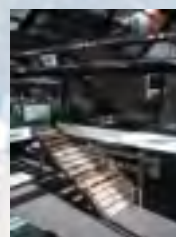


JONES BAY WHARF CONSERVATION MANAGEMENT PLAN



Prepared by
OTTO CSERHALMI + PARTNERS PL
AUGUST 2003

1.0 EXECUTIVE SUMMARY

Jones Bay is situated on the western side of Darling Harbour at the northern end of the Pyrmont peninsular. The Jones Bay Wharf complex consists of two almost 300 metre long double level shed buildings separated by roadways at each level. The wharf buildings were originally designed by the Sydney Harbour Trust under the control of the engineer, H.D. Walsh, in the first decades of the 20th century. Incorporating both a steel and concrete structure, it was considered an innovative design for its time.

This revision of the Conservation Plan is a requirement of the section 96 development approval by PlanningNSW in 2000 for adaptive reuse as commercial office suites. This Conservation Management Plan aims to reassess and update the assessment of cultural significance and the conservation policies in light of the recent adaptive reuse works.

From the 1800s commercial and industrial activities in Pyrmont included some quarrying, milling and John Macarthur's, short-lived, boiling-down works. The area, however, remained largely undeveloped until the 1830s. Upon his father's death, Edward John Macarthur attempted to create a wealthy residential suburb by selling land on one house per allotment. This did not come to fruition however and the land was developed for rows of workers cottages during the 1840s.

Sydney's increased trading capacity saw the proliferation of wharves and warehouses around Millers Point and Cockle Bay and created pressure on the government to improve port facilities. In 1846, Darling Island was purchased by the Hunter River Steam Navigation Company to establish a major shipbuilding and repair facility. In 1858, the first Pyrmont Bridge was built creating a direct road link from the city to Pyrmont. In the 1850s quarrying was a profitable industry because of the top quality of the sandstone. It was at this time that the shoreline of Pyrmont began to be altered as landowners reclaimed areas of Darling Harbour for wharves and jetties. By the 1870s there was further residential, commercial and industrial development and, by 1875, the whole of the western side of the peninsular was taken up by the Colonial Sugar Refining Company. Further pressure was put on the authorities to improve the wharf facilities and, in 1871, the Marine Board of New South Wales was established to coordinate the use of Sydney harbour.

This board was replaced by the Sydney Harbour Trust in 1901, which began a massive program of excavation and land reclamation, which changed the shape of the shoreline. Plans for the construction of the new wharves were finalised in 1911. These plans included extensive rail links to Darling Harbour and the NSW rail network, designed to handle the large wool and wheat exports. The composite reinforced concrete, steel and timber wharves and shore sheds were completed in 1917-1919. On their completion, the wharf could berth five large steamers. The wharves contained sophisticated cargo-handling equipment and could store up to 120,000 bales of wool. Other cargo handled included: bagged wheat, bulk sulphur, timber and frozen cargoes.

During the Second World War the wharves were an important centre for the transport of troops and materials. The change in trade policy and containerisation led to the decline of Sydney Harbour as a port and the use of Jones Bay as a trading wharf. In the 1950s the wharf became used for the disembarkation of new emigrants, but, with the construction of the overseas passenger terminal at Circular Quay, the wharf was no longer used for these purposes.

By 1991 the wharf had become surplus to the requirements of the owner, the Maritime

Services Board, and was made available for redevelopment at the end of the existing leases. In 1995 a Conservation Plan was commissioned and a Development Application for mixed commercial residential development submitted in 1997. The revised Conservation Plan of 1998 reflected this proposal in some of its policies.

In 2000 an s96 application to amend the consent was submitted by Jones Bay Wharf Pty Ltd proposing all commercial suites without a residential component. It is essentially this scheme which was constructed in 2001-2003.

Aspects of cultural significance of Jones Bay Wharf are:

- The wharf is the sole traditional finger wharf, complete with wharf and shore sheds, remaining in Jones Bay and Pyrmont.
- The wharf has significant historical and technological links with the Darling Harbour Goods Yard and railway line which was an important initiative in constructing an integrated link between two transport technologies.
- The structure is associated with prominent people through the Sydney Harbour Trust, including H.D. Walsh, chief engineer.
- The wharf makes an important contribution to the overall visual qualities of the remaining finger wharves in Sydney.
- The wharf is a prominent landmark in Sydney Harbour, which provides an important visual transition between the harbour and the developed Pyrmont peninsular.
- The long, robustly detailed, elevations provide a horizontal, modulated form of strong architectural character and, in a secondary way, these are continued inside in the large spaces.
- The wharf is a major remnant of the former maritime/industrial use of Jones Bay and the Pyrmont peninsular and has added social value for its use as an overseas passenger terminal, and later as an example modern 21st century adaptive reuse as commercial premises.

All these aspects of the significance of the Jones Bay Wharf should be conserved and enhanced in any future developments or changes to the place. Significant fabric and elements of the buildings are identified and recommendations made about how they should be treated in accordance with their significance.

Conservation policies and actions are outlined to guide any future works or adaptive reuse of the Jones Bay complex. General policies cover the areas of conservation management plans, conservation planning and building management, while more specific policies include conserving the setting of the building, conservation and treatment of building fabric, building maintenance, new works and future uses.

2.0 INTRODUCTION

2.1 THE PLACE

The place is defined as the wharf and buildings and site at Berths 19-21, Jones Bay, Pyrmont, Sydney, and known as the Jones Bay Wharf. The Wharf is accessible via Pirrama Road (formerly Jones Bay Road), on the lower level and via an overhead bridge from Bayview Street at the upper level. Jones Bay is situated on the western side of Darling Harbour at the northern end of the Pyrmont peninsular.

2.2 BACKGROUND

The Jones Bay Wharf has been the subject of a number of heritage related reports. Howard Tanner & Associates prepared a draft titled *Jones Bay Wharf Pyrmont: A Heritage and Re-Use Study* for the NSW Property Services Group in 1992, which examined the significance of the wharf and its reuse potential.

Another report, *Conservation Plan for Jones Bay Wharf, Pyrmont*, dated March 1996, included archival photographs and a more thorough history of the wharf. Again the significance of the wharf was examined, and conservation policies proposed.

