Bank Street Park
Blackwattle Bay / Tjerruing

SSD-53386706

Appendix S

Historical Archaeological Assessment (GML)

December 2023

Bank Street Park, Blackwattle Bay Precinct

Historical Archaeological Assessment

Archaeological Research Design and Excavation Methodology

Prepared by GML Heritage

Prepared for Infrastructure NSW

November 2023

Issue 3

GML HERITAGE

Acknowledgement of Country

We respect and acknowledge the First Nations of the lands and waterways, their rich cultural heritage and their deep connection to Country, and we acknowledge their Elders past and present. We are committed to truth-telling and to engaging with First Nations to support the protection of their culture and heritage. We strongly advocate social and cultural justice and support the Uluru Statement from the Heart.

Cultural warning

Aboriginal and Torres Strait Islander readers are advised that this report may contain images or names of First Nations people who have passed away.

GML HERITAGE

Report register

The following report register documents the development of this report, in accordance with GML's Quality Management System.

Project	Issue No.	Notes/Description	Issue Date
23-0126B	1	Draft Report	4 August 2023
23-0126B/C	2	Final Draft Report	17 October 2023
23-0126B/C	3	Final Report	28 November 2023

Quality management

The report has been reviewed and approved for issue in accordance with the GML quality assurance policy and procedures.

It aligns with best-practice heritage conservation and management, *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013* and heritage and environmental legislation and guidelines relevant to the subject place.

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Executive summary

The following historical archaeological assessment (HAA) has been prepared for Infrastructure NSW to support a State Significant Development Application (SSDA) for a new waterfront public park within Blackwattle Bay, to be known as Bank Street Park (SSD-53386706). The report forms part of a suite of documents prepared by GML Heritage Pty Ltd (GML), including a statement of heritage impact (SoHI), a preliminary heritage interpretation framework (PHIF), an Aboriginal cultural heritage assessment report (ACHAR) and a maritime archaeological assessment (MAA) (prepared by Comber Consultants).

Bank Street Park is a new 1.9 hectare harbourside development located around the southern pylon of the Anzac Bridge at 1A to 19 Bank Street, Pyrmont. Development consent is being sought for a recreation area for the primary purpose of a public park. The park will celebrate First Nations living culture together with its harbourside location and maritime history.

This HAA provides an assessment of the potential historical archaeological resource of the Bank Street Park site and assesses the significance of these remains. It also includes a summary of historical archaeology identified during Aboriginal archaeological test excavations undertaken at Bank Street Park from 12 to 15 September 2023. The report assesses potential impacts of the proposed works to historical archaeology. It includes an Archaeological Research Design and Excavation Methodology (HARDEM), which has been developed to guide a program of archaeological investigations to manage and mitigate impacts of the proposed Bank Street Park development.

Overall, the proposed works are considered to have the potential to impact historical archaeological remains of local significance, associated with the development of the site from the c1840s. Potential archaeological remains include:

- evidence associated with the modification to the original landscape, including reclamation fills and quarrying;
- structural remains associated with the late-nineteenth-century timber stores, artefact deposits, industrial waste debris, dumps or discarded machinery;
- remnants of the late nineteenth/early twentieth century seawall; and
- demolition material and fills associated with the construction of the extant brick buildings at 1–3 Bank Street.

To manage and mitigate these potential impacts, a program of archaeological investigation is recommended that responds to the extent of anticipated impacts. This would include archaeological testing, archaeological monitoring, and an unexpected heritage finds procedure (UHFP).

Contents

1 Introduction

1.1 Introduction

The purpose of this report is to assess the historical archaeological impacts to support a State Significant Development Application (SSDA) for a new waterfront public park within Blackwattle Bay, to be known as Bank Street Park (SSD-53386706). Bank Street Park is located at 1A–19 Bank Street, Pyrmont on the shoreline of Tjerruing Blackwattle Bay and adjacent areas of Blackwattle Bay.

1.2 Blackwattle Bay Precinct

Bank Street Park forms part of the Blackwattle Bay Precinct, which is an area of predominantly government owned land located on the western edge of the Pyrmont Peninsula and adjoining the waters of Blackwattle Bay (Figure 1.1).

Figure 1.1 Blackwattle Bay Precinct. (Source: INSW)

The precinct was rezoned in December 2022 to facilitate a new mixed-use community, providing for around 2,000 new residents and 5,600 new jobs and creating a vibrant 24/7 economy. Updated planning and land use controls were incorporated into the Sydney Local Environmental Plan 2012, along with site specific design guidance in the *Blackwattle Bay Design Guidelines.*

A critical part of the Blackwattle Bay Precinct is the high quality public domain which includes a series of parks and open spaces connected by a foreshore promenade. Bank Street Park will bring new active and passive recreation uses into a unique park environment, catering for both existing and future communities in the vicinity.

1.3 Site description

Bank Street Park is located at 1A-19 Bank Street, Pyrmont NSW within the City of Sydney local government area (LGA) and includes harbour development in Blackwattle Bay. The site area is 1.9 hectares, including 0.7ha. The relevant lot and deposited plans and the respective ownership for the site are detailed in Table 1.1 and shown in Figure 1.2.

Table 1.1 Summary of land title details of the site.

Street address	Lot and Deposited Plan details	Ownership
1A Bank Street, Pyrmont NSW 2009	Lot 1 DP 85206 Lot 1 DP 188671	Transport for NSW
1–3 Bank Street, Pyrmont NSW 2009	Lots 1-2 DP 1089643 Lot 1 DP 439245	Infrastructure NSW
5 Bank Street, Pyrmont NSW 2009	Lot 20 DP 803159	Transport for NSW
7 Bank Street, Pyrmont NSW 2009	Lot 19 DP 803159	Transport for NSW
9 Bank Street, Pyrmont NSW 2009	Lot 21 DP 803159	Transport for NSW
11 Bank Street, Pyrmont NSW 2009	Lot 22 DP 803159	Transport for NSW
17–19 Bank Street, Pyrmont NSW 2009	Lots 5-6 DP 803160	Transport for NSW
Sydney Harbour	Lot 5 DP 1209992	Roads and Maritime Services (Transport for NSW)
Sydney Harbour	Lot 107 in DP 1076596	Transport for NSW
Part Bank Street road reserve	N/A	City of Sydney Council

Bank Street Park is located on Gadigal Land, one of the twenty-nine clans of the great Eora Nation. It adjoins the foreshores of Glebe to the west and Pyrmont Bridge Road and Wentworth Park to the south.

Figure 1.2 Site context map. The indicative site location is outlined in red. (Source: SixMaps with Architectus edits [2023])

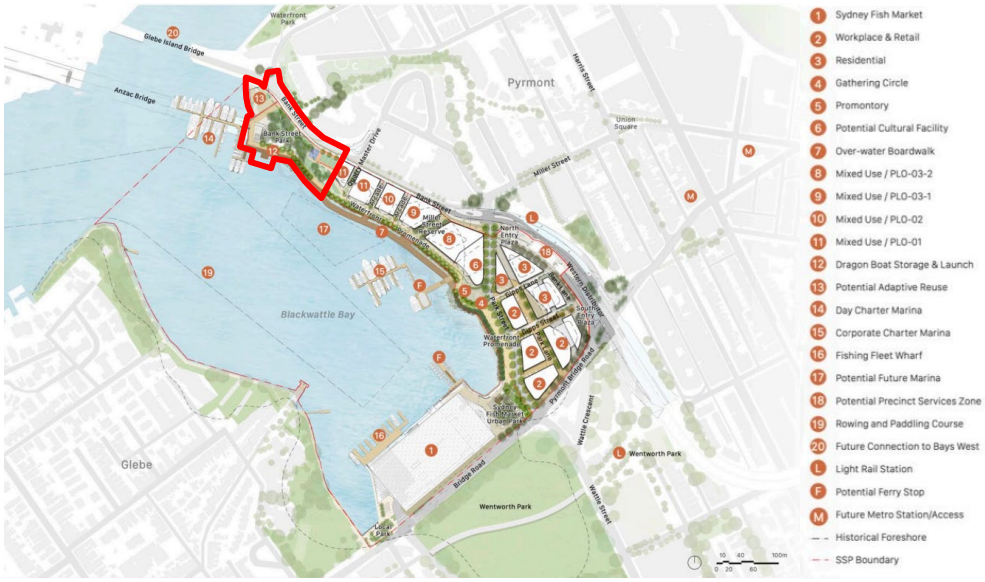

Figure 1.3 Bank Street Park site location within Blackwattle Bay State Significant Precinct. The indicative site location is outlined in red. (Source: *Blackwattle Bay Design Guidelines* with Architectus edits [2023])

1.4 Proposed development

1.4.1 Overview

Development consent is being sought for a *recreation area* for the primary purpose of a *public park*, comprising:

- Site preparation works, including tree removal, earthworks and remediation to facilitate the proposed use;
- Demolition of three existing buildings at 1–3 Bank Street;
- New and adapted facilities for community use, including:
  - New single storey building to accommodate flexible community space, café, and marina office/store facilities, with green roof and photovoltaics;
  - Adaptive reuse of Building D for public amenities, bin and other storage;
  - Boat launching ramp and pontoon for passive watercraft, including dragon boats and kayaks; and
  - Boat storage building with change facilities for dragon boat users with publicly accessible rooftop deck.
- Public domain works, including:
  - 'Interpretation Garden' in existing building 'ruins' at 1–3 Bank Street;
  - Split level foreshore promenade;
  - Multi-purpose court with edge seating and partial fence;
  - Nature-based inclusive playspace for ages 2–12;
  - Fitness equipment;
  - Public plaza and grassed open space areas;
  - New tree plantings and planter beds; and
  - Public art, wayfinding and interpretative signage, lighting, bike parking and seating.
- Harbour works including:
  - Overwater boardwalk;
  - Land/water interface works, including sandstone terracing into water and support structure, to improve marine habitat;
  - Demolition and construction of a new timber launching ramp for dragon boats;
  - Kayak/passive craft pontoon; and
  - Restoration, repair and alterations to the existing seawall for new stormwater outlets.
- Works to Bank Street road reserve, including:
  - Road space reallocation to provide separated cycleway;
  - Cycleway transition to Bank Street to continue south as part of future works;

- Reinstatement of existing on-street parallel parking;
- Tree planting;
- Accessible parking space; and
- Loading zone adjacent 1–3 Bank Street.

1.5 Planning Secretary's Environmental Assessments Requirements

This report has been prepared in response to the relevant requirements outlined within the Planning Secretary's Environmental Assessments Requirements (SEARs) issued on 11 May 2023 for application SSD-53386706. Table 1.2 addresses the relevant SEARs requirements and provides a project response.

Table 1.2 Secretary's Environmental Assessments Requirements.

Item	SEARs	Relevant report section(s)
Item 7	7. Environmental Heritage • Provide a Statement of Heritage Impact (SOHI) prepared by a suitably qualified heritage consultant in accordance with the guidelines in the NSW Heritage Manual.	Refer to GML 2023 'Statement of Heritage Impact' (SOHI) for Bank Street Park SSDA
	• If the SOHI identifies impact on potential historical and/or maritime archaeology, an historical and/or maritime archaeological assessment should be prepared by a suitably qualified archaeologist in accordance with the guidelines *Archaeological Assessment* (1996) and *Assessing Significance for Historical Archaeological Sites and Relics* (2009).	Refer to this report and Comber Consultants 2023 'Maritime Archaeological Assessment' (MAA) for Bank Street Park SSDA
	This assessment should identify what relics, if any, are likely to be present, assess their significance and consider the impacts from the proposal on this potential archaeological resource.	Refer to Sections 3.7 and 3.8
	Where harm is likely to occur, it is recommended that the significance of the relics be considered in determining an appropriate mitigation strategy.	Refer to Section 4
	If harm cannot be avoided in whole or part, an appropriate Research Design and Excavation Methodology should also be prepared to guide any proposed excavations or salvage program.	Refer to Sections 5 and 6
	• Address how the development incorporates heritage interpretation that integrates	Refer to GML 2023 'Preliminary Heritage Interpretation

Item	SEARs	Relevant report section(s)
	Connection with Country, built heritage and historical archaeology considerations.	Framework' (HIF) for Bank Street Park SSDA for an overview of the incorporation of heritage interpretation in the design.

1.6 Methodology

The report has been prepared in accordance with methodology and terminology consistent with the following documents and best practice guidelines:

- *Archaeological Assessments* (1996);[1]
- *Assessing Significance for Historical Archaeological Sites and Relics* (2009);[2] and
- The Australia ICOMOS Burra Charter, 2013 (the Burra Charter).[3]

The following report provides an assessment of the historical archaeological potential of the Bank Street Park site, building on previous archaeological assessments prepared for the Blackwattle Bay Precinct and the Bank Street Park site. It includes a summary of the Aboriginal archaeological test excavation undertaken at Bank Street Park to address the project SEARs. The report also assesses the potential impacts of the proposed works to historical archaeology and provides an archaeological approach and methodology to mitigate impacts to potential historical (non-Aboriginal) archaeological deposits.

The report also includes an Archaeological Research Design and Excavation Methodology (HARDEM) which has been developed to guide a program of archaeological investigations, including test and salvage excavation and archaeological monitoring.

This historical archaeological assessment (HAA) forms part of a suite of documents prepared by GML Heritage (GML), including a statement of heritage impact (SoHI), a maritime archaeological assessment (MAA), a preliminary heritage interpretation framework (PHIF) and an Aboriginal cultural heritage assessment report (ACHAR).

1.7 Statutory context

In NSW, historical archaeological remains (referred to as 'relics') are afforded protection under the following statutory controls:

- *Heritage Act 1977* (NSW) (Heritage Act); and
- *Environmental Planning and Assessment Act 1979* (NSW) (the EPA Act).

1.7.1 NSW Heritage Act 1977 (NSW)

The Heritage Act is a statutory tool designed to conserve NSW's environmental heritage. It is used to regulate the impacts of development on the state's heritage assets.

State Heritage Register

Part 3A of the Heritage Act provides for the establishment of the State Heritage Register (SHR), a list of heritage items of significance to the state of NSW. The SHR includes items and places (such as buildings, works, archaeological relics, movable objects or precincts) determined to be of state heritage significance.

Part of the Bank Street Park site intersects the curtilage of the 'Glebe Island Bridge' heritage item listed on the SHR (01914) (Figure 1.4).

Section 170 register

Section 170 of the Heritage Act also provides that each state government agency keeps a register of all heritage assets under its control. These registers are separate from the SHR but may overlap with the SHR and local heritage listings.

Part of the Bank Street Park site intersects the curtilage of the 'Anzac Bridge' heritage item listed on the Transport for NSW (Roads and Maritime) S170 register (4305018).

Relics provisions

Archaeological relics, outside SHR curtilages, are protected under the 'relics provisions' (Section 139 to 146) of the Heritage Act.

The Act defines a 'relic' as any deposit, object or material evidence that:

> (a) Relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
>
> (b) Is of State or local heritage significance.

Sections 139–145 of the Heritage Act prevent the excavation of a relic, except in accordance with an excavation permit (or an exemption from the need for a permit) issued by the Heritage Council of New South Wales.

Section 139 [1] of the Heritage Act states that:

> A person must not disturb or excavate land 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 unless the disturbance or excavation is carried out in accordance with an excavation permit.

Approval under these provisions is required to impact or harm archaeological relics.

1.7.2 Environmental Planning and Assessment Act 1979 (NSW)

Environmental Planning and Assessment Act 1979 (NSW) (EPA Act) is administered by the NSW Department of Planning and Environment and provides the framework to guide development and land use, including environmental planning instruments. The EPA Act requires environmental impacts to be considered before land development, including impacts to archaeology and heritage.

The EPA Act provides for the protection of local heritage items and conservation areas through listing on local environmental plans (LEPs) and state environmental planning policies (SEPPs), which provide local councils and the State with the framework required to make planning decisions.

Section 4.41(1)(c) of the EPA Act provides for approvals that are not required for State Significant Development (SSD). These include "an approval under Part, or an excavation permit under section 139," of the Heritage Act.

Sydney Local Environmental Plan 2012

The *Sydney Local Environmental Plan 2012* (SLEP) provides a framework for local development and planning in the City of Sydney LGA. It outlines the requirements for managing heritage items and affords the consent authority discretion to require heritage assessments, conservation management plans and heritage impact assessments for proposed developments at or near heritage items. The objectives of heritage conservation stated in clause 5.10 of the SLEP are as follows:

> (a) to conserve the environmental heritage of the City of Sydney,
>
> (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
>
> (c) to conserve archaeological sites,
>
> (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

Schedule 5 of the SLEP contains a list of environmental heritage items and conservation areas which are protected under the provisions of the LEP.

There are no heritage listings in the subject site. The site is in the vicinity of several heritage items, including 'Escarpment face from former quarry "Saunders' Quarry"' (LEP 1199) which runs along the east of Bank Street (Figure 1.4).

State Environmental Planning Policy (Biodiversity and Conservation) 2021

State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP) is a planning instrument administered under the EPA Act.

Chapter 6, Part 6.4 of the Biodiversity and Conservation SEPP contains guidelines and controls that relate to the protection of heritage places in Sydney Harbour that are listed on the SEPP. Under the heritage provisions of Part 6.4 of the Biodiversity and Conservation SEPP, development consent is required for heritage development, including works that may result in impacts to archaeological 'relics'.

Schedule 5 of the SEPP contains the list of these places, which include 'Glebe Island Bridge, including abutments'. There are no historical archaeological sites listed on the SEPP that are within the subject site.

1.7.3 State Significant Development

Bank Street Park has been declared a State Significant Development (SSD) and SEARs issued under Part 4 Division 4.7 of the EPA Act. SSDs require heritage and archaeology to be managed in accordance with the project approval documents, including conditions of approval (CoA) and environmental mitigation measures prepared as part of the application process. Archaeological permits under Section 139 of the Heritage Act are not required once development approval has been given for SSD projects.

1.7.4 Heritage listings

The Bank Street Park contains two listed heritage items, the Anzac Bridge and the Glebe Island Bridge (Figure 1.4). The listing details of these items are provided in Table 1.3 below.

Table 1.3 Statutory listings of heritage items within the subject site.

Listing type	Item name and document details	Listing number
State agency's S170 heritage and conservation register	*Anzac Bridge* *Transport for NSW (Roads and Maritime) S170 register*	4305018
State Heritage Register	*Glebe Island Bridge*	01914
State Environmental Planning Policy (SEPP)	*Glebe Island Bridge, including abutments* *SEPP (Biodiversity and Conservation) 2021*	125

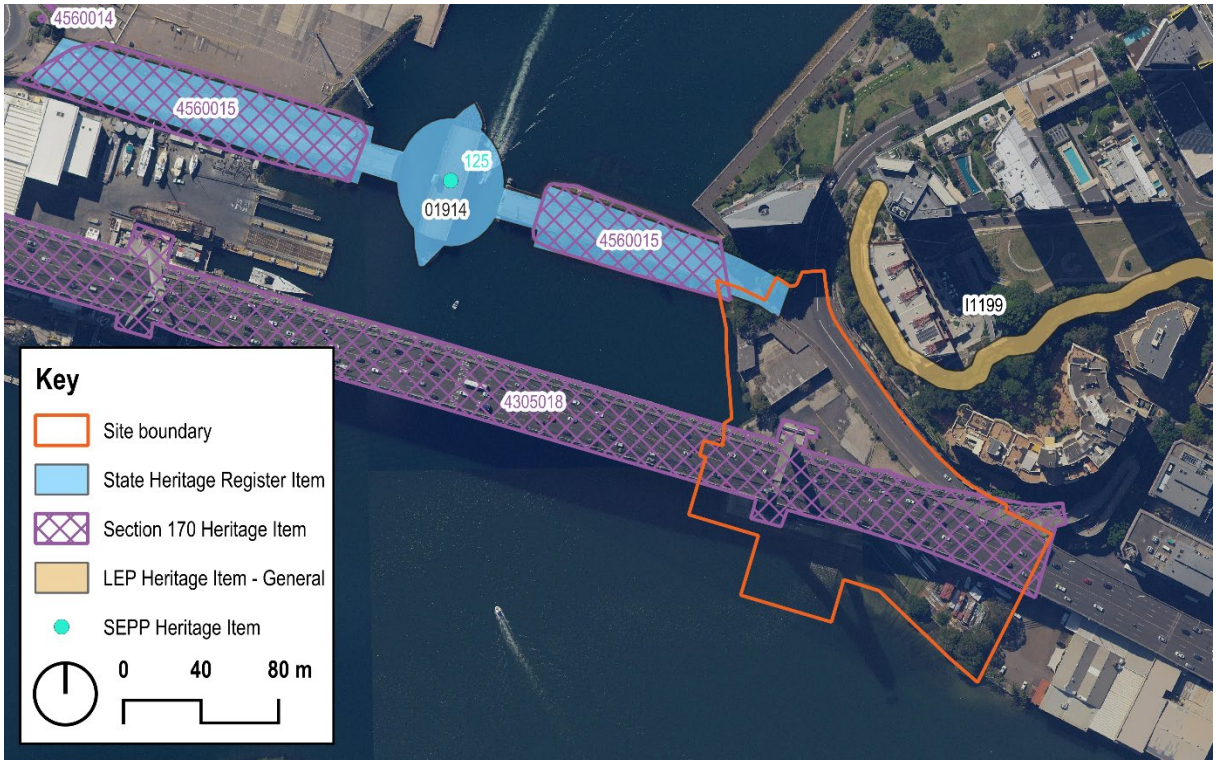

Figure 1.4 Heritage items in the vicinity of the subject site. Note the intersection of the subject site and the eastern extent of the SHR curtilage for the Glebe Island Bridge. (Source: Nearmap using spatial data from Heritage NSW, with GML overlay)

1.8 Limitations

This report assesses the potential terrestrial historical archaeological resources of the site only, including an assessment of historic seawalls. It does not include an assessment of potential maritime archaeology or Aboriginal heritage sites or values. These are subject to separate stand-alone assessments.

