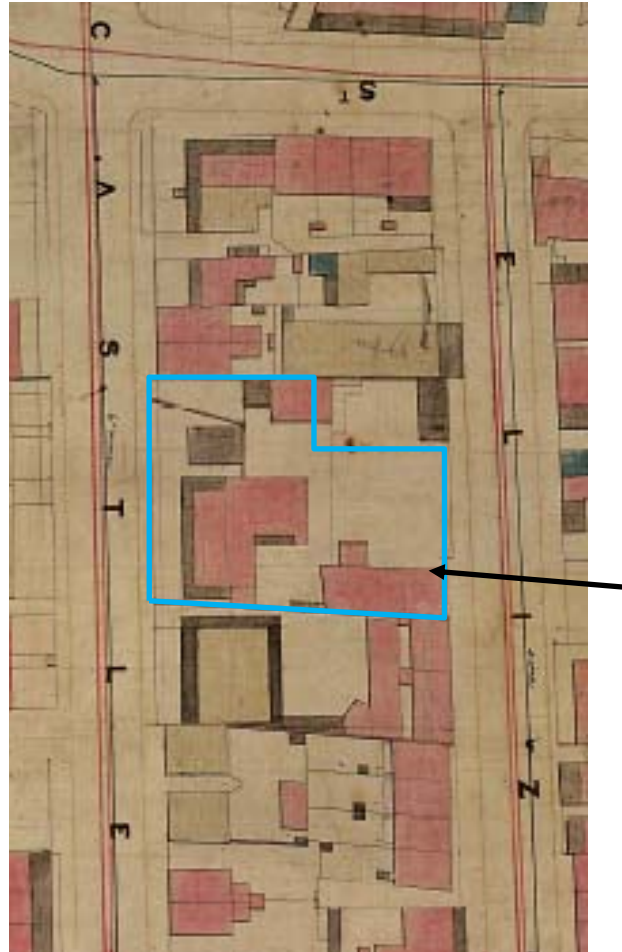


Figure 2.11: Detail of 1865 plan showing Castlereagh and Elizabeth Streets worksite (MP-A). The southeast corner of the site (arrowed) does not appear to have a basement level.

Residence and store 1840s-

By the early 1840s the small dwellings off Castlereagh Street had been replaced and the lots combined, extending from Castlereagh Street to Elizabeth Street and with a single residence on the Castlereagh Street frontage. The new residence at No. 366 Castlereagh Street was owned and occupied by William Foster, a barrister.²² In the 1845 rate assessment book the building on the Castlereagh Street side of the property was described as a stone and brick, shingled residence of two floors with seven rooms with a stone stables in the rear. On the Elizabeth Street side was a two storey 'excellent store' built of stone and then unoccupied.²³ The property was later acquired by William Whaley Billyard, a solicitor, continuing the legal association with the house.²⁴

The 1865 survey shows the arrangement of the buildings with a substantial open area on the Elizabeth Street frontage with the store and outbuildings associated with the residence off

²² Francis Low (compiler): *The City of Sydney Directory for MDCCCXLIV-V*, originally published 1844, facsimile reprint Library of Australian History, North Sydney, 1978

²³ Bourke Ward rate assessment 1845 Nos. 437 & 446 (City of Sydney Archives)

²⁴ Ownership by Billyard shown on Sydney & Suburban Map Publishing Co., City of Sydney 1888, M3 811.16/1888/1 (Mitchell Library) and various correspondence from W W Billyard on legal matters (City of Sydney Archives)

Castlereagh Street.²⁵ (Fig. 2.11). By 1880 a detached building to the north of the main residence had been removed but the rest of the buildings remained essentially unaltered. Dove's 1880 survey shows an area of garden in front of the house (No. 34 Castlereagh Street) and identifies two outbuildings on the northern boundary as a coach shed and coach house (Fig. 2.12). In an increasingly crowded city the house retained a considerable area of vacant land on the Elizabeth Street side where the store was identified as No. 51 Elizabeth Street.²⁶ By 1888 this was occupied by Mr Perry.²⁷



Figure 2.12: Detail from Dove's 1880 plan showing the study area. Only the lower right (southeast) corner has the potential to retain archaeological remains.

²⁵ 1865 Trigonometric Survey of Sydney Sheet D1 (State Records NSW)

²⁶ H Percy Dove: *Complete wharf directory*, 1880 Block 16 (Sydney City Council Archives, Historical Atlas of Sydney website)

²⁷ Sydney & Suburban Map Publishing Co., City of Sydney 1888, M3 811.16/1888/1 (Mitchell Library)

Twentieth-century developments

The date of demolition of the nineteenth-century house on Castlereagh Street has not been established but by 1921 there was at least one new building on this street frontage, the Builders Exchange, owned and occupied by the Master Builders Association. This was now No. 12 Castlereagh Street.²⁸ Later rate assessments indicate that this building had a basement level.²⁹ The present building on the site (formerly the BNP building) was constructed in the 1970s.

On the Elizabeth Street frontage the store at the south end of the block that had been occupied by a Mr Perry in 1888³⁰ was replaced by a row of single storey brick shops (Nos 9-19 Elizabeth Street) owned in 1921 by W H Perry.³¹ These were replaced in turn by Engadine Chambers, a two-storey row of shops and a wine saloon with some residential accommodation.³² Engadine Chambers were demolished in 1966 for the construction of the present building (No. 9 Elizabeth Street).³³

The block immediately to the north was redeveloped in 1938 for a block of flats designed by Emil Sodersteen, owned by Seven Elizabeth Street Ltd, the present No. 7 Elizabeth Street. There had previously been a building on the site and this was demolished for the 1938 building.³⁴

No. 5 Elizabeth Street which occupies the full width of the block to Castlereagh Street was built in 1972. This occupies the land along the northern boundary of the nineteenth-century house where the coach shed, coach house and presumably also the stables were located. There is no evidence on the City Council building cards on any earlier twentieth-century buildings on this site.³⁵ However it might have been in use as part of premises on Castlereagh Street.

²⁸ Bourke Ward rate assessment 1921 (City of Sydney Archives)

²⁹ Macquarie Ward rate assessment 1948 (City of Sydney Archives)

³⁰ Sydney & Suburban Map Publishing Co., City of Sydney 1888, M3 811.16/1888/1 (Mitchell Library)

³¹ Bourke Ward rate assessment 1921 (City of Sydney Archives)

³² Macquarie Ward rate assessment 1948 (City of Sydney Archives)

³³ Building Cards Elizabeth Street (City of Sydney Archives)

³⁴ Building Cards Elizabeth Street (City of Sydney Archives)

³⁵ Building Cards Elizabeth Street (City of Sydney Archives)



2.4 Barangaroo-Wynyard Station

2.4.1 Barangaroo

The majority of the large worksite at Barangaroo (BW-A) is reclaimed land and wharfage to the west of Sussex Street (Fig. 2.14). There is no evidence at present to indicate this area would retain archaeological remains other than features connected to twentieth-century wharfage and nineteenth and early twentieth-century reclamation. The eastern part of the BW-A worksite is centred around Napoleon Street under the Western Distributor.

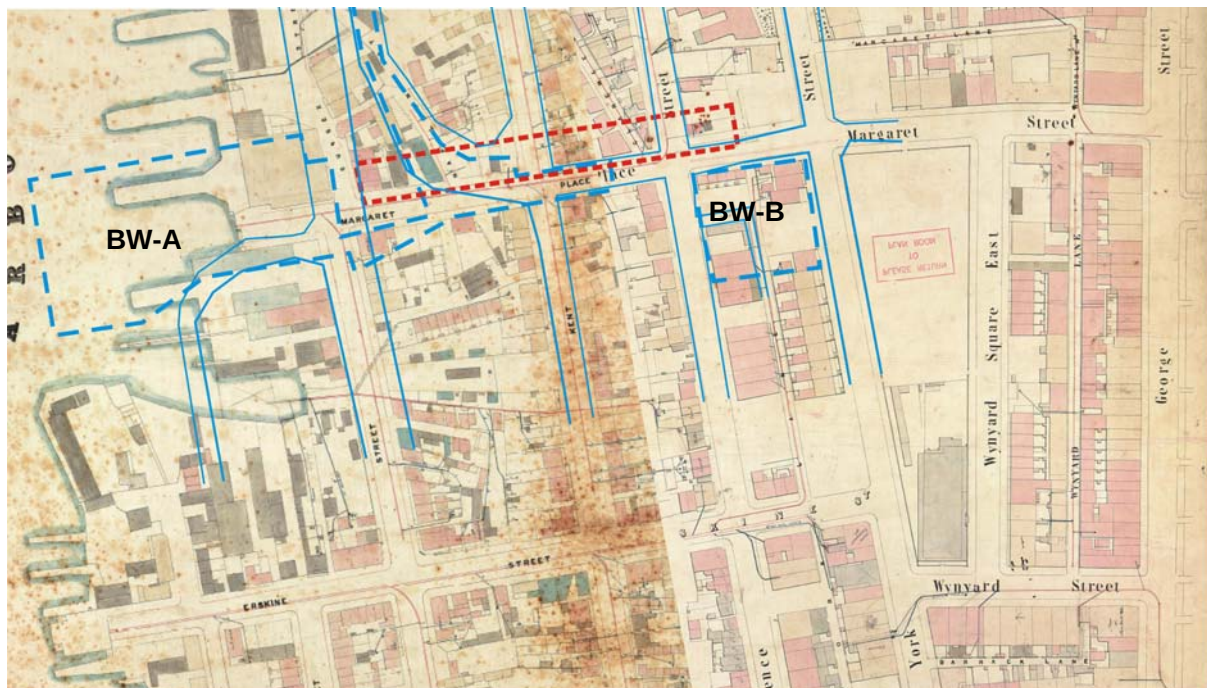


Figure 2.13: Overlay of proposed station (red broken line) and worksites (BW-A, BW-B) onto 1865 plan.

2.4.2 Napoleon Street

The worksite at the southern side of the Napoleon Street intersection with Margaret Street includes the disturb remains of housing and industrial sites dating from the first half of the nineteenth century. The main areas of proposed sub-surface impact is in the southern end of Napoleon Street where it intersects with Margaret Street. An overlay of the proposed work areas onto the 1865 plan (Fig. 2.14) shows that the line of Napoleon Street has changed and the current street alignment overlies most of the earlier street with sections of properties on both sides of the roadway. This area was substantially modified by the Sydney Harbour Trust in the early decades of the twentieth century and it is not known at present how much impact this may have had on the original ground levels and therefore on the potential archaeological remains. The KENS site immediately south of Margaret Street was extremely rich in archaeological remains dating from the early nineteenth century.

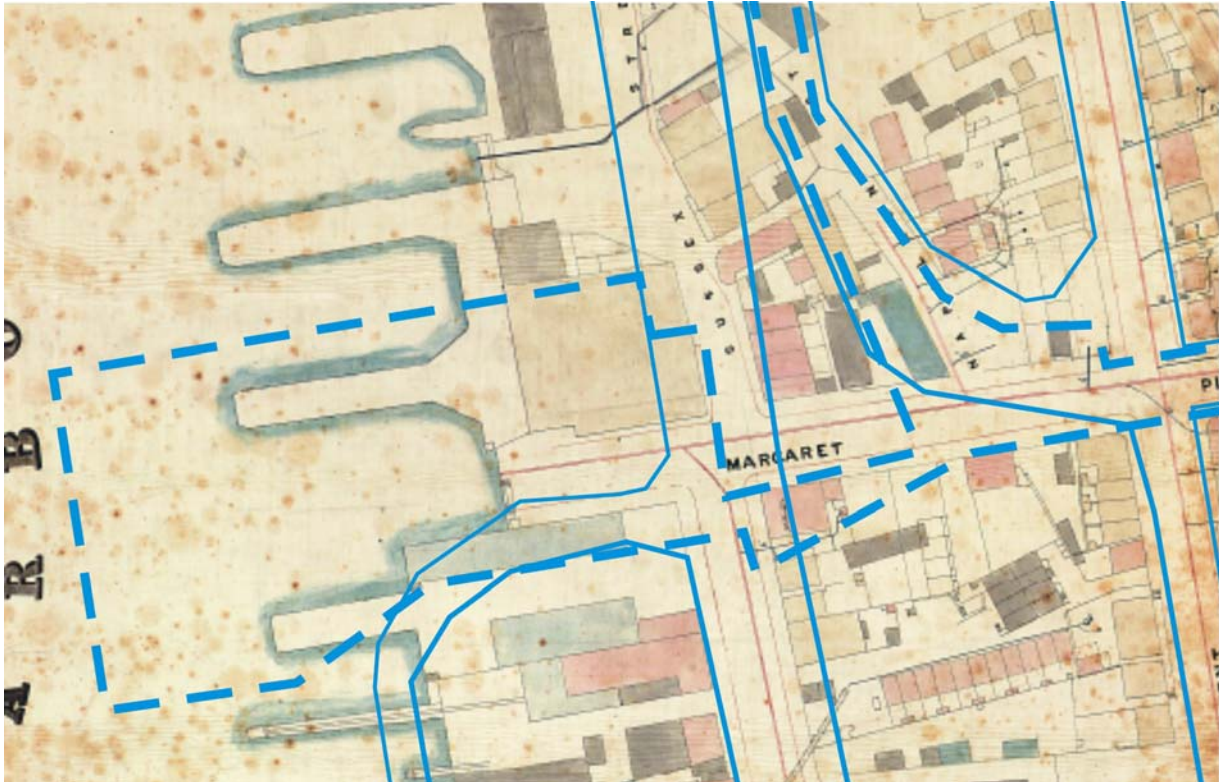


Figure 2.14: Worksite BW-A (broken blue line) overlaid onto 1865 plan, with modern street alignment shown by unbroken blue lines. The realignment of Napoleon Street (right) can be seen.

2.4.3 Wynyard

The worksite at the northern end of the block bordered by Margaret, Clarence and York streets (BW-B) has been impacted by the existing twentieth-century buildings. Only the southwest corner of the worksite, at 36-38 Clarence Street, has the potential to retain deeper sub-surface features.³⁶ The line of Clarence Street represents the western side of the early nineteenth-century military barracks that occupied the land around Wynyard Park.

2.4.4 Pedestrian Link

The proposed Barangaroo-Wynyard pedestrian link from Wynyard will be aboveground at the Barangaroo end with most of the route bored tunnel. The area where it crosses Sussex Street is understood to have been impacted by the KENS development and the archaeological program conducted there. Where the route is at depth, it has no archaeological potential. Where surface works are required they are understood to be within existing roadways which will have limited archaeological potential. If the future route crosses George Street it will enter the Tank Stream Valley which has a high potential to retain remains from early Sydney.

³⁶ Lavelle & Mider, *Archaeological Zoning Plan for Central Sydney*, 1992, p.16.

2.5 Pyrmont Station

The proposed worksites are to the south of the line of Union Street (Fig. 2.15). The land to the north of this line was the Macarthur Estate, settled from the early 1800s, while the land to the south was the Harris Estate, mostly subdivided in the 1880s. The 1850s plan of the area shows the intended station worksites as vacant ground (Fig. 2.16).

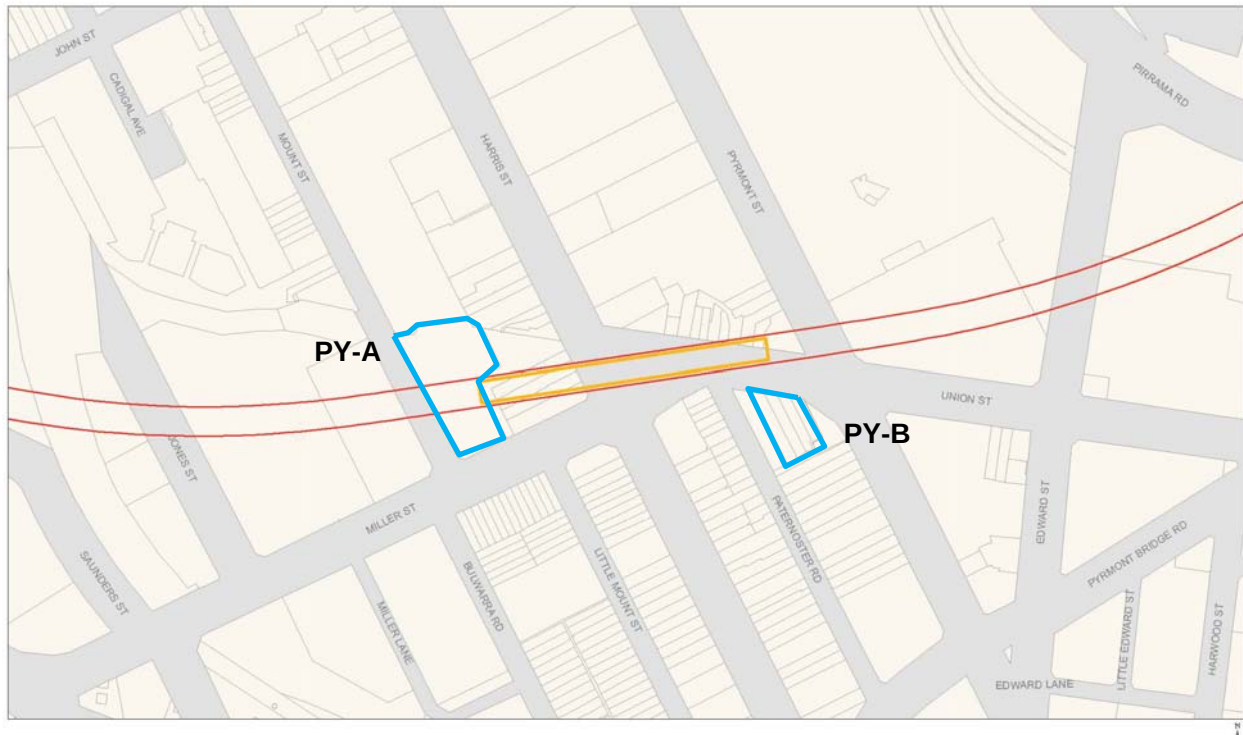


Figure 2.15: Pyrmont Station worksites - Alternative 1.

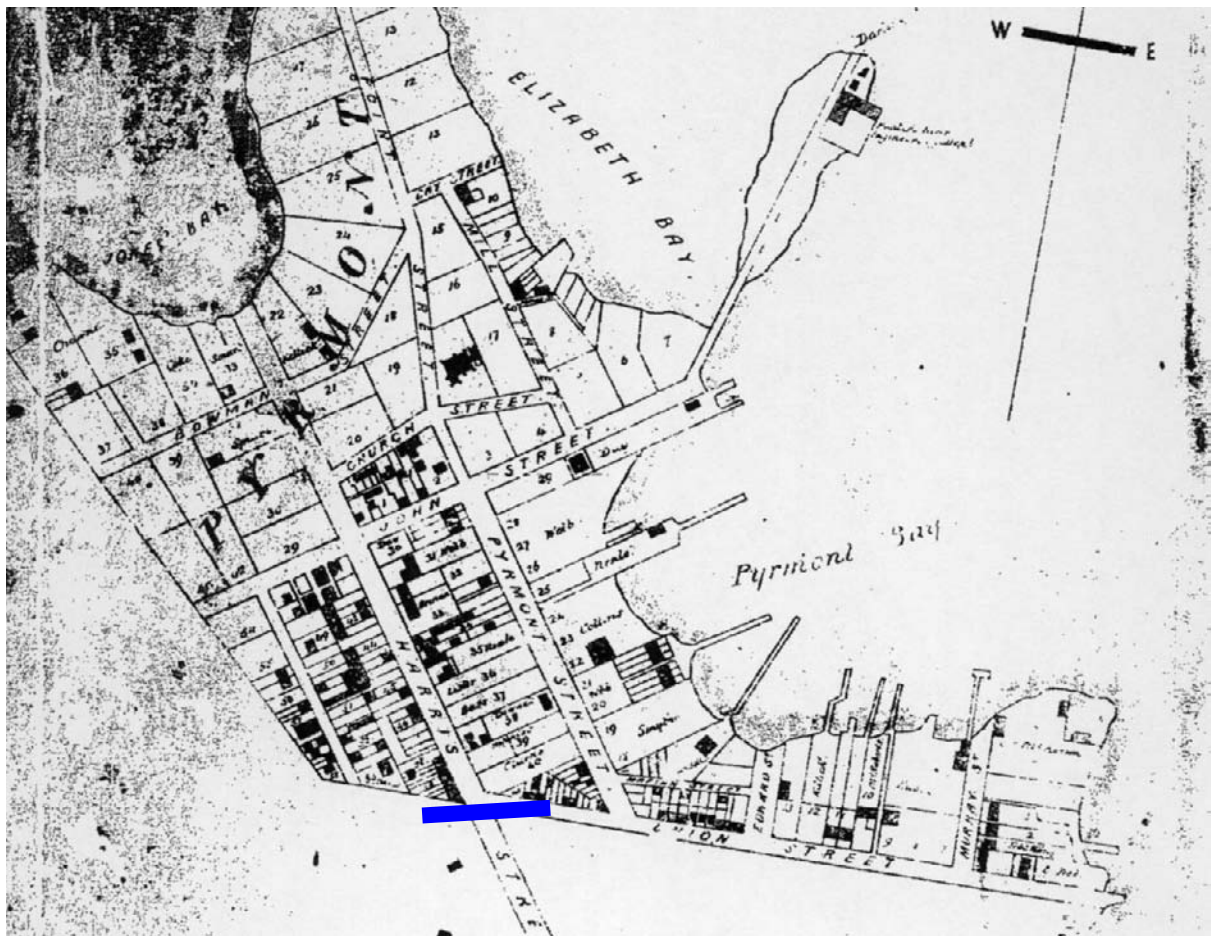


Figure 2.16: Detail from 1850 plan of Pyrmont, with line of metro station platform indicated.

The northeast end of the Pyrmont peninsula, an area of 55 acres, was granted to Thomas Jones in 1795 and was subsequently purchased in 1799 by John Macarthur who named it the Pyrmont Estate.³⁷ The southern boundary of this grant can still be read in the street and subdivision plan, marked by the line of Union Street and a continuation of this line to the west across Mount Street. Immediately to the south of Jones' grant an area of 24 acres was granted to John Malone in 1794.³⁸ Surrounding Jones' and Malone's grants to the west and south was an extensive area granted to John Harris which, together with Harris' other grants bordering the Parramatta Road, became known as the Ultimo estate after the house of that name.³⁹

The land of which the study area is part does not seem to have found a buyer when the estate was first subdivided and in 1879 John Harris leased the land to George Pile, an auctioneer, for development.⁴⁰ With the exception of a few leases to individuals in the 1870s, the area appears to have been unoccupied at this date.⁴¹

³⁷ Parish of St Andrew Portion 15

³⁸ Parish of St Andrew Portion 17

³⁹ Parish of St Andrew Portions 16

⁴⁰ Bk 193 No. 134 lease dated 1 July 1879 (Land & Property Information, Department of Lands)

⁴¹ Bk 193 No. 134 and Vol. 1185 Fol. 176 (L&PI) for reference to leases. The 1870 *Sands Directory* has no listings for properties on the west side of Pyrmont Street south of Union Street which is where the street ends.

Union Street and Pymont Street, Ultimo (PY-B)

Building development began in the early 1880s and by 1883 there was a row of combined shops and dwellings on the south side of Union Street between Paternoster Row (which ran the length of the block from Union Street to Gipps Street providing a back lane for buildings on Pymont Street and Harris Street) and Pymont Street. These were eventually numbered Nos. 1-13 Union Street. No. 1 Union Street, at the corner of Union Street and Paternoster Row, was of a different plan from the rest of the buildings and was the premises of the Mercantile Bank of Sydney and also the residence of its manager.⁴² At the back of Nos 9-13 Union Street there was another building. This had a frontage to Pymont Street, but was set back from it, and had a right of way at the back of the premises to Paternoster Row. By 1896 No. 13 Union Street appears to have been extended at the back to meet the end wall of the terrace on Pymont Street, across the street frontage to the building at the rear of Nos. 9-13, suggesting that it was used in conjunction with it.⁴³

The 1888 detail survey (Fig. 2.17) shows these buildings and the rapid rate of development in the locality in the early 1880s. By 1888 all of the lots in Section 57 were built on.⁴⁴

**Miller Street and Mount Street, Ultimo (PY-A)
(108-114 Miller Street)**

The corner of Mount Street and Miller Street (Section 61 of the subdivision of the Ultimo estate) has the same early history as corner of Union Street and Pymont Street. In the subdivision of the Ultimo Estate the area bounded by Mount Street on the west, Miller Street on the south, Harris Street on the east and the cliff face that formed the southern boundary of the Pymont Estate on the north was Block 61.

This land remained in the ownership of the Harris family and in 1864 was conveyed to Margaret Harris, together with six other blocks of the Ultimo Estate, under the terms of the will of John Harris senior.⁴⁵ Margaret was unmarried and, as such, able to hold property in her own right. As with other blocks in the area there is little evidence of any occupation or activity for some 20 years after the estate was first subdivided.

In November 1878 Margaret Harris leased Block 61 to Charles Saunders, quarry master, whose quarries were one of the most important activities on the peninsula, providing the yellow block sandstone that was such an important and distinctive building material, widely used in Sydney. The lease was for a period of 50 years from 1 January 1879 for an annual rent of £100. A condition of the lease was that Saunders would build, at his own cost, a dwelling house of not less than four rooms. This was to front Miller Street and the house was to cost £500 and to be of stone or brick 'with the best lime cement'.⁴⁶

Charles Saunders' family home 'Clifton Villa' was immediately to the north of Block 61, on the top of the cliff face that formed the boundary of the Pymont Estate. This property had been purchased in the late 1860s and the family moved there in about 1870.⁴⁷ The house can be easily identified in the 1888 detail survey with its entrance on Harris Street but set well back from it, on an elevated site (Fig. 2.18).⁴⁸ Immediately next door on Harris Street, to the south of the

⁴² *Sands Directory* 1885 & 1890

⁴³ DP3266 (L&PI)

⁴⁴ Metropolitan Detail Survey, City of Sydney Section H3 (1888) Z M Ser 4 811.17/1 (Mitchell Library)

⁴⁵ Bk 90 No. 903 dated 6 September 1864 (Department of Lands, Land & Property Information)

⁴⁶ Bk 305 No. 759 lease dated 4 November 1878 (L&PI)

⁴⁷ Robert Irving: *Paradise Purgatory Hell Hole. The story of the Saunders sandstone quarries Pymont*, 2006, Media Masters, pp 29 & 34

⁴⁸ Metropolitan Detail Survey, City of Sydney Section H3 (1888) Z M Ser 4 811.17/1 (Mitchell Library)

house entrance stairs, Saunders had built a Primitive Methodist Chapel (currently used as a kindergarten). Leasing Block 61 protected his own premises and enabled him to decide what would be built there.

In March 1885 Charles Saunders subleased the eastern part of Block 61 to his son Robert who was both a quarry master and a building contractor. The annual rent was £100 and the term was for the residue of Charles' own lease with Margaret Harris.⁴⁹ Here Robert erected 'Saunders Terrace' (Nos 117-125 Harris Street), a terrace of five three-storey shops with dwellings above built by the stonemason Robert Agnew. Three are shown in the 1888 Detail Survey and so must have been built between 1885 and 1888.⁵⁰

On the remainder of Block 61 (the western side) the 1888 detail survey shows only one house with a frontage to Miller Street, so it seems likely that this was the house that Charles Saunders had to erect as a condition of his lease. Immediately next to the house, and abutting it on the corner of Mount Street and Miller Street, were larger buildings arranged around a yard on the Mount Street frontage.⁵¹

Evidence from street directories indicates that this was the works of John L Beck a wood turner. The premises were variously described as a turnery works, sawmill and box factory. From at least 1910 Mrs M Beck teacher of painting was also mentioned in the street directories, as was her studio.⁵²

Charles and Emily Saunders' daughter Matilda married John Beck in New Zealand in 1882 and the couple later returned to Sydney where Matilda became an artist.⁵³ John L Beck's turnery works is listed in the 1885 *Sands Directory* and it seems most likely that the house in Miller Street was the home, with associated work premises, provided for them by Matilda's parents, close to Clifton Villa. The Beck family continued to live and work at the corner of Mount and Miller Street until at least 1920 and possibly until the property finally changed hands in 1928.

Margaret Harris died in May 1926 and under the terms of her will her executor and trustee was the Perpetual Trustee Company who sold the land (the whole of Block 61) to the English Scottish & Australian Bank Ltd in 1928 for £11,700.⁵⁴ The ES&A Bank had a branch in Saunders' Terrace at the corner of Harris Street and Miller Street at this date. Shortly afterwards the land was put up for auction by the ES&A Bank through Raine & Horne divided into three lots: Lot A the ES&A Bank No. 125 Harris Street, at the corner of Harris Street and Miller Street; Lot B Nos. 117-123 Harris Street (the remainder of the three-storey Saunders Terrace); and Lot C the land at the corner of Mount Street and Miller Street including the house on Miller Street, the timber yard and its associated buildings.⁵⁵ Lot C was sold to Alexander, Arthur, Edmond and Ernest Swadling, timber carriers and Ernest Marr an engineer, all of Pyrmont for £4,600.⁵⁶ Plans on both the contract and the conveyance to Messrs Swadling and Marr show the buildings on the site at this date. *Sands Directory* for 1920 lists Swadling & Sons timber merchants and Marr & Sons store yard on Miller Street, on the west side of Mount Street so it would seem that they

⁴⁹ Bk 305 No. 760 Underlease dated 10 March 1885 (L&PI)

⁵⁰ Robert Irving: *Paradise Purgatory Hell Hole. The story of the Saunders sandstone quarries Pyrmont*, 2006, Media Masters, pp 34-35

⁵¹ Metropolitan Detail Survey, City of Sydney Section H3 (1888) Z M Ser 4 811.17/1 (Mitchell Library)

⁵² *Sands Directories* 1885, 1889, 1900, 1910 and 1920

⁵³ Robert Irving: *Paradise Purgatory Hell Hole. The story of the Saunders sandstone quarries Pyrmont*, 2006, Media Masters, p 82

⁵⁴ Bk 1509 No. 154 conveyance dated 7 March 1928 (L&PI)

⁵⁵ Bk 1519 No. 463 terms of contract for auction sale on 3 May 1928 with plan (L&PI)

⁵⁶ Bk 1544 No. 173 conveyance with plan dated 7 January 1929 (L&PI)



were already local firms by the time they acquired the land at the other corner of Mount and Miller Street.

Parts of the premises (No. 108 Miller Street) were occupied by Swadling & Sons while Nos. 110 and 112 Miller Street had a variety of occupants including Spriggs Builders Supply Company, the Anaesthetic & Portable Machine Co (surgical appliances) and the Austral Sawdust Company.⁵⁷ The 1949 plan identifies No. 108 at the corner of Miller and Mount Street (Fig. 2.19) By this date the building on the house site (possibly No. 110 Miller Street) seems to have been reduced in size and a single storey building (possibly No. 114 Miller Street) is shown next door adjacent to the right of way.⁵⁸

In 1960 following the deaths of all of the Swadling partners, described as master carriers, the premises were sold to the Dale Manufacturing Co. Pty Ltd for £15,000.⁵⁹ Two years later in October 1962 they were sold to Port Jackson Stevedoring for £25,000.⁶⁰ The company still owned the land in 1986.⁶¹ The title is currently held by Chapel Street Pty Ltd.

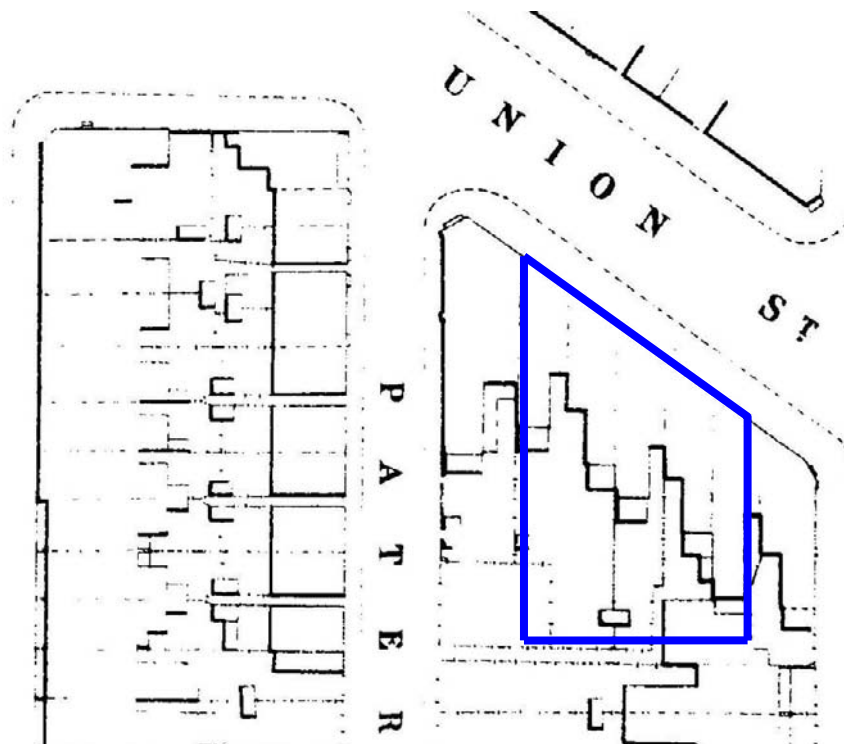


Figure 2.17: Detail of 1888 detail survey showing the corner of Union Street and Pymont Street (PY-B).

⁵⁷ *Sands Directory* 1931 and *Wise's PO Directory* for 1942 and 1947

⁵⁸ City of Sydney 1948 Sheet 6 FM4/10876 (Mitchell Library)

⁵⁹ Bk 2519 No. 540 conveyance dated 5 February 1960 (L&PI)

⁶⁰ Bk 2630 No. 818 conveyance dated 18 October 1962 (L&PI)

⁶¹ Vol. 15460 Fol 241 dated 17 September 1986 Lot 2 in DP 224521 (L&PI)



Figure 2.18: Detail of 1888 detail survey showing the corner of Mount and Miller streets (PY-A).

