

EUROPEAN ARCHAEOLOGY AND HERITAGE RESOURCES



SYDNEY FISH MARKET PYRMONT

ASSESSMENT

EUROPEAN ARCHAEOLOGY AND HERITAGE RESOURCES

JULY 2010



**CULTURAL RESOURCES MANAGEMENT
FOR
SYDNEY FISH MARKET PTY LTD**

CONTENTS OF THE REPORT

1.0	SUMMARY PAPER	06
1.1	The Work	07
1.2	The Historical Context	07
1.2.1	The Environment and Aboriginal Occupation	07
1.2.2	The Ultimo Estate	07
1.2.3	Shaping the Site	08
1.2.4	Reclaiming the Cove	08
1.2.5	The Timber Industry	08
1.2.6	The Oil Industry	09
1.2.7	Iron and Engineering	09
1.2.8	Warehousing and Offices	09
1.2.9	The Fish Trade	09
1.3	The Site	10
1.4	The Potential Archaeological Resource	10
1.5	Cultural Significance	13
1.6	The Development and Its Impacts	14
1.6.1	Stage 1	15
1.6.2	Stage 2`	15
1.6.3	Stage 3	15
1.6.4	Stage 4	16
1.7	Mitigation	16
1.7.1	Approvals	17
1.7.2	European Archaeology	17
1.7.3	Aboriginal Archaeology	17
1.7.4	Maritime Archaeology	18
1.7.5	Artefacts	18
1.7.6	Post-Excavation Documentation	18
1.7.7	Interpretation	18
2.0	SCOPE OF WORK	19
2.1	Project Initiation	20
2.2	The Development Area	21
2.3	Statutory Requirements	22
2.4	Objectives and Tasks	22
2.5	Existing Studies	23
2.5	Methodology	23
2.6	Authorship and Acknowledgements	23
3.0	THE CULTURAL CONTEXT	24
3.1	The Pre-Settlement Environment	25
3.1.1	Topography	25
3.1.2	Geology and Soils	27
3.1.3	Hydrology	27
3.1.4	Vegetation	28
3.1.5	Impacts of Settlement	29
3.2	Aboriginal Occupation	31
3.3	The Ultimo Estate	32
3.3.1	The Family Home	32
3.3.2	Tenants	35
3.3.3	Quarries	37
3.3.4	Urbanisation	40

3.4	Reshaping the Landscape	41
3.4.1	Roads	41
	Bank Street	41
	Gipps Street	42
	Miller Street	42
	Pymont Bridge Road	43
3.4.2	The Blackwattle Swamp Causeway	45
3.4.3	Reclaiming the Swamp	47
3.4.4	Reclaiming the Cove	48
	George Harris	49
	John Harris	50
	Miller and Gipps Streets	51
3.5	Timber	53
3.5.1	Francis Guy, Timber Merchant	53
3.5.2	Maze Brothers, Fuel Merchants	54
3.5.3	Thomas Davis, Timber Merchant and Alexander Moir	55
3.5.4	Thomas Holdship, Timber Merchant	56
3.5.5	Hudson Brothers Timber Yard	57
3.5.6	Henry Dose and Company Cooperage	58
3.5.7	Allen Taylor and Company	59
3.5.8	Saxton and Binns	62
3.5.9	A. and E. Ellis	65
3.6	Ships and Engineering	66
3.6.1	D. and W. Robertson	66
3.6.2	Buckle and Sons	67
3.7	Iron and Ore	72
3.7.1	Parke and Lacy Ore Treating Works	72
3.7.2	James Dunn and Company Iron Merchants	72
3.7.3	St Helens Coalmining Company	72
3.8	Oil	73
3.8.1	The Vacuum Oil Company	73
3.8.2	The Shell Transport and Trading Company	73
3.8.3	The British Imperial Oil Company	73
3.8.4	The Shell Company of Australia	74
3.9	Cars and Others	76
3.9.1	The Telegraph Construction Branch	76
3.9.2	John Aubin and Sons, Shipping Agents	76
3.9.3	The Australian Road Metal and Gravel Company Depot	76
3.9.4	Bailey and Co. Lightermen and the Coastal Tugboat Company	76
3.9.5	The Texas Company of Australasia	76
3.9.6	William Hiles Ltd and Newsprint	77
3.10	Fish	79
3.10.1	Private Agents	79
3.10.2	Council Markets	79
3.10.3	Organising the Industry	80
3.10.4	A New Home	81

4.0 ARCHAEOLOGICAL AND HERITAGE RESOURCES 82

4.1	The Site	83
4.1.1	The Main Building	83
4.1.2	Retail Outlets, Eastern Side	83
4.1.3	Service Building, North-Western Corner	84
4.1.4	Retail and Service Buildings, South-Western Corner	84
4.1.5	The Car Park	85
4.1.6	Jetties	85
4.1.7	Reclamation Walls	86
4.2	Geo-technical Evidence	88
4.3	Identified Impacts	89

4.3.1	Services	89
4.3.2	Current Buildings	90
4.3.3	Archaeological Studies	90
4.4	The Potential Archaeological Profile	92
4.4.1	Environmental Evidence	92
4.4.2	Indigenous Occupation	93
4.4.3	The Harris Estate	93
4.4.4	Quarrying	94
4.4.5	Reclamation	95
4.4.6	The Timber Industry Before 1900	96
4.4.7	The Timber Industry in the Twentieth Century	97
4.4.8	Engineering and Ores	98
4.4.9	Warehousing	100
4.4.10	Oil	101
4.4.11	Jetties, Wharves and Roads	102
4.5	Cultural Significance	105
4.5.1	Criterion A: Historical	105
4.5.2	Criterion B: Individual Associations	106
4.5.3	Criterion C: Aesthetics	106
4.5.4	Criterion D: Community Associations	106
4.5.5	Criterion E: Research Potential	106
4.5.6	Criterion F: Rarity	107
4.5.7	Criterion G: Representativeness	108
4.5.8	Statement of Cultural Significance	109

5.0 IMPACTS AND STRATEGIES 111

5.1	Description of the Development	112
5.2	Heritage Impacts	114
5.3	Mitigation Strategies	117
5.3.1	Approvals	117
5.3.2	European Archaeology	118
5.3.3	Aboriginal Archaeology	118
5.3.4	Maritime Archaeology	119
5.3.5	Artefacts	119
5.3.6	Post-Excavation Documentation	1120
5.3.7	Interpretation	120

6.0 REFERENCES 121

1.0

SUMMARY PAPER



1.1

THE WORK

This report provides an assessment and recommendations for managing the archaeological resource likely to be contained within the proposed redevelopment of land now occupied by the Sydney Fish Market at Pyrmont. It also addresses heritage resources above ground. This report and its recommendations fulfil the statutory obligations of the proponent for evaluation of environmental impacts of the project with respect to European resources outlined in the Director General's requirements for the Part 3A project application.

1.2

THE HISTORICAL CONTEXT

1.2.1

THE ENVIRONMENT AND ABORIGINAL OCCUPATION

The study area is located on land that prior to European settlement would have been encompassed within an enclosed cove on the eastern side of Blackwattle Bay. High water mark was at a point several metres west of the present line of Bank Street. Low tide would have exposed mudflats that extended beyond the western edge of the car park. There was probably a small beach at the very head of the cove. It was surrounded by sandstone rising up to the top of the peninsula. At the base are likely to have been water-worn sandstone platforms. Mangroves are likely to have grown in the silt at the edge of the cove. On the outcropping sandstone there would have been open woodland with a shrubby under-storey growing in the sporadic and fairly poor soils. The landform probably encouraged seasonal streams to flow down the rock face and into the cove. This was an environment that would have supported sporadic Aboriginal use either for fishing or for collecting shellfish and other estuarine foodstuffs from the mudflats.

1.2.2

THE ULTIMO ESTATE

The earliest identified European association with this site is its inclusion in the Ultimo Estate of Surgeon John Harris. The focus of the estate was the house and its immediate out-buildings, sites now encompassed by the University of Technology. There is evidence to suggest that the Harris family developed the cove as a landing place for boats including what is likely to have been a small jetty. The earliest improvements for this purpose appear to have been upgraded or replaced by the mid-nineteenth century; a jetty probably survived into the 1860s.

There is also evidence to suggest that some of the northern and eastern boundaries of the study area were encompassed within one of the earliest sandstone quarries on the peninsula in use by the 1840s. A substantial wharf was built out into the bay from the northern arm of the cove most likely to facilitate this industry. The quarry appears to have ceased operation by the later 1850s. Either as part of this quarry development or as part of a separate lease further improvements were made to the cove including drains, culverts, and a path. The most likely date of construction for these elements was within the period of the 1840s to the 1860s.

When the estate was subdivided in 1859 the land adjoining the cove was divided between two blocks. There is no direct evidence of use or occupation of these blocks until the cove adjoining them was reclaimed in the 1880s.

1.2.3

SHAPING THE SITE

Miller Street and Gipps Crescent (now Bank Street) were planned as part of the original subdivision of the Ultimo Estate. Gipps Crescent was extended in 1860 by the creation of Abattoir Road to the north, providing access to the newly constructed Glebe Island Abattoir. Miller Street was extended in 1881 to the limits of reclamation; it was not formed and guttered until 1892. Gipps Street was also conceived as part of the original subdivision but was not extended into the site until the 1890s and then only in part. It was not built to the limit of reclamation until c. 1910. Pyrmont Bridge Road took the place of a causeway constructed in 1859. The new road was constructed as part of the reclamation of the delta of Blackwattle Creek at the head of the cove in 1879-1882.

1.2.4

RECLAMING THE COVE

The cove was reclaimed through the private efforts of John and George Harris. In the subdivision of the estate John Harris acquired the land bordering the northern half of the cove and George the southern half. John Harris reclaimed his part of the cove in 1882. The site was defined by rubble walls and then filled with silt and other material from the northern headland. The line of reclamation encompassed a distinctive “bump” still present today. This allowed for the full extent of the northern headland to be included in the reclamation. Subsequently the rubble walls were stone faced except for the “bump”; this was timber piled and the difference is still evident.

George Harris reclaimed his portion of the cove between 1883 and 1887. He enclosed his part of the site with timber piling. This was replaced or enclosed with the stone facing evident today, probably during the 1890s.

Between George and John Harris's properties was Gipps Street. In the initial reclamation the street did not extend to the new water-line. The walls surrounding the reclamation to the north and south extended several metres into the site. The street was extended into the site in the 1890s and was finally built to the water's edge in c. 1910. The rubble fill is still evident in the waterfront today, separating the two older areas of reclamation. Miller Street was extended to the water line in 1881.

1.2.5

THE TIMBER INDUSTRY

The earliest occupants of the newly reclaimed land were largely associated with the timber industry through milling, storage and shipping. The first tenant occupied the northern portion of John Harris's land in 1885. Throughout the 1880s and 1890s and into the early years of the twentieth century most of this portion of the former cove was developed as the business premises of several companies. Apart from buildings and plant and storage yards on the land these companies also developed wharves and jetties. By the 1920s only one company associated with this industry remained on this portion of the site at the northern end adjoining Miller Street. By then the majority of the site was devoted to the oil industry.

George Harris did not lease his land until the later years of the 1890s. Then it was developed for the use of Saxton and Binns, a very prominent company in the timber industry. They developed the entire site with plant, offices, yards and wharves and jetties. They remained on the site until the 1940s.

1.2.6

THE OIL INDUSTRY

During the early years of the twentieth century oil companies gradually began to replace the timber companies on this site. By the 1920s the majority of the land to the north of Gipps Street was devoted to offices and storage for the Shell Oil Company. Large new buildings were constructed for the purpose as well as tanks and other storage facilities. The company remained there until the 1960s.

1.2.7

IRON AND ENGINEERING

During the 1880s the central part of John Harris land was devoted to a ship-building and engineering firm that manufactured items such as bridges. When this company moved in 1889 their premises were taken over by an ore-treatment works. Subsequently a cooperage used the same site. Other industries of a similar nature, such as a coal-mining company, used portions of the site for their offices.

1.2.8

WAREHOUSING AND OFFICES

During the later years of the 1890s land along the northern side of Gipps Street was developed by a company that largely used the site for warehousing. Throughout the early decades of the twentieth century several companies used offices and yard space here including a gravel and metal company and the government department administering the construction of telegraph poles. From the 1940s the land on the southern side of Gipps Street, the former Saxton and Binns premises, was used by a company associated with the car industry for storage and repairs. Subsequently it was used to store newsprint. The site was destroyed by fire in 1971 and the building now on the site, the market hall, was constructed in the same year; it was also used to store newsprint.

1.2.9

THE FISH TRADE

After more than a century of control by private agents and government and operating from several market sites the fishing co-operatives took control of the distribution and marketing of fish in the 1960s. A new site was sought for a market. The land north of Gipps Street to Miller Street was purchased and the market was opened in one of the old Shell Oil Company buildings. Several smaller buildings were constructed on the boundaries of the site for the new occupant. In 1988 the newsprint store was purchased on the southern side of Gipps Street and adapted for its present purpose as the principal market hall. The former hall was demolished and the older jetties. The present jetties were constructed as part of this last phase of development.

1.3

THE SITE

The development site encompasses land to the north of Gipps Street, the portion reclaimed by John Harris and including Gipps Street and its reclaimed area at the edge of the bay.

The above-ground elements, with the exception of the sea walls, are a product of the 1960s and 1980s phases of development for the fish market. They document approximately fifty years of occupation of the site. They include retail and wholesale and service buildings, a boom gate and car park and jetties developed in this period. There are services associated with this period of construction along the eastern and southern boundaries and there are likely to be more within the rest of the site.

The sea-walls encompass elements from 1882, 1883 the 1890s and c. 1910.

1.4

POTENTIAL ARCHAEOLOGICAL RESOURCE

In summary the archaeological profile of this site is likely to encompass some or all of the following:

- A high probability for environmental evidence that includes original land-forms, soils and plant material capable of documenting the pre-settlement environment and its diversity as well as the impacts of European settlement.
- A low probability for evidence of Aboriginal occupation, most likely in the form of midden material, in the northern part of the site in the area of the former headland and below the reclamation fill.
- A high probability for locating some evidence of the Ultimo Estate development around the northern and eastern boundaries of the site encompassing possible structural elements and alterations to the topography to encompass drains and culverts and paths and walls. Outside the development area, under the market hall, is likely to be evidence of jetties and piers constructed for the estate in the first half of the nineteenth century. This evidence will be found under the reclamation fill.
- A high probability for evidence of early sandstone quarrying including remnant quarry faces, evidence of sandstone extraction and possible features such as drains and culverts. This evidence would be found under and within the reclamation material. There is the potential for some evidence of a c. 1850s jetty to be contained within the reclamation “bump” on the western edge of the site as well as within the bay.
- A certainty of finding reclamation material introduced in the 1880s up to an approximate depth of four metres decreasing as it approaches the eastern boundary of the site. It is likely to encompass deposits of silts and other soils and, possibly, various domestic and industrial wastes and reveal evidence of the processes of reclamation. On the southern boundary of the site (outside the development area) close to Pyrmont Bridge Road and lying under the market hall there will be more evidence of

reclamation. This could also cover some evidence of the Blackwattle Causeway of 1859. The intact height of the retaining walls indicates that the present height and level of the site is likely to be almost the same as that when the site was first reclaimed in the 1880s. It suggests that demolition processes associated with the succeeding phases of buildings are likely to have been more thorough than on a site where the level can be demonstrated to have been raised through the accumulation of intact features and rubble.

- The reclamation walls that enclose the site on the western boundary encompass elements from 1882 through to the early years of the twentieth century. Apart from these visible elements the site is also likely to encompass rubble and stone-built walls and timber piling from the original reclamation line that extended into the site before Gipps Street was extended to the waterline. This portion of the site will also encompass the fill added to extend the line of the street in c. 1910. This is located on the southern boundary of the site adjoining the present market hall.
- There is a medium probability of evidence surviving within the site of the buildings first constructed on the site after its reclamation for the timber industry. Structures of brick, stone, iron and timber construction were built on and into the reclamation fill. All of these buildings had been removed by the 1920s and most of the sites were subsequently extensively redeveloped. It is likely that traces, both structural and of deposits, of this first phase of occupation will survive within the site but they will be fragmentary.
- In the twentieth century, apart from Saxton and Binns to the south of the development site, the timber industry was reduced to two firms on this site. On the northern boundary was Allen Taylor and Company, occupying the site from 1897 to 1940, and south of them was A and E Ellis, here from 1907 – 1926. There is likely to be evidence of a jetty and wharf built by the Ellis company both within the structure of the retaining wall on the bay and within the bay itself. Less certain is the potential for archaeological evidence (structural, deposits and services) of the land buildings. There are few archival references to determine the company holdings. However, because it has been relatively lightly used since the removal of the company it must be considered a possibility that some components of the archaeological profile (structural, deposits and services) will have accrued due to this occupation.
- By the 1920s Allen Taylor had constructed a very substantial building on the waterfront with two jetties. The site of the building, adjoining the entrance to the car park and the waterfront is likely to contain extensive evidence of the early twentieth century building including structural elements, deposits and services and industrial components of a smithy and shipwright's workshop. There is also likely to be evidence of two jetties built by this company evidenced by changes in the retaining walls and as relics within the bay. There is unlikely to be intact evidence of several smaller buildings and sheds to the east and south of these structures except as very fragmented components due to the impact of redevelopment here in the later 1940s onwards.
- The Blackwattle Iron Works was one of the first companies to occupy the reclaimed cove in 1885. Other heavy industrial firms including an ore treatment works and a cooperage succeeded this

company. A timber company finally occupied it before being taken over by the Shell Company. Due to the possible longevity of the nineteenth century structures and the relatively small impacts of subsequent works there is a medium – high probability that intact components of these structures will be found within the site as well as features and deposits associated with them and relics of the industrial processes. These components will encompass the full range of occupation of the several companies that used the site.

- The land immediately north of the Gipps Street extension and south of the Blackwattle Ironworks site was leased from the 1880s for a timber business. From 1899 until 1928 the site was the business premises of the Buckle family; it was largely used for warehousing and stores. Several of these buildings were reused by the Shell Oil Company and were only demolished in the 1960s. Only a small portion has been lightly redeveloped for the fish market. There is a high probability that the south-eastern corner of the site will contain intact foundations of some of the warehouses, stables and other buildings. As well, there is likely to be evidence both within the retaining walls and within the bay of the jetties constructed by this company.
- From the early years of the twentieth century the site has progressively been given over to the buildings and storage and other works required by the several oil companies using the site. This phase of occupation is likely to have left the most substantial components within the sub-surface profile. Boreholes have confirmed sub-surface pavements over much of the site and these are almost certain to be largely derived from these twentieth century periods of work. Apart from intact floor and foundations there are likely to be in-ground tanks and services as well as deposits and relics associated with this occupation. The car park is likely to encompass extensive evidence of this phase of occupation.
- There is a high probability for the archaeological profile to encompass elements associated with the development of infrastructure for the waterfront. The earliest jetties were those associated with the Ultimo Estate; archival references suggest that these were located on the southern side of the cove and would be under the site of the present market hall. One jetty for the quarries might have left some evidence within the “bump” of reclamation but more evidence of this and the several jetties constructed for the timber companies during the last years of the nineteenth century and early years of the twentieth century is likely to be found within the bay adjacent to the retaining walls. This evidence is likely to encompass piles and demolition material from the wharves and jetties. There is also likely to be an accumulation of relics and artefacts in association with these former wharves.
- Within the site, apart from cart tracks between sheds and from Bank Street the principal thoroughfare was the extension of Gipps Street made in the 1890s. This street is certain to have left a recognizable profile of surfaces, kerbing and guttering. There is likely to be a cement outfall running beneath it to the waterfront. The western end will be constructed over the fill laid down in c. 1910 to extend this street to the bay.

1.5

CULTURAL SIGNIFICANCE

The archaeological resource of the site has the potential to yield information about the development of this part of Pyrmont and Ultimo that ranges from the earliest years of the nineteenth century to the mid-twentieth century. The archaeological profile represents the lengthiest period of European association, over 160 years out of the approximately 210 years of development.

The potential for evidence of Aboriginal occupation, although assessed to be very low, extends that potential profile back before the first European settlement. If evidence of Aboriginal occupation were recovered from the site it would be exceptionally rare; no sites of indigenous life have yet been found in Blackwattle Bay. Similarly, environmental evidence of this early nineteenth century landscape, while it might not be rare in its own right is difficult to access and is becoming more unusual as those sites which preserve a complete and complex profile back to first settlement are lost through bulk excavation.

The history of European association with this place extends to 1806 and its likely development as a landing place servicing the Ultimo Estate. It is a relatively minor component of estate management but adds to our increasing knowledge of the complexity of both this estate and, generally, the use of the early waterfront of Sydney. The latter demonstrates a much more active use and adaptation of the existing landscape than has ever been revealed by archival sources. Evidence of any alterations made to the former cove to use it as a means of access to the Ultimo Estate would be rare. Only one site to date has provided extensive evidence of this aspect of early settlement.

The reclamation of the cove is another aspect of estate management for this property that is not easily accessed from archival records and demonstrates the influence of individual ownership on the present form and topography of the city. Although the retaining walls along the bay are not especially accomplished or technically adroit they do provide the only sense of “age” in the environment. They add a visible layer of history to the place. The processes of reclamation and the visible aspects of that work, the retaining walls, are not rare but the ability to investigate and document the processes by which this land-forming was undertaken is not common. Alterations made to the site for the estate water-front development and subsequent reclamation are likely to be intact.

Apart from its exploitation as a place of access the earliest identified use associated with this site is that of quarrying; this site is likely to be partly encompassed within one of the earliest quarries on the peninsula. Quarrying was the first of a long history of industrial uses for this site; industrialisation has been one of the single most influential elements that have shaped the development and form of Ultimo and Pyrmont. Evidence of early quarrying on the peninsula would be unusual because most of the visible and accessible sites are those from later nineteenth century quarries. This evidence is likely to have been buried under the reclamation fill and protected from later impacts by it. More rare would be evidence of the jetty that was constructed on the northern headland apparently to service this early industrial work.

The later industries on this site, primarily timber and oil, are particularly associated with Blackwattle and Rozelle Bays. Much of the sub-surface profile of the site will be the product of the long-term use and adaptation of

the place by those companies. However, with the possible exceptions of Allen Taylor's timber yard and Saxton and Binn's yard and, later, the Shell Oil Company, the businesses that occupied the site were not especially outstanding or influential in their own right but were representative of the industrialisation of the peninsula and the dominant industries associated with it at particular times. Furthermore, the evidence left from the several industries that have been associated with this site is likely to be fragmented in most cases with better integrity anticipated for those elements last added to the site in the twentieth century. Evidence of these industries is unlikely to be rare but would provide a better document of the management of those sites than is now available from archival resources. However, the ability of the resource to address meaningful research objectives is likely to be compromised by this fragmentation.

The earlier Blackwattle Iron Works also reflects the industrial character of the area in the later years of the nineteenth century although the larger City Iron Works at the northern end of the peninsula is better known and was more important for its influence on the local community. With respect to the iron works, the buildings may have had longevity into the twentieth century and a history on that part of the site of relatively light subsequent development increasing the potential for a more intact archaeological profile.

The use of the site for the fish market is the result of over a century of physical and managerial change for the industry. While marketing fish has had longer associations with places such as Ultimo, Woolloomooloo and Redfern the Pyrmont site is the best known for the general community. None of the buildings that presently occupy the site are identified as having any heritage values.

1.6

THE DEVELOPMENT AND ITS IMPACTS

The new development will be undertaken in four stages commencing with the construction of a small building on the northern boundary. It will require excavation to a depth of approximately two metres. The second and third stages encompass the construction of a two-storey building on the site of the car park. Excavation to an approximate depth of two metres will be required for it on the eastern side. The western side will be constructed slightly above existing ground level. Foundations will be taken to bedrock.

The fourth stage entails the reconstruction of buildings in the north-eastern corner and the construction of a new forecourt. Excavation up to a maximum of 1.2 metres will be required at the southern end of the Stage 4 development. Excavation will be shallower at the northern and eastern boundaries. Existing ground levels will be maintained to the west. The staged development is required to allow the market to continue its operations during the course of the work.

None of the buildings have been identified to be of heritage value and the proposed works to them will not impact on the cultural values of this place. The principal impact of the work with respect to heritage values will be on the archaeological profile caused by excavation to varying depths. The assessment has concluded that the site does contain an extensive archaeological profile of varying degrees of significance with the most important items located at the base of reclamation fill. Specifically the components of the archaeological profile likely to be encountered at each stage are as follows.

STAGE 1

The site lies over part of the original north headland. The components of the archaeological profile that could be revealed in this work are:

- Environmental evidence
- Potential for Aboriginal relics
- Evidence of quarrying
- Fragmentary evidence of the earliest post-reclamation industrial occupation of the timber yard of Maze and Sons (1885)
- More extensive evidence of the timber store erected by Allen Taylor and Sons in the early years of the twentieth century.

STAGE 2

The Stage 2 development is located on a complex cross-section of the archaeological profile. It straddles the interface between the original headland and shore and flats. As well it crosses the boundaries of several of the industrial yards. Bores indicate an increasing depth of fill from 0.8 metres at the north to 2.6 metres towards the southern end of the building. This profile reflects the grading of the original landform into the gradually shoaling bay. The components of the archaeological profile that could be revealed in this stage are:

- Environmental evidence
- The potential for Aboriginal relics in the area of the former headland
- Drains and culverts associated with the Ultimo Estate from 1806
- Evidence of quarrying from the 1840s-1850s
- Reclamation fill of 1882
- Fragmentary elements from the timber yards of the Maze Brothers (1885), Thomas Davis (1885), Thomas Holdship (1895) and especially Allen Taylor's early twentieth century timber store
- Features associated with the Blackwattle Iron Works (1885), the cooperage (1895), the Parke and Lacey ore treating works (1897) and the several oil companies, particularly the Shell Company from the early to middle years of the twentieth century.

STAGE 3

The Stage 3 building also occupies an area likely to encompass a complex archaeological profile. It is located at the interface between the eastern shore of the cove and the water with the majority of the building located above the eastern end of the cove. Elements of the archaeological profile that could be encompassed in this stage are:

- Environmental evidence
- Possible improvements for the Ultimo Estate from 1806
- Reclamation fill from 1882 and buried rubble and other walls that contained the site during this period.

- Possible reclamation fill associated with the extension of Gipps Street in c. 1910
- Kerbing, gutters and surfaces and services associated with Gipps Street from the 1890s onwards
- Elements from Buckle's warehousing and offices including structural elements from stores, stables and smaller buildings from 1899 to 1928
- Components from the several oil companies that occupied the site in the twentieth century especially the large oil store that was last used as the first fish market hall.

STAGE 4

The fourth stage will have the least impact on the site with a maximum only of 1.2 metres of excavation. However, the depth of fill in the north-eastern corner is particularly shallow, a maximum of one metre, so whatever remains of an archaeological profile will be removed by the work. This stage of work lies directly above the former northern headland of the cove. The elements of the archaeological profile likely to be encountered by this work are as follows:

- Environmental evidence
- The potential for Aboriginal relics
- Elements of the Harris estate such as culverts or drains
- Reclamation fill from 1882
- Components of the Maze Brothers Yard (1885)
- Components of Allen Taylor's yard, specifically an office constructed in the early years of the twentieth century
- Minor components of the oil companies' period of occupation.

1.7

MITIGATION

1.7.1

APPROVALS

The submission of this project as a Part 3A development means that the normal process of application and approval for excavation permits for European archaeological works are not required for this site. However, The protection of the Heritage Act for relics of European occupation still applies and it is normal to inform the Heritage Branch of the Department of Planning of the scope and methodology of works planned for a Part 3A project. The work should also encompass a research design to describe the objectives and outcomes of the project. It would also be helpful to meet with officers from the Branch to discuss the scope of the works prior to their commencement on site.

Similarly, the normal processes of approval for the investigation and removal of Aboriginal relics are also suspended for Part 3A projects. The DECCW does provide guidelines for community consultation on those sites where it is anticipated that relics of Aboriginal occupation will be revealed, however, in this case, while a small possibility of finding relics from an intact Aboriginal profile is recognised it is considered unlikely that this will

occur during the course of excavation. For these reasons an advance programme of community consultation is not warranted.

1.7.2

EUROPEAN ARCHEOLOGY

The several stages of work will have varying degrees of impact on the profile, both from stage to stage and within the individual stages ranging from deep excavation to preservation of existing levels. None of the areas of excavation provide a comprehensive view of any of the principal occupants or associations of the site identified in this assessment. On this basis there is little value to be gained from undertaking pre-development archaeological salvage excavation. Because of the random sample of the archaeological profile created by the areas of each development stage a comprehensive record of the work would still only produce a series of disjointed fragments of several layers of occupation.

However, there is merit in initiating a careful and long-term programme of monitoring and documentation to be undertaken in conjunction with areas of bulk excavation and those for services and landscaping. The programme could produce several valuable outcomes including an archaeological map of the sub-profile that identifies property boundaries, an evaluation of the integrity of the profile, records of sections that can address questions relating to land-forming processes and, finally, if significant and intact relics or sites are uncovered during bulk excavation provision can be made for those items to be individually recorded.

1.7.3

ABORIGINAL ARCHEOLOGY

This evaluation has recognised a very low probability for uncovering relics of Aboriginal occupation during the course of excavation. Because the likelihood is considered to be so low there is no requirement to initiate the procedures recommended by the DECCW for Aboriginal community consultation in respect of a Part 3A project. However, if relics of this type are uncovered on the site they still have protection under the NPWS Act. Identification of Aboriginal relics will require work to cease in that area and the archaeological evidence to be protected while consultation is initiated with the DECCW, for advice and comment, and the traditional Aboriginal groups associated with Blackwattle Cove to establish the significance of the items and their long-term management.

1.7.4

MARITIME ARCHAEOLOGY

The retaining walls along the western boundary of the site are the only visible elements of the nineteenth century history of the site visible at the surface. They have been assessed to be significant because they illustrate important aspects of the historical development of this place and provide a sense of history within this environment. They are in poor condition and require maintenance for their ongoing stability. A materials assessment is required and a schedule of works established for the conservation of these elements ensuring that their composition and appearance and the variety of materials is maintained; these variations help to define the several phases of waterfront development.

As well as the walls there are likely to be relics of former jetties and wharves within the bay close to the site. There is also likely to be an artefact assemblage associated with these elements. These relics, while not visible, contribute a layer of evidence to this site in the way that land-

based relics help to document and define aspects of occupation. If any works are proposed within the bay that could have an adverse impact a maritime archaeological survey should be undertaken to identify the scope of the relics and assemblages. The results of this work should then inform decisions regarding the protection or documentation of those relics during the work.

1.7.5

ARTEFACTS

The excavation of the site is likely to reveal an assemblage of artefacts although the proposed programme of monitoring makes retrieval of individual relics from secure contexts quite difficult. Any maritime work in the bay could also retrieve an assemblage.

The information inherent in assemblages is only accessible when they have been cleaned and professionally catalogued. The information they can provide with respect to chronology and occupation can be incorporated into the final narrative.

Artefacts that are retrieved from the site should be permanently stored preferably within the development site.

1.7.6

DOCUMENTATION

Any archaeological work on this site should have a post-excavation programme of final documentation and interpretation of the results included in the scope of works to ensure that the information retrieved from the site is made available in secure formats in permanent repositories.

1.7.7

INTERPRETATION

An important component of a mitigation strategy can be a provision for interpretation. The purpose of the work is to identify issues, themes or elements specific to a site that help to explain its importance and its role in the development of the community. Interpretation devices do not take the place of archaeology; they act as a guide to the archaeological and historical values of the site. They can also help to provide a sense of identity for a place. The fish market has a rich historical legacy and consideration should be given to using this as a feature of the new development.

2.0

SCOPE OF WORK



2.1

PROJECT INITIATION

This report has been prepared in response to the proposed redevelopment of land at Pyrmont, occupied by the Sydney Fish Market. A Major Project Application is being made for this work under Part 3A of the Environmental Planning and Assessment Act. The Director General's Requirements for this application specifically refer to "Heritage" as follows:

"Assessment of the likely impacts of the proposal on heritage and archaeological items and proposed conservation, including the sea wall and mitigation measures".

The Fish Market site has been the subject of earlier studies that have identified it to be of potential archaeological significance as well as encompassing an above-ground element of cultural value. There have not been any programmes of physical investigation undertaken with respect to archaeology on this site at any time.

These studies and the present report refer to European cultural values. A separate report has been prepared to address the indigenous archaeological potential of this site¹. The results of this work are referenced in the current report.

This report provides a comprehensive analysis of European archaeological evidence and also addresses the above-ground heritage values. The analysis and its recommendations fulfil the obligations of the proponent to identify responsible management strategies for archaeological evidence and other resources that may be associated with this development site and fulfil the Director General's Requirements with respect to heritage issues.

¹ ERM (2002); Sydney Fish Market Assessment of Ecological and Aboriginal Heritage Issues

2.2

THE DEVELOPMENT AREA

The Sydney Fish Market is located on the eastern side of Blackwattle Bay Pyrmont. The southern boundary of the site is defined by Pyrmont Bridge Road and Bank Street is on the eastern boundary. To the north is a small road that provides access to the car park of the market and separates it from the adjoining property of Hymix Pty Ltd. To the west are Blackwattle Cove and the jetties that are built out from the market. The development for Stages 1-4 is encompassed within the northern portion of the Fish Market (shown in blue below) but this assessment encompasses the entire site shown by the yellow line.