1.9 Authorship

This report has been prepared by Dr Kat McRae (Senior Heritage Consultant, Archaeologist), Pat Atkinson (Senior Heritage Consultant) and Cat Munro (Heritage Consultant, Archaeologist) with input and review by and Sophie Jennings (Associate).

1.10 Endnotes

[1] Heritage Office and Department of Urban Affairs & Planning 1996, *NSW Heritage Manual*, Department of Urban Affairs and Planning, Sydney.

[2] Heritage Branch, December 2009, *Assessing Significance for Historical Archaeological Sites and 'Relics'*, Heritage Branch of the Department of Planning, Sydney.

[3] Australia ICOMOS Inc, The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance 2013, Australia ICOMOS Inc, Burwood, VIC.

2 Historical background

2.1 Introduction

This section provides an overview of the historical background of the subject site. It is based upon the thematic history provided in City Plan Heritage's 2021 'European Heritage Assessment & Impact Statement' for the Blackwattle Bay State Significant precinct study, supplemented with additional primary and secondary sources research.[1]

2.2 Aboriginal history

The subject site is considered part of the lands of the Gadi people of the Eora Nation. Gadi land extended from South Head of Sydney Harbour to Alexandra Canal/Cooks River, and inland to Petersham in Sydney's Inner West.[2] The people of Gadi (grass tree) Country are often referred to as the Gadigal.[3] The site intersects with the boundary with Wann (or Wanne) Country, which is described as extending from Darling Harbour to Parramatta.[4]

Early dates for Aboriginal occupation in Sydney stretch back to at least 50,000 BP.[5] Rapid sea level rise in the post-glacial period (18,000 to 11,000 BP) caused a major reorganisation of social and spatial boundaries as coastal people were forced inland by rising waters.[6] This period also saw the beginning of a more continuous archaeological record of occupation within the Sydney Basin.

Four areas of potential archaeological deposit (PAD) have been identified within the subject site. This comprises one area of PAD registered on the Aboriginal Heritage Information Management Systems (AHIMS) (The Bays Precinct PAD02, AHIMS ID 45-6-3338) and three additional PADs associated with alluvial/colluvial and Gymea soils.

Further details on the Aboriginal history and cultural heritage of the Bank Street Park site are provided in the ACHAR (GML 2023) and 'Connecting with Country Framework for Tjerruing Blackwattle Bay' (Bangawarra, 2021).[7]

2.3 Early European occupation

2.3.1 Harris's Ultimo Estate and the first Glebe Island bridge

The majority of the Pyrmont Peninsula, including the subject site, was granted to surgeon John Harris in 1803. Harris was granted further land on the peninsula, and by 1818 he owned 233 acres (94 hectares) outright, covering Ultimo, much of adjoining Pyrmont and parts of Haymarket. From 1821, the house and estate were leased to various groups, though the Harris family retained ownership after John's death in 1838. Despite its proximity to the original settlement of Sydney, the development of Pyrmont was slow, and the peninsula remained largely undeveloped until the 1840s (Figure 2.1).[8]

Figure 2.1 1839 plan of Pyrmont, with the position of the subject site within Dr John Harris's landholdings (Ultimo Estate) indicated. (Source: State Library of NSW, Plan of Pyrmont as divided into building allotments for sale by auction by Mr Smart, record ID 74VvM6VbD4Pd, GML overlay)

Saunders Quarry

In 1853 the Harris family leased land at the northwestern end of the peninsula to Charles Saunders for the purpose of quarrying sandstone.[9] The Saunders ran three key quarry sites known colloquially as 'Paradise' (Miller and Bank Streets), 'Purgatory' (Wattle Crescent and Allen Street) and 'Hell Hole' (Wattle, Fig and Quarry Streets). Charles lived in Harris Street, not far from 'Paradise', while his son Robert lived for many years in

Abattoirs Road (now Bank Street, also located near 'Paradise').[10] The quarries continued to operate until the 1930s under Robert and his son Robert Jr. The operation came to an end just prior to World War II as the demand for sandstone diminished and the use of steel and concrete became the preferred building materials.[11] It is believed the 'Paradise' quarry was quarried below road level following the invention of steam-powered quarrying machines and subsequently backfilled to the road level.[12] Evidence of quarrying activities are located on the eastern side of Bank Street, in the surviving rock face that follows Bank Street.

First Glebe Island Bridge

Transport between Glebe Island and Pyrmont was initially by foot at low tide, and then via a cable punt.[13] Most goods produced in the factories, abattoirs and boiling works had to be brought to market via Parramatta Road to the south, despite the short distance of water between Glebe Island, Pyrmont and Sydney. Construction of the first Glebe Island bridge was completed in 1861 to the design of EO Moriarty. The bridge was constructed of Tasmanian blackbutt timber and was 1,045 feet long and 28 feet wide, with a hand-winched swivel span to allow boats to pass through closest to the Pyrmont side (Figure 2.2).[14] The construction of the bridge considerably shortened travel between Victoria Road and Sydney, leading to the rapid industrial and residential development of nearby areas like Rozelle.[15] This bridge was known as the Blackbutt Bridge, in reference to its timber construction. From 1861 to 1884, the Pyrmont Bridge Company collected tolls from users of the bridge, which stopped when the bridge was purchased by the government.

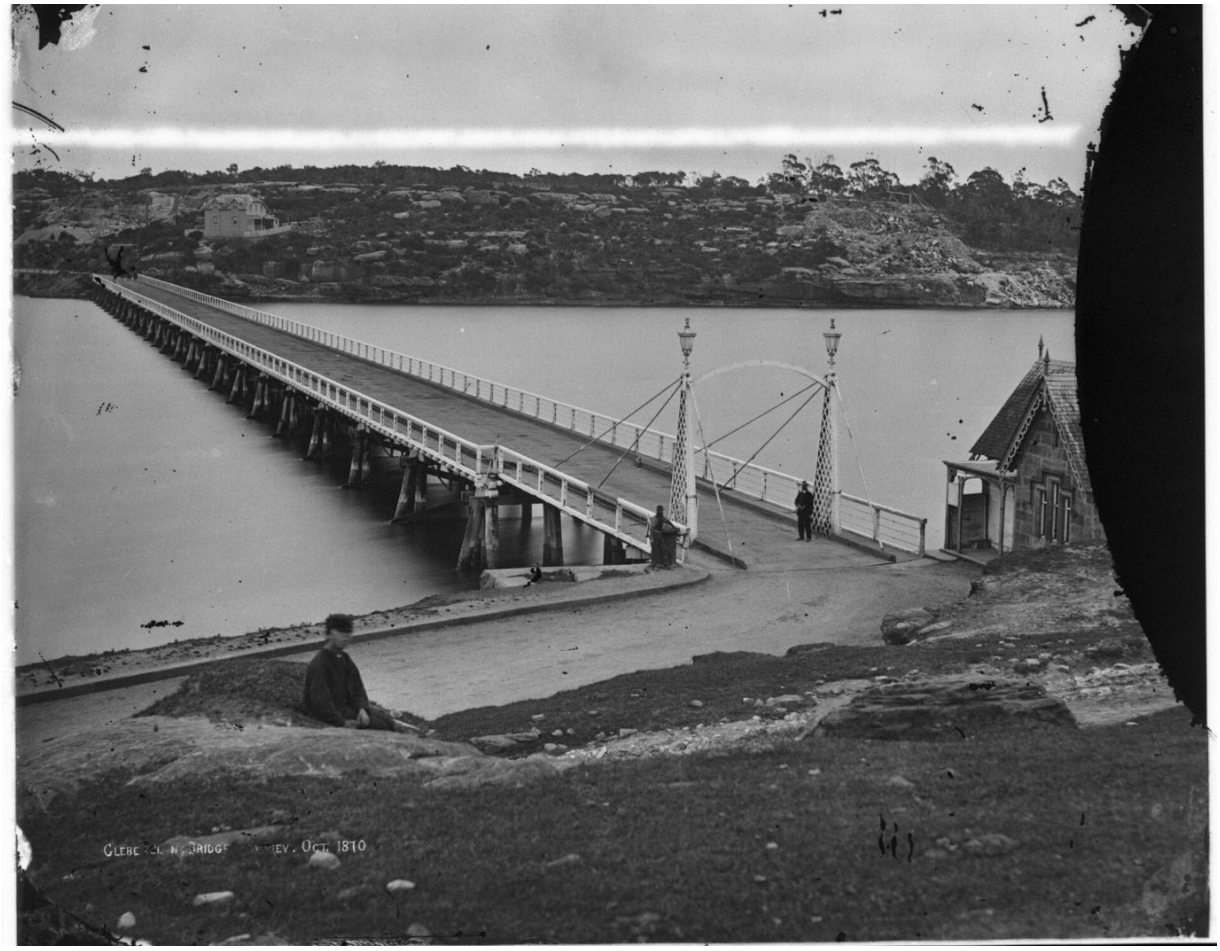

Figure 2.2 First Glebe Island Bridge and sandstone toll house (1870), viewed from Pyrmont Peninsula. The subject site is located outside this image to the left of frame. (Source: State Archives GPO Sh619)

Reclamation

The second half of the nineteenth century saw large land reclamation projects around the area, which increased the industrial capacity of the area and the amount of vessel traffic. The reclamation of Blackwattle Swamp was completed in 1882, resulting in the formation of Wentworth Park at the southern end of the bay. The Johnstons Bay estuary and Rozelle Bay foreshore were reclaimed in 1899 and wharves built to access deeper waters. Industries such as sawmills, soap factories and oil works were soon established in these locations.[16]

The Harris family reclaimed land from the eastern side of Blackwattle Bay north of Miller Street into regular allotments, which included the subject site. Portions 8 to 11 and 13 were reclaimed by the family, while Portion 12 was reclaimed by F Buckle (Figure 2.3). Due to the proximity of Saunders stone quarry to this reclamation, it is likely that at least some of the fill was quarry waste.

Figure 2.3 1970s parish map of Petersham which provides the clearest image showing reclamations along the eastern side of the bay – Portions 8 to 13. (Source: HLRV County of Cumberland Parish of Petersham, Sheet 4b, Regional Charting Maps LPI)

2.4 Subdivision and industrial development

In 1895 the Harris family subdivided the land along the eastern side of Blackwattle Bay north of Miller Street into regular allotments, which included the subject site (Figure 2.4). Lots 1 and 2 were the site of 1–3 Bank Street and lots 3 to 10 were 5 Bank Street. The site was mostly leased to various maritime contractors and timber merchants, who had come to dominate the harbourfront in the surrounding area as importation of foreign softwoods increased.

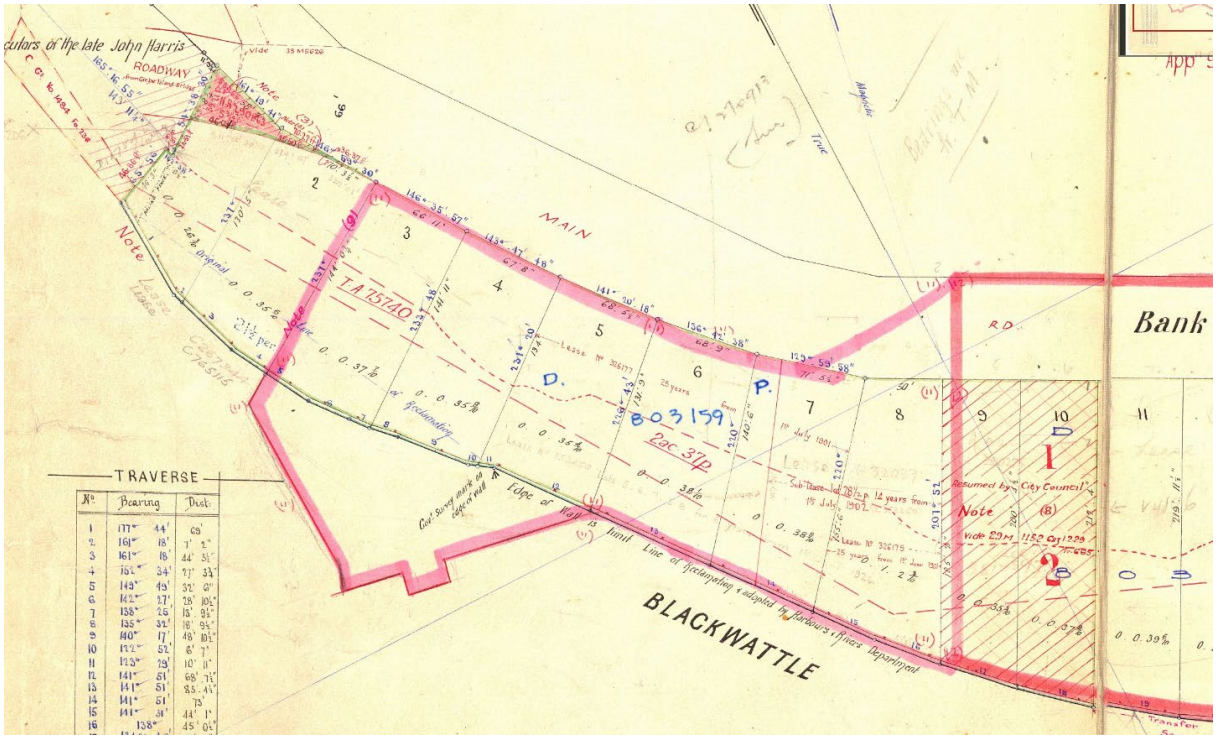

Figure 2.4 Detail of the Harris's 1895 subdivision, showing the subject site lots 1–10. (Source: NSW Lands Registry Services, Historical Lands Records Viewer [DP3176])

In 1900 Augeson & Co secured the lease of the northern edge of the subject site at 1–3 Bank Street, where they developed a timber yard and wharf.[17] In 1910 they were replaced by Cowlishaw's timber yard and wharf. Uses in the 5 Bank Street site around the time included the Allen Taylor & Co timber store, Wallis Brothers sawmills, McEnnally Bros & Co lightermen and tugboats, and Puech's skin store.[18] An aerial photograph from c1927 shows that the site was densely packed with the buildings of these businesses, with various floating pontoons and a large central jetty for ship access and storage (Figure 2.5).

In 1928 Albert Octavius Harris placed lots 1–10 up for sale as one site. On the poster for the sale were details of the current lessees and the end dates of their leases, as well as the footprints of the various buildings on the site. From north to south, this was the Pyrmont Timber Storage Co, Allen Taylor & Co, Wallis Bros, and Armand Guillhou (Figure 2.6). A large jetty on piles was show in front of the Allen Taylor & Co lease, with a smaller punt and crane in front of the Wallis Bros land. Much of the development associated with this early occupation comprised utilitarian shed buildings of timber and lightweight construction (Figure 2.7).

Figure 2.5 Detail of an aerial from Glebe Island Bridge to Pyrmont c1927. (Source: State Library of NSW [FL383183])

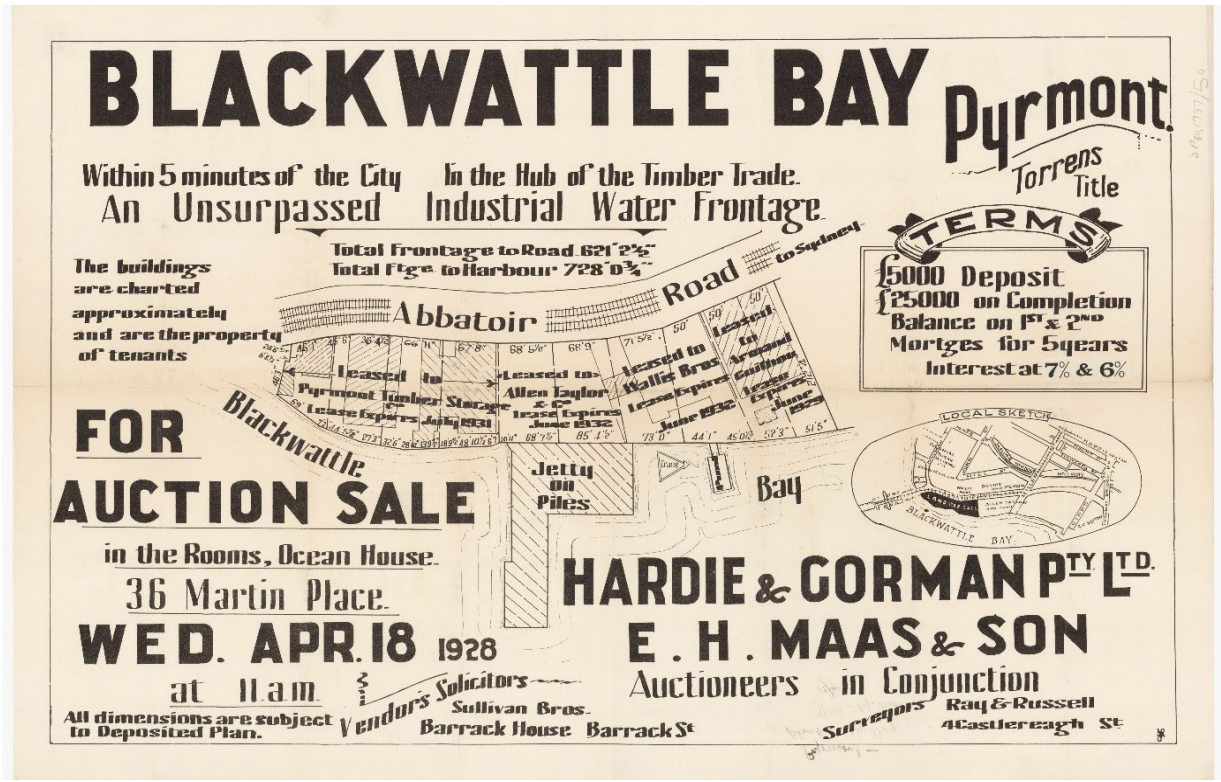

Figure 2.6 The 1928 Blackwattle Bay subdivision sale by the Harrises, showing the businesses leasing the land at the time of sale. (Source: SLNSW [c041010038])