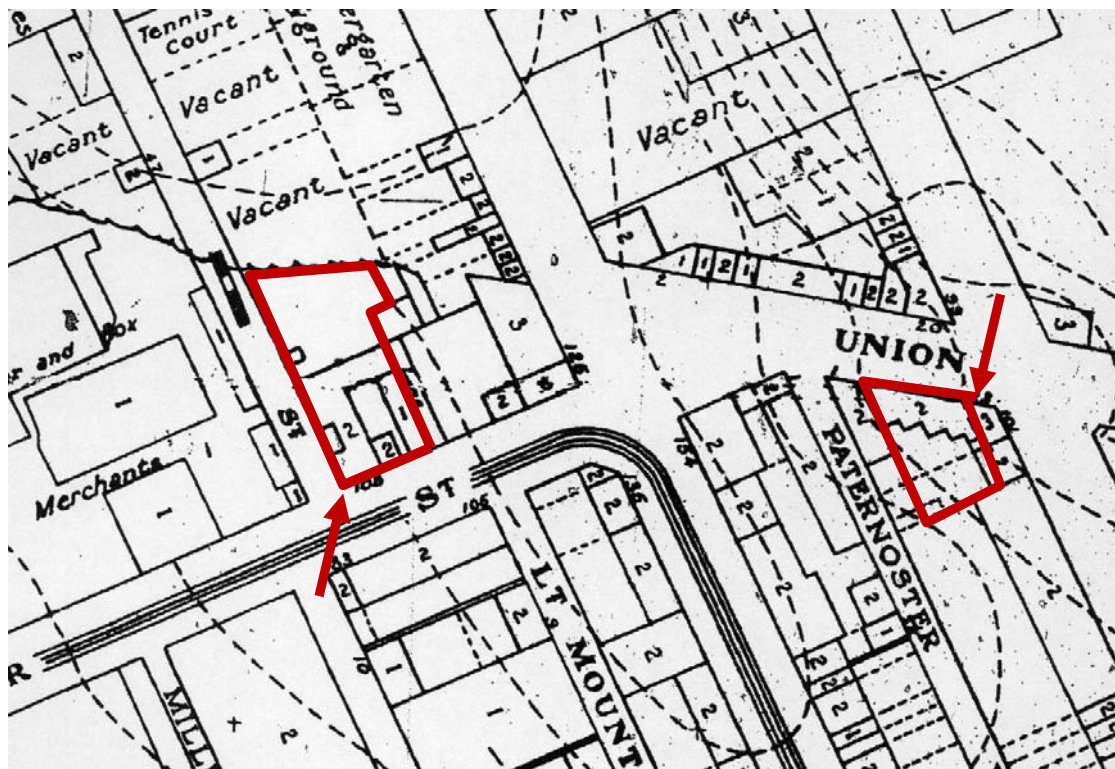


Figure 2.19: City of Sydney Engineers plan c.1949 showing the two Pymont sites.

2.5.1 Pymont Station, Alternative 2

An alternative design for Pymont station is shown at Figure 2.20. The main implication of this version is that a building housing the station entrance would be constructed at the corner of Pymont Street and Union Street. This site was previously occupied by a three-storey terrace. The worksite would extend into Union Street.



Figure 2.20: Pymont Station worksites - Alternative 2.

2.6 Future White Bay Station

The White Bay power station was a coal-fired power station built in 1912 by the Department of Railways to supply power to Sydney's tramways and later for the electrification of city and suburban railways. The power station and its immediate curtilage is listed on the State Heritage Register (SHR). The area to the east of the White Bay power station is to be used as a main construction worksite and location of the future White Bay Station (Fig. 2.21).

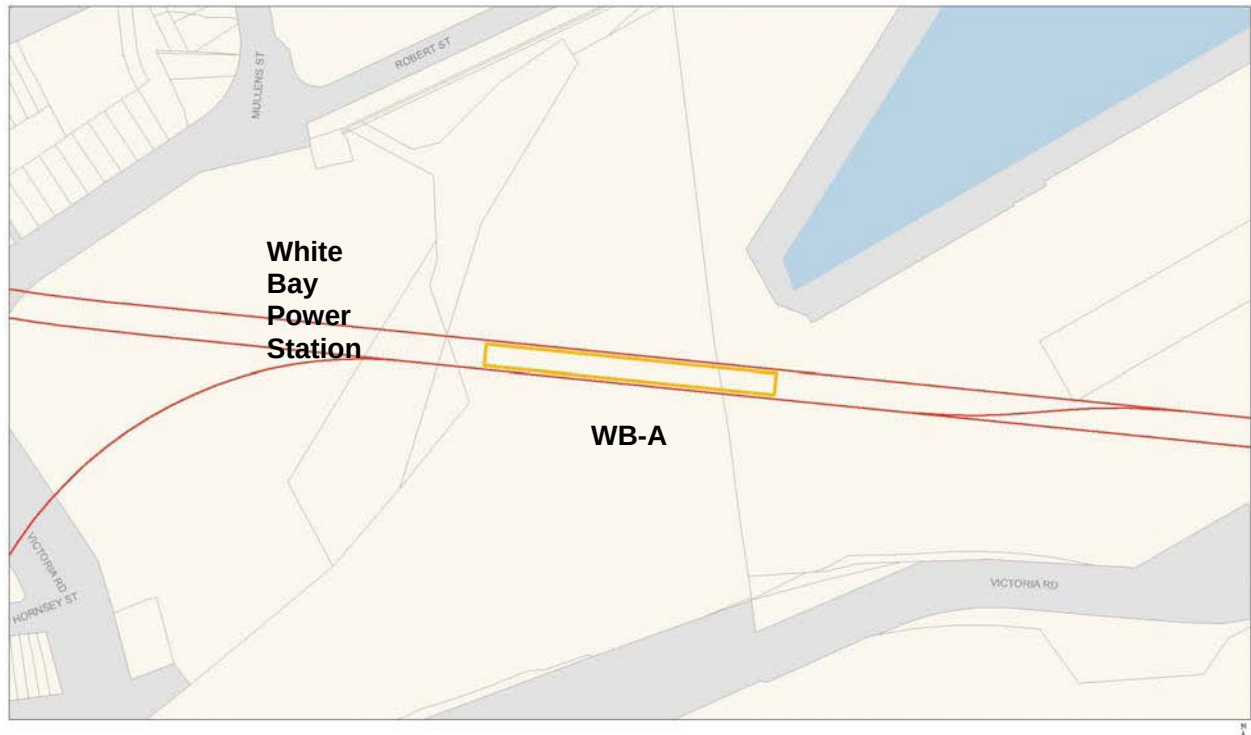


Figure 2.21: Future White Bay Station worksite.

The 1943 aerial photograph shows the power station with train lines on the eastern side (Fig. 2.22). There appears to be no substantial plant buildings to the east of the power station, the area reserved for railway sidings and coal yard (Fig. 2.23).

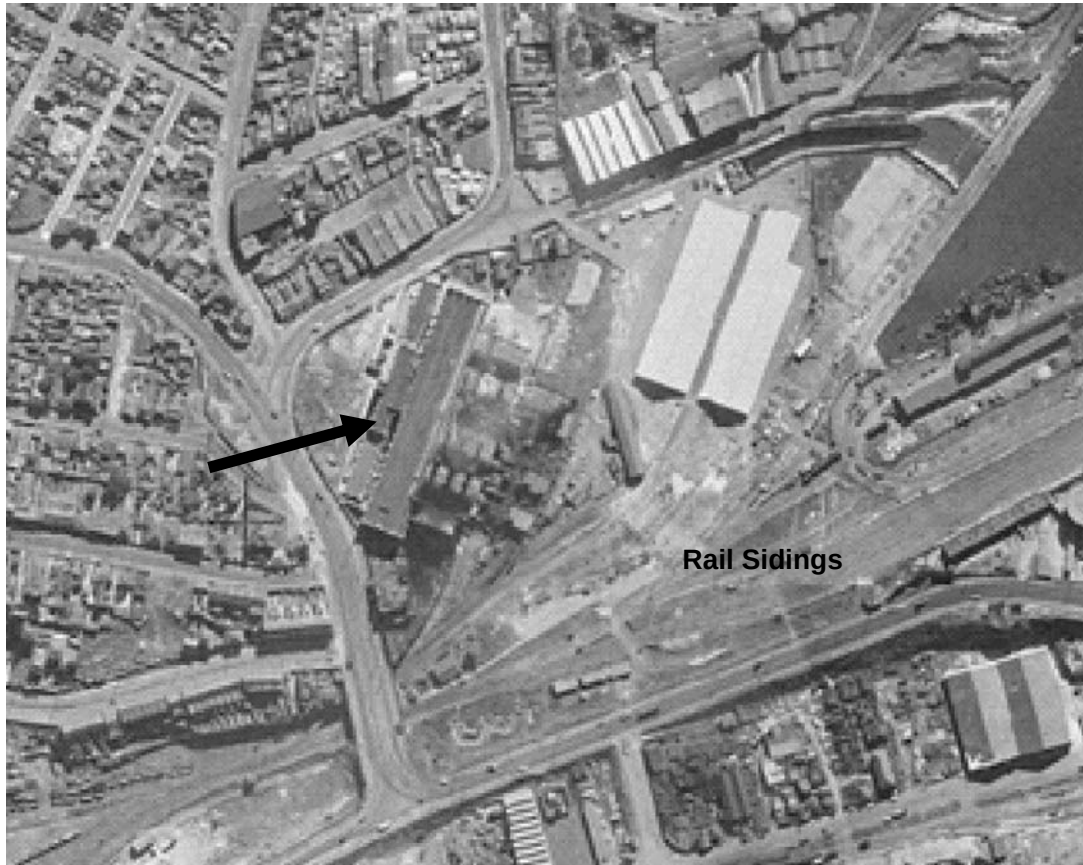


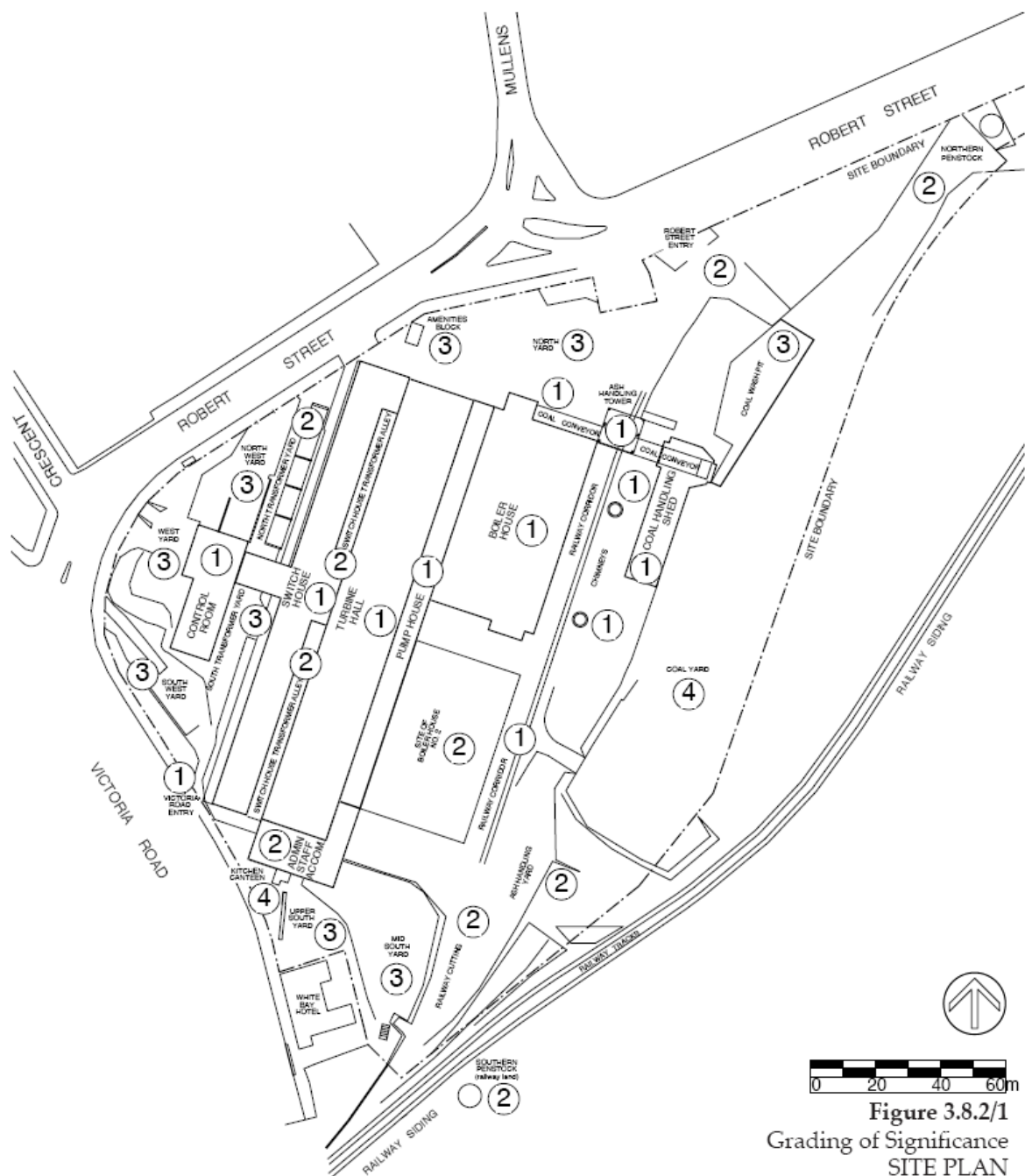
Figure 2.22: Detail of 1943 aerial showing the White Bay Power Station (arrowed) with rail sidings on southeastern side.

There is reference to two inlet channels that supplied salt water for the White Bay power station circulating water system. These two channels, the northern and southern inlets, are said to be covered by the wharves, while the only visible elements:

beyond the walls of the Turbine Hall, are the northern and southern penstocks [shown in Fig. 2.23]. The southern inlet runs into Rozelle Bay in the vicinity of Wharf 6 / 7. The northern inlet runs to the head of White Bay.⁶²

It is likely that other services, such as electrical cabling from and to the power station to the adjacent railyards, travel through the area proposed for the new station.

⁶² http://www.planning.nsw.gov.au/asp/pdf/05_0057/volume01/0022357rp1vol1-final_chapter_12_part_2.pdf. Pers. com. Peter Phillips, Orwell & Peter Phillips Architects.



WHITE BAY POWER STATION CONSERVATION MANAGEMENT PLAN - ENDORSED BY THE NSW HERITAGE COUNCIL JANUARY 2004
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Figure 2.23: Plan of White Bay Power Station. After Design 5 Conservation Management Plan (2005).

2.6.1 Former Rozelle Marshalling Yards

The former Rozelle railway marshalling yards appear to occupy reclaimed land at the head of Rozelle Bay. The yards are clearly visible on the 1943 aerial photograph (Fig. 2.24). The area seems to have been reclaimed for railway use. There is no evidence for earlier land use.



Figure 2.24: Detail from 1943 aerial photograph showing the former Rozelle railway marshalling yards.

2.7 Rozelle Station

The Rozelle Station platform is located under Victoria Road and station worksites located on three corners of the Victoria Road / Darling Street intersection (Fig. 2.25).



Figure 2.25: Rozelle Station worksites.

2.7.1 St Thomas' Church

The eastern corner of the Victoria Road / Darling Street intersection is occupied by the St Thomas Church complex with its Blacket-designed church (1874), parsonage and schools. These are shown on the 1896 Metropolitan Detail Survey (Fig. 2.26) where the proposed worksite is shown as largely vacant, although the southern end of the worksite intrudes into the yard areas of a house fronting Victoria Road.

2.7.2 St Pauls' Church

In terms of historic land-use, the proposed worksite was vacant in 1896 (Fig. 2.26). It was bounded by the adjacent St Pauls Presbyterian Church on Darling Street and its manse at the northern end. There is no evidence for graves in the grounds of the church. Burials in this period would most likely to have been in the Balmain Cemetery (1868-1912) or another general cemetery. The 1896 also shows a post office on this corner, removed when Victoria Road was widened.

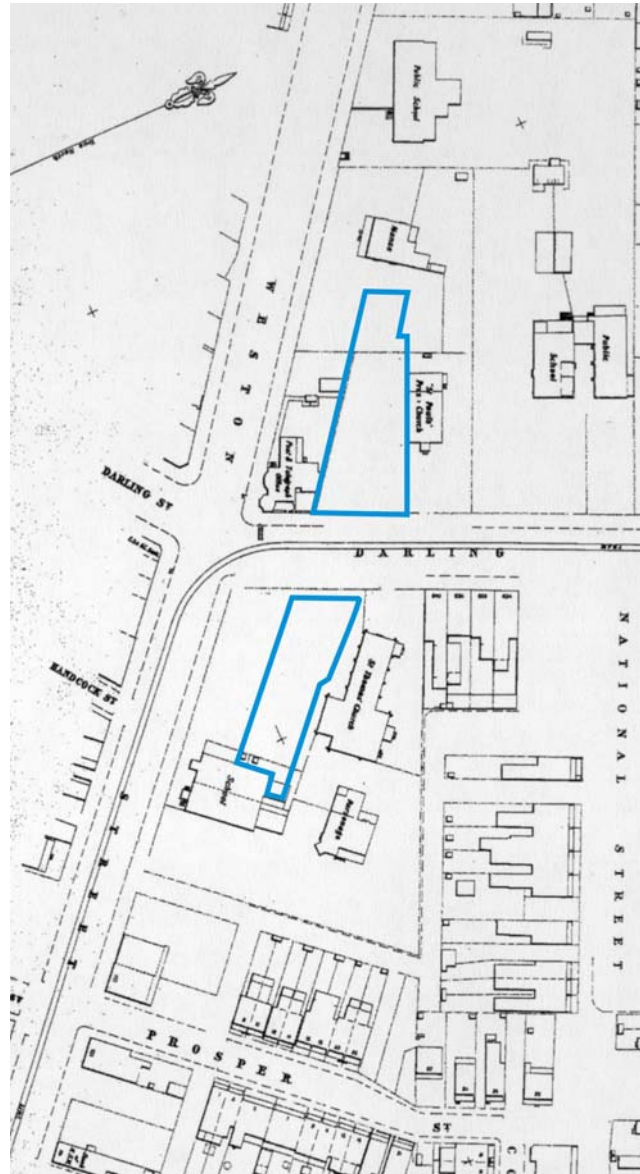


Figure 2.26: Detail of 1896 plan with the proposed worksites RZ-C and RZ-E overlaid. The effect of the widening of Victoria Road can be seen. Both sites are largely vacant.

2.7.3 Darling Street Shops

The southwestern corner of Victoria Road and Darling Street (RZ-D) is shown as being occupied by shops or terrace houses on the 1890 plan (Fig. 2.27). These shops appear to have been built c1883 and included a corner shop and several adjacent shops along Darling Street. By the early twentieth century the corner shop was a butcher's shop, with the others a hairdresser, furniture dealer and chemist.

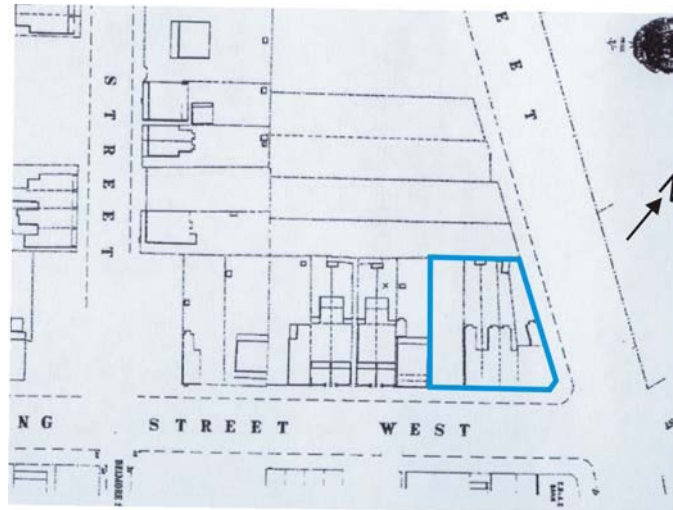


Figure 2.27: Detail of 1896 plan showing shop / terrace buildings on the southwest corner of Victoria Road and Darling Street (RZ-D).

2.7.4 Balmain Leagues 'Tigers' Club site

Part of land originally granted to William Balmain in 1800, its subdivision did not take place until the late 1870s (refer to Appendix 1). Much of the land was soon occupied by residential brick and weatherboard houses, with some commercial buildings off Victoria Road, including a premises used by a coach builder and later motor vehicle garage (RZ-B). Nearly all the buildings address the street frontages and therefore date from the late 1870s. A possible exception is a house at the rear of lots 29 and 30 (RZ-A), accessed by a narrow pathway (Fig. 2.28). Its location, orientation and alignment suggest that this might have pre-dated the subdivision.

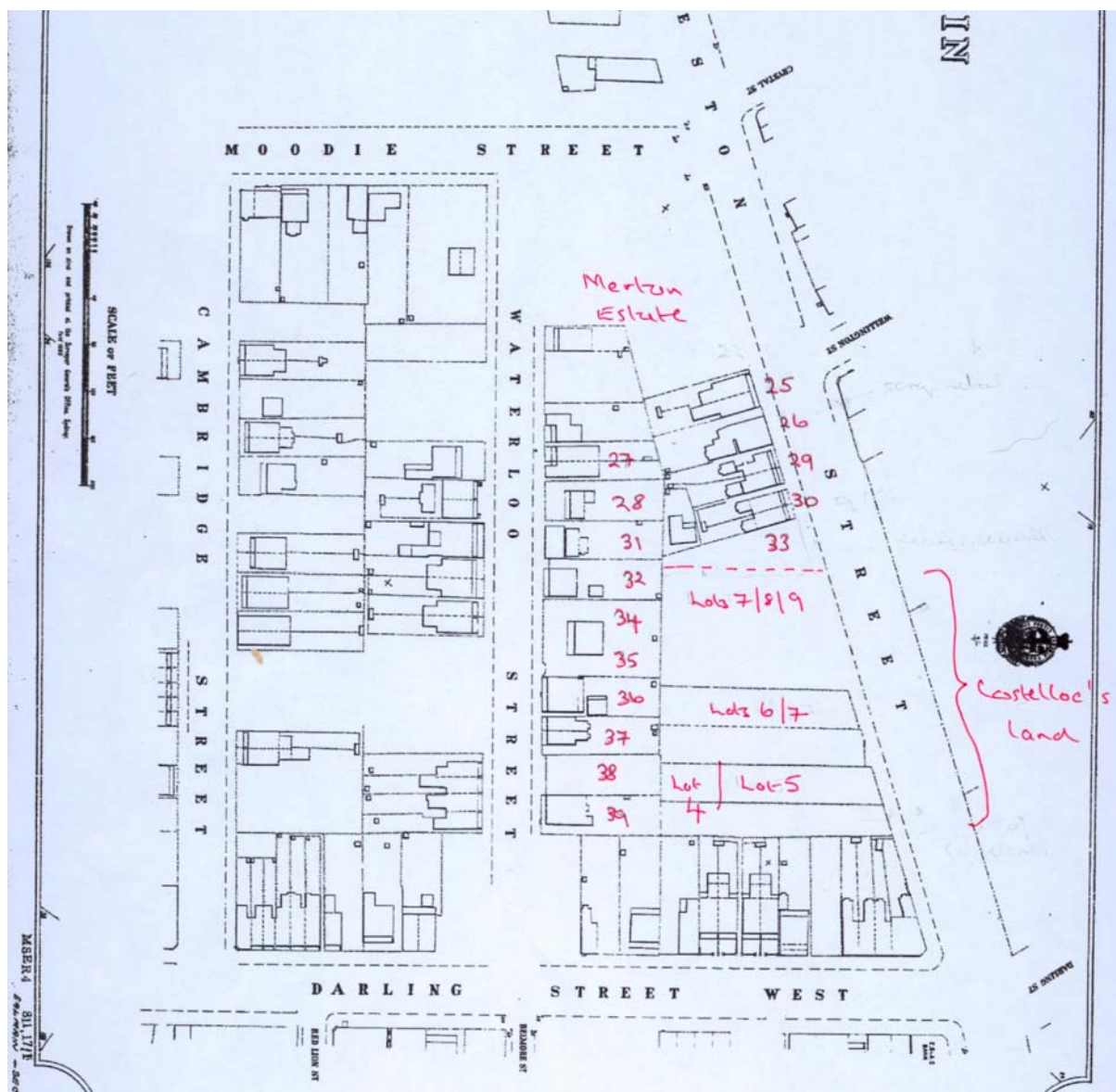


Figure 2.28: Detail of 1896 plan showing Tigers site marked up with lot numbers.

3 Archaeological Potential

Archaeological potential is defined as a site's potential to contain archaeological relics which fall under the provisions of the *Heritage Act* 1977 (amended). This potential is identified through historical research and by judging whether current development or other activities have removed all evidence of known previous land use. This Chapter considers the archaeological potential of each station worksite in turn.

3.1 Central Station

3.1.1 Central Station Worksites

The most significant historic building in the proposed work area at Central Station was the Benevolent Asylum (1820) (Fig. 3.1). While the Carters' Barracks is outside the proposed station worksite boundary, the southern worksite (CS-A) would impact on the site of the Benevolent Asylum (7) (1820), the government cottage (5) (c1820), and the Christ Church parsonage (6) (1855), remains of which should survive under the filled western concourse area (current garden and roadways). The northern work area in Belmore Park (CS-B) would impact on any evidence for old watercourses and evidence of early nineteenth-century brickfield-period activity, i.e. evidence for brick, tile and pottery making, such as kilns and waster (discard) pits, in this area. Evidence for the tramline through the park may also be encountered.

Pedestrian corridors to and from the station area have the potential to impact on archaeological remains depending on their depth and nature of construction (not yet confirmed). The one from Eddy Avenue has the potential to impact on the Carters Barracks (2/3), while the one to the east has the potential to impact on the Devonshire Street Cemetery (8).



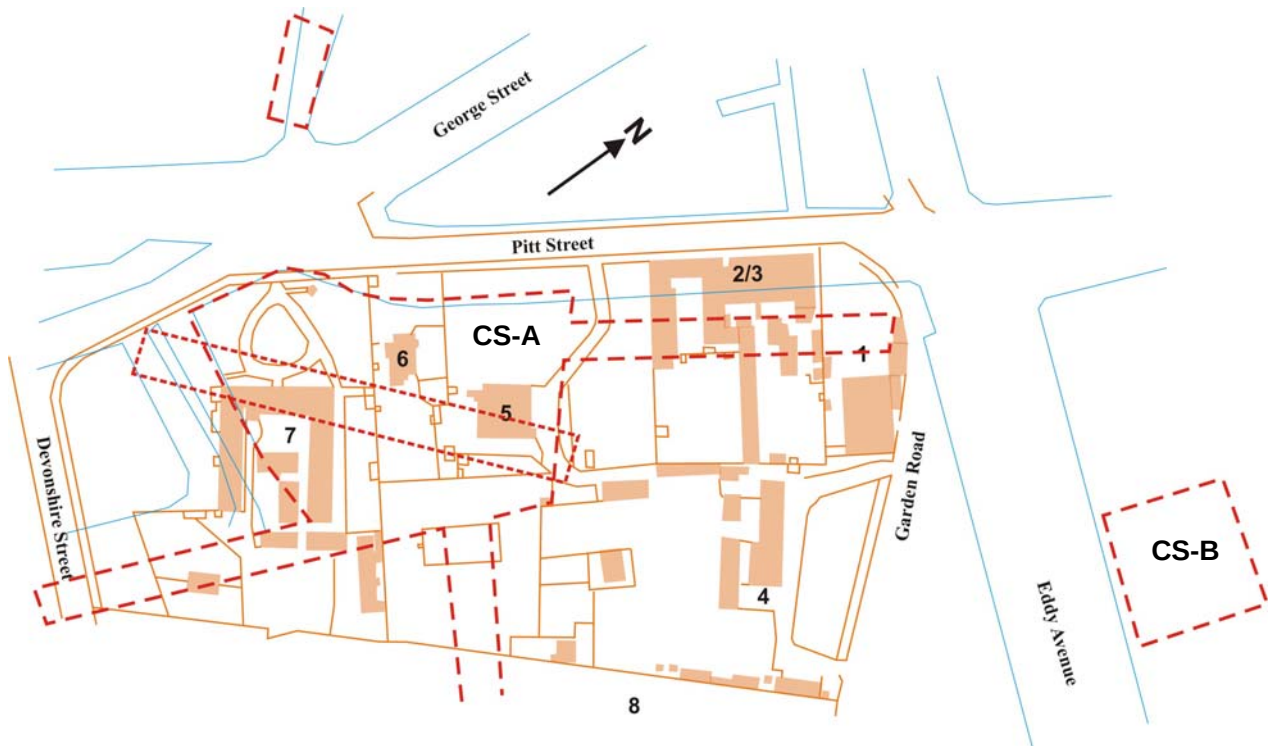


Figure 3.1: Worksites at Central Station overlaid onto 1887 plan. KEY: 1 – Tram shed; 2/3 – Convent of the Good Samaritan / Carters Barracks / Sydney Female Refuge; 4 – Mounted Police barracks; 5 – Government cottage; 6 – Christ Church parsonage; 7 – Benevolent Asylum; 8 – Devonshire Street Cemetery.

3.1.2 Heritage Utilities at Central Station

A major sewer, a section of the Main Northern Sewer, crosses the Central Railway site, being of brick construction with dimension of 1676 x 1371mm. The line of the sewer appears to underlie two of the proposed works area (Fig. 3.2). Although not heritage listed, it is a major utility.

The alignment of the CBD Metro would run under the Hay Street Stormwater Channel (No. 4574216) (Figs 3.2, 3.3). The Hay Street Stormwater Channel is one of the five combined brick sewers built in Sydney around 1860, and is considered to be highly significant.



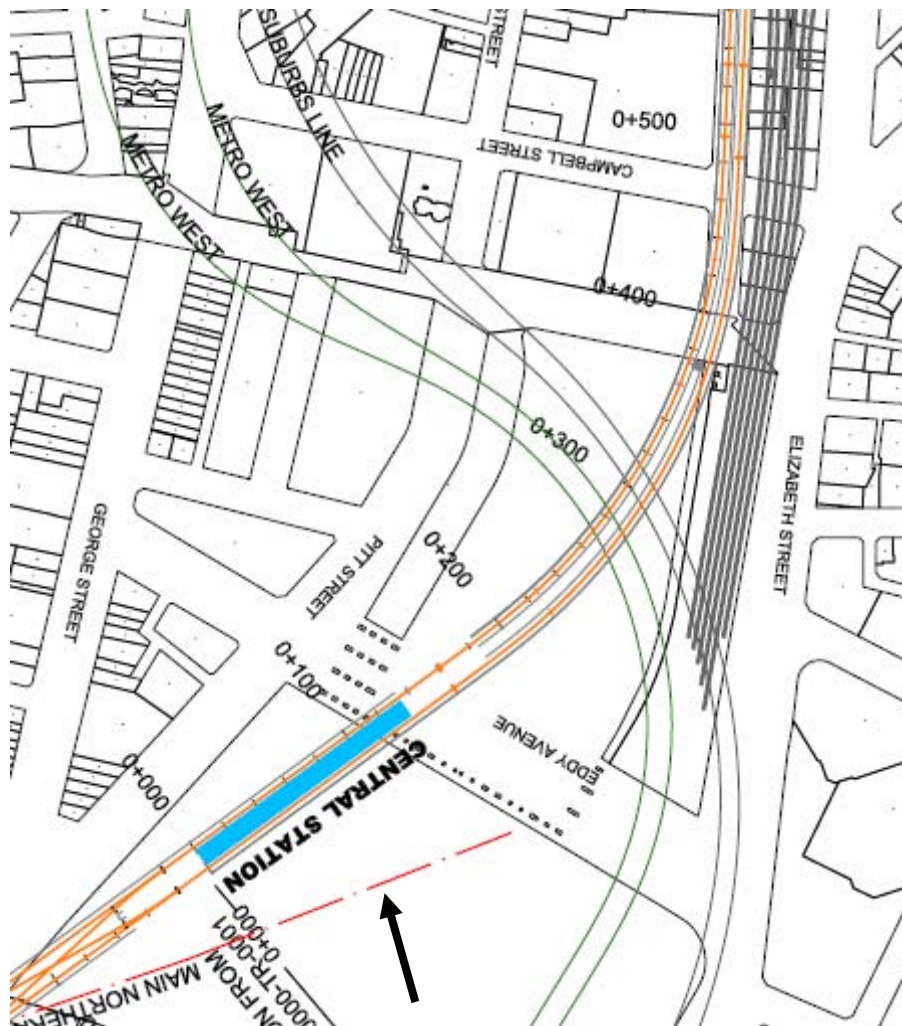


Figure 3.2: Plan showing line of Metro towards the corner of Hay and Castlereagh streets (arrowed). The line of the main northern sewer is arrowed.

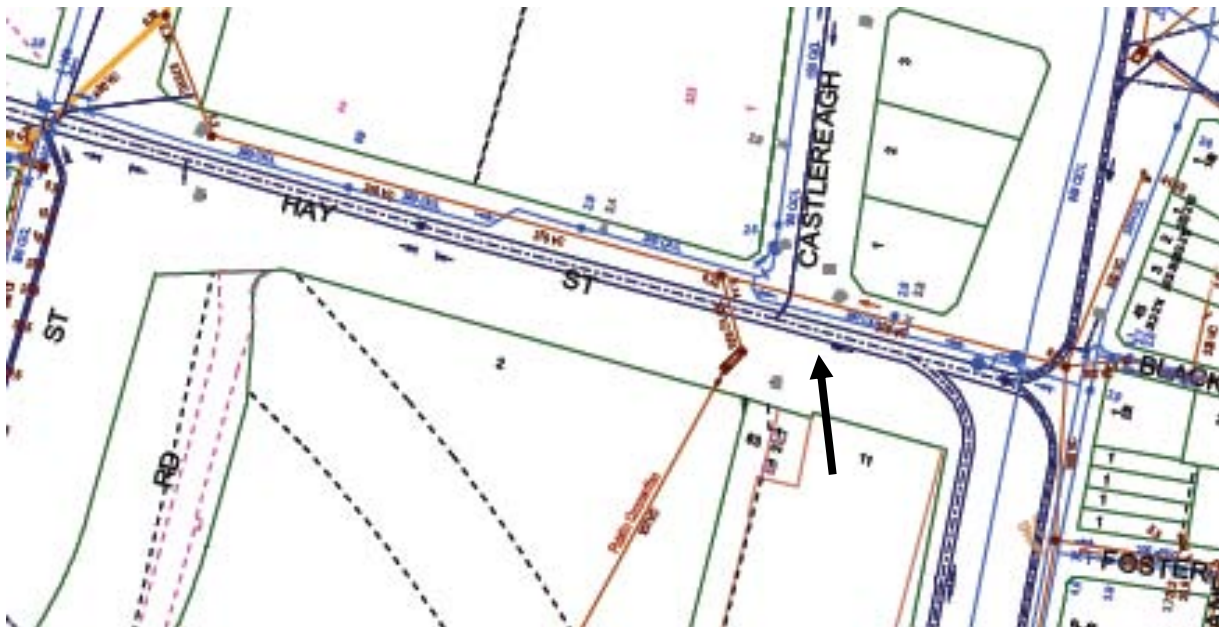


Figure 3.3: The Hay Street Stormwater Channel. The area of potential impact is arrowed.

