

Harbourside Shopping Centre, Darling Harbour Historical Archaeological Assessment



Prepared for Mirvac by Curio Projects
September 2016

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1.0 INTRODUCTION

1.1 *The Purpose of this Report*

Curio Projects Pty Ltd have been engaged by Mirvac Projects Pty Ltd to prepare an historical archaeological assessment for the Harbourside site at Darling Harbour, Sydney.

This report supports a State Significant Development Application (SSDA) submitted to the Minister for Planning and Infrastructure pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

Mirvac Projects Pty Ltd (Mircvac) is seeking to secure approval to establish concept proposal details for the redevelopment of the Harbourside Shopping Centre (Harbourside), including a new retail shopping centre, residential apartment tower and substantial public domain improvements.

The project supports the realisation of the NSW State Government's vision for an expanded 'cultural ribbon' spanning from Barangaroo, around to Darling Harbour and Pyrmont. The project importantly will add further renewed diversity in tourism and entertainment facilities to reinforce Sydney's CBD being Australia's pre-eminent tourist destination.

This report assesses the historical archaeological potential and significance of the site. The impact of the proposed development on historical archaeological resources at the site is assessed in a separate Heritage Impact Statement prepared by Curio Projects (September 2016), which this report serves as an appendix to.

This report has been prepared with reference to following guideline documents:

- Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter, 2013 (Burra Charter);
- Assessing significance for archaeological sites and 'relics', Heritage Branch 2009.

Curio Projects has also prepared this historical archaeological assessment with regard to documentation provided by Mirvac Projects Pty Ltd, including:

- REP SSDA.9 Envelope Study (FJMT August 2016)
- Secretary's Environmental Assessment Requirements (SEARS) (Application Number SSD 7874) for Harbourside Shopping Centre, issued 30 August 2016

1.2 *Background*

Mirvac acquired Harbourside, a key location within the Darling Harbour precinct, in November 2013. Harbourside, which was opened in 1988 as part of the Bicentennial Program, has played a key role to the success of Darling Harbour as Australia's premier gathering and entertainment precinct.

Despite its success, with an annual pedestrian visitation of around 13 million people, Harbourside is now outdated and in decline. The building lacks a quality interface to the Darling Harbour public domain and Cockle Bay and does not integrate well with the major transformation projects underway and planned for across Darling Harbour.

Harbourside is at risk of being left behind and undermining the significant investment being made in Darling Harbour that will see it return to the world stage as a destination for events and entertainment. Accordingly, Mirvac are taking a carefully considered and staged approach to the complete revitalisation of the site and its surrounds.

1.3 *Site Identification*

The Site is located within Darling Harbour. Darling Harbour is a 60 hectare waterfront precinct on the south-western edge of the Sydney Central Business District that provides a mix of functions including recreational, tourist, entertainment and business.

More generally the site is bound by Pyrmont Bridge to the north, the Sydney International Convention, Exhibition and Entertainment Centre Precinct (SICEEP) to the south, Darling Drive and the alignment of the Light Rail to the west and Cockle Bay to the east.

A locational context area plan and location plan are provided at Figures 1 and 2 below.

The Darling Harbour precinct is undergoing significant redevelopment as part of the SICEEP, Darling Square, and IMAX renewal projects. The urban, built form and public transport / pedestrian context for Harbourside will fundamentally change as these developments are progressively completed.

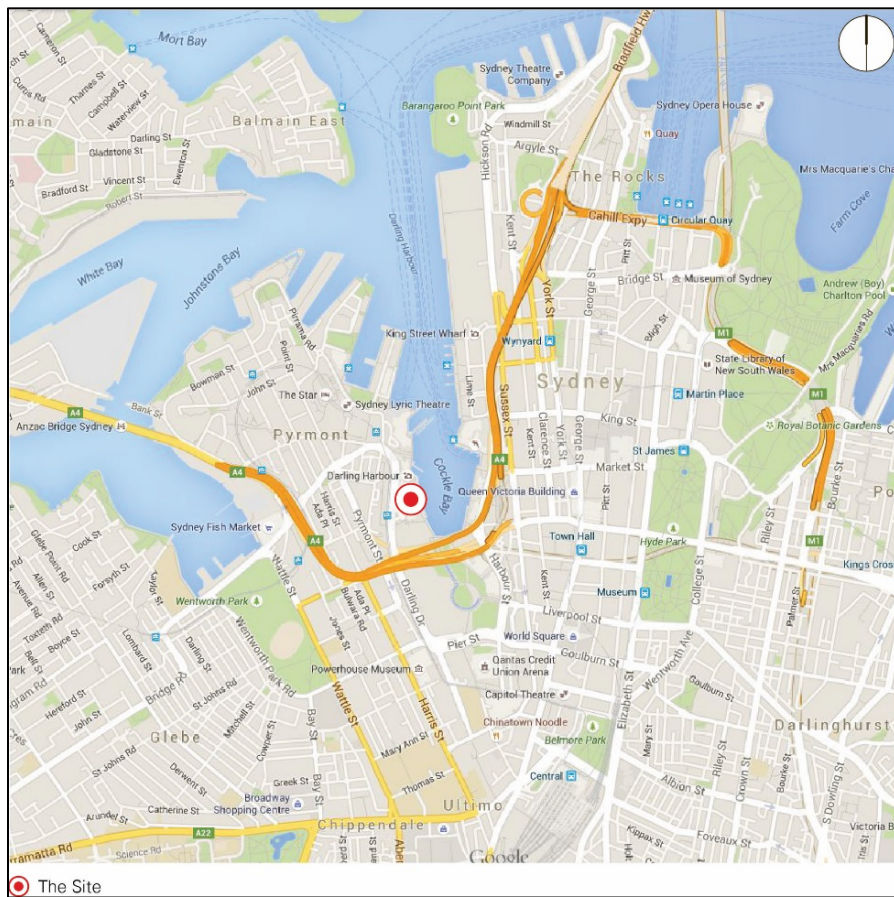


FIGURE 1: LOCATION CONTEXT AREA PLAN SHOWING THE LOCATION OF THE SUBJECT SITE. SOURCE: JBA PLANNING 2016.



FIGURE 2: HARBOURSIDE SITE BOUNDARY. SOURCE: GOOGLE EARTH WITH CURIO PROJECTS ADDITIONS 2016

1.4 Overview of Proposed Development

The proposal relates to a staged development application and seeks to establish concept proposal details for the renewal and re-imagining of Harbourside. The concept proposal establishes the vision and planning and development framework which will be the basis for the consent authority to assess future detailed development proposals. The Harbourside site is to be developed for a mix of non-residential and residential uses, including retail and restaurants, residential apartments, and open space.

The Concept Proposal seeks approval for the following key components and development parameters:

- Demolition of existing site improvements, including the Harbourside Shopping Centre, pedestrian bridge links across Darling Drive, obsolete monorail infrastructure, and associated tree removal;
- A network of open space areas and links generally as shown within the Public Domain Concept Proposal, to facilitate re-integration of the site into the wider urban context;
- Building envelopes;
- Land uses across the site, non-residential and residential uses;
- A maximum total Gross Floor Area (GFA) across the Harbourside site of 87,000m² for mixed use development (non-residential and residential development);
- Basement car parking;
- Car parking rates to be utilised in subsequent detailed (Stage 2) Development Applications);
- Urban Design and Public Realm Guidelines to guide future development and the public domain; and
- Strategies for utilities and services provision, drainage and flooding, and ecological sustainable development.

A more detailed and comprehensive description of the proposal is contained in the Environmental Impact Statement (EIS) prepared by JBA.

1.5 Limitations

The Aboriginal archaeological potential of the site has been assessed in a separate report prepared by Curio Projects Pty Ltd in September 2016.

This report does not assess the impact of any proposed development on the potential historical archaeological resource or any other heritage aspects, including listed heritage items or significant views and vistas. It presents an historical archaeological assessment only.

No geotechnical information was available for review for this assessment.

1.6 Authorship

This report has been prepared by Sally MacLennan, Archaeologist and Heritage Consultant, for Curio Projects Pty Ltd and has been reviewed by Natalie Vinton, Heritage Specialist and Director of Curio Projects Pty Ltd.

2.0 STATUTORY CONTEXT FOR THE SITE

2.1 City of Sydney LEP 2012

Clause 5.10 of the Sydney Local Environmental Plan (LEP) 2012 sets out objectives and planning controls for the conservation of heritage in the City of Sydney, including the conservation of archaeological sites. The LEP states that development consent is required for works that will involve:

5.10(2)(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed.

Clause 5.10(7) specifically relates to the management of archaeological sites:

(7) Archaeological sites

The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies):

(a) notify the Heritage Council of its intention to grant consent, and

(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.

This report assesses the potential for the Harbourside site to contain historical archaeological remains. A separate report will assess the impact of any proposed development on the potential historical archaeological resource identified in this assessment.

2.2 NSW Heritage Act 1977

Historical archaeology is governed in NSW by two principal pieces of legislation – the *NSW Heritage Act 1977* (The Act); and the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The purpose of the NSW Heritage Act 1977 (as amended) is to conserve the environmental heritage of the State. Environmental heritage is broadly defined under Section 4 of the Heritage Act as consisting of the following items:

‘those places, buildings, works, relics, moveable objects, and precincts, of State or local heritage significance.’

The entire Heritage Act protects heritage, but historical archaeological remains are additionally protected from being moved or excavated through the operation of the ‘relics’ provisions. These protect unidentified ‘relics’ which may form part of the State’s environmental heritage, but which have not been listed on the State Heritage Register or protected by an Interim Heritage Order. An archaeological site is an area of land which is the location of one or more archaeological ‘relics’

Division 9 of the Heritage Act is titled ‘*Protection of certain relics*’, with Section 139 containing provisions for ‘*Excavation permit [being] required in certain cases*’ to ‘*disturb or excavate land*’. Such permits are issued under Sections 140 and 141 of the Act, or under Sections 60 and 63 of the Act, in cases where ‘relics’ are situated within sites or places listed on the State Heritage Register. Section 139 prohibits the excavating or disturbing of land leading to a relic being discovered, exposed, moved, damaged or destroyed. To ‘excavate and disturb land’ in the context of the NSW Heritage Act is an act associated with the activity of digging or unearthing.

Amendments to the Heritage Act made in 2009 changed the definition of an archaeological ‘relic’ under the Act. The definition is no longer based on age. Previously a ‘relic’ was defined by being of non-Aboriginal origin and at least 50 years old—with this being a rolling, rather than fixed, date. A ‘relic’ is now defined as an archaeological deposit, resource or feature that has heritage significance at a local or State level. (NSW Heritage Branch Department of Planning. 2009. *Assessing Significance for Sites and ‘Relics’*).

This significance-based approach to identifying ‘relics’ is consistent with the way other heritage items such as buildings, works, precincts or landscapes are identified and managed in NSW. The key issue is whether a deposit, artefact, object or material evidence that survives from the past is significant. If it is significant, it will need to be managed under the ‘relics’ provisions of the Heritage Act. (Heritage Branch, 2009:1). If an historical deposit, artefact, object or material evidence from the past is deemed not to meet the threshold of local or State significance, then it does not need to be managed as a ‘relic’ under the Heritage Act.

In addition, Section 146 of the Heritage Act relates to the requirement to report the discovery of relics to the Heritage Council. Specially, Section 146 of the Heritage Act states:

146 Notification of discovery of a relic

A person, who is aware or believes that he or she has discovered or located a relic (in any circumstances, and whether or not the person has been issued with a permit) must:

(a) within a reasonable time after he or she first becomes aware or believes that he or she has discovered or located that relic notify the Heritage Council of the location of the relic, unless he or she believes on reasonable grounds that the Heritage Council is aware of the location of the relic, and

(b) within the period required by the Heritage Council furnish the Heritage Council with such information concerning the relic as the Heritage Council may reasonably require.

In accordance with the Section 146 provisions of the Heritage Act, the discovery of relics is generally reported to the Heritage Division, in the form of a post-excavation report or similar, depending on the circumstances in which the discovery was made- and in accordance with any requirements of the Minister.

This report assesses the potential of the Harbourside site to contain historical archaeological remains, and whether any remains would be considered relics under the Heritage Act.

2.2.3 Heritage Listings

The subject site is not listed as a heritage item on the City of Sydney LEP 2012 or on the State Heritage Register.