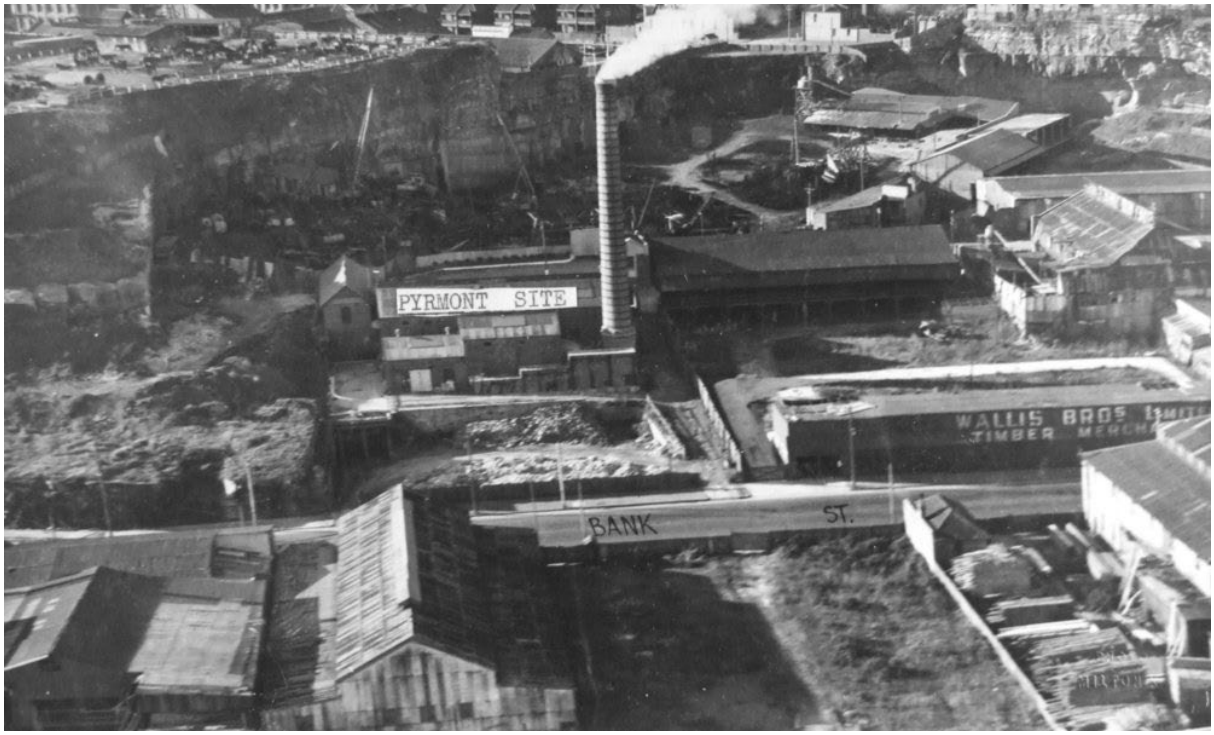

Figure 2.7 Pyrmont destructor (garbage incinerator) site. The Bank Street Site is in the foreground. (Source: City of Sydney Archives, ID A-00007643)

2.4.1 Second Glebe Island Bridge

By 1890 the First Glebe Island Bridge was considered inadequate.[19] Works began on a new electrically operated swing bridge, which was considered cutting edge technology at the time and the first of its kind in Australia.[20] Percy Allan was the engineer in charge of both Glebe Island Bridge and Pyrmont Bridge.[21]

Construction began in 1899, at the same time as construction for the Pyrmont Bridge (Figure 2.8). Land reclamation around the bridge site was required, and rocky Glebe Island was levelled to provide the necessary stone to build large causeways to the required bridge level on either side of the water. Over 100,000 tons of mud was dredged from the route of the causeways, which was then filled by the stone produced from levelling a 13-acre (5.3 hectare) area of Glebe Island.[22]

Allan's design for the bridge was for two cantilevered steel truss spans attached to a central pivot which closed to join the steel truss decks and stone embankments either side of the bay.[23] The bridge was completed in 1903.

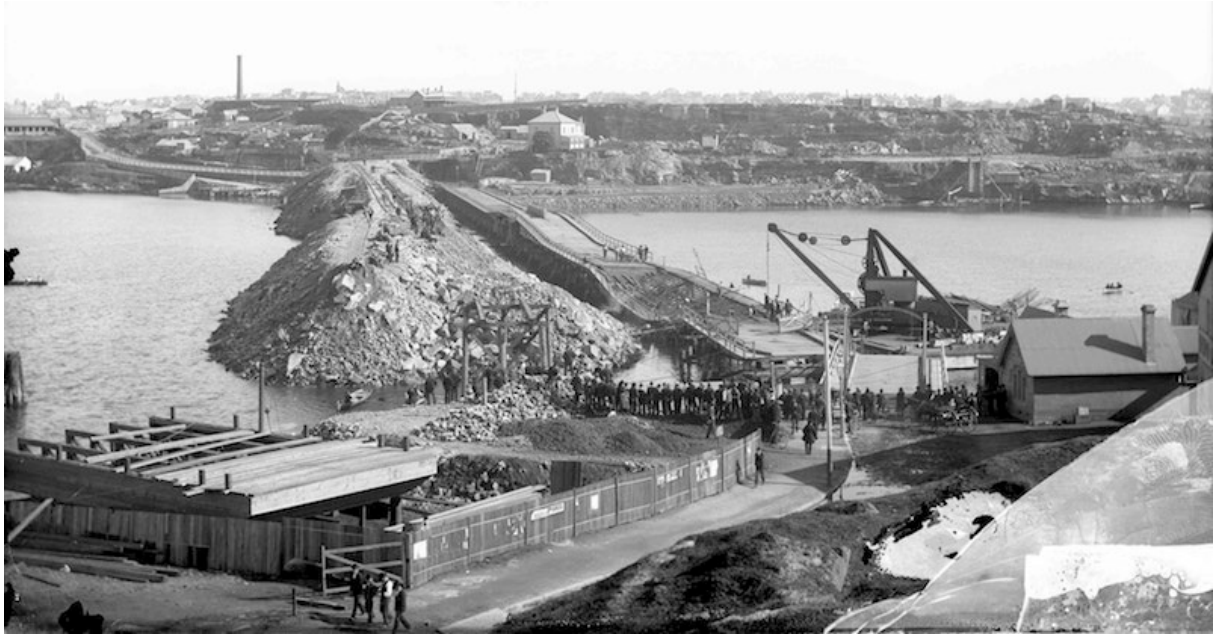

Figure 2.8 View towards Blackwattle Bay showing the partially collapsed First Glebe Island Bridge, and mid-construction of the Second Glebe Island Bridge, 1899. (Source: https://pyrmonthistory.net.au/locations-gallery)

2.5 Later twentieth-century development

2.5.1 Cam & Sons

Albert Harris's 1928 sale does not appear successful and was potentially stymied by the resumption of lots 9–10 by the Municipal Council of Sydney in 1929. By 1932 Charles Caminiti had purchased Lots 1–4 in two separate transactions.[24]

Charles Caminiti (originally Carlo Caminiti and later Charles Cam) was a fish merchant who was born in 1882 or 1884 at the New Italy settlement near the Richmond River in Northern NSW to Italian immigrant parents Rocco and Catherina.[25] At age eleven Charles was working in his father's fishing boat, later operating a boat and crew himself.[26] By 1913 he was operating a fish shop in Drummoyne, or possibly Balmain.[27]

Charles proved an astute businessman, purchasing shares in the Redfern fish market company, which was later absorbed by the Municipal Fish Markets in Haymarket. In 1923 he expanded into trawling with the purchase of the steam trawler *Goorangai* from the NSW Government. Over the next decade his trawling business expanded to eleven steam trawlers. By the time he purchased the land at Blackwattle Bay, his sons had become involved in the business, which was renamed Cam & Sons.[28]

Charles and Cam & Sons redeveloped the land soon after purchase, demolishing the timber stores and buildings to construct a new wharf, warehouse, workshops and offices

on the 1–3 Bank Street site. This became the base of operations for their steam trawler business, which was reportedly the largest in the southern hemisphere.[29] Fish caught by their trawlers were loaded onto shore through their wharf to be supplied to fishmongers and the Municipal Fish Market, with Cam & Sons being one of the biggest suppliers in Sydney. In 1936 Cam & Sons began operating a coal mine to supply their ships, with surplus coal sold to the Railway Department.[30]

In 1938 Cam & Sons purchased lots 5–8 of the 1928 subdivision sale, securing their ownership of most of the land of the subject site.[31] Aerials from 1943 show the large Allen Taylor & Co wharf was retained and the land directly north redeveloped with various buildings, including those at 1–3 Bank Street (Figure 2.11). In 1944–45 Cam & Sons constructed an addition for ice manufacturing and storage at the site, with a retaining wall.[32] Subsequent works included the addition of amenities in 1947.[33]

After Charles Cam died in 1947, his sons continued to operate the steam trawler business. By 1955 they had wound up this operation, focusing instead on their coal mines and other interests.[34] Cam & Sons had also earlier sold a portion their lands (lots 5–8) to the Colonial Sugar Refining Co. Ltd (CSR) in 1949, holding on to the northern area.[35]

In 1955 Cam & Sons sold the remainder of their land in the area. 1–3 Bank Street was sold to Keene & Co, a poultry business that was branching out into the fish trade.[36] Purchasing the site gave them ownership of a wharf, freezer, ice-making plant and offices to use in extension to their existing premises on Broadway.[37]

2.5.2 Later redevelopment

In 1955 the land directly south of 1–3 Bank Street, where the Allen Taylor & Co wharf was located, was sold to the Potato Marketing Board of Tasmania (see Figure 2.9). In 1957 this was purchased by CSR to expand their foothold on the eastern shore of Blackwattle Bay.[38] In 1973 the site of 1–3 Bank Street was sold to Fork Lift Hire Co.

The following series of historical aerials shows the development of the site from the 1930s to 1980s (Figure 2.10 to Figure 2.14).

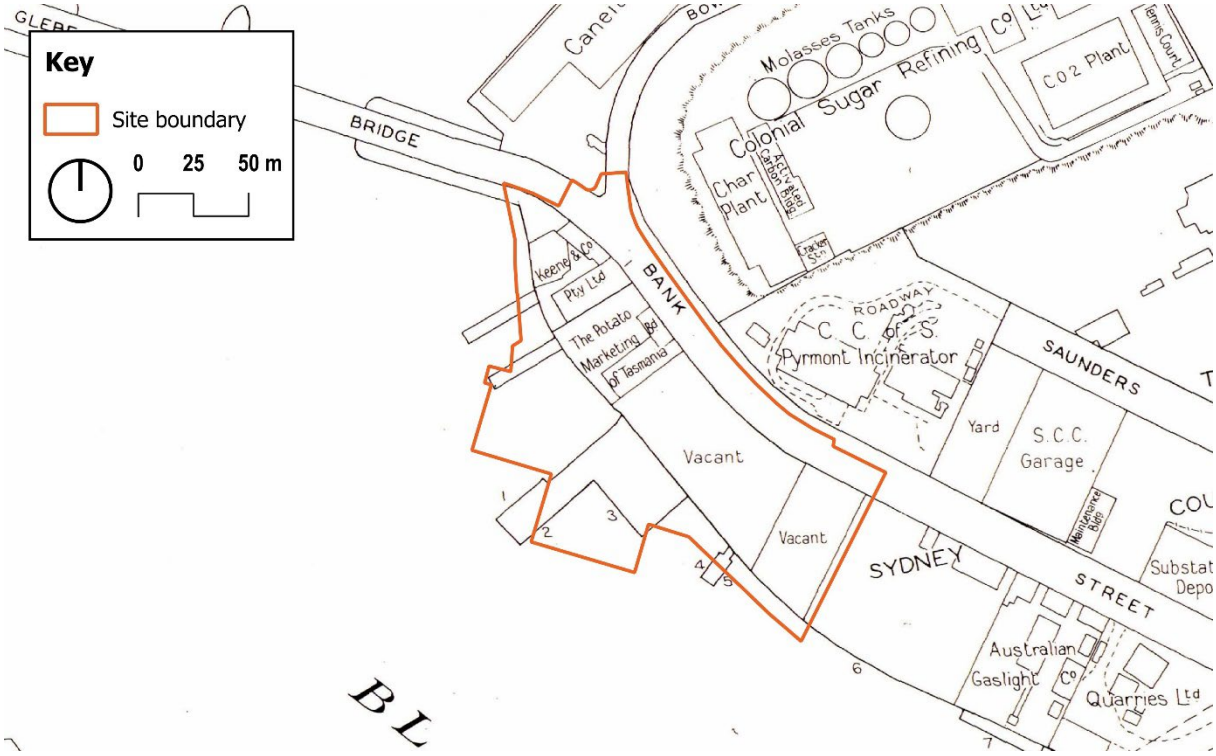

Figure 2.9 City Building Survey, 1956. (Source: City of Sydney Archives, Sydney Building Surveyors Maps, SCC, Sheet 5)

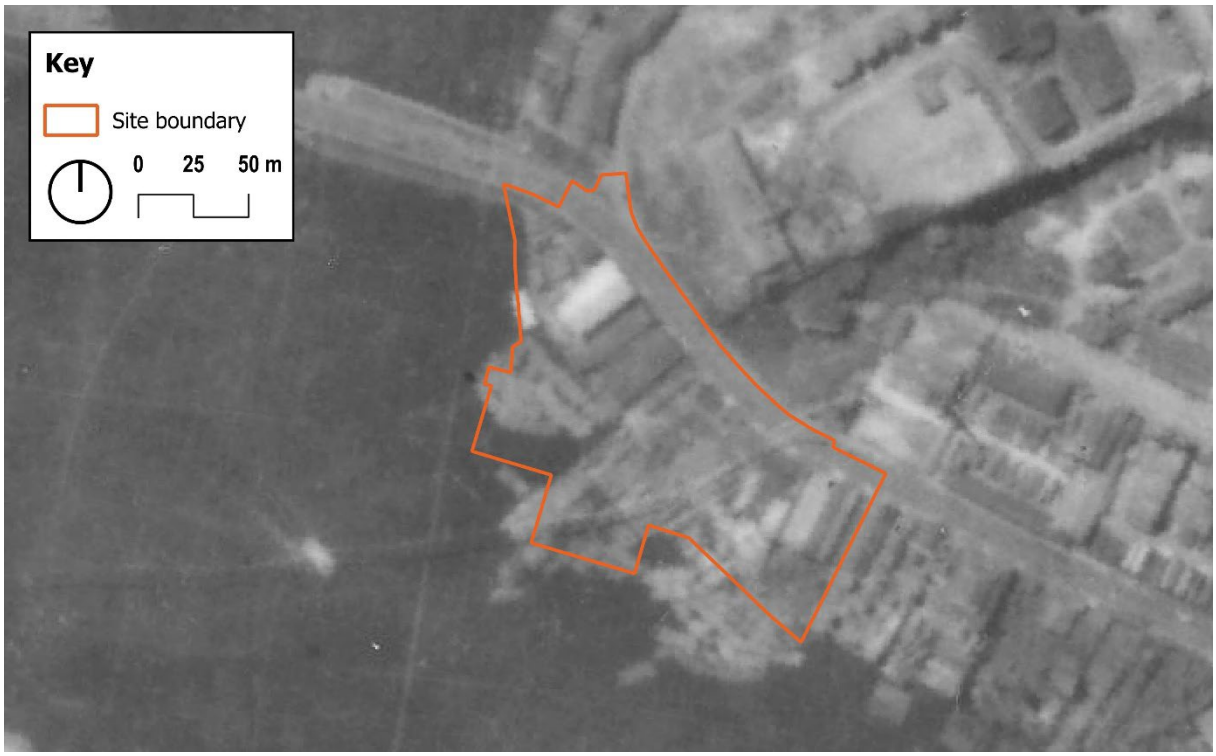

Figure 2.10 Historical aerial showing the subject site, 1930. (Source: NSW Spatial Collaboration Portal with GML overlay, 2023)

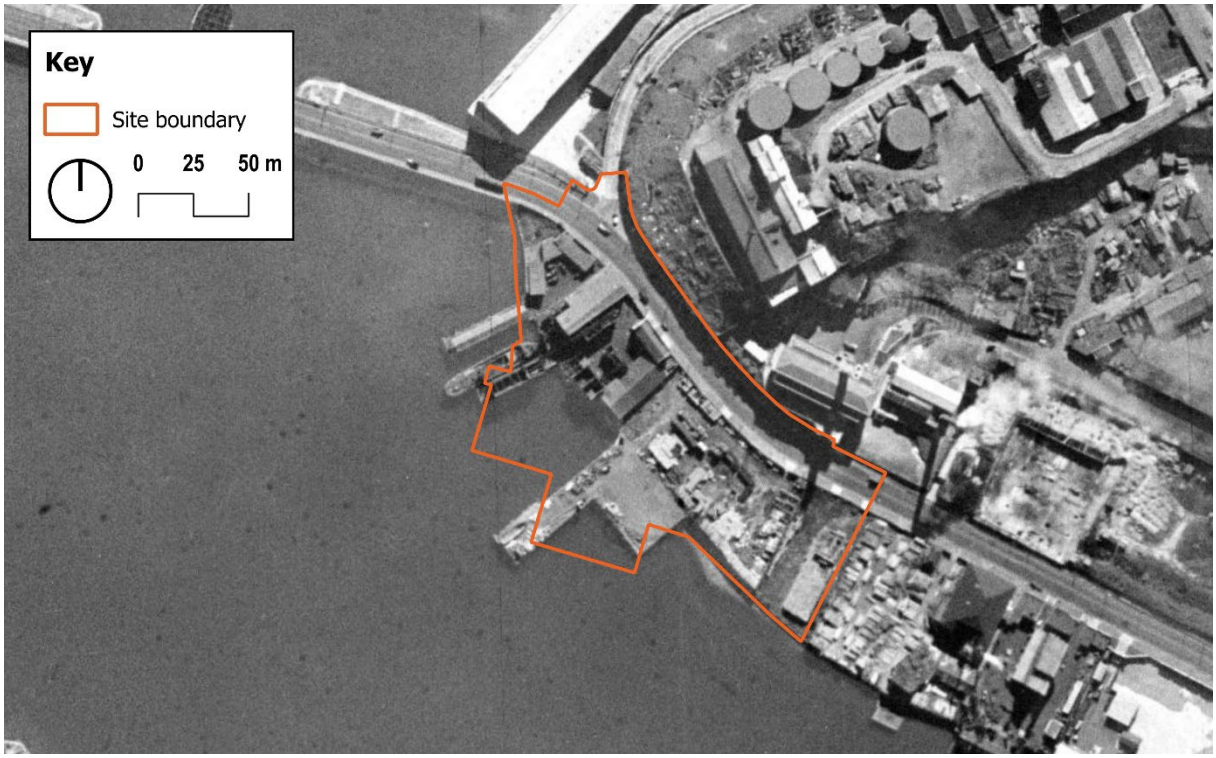

Figure 2.11 Historical aerial showing the subject site, 1943. (Source: NSW Spatial Collaboration Portal with GML overlay, 2023)

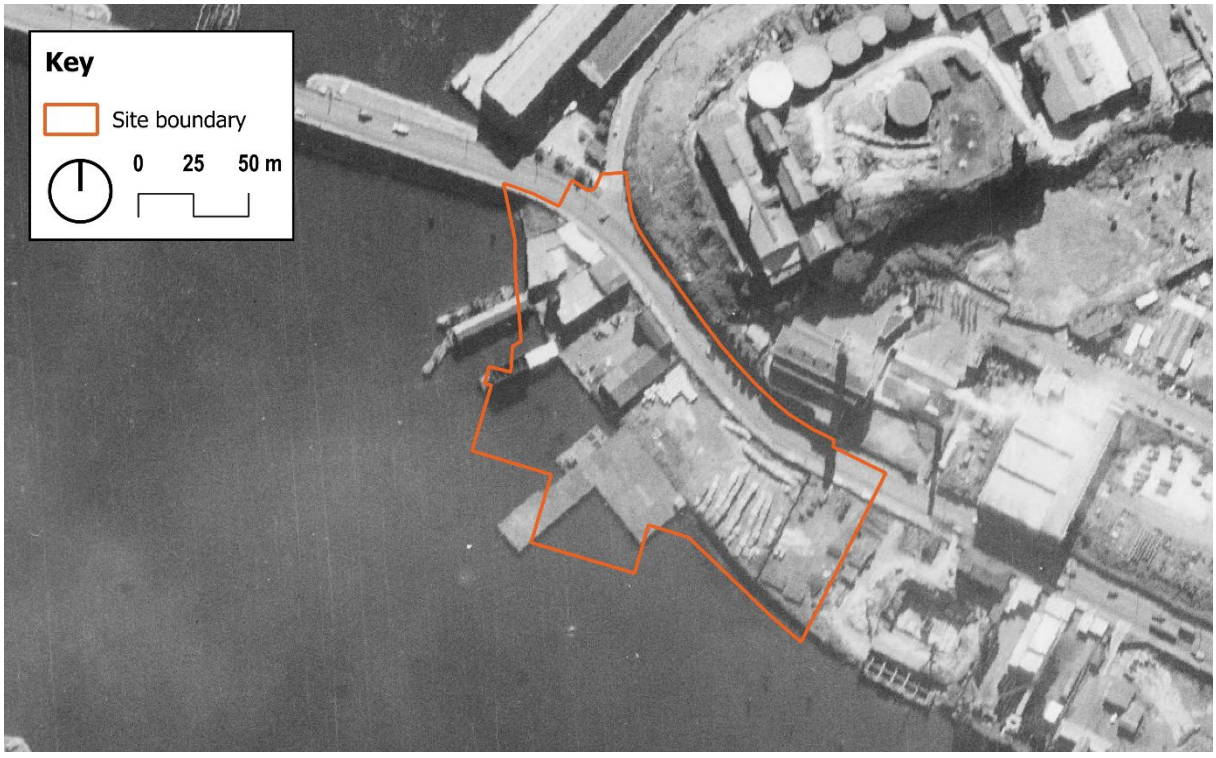

Figure 2.12 Historical aerial showing the subject site, 1951. (Source: NSW Spatial Collaboration Portal with GML overlay, 2023)