3.2 Town Hall Station

3.2.1 Town Hall Square Station Worksites

The southwest corner of the Park / Pitt intersection is considered to have no archaeological potential as the buildings in this area all have lower ground floor levels, which would have removed any archaeological remains. Nos 125-129 and 131-135 Bathurst Street (TH-C) have the potential to retain remains of houses with outbuildings and associated structures dating from the 1840s. There would have been some impact on these remains through the construction of the basement of Vauxhall House (c1905) (TH-C west), which would have removed yard and outbuilding deposits but the building at 131-135 Bathurst Street (TH-C east) appears to have little impact on earlier ground levels.

3.2.2 Heritage Utilities at Town Hall Square Station

The Pitt Street and Bathurst Street roadways also have at least one functioning brick oviform sewer dating to the 1850s, forming part of the Bennelong Stormwater Channel No 29A. This system is listed on Sydney Water's S170 heritage register (no. 4570854). It is understood that the cavern construction of the station platform would not directly impact on this sewer (Fig. 3.4) and it is likely that given the distance of over seven metres, vibration damage to the stormwater channel during construction are equally as unlikely.

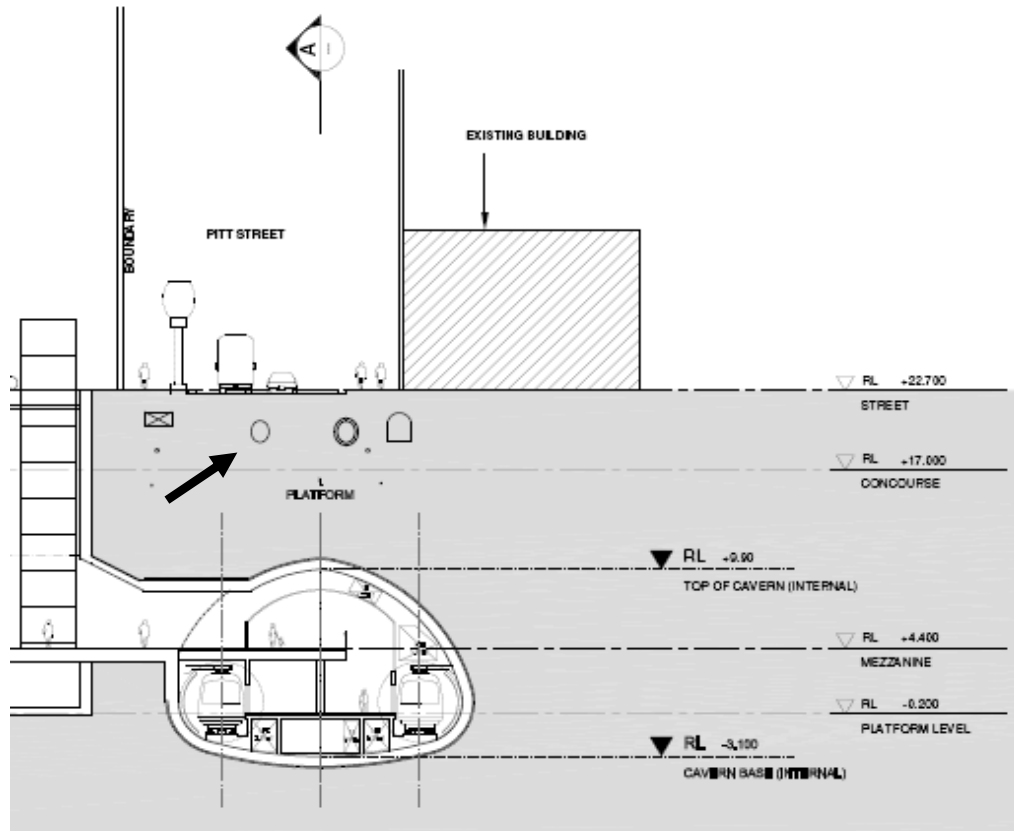


Figure 3.4: Cross section through Town Hall Square Station showing branch of Bennelong Stormwater Channel (arrowed). Source: CBD-2100-SK-0200-AR-1740.

3.3 Martin Place Station

3.3.1 Martin Place Station Worksites

Castlereagh Street and Elizabeth Street (MP-A)

The presence of basements throughout much of this site means that archaeological remains are unlikely to be present. The southeast corner of the worksite (9 Elizabeth Street), however, does not appear to have a basement level, and therefore this area could retain archaeological remains dating from the mid 1800s and possibly earlier. In the early decades of the nineteenth century the Elizabeth Street frontage was the rear of the yards of the houses off Castlereagh Street but later commercial buildings, mostly with law connections, and shops were built fronting Elizabeth Street. These were replaced by the existing large commercial buildings.

Martin Place (MP-B)

The proposed work site in Martin Place on the western side of Castlereagh Street appears to have been subject to bulk excavation for railway and pedestrian tunnels for the construction of the Eastern Suburbs Railway Line. This work sites is regarded as having no archaeological potential.

Castlereagh Street Worksite (MP-C)

This worksite has the potential to retain remains associated with earlier road surfacing and services, such as the branch of the Bennelong Stormwater Channel (Section 3.3.2).

3.3.2 Heritage Utilities at Martin Place Station

Branches of the Bennelong Stormwater Channel (listed on Sydney Water's S170 register) (Heritage no. 4570854) are present either side of the proposed Martin Place Station site and worksites in Castlereagh and Elizabeth streets.

The works cross section drawing appears to show the branch of the Bennelong Stormwater Channel in Castlereagh Street at finished floor level, implying some level of impact (Fig. 3.5) which will have to be managed.

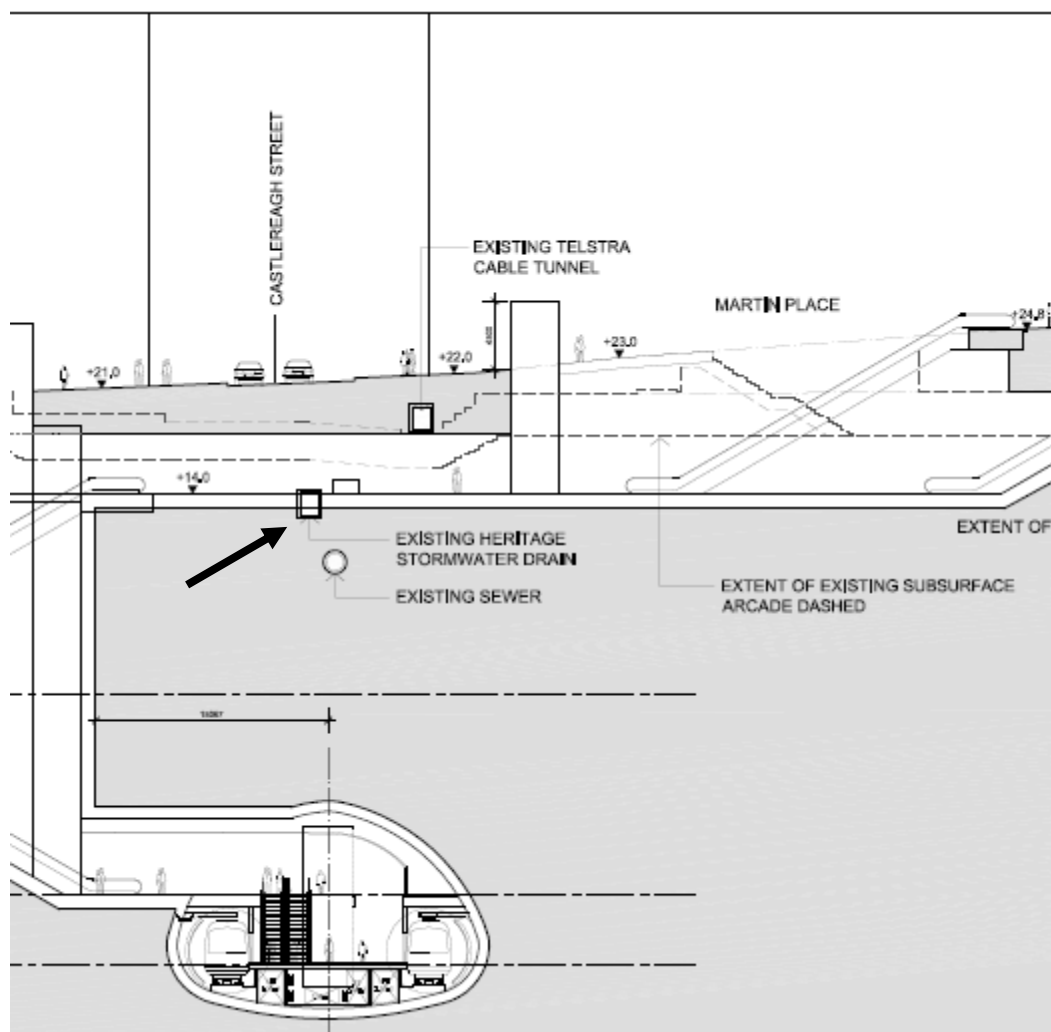


Figure 3.5: Cross section through proposed Martin Place station showing Sydney Water assets (arrowed) and their proximity to finished floor levels. Source: CBD-2100-SK-0300-AR-0940.

3.4 Barangaroo-Wynyard Station

3.4.1 Worksites at Barangaroo-Wynyard

The main worksite area to the west of Sussex Street is not considered likely to retain archaeological features other than those connected with wharfage and nineteenth and early twentieth-century reclamation. Where the worksite extends into Napoleon Street, it will disturb early nineteenth-century remains where excavation is proposed in the area of the Napoleon/Margaret/Kent streets intersection. These remains appear to be predominately residential but industrial buildings were also present in the area.

The worksite bounded by Margaret and York and Clarence streets has been impacted by existing twentieth-century buildings and is regarded as having no archaeological potential, although the south western corner at 36-38 Clarence Street may retain deeper sub-surface features. This area represents the western side of the military barracks.

The proposed pedestrian walkway is within existing historic roadways where historical archaeological remains other than utility services are unlikely to be present. Where it impacts the eastern side of Sussex Street, this area is understood to have been investigated as part of the KENS site archaeological investigation.

3.4.2 Heritage Utilities at Barangaroo-Wynyard

No heritage listed Sydney Water assets have been identified at the Barangaroo-Wynyard Station area. A heritage-listed sewage pumping station, SPS13 (Heritage no. 4571709), is located on Sussex Street to the south of the Barangaroo worksite area but is not currently in an area to be impacted by the civil works. A 1890s brick oviform sewer is present in Kent Street, a branch of the Bondi Outfall Sewer, but it is not included on the latter's SHR listing.

3.5 Pyrmont Station

3.5.1 Worksites at Pyrmont Station

Later nineteenth-century buildings, such as the buildings within the worksite areas, are generally regarded as having a lower level of archaeological potential than earlier sites due to factors like solid and covered flooring, sewerage and municipal garbage collections, all of which inhibit the build-up of archaeological deposits.⁶³ For these reasons, the row of terraces along Union Street is regarded as having a low level of archaeological potential. This is also the case with the buildings off Mount and Millers streets. In terms of archaeological implications, there is no difference between the two alternative 1 and 2 options being considered for Pyrmont Station.

3.5.2 Heritage Utilities at Pyrmont Station

No heritage-listed utilities have been identified in the Pyrmont Station area.

⁶³ This contention has been tested by Casey & Lowe at Sydney University and elsewhere. See Mary Casey 'Falling through the cracks: method and practice at the CSR site, Pyrmont', *Australasian Historical Archaeology* 2004, 22: 27–43.



3.6 Future White Bay Station / Former Rozelle Marshalling Yards

3.6.1 White Bay Station / Stabling Yard Worksites

Future White Bay Station

The worksite area appears to have been occupied by a coal yard and railway sidings. It is not regarded as having archaeological potential, other than underground service conduits leading from or to the adjacent White Bay Power Station, such as the saltwater inlets and electrical cabling, that are likely to pass through this area.

Former Rozelle Marshalling Yards

The Marshalling Yards appear to be the only phase of land use in this area. The yards seem to have had few buildings. The area's archaeological potential is considered to be limited to railway industrial heritage.

3.6.2 Heritage utilities at White Bay / Rozelle

There are four heritage-listed items in the vicinity of the future White Bay Station and the Former Rozelle Railway Yard (Fig. 3.9). These are:

1. Sewage Pumping Station No.6 (SPS 6), Lilyfield Road, Rozelle (Heritage no. 4571704).
2. Sewer Vent, Quirk Street, Rozelle (Heritage no. 4570342)
3. Beattie Street Stormwater Channel No. 15 (Heritage no. 4570329).
4. Sewage Pumping Station No.7 (SPS 7), Roberts Street, Rozelle (Heritage no. 4571705).

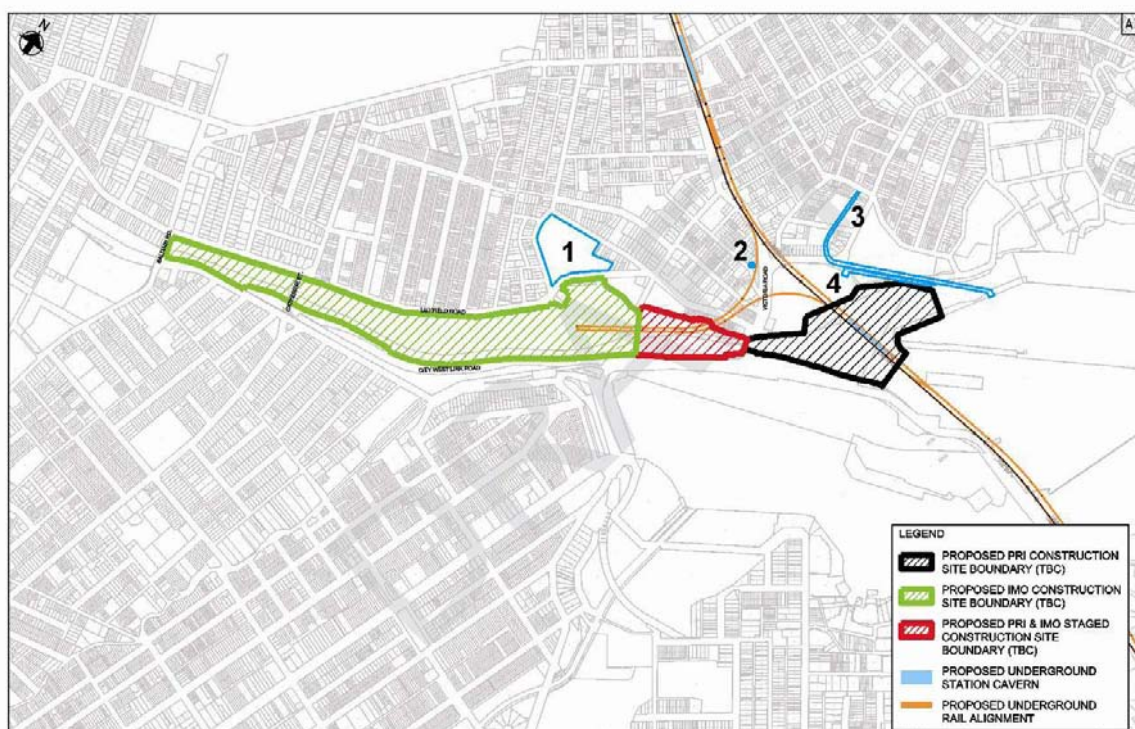


Figure 3.6: Sydney Water heritage assets in vicinity of White Bay and Former Rozelle Marshalling Yards.

3.7 Rozelle Station

3.7.1 Worksites at Rozelle Station

On the St Thomas Church corner (RZ-E, Fig. 2.24), the proposed worksite would impact on the shops at the Victoria Road and Darling Street intersection. The shops, being twentieth century in date, are regarded as having a low level of archaeological potential. No prior use of the land has been determined.

The northwest corner adjacent to St Pauls Church (RZ-C) has no obvious potential for remains, the worksite being within what appear to have been mostly open grounds between the church and the post office on the corner of Victoria Road and Darling Street.

The Balmain Leagues Club site has (RZ-A, B) the potential to retain remains of the post-1870s houses and commercial premises constructed once this land was subdivided. Building sites of this date are generally seen as having a low level of archaeological potential. One house, at the rear of lots 29 and 30, may predate the subdivision. The shops along Darling Street corner (RZ-D) were constructed in the late nineteenth century and are also regarded as having a low level of archaeological potential.

3.7.2 Heritage utilities at Rozelle Station

No heritage-listed utilities have been identified in the area affected by Rozelle Station.



4 Heritage Significance

4.1 Heritage Significance Criteria

On the basis of the research undertaken to date, it is possible to identify which sites are likely to have a high level of heritage significance. The assessment of significance is based on a series of criteria developed in the *NSW Heritage Manual*.⁶⁴ These criteria are:

Criterion (a): *Historic Significance - (evolution)*

an item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area);

Criterion (b): *Associative Significance - (association)*

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

Criterion (c): *Aesthetic Significance - (scenic qualities / creative accomplishments)*

an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the cultural or natural history of the local area);

Criterion (d): *Social Significance - (contemporary community esteem)*

an item has a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the cultural or natural history of the local area);

Criterion (e): *Technical/Research Significance - (archaeological, educational, research potential and scientific values)*

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

Criterion (f): *Rarity*

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

Criterion (g): *Representativeness*

an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area).

Each of these criteria can be used in turn to establish the heritage significance of archaeological relics and sites. The following assessment of significance will be elaborated and expanded as more detailed individual assessments are completed of the main worksites where archaeological investigations are required. These assessments will inform the archaeological methodology (i.e. how will the archaeological investigation of a specific site be focused and what methodologies will it employ to record the archaeological research) and the research design (i.e. what questions relating to the individual significance of the sites would be addressed through the archaeological program). These additional studies are typically required by the Department of Planning as a requirement to the archaeological investigation of a site.

⁶⁴ They were further defined in 2008 by the guideline *Levels of Heritage Significance*, Heritage Branch, Dept Planning.
http://www.heritage.nsw.gov.au/docs/levels_of_heritage_significance_2008.pdf.

4.2 Heritage Significance of Sites

4.2.1 Central Station

Criterion (a): Historic Significance - (evolution)

- The area of the intended worksite held Macquarie-period buildings, particularly remains of the Benevolent Asylum. The asylum was associated with a group of buildings, including the Carters Barracks, erected under Governor Macquarie's administration although they were not designed by a significant architect.
- The Benevolent Asylum was an important charity established during the Macquarie period and built by convict labour.
- The Belmore Park worksite could contain evidence for early nineteenth-century brickmaking or pottery making.

Criterion (b): Associative Significance - (association)

- The Benevolent Asylum was associated with Governor Macquarie and was part of his overall building plan for Sydney

Criterion (c): Aesthetic Significance - (scenic qualities / creative accomplishments)

- The archaeological remains, if well preserved, would be expected to have some aesthetic value and would demonstrate building construction in this period but these are incidental to their values.

Criterion (d): Social Significance - (contemporary community esteem)

- Remains connected to Governor Macquarie are accompanied by a high level of community esteem, especially in the bicentenary year of his arrival in the colony (1810).

Criterion (e): Technical/Research Significance - (archaeological, educational, research potential and scientific values)

- The archaeological remains and material culture at the Benevolent Asylum site can contribute to a range of important research questions relating to:
 - The nature of charitable institutions during the convict-period and later.
 - How did the residents and staff live and work within this institution?
 - How did the institution reform itself after the convict period?
 - How does the archaeological evidence contribute to a range of views on the nature of charitable institutions in NSW, Australia and the United Kingdom?
- Investigation of the remains of the other buildings within the worksite areas would amplify our knowledge about their development and their use.
- Any evidence for early nineteenth-century brick or pottery manufacture in Belmore Park would be important to learning more about these early industries and the technologies employed.

Criterion (f): Rarity

- The archaeological remains at this site are an important survivor of the Macquarie and later periods and are a rare resource.
- Any remains associated with early nineteenth-century brick or pottery manufacturing are rare.

Criterion (g): Representativeness

- This criterion is not relevant as the worksite contains rare examples of Macquarie-period remains.

Integrity – The Central Station area would seem to have been built up rather than cut down, meaning that the archaeological remains of the various building and the other features described should be reasonably intact.



Heritage Significance – On the basis of the above, the archaeological remains at the Central Station site would have heritage significance at a **State** level.

4.2.2 Town Hall Square Station

Criterion (a): Historic Significance - (evolution)

- Remains of two c1840s houses and their outbuildings may be present at the Bathurst Street worksite. These archaeological remains are associated with the expansion of the town of Sydney and were associated with a number of residents.
- They appear to have been used as residences for most of the nineteenth century, being replaced by commercial buildings by the early 1900s.

Criterion (b): Associative Significance - (association)

- The sites are not associated with any particular noted landowners or occupants but reflect the ongoing development of Sydney from the first half of the nineteenth century.

Criterion (c): Aesthetic Significance - (scenic qualities / creative accomplishments)

- This criterion is not considered to be relevant to the potential archaeological remains on these sites, although archaeological remains are often evocative of the past for many people.

Criterion (d): Social Significance - (contemporary community esteem)

- No current social significance for these sites has been identified but sections of the community are very interested in Sydney's history and its archaeological remains.

Criterion (e): Technical/Research Significance - (archaeological, educational, research potential and scientific values)

- Archaeological investigation of the Bathurst Street worksite would be expected to record remains which would contribute to knowledge about the development of the site and of this part of Sydney in general, relating to urbanisation, consumerism and material culture.

Criterion (f): Rarity

- The archaeological remains at these sites would be similar to other remains at other sites in the CBD, although sites with intact archaeological remains dating to the nineteenth century in the CBD are an increasingly rare resource.

Criterion (g): Representativeness

- The archaeological resource at the Bathurst Street worksite is expected to be representative of nineteenth-century urban life in Sydney and can contribute to a range of research questions. Each site will reflect the tastes of individual owners and occupants in their development.

Integrity – The Park Street worksite is cut down by building basements and will not retain archaeological remains. The Bathurst Street worksite is likely to retain remains over most of its area.

Heritage Significance – On the basis of the above, the archaeological remains at the Town Hall Square Station site at Bathurst Street would have heritage significance at a **Local** level.



4.2.3 Martin Place Station

Criterion (a): Historic Significance - (evolution)

The worksites were settled from the early 1800 to mid 1800s and therefore their archaeological remains would be expected to demonstrate the settlement and development of this section of the city.

Criterion (b): Associative Significance - (association)

- The sites are not associated with any particular landowner or occupant but reflect the ongoing development of Sydney from the first half of the nineteenth century.

Criterion (c): Aesthetic Significance - (scenic qualities / creative accomplishments)

- This criterion is not considered to be relevant to the potential archaeological remains on the sites, although archaeological remains are often evocative of the past for many people.

Criterion (d): Social Significance - (contemporary community esteem)

- No current social significance for these sites have been identified but sections of the community are very interested in Sydney's history and its archaeological remains.

Criterion (e): Technical/Research Significance - (archaeological, educational, research potential and scientific values)

- Archaeological investigation of the worksites would be expected to record remains which would contribute to knowledge about the development of the sites and of this part of Sydney in general.

Criterion (f): Rarity

- The archaeological remains at this site would be similar to other remains at other sites in the CBD, although sites with intact archaeological remains dating to the nineteenth century in the CBD are an increasingly rare resource.

Criterion (g): Representativeness

- The potential archaeological resource would be representative of nineteenth-century urban life in Sydney and can contribute to a range of research questions. Each site will reflect the tastes of individual owners and occupants in their development.

Integrity – Most of the worksite areas are cut down by building basements and will not retain archaeological remains. Part of the Castlereagh and Elizabeth streets worksite is likely to retain remains.

Heritage Significance – on the basis of the above, the archaeological remains at the Martin Place Station site would have heritage significance at a **Local** level.

4.2.4 Barangaroo-Wynyard Station

Criterion (a): Historic Significance - (evolution)

The main worksite west of Sussex Street is reclaimed land and wharfage. It reflects the industrialisation of what was natural coastline as land in Darling Harbour became scarce and wharfage was highly sought after. The worksite in the vicinity of Napoleon Street may retain both residential and industrial remains dating to the early nineteenth century. The worksite off Clarence Street may retain remains associated with the military barracks.



Criterion (b): Associative Significance - (association)

- The worksite west of Sussex Street is associated with Darling Harbour and Sydney in general as a port.

Criterion (c): Aesthetic Significance - (scenic qualities / creative accomplishments)

- This criterion is not considered to be relevant to the potential archaeological remains on the site.

Criterion (d): Social Significance - (contemporary community esteem)

- No current social significance for these sites has been identified but sections of the community are very interested in Sydney's history and its maritime past.

Criterion (e): Technical/Research Significance - (archaeological, educational, research potential and scientific values)

- Remains on the site would consist of reclamation fills and wharfage structures such as timber piles and concrete caissons. Archaeological investigation of these features would contribute to evidence of the original landform in this area and the methods used to reclaim land in the nineteenth century. Remains in the Napoleon Street area would contribute to knowledge about the development of the area. Any evidence of the military barracks off Clarence Street would represent an important opportunity to investigate this place.

Criterion (f): Rarity

- The features to be found on the site west of Barangaroo are likely to be repeated at numerous sites around Sydney Harbour. Remains of the residential and industrial properties in the Napoleon Street worksite would be repeated elsewhere in Sydney. Any remains associated with the military barracks off Clarence Street would be rare.

Criterion (g): Representativeness

- The potential archaeological resource would be representative of nineteenth-century reclamation techniques and nineteenth-century residential and industrial sites.

Integrity – The original landform in the western worksite area would be covered by the later reclamation fills and should be reasonably intact. The remains in the Napoleon Street worksite area may have been largely disturbed by remodelling of this area in the early 1900s. Any remains of the military barracks off Clarence Street are likely to be limited to deeper sub-surface features.

Heritage Significance – on the basis of the above, the archaeological remains at the Barangaroo-Wynyard Station site would have heritage significance at a **Local** level.

4.2.5 Pyrmont Station

Criterion (a): Historic Significance - (evolution)

The worksites, particularly at the corner of Union and Miller streets, reflect the subdivision of the Harris grant in the second half of the nineteenth century and construction of terrace housing in this location from the 1880s.

Criterion (b): Associative Significance - (association)

- The land was originally granted to First Fleet surgeon John Harris.

Criterion (c): Aesthetic Significance - (scenic qualities / creative accomplishments)

- This criterion is not considered to be relevant to the potential archaeological remains on the sites.



Criterion (d): Social Significance - (contemporary community esteem)

- The sites and their archaeological remains would have significance to those locals and persons interested in the history and development of Pyrmont and of Sydney in general.

Criterion (e): Technical/Research Significance - (archaeological, educational, research potential and scientific values)

- The Pyrmont worksites are not likely to have substantive archaeological remains.

Criterion (f): Rarity

- Any archaeological remains on these worksites are not likely to be considered rare.

Criterion (g): Representativeness

- Any archaeological remains would be typical of the range of surviving and standing sites in this part of Sydney.

Integrity – Any sub-surface remains, particularly the footings of earlier buildings, would be expected to be reasonably intact.

Heritage Significance – on the basis of the above, the archaeological remains at the Pyrmont Station sites would have heritage significance at a **Local** level.

4.2.6 Future White Bay Station

Criterion (a): Historic Significance - (evolution)

- The station site, apart from its proximity to the White Bay Power Station, has no particular historical connections apart from its connection with the development Sydney's railway network.

Criterion (b): Associative Significance - (association)

- The site is not associated with any particular landowner or occupant other than the railway network.

Criterion (c): Aesthetic Significance - (scenic qualities / creative accomplishments)

- This criterion is not considered to be relevant to this site.

Criterion (d): Social Significance - (contemporary community esteem)

- No current social significance for this site has been identified

Criterion (e): Technical/Research Significance - (archaeological, educational, research potential and scientific values)

- Features connected to the operation of the power station are likely to traverse through the worksite area. Recording of these features would add to the knowledge and understanding of the operation of the power station.

Criterion (f): Rarity

- Any archaeological remains at this site are unlikely to be considered rare, other than through their association with the White Bay Power Station.

Criterion (g): Representativeness

- The site is typical of early twentieth-century railway and power generation infrastructure.



Integrity – Any features associated with the White Bay Power Station would be expected to be reasonably intact.

Heritage Significance – on the basis of the above, the archaeological remains at the White Bay Station site would have heritage significance at a **Local** level.

4.2.7 Rozelle Station

Criterion (a): Historic Significance - (evolution)

- The station worksites have no particular historical connections.

Criterion (b): Associative Significance - (association)

- The Balmain Leagues Club site is associated with several prominent local landholders, including the Paling brothers of Palings Music, and John Costelloe, a local businessman.

Criterion (c): Aesthetic Significance - (scenic qualities / creative accomplishments)

- This criterion is not considered to be relevant to this site.

Criterion (d): Social Significance - (contemporary community esteem)

- No current social significance for this site has been identified although some attachment to the site from locals would be expected.

Criterion (e): Technical/Research Significance - (archaeological, educational, research potential and scientific values)

- The archaeological remains on the assessed worksites are unlikely to have a high level of research value. The one house that may predate the 1870s subdivision, at the rear of lots 29 and 30, would be likely to retain a higher level of archaeological remains and therefore a higher level of research potential.

Criterion (f): Rarity

- Any archaeological remains at these sites are unlikely to be considered rare.

Criterion (g): Representativeness

- The archaeological remains would be typical of the range of surviving and standing sites in this part of Sydney.

Heritage Significance – on the basis of the above, any archaeological remains at the Rozelle Station site would have heritage significance at a **Local** level.

4.2.8 Former Rozelle Marshalling Yards

Criterion (a): Historic Significance - (evolution)

The site reflects the importance of the railway and provision for its maintenance in Sydney.

Criterion (b): Associative Significance - (association)

- The site is associated with the development and maintenance of Sydney's railway system.

Criterion (c): Aesthetic Significance - (scenic qualities / creative accomplishments)

- This criterion is not considered to be relevant to the potential archaeological remains on the site.

Criterion (d): Social Significance - (contemporary community esteem)



- The site and its archaeological remains would have significance to those locals and persons interested in the history and development of Rozelle and of its railway system in particular.

Criterion (e): Technical/Research Significance - (archaeological, educational, research potential and scientific values)

- The Rozelle yard has research value in the nature of its operations and the layout of its track and buildings but these values are not likely to extend to any sub-surface archaeological remains.

Criterion (f): Rarity

- Any remains at this site are not expected to be particularly rare.

Criterion (g): Representativeness

- Any archaeological remains on this worksite are likely to be replicated at a number of other railway-related sites within Sydney or elsewhere in NSW.

Heritage Significance – on the basis of the above, the archaeological remains at the former Rozelle Marshalling Yard site would have heritage significance at a **Local** level.



5 Impact of Proposed Worksites

5.1 Central Station

The proposed worksites will impact on a number of buildings, including the Benevolent Asylum (7), the Government Cottage (5), the Christ Church parsonage (6), and a section of Belmore Park (area of early nineteenth-century brick and pottery making).

This is the main worksite where the project will impact on significant archaeological remains, some likely to be significant at a **State** level.

5.2 Town Hall Square Station

The Bathurst Street worksite (TH-C) may impact on remains of two c1840s houses and their associated out-buildings.

5.3 Martin Place Station

The Castlereagh and Elizabeth streets worksite (MP-A) may impact on remains dating from the early 1800s, although most of the archaeological remains in this area have been removed by existing buildings. A section of the Bennelong Stormwater Channel may also be impacted along the Castlereagh Street alignment (MP-C).

5.4 Barangaroo-Wynyard Stations

The main worksite (BW-A) west of Sussex Street will impact on reclamation and wharfage structures. The Napoleon Street section of the BW-A worksite may impact on remains of early nineteenth-century residential and industrial properties. The Margaret Street site (BW-B) has been impacted by existing building basements but there is potential for deeper remains to survive off Clarence Street. The proposed Barangaroo pedestrian link is located mainly within existing historic roadways. On the eastern side of Sussex Street the pedestrian link appears to be in an area previously excavated as part of the KENS development and would thus not impact any unknown archaeological site.

5.5 Pyrmont Station

The Union Street worksites (PY-A and PY-B) will remove the existing terrace buildings along Union Street and the remains of the earlier buildings off Mount and Miller streets. The archaeological remains on these sites are regarded as having a low level of archaeological potential and heritage significance. In terms of archaeological implications, no difference is seen between the two options being considered for Pyrmont Station.



5.6 Future White Bay Station

The worksite on the eastern side of White Bay Power Station (WB-A) will impact on any remains in this area but they, being remnant rail-line lines and services connected to the operation of the power station, are not regarded as having a high level of heritage significance.

5.7 Rozelle Station

The Balmain League Club worksite (RZ-A, RZ-B) will impact on numerous house sites and several commercial buildings dating to the late nineteenth century. This worksite will also impact the row of shops on Darling Street (RZ-D). All these building sites have been assessed as having a low level of archaeological potential due to their late nineteenth-century date. The exception is the house off lots 29 and 30 which may pre-date the subdivision.

The worksites adjacent to St Thomas (RZ-E) and St Pauls churches (RZ-C) will not impact on any identified archaeological sites or remains. The shops adjacent to St Thomas Church are likely to have no archaeological potential.