The Pyrmont Bridge, located directly to the north of the site, is listed on the State Heritage Register (Database No. 5053337).¹

The Darling Harbour Woodward Water Feature², located on the harbour promenade, to the south of the site, is identified as an item of State Heritage Significance on the NSW State Heritage Register – Item no. 01933. It was recently listed (June 2014).

There are two items within the vicinity of the site that are listed on the Sydney Harbour Foreshore's S170 Register. They include the Darling Harbour Rail Corridor, which runs parallel to the western side of the subject site. The S170 Register listing does not provide a curtilage map for the Darling Harbour Rail Corridor, only a reference point, and describes the boundary for the site as '*located between George Street (Broadway), Pyrmont Street, Harris Street, and Merino Boulevard, on the former railway reserve for the Darling Harbour goods line. The limit of this listing includes the Casino site as its northern boundary.*'³ The item is described as being 'free from development', apart from the sections currently being used for the light rail. Whilst adjacent to the site, it does not form part of the curtilage of the site.

The second item is the Water Cooling System and Manifold⁴, which was an integral part of the operating system of the Power Station. The system consists of underground conduits possibly built of sandstone taking cool water to the Powerhouse from Darling Harbour waters edge and hot water from the Powerhouse to the waters edge.

There are twelve items of local heritage significance and one heritage conservation area within the general vicinity of the site, as shown in Sydney LEP 2012 Heritage Map Sheets 007 and 008 below. They are identified as:

- The Woolbroker's Arms Hotel, 22 Allen Street (Item no. I1206)
- The Corner Shop and Terrace Group, 224-302 Harris Street (Item no. I1233)

¹ Pyrmont Bridge State Heritage Inventory Card

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5053337>

² Darling Harbour Woodward Water Feature State Heritage Inventory Card

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5061721>

³ Darling Harbour Rail Corridor State Heritage Inventory Card

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4500465>

⁴ <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4500471>

- Retail Premises – Harris Street Group, 304-308 Harris Street (Item no. I1234)
- Former Warehouse ‘Harry Lesnie Pty Ltd’, 47-49 Murray Street (Item no. I1244)
- Former Warehouse ‘HS Bird & Co, 51-53 Murray Street (Item no. I1245)
- Pyrmont and Murray Street Residential Group, 142-168 Pyrmont Street (Item no. I1246)
- Pyrmont Bridge Road Hotel, 11 Pyrmont Road (Item no. I1255)
- John Taylor Woolstore, 137 Pyrmont Street (Item no. I1263)
- Clarence Bonded and Free Stores, 139 Murray Street (Item no. I1264)
- Pyrmont Fire Station, 147 Pyrmont Street (Item no. I1265)
- Pyrmont Terrace Group, 86-92 Pyrmont Street (Item no. I1276)
- Pyrmont Bridge Hotel, 94-96 Pyrmont Street (Item no. I1277)
- Pyrmont Conservation Area (Item no. C52)

Further details about these detailed heritage listings, including maps and references, are detailed in the HIS.

The subject site is also included within the ‘Pyrmont and Ultimo Heritage Study’ Area⁵, however no conservation areas, archaeological sites, or items of heritage significance are identified within the current subject site through the course of the study.

⁵ Anglin Associates 1990, *Pyrmont and Ultimo Heritage Study*

3.0 HISTORICAL SUMMARY

This section presents a summary of the site history as detailed in the Historical Assessment of Darling Harbour Railway and Goods Harbour in the Context of the history of the western side of Darling Harbour, Ultimo and Pyrmont prepared in February 2016 by Patricia Hale for Curio Projects. This summary also draws on other sources such as *Transformations: Ecology of Pyrmont Peninsula 1788–2008* by James Broadbent. This summary highlights physical developments that are particularly relevant for the consideration of the historical archaeological potential of the Harbourside site.

3.1. Phase 1: European Settlement and the Ultimo Estate (1788–1874)

- 1803–1840s—John Harris acquired successive grants between 1803 and 1818 to create his 233-acre Ultimo Estate. Harris used his Ultimo Estate as his parkland country retreat, farming only a few acres. Land clearing occurred progressively through to the 1840s as the area was primarily used for grazing and as a deer park.⁶ After John Harris’ death, legal issues prevented subdivision until after 1859, meaning little to no urban development occurred in the vicinity of the subject site during this period.
- 1810s–1820s—Shell middens on western side of Darling Harbour utilised as a source of lime, particularly during Governor Macquarie’s campaign of civic improvement. Unclear if any are within the study area.
- c1832—In 1828 John Harris gifted 1.5 acres to Anne Murray on her marriage to Captain George Bunn. Newstead House (also referred to as Bunn’s Cottage or Bunn’s House) was constructed in c1832. The house stood until at least 1889, and appears to be located to the west of the study area (between Murray Street and Darling Drive). Some physical developments and modifications are evident within the study area between Newstead House and the waterfront:
 - A plan from 1844 (Figure 3) indicates a small brick/stone and wooden structure of unknown function was constructed close to the foreshore. It is unclear if it is directly associated with Newstead House or not.
 - An access way is also illustrated on the 1844 plan (Figure 3) had been constructed between the Bunn’s house and the waterfront, although its function is unclear. It is possible that it is some sort of slipway and/or haulage track associated with the goods coming in by sea. This feature appears to utilise existing topography, however may also be associated with localised land reclamation to enhance this feature. This feature is also evident in the 1860s and 1870s (Figures 5–8).
 - The 1865 Trig survey (Figure 5) indicates the small structure at the waterfront shown in 1844 is still standing. A second small wooden L-shaped building of unknown function is also evident to the south of the original small building (Figures 5 and 6). Both structures have associated outbuildings behind them, likely to be an outdoor privy.
 - Substantial, potentially masonry, fencing or a retaining wall between Newstead House and the smaller unknown structures is possibly evident in both the 1865 Trig Survey (Figure 5), and the 1873 panoramas (Figure 7). This division is also approximately at the point where the level changes significantly from the rise at Newstead House to the water’s edge, evident in the panorama. Quarrying may have been undertaken in this area.
 - In the 1873 and 1875 panoramas (Figures 7 and 8) additional structures between the rise and the water’s edge appear to be present to the south of those indicated on the 1865 Trig survey, suggesting additional structures were constructed close to the water in the intervening years. The quality of the image does not allow for detailed analysis of their form or function. The area to the north still appears undeveloped and unmodified aside from clearing, with natural sandstone outcrops evident (see also Figure 9).

⁶ Broadbent, J. 2010. *Transformations: Ecology of Pyrmont Peninsula*, prepared for the City of Sydney, pp 393-394. Available online at: http://www.cityofsydney.nsw.gov.au/_data/assets/pdf_file/0018/228033/Transformations-Ecology-of-Pyrmont-Peninsula-17882008.pdf

- Mature cultural plantings, including a Moreton Bay Fig and Norfolk Pine, are evident in the garden of Newstead House in the 1873 panorama. Additional landscaping elements not visible in this image may be present within the grounds of Newstead House.
- c1873—Photograph panoramas (Figures 7, 8 and 10) indicate that additional unidentified structures may be present to the south of Bunn’s cottage. A jetty appears in Figures 8 and 10 immediately south of the slipway/track from Newstead House. The function of other structures in this foreshore area is unclear, but may relate to commercial or industrial activities.

3.2 Phase 2: Growth and Expansion of the Darling Harbour Railway Goods Yard (1874–1960s)

- 1878—By this time the Atlas Engineering Works were functioning out of premises on the Darling Harbour waterfront immediately east of Bunn’s Cottage. In 1878 these are shown as a relatively small shed/warehouse complex (Figure 10), which may have served its shipbuilding function. The company was also awarded a contract in the same year to build railway vehicles, including engines, passenger vehicles and goods rolling stock.⁷
- 1884–1888—Darling Harbour Goods Line railway expanded north to Pyrmont Bridge through subject site. Atlas Engineering Works premises were resumed and appear to have relocated to a series of parallel sheds to the west of the railway line, beyond the subject site (Figures 11 and 12). The waterfront appears to have undergone some land reclamation and levelling to facilitate railway construction. Additional lines were added on reclaimed land to the east by 1903 (Figure 13). Associated infrastructure, such as possible signal boxes, were present within the subject site close to Pyrmont Bridge (e.g. Figure 13).
- 1891—Construction of Outward Goods Shed (C&D Shed), equipped with hydraulic cranes (Figures 13 and 14). The shed was of iron and steel construction with a wooden truss roof with lantern. The shed had a central roadway with two platforms, each with a hydraulic crane and two sidings. The shed has a capacity of 97 goods wagons.
- 1902—Construction of second Outwards Goods Shed (A&B Shed), immediately east of the 1891 goods shed (i.e. on the waterfront) (Figures 13 and 14). The shed contained a central roadway with a platform and siding on either side. The shed was constructed with cast iron circular columns and walls manufactured by ‘Barmer & Son Globe Foundry Sydney’. The iron columns supported the steel beams and trusses of the corrugated fibro roof. A clock was set in the building’s northern gable, and the shed was equipped with hydraulic cranes and loading facilities that were later removed. Further land reclamation appears to have occurred by this time and allowed this shed to be built right on the waterfront.
- 1902—The Goods Shed Offices/Forwarding Station was a two-storey brick and sandstone building with a timber-framed iron covered hipped roof and pressed metal ceilings. Windows facing Pyrmont had semicircular arches with a stone keystone and decorative stone sills. The building was constructed close to the corner of Murray Street, at the north-western corner of the 1891 Outwards (South) Goods Shed (C& D) (Figure 13). The building was converted for amenities during the twentieth century, and had several ablutions fittings on the first floor. The ground floor was used as office space.
- 1920s—a two-storey structure was constructed on the eastern side of the Outwards Good Shed (A&B Shed). Possibly connected with the 1895 construction for transferring frozen meat across the harbour from the Meat Market to the NSW Pastoralists Association works at North Sydney. May have remained in place following the closure of the Meat Market in 1914 until the reclamation of Darling Harbour was completed in 1926. Its site may have been reused for the coal wharf that by 1984 appears to have also supported a helipad (Figure 15).
- 1918–1928—land reclamation proceeded in stages along the head of Darling Harbour and along it’s western shore (Figure 15 and 16). Some of the reclamation fill originated from the spoil excavated from the City Circle train line, as well as from the 926 demolition of the Iron Wharf (south of subject site). Some of this reclamation is likely to have extended into the subject site. Additional wharves (Wharves 37 and

⁷ SHFA S170 listing for Darling Harbour Goods Line <http://www.shfa.nsw.gov.au/sydney-About-us-Our-heritage-role-Heritage-and-Conservation-Register.htm&objectid=173>

38) were built along the newly reclaimed area beyond the study area by 1928. A jetty constructed during this phase of work appears to fall partially within the study area.

3.3 Phase 3—Decline, Closure and Redevelopment of the Darling Harbour Goods Yard (1960s–Present)

- 1982–1984—closure of the Darling Harbour Goods Yard.
- 1986—The ‘Harbourside Festival Marketplace’ is constructed from 1986 (Figure 17). It was one of the first projects to commence as part of the Darling Harbour redevelopment for the Bicentennial celebrations. Harbourside is based on a design from Baltimore, USA and was completed in time for the Bicentennial celebrations on 26 January 1988. Harbourside is still standing and in active use at the time of this report.



FIGURE 3: DETAIL OF THE 1844 FRANCIS WEBB SHIELD'S MAP OF SYDNEY, INDICATING THE LOCATION OF THE SUBJECT SITE. SOURCE: CITY OF SYDNEY ARCHIVES DIGITAL INFORMATION.



FIGURE 4: DETAIL OF THE 1854 WOOLCOTT AND CLARKES MAP OF SYDNEY, INDICATING THE LOCATION OF THE SUBJECT SITE. SOURCE: CITY OF SYDNEY ARCHIVES DIGITAL INFORMATION.