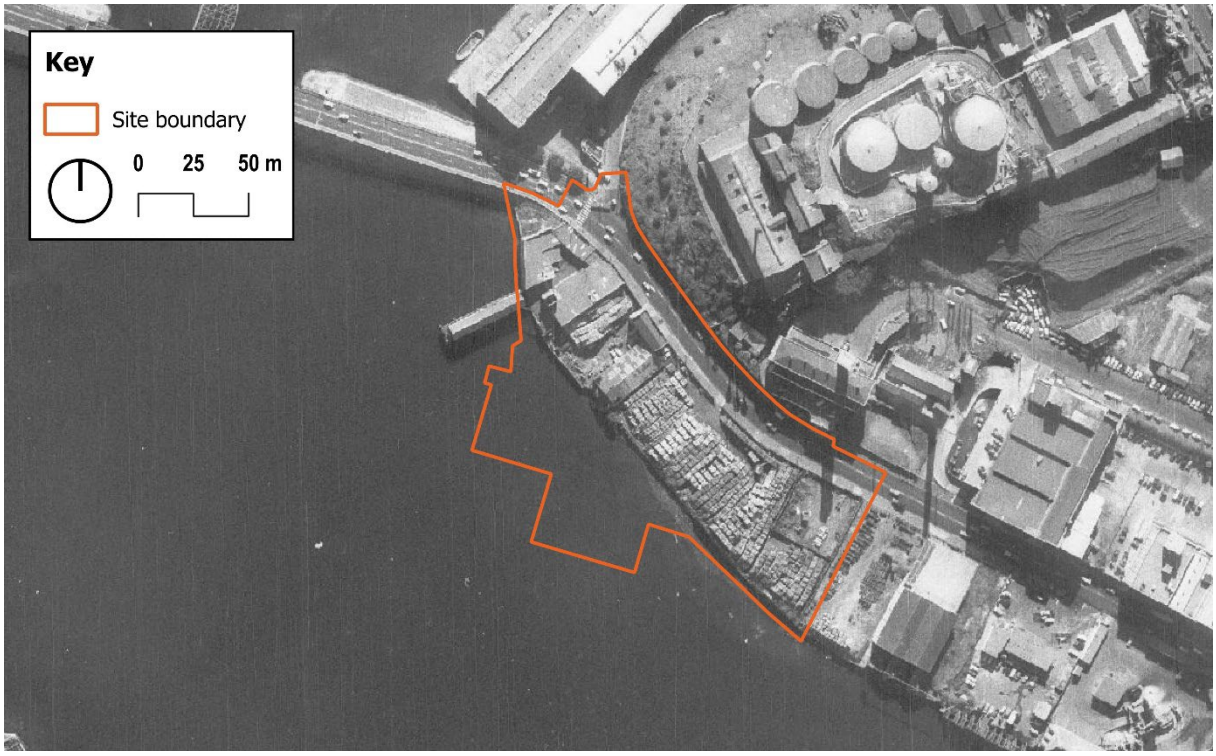

Figure 2.13 Historical aerial showing the subject site, 1961. (Source: NSW Spatial Collaboration Portal with GML overlay, 2023)

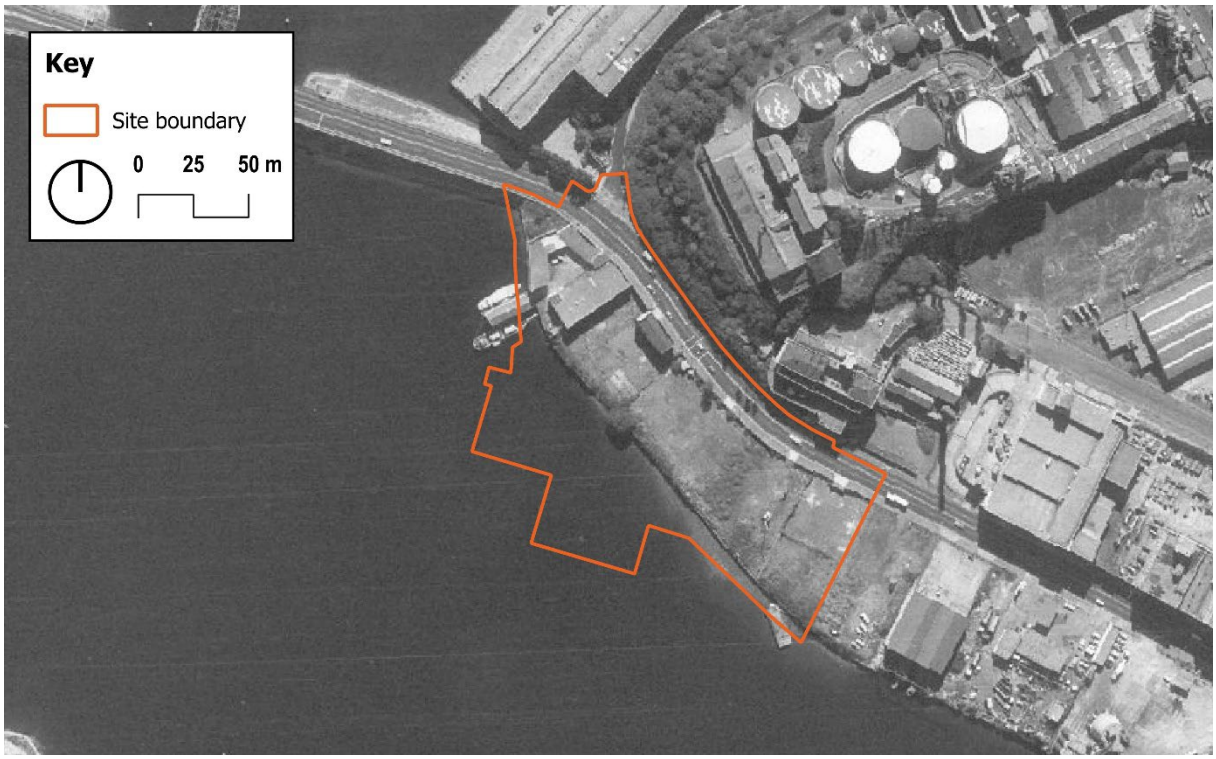

Figure 2.14 Historical aerial showing the subject site, 1978. (Source: NSW Spatial Collaboration Portal with GML overlay, 2023)

2.6 Construction of Anzac Bridge

By the late 1980s Glebe Island Bridge was considered inadequate as it caused frequent road traffic delays when the bridge was opened for vessels. Construction of the new bridge began in 1989.[39] The new suspension bridge is 805 metres long and supported by two 128-metre-high concrete reinforced towers, allowing vessels to pass underneath it without interrupting road traffic passing over it. The new bridge was originally also known as Glebe Island Bridge but was renamed the Anzac Bridge in 1998.[40] The old Glebe Island Bridge continued in use until completion of the new bridge in 1995, after which time the old Glebe Island Bridge was left permanently open for marine traffic.[41]

During this period the Bank Street Park site was levelled and most structures—with the exception of the buildings at 1a and 1–3 Bank Street—were removed to allow for construction of the Anzac Bridge eastern pylon (Figure 2.15 to Figure 2.17).

Figure 2.15 Historical aerial showing the subject site, 1991. (Source: NSW Spatial Collaboration Portal with GML overlay, 2023)

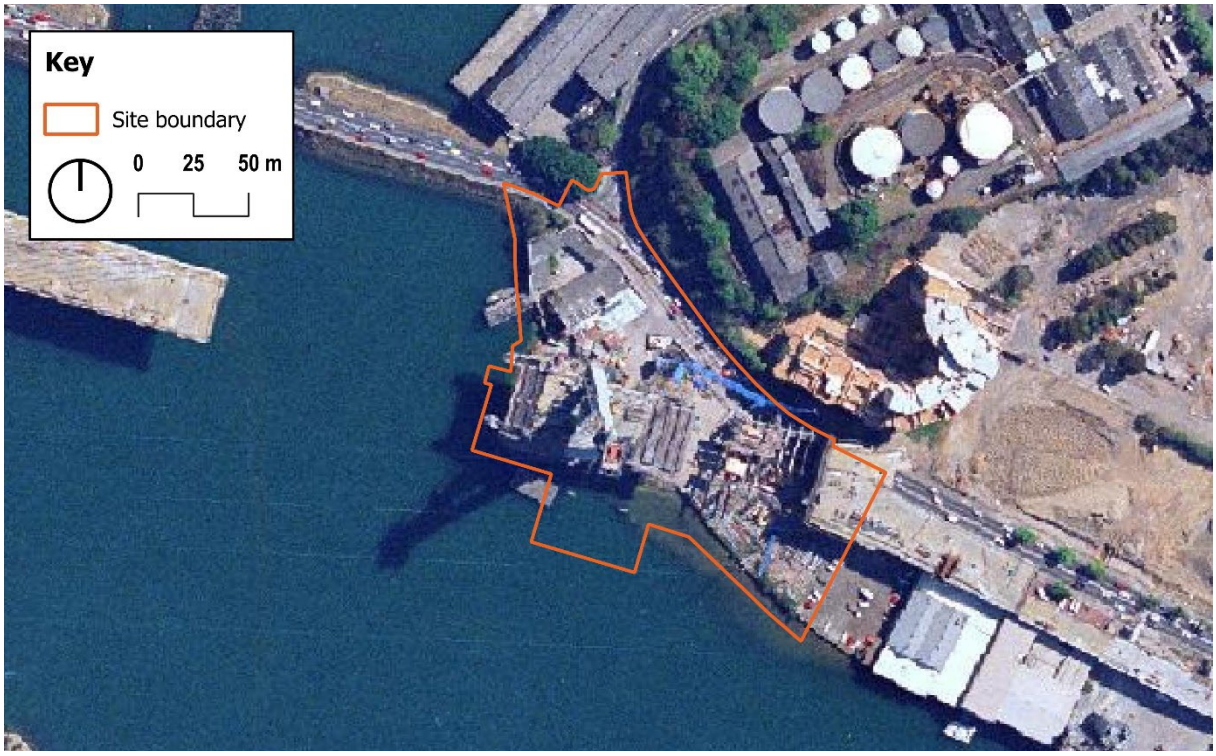

Figure 2.16 Historical aerial showing the subject site, 1994. (Source: NSW Spatial Collaboration Portal with GML overlay, 2023)

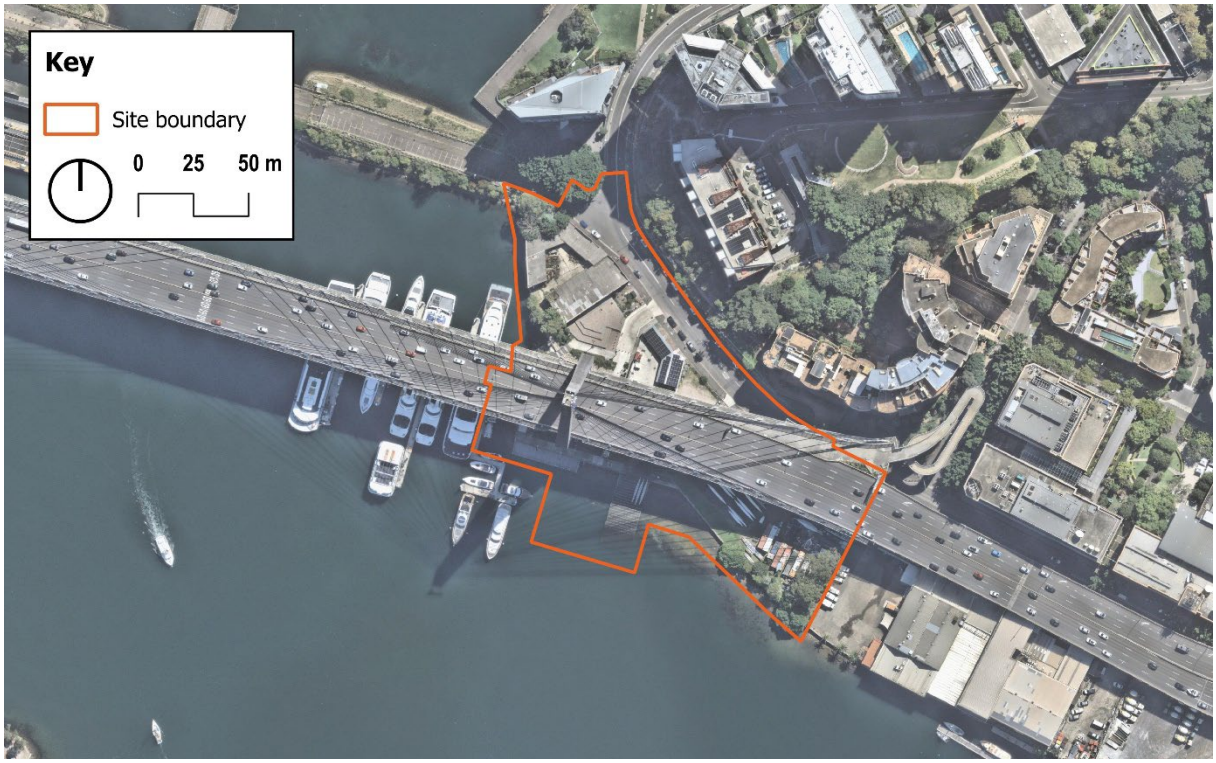

Figure 2.17 Aerial imagery of the subject site, 2023. (Source: Nearmap with GML overlay, 2023)

2.7 Current use

From 2004 to 2006, a masterplan for Bank Street was prepared to guide future redevelopment of the eastern bank of Blackwattle Bay north of the Fish Markets. At the time, 1–3 Bank Street was owned and occupied as a residence by Ms Ann Forrester, who had been living there for many years in the former office building facing Bank Street.

In 2006, 5 Bank Street began to be used by the Blackwattle Bay Dragon Boat Club for storage and launching of their boats.

In 2020 the Blackwattle Bay Marina was constructed, which involved the demolition of the Cam & Sons wharf at 1–3 Bank Street. The wharf had been left derelict since at least the early 1990s, after having been reduced in size in the 1970s.[42]

2.8 Endnotes

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6 Attenbrow, V 2010, Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records, University of New South Wales Press, Kensington, NSW, p 152; Karskens, G 2020, People of the River. Lost worlds of early Australia, Allen & Unwin, Crows Nest NSW, p 17.

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[20] Dunn, M 2008, 'Glebe Island Bridge', Dictionary of Sydney, accessed 10 June 2021, available at <https://dictionaryofsydney.org/entry/glebe_island_bridge>.

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[22] Heritage Design Services, Department of Public Works and Services 2000, Glebe Island Bridge Conservation Management Plan, report prepared for the Roads and Traffic Authority, pp 22–23.

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[26] Division of Fisheries & Commonwealth Fisheries Office (Australia). (1941). Obituary Romantic Career of Man Who Founded Cam and Sons, Fisheries news-letter, accessed 19 June 2023, available at <http://nla.gov.au/nla.obj-715528772>.

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3 Historical archaeology assessment

3.1 Overview

The historical archaeological resource of the site relates to material remains, including features, artefact deposits and landscape evidence, that were generated during occupation and use of the site over the past ~230 years. The following assessment of historical archaeological potential is based on examination of historical information related to the development and occupation of the Bank Street Park site (Section 2), current site conditions and previous disturbance.

3.1.1 Terminology

The term 'archaeological potential' is the likelihood that a site may contain physical evidence related to an earlier phase of occupation, activity or development. This term is different from 'archaeological significance' and 'archaeological research potential', which are more subjective statements related to the value of the archaeological resource in terms of levels of significance.

Archaeological potential is usually described as low, moderate or high, and is assessed as follows:

- Nil—no known historical activities which would have left an archaeological signature. Previous construction, or other activities, have removed all archaeology.
- Low—unlikely that archaeological evidence associated with this historical phase or feature survives. Archaeological remains are likely to have been subject to a high level of previous disturbance.
- Moderate—it is possible that some archaeological evidence associated with this historical phase or feature survives. Archaeological remains may have been subject to some previous disturbance.
- High—it is likely that archaeological evidence associated with this historical phase or feature survives. Archaeological remains are likely to be intact as the level of site disturbance appears to be minimal.

Archaeological significance and 'relics' in NSW are defined as being either local or state significant in Section 4A of the Heritage Act:

- Local—in relation to a place, building, work, relic, moveable object or precinct, means significance to the area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.
- State—in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

3.2 Previous historical archaeological assessment

The Bank Street Park site and the broader Blackwattle Bay Precinct have been subject to previous HAAs. The results of these investigations have helped to inform the current assessment and are summarised below.

Report	Summary
Bank Street (under Western Distributor)	
Aurecon 2022, *Western Distributor Network Improvements, Non-Aboriginal Statement of Heritage Impact*.	Assessment prepared as part of network improvement works on the Western Distributor over Darling Harbour, Anzac Bridge and Pyrmont intersections—inclusive of the current site, principally Lot 20, DP 803159. A compound site—for material laydown and stockpiling of materials, with no proposed groundworks—is located within the Bank Street Park site. The assessment identified a low historical archaeological potential of possible local significance within a localised portion of the project boundary, directly south of Bank Street and Jones Street. Potential remains identified included: • evidence of earlier industrial and wharf structures.
5–11 Bank Street, Pyrmont NSW	
AHMS 2011, *Heritage Impact Statement & Preliminary Aboriginal and Historical Archaeological Assessment, Sydney Heritage Fleet Base, Bank Street, Pyrmont NSW*.	Assessment prepared as part of the proposed construction of facilities for the Sydney Heritage Fleet Base, including a heavy wharf, floating pontoons and Sea Heritage Dock. The assessment identified a high archaeological potential for remains of the former seawall within the project areas. Sections of a sandstone seawall were previously exposed during excavation works as part of routine maintenance of the Anzac Bridge. These remains were archaeologically recorded before being covered with fill and retained in situ. The precise location of the wall is not known. Additionally, two sandstone walls were uncovered during excavation works for a service trench adjacent to Bank Street. It was determined that remains of the seawall would not meet the threshold for significance. The report also recommended that any other archaeological remains identified during the proposed works should be archaeologically recorded prior to their removal.
Urbis 2017, *Heritage Impact Statement & Archaeological Assessment, Bank Street Commercial Wharf, 5–11 Bank Street, Pyrmont NSW*.	Assessment prepared as part of the proposed construction of temporary facilities in the vicinity of the eastern Anzac Bridge pylon at 5–11 Bank Street. The assessment identified a low historical archaeological potential of low significance. The construction of the Anzac Bridge is likely to have disturbed or removed the potential archaeological resource in the northern part of the site. Potential remains identified included: • evidence of the original shoreline and reclamation;

Report	Summary
	• evidence associated with the former early industrial uses of the site (timber yards and skin store); and • remnant wharfage, sea walls and structures on the previous shoreline; however, these were identified as likely beneath several meters of fill. It was determined that areas of low archaeological sensitivity do not require subsurface archaeological investigations prior to the proposed works.
Blackwattle Bay	
City Plan 2022, *1–19 Bank Street, Pyrmont, Preliminary Heritage Advice.*	Preliminary heritage advice prepared as part of the Bank Street Park development. The report provides a summary statement of historical (terrestrial and maritime) archaeology extracted from previous reporting (City Plan Heritage 2013). The report includes mapping with 'archaeological potential' identified; however, this is limited to the Aboriginal PAD sites and does not include historical archaeology.
Comber Consultants 2021, *Maritime Archaeological Assessment: A report to support the Blackwattle Bay State Significant Precinct Proposal.*	Maritime assessment prepared as part of the Blackwattle Bay Precinct State Significant Precinct Study, for Blackwattle Bay—inclusive of the current site. The report provides assessment including a visual inspection of seawalls. It does not include an assessment of the potential for seawalls to survive within the Bank Street Park site.
City Plan Heritage 2021, *Blackwattle Bay, State Significant Precinct, European Heritage Assessment and Impact Statement.*	Assessment prepared as part of the Blackwattle Bay Precinct State Significant Precinct Study, for Blackwattle Bay—inclusive of the current site. The assessment refers to previous reporting (City Plan Heritage 2013) and does not provide an updated archaeological assessment.
City Plan Heritage 2017, *Bays Market Precinct: Blackwattle Bay & Wentworth Park, History, Built Heritage, Archaeology & Landscape Study.*	Assessment prepared as part of the proposed redevelopment of the Bays Market Precinct, adapted from an earlier report prepared by Urbis (*Bays Precinct Heritage Constraints Assessment Report* 2014). The assessment identified potential for archaeology related to early industrial activities, including footings of buildings, within the Fish Market site and Bank Street broadly. Such remains were not considered to reach the threshold for significance. It was recommended that areas of archaeological potential should be subject to detailed HAAs.
City Plan Heritage 2013, *Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage*	Not available for review. Assessment prepared as part of SSD 5227-2012 comprising the entire Blackwattle Bay Precinct. The results of the archaeological potential assessment in this report have informed subsequent reports prepared by City Plan Heritage for Blackwattle Bay.