5.8 Former Rozelle Marshalling Yards

The assessed worksite areas will not impact on any identified archaeological sites or remains apart from railway infrastructure.



6 Archaeological Management

6.1 Excavation Approach

The above assessment indicates that a program of archaeological investigation will be required at parts of:

- Central Station
- Town Hall Square Station
- Martin Place Station
- Barangaroo-Wynyard Station

Current Heritage Council policy states that some sites are of such significance as to warrant *in situ* conservation. Some of the surviving remains at the Central Station site are considered to be of this level of significance, notably the Benevolent Asylum. Therefore, detailed design and construction should attempt to avoid as much as possible the archaeological remains in this area. If the project cannot avoid this area through redesign then ways to mitigate impact will need to be considered. These include:

- Detailed archaeological excavation and recording program and archaeological reporting to a high standard and conservation of important artefacts.
- Public Open day and media releases during the excavation.
- Public interpretation within the new station complexes. This could include:
 - Exposure of remains where they have not been removed for public viewing
 - Reconstruction of parts of the remains for viewing by the public.
 - Displays of images and artefacts within public spaces.

On sites where significant archaeological remains have been identified, provision needs to be made within the construction schedule for an appropriate level of archaeological excavation and recording. On most of the sites, these investigations would need to be completed before civil works, particularly bulk excavation, commences. The archaeological fieldwork may take several months to complete, particularly in the case of the Central Station site.

Archaeological input and access to sites should be arranged as soon as possible in the works schedule so that delays to the civil works are avoided or minimised. Preliminary testing should be considered to determine the nature of the remains, especially those of the Benevolent Asylum. Testing would allow the identification of constraints, integrity of remains and possible opportunities for *in situ* conservation.

Any impact on these sites would require a research design to be written to guide the detailed archaeological excavation and recording. The archaeological methodology to be employed should also be detailed. Both documents should be forwarded to the Department of Planning for review prior to the commencement of archaeological fieldwork. Any archaeological program must be undertaken in accordance with Heritage Council guidelines and archaeological best practice.

Several sites will require archaeological monitoring and recording. These are:

- Pyrmont Station
- Future White Bay Station
- Rozelle Station



At Pyrmont the monitoring and Rozelle the monitoring would be to determine whether the predicted low potential for archaeological remains (other than building footings) is accurate. At White Bay it would be to record any evidence for the operation of the White Bay Power Station. Provision for these activities must be made in the works schedules in these areas.

No particular need for archaeological involvement has been identified at the following:

- Former Rozelle Marshalling Yards

The railway infrastructure at the Former Rozelle Marshalling Yards should be recorded prior to impacts on this area.

6.2 Archaeological Background

6.2.1 Reasons for Excavation

- The relics' provisions of the *Heritage Act* 1977 require the recording of archaeological relics that are to be disturbed by a development.
- An archaeological excavation is only recommended following a full archaeological assessment of a site.
- The site should have a Local or State level of significance to warrant archaeological excavation.
- Generally, archaeological remains will only be excavated if they are to be impacted on or destroyed by a new development.
- The archaeological investigation of the remains must be able to answer current research questions in archaeology and history and other areas of substantive research.
- The investigation should add to knowledge about Australian history through excavation of the site in a deductive scientific manner.

6.2.2 Aims of an Archaeological Investigation Program

- To undertake detailed recording of the archaeological remains before they are destroyed by a development.
- To produce a detailed recording of the archaeological remains and write an excavation report which includes a description of the results of the excavation, analysis of the material and answers to the research questions.
- The type of relics or archaeological deposits that may be excavated include sub-surface structural remains, wells, cesspits, rubbish pits and deposits, post holes, artefact scatters and other archaeological deposits.
- Best practice archaeological excavation and recording has to be undertaken in a structured manner using appropriate methodology which is set out in Section 6.3.
- Dissemination of the results of the archaeological investigation program to peers and the public through a series of strategies.

6.2.3 Policy Documents and Guidelines

The following policy guidelines were produced by the former NSW Heritage Office, now Heritage Branch, Department of Planning and are essential guidelines for managing the archaeological resource.

- Excavation Permit approval to carry out historical archaeological investigations, including Conditions of Approval under the relics provisions of the *Heritage Act* 1977.
- *Procedures for the Evaluation of Excavation Permit Applications* under the *Heritage Act*.
- *Archaeological Assessment Guidelines* 1996.
- *Historical Archaeological Excavations: Code of Practice*, 1993.
- *Historical Archaeological Sites: Investigation and Conservation Guidelines*, 1993.
- *How to prepare archival records of heritage items*, 2nd edition, 1995.



- *Photographic recording of heritage items using film and digital capture*, 2006.
- *NSW Heritage Manual*, 1996, 2001. This manual includes guidelines for performing various stages of the heritage process particularly those relating to assessment and management of Heritage Significance.
- The *Burra Charter* of Australia ICOMOS.

6.3 Management Policy

Archaeological Investigation

1. Where there is to be an impact on the archaeological resource this must be managed according to the Best Practice archaeological excavation and recording methods as will be outlined in the Research Design and Management Strategy.
2. Where impacts on the archaeological resource can be avoided then certain areas should be able to be protected into the future.
3. Where it is possible to retain State significant archaeology it should be retained *in situ* but not at the expense of diminishing the significance of the resource through an accumulating number of penetrations and piecemeal destruction of the resource.
4. The archaeological program requires sufficient time and funding to investigate and record the archaeological remains.
5. The client / developer needs to endorse this approach and provide sufficient time in their program and funding to undertake the archaeological investigation program.

Post-Excavation and Reporting Program

Once the archaeological program is completed there are likely to be hundreds of boxes of artefacts, numerous field plans to be turned into final plans and considerable description of the archaeological remains to be written up. It requires a systematic process to manage the output of a large archaeological program. This program needs to be undertaken according to best practice methodologies and result in a substantive outcome in terms of analysis and interpretation of the archaeology within the identified research framework. Best practice methodologies require:

1. Production of a detailed description of the results of the archaeological program for each site and the project as a whole. The outputs for this work include:
 - trench reports
 - detailed Harris matrix
 - final computer plans made from the field plans
 - synthesis of the results
 - collated GIS plans for the sites
 - photo archive of all media used
2. Detailed artefact catalogue according to best practice methodologies and must use minimum vessel/item counts. This work is to be undertaken by specialists. The artefacts must be catalogued according to location, context number, catalogue number, and stored in appropriately labelled archive boxes. Appropriate methodologies will need to be used for different classes of artefacts, such as animal bone, ceramics, and glass.
3. Detailed analysis of the results of the archaeological program, including artefact analysis and a detailed response to the research questions posed in the Research Design.
4. Permanent storage will need to be provided for the artefacts at the end of the project.



Appendix 1

Historical Notes on Central, Town Hall Square, Martin Place, Barangaroo-Wynyard, Pyrmont, Rozelle Stations

Dr Rosemary Annable

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Appendix 1

Central Station

The site incorporates a large part of the area formerly occupied by the Carters' Barracks and Benevolent Asylum, both of which were built in the Macquarie period (1810-1821). At the time of their original construction these buildings were at the southernmost extent of the town of Sydney, close to the toll bar that marked the beginning of the road to Parramatta. Between the two institutions was a garden belonging to the Carters' Barracks. A small building within the garden was eventually used as quarters and became known as the government cottage.

When no longer required as part of the convict and gaol system the Carters' Barracks were reused and adapted for other functions, most notably, from the late 1840s and 1850s as the Sydney Female Refuge, the House of the Good Shepherd and the Convent of the Good Samaritan. The Benevolent Asylum continued to be used for charitable purposes with an eventual change from the care of destitute and infirm men and women to the care of women and children. The government cottage was considerably extended and eventually became the residence of the Superintendent of Police.

Additions to the site included a parsonage for the incumbent of Christ Church St Laurence and a barracks for the police Mounted Patrol, both of which were built in the 1850s. All of the buildings were removed for the construction of Central Railway at the beginning of the twentieth century, as was the adjacent Devonshire Street Cemetery, which had also been established in the Macquarie period.

The Carters' Barracks – first phase of occupation c. 1820-1835

Convict barracks for men and boys

The barracks which were built in 1819-1820 (Fig. 1) were described by Governor Macquarie as follows:¹

Carters Barracks – a barrack for 200 Male Convicts at the “Brick Fields”, and also Stables for the whole of the Government Working Horses and Bullocks, with a garden for the use of the convicts.

Another barrack for 100 convict boys, with Mess Room and Kitchens, etc., contiguous to the other aforementioned Barrack at the Brick Fields, but separated by a High Party-Wall with Workshops for the employment of the Boys inhabiting the latter Barracks, the whole range of these Buildings being enclosed with a Strong Brick Wall of 12 Feet high.

The institution served a dual purpose: to house convict boys who were taught a trade in the workshops and given some schooling and to house male prisoners who went out each day with the government bullocks, carts and horses on government work in Sydney. The design was by Francis Lawless, the overseer of bricklayers.²

¹ Macquarie to Bathurst July 1822, Appendix ‘A List and Schedule of Public Buildings and Works erected and other useful Improvements, made in the Territory of New South Wales and its Dependencies, at the expence of the Crown, from the 1st of January, 1810, to the 30th of November, 1821, both inclusive’, *Historical Records of Australia* (Ser. 1) Vol. 10 pp 684-699.

² James Semple Kerr: *Design for Convicts*, Library of Australian History, Sydney, 1984, pp 52-53.

From Pitt Street the two barracks appeared to form a single building and were always known by one name, the Carters' Barracks (Fig. 1). In reality the building was divided into three parts, separated by two recessed entrances, the north and south parts being the work areas and the central section the barrack accommodation. The north end consisted of a rectangular yard surrounded on all four sides by stables, while at the south end, in a similar configuration, was the lumber yard surrounded by offices and sheds. In the central section there was separate accommodation for the boys and the men. On the Pitt Street side, set back from the street behind a wall and forming the central element of the building, was a two-storey barracks, mess room and wash house for the men with an enclosed yard and shed at the rear. Behind this building was a large barrack yard for the convict boys flanked on the east side by their accommodation block and the kitchen and on the north by a range of cells. This arrangement ensured that the accommodation for the men and boys was quite separate, while their work took them to the opposite ends of the building; the boys to the lumber yard at the south end and the men to the stables at the north end and then out into the town wherever required on government work. An illustration by Joseph Fowles, drawn in the 1840s, shows the central section of the barracks, of classical Georgian design.³

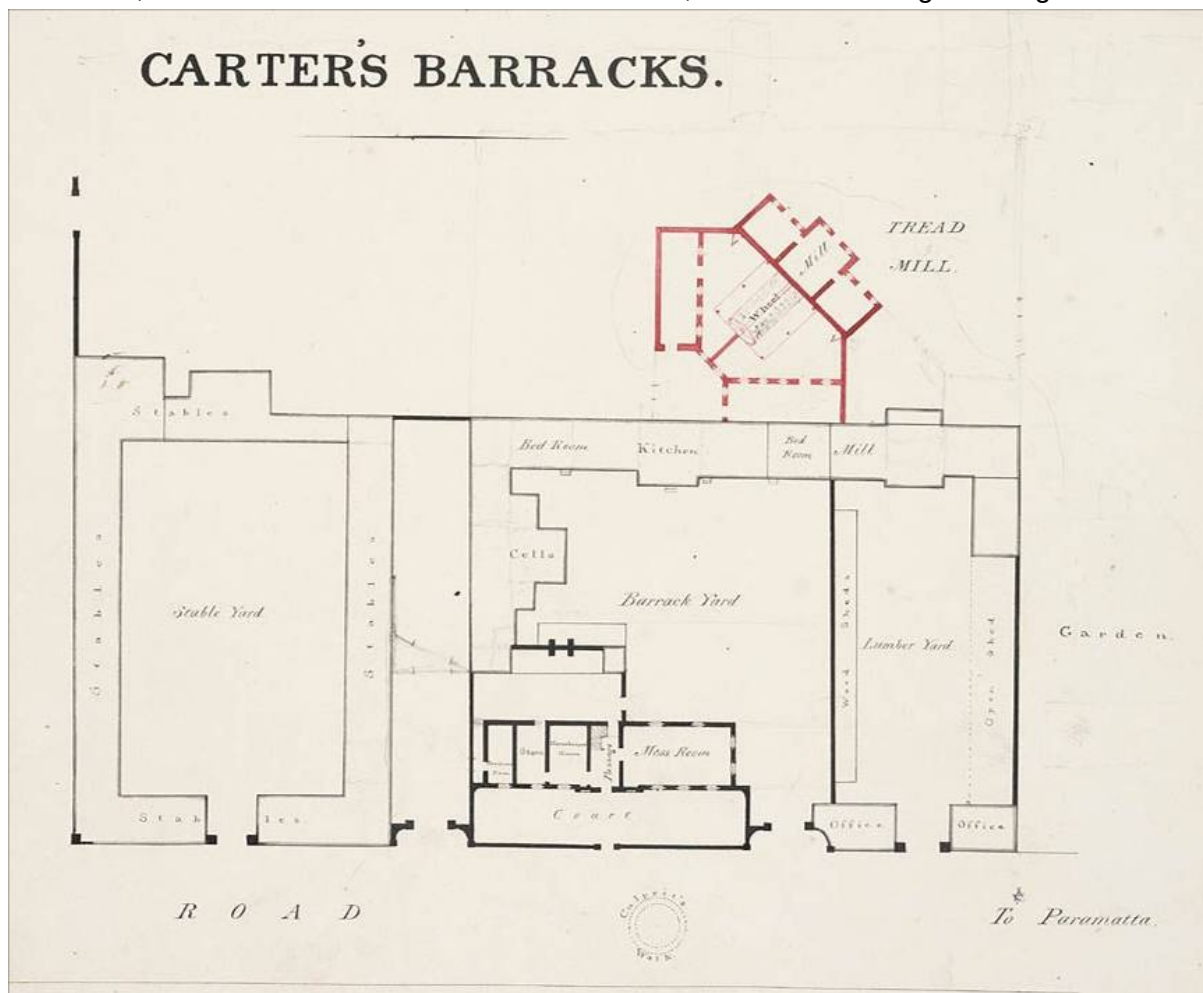


Figure 1: Plan of the Carters' Barracks, 1823. S.L. Harris, ML Picman a1357020h. North to left.

³ Susanna Evans: *Historic Sydney as seen by its early artists*, Doubleday Australia, 1983, p 96.

A small tread mill 'for the punishment of those committing minor offences' was installed in the range of buildings on the east side of the lumber yard in 1822. A year later work was underway to install another 'erected on larger and more efficient principles', which could be worked by both men and women. This was located to the east of the main building.⁴ These were probably the first tread mills erected in the Australian colonies. The first was based on an English design,⁵ while the 'improvements' in the second had been made by the Colonial Secretary, Major Frederick Goulburn.⁶ Edward Stack was appointed Superintendent of the Tread Mill on 1 August 1823. A Committee on Treadmill Labour, appointed by Governor Darling in 1829, reported on the efficacy of the treadmill for convict reformation and its usefulness in grinding flour effected by convicts treading the equivalent of some 25 miles a day in winter and 28 in summer 'in perpendicular ascent'.⁷

On the north side of the Carters Barracks ran a road that connected Pitt Street and Elizabeth Street, along the northern boundary of the burial ground. This was variously known as the Burial Ground Road, Carter Street, Garden Road and Belmore Road. Harper's survey of c.1823 shows the main barracks, a range of buildings (probably stables) to the east along the burial ground road, a fenced paddock, the second tread mill to the east and two buildings in the garden to the south of the barracks. One of these was a small square structure immediately outside the south wall of the Carters' Barracks and the second a larger rectangular building with smaller rooms at either end.⁸

When requesting a pay increase in 1831 the Superintendent of Carters' Barracks enumerated his duties: the barrack discipline of about 200 prisoners; management of from 80 to 100 boys 'who are certainly more difficult to control than a like Number of men'; the superintendence of the lumber yard for the boys' instruction and stores for their employment; superintendence of the tread mill; the charge of 40 to 50 horses, carts and harness and supplying them for the daily requirements of the public departments; and managing the cultivation of a government garden to supply prisoners in Sydney with vegetables.⁹

The Carters' Barracks – second phase of occupation c. 1835-c.1845

(Ironed gang stockade / Debtors' Prison / House of Correction / Mounted Police)

By the 1830s the whole question of the efficacy of transportation as a deterrent to crime and its value for the reformation of the criminal was being debated in Britain. Colonial governors had to juggle contending demands from the British government for economy, security,

⁴ S L Harris, 'Report and estimate of the value of the improvements which have taken place in the Public Buildings at Sydney, Parramatta, Windsor, Liverpool and Campbelltown, between the 25th of Decr 1822 & the 24th of Decr. 1823 inclusive ... made by S L Harris Cl. Architect 1824, C 225 & C226, Reel CY 1035, Expose & estimate of Carters Barracks (Mitchell Library).

⁵ James Semple Kerr: *Design for Convicts. An account of design for convict establishments in the Australian Colonies during the transportation era*, Library of Australian History, Sydney, 1984 pp 53-54.

⁶ S L Harris, 'Report and estimate of the value of the improvements which have taken place in the Public Buildings at Sydney, Parramatta, Windsor, Liverpool and Campbelltown, between the 25th of Decr 1822 & the 24th of Decr. 1823 inclusive ... made by S L Harris Cl. Architect 1824, C 225 & C226, Reel CY 1035, Expose & estimate of Carters Barracks (Mitchell Library).

⁷ Returns of the Colony for 1823, 4/252 (State Records NSW).

⁸ Harper's Survey of Sydney SZ 436 (State Records New South Wales).

⁹ A Murray to Colonial Secretary 3 January 1831, Enclosure with despatch from Governor Darling dated 5 February 1831, *Historical Records of Australia* (Ser. 1) Vol. 16, pp 74-75.

reform and deterrence; the anxieties of colonists about their own security and their growing reluctance to pay for gaols and police; and the practical realities of convict numbers and available accommodation.¹⁰

In reviewing convict establishments in New South Wales Governor Bourke reported in 1834 that the experiment in reforming the boys at the Carters' Barracks was not successful. Instead a semi-apprenticeship system had been introduced in which the boys were all assigned directly on arrival to masters who would teach them a trade and keep them for the term of their sentence.¹¹ At about the same time the use of the Carters' Barracks as a depot for government horses and carts and for the employment of male prisoners as carters also ceased.¹² With these changes the Carters' Barracks took on new functions and was used as a debtors' prison, a House of Correction and also as an ironed gang stockade, a combination of both convict establishment (the ironed gang) and colonial gaol (the debtors' prison and House of Correction).

The use of part of the barracks as a debtors' (or sheriff's) prison was established in December 1835 and lasted until December 1843 when the Legislative Council refused to vote funds for its continuation.¹³ As a debtors' prison it had a high turnover of prisoners. In its final year of operation in 1843 there were 344 men and 8 women committed during the year, with a maximum of 28 prisoners at any one time. With nine separate cells, presumably those in the boys' part of the Carters' Barracks, this obviously required more than one person to a cell at busy times.¹⁴

The use of the barracks as a House of Correction began at about the same time as the establishment of the debtors' prison. The House of Correction was a place of minor punishment for convicts, where the treadmill substituted for flogging. Free persons who offended were also sent there, but in small numbers. It is not known which part of the Carters' Barracks was used for these prisoners. This use appears to have lasted from 1835 to about 1844.¹⁵

Meanwhile convicts undergoing a more rigorous form of punishment were also accommodated at the Carters' Barracks; these were the ironed gangs, those sentenced to work in irons on the roads or public works. From July 1838 this included all new convicts arriving in the Colony who were to be detained for a year and worked in gangs before they could be assigned.¹⁶

¹⁰ Goderich to Bourke despatch dated 25 December 1832, *Historical Records of Australia* (Ser. 1) Vol. XVI pp 829-833.

¹¹ *Guide to New South Wales State Archives relating to convicts and convict administration*, State Records Authority of New South Wales, 2006, p 69.

¹² This requires further research. The arrangement of the Colonial Secretary's correspondence suggests that letters from the Carters Barracks ceased in 1834 to be replaced in 1835 by correspondence from the House of Correction, *Guide to the State Archives, Colonial Secretary Part II Correspondence*, 1972, Archives Authority of New South Wales (now State Records NSW).

¹³ Agency Detail, Agency number 5052, Carters Barracks (State Records NSW) and Returns of the Colony 1843, p 576 (Mitchell Library).

¹⁴ Returns of the Colony 1843, pp 562-563 (Mitchell Library).

¹⁵ Correspondence from the House of Correction to the Colonial Secretary survives for the years 1835, 1839, 1842 and 1844, see *Guide to the State Archives, Colonial Secretary Part II Correspondence*, 1972, Archives Authority of New South Wales (now State Records NSW).

¹⁶ Glenelg to Gipps despatch dated 6 July 1838, *Historical Records of Australia* (Ser. 1) Vol. XIX pp 468-469.

Governor Bourke's changes to the regulations governing the gangs included placing them under the superintendence of a serving military officer. From January 1836 until 1847 a succession of military officers filled this role in Sydney. In 1836 and 1837 the location of the ironed gang is recorded in the Returns of the Colony simply as 'Sydney' but from 1838 to 1842 inclusive their location is specified as the "Stockade Carters' Barracks".¹⁷ Surviving records suggest that the stockade may have been established at the Carters' Barracks from September 1836, remaining there until January 1844.¹⁸

The ironed gangs were usually housed in temporary accommodation when working on the roads or at work sites outside Sydney but is not known whether this type of arrangement was also followed at the Carters' Barracks. The barracks was large and even with a debtors' prison and House of Correction on the same site there could have been sufficient basic accommodation to house the ironed gang in the existing building or its workshops and yards. If this were not the case there would have been plenty of room within the grounds of the barracks and its original garden for a stockade to be established.

With three different establishments occupying the Carters' Barracks from c.1835 to the mid-1840s, separate accommodation would have been required for the superintendents of its various parts: the debtors' prison, the House of Correction and the ironed gang. It is possible that the building in the garden was altered or converted into the government cottage at this date to accommodate the military officer in charge of the ironed gang (see below).

Further research is required to detail more of the arrangements at the Carters Barracks in its second phase of use from the mid-1830s to the mid-1840s including clarification of Macle hose's statement that in 1839 the barracks had been 'recently partially destroyed by fire'.¹⁹

In addition to the use of the building for prisoners, of various sorts, it would also appear that the Mounted Police used parts of the stabling at the Carters' Barracks. The Mounted Police had been formed in the 1820s by Governor Darling – eventually disbanded to be replaced by a Mounted Patrol section of the Sydney police.

The Carters' Barracks – third phase of occupation – temporary arrangements c. 1845-1850s

(Refuges for women / Railway Company / Commissariat / Mounted Police / East India Company depot for horses)

As the convict system was gradually dismantled following the suspension of transportation to New South Wales in 1840, and the number of remaining convicts under sentence diminished, much of the building stock that had been constructed for the convict system was reused for other purposes. Use by government departments was one option, while the availability of large redundant buildings prompted a range of institutions to request their use for charitable, educational and other purposes.

¹⁷ Returns of the Colony 1836-1842 (Mitchell Library).

¹⁸ *Guide to New South Wales State Archives relating to convicts and convict administration*, State Records Authority of New South Wales, 2006, p 155.

¹⁹ James Macle hose: *Picture of Sydney and Strangers' Guide in New South Wales for 1839*, John Ferguson, Sydney, 1977 p 136.

From the mid-1840s until the later 1850s the Carters' Barracks provided accommodation for a number of purposes, both governmental and charitable. In the first instance these were considered to be temporary. One of the main reasons for this uncertainty was the founding of the Sydney Railway Company whose plans for the introduction of the railway to Sydney included a terminus on Hay Street to the north of the burial ground and the Carters' Barracks. The land given to the Railway Company included the paddocks to the north of the Barracks and a corridor of land to the east of the buildings (bordering the burial ground), cutting through the Carters' Barracks paddocks and removing the stabling on Burial Ground Road. This work was eventually taken over by the government and there was a suggestion that the railway might be extended to Hyde Park. It was only when this had been discounted that the future of the area immediately around the Carters' Barracks became more certain.

The main use to which the old Carters' Barracks was put when it ceased to be a gaol and convict establishment was as a 'Magdalene', a home for the reformation of prostitutes. Two separate institutions of this sort were established in the building in the late 1840s and early 1850s: a Roman Catholic Magdalene which became known as the House of the Good Shepherd, occupying the northern part of the buildings²⁰ and the Sydney Female Refuge, its Protestant equivalent, housed in the southern end. Both became permanent occupants of the barracks. Their work consisted of separating prostitutes from society for a substantial period in a cloistered and controlled environment, providing them with alternative work such as needlework and by the enforcement of a strict moral code and the provision of religious instruction attempting to assist them give up their previous way of life.²¹ In 1857 when an Australian order of nuns, the Sisters of the Good Samaritan was established in Sydney, they made the barracks their home.

Elsewhere on the site there was a mixture of government-related activities and residents: the Commissariat (in the old stable yard), the police Mounted Patrol (in the stables along the Burial Ground Road), a depot for the East India Company's horses and also the Railway Company, occupying the land at the back of the barracks.²² By this time parts of the original buildings were in ruins, including the tread mill and in adapting the building for new uses, building materials were sourced on site.²³

²⁰ Colonial Architect Correspondence, Carters Barracks 2/640A (SRNSW).

²¹ Information on the Sydney Female Refuge founded in 1848 on the Women Australia website www.womenaustralia.info.

²² Surveyor General's Sketch Books Vol. 6 Fol. 24, Reel 2780 (SRNSW).

²³ Notes on plan Surveyor General's Sketch Books Vol. 6 Fol. 24, Reel 2780 and Undated report in Colonial Architect Correspondence, Carters Barracks 2/640A (SRNSW).

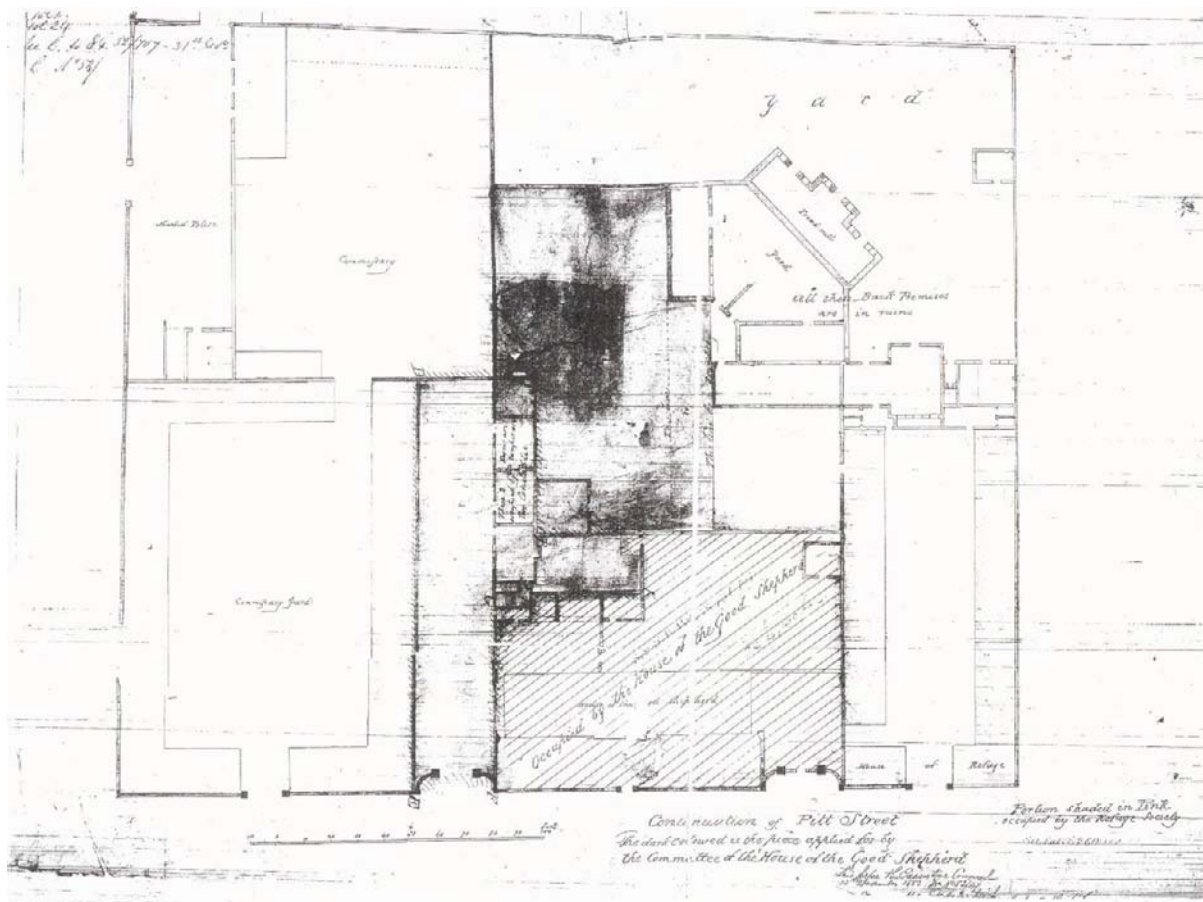


Figure 2: Surveyor General Sketch Books Vol. 6 Fol. 24, Reel 2780 (SRNSW).

In December 1850 an area of land between the burial ground and the line of the proposed railway was reserved for the police Mounted Patrol together with other land on the opposite side of the Burial Ground Road that had formerly been used by the Commissariat. When the adjoining land that had been reserved for the private Sydney Railway Company was surrendered this too was reserved for police purposes.²⁴ The way was now open for the construction of a proper barracks and stables for the Mounted Patrol to replace piecemeal arrangements within the barracks.²⁵ In 1854 the foundations were laid for a combined stables with barracks above and in 1855 tenders were let for the above ground work. Further additions were built in 1858 when van sheds, a wash house for the troopers and a stables for sick horses were added to the site.²⁶ In 1860 some building materials from the Carters Barracks were sold including those from boundary walls.²⁷

²⁴ Surveyor General's Sketch Books Vol. 7 Fol. 10, Reel 2780 (SRNSW).

²⁵ In 1851 an arrangement was made with the Railway Company for the Mounted Patrol to use part of the Carters Barracks, Colonial Architect Correspondence, Carters Barracks 2/640A (SRNSW).

²⁶ Colonial Architect Correspondence, Miscellaneous estimates and returns 2/632 & Additions Mounted Patrol Barracks 2/640A (SRNSW).

²⁷ Colonial Architect Correspondence, Police Correspondence 2/620 (SRNSW).

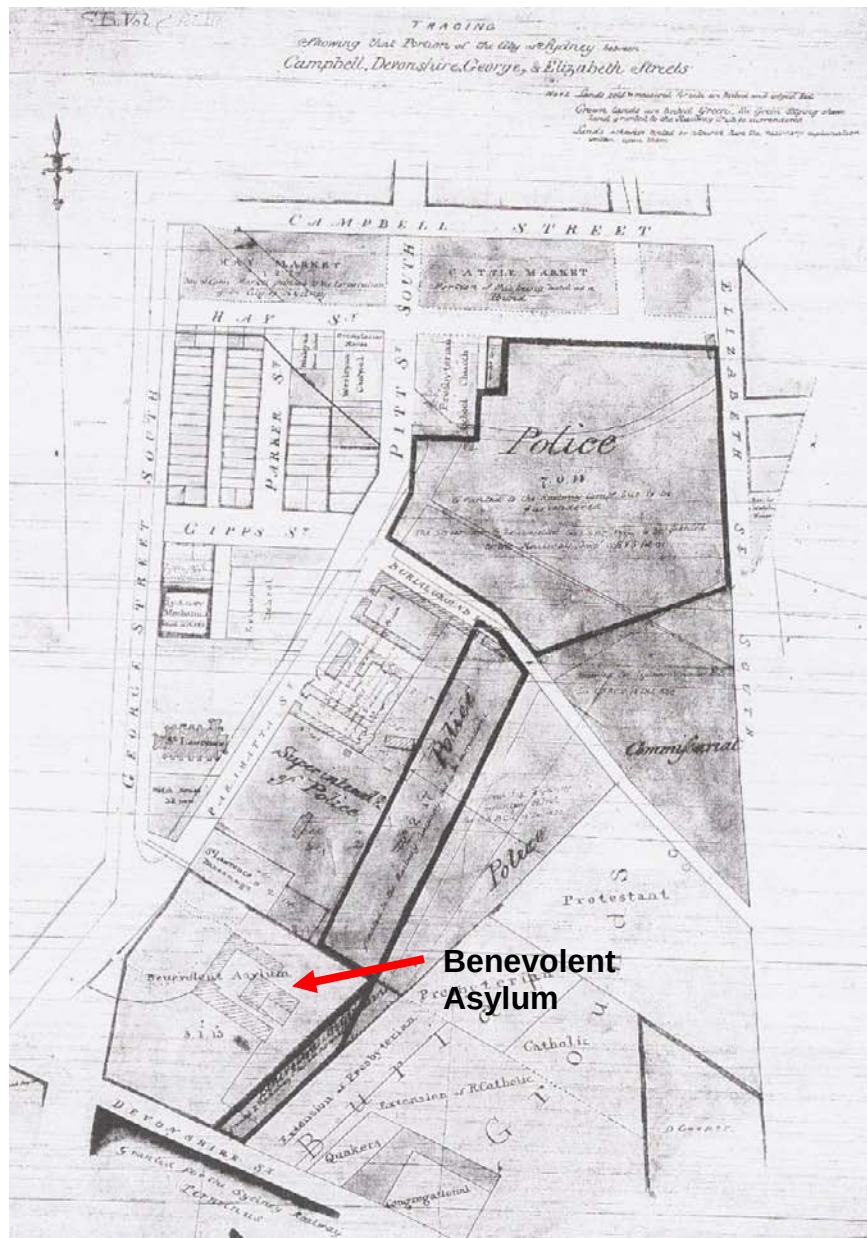


Figure 3: Surveyor General's Sketch Books Vol. 7 Fol. 10, Reel 2780 (SRNSW).