The property has the cadastral identification of Lot 2 in DP827434, part of Lot 1 in DP74155, Lots 1 and 2 DP 125720, Lot 1 DP734622, Lot 1 DP836351, Lots 15, 16, 17, 18, 19 of DP 1027254 and part of land in CT Volume 5018 Folio 1. The site address is 55-60 Pyrmont Bridge Road, Pyrmont. It is located within the Parish of St Andrew, County of Cumberland and is within the local government area of the City of Sydney. The site encompasses an area of approximately 43,000m².

It is occupied by the primary sales hall to the south, and several smaller sheds and retail buildings along the eastern and northern boundaries and to a lesser extent, on the waterfront. Most of the northern portion of the site is devoted to an open-air car park that is accessed by the small road off Bank Street.



Location of the site (Department of Lands Six-Viewer Search)

The Fish Market —————

The Development Area —————

2.3

STATUTORY REQUIREMENTS

The Heritage Act of NSW (1977) provides protection for non-indigenous archaeological relics, both terrestrial and maritime. Sections 139-142 of the Act refer to the disturbance of land known or likely to contain relics of this type. Provisions are made for permits that respond to the integrity and significance of the resource that will be disturbed by development. However, in this case the usual procedures for a permit application will not be necessary; these are superseded by a Part 3A approval. The provisions of the Act that confer protection on relics still apply to this site. This also applies to relics of maritime archaeology that could be associated with the site; there are no identified or anticipated shipwrecks but other port infrastructure could be found in the bay.

If a site requires some archaeological intervention, in place of the usual application for a permit, the Heritage Branch of the NSW Department of Planning usually requires the submission of a research design and methodology for archaeological investigation. These are accompanied by the supporting documentation of an archaeological assessment. This report fulfils the requirement of a comprehensive assessment.

Local planning instruments, in this case Sydney Local Environmental Plan 2005 and the City of Sydney Heritage Development Control Plan 2006, both containing requirements for the evaluation of archaeological potential, are also superseded by the Part 3A development approval.

2.4

OBJECTIVES AND TASKS

The principal objectives of this report have been to:

- Evaluate above-ground heritage resources
- Identify whether there is an archaeological issue to be addressed prior to and/or during the redevelopment of this site;
- Determine the probable extent and integrity of an archaeological resource;
- Evaluate the significance of that resource and the above-ground resources;
- Determine protocols and strategies to be put into place as part of the development to ensure the most effective means of managing these resources commensurate with their significance;
- Prepare a report that describes the archaeological potential and significance of this site and the measures required to manage that resource during the course of redevelopment;
- Identify management strategies for above-ground resources.

To that end the following tasks have been undertaken:

- Primary and secondary research sufficient to determine the physical development of the site and its principal associations;
- An assessment of the physical evidence for the site encompassing surface indications, geo-technical data and archaeological evidence from within the site and close by to it where that information is available;
- A determination of the potential archaeological resource;
- Surface survey of above ground elements;
- An evaluation of the cultural significance of the combined resource based on standard evaluation criteria;
- Identification of management strategies;
- Documentation of the programme.

2.5

EXISTING STUDIES

The first analysis of the fish market was included in heritage assessment prepared in 1994². This has remained the principal European heritage evaluation. It was reviewed in 2002³ to determine the need for an upgraded document. It was concluded that the report would benefit from additional research to address newly available primary resources. An independent assessment concurred with this view⁴. The present report is an outcome of those recommendations.

A Master Plan for the fish market was prepared in 2003 and 2005. The Master Plan included the initial assessment of European heritage values prepared in 1994.

2.6

METHODOLOGY

This assessment has been prepared in accordance with the methodology expressed in the NSW Heritage Office's publication "*Archaeological Assessments*" (1996).

2.7

AUTHORSHIP AND CLIENT

This report has been written by Wendy Thorp (Cultural Resources Management). It has been commissioned by Conybeare Morrison International Pty Ltd on behalf of the Sydney Fish Market Pty Ltd. Wendy Thorp has provided the contemporary images of the site. The copyright of this document remains with Cultural Resources Management.

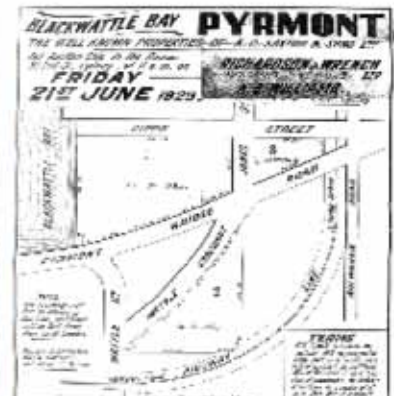
² CRM (1994); *City West Development Project Master Plan Area Pyrmont Fish Market Heritage Assessment and Strategy Report*

³ CRM (2002); *Review of Primary Resources Sydney Fish Market*

⁴ Brian McDonald and Associates Pty Ltd (2002); *Review of Pyrmont Fish Market Heritage Assessment and Strategy Report*

3.0

THE CULTURAL CONTEXT



3.1

THE PRE-SETTLEMENT ENVIRONMENT

3.1.1

TOPOGRAPHY

The environment of the new settlement was both a source of wonder and dismay to the new settlers. Many left accounts of the landscape; in 1819 Peter Cunningham described the type of landscape that characterised the harbour and bays.

*"The shores onward are bold, and often precipitous, agreeably varied in their general outline by romantic little bays, which, with their white sandy beaches, open irregularly to the right and left as you sail along. On each side the land, broken and moderately high, terminates towards the shore in narrow ridges, covered with native shrubs in perpetual summer verdure, among which rocks of varied hues peep here and there abruptly put, while slender streams of water, gurgling down the narrow valleys between the ridges just reveal themselves at intervals and retire again from view"*⁵.

Until the last quarter of the nineteenth century the site of the fish market was one of those "romantic little bays". The shore at this point cut in quite deeply to create an approximately semi-circular cove with high water mark at a point several metres west of the present line of Bank Street. It was slightly enclosed by the small necks of land that curved around the cove in Blackwattle Bay. The cove was a feature on almost all early surveys of the colony.



Plan of the Pyrmont peninsula in 1836 showing the exaggerated shape of the cove now occupied by the fish market (ML Q365/6 Volume 1).

On the basis of later archival evidence and comparable present-day landforms it can be concluded that the edge of the cove at low tide, a point just short of the western edge of the present car park, was a mudflat that

⁵ Quoted in Broadbent, J (2008); *Transformation Ecology of Pyrmont Peninsula 1788-2008*: 125

extended beyond the present western boundary of the market. There is also evidence to suggest that at the very head of the bay was a small beach. More accurate surveys of the later part of the nineteenth century show the topography of the bay, mudflats and small beach.



Detail of Crown Plan 124-574, The Eastern Portion of Blackwattle Bay, showing the bay before it was reclaimed; the high and low water marks are shown and what may have been a small beach at the head of the cove.

As the contours of this plan indicate, quite steep sandstone cliffs surrounded the bay. It is likely that at the base of each was a weathered sandstone platform. Archaeological evidence has been recorded of an almost identical in-filled bay on the eastern shore of Darling Harbour. At the base of metres of reclamation fill excavation recorded the water-worn platforms of the original cove as well as what remained of the original sandstone cliff above it⁶.

⁶ Excavation results of the KENS site, Sussex Street Sydney

3.1.2

GEOLOGY AND SOILS

The principal geological profile under the market is Hawkesbury sandstone; the cliffs and hills, slopes and benches and the rock outcrops behind and around the bay were formed from the hard yellow sandstone. Soils found on this parent rock are generally shallow to moderately deep on the crests and at the inner edge of benches; they are shallower towards the exposed edge of benches. Drainage lines can contain leached sands. Closer to the water's edge, apart from possibly the sandy tip at the head of the cove, the alluvium would have been exposed as mud flats at low tide.

In his analysis of the original topography of the Pyrmont peninsula Broadbent concluded that part of this cove, the northern side would have been characterised by a rocky or cliff shore but the majority of the foreshore would have been covered in silty clay or sand⁷.

3.1.3

HYDROLOGY

The topography of the site was a product of an ancient watercourse and, not far from the site, to the south, was the delta of Blackwattle Creek. It is likely that small seasonal streams did flow down the sandstone cliffs and benches, as described by Cunningham, but there are no identified permanent water courses or features on the study site other than the tidal waters of the cove.

⁷ Broadbent, J (2008); Transformation Ecology of Pyrmont Peninsula 1788-2008: 125

3.1.4

VEGETATION

The ridges above the site would have been dominated by dry sclerophyll open- woodland including red bloodwood (*Eucalyptus gummifera*), Scribbly Gum (*Eucalyptus haemastoma*) and Old Man Banksia (*Banksia serrata*). There would have been a shrubby under-storey. In 1826 James Atkinson made the following observation:

*“The barren scrubs almost everywhere border the sea coast and extend to various distances inland...the soil in these scrubs is either sandstone rock or sterile sand and gravel, covered, however, with a profusion of beautiful shrubs and bushes...the shrubs and plants growing in these places furnish the Colonist with materials for brooms but little else that can be converted to any useful purpose”*⁸.

Close to the water's edge it is highly likely that mangroves grew in the muddy alluvium; excellent evidence of mangrove colonies in the small coves of Cockle Bay has been found at both the site of Paddy's market and the KENS site on the eastern side of Darling Harbour during archaeological investigations. The same excavations provided palynological evidence of ferns and other water-loving plants that colonised the base of sandstone outcrops and cliffs where water pooled in crevices.

Several views of the cove during the first half of the nineteenth century provide a good impression of the pre-settlement environment of the site of the present-day fish market.



This is a view across Blackwattle Cove in 1837; it provides a good impression of the deep coves, small beaches and tree cover that would have characterised the study area. E. Manning 1837; View from Window Ultimo House (ML V1/1837/2 f.2).

One image of the cove in 1859 ([Section 3.4.2](#)) demonstrates that some of the tree cover still remained at the water's edge in the mid-nineteenth century.

⁸ Quoted in Eric Rolls (2002); *Visions of Australia*; 30 Ibid: 105

3.1.5

IMPACTS OF SETTLEMENT

The Ultimo Estate, the property with which the market site was once associated, remained largely a rural retreat until the second half of the century. For this reason it avoided the worst of the environmental issues faced by the more densely occupied parts of the settlement. However, it was not completely impervious to these forces. One of the earliest views of Ultimo House shows a large area of cleared land in front, home to introduced deer and sheep. By the 1820s this area of deforestation had spread both north and to the east but substantial areas still remained heavily wooded⁹. However, John Harris posted notices warning of prosecution for those caught taking timber or fuel from the estate. By the mid-nineteenth century, though, the process of deforestation on much of the peninsula appears, on the basis of contemporary views, to have been complete. However, one view of the site in 1859 demonstrates that at least some of the tree cover remained intact close to the water's edge at that date. Where it had been removed archaeological evidence from comparable sites clearly demonstrates that the site would have been subject to erosion and the invasion of introduced weeds.



F. H. Boyer, Sydney From Glebe Point (1870-1873) shows a causeway across the swamp with the southern part of the market cove site in the foreground; some of the tree cover was still intact (ML SSVI/Bri/Gle/1).

The impact of settlement was not limited here to the removal of the tree and shrub cover. From the 1830s Blackwattle and Rozelle Bays were the focus of development for many noxious industries. This was the result of the enforcement of the Noxious Industries Act that required establishments such as tanneries and slaughterhouses, boiling down works and soap factories to move away from the city.

Blackwattle Creek because of its reliable water supply accommodated many such establishments. Over the next decades this created an enormous environmental problem; the bay became heavily polluted. A Parliamentary Enquiry in 1848 recommended the removal of the industries from Blackwattle Bay. However, in 1853, what became the worst

⁹ John Broadbent (2008); *Transformation Ecology of Pyrmont Peninsula 1788 – 2008*: 392

environmental polluter, the Glebe Island Abattoir was established at the head of the bay. With the increase of population on the peninsula raw sewage was directed to discharge directly into the bay. Even into the twentieth century the bay was a source of considerable pollution. In 1901, in response to the plague that came to Sydney brought by rats that were harboured along the wharves of the port, the Sydney Harbour Trust was established to have primary responsibility for the harbour and foreshores and to clean up the ad hoc and insanitary waterfront that had evolved over the last century. It was to take some time; in 1902 it was reported that Blackwattle Bay was still “insanitary”¹⁰. The cause of the pollution in the bay was due to both the waste products of industry located around it and sewage. In 1905 it was reported that,

*“Into the comparatively small portion of the harbour known as Blackwattle Cove the sewage from no less than forty-two separate properties discharged; all these properties are located close to the water’s edge; but beside these the sewage from the lower part of the western slope of Pyrmont finds its way directly into the cove from the Gipps Street and Millers Street sewers. I understand that the absence of fish in the harbour is to a great extent caused by the pollution of the water”*¹¹.

Apart from pollution the greatest impact of European settlement has been the massive land-forming that has taken place around the bay. The swamp at the head of the bay was reclaimed in the nineteenth century and most of the foreshore has been reclaimed or reshaped in several ways (*refer Section 3.4*).

¹⁰ Sydney Harbour Trust Annual Report 1902: Harbour Master’s Report

¹¹ Sydney Harbour Trust Annual Report 1905: Chief Surveyors Report

3.2

ABORIGINAL OCCUPATION

Before Europeans arrived in Australia at least thirty different Aboriginal groups lived in the immediate Sydney region with an estimated population in 1788 of anything between 1500 and 8000 people. The coastal Aboriginal population was generally known as the Eora people. Evidence recorded by the earliest European settlers suggests that the family clan of the Eora group most closely associated with the study area was either the Gadigal/Cadigal or the Wangal¹². The difference is based on European observations of a boundary that divided the two groups either at Darling Harbour or at Iron Cove.

In 1789 a severe disease, most likely small pox, killed at least half of the Aboriginal population living in the vicinity of the settlement at Sydney Cove. The impact of this disaster was to dislocate or destroy much of the traditional way of life for those who survived the epidemic. Aboriginal people moved away from the town for several years and less settled areas appear to have provided a refuge for them. The Pyrmont peninsula was one such place.

In a separate report prepared for the potential of an indigenous cultural profile the authors noted that the pre-settlement landform would have provided beneficial conditions for some aspects of Aboriginal life. In particular the prominences that enclosed the small cove could have been used as access to the resources of the mangroves or for deeper water fishing. The mangroves themselves could have been a source of estuarine shellfish. It was concluded that the most likely type of site to be found here would have been shell middens.

Although several sites of Aboriginal occupation have been recorded in the CBD the potential of this site was assessed to be low due to the impact of several phases of European occupation¹³. However, archaeological investigation of several urban sites since that time demonstrates that evidence of Aboriginal occupation can survive extensive European development and some caution should be exercised here (*refer Section 4.0*)

¹² V. Attenbrow (2002): *Sydney's Aboriginal Past*; 24

¹³ ERM (2008); *Sydney Fish Market Assessment of Ecological And Aboriginal Heritage Issues*

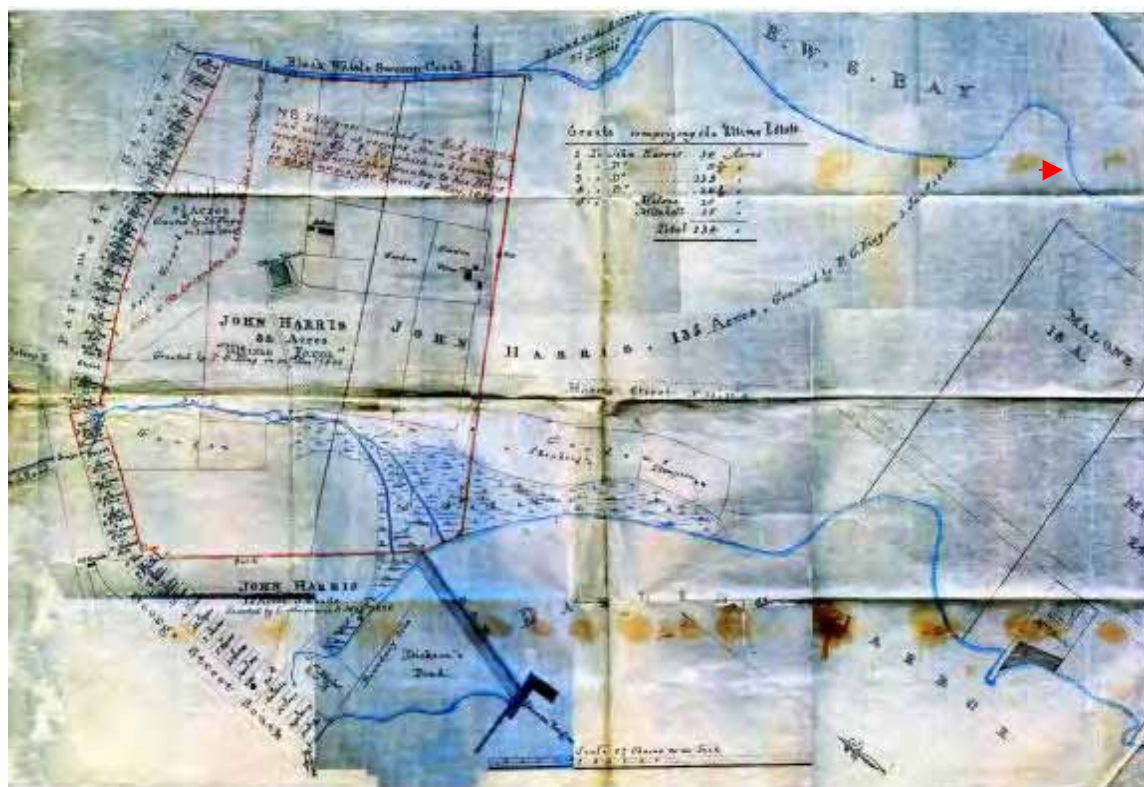
3.3

THE ULTIMO ESTATE

3.3.1

THE FAMILY HOME

The earliest identified European association with this site is its inclusion in the Ultimo Estate of John Harris. Harris came to the colony as a surgeon with the NSW Corps. His first grant of thirty-four acres in the area of Broadway was made in 1800 and up to 1818 he acquired or was granted a total of 233 acres. From Broadway and the Haymarket his land extended north along the Blackwattle Creek to the northern end of the peninsula excluding the grant of Pyrmont made to John Macarthur. The site of the fish market at least its eastern edge, was included in a grant of 135 acres given to Harris in 1806.



This is a survey of the Ultimo Estate in c. 1836, the cove is clearly indicated in the top-right corner although not completely included within the plan (John Harris, Harris Family Papers).

The focus of the estate was the house and its immediate out-buildings, sites now encompassed by the University of Technology. In 1826 it was recorded that the improvements made to the property included a dwelling house, two cottages and one lodge with stables and fencing. The value of the property was estimated to be £5000. The Harris family employed twenty-four convicts and six free servants¹⁴.

The survey of the estate reproduced above and this estimate is misleading with respect to the extent of improvements made to the estate up to this

¹⁴ Anglin and Associates (1989); Pyrmont and Ultimo Heritage Study, Thematic History: 4

period. Archaeological investigation has demonstrated that well away from the main house there were buildings and other works. An extremely rare pre-1820 smokehouse was uncovered and recorded on a site described on the estate survey as a garden near Parramatta Road¹⁵. The implications of this evidence are that the Harris family and their tenants used much more of the estate than was thought to be the case and for activities that do not appear in archival records.

It is likely that the cove on the western side of the estate was the site of one of those activities. An undated survey (the original certainly pre-dating the 1870s and then revised) records that the small beach at the head of the cove was contained behind a stone-built wall and a deliberate landing place was made for boats on the southern side of the cove, available at low water. As well there were drains and culverts built to improve the drainage of the land around the cove.



Detail of Crown Plan 124-574, "The Eastern Portion of Blackwattle Bay", showing the "landing place for boats" (red arrow) and the small beach contained behind a stone wall (blue arrow).

There is no evidence to determine when these improvements were made to the cove but it is very likely that it was for the Harris family and that the improvements were constructed before 1840. The cove was the most accessible water-front on the estate for boats. The majority of the estate's water frontage was too steep or too swampy. A large portion of the water-front on the eastern shore was included in the Pyrmont property of John Macarthur. There is exceptional archaeological evidence now available to demonstrate that affluent land-owners used their water-frontages as a

¹⁵ CRM

means of access to their properties and could expend considerable sums to facilitate this use. An entire stone-built dock, sea walls, steps and other improvements built in 1818 has been recorded under reclamation fill on the eastern side of Darling Harbour. On the same site, the KENS site, evidence of less affluent improvements for the same purpose included timber jetties and slips. The improvements recorded on the survey could have been made by a tenant but it seems more likely that they were constructed for the Harris family.



View during excavation of the KENS site of the 1818 boat dock on a small cove on the eastern side of Darling Harbour recorded six metres below reclamation fill adjoining Sussex Street (W. Thorp)

Some corroborating evidence for this conclusion is provided by the 1854 survey of the town and its environs. This shows a small jetty or wharf on the southern side of the cove with several tracks leading to it from the southern part of the estate. It suggests that the cove did act as an important access point for the family and tenants. Further, it suggests that the earlier landing place had been replaced or upgraded by the mid-nineteenth century.



Detail of Woolcott and Clarke's map of Sydney in 1854 showing the jetty on the southern side of the cove with tracks leading from it to the southern part of the estate (ML M2 811. 17/1854/1)

3.3.2

TENANTS

The full scope of the improvements made to the estate for the Harris family is unknown and the same is true of the extent of works carried out by tenants. Although Ultimo lagged well behind Pyrmont in development, the Harris family largely preserving it as a rural retreat, it was not completely devoid of occupation outside those areas used by and for the family. In 1830 and 1831 lots were sold along the Parramatta Road frontage. By 1845 the ward rate books for Phillip Ward noted that there were fifty-one single and two-roomed huts dotted about the estate on plots ranging from a quarter to one acre.

It is impossible to determine if any of these small huts or houses was located adjoining the cove although there is some possibility of that being the case. The 1845 rate assessment identifies two quarries on the estate and these appear to have been located on either side of this cove (*refer Section 3.3.3*). The rate assessment records that between them were two tenancies, each containing a small stone-built and bark-roofed hut¹⁶.

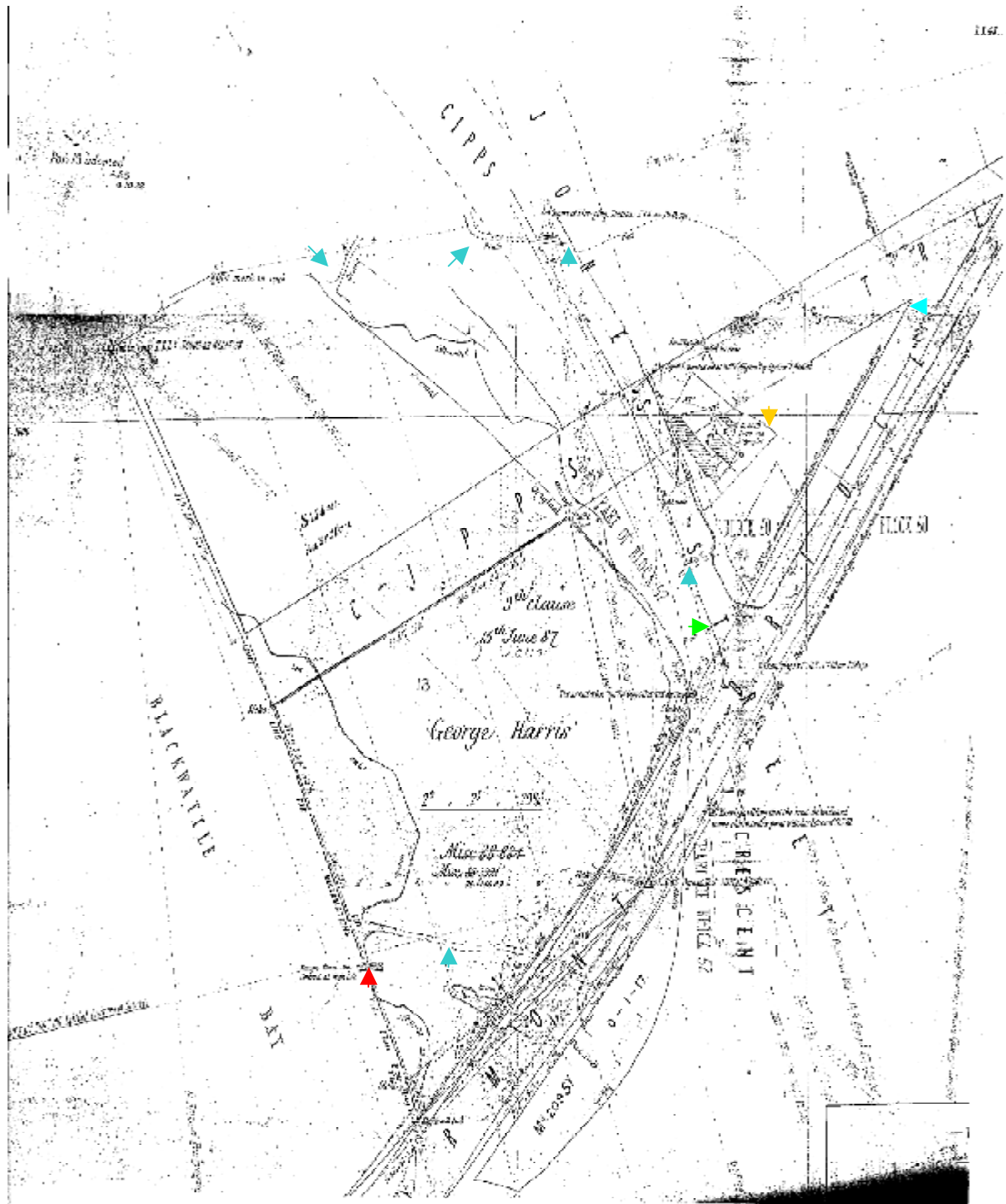
By the mid –nineteenth century much of the estate was dotted with these small establishments. However, like the improvements made for the landlord, those for the tenants are largely unidentified with respect to their location and their scope.

There is another survey of the cove, dated to 1882 but recording an earlier configuration. It shows the imposition of Gipps and Jones Streets and Pyrmont Bridge Road over the old topography. It also records a substantial number of buildings leased to and occupied by G. Reid (yellow arrow below). This property lies outside the area of the market and may have been at the top of an excavated rock face above the cove (*refer Section 3.3.3*).

However, the same plan (on the following page) shows that there were several culverts possibly associated with this property (indicated by blue arrows) and a path that had been constructed around the entire foreshore (green arrow). In addition there was a rough stone jetty (red arrow) that was built at low water mark at the southern end of the cove; now approximately under the main market hall.

It is possible that G. Reid was responsible for all these improvements. The only alternatives are that the Harris family built them or they were used to service or drain a stone quarry excavated partly on this site (*refer Section 3.3.3*). The path could have been part of the Blackwattle Causeway system of 1859 (*refer Section 3.4.2*) but there is insufficient evidence to prove this association. Certainly all these works pre-date the reclamation of the cove.

¹⁶ Sydney City Council, *Rate Assessment Phillip Ward 1845* Nos. 1813-1814



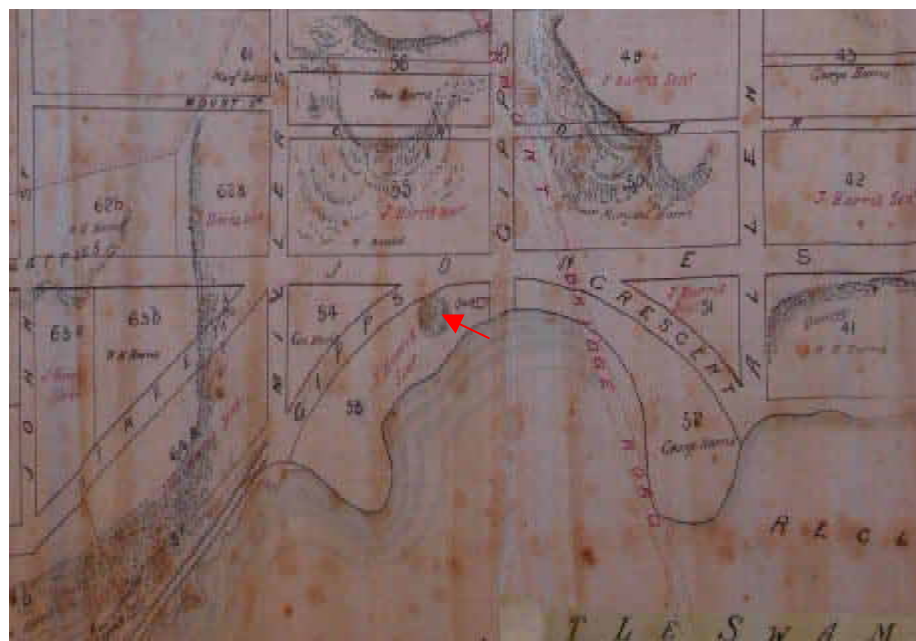
Plan of Land at Blackwattle Bay applied for to reclaim and purchase by George Harris 1882 (Crown Plan 82.806).

- ▶ Yellow arrow: Reid's buildings;
- ▶ Red arrow, a stone jetty;
- ▶ Green arrow: a path running around the cove;
- ▶ Blue arrows show the location of culverts and drains.

3.3.3 QUARRIES

Quarrying occurred on the peninsula at least from the 1820s and perhaps earlier. There were a few small quarries at Pyrmont throughout the 1830s and by the end of the 1840s the northern part of the peninsula was the site of many¹⁷. By the later 1840s and early 1850s the quality of the stone was recognised and large quantities were being removed daily. By 1854 there were twenty-one quarries in Pyrmont¹⁸ but in 1845 the rate assessments list only two quarries in Ultimo, presumably those shown on the plan below. They were leased to Michael Kerry in one case and Charles Bush for the second. Each is listed as having a stone-built hut within the quarry¹⁹. One was located at the eastern end of the study area. It is shown on the subdivision plan of the estate drawn up for the family in 1859.

The manager of the quarry is unknown but it is could have been the Saunders family. Eventually the Saunders family would quarry the cliffs to the north of Miller Street, recorded on the subdivision plan; this was their Paradise quarry. It has been concluded that this was an old lease reactivated by the family²⁰. If this is the case the small quarry recorded on the subdivision plan in 1859 may have been the site of the original lease. In 1860 Charles Saunders certainly leased Blocks 54 and 55 adjoining this quarry from the Harris family²¹.



Detail of the subdivision plan of the Ultimo Estate showing the small quarry at the northern end of the site 1859 (J. Harris, Harris Family Papers).

The site of the quarry is within the northern and eastern part of the study area; the contours recorded on the undated survey reproduced in Section 3.3.1 indicate that the quarry was excavated as a square face back into the cliff. It is impossible to determine whether the improvements noted in the previous section, the jetty, culverts and drains were constructed for the quarry, or were built by another tenant or even the Harris family. It is

¹⁷ Fitzgerald and Golder (1994); *Pyrmont and Ultimo Under Siege*: 28

¹⁸ Broadbent, J (2008)); *Transformation Ecology of Pyrmont Peninsula 1788-2008*: 409

¹⁹ Sydney City Council, *Rate Assessment Phillip Ward 1845* Nos. 1812 and 1816

²⁰ Irving, R (2006); *Paradise, Purgatory, Hell Hole*: 31

²¹ *Ibid*; 10

also impossible to establish a precise date for the establishment of this quarry.

By 1854 a large wharf had been built out from the northern headland that enclosed the cove. It is shown on Mitchell's trigonometrical survey of the town in 1854.



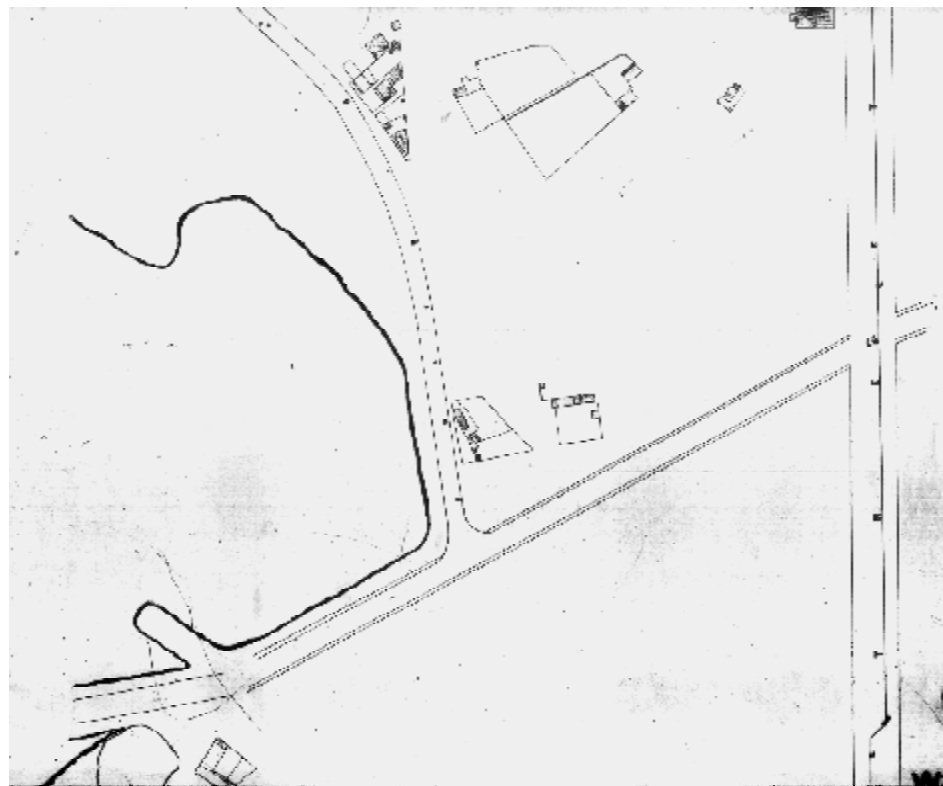
Detail of Woolcott and Clarke's map of Sydney in 1854 based on Sir Thomas Mitchell's trigonometrical survey of the year before. The red arrow indicates the long jetty from the headland of the study area. The green arrow is the smaller jetty, probably built by the Harris family to service the estate (ML M2 811.17/1854/1).