Report	Summary
Impact Statement, Terrestrial Archaeology.	The assessment identified a high to moderate potential broadly across the precinct and is largely unspecific to the Bank Street Park site. Potential remains identified included: • reclamation fills, stone sea walls, wharfs and associated piling.

3.3 Previous disturbance and site description

A site inspection was undertaken by Dr Kat McRae on 23 May 2023 and 6 June 2023 to observe current site conditions and record any activities or development on the site that may have affected the survival of archaeological remains and their integrity. Access was provided to most parts of the site, including the interior of the extant buildings at 1–3 Bank Street (Figure 3.1). The interior of the Blackwattle Bay Marina Office (erected in February 2020) was not inspected.

- The northernmost portion of the site is defined by a small triangular allotment to the north of Building C. The allotment is overgrown with foliage (Figure 3.2). There are several substantial telecommunication pits associated with the Telstra submarine cable in this area (Figure 3.3), and the route of the cable is visible in the harbour by a line of concrete blocks (Figure 3.4). Other sandstone blocks, covered with wire meshing are visible in the harbour (underwater) close to the edge of the seawall (Figure 3.5) and may represent other submarine cables. The laying of the submarine cable would have likely removed any potential historical archaeological resource in its footprint.
- The four early-twentieth-century maritime buildings (Buildings A–D) at 1–3 Bank Street (Figure 3.1, Figure 3.6, Figure 3.7) are positioned around a central courtyard. Most of the courtyard is paved in concrete (Figure 3.8 to Figure 3.10), although there are some brick-edged garden beds and plantings in the far northwest corner (Figure 3.11). The interiors of Buildings A–D all have concrete flooring (Figure 3.12, Figure 3.13).
- Building B is a two-storey brick building on the western boundary of the site. The building is constructed below the height of the internal courtyard and below the low tide mark (Figure 3.9). Buildings B and C are constructed directly over the sandstone seawall (Figure 3.14, Figure 3.15, Figure 3.4).
- The temporary Blackwattle Bay Marina Office demountable and associated secured storage compound were constructed in early 2020 as part of the new marina and public space at 5–11 Bank Street. The erection of these buildings and associated landscaping (including the retaining wall and Gabion Wall Construction) required some excavation and levelling prior to the laying of concrete hardstand but is unlikely to have disturbed deeper subsurface remains.

- The southern half of the site—south of 1–3 Bank Street—is largely vacant land used for storage of dragon boats (Figure 3.16 to Figure 3.19). There are several shipping containers and plantings at the far southern end of the site. A significant portion of this area was reclaimed for the construction of the Anzac Bridge Eastern pylon. This reclamation works would have disturbed, if not removed, the potential archaeological resource in this area.

All photos were taken by GML.

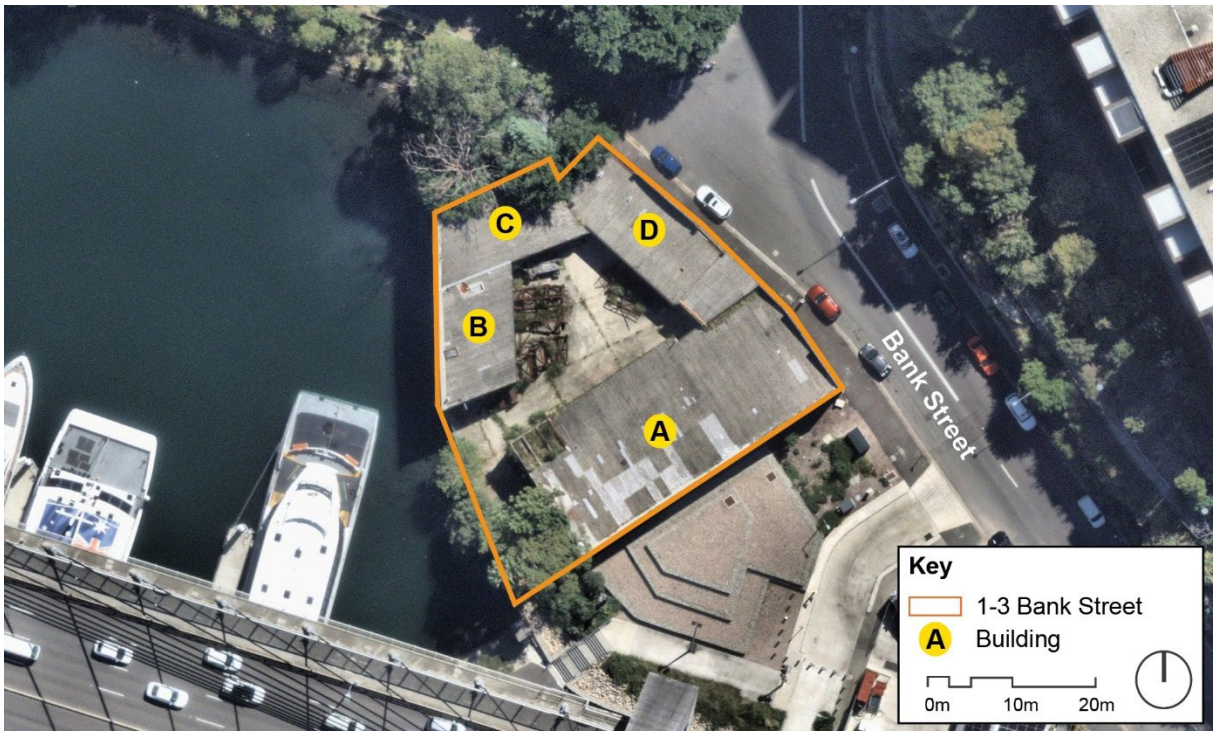

Figure 3.1 An overview of 1–3 Bank Street, showing the buildings in the site. (Source: Nearmap with GML overlay)

Figure 3.2 Northern face of Building C, Bank Street. View to southeast.

Figure 3.3 Telecommunications pits, associated with the Telstra submarine cable. View to west.

Figure 3.4 Rear façade of 1–3 Bank Street, taken from Glebe Island Bridge, showing submarine cable. View to southeast.

Figure 3.5 Detail of sandstone and metal mesh feature in water below sandstone seawall. View to southwest.

Figure 3.6 Overview of frontage of 1–3 Bank Street. View to west.

Figure 3.7 1–3 Bank Street frontage. View to southwest.

Figure 3.8 View from entryway showing courtyard. View to southwest.

Figure 3.9 South face of Building B. View to northwest.

Figure 3.10 Fragments of former coal loader temporarily stored within courtyard. View to west.

Figure 3.11 Lower landscaped terrace at rear of Building A. View to southeast.

Figure 3.12 Interior of Building A. View to southwest.

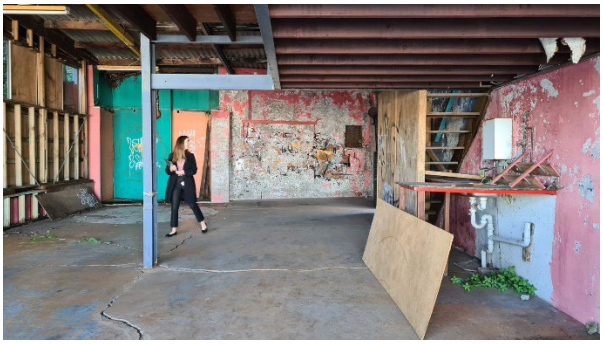

Figure 3.13 Interior of Building C. View to northeast.

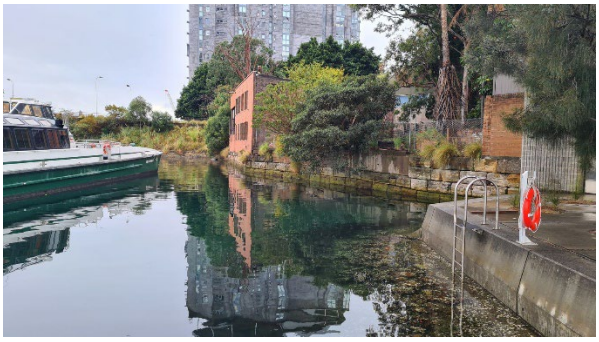

Figure 3.14 Rear façade of Building B, taken from close to Anzac Bridge. View to north.

Figure 3.15 Detail of sandstone seawall and rear of properties. View to north.

Figure 3.16 Southern portion of subject site below Anzac Bridge. View to northwest.

Figure 3.17 Southern portion of subject site and sandstone seawall. View to southeast.

Figure 3.18 Southern portion of subject site below Anzac Bridge. View to west.

Figure 3.19 Southern portion of subject site below Anzac Bridge. View to northwest.

3.4 Geotechnical analysis

Several geotechnical investigations have been undertaken within the Bank Street Park site and the wider precinct.[1] The results of these investigations have identified substantial fill deposits across the subject site, above localised areas of natural soils and bedrock. Intact soils were identified as PAD 45-6-3338 by Artefact Heritage (2021).[2] City Plan Heritage (2023) undertook further geotechnical investigations and confirmed the previously identified PAD and indicated that localised areas of natural soils were preserved in other parts of the site.[3]

Fill appeared shallowest in the northwest, where it was between c400mm onto intact soils, and in the northeast, where it was c1.5m onto bedrock. In the south the fill extended to almost 4m deep above bedrock. Cross sections produced by City Plan showed a natural gully running through the site which could be seen in the sloped/stepped level of the bedrock (Figure 3.20 and Figure 3.21).

The fill ranged from a variation of silty, gravelly and clayey sands as well as sandstone and ash, in colours of brown, dark brown, grey and black. Inclusions of slag, ash, charcoal, seashells, wood, gypsum, brick, and sandstone and concrete fragments were

noted. Friable and non-friable asbestos was seen in BH01, and trace levels in BH01 (0.2–1.2), BH05 (1.2–2.2) and BH09 (0.0–0.3). High levels of lead, copper and zinc were observed at several locations. It is not clear from the geotechnical reports whether the fill represents historical deposits.

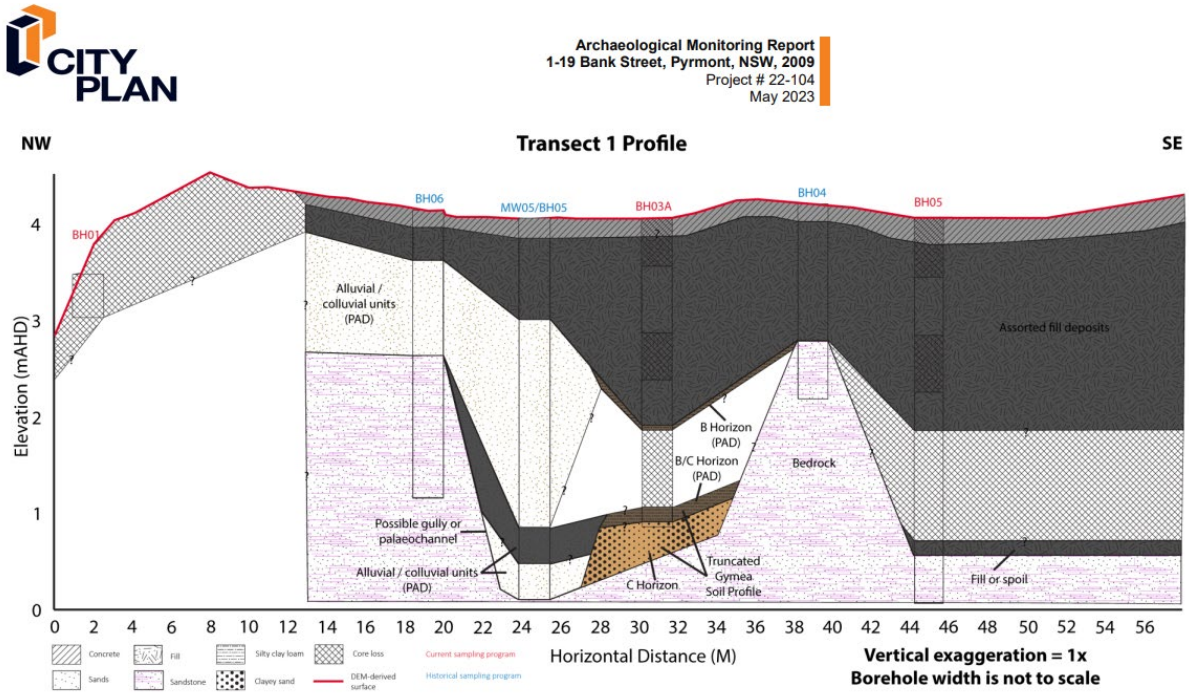

Figure 3.20 Transect 1, illustrating the cross section of deposits associated with PAD 45-6-3338 (truncated Gymea soil profile) and the alluvial colluvial deposits within the original PAD footprint. (Source: City Plan, 2023)

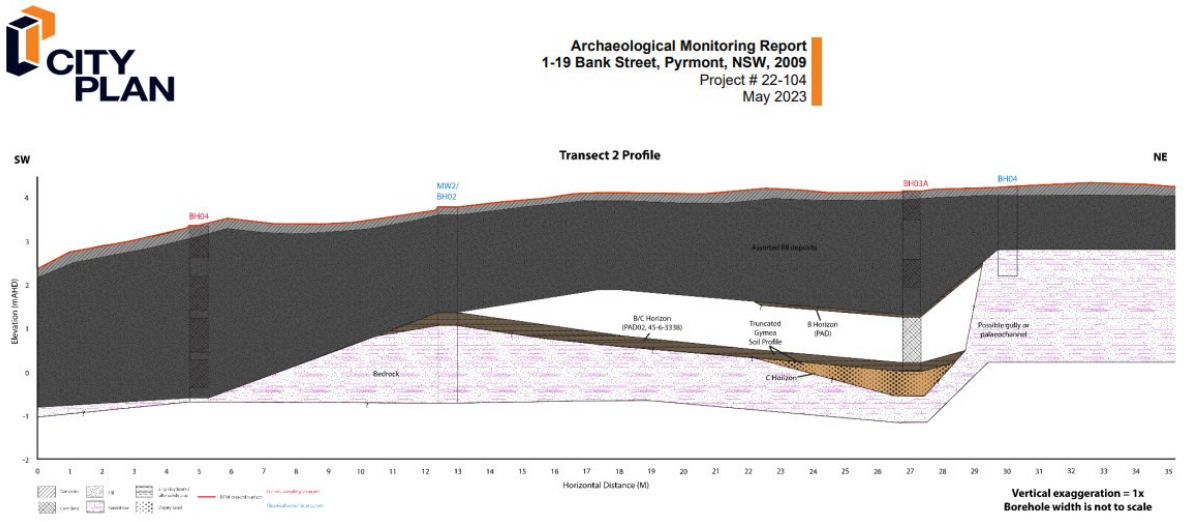

Figure 3.21 Transect 2, illustrating the cross section of the truncated Gymea soil profile within PAD 45-6-3338. (Source: City Plan 2023)

3.5 Results of Aboriginal archaeological test excavations, GML 2023

A program of Aboriginal archaeological test excavation was undertaken at Bank Street Park from 12 to 15 September 2023 to address the project SEARs. The assessment of Aboriginal and historical archaeological potential was undertaken concurrently and helped inform the Aboriginal archaeological test excavations.

The Aboriginal archaeological test excavation program excavated five test trenches (TT01–05) (Figure 3.22). TT01 and TT02 were adjoining trenches located within the courtyard at 1–3 Bank Street. TT03, TT04 and TT05 were located in the southern half of the study area. Two test units (TU2 and TU5) (measuring 0.5m x 0.5m) were excavated in TT02 and TT05 where deposits with PAD were exposed. A historical archaeological work method statement (WMS) was prepared to inform the Aboriginal archaeological test excavations (Appendix A).

Historical archaeological deposits (predominantly historical reclamation fills) were identified in all TTs. TT04 and TT05 contained potential historical features, including a potential robbed-out wall, a sandstone surface in TT04 and a wall trench with a remnant timber beam in TT05. These features were not excavated and were retained in situ within the site. Table 3.1 provides a description of the excavated deposits and historical archaeological remains (by phase, see Section 3.6) identified during the Aboriginal test excavation program.

Table 3.1 Summary of historical archaeology identified during Aboriginal archaeological test excavations.

TT/ location	Dimensions (E–W x N–S) RLs	Summary of historical archaeology
TT01 1–3 Bank Street (Lot 1, DP 1089463) Comprising PAD 02A (AHIMS ID 45-6-3338) Figure 3.23, Figure 3.24	**Dimensions:** 3.1 x 6.4m, 2.2m (depth) **RLs:** 4.11m AHD (surface) 1.91m AHD (base of excavations)	**Phase 4: 1980s–present**—concrete slab. **Phase 3: 1932–1980s**—grey/brown silty sand levelling/demolition fill (c200mm) likely associated with the construction of 1–3 Bank Street buildings (or more recent); and a modern service pipe. **Phase 2: 1895–c1932**—lens of possible redeposited topsoil (c100mm) with ferrous inclusions. Dense industrial fill comprising a black ashy crushed coal matrix (c200mm). **Phase 1: 1803–1895**—reclamation fill comprising crushed/weathered sandstone, potentially quarried material (560mm) and lenses of black/grey sand (c100m) colluvium/alluvium. Crushed/weathered sandstone identified as, likely introduced, fill but potentially natural weathered bedrock (C horizon) at a depth of 1.1–2.2m.