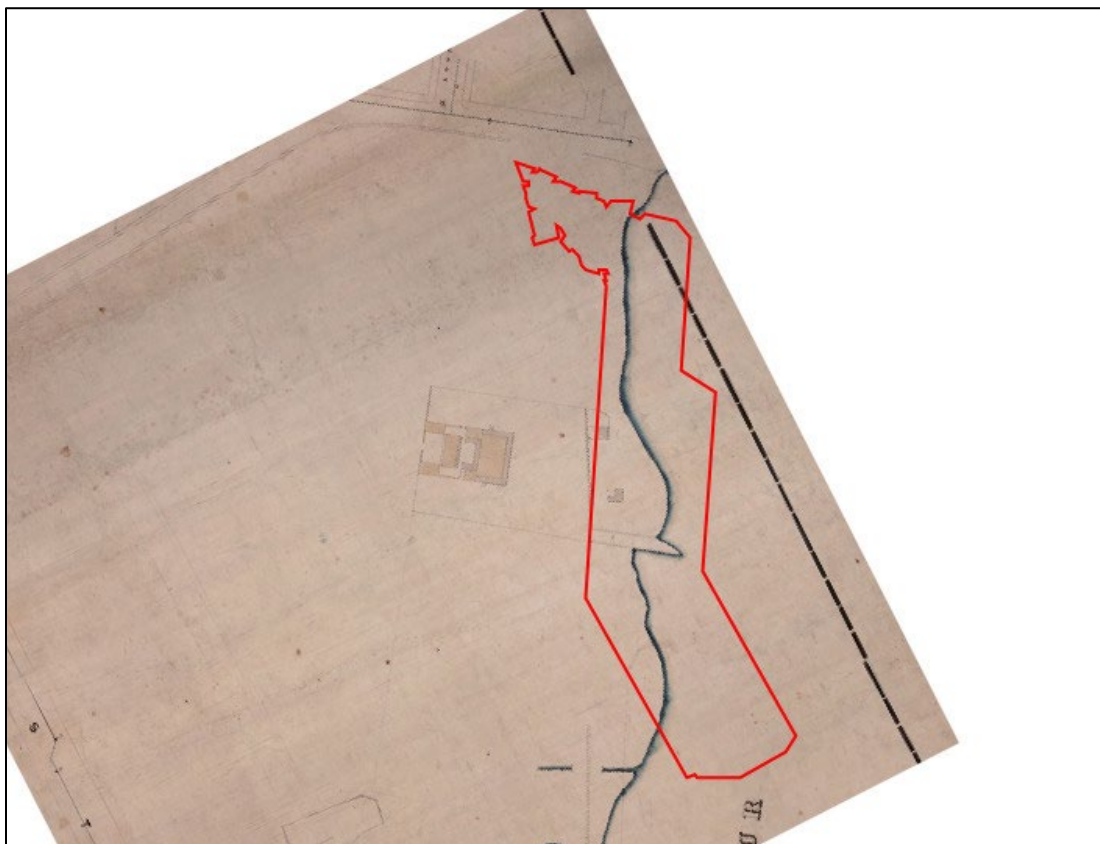


FIGURE 5: DETAIL OF THE 1865 TRIGONOMETRICAL SURVEY OF SYDNEY (BLOCK W1), INDICATING THE LOCATION OF THE SUBJECT SITE. SOURCE: CITY OF SYDNEY ARCHIVES DIGITAL INFORMATION.

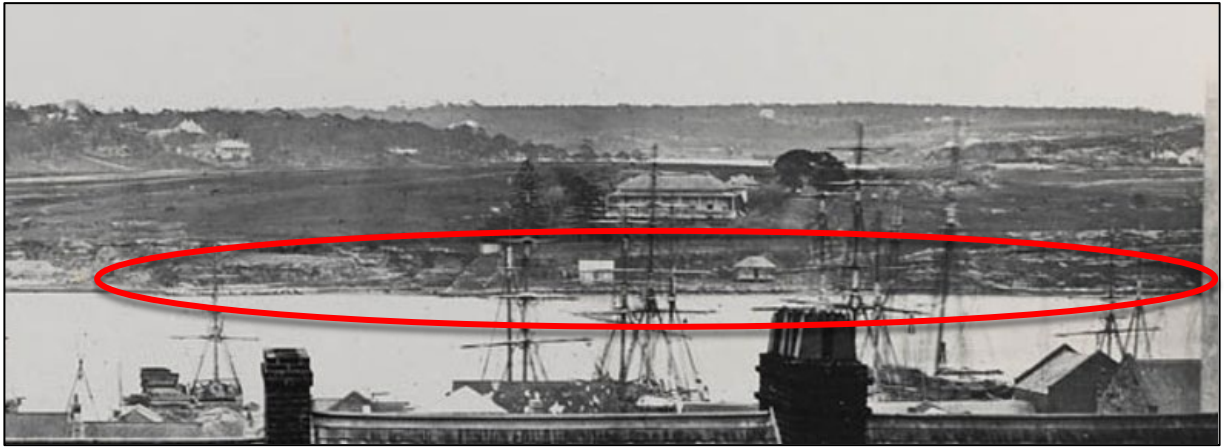


FIGURE 6: DETAIL OF PANORAMA OF DARLING HARBOUR, LOOKING WEST (C1865), WITH APPROXIMATE LOCATION OF SUBJECT SITE OUTLINED IN RED. SLNSW DL PX 162, DIGITAL ORDER NUMBER A1729004.

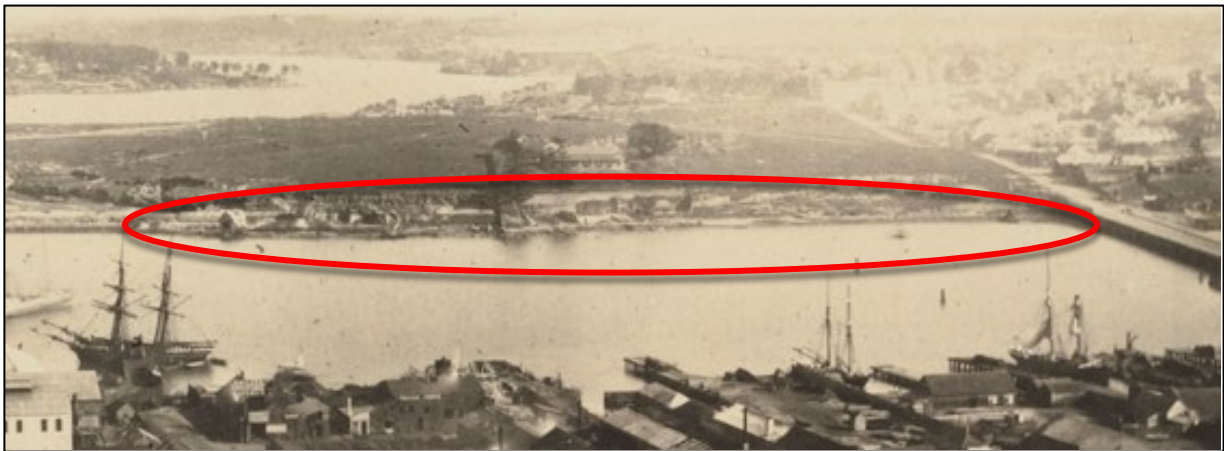


FIGURE 7: DETAIL OF PANORAMA OF SYDNEY TAKEN FROM SYDNEY TOWN HALL, 1873, WITH APPROXIMATE LOCATION OF SUBJECT SITE OUTLINED IN RED. SLNSW MITCHELL LIBRARY SPF / 1626, DIGITAL ORDER NUMBER A4324010.

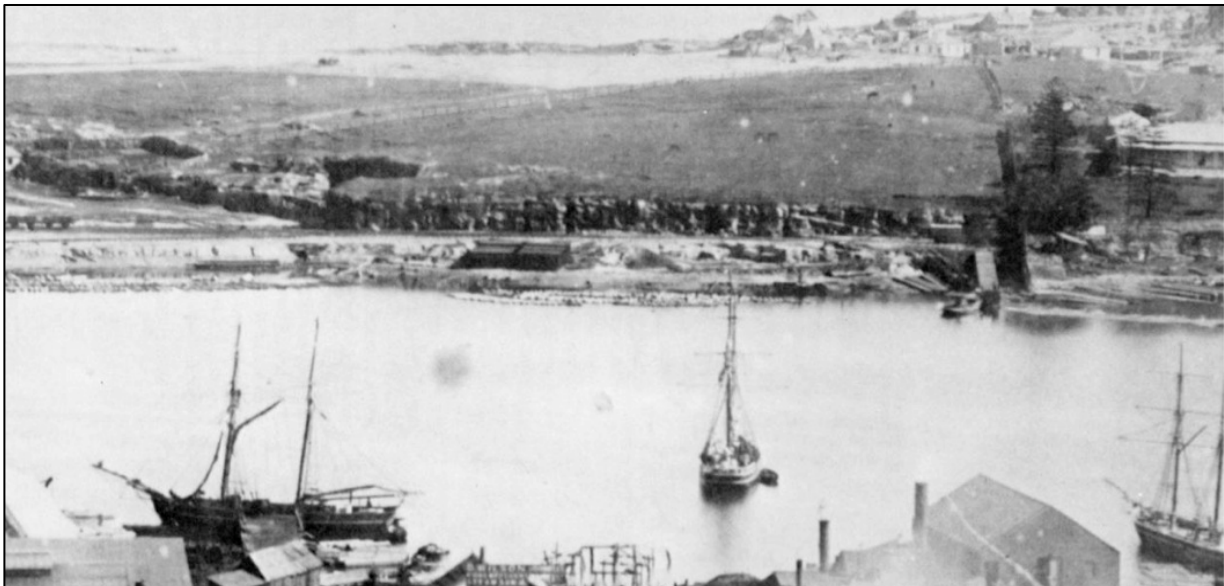


FIGURE 8: DETAIL OF PANORAMA LOOKING WEST FROM SYDNEY TOWN HALL, C.1875, SHOWING THE SITE SOUTH OF NEWSTEAD HOUSE, SHOWING APPROXIMATE LOCATION OF SUBJECT SITE OUTLINED IN RED SOUTH OF NEWSTEAD HOUSE. SOURCE: MACLEAY MUSEUM, UNIVERSITY OF SYDNEY, REPRODUCED IN MATTHEWS 1982, P18, IN CASEY AND LOWE 2013, ICC HOTEL DARLING HARBOUR, ARCHAEOLOGICAL ASSESSMENT AND IMPACT STATEMENT, P61.



FIGURE 9: PYRMONT BRIDGE AND NORTHERN PART OF THE STUDY AREA IN 1874, SHOWING THE UNDEVELOPED NATURE OF THE SITE AT THIS TIME. SLNSW MITCHELL LIBRARY SPF/838, DIGITAL ORDER NUMBER A089838.