The fact that the wharf was in existence in 1854 suggests that it may have been taking stone from some of the earliest quarries on the property established before the family subdivision of the estate, including the small quarry at the northern end of the market site. The wharf was not in existence in 1843 when a town survey of that date shows neither headland to be extended in any way. There are two quarries listed on the peninsula in the 1845 rate assessment²². The wharf must have been built in either the later 1840s or the first few years of the 1850s.

²² Sydney City Council, Rate Assessment Phillip Ward 1845 Nos. 1812, 1816

The survey of 1854 also indicates what appears to be another small jetty or wharf attached to the southern headland of the cove in this year (the green arrow above). From this tracks run south into various parts of the Ultimo Estate. This seems more likely to have been constructed by the family and may have replaced some of the earlier and smaller improvements discussed in Sections 3.3.1 and 3.3.2.

This larger wharf appears to have been removed from the site by 1865 although there is evidence to suggest that the smaller wharf or jetty that serviced the estate still remained in use at that date. A trigonometrical survey of the area in that year shows a small jetty on the southern side of the bay. The same survey records only Abattoir Road (*refer Section 3.4.1*) close to the edge of the bay and properties on the eastern side of it. It suggests that the quarry on the northern side of the cove had ceased operations by this time.



Detail of 1865 trigonometrical survey showing the cove; the road at the bottom running to the right is Pyrmont Bridge Road and the small jetty into the cove is accessed from it. The road running north around the bay is Abattoir Road (Trigonometrical Survey of Sydney 1865, detail Sheet W2).

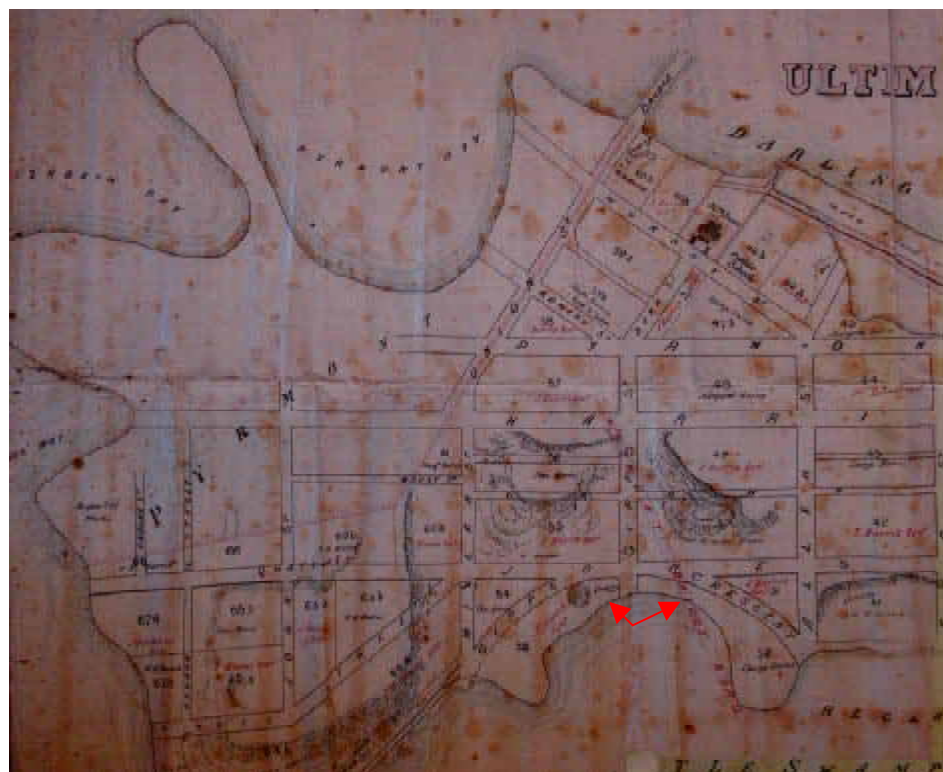
3.3.4 URBANISATION

John Harris died in 1838. Legal problems surrounded the provisions of his will and these precluded the subdivision of the estate until their resolution in 1859. At that time the estate was subdivided into blocks with the blocks assigned by lottery to members of the family. The subdivision plan was registered in 1860.

The subdivision of the estate at this time coincided with several external factors that combined to make the property of great interest to speculative developers and of great value to the family. These factors included the construction of the Darling Harbour Railway at the head of the cove and the construction of the Pyrmont Bridge in 1858. Until the end of the nineteenth century properties on the estate could only be acquired by long-term lease.

Members of the Harris family contributed the most to this urban development becoming landlords to hundreds of new residents. In 1874 George Harris told a parliamentary enquiry that in the preceding six years the family had produced buildings worth over £20 000 pounds. In 1892 the family began to offer freehold properties as opposed to leaseholds.

The market site was divided between two blocks of the subdivision; the northern portion was part of Block 53 belonging to John Harris and the southern part was part of Block 52 belonging to George Harris. The small quarry discussed earlier ([Section 3.3.3](#)) was located on Block 53.



Detail of the Ultimo Estate subdivision plan showing Blocks 52 and 53 adjoining the cove; (J. Harris; Harris family papers).

There is no evidence to suggest that either John or George Harris leased any part of their blocks until the cove was reclaimed in the 1880s.

3.4

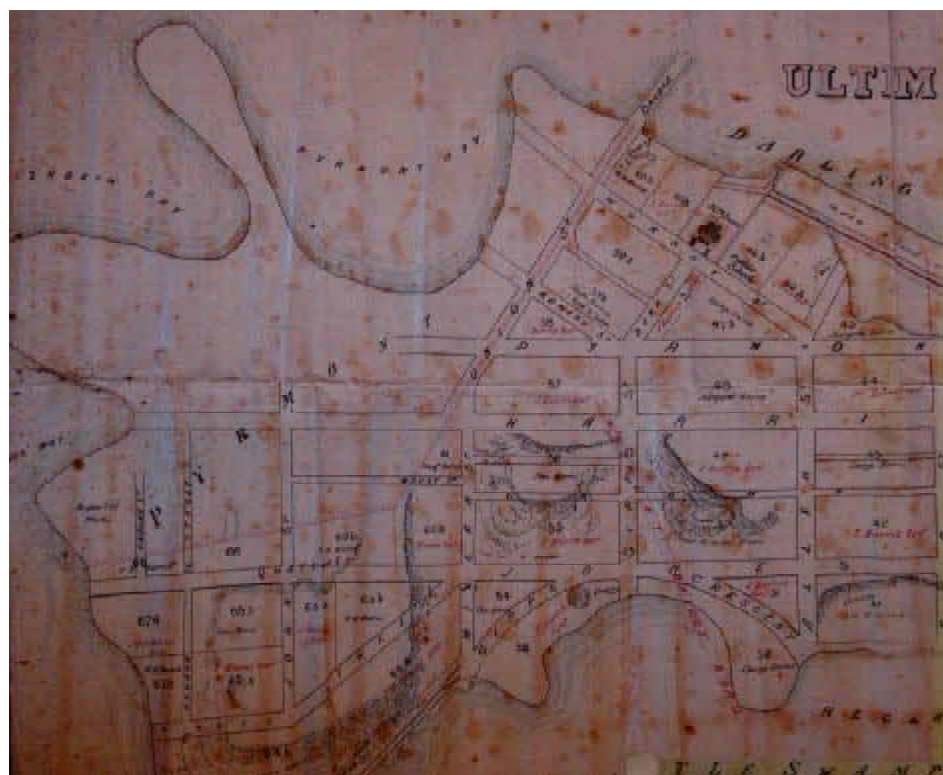
RESHAPING THE LANDSCAPE

3.4.1

ROADS

Bank Street

The subdivision plan for the Ultimo Estate envisaged a full network of roads around the peninsula. It would be some time before it became a reality and in a different form in some places. The plan shows a semi-circular street around the Cove, Gipps Crescent, as well as the proposed line of the Pyrmont Bridge Road. Gipps Crescent was constructed around the cove and then was extended in 1860 to provide access to the Glebe Island Abattoir. An Act was passed in 1860 to provide for Abattoir Road allowing land from the Ultimo Estate to be reclaimed to allow for its construction; it can be seen as a proposal on the subdivision plan. Abattoir Road at this point would later be named Gipps Crescent and then Bank Street.



The Ultimo Estate subdivision plan with the provisional street pattern including the proposed road leading from Gipps Crescent to the northern end of the peninsula, later Abattoir Road (J. Harris: Harris family papers)

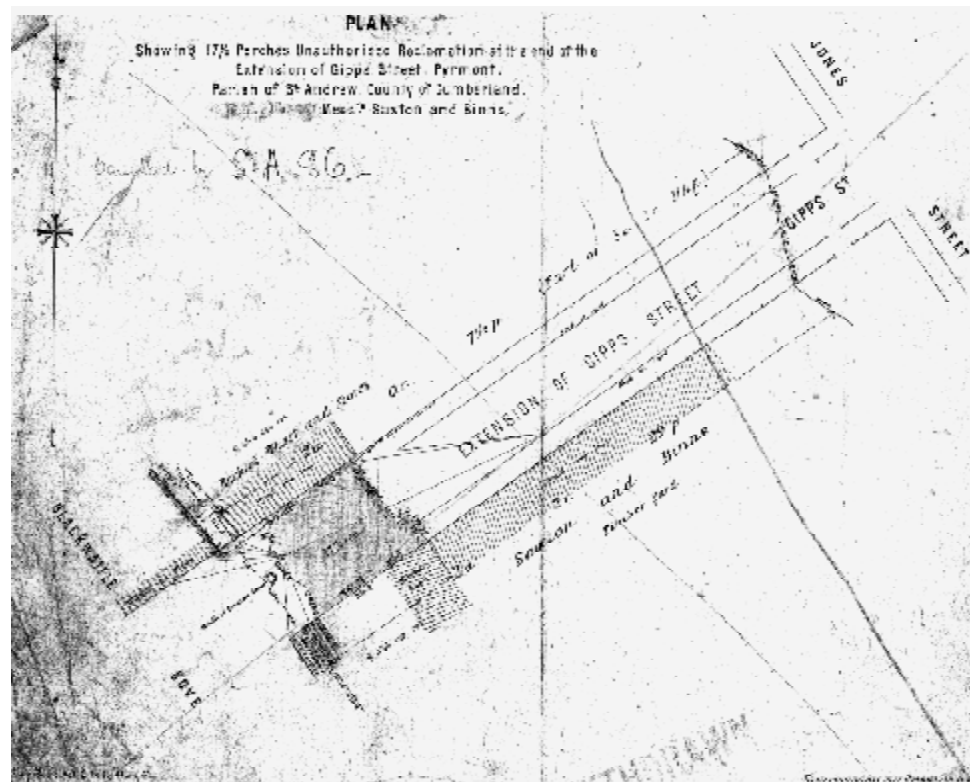
The 1865 survey (*shown in Section 3.3.3*) records how the new street hugged the shores of the cove before heading north along the peninsula.

Gipps Street

The position of the street was identified on the 1859 subdivision plan and was one of the streets constructed from that survey. For many years, even after the cove was reclaimed the street ended at the point originally defined by the shoreline. Sydney City Council extended the street in the 1890s into the site, between the two Harris properties but it did not extend to the limit of reclamation. The Sydney Harbour Trust identified it as an “unauthorised reclamation”²³. It was not finally extended to the line of reclamation until c. 1910.

²³ Sydney Harbour Trust, *Annual Report* 1901

Gipps Street had a sewer running under it that had a concrete outlet at the water's edge. The area of extended reclamation, approximately 17.5 perches, is shown on the undated survey below with that outlet.



Undated survey that shows the unauthorised reclamation at the end of the Gipps Street extension; (Sydney Waterways Plan, Archive Bundle ST A 7).

Miller Street

Miller Street was one of the thoroughfares planned in the original subdivision that was constructed largely as planned in 1859. Council extended the street to the limit of approved reclamation in 1881²⁴ (*refer Section 3.4.4*). In 1886 Council requested approval from Government to build a new wharf at the end of the road but permission was denied to it. As it was unable to use the road as access to a wharf it was virtually ignored until 1892 when it was formed and guttered²⁵.

Pyrmont Bridge Road

This road is shown as already planned on the subdivision plan of the estate. The initial step to making this road was the construction of a stone and timber causeway across the bay in 1859 (*refer Section 3.4.2*). The road subsequently replaced this in 1879.

²⁴ Sydney City Archives, CRS 34/1712/04

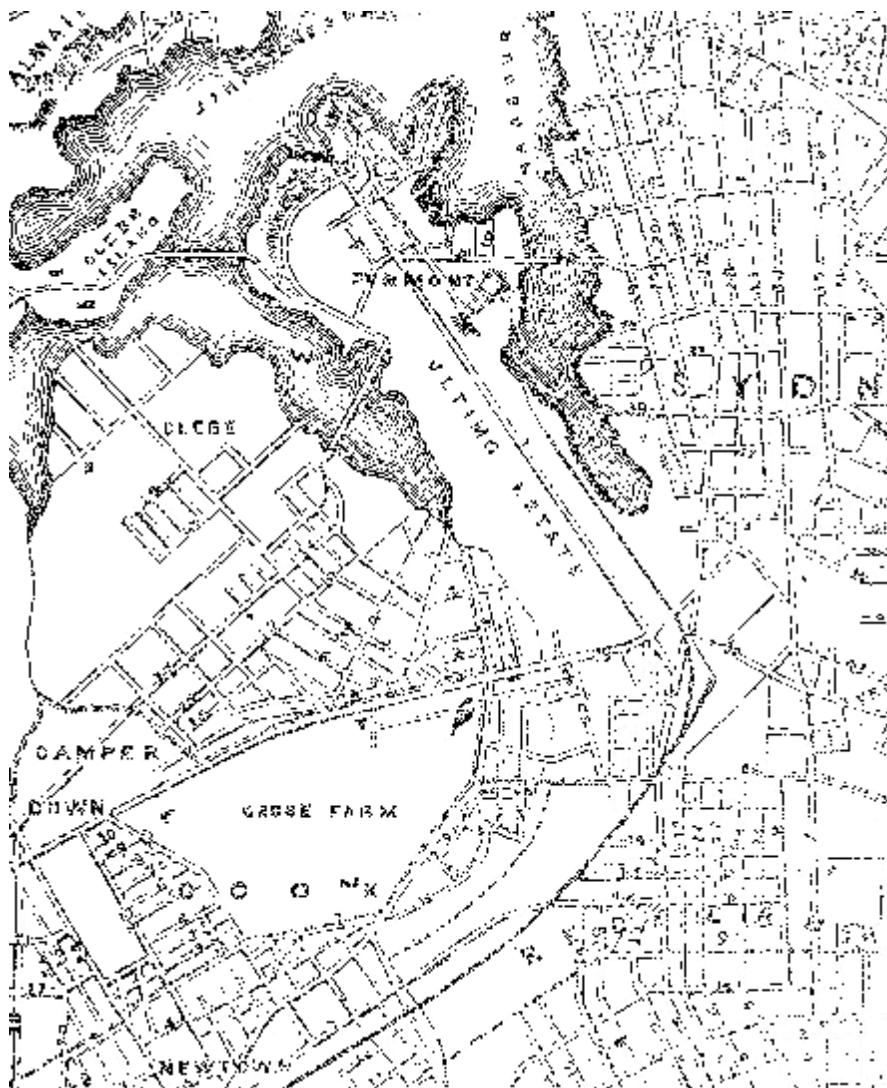
²⁵ Fitzgerald and Golder (1994); *Pyrmont and Ultimo*: 67

3.4.2

THE BLACKWATTLE SWAMP CAUSEWAY

For many years Blackwattle Bay had been a source of fresh and generally quite reliable water for parts of the town and several local industries including a distillery and slaughterhouses. An Act of Parliament passed in 1860 led to the removal of slaughterhouses from Blackwattle Bay. It was an important step in the rehabilitation of the area although well into the later years of the nineteenth century Blackwattle Creek was still described as an open sewer largely due to the abattoir at the head of the bay.

The removal of the slaughterhouses exposed the area to greater casual movement and to facilitate this new and greater use a causeway was built across the bay to enable swifter passage from the Glebe to the Pyrmont peninsula. It was built in 1859 by the company associated with the construction of the new railway at the head of Darling Harbour. The eastern end of the causeway entered the Pyrmont peninsula in the small cove where it linked to Gipps Crescent and then to Abattoir Road giving access to the Abattoir and around the head of the peninsula to Harris Street. The system can be seen on the plan of 1866 shown below.



Detail of the Plan of Sydney 1866 showing the causeway crossing Blackwattle Bay to the peninsula by means of the cove (Illustrated Sydney News January 12 1866).

The causeway was one of the most difficult elements constructed by the company. They described the project as “a work of much difficulty owing to the softness of the mud bottom into which the materials sank at great depth”²⁶. The causeway was described as stone-built with a wooden bridge in the centre. The total length of causeway and bridge was 1500 feet²⁷. This meant that the ends of the causeway ran out into the bay on the stonework and the centre bridge was elevated above the water. Within the market site cove would have been the eastern stone causeway (at the southern end of the site, outside the development area).

An image of the causeway as it appeared before the reclamation of the head of the bay is shown below. In the foreground is the eastern end of the causeway at the southern end of the market site. The painting demonstrates that the cove still retained some vegetation and much of its original topography. There is no evidence of the small jetty on the southern side of the cove for the estate; this site was out of the artist’s view in this image.



F. H. Boyer, Sydney From Glebe Point (1870-1873) shows the causeway across the swamp with the market cove site in the foreground (ML SSVI/Bri/Gle/1).

The causeway was replaced by Pyrmont Bridge Road in 1880.

²⁶ “The Pyrmont Bridge Company’s Road”: *Sydney Morning Herald* 13 October 1895, 8

²⁷ *Ibid*

3.4.3

RECLAIMING BLACKWATTLE SWAMP

As early as 1859 when the subdivision plan was prepared for the Ultimo Estate there was an intention to reclaim the swamp at the head of Blackwattle Bay. In 1871 a plan was prepared showing a more ambitious scheme to reclaim all the land behind the causeway and subdivide it into residential allotments. The same plan, shown below, records the position of the causeway in relation to the cove; it demonstrates that the small jetty that had existed here in the 1850s had certainly been removed by that date. It indicates an intention to reclaim the market cove and a smaller inlet to the north as well as extending both Gipps and Miller Streets across those bays.



Plan of the Pyrmont peninsula with the intended area of reclamation nominally subdivided; the black line (red arrow) is the existing causeway entering the small cove (SRO AO Map 59).

On 29 January 1874 a plan was tabled in the Legislative Assembly for the reclamation of the Blackwattle Swamp. It included the same intention to devote the newly reclaimed land for residential purposes; however, this scheme was abandoned because the site was considered to be an unhealthy living environment due to its poor drainage. Between 1876 and 1880 the former swamp and foreshore area was filled with silt deposits dredged from the harbour bed. This silt was then covered with soil²⁸. Ultimately this land became the site of the present-day Wentworth Park.

²⁸ Historical Sketch of New South Wales in the Picturesque Atlas of Australasia;90



Detail of a birds eye view of Sydney in 1879 showing the reclaimed area of Wentworth Park (red arrow) and the market site (indicated with blue arrow). (Gibbs and Shallard, Supplement to the Illustrated Sydney News 2 October 1879).

3.4.4

RECLAIMING THE COVE

Although the plan tabled in Parliament indicated an intention to reclaim the market-site cove the actual reclamation was done through private initiative in the 1880s. The view below shows Blackwattle Bay in the background with the site of the market (indicated by the arrow) still unreclaimed with the sandstone around the northern edge largely quarried out.



This is a view in 1878 looking across to Blackwattle Bay; the arrow indicates the site of the market.

(N. Claire, Anglo-Australasian Photo Company, Views of NSW and Sydney Harbour Folio 28 View from the Town Hall Tower looking SW ML PXA 467 f 28)

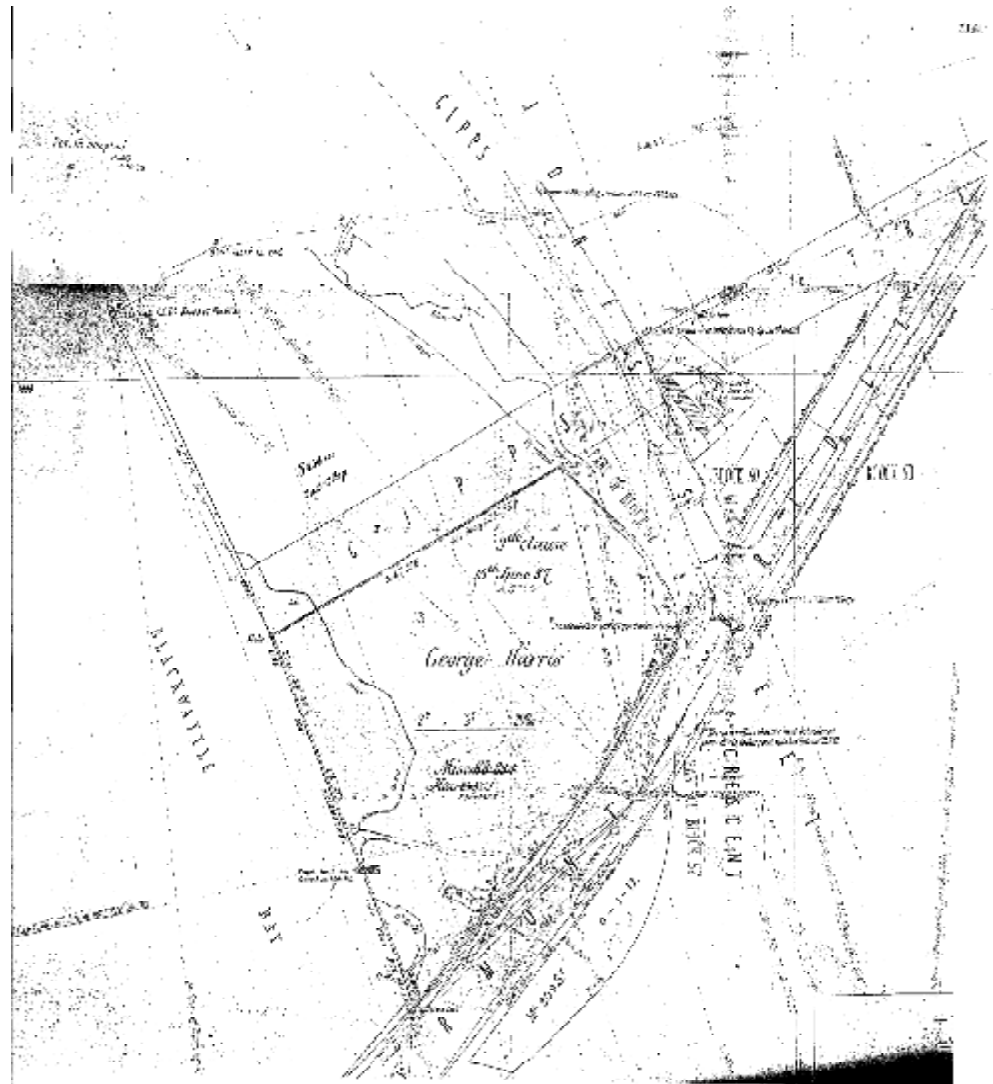
Reclamation by private land-owners of their water frontages had commenced during the earliest years of the settlement close to the centre of the town and gradually moved outwards. Official sanction for these activities was provided through the Crown Lands Alienation Act of 1861. The ninth clause of the Act states that:

"The Governor with the like advice may authorize any proprietor of land having frontage to any harbour or river to reclaim and land adjoining thereto and lying beyond or below high-water-mark or to erect a wharf or jetty upon or over the same and on payment of adequate money consideration to be determined by appraisement for the unimproved value of the land such land or any land which may have been reclaimed shall become vested in fee simple in such proprietor and may be granted to him accordingly provided always that no such reclamation shall be authorized which shall be calculated in any way to interrupt or interfere with the navigation of such harbour or river with the rights or interests of adjoining proprietors and provided also that the intention to grant such land shall have been previously announced in the Gazette for four consecutive weeks before such land is granted in fee simple"²⁹.

²⁹ NSW Government Gazette 18 October 1861: Volume 2 Number 232: 2196

In practice the Harbour Master established a line or limit of reclamation and individuals were able to claim up to that limit.

George Harris The southern part of the cove adjoining George Harris' land was gazetted in 1881³⁰ and a survey was undertaken in the following year³¹. At that time there is no evidence to indicate that Harris had undertaken any work to reclaim the bay. All of the features then in existence, a rough stone jetty, culverts and drains were still in place and exposed as well as high and low water marks.



Detail of survey prepared in 1882 for Matthew Harris' application to reclaim the southern part of the cove (Sydney Waterways, Plan of Land at Blackwattle Bay applied for to reclaim and purchase; Packet STA7)

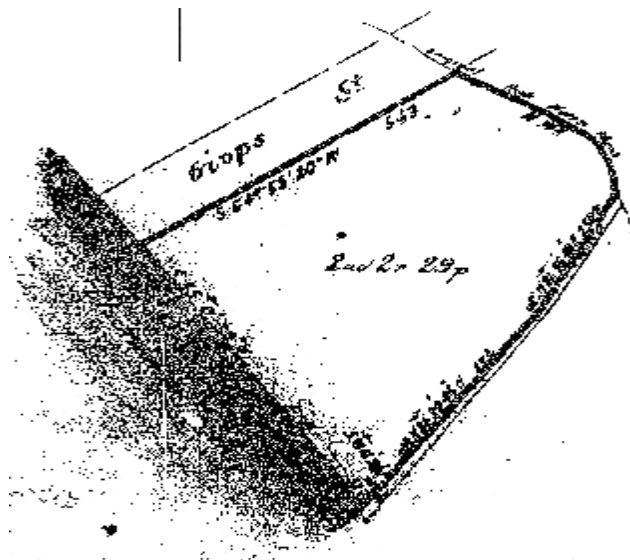
Harris filled his land between 1883 and 1887 and he purchased it and was awarded the grant in June 1889 for £1589-01-08³². The earliest survey of the completed reclamations is from 1887 and it suggests that George had undertaken only minimal work to reclaim the property. The wall along the bay appears to have been timber-piled unlike the more substantial works of

³⁰ Government Gazette 22 April 1881 Volume 2 No 164; 2283

³¹ Sydney Waterways, Plan of Land At Blackwattle Bay applied for to reclaim and purchase Matthew Harris 1882

³² LPI, CT Volume 929 Folio 236

John Harris. Later, probably in the 1890s the timber piling was replaced or faced with stone.



Detail of the certificate of title for George Harris and his purchase of the land adjoining that of John Harris on the old cove (CT Volume 929 Folio 236)

John Harris

John Harris had already commenced reclaiming the northern part of the cove by the time he applied for its purchase. The area was gazetted in 1882³³. He applied to purchase the land in 1883 at which time a survey was prepared of the “land partially reclaimed at Blackwattle Bay”³⁴.

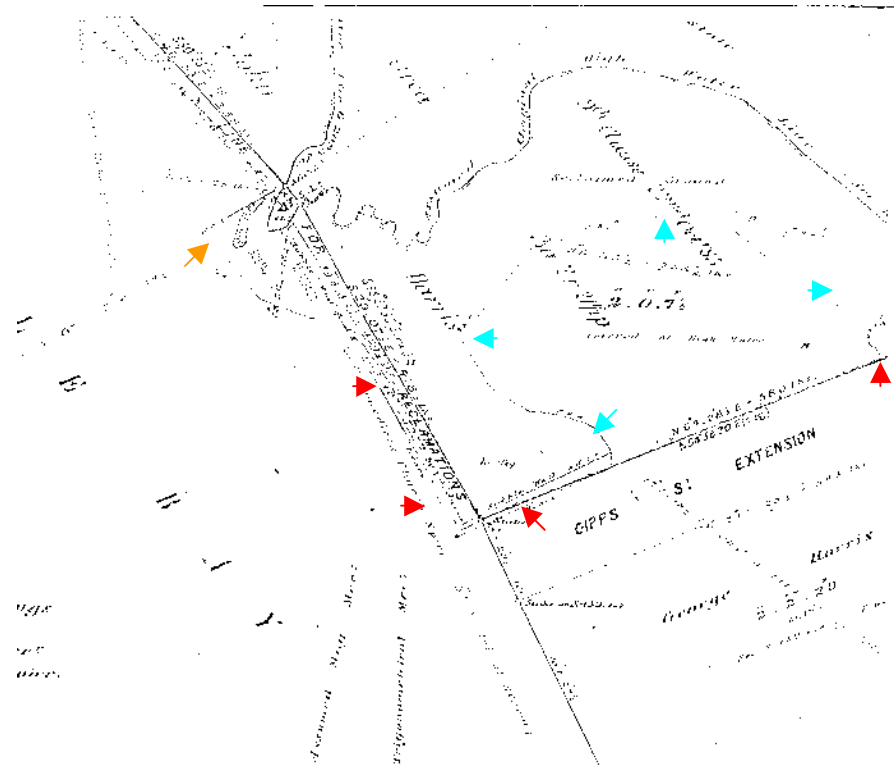
The survey (a detail reproduced on the following page) shows that the partial reclamation was achieved by constructing a rubble stone wall at the limit of reclamation with a partial return to the north where John's property adjoined George Harris's land to the south. The rubble wall only extended for several metres here; there was another wall that extended from the land out to meet it but there was a small gap between the two allowing water to still enter the reclamation area.

In 1883 the area of reclamation was C-shaped following the old line of the shore and the northern headland and around the wall at the limit of reclamation to its full extent at the western end and a lesser extent at the eastern end. Because water could still enter the area of reclamation it was noted that the rest of the area was then still “covered at high water”.

The survey also shows that Harris was allowed to reclaim a small extension at the end of the northern headland creating a distinctive “bump” in the shoreline that is still visible today. By the 1880s the rubble walls had been faced with stone. The exception was the “bump”; it remained timber piled.

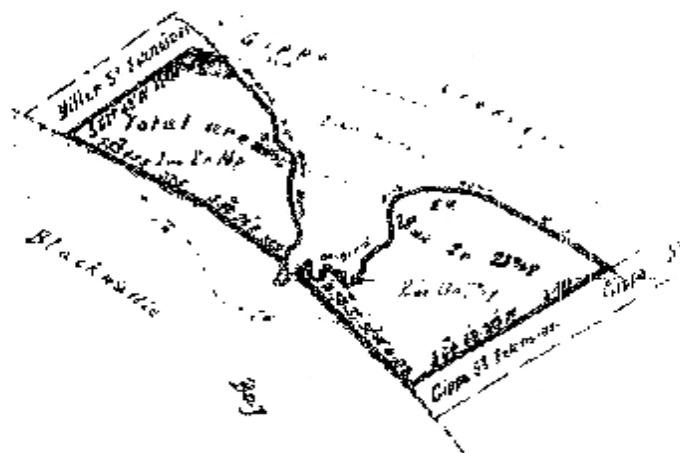
³³ Government Gazette 29 December 1882 Volume 4 No. 533; 6864

³⁴ Sydney Waterways, Survey Shewing Land Partially Reclaimed at Blackwattle Bay Applied for Purchase by John Harris 1883



Detail of the survey made for John Harris' application to purchase his partly reclaimed land (Survey Shewing Land partially Reclamieed at Blackwattle Bay 1883).