The Carters' Barracks – fourth phase of occupation late 1850s-c.1901 (The Sydney Female Refuge, the House of the Good Shepherd and the Convent of the Good Samaritan)

By the late 1850s as the Sisters of the Good Samaritan moved to the old Carters Barracks, the Mounted Police occupied their new barracks on Burial Ground Road and other temporary uses of the premises ended, the old convict barracks took on a permanent aspect as a convent and refuge for women. By 1865 a chapel had been added to the site within the area once occupied by the original stables and yard and by the early 1870s a substantial new and suitably ecclesiastical looking building had been constructed for the convent on the Pitt Street frontage where the original central building had once stood.

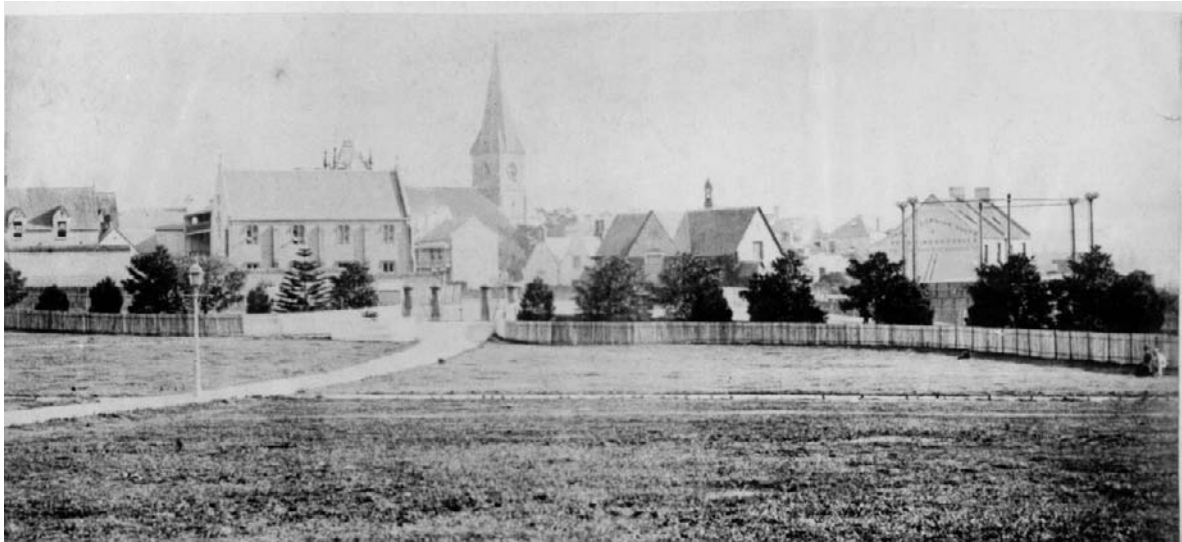


Figure 4: 1870s photograph of Belmore Park looking southwest to Pitt Street. The chapel of the Convent of the Good Samaritan is to the left of the tower of Christ Church St Laurence. Foster Collection, Vol. 10 p 96 (RAHS).

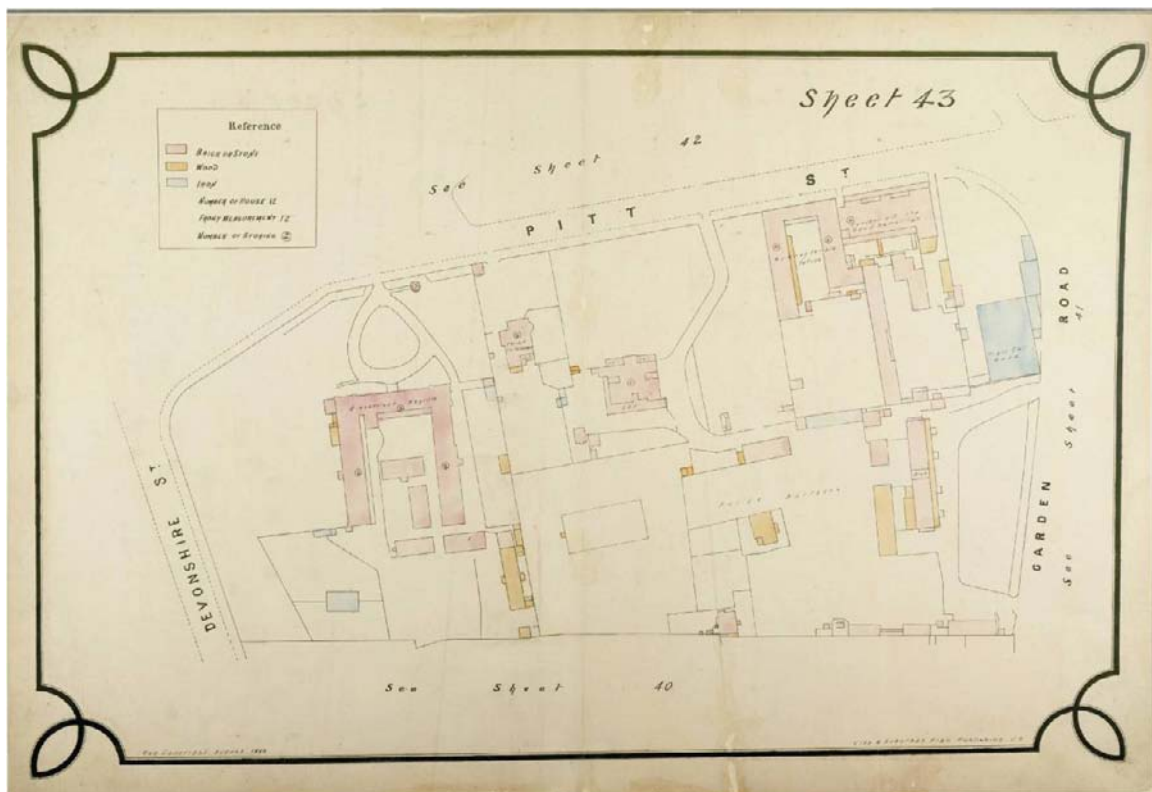


Figure 5: Rygate & West 1887 map, north to right.



Figure 6: Devonshire Cemetery c.1890s, looking southeast, photograph SRC 14698, City of Sydney Archives.

The land at the corner of Pitt Street and the Old Burial Ground Road stood vacant for some time but was then used as the depot for the first steam tramway in Sydney (Fig. 6).²⁸ This was built in 1879 to service the International Exhibition held in the Garden Palace Exhibition Building in Macquarie Street and ran from the railway station, across Belmore Park to Elizabeth Street to a Hunter Street terminus, just a short walk from the Exhibition building. Steam operation began on 28 September 1879 and the service ran every 15 minutes. Over one million passengers were carried during the duration of the Exhibition and the line proved not only profitable but perhaps the most popular event of the Exhibition.²⁹ The extent of the tram sheds in the later 19th century is shown in a c.1890s photograph of the corner of Garden Road (Belmore Road) and Pitt Street.³⁰

The government cottage 1820s-1901

Harper's plan of Sydney, begun in 1823, shows a rectangular building with smaller end rooms in the barracks garden between the Carters' Barracks and the Benevolent Asylum. The original function of this building is not known. By the early 1830s the building would appear to have either been replaced on the same site, or added to and enlarged, as shown

²⁸ John Oakes: *Sydney's Central. The history of Sydney's Central Railway Station*, Australian Railway Historical Society NSW Division, 2002, p 18.

²⁹ Robert Freestone: 'Space. Society and urban reform' in Peter Proudfoot, Roslyn Maguire and Robert Freestone: *Colonial city. Global city. Sydney's International Exhibition 1879*, Crossing Press, 2000, pp 30-31.

³⁰ Devonshire Cemetery, photograph SRC 14698 (City of Sydney Archives).

in a number of maps and plans including that published in the *New South Wales Calendar and Post Office Directory* in 1832.

While the Returns of the Colony indicate whether or not a particular government employee was provided with quarters or a residence as part of their remuneration, the identification of exactly where this accommodation was located is difficult to determine. An article in the *Daily Telegraph* in 1901 recorded that the police commandant's quarters, then occupied by the Inspector-General of Police Mr Edmund Fosbery, had previously been occupied by Colonel Lonsdale, Major Innes and Captain McLerie. This information, together with historical documentation, suggests that in the second phase of use of Carters' Barracks the garden cottage was the quarters of the Superintendent of the Ironed Gang who was provided with a house as part of his remuneration.³¹

The system of military superintendence of the ironed gang began in January 1836 and in the first instance the superintendents were serving military officers belonging to regiments stationed in New South Wales. While such officers would usually have lived in barracks, the iron gang regulations required the superintendent to live at the stockade and the cottage in the Barracks' garden would have been suitably close, whether the men were in a stockade at the Carters' Barracks, or actually living in the building. The residence was known as the government cottage and later just "The Cottage". Its first long-term resident was Joseph Long Innes, a retired military officer who had returned to Sydney to join his family in 1838 after he had to have a leg amputated due to illness while serving in India.³² After a brief period as Superintendent of the Ironed Gangs in 1839, Innes returned to the position in 1841. *The Australian* carried an advertisement in September 1841 for the sale of some of his furniture prior to his removal to 'Government Cottage Carters Barracks'.³³ Innes also served variously as Visiting Magistrate at the Sydney Gaol, the House of Correction, Cockatoo Island and at Tarban Creek Lunatic Asylum. When there was no longer an ironed gang at Carters' Barracks, Innes continued to live in the government cottage with his wife and growing family. In 1848 when the Superintendent of Police Charles Windeyer went on leave Innes was appointed to the position, to which he was appointed permanently when Windeyer retired.³⁴

Some additions appear to have been made to the cottage by 1849, probably to accommodate Innes' young family. These are shown in a plan of the area drawn in 1848 showing the areas to be appropriated for the railway station and railway works.³⁵ Further alterations and additions were made in 1853-1854³⁶ and by the late 1850s the house had been substantially enlarged and achieved its final form.³⁷ The unusual plan of the building strongly suggests that the earlier 1820s/1830s sections had been retained in the process of these changes. This is confirmed in the specifications for the works in 1853-1854 that included the addition of a new dining room, drawing room, bedrooms and dressing rooms,

³¹ 'A piece of Old Sydney', *Daily Telegraph* 26 June 1901 p 3.

³² The Memorial of Joseph Long Innes, formerly Captain in the 39th Regiment of Foot, Enclosure with despatch from Governor Fitzroy dated 30 March 1848, *Historical Records of Australia* (Ser. 1) Vol. XXVI, pp 3-4-305.

³³ *The Australian* 2 September 1841 p 4b.

³⁴ Returns of the Colony 1841-1848 (Mitchell Library).

³⁵ Surveyor General's Sketch Books Vol. 5 Fol. 59, Reel 2779 (SRNSW).

³⁶ Colonial Architect Correspondence, Police Stations 2/620 & Carters Barracks 2/640A (SRNSW).

³⁷ Surveyor General's Sketch Books Vol. 8 Fol. 84, Reel 2780 (SRNSW).

and the whole being re-roofed.³⁸ The cottage was also connected to the water mains at the same time and its cess pits filled in.³⁹ In 1855 a small part of what had been the police garden was added to the portion of land to the south of the cottage that had already been granted as a parsonage for Christ Church St Laurence. As this addition for the parsonage included a wash house and water closet that presumably belonged to the police cottage this too would have occasioned some new building.⁴⁰

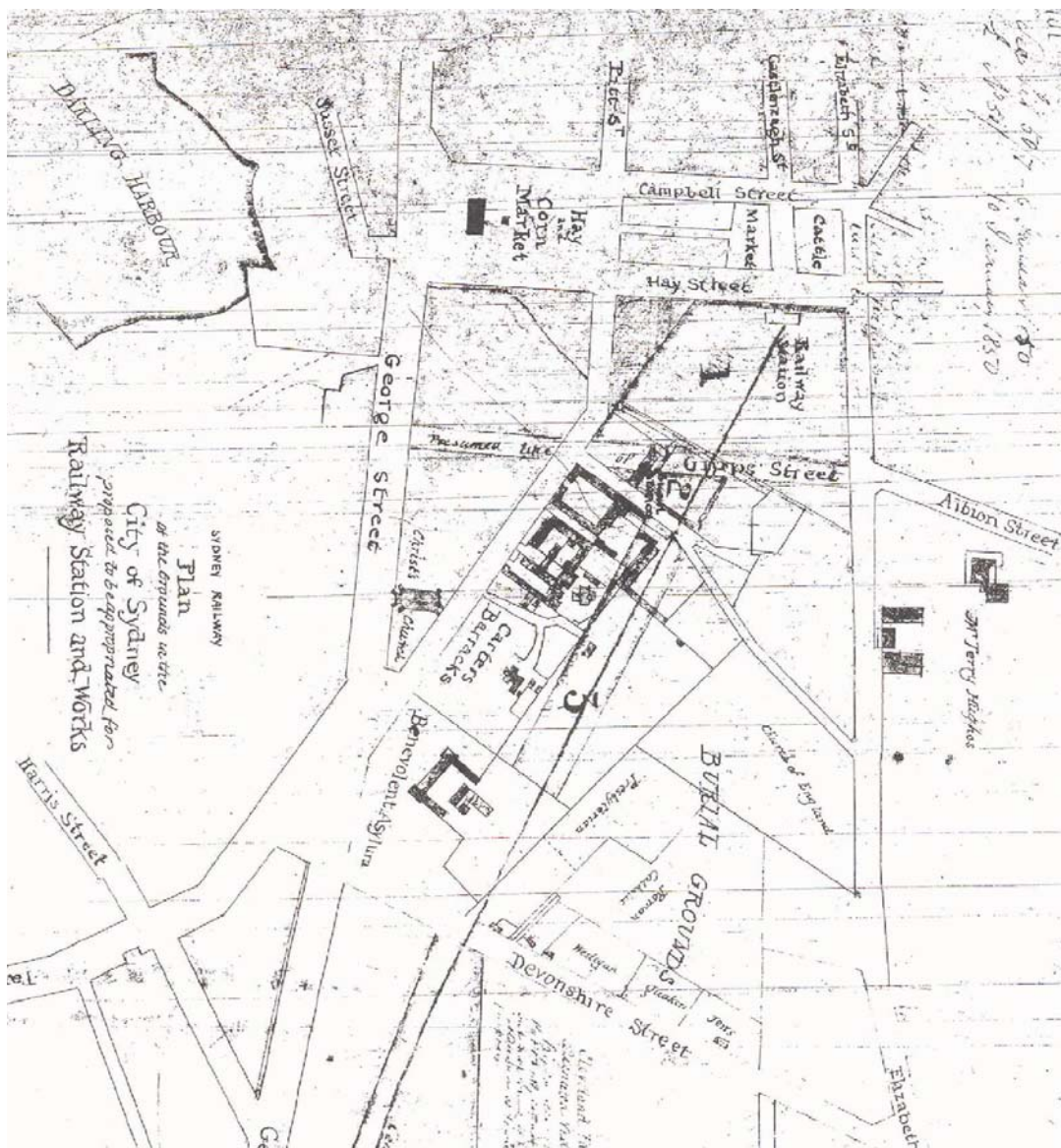


Figure 7: 1848, Surveyor general's Sketch Books Vol. 5 Fol. 59, Reel 2779, SRNSW.

³⁸ Specification of sundry additions and repairs to be done at the residence of John McLerie Inspector of Police, Colonial Architect's Office Sept 16th 1853, Colonial Architect Correspondence, Police Stations 2/620 (SRNSW).

³⁹ Memo. City Surveyor January 1854, Letters received 26/9/042 (City of Sydney Archives).

⁴⁰ Surveyor General's Sketch Books Vol. 7 Fol. 62, Reel 2780 (SRNSW).

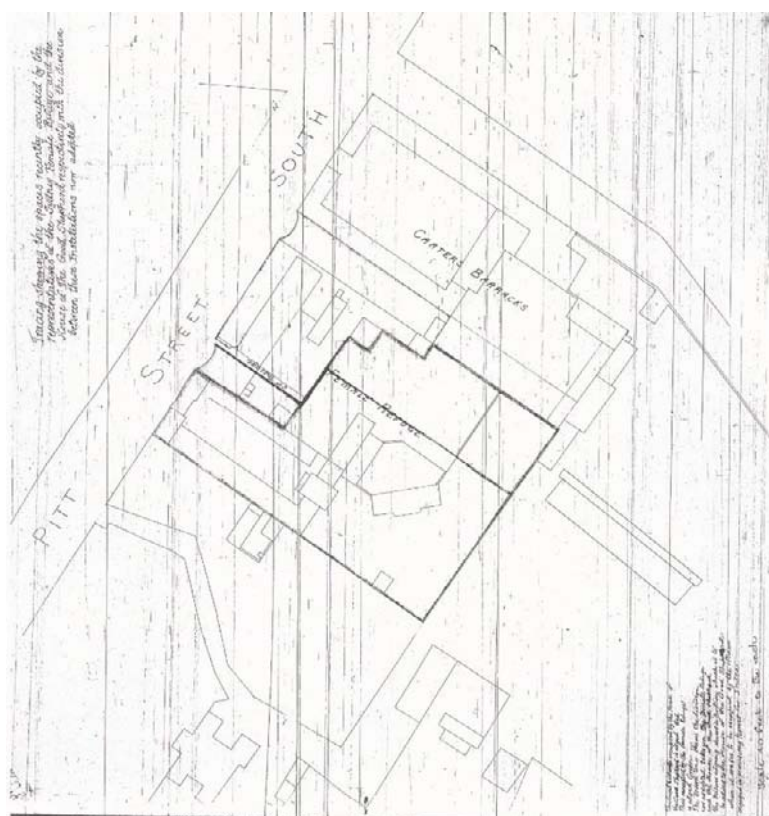


Figure 8: Surveyor General's Sketch Books Vol. 8 Fol. 84, Reel 2780 (SRNSW), 'Sketch shewing the Land applied for by the Trustees of Christ Church'.

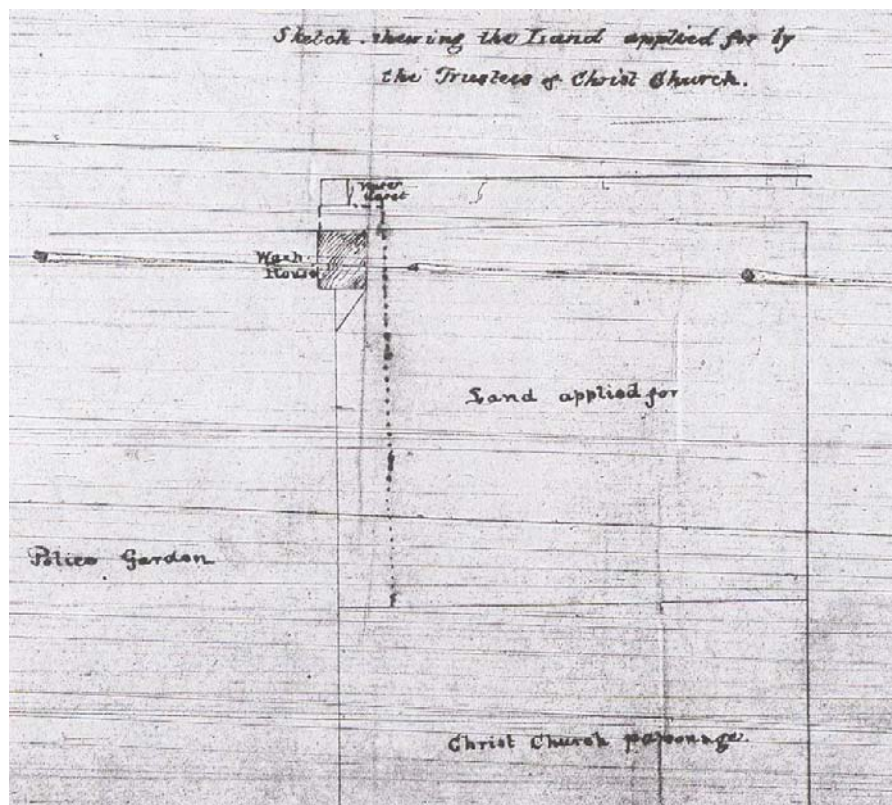


Figure 9: Surveyor General's Sketch Books Vol. 7 Fol. 62, Reel 2780 (SRNSW).

When Edward Day succeeded Innes as Superintendent of Police and required some repairs to the cottage, the Colonial Secretary instructed that he must pay for these himself as the cottage had not been occupied by Innes in his capacity as Superintendent of Police and so the house did not belong to that office.⁴¹ Nevertheless Day's successor in 1850 John McLerie also lived there and the house continued to be the residence of the Superintendent of Police (later Inspector-general of Police) until it was demolished for the construction of Central Railway. It seems likely that it became the official residence of the head of the police when McLerie became Inspector-General in October 1856 (under new legislation).

John McLerie died at the cottage in Pitt Street South in October 1874 and was succeeded in office by Edmund Fosbery who lived in the cottage for some twenty years of his term in office as Inspector-General of Police from 1874 to c.1895.⁴² Fosbery retired in 1903. His successor in the cottage was Martin Brennan,⁴³ a police inspector who after notable service in country districts arrived in Sydney in 1894 to take charge of the training depot.⁴⁴

The house and its curtilage are well illustrated in Rygate & West's plan of 1887 and the north side can be seen in a number of photographs taken from the Hordern building immediately prior to its demolition. A sketch of the cottage and its grounds drawn by Frank Fosbery one

⁴¹ Colonial Secretary to Colonial Architect 26 December 1849, Colonial Architect Correspondence, Police Correspondence 2/620 (SRNSW).

⁴² 'A piece of Old Sydney', *Daily Telegraph* 26 June 1901 p 3.

⁴³ *Sands Directory* 1900.

⁴⁴ *Australian Dictionary of Biography* Volume 7: 1891-1939 A-Ch, Melbourne University Press, 1979, entry for Martin Brennan.

of Edmund Fosbery's children provides an insight into the use of various parts of the grounds including the bowling green, tennis court and 'dad's garden' and his place in them, such as 'My room' by the boundary with the Christ Church parsonage (Fig. 10).⁴⁵ Edmund Fosbery's two sons were born in 1866 and 1867 at Glebe, before he became Inspector General of Police in 1874. It seems likely that Frank Fosbery's sketch reflects the layout of the house and its grounds in the late-1870s to mid-1880s.

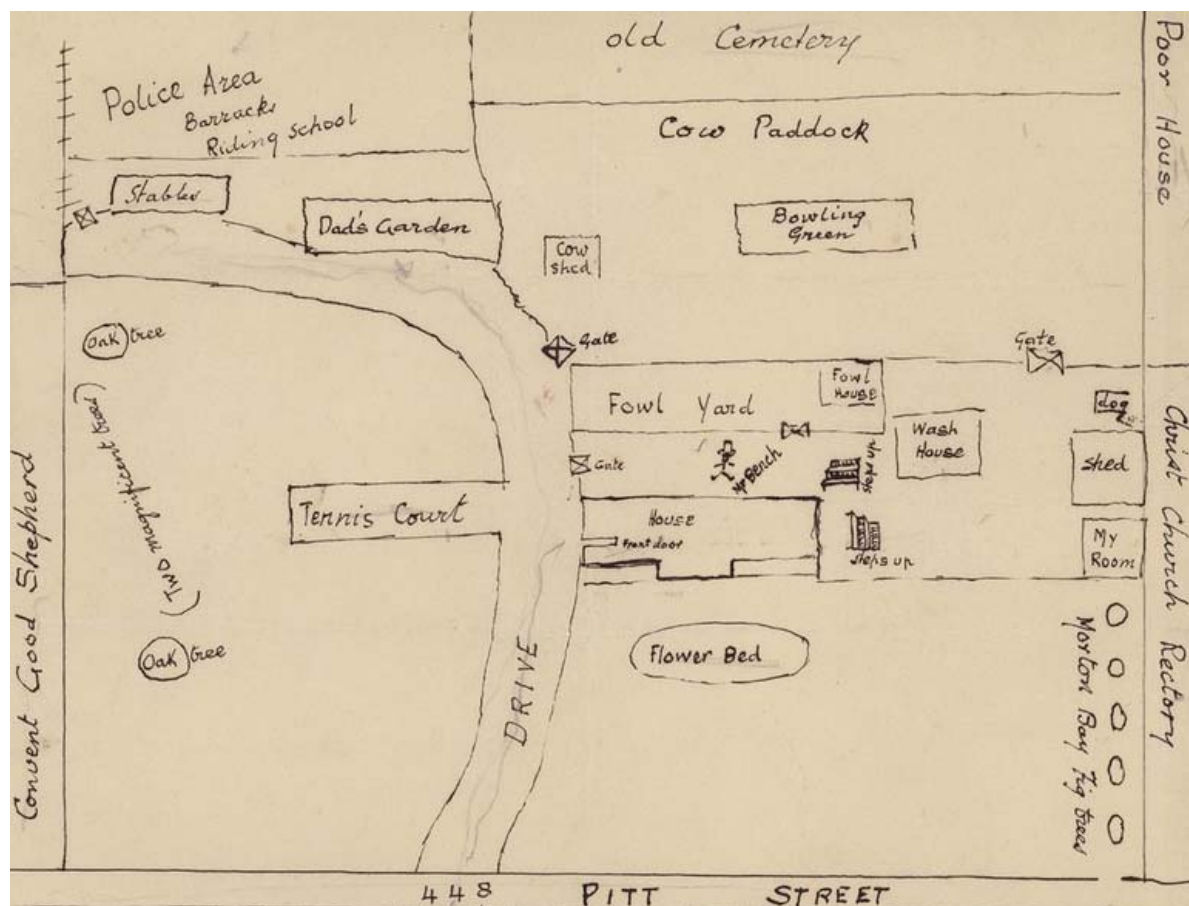


Figure 10: Sketch of the Fosbery home, ML SPF 361.

Occupants of the government cottage – Superintendents of the Ironed Gangs

William Irwin Capt 28th Regt from 1 January 1836 succeeded by William Lonsdale Capt 4th Regt from 1 April 1836 succeeded by Henry Irving Capt 4th Regt from 12 September 1836 succeeded by Frederick C Montgomery Capt (later Brevet Major) 50th Regt from 1 August 1837 succeeded by

Joseph Long Innes Capt 39th Regt (on leave) from 1 September 1839 succeeded by William H Christie Major 80th Regt (on leave) from 22 November 1839 succeeded by Joseph Long Innes from 21 August 1841 to 13 September 1849.

Occupants of the government cottage – Superintendent / Inspector-General of Police

Edward D Day from 22 September 1849 succeeded by

⁴⁵ Location of The Cottage Pitt Street Sydney drawn by Frank Fosbery, SPF/361 (Mitchell Library).

John McLerie from 1 October 1850 (from 1856 Inspector-General of Police) to his death at the cottage on 6 October 1874 succeeded by Edmund W Fosbery 1874 – c.1895 succeeded by Martin Brennan Inspector of Police c.1895- (c.1902)



Figure 11: Government Cottage, Carter's Barracks, Fosbery photo, SPF 360.

Christ Church St Laurence parsonage 1855-1902

In April 1838 the Reverend William Horatio Walsh was licensed to the parish of St Laurence and the first service in the parish was held in a storeroom of the Albion Brewery in Elizabeth Street on 28 October 1838. Planning for the construction of the church began in 1840 but it was not until 1845 that the church, named Christ Church St Laurence, was consecrated.⁴⁶ Walsh lived first in a house on George Street on the north side of the church site and from 1850 to 1855 in Cleveland House.⁴⁷ In 1855 he moved into the new parsonage on the east side of Pitt Street South. The site, opposite the Pitt Street end of the church, was immediately to the south of the cottage occupied by the Inspector-General of Police Captain John McLerie and had originally been part of the Carters' Barracks garden.

The parsonage was designed by the architect Edmund Blacket, a churchwarden of Christ Church and was a reasonably modest, two-storey building with four bedrooms.⁴⁸ Later photographs show that the garden had a number of large trees and some elements of

⁴⁶ History section of Christ Church St Laurence website April 2009.

⁴⁷ John Spooner: *The Archbishops of Railway Square. A history of Christ Church, St. Laurence Sydney*, Halstead Press, Sydney, 2002, pp 17-20.

⁴⁸ Blacket architectural plans PXD 194 fols. 11-13, CY 707 (Mitchell Library).

garden design are visible in an early photograph (Fig. 12).⁴⁹ The house continued to serve as the Christ Church parsonage until the site was required for the new Central Railway when another site was procured for the purpose on the opposite side of Pitt Street adjacent to the church. The parsonage was not immediately demolished for railway works, as were the buildings to the north and south of it, but was used as the engineers' office during railway construction.⁵⁰ The parsonage is clearly visible in a photograph taken in 1903 in which the walls of the station and the ramp piers have almost reached the level of the station concourse.⁵¹



Figure 12: Christ Church St Lawrence parsonage, no date, SPF/592 Mitchell Library.

⁴⁹ John Spooner: *The Archbishops of Railway Square. A history of Christ Church, St. Laurence Sydney*, Halstead Press, Sydney, 2002, p 83.

⁵⁰ John Spooner: *The Archbishops of Railway Square. A history of Christ Church, St. Laurence Sydney*, Halstead Press, Sydney, 2002, p 91.

⁵¹ John Oakes: *Sydney's Central. The history of Sydney's Central Railway Station*, Australian Railway Historical Society NSW Division, 2002, p 19.

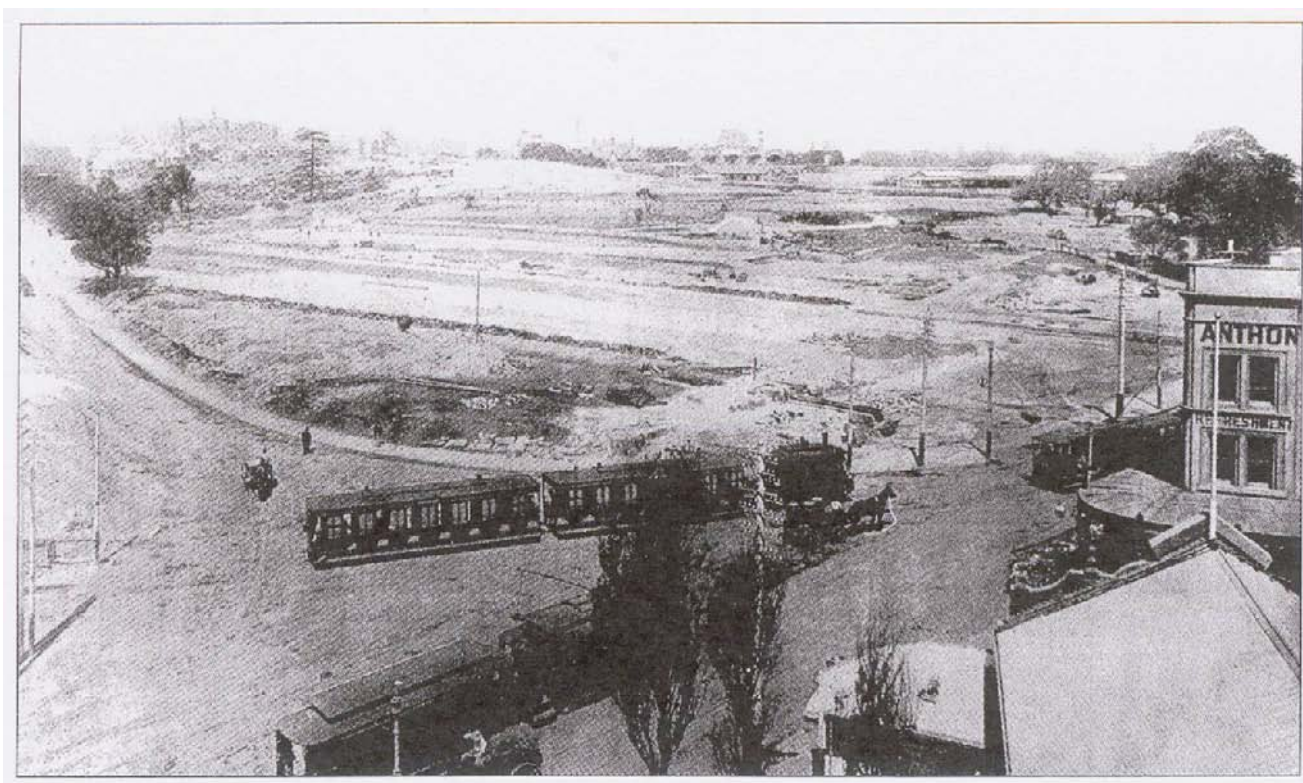


Figure 13: 1903 photograph of the study area after the demolition of the nineteenth-century building, John Oakes *Sydney's Central. The history of Sydney's Central Railway Station*, Australian Railway Historical Society NSW Division, 2002, p 19.