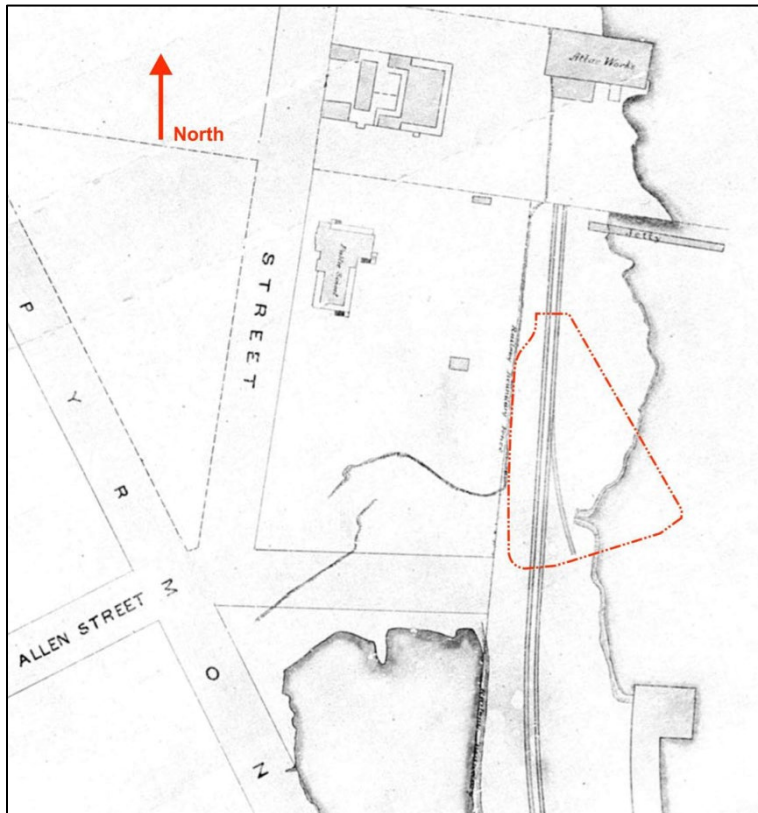


FIGURE 10: 1878 PLAN FROM STATE RECORDS, INDICATING THE LOCATION OF THE SUBJECT SITE. SOURCE: STATE RECORDS NSW

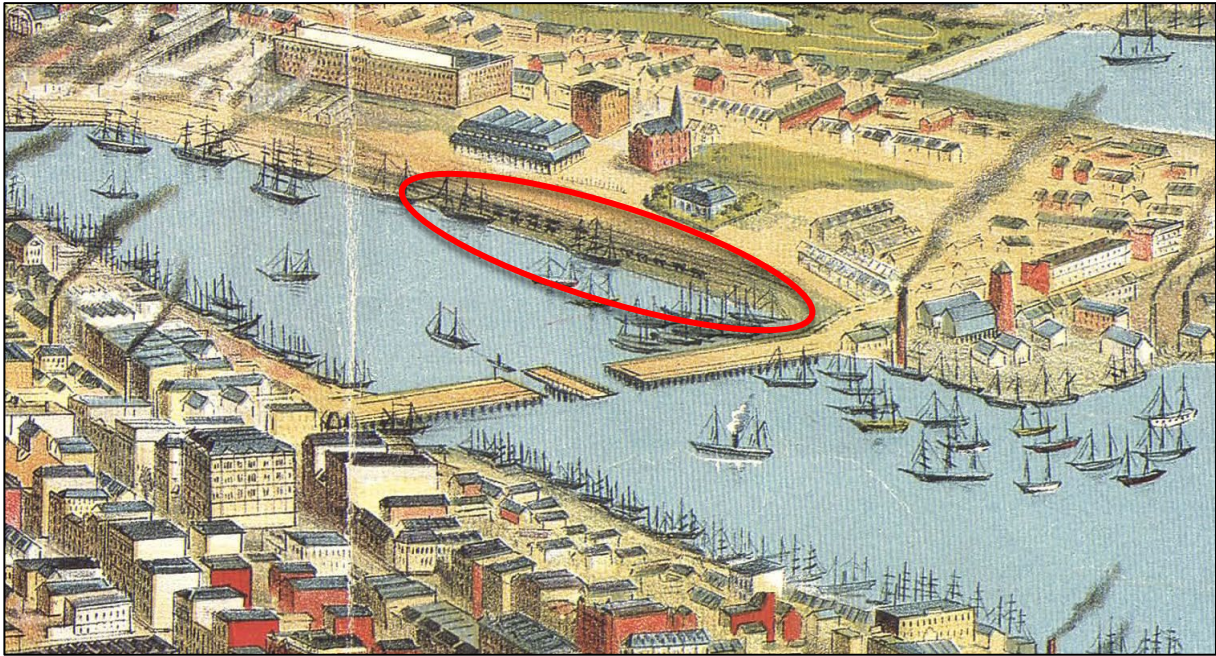


FIGURE 11: DETAIL OF THE 1888 BIRDSEYE VIEW OF THE CITY OF SYDNEY, M.S. HILL, INDICATING THE APPROXIMATE LOCATION OF THE SUBJECT SITE OUTLINED IN RED. SOURCE: CITY OF SYDNEY ARCHIVES DIGITAL INFORMATION.

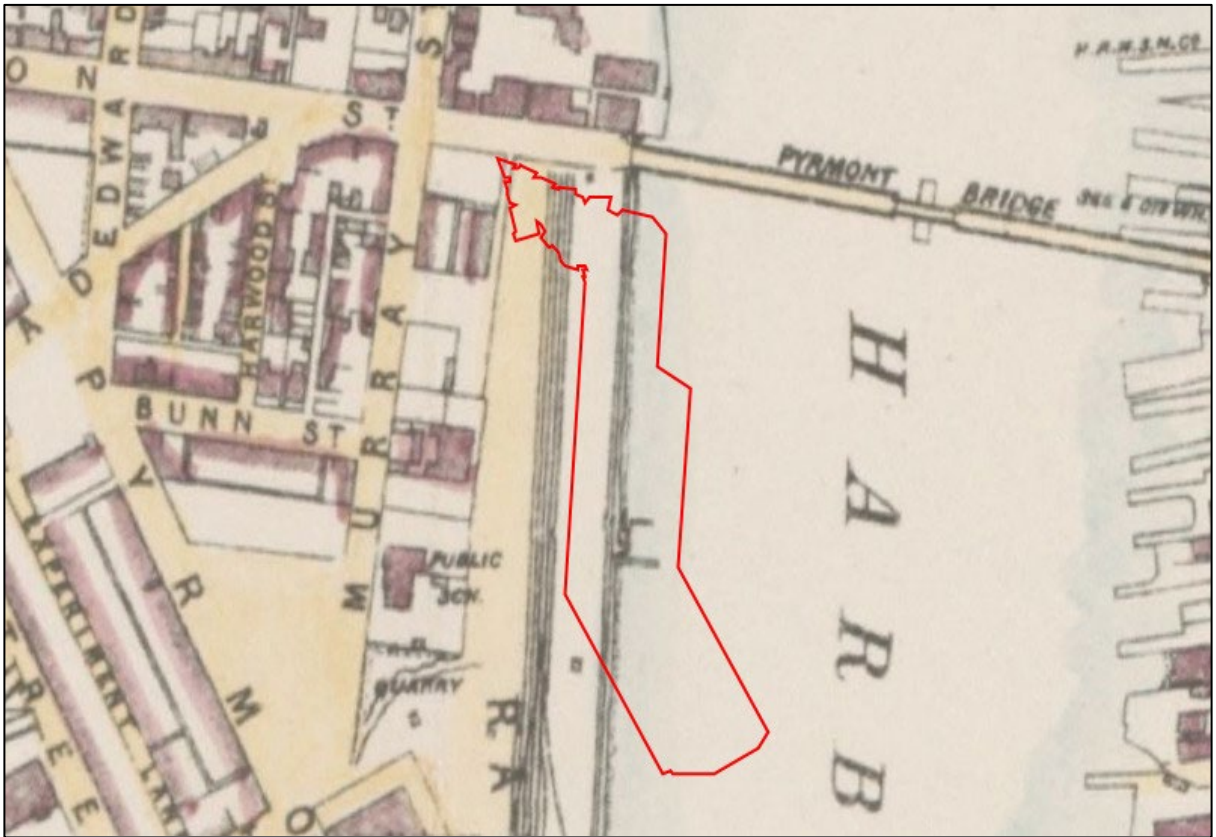


FIGURE 12: DETAIL OF THE 1895 MAP OF THE CITY OF SYDNEY, NEW SOUTH WALES, INDICATING THE LOCATION OF THE SUBJECT SITE. SOURCE: NLA MAP RM 3443.

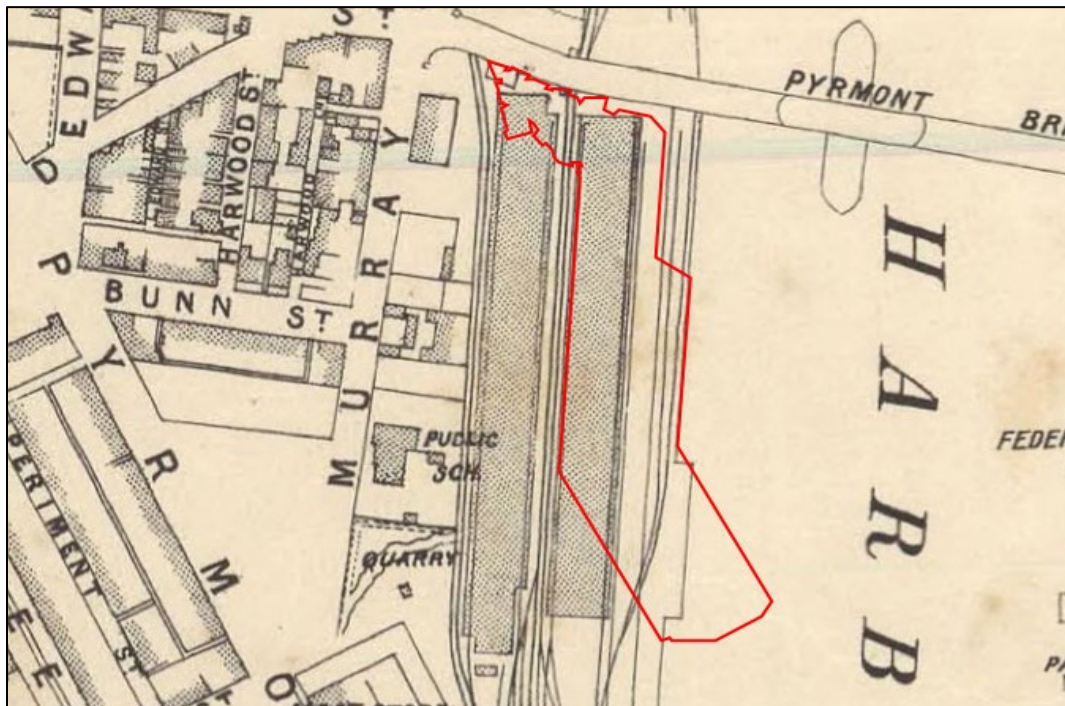


FIGURE 13: DETAIL OF THE 1903 MAP OF THE CITY OF SYDNEY, NEW SOUTH WALES, INDICATING THE LOCATION OF THE SUBJECT SITE. SOURCE: CITY OF SYDNEY ARCHIVES DIGITAL INFORMATION.



FIGURE 14: FRAME WORK OF DARLING HARBOUR SHEDS CONSTRUCTION, NEW SOUTH WALES (C1920). IMAGE SHOWS THE 1902 OUTWARDS GOODS SHED A&B AT THE RIGHT, THE 1891 SHED C&D IN THE CENTRE AND THE 1823 DOUBLE TIER SHED AT THE LEFT UNDER CONSTRUCTION. SOURCE: NLA PIC P860/325 LOC COLD STORE PIC AGF

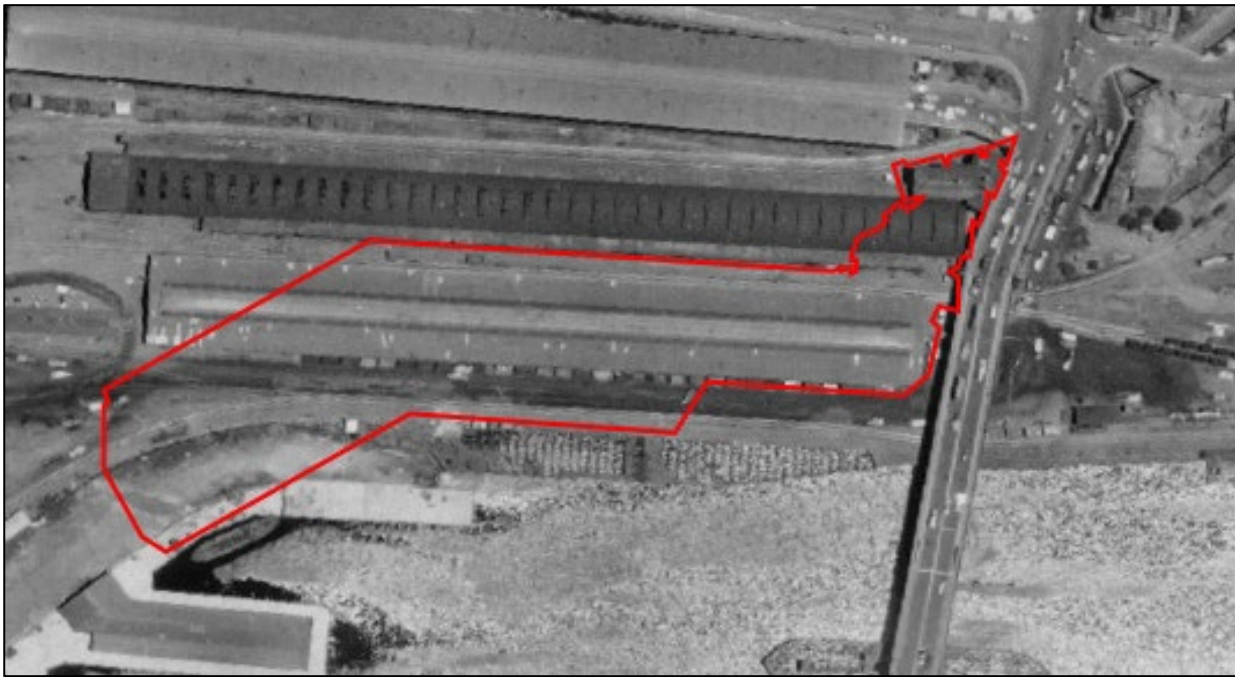


FIGURE 15: DETAIL OF 1949 AERIAL, INDICATING THE LOCATION OF THE SUBJECT SITE. SOURCE: CITY OF SYDNEY ARCHIVES DIGITAL INFORMATION.