City West Development Corporation, (now Sydney Harbour Foreshore Authority - "the Authority") the owners of the site, received development consent for the adaptive reuse of the wharf buildings in 1997. A condition of this consent was that the existing conservation plan was to be reviewed and submitted with the application. This review conservation plan prepared by Design 5 Architects was issued in June 1998 and endorsed by the Heritage Office in March 2000. The Development Consent of 1997 proposed a mixed residential and commercial adaptive reuse of the wharf buildings and the updated CMP reflected the residential proposal in some of its policies.

In 2000 an s96 application to amend the present consent was lodged by Jones Bay Wharf Pty Ltd. This new application no longer proposed a mixed residential and commercial development, but one of commercial office suites. This s96 application was approved by PlanningNSW in 2000 and, as part of the conditions, a general review of the Conservation Management Plan was requested which generally updated the CMP and incorporated the new works and its heritage implications.

2.3 OBJECTIVES OF THE STUDY

This Conservation Management Plan aims to be a guiding document when planning or documenting future works at Jones Bay Wharf. It is intended to be a working document, providing information in a readily accessible format.

The primary objectives of the Conservation Management Plan are to:

- Re-assess and update the assessment of the cultural significance of the Jones Bay Wharf site by taking into account the changes incurred by the recent adaptive reuse works.
- Generally review and update the policies for the conservation of the cultural significance of the Jones Bay Wharf, taking into account its historical and social significance, the significant physical fabric and the recent adaptive building works.
- Review and update the policies for long term conservation of the cultural significance of the place. These policies are to include for future usage, general conservation, on-going maintenance and management of the place.

2.4 STUDY METHODOLOGY

This Conservation Management Plan was prepared by Otto Cserhalmi + Partners Pty Ltd, and generally follows the format and guidelines set out in the Conservation Plan by Dr. J. S. Kerr (2000). The terms *place*, *fabric*, *conservation*, *maintenance*, *preservation*, *restoration*, *reconstruction*, *adaptive* and *compatible use* used throughout this document have the meaning given to them in the Australian ICOMOS Charter for the Conservation of Places of Cultural Significance (The Burra Charter, 1999). These terms are defined in Section 2.9.

The Burra Charter was revised in 1999. The revised charter has been used in the preparation of this document. A copy of the Charter is included in the Appendices.

The investigation and assessment of significance of the Jones Bay Wharf and the suggestion for the management of that significance generally follow the guidelines and procedures recommended in the NSW Heritage Manual.

This Conservation Management Plan includes:

- A review of historical and archival material relating to the wharf site and its chronological development. Most of this material is drawn from the earlier Conservation Management Plans, but has been updated to reflect the most recent changes involved in its adaptive reuse.
- An investigation of the existing physical fabric to determine the extent and condition of original elements and the nature of subsequent changes. Due to the relatively recent investigations of the fabric in the 1998 CMP, again much of the material will be drawn from the earlier study. Emphasis here will be placed in noting and highlighting the changes incurred during the adaptive reuse works of 2001-2003.

- A review of the documentary, physical and comparative evidence to re-assess the degree of significance of the wharf site and individual components and whether the established statements of significance need to be revised in light of recent changes. This information is summarised in the Statements of Significance on which the Conservation Policies are based.

The Conservation Management Plan seeks to take account of issues such as the constraints and requirements arising from the site's significance. It also considers the general physical condition of the wharf buildings, their setting, as well as any relevant requirements of the owner and tenants of the site in the development of an overall framework for the conservation and management of the place.

The Conservation Policies with specific guidelines for the conservation of the wharf buildings and design principles, for any future adaptive reuse, are set out in this document.

2.5 STUDY TEAM

This Conservation Management Plan was prepared by:

Geoff Stennett Senior Conservation Architect

2.6 CONSULTATION AND REVIEW

Otto Cserhalmi + Partners Pty Ltd gratefully acknowledges the assistance of the following in the preparation of this Conservation Management Plan for the Jones Bay Wharf:

Alan Croker Design 5 Architects

Ian Kelly Sydney Harbour Foreshore Authority

2.7 ACKNOWLEDGMENTS

The 1996 conservation plan prepared for the City West Development Corporation was written by Howard Tanner, Jocelyn Jackson and Megan Jones of Howard Tanner & Associates. The 1998 conservation plan was written by Alan Croker and Robert Hedditch of Design 5 Architects. Extensive use has been made in the 1998 document of material from the 1996 document. This material is generally acknowledged where it is used in this CMP.

2.8 ABBREVIATIONS

The following abbreviations may be used in the document:

AONSW	Archives Office of NSW (now NSW State Records)
AZP	Archaeological Zoning Plan
BCA	Building Code of Australia
CMP	Conservation Management Plan
DCP	Development Control Plan
EIS	Environmental Impact Statement

EP&A	Environmental Planning & Assessment
HO	Heritage Office
ICOMOS	International Council of Monuments and Sites
LEP	Local Environmental Plan
MSB	Maritime Services Board
ML	Mitchell Library NSW
NT	National Trust of Australia
PN	Planning NSW
POM	Plan of Management
RAIA	Royal Australian Institute of Architects
REP	Regional Environmental Plan
RNE	Register of the National Estate
SHFA	Sydney Harbour Foreshore Authority ("the Authority")
SHI	State Heritage Inventory
SHR	State Heritage Register

2.9 DEFINITIONS

The following definitions explain the terms commonly used in Conservation Planning. They have been drawn from the Burra Charter and from the NSW Heritage Office publication, *Heritage Terms and Abbreviations* (1996).

Aboriginal Significance

An item is of Aboriginal Heritage Significance if it demonstrates Aboriginal history and culture. The National Parks and Wildlife Service has the primary responsibility for items of Aboriginal significance in NSW.

Adaptation

means modifying a *place* to suit the existing use or a proposed use.

Aesthetic significance

An item having this value is significant because it has visual or sensory appeal, landmark qualities and/or creative or technical excellence.

Archaeological Assessment

A study undertaken to establish the archaeological significance (research potential) of a particular site and to propose appropriate management actions.

Archaeological Significance

A category of significance referring to scientific value or 'research potential' that is, the ability to yield information through investigation.

Archaeological Site

A place that contains evidence of past human activity. Below-ground archaeological 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 Zoning Plan

A graphic plan of a place indicating relative archaeological potential of areas or zones within this. An archaeological zoning plan is prepared by undertaking broad scale archaeological assessment over a large area.

Associations

means the special connections that exist between people and a *place*.