The Benevolent Asylum 1820-1821

The Benevolent Asylum was built in 1820-1821 and was described by Governor Macquarie as:

An Asylum for 100 infirm aged, blind, lame, poor persons, with Kitchen and other necessary Offices, including a Garden and recreation Ground, the whole premises being enclosed by a Brick Wall. This building is situated at the Southern extremity of the Town in an airy situation.⁵²

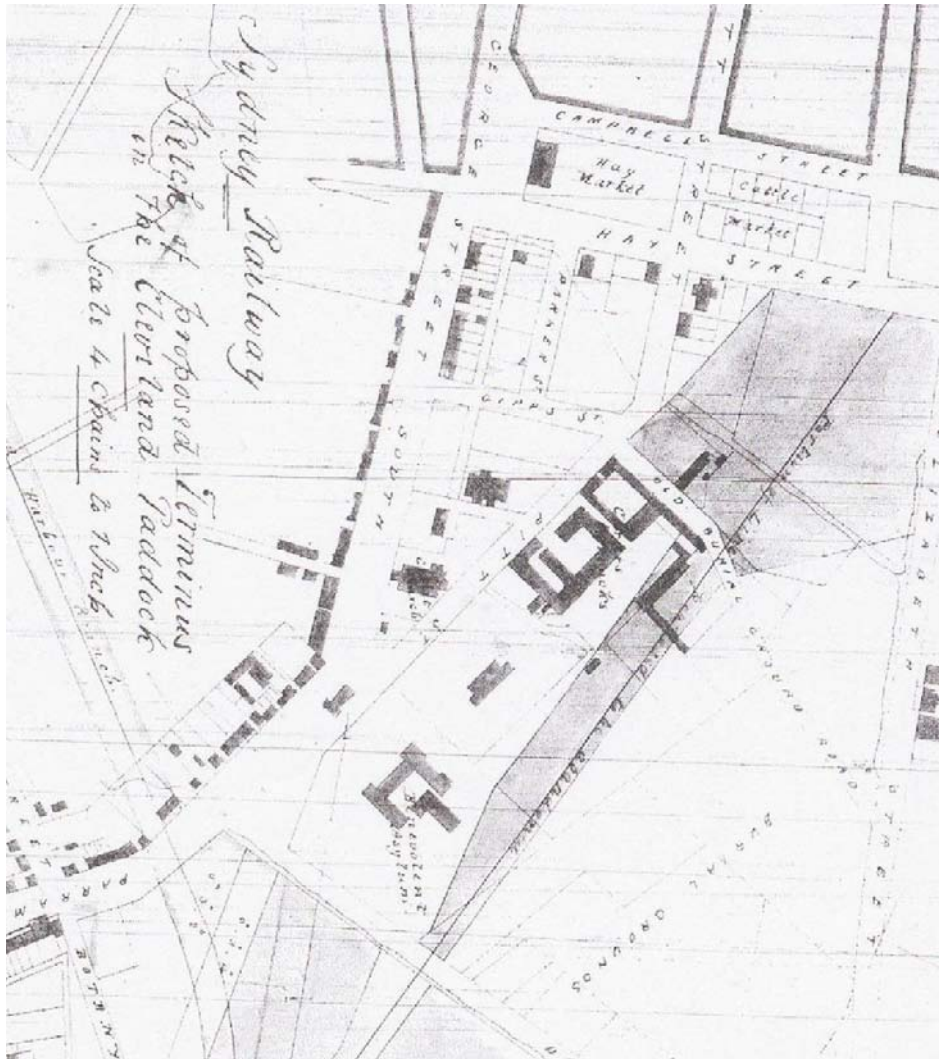


Figure 14: Surveyor General's Sketch Books Vol. 6 Fol. 87, Reel 2780 (SRNSW).

⁵² Macquarie to Bathurst July 1822, Appendix 'A List and Schedule of Public Buildings and Works erected and other useful Improvements, made in the Territory of New South Wales and its Dependencies, at the expence of the Crown, from the 1st of January, 1810, to the 30th of November, 1821, both inclusive', *Historical Records of Australia* (Ser. 1) Vol. 10 pp 684-699.

The asylum was administered by the Benevolent Society of New South Wales but was built by the government at the direction of Governor Macquarie. In an age without any form of government assistance for the sick, elderly, unemployed or those unable to provide for themselves, charitable institutions provided the only form of relief for the 'deserving poor', providing 'food, shelter and personal attention, but also medical treatment, religious instruction and consolation'.⁵³

The design of the asylum was by Francis Lawless, the overseer of bricklayers (who was also responsible for the Carters' Barracks) under the general direction of the engineer, Major Druitt.⁵⁴ Harper's survey of Sydney, which was begun in about 1823, shows the outline of the original buildings,⁵⁵ the main block facing Pitt Street South with a smaller kitchen wing behind which also housed the Superintendent. In the main block a central staircase separated the men's dining room from the women's accommodation on the ground floor with the men's wards above. No areas were provided where the inmates might work.⁵⁶

By 1830 a north wing had been added at the Society's expense, at right angles to the original building and in 1839 a south wing forming the fourth side of what was now an enclosed yard was built with government funding. With this addition the north wing was used for hospital purposes, a notable omission from the design of an institution to house the aged and infirm.⁵⁷ In the 1840s the economic depression strained the Society's resources while the closure of the convict Female Factory at Parramatta in 1849 added its former inmates to its responsibilities. By the 1850s further additions had been made to the east of the kitchen wing and the south wing had been extended.⁵⁸

By 1860 all was not well in the administration of the Society whose management of the Asylum and high death rate of children housed there was severely criticised by a Select Committee of the Legislative Assembly. The Society was relieved of the responsibility for aged, blind and destitute men in 1862 and the following year decided to devote its efforts to the relief of poor and needy women and abandoned children. Together with the Sydney Female Refuge and the House of the Good Shepherd, this made the end of Pitt Street South an area almost totally devoted to the care of women and children. In 1865 a quarantine ward was established in the Asylum and in 1866 the north wing was remodelled as lying-in facility and renamed the Lying-In Hospital of NSW. Within a decade the Society was reformed: professional nursing staff were engaged, the Benevolent Asylum was completely refurbished in 1874 and the Asylum's lying-in hospital recorded the lowest infant and childbirth mortality rates of any hospital in Australia. In 1882 the Society was informed that its site would eventually be required for the site of a new railway station but the Asylum remained in use until finally resumed for the construction of Central Railway Station in 1901.⁵⁹

⁵³ Quoted in Frank Clune: *Serenade to Sydney. Some historical landmarks*, Angus and Robertson, 1967, pp 196-197.

⁵⁴ James Semple Kerr: *Design for Convicts*, Library of Australian History, Sydney, 1984, pp 52-53 & 54-56.

⁵⁵ Harper's Survey of Sydney SZ 436 (State Records New South Wales).

⁵⁶ James Semple Kerr: *Design for Convicts*, Library of Australian History, Sydney, 1984, pp 54-56 & Fig. 87.

⁵⁷ James Semple Kerr: *Design for Convicts*, Library of Australian History, Sydney, 1984, p 54, Fig. 87.

⁵⁸ Surveyor General Sketch Books Vol. 5 Fol. 59, Reel 2779 and Vol. 6 Fol. 67, Reel 2780 (SRNSW).

⁵⁹ Ron Rathbone: *A very present help. Caring for Australians since 1813. The history of the Benevolent Society of New South Wales*, State Library of New South Wales Press, Sydney, 1994 pp 225-226.



Figure 15: Benevolent Asylum (SPF/245).



Figure 16: Benevolent Asylum, Central Square c.1885, reproduced from John Oakes, *Sydney's Central. The history of Sydney's Central Railway Station*, Australian Railway Historical Society NSW Division, 2002, p 93.

Resumption and demolition

A number of photographs taken before and during demolition provide a last record of the buildings in the area and of the Devonshire Street Cemetery whose occupants were also removed to make way for the new Central Station. The buildings were demolished by day labour and the materials sold. Photographs taken by the City Council for their demolition records include ones of the Belmore Police Barracks, Christ Church St Laurence parsonage, the cottage and the Good Samaritan Convent and refuge.⁶⁰ Grace Hendy-Pooley also drew the scene and provided a most useful key to all of the buildings.⁶¹ This is reproduced in Keith Johnson & Malcolm Sainty's book *Sydney Burial Ground 1819-1901 (Elizabeth and Devonshire Streets)* published in 2001 (Fig. 17).⁶²

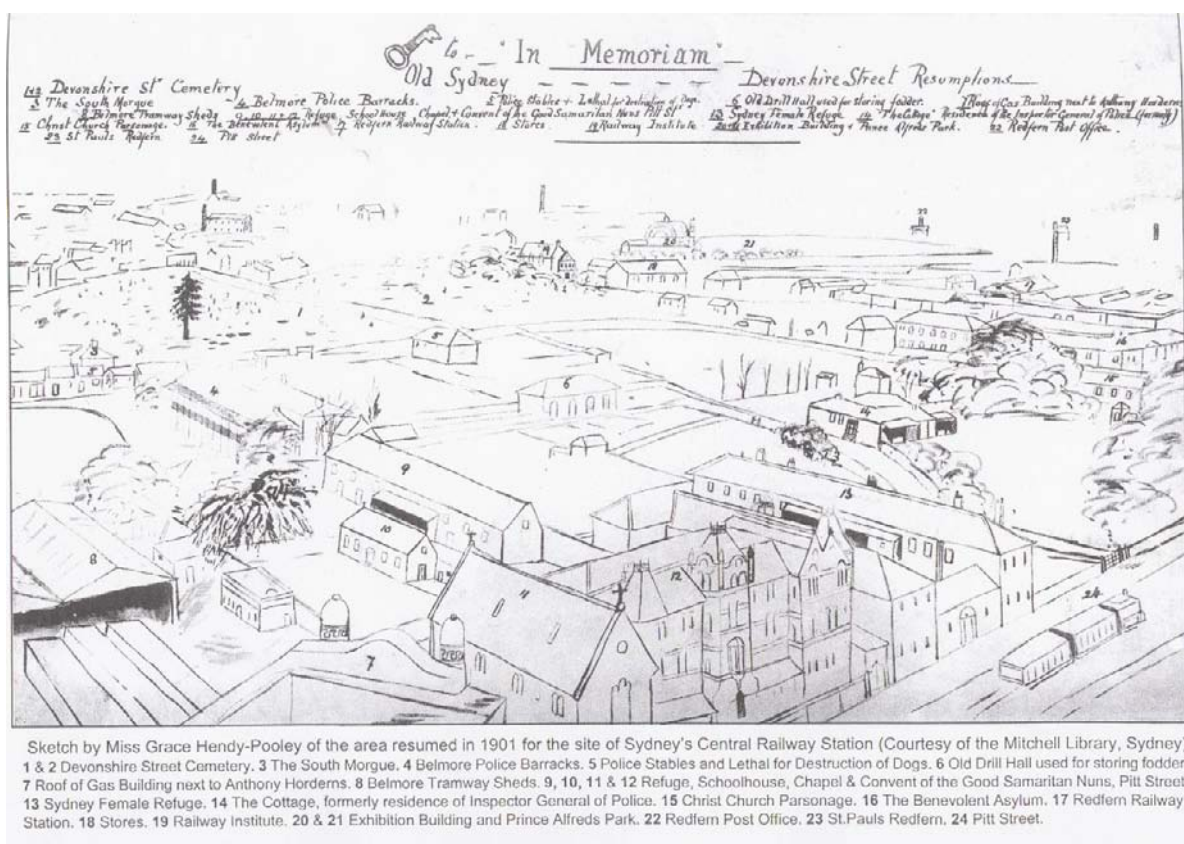


Figure 17: Sketch by Grace Hendy-Pooley of area resumed in 1901 for Central Railway Station, reproduced in Keith A Johnson & Malcolm R Sainty, *Sydney Burial Ground 1819-1901 (Elizabeth and Devonshire Streets)*, Library of Australian History, Sydney, 2001.

⁶⁰ Demolition photographs CRS 51 Nos. 4771-4777 (City of Sydney Archives).

⁶¹ Painting Z ML 270 (Mitchell Library).

⁶² Key to painting by Grace Hendy-Pooley of site for Central Railway, VI/CEM/DEV ST/2 (Mitchell Library) reproduced in Keith A Johnson & Malcolm R Sainty: *Sydney Burial Ground 1819-1901 (Elizabeth and Devonshire Streets)*, Library of Australian History, Sydney, 2001, leading page.

A collection of photographs in the Dixon Collection also documents the gradual clearance of the site and its reduction to street level.⁶³ Work then began on the construction of the ramp piers, the tramway colonnade and the station concourse, as shown in John Oakes' publication.⁶⁴

Surveys, maps and illustrations

c. 1823

Harper's survey of Sydney shows the Carters Barracks and the Benevolent Asylum, their associated grounds, the paddock to the north and also the toll house at the junction of Pitt Street and George Street. The tread mill to the east of the Carters Barracks is also shown.⁶⁵

c. 1823

S L Harris Plan of Carters' Barracks.⁶⁶

1820s-early 1830s

Plan of Carters Barracks (redrawn by J S Kerr).⁶⁷

1828

Plan of Asylum for the aged and infirm poor (redrawn by J S Kerr).⁶⁸

1849

Plan of the grounds to be appropriated for railway works. The plan shows additions and extensions made to the Carters' Barracks, the cottage and the Benevolent Asylum by this date.⁶⁹

1850

Wells' plan of Sydney shows the Carters Barracks, the cottage and the enlarged Asylum. The proposed route of the new railway was across the paddocks to the north with a terminus on Hay Street. This route never eventuated.⁷⁰

c. late 1850s

Tracing showing spaces recently occupied by representatives of the Sydney Female Refuge and the House of the Good Shepherd. Plan also shows the outline of the enlarged cottage and the new police Mounted Patrol barracks.⁷¹

⁶³ Redfern Railway Station and Central Railway Station Sydney 1871-1920, DL PXX 72, particularly Nos. 5, 7, 10-11, 13-15 (Dixon Collection. State Library of New South Wales).

⁶⁴ John Oakes: *Sydney's Central. The history of Sydney's Central Railway Station*, Australian Railway Historical Society NSW Division, 2002, pp 18-19.

⁶⁵ Harper's Survey of Sydney SZ 436 (State Records New South Wales).

⁶⁶ S L Harris, 'Report and estimate of the value of the improvements which have taken place in the Public Buildings at Sydney, Parramatta, Windsor, Liverpool and Campbelltown, between the 25th of Decr 1822 & the 24th of Decr. 1823 inclusive ... made by S L Harris Cl. Architect 1824, C 225 & C226, Reel CY 1035 & available on line (Mitchell Library).

⁶⁷ James Semple Kerr: *Design for Convicts*, Library of Australian History, Sydney, 1984 Fig. 84.

⁶⁸ James Semple Kerr: *Design for Convicts*, Library of Australian History, Sydney, 1984 Fig. 87.

⁶⁹ Surveyor General Sketch Books Vol. 5 Fol. 59, Reel 2779 (SRNSW).

⁷⁰ W H Wells: Map of Sydney 1850, Z M4 811.17gbbd/1850/1 (Mitchell Library).

⁷¹ Surveyor General Sketch Books Vol. 8 Fol. 84, Reel 2780 (SRNSW).

1865

Trigonometric Survey of Sydney 1865, Section R1 showing additions for the Convent of the Good Samaritan.⁷²

1870

Photograph of convent with chapel but before major additions on Pitt Street frontage (SPF/445).⁷³

c. early 1870s

Photograph of convent with major additions (SPF/171).⁷⁴

1871

Photograph of Benevolent Asylum (SPF/245).⁷⁵

c. 1870s

Photograph of Belmore Park looking south-west to Pitt Street. The chapel of the Convent of the Good Samaritan is to the left of the tower of Christ Church St Laurence.⁷⁶

[no date]

Police [Belmore] Barracks with frontage to Old Burial Ground Road (SPF/19).⁷⁷

[no date]

Photograph of Christ Church parsonage (SPF/592).⁷⁸

1886

Metropolitan Detail Survey Sheet P1 showing Belmore Gardens.⁷⁹

1887

Rygate & West: Plans of Sydney Sheet 43 showing whole of site from Garden Road to Devonshire Street and from Pitt Street to boundary of Devonshire Street Cemetery and Sheet 41 Belmore Gardens.⁸⁰

c. 1901

Sketch by Grace Hendy-Pooley of area resumed in 1901 for Central Railway Station.⁸¹

⁷² Trigonometric Survey of Sydney 1865 (State Records NSW).

⁷³ Photograph by Charles Pickering SPF / 245 (Mitchell Library).

⁷⁴ Photograph by Chafer SPF / 171 (Mitchell Library).

⁷⁵ Photograph by Charles Pickering SPF/245 (Mitchell Library).

⁷⁶ Foster Collection Vol. 10 p 96 (Royal Australian Historical Society).

⁷⁷ SPF / 19 (Mitchell Library).

⁷⁸ SPF/592 (Mitchell Library).

⁷⁹ Department of Lands: Metropolitan Detail Survey, Sydney Section P1, 1886, Z M Ser 4 811.17/1 (Mitchell Library).

⁸⁰ City of Sydney Archives: Historical Atlas of Sydney available on-line through City of Sydney – Archives website.

⁸¹ Reproduced in Keith A Johnson & Malcolm R Sainty: *Sydney Burial Ground 1819-1901 (Elizabeth and Devonshire Streets)*, Library of Australian History, Sydney, 2001, leading page.

1901

Panoramic photograph of area resumed for Central Railway Station.⁸²

Photographs of individual buildings before demolition.⁸³

Photographs of area being cleared.⁸⁴

1903

Construction work for building Central Station.⁸⁵

Town Hall Square Station

125-129 Bathurst Street (formerly Vauxhall House / Co-operation House)

A survey of early maps of Sydney suggests that much of the area at the southeast corner of Bathurst Street and Pitt Street (then Upper Pitt Street) remained vacant until the later 1830s and early 1840s, although more detailed land title research is required to confirm exact lot boundaries and ownership (Fig. 18).⁸⁶



Figure 18: Harper's 1823 plan showing the Bathurst Street study area (arrowed) as vacant.

⁸² Reproduced in Keith A Johnson & Malcolm R Sainty: *Sydney Burial Ground 1819-1901 (Elizabeth and Devonshire Streets)*, Library of Australian History, Sydney, 2001, cover photograph.

⁸³ Demolition photographs CRS 51 Nos. 4771-4777 (City of Sydney Archives).

⁸⁴ Redfern Railway Station and Central Railway Station Sydney 1871-1920, DL PXX 72, particularly Nos. 5, 7, 10-11, 13-15 (Dixon Collection. State Library of New South Wales).

⁸⁵ Photograph dated 31 December 1903 Series 17420 original number 843/8ANID (SRNSW).

⁸⁶ Max Kelly & Ruth Crocker: *Sydney takes shape. A collection of contemporary maps from foundation to federation*, Doak Press, 1978, pp 14-20, for example the 1822, 1831, 1836 and 1843 maps.

1840s-c.1907

By 1845 a brick house had been built on the site, then occupied by James Dalgarno. The owner of the property is not given in the 1845 rate assessment but by 1848 is listed as Thomas Smidmore and the property remained in the Smidmore family until at least the 1890s.⁸⁷ In the late 1830s Thomas Smidmore was a publican, but like many in this trade he appears to have invested his profits in property and by 1844 described himself as a landholder.⁸⁸ James Dalgarno was a wharfinger at Grose's wharf in 1844 with his private residence in Bathurst Street so it is possible that he was already living in the house at that date.

Descriptions of the property in the rate assessment books vary over time but these, together with the plan of the property in the 1865 trigonometric survey (Fig. 19), indicate that this was a brick house of some eight or nine rooms with a front verandah, an open yard behind and outbuildings at the back including a detached kitchen. The house is generally described as single storey but occasional references to two storeys might suggest that there were rooms in the attic.⁸⁹

The house was not occupied by its owner but was tenanted. In 1861 the premises were described as a house and shop but later simply as a house. A coach house and stabling are specifically mentioned in the 1863 rate assessment and a comparison of the 1865 survey and Dove's 1880 survey (Fig. 20) show some changes in the arrangement of the outbuildings during this period. A passageway between the house and the premises on the west side provided access to the back yard and outbuildings. The 1880 plan identifies the stables in the south-west corner of the yard behind a 'reserved yard' at the back of the house with a WC and another outbuilding in the south-east corner.⁹⁰

From the late 1860s until at least 1902 the occupants of the house were members of the Stewart family.⁹¹ Dove's 1880 plan identifies the house (by then no. 117 Bathurst Street) as 'Stewart Undertaker' (Fig. 20). While the premises continued to be listed in rate assessment books as a house it is possible that this was a combined residence and undertaker's office, for which the stables and other outbuildings would be a useful adjunct.

Council correspondence in 1904 contains references to an extension of time for repairs and it is likely that the property was in poor repair by this time.⁹² The exact date of demolition has not been ascertained but by 1907 there were plans for a new building on the property and the house was demolished.

Throughout the period the house had several different street numbers: No. 115 Bathurst Street in 1861 and 1863; No. 117 in 1867, 1877 and 1880 and; No. 129 in 1891 and 1902.

⁸⁷ Rate assessment books, Macquarie Ward 1845 and assessments from 1848-1891 (City of Sydney Archives).

⁸⁸ *New South Wales and Port Phillip General Post Office Directory for 1839*, facsimile published by the Royal Australian Historical Society 2000 and Francis Low (compiler): *The City of Sydney Directory for MDCCCXLIV-V*, facsimile reprint Library of Australian History, 1978.

⁸⁹ 1865 Trigonometric Survey Sheet O2, Historical Atlas of Sydney (City of Sydney Archives).

⁹⁰ Percy Dove, Wharf and treet directory of Sydney 1880, *Historical Atlas of Sydney* (City of Sydney Archives).

⁹¹ Rate assessment books, Macquarie Ward 1867-1902 (City of Sydney Archives).

⁹² H J Gibson correspondence October 1904, Council Correspondence listed on Archives Investigator (City of Sydney Archives).

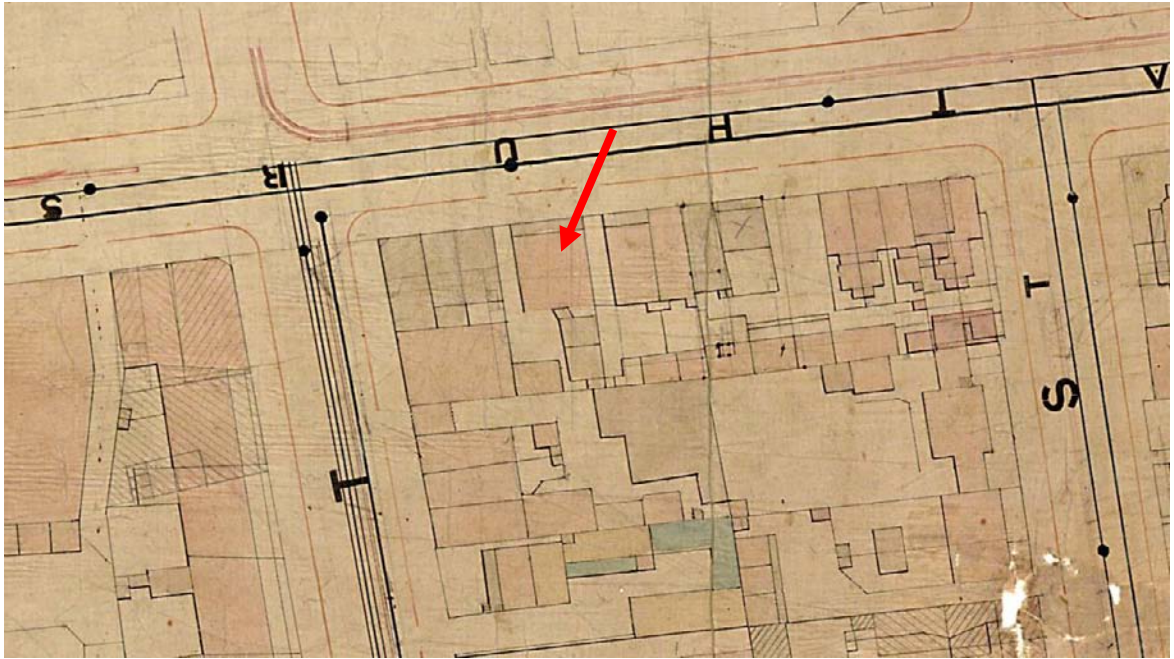


Figure 19: The study area is occupied by a house (arrowed). 1865 Trigonometrical Survey Plan, City of Sydney Archives.

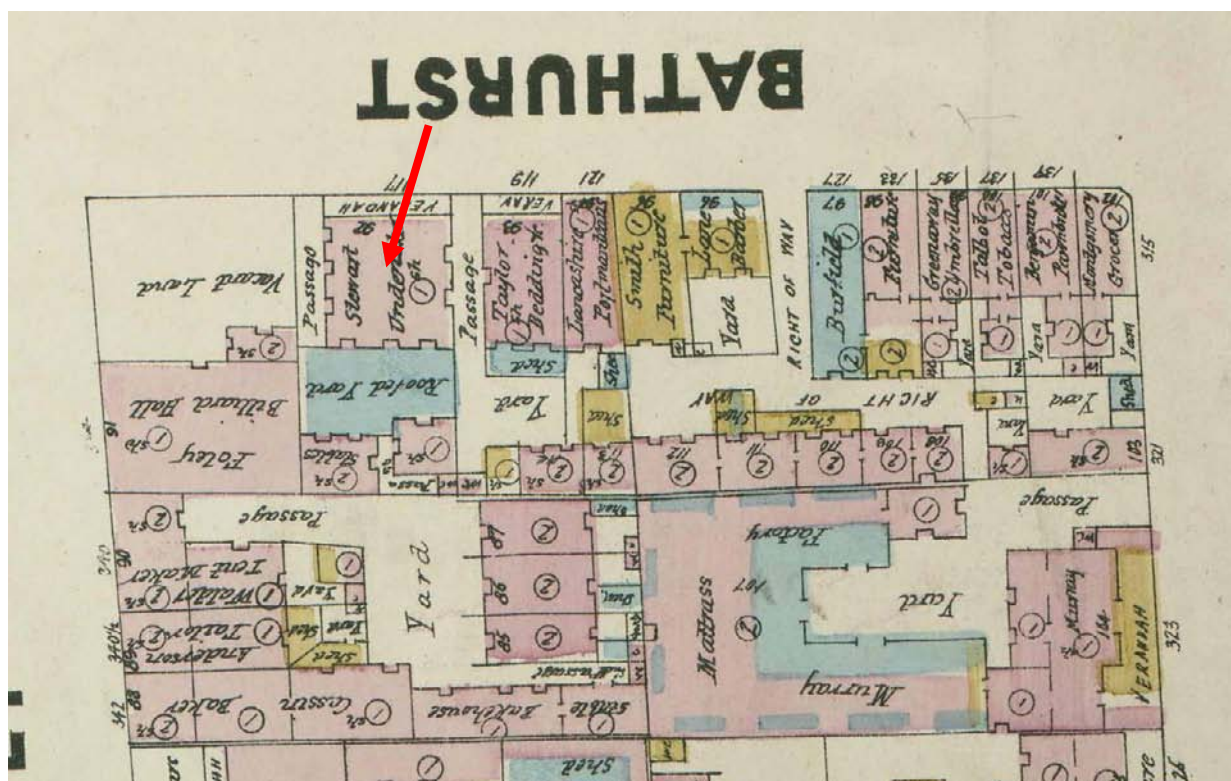


Figure 20: Detail of Dove's 1880 plan showing the house within the study area, 117 Bathurst Street, being occupied by Stewart, an undertaker.

1907-2009**Vauxhall House / Co-operation House /125-129 Bathurst Street**

In 1907-1908 a new building was erected on the Bathurst Street site for the printing works of the Australian Workers' Union Newspaper Company whose publications included "The Worker".⁹³ The building was known as Vauxhall House and was a five-storey building with an elaborate, almost Victorian façade. The ground plan is shown in the Fire Underwriters plans (Fig. 21)⁹⁴ and the building can be seen in a photograph of the Edinburgh Castle Hotel taken in April 1930.

In 1930 the building was repaired after a fire and in 1950 was remodelled for the NSW Co-operative Permanent Building Investment Society Limited when it became known as Co-operation House. It was altered again in the 1960s and upgraded in 1984 with alterations to the façade in 1985 with further changes in the 1990s.⁹⁵

The building has been much altered but Council records indicate that the building now known as 125-129 Bathurst Street is the structure built in 1907-1908.

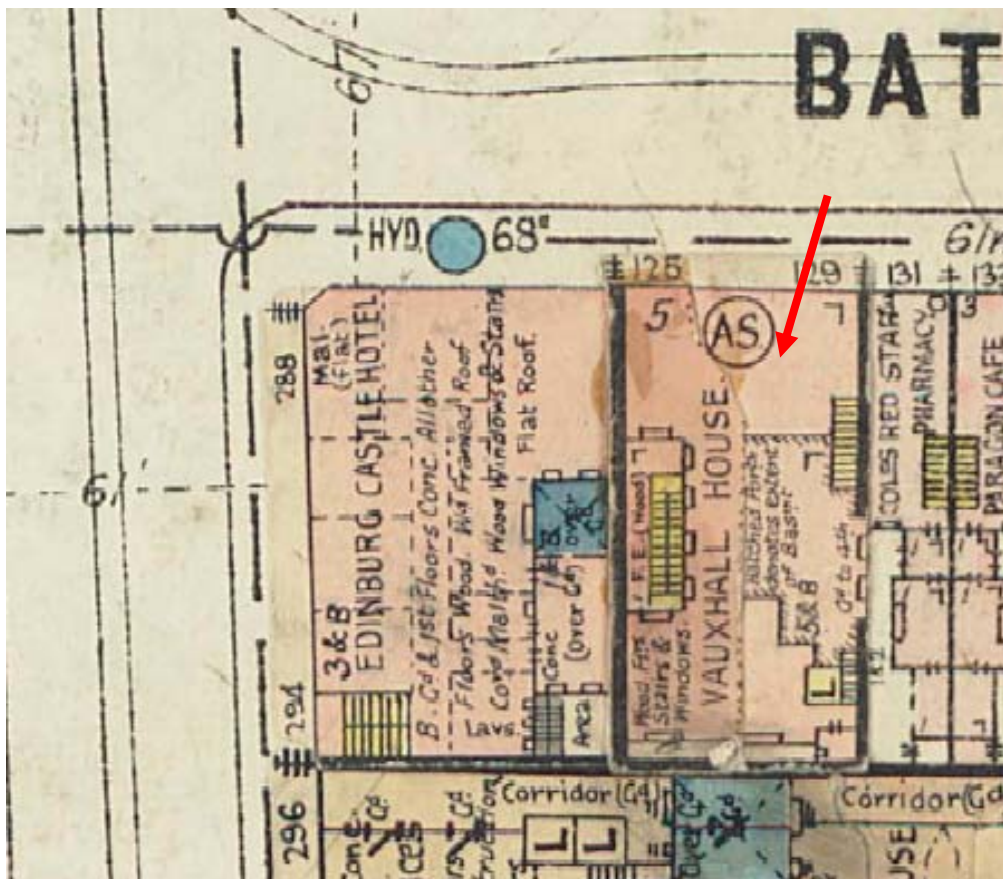


Figure 21: Fire underwriters plan (1917-1937) showing the twentieth-century Vauxhall House with five storeys. City of Sydney Archives.

⁹³ Street Cards, Bathurst Street, 1907 and City Building Surveyor's Correspondence July 1908 for 129 Bathurst Street listed on Archives Investigator (City of Sydney Archives).

⁹⁴ Fire Underwriters Plans Block No. 170, Historical Atlas of Sydney (City of Sydney Archives) and photograph SRC10040 (originally CRS 57/176) (City of Sydney Archives).

⁹⁵ Street Cards 125-129 Bathurst Street (City of Sydney Archives).

Martin Place Station

Early settlement c. 1802-1820s

In the early years of its development, settlement at Sydney concentrated around Sydney Cove, eventually extending south along the road to Parramatta. By 1802 there were the beginnings of other lines of streets, parallel with the main street [George Street] on its eastern side as shown in Lesueur's plan of the town (Fig. 22). In the block bounded by what later became known as Hunter, Castlereagh, King and Pitt streets, several of the lots already had buildings on them but it is not possible to determine from Lesueur's somewhat stylised plan exactly which these may have been.⁹⁶

Meehan's 1807 plan does suggest there may have been structures within the southern study area as well as to the north but again the details are quite stylised.⁹⁷ In 1810 the existing streets were formally defined by Governor Macquarie and in most cases renamed while new lines of streets were also described.⁹⁸

By the early 1820s the block bounded by Hunter, Castlereagh, King and Pitt streets was well settled in an orderly arrangement of town lots although with some considerable variation in size, those at the Hunter Street end of the block and at the corner of King and Pitt streets being considerably larger than those in the centre (Figs 23, 24).⁹⁹

Residential use 1820s-1860s

Within 20 years, as the population of Sydney increased, considerable subdivision of the original lots had taken place, not only on the main street frontages but also within the block in the creation of narrow lanes flanked on either side by tiny houses. The first of these was Brougham Place that provided a narrow laneway connecting Pitt Street and Castlereagh Street and the second Hosking Place leading off Castlereagh Street.¹⁰⁰ By 1865 another small laneway had been created between these two, lined on the north side by small dwellings (Fig. 24). This was the beginning of what later became known as Moore Street but it did not run the full width of the block from Pitt Street to Castlereagh Street at this date.

⁹⁶ Lesueur: Plan de la ville de Sydney in Max Kelly and Ruth Croker: *Sydney takes shape. A collection of contemporary maps from foundation to federation*, Doak Press, Sydney, 1978, p 10.

⁹⁷ Meehan, Plan of the town of Sydney in Max Kelly and Ruth Croker: *Sydney takes shape. A collection of contemporary maps from foundation to federation*, Doak Press, Sydney, 1978, p 11.

⁹⁸ Government and General Orders, *Sydney Gazette* 6 October 1810 pp 1-2.

⁹⁹ Harper's survey of Sydney c. 1823 SZ 469 (State Records NSW).

¹⁰⁰ W H Wells: Map of Sydney 1850, Z M4 811.17gbbd/1850/1 (Mitchell Library).



Figure 22: Details of this plan are indicative rather than specific. The northern study area has structures within it at this time but there are none in the southern study area. 1802 plan of Sydney, British Library C5864-02.

Commercial use 1870s-1890

While residential use of these city lots had been a major preoccupation of owners from the 1830s to the 1850s, Sydney's developing economy eventually made them much more valuable as sites for commercial enterprise from the 1870s. By 1880 the land on the north side of the laneway between Brougham Place and Hosking Place had been redeveloped and small-scale housing replaced by large commercial premises. In the process the laneway was extended from Pitt Street to Castlereagh Street and was named Moore

Street.¹⁰¹ A branch of the City Bank was built on the Pitt Street frontage at the corner of Moore Street. In the 1880s much more of the area was rebuilt for commercial use, most notably at Hosking Place, where tiny houses gave way to large warehouses.¹⁰² By the end of the 1880s the centre of the block was regarded as a major part of the commercial quarter of the city.

The great fire 1890 and the beginning of Martin Place

Early on the morning of 2 October 1890 fire broke out in the premises of the printers, Gibbs Shallard and Co. on the north side of Hosking Place. As the fire spread it destroyed the whole of the area from the north side of Hosking Place to Moore Street between Pitt Street and Castlereagh Street.¹⁰³ The disaster provided an opportunity for city improvement. The question of providing a suitable setting for the new General Post Office had been discussed since construction began in the 1860s and had finally been resolved in 1889 when an Act of Parliament enabled the widening of St Thomas' Lane that ran along the north side of the building. With this in mind, the City Council decided to resume enough land in the area destroyed by fire to enable Moore Street to be widened as an extension on the east side of Pitt Street to the proposed impressive forecourt to the GPO.