FIGURE 16: CONSTRUCTION OF HARBOURSIDE, 1980S. SOURCE: SYDNEY HARBOUR FORESHORE AUTHORITY, [HTTP://WWW.SHFA.NSW.GOV.AU/SYDNEY-ABOUT-US-HERITAGE-ROLE-HERITAGE-AND-CONSERVATION-REGISTER.HTM&OBJECTID=173](http://www.shfa.nsw.gov.au/sydney-about-us-heritage-role-heritage-and-conservation-register.htm&objectid=173)

4.0 HISTORICAL ARCHAEOLOGICAL POTENTIAL

4.1 Site Description

The site inspection was undertaken on 16 February 2016 to understand the site context, as well as identify evidence of existing archaeological features or evidence of ground disturbance that may inform the assessment of historical archaeological potential.

The Harbourside Shopping Centre is located on the western foreshore of Darling Harbour. The Harbourside Shopping Centre consists of a three-storey building and does not have a basement.

The subject site extends from Pymont Bridge in the north to the International Convention Centre site currently under redevelopment to the south (Figure 17). On the west the site is bounded by Darling Drive (Figure 18), and extends east to the public SHFA-owned promenade on the Darling Harbour foreshore (Figure 19). The northern boundary of the site abuts the south-western end of Pymont Bridge. In several locations the existing shopping centre complex has a direct physical or visual interface with Pymont Bridge (Figures 20–23).

The former monorail station is located above the northern end of the Harbourside Shopping Centre complex (Figure 21). A set of stairs provides access from Harbourside up to Pymont Bridge and the former monorail station. A pedestrian footbridge connects the former monorail station, Pymont Bridge and the northern end of Harbourside to the multistorey parking station and hotel on the western side of Darling Drive (Figure 24).

A second pedestrian bridge connects the upper level of Harbourside to the multistorey parking station and hotel on the western side of Darling Drive (Figure 18).

The external areas within the subject site adjacent to the waterfront promenade are paved in red brick, and are consistent with the rest of the public promenade, western approach to Pymont Bridge, Australian National Maritime Museum forecourt (Figures 19–21).

A footpath and driveway to a loading dock provide access to the north-western side of the site. The Darling Drive ramp is located immediately west (Figure 25).

The nearby route of the light rail runs along the a section of the path of the former Darling Harbour Goods Line, and is located to the west of the site. The rail line sits at a similar level to Harbourside. Darling Drive rises up from this level via a ramp (and not natural topography or an extant historical feature) to meet the higher level of Murray Street (Figure 25).

Evidence of subsurface services were observed across the site, including stormwater drainage (Figure 26).



FIGURE 17: THE HARBOURSIDE SHOPPING CENTRE, VIEWED FROM THE EASTERN SHORE OF DARLING HARBOUR.



FIGURE 18: WESTERN BOUNDARY OF THE SUBJECT SITE, VIEW FACING SOUTH. DARLING DRIVE RUNS ALONG THE WESTERN BOUNDARY. THE LIGHT RAIL LINE TO THE WEST OF DARLING DRIVE FOLLOWS A ROUTE OF THE ORIGINAL DARLING HARBOUR GOODS LINE.



FIGURE 19: EASTERN BOUNDARY OF THE HARBOURSIDE SITE, SHOWING INTERFACE WITH PUBLIC PROMENADE ON THE WATERFRONT.



FIGURE 20: WESTERN APPROACH TO PYRMONT BRIDGE, SHOWING ENTRANCE TO HARBOURSIDE.



FIGURE 21: INTERFACE BETWEEN HARBOURSIDE (LEFT) AND PYRMONT BRIDGE (RIGHT), VIEW FACING WEST. THE FORMER MONORAIL STATION IS VISIBLE IN THE CENTRE OF THE IMAGE.



FIGURE 22: PHYSICAL INTERFACE WITH PYRMONT BRIDGE

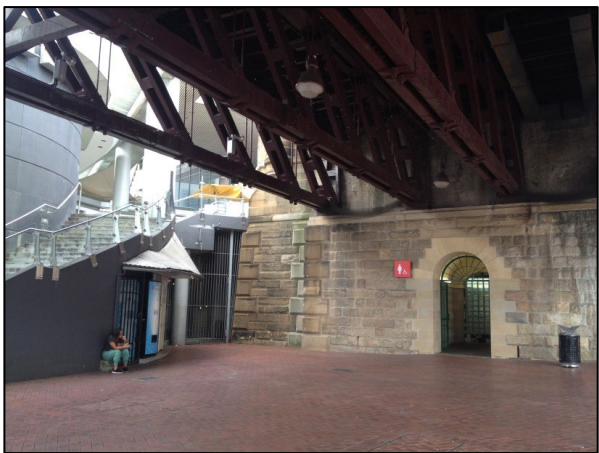


FIGURE 23: NORTHERN BOUNDARY OF HARBOURSIDE AND THE SANDSTONE FOUNDATION OF PYRMONT BRIDGE, SHOWING GATED ENTRANCE TO LOADING DOCK ON NORTHWESTERN SIDE OF HARBOURSIDE SHOPPING CENTRE.



FIGURE 24: PEDESTRIAN FOOTBRIDGE BEYOND THE NORTHERN BOUNDARY OF THE SUBJECT SITE, SHOWING FORMER MONORAIL STATION AND HARBOURSIDE SHOPPING CENTRE.



FIGURE 25: LOADING DOCK ENTRANCE ON WESTERN SIDE OF HARBOURSIDE. DARLING DRIVE RISES ON THE LEFT HAND SIDE OF THE IMAGE. TEMPORARY CONSTRUCTION SHEDS ARE INSTALLED ABOVE THE LOADING DOCK DRIVEWAY.



FIGURE 26: EXAMPLE OF SUBSURFACE SERVICES ON THE WESTERN SIDE OF HARBOURSIDE SHOPPING CENTRE.

4.2 Archaeological Assessment

This section presents an assessment of the archaeological potential of the subject site. Section 4.2.1 assesses the range of physical remains that may have been present at the site based on the activities and developments at the site as indicated by the historical analysis. Activities and developments at the site from is also used to extrapolate the extent of physical disturbance that the subject site has experienced that may have impacted on the survival of historical archaeological remains (Section 4.2.2). These two aspects are then assessed against each other in Section 4.3 to form a summary statement of the subject site’s historical archaeological potential.

Archaeological potential refers to the level of likelihood for physical evidence of a particular historical activity or development to survive. It is usually classified as low, medium or high:

- Low archaeological potential—it is unlikely that physical evidence of a particular historical phase or activity survives.
- Moderate archaeological potential—it is possible that physical evidence of a particular historical phase or activity survives, however surviving archaeological remains may have been subject to some disturbance or may only partially survive.
- High archaeological potential—it is likely that physical evidence of a particular historical phase or activity survives.

4.2.1 Assessment of Potential Evidence

Phase 1 (1788–1874) relates to early historical uses of the subject site prior to its incorporation within the Darling Harbour Goods Yard. The earliest recorded uses of the land in the vicinity of the subject site through to the 1840s includes land clearing, grazing of sheep, cattle and deer as part of the Harris’ Ultimo Estate. The marginal nature of the natural intertidal foreshore of Darling Harbour, suggests that pastoral-related activities is likely to have been limited within the subject site. Any evidence of these activities, if present, would likely to be largely ephemeral, such as archaeo-botanical evidence and artefact scatters.

Historical records suggest that accumulations of shell, including possible middens, on the western shore of Darling Harbour were mined for use in the production of lime in the 1810s and 1820s. If this activity occurred within the subject site, physical evidence would likely be primarily ephemeral in nature. Archaeological remains could include

isolated artefacts or artefact scatters associated with the collection and transportation of shell material, as well as shell accumulation formations that have been cut or disturbed as a result of these processes.⁸

There is some potential that the intertidal zone of the subject site was also used at this time for undocumented early commercial or industrial maritime uses. Significant early nineteenth century archaeological remains of unrecorded maritime enterprises has been identified on other Darling Harbour foreshore sites, such as the KENS site. If present, archaeological evidence of such undocumented activities may include remains of timber wharves and jetties, slipways, structural remains of buildings, artefact scatters or deeper subsurface feature such as rubbish pits, privies.

Following the construction of Newstead House (Bunn’s Cottage) in c1832, the foreshore within the subject site was subject to a number of physical developments. A potential boat ramp/slipway appears to have been constructed by 1844 (Figure 3), involving land reclamation and masonry construction (e.g. Figure 7). The eastern edge of the garden of Newstead House also falls within the study area, and features mature cultural plantings and a masonry fence/retaining wall delineating the edge of the garden from the sandstone cliff.

It is unclear from the available historical data if the all of these structures are directly associated with the Bunn’s and/or Newstead House or if they relate to a suite of separate activities. These structures may have had a domestic function, however their position on the waterfront suggests they may also have been associated with industrial or light industrial enterprises, such as shipbuilding or wharfage. Historical plans (e.g. Figure 5) indicate an outbuilding (likely to be a privy) and fencing is associated with each structure. The 1873 panorama also indicates that additional unidentified structures with a potentially similar domestic/industrial/commercial function were also present to the south of Newstead House.

TABLE 1: PHASE 1—SUMMARY OF HISTORICAL DEVELOPMENT

Phase and Date	Activity or Development	Possible Archaeological Evidence
Phase 1: 1788–1874	Land clearing and grazing (c1803–1840s). May include incidental evidence of unrecorded activities within the subject site.	Isolated artefacts / artefact scatters Archaeo-botanical evidence Fence lines, including postholes or timber posts
	Collection of shell for lime production (1810s–1820s)	Isolated artefacts / artefact scatters Disturbed or modified shell accumulations/middens
	Unrecorded early maritime commercial/industrial activities	Slipways (e.g. stone or timber) Wharf/jetty remains including timber posts or postholes, timber supports, iron bolts, modification of bedrock. Structural remains of unrecorded outbuildings, including brick/stone/timber foundations, postholes Deeper subsurface features including privies, cesspits, wells, drains Rubbish pits Artefact scatters

⁸ The potential for shell middens, in relation to Aboriginal occupation of the subject site, has been assessed in a separate Aboriginal archaeological due diligence report prepared for the Harbourside site by Curio Projects, September 2016.

Phase and Date	Activity or Development	Possible Archaeological Evidence
	<p>Occupation and commercial/industrial use of foreshore.</p> <p>Including evidence of two small structures east of Newstead House, jetty to the south of Newstead House slipway and unidentified structures to the south of Newstead House</p>	<p>Structural remains i.e. stone/brick/timber foundations, postholes</p> <p>Underfloor deposits within structures</p> <p>Deeper subsurface features including privies, cesspits, wells, drains</p> <p>Rubbish pits</p> <p>Artefact scatters</p> <p>Demolition deposits</p>
	<p>Evidence of the use of outside space, including domestic/commercial/industrial or light industrial use.</p> <p>May include unrecorded activities undertaken on the foreshore associated with two recorded structures or other unidentified structures.</p>	<p>Yard or work surfaces, including paved, cobbled or packed earth surfaces</p> <p>Brick/stone/timber fencing, including foundations and postholes</p> <p>Industrial/light industrial infrastructure e.g. forges/smithing areas, manufacturing equipment</p> <p>Slipways (e.g. stone or timber)</p> <p>Wharf/jetty remains including timber posts or postholes, timber supports, iron bolts, modification of bedrock.</p> <p>Structural remains of unrecorded outbuildings, including brick/stone/timber foundations, postholes</p> <p>Rubbish pits</p> <p>Artefact scatters</p>
	<p>Slipway / haulage track</p>	<p>Land reclamation fills</p> <p>Slipway (likely stone)</p> <p>Track surface, possible including stone, gravel or earth surface, packing material</p> <p>Fencing, likely masonry</p>
	<p>Landscape modification, including land reclamation and quarrying</p>	<p>Land reclamation fills</p> <p>Sea walls (likely of stone) associated with land reclamation</p> <p>Modified bedrock where sandstone has been quarried to extract stone resource and/or extend useable land at waters edge to the west</p>
	<p>Garden landscaping of Newstead House</p>	<p>Archaeo-botanical evidence of cultural plantings</p> <p>Masonry fencing/retaining wall</p>

Phase and Date	Activity or Development	Possible Archaeological Evidence
		Other unrecorded garden modifications, including garden beds

Phase 2 (1874–1960s) relates to the development and growth of the Darling Harbour Goods Yard within the study area. As the surrounding areas of Ultimo and Pyrmont on the western side of Darling Harbour became increasingly industrial, and the industrial and commercial uses of the subject site became more formalised such as the Atlas Engineering Works premises. Several stages of land reclamation appear to have accompanied the development of the Goods Yard—one in the 1880s, a second in the early twentieth century and a third in the lead up to 1926. It is likely that additional landscape modification to cut down the existing sandstone rise would have been required to construct the 1891 Outwards Good Shed (C&D Shed) on flat ground at the water level (Figures 13–14). Although the C&D shed itself falls primarily beyond the subject site, sandstone cutting may have extended into the subject site to facilitate the creation of the desired landscape.