Burra Charter (and its guidelines)

Charter adopted by Australia ICOMOS which establishes the nationally accepted principles for the conservation of places of cultural significance.

Conservation

means all the processes of looking after a place so as to retain all its cultural significance.

The earlier version of the Burra Charter noted that conservation includes *maintenance* and may according to circumstance include *preservation*, *restoration* and *adaptation* and will more commonly be a combination of these.

Contemporary Community Esteem

The valuing of a heritage item by a recognised local, regional or state-wide community because it forms a strong part of their cultural identity.

Compatible Use

means a use which respects the cultural significance of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Cultural Landscape

Those areas of the landscape which have been significantly modified by human activity. They include rural lands such as farms, villages and mining towns as well as country towns.

Cultural Significance

means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its *fabric*, *setting*, *use*, *associations*, *meanings*, *records*, *related places* and *related objects*. *Places* may have a range of values for different individual components, fixtures, contents and objects.

Curtilage

The geographical area that provides the physical context for an item and which contributes to its heritage significance. Land title boundaries and heritage curtilages do not necessarily coincide.

Development Control Plan (DCP)

A plan prepared by a local council to provide more detailed development controls and guidelines to accompany an LEP. Often used for Heritage Conservation Areas.

Environmental Heritage

means those places, buildings, works, relics, moveable objects and precincts, of State or local heritage significance (Section 4 of the Heritage Act 1977).

Excavation Permit

A permit issued by the Heritage Council of NSW under Section 60 or Section 140 of the Heritage Act 1977 to disturb or excavate a relic.

Exemptions

Work on heritage items covered by conservation orders which can be exempted under Section 57 (2) of the Heritage Act from the requirements to obtain the Heritage Council's consent.

Fabric

means all the physical material of the *place* including components, fixtures, contents and objects.

Heritage Act 1977

The statutory framework for identification and conservation of heritage in NSW. The Act also describes the composition and powers of the Heritage Council.

Heritage Item

A landscape, place, building, structure, relic or other work of heritage significance. See also the *Heritage Act 1977*.

Heritage Significance

Of aesthetic, historic, scientific, cultural, social, archaeological, natural or aesthetic value for past, present or future generations.

Historical Significance

An item having this value is significant because of the importance of its relationship to the evolving pattern of our cultural history.

Interim Heritage Order (IHO)

An order made under Part 3 of the Heritage Amendment Act 1998. The Minister may make an interim heritage order for a place, building, work, relic, moveable object or precinct that the Minister considers may, on further inquiry or investigation, be found to be of state or local Heritage Significance.

The Minister may delegate the power to place IHO's to local councils however in general the orders will be made by the Minister, following recommendations by the Heritage Council.

Integrity

A heritage item is said to have integrity if its assessment and statement of significance is supported by sound research and analysis, and its fabric and curtilage are largely intact.

Interpretation

means all of the ways of presenting the *cultural significance* of a *place*.

Local Environmental Plan (LEP)

A statutory plan prepared by a local council in accordance with the EP&A Act. An LEP regulates the carrying out of development within a local government area and controls the use and development of land and the conditions under which change may occur.

Local Significance

Items of Heritage Significance which are fine examples, or rare, at the local community level.

Maintenance

means the continuous protective care of the *fabric*, contents and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Meanings

denote what a *place* signifies, indicates, evokes or expresses.

Moveable Heritage

Heritage Items not fixed to a site or place, for example, furniture, locomotives and archives.

National Parks and Wildlife Act (NPWS Act)

Statutory Framework for the care and control and management of natural areas and Aboriginal cultural objects in New South Wales. European cultural relics on sites owned by the NPWS also come under the jurisdiction of the NPWS Act.

Oral Histories

Historical research carried out by interviewing people associated with a heritage item, in a planned manner to answer questions which is archivally recorded on audio equipment so that it can be transcribed and analysed.

Place

means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Preservation

means maintaining the *fabric* of a *place* in its existing state and retarding deterioration.

Rarity

An item having this value is significant because it represents a rare, endangered or unusual aspect of our history or cultural heritage.

Reconstruction

means returning a *place* to a known earlier state and it is distinguished by the introduction of new material into the *fabric*.

Regional Environmental Plan

Prepared by the Director-General of the Department of Urban Affairs and Planning and made by the Minister for Urban Affairs and Planning following public exhibition. It deals with matters important to a specific region such as land use, development and the conservation of heritage places.

Related Object

means an object that contributes to the cultural significance of the *place*, but is not at that place.

Related Place

means a *place* that contributes to the cultural significance of another place.

Representativeness

Items having this value are significant because they are fine representative examples of an important class of significant items or environments.

Restoration

means returning the existing *fabric* of a *place* to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Section 60 Application

An application made under Section 60 of the Heritage Act, for approval to make changes to an item covered by a PCO. Routine maintenance, and other works which do not affect the significance of an item are exempt for Heritage Council Approval.

3.0 CURRENT SITUATION

3.1 LOCATION OF JONES BAY WHARF

The Jones Bay Wharf is located at Jones Bay, Pyrmont, on the western side of Darling Harbour and at the northern end of the Pyrmont peninsular. The wharf is accessed via Pirrama Road (formerly Jones Bay Road), on the lower deck and via an overhead bridge from Bayview Street on the higher level.

The wharf consists of the two deck eastern shed building, Shed 19 and 20; the two deck western shed building, Shed 21; the external ground level apron; the central upper and lower roadway; the upper perimeter decks; the eastern shore shed at the southern end of Shed 19, and the new building which occupies the site of the former western shore shed.



Fig 3.1 Location Plan of Jones Bay Finger Wharf. Source: Gregory's Street Directory.