In 1891 work was under way to create the first sections of Martin Place, from George Street to Pitt Street and from Pitt Street to Castlereagh Street.¹⁰⁴ This was originally wood blocked but has subsequently been resurfaced a number of times. As originally designed there were street lights in the centre of Martin Place but these have also been removed and changes made to the street furniture on a number of occasions.¹⁰⁵

Castlereagh Street and Elizabeth Street near Hunter Street (northern study area) (Later Nos. 30-34 Castlereagh Street / 4-12 Castlereagh Street)

Early occupation

The earliest subdivision of the narrow city block bounded by Castlereagh, Hunter, Elizabeth and King streets (Sydney Section 39) consisted of lots that extended across the whole width of the block from Castlereagh Street to Elizabeth Street, the only exception being the Hunter Street frontage where there were three separate lots from at least the early 1820s (Figs 22, 23). With the choice of two street frontages owners could opt to build on either but Harper's survey of c.1823 shows that in the majority of cases the buildings that had been erected by

¹⁰¹ H Percy Dove: *Complete wharf directory*, 1880 Block 17 (Sydney City Council Archives, Historical Atlas of Sydney website).

¹⁰² Sydney & Suburban Map Publishing Co., City of Sydney 1888, M3 811.16/1888/1 (Mitchell Library)

¹⁰³ Frank Crowley: *A documentary history of Australia. Volume 3 Colonial Australia 1875-1900*, Nelson, Melbourne, 1980 pp 318-319 quoting the *Daily Telegraph* 3 October 1890

¹⁰⁴ Peter Bridges & Don McDonald: *James Barnet Colonial Architect* (Public Works Department, NSW History Project) Hale & Iremonger, Sydney, 1988, pp 62-65

¹⁰⁵ Australia Post: *The City's Centrepiece: the history of the Sydney GPO*, Hale & Iremonger, 1988, photographs pp 62-63 and back cover

this date addressed Castlereagh Street while being set well back from the street frontage.¹⁰⁶ This pattern was not surprising as Castlereagh Street (prior to 1810 known as Chapel Row) was the older street, while Elizabeth Street was named and defined by Governor Macquarie in 1810.¹⁰⁷ Harper's plan shows the area that later became Nos. 30-34 Castlereagh Street was two lots with either one long building or two adjoining buildings central to the two lots (Fig. 23).

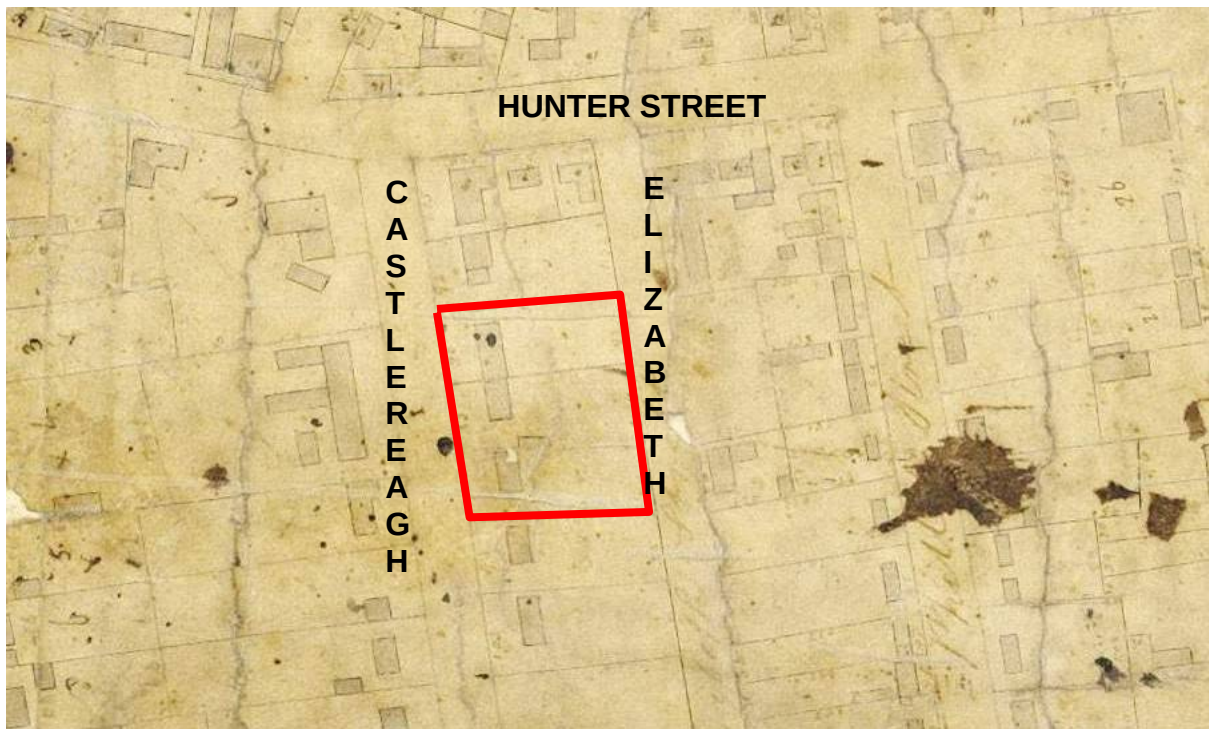


Figure 23: Harper's 1823 plan showing the northern part of the Martin Place study area. State Records NSW SZ435.

Residence and store 1840s-

By the early 1840s these small dwellings had been replaced and the two lots combined into one, extending from Castlereagh Street to Elizabeth Street and with a single residence on the Castlereagh Street frontage. The new residence at No. 366 Castlereagh Street was owned and occupied by William Foster, a barrister.¹⁰⁸ In the 1845 rate assessment book the building on the Castlereagh Street side of the property was described as a stone and brick, shingled residence of two floors with seven rooms with a stone stables in the rear. On the Elizabeth Street side was a two storey 'excellent store' built of stone and then unoccupied.¹⁰⁹ Proximity to the Supreme Court in King Street and other associated legal offices made this a good choice of location for a lawyer's residence. It was not however a smart enough area to feature in Joseph Fowles' illustrations of city buildings and streets published in 1848. The

¹⁰⁶ Harper's survey of Sydney c. 1823 SZ 469 (State Records NSW).

¹⁰⁷ Government and General Orders, *Sydney Gazette* 6 and 27 October 1810 pp 1-2.

¹⁰⁸ Francis Low (compiler): *The City of Sydney Directory for MDCCCXLIV-V*, originally published 1844, facsimile reprint Library of Australian History, North Sydney, 1978.

¹⁰⁹ Bourke Ward rate assessment 1845 Nos. 437 & 446 (City of Sydney Archives).

property was later acquired by William Whaley Billyard, a solicitor, continuing the legal association with the house.¹¹⁰

The 1865 survey shows the arrangement of the buildings with a substantial open area on the Elizabeth Street frontage with the store and outbuildings associated with the residence (Fig. 24).¹¹¹ By 1880 a detached building to the north of the main residence had been removed but the rest of the buildings remained essentially unaltered (Fig. 25). Dove's 1880 survey shows an area of garden in front of the house (No. 134 Castlereagh Street) and identifies two outbuildings on the northern boundary as a coach shed and coach house. In an increasingly crowded city the house retained a considerable area of vacant land on the Elizabeth Street side where there was an office identified as No. 59 Elizabeth Street and occupied by another solicitor Norton & Smith (Fig. 25).¹¹² By 1888 this was occupied by Mr Perry.¹¹³

By 1883 considerable changes to the study area with five new structures (nos 7-13) on the Elizabeth Street frontage (Fig. 26).

¹¹⁰ Ownership by Billyard shown on Sydney & Suburban Map Publishing Co., City of Sydney 1888, M3 811.16/1888/1 (Mitchell Library) and various correspondence from W W Billyard on legal matters (City of Sydney Archives).

¹¹¹ 1865 Trigonometric Survey of Sydney Sheet D1 (State Records NSW).

¹¹² H Percy Dove: *Complete wharf directory*, 1880 Block 16 (Sydney City Council Archives, Historical Atlas of Sydney website)

¹¹³ Sydney & Suburban Map Publishing Co., City of Sydney 1888, M3 811.16/1888/1 (Mitchell Library)

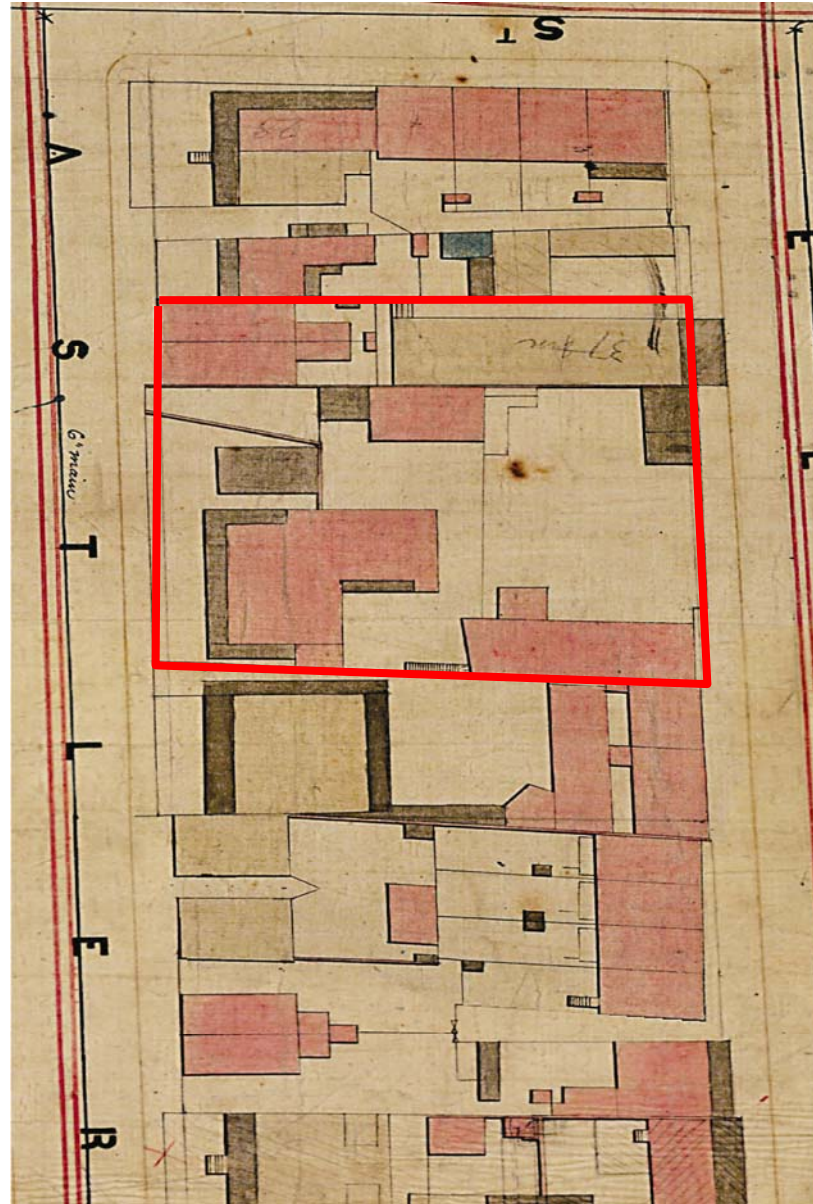
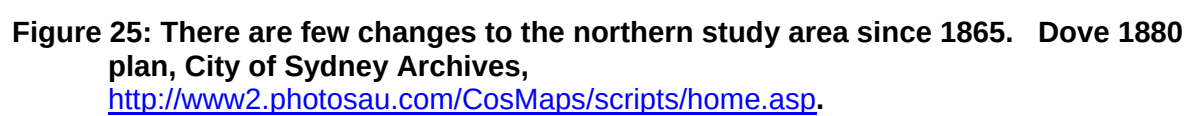


Figure 24: 1865 Trigonometrical plan showing the approximate locations of the northern Martin Place Station study areas.



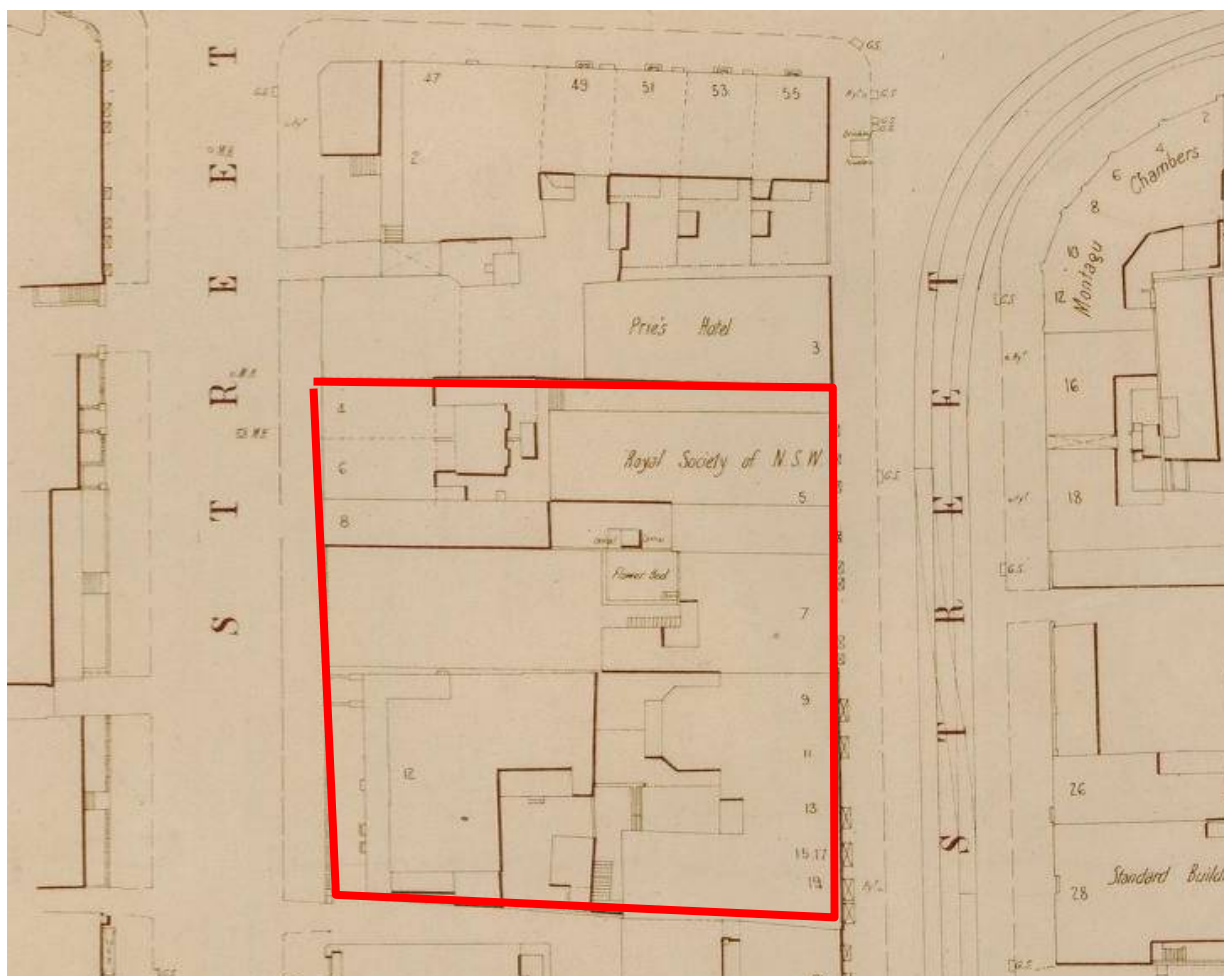


Figure 26: 1883 City of Sydney, Section 31, Sydney Metropolitan Detail Series, NSW Department of Lands, Mitchell Library, State Library of NSW, Z/MSer 4 811.1/71.

Twentieth-century developments

The date of demolition of the nineteenth-century house on Castlereagh Street has not been established but by 1921 there was at least one new building on this street frontage, the Builders Exchange, owned and occupied by the Master Builders Association. This was now No. 12 Castlereagh Street.¹¹⁴ Later rate assessments indicate that this building had a basement level.¹¹⁵ The present building on the site (formerly the BNP building) was constructed in the 1970s.

On the Elizabeth Street frontage the store at the south end of the block that had been occupied by a Mr Perry in 1888¹¹⁶ was replaced by a row of single storey brick shops (Nos 9-19 Elizabeth Street) owned in 1921 by W H Perry.¹¹⁷ These were replaced in turn by Engadine Chambers, a two-storey row of shops and a wine saloon with some residential

¹¹⁴ Bourke Ward rate assessment 1921 (City of Sydney Archives).

¹¹⁵ Macquarie Ward rate assessment 1948 (City of Sydney Archives).

¹¹⁶ Sydney & Suburban Map Publishing Co., City of Sydney 1888, M3 811.16/1888/1 (Mitchell Library).

¹¹⁷ Bourke Ward rate assessment 1921 (City of Sydney Archives).

accommodation.¹¹⁸ Engadine Chambers were demolished in 1966 for the construction of the present building (No. 9 Elizabeth Street).¹¹⁹

The block immediately to the north was redeveloped in 1938 for a block of flats designed by Emil Sodersteen, owned by Seven Elizabeth Street Ltd, the present No. 7 Elizabeth Street. There had previously been a building on the site and this was demolished for the 1938 building.¹²⁰

No. 5 Elizabeth Street which occupies the full width of the block to Castlereagh Street was built in 1972. This occupies the land along the northern boundary of the nineteenth-century house where the coach shed, coach house and presumably also the stables were located. There is no evidence on the City Council building cards on any earlier twentieth-century buildings on this site.¹²¹ However it might have been in use as part of premises on Castlereagh Street.

¹¹⁸ Macquarie Ward rate assessment 1948 (City of Sydney Archives).

¹¹⁹ Building Cards Elizabeth Street (City of Sydney Archives).

¹²⁰ Building Cards Elizabeth Street (City of Sydney Archives)

¹²¹ Building Cards Elizabeth Street (City of Sydney Archives)

Barangaroo-Wynyard Station

Napoleon Street area

The late 18th century and earlier 19th century shoreline of the east side of Cockle Bay (Darling Harbour) is illustrated in a number of maps and hydrographic surveys. A dominant feature was Soldiers' Point, a promontory on the south side of a wide and shallow bay extending from the line of Erskine Street northwards to Margaret Place. This is clearly shown in Meehan's 1807 plan of Sydney and Roe's 1822 hydrographic survey.¹²² While it is difficult to be precise about the exact location of features shown on Meehan's 1807 map in relation to the later street pattern of Sydney, two long thin ranges of buildings and some smaller individual buildings are shown close to the Cockle Bay shoreline, to the south-west of St Phillip's Church and the government windmill on 'Church Street'.¹²³ It is possible that some of these might have been within the area immediately to the north of Margaret Place, indicating very early settlement in this area.

More definite indications of settlement in this area are provided in Harper's c. 1823 survey and the first map of the parish of St Philip (c. 1835) both of which show a (roughly identical) range of allotments to the north of Margaret Place. These are at an angle to the line of Kent Street (to the east) and were presumably dictated by the topography of this part of the Cockle Bay shoreline.¹²⁴ A plan [c.1828] in the Surveyor General's sketch books provides much greater detail showing not only the allotments but also the buildings on them.¹²⁵

In 1810 when Sussex Street was named by Governor Macquarie, it terminated just to the north of Erskine Street on what was then the shoreline. However as settlement developed in this area, and in particular as it began to be used for wharfage, reclamation began. By the 1830s and early 1840s there were plans to continue Sussex Street north from Erskine Street to the line of Margaret Place on what was reclaimed land. A plan of the block bounded by Erskine Street, Kent Street, Sussex Street and Margaret Street [Place] shows how much of this area had been reclaimed from below the original high water mark of Darling Harbour.¹²⁶

By the late 1830s-early 1840s there were a number of substantial wharves and associated buildings on the waterfront at Darling Harbour at the end of Margaret Place including Kellick's wharf and the wharves and premises of the Hunter River Steam Navigation Company. Another substantial occupant was Francis Gerard's wharf, flour mill and stores between what would later be [Upper] Sussex Street and Napoleon Street. In 1841 the mill was taken over by Thomas Chaplin Breillat as manager of the Sydney Flour Company.¹²⁷ In November 1842 Breillat bought out the other investors and became the company's 'managing proprietor' a position that he retained until his death in 1873.¹²⁸

¹²² Max Kelly & Ruth Croker: *Sydney takes shape. A collection of contemporary maps from foundation to federation*, Doak Press, 1978, pp 12 & 14

¹²³ Max Kelly & Ruth Croker: *Sydney takes shape. A collection of contemporary maps from foundation to federation*, Doak Press, 1978, p 12

¹²⁴ Harper's survey of Sydney & Map of the Parish of St Philip Map 6219 (State Records NSW)

¹²⁵ Surveyor General's Sketch Books Vol. 1 Fol. 82, Reel 2778 (SRNSW)

¹²⁶ Sydney section 57, Subdivision plans City of Sydney Z SP 811.1717/43 (Mitchell Library)

¹²⁷ *The Australian* 2 January 1841 p 2c & 24 September 1842 p 4 List of citizens Gipps Ward

¹²⁸ *Australian Dictionary of Biography* Volume 3 1851-1890 A-C, Melbourne University Press, 1969, entry for T C Breillat

The 1845 rate assessment did not make specific reference to the mill but listed Breillat's properties as: a stone house and a wharf and stone warehouse with an engine house, stone stable 20 x 40, two wood sheds and two wood piers in good repair. The Hunter River Company's premises consisted of three wharves, a warehouse and a counting house together with a house 'let as an inn' run by William Carrs.¹²⁹ This is identified in Low's 1844 *Directory* as the Hunter River Inn.¹³⁰ By 1848 the description of Breillat's premises included the mill house, furnace house, engine house, counting house, store and office. While the address of Breillat's premises was still given as Darling Harbour, the Hunter River Steam Navigation Company's premises and the Hunter River public house were now listed as in Sussex Street while the name Napoleon Street also appeared for the first time.¹³¹

The boundaries of the earliest allotments to the north of Margaret Place continued to influence the street pattern of the area. When Sussex Street was eventually continued to the north of Margaret Place a dog leg around existing buildings and allotment boundaries including Breillat's mill. Immediately to the east, the line of Napoleon Street can also be attributed to the layout of the allotments shown in the 1820s and 1830s.

As the earliest buildings were related to the original shoreline, it is possible that some early structures were located within the line of later streets. A comparison of a plan of the end of Margaret Place in 1846 showing the outline of Breillat's mill and the 1865 trigonometric survey suggests that a building to the west of the main mill may have been removed as the street was extended.¹³² The 1865 survey shows the rather irregular continuation of the line of Sussex Street north of Margaret Place and Napoleon Street which for most premises lining it served only as a back entrance.

Dove's 1880 plan identifies the various business premises between Napoleon Street and Sussex Street including the Sydney Flour Mills, the hotel and a broom factory. On the east side of Napoleon Street most of the premises appear to be residential.¹³³

Margaret Street and Wynyard Park

The line of the street that later became known as Margaret Street is evident on plans of Sydney from at least the early 1820s¹³⁴ and ran from the back of the military barracks to Cockle Bay. The street does not appear on Meehan's map of 1807 nor was it named by Governor Macquarie in 1810 and it seems likely that it initially served as a means of access to the shoreline for activities that were developing on a number of allotments in the area.¹³⁵

The construction of the military barracks on George Street began in 1792 and with substantial additions by Lt Colonel Foveaux and by Governor Macquarie remained the home of the main military garrison until 1848 when the new barracks at Paddington were

¹²⁹ Rate assessment Gipps Ward 1845, Darling Harbour (City of Sydney Archives)

¹³⁰ Francis Low (compiler): *The City of Sydney Directory for MDCCCLIV-V*, facsimile reprint Library of Australian History, 1978

¹³¹ Rate assessment Gipps Ward 1848 (City of Sydney Archives)

¹³² Surveyor General Sketch Books Vol. 4 Fol. 214, Reel 2779 (SRNSW) and 1865 Trigonometric Survey of Sydney Sheet C2 (SRNSW)

¹³³ Percy Dove: Wharf directory 1880 Section 60 (City of Sydney Archives – online Historical Atlas)

¹³⁴ Harper's survey of Sydney SZ 434 (State Records NSW)

¹³⁵ Max Kelly & Ruth Croker: *Sydney takes shape. A collection of contemporary maps from foundation to federation*, Doak Press, 1978, p 12

completed and occupied. The buildings were arranged around the north, west and south sides of the parade ground, which had a frontage to George Street occupying what was to become a major piece of real estate in the heart of Sydney. In 1800 a ten foot high wall was erected around the barracks, the approximate location of which is now marked, on the west side, by the present line of Clarence Street.¹³⁶ Lesueur's plan of 1802 shows a range of buildings on the west side of the barracks square, facing the main George Street entrance, that formed the men's quarters, with various outbuilding behind, while the officers were accommodated in the quarters at the north and south ends of the site (Fig. 22).¹³⁷ Changes during Governor Macquarie's time provided accommodation for up to 1,000 men and officers including a 'handsome mess room' for the officers. It is probable that this is the complex of buildings at the north end of the parade ground shown in Harper's c. 1823 survey (Fig. 31).

¹³⁶ *A short history of the military forces in New South Wales 1770-1900*, 2nd reprint by the Victoria Barracks Museum Society, 1981, pp 63-64

¹³⁷ Max Kelly & Ruth Croker: *Sydney takes shape. A collection of contemporary maps from foundation to federation*, Doak Press, 1978, p 10.

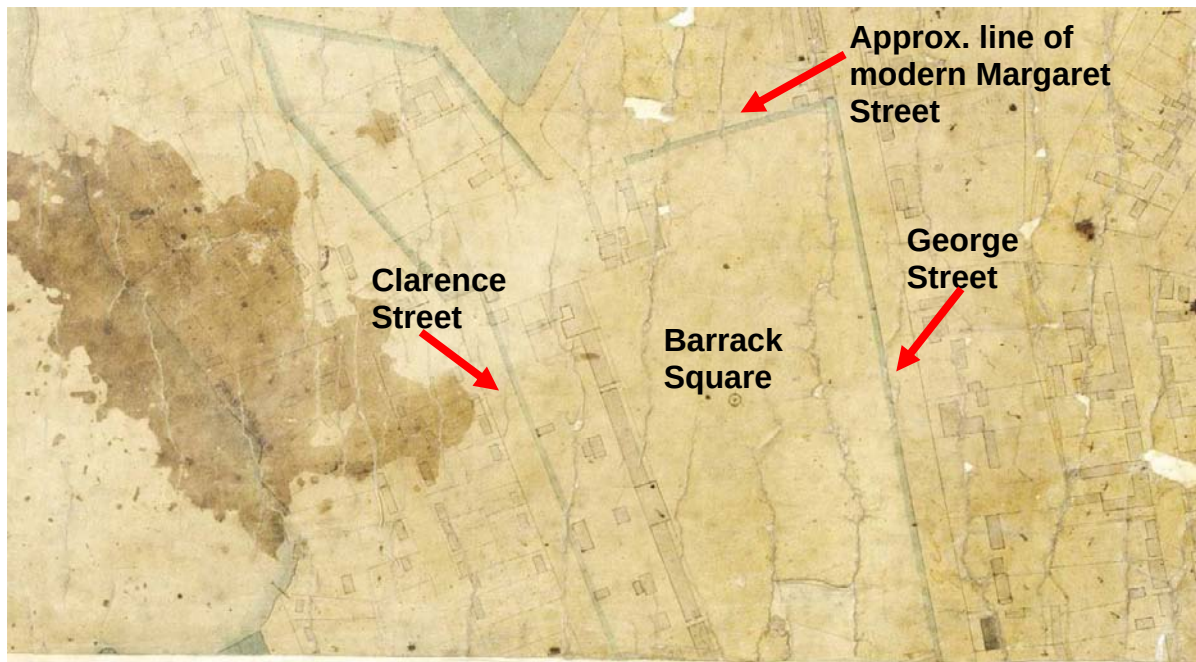


Figure 27: Northern end of the barracks is formed by modern Margaret Street with the western side being Clarence Street. Harpers c.1823 plan, State Records, NSW, SZ434.

Additions to the site in the 1820s included a new building within the barrack walls close to the George Street frontage. In 1827 the Colonial Treasury moved here for greater security and¹³⁸ when the Treasury moved again in 1840 this building became the pay office.¹³⁹ W H Wells' 1843 map of the city of Sydney shows the barracks in the last years of its use before the removal to Paddington.¹⁴⁰

In 1848 the military garrison moved to its new barracks at Paddington and the old barracks were demolished. The majority of the site, including the valuable George Street frontage was sold but an area of park, named Wynyard Park, was retained behind it to the west. With this change a new line of street was created through what had been the north end of the barracks to connect with George Street. The new street, which did not align exactly with the existing Margaret Place, was named Margaret Street and the name was eventually extended to the whole street. Nineteenth-century photographs of the park show an elegant and uncluttered open space, framed by trees, the dominant feature of which was the statue of John Dunmore Lang whose Scots Church was nearby in Jamison Street.¹⁴¹

¹³⁸ NSW Treasury, Office of Financial Management: *Golden heritage. A joint exhibition to commemorate the 175th anniversary of the New South Wales Treasury 1824-1999*, 1999, p 10.

¹³⁹ Max Kelly & Ruth Croker: *Sydney takes shape. A collection of contemporary maps from foundation to federation*, Doak Press, 1978, pp 18-20.

¹⁴⁰ Max Kelly & Ruth Croker: *Sydney takes shape. A collection of contemporary maps from foundation to federation*, Doak Press, 1978, p 20.

¹⁴¹ Wynyard Square, Sydney Reference Collection SRC9734 (City of Sydney Archives).

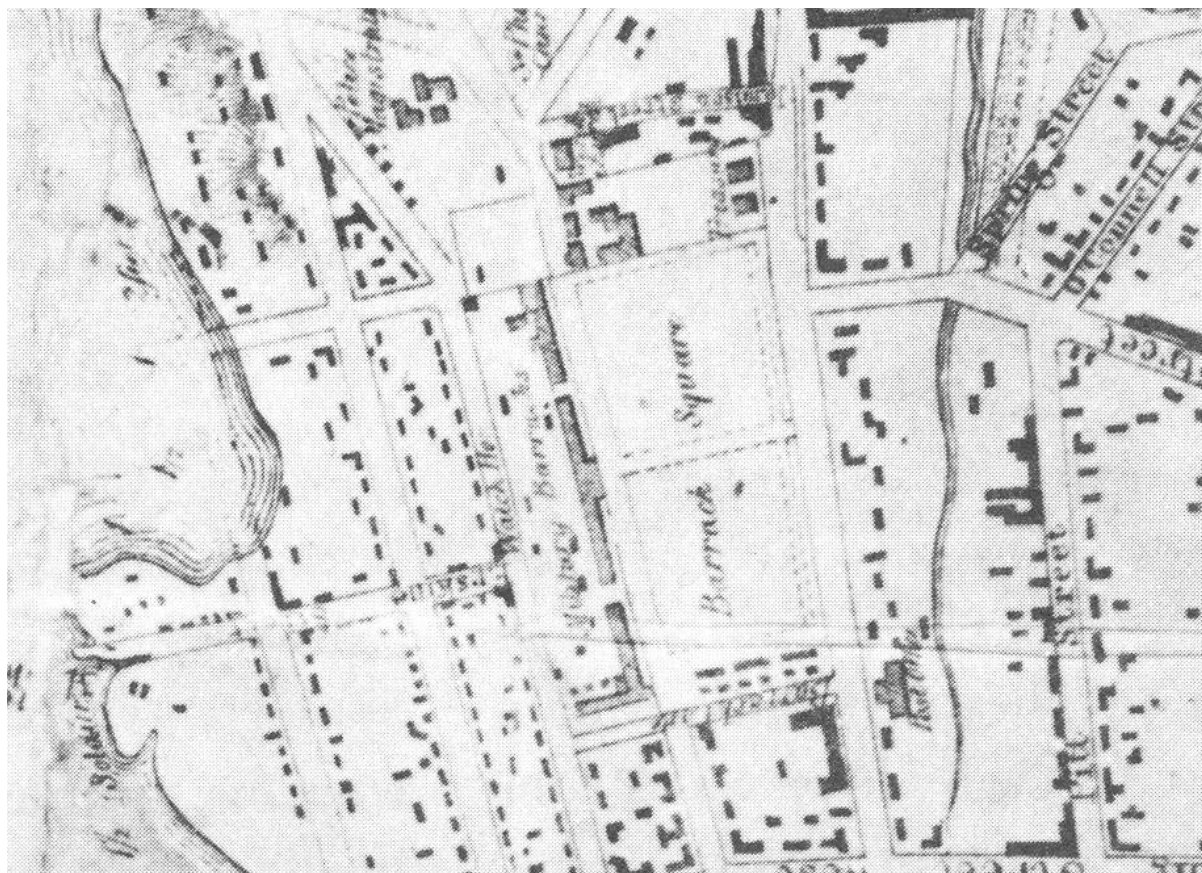


Figure 28: Northern end of the barracks is formed by modern Margaret Street with the western side being Clarence Street. Plan of Sydney with Pyrmont, 1836, Kelly & Kerr 1978, p. 18.



Figure 29: Overlay of modern streets and proposed worksites onto the 1865 Trigonometrical Survey Plan, City of Sydney Archives.

The construction of the underground city railway, an integral part of the plans for the Sydney Harbour bridge, had a massive impact on the city parks. In Wynyard Park and in Hyde Park excavation for the railway tunnels was by the 'cut and cover' method with open excavation of the area required for railway purposes. In Wynyard Park the whole of the west side of the park was excavated up to the line of York Street and Margaret Street. Photographs of work in progress in 1927 indicate that the north-east corner of the park was not excavated leaving the statue of J D Lang in place during construction.¹⁴² However when the work was completed the whole of the park was re-landscaped and a considerable amount of work was also carried out on the surrounding roads including Margaret Street and Carrington Street.¹⁴³ A view of the park in the 1935 edition of the City Council publication *Vade Mecum* shows the extent of the new work in a very early stage of regrowth.¹⁴⁴

¹⁴² Former State Rail Authority Archives reference 858/100 dated 19 July 1927 (courtesy of Peter Phillips).

¹⁴³ Various photographs in City of Sydney Archives collection.