- The rubble reclamation walls
- Line of reclaimed ground
- Extension of reclamation to accommodate the northern headland

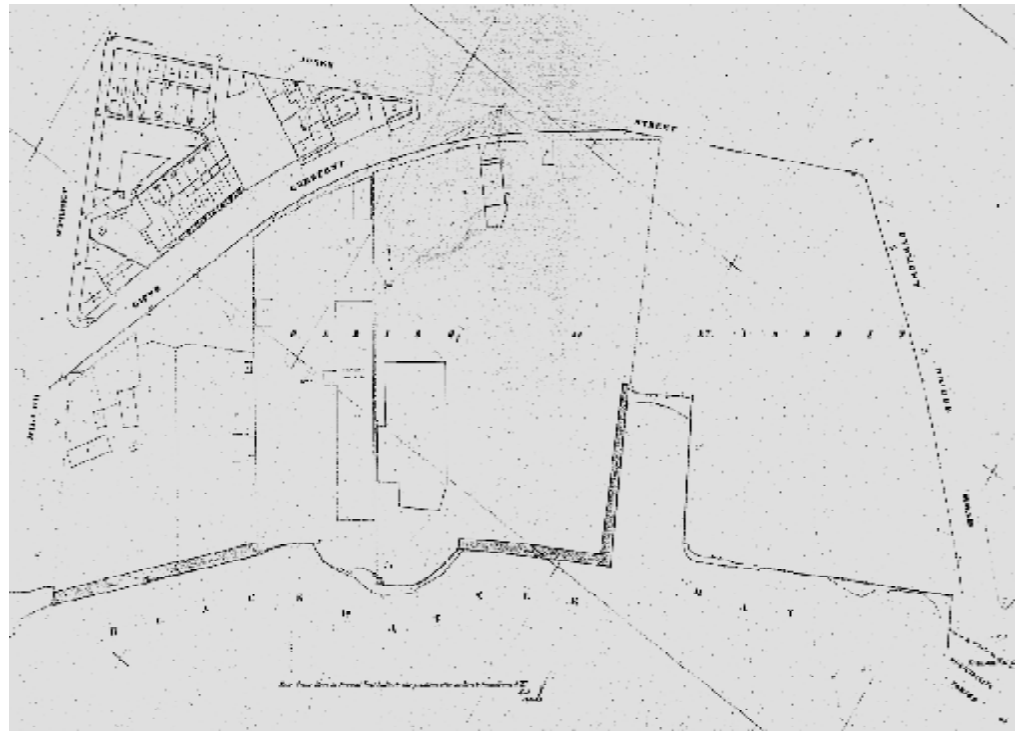


Detail of the certificate of title for John Harris and his purchase of the reclaimed land adjoining his property on the shore (CT Volume 819 Folio 200)

Miller and Gipps Streets

The surveys prepared for both the Harris properties indicate that reservations had been made for the extension of both Gipps and Miller Streets as had been indicated by the plan tabled in Parliament in the 1870s. The survey plan for John Harris's portion indicates that the rubble walls built to enclose his reclamation followed the lines of these reservations.

Miller Street was extended over reclaimed land by Sydney City Council in 1881 and Gipps Street in the 1890s³⁵.



This is the earliest identified survey of the reclaimed cove dating to 1887; it shows the substantial reclamation works of John Harris and the timber piled reclamation line of George Harris on the right. Miller Street to the left has been reclaimed to the water line but Gipps Street is yet to be formed and there is an unclaimed area (indicated) between the two properties that will later form the extension of the street to the waterline in c. 1910.

(Sydney Water, PWD 300 -1544)

To date no primary evidence has been found of the works undertaken to reclaim this cove other than the evidence that John Harris used the headland as a means of working to the south to fill in his property.

It is likely that the same kinds of processes as those employed at the head of the cove were used for this site. Silt and other wastes were dumped behind the stone and timber retaining walls. It has been seen from other sites where similar works have been undertaken that anything that existed on the site at the time of the reclamation was generally left in place and buried in the fill and this is likely to have been the case here.

³⁵ Fitzgerald and Golder (1994); *Pyrmont and Ultimo*: 67

3.5 TIMBER

During the last quarter of the nineteenth century the newly reclaimed foreshore now occupied by the market became home to several prominent businesses largely associated with the timber industry, iron and ore. In 1900 an anonymous observer reported that,

“On the Blackwattle Bay shore...one may now see a row of sawing and planing mills, joinery works, cooperages and box factories and timber yards – all with an appearance of briskness and prosperity”³⁶.

The timber industry was the first to take advantage of the newly available land. John Harris was the first to offer his land for lease. In 1884 it was reported that buildings were then in the course of construction on the site³⁷. The first occupant was Francis Guy, a timber merchant.

3.5.1 FRANCIS GUY, TIMBER MERCHANT

Guy was one of those listed as building on the site in 1884 and by 1885 he was listed as an occupant. He may have expanded his original holdings; he leased land on the site in 1887³⁸. The extent of the company's holdings in 1887 are likely to be those coloured on the survey of that year shown below.



Detail of 1887 survey with the buildings of Francis Guy coloured red.

The large building close to the water was constructed from iron; the next largest structure close to the road was a brick building with enclosed yards front and back. The smallest building was made from timber³⁹. The property was enclosed by fences to the north and to the east along the road. To the

³⁶ Quoted in Broadbent, J (2008): *Transformations Ecology of the Pyrmont Peninsula 1788-2088*; 45

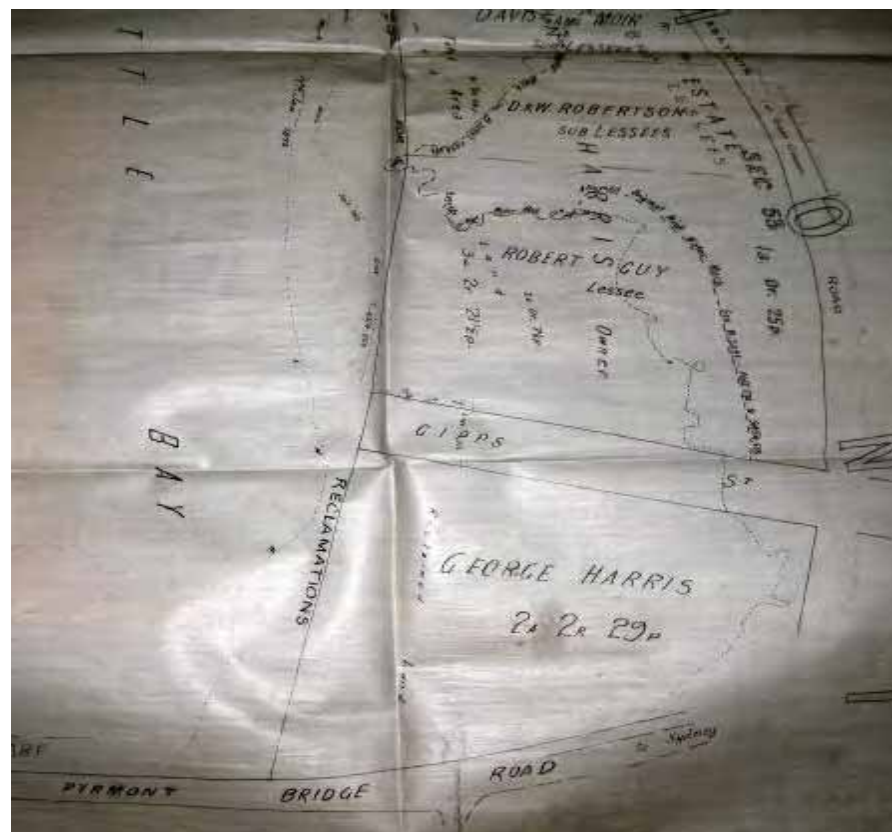
³⁷ *Sands Directory* 1884, Abattoir Road West

³⁸ LPI, Volume 819-200 dealing 122997

³⁹ Sydney Water, *City of Sydney Sheet C 1887*: PWD 300-1544

south it was also enclosed by a fence up to the point where it met the stone-built wall of Harris's reclamation, described as a wharf on this survey.

The firm of Francis Guy, timber merchant remained on the site until 1898 although, as the undated survey below shows by the later years of the lease it was Robert Guy who was the tenant. For two years, 1893 and 1894, the company shared their premises with Thomas Holdship, a timber merchant, and William Robert (1893 only), also a timber merchant.



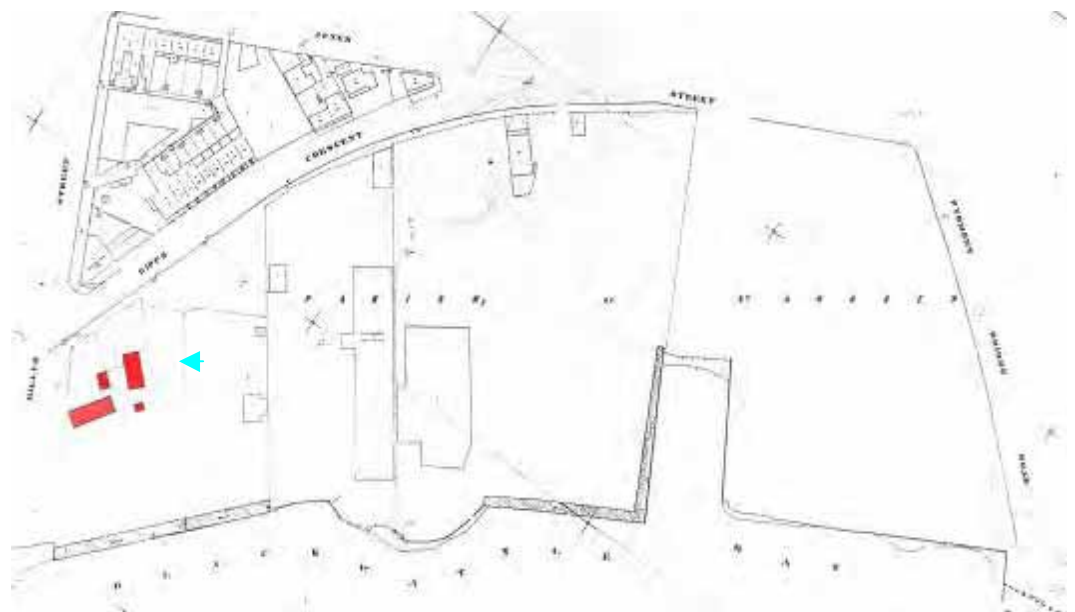
Detail of undated survey of Blackwattle Bay showing the extent of Robert Guy's lease (Sydney Waterways, Packet STA 7).

3.5.2

MAZE BROTHERS FUEL MERCHANTS

The Maze Brothers signed a lease with John Harris in 1882 for a period of fifty years⁴⁰; this was just as Harris was reclaiming the bay. They had staked a claim to the site even before it existed; in 1882 the city directory lists the site as vacant land⁴¹. The company was not listed as constructing in 1884 on this site but they were in occupation at the northern end, at 151-167 Abattoir Road, in 1885⁴². They remained there until 1896 and then assigned their lease to other companies.

The company had few buildings on the site; they are shown on the 1887 survey, below, coloured red. The long northernmost building (pink-shaded below) was identified on the survey to be stone-built. The small building to its east was brick-built, south of that the larger building was iron and the smallest building timber-built. The yard was separated from the adjoining premises to the south by a timber fence and it was fenced to the east and the north as well as having small fenced yards associated with each building⁴³. From 1888 the Directory lists “Maze’s Wharf” and this certainly refers to the wharf on the bay. Most of the yard must have been used to stack timber; the arrow on the plan (below) indicates the southern extent of their premises.



Survey of 1887 showing the buildings and yards of Maze Brothers Fuel Merchants; the blue arrow indicates the southern extent of their property (Sydney Water, PWD 300-1544)

⁴⁰ LPI, Volume 819 – 200 Lease 122594

⁴¹ Sands Directory 1882, Abattoir Road

⁴² Sands Directory 1885 Abattoir Road

⁴³ Sydney Water, City of Sydney Sheet C3; Plan PWD 300-1544

3.5.3

THOMAS DAVIS, TIMBER MERCHANT and ALEXANDER MOIR

Thomas Davis, a timber merchant was in occupation in 1885 next to the Maze Brothers premises at the northern end of the site⁴⁴. Directory listings also refer to Bowra Wharf in association with this company; this is shown below on the 1887 survey of the site where the buildings associated with the company are highlighted in pink. The encompassed an iron shed, the larger structure, and a small timber building near Gipps Crescent⁴⁵. The site was completely fenced around except at the wharf.

The company was only listed in occupation until 1892. In that year their site, 169-179 Abattoir Road, was taken over by Alexander Moir, also listed as a timber merchant⁴⁶. Moir also had access to the Bowra Wharf. The company was only there until 1893⁴⁷. There is no evidence to determine whether any additions or alterations were made for this short period of occupation.



*The yard and buildings of Thomas Davis in 1887
(Sydney Water, PWD 300-1544).*

⁴⁴ Sands Directory 1885 Abattoir Road

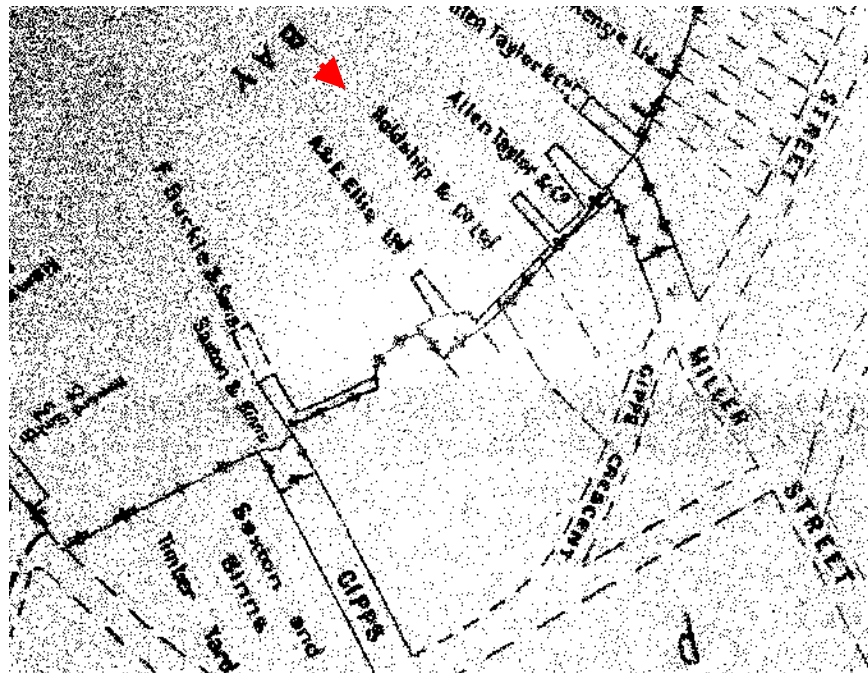
⁴⁵ Sydney Water, Sydney City Sheet C3 1887: [PWD 300-1544](#)

⁴⁶ Sands Directory 1892, Abattoir Road

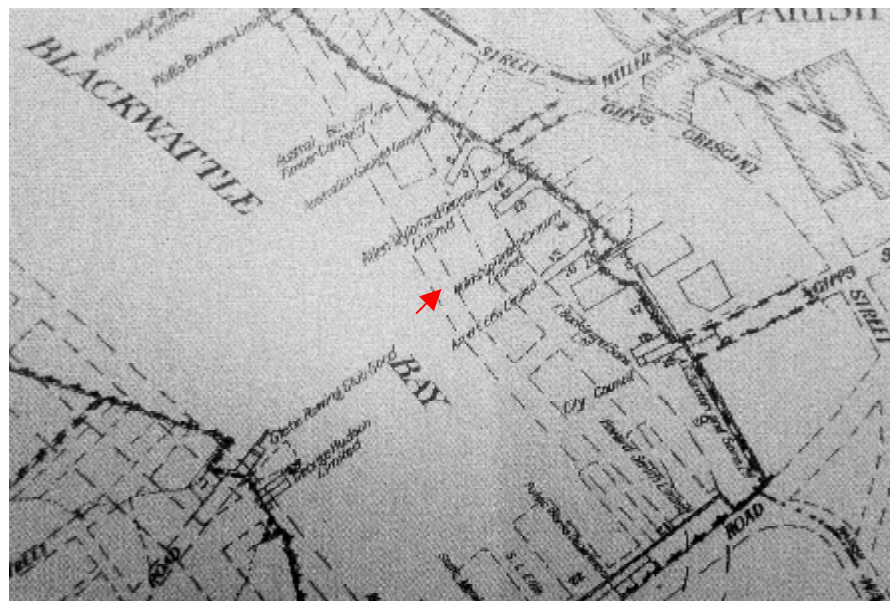
⁴⁷ Sands Directory 1893, Abattoir Road

3.5.4 THOMAS HOLDSHIP, TIMBER MERCHANTS

When Alexander Moir left the site it remained vacant for one year and then, in 1895 it was taken over by Thomas Holdship, timber merchants⁴⁸. For the previous two years this company had shared Francis Guy's yard at the southern end of the site (*refer Section 3.5.1*)⁴⁹. They were still in occupation in 1936. From 1904 the wharf, formerly the Bowra Wharf was referred to as Holdship's Wharf⁵⁰. Their position within the site may be seen from wharfage plans produced by the Sydney Harbour Trust.



*Holdship and Company premises in 1908 (above) and in 1936 (below)
(Sydney Harbour trust Annual Reports 1908, 1936)*



⁴⁸ Sands Directory 1895 Abattoir Road

⁴⁹ Sands Directory 1893, 1894 Abattoir Road

⁵⁰ Sands Directory 1904 Abattoir Road

3.5.5

HUDSON BROTHERS LTD, TIMBER YARD

The premises adjoining Maze's Wharf to the south had a regular turn-over of companies, some sharing the site for a year or more. Thomas Davis used the site followed by Alexander Moir (*refer Section 3.5.3*). While Moir was there Hudson Brothers used part of the site for a timber yard. It was listed in 1892 and 1893 at 181 – 199 Abattoir Road⁵¹. It is likely that the yard served only as short-term storage; it was a period of increasing pressure for room in the company's principal Redfern yards⁵². Eventually Hudson's would transfer their entire timber business to Blackwattle Bay (outside the study area) in the early years of the twentieth century. There is no evidence to show how the company used the site.

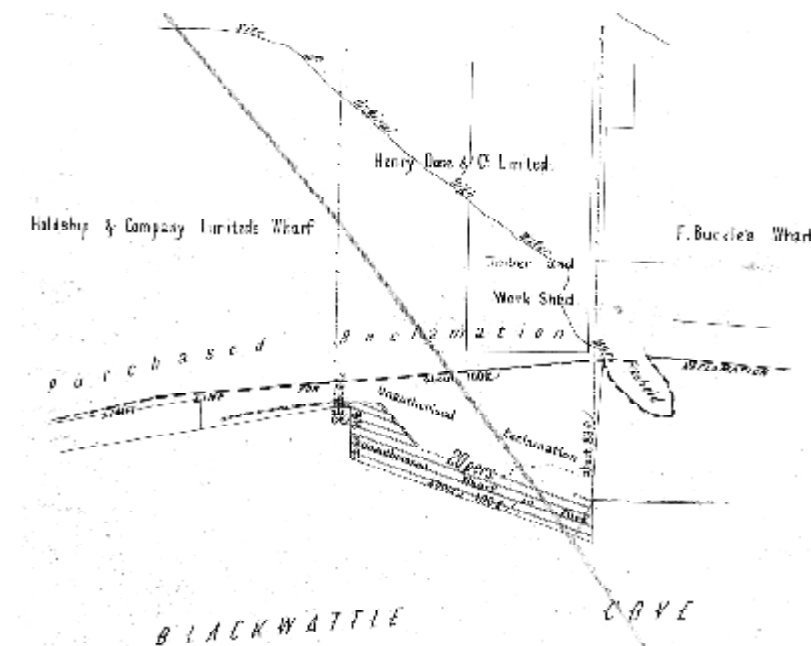
⁵¹ Sands Directory 1892-1893 Abattoir Road

⁵² Hudson and Henningham (1986); *Gift of God Friend of Man*: 67

3.5.6

HENRY DOSE AND COMPANY COOPERAGE

Henry Dose occupied part of the yard formerly used by an engineering firm, the Blackwattle Iron Works (*refer Section 3.6.1*). By the time Henry Dose came to the site in 1895 the former iron works was then occupied by Parke and Lacey's ore treatment works (*refer Section 3.7.1*). An undated survey shows the company using a timber shed close to the water's edge. This might be an extension of or a replacement of an iron shed used by the Blackwattle Iron Works in the 1880s.



Undated survey showing Henry Dose's premises (Sydney Waterways, Packet STA4)

Dose or perhaps a predecessor had extended what had been a rounded and only partly timber piled extension with the addition of a timber wharf on piles. This is also recorded on the survey shown above.

By 1897 Dose appears to have taken over the entire yard as a sole occupant. The company remained here until 1907; in that year they were described as both timber merchants and coopers⁵³.

⁵³ Sands Directory 1907 Abattoir Road

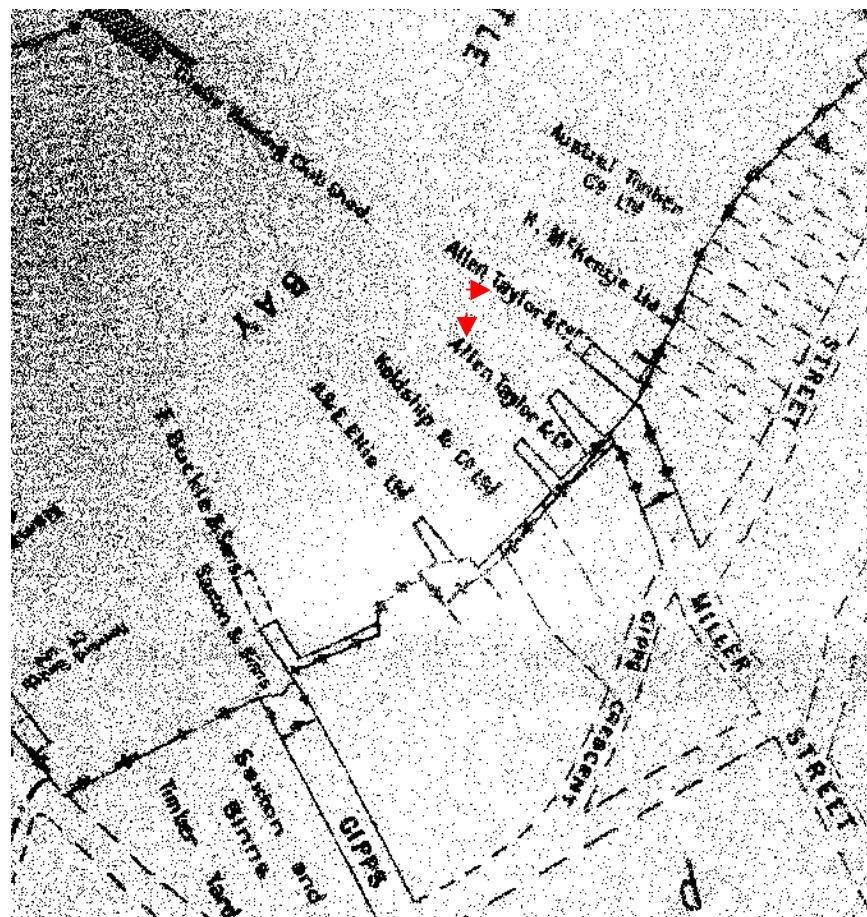
3.5.7

ALLEN TAYLOR AND COMPANY

Allen Taylor and Company was the largest saw-miller in the state. Allen Taylor founded the firm in 1892. He went on to become an influential figure in local politics and to serve in Sydney City Council and the Legislative Council. He was knighted for his services and died in 1940⁵⁴.

Initially operating as a shipping agent he expanded his business and moved to Pyrmont in 1895. In 1897 Taylor moved the company to the Bowra Wharf, the former Maze Brothers premises. In the following years Taylor's would purchase additional leases along the waterfront taking over much of the northern part of the site as well as land beyond Miller Street to the north.

The company was responsible for building a wharf associated with this site at the northern end of the waterfront adjacent to Miller Street as well as one outside the market-site on the other side of Miller Street. The position of these wharves can be seen on a wharfage plan prepared by the Sydney Harbour Trust in 1908.

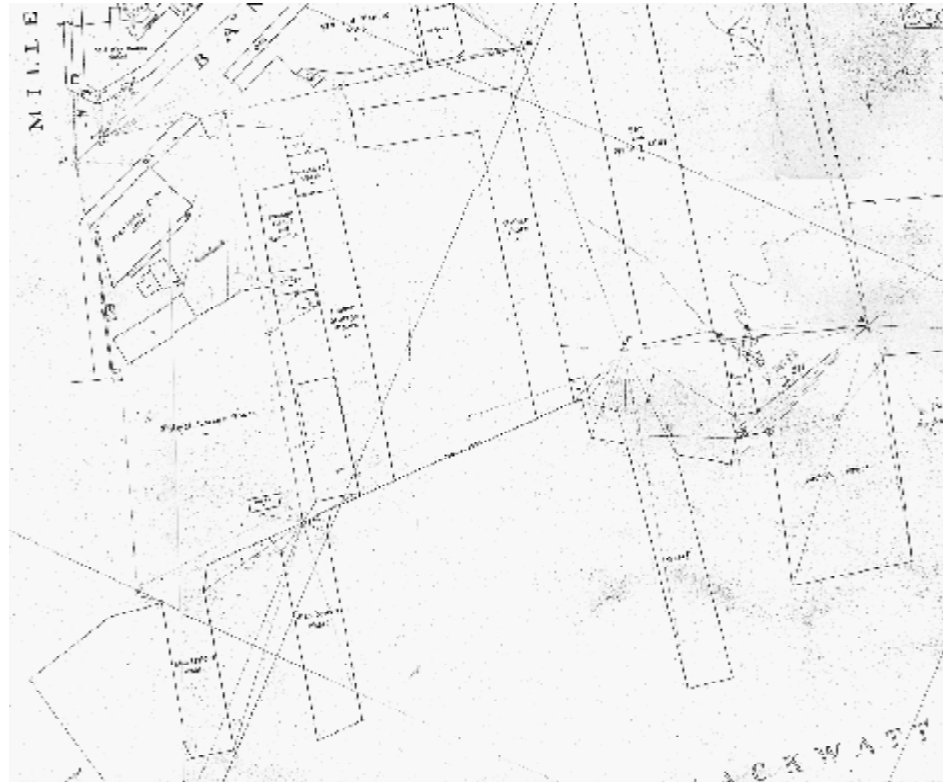


*Allen Taylor and Company's wharves in 1908
(Sydney Harbour Trust Annual Report 1908).*

The company continued to operate on the site until 1940. At that time it moved its premises to Rozelle Bay.

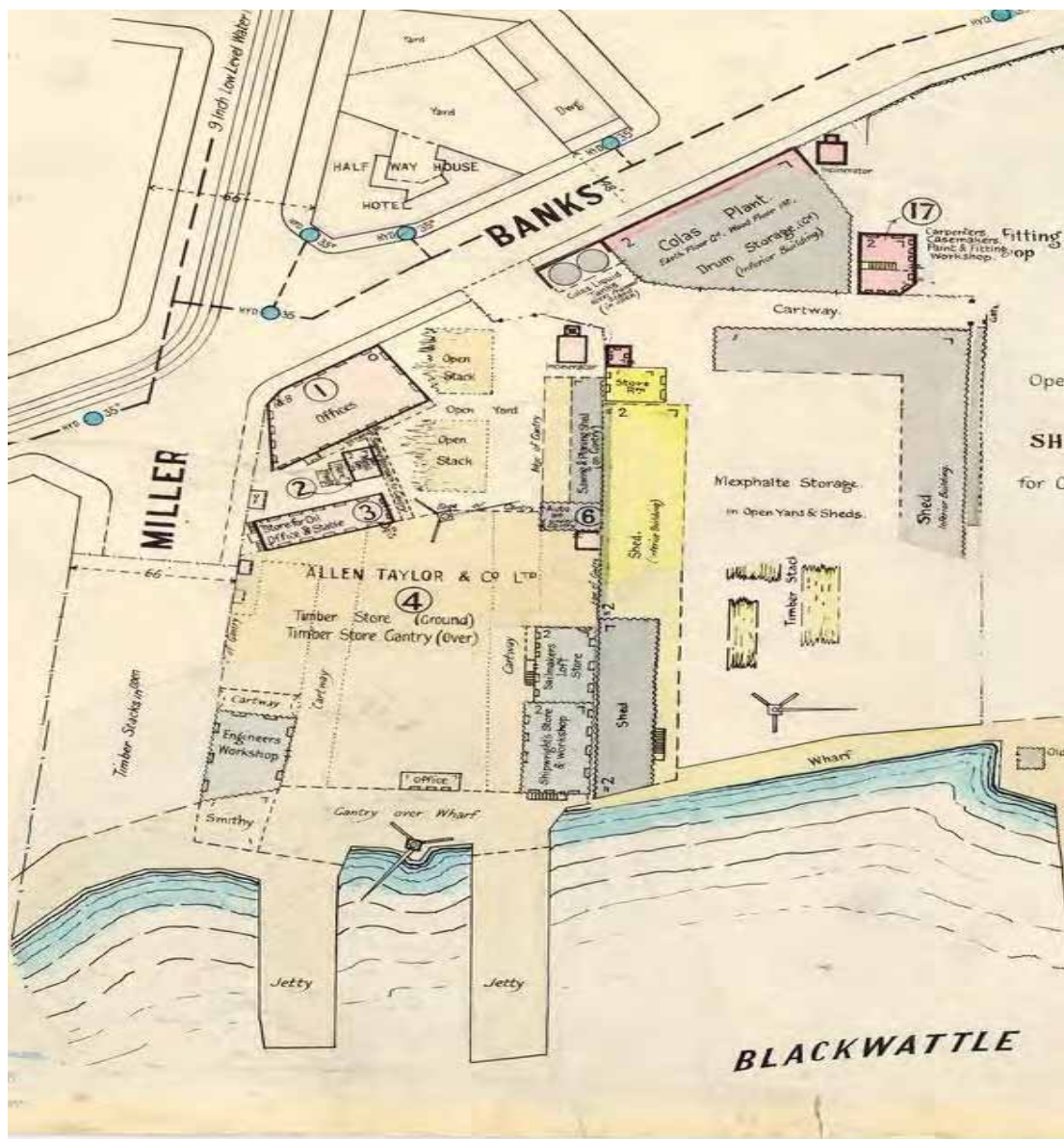
⁵⁴ Hudson and Henningham (1986); *Gift of God Friend of Man*; 70-72

The most accurate record of Taylor's operations during the early years of the twentieth century is provided by a survey prepared in 1923. The site is largely covered by timber storage areas, as well as having mills, offices and wharves.



*Detail of 1923 survey showing Taylor's premises
(Sydney Water, Plan DS 421)*

A second survey prepared in 1926 shows some changes to the premises including open timber stacks at the end of Miller Street.



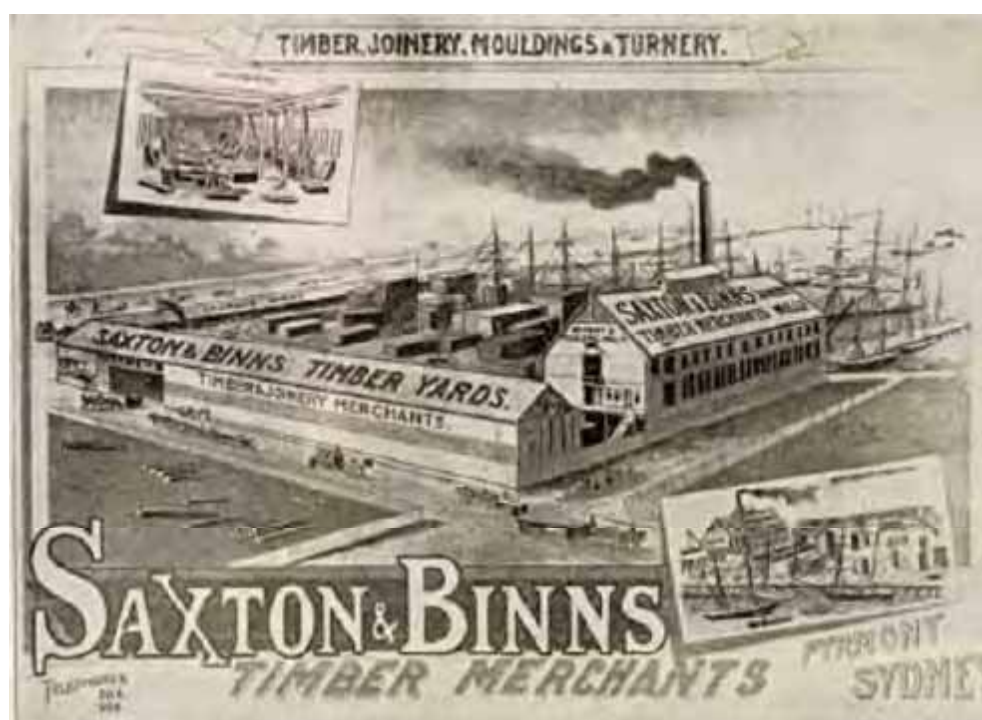
Survey of Allen Taylor and Company premises in 1926
Sydney Fire and Accident Association (1926) Detail Survey Maps Block
Plans No 203 ML Z Series 2 811.17/1

3.5.8

SAXTON AND BINNS

Saxton and Binns were one of the best-known timber companies in the country. Like Hudsons, they were famous for their timber-framed houses that could be chosen from a catalogue and shipped to their place of construction. Charles Thomas Saxton founded the firm; in 1882 he was listed as a builder and joiner at Redfern. He became a timber merchant in the same year. He opened a facility at Pyrmont Bridge Road (on Block 49 of the Ultimo Estate) that operated there between 1885 and 1901. By 1886 he had added a sawmill to his site.

The site was offered for sale in 1894. By this time he had entered into partnership with Binns and they established the Enterprise Steam Saw Mills and Joinery Works. This was offered for sale in 1899 *"on account of their removal to their new sawmills in Blackwattle Bay"*⁵⁵. Their new premises were located on the southern side of Gipps Street, the southern end of the market site.