The rail line was initially extended through the subject site in the 1880s, with further lines subsequently added. The primary Goods Yard buildings located within the subject site include the 1902 Outwards Good Shed (A&B Shed) (Figures 13–14) and an unidentified two-storey structure on the waterfront (Figure 15). The 1891 Outwards Good Shed (C&D) located west of the A&B Shed and the 1902 Goods Shed Offices/Forwarding Station appear to be located on the western boundary of the subject site. Due to the variable accuracy of historical plans, it is possible small sections of these two buildings fall within the subject site, however this would likely be limited. Structural and infrastructural remains are likely to be the primary archaeological evidence from this period as stratified, artefact bearing deposits such as rubbish pits, wells and privies are less likely as centralised water provision, rubbish and waste collections became more common.

Following the final stage of land reclamation at the subject site up to 1926, wharves and additional jetties were constructed from the head of Darling Harbour and extending along the western side of the harbour. A portion of a timber jetty from this period appears to have been located within the study area.

TABLE 2: PHASE 2—SUMMARY OF HISTORICAL DEVELOPMENT

Phase and Date	Activity or Development	Possible Archaeological Evidence
Phase 2: 1874–1960s	Atlas Engineering Works	Structural remains, i.e. stone/brick/timber foundations, postholes Underfloor deposits within structures Deeper subsurface features including privies, cesspits, wells, drains Rubbish pits Artefact scatters Yard or work surfaces, including paved, concrete or packed earth surfaces Industrial/light industrial infrastructure e.g. forges/smithing areas, manufacturing equipment Slipway(s) (e.g. stone or timber) Demolition deposits (from previous structures)
	Landscape Modification	Land reclamation fills from various phases (1880s, 1900s, 1918–1926)

Phase and Date	Activity or Development	Possible Archaeological Evidence
		Sea walls (likely of stone) associated with land reclamation Modified bedrock where sandstone has been quarried to extract stone resource and/or extend useable land on waters edge to the west
	Operation of the Darling Harbour Goods Yard and Goods Line. May include evidence of incidental evidence of unrecorded activities.	Structural remains i.e. stone/brick/timber/concrete foundations, concrete pads, foundations of iron columns and supports, postholes—particularly of Outwards Good Shed (A&B Shed) and two storey building of unknown function Rail components including track, sleepers, concrete track slabs and track ballast (gravel) Yard or work surfaces, including concrete or other paved surfaces Footings of industrial infrastructure, such as cranes Deeper subsurface features including drains, services, wells, privies Demolition deposits (from previous structures)
	c1928 Wharves and jetties	Wharf/jetty remains including timber posts or postholes, timber supports, iron bolts, modification of bedrock.

Phase 3 (1960s–present) primarily relates to the decline and decommissioning of the Darling Harbour Goods Yard, and the redevelopment of the subject site as the Harbourside Festival Marketplace. Evidence of the Goods Yard within the subject site during this period up to its decommission and demolition between 1982 and 1984 would be largely consistent with the types of evidence outlined in the table for Phase 2.

4.2.2 Analysis of Disturbance

While the subject site’s historical development has potentially deposited a wide range of potential archaeological evidence, as elaborated in Section 4.2.1, these activities may also have disturbed physical remains of former site uses.

The site has been subject to substantial landscape modification through both quarrying of the sandstone bedrock and land reclamation within Darling Harbour. Both activities have served to create a larger level surface on the waterfront for commercial/industrial activities. These activities were mainly localised during Phase 1, however during Phase 2 expanded to make extensive changes to the immediate landscape.

Quarrying of the sandstone bedrock on the western edge of the site, particularly in the late nineteenth and early twentieth centuries, would have brought the higher edge originally within the garden of Newstead House down to the waterfront level to provide a level surface within the Goods Yard for the construction of the produce sheds and rail lines. This activity is likely to have involved the destruction and removal of any Phase 1 archaeological remains above the existing waterfront level, including evidence of the Newstead House garden, retaining wall/fence and the boat ramp/haulage track that led from Darling Harbour up to and along the southern boundary of Newstead House’s grounds.

Land reclamation activities, which have occurred in the eastern half of the subject site may have alternatively helped to preserve archaeological evidence at the site. The deposition of fill—which appears to have occurred at least four times (1830s/1840s for Bunn’s slipway, 1880s, 1900s, 1918–1926) during the site’s history to create

specific landscape features or extend useable space—may have served to seal underlying archaeological deposits from previous phases.

The sequential construction of new buildings and infrastructure across the site may have disturbed archaeological remains from previous site uses through the demolition of former buildings or site features, localised excavation (particularly for construction of foundations) or levelling to facilitate new construction. These events may have impacted archaeological evidence and affected their potential to survive at the site. However, the longevity of the subject site’s use as part of the Darling Harbour Goods Yard may have helped any remaining archaeological evidence from Phase 1 to survive as it is likely to have remained largely sealed beneath the goods sheds and associated concrete slabs for nearly a century (to the mid 1980s).

The site has also been subject to the installation of subsurface services, which may have resulted in localised disturbance to archaeological remains.

Table 3 outlines the primary activities and developments for which archaeological evidence may be present at the subject site, with an assessment of disturbance these remains are likely to have experienced. The final column incorporates the two to predict the likelihood of survival of particular archaeological evidence at the site.

Disturbance is assessed as follows:

- Low disturbance—the site or feature has not been subject to activities that would have a major impact on the survival of archaeological remains. Archaeological evidence may be largely intact.
- Moderate disturbance—the site or feature has been subject to some activities that may have impacted on the survival of archaeological remains. Archaeological evidence may survive, however it may be disturbed.
- High disturbance—the site or feature has been subject to activities that are likely to have impacted on the survival of archaeological remains. Little archaeological evidence may survive, or it may be substantially destroyed.

TABLE 3: ASSESSMENT OF SITE DISTURBANCE

Phase and Date	Site Feature	Disturbance	Likelihood of survival
<i>Phase 1:</i> 1788–1874	Land clearing and grazing (c1803–1840s). Evidence would be primarily ephemeral, including artefact scatters or archaeo-botanical evidence.	High disturbance. Quarrying and other landscape modifications, particularly on the sandstone rise above the waterfront, has cut down the study area.	Nil–Low
	Collection of shell for lime production (1810s–1820s). Evidence may include artefact scatters or modified/disturbed shell accumulations.	High disturbance. The natural waterfront of the subject area was actively used for approximately 50 years for domestic/commercial/industrial uses, which would have likely disturbed surviving evidence of this activity.	Nil–Low
	Unrecorded early maritime commercial/industrial activities. If present, evidence may include	Slipways (e.g. stone or timber) Wharf/jetty remains including timber posts or postholes, timber supports, iron bolts, modification of bedrock.	Moderate

Phase and Date	Site Feature	Disturbance	Likelihood of survival
		<p>Structural remains of unrecorded outbuildings, including brick/stone/timber foundations, postholes</p> <p>Deeper subsurface features including privies, cesspits, wells, drains</p> <p>Rubbish pits</p> <p>Artefact scatters</p>	
	<p>Occupation and commercial/industrial use of foreshore.</p> <p>Evidence of two small structures east of Newstead House, jetty to the south of Newstead House slipway and unidentified structures to the south of Newstead House.</p> <p>Low potential to include evidence of unrecorded maritime enterprises (pre-1844).</p> <p>Evidence may include structural remains, deeper subsurface features (wells, privies, drains), rubbish pits, wharves/jetties.</p>	<p>Moderate disturbance.</p> <p>Localised excavation, levelling and other ground disturbance activities associated with the construction of the rail line, Goods Yards buildings, and Harbourside may have disturbed remains of these structures.</p> <p>Close to the foreshore, reclamation deposits may have sealed archaeological deposits.</p> <p>Concrete surfaces of the Goods Yard may also have sealed lower archaeological deposits from this phase.</p> <p>The location and extent of these potential areas of disturbance versus protection are difficult to predict.</p>	Moderate
	<p>Evidence of the use of outside space, including domestic/commercial/industrial or light industrial use, such as yard/work surfaces, manufacturing infrastructure, wharf/jetty remains.</p> <p>May include unrecorded activities undertaken on the foreshore associated with two recorded structures or other unidentified structures.</p>	<p>Moderate disturbance.</p> <p>Localised excavation, levelling and other ground disturbance activities associated with the construction of the rail line and Goods Yards buildings, and Harbourside may have disturbed remains of these structures.</p> <p>Close to the foreshore, reclamation deposits may have sealed archaeological deposits.</p> <p>Concrete surfaces of the Goods Yard may also have sealed lower archaeological deposits from this phase.</p> <p>The location and extent of these potential areas of disturbance versus protection are difficult to predict.</p>	Moderate
	<p>Slipway / haulage track.</p> <p>Evidence may include slipway/track surfaces, postholes or timber/masonry fencing.</p>	<p>High disturbance.</p> <p>Quarrying and levelling to bring the site down to the waterfront level is likely to have removed remains of the slipway and ramped track as it ascended the sandstone rise.</p> <p>Areas closer to the original foreshore are more likely to have survived as excavation</p>	<p>Low— western area of site</p> <p>Moderate— at natural foreshore</p>

Phase and Date	Site Feature	Disturbance	Likelihood of survival
		may not have been required to level it, and may be sealed by reclamation deposits.	
	Landscape modification, including land reclamation and quarrying	Moderate–high disturbance. Areas of reclaimed land may have been sealed by subsequent reclamation deposits, however may have been subject to other localised disturbances associated with the development of the Goods Yard and Harbourside. Areas quarried during Phase 1 are likely to have been destroyed by additional quarrying during Phase 2.	Moderate— areas of reclamation Nil–Low— areas of quarrying from Phase 1
	Garden landscaping of Newstead House, including retaining walls, archaeo-botanical evidence of cultural plantings, other garden modifications.	High disturbance. Quarrying and levelling to bring the site down to the waterfront level is likely to have removed remains of the Newstead House garden that fell within the subject site.	Nil–Low
<i>Phase 2:</i> <i>1874– 1960s</i>	Atlas Engineering Works. Evidence may include structural remains, yard/work surfaces and equipment, rubbish pits, deeper subsurface features (wells, privies, drains).	Moderate disturbance. May have been subject to other localised disturbances associated with the development of the Goods Yard and Harbourside, including levelling/quarrying to create a level site at water’s edge. Review of geotechnical information may help to clarify. May have been sealed or partially sealed by land reclamation deposits or the concrete surfaces of the Goods Yard.	Moderate
	Landscape modification, including land reclamation.	Moderate disturbance. By Phase 2 most quarrying activities had extended west beyond the boundaries of the subject site. Areas of reclaimed land may have been sealed by subsequent reclamation deposits, however may have been subject to other localised disturbances associated with the development of the Goods Yard and Harbourside.	High
	Operation of the Darling Harbour Goods Yard and Goods Line. Evidence may include the rail line, structural remains of the Goods	Moderate disturbance. Decommissioning and demolition of the Goods Yard and Goods Line may have involved the removal of many elements, however it is not clear specifically which elements.	Moderate

Phase and Date	Site Feature	Disturbance	Likelihood of survival
	Shed(s) and other structures, deeper subsurface features.	The construction of Harbourside is likely to have resulted in additional disturbances.	
	c1928 Wharf/jetty	Decommissioning and demolition of the Goods Yard and Goods Line may have involved the removal of many elements, however it is not clear specifically which elements. The construction of Harbourside is likely to have resulted in additional disturbances.	Moderate

4.3 Statement of Archaeological Potential

Archaeological remains of some activities and features dating to Phase 1 (1788–1874) have nil-low potential to survive at the subject site. Evidence of early historical activities undertaken on the original sandstone rise above the foreshore, including land clearing, grazing and the original garden of Newstead House would likely have been primarily ephemeral, and is most likely to have been destroyed by the successive phases of quarrying that brought the entire subject site down close to sea level. Levelling and quarrying at the site would also have highly disturbed physical remains of the slipway constructed between the waterfront and Newstead House, and it thus there is nil-low potential for archaeological remains of this feature to survive at the western area site. Closer to the original foreshore where structural remains or early land reclamation deposits associated with its construction may have been capped land reclamation activities from the late nineteenth century, there is moderate potential for archaeological evidence of this feature to survive.