TT/ location	Dimensions (E–W x N–S) RLs	Summary of historical archaeology
TT02, TU02 1–3 Bank Street (Lot 2, DP 1089463) Comprising PAD 02A (AHIMS ID 45-6-3338) Figure 3.25, Figure 3.26	**Dimensions:** 1.5m x 2m, 2.2m (depth). **RLs:** 4.11m AHD (surface) 1.91m AHD (Base of excavations)	**Phase 4: 1980s–present**—concrete slab. **Phase 3: 1932–1980s**—grey/brown silty sand levelling/demolition fill (c200mm) likely associated with the construction of 1–3 Bank Street buildings (or more recent). **Phase 2: 1895–c1932**—dense industrial fill comprising black ashy crushed coal matrix (c200mm). **Phase 1: 1803–1895**—reclamation fill comprising crushed/weathered sandstone, potentially quarried material (560mm), lenses of black/grey sand (400mm) possible imported topsoil. Crushed/weathered sandstone identified as likely introduced fill but potentially natural weathered bedrock (C horizon), at depth of 1.5m–2.2m, sloping sharply to south.
TT03 (Lot 20, DP 803159) Comprising PAD 3 Figure 3.27, Figure 3.28	**Dimensions:** 2.5m x 2.2m, c0.9m (depth) **RLs:** 4.08m AHD (surface) 3.11m AHD (base of excavations)	**Phase 4: 1980s–present**—pale grey/brown gravel levelling fill (400–430mm deep) for the construction of the Anzac Bridge. **Phase 3/2: 1895–1980s**—sequence of historic fills, including a chalky (likely crushed gypsum based on the results of geotechnical testing in this area) layer (c100mm), a sandy construction/demolition fill with brick inclusions (c200mm) and an industrial ash/slag deposit (130–200mm). **Phase 1: 1803–1895**—crushed sandstone reclamation/levelling fill (100–220mm). Sharply stepped bedrock at depth of 750mm from surface.
TT04 (Lot 20, DP 803159) Comprising PAD 4 Figure 3.29, Figure 3.30, Figure 3.31	**Dimensions:** 5.8 x 2.9m, 2.5m (depth) **RLs:** 4.73m AHD (surface) 2.17m AHD (base of excavations)	**Phase 4: 1980s–present**—crushed red/white sandstone and gravel levelling fills (c1.5m). **Phase 3/2: 1895–1980s**—sequence of historic fills, including an industrial ash deposit and sandy layers (130–200mm). Several features observed, including a possible robbed-out wall, a sandstone surface, a metal service pipe, and a large pit or channel cut through reclamation. **Phase 1: 1803–1895**—crushed sandstone reclamation/levelling fill.
TT05, TU05 (Lot 20, DP 803159) Figure 3.32, Figure 3.33, Figure 3.34, Figure 3.35	**Dimensions:** 4.1 x 4.7m, 1.4m (depth) **RLs:** 4.42m AHD (surface) 2.93m AHD (base of excavations)	**Phase 4: 1980s–present**—modern levelling fills **Phase 3/2: 1895–1980s**—sequence of historic fills, including a sandy historic topsoil and various construction/levelling fills. Possible wall trench with a remnant timber beam (depth of c800mm), and possible channel in the bedrock. **Phase 1: 1803–1895**—crushed sandstone reclamation/levelling fill. Bedrock observed at depth of 1.1m from surface.

Figure 3.22 Site survey of location of Aboriginal archaeological test trenches.

Figure 3.23 TT01 showing black fill and a patch of redeposited sandy topsoil. View to east. Scale 1m.

Figure 3.24 Section of TT01 showing historic fills and reclamation. View to south. Scale 1m.

Figure 3.25 Section of TT02 showing sequence of historical fills. View to south. Scale 1m.

Figure 3.26 TU02 within TT2 showing potential colluvial/alluvial sediment above possible weathered bedrock or reclamation fill. View to west. Scale 0.5m

Figure 3.27 Section of TT03 showing modern and historical fills above bedrock. View to north.

Figure 3.28 TT03 showing stepped and undulating bedrock at base. View to west. Scale 1m.

Figure 3.29 Possible feature (arrowed) in TT04. View to south.

Figure 3.30 Possible surface in TT04. View to south. Scale 1m.

Figure 3.31 Possible cut/fill at the base of TT04. View to west. Scale 1m.

Figure 3.32 TT05 showing the possible wall slot cutting a possible natural deposit. View to north.

Figure 3.33 Bedrock at the base of TT05, with possible linear channel. View to north.

Figure 3.34 Mid-excavation TU05 within TT05.

Figure 3.35 Post-excavation of TU05 within TT05.

3.6 Phases of historical development

The following phases of historical development are relevant in understanding the archaeological potential of the site.

- Phase 1: 1803–1895—Harris's Ultimo Estate and the first Glebe Island bridge.
- Phase 2: 1895–c1932—Subdivison and early industrial development.
- Phase 3: 1932–1980s—Cam & Sons and later twentieth-century development.
- Phase 4: 1980s–present—Modern land use.

3.7 Assessment of historical archaeological potential

3.7.1 Phase 1: 1803–1895—Harris's Ultimo Estate and the first Glebe Island bridge

The site originally formed part of Harris's 1803 Ultimo Estate. Early illustrations of the Pyrmont Peninsula depict a steep, rocky headland, with a low-lying shoreline stretching south into Blackwattle Bay.[4] At this time, the subject site was largely below the high-water mark. From the 1860s, the area to the east of the subject site formed part of Saunders Quarry, 'Paradise', one of 15 quarries operating in the Pyrmont Peninsula in the 1850s to 1860s, although small ballast quarries had been operating in Pyrmont since at least the 1820s.

Construction of the first (timber) Glebe Island bridge, immediately north of the subject site, was completed in 1861. A c1870s photograph of the first bridge shows the rocky shoreline rising gradually to the east, a level roadway running from the bridge above the waterline, and two wharves or jetties visible along the water's edge (Figure 3.36). A

sandstone seawall can be seen under and to the north of Glebe Island bridge. There is no visible evidence of any substantive quarrying in the area. Reclamation of the foreshore, including much of the subject site, was undertaken throughout the 1870s and 1880s.

There is little documentary evidence to suggest any development of the subject site until the later nineteenth century, although it is possible it was used for early quarrying. The construction of Glebe Island bridge, the associate roadway (Abattoir Road, later Bank Street), and reclamation works would have resulted in some modification of the landscape. Such activities do not always result in easily identifiable archaeological features or deposits. These remains would have been disturbed and obscured by subsequent development, particularly the construction of Anzac bridge.

Overall, there is a moderate to high potential for evidence associated with early land use to survive within the site. Potential remains could include evidence of early quarrying, seawalls, and levelling fills associated with the construction of Glebe Island bridge and the earlier road alignment (likely outside the subject site). There is a high potential for early reclamation fills to survive (at depth) below the truncations from the Anzac Bridge. Reclamation fills, comprising a dense (>500mm) layer of crushed/weathered sandstone, potentially quarried material, were identified during the Aboriginal archaeological test excavations (Section 3.5).

Undocumented maritime features (remnant jetties, piling, etc), boats or other watercraft may also survive under reclaimed land. Early foreshore deposits, if present, have potential for paleoenvironmental data such as fossil pollens that could contribute to an understanding of the former environmental conditions of the peninsula.

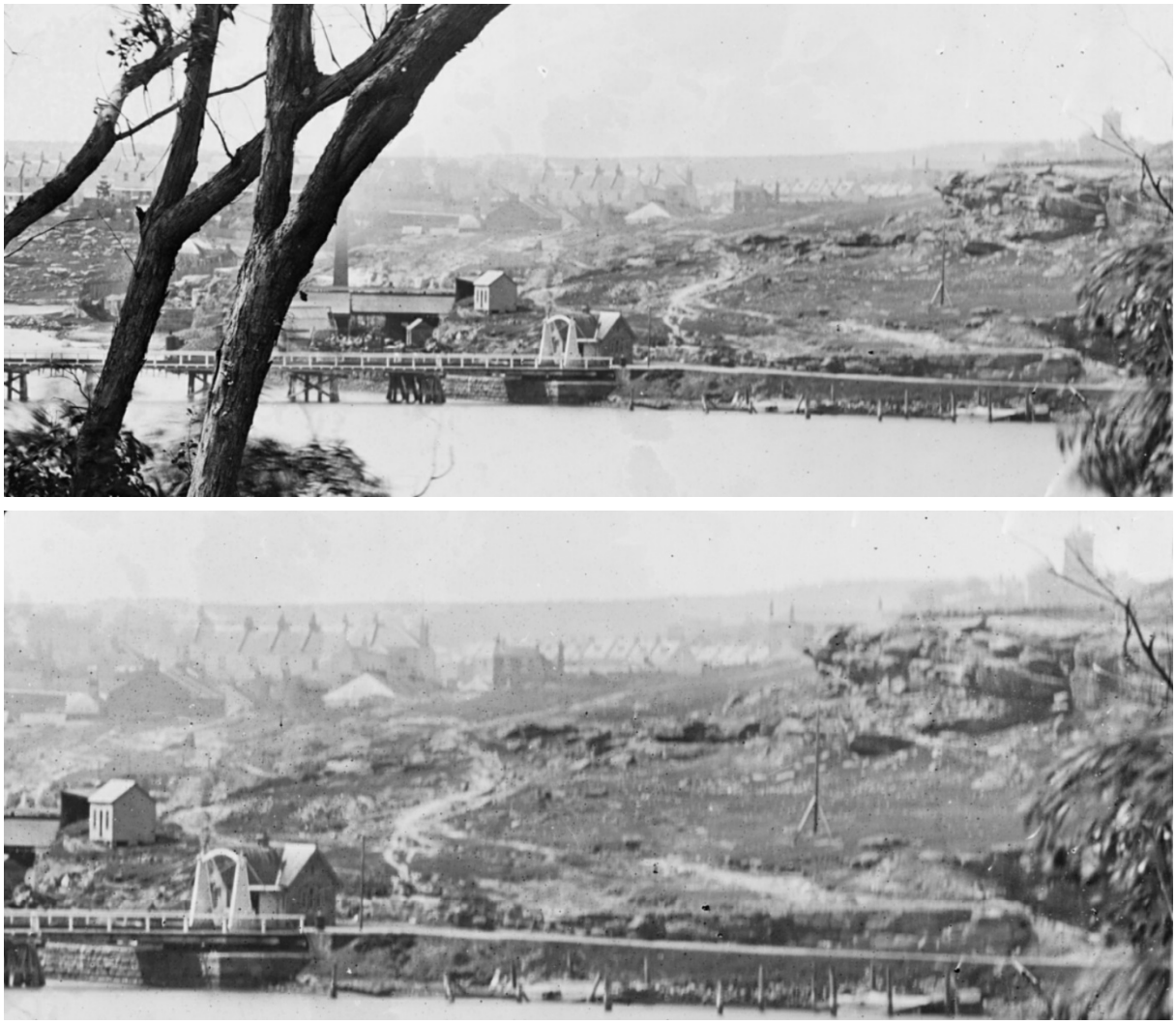

Figure 3.36 Detail of a c1870–1875 photograph of Glebe Island Bridge, American & Australasian Photographic Company. (Source: SLNSW, ON 4/Box 56/no. 234)

3.7.2 Phase 2: 1895–c1932—Subdivison and early industrial development

The subject site was subdivided in 1895 (Lots 1 and 2, comprising 1–3 Bank Street, and Lots 3 to 10, comprising 5 Bank Street) and the land leased to various companies, principally for timber and maritime industries.

Between 1899 and 1903 the original Glebe Island Bridge was replaced with the swing-span bridge north of the site, and part of the land of 1–3 Bank Street was resumed to join to Bank Street (then Abattoir Road). Quarrying continued to the east of the site, purportedly to below the level of the road, which was later backfilled.

The 1928 subdivision plan details the lessees at this time, as well as the footprints of the various buildings on the site (Figure 2.6). From north to south this was the Pyrmont Timber Storage Co., Allen Taylor & Co (timber stores), Wallis Brothers (sawmills), and Armand Guillhou. A large jetty on piles is shown in front of the Allen Taylor & Co lease, with a smaller punt and crane in front of the Wallis Bros land. A broadly contemporary photograph shows these were largely timber and iron structures. A stone seawall is visible, extending from the bridge to at least the point of the timber jetty (Figure 3.37). It is likely that part of this seawall survives in situ, underlying Building B and C, although sections may have been removed and rebuilt.

Figure 3.37 Detail from c1920s photograph of Glebe Island bridge showing the subject site. A stone seawall is visible running from the bridge to the jetty. The buildings are largely timber and iron construction. (Source: SLNSW, ON 30/Box 34–41)

Overall, there is a moderate to high potential for archaeological remains associated with the various industrial uses of the site during this period. These remains are likely truncated by later development, particularly the construction of the Anzac bridge in the late 1980s. Potential remains could include wall slots, postholes and brick/stone footings, as well as yard surfaces (interior and exterior). Parts of the site were open, used as yard space as well as for stockpiling. Several structural features, including a wall slot with remnant timber, a robbed-out wall and a sandstone surface, were identified in the Aboriginal archaeological test excavations (Section 3.5). Artefact deposits such as rubbish pits may be present as well as industrial waste such as debris, dumps or disused machinery. Maritime features (ie remnants of timber jetties and wharves) may survive below the 1980s reclamation. There is a high potential for the early seawall to survive within the subject site, sections of a sandstone seawall were identified in previous excavation works near to the eastern Anzac Bridge pylon.

3.7.3 Phase 3: 1932–1980s—Cam & Sons and later twentieth-century development

In 1932 Lots 1–4 were purchased by Charles Caminiti, fish merchant, of Cam & Sons. Cam & Sons redeveloped the land soon after purchase, demolishing the existing timber stores/buildings to construct a new wharf, warehouse, workshops and offices on the 1–3 Bank Street site. The construction of the (still extant) brick buildings at 1–3 Bank Street would have required some levelling of the site to provide level platforms for construction. The buildings all have strip or pier footings and concrete hardstand flooring. Their construction would have had localised impacts on any earlier archaeological remains within the footprint of these buildings.

In 1938 Cam & Sons purchased lots 5–8 of the 1928 subdivision sale, securing their ownership of most of the land of the subject site. The site became the base of operations for their steam trawler business, which they continued to operate until 1955. Several buildings to the south of 1–3 Bank Street are depicted on historical aerials between the 1940s and 1960s (Figure 2.11 to Figure 2.13). By 1978 these had largely been demolished and the southern extent of the site (Lots 5–8) cleared (Figure 2.14).

Overall, there is a moderate to high potential for archaeological remains associated with the later twentieth-century development of the site. The potential archaeological resource is expected to have been disturbed or removed by the subsequent construction of the Anzac bridge. Potential remains could include debris associated with the demolition of the earlier (Phase 2) buildings and construction of 1–3 Bank Street, footings associated with various c1940s–1960s buildings (since demolished), isolated artefact scatters or dumps, as well as industrial dumps, debris or discarded machinery.

3.7.4 Phase 4: 1980s–present—Modern land use

By the late 1980s the inadequacy of the Glebe Island Bridge prompted the NSW Government to begin constructing a new suspension bridge (later renamed Anzac Bridge). The construction of the bridge required the resumption and clearance of land and demolition of earlier structures, including the wharf at 1–3 Bank Street. A portion of Blackwattle Bay was also reclaimed at this time (compare Figure 2.14 to Figure 2.15). The construction of the Anzac Bridge would have impacted on earlier historical archaeological remains, although deeper subsurface remains may survive, and remnants of the former seawall have been identified in previous excavation works near the Anzac pylon (the location of these walls is unclear). The site is likely to contain evidence associated with these construction works. Given their recent date, the potential for such remains is not assessed here.

3.7.5 Summary of archaeological potential

The broad sequence of historical development within the Bank Street Park site is mapped in Figure 3.38. Overall, there is a low–moderate potential for historical archaeological remains associated with the development of the site from the c1840s. There is a high potential for remnants of the late-nineteenth-/early-twentieth-century seawall. Parts of the seawall are in situ along the shoreline at 1–3 Bank Street, and sections of a sandstone seawall were previously exposed during excavation works as part of routine maintenance of the Anzac Bridge in 2011.[5]

The assessment of archaeological potential of the site is summarised (by phase) in Table 3.2 and mapped in Figure 3.39. With the exception of potential 'terrestrial' maritime features—underlying late-nineteenth-century reclamation fills—the potential for maritime archaeology has not been assessed in this report and is subject to a separate standalone MAA.

Table 3.2 Assessment of historical archaeological potential.

Phase	Potential types of remains	Potential
Phase 1: 1803–1895	• reclamation fills from 1870s and 1880s; and • paleoenvironmental data such as fossil pollens.	High
	• evidence associated with the modification to the original landscape, including: – sandstone quarrying; and – levelling associated with the construction of the first Glebe Island bridge and associated roadway. • isolated or dumped artefacts or deposits; • seawalls; and • maritime features (within/underlying harbour silts or reclamation fills), including: – remnant jetties, wharfs and associated piling; and – boats or other watercraft.	Moderate to high
Phase 2: 1895–c1932	• structural remains (postholes, wall slots and footings); • artefact deposits such as rubbish pits, yard deposits; and • industrial waste debris, dumps or discarded machinery.	Moderate to high
	• seawall (partly still extant).	High

Phase	Potential types of remains	Potential
Phase 3: 1932–1980s	• demolition material from earlier (Phase 2) structures; • levelling fills associated with the construction of the brick buildings at 1–3 Bank Street; • structural remains (postholes, wall slots and footings); and • artefact scatters, industrial waste, debris or discarded machinery.	Moderate to high

Figure 3.38 Broad sequence of historical development within the Bank Street Park site (see Figure 2.6, Figure 2.11). (Source: Nearmap with GML overlay)

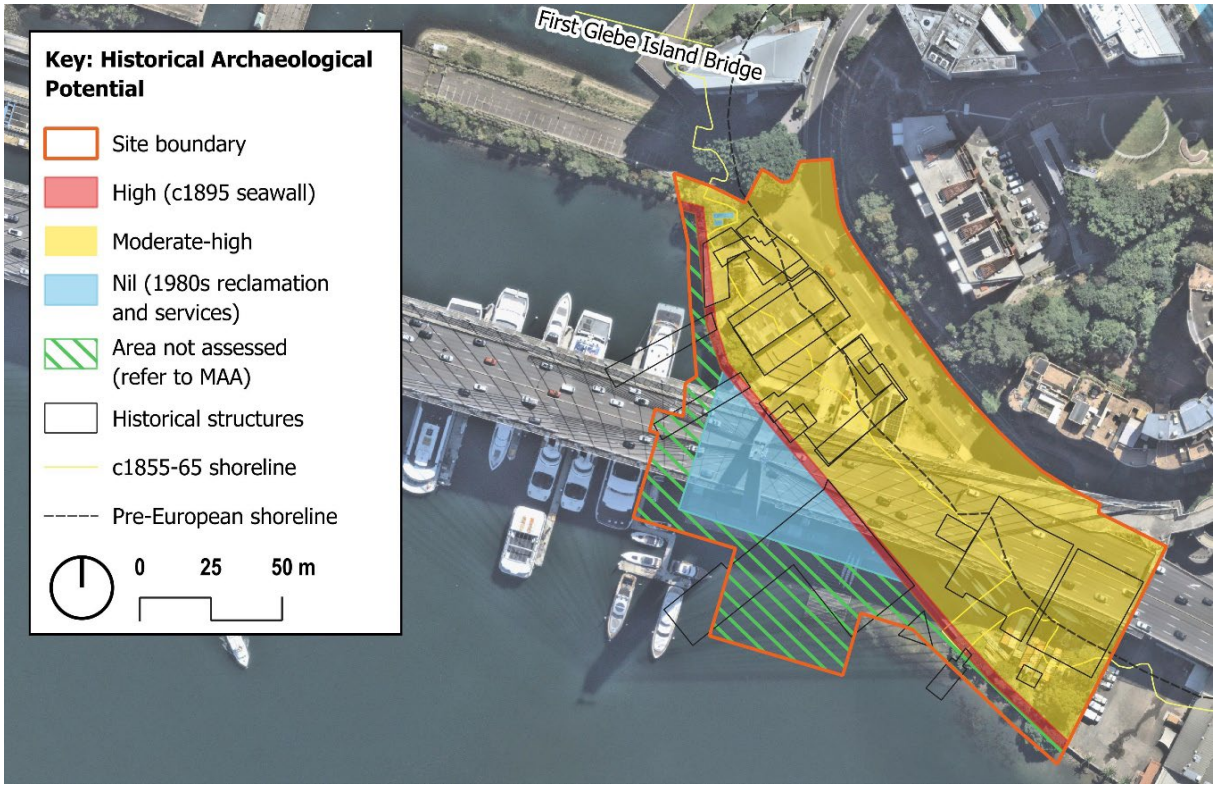

Figure 3.39 Historical archaeological potential mapping. (Source: Nearmap with GML overlay)

3.8 Assessment of historical archaeological significance

The following significance assessment (Table 3.3) of the potential historical archaeology within the Bank Street Park site is undertaken against the NSW heritage criteria. The 2009 guidelines have been used to inform the assessment.[6]

Table 3.3 Assessment of archaeological significance against the NSW heritage criteria.

Criterion	Response
Criterion (a)—Historical *An item is important in the course, or pattern, of NSW's cultural or natural history (or the local area)*	Bank Street Park and its potential archaeological resource is historically significant in its association with the maritime and industrial development of Blackwattle Bay during the late-nineteenth/early-twentieth centuries. The site was originally located on John Harris's Ultimo Estate, although there is no documentary evidence to suggest any substantial development of the site at this time. In 1853 Charles Saunders established his 'Paradise' quarry to the immediate east of the subject site (Miller and Bank Street). If present, archaeological evidence of quarrying would be significant as evidence of the early European development and adaption of the Pyrmont Peninsula.