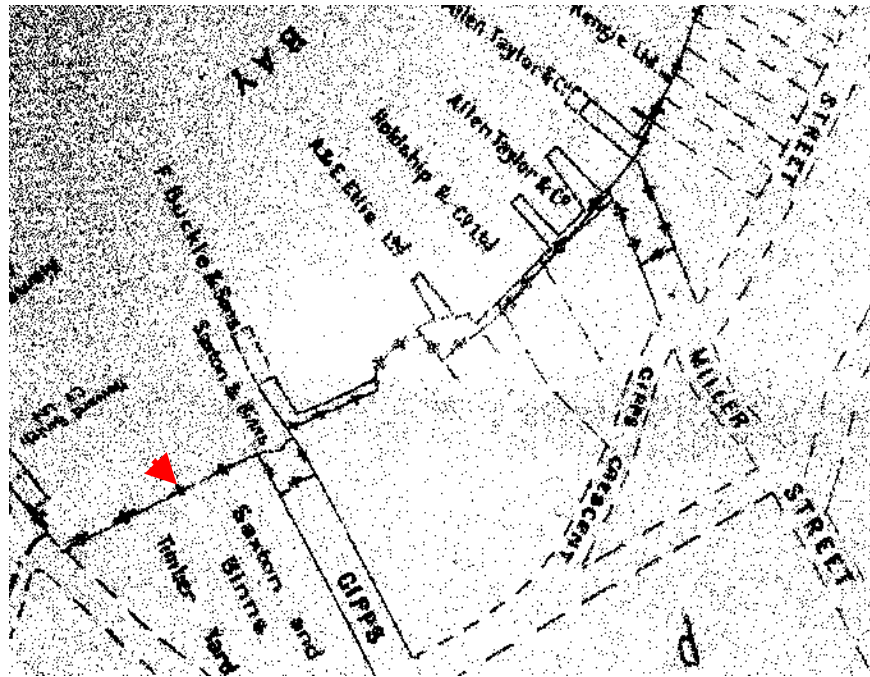


*Advertisement showing the site at Blackwattle Bay in 1900
(Australian Town and Country Journal 13 October 1900; 31)*

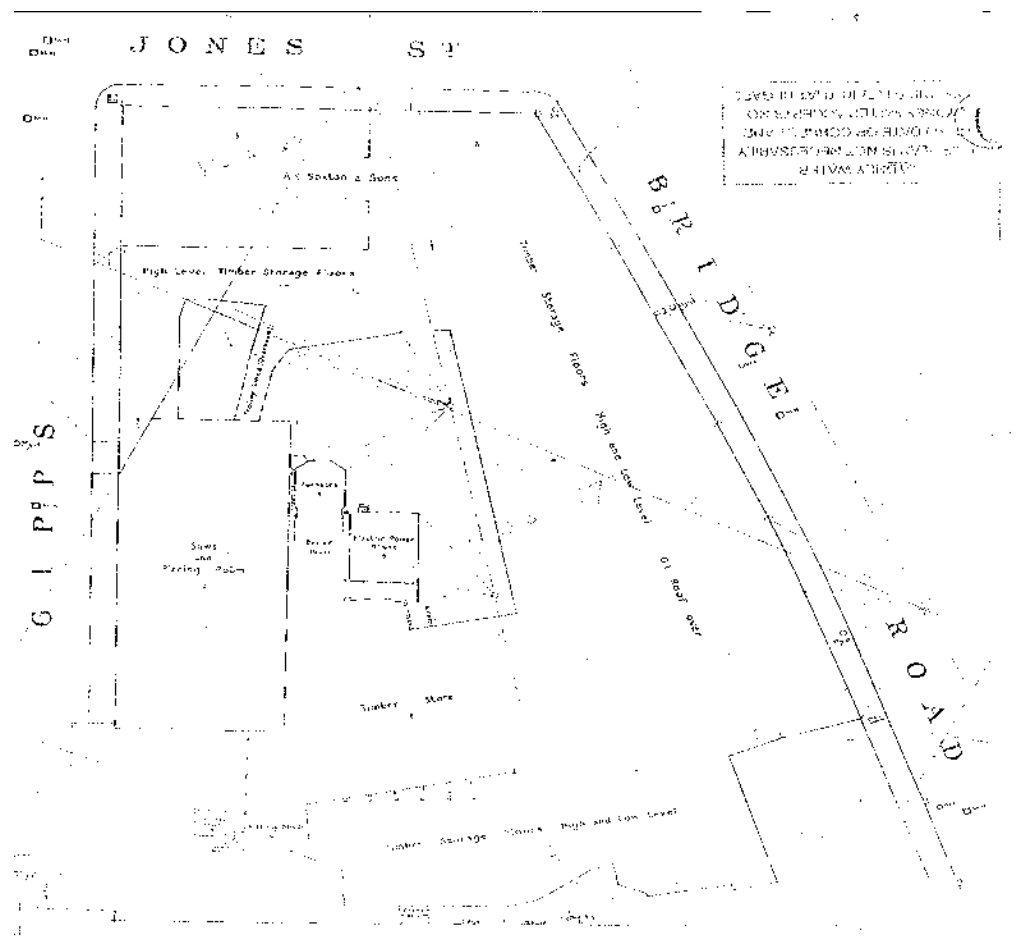
The company built large sheds to house their works and stacked timber in the yard adjoining the wharf.

In 1918 the firm became A. C. Saxton and Sons Ltd the successor to Saxton and Binns and operated under this name until closure in 1963. From their first acquisition the company expanded to purchase land surrounding the water-front site. The most accurate survey of the site at this time is from 1923. It shows the majority of the site to be covered with stores, workshops and a boiler house and furnace and electric power-house. It conforms closely to the advertising image of 1900 shown above.

⁵⁵ *Sydney Morning Herald* 3 June 1899

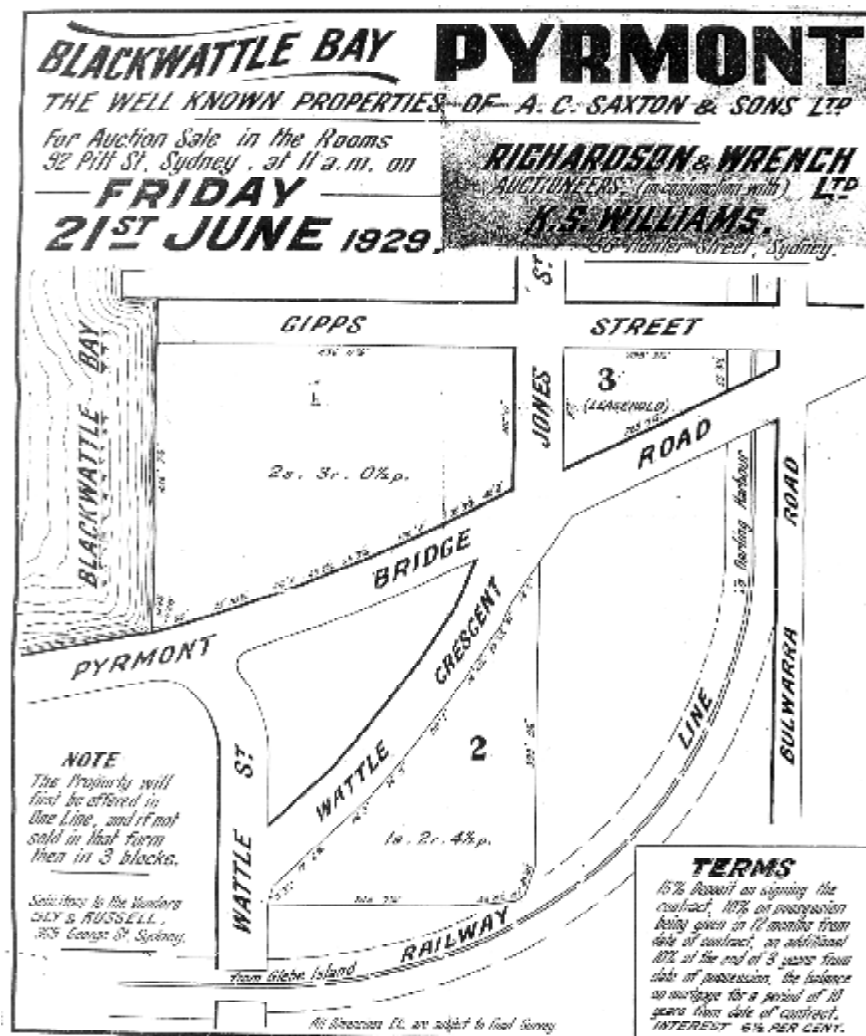


*The position of Saxton and Binns Yard in 1908
(Sydney Harbour Trust Annual Report 1908)*



Survey of the Saxton and Binns Site in 1923 (Sydney Water, Plan DS 421)

In 1929 Saxton and Binns put their Blackwattle Bay properties up for auction. The market site was listed as Lot 1 but it remained with the firm until the 1940s. By 1948 it had become the premises of William Hiles Ltd.



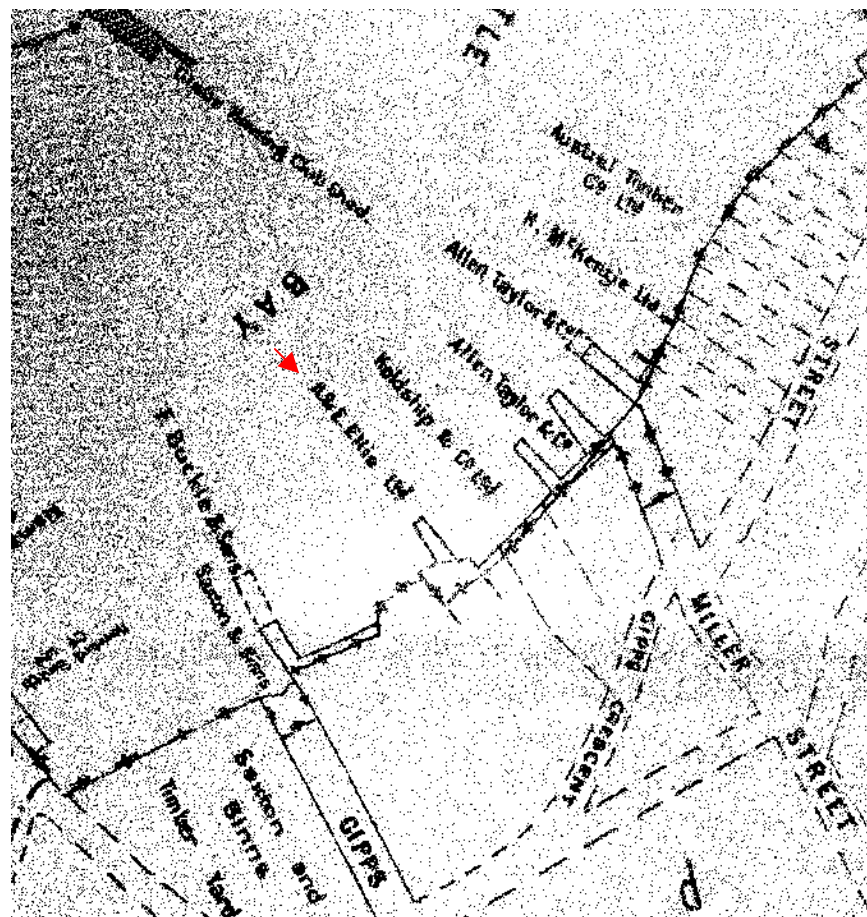
Auction poster for Saxton and Binns property is 1929
(ML SP 811.1737/10)

3.5.9

A. AND E. ELLIS PTY LTD

The forerunners to this company, A and H. Ellis, were listed as shipowners and timber merchants in Sussex Street in 1906⁵⁶. In 1907 A and E. Ellis was operating a steam cooperage in Abattoir Road⁵⁷. Their business premises were located between those of Holdship and Co. and Buckle and Sons (*refer Section 3.6.2*), the former Blackwattle Iron Works site. They had access to one jetty into the bay.

The company was still there in 1936 according to the Sydney Harbour Trust Annual Report although they are not recorded as such on the 1926 survey⁵⁸. It is claimed that the company relocated to Rhodes in 1927⁵⁹; this seems to accord better with the rest of the archival references.



*Position of A and E. Ellis within the site in 1908
(Sydney Harbour Trust Annual Report 1908)*

⁵⁶ Sands Directory 1906 138 Sussex Street

⁵⁷ Sands Directory 1907, Abattoir Road West Side

⁵⁸ Sydney Harbour Trust Annual Report 1936

⁵⁹ Broadbent, J (2008); Transformations: 469

3.6

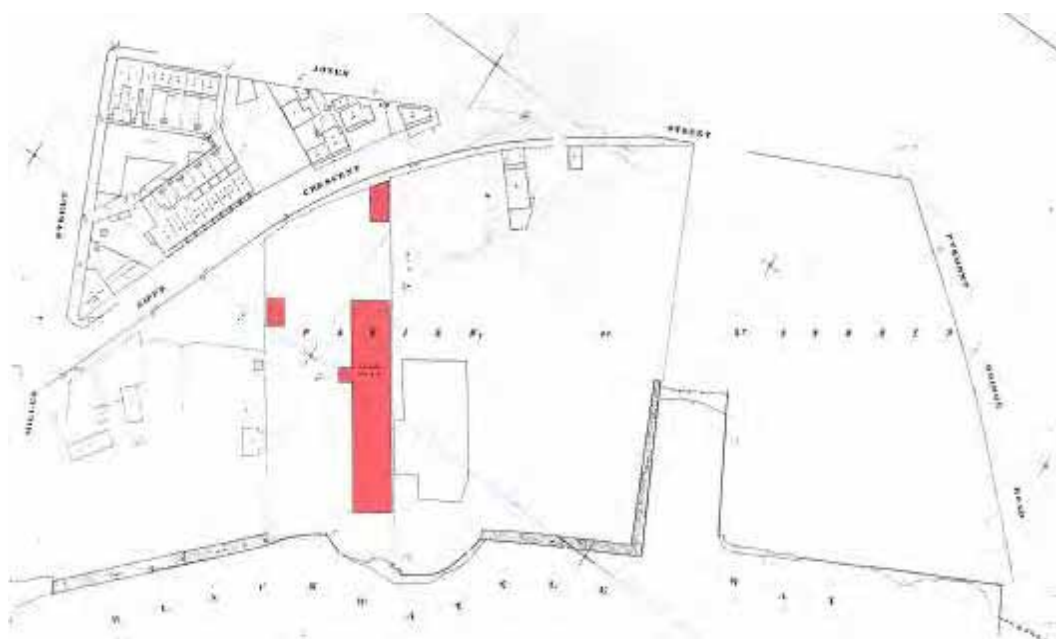
SHIPS AND ENGINEERS

3.6.1

D. and W. ROBERTSON

One of the earliest businesses to occupy the newly reclaimed land, along with the timber merchants, was a ship-builder, D and W. Robertson. The company is first listed in occupation in 1885⁶⁰. Their premises were located to the south of the Maze Brothers and Thomas Davis' yards and they occupied this site until 1888.

On the 1887 survey shown below their premises are referred to as the Blackwattle Iron Works. They encompassed three iron-built sheds, timber fencing on three sides and their water frontage was both timber piled and possibly a rubble stone wall for the remainder.



*D and W Robertson's premises in 1887
(Sydney Water, City of Sydney Sheet C3; PWD 300-1544)*

Sands Directory first listed this company in 1880 when it was located in Castlereagh Street; it was then selling iron and steel. By 1882 the company had stores in Union Street Pyrmont. When the company arrived at the Blackwattle Bay site it diversified into ship-building here while still retaining its other offices.

In 1888 this company pre-assembled a wrought iron bridge, the Smollet Street bridge for Albury, dismantled it and shipped it to Albury by rail⁶¹. It appears that this was the last major work undertaken on this site. The last entry for the company at Blackwattle Cove was in 1888. The site was subsequently used by an ore treatment plant and a cooperage.

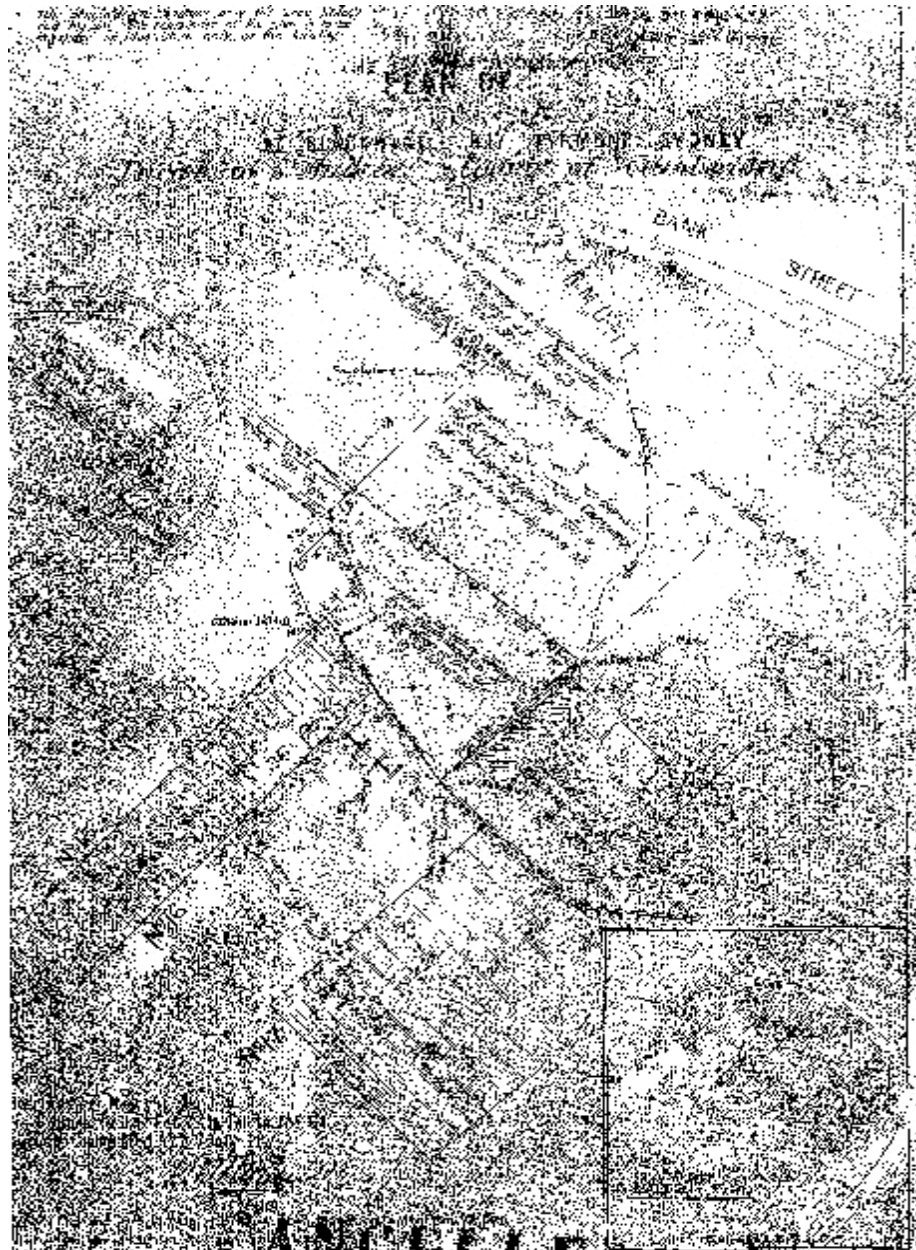
⁶⁰ Sands Directory 1885 Abattoir Road

⁶¹ Broadbent, J (2008); *Transformations Ecology of the Pyrmont Peninsula 1788-2008*: 469

3.6.2

BUCKLE AND SONS

Thomas Buckle leased the northern part of the site formerly occupied by Francis Guy in 1899⁶². Subsequently this family company acquired more land along the waterfront allowing it to occupy all the land from the Gipps Street extension to the boundary with Dose's cooperage. In 1899 the occupant of the site was described as a shipowner⁶³. The wharf associated with this portion of land was then known as Buckle's Wharf⁶⁴. In 1902 Francis Buckle had joined Thomas Buckle on the site. By this year the company had constructed two wharves into the bay from their property and there were additional iron buildings close to the water's edge.



Plan showing one of the F. Buckle and Sons jetties (No. 17) and some of the land buildings in 1902 (Sydney Waterways Plan STA 10)

⁶² LPI, Volume 819-200 dealing 300442

⁶³ Sands Directory 1899 Abattoir Road

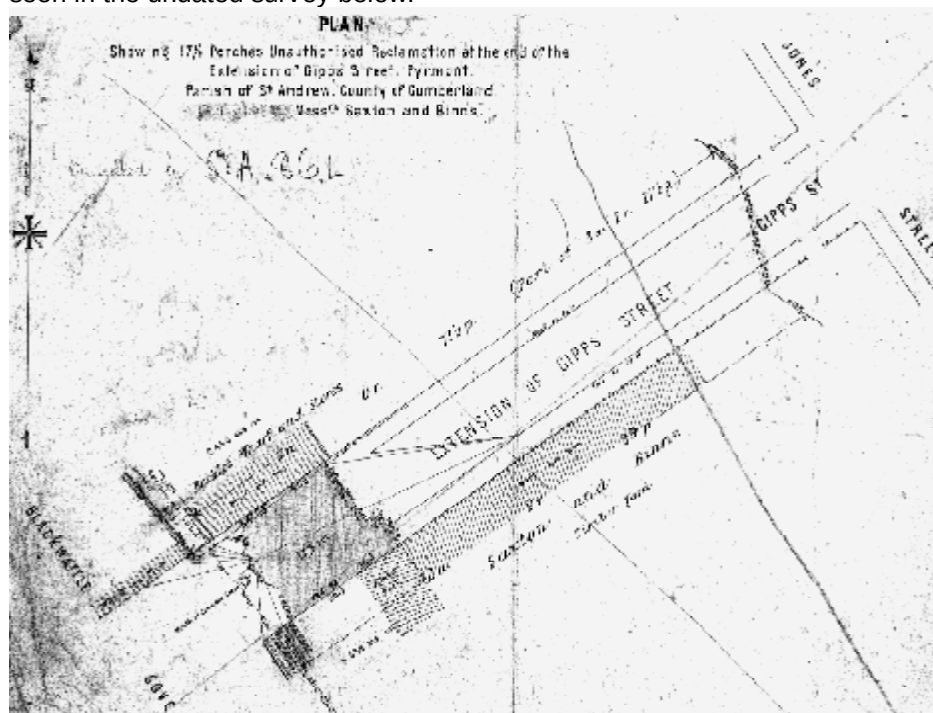
⁶⁴ Sands Directory 1900 Abattoir Road

In 1904 Thomas Buckle was described as a “resident wharfinger” and Francis Buckle and Sons were warehousemen and shipowners with bond and free-stores on the site⁶⁵ but these were only listed for that year. The position of the company holdings can be seen in the 1908 plan shown below.



Position within the site of F. Buckle and Sons in 1908
Sydney Harbour Trust Annual Report 1908

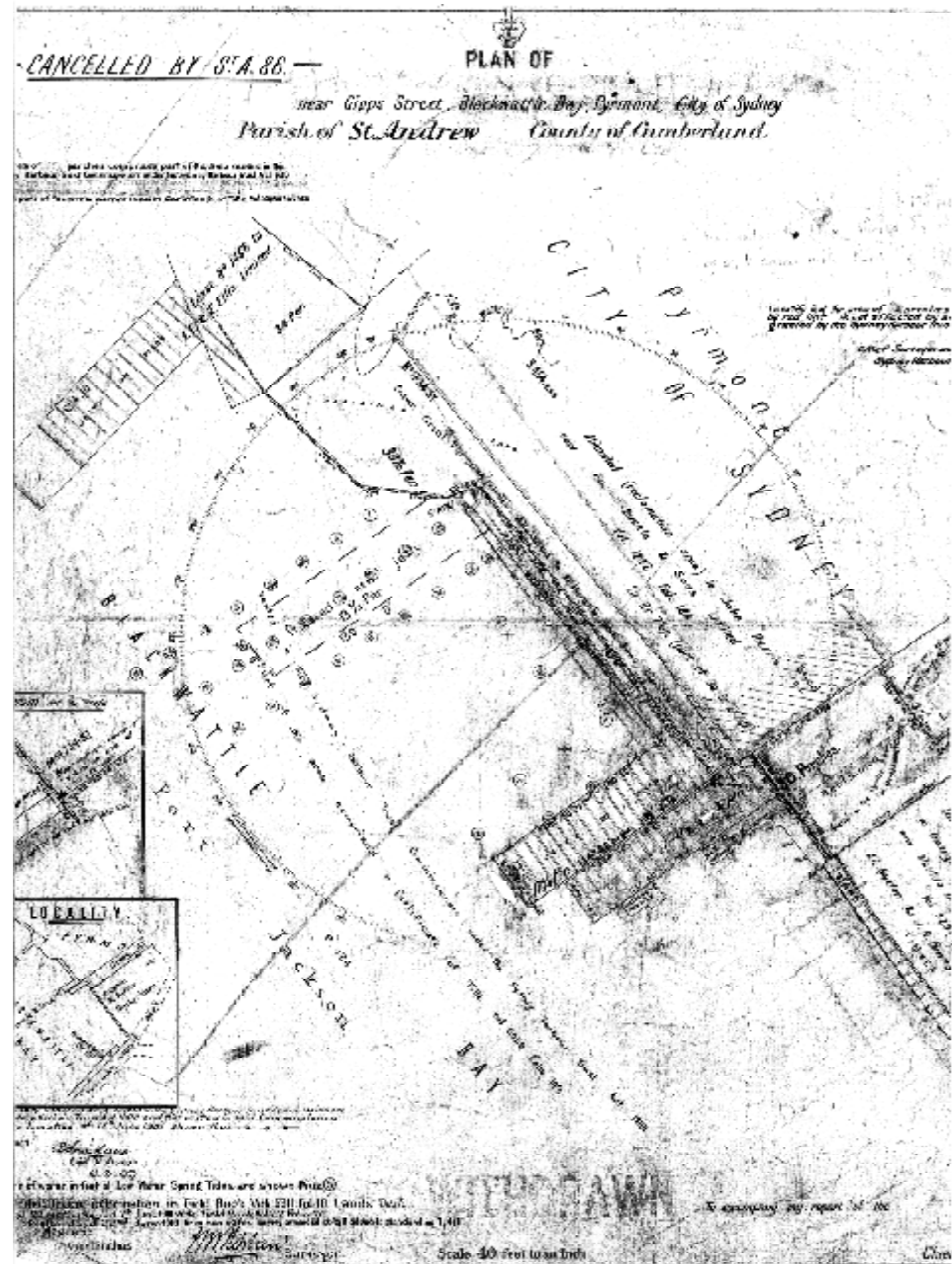
As shown the company extended their southernmost wharf and this can be seen in the undated survey below.



Undated survey showing the southernmost jetty of Buckle and Sons and the shore buildings (Sydney Waterways, Packet STA 4)

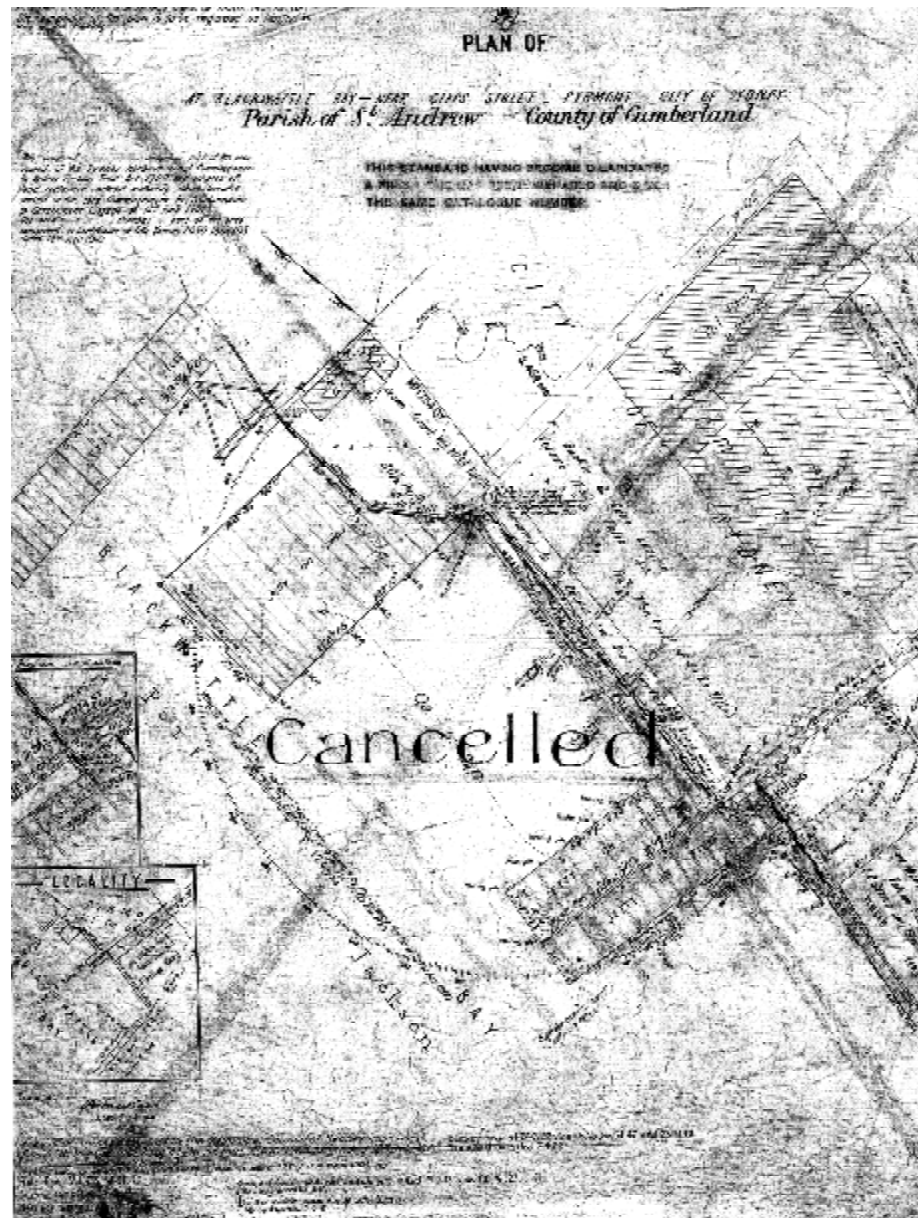
⁶⁵ Sands Directory 1904 Abattoir Road

In 1909 the company undertook to build a new jetty on their waterfront property (shown on the plan below); the works appear to have entailed some upgrading of the piling or sea-walls.



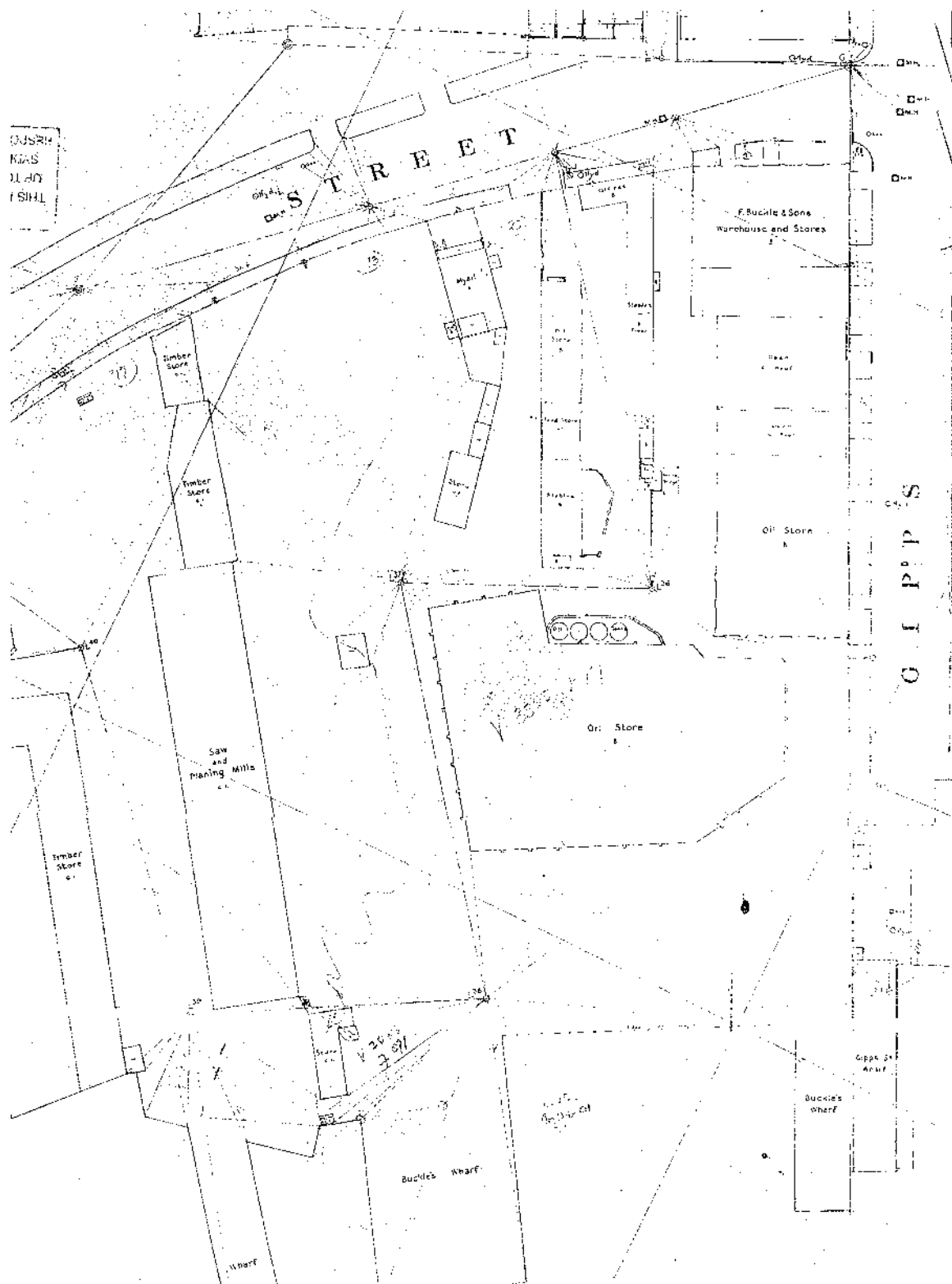
Additional wharf for Buckle and Sons, 1909
(Sydney Waterways, Packet STA 7)

This planned wharf eventually doubled in size, as did the wharf at the southern boundary of the property. These additional facilities including the gantries are recorded on a survey of 1911. By this date there were oil stores close to the water also recorded on this survey.