¹⁴⁴ CRS 43: 1935 p 202 *Vade Mecum* (City of Sydney Archives).

Pymont Station

South side of Union Street between Paternoster Row [Road] and Pymont Street, Ultimo

The north-east end of the Pymont peninsula, an area of 55 acres, was granted to Thomas Jones in 1795 and was subsequently purchased in 1799 by John Macarthur who named it the Pymont Estate.¹⁴⁵ The southern boundary of this grant can still be read in the street and subdivision plan, marked by the line of Union Street and a continuation of this line to the west across Mount Street (Fig. 34). Immediately to the south of Jones' grant an area of 24 acres was granted to John Malone in 1794.¹⁴⁶ Surrounding Jones' and Malone's grants to the west and south was an extensive area granted to John Harris which, together with Harris' other grants bordering the Parramatta Road, became known as the Ultimo estate after the house of that name.¹⁴⁷

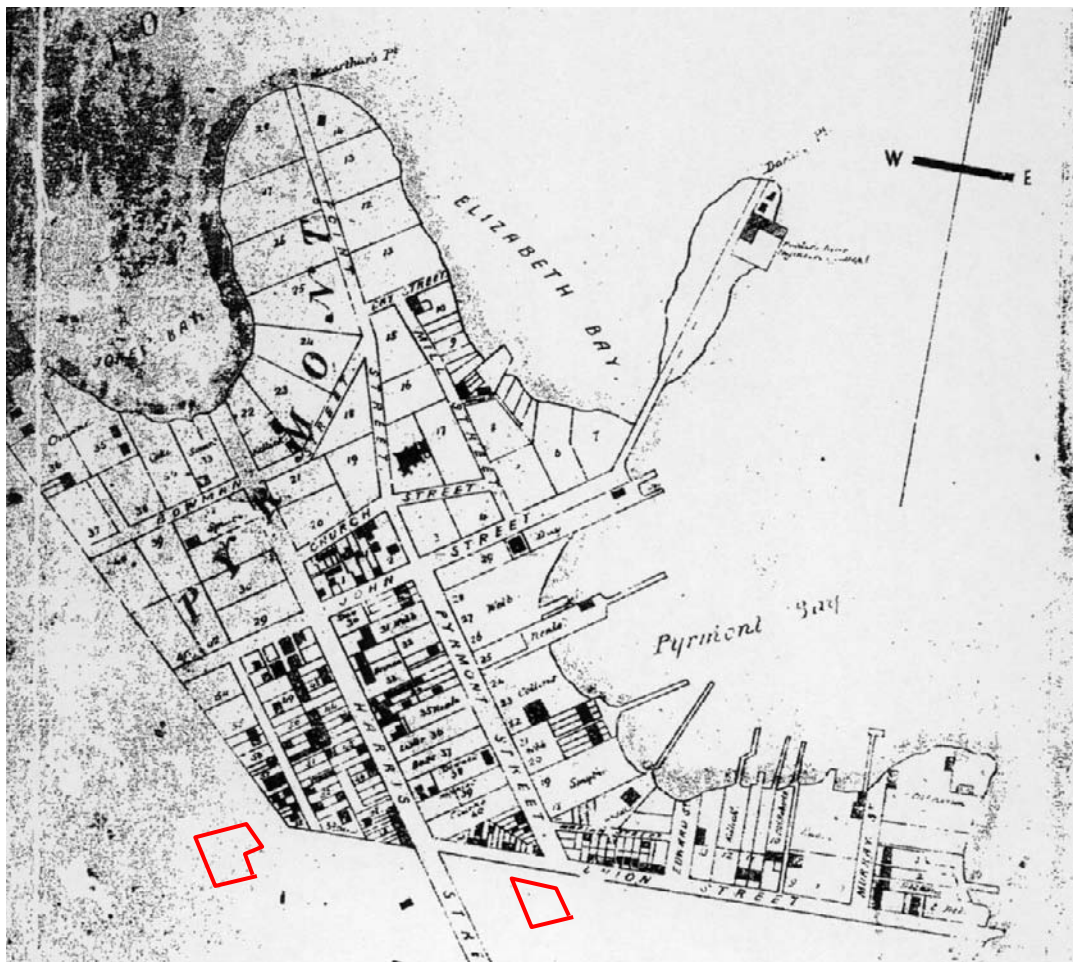


Figure 30: The two study areas (red outlines) in Pymont are outside the original Macarthur subdivision. Plan W H Wells, Map of Sydney 1850, Z M4 811.17 gbdb/1850/, Mitchell Library, State Library of NSW.

¹⁴⁵ Parish of St Andrew Portion 15.

¹⁴⁶ Parish of St Andrew Portion 17.

¹⁴⁷ Parish of St Andrew Portions 16.

Subdivision began in 1836 when Edward Macarthur proposed the subdivision of the grant purchased by his father into villa-sized allotments but by the time the estate actually came up for sale in 1839-1840 this plan had been modified to take into account the realities of the topography of the area. The southern boundary of the estate was the newly formed Union Street.¹⁴⁸ Early settlement within the Pyrmont Estate subdivision is shown in W H Wells' maps of Sydney in 1843 and 1850.¹⁴⁹

Harris' Ultimo Estate, which comprised the remainder of the peninsula, together with Malone's grant, was not subdivided and sold until 1859.¹⁵⁰ This subdivision, a typical grid plan, created a series of parallel streets running the length of the peninsula (Pyrmont Street, Harris Street and Jones Street) to the southern boundary of the Pyrmont Estate, intersected by numerous cross streets. In this subdivision the area bounded by Union Street, Pyrmont Street, Gipps Street and Harris Street was Section 57.

Section 57 does not seem to have found a buyer when the estate was first subdivided and in 1879 John Harris leased the land to George Pile, an auctioneer for development.¹⁵¹ With the exception of a few leases to individuals in the 1870s, the area appears to have been unoccupied at this date.¹⁵²

Building development began in the early 1880s and by 1883 there was a row of combined shops and dwellings on the south side of Union Street between Paternoster Row (which ran the length of the block from Union Street to Gipps Street providing a back lane for buildings on Pyrmont Street and Harris Street) and Pyrmont Street (Fig. 35). These were eventually numbered Nos. 1-13 Union Street. No. 1 Union Street, at the corner of Union Street and Paternoster Row, was of a different plan from the rest of the buildings and was the premises of the Mercantile Bank of Sydney and also the residence of its manager.¹⁵³ At the back of Nos 9-13 Union Street there was another building. This had a frontage to Pyrmont Street, but was set back from it, and had a right of way at the back of the premises to Paternoster Row. By 1896 No. 13 Union Street appears to have been extended at the back to meet the end wall of the terrace on Pyrmont Street, across the street frontage to the building at the rear of Nos. 9-13, suggesting that it was used in conjunction with it.¹⁵⁴

At the same time as the south side of Union Street was being developed, terraced houses were also being built on the west side of Pyrmont Street to the south of Union Street.¹⁵⁵ The 1888 detail survey shows these buildings and the rapid rate of development in the locality in the early 1880s (Fig. 35). By 1888 all of the lots in Section 57 were built on.¹⁵⁶

The properties were probably all rented. In 1896 when almost the whole of Section 57 was brought under Torrens Title it was held by a single owner, the Perpetual Trustee

¹⁴⁸ Shirley Fitzgerald & Hilary Golder: *Pyrmont & Ultimo: under siege*, Hale & Iremonger, 1994, p 25.

¹⁴⁹ Shirley Fitzgerald & Hilary Golder: *Pyrmont & Ultimo: under siege*, Hale & Iremonger, 1994, p 27 for 1843 map and W H Wells, Map of Sydney 1850, Z M4 811.17 gbdb/1850/1 (Mitchell Library).

¹⁵⁰ Michael R Matthews: *Pyrmont & Ultimo A history*, Southward Press, 1982, p 14 subdivision plan.

¹⁵¹ Bk 193 No. 134 lease dated 1 July 1879 (Land & Property Information, Department of Lands).

¹⁵² Bk 193 No. 134 and Vol. 1185 Fol. 176 (L&PI) for reference to leases. The 1870 *Sands Directory* has no listings for properties on the west side of Pyrmont Street south of Union Street which is where the street ends.

¹⁵³ *Sands Directory* 1885 & 1890.

¹⁵⁴ DP3266 (L&PI).

¹⁵⁵ *Sands Directory* 1883.

¹⁵⁶ Metropolitan Detail Survey, City of Sydney Section H3 (1888) Z M Ser 4 811.17/1 (Mitchell Library).

Company.¹⁵⁷ It was then transferred to another company owner, the Scottish Australian Investment Company and the properties on Union Street continued in company ownership until the mid twentieth century.¹⁵⁸

In the late 1950s and early 1960s some of the Union Street properties were finally sold while the Scottish Australian Company retained ownership of some of the lots.¹⁵⁹ A detailed survey in 1958 shows the footprint of the buildings on Union Street and the terrace immediately to the south, on the west side of Pymont Street (Fig. 36). By this date the building behind Nos. 9-13 Union Street was described as a brick factory and identified as No. 101 Pymont Street. This may have been a replacement for the earlier 1880s building or the original structure with additions.¹⁶⁰

Nos 11-13 Union Street with the building behind them, No. 101 Pymont Street and the right of way to Paternoster Road [Row] are now a separate lot from Nos. 1-11 Union Street.¹⁶¹

¹⁵⁷ PA 9768 and DP3266, Vol. 1185 Fol. 176 (L&PI).

¹⁵⁸ Vol. 1193 Fol. 248, Vol. 2430 Fol. 201, Vol. 5321 Fol. 194 (L&PI).

¹⁵⁹ Vol. 5321 Fol. 194 (L&PI).

¹⁶⁰ Compare DP3266 and DP32232 (L&PI).

¹⁶¹ Nos. 11-13 Union Street & No. 101 Pymont Street are DP840465 Lots 5, 6 & 7 and Nos. 1-9 Union Street and DP32232 Lots 19-23 (L&PI).

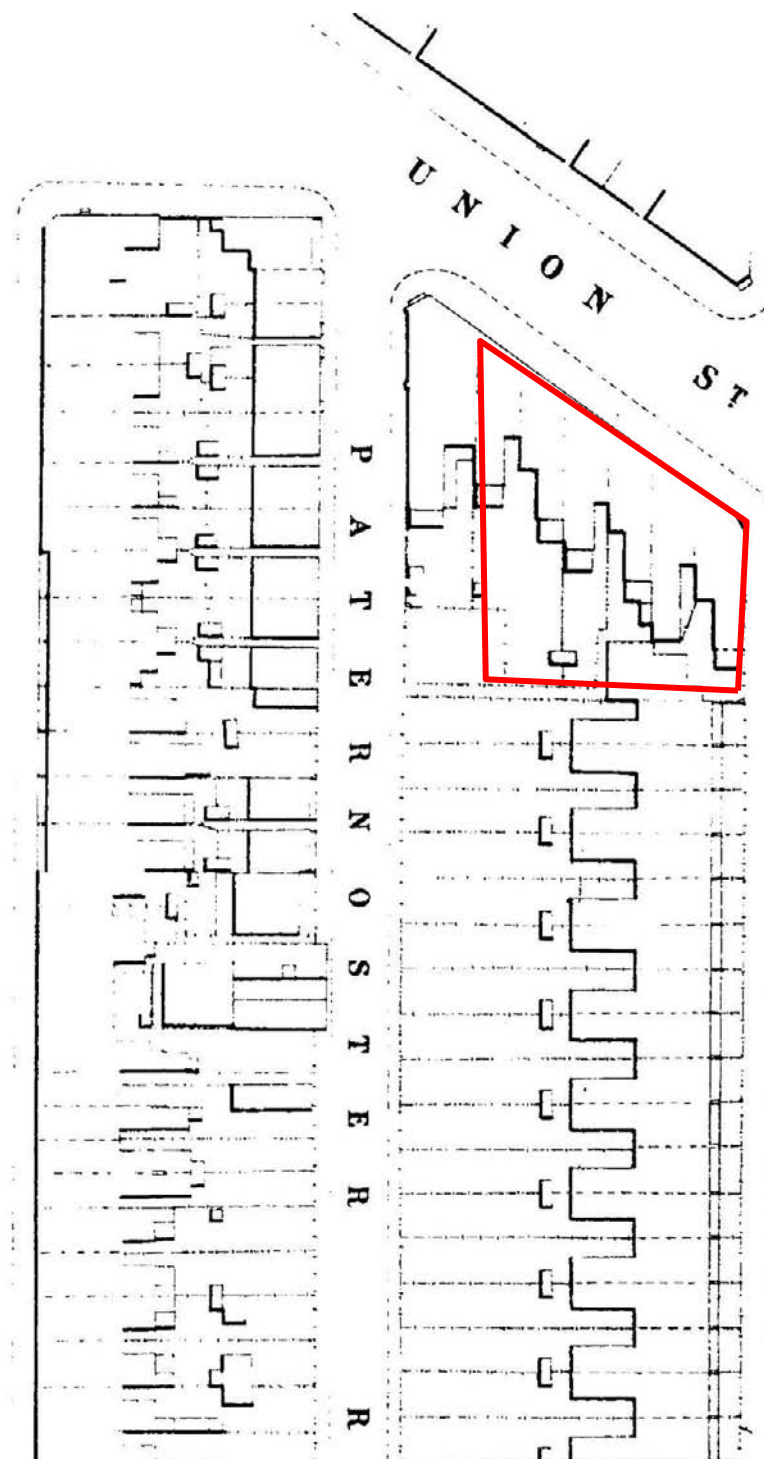


Figure 31: The study area on Section 57, south of Union Street. Metropolitan Detail Survey, City of Sydney Section H3 (1888) Z M Ser 4 811.17/1 (Mitchell Library).

Corner of Mount Street and Miller Street

Part of Ultimo estate that was first subdivided in 1859 (Section 61 of subdivision). It has the same early history as corner of Union Street and Pyrmont Street.

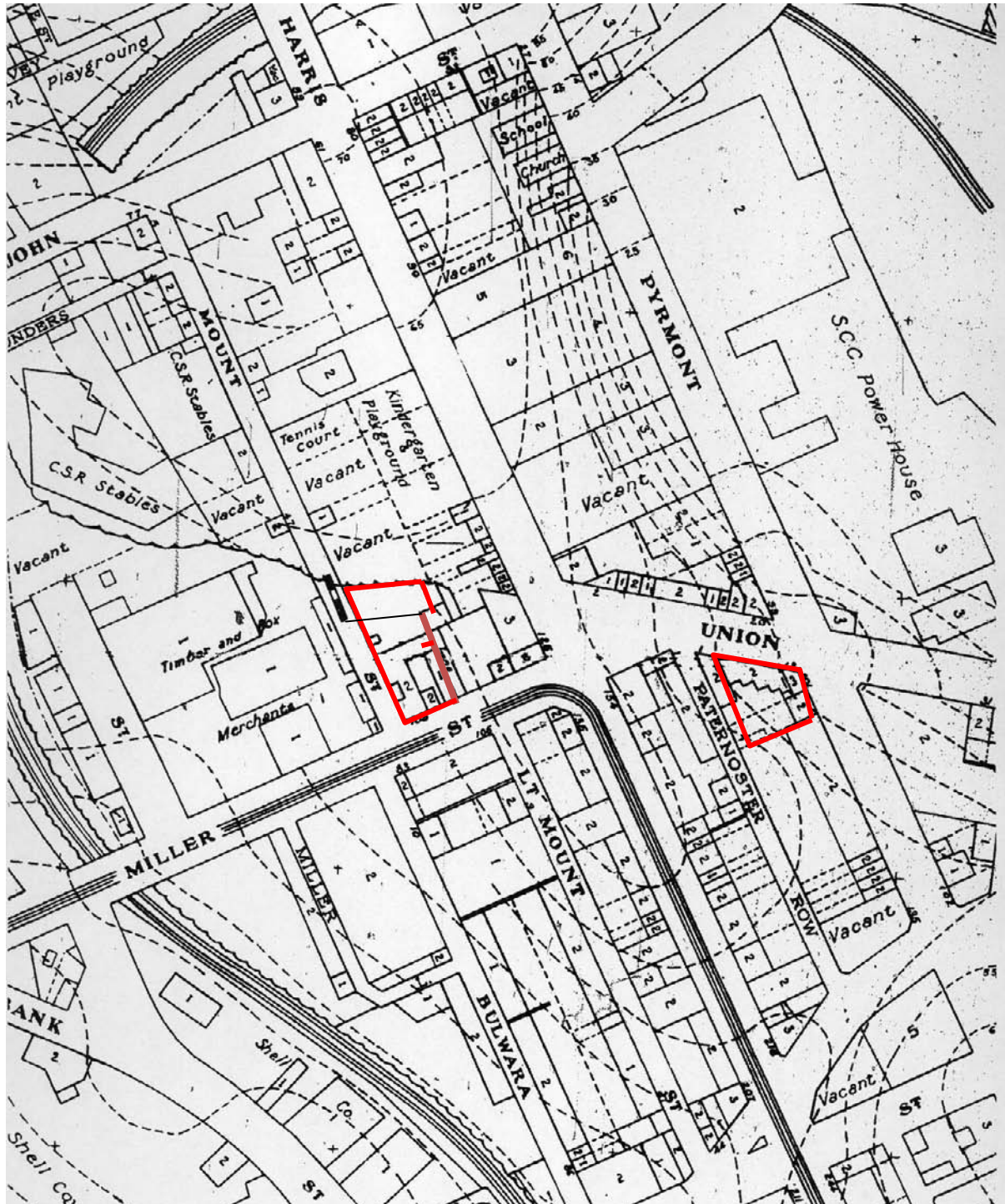


Figure 32: The study areas on Section 57, south of Union Street. City of City Engineers Plan, 1958, City of Sydney Archives.

Rozelle Station

Balmain Leagues Club Site, Rozelle

The land owned by the Club comprises numerous lots with frontages to Victoria Road (formerly Weston Street) and Waterloo Street as well as other lots on Darling Road. It has not been possible to research in detail each of the individual properties that once made up the site but the following provides a brief overview of when these lots were first occupied and what they were used for until acquired by the Club.

The main Balmain Leagues Club Limited site is located in the centre of the block bounded by Moodie Street, Victoria Road, Darling Street (formerly Darling Street West) and Waterloo Street in Rozelle and is an amalgamation of several allotments with frontages to Victoria Street and Waterloo Street.¹⁶²

The land was part of the original grant of 550 acres made to William Balmain in 1800. The estate was later the subject of legal proceedings in England and subdivision did not begin until the 1860s.

Development along Waterloo Street

Two major investors in this part of the Balmain estate were William Henry Paling, the music teacher and entrepreneur who had established his first music warehouse in Sydney soon after his arrival in 1853 and his brother Richard John Paling who ran a music store and piano importing business in Melbourne.¹⁶³ Music was not however the brothers' only business interest and in 1868 they purchased more than eight acres of land on either side of Darling Street (east of Weston Street) and other blocks on the west side of Weston Street between Moodie Street and Darling Road. This became the Merton Estate, the names of whose major streets, Wellington Street, Waterloo Street, Nelson Street and Hamilton Street suggest an Anglophile interest.¹⁶⁴

The part of the Merton Estate on the west side of Weston Street bounded by Moodie Street, Weston Street (now Victoria Road), Darling Street and the midline between Waterloo Street and Cambridge Street was subdivided in 1877 into 42 lots. The majority of these had frontages of about 33 feet.¹⁶⁵ This subdivision excluded the land at the corner of Weston Street and Darling Road that had been purchased by John Costelloe (see below).

The land currently owned by the Balmain Leagues Club Ltd includes several lots on the east side of Waterloo Street. A detailed title search has not been carried out for these properties but the general character of the area can be established from the *Sands Directories*, the 1890 detail survey and air photography carried out in 1943 by the Roads and Traffic Authority (Fig. 37). Development along Waterloo Street took place within a decade of its subdivision in the later 1870s and by the late 1880s almost all of the available lots were sold and occupied for residential purposes. From two residents on the east side of Waterloo

¹⁶² Lot 1 DP528045, Certificate of Title computer folio reference 1/528045 (Department of Lands, Land & Property Information)

¹⁶³ *Australian Dictionary of Biography Volume 5: 1851-1890 K-Q*, Melbourne University Press, 1974 Entry for W H Paling

¹⁶⁴ John Graham & Associates: Heritage assessment of the site of Carriers Airconditioning and Millers Storage in Terry and Wellington Streets, Rozelle, November 2005 for Multiplex. (Copy kindly supplied by Peter Phillips, Phillips Architects)

¹⁶⁵ DP421 certified 20 September 1877 (L&PI)

Street in 1879, the total in 1887 was thirteen.¹⁶⁶ The 1890 survey shows a mixture of single and semi-detached dwellings which later evidence suggests were of brick and some of the more traditional weatherboard.¹⁶⁷ Street directories show considerable continuity of residence in Waterloo Street and a mix of occupations that reflected both the maritime nature of much work in Balmain as well as those engaged in building industries and the retail trade. The 1943 air photograph (Fig. 37) shows the residential nature of the area and it seems that this continued until at least the 1950s.¹⁶⁸



Figure 33: The Balmain League Club site in 1943. RTA aerial photograph.

Lots 28, 31, 32, 34 and 35 of the Merton Estate subdivision had four houses on them; one each on lots 28, 31 and 32; and one house on lots 34 and 35 which had originally been purchased together and remained combined as a single block with the house in the

¹⁶⁶ *Sands Directories*

¹⁶⁷ Detail Survey Balmain Section 63 (1890) Z M Ser 4 811.17/1 (Mitchell Library) and notes on DP528045 drawn in 1969 (L&PI)

¹⁶⁸ Roads & Traffic Authority (RTA): From the skies Aerial photographs of Sydney in 1943, CD-ROM

centre.¹⁶⁹ This house was set back from Waterloo Street while the other houses on lots 28, 31 and 32 were built on the street frontage with yards behind (Fig. 38).

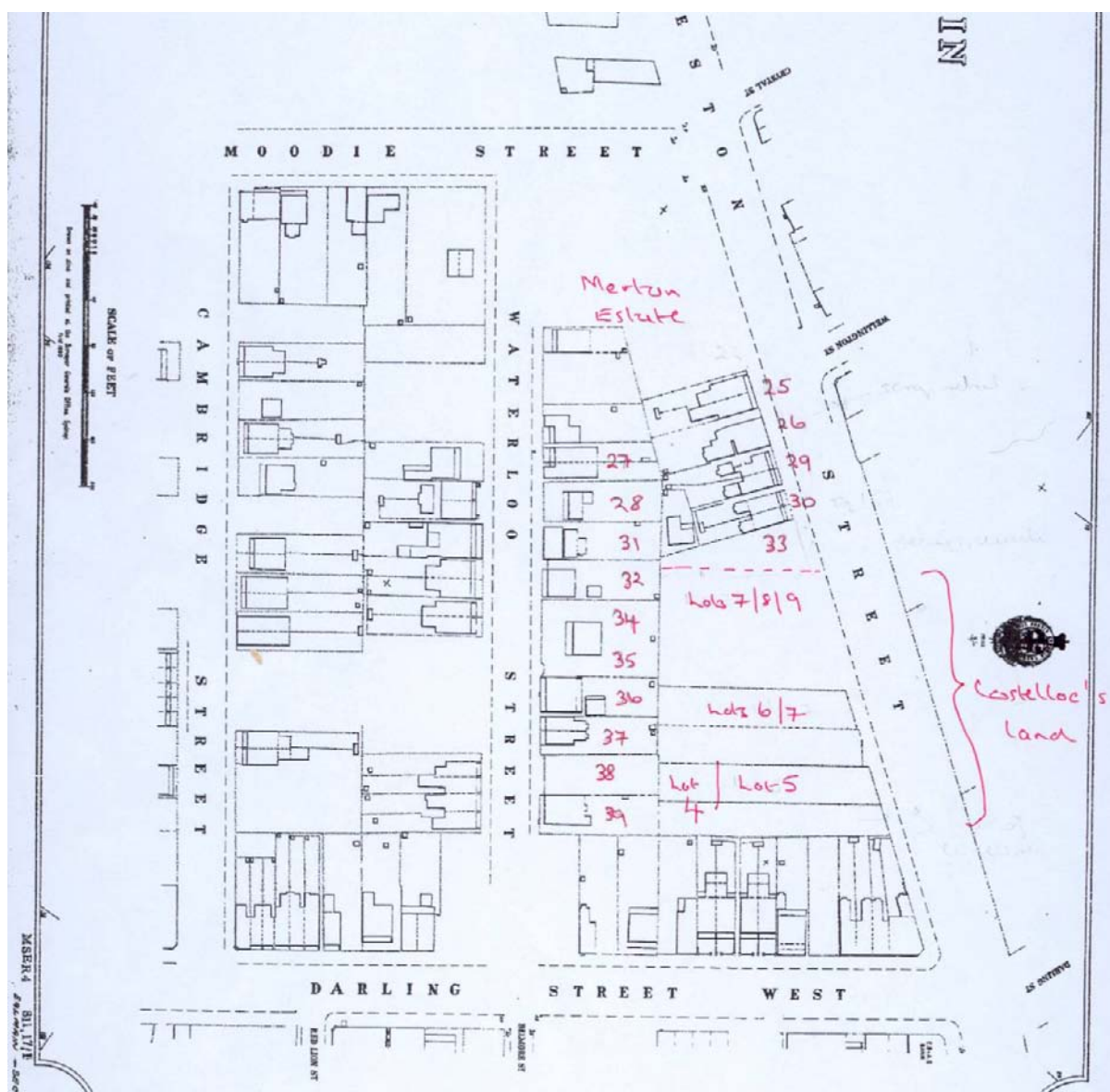


Figure 34: Lots marked onto 1890 plan.

These houses had been demolished and Lots 28, 31, 32, 34 and 35 were vacant by the time they were consolidated as part of the land owned by the Balmain Leagues Club Limited in 1969. Other houses, on either side of this property acquisition on Waterloo Street, were still standing at this date.¹⁷⁰

¹⁶⁹ DP421, Transfer 92659 (L&PI)

¹⁷⁰ DP528045 (L&PI)

Development along Weston Street - John Costelloe's land

In October 1867 John Costelloe, a mechanic living in Pymont, purchased Lot 1 of Section 46 of the Balmain estate. This Section of the estate was located on the south side of Weston Street and the land that Costelloe purchased was at the corner of Darling Road and Weston Street with frontages to both streets. Costelloe paid £108. 18s 2d for Lot 1, a sum that suggests that the land was either unoccupied, or that there were few buildings of any substance on it.¹⁷¹

With their large investment on the opposite side of Weston Street the Paling brothers continued to acquire land in Balmain and in 1875 Costelloe sold part of this lot to R J Paling for £300.¹⁷² No registered plan has been located for this subdivision of Lot 1 of Section 46 but the lots are shown in H E C Robinson's 1925 plan of the Municipality of Balmain.¹⁷³

Costelloe's own plans were concentrated on his remaining land at the corner of Darling Road and Weston Street. In 1880 he raised a mortgage on this property and by 1883, as an owner-builder, had built a corner shop and three adjacent shops on Darling Road.¹⁷⁴

Elsewhere along the south side of Weston Street there was no development for some considerable time on the land that Costelloe had sold to R J Paling. Four of the lots (lots 6, 7, 8 & 9) had been sold in 1881 to Robert Barrell who lived in Petersham but Barrell eventually went bankrupt and in the early 1890s his lots were sold by his creditors. There were no buildings on the land in 1890¹⁷⁵ but a minor adjustment to the boundary of lot 7 took place when lot 6 was sold in 1892, which might suggest that a building had been erected (or was in the course of erection) on lot 6 that encroached on lot 7.

This property (lot 6 and part of lot 7 with a total frontage of 40 feet to Weston Street) was sold to Francis Stafford for £250. 19s 6d.¹⁷⁶ Stafford was a master mariner who had lived in Waterloo Street since the early 1880s.¹⁷⁷ From at least the early 1920s the property was owned by the Byers family¹⁷⁸ and in 1961 was sold by them to the Balmain Leagues Club.¹⁷⁹

The largest part of the Weston Street frontage, the remainder of lot 7 together with lots 8 and 9, was sold in 1895 to David Morgan of Rozelle, a tailor for £279.¹⁸⁰ The 1943 aerial photograph shows a terrace of five houses or houses and shops on this site and it seems likely that these were built in the late 1890s or early 1900s.¹⁸¹ The property was later owned by the Williams and Brown families¹⁸² and in 1959 was sold by Arthur Offord Brown of Rose Bay, an architect to the Balmain Leagues Club Ltd, for £7,000.¹⁸³

¹⁷¹ Bk 105 No. 790 conveyance dated 7 October 1867 (Department of Lands, Land & Property Information)

¹⁷² Bk 148 No. 619 to R J Paling conveyance dated March 1875 (L&PI)

¹⁷³ H E C Robinson: Municipality of Balmain ZM3 811.1821/1925/1 (Mitchell Library)

¹⁷⁴ Bk 210 No. 799 mortgage dated 27 November 1880 and further charges Bk 218 No. 626, Bk 229 No. 508 & Bk 242 No. 700 (L&PI). A plan with conveyance dated 19 May 1884 Bk 289 No. 234 shows the buildings (L&PI)

¹⁷⁵ Detail Survey Balmain Section 63 (1890) Z M Ser 4 811.17/1 (Mitchell Library)

¹⁷⁶ Bk 498 No. 337 conveyance dated 12 August 1892 (L&PI)

¹⁷⁷ *Sands Directory* 1883

¹⁷⁸ PA 25489 and Vol. 3922 Fol. 81 dated 1926 owner Bessie Byers wife of Hugh Byers master butcher (L&PI)

¹⁷⁹ Vol. 8258 Fol. 216 & 217 (L&PI) Sale by R H Byers and Bessie Maclean widow in 1961

¹⁸⁰ Bk 567 No. 694 conveyance dated 25 October 1895 (L&PI)

¹⁸¹ Roads & Traffic Authority (RTA): From the skies Aerial photographs of Sydney in 1943, CD-ROM

¹⁸² PA 46146 (L&PI)

¹⁸³ Bk 2507 No. 794 conveyance dated 24 November 1959 (L&PI)

The remaining two lots on the Weston Street frontage (lots 4 and 5) were sold in 1880 to Benjamin Marshall of Sydney, a commission agent¹⁸⁴ and in the early 1920s were owned by Stanley Leichhardt Swinnerton, a brass moulder of Five Dock.¹⁸⁵ The site may have been used in the later 19th century as the premises of a coach builder¹⁸⁶ but by the 1920s after Frederick Voyce purchased part of the site, it became his Premier Motor Garage. This is presumably the large building visible in the 1943 aerial photograph at the back of the Darling Street shops close to the intersection with that street. In 1959, following the death of Frederick Voyce in 1958¹⁸⁷ members of his family sold the site to the Balmain Leagues Club for £15,000.¹⁸⁸ Two years later the Swinnerton family did likewise with their lot.¹⁸⁹

Development along Weston Street – the Merton Estate

Development was somewhat swifter along the part of the south side of Weston Street that formed part of the Merton Estate than it was on the land sold to John Costelloe. In the late 1870s there were only two residents in this section of Weston Street south of Moodie Street but by 1889 this had increased to eight. It is possible, however, that only half of these were residences, while the others were business premises, such as the coachbuilders, the railing and gate works and the monumental and marble works.

By 1890 only the Merton Estate section of the Weston Street frontage had any buildings on it, while the end of the block bounded by Waterloo Street, Moodie Street and Weston Street which was designated 'Reserved' on the subdivision plan was also vacant.¹⁹⁰ Lots 25, 26, 29 and 30 had all been built on by 1890 and between Lots 29 and 30 a narrow path provided access to another building at the rear, possibly a small cottage. Its location, orientation and alignment suggest that this might have pre-dated the subdivision. This unusual arrangement can be seen in the 1943 aerial photograph and is presumably the address noted as 'off' Weston Street in some of the street directories. The building had been removed by 1969.¹⁹¹

By 1943 two of the lots appear to have had light industrial buildings on them: lot 26, later a scrap metal merchants and lot 33, later a steering specialist.¹⁹²

Information from the street directories indicates that the major period of development in this section of Weston Street was in the later 1890s and the first decades of the 20th century. In 1899 there were ten persons named between Moodie Street and Darling Road. This rose to 16 in 1910 and 22 in 1920. The character of the area in its early stages was mixed, with both residences and shops and some work yards. This remained very much the pattern of occupation although by the 1920s the coach makers had given way to motor garages. The majority of the premises were probably leased. It seems likely however that as traffic increased on Victoria Road, residential use became less attractive.

¹⁸⁴ Bk 199 No. 208 conveyance dated 10 February 1880 (L&PI)

¹⁸⁵ PA 24299 & Vol. 3596 Fol. 218 dated 1924 and Bk 1328 No. 209 conveyance dated 4 December 1923 (L&PI)

¹⁸⁶ *Sands Directory* 1889 John Cunningham coachbuilder and *Sands Directory* 1900 & 1920 W Brett coachbuilder

¹⁸⁷ Recited in Bk 2516 No. 37 conveyance dated 9 December 1959 (L&PI)

¹⁸⁸ Bk 2516 No. 37 conveyance dated 9 December 1959 (L&PI)

¹⁸⁹ Vol. 3596 Fol. 218 (L&PI)

¹⁹⁰ Detail Survey Balmain Section 63 (1890) Z M Ser 4 811.17/1 (Mitchell Library) and DP 421 (L&PI)

¹⁹¹ DP528045 (L&PI)

¹⁹² DP528045 (L&PI)

A few older houses remained. In 1969 when the land occupied by the Balmain Leagues Club was brought under one title, Lots 29 and 30 on Victoria Road still had on them a 'very old WB cottage being demolished' and an 'Old brick & WB house To be demolished'.¹⁹³ The process of demolition was very much underway and had already taken place on some of Waterloo Street lots.

It would appear that from at least the late 1950s the Balmain Leagues Club began to acquire the lots on Victoria Road that had once been part of the land purchased by Costelloe (from the back of the Darling Street shops to Lot 33) together with adjacent lots in Waterloo Street. The Club had built on the main Victoria Road site by the late 1960s. Since that time further additions to their premises have been built on the Waterloo Street side and along Victoria Road while other vacant lots are used for parking.

¹⁹³ DP528045 (L&PI)