Criterion	Response
	From the late 1890s, the site was leased to various timber merchants and other minor shipping and industrial venture. Cam & Sons steam trawler business, purportedly the largest in the southern hemisphere, operated from the Bank Street Park site from the 1930s for over 20 years. Potential archaeology within the Bank Street Park site includes evidence of the natural environment, sedimentation, reclamation, seawalls and structural remains of the former timber stores and yards. Such remains could demonstrate the historical evolution of the natural harbour environment to a reclaimed industrial and maritime port in the late-nineteenth century to mid-twentieth century. Substantial and intact archaeology associated with the early maritime and industrial development of the harbourside, particularly Phase 1 (1803–1895) and Phase 2 (1895–c1930), would be of local significance for their historical association.
Criterion (b)—Associative *An item has a strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the local area)*	Throughout the late-nineteenth and early-twentieth centuries, the land of the Bank Street Park site was leased to a variety of prominent maritime contractors and timber merchants, including Allen Taylor & Co timber store (c1910–1932), McEnnally Bros & Co lightermen and Tugboats (c1910–1928) and Cam & Sons (c1932–1955). However, the potential archaeological resource is unlikely to be able to be directly associated with these individuals and therefore is not considered to meet the threshold for significance under this criterion.
Criterion (c)—Aesthetic or Technical *An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)*	The anticipated historical archaeological resource (reclamation fills and structural remains) is unlikely to demonstrate creative or technical achievements or aesthetic characteristics. Under this criterion, the potential historical archaeological resource is unlikely to meet the threshold for significance. Remains of seawalls and reclamation fills may demonstrate a degree of technical achievement associated with the large-scale reclamation of Sydney Harbour in the late-nineteenth century. These remains could meet the threshold under this criterion. If present and relatively intact, archaeological remains of boats or other watercraft could meet this criterion at a local or possibly state level.
Criterion (d)—Social *An item has strong or special association with a particular community or cultural group in NSW for social, spiritual or cultural reasons (or the local area)*	No community consultation has been undertaken for this assessment. However, the potential archaeological resource could hold social significance for residents of the broader Pyrmont area, particularly members of local historical groups (such as the Pyrmont History Group). If present and relatively intact, the potential archaeological resource could meet this criterion at a local level for their social values.

Criterion	Response
Criterion (e)—Research Potential *An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area)*	Archaeological remains associated with Phase 1 (1803–1895) would predominantly be reclamation and could include fills (with artefacts) and reclamation structures, including evidence of early seawalls. These remains could add to our understanding of how reclamation occurred in Blackwattle Bay. Artefacts and other materials contained within the fills, while not easily provenanced, may provide insights into the source of the fill material and the systems by which it was procured, transported and deposited. While there is a low potential for maritime features (including boats, ships or other watercraft), such remains could contribute to our understanding of maritime and shipping technology both from a global perspective and a local industry perspective. Archaeological remains associated with the later industrial development of the site (Phase 2 [1895–c1932]) would predominantly be structural in nature. These remains have some potential to provide new information on the development of the Bank Street Park site that supplements what is known from other documentary sources. Discarded artefacts within sediments and fills may have research value if the objects are identifiable. Such artefacts are unlikely to be easily provenanced, and their research potential is likely to be low. Substantiative archaeological remains associated with Phase 2, particularly artefact-bearing deposits, would be of local significance for their potential archaeological research values. Archaeological remains associated with Phase 3 (1932–1980s) and Phase 4 (1980s–present) would not reach the threshold for significance under this criterion.
Criterion (f)—Rarity *An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the local area)*	The potential archaeological resource is neither rare nor uncommon in the context of late-nineteenth-/early-twentieth-century harbour sites in Sydney. Under this criterion, the potential historical archaeological resource is not considered to meet the threshold for significance. Although there is a low potential for such remains, archaeological remains of boats, ships or other watercraft would be considered rare and would be local, or potentially state, significant under this criterion if substantially intact remains were to be found.
Criterion (g)—Representative *An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (or the local area)*	The potential archaeological resource (reclamation fills and structural remains) is anticipated to be of a type that is common and is not considered to be representative of maritime sites in the context of late-nineteenth-/early-twentieth-century Sydney. Under this criterion, the potential historical archaeological resource is not considered to meet the threshold for significance.

3.8.1 Statement of archaeological significance

Bank Street Park and its potential archaeological resource is historically significant in its association with the maritime and industrial development of Blackwattle Bay from the late-nineteenth to mid-twentieth centuries. Archaeological evidence of the natural environment and reclamation of Blackwattle Bay—including early seawalls and any evidence of quarrying that may be present—demonstrates the historical evolution and pattern of development of the Pyrmont peninsula from the c1840s onwards. Archaeology associated with later industrial development of the site (1895–c1930s) would be predominantly structural in nature. These remains have some potential to provide new information on the development of the Bank Street Park site that would supplement what is known from other documentary sources. Substantiative archaeological remains, particularly artefact-bearing deposits, associated with the early maritime and industrial development of the Bank Street Park site would be of local significance for their historical and potential research values.

If the remains of boats or other watercraft were found, they could be of local or possibly state significance for their historical, technical and research potential depending on their date of construction, intactness, and level of preservation.

3.9 Endnotes

1 City Plan Heritage 2023, 'Draft Archaeological Monitoring of Site Contamination Assessment of 1–19 Bank Street, Pyrmont, NSW'; JBS&G 2023, 'Detailed Site Investigation 1–19 Bank Street, Pyrmont NSW'.

2 Artefact Heritage, 2021, 'Blackwattle Bay State Significant Precinct Study Aboriginal Cultural Heritage Assessment Report', pp 20–21.

3 City Plan Heritage 2023, 'Draft Archaeological Monitoring of Site Contamination Assessment of 1–19 Bank Street, Pyrmont, NSW'; JBS&G 2023, 'Detailed Site Investigation 1–19 Bank Street, Pyrmont NSW'.

4 Broadbent, J 2010, 'Transformations: Ecology of Pyrmont peninsula 1788–2008', p 30–32.

5 Letter from L. Stedinger to Joseph Fanous, Senior Environmental Officer, RTA 'Re: Archaeological Exception, 5 Bank Street Pyrmont' dated 18 August 2011, cited in AHMS 2011, 'Heritage Impact Statement & Preliminary Aboriginal and Historical Archaeological Assessment—Sydney Heritage Fleet Base, Bank Street, Pyrmont NSW', p 25.

6 Heritage Branch [now Heritage NSW], December 2009, Assessing Significance for Historical Archaeological Sites and 'Relics', Heritage Branch of the Department of Planning, Sydney.

4 Impact assessment

4.1 Proposed works

Bank Street Park is a new 1.1 hectare waterfront park and associated waterside structures (0.7h hectare) located around the southern pylon of the Anzac Bridge at 1A to 19 Bank Street, Pyrmont, beside Blackwattle Bay. Development consent is being sought for a recreation area for the primary purpose of a public park. It will celebrate First Nations living culture together with its harbourside location and maritime history.

The preferred concept design for Bank Street Park has been developed by the design team lead by Oculus. Development consent is being sought for a *recreation area* for the primary purpose of a *public park*, comprising:

- Site preparation works, including tree removal, earthworks and remediation to facilitate the proposed use;
- Demolition of three existing buildings at 1–3 Bank Street;
- New and adapted facilities for community use, including:
  - New single storey building to accommodate flexible community space, café, and marina office/store facilities, with green roof and photovoltaics;
  - Adaptive reuse of Building D for public amenities, bin and other storage;
  - Boat launching ramp and pontoon for passive watercraft, including dragon boats and kayaks;
  - Boat storage building with change facilities for dragon boat users with publicly accessible rooftop deck.
- Public domain works, including:
  - 'Interpretation Garden' in existing building 'ruins' at 1–3 Bank Street;
  - Split level foreshore promenade;
  - Multi-purpose court with edge seating and partial fence;
  - Nature-based inclusive playspace for ages 2–12;
  - Fitness equipment;
  - Public plaza and grassed open space areas;
  - New tree plantings and planter beds; and
  - Public art, wayfinding and interpretative signage, lighting, bike parking and seating.
- Harbour works including:
  - Overwater boardwalk;
  - Land/water interface works, including sandstone terracing into water and support structure, to improve marine habitat;

- Demolition and construction of a new timber launching ramp for dragon boats;
- Kayak/passive craft pontoon; and
- Restoration, repair and alterations to the existing seawall for new stormwater outlets.

- Works to Bank Street road reserve, including:
  - Road space reallocation to provide separated cycleway;
  - Cycleway transition to Bank Street to continue south as part of future works;
  - Reinstatement of existing on-street parallel parking;
  - Tree planting;
  - Accessible parking space; and
  - Loading zone adjacent 1–3 Bank Street.

The preferred concept design (Figure 4.1), cut and fill plan (Figure 4.2) and a series of sections (Figure 4.3 to Figure 4.9) for the proposed development are shown below.

Figure 4.1 Preferred concept, Bank Street Park. (Source: Client provided)

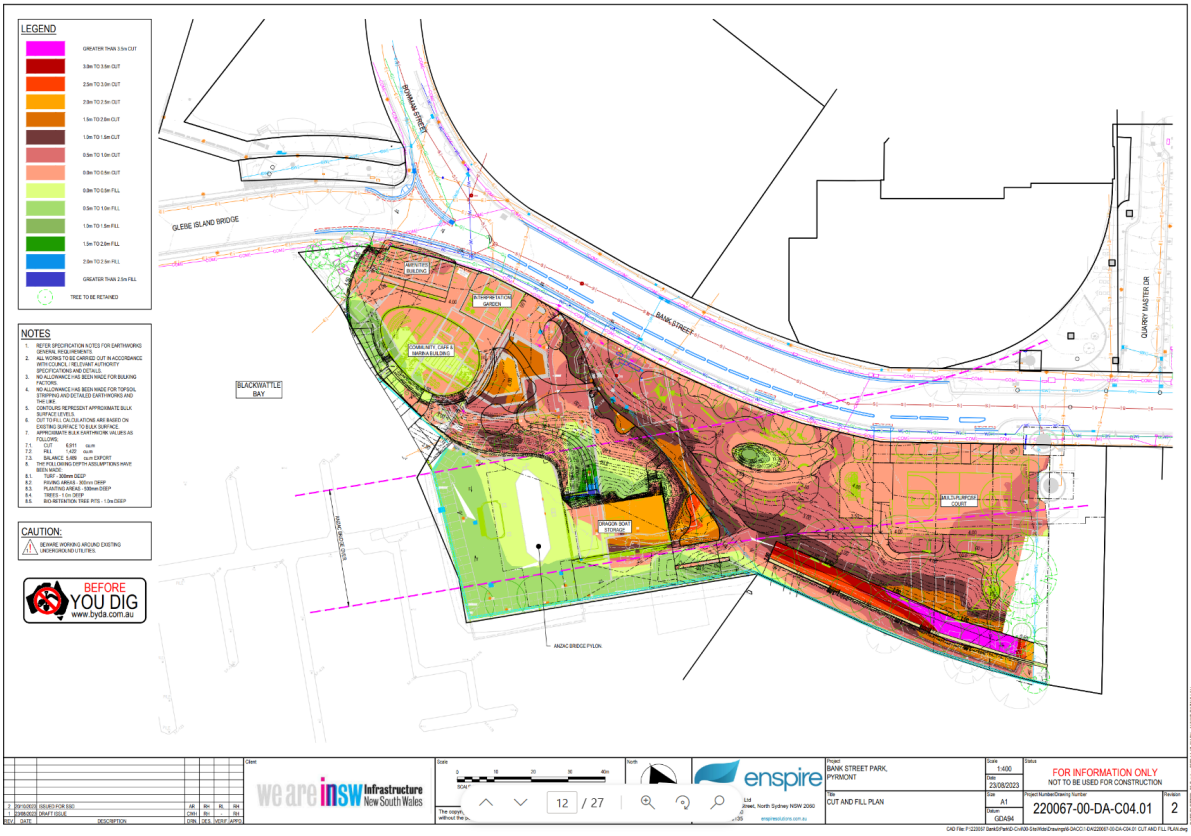

Figure 4.2 Cut and fill plan, Bank Street Park. (Source: Enspire SK0025-220067-00 23/08/2023)

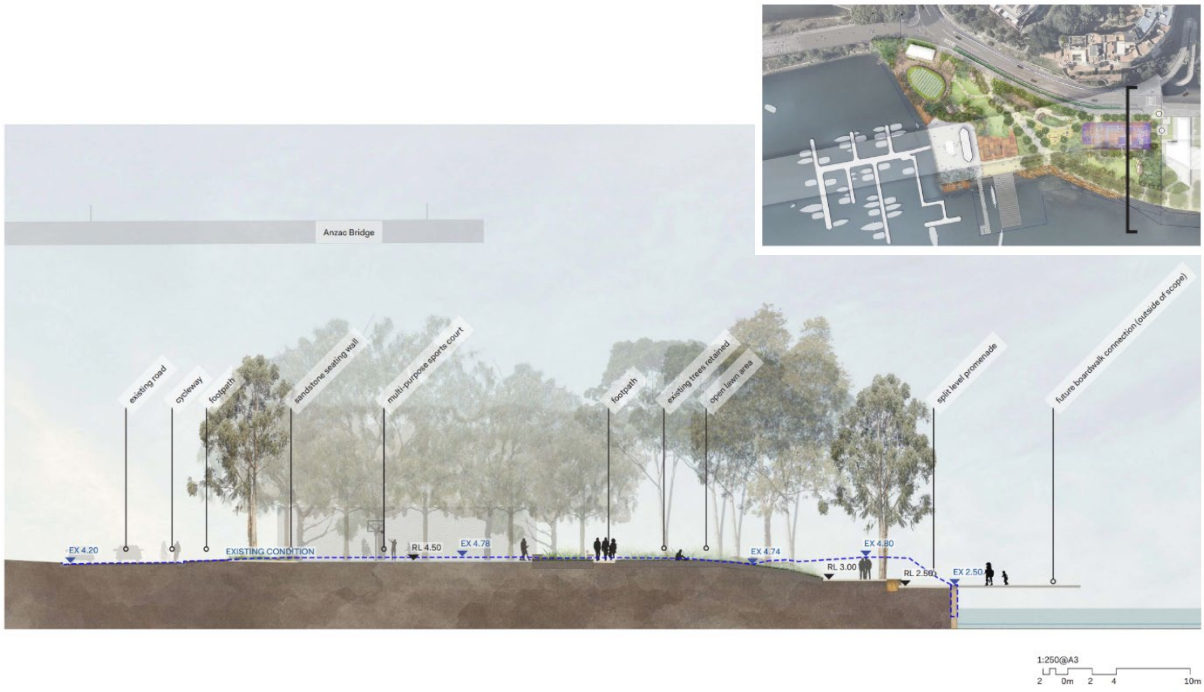

Figure 4.3 Section A (north–south section) through eastern end of Bank Street Park, showing the proposed reduction of ground level at the site of the proposed multi-purpose sports court. (Source: Client provided)

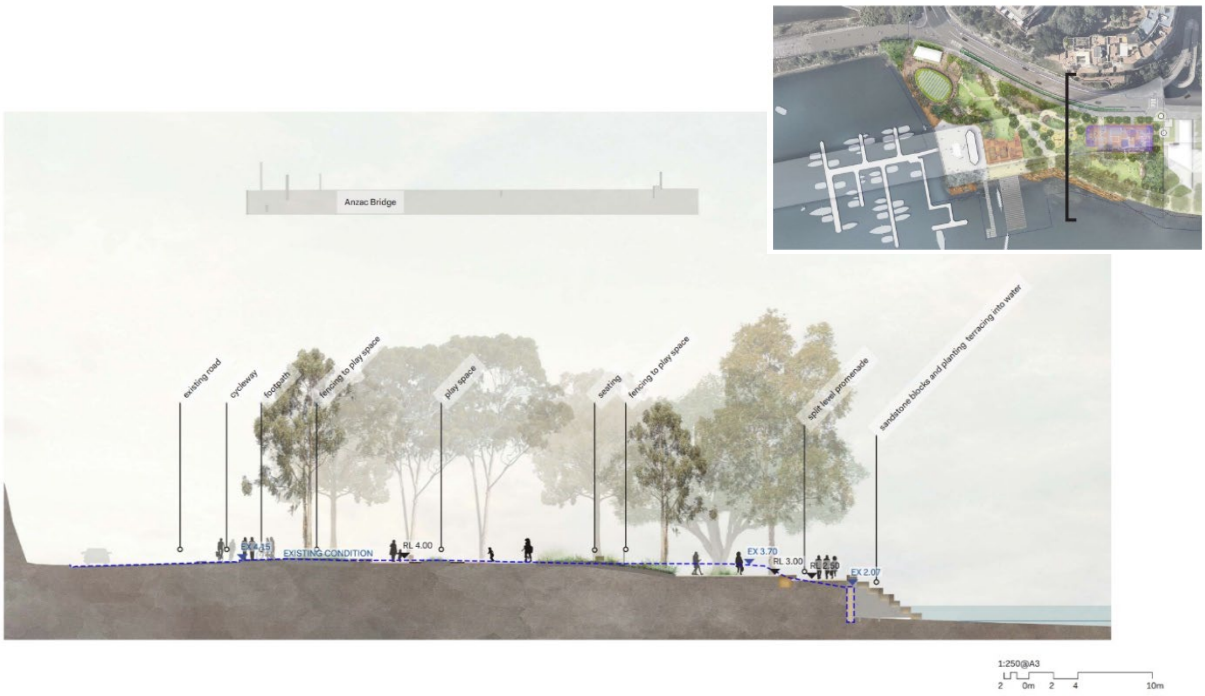

Figure 4.4 Section B (north–south section) through centre of Bank Street Park, showing the proposed reduction of ground level at the site of the proposed split level promenade. (Source: Client provided)

Figure 4.5 Section C (north–south section) through centre of Bank Street Park, showing the proposed reduction of ground level at the site of the proposed Dragon Boat Storage. (Source: Client provided)

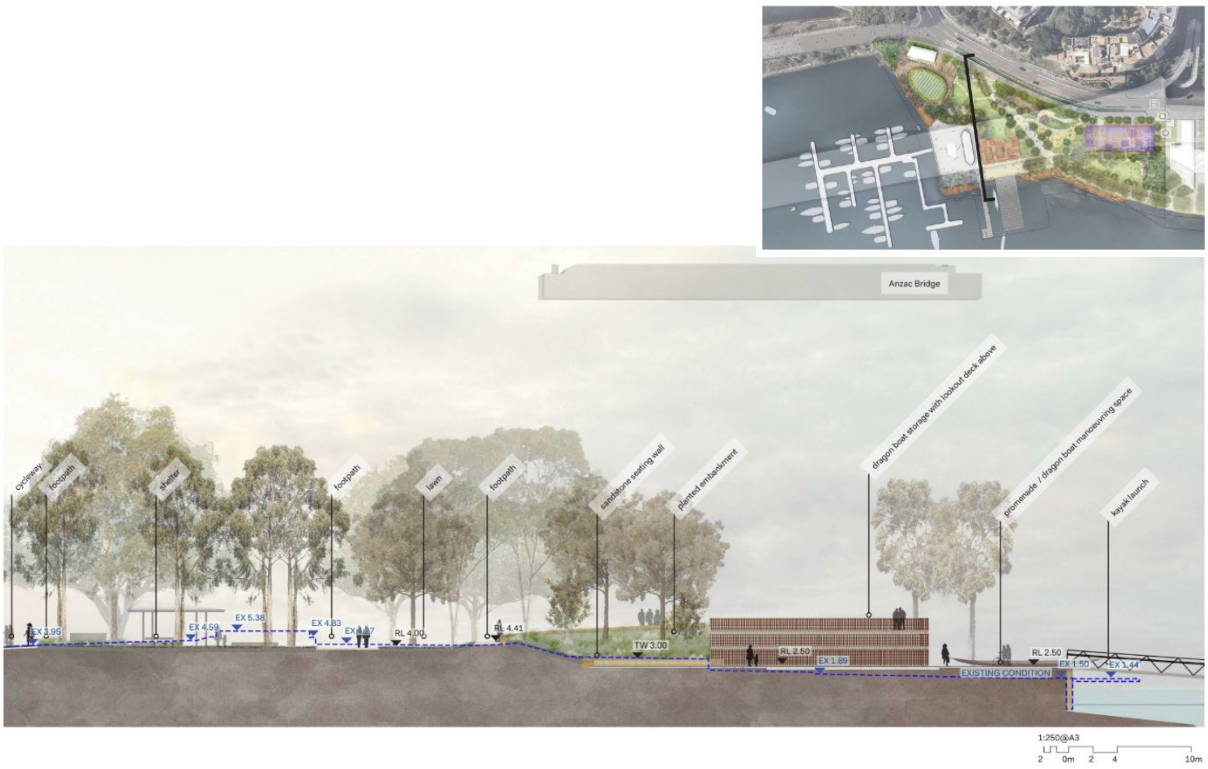

Figure 4.6 Section D (north–south section) through centre of Bank Street Park, showing the proposed regrading (elevating) of ground level at the site of the proposed Dragon Boat Storage. (Source: Client provided)