*Survey of 1911 showing F. Buckle and Sons wharves and gantries
(Sydney Waterways, Packet ST A 8)*

Buckle and Sons were still present on the site into the 1920s but appear to have removed from it by 1928 or earlier to make way for the Shell Company.



Survey of Buckle's site in 1923
(Sydney Water, Plan DS 421)

3.7

IRON, COAL AND ORE

3.7.1

PARKE AND LACY ORE TREATING WORKS

When D and W. Robertson left the site the company of Parke and Lacy took over their premises in 1889. They established an ore treating works. They remained on the site until 1895. No evidence has been found to determine what, if any changes were made to the site to accommodate their works. Their premises were taken over by Henry Dose and Company (*refer Section 3.7.3*); they had shared the same site for a few years.

3.7.2

JAMES DUNN AND COMPANY IRON MERCHANTS

From 1890 James Dunn and Company, iron merchants occupied part of what was likely to have been Thomas Davis's yard space (*refer Section 3.5.3*), possibly the yard closest to Gibbs Crescent. The two companies are listed in the same heading for the Sands Directory for 1890. James Dunn and Company only occupied the site into the following year; the last listing for them at this site is 1891⁶⁶. There is no evidence available to show the extent or nature of their occupation.

3.7.3

ST HELEN'S COALMINING COMPANY

From 1900 the St Helen's Coalmining Company was established at the southern end of the site, north of Gipps Street sharing space with Buckle and Sons (*Section 3.6.2*). The company was only on the site until 1903⁶⁷. There is no evidence available to determine the scope of their occupation although it is likely to have largely entailed office space.

⁶⁶ Sands Directory 1891 Abattoir Road

⁶⁷ Sands Directory 1900-1903 Abattoir Road

3.8

OIL

During the later years of the nineteenth century the timber industry was the dominant occupant of the site. It was a common pattern for both Blackwattle and Rozelle Bays. This was to change during the early years of the twentieth century. Oil became the new industry of the future and the two co-existed on the site before most was given over to companies devoted to that product.

3.8.1

THE VACUUM OIL COMPANY

In 1901 The Colonial Oil Company, an offshoot of Standard Oil, established the first motor spirit or gasoline importing firm in Australia. In 1908 the Vacuum Oil Company took over the operation of this company⁶⁸. From 1906 to 1913 the Blackwattle site was the bulk store for this company⁶⁹. It shared space with the timber companies then using the site.

3.8.2

SHELL TRANSPORT AND TRADING COMPANY

In 1902 The Shell Oil Company took over the bulk of the lease of the Maze Brothers in the centre of the site for a term to end in 1932⁷⁰. The company is first listed on the site in 1903 as the Shell Transport and Trading Company⁷¹. This was a British-owned company that began trading in oil and developing new markets during the second half of the nineteenth century. In the early years of the twentieth century a series of costly mistakes led to the near collapse of the company; it was saved in 1906 by a merger with the Royal Dutch Petroleum Company. The company is only listed on this site until 1906.

3.8.3

THE BRITISH IMPERIAL OIL COMPANY

In 1906 the combined Shell Transport and Trading Company and the Royal Dutch Petroleum Company established the British Imperial Oil Company Ltd in Australia as a joint venture. From 1906 the new company took over the old holdings of the Shell Transport and Trading Company including the depot at Blackwattle Bay. Under this name the company stayed at the site until 1927. The improvements made to the site encompassed workshops and stores; they appear to have been constructed soon after the company took over the site. They are best seen in a survey of 1926 (*refer Section 3.8.3*).

⁶⁸ Online search: petrol/oil history Australia

⁶⁹ *Sands Directory* 1910 – 1915 Abattoir Road

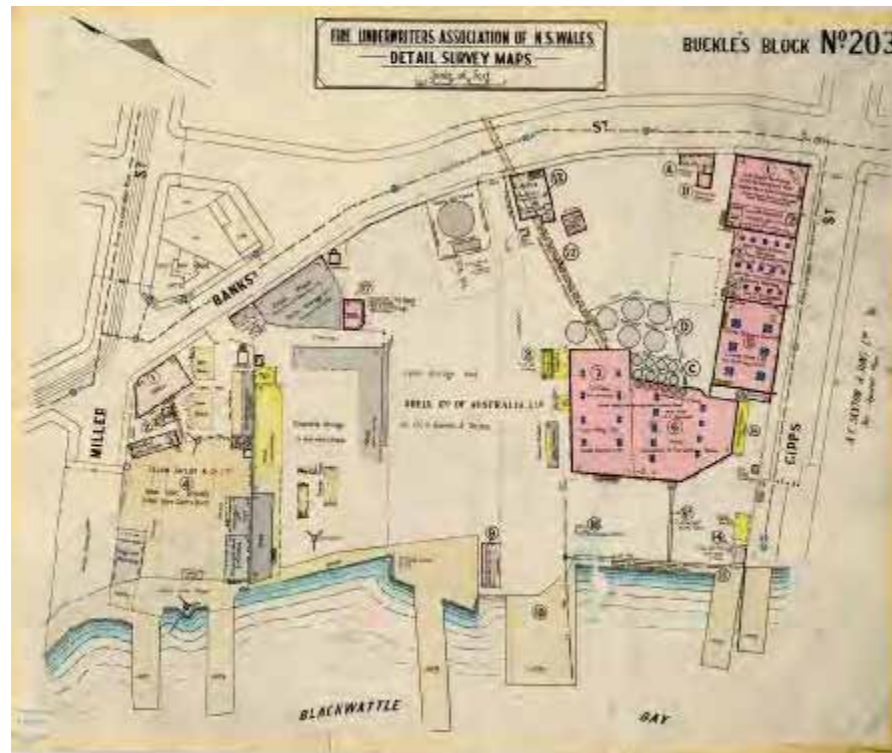
⁷⁰ LPI, Volume 1304-63

⁷¹ *Sands Directory* 1903; 205 Abattoir Road

3.8.4

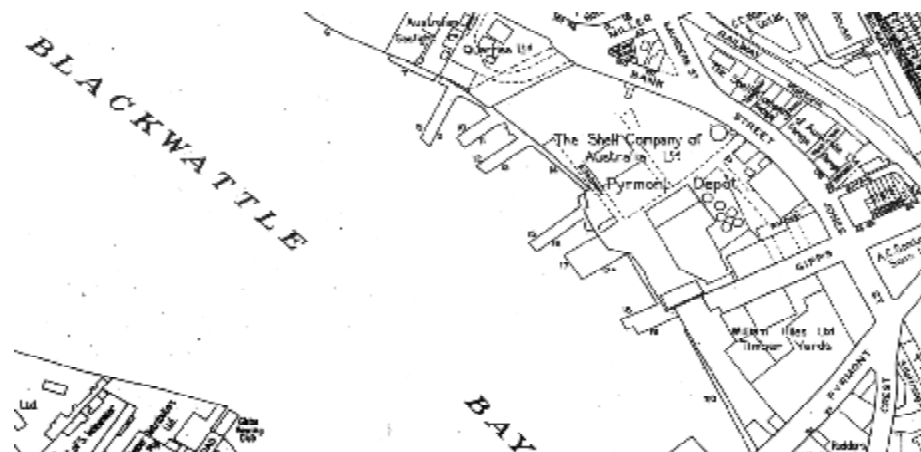
THE SHELL COMPANY OF AUSTRALIA

In 1927 the name of the British Imperial Oil Company was changed to the Shell Company of Australia. A survey prepared in 1926 shows the extent of operations at Blackwattle Bay. By that date the company occupied almost the entire northern portion of the site except for Taylor and Allen's Wharf at the northern end. The principal buildings were located close the Gipps Street extensions and comprised stores and workshops as well as storage tanks. Buckle and Sons used some of the buildings along Gipps Street.



*Shell Company's holdings at Blackwattle in 1926
Sydney Fire and Accident Association; Detail Survey Maps Block Plans No 203: ML
Z Series 2 811.17/1*

By 1948 Shell Oil occupied the entire northern part of the site describing it as its Pyrmont depot. The company was the last to occupy the site before it was resumed as the location for the new fish market in 1963.



Survey of the site in 1948 showing the extent of the depot (Sydney City Archives)



Three views of the Shell Oil Depot at the time it was taken over as the site for the new fish market (ML d2-30745, d230746, d2-30756)

3.9

CARS AND OTHERS

During the early years of the twentieth century the site was largely devoted to oil and, to a lesser extent, timber. Several smaller companies also used the site in this period.

3.9.1

THE TELEGRAPH CONSTRUCTION BRANCH

The Telegraph Construction Branch is first listed on the site in 1904⁷². It occupied part of the site just to the north of Gipps Street, largely used by Buckle and Sons. The Branch, which might have just been using office space, appears to have moved a little further north in 1913 and remained there until 1917⁷³.

3.9.2

JOHN AUBIN AND SONS, SHIPPING AGENTS

This company first appeared in 1904 when they shared space with the Telegraph Construction Branch and others just to the north of Gipps Street⁷⁴. In the following year the company had moved to the northern end of the site with Allen Taylor and Company. They had removed from the site by 1907⁷⁵.

3.9.3

THE AUSTRALIAN ROAD METAL AND GRAVEL COMPANY DEPOT

This company arrived at the site in 1908 with its depot just close to the Gipps Street extension. It had left the site by 1911⁷⁶.

3.9.4

BAILEY AND CO. LIGHTERMEN and THE COASTAL TUGBOAT COMPANY

Bailey and Co Lighterman, that also had C. Bailey tugboat proprietor associated with it, shared space close to A. and E. Ellis from 1919 at least through to the 1930s⁷⁷. The Coastal Tugboat Company was located closer to Gipps Street and appears to have been on the site for the same period of time⁷⁸.

3.9.5

THE TEXAS COMPANY OF AUSTRALASIA

Listed as having a warehouse on the site from 1920, this company also seems to have stayed for several years into the 1920s⁷⁹.

⁷² Sands Directory 1904; 205 Abattoir Road

⁷³ Sands Directory 1904- 1917

⁷⁴ Sands Directory 1904

⁷⁵ Sands Directory 1905 -1907

⁷⁶ Sands Directory 1905-1915 Abattoir Road

⁷⁷ Sands Directory 1919- 1932

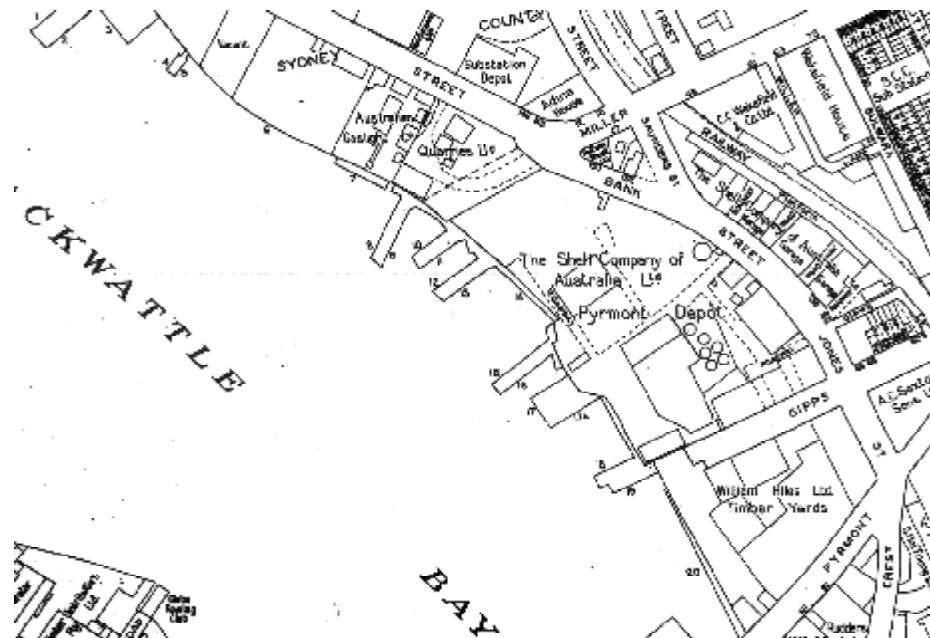
⁷⁸ Ibid.

⁷⁹ Sands Directory 1920 - 1932

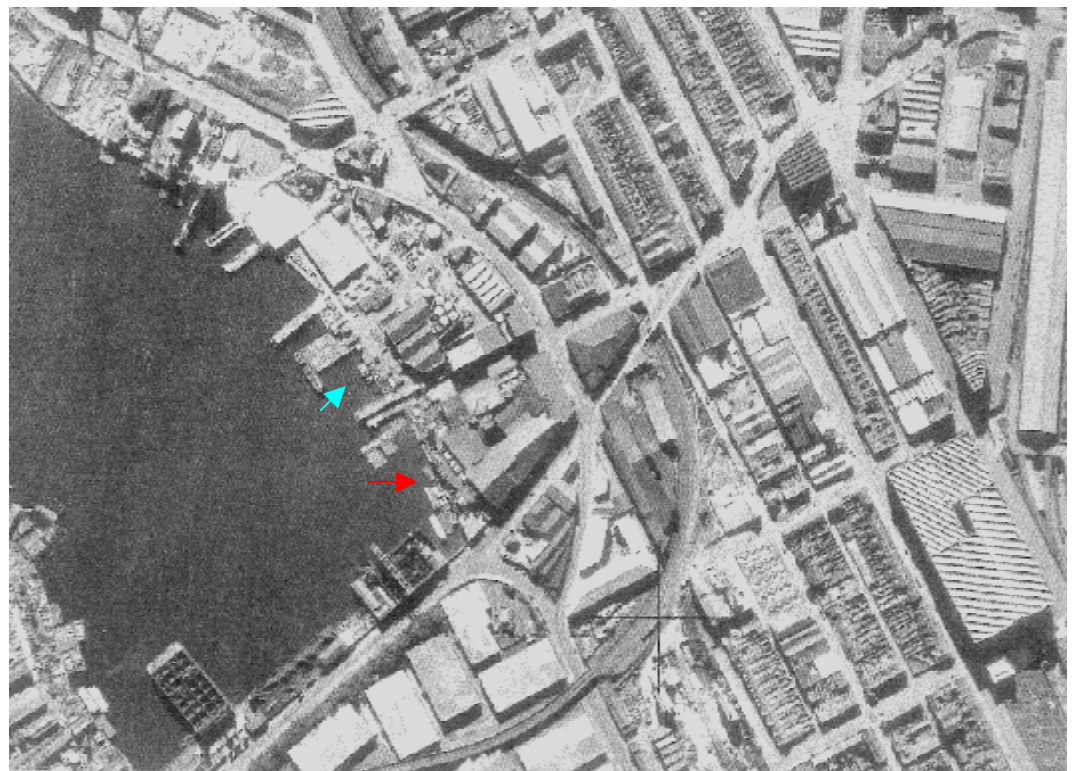
3.9.6

WILLIAM HILES LTD and NEWSPRINT

By 1948 the former Saxton and Binns property had been taken over by William Hiles Ltd; it was still used as a timber yard at that time.



Sydney City Council, Civic Survey 1948 showing the former Saxton and Binns site then occupied by William Hiles.



*Aerial image of the site in 1943 showing Saxton and Binns to the south (red arrow) and the oil depot to the north (blue arrow).
(RTA, From the Skies)*

By the 1960s the buildings on the southern side of Gipps Street were being used by Newsprint Storage Ltd. A massive fire in 1971 destroyed much of the site. The current market hall was built after that fire and was again used for storing paper. It was acquired in 1988 for use by the fish market.



*Fire at the Pyrmont Bridge site of Newsprint Storage Ltd 1971
(Sydney City Archives)*

3.10

FISH

As early as 1913 Blackwattle Bay was targeted by the Sydney Harbour Trust as a future development area for the simple reason that they had no other water frontage then available to them. Increasing trade and larger ships required more wharfage and remodelling of existing facilities. It was considered that Blackwattle Bay, along with Rozelle and Johnstons Bays should be resumed as soon as possible *“while the structures thereon are small and the interests involved comparatively slight”*⁸⁰.

The outbreak of war led to the abandonment of the plan and, by the end of the war, the interests involved were no longer comparatively slight. The plan was raised again in 1928. Then the relationship of Blackwattle Bay and Rozelle Bay to the railway was seen as a distinct advantage. *“These two bays will reach the very heart of the commercial city as it develops in a south-western direction and access by land could be given to them without involving difficult grades as in most other parts of the Port. The formation of the foreshores is mainly regular and low-lying which could enable the wharfage to be connected to the existing railway system without any difficulty”*⁸¹. The plan was to develop wharves and sheds similar to those at Walsh Bay. Like many of the plans for the port it never materialised.

In the post-war years other forces came into play that were to have a significant impact of the future use of the site.

3.10.1

PRIVATE AGENTS

Fish has been a staple of local diet from the first years of settlement. Most was sold privately through several of the large markets that were established throughout the city. In 1869 a proposal was made to establish a fish market on the wharf next to the southern side of Pyrmont Bridge⁸².

Until the twentieth century agents of the industry privately controlled the largest markets for Sydney. From 1908 to 1926 the largest supply of fish to Sydney and New South Wales was located at Redfern. Licensed fish agents operating from the principal fish market at Haymarket were responsible for marketing fish until 1945.

3.10.2

COUNCIL MARKETS

In the later part of the nineteenth century Sydney City Council established a fish market at Woolloomooloo. For the next fifty years Council would be in direct competition with the private markets. A new purpose-built market was established in 1909 at the Haymarket as part of a large development intended to centre the supply of fish, meat, poultry, fruit and vegetables in the one place. The fish market is still standing in Quay Street although no longer used for that purpose.

During the later 1920s Council was able to shut down the Redfern market but until well into the later twentieth century the marketing and distribution of fish remained largely a private industry.

⁸⁰ Sydney Harbour Trust Annual Report 1913: Future Wharf Requirements

⁸¹ Sydney Harbour Trust Annual Report 1928: Development of Wharfage at Rozelle and Blackwattle Bays

⁸² Report of Sydney Municipal Council: Sydney Morning Herald 1 February 1869: 2

3.10.3

ORGANISING THE INDUSTRY

A committee was established in 1945 that was designed to investigate all aspects of the problems surrounding the better organization of the fishing industry on a co-operative basis. In that year the New South Wales government amended the Fisheries and Oyster Farms Act; all licences held by private operators were effectively cancelled and the marketing of fish was transferred to the Chief Secretary's Department.

At the same time marketing fish outside Sydney was conducted through several fishermen's co-operatives. 1949 the Co-Operation Act was passed which provided a legislative framework for the many fishing co—operatives that operated along the coast.

In 1950 a conference was held to discuss the hand-over of the Sydney Market to the co-operative. Despite lengthy discussions it did not eventuate. In 1953 the Association of Fishermen's Co-operatives Ltd approached the Chief Secretary with a request to place the control of all fish marketing in the hands of producers on a co-operative basis. A committee was appointed to examine the request and to submit recommendations for improvements or changes to be made to the existing situation. The principal recommendation of this committee was for the establishment of a New South Wales Fish Authority. This new body would manage the Sydney Fish Market and its branches. The recommendation was not acted upon.

In 1957 fishermen organised themselves into a more effective force by forming a co-operative union. The union was particularly interested in the control of the Sydney Market, it being the major outlet for their produce. The union recommended the adoption of the 1953 recommendations.

In 1963 the New South Wales Fish Authority (subsequently Fish Marketing Authority) was established under the Fisheries and Oyster Farms (amended) Act. This new authority took control of the Sydney Fish Market.

In 1994 the NSW government privatised the marketing of seafood and the Sydney Fish Market Pty Ltd was formed as a private company. Marketing was deregulated between 1997 and 1999⁸³.

⁸³ Sydney Fish Market, [Our Company and a History](#) (on line search)

3.10.4

A NEW HOME

At the time that the new Fish Market Authority took control the principal outlet was still the 1909 market at the corner of Quay and Thomas Streets in the Haymarket. One of the first tasks was to find a new and permanent home for the market. A Development Application was made to Sydney City Council in 1964 for the construction of new buildings for processing and marketing fish⁸⁴. The site selected was the Shell Oil Company site at Blackwattle Bay.

The new market was built along lines established by the Authority. A number of the old oil depot buildings were first used for the market including the principal hall. This was located on the site of the present-day car park. It expended from its own budget \$1.5 million for refrigerated rooms and cleaning troughs. Parking and a service station were also provided for in the new scheme. Two food bars were located on the floor of the market. It also installed a fish smoking plant. The Authority also noted that the tenants expended hundreds of thousands of dollars in improving their premises. This is supported by the numerous building applications for works at the market made during the 1960s and 1970s.



Survey of the market site in 1968 before the development of the present market hall south of Gipps Street. The principal hall is indicated by an arrow; this was a building constructed for the Shell Company occupation. (Sydney Water, SRS-3798-M/F)

Until the 1980s the fish market was confined to the land north of Gipps Street and between it and Miller Street. In 1988 the former paper storage building, constructed in 1971 south of Gipps Street, was acquired and the principal market moved to that building. The former market in the oil depot building was demolished, as were the old jetties; new jetties were built. The extension of Gipps Street into the site was closed. This is the present configuration of today's fish market. In 2010 it was announced that a \$40 million redevelopment would be undertaken at the fish market site.

⁸⁴ Sydney City Council, DA 811/64

4.0

ARCHAEOLOGICAL and HERITAGE RESOURCES



4.1

THE SITE

The structures and features that exist above the ground document the development of the site for the fish market, approximately fifty years. They encompass buildings that were placed there in the initial period of development, in 1964, and those constructed in the 1980s. The only older elements are the reclamation walls along the bay on the western side of the site.

4.1.1

THE MAIN BUILDING



The main retail hall is located south of Gipps Street and is outside the area of redevelopment. It was constructed in 1971 after a fire destroyed a newsprint storage building. The new building was also used to store newsprint until it was acquired in 1988 for refurbishment as the new market hall for the fish market (green arrow below).



4.1.2

RETAIL STORES, EASTERN SIDE



There are several small retail outlets and service facilities on the eastern side of the site. Between them and Bank Street is a narrow strip of paved land used for car parking. The buildings have all been constructed for the fish market occupation (blue arrow above).

4.1.3

SERVICE BUILDINGS, NORTH-EASTERN CORNER



In the north-eastern corner of the site are several service buildings that were constructed as part of the 1964 fish market development (blue arrow below). They comprise a mix of steel frame, concrete and brick structures. There is a retaining wall in this area and a large tree.



4.1.4

RETAIL & SERVICE BUILDINGS, SOUTH-WESTERN CORNER



The south-western corner of the site has some retail outlets but primarily is used for service structures for the markets added to the site for that purpose. Some are built on the line of the extension of Gipps Street and the reclamation for it made in the early years of the twentieth century.

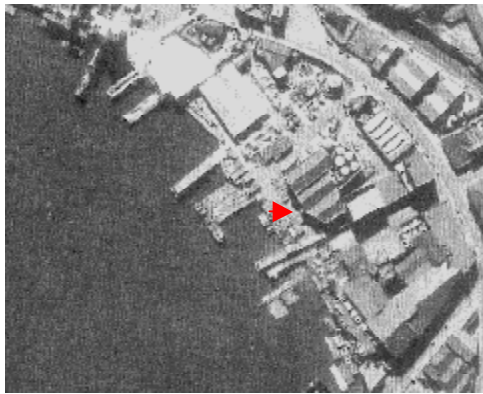
4.1.5 THE CAR PARK



The car park encompasses the majority of the site north of the former line of Gipps Street. This was the site of the original fish market hall in 1964, a former Shell company oil store built in the early years of the twentieth century. This building can be seen in the detail of the 1943 aerial view shown below (red arrow). Discussion of its archaeological potential is contained in Section 4.3.2.

The car park is paved with asphaltic concrete that is in relatively poor condition. It is cracked and in places slumped, pot-holed and mended. It is likely that some of the slumping is due to underground features such as tanks.

There is a pay booth and boom gates in the north-western corner that provide access to the car park.



4.1.6 JETTIES



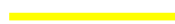
In the original fish market development several of the jetties from the earlier periods of occupation were retained and reused for the new market. These were removed in the 1980s and new jetties were built in their place including one adjacent to the development area.

4.1.7 RECALMATION WALLS

The archival evidence presented in Section 3.0 of this report has shown that the walls containing the reclaimed cove are a product of several phases of development.



The red lines indicate the area of John Harris's rubble stone walls used in the reclamation of 1882. They appear to have been faced with stone by the latter 1880s.



These were part of the original 1882 reclamation but, from archival evidence, appear to have been timber-piled. Some timber piling is still evident.



The blue lines are the timber-piling constructed for George Harris between 1883 and 1887. As shown there was a gap where the two should have joined. The piling appears to have been stone faced in the c. 1890s.



The area between the green, blue and red lines is the reclamation for the extension of Gipps Street that appears to have been undertaken in c. 1910 (approximate).



The infilled head of the Blackwattle Swamp undertaken between 1879 and 1882.



The walls still document these phases of development. The first image to the left shows the stone faced wall that must be enclosing the original rubble wall of John Harris' reclamation on the southern side of his timber-piled section around the northern headland of the cove. The stone facing appears to have been added between 1882 and 1887.



The second image to the left shows the break in the stone wall and a timber-piled section that corresponds with the timber-piling of John Harris' 1882 reclamation around the northern headland "bump"; it is shown in yellow on the preceding page to the south of the existing jetty. The current piling might be a replacement of the original although it does appear to be shown on surveys of 1919⁸⁵.



The third image to the left shows the point where Harris' stone wall of the 1880s breaks off, and returns to the east within the reclamation fill, and the rubble of the Gipps Street extension fills in the waterfront from c. 1910.

The fourth image to the left shows the full extent of the Gipps Street infill and also demonstrates that the original timber piling for George Harris' s grant was faced with stone after 1887. The edge of the Gipps Street infill was described as "close piled in 1909⁸⁶" so it appears that this portion of the wall has been altered.

The image below shows that the northern portion of John Harris' reclamation has been more severely impacted by later works. Some components of the stone-walls remain but others have fallen away to reveal the rubble core and cement has been poured in places.



⁸⁵ Plan of Blackwattle Bay near Bank Street Pyrmont; Sydney Waterways Packet StA 10

⁸⁶ Plan of New Gipps Street Blackwattle Bay Pyrmont, Sydney Waterways Packet StA 67

4.2

GEO-PHYSICAL EVIDENCE

The site has been extensively sampled providing evidence of the sub-surface topography and profile⁸⁷. The overall profile of the site was described as *“pavements overlying fill which in most places overlies a sandy soil layer of varying thickness which in turn overlies sandstone bedrock...Along the northern side of the site is a buried cliff line that is exposed in the north-western corner behind the Stage 4 area. To the west of this mostly buried cliff line the rock level/shelf drops off in an area that has been reclaimed from the bay by filling out to the sea wall..this reclaimed land forms the majority of the Fish markets site”*⁸⁸.

The buried cliff described above is certainly a product of some of the early quarrying activities noted in Section 3.3.3 of this report.

The pavements were found almost all over the site and were largely made of concrete, some reinforced, above bedding materials including sand and gravel⁸⁹. Almost certainly these pavements under the present asphalt surface derive from the last occupants of the site, both the oil companies and timber merchants of the twentieth century.

The fill ranged in depth from approximately 0.5 metres at the eastern edge of the site to 4.2 metres towards the southern central part of the site⁹⁰. It was generally characterised as silty sand, sandy gravel and silty gravelly clay. It contained inclusions such as ash, slag and wood, cobbles and boulders of concrete, rubble and brick⁹¹. The increasing depth of fill reflects the sloping topography of the original bay as well as the reclamation materials that have been placed there and introduced layers associated with specific periods of occupation. The presence of material such as slag and rubble suggests that there are intact archaeological features or horizons within the profile.

Natural estuarine soils were found at the base of all boreholes and it varied in depth from 2.2 metres to 8.5 metres the deeper levels in the area of the reclaimed bay⁹².

Generally, the results of the geo-technical evidence confirm the general outline of development described in the archival analysis. Further the results provide a good indication that there is an intact archaeological profile underlying the site.

⁸⁷ Jeffery and Katauskas (2010); Report to Sydney Fish Markets Pty Ptd on Geo-technical Investigation for Proposed Development Stages 2-4 Including New Access Roadways and Parking.

⁸⁸ Ibid; 5-6

⁸⁹ Ibid; 6

⁹⁰ Ibid

⁹¹ Ibid; 7

⁹² Ibid.

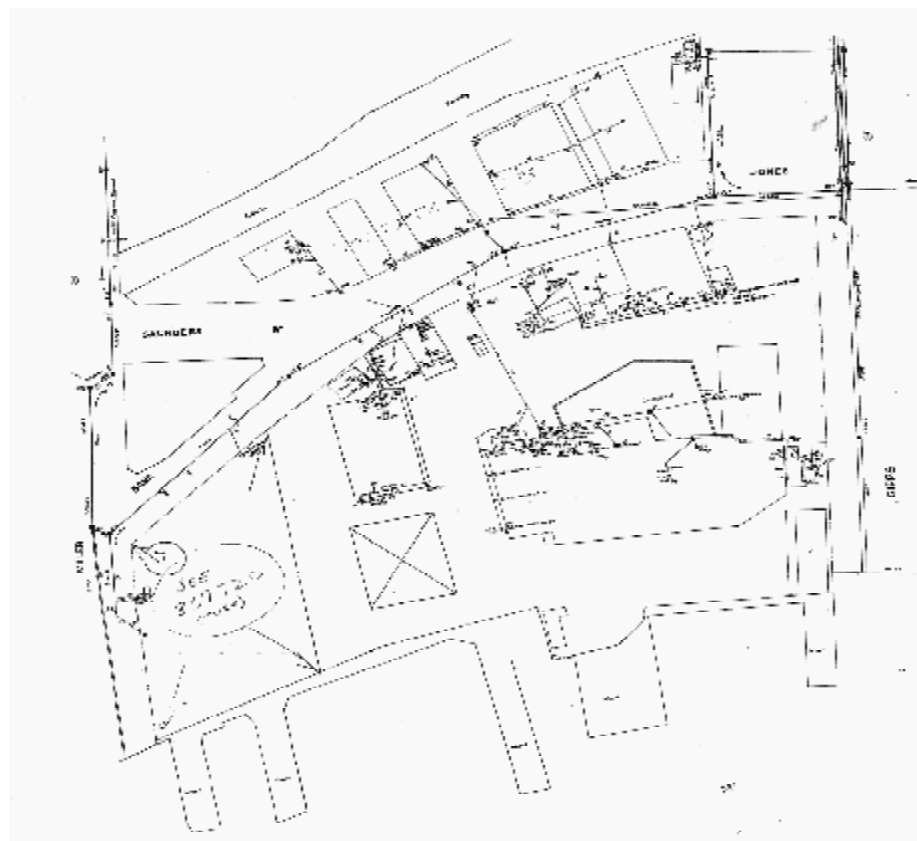
4.3

IDENTIFIED IMPACTS

4.3.1

SERVICES

There are no plans available that detail the services that presently run through the site although there are several sewer covers in the centre of the car park. A 1968 survey shows the drainage at that time to be almost entirely located on the eastern boundary with connections to the centre of the site. Trenching for services would have created localised areas of disturbance and have certainly impacted on evidence of the later phases of site occupation but, except in those areas of very shallow fill, they are unlikely to have substantially impacted archaeological features under the reclamation fill nor the fill itself.



Drainage diagram 1968 (Sydney Water HSSD 147622-ES-S5)

There is an electrical sub-station in the south-eastern corner of the site and it is thought that the principal power lines extend along the southern boundary⁹³. Although there is no archival evidence for the existence of underground tanks, several are thought to be on the site particularly near the western boundary. Experience from comparable situations has shown that the excavations for installing tanks do disturb the ground for up to two-metres around the tank. However, when they are placed in deep deposits of fill they are unlikely to disturb the lowest levels of the profile.

⁹³ Jeffery and Katauskas (2010); Report to Sydney Fish Markets Pty Ltd on Geo-technical Investigation for Proposed Development Stages 2-4 Including New Access Roadways and Parking; Volume 2; 6

4.3.2 FISH MARKET BUILDINGS

The buildings that presently occupy the site north of Gipps Street derive from the first phase of the fish market development in the 1960s with additions and up-grades since that time. None have basements and they are unlikely to have had a substantial impact on the underlying archaeological profile, particularly at depth. None of the buildings have been identified to have any heritage significance in their own right.