Physical evidence of the early uses of the natural foreshore zone during Phase 1 (1788–1874) has varying potential to survive at the subject site. The primarily ephemeral evidence of shell collection as part of the lime production process (1810s–1820s) has nil–low potential to survive, primarily due to the impacts that later use of the foreshore would have had on this resource.⁹ There is low potential for evidence indicating other unrecorded uses of the foreshore areas, for example for early maritime commercial or industrial activities, to be present.

Occupation and likely commercial/industrial use of the foreshore had commenced by 1844 and intensified over the period to 1878. Archaeological evidence of this use—including structural remains, deeper subsurface features (privies, wells, drains), rubbish pits, artefact scatters, timber posts of jetties, timber/stone slipways, yard and work surfaces—has moderate potential to survive. It is likely to have been subject to moderate disturbance associated with the development of the Darling Harbour Goods Yard and Goods Line through the subject site, and the construction of the existing Harbourside Shopping Centre. Other site formation processes, such as land reclamation (particularly in the late nineteenth and early twentieth centuries) and the formation of hard surfaces within the Goods Yard may have capped, and thus preserved, any remaining archaeological deposits associated with these activities.

Archaeological evidence dating to Phase 2 (1874–1960s) would primarily relate to the development and operation of the Darling Harbour Goods Line and Goods Yard. For a brief period (c.1878–1884), the Atlas Engineering Works operated from premises on the foreshore within the subject site. Depending on the extent of landscape levelling and quarrying undertaken to construct and operate these premises¹⁰, archaeological evidence of this activity—including structural remains, manufacturing areas, slipways, rubbish pits and other deeper subsurface features—has moderate potential to survive.

There is high potential for physical evidence of landscape reclamation activities undertaken during Phase 2 (1874–1960s) to survive within the subject site (Figures 28 and 29). Land reclamation fills, as well as sea walls constructed

⁹ This does not preclude the survival of shell material within the subject site (either natural accumulations or midden formations), but primarily focuses on the potential of any extent resource to bear evidence as a component of the lime production process. A separate Aboriginal heritage due diligence report (Curio Projects, September 2016) has been prepared to assess the potential for Aboriginal archaeological evidence to survive within the subject site.

¹⁰ Review of geotechnical data for the site, when available, may assist in elucidating this.

to retain these fills, of different dates are highly likely to have survived at the site as the subject site's footprint extends across these areas reclaimed as early as the 1880s. There may be localised disturbance to fills or sea walls as a result of construction and other developments during Phase 2 (1874–1960s) and Phase 3 (1960s–present).

There is moderate potential for archaeological evidence of the development and operation of the Darling Harbour Goods Line and Goods Yard to survive within the study area (Figure 29). Evidence of these site uses is likely to include remains of the rail line (tracks, sleepers, ballast, track slab), concrete base slab, foundations and postholes or bases of iron columns of the Goods Sheds (especially of Sheds A&B, which are the main sheds within the subject site), foundations of other structures such as the 1902 Goods Shed Offices/Forwarding Station, or timber posts of the c1926 jetty. In addition to robust structural remains, archaeological evidence may also include deeper subsurface features such as privies, drains or other services, rubbish pits or other incidental remains of unrecorded activities. These remains are likely to have been disturbed to an extent by the decommission and demolition of the Goods Yard and Goods Line, and the construction of the Harbourside Shopping Centre, however as the existing shopping complex does not have a basement there is likely to be areas where physical remains of the Goods Yard/Goods Line survive.

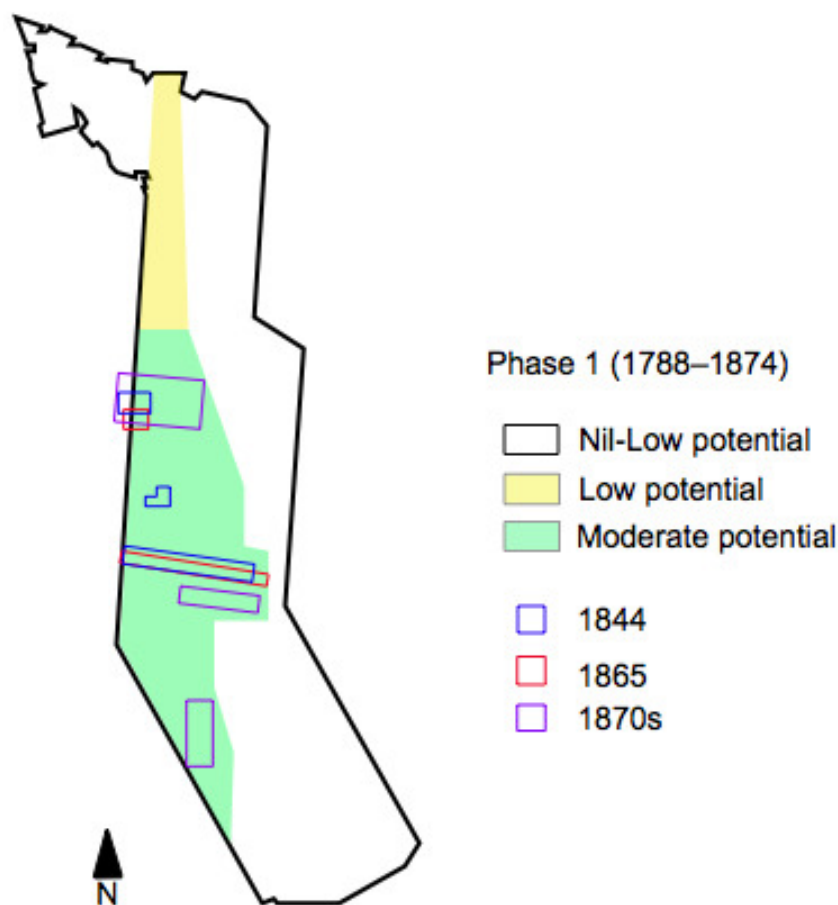


FIGURE 27: HISTORICAL ARCHAEOLOGICAL POTENTIAL RELATING TO PHASE 1, SHOWING PROBABLE LOCATIONS OF STRUCTURES SHOWN ON MAPS AND PHOTOGRAPHS.

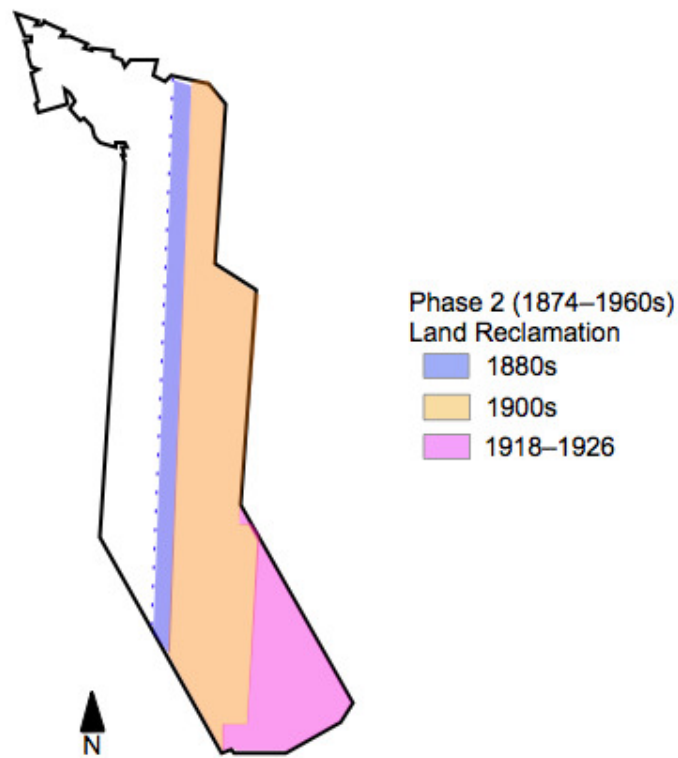


FIGURE 28: AREAS OF LAND RECLAMATION UNDERTAKEN IN PHASE 2. EVIDENCE OF LAND RECLAMATION HAS HIGH POTENTIAL TO SURVIVE.

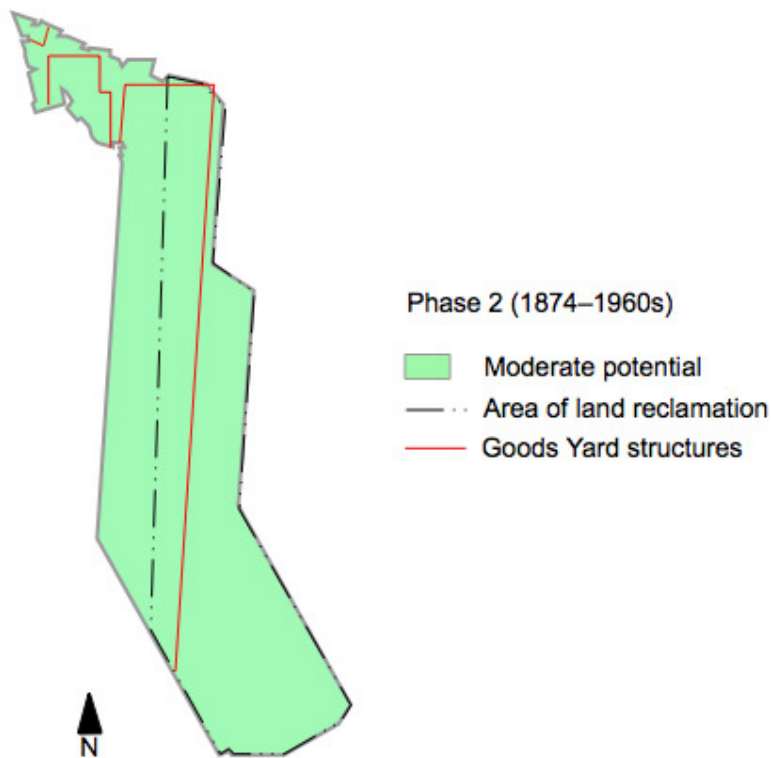


FIGURE 29: HISTORICAL ARCHAEOLOGICAL POTENTIAL RELATING TO PHASE 2. THE AREA OF PHASE 2 LAND RECLAMATION IS INDICATED BY A DOTTED LINE; THESE REMAINS HAVE HIGH POTENTIAL TO SURVIVE. THE PROBABLE LOCATION OF GOODS YARD STRUCTURES AS SHOWN ON MAPS IS INDICATED IN RED.

5.0 SIGNIFICANCE ASSESSMENT

5.1 Background

This section presents an assessment of the significance of the potential historical archaeological resource at the subject site has been prepared in accordance with the NSW Heritage Branch (now called the Heritage Division) guidelines *Assessing significance for archaeological sites and 'relics'*. This guideline defines significance as 'an expression of the cultural value afforded a place, site or item'.¹¹

This guideline utilises the nine NSW Heritage Criteria approved by the NSW Heritage Council however, acknowledging that these criteria best fit the assessment of built heritage or landscapes, develops an approach to significance assessment tailored to historical archaeology in NSW. It also provides a framework that allows the 'relics provisions' of the Heritage Act 1977 to be better implemented through the significance assessment process (see Section 2.2). The guideline sets out a way to address the NSW Heritage Criteria in a way that acknowledges and accounts for the difficulties of assessing the significance of historical archaeological resources when their nature, extent and integrity—and thus their significance—often cannot be confirmed without physical archaeological investigation.