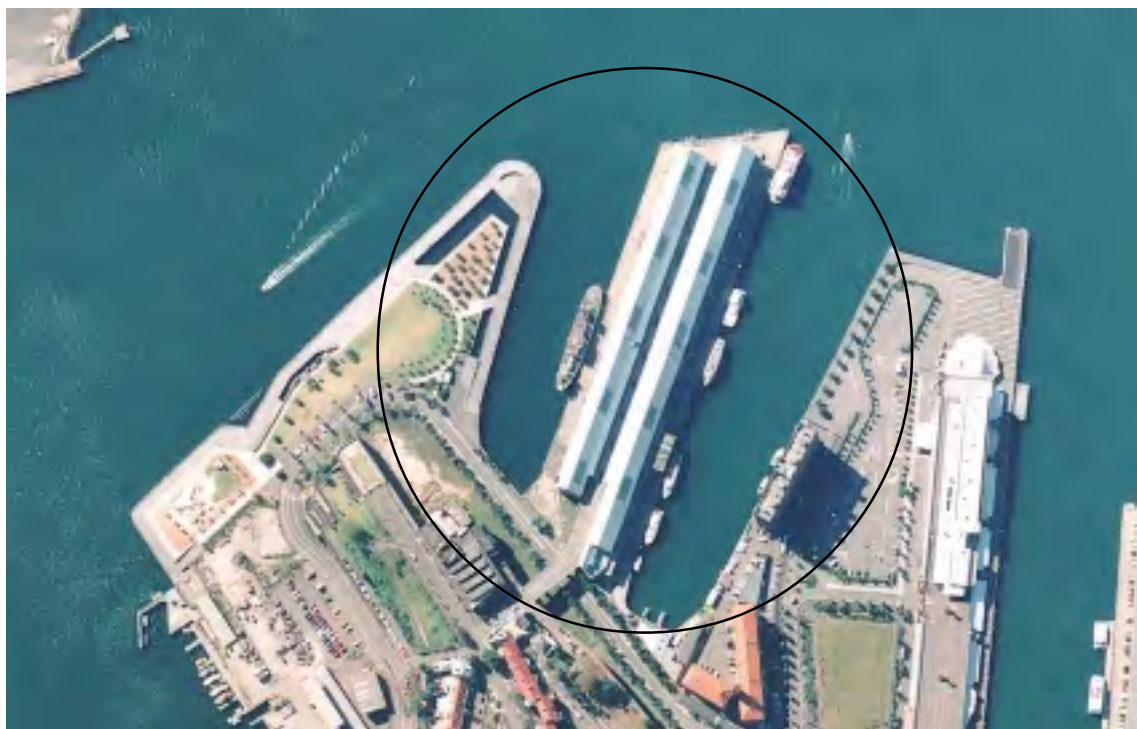


Figure 3.2 Aerial photograph of Jones Bay Finger Wharf. Source: Land and Property Information NSW.

3.2 OWNERSHIP

Refer to the Strata Management Statement for an overview of the ownership structure of the Jones Bay Wharf buildings. It explains the role of the land owner and the leases which are granted.

3.3 DESCRIPTION OF THE WHARF BUILDINGS

The Jones Bay Wharf complex consists of two almost 300 metre long double level shed buildings separated by central roadways at each level. At the upper deck, on the outer elevations, are continuous loading platforms which were served by travelling gantries, of which four still remain on each side. These loading platforms now serve as outdoor decks for the commercial tenancies which were constructed within the shed buildings in 2001-2003.

Of all the finger wharves which were designed under the control of H. D. Walsh in the first decades of this century, the Jones Bay Wharf is the most forward looking in its design. All of the lower deck, including the shed floors, central roadway and upper perimeter decks were constructed of reinforced concrete. The structural frame above the lower deck, supporting the upper floor internal street and perimeter loading platforms, were built of steel columns, beams and open web girders. Above the first floor level, the framing system is timber, similar to the system employed by other finger wharves of the period.

The outer cladding to the wharf buildings is essentially the same as other finger wharves with the use of large timber framed cargo doors, timber weatherboard cladding and corrugated iron cladding all fixed to a timber framing system set within the regular structural column grid. The usual chequerboard patterning of openings and cladding exhibited by other finger wharves, for example Pier 8/9 at Walsh Bay, is a little different at the Jones Bay wharf. Usually the cargo doors occurring in alternate bays on one level, occurred in alternate bays between levels, with the openings on the upper level not corresponding with the openings below. In this case all the bays in the lower deck open up with solid timber double hung doors.

With the 2001-2003 adaptive reuse building works, commercial tenancies were constructed within the shed buildings and some changes were made to the existing external fabric, including the removal of the cargo doors on the upper deck at the northern half of the complex. These changes, together with a description of the internal changes, are more fully described in Section 5.0 Physical Evidence.

At the southern end of the long shed buildings, two shore shed buildings were originally constructed. On the east side the building is predominately of brick with timber framed floors and partitions. On the western side of the shed the building was timber framed and of two levels. This structure was demolished in the early 1990s and has been replaced by a new building in the 2001-2003 works.

3.4 PHOTOGRAPHIC SURVEY

An extensive photographic survey of the wharf buildings was carried out by Australian Photogrammetric Service Pty Ltd in September 1994. Originals of this survey are held at the offices of the Sydney Harbour Foreshore Authority and a copy is held in the Interpretation Room at Jones Bay Wharf.

Further survey photographs were taken by Design 5 Architects for the 1998 CMP. A selection of these photographs, together with photographs of the later changes, are included in Section 5.0.

3.5 DOCUMENTARY EVIDENCE AND OTHER STUDIES

The history of the Jones Bay Wharf has already been thoroughly researched in the following documents and these have been used to prepare this and earlier reports:

- National Trust of Australia (NSW), *Heritage Study of 19th and Early 20th Century Trading Wharves in Sydney Harbour, Sydney*, 1989.
- Bartos B & Fraser S, *Wharves 19, 20 and 21, Pyrmont*, report submitted for building conservation course, School of Architecture, University of New South Wales, 1989.
- Howard Tanner & Associates, *Conservation Plan for Jones Bay Wharf, Pyrmont, Berths 19-21, Jones Bay*, prepared for City West Development Corporation, Sydney, 1996.

The heritage study prepared for the National Trust of Australia (NSW) was researched by Anthony Brassil and includes a comprehensive bibliography on pp 74-75. The 1996 conservation plan prepared by Howard Tanner & Associates was researched by Deborah Edwards, consultant

historian. Appendices from the 1996 conservation plan that are relevant to the history of the place are attached to this 2002 report.

The following sources of documentary evidence are listed from the 1996 conservation plan prepared by Howard Tanner and Associates as they relate to the historic development of the place. These references and the historic information have not been thoroughly checked in the preparation of this report.

PRIMARY SOURCES (cited in 1996 conservation plan)

St. Bede's Mission registers held at St. Bede's presbytery, Pyrmont.
Sydney Harbour Trust, *Annual Reports 1911-1920*.