The centre of the car park was the site of the original fish market, a former oil depot building. There is no surface evidence of this structure but the evidence from geo-technical testing suggests that floors and other debris have been left intact. Two boreholes registered a concrete pavement nearly one metre below the present surface⁹⁴.

4.3.3 ARCHAEOLOGICAL STUDIES

Apart from the first assessment in 1994 and its review in 2002 there have been no additional assessments for European heritage, above-ground and archaeological, since that time.

The Master Plan for the site did include an assessment of the potential for Aboriginal archaeological resources. It was concluded that the site had a low potential for relics to occur within it due to the impact on the land-form and degree of subsequent disturbance⁹⁵. While the conclusions of the assessment are generally supported, in light of more recent work, specifically at the KENS site in Darling Harbour, it has been shown that relics of Aboriginal occupation can survive very extensive impacts from European occupation. At that place several tool-making sites were uncovered and documented in 2004⁹⁶. Therefore, it should be concluded that while archaeological evidence of this nature has a low probability of being found it should not be discounted and appropriate strategies for its management should be in place in the event that it is uncovered during the course of works.

The 2002 review also noted that any works in the bay adjoining the sea-walls could impact on relics of previous jetties, piers, boat hulks or other maritime related objects⁹⁷. This is certainly borne out by the present detailed archival review that demonstrates the presence of several jetties and wharf structures constructed from the mid-later years of the nineteenth century onwards to support the industrial activities based on the site. There are no identified shipwrecks close to the site.

There has been no physical investigation of this site for archaeological purposes and very few investigations of any sites within the close vicinity. Archaeological monitoring was undertaken at 1-9 Pyrmont Bridge Road⁹⁸ and a few structural relics of past occupation were recovered, as was the case at 55 Pyrmont Bridge Road⁹⁹.

⁹⁴ Jeffery and Katauskas (2010); Report to Sydney Fish Markets Pty Ptd on Geo-technical Investigation for Proposed Development Stages 2-4 Including New Access Roadways and Parking; Volume 2; Boreholes 507, 506

⁹⁵ ERM (2002); Sydney Fish Market Assessment of Ecological and Aboriginal Heritage Issues

⁹⁶ Dominic Steele Consulting Archaeology (2006); Aboriginal Archaeological Excavation Report The KENS Site.

⁹⁷ Brian McDonald and Associates (2002); Review of Pyrmont Fish Market Heritage Assessment and Strategy Report 1994

⁹⁸ GML (1994), 1-9 Pyrmont Bridge Road Pyrmont Report of Monitoring

⁹⁹ Edward Higginbotham (ND); Archaeological Assessment Former McWilliams Wine Premises 55 Pyrmont Bridge Road Pyrmont.

The most substantial archaeological investigation to date on the peninsula has been at the former CSR site, now Jackson's Landing. This was excavated in 1996 and revealed extensive archaeological evidence of several houses and part of a dairy as well as cultural evidence associated with the occupants of the site¹⁰⁰. The principal observation to be made from this work is the high degree of survival of archaeological remains despite the extensive industrial development of the site after these domestic elements were demolished.

The most comparable site in terms of its formation is that of the KENS site in Darling Harbour. Now the headquarters of Westpac this site was investigated and documented in 2004. Like the site of the fish market this was a small cove in the bay that was progressively reclaimed and finally filled in 1842. The archaeological investigation revealed the wealth of environmental and early settlement archaeology preserved under the reclamation fill, described in earlier sections of this report, as well as the evidence of the processes of land-forming and the massive archaeological resource that survived above the reclamation.

The similarities between the two sites are great and the evidence, particularly of the pre-1850 period of occupation, is particularly cautionary for this site because of the archival references that indicate the cove was used quite extensively prior to its reclamation.

¹⁰⁰ Casey and Lowe Associates (2000); Archaeological Investigation CSR Site Pyrmont Jackson's Landing

4.4

POTENTIAL ARCHAEOLOGICAL PROFILE

The archaeological profile is made up of the accumulated deposits and features that lie under the present buildings and surface. It takes into account the impacts identified during this analysis. This profile could encompass the following components:

4.4.1

ENVIRONMENTAL EVIDENCE

The geo-technical results clearly indicate that the natural soil profile is present both within the bay and at its edge. This material is also likely to preserve palynological evidence of the plant communities that existed here prior to European settlement as well as the impact of that settlement through introduced species. Although the northern and eastern boundaries of the site are likely to have been quarried it is highly likely that the original landform at the edge of the bay will be intact, including sandstone platforms, areas of sand and flats. The base of the profile should preserve an intact pre-settlement land-form and evidence capable of identifying the flora of the area. The evidence is also likely to detail the impact of European settlement.



Approximate line of the bay and headlands

4.4.2

INDIGENOUS OCCUPATION

There have been no sites of Aboriginal occupation found within Blackwattle Bay to date. The nearest recorded sites are 2-3 kilometres away. The pre-settlement environment of this place would have been conducive to Aboriginal use because of its resources and access to deeper water for fishing. An independent assessment in 2002 concluded that the site has a very low potential for preserving intact relics of Aboriginal occupation. However, since that time other sites have been excavated with similar patterns of extensive European use that have been found to contain evidence of Aboriginal occupation. The presence of deposits of reclamation fill above the original land surface does increase the possibility of some indigenous relics being found here but it still remains a low probability. The most likely evidence found would be midden material. If present it is more likely to be located in the northern part of the site associated with the northern headland of the cove and below the reclamation material.

4.4.3

THE HARRIS ESTATE

The development of the area during the first half of the nineteenth century is not well defined from archival sources but sufficient remains to infer that the cove was used by the Harris family and their tenants as a means of access to the peninsula. There is evidence of landing places, including a stone jetty and other piers, on the southern side of the cove, outside the study area. As well there is evidence of drains and culverts and paths and walls in the northern and central part of the unreclaimed cove. It is very likely that some evidence of this work will survive under the reclamation fill at the northern and eastern boundaries of the site. It could encompass structural features as well as reworking of the sandstone to create features such as drains. These features will be found at the base of the archaeological profile.



-  *Approximate line of low water mark from surveys*
-  *Approximate position of jetties*
-  *Approximate position of drains and culverts*

4.4.4

QUARRYING

The geo-technical survey has identified a feature described as a buried cliff line along the eastern boundary of the site. This is likely to be an element shaped by some of the earliest quarrying undertaken on the peninsula from the 1840s. Apart from the artificially shaped sandstone there is likely to be evidence of the methods used to extract the stone. Some of the culverts, drains and paths shown on survey plans might also be a result of this activity and there is the potential for some of these elements to be encompassed within the site at the base of the profile.

There is good archival evidence for the construction of a large jetty extending from the northern headland of the cove that is likely to have been constructed to assist the removal of the stone from this and other quarries. It was present in the 1850s but had probably been removed by the later 1860s. Some evidence could remain within and under the reclamation fill within the “bump” of the reclamation line. Other evidence could exist as maritime archaeological features in the bay.



Approximate area of jetty from 1854 survey and quarry from 1859 subdivision plan

4.4.5

RECLAMATION

The geo-technical bores provide clear evidence of the extent of reclamation fill contained within the site, up to four metres in depth. Some information can be derived from archival sources about the processes entailed in filling the bay but excavation of comparable sites has shown that the physical evidence reveals more including the source for the material. The information gained is more than site-specific, it helps to understand the land-forming processes that have contributed to the present form of the city.

On the southern boundary of the site (outside the development area) close to Pyrmont Bridge Road and lying under the market hall there will be more evidence of reclamation. This could also cover some evidence of the Blackwattle Causeway of 1859.

The most obvious evidence of the reclamation work is that of the retaining walls that enclose the site on the western boundary. These encompass elements from 1882 through to the early years of the twentieth century. Apart from these visible elements the site is also likely to encompass rubble and stone-built walls and timber piling from the original reclamation line that extended into the site before Gipps Street was extended to the waterline. This portion of the site will also encompass the fill added to extend the line of the street in c. 1910.

The intact height of the retaining walls indicates that the present height and level of the site is likely to be almost the same as that when the site was first reclaimed in the 1880s. It suggests that demolition processes associated with the succeeding phases of buildings are likely to have been more thorough than on a site where the level can be demonstrated to have been raised through the accumulation of intact features and rubble.

4.4.6

THE TIMBER INDUSTRY BEFORE 1900

The earliest occupants of the reclaimed bay were companies associated with the timber industry, specifically Francis Guy (1885 – 1898), the Maze Brothers (1885 – 1897), Thomas Davis and Alexander Moir (1885 – 1893) and the Hudsons' company (1892 – 1893). The timber companies succeeded each other in some cases and shared space in others. The principal sites of the premises are shown on the 1887 survey of the site.



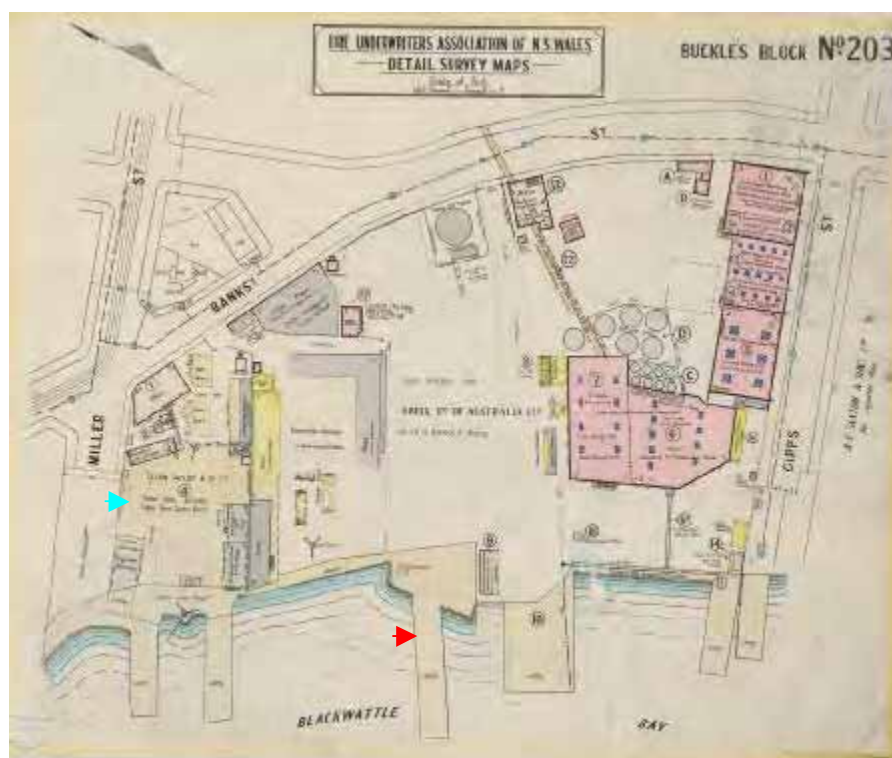
The buildings on the site encompassed brick, stone, iron and timber construction. They were all built on and into the reclamation fill. All of these buildings had been removed by 1923 and several apparently before the end of the nineteenth century. It is likely that traces of this first phase of occupation will survive within the site, fragmentary structural evidence and deposits but it is unlikely to have survived substantially intact. The sites have been heavily redeveloped in the twentieth century.

4.4.7

THE TIMBER INDUSTRY IN THE TWENTIETH CENTURY

In the twentieth century, apart from Saxton and Binns to the south of the development site, the timber industry was reduced to two firms on this site. On the northern boundary was Allen Taylor and Company, occupying the site from 1897 to 1940, and south of them was A and E Ellis, here from 1907 – 1926. Ellis occupied the former Blackwattle Iron Works site.

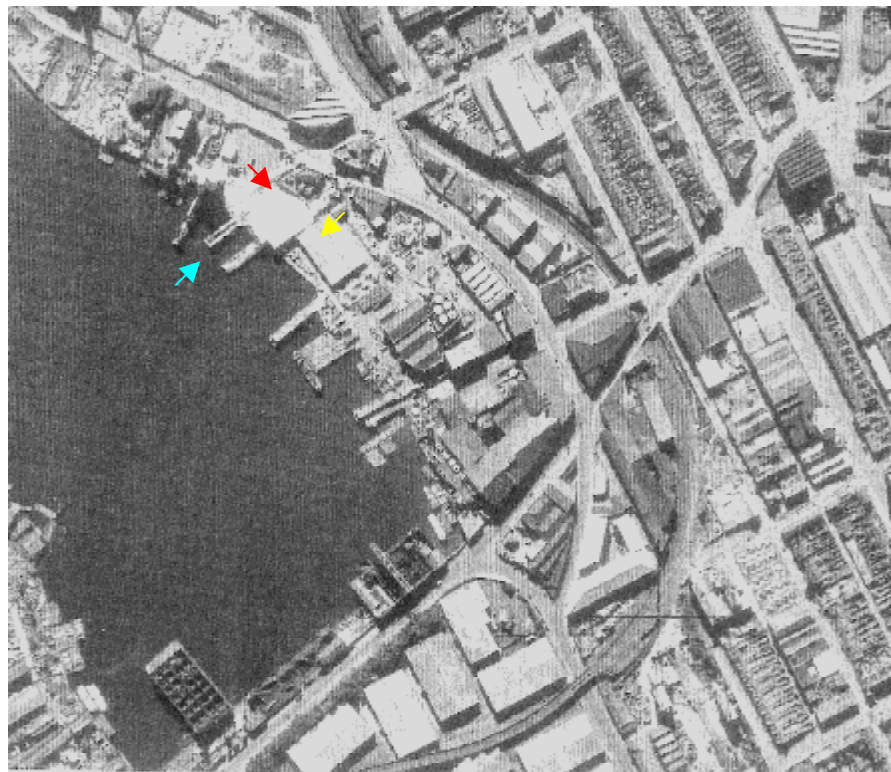
Ellis appears to have built a wharf and jetty early in the twentieth century (shown below, red arrow) but there is no evidence to show what land buildings may have been constructed for them. It is possible that they were using the old Blackwattle Iron buildings from the 1880s. The lack of archival references makes it impossible to determine the probability of locating evidence specific to this company within the site. Because it has been relatively lightly used since the removal of the company it must be considered a possibility that some components of the archaeological profile (structural, deposits and services) will have accrued due to this occupation. The construction of the wharf and jetty is almost certain to have left evidence within the structure of the retaining walls along the bay and within the bay itself.



By the 1920s Allen Taylor had constructed a very substantial building on the waterfront (seen above blue arrow). It included two workshops, one for a blacksmith and the other for shipwrights. There were two jetties on the waterfront. There were several smaller buildings behind and sheds, those to the south described on the survey as "inferior buildings". The large water-front buildings remained on the site until the 1940s but appears to have been demolished by 1948 leaving only the jetties. The site has not been extensively developed since that time although the jetties were demolished in the 1980s.

Most of the areas outside this large store were subsequently redeveloped, particularly the sites of the sheds to the south. A large structure had been built over this part of Taylor's site by 1943.

There is likely to be extensive evidence of the early twentieth century water-front building contained within the ground, structural elements, deposits and services, and of the jetties evidenced by changes in the retaining walls and as relics within the bay.



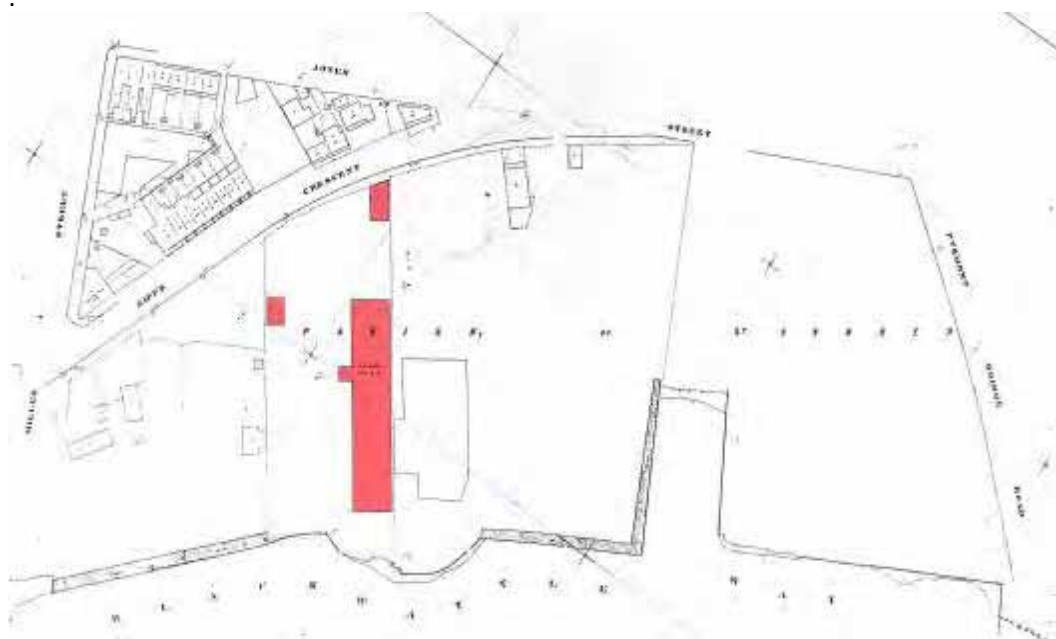
This aerial image of 1943 shows the large water-front building constructed for Allen Taylor probably in the early years of the twentieth century (red arrow), the jetties (blue arrow) and the area of the "inferior" sheds redeveloped by the Shell company (yellow arrow).

4.4.8

ENGINEERING AND ORE

The Blackwattle Iron Works was one of the first companies to occupy the reclaimed cove in the 1880s. The company used the site from 1885 – 1888. They were responsible for the structures shown on the 1887 survey (below). Most of the heavy industrial firms that were located at the site used these premises; the Parke and Lacy ore treatment works succeeded the iron works and remained there until 1895. The site was then taken over by the cooerage of Henry Dose to 1907. Finally it was used by A and E Ellis for their timber company between 1907 and 1927.

There is virtually no evidence to determine what works were used by these firms although there is some indication that at least the large shed erected in 1885 continued in use into the twentieth century possibly as a saw mill with several smaller buildings added to the west. When the Shell Oil Company acquired the site initially it was cleared and left largely vacant except for a large storage tank on the western boundary. By the 1940s several smaller structures had been built over this strip of land but they appear to have been relatively light and are unlikely to have created much impact on the sub-surface profile. Since their demolition for the fish market the site has been relatively untouched.



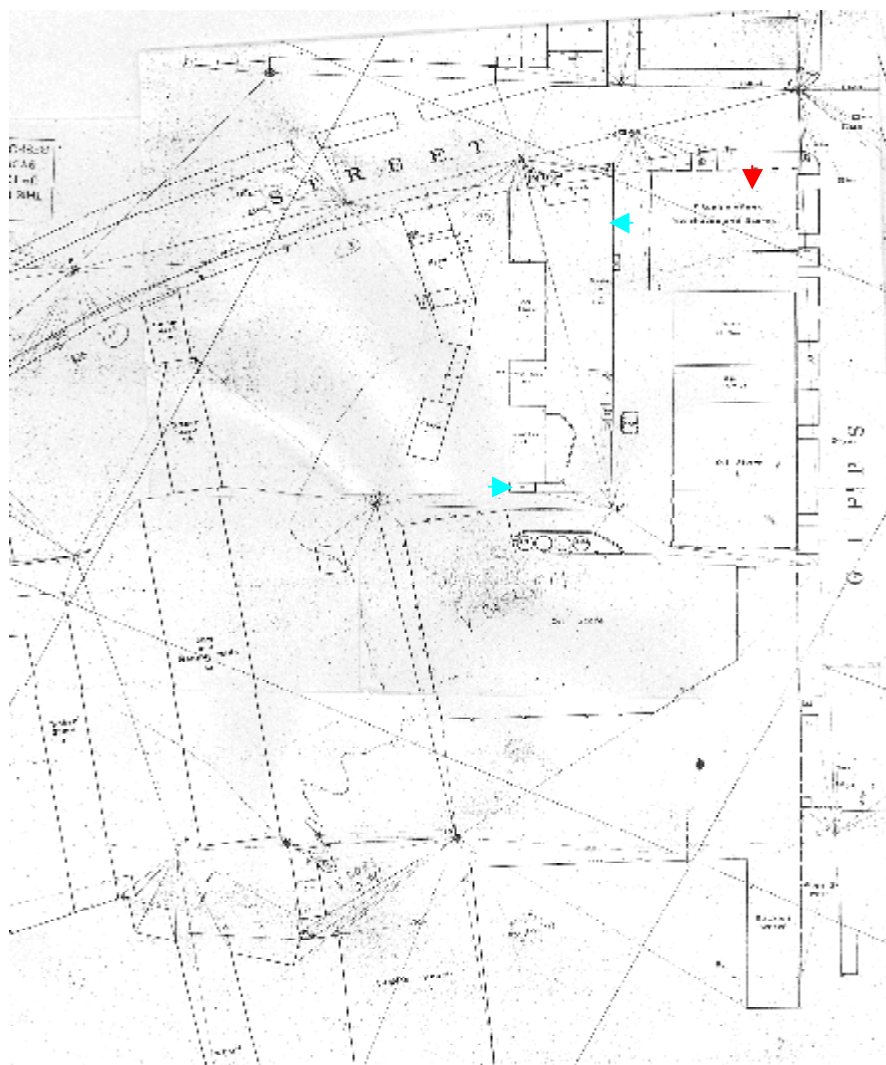
For these reasons, of the possible longevity of the nineteenth century structures and the relatively small impacts of subsequent works there is a probability that intact components of these structures will be found within the site as well as features and deposits associated with them and, relics of the industrial processes. These components will encompass the full range of occupation of the several companies that used the site.

4.4.9

WAREHOUSING

Francis Guy originally leased a large part of the southern portion of the development site, north of Gipps Street, for his timber business. From 1899 until 1928 the site was the business premises of the Buckle family who appear to have largely used it for warehousing and stores. Their principal store was located at the junction of Gipps Street and Bank Street and they were responsible for three jetties on the waterfront. There were several smaller stores and two stables (blue arrows below). It is difficult to determine which of the buildings shown in the 1923 survey (below) were built for the Buckle family and which for the oil companies that were sharing the site with them. The only certainly identified structure is the large warehouse in the south-eastern corner of the site (red arrow).

Buckle's buildings were substantial structures and were taken over and used by the Shell Oil Company although several, including the stables, had been demolished by the 1940s. The larger buildings such as the warehouse and the jetties appear to have survived into the 1960s.



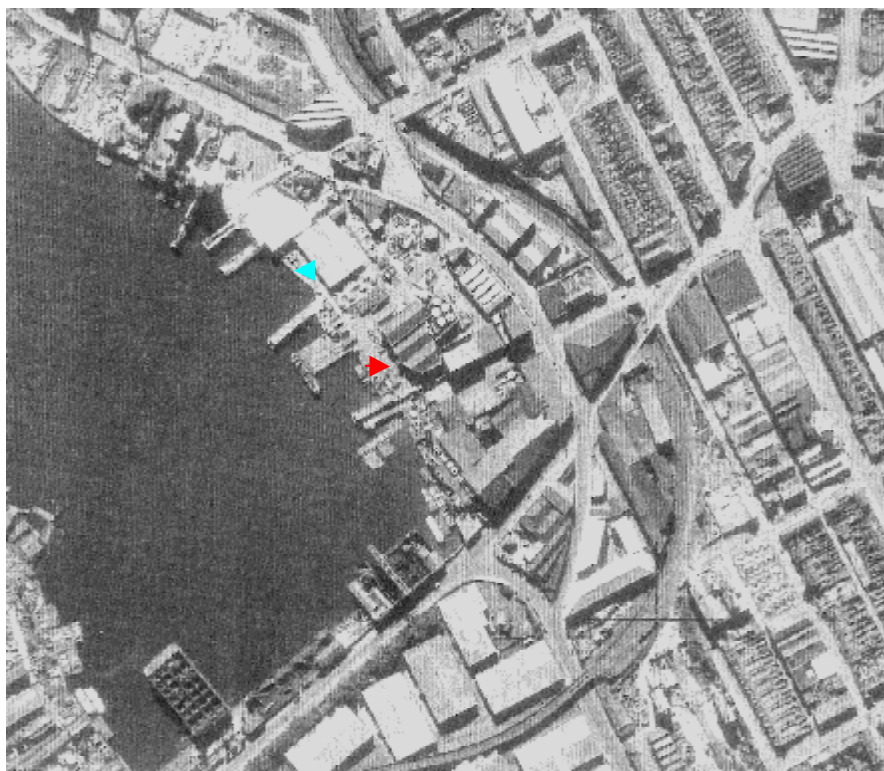
The southern boundary of the site adjoining the extension of Gipps Street has been lightly redeveloped for the fish market but it is unlikely to have comprehensively removed the substantial foundations of these buildings. As well there is likely to be evidence both within the retaining walls and within the bay of the jetties constructed by this company.

4.4.10

OIL

From the early years of the twentieth century the site has progressively been given over to the buildings and storage and other works required by the several oil companies using the site. In a few cases existing buildings were taken over and used for the new occupants; some of Buckle's warehouses were adapted in this way. Far more were demolished to make way for the new owners, principally those associated with the timber companies.

The new use for the site required much storage and several sites were used for both above and below-ground storage. Some smaller buildings were constructed but the most substantial additions to the site were an oil store and a large unidentified structure in the northern part of the site. The store (red arrow below) was already in existence in 1923 and, therefore, must have been built by one of the companies preceding Shell Oil. By the 1940s the building had been added to by that company. This was the building first used for the fish market. The building at the northern end of the site (blue arrow below) must have been constructed in the 1930s. These works are visible in the 1943 aerial image.



The occupation by the oil companies is likely to have left the most substantial components within the sub-surface profile. Boreholes have confirmed sub-surface pavements over much of the site and these are almost certain to be largely derived from these twentieth century periods of work. Apart from intact floor and foundations there are likely to be in ground tanks and services as well as deposits and relics associated with this occupation. The car park is likely to encompass a very substantial assemblage of evidence from this phase.

4.4.11

JETTIES, WHARVES and ROADS

Reference to the earlier discussion makes clear that there is likely to be an archaeological profile associated with the development of infrastructure for the waterfront. The earliest jetties were those associated with the Ultimo Estate; archival references suggest that these were located on the southern side of the cove and would be under the site of the present market hall. One jetty for the quarries might have left some evidence within the “bump” of reclamation but more evidence of this and the several jetties constructed for the timber companies during the last years of the nineteenth century and early years of the twentieth century is likely to be found within the bay adjacent to the retaining walls. This evidence is likely to encompass piles and demolition material from the wharves and jetties. There is also likely to be an accumulation of relics and artefacts in association with these former wharves.

Within the site, apart from cart tracks between sheds and from Bank Street the principal thoroughfare was the extension of Gipps Street made in the 1890s. This street is certain to have left a recognizable profile of surfaces, kerbing and guttering. There is likely to be a cement outfall running beneath it to the waterfront. The western end will be constructed over the fill laid down in c. 1910 to extend this street to the bay.

In summary the archaeological profile of this site is likely to encompass some or all of the following:

- A high probability for environmental evidence that includes original land-forms, soils and plant material capable of documenting the pre-settlement environment and its diversity as well as the impacts of European settlement.
- A low probability for evidence of Aboriginal occupation, most likely in the form of midden material, in the northern part of the site in the area of the former headland and below the reclamation fill.
- A high probability for locating some evidence of the Ultimo Estate development around the northern and eastern boundaries of the site encompassing possible structural elements and alterations to the topography to encompass drains and culverts and paths and walls. Outside the development area, under the market hall, is likely to be evidence of jetties and piers constructed for the estate in the first half of the nineteenth century. This evidence will be found under the reclamation fill.
- A high probability for evidence of early sandstone quarrying including remnant quarry faces, evidence of sandstone extraction and possible features such as drains and culverts. This evidence would be found under and within the reclamation material. There is the potential for some evidence of a c. 1850s jetty to be contained within the reclamation “bump” on the western edge of the site as well as within the bay.
- A certainty of finding reclamation material introduced in the 1880s up to an approximate depth of four metres decreasing as it approaches the eastern boundary of the site. It is likely to encompass deposits of silts and other soils and, possibly, various domestic and industrial wastes and reveal evidence of the processes of reclamation. On the southern boundary of the site (outside the development area) close to Pyrmont Bridge Road and

lying under the market hall there will be more evidence of reclamation. This could also cover some evidence of the Blackwattle Causeway of 1859. The intact height of the retaining walls indicates that the present height and level of the site is likely to be almost the same as that when the site was first reclaimed in the 1880s. It suggests that demolition processes associated with the succeeding phases of buildings are likely to have been more thorough than on a site where the level can be demonstrated to have been raised through the accumulation of intact features and rubble.

- The walls that enclose the site on the western boundary encompass elements from 1882 through to the early years of the twentieth century. Apart from these visible elements the site is also likely to encompass rubble and stone-built walls and timber piling from the original reclamation line that extended into the site before Gipps Street was extended to the waterline. This portion of the site will also encompass the fill added to extend the line of the street in c. 1910. This is located on the southern boundary of the site adjoining the present market hall.
- There is a medium probability of evidence surviving within the site of the buildings first constructed on the site after its reclamation for the timber industry. Structures of brick, stone, iron and timber construction were built on and into the reclamation fill. All of these buildings had been removed by the 1920s and most of the sites were subsequently extensively redeveloped. It is likely that traces, both structural and of deposits, of this first phase of occupation will survive within the site but it will be fragmentary.
- In the twentieth century, apart from Saxton and Binns to the south of the development site, the timber industry was reduced to two firms on this site. On the northern boundary was Allen Taylor and Company, occupying the site from 1897 to 1940, and south of them was A and E Ellis, here from 1907 – 1926. There is likely to be evidence of a jetty and wharf built by the Ellis company both within the structure of the retaining wall on the bay and within the bay itself. Less certain is the potential for archaeological evidence (structural, deposits and services) of the land buildings. There are few archival references to determine the company holdings. However, because it has been relatively lightly used since the removal of the company it must be considered a possibility that some components of the archaeological profile (structural, deposits and services) will have accrued due to this occupation.
- By the 1920s Allen Taylor had constructed a very substantial building on the waterfront with two jetties. The site of the building, adjoining the entrance to the car park and the waterfront is likely to contain extensive evidence of the early twentieth century building including structural elements, deposits and services including industrial components of a smithy and shipwright's workshop. There is also likely to be evidence of two jetties built by this company evidenced by changes in the retaining walls and as relics within the bay. There is unlikely to be intact evidence of several smaller buildings and sheds to the east and south of these structures except as very fragmented components due to the impact of redevelopment here in the later 1940s onwards.
- The Blackwattle Iron Works was one of the first companies to occupy the reclaimed cove in 1885. Other heavy industrial firms

including an ore treatment works and a cooperage succeeded this company. A timber company finally occupied it before being taken over by the Shell Company. Due to the possible longevity of the nineteenth century structures and the relatively small impacts of subsequent works there is a medium – high probability that intact components of these structures will be found within the site as well as features and deposits associated with them and relics of the industrial processes. These components will encompass the full range of occupation of the several companies that used the site.

- The land immediately north of the Gipps Street extension and south of the Blackwattle Ironworks site was leased from the 1880s for a timber business. From 1899 until 1928 the site was the business premises of the Buckle family; it was largely used for warehousing and stores. Several of these buildings were reused by the Shell Oil Company and were only demolished in the 1960s. Only a small portion has been lightly redeveloped for the fish market. There is a high probability that the south-eastern corner of the site will contain intact foundations of some of the warehouses, stables and other buildings. As well, there is likely to be evidence both within the retaining walls and within the bay of the jetties constructed by this company.
- From the early years of the twentieth century the site has progressively been given over to the buildings and storage and other works required by the several oil companies using the site. This phase of occupation is likely to have left the most substantial components within the sub-surface profile. Boreholes have confirmed sub-surface pavements over much of the site and these are almost certain to be largely derived from these twentieth century periods of work. Apart from intact floor and foundations there are likely to be in ground tanks and services as well as deposits and relics associated with this occupation. The car park is likely to encompass extensive evidence of this phase of occupation.
- There is a high probability for the archaeological profile to encompass elements associated with the development of infrastructure for the waterfront. The earliest jetties were those associated with the Ultimo Estate; archival references suggest that these were located on the southern side of the cove and would be under the site of the present market hall. One jetty for the quarries might have left some evidence within the “bump” of reclamation but more evidence of this and the several jetties constructed for the timber companies during the last years of the nineteenth century and early years of the twentieth century is likely to be found within the bay adjacent to the retaining walls. This evidence is likely to encompass piles and demolition material from the wharves and jetties. There is also likely to be an accumulation of relics and artefacts in association with these former wharves.
- Within the site, apart from cart tracks between sheds and from Bank Street the principal thoroughfare was the extension of Gipps Street made in the 1890s. This street is certain to have left a recognizable profile of surfaces, kerbing and guttering. There is likely to be a cement outfall running beneath it to the waterfront. The western end will be constructed over the fill laid down in c. 1910 to extend this street to the bay.

4.5

CULTURAL SIGNIFICANCE

The above ground landscape of this site demonstrates occupation and use for approximately the last fifty years. The only visible elements that pre-date this association with the fish market are the retaining walls along the western side of the site. These encompass elements from 1882, 1883, the 1890s and c. 1910. The archaeological profile is likely to encompass elements that document over 160 years of occupation.