In NSW, heritage significance is identified at two thresholds—local and State significance. As outlined in Section 2.2, a relic is defined as an archaeological deposit, resource or feature that is of local or State significance. Identification as a relic has implications for the way archaeological remains are managed under the Heritage Act 1977 (see Section 2.2).

5.2 NSW Criteria for assessing archaeological significance

This section analyses the significance of the subject site's potential historical archaeological resources against the four heritage categories outlined in the *Assessing significance for archaeological sites and 'relics'* guidelines. The explanation of each category taken from the guideline is included at the beginning of each subsection.

5.2.1 Archaeological Research Potential (NSW Heritage Criterion E)

Archaeological research potential is the ability of archaeological evidence, through analysis and interpretation, to provide information about a site that could not be derived from any other source and which contributes to the archaeological significance of that site and its 'relics'. The integrity of the site, the state of preservation of archaeological material and deposits will also be relevant.

Archaeological evidence from the earliest historical activities at the site, including land clearing, grazing and shell collection for lime production, are unlikely to survive at the site. If present, this resource may provide significant, previously undocumented information about the environment and early use of the subject site that may complement the information available about the historical development of the local area that is available at other sites and from historical documents. Depending on the nature, intactness and extent of the resource it may have research potential.

Physical evidence of the domestic, industrial and/or commercial use of the subject site's natural intertidal zone during Phase 1 (1788–1874) may have high research potential. If archaeological remains of early, unrecorded maritime activities survive at the site, this evidence may have high research potential for its capacity to illuminate the development of Sydney's significant commercial and industrial enterprises centred on Darling Harbour. Archaeological remains may shed light on the specific activities undertaken at the site, as little specific information is readily available in historical documentation.

Archaeological evidence that complements the historical record (for example, of activities post-dating 1844) would also sit within a broader corpus of archaeological evidence from similar sites around Darling Harbour where small-scale commercial/industrial activities took place, such as Barangaroo, Darling Walk and the KENS site. While a number of archaeological sites on Darling Harbour have yielded similar types of evidence, the subject site may also be able to illuminate the differences between these locations and the slow-developing western shore of the harbour in order to provide a more holistic understanding of the nineteenth century in the Darling Harbour area. These remains are likely to be of high research potential for their ability to contribute to understanding the development, nature and operation of commercial and/or industrial activities both at the site and in the context of

¹¹ *Assessing significance for archaeological sites and 'relics'*, Heritage Branch 2009, p.1.

the local area, however this would depend on the nature, extent and integrity of any evidence surviving from this period.

Archaeological remains relating to the development and operation of the Goods Yard and Goods Line during Phase 2 (1874–1960s) at the subject site are likely to be of limited research potential. The anticipated archaeological resource associated with this phase is likely to be primarily structural remains. Most of the information able to be extrapolated from this type of archaeological resource is readily available in historical documents such as plans, drawings, photographs and written records from the time, as well as in records made in the 1980s when the site was decommissioned and demolished. Additionally, the subject site covers only a limited portion of the Darling Harbour Goods Yard and is unlikely to yield evidence that will contribute to major research questions regarding the development and operation of the overall site.

5.2.2 Associations with individuals, events or groups of historical importance (NSW Heritage Criteria A, B & D)

Archaeological remains may have particular associations with individuals, groups and events which may transform mundane places or objects into significant items through the association with important historical occurrences.

While the subject site has some loose associations with prominent figures in early colonial Sydney, such as John Harris and George and Maria Bunn, the historical archaeological resource is unlikely to explicitly relate to these individuals.

The site is closely associated with the development and operation of the commercial transportation of goods (by ship and rail) as well as industry works at Darling Harbour and Ultimo/Pymont. The archaeological resource at the subject site, depending on the nature, extent and integrity of the remains, may be able to demonstrate the sequence of this development at the site, beginning at least by the 1840s, when primarily small-scale enterprises contributed to local economies and the development of Darling Harbour's industrial character, through to the height of the extensive Darling Harbour Goods Yard operation that vitally contributed to the distribution of goods across New South Wales.

Darling Harbour is recognised as a centre of early industrial and commercial activity reliant on shipping and rail transport. Those with special interests in heritage, particularly heritage engineers, industrial archaeologists and local community groups have an interest in this aspect of Darling Harbour's history and heritage. The subject site would fall within this area of interest for such people and groups.

The site is also recognised and associated with the large-scale redevelopment of Darling Harbour in the 1980s that transformed the decaying industrial complex into a modern symbol of Australia's bicentenary in 1988.

5.2.3 Aesthetic or technical significance (NSW Heritage Criterion C)

Whilst the technical value of archaeology is usually considered as 'research potential' aesthetic values are not usually considered to be relevant to archaeological sites. This is often because until a site has been excavated, its actual features and attributes may remain unknown. It is also because aesthetic is often interpreted to mean attractive, as opposed to the broader sense of sensory perception or 'feeling' as expressed in the Burra Charter.

Nevertheless, archaeological excavations which reveal highly intact and legible remains in the form of aesthetically attractive artefacts, aged and worn fabric and remnant structures, may allow both professionals and the community to connect with the past through tangible physical evidence.

The site is likely to have experienced overall moderate levels of disturbance to remnant archaeological fabric, which may have diminished its integrity and legibility, and thus aesthetic value. If present, intact and significant relics may have some aesthetic value for their ability to make the past visible in the present, in some type of interpretative format.

Remains of the Darling Harbour Goods Yard are likely to be distinctive as industrial archaeological remains due to their anticipated primarily structural nature. As the majority of elements with the exception of foundations are

likely to have been removed during the demolition of the Goods Yard structures, these remains would have limited, if any, aesthetic or technical significance in their own right as a result of their lack of overall integrity.

Archaeological relics, if present, may also have some interpretive value. Archaeological remains may be able to contribute to the interpretation of the site's history and form a link between past and present communities, as part of an overall interpretation strategy for the redevelopment at the site.

5.2.4 Ability to demonstrate the past through archaeological remains (NSW Heritage Criteria A, C, F & G)

Archaeological remains have an ability to demonstrate how a site was used, what processes occurred, how work was undertaken and the scale of an industrial practice or other historic occupation. They can demonstrate the principal characteristics of a place or process that may be rare or common.

A site may best demonstrate these aspects at the time of excavation. It may also be possible to explain the nature of the site and demonstrate past practices via public interpretation either before, during, or after excavation.

The archaeological resource at the subject site has the potential to demonstrate the commercial and industrial development of the western shoreline of Darling Harbour. This occurred in two main phases—smaller scale enterprises of Phase 1 (1788–1874) and the large-scale operations of the Darling Harbour Goods Yard during Phase 2 (1874–1960s). The archaeological resource is likely to be able to demonstrate the differences in these two primary development phases.

Evidence from Phase 1 may demonstrate vernacular responses to the natural landscape, small-scale modifications of the landscape, remains of a variety of domestic, industrial and commercial structures, and artefact-bearing deposits such as privies, drains and rubbish pits.

Remains of Phase 2 are likely to demonstrate the extensive and dominating industrial character of the Darling Harbour Goods Yard, reflective of its role in processing goods between commercial shipping and rail distribution, and would be expressed through evidence of large scale land reclamation and structural remains of Goods Yard buildings and infrastructure. The extensive landscape modification, reflected primarily in land reclamation fills preserved in the archaeological record, would be demonstrative of the way the subject site was physically altered to support the expansion of the Goods Yard.

The ability of the site to demonstrate either of these relatively long-lived historical phases at the subject site would depend on the nature, extent and integrity of the respective archaeological deposits, resources and features.

5.3 Statement of Significance

If surviving, historical archaeological remains of the site dating to Phase 1 (1788–1874) may be of local or State significance, depending on their nature, extent and integrity. These archaeological remains may be varied in nature, relating to potentially diverse uses of the site including domestic occupation, commercial enterprises and industrial activities. Although there is low potential for archaeological evidence of early unrecorded enterprises to be present, if identified at the site this resource may be of State significance, primarily due to their research potential and ability to demonstrate an early historical period of commercial development in the colony. This evidence may contribute important information to our understanding of early commercial operations, and reveal the site's role in the development of Darling Harbour as an industrial and commercial centre.

There is moderate potential for evidence of the post-1844 use of the site's foreshore zone to survive at the site. This evidence may be able to demonstrate the development of local economies and the evolution of Darling Harbour's western shore as part of the broader industrial and commercial focus in Ultimo and Pyrmont. The archaeological record may be comparable to similar archaeological sites at and in the vicinity of Darling Harbour. As a resource that may demonstrate the history of the site itself, as well as contribute to our understanding of the use of intertidal foreshore locations in Sydney through the mid nineteenth century, archaeological remains from this phase are likely to have high research potential at a local level.

The evolution of the Darling Harbour Goods Yard is clearly an important phase both in the site's history as well as in the history of Darling Harbour and New South Wales more generally as it contributed to the flow of goods across the state. The majority of the anticipated archaeological resource associated with the Phase 2 (1874–1960s)

development of the Darling Harbour Goods Yard and Goods Line through to its closure and demolition in 1980s is likely to be limited to building foundations and possibly rail lines and be disturbed to an extent by the construction of the Harbourside Shopping Centre in the 1980s. A resource of this nature would be unlikely to contribute important information to our understanding of the Goods Yard beyond information that is not readily available in existing documentary records. The anticipated archaeological resource associated with these activities is not considered to reach the threshold of local significance, and is unlikely to be considered a relic.

Archaeological evidence of landscape modification processes, including reclamation fills and sea walls, may be of local significance for their representative value as evidence of the continual reclamation of land in the harbour for the Goods Yard.

6.0 CONCLUSIONS & RECOMMENDATIONS

6.1 Conclusions

The Harbourside Shopping Centre site has been subject to three primary phases of historical development:

- Phase 1 (1788–1874)—relating to the early European occupation of the site, and is characterised by the intensification of the use of the natural foreshore for a range of purposes that is likely to include domestic occupation, commercial enterprise and industrial activities.
- Phase 2 (1874–1960s)—relating to the development and operation of the Darling Harbour Goods Yard, including successive stages of land reclamation, construction of goods sheds, jetties and associated infrastructure.
- Phase 3 (1960s–present)—relating to the closure of the Darling Harbour Goods Yard, including the demolition of the Goods Yards and construction of the extant Harbourside Shopping Centre.

There is moderate potential for archaeological resources associated with the Phase 1 occupation and commercial/industrial use of the original intertidal zone, particularly activities that postdate the 1840s. This archaeological evidence is likely to primarily be of local significance, depending on its nature, extent and integrity. Whilst there is nil-low potential for pre-1844 archaeological evidence to exist on site - if present, archaeological evidence of the early (pre-1844) use of the site's foreshore zone may be of State significance.

There is high potential for physical evidence of land reclamation undertaken to expand the Goods Yard during Phase 2 to survive at the site, including reclamation deposits and sea walls. Archaeological evidence of these features is likely to be of local significance.

There is moderate potential for archaeological remains of the Goods Yard to survive. This physical evidence is likely to be limited to some structural remains including foundations of sheds and other structures, and footings of other infrastructural elements. This evidence would be unlikely to meet the threshold of local significance, and would be unlikely to be considered relics.

6.2 Recommendations

Any impacts to archaeological relics of local or State significance associated with the redevelopment of the Harbourside Shopping Centre site should be managed in accordance with NSW Heritage Division guidelines to ensure historical archaeological best practice is adhered to.

The HIS for the subject site addresses the impacts of the development on the potential archaeological research. An Archaeological Research Design for the site should be prepared prior to release of construction certificate.

Analysis of additional site information including geotechnical data, and service plans should be undertaken as part of the development of the Archaeological Research Design to refine the understanding of archaeological potential presented in this report, if this information is available at this time.

Comparative analysis of similar archaeological sites in the vicinity of the subject site should be undertaken as part of the preparation of an Archaeological Research Design. This would allow appropriate research frameworks and research questions to be developed that relate to, and could better contribute to, the body of archaeological investigations undertaken on foreshore sites in Sydney, and particularly Darling Harbour, over the last 20 to 30 years.