Maritime Services Board:

- annual reports 1939-1963
- original plans.

Mitchell Library:

- archival photographs
- original plans.

SECONDARY SOURCES (cited in 1996 conservation plan)

Australasian Photogrammetric Service, *Jones Bay Wharf: Photographic Recording*, in three volumes, commissioned by Howard Tanner & Associates for the City West Development Corporation, September 1994.

Bach, J., A *Maritime History of Australia*, Thomas Nelson, Sydney, 1976.

Fitzgerald, S. & Golder, H., *Pyrmont & Ultimo: Under Siege*, Hale and Iremonger, 1994.

Fraser, D. J. (ed), *Sydney: From Settlement to City*, Sydney, E A Books, 1989.

Godden Mackay & Howard Tanner & Associates, *Pyrmont Point Precinct Archaeological and Heritage Assessment*, report prepared for NSW Property Services Group, March 1993.

Howard Tanner & Associates, et al., *Jones Bay Wharf Pyrmont, Comprising Berth Nos 19-21: A Heritage Re-use Study Prepared for the NSW Property Services Group*, January 1992, p.39.

Mitchell, W., 'Sydney's wharfies; the first fifty years of unionism', in Wotherspoon, G. (ed), *Sydney's Transports: Studies in Urban History*, Hale and Iremonger and the Sydney History Group, Sydney, 1983.

National Trust of Australia (NSW), *Heritage Study of 19th and Early 20th Century Trading Wharves in Sydney Harbour*, Sydney, 1989.

Proudfoot P. R., "Maritime influences on the growth of Sydney", extract from *Report of the Botany Bay Port and Environment Inquiry, 1976*, NSWPP, Appendix F.

4.0 DOCUMENTARY EVIDENCE

4.1 HISTORICAL DEVELOPMENT OF THE JONES BAY WHARF

Note: The following summary of the historical development was taken from the 1998 Conservation Plan and was compiled and abridged from both the National Trust heritage study of Sydney wharves and the 1996 conservation plan prepared by Howard Tanner & Associates for the City West Development Corporation.

THE EARLY YEARS 1788-1840

Non-Aboriginal settlement of the Pyrmont Peninsula took place slowly. The topography of Port Jackson and the historical development of Sydney meant that Pyrmont was developed relatively late as a commercial port.¹ In 1795 Private Thomas Jones, of the New South Wales Corps, was granted 55 acres on the western shore of Cockle Bay (now Jones and Pyrmont Bays). A year later he sold the land to Obadiah Ikin. In 1799 Jones and his wife were hanged for the murder of a missionary, and Jones Street and Jones Bay still bear his name. Obadiah Ikin sold the land to John Macarthur two weeks after the execution and the area acquired its present name of Pyrmont after a party of picnickers in 1806 named it after a spa in Germany.²

During the first decades of the colony, Sydney's harbour facilities consisted of three main landing sites: the Hospital Wharf, the Governor's Wharf and Robert Campbell's Wharf (all at Sydney Cove, Circular Quay). In February 1811 an additional wharf was built at Cockle Bay and the city's market, which had been next to the Hospital Wharf, was relocated to the new wharf.³

From the 1800s commercial and industrial activities in Pyrmont included limited quarrying, milling and Macarthur's short-lived boiling down works.⁴ However, the area remained largely undeveloped until the 1830s.

Subdivision began in 1836 when Edward John Macarthur's son took over the property (called 'Pyrmont') on his father's death.⁵ Edward Macarthur's initial aim was to create a wealthy residential suburb by trying to sell land on the condition of one house per allotment. This plan did not work as the land was bought up quickly by speculators during the 1830s land boom and, by the 1840s, rows of workers cottages were built instead and the wealthy had chosen to live elsewhere.⁶

Through the 1820s and 1830s Sydney's increased trading capacity from whaling, shipbuilding, wool, wheat and trade from the South Pacific saw the construction of cluttered wharves and warehouses around Miller's Point and Cockle Bay and increased pressure on the government to provide improved port facilities.

PYRMONT INDUSTRIES AND THE WHARVES 1840-1901

Construction began for port improvements from the mid-1840s. In 1846 the Hunter River Steam Navigation Company (later to become the Australian Steam Navigation Company) purchased Darling Island and established a major shipbuilding and repair facility for its coastal trading ships.⁷ The first Pyrmont Bridge was built in 1858 providing a direct road link to the city from Pyrmont.⁸ Quarrying became the most profitable industry on the Pyrmont peninsula in the 1850s due to the quality of Pyrmont's sandstone which made it popular for Sydney's building and public works. From the 1850s Pyrmont's character as a working-class suburb became established and its population grew. Between 1860 and 1890 the most common professions noted in the marriage registers of St. Bede's Catholic Church included labourers, building tradesmen, including stonemasons and quarryman, craftsmen and some maritime workers.⁹

In the 1850s Pymont's shoreline began to be altered and restructured as landowners reclaimed areas of Darling Harbour and built wharves and jetties to suit their needs. In 1855 the Australian Steam Navigation Company established a giant slip on Darling Island which was originally joined to the mainland by a mudflat. Infilling and wharf construction reshaped the island so that it now resembles a truncated triangle extending from the mainland. From the 1850s jetties extended out into Darling Harbour, and Goodlet & Smith's jetty, reached into Elizabeth Bay.¹⁰

The 1870s saw further development of Pymont's industrial, commercial and residential character. In 1875 the whole of the western side of the peninsular was purchased by the Colonial Sugar Refining Company (CSR) and a large refinery and timber longshore wharf was built.¹¹ Along with the Australian Steam Navigation Company, industrial development saw foundries, quarries, mills, hotels and smaller commercial businesses established.

Private industrialists, merchants and traders continued to develop wharfage at Sydney Cove, Darling Harbour and Pymont throughout the nineteenth century and suburban growth occurred alongside this development.

As the population of Pymont grew, so did local amenities. Churches and schools were built from the 1840s; the Pymont Baths were built in 1875 and renovated in 1901; electric lighting began after 1899 when the Ultimo Powerhouse was built (followed by the Sydney Electric Lighting Station in 1904); the Museum of Technology (now the Museum of Applied Arts and Sciences) was opened, the Sydney Technical College was taking enrolments by the end of the nineteenth century, and the Harris Street tram was in operation by 1901.