The site has not been recognised in any statutory listing to be one of archaeological significance. The potential significance of the retaining walls and the archaeology has only been addressed by the earlier evaluations of this site from 1994 to 2005.

The statement of significance prepared for the site in 1994 addressed the historical and archaeological issues; the present report has provided a more detailed historical analysis and has drawn on recent archaeological investigations to provide a more accurate assessment of the heritage values of this place. For this reason a new evaluation has been made of the significance of this place. It uses the standard inclusion/exclusion criteria used for assessing the significance of a place¹⁰¹. The statements with respect to archaeology are dependent on the integrity of the resource, which, at this time is untested.

4.5.1

CRITERION A: Importance in the course or pattern of either cultural or natural history in NSW or the local area.

The history of European association with this place extends to 1806 and its likely development as a landing place servicing the Ultimo Estate. It is a relatively minor component of estate management but adds to our increasing knowledge of the complexity of both this estate and, generally, the use of the early waterfront of Sydney. The latter demonstrates a much more active use and adaptation of the existing landscape than has ever been revealed by archival sources.

The reclamation of the cove is another aspect of estate management for this property that is not easily accessed from archival records and demonstrates the influence of individual ownership on the present form and topography of the city.

Apart from its exploitation as a place of access the earliest identified use associated with this site is that of quarrying; this site is likely to be partly encompassed within one of the earliest quarries on the peninsula. Quarrying was the first of a long history of industrial uses for this site; these exemplify the seminal forces that acted to shape the history of the peninsula. Industry or industrialisation has been one of the single most influential elements that have shaped the development and form of Ultimo and Pyrmont. The specific industries on this site, primarily timber and oil, are particularly associated with Blackwattle and Rozelle Bays and illustrate one of the most important aspects or character of its development. The earlier Blackwattle Iron Works also reflects the industrial character of the area in the later years of the nineteenth century although the larger City Iron Works at the northern end of the peninsula is better known and was more important for its influence on the local community.

¹⁰¹ NSW Heritage Office (1996), *Heritage Assessments*

The use of the site for the fish market is the result of over a century of physical and managerial change for the industry. While marketing fish has had longer associations with places such as Ultimo, Woolloomooloo and Redfern the Pyrmont site is the best known for the general community.

4.5.2

CRITERION B: Strong or special associations with the life or works of a person, group or the cultural history of NSW or the local area.

The strongest associations for the present-day community with this site are those in relation to its use as a fish market. Historically it has had particular associations with both the timber industry and oil industry through long-term use and adaptation by several companies. Lesser associations are those with heavy industry including engineering works and an ore treatment plant. In all cases, with the possible exceptions of Allen Taylor's timber yard and Saxton and Binn's yard and, later, the Shell Oil Company, the companies that occupied the site were not especially outstanding or influential in their own right.

4.5.3

CRITERION C: Important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement.

The archaeological profile is unlikely to contribute to this aspect of cultural significance. The only elements of the site that have some contribution in this respect are the retaining walls along the bay. They are not especially accomplished or technically adroit but they do provide the only sense of "age" in the environment. They add a visible layer of history to the place.

4.5.4

CRITERION D: A strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

Apart from the popular association of the place with the present use there is no particular community association with this place.

4.5.5

CRITERION E: The research potential of an item to yield information that will contribute to an understanding of the cultural or natural history of an area.

The archaeological resource of the site has the potential to yield information about the development of this part of Ultimo that ranges from the earliest years of the nineteenth century to the mid-twentieth century. The archaeological profile represents the lengthiest period of European association, over 160 years out of the approximately 210 years of development. The potential for evidence of Aboriginal occupation, although assessed to be very low, extends that potential profile back before the first European settlement.

The evidence is likely to address the first domestic associations of the place through the increasing industrialisation of the peninsula to its almost complete exploitation for that purpose. As well, the physical evidence will be able to demonstrate the means by which the physical environment was transformed to accommodate those changing associations.

Specifically there is likely to be evidence that relates to a relatively minor but poorly documented and rarely observed aspect of estate management during the early years of the nineteenth century; the use and development

of water frontages by individuals as a means of access to estates and transportation. The evidence of the process of reclamation is another aspect of private ownership shaping the form and topography of the city, a lasting legacy into the present day. The physical evidence contained within the site not only illustrates that change but also helps to document the processes and means by which it was achieved. Alterations made to the site for the estate water-front development and subsequent reclamation are likely to be intact.

The evidence left from the several industries that have been associated with this site is likely to be fragmented in most cases with better integrity anticipated for those elements last added to the site in the twentieth century. The ability of the resource to address meaningful research objectives is likely to be compromised by this fragmentation.

The possible exceptions with respect to the nineteenth century industries are relics and alterations made to the landscape for quarrying and the Blackwattle Iron Works. In the case of the former this evidence is likely to have been buried under the reclamation fill and protected from later impacts by it. With respect to the iron works, the buildings may have had longevity into the twentieth century and a history on that part of the site of relatively light subsequent development.

4.5.6

CRITERION F: Rarity, in that the item possesses uncommon or endangered aspects of the cultural or natural history of an area.

If evidence of Aboriginal occupation was recovered from the site it would be exceptionally rare; no sites of indigenous life have yet been found in Blackwattle Bay.

Evidence of any alterations made to the former cove to use it as a means of access to the Ultimo Estate would be rare. Only one site to date has provided extensive evidence of this aspect of early settlement.

Similarly, environmental evidence of this early nineteenth century landscape, while it might not be rare in its own right is difficult to access and is becoming more unusual as those sites which preserve a complete and complex profile back to first settlement are lost through bulk excavation.

Evidence of early quarrying on the peninsula would be unusual because most of the visible and accessible sites are those from later nineteenth century quarries. More rare would be evidence of the jetty that was constructed on the northern headland apparently to service this early industrial work.

The processes of reclamation and the visible aspects of that work, the retaining walls, are not rare but the ability to investigate and document the processes by which this land-forming was undertaken are not common.

With the exception of archaeological evidence pertaining to the Blackwattle Iron works evidence of the other industries that occupied this site is unlikely to be rare but would provide a better document of the management of those sites than is now available from archival resources.

4.5.7

CRITERION G: Representativeness – an item demonstrates the principal characteristics of a class of cultural places in an area.

The majority of the archaeological profile that addresses the industrial history of this site from the 1880s onwards will provide evidence of industries that were not especially significant in their own right but were representative of the industrialisation of the peninsula and the dominant industries associated with it at particular times.



*View of part of the Shell Oil Company site before it was adapted for the new fish market.
(Sydney City Archives, d2-30747r)*

4.5.8

STATEMENT OF SIGNIFICANCE

The archaeological resource of the site has the potential to yield information about the development of this part of Pyrmont and Ultimo that ranges from the earliest years of the nineteenth century to the mid-twentieth century. The archaeological profile represents the lengthiest period of European association, over 160 years out of the approximately 210 years of development.

The potential for evidence of Aboriginal occupation, although assessed to be very low, extends that potential profile back before the first European settlement. If evidence of Aboriginal occupation were recovered from the site it would be exceptionally rare; no sites of indigenous life have yet been found in Blackwattle Bay. Similarly, environmental evidence of this early nineteenth century landscape, while it might not be rare in its own right is difficult to access and is becoming more unusual as those sites which preserve a complete and complex profile back to first settlement are lost through bulk excavation.

The history of European association with this place extends to 1806 and its likely development as a landing place servicing the Ultimo Estate. It is a relatively minor component of estate management but adds to our increasing knowledge of the complexity of both this estate and, generally, the use of the early waterfront of Sydney. The latter demonstrates a much more active use and adaptation of the existing landscape than has ever been revealed by archival sources. Evidence of any alterations made to the former cove to use it as a means of access to the Ultimo Estate would be rare. Only one site to date has provided extensive evidence of this aspect of early settlement.

The reclamation of the cove is another aspect of estate management for this property that is not easily accessed from archival records and demonstrates the influence of individual ownership on the present form and topography of the city. Although the retaining walls along the bay are not especially accomplished or technically adroit they do provide the only sense of “age” in the environment. They add a visible layer of history to the place. The processes of reclamation and the visible aspects of that work, the retaining walls, are not rare but the ability to investigate and document the processes by which this land-forming was undertaken are not common. Alterations made to the site for the estate water-front development and subsequent reclamation are likely to be intact.

Apart from its exploitation as a place of access the earliest identified use associated with this site is that of quarrying; this site is likely to be partly encompassed within one of the earliest quarries on the peninsula. Quarrying was the first of a long history of industrial uses for this site; industrialisation has been one of the single most influential elements that have shaped the development and form of Ultimo and Pyrmont. Evidence of early quarrying on the peninsula would be unusual because most of the visible and accessible sites are those from later nineteenth century quarries. This evidence is likely to have been buried under the reclamation fill and protected from later impacts by it. More rare would be evidence of the jetty that was constructed on the northern headland apparently to service this early industrial work.

The later industries on this site, primarily timber and oil, are particularly associated with Blackwattle and Rozelle Bays. Much of the sub-surface profile of the site will be the product of the long-term use and adaptation of the place by those companies. However, with the possible exceptions of

Allen Taylor's timber yard and Saxton and Binn's yard and, later, the Shell Oil Company, the businesses that occupied the site were not especially outstanding or influential in their own right but were representative of the industrialisation of the peninsula and the dominant industries associated with it at particular times. Furthermore, the evidence left from the several industries that have been associated with this site is likely to be fragmented in most cases with better integrity anticipated for those elements last added to the site in the twentieth century. Evidence of these industries is unlikely to be rare but would provide a better document of the management of those sites than is now available from archival resources. However, the ability of the resource to address meaningful research objectives is likely to be compromised by this fragmentation.

The earlier Blackwattle Iron Works also reflects the industrial character of the area in the later years of the nineteenth century although the larger City Iron Works at the northern end of the peninsula is better known and was more important for its influence on the local community. With respect to the iron works, the buildings may have had longevity into the twentieth century and a history on that part of the site of relatively light subsequent development increasing the potential for a more intact archaeological profile.

The use of the site for the fish market is the result of over a century of physical and managerial change for the industry. While marketing fish has had longer associations with places such as Ultimo, Woolloomooloo and Redfern the Pyrmont site is the best known for the general community.

5.0

IMPACTS AND STRATEGIES



5.1

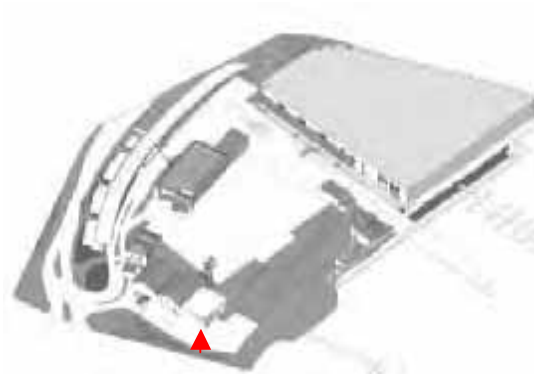
DESCRIPTION OF THE DEVELOPMENT

The new development will be located in the northern portion of the fish market site, within the car park and on the sites of several of the small retail and other buildings on the eastern and northern boundary. The blue line in the image below shows the envelope of the development.



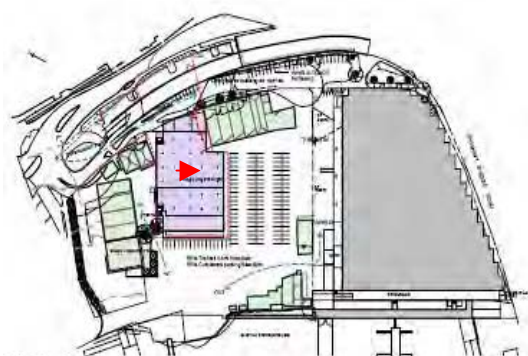
The work requires the progressive demolition of the existing buildings and their replacement with new retail outlets and parking areas. The work is to be undertaken in stages.

Stage 1:



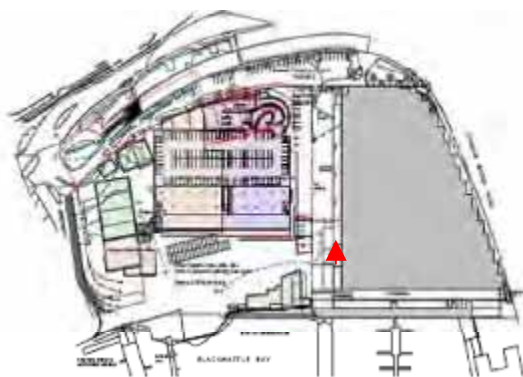
This phase entails the construction of a building at the northern end of the site adjoining the existing structures. It does not require demolition but will entail some excavation.

Stage 2:



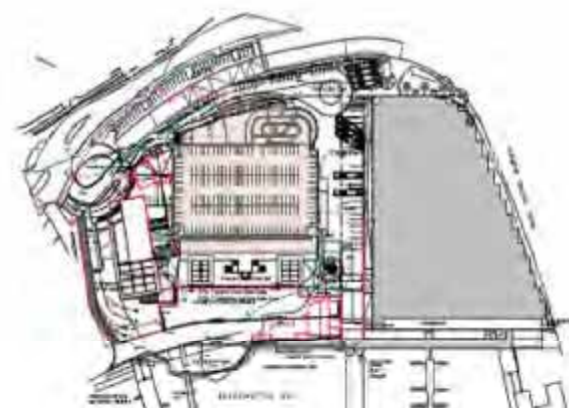
This work entails the construction of a new four-storey building to be used for retail, parking and deliveries. The construction will require excavation to an average depth of two metres, possibly deeper in localised areas on the eastern side but the western side will be constructed slightly above existing ground level. Foundations will be taken to bedrock.

Stage 3:



This work entails the addition of another building of a similar type and size to that of Stage 2 adjoining the Stage 2 structure. The work will require similar excavation to an average depth of two metres on the eastern side with the western side constructed above ground level. Foundations will be taken to bedrock.

Stage 4:



This stage entails the demolition of existing buildings at the western boundary of the site, reconstruction of buildings in the north-eastern corner to increase their height and the construction of a new arrival forecourt. Excavation up to a maximum of 1.2 metres will be required at the southern end of the Stage 4 development. Excavation will be more shallow at the northern and eastern boundaries. Existing ground levels will be maintained to the west.

It is also noted that any soft or unstable areas identified during the course of construction are to be excavated to a depth where stable material is found.

The staged development is required to allow the fish market to continue operating during the course of the redevelopment.

5.2

HERITAGE IMPACTS

None of the buildings currently on the site have been identified as having any individual heritage value, therefore, the proposed demolition of some and adaptation of others is not assessed to impact on the cultural significance of this place.

The principal impact of the work with respect to heritage values will be on the archaeological profile caused by excavation to varying depths. The assessment has concluded that the site does contain an extensive archaeological profile of varying degrees of significance with the most important items located at the base of reclamation fill.

5.2.1

STAGE 1

The small building to be erected as the first stage of work on the northern boundary of the site requires excavation to a depth of up to two metres to accommodate a rainwater tank. Bores have found an approximate depth of 1.8 metres of fill underlying the present pavement. Excavation to depth, therefore, will remove most of the archaeological profile. The site lies over part of the original north headland. The components of the archaeological profile that could be revealed in this work are:

- Environmental evidence
- Potential for Aboriginal relics
- Evidence of quarrying
- Fragmentary evidence of the earliest post-reclamation industrial occupation of the timber yard of Maze and Sons from 1885.
- More extensive evidence of the timber store erected by Allen Taylor and Sons in the early years of the twentieth century.

5.2.2

STAGE 2

The Stage 2 development is located on a complex cross-section of the archaeological profile. It straddles the interface between the original headland and shore and flats. As well it crosses the boundaries of several of the industrial yards. Bores indicate an increasing depth of fill from 0.8 metres at the north to 2.6 metres towards the southern end of the building. This profile reflects the grading of the original landform into the gradually shoaling bay. The components of the archaeological profile that could be revealed in this stage are:

- Environmental evidence
- The potential for Aboriginal relics in the area of the former headland
- Drains and culverts associated with the Ultimo Estate from 1806
- Evidence of quarrying from the 1840s-1850s

- Reclamation fill of 1882
- Fragmentary elements from the timber yards of the Maze Brothers (1885), Thomas Davis (1885), Thomas Holdship (1895) and especially Allen Taylor's early twentieth century timber store
- Features associated with the Blackwattle Iron Works (1885), the cooperage (1895), the Parke and Lacey ore treating works (1897) and the several oil companies, particularly the Shell Company from the early to middle years of the twentieth century.

5.2.3

STAGE 3

The Stage 3 building also occupies an area likely to encompass a complex archaeological profile. It is located at the interface between the eastern shore of the cove and the water with the majority of the building located above the eastern end of the cove. The bore results confirm this with depths of underlying fill at the eastern end of the area ranging in depth from one to two metres and those at the western end between three and four metres. Elements of the archaeological profile that could be encompassed in this stage are:

- Environmental evidence
- Possible improvements for the Ultimo Estate
- Reclamation fill from 1882 and buried rubble and other walls that contained the site during this period.
- Possible reclamation fill associated with the extension of Gipps Street in c. 1910
- Kerbing, gutters and surfaces and services associated with Gipps Street from the 1890s onwards
- Elements from Buckle's warehousing and offices including structural elements from stores, stables and smaller buildings from 1899 to 1928
- Components from the several oil companies that occupied the site in the twentieth century especially the large oil store that was last used as the first fish market hall.

5.2.4

STAGE 4

The fourth stage will have the least impact on the site with a maximum only of 1.2 metres of excavation. However, the depth of fill in the north-eastern corner is particularly shallow, a maximum of one metre, so whatever remains of an archaeological profile will be removed by the work. This stage of work lies directly above the former northern headland of the cove. The elements of the archaeological profile likely to be encountered by this work are as follows:

- Environmental evidence
- The potential for Aboriginal relics

- Elements of the Harris estate such as culverts or drains
- Reclamation fill from 1882
- Components of the Maze Brothers Yard (1885)
- Components of Allen Taylor's yard, specifically an office constructed in the early years of the twentieth century
- Minor components of the oil companies' period of occupation.

5.3

MITIGATION STRATEGIES

5.3.1

APPROVALS

The submission of this project as a Part 3A development means that the normal process of application and approval for excavation permits for European archaeological works is not required for this site. However, The protection of the Heritage Act for relics of European occupation still applies and it is normal to inform the Heritage Branch of the Department of Planning of the scope and methodology of works planned for a Part 3A project. The work should also encompass a research design to describe the objectives and outcomes of the programme. This material is often required in the statement of commitments for Part 3A projects where an assessment has identified the potential for archaeological relics to the impacted by the development of the site.

Similarly, the normal processes of approval for the investigation and removal of Aboriginal relics are also suspended for Part 3A projects. The DECCW does provide guidelines for community consultation on those sites where it is anticipated that relics of Aboriginal occupation will be revealed, however, in this case, while a small possibility of finding relics from an intact Aboriginal profile is recognised it is considered unlikely that this will occur during the course of excavation. For these reasons an advance programme of community consultation is not warranted; provisions for managing Aboriginal relics are discussed in Section 5.3.3.

5.3.2

EUROPEAN ARCHAEOLOGY

The preceding analysis has demonstrated that the fish market site is likely to encompass a complex but fragmented archaeological profile. There has been no physical investigation to confirm the conclusions made in this assessment.

The several phases of work described in this report will have varying degrees of impact on the profile, both from stage to stage and within the individual stages. For example, the Stage 2-3 buildings require deep levels of excavation in part and current ground levels maintained elsewhere. There is no justification in archaeologically investigating a site that can preserve the intact profile; therefore, any archaeological intervention should only be addressed to those places that require the ground to be disturbed.

On this basis none of the areas of excavation provide a comprehensive view of any of the principal occupants of the site identified in this assessment. For example, the Stage 2 excavation will reveal small portions of several nineteenth century industrial yards as well as portions of the pre-industrial phases of the site. In this case, with investigation confined only to those areas requiring excavation and the same areas providing small fragments of larger units of occupation there is little to be gained from undertaking pre-development archaeological salvage excavation. The evidence uncovered by a programme of that nature would certainly be better recorded but it would still only produce a series of disjointed fragments of several layers of occupation.

However, there is merit in initiating a careful and long-term programme of monitoring and documentation to be undertaken in conjunction with areas of bulk excavation and those for services and landscaping. Co-ordination

between contractors should allow for substantial sections to be recorded in several places across the site, which will address some of the issues that would otherwise be addressed in a salvage excavation, such as the profile of the reclamation works. It should also provide a precise evaluation of the impacts of the successive periods of occupation on the integrity of the resource. Specific horizons could be identified for individual properties. Finally, if significant and intact relics or sites are uncovered during bulk excavation provision can be made for those items to be individually recorded.

The outcome of this work, while not providing the fine and comprehensive detail of a salvage archaeological programme should produce a more detailed record of this site than is now available particularly if the results gained from each area of investigation are used to create an archaeological “map” of the sub-surface profile of the site. Apart from the broad characteristics of integrity and property divisions it will also allow for more detailed records of intact and significant elements uncovered during the course of the work.

5.3.3 ABORIGINAL ARCHAEOLOGY

This evaluation has recognised a very low probability for uncovering relics of Aboriginal occupation during the course of excavation. Because the likelihood is considered to be so low there is no requirement to initiate the procedures recommended by the DECCW for Aboriginal community consultation in respect of a Part 3A project. However, if relics of this type are uncovered on the site they still have protection under the NPWS Act. Identification of Aboriginal relics will require work to cease in that area and the archaeological evidence to be protected while consultation is initiated with the DECCW, for advice and comment, and the traditional Aboriginal groups associated with Blackwattle Cove to establish the significance of the items and their long-term management.

5.3.4 MARITIME RELICS

The retaining walls along the western boundary of the site are the only visible elements of the nineteenth century history of the site visible at the surface. They have been assessed to be significant because they illustrate important aspects of the historical development of this place and provide a sense of history within this environment. They are in poor condition and require maintenance for their ongoing stability. A materials assessment is required and a schedule of works established for the conservation of these elements ensuring that their composition and appearance and the variety of materials is maintained; these variations help to define the several phases of waterfront development.

As well as the walls there are likely to be relics of former jetties and wharves within the bay close to the site. There is also likely to be an artefact assemblage associated with these elements. These relics, while not visible, contribute a layer of evidence to this site in the way that land-based relics help to document and define aspects of occupation. If any works are proposed within the bay that could have an adverse impact a maritime archaeological survey should be undertaken to identify the scope of the relics and assemblages. The results of this work should then inform decisions regarding the protection or documentation of those relics during the work.

5.3.5

ARTEFACTS

Artefacts are the portable relics of occupation; they can encompass evidence of consumption, dress, work, taste, beliefs or affiliations amongst many other aspects of human lives. They can also provide assistance to an archaeological enquiry by means of providing chronological parameters.

Artefacts only have value for research and interpretation if they come from a secure context. That means that an artefact or a group or assemblage of artefacts must be recorded in association with the soils and structures with which it or they have been buried; no artefact should be removed from the site or the place in which it was buried until that basic contextual evidence has been recorded by the archaeologist.

The excavation of the site is likely to reveal an assemblage of artefacts although the proposed programme of monitoring makes retrieval of individual relics from secure contexts quite difficult.

The information inherent in assemblages, and this could encompass artefacts recovered from the bay, is only accessible when they have been cleaned and professionally catalogued. The information they can provide with respect to chronology and occupation can be incorporated into the final narrative.

Artefacts that are retrieved from the site should be permanently stored preferably within the development site.

5.3.6

POST-EXCAVATION DOCUMENTATION

The purpose of an archaeological programme of any kind is not simply to excavate the site and remove the archaeology. The objective of the work is to transfer the information now preserved within the ground to a record that will store that information in an alternate form in perpetuity and in ways that allow that resource to be used for ongoing research and enquiry. Therefore, the post-excavation programme is an equally important part of the excavation process. During this work the following tasks are accomplished:

- Any artefacts that have been retrieved from the site are curated; this involves cleaning, sorting, cataloguing, entry to an electronic database, boxing and delivery to a long-term repository or archive. A repository for artefacts and site records must be nominated as part of an excavation permit application.
- Additional primary historical research is undertaken where this information will aid in the interpretation of the excavation results
- Soil, pollen and other samples taken during the excavation are sent for analysis and documentation
- Field drawings and notes and photographs are indexed and placed in an archivally secure format
- A report is prepared that documents the work, the results, the interpretation of the information and identifies any specific long term long-term research potential that has been identified during this period of analysis.

Any archaeological work undertaken on the site must have a post-excavation programme of final documentation included in the scope or works.

5.3.7

INTERPRETATION

An important component of a mitigation strategy can be a provision for interpretation. The purpose of the work is to identify issues, themes or elements specific to a site that help to explain its importance and its role in the development of the community. Interpretation devices do not take the place of archaeology; they act as a guide to the archaeological and historical values of the site. They can also help to provide a sense of identity for a place. The fish market has a rich historical legacy and consideration should be given to using this as a feature of the new development.

6.0

REFERENCES



6.1

REPORTS

Anglin and Associates (1989)	<i>Pymont/Ultimo Heritage Study</i> Council of the City of Sydney
Brian McDonald and Associates Pty Ltd (2002)	<i>Review of Pymont Fish Market Heritage Assessment and Strategy Report 1994</i> Sydney Harbour Foreshore Authority
Casey and Lowe Associates (2000)	<i>Archaeological Investigation CSR Site Pymont Jackson's Landing Volume 1-4</i> Lend Lease
Cultural Resources Management (1994)	<i>City West Development Area Master Plan Area Pymont Fish Market Heritage Assessment and Strategy Report</i> City West Development Corporation
Cultural Resources Management (2002)	<i>Review of Primary Resources Sydney Fish Market</i> Sydney Harbour Foreshore Authority
Dominic Steele Consulting Archaeology (2006)	<i>Aboriginal Archaeological Excavation Report The KENS Site</i> Leighton Contractors Pty Ltd
ERM (2002)	<i>Sydney Fish Market Assessment of Ecological And Aboriginal Heritage Issues</i> Sydney Harbour Foreshore Authority
Don Godden and Associates (1989)	<i>Pymont Industrial Archaeology Heritage Study</i> Phillip Cox Richardson Taylor and Partners
Godden Mackay Pty Ltd (1994)	<i>1-9 Pymont Bridge Road Pymont Archaeological Assessment</i> Capitol Apartments
Gutteridge Haskins and Davey Pty Ltd (2001)	<i>Environmental Audit Sydney Fish Market</i> Sydney Harbour Foreshore Authority
Higginbotham, E (ND)	<i>Historical and Archaeological Assessment of Former McWilliams Wine Premises 55 Pymont Bridge Road</i>
Brian McDonald and Associates (2002)	<i>Coal Bins and Associated Structures Pymont Bridge Road Blackwattle Bay</i> Office of Marine Administration
Jeffery and Katauskas (2010)	<i>Report to Sydney Fish Markets Pty Ltd on Geo-technical Investigation for Proposed Development Stages 2-4 Including New Access Roadways and Parking (Volume 1-2).</i>

NSW Government Architect
Department of Commerce
JBA Planning (2003)

Draft Master Plan Sydney Fish Market
Sydney Harbour Foreshore Authority.

NSW Government Architect
Department of Commerce
JBA Planning (2005)

Draft Master Plan Sydney Harbour
Foreshore Authority and Sydney Fish Market
Pty Ltd

Sydney Harbour Trust

Annual Reports 1901 - 1934

6.2

SECONDARY SOURCES

Paul Ashton, Duncan Waterson (1978)

Sydney Takes Shape A History in Maps
Brisbane. Hema Maps Pty Ltd.

D. Benson and J. Howell (1990)

*Taken for Granted the Bushland of Sydney
and Suburbs*
Sydney. Kangaroo Press.

Broadbent, J (2008)

*Transformation: Ecology of Pyrmont
Peninsula 1788- 2008*
NSW Heritage Branch

Chapman, G.A and Murphy, C.L (1989)

Soil Landscapes of the Sydney Region
Soil Conservation Service of New South
Wales

M. Christie (1988)

The Sydney Markets 1788-1988
Sydney Market Authority

Shirley Fitzgerald, Hilary Golder (1994)

Pyrmont and Ultimo Under Siege
Hale and Iremonger

I. Hudson and P. Henningham (1986)

*Gift of God Friend of Man A Story of the
Timber Industry in New South Wales 1788-
1986*
Australian Forest Industries

Robert Irving (2006)

*Paradise Purgatory Hell Hole The Story of
the Saunders Sandstone Quarries Pyrmont*
Media Masters

Sydney Fish Market

Our Company and Our History
(on line search)

R. Wilkinson (ND)

*A Thirst for Burning the Story of Australia's
Oil Industry*
David Ell Press

Historical Sketch of New South Wales
Reprint. Landsdown Press. Sydney 1886

6.3

Sands and Kenney

DIRECTORIES AND GUIDES

City and Suburban Street Directory
1859-1932

6.4

PROPERTY RECORDS

LPI, CT Volume 1882 Folio 4
LPI, CT Volume 819-200
LPI, CT Volume 929-236
LPI, Volume 1304-63
LPI, Volume 2088-91
LPI, Volume 3552-17
LPI, Volume 1232 -144
LPI, Volume 3614-199

City of Sydney Archives
Rate Assessment Book Phillip Ward 1845

City of Sydney Archives
Records of Building and Development
Applications Bank Street Pyrmont

6.5

NEWS AND JOURNAL ARTICLES

"The Pyrmont Bridge Company's Road":
Sydney Morning Herald 13 October 1895, 8

Plan of Sydney 1866
Illustrated Sydney News January 12 1866

NSW Government Gazette 22 April 1881
Volume 2 No 164; 2283

NSW Government Gazette 29 December
1882 Volume 4 No. 533; 6864

6.6

IMAGES

Anglo-Australasian Photo Company

Views of NSW and Sydney Harbour
Folio 28: View from the Town Hall Tower
Looking SW (1878)
ML PXA 467 f 28)

F. H. Boyer

Sydney From Glebe Point (1870-1873)
(ML SSVI/Bri/Gle/1)

E. Manning

View from Window Ultimo House 1837
(ML V1/1837/2 f.2).

NSW Department of Lands

Meta-Six Search

Roads and Transport Authority

*From the Skies Aerial Photographs of
Sydney in 1943 (DVD)*

6.7

MAPS, PLANS

	<i>Plan of the Western Boundary of J. Harris' Grant Ultimo 1831</i> SRO AO Map 1625 <i>Map of Ultimo Estate Showing Streets Laid Out in Extension of the City of Sydney 1856</i> SRO AO Map 4923 <i>Blackwattle Swamp and Surrounding Grants 1871</i> SRO AO Map 59 <i>Plan of Land at Blackwattle Bay Pyrmont Parish of St Andrew applied for to reclaim and purchase by George Harris 1882</i> LPI Crown Plan 82-806 <i>Plan of Sydney with Pyrmont the Latter the Property of Edward Macarthur Esq divided into allotments for Building (1836)</i> MLM Q3465/6 Volume 1
Harris Family (John Harris)	<i>Ultimo Estate Plan c. 1836</i> (Private Collection)
LPI	<i>Plan of 0a 0r 30 ½ p at Blackwattle Bay Pyrmont 1910</i> Crown Plan 1734-3000
LPI	<i>The Eastern Portion of Blackwattle Bay (undated)</i> Crown Plan 124-574
NSW Department of Lands (1888)	<i>Sydney Sheet G3 (1888)</i> NSW Metropolitan Detail Series ML M Series 4 811.17/1
Sydney City Council	Civic Survey 1948
Sydney Fire and Accident Association (1926)	<i>Detail Survey Maps Block Plans No 203</i> ML Z Series 2 811.17/1
Sydney Subdivision Plans (Glebe)	<i>Blackwattle Bay Pyrmont</i> <i>The Well Known Properties of A.C, Saxton and Sons Ltd (1929)</i> MI Subdivision Plans Glebe ML SP 811.1737/10
Sydney Water	<i>Trigonometrical Survey of Sydney 1865</i> Sheet W2 Sydney Water Archives NRS 9929
Sydney Water	<i>City of Sydney Sheet G3 1887</i> Plan PWD 300 – 1544

Sydney Waterways	<i>Sketch Plan of 17 perches Below HWM at Blackwattle Cove Applied for to lease as a site for a Jetty By Allen Taylor and Co. 1902</i> Sydney Waterways SA2
Sydney Waterways	<i>Blackwattle Bay Pyrmont Sydney (Shell Company and Buckle and Sons) 1902.</i> Sydney Waterways Packet STA10
Sydney Waterways	<i>Plan of Henry Dose and Co Ltd Premises</i> Sydney Waterways Packet STA 4
Sydney Waterways	<i>Plan Showing 17 ½ perches Unauthorised Reclamation at the end of the Extension of Gipps Street Pyrmont Messrs Saxton and Binns.</i> Sydney Waterways Packet STA7.
Sydney Waterways	<i>Plan of Near Gipps Street Blackwattle Bay Proposed New Jetty for Francis Buckle and Sons 1909</i> Sydney Waterways Packet ST A 86
Sydney Waterways	<i>Survey Shewing Land Partially Reclaimed at Blackwattle Bay Applied for Purchase by John Harris 1883</i> Sydney Waterways Packet STA7
H. Wells (1843)	<i>Map of the City of Sydney 1843</i> ML M2 811.17/1843/1
Woolcott and Clarke (1854)	<i>Map of the City of Sydney</i> ML ZM2 811.1854/1