The 1870s saw further pressure applied to improve Sydney's port facilities as the existing unregulated system tried to handle increased use, haphazard building and traffic congestion. Between 1860 and 1890 the number of vessels visiting Port Jackson roughly doubled.¹² Up until this point wharfage construction had been in the hands of private entrepreneurs and merchants, but this situation became increasingly difficult to manage as coordination was needed to timetable and schedule services; dredge and deepen the harbour to accommodate the larger, modern ships; improve harbour lighting, and increase understanding of the geophysical nature of the harbour.¹³ There was also much concern over the health risks associated with the unsanitary conditions on the wharves. In 1871 the Marine Board of New South Wales was established to coordinate the use of Sydney Harbour.

SYDNEY HARBOUR TRUST 1901-1911

After a Royal Commission in 1897, the Marine Board of New South Wales was abolished and was replaced by the Sydney Harbour Trust on 11 February 1901. There had been a serious outbreak of the bubonic plague in Sydney in 1901 and it was believed the polluted conditions of Sydney's wharves were a breeding ground for the plague-carrying rats.¹⁴ One of its first actions was to take over control of all private wharf facilities and to establish a ten year plan for Sydney Harbour involving a complete redevelopment of port facilities and the construction of new wharfage.¹⁵

The trust demolished, repaired and built workers' housing, pubs, roads, shops, wharves, jetties, sheds, and occasionally workers facilities around the harbour. It dredged, filled in, surveyed, scoured, cleaned, and re-shaped the harbour to suit current and anticipated needs.

For Pyrmont, the Sydney Harbour Trust instigated a program of massive excavation and land reclamation. By 1905 landfill extended the landline for Pier Street and Pyrmont Street and formed the foundation for the wharf railway that ran along the reformed western shore of Darling Harbour. Rail yards and wharves formed a square extension of land into Darling Harbour. A stretch of shoreline parallel with Mill Street was straightened and jetties that were part of Goodlet and Smith's timber yards created a series of angular extensions into the bay. Between 1911 and 1920, quarrying restructured the eastern cliff face to the alignment of Mill Street and an indentation was made to a small section of Bayview Street.¹⁶

As a result of this work, the gentle convex shape of the shorelines was altered and is now characterised by angular lines with wharves protruding into Darling Harbour and Johnston's Bay.

JONES BAY WHARF 1911- 1936

The construction of the Jones Bay Wharf (Wharf 60, Berths 19-21) was part of the Sydney Harbour Trust's 'Jones Bay Wharfage Scheme'. The construction of the jetties took place between 1911 and 1917 and the wharves between 1914-1919. It was one of the first Pyrmont wharves planned and built by the Sydney Harbour Trust and was part of a large scheme to link Pyrmont and Darling Harbour. The wharf scheme included extensive rail links to Darling Harbour and New South Wales' extensive railway network and was designed to handle large cargoes of wool and wheat for export. From a technological point of view, Jones Bay Wharf is a unique building because of its use of structural steel and concrete.

Plans for the construction of two new jetties to accommodate overseas ships were finalised in 1911 and initial excavation began that year¹⁷. Work began on the concrete sea wall between the eastern and western jetties in 1913¹⁸ and was completed in 1916¹⁹.

During 1915 and 1916, steel sections for the wharf failed to arrive from England and the decision was made to complete these structures in timber.²⁰ In 1916 the Darling Harbour Railway Yards were connected to the wharf by a railway cutting and a roadway to Pyrmont Street was built, a retaining wall to the end of John Street was extended, paths along Mill and Point Streets were re-made and iron railings fixed.²¹

The reinforced concrete wharves were completed during 1917. The wharf sheds, a large brick office block and a timber 12-car garage, waiting room and toilet facilities, were completed in 1917-1918.²²

The office block, at the shore end of Shed 19, housed offices for customs and shipping and was built of brickwork with a timber internal frame, post, beams and timber floor structure. It had a cantilevered timber walkway coming from the upper level road deck, giving access around to the water side of the concrete apron on the upper level of the main sheds with an external stair down to the lower deck.

The construction of the timber garage, waiting room and toilet was possibly in response to the activities of the Waterside Workers' Federation who demanded improved working conditions following the industrial disputes, strikes and lockouts after World War I.²³ This building side, adjacent to Shed 21, was designed in 1914 as a masonry block of three levels. This was never built and a number of other designs were drawn up. It was built c1917-1918 as a single storey timber building with three storey masonry structure to the street. A drawing of July 1919 shows the building again documented as a single storey building, material not specified, but showing an additional floor in timber proposed plus masonry stairs. The lower level is shown as an open shed with steel columns. A further drawing in November 1942 shows the building as documented in 1919 with infill offices to the ground floor, a new stair and washroom on the top floor proposed. This brought it up to a level below the roadway. This building housed workers amenities and was demolished c1993.

In 1917 ramps from the roadway to the jetty deck were laid and three electric capstans were built into each side of the jetty deck, making six in all.²⁴

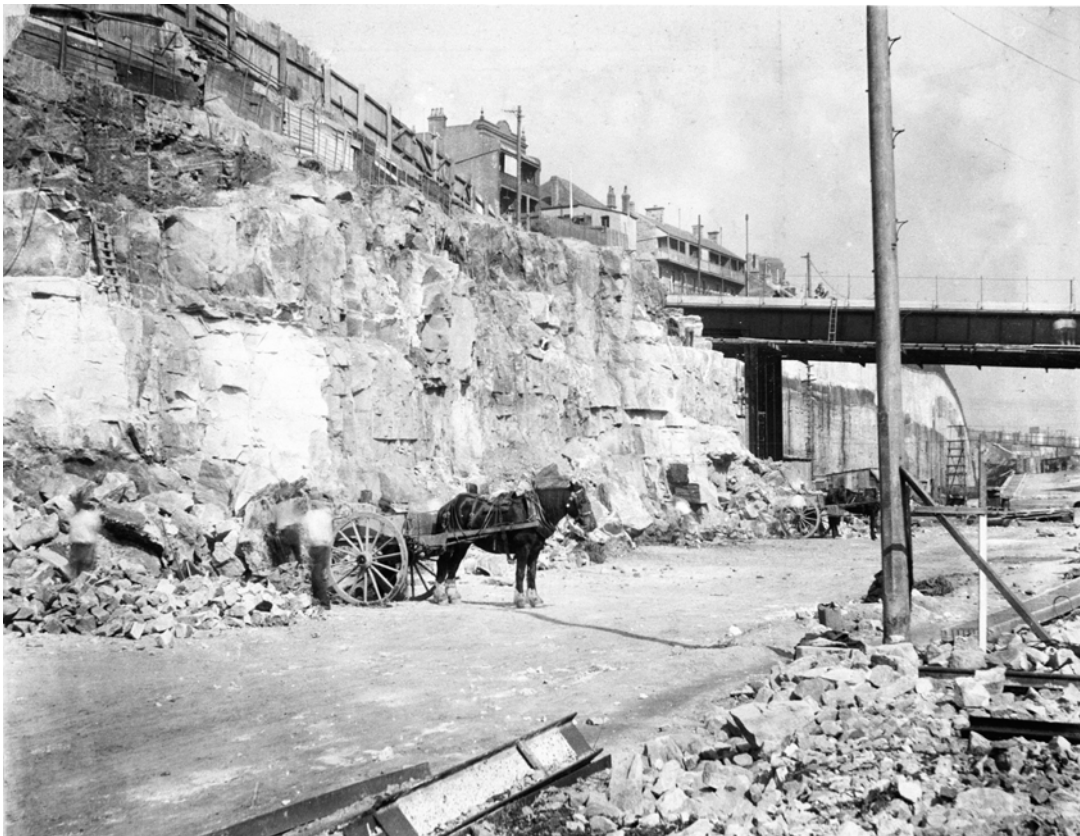


Fig 4.1 Excavation for new roadway behind Jones Bay Wharf with bridge from Bayview Street in background 1919.
Source: ML GPO I-21100.



Fig 4.2 Roadway approach to Jones Bay Wharf looking east from bridge from Bayview Street 1919. Source: ML GPO I-21078



Fig 4.3 Construction of Jones Bay Wharf 1918. Source: ML GPO I-24525.



Fig 4.4 Construction of Jones Bay Wharf showing pile drivers 1917. Source: ML GPO 1-21194.

During 1918, problems with the fill supporting the wharves caused subsidence and displaced the shed foundation piles. Work was suspended for several months while the stone filling settled and the reclamation was reinforced with heavy land ties. Wood blocking went ahead and a double railway and single gantry track were laid on the wharf. Dredging between the concrete and the timber wharves created a depth of 35 feet at low tide.²⁵

By 1919 work on the berths was completed.

Railway lines linking the wharves with the Darling Harbour rail yards were laid.²⁶ In total, 710 feet of double track were laid with a cross-over on each side and 500 feet of single lines for the gantries.²⁷ Wood blocking was also completed with some areas laid in concrete, and the original Monier-trestled sea wall was replaced with concrete. Dredging continued around the berths.²⁸

On their completion, the wharves could accommodate five large steamers. Of the wharves in Sydney, Jones Bay was particularly easy for ships to berth at as they had no need to swing in and tugs were rarely required. Cargoes could be handled easily, given the ample spaces of the sheds, which could store, for example, 120,000 bales of wool. The wharves also contained sophisticated cargo-handling equipment. Six hydraulic wool presses were installed, capable of dumping 2,500 bales of wool per day. An overhead transfer link allowed cargo, particularly wool, to be moved from one first-floor shed to the other, above the upper road. This was located adjacent to the wool presses. Much attention was paid to the electric lighting, especially for night work and the installations were of a particularly high standard for the time.²⁹ Records show the types of cargoes handled: wool, bagged wheat, bulk sulphur, timber, frozen cargoes.

In 1920 the roadways and approaches were completed and road surfaces were laid down. The wood-blocked surface of the jetty was extensively top dressed and more dredging took place.³⁰ This wood blocking, if it still exists, is no longer visible and was most probably removed when the present concrete deck was laid at an unknown date.

Later maintenance works include treatment of the subaqueous piles with creosote during the 1930s; re-wiring of the main office block in No. 19 and replaced lighting in No. 20 in 1947; and redecking on 16 bays at No. 20 shed and 19 bays at No. 19 berth in four-inch concrete (repeated in the early 1960s).³¹

CHANGING PORT ACTIVITIES 1936-1990

The Sydney Harbour Trust operated until 1936 when it was replaced by the Maritime Services Board which had the responsibility for Sydney's ports until 1995 when its role was split into several related government departments.

During World War II the wharves at Pyrmont were an important centre for the transport of troops and materials. It is unclear from historical records if the Jones Bay Wharf was used for troops, but the nearby Pyrmont Bay wharves certainly were.

The Jones Bay Wharf remained an effective port facility until the end of World War II, after which their usefulness for trade and freight lessened. Changes to Australia's trading policies and the development of containerisation in the 1960s led to a decline in the use of Sydney Harbour as a port. The emphasis shifted to air and rail facilities and, in order to handle container shipping, alternative sites were upgraded (White Bay at Balmain and especially Botany Bay).³²



Fig 4.5 Upper Roadway Jones Bay Wharf 1919. Source: ML GPO 1- and 21 190.



Fig 4.6 Darling Island Stevedoring and Lighterage Co Ltd. c 1920-1928. Source: ML GPO I-10228.

At the same time, the Australian Government, as part of its post-war effort, opened up Australia to a huge influx of European migrants and the Jones Bay Wharf became a loci for 'new Australians' as an overseas passenger terminal. The National Trust has identified Pyrmont and Berths 19-21 as important sites for immigration, and immigrants can recall their first impression of Sydney as they arrived at Berths 19-21. This importance is not reflected however, in the MSB's annual reports and they do not mention the use of these wharves as passenger terminals. It is likely that the size of the immigration rush made it difficult for the MSB to be specific about where passengers were disembarking.

In 1954 deterioration and serious subsidence of Berth 21 required special underpinning. The massive construction of the wharf and the need to leave undisturbed the surrounding wharf structure meant that special equipment from France was used to sink steel cylinders down to rock and to support the deteriorated part of the structure on heavy concrete beams carried on the cylinders.³³ This work took four years.³⁴

Since the construction of the new overseas passenger terminal at Circular Quay, it has been used for storage and limited commercial purposes.

REPAIR AND DEVELOPMENT 1990-2001

In 1991 the Maritime Services Board advised that the Jones Bay Wharf had been declared surplus and would be available for redevelopment at the end of the existing leases (refer to the 1992 Howard Tanner report). In the same year, the NSW Property Services Group commissioned a study to identify its significance and explore reuse options.

In 1995 the City West Development Corporation commissioned a conservation plan for the wharf. This was prepared by Howard Tanner & Associates. At the same time other studies were prepared on the structure and conditions of the wharf which guided extensive repairs that were carried out between 1996 and 1998.

This study found the two shore sheds to be of lesser significance and the two storey timber shed, already in poor condition, was demolished in 1993. The rail tracks to the adjacent streets were taken up, the street reformed and the timber fences removed in 1994. The overhead bridge was repaired and resurfaced and the railings refitted. At the same time a photographic record was made of the wharf (refer to the three volume set of photos prepared by the Australasian Photogrammetric Services 1994).

4.2 THE PRESENT TIME

As outlined in section 2.2, in 2000 a section 96 application to amend the existing Development Consent was lodged by a consortium of Multiplex Constructions and Toga Pty Ltd. The original scheme proposed a mix of residential and commercial units, whereas this new scheme, which was approved by PlanningNSW in 2000, entailed the adaptive reuse of the wharf buildings solely for commercial units.

The adaptive reuse design introduced mezzanine floors and internal subdivisions to create commercial suites. These varied in size, the smaller units occupying the northern half, and the larger units the southern half, in compliance with conservation policy and with the existing roadways being maintained as they were originally designed - to provide both pedestrian and vehicular access to the upper and lower decks of the wharf shed buildings. In line with conservation policy, the facade of the existing eastern shoreshed was retained, while on the vacant land where the western shoreshed once stood a new structure replaced it. As part of the adaptive reuse building works, there has also been extensive structural rectification work and repair to heritage fabric carried out on the wharf buildings. These works are outlined in section 5.3 of this document.

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- 2 *Sydney Gazette*, 21 December 1806, cited in Shirley Fitzgerald and Hilary Golder, *Pymont & Ultimo: Under Siege*, Hale and Iremonger, 1994, p.12.
- 3 P.R. Proudfoot, 'Maritime influences on the growth of Sydney' extract from *Report of the Botany Bay Port and Environmental Inquiry*, 1976, NSWPP, Appendix F, p.83.
- 4 Fitzgerald, S. and Golder, H., *Pymont & Ultimo: Under siege*, Hale and Iremonger, 1994, p.15.
- 5 *Heritage Study of 19th and Early 20th Century Trading Wharves in Sydney Harbour*, National Trust of Australia (NSW), p.37.
- 6 Fitzgerald, S. and Golder, H., *Pymont & Ultimo: Under Siege*, Hale and Iremonger, 1994 p.25.
- 7 *Heritage Study of 19th and Early 20th Century Trading Wharves in Sydney Harbour*, National Trust of Australia (NSW), p.37.
- 8 *Heritage Study of 19th and Early 20th Century Trading Wharves in Sydney Harbour*, National Trust of Australia (NSW), p.37.
- 9 St. Bede's Mission registers held at St. Bede's presbytery.
- 10 Fitzgerald, S. and Golder, H., *Pymont & Ultimo: Under Siege*, Hale and Iremonger, (need pp.)
- 11 *Heritage Study of 19th and Early 20th Century Trading Wharves in Sydney Harbour*, National Trust of Australia (NSW), p.38.
- 12 *Heritage Study of 19th and Early 20th Century Trading Wharves in Sydney Harbour*, National Trust of Australia (NSW), p.42.
- 13 Bach, J., *A Maritime History of Australia*, Thomas Nelson, Sydney, 1976, c XII.
- 14 Bartos B and Fraser, S, *Wharves 19, 20 and 21, Pymont*, report submitted for building conservation course, School of Architecture, University of New South Wales, 1989.
- 15 Winifred Mitchell, 'Sydney's Wharfies: the first fifty years of unionism', in Wotherspoon, G. (ed), *Sydney's Transport: Studies in Urban History*, Hale and Iremonger and the Sydney History Group, Sydney, 1983, p.31.
- 16 Godden Mackay and Howard Tanner & Associates, *Pymont Point Precinct Archaeological and Heritage Assessment*, report prepared for NSW Property Services Group, March 1993, pp 13-14.
- 17 Sydney Harbour Trust, *Annual Report for 1911*, P.23.
- 18 Sydney Harbour Trust, *Annual Report for 1913*, 'Loan expenditure for year ended 30th June, 1913', p.12.

- 19 Sydney Harbour Trust, *Annual Report for 1915*, pp.2, 17.
- 20 Sydney Harbour Trust, *Annual Report for 1915*, pp.2, 17. *Annual Report for 1916*, p.s.
- 21 Sydney Harbour Trust, *Annual Report for 1916*, p.17.
- 22 Sydney Harbour Trust, *Annual Report for 1918*, p.16.
- 23 Winifred Mitchell, "Sydney's wharflies: the first fifty years of unionism' in Wotherspoon, in, G. (ed), *Sydney's Transport: Studies in Urban History*, Hale and Iremonger and the Sydney History Group, Sydney, 1983, pp. 28 ff.
- 24 Sydney Harbour Trust, *Annual Report for 1917*, p.16.
- 25 Sydney Harbour Trust, *Annual Report for 1918*, p.16.
- 26 Howard Tanner & Associates, et al., *Jones Bay Wharf Pyrmont, Comprising Berth Nos 19-21: A Heritage Re-use Study Prepared for the NSW Property Services Group*, January 1992, p.39.
- 27 Bartos, B and Fraser, S, *Wharves 19, 20 and 21, Pyrmont*, report submitted for building conservation course, School of Architecture, University of New South Wales, 1989.
- 28 Sydney Harbour Trust, *Annual report for 1919*, pp.15,16.
- 29 Bartos, B and Fraser, S, *Wharves 19, 20 and 21, Pyrmont*, report submitted for building conservation course, School of Architecture, University of New South Wales, 1989.
- 30 Sydney Harbour Trust, *Annual Report for 1920*, p.13.
- 31 MSB, *Annual Report for 1939*, p.13; *Annual Report 1947*, p.13; *Annual report for 1948*, p.14; *Annual Report for 1962-63*, p.18.
- 32 *Heritage Study of 19th and Early 20th Century Trading Wharves in Sydney Harbour*, National Trust of Australia (NSW), p.68.
- 33 *MSB Annual Report for 1954*, p.23.
- 34 *MSB Annual Report for 1959*, p.19.