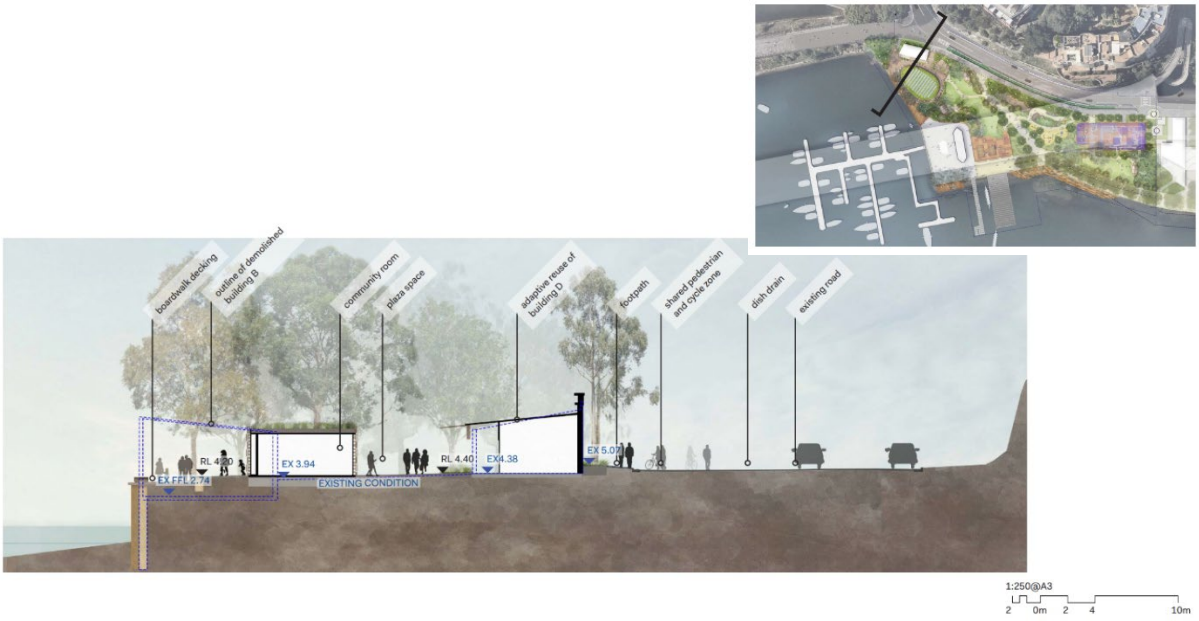

Figure 4.7 Section E (approximate north–south section) through northwest end of Bank Street Park, showing the proposed reduction of ground level at 1–3 Bank Street (with the adaptive reuse of Building D). (Source: Client provided)

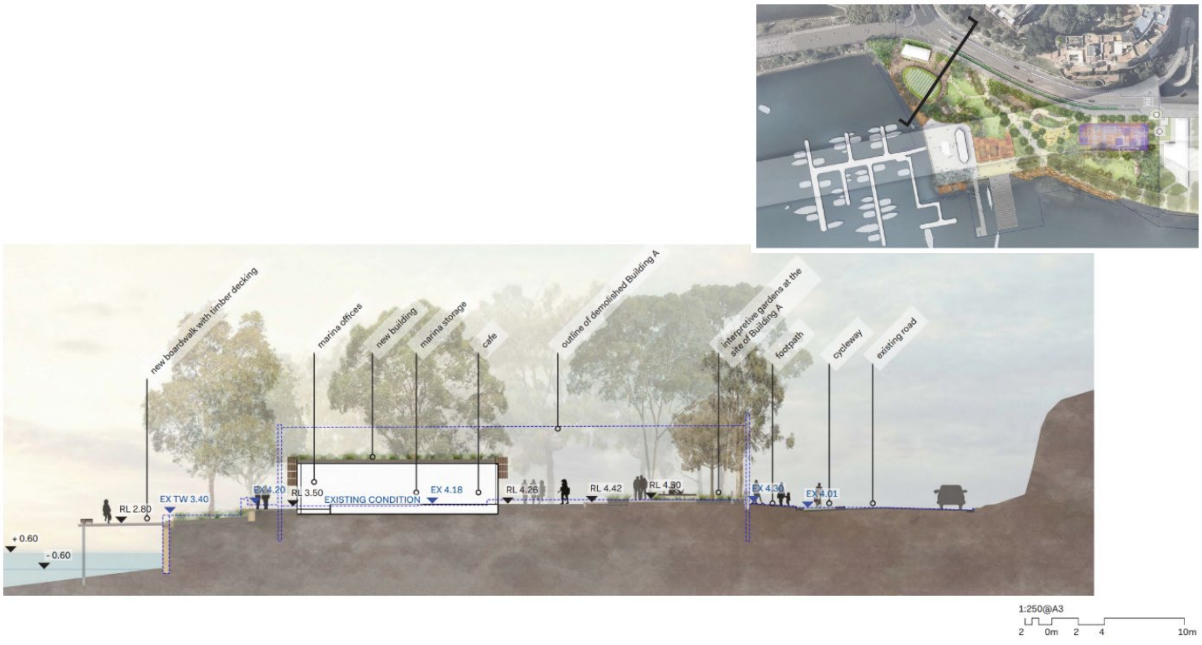

Figure 4.8 Section F (approximate north–south section) through northwest end of Bank Street Park, showing the proposed raising of ground level at 1–3 Bank Street (following demolition of Buildings B and C and partial demolition of Building A). (Source: Client provided)

Figure 4.9 Section H (east–west section) through eastern end of Bank Street Park. (Source: Client provided)

4.2 Archaeological impacts

The proposed development includes excavation and ground disturbance, including the demolition of three of the extant buildings at 1–3 Bank Street (Buildings A, B and C). Some of the footings of Building A (fronting Bank Street) are to be retained in a new planting/seating area. The potential impacts of the proposed development to any potential historical archaeological resource are outlined in Table 4.1.

Table 4.1 Summary of proposed works and potential archaeological impacts.

Location	Proposed works	Potential archaeological impacts
New building site (Item 9, Figure 4.1) 1–3 Bank Street *Lots 1 and 2 DP 1089643*	**Demolition and excavation** Reduction of ground level within footprint of proposed new build (Figure 4.7 and Figure 4.8). **Subject to detail design**	• Moderate to high impact on potential archaeology of local significance, including: – structural remains associated with construction of Phase 3 (1932–1980s) buildings. • Low impact on archaeology of local significance, including: – remains associated with Phase 2 (1895–c1932) timber stores.
	Raising of existing ground level at site of Building B approximately 1.2m (from 2.74m to 4.20m RL, Figure 4.7).	Ground raising within the footprint of Building B would not have an impact on archaeology of local significance.
Dragon Boat Storage site (Item 27, Figure 4.1) *Lots 19 and 20 DP 803159*	**Excavation** Reduction of the ground level within the footprint of proposed new build requiring excavation to a depth of approximately 3m below existing ground level (from 4.57m to 2.5m RL, Figure 4.5).	• Moderate to high impact on archaeology of local significance, including: – remains of the Phase 2 (1895–c1932) seawall; and – remains associated with Phase 2 (1895–c1932) timber yards.
Split level promenade (Item 32, Figure 4.1) *Lot 20 DP 803159, Lots 5 and 6 DP803160*	**Excavation** Reduction of the ground level predominantly along the southern extent of the park, to a maximum depth of 2.2m below the existing ground level (from 4.8m to 2.5m RL, Figure 4.3; 3.7m RL to 3.0m RL [max], Figure 4.4).	• Low to moderate impact on potential archaeology of local significance, including: – remains associated with Phase 1 (c1803–1895) maritime features; and – remains associated with Phase 2 (1895–c1932) timber stores and seawall.

Location	Proposed works	Potential archaeological impacts
Multi-purpose sports court (Item 21, Figure 4.1) *Lot 20 DP 803159, Lots 5 and 6 DP803160*	**Excavation** Reduction of the ground level requiring excavation to a depth of approximately 200mm below the existing ground level (from 4.78m to 4.5m RL, Figure 4.3).	• Nil impact on potential archaeology—would not reach the anticipated depth of historical archaeological remains.
Vicinity of seating shelter (Item 12, Figure 4.1) *Lot 20 DP 803159*	**Demolition of temporary Blackwattle Bay Marina Office** Removal of existing concrete hardstand installed in 2020. From existing level 5.38 to 4.00 RL (Figure 4.6).	• Nil impact on potential archaeology—would not reach the anticipated depth of historical archaeological remains.
Soft Landscaping	**Excavation** Excavation for new plantings and trees would require excavation to a depth of up to 500mm (plantings) and 1000mm (trees). **Subject to detail design**	• Potential for localised impacts on archaeology of local significance depending on the location and extent of excavation.
Inground services	**Excavation** Excavation for new services would require excavation to a depth of up to 600mm below the final ground levels of the proposed park. **Subject to detail design**	• Potential for localised impacts on archaeology of local significance depending on the location and extent of service trenches.

4.3 Mitigation measures

The proposed development has potential to impact on archaeology of local significance. As such, all subsurface ground works should be subject to a program of archaeological testing, archaeological monitoring, or an unexpected heritage finds procedure (UHFP), as determined by the extent of the anticipated impacts. Depending on the results of the archaeological program, localised salvage may be required.

Table 4.2 identifies the anticipated archaeological impacts and recommended mitigation methodology for the proposed Bank Street Park project.

It is noted that the results of Aboriginal archaeological test excavations at Bank Street Park (carried out to address the SEARs) have helped to inform the survival of the historical archaeological resource within the Bank Street Park site (Section 3.5).

Table 4.2 Summary of proposed works, anticipated archaeological impacts and recommended mitigation methodology for the proposed Bank Street Park project.

Location	Proposed works	Potential archaeological impacts	Mitigation methodology
New building site (Item 9, Figure 4.1)	Reduction of ground level within footprint of proposed new build.	Low–high impact to archaeology of local significance.	Archaeological testing to locate and record significant archaeology; Localised salvage where significant archaeological remains will be impacted by development. Archaeological monitoring or UHFP depending on results of test excavations.
	Raising of ground level at site of Building B approximately 1.2m.	No anticipated impact.	No action required
Dragon Boat Storage site (Item 27, Figure 4.1)	Reduction of the ground level within the footprint of proposed new build requiring excavation to a depth of approximately 3m below existing ground level.	Moderate–high impact to archaeology of local significance.	Archaeological testing to locate and record significant archaeology; Localised salvage where significant archaeological remains will be impacted by development. Archaeological monitoring or UHFP depending on results of test excavations.
Split level promenade (Item 32, Figure 4.1)	Reduction of the ground level predominantly along the southern extent of the park, to a maximum depth of 2.2m below the existing ground level.	Low–moderate impact to archaeology of local significance.	Archaeological testing to locate and record significant archaeology; Localised salvage where significant archaeological remains will be impacted by development. Archaeological monitoring or UHFP depending on results of test excavations.
Multi-purpose sports court (Item 21, Figure 4.1)	Reduction of the ground level requiring excavation to a depth of approximately 200mm below the existing ground level.	No anticipated impact.	UHFP

Location	Proposed works	Potential archaeological impacts	Mitigation methodology
Vicinity of seating shelter (Item 12, Figure 4.1)	Removal of existing concrete hardstand installed in 2020.	No anticipated impact.	UHFP
Soft landscaping	Excavation for new plantings and trees to a depth of 500mm–1000mm.	Potential for localised impacts on archaeology of local significance.	UHFP or Archaeological monitoring depending on extent of impacts.
Inground services	Excavation for new services (cut and cover) to a depth of 600mm.	Potential for localised impacts on archaeology of local significance.	UHFP or Archaeological monitoring depending on extent of impacts.

5 Archaeological research design

5.1 Introduction

To manage and mitigate the potential impacts to significant historical archaeological remains that may survive within the Bank Street Park site, a staged program of historical archaeological test excavation, localised salvage excavation and archaeological monitoring is proposed.

The first stage involves a program of historical archaeological test excavation to determine whether historical archaeological remains survive that may be impacted by bulk excavation works within the footprint of the new building, the Dragon Boat Storage and along the split level promenade. The results of the Aboriginal archaeological test excavations (Section 3.5) suggest that there is the potential for structural remains and other features associated with the nineteenth and early twentieth century development of the site to survive at depth. The historical test excavations would assist in clarifying the nature, survival, intactness and integrity of potential archaeological remains within the Bank Street Park site in the areas of the proposed works. Test excavation would also assist in confirming the survival and intactness of the (buried) seawall within the vicinity of the Anzac Bridge eastern pylon and intact natural soils to supplement the results of the Aboriginal archaeological test excavations.

The results of the test excavation program would be used to inform archaeological management and methodologies for the construction stage. This could include localised salvage excavation of locally significant archaeological remains in areas of impacts, as well as archaeological monitoring during construction.

Sections 5 and 6 of this report provide the research framework and methodology for the proposed archaeological program.

5.2 Research framework

5.2.1 Research themes

The research potential of a site should be considered in both broad and site-specific contexts. An archaeological investigation of the site should consider physical evidence of its historical development and occupation within a broad thematic context. The Heritage Council of NSW has composed a table of historical themes to ensure that information recovered from a site can be understood within a broad research framework, beyond the site itself.[1]

The historical themes that are relevant to the potential archaeological resource at the site are outlined below.

Table 5.1 NSW historical themes that are relevant to the potential archaeological resource.

Theme	Explanatory note	Comment
1 Tracing the natural evolution of Australia Environment—naturally evolved	There are two aspects to this theme: (1) Features occurring naturally in the physical environment which have significance independent of human intervention. (2) Features occurring naturally in the physical environment which have shaped or influenced human life and cultures.	The subject site is located on the edge of Sydney Harbour. Evidence of the natural environment is likely to be present within the subject site, including natural deposits and bedrock. Historical modification to the environment is likely to be present. The location of the site on the harbour's edge was historically advantageous and facilitated the development of industry.
3 Developing local, regional and national economies Commerce	Activities relating to buying, selling and exchanging goods and services.	Trade premises were located on the site for various industries including the quarrying of the sandstone bedrock, timber industries such as timber stores and sawmills and maritime industries.
3 Developing local, regional and national economies Environment—cultural landscape.	Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings.	Land clearance, sandstone quarries, the construction and redevelopment of Glebe Island Bridge, land reclamation, seawalls, wharves and jetties, and the construction of buildings or structures can all be associated with historical modification to the environment and landscape.
3 Developing local, regional and national economies Industry	Activities associated with the manufacture, production and distribution of goods.	Several industries were developed at the site (principally timber yards, sawmills, wool buyers) and the potential archaeological remains are strongly connected to the development of these industries.
3 Developing local, regional and national economies Transport	Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements.	The construction and redevelopment of Glebe Island Bridge enabled the movement of people and good across the harbour. Construction of wharves and jetties along the foreshore within the study area facilitated maritime transport and the movement of goods.
4 Building settlements, towns and cities	Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in	Subdivision of the land reflects the growth of the Pyrmont area into a densely inhabited metropolitan hub.

Theme	Explanatory note	Comment
Towns, suburbs and villages	towns, suburbs and villages.	
4 Building settlements, towns and cities Land tenure	Activities and processes for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal.	Several stages of land subdivision occurred that may be seen archaeologically in fencelines, postholes and building arrangements. The construction of the seawall exhibits the increasing of land holdings through land reclamation systems.

5.2.2 Broad research questions

One of the main objectives of the proposed archaeological investigation is to recover information from the site that is not available through any other source. The types of questions that might be asked of the site include:

- What physical evidence of former activities survives on the site?
- What is the extent of the surviving archaeological evidence?
- What is the nature of extant archaeological features?
- What is the date of the identified elements?
- What can the material culture contribute to our knowledge about this site or other sites?

5.2.3 Site-specific research questions

In addition to the general questions above, the following site-specific questions could be addressed.

The natural environment and landscape modification

- Does evidence of the natural pre-European landscape survive? Does the archaeological evidence match historical descriptions?
- How has the landscape changed over time? Is there evidence of landscape modification such as land clearance, land reclamation or quarrying? What evidence survives of historical landscape management such as early seawalls or drainage features and what does their presence indicate for the nature of the environment?
- Do the archaeological remains demonstrate the sequence of historical reclamation at the site? How does this compare to other nearby sites in Blackwattle Bay or sites across Sydney? Can patterns of reclamation be associated with a specific time period? Is it possible to identify variations between methods of public and private land reclamation? Can the source of fills be identified, such as was quarry waste used or were the fills dredged from local sites?

Maritime infrastructure and watercraft

- Are archaeological remains present that demonstrate the historical interaction with the maritime environment? If so, what technological or industrial knowledge or techniques can these features provide evidence for, and how do they compare with maritime remains from other sites around Sydney harbour? What can they tell us about the construction and development of such structures or the development of maritime and other industries in Pyrmont?
- If there are any boats, vessels or watercraft, or elements of such are found, what technical information do they provide? What can this tell us about historical boat-building practices and how do they compare to archaeological remains from other maritime sites?

Industrial archaeology

- Do the archaeological remains demonstrate the industrial nature of the site? Do structural remains of warehouse and stores survive? What is the form and nature of the structural remains? Is there industrial waste or discard? What information does it tell us about the occupants and activities occurring within the subject site? Can they be attributed to particular industries or phases of occupation?
- Do artefacts survive within features or deposits? Can they be attributed to a particular phase, lot, industry or company? What do they reveal about the site's use and history?
- How was the landscape transformed to allow for the operations of industrial stores and yards?
- Does the site contain evidence of unrecorded buildings or other features? Can their function be identified? How do they relate to the other archaeological remains?

5.3 Endnotes

[1] Heritage Council of New South Wales, 2001 'New South Wales Historical Themes', accessed 5 October 2023, available at <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Heritage/new-south-wales-historical-themes.pdf>.

6 Archaeological investigation methodology

6.1 Overview

This section identifies the program of archaeological investigations that has been developed to manage and mitigate impacts of the proposed Bank Street Park development on potential archaeological remains (relics).

6.2 Heritage induction

Prior to the commencement of any ground impacts, a heritage induction should be presented to all project staff and contractors to ensure that they are aware of the requirements under the project approval and the procedure for advising the Excavation Director of unexpected heritage finds. All project personnel should attend a general project induction prior to commencing work on the project. This should include the supplied heritage induction information.

6.3 Required archaeological expertise

Prior to the commencement of archaeological investigations, a suitably qualified and experience Excavation Director, who complies with *Heritage Council of NSW's Criteria for Assessment of Excavation Director* (September 2019), must be nominated to oversee, and manage the archaeological investigations. The Excavation Director must be present to oversee excavation, advise on archaeological issues, advise on the duration and extent of oversight required during archaeological excavations consistent with the approved Archaeological Research Design and Excavation Methodology (this report).

If the remains of boats, vessels or other watercraft, or elements or components thereof, are found or are to be archaeologically excavated, the team will need to include a suitably qualified and experienced maritime archaeologist. The maritime archaeologist will need to be present on-site during the exposure and lifting of any such remains to guide and advise this process. In addition, input from a specialist materials conservator will be required during and after the excavation of such remains. Consideration should be given to the long-term conservation and preservation of such remains in discussion with relevant stakeholders, including Heritage NSW.

6.4 Archaeological excavation methodology

Given that the potential impacts of the proposed works vary across the site, a staged program of targeted test excavations and archaeological monitoring is proposed to mitigate impacts to potential archaeological remains. If significant and intact structures and deposits are identified during the archaeological test excavations and monitoring that would be impacted by the proposed works, localised salvage may be required. In areas of low archaeological potential or in areas where the works are not anticipated to reach the depth of significant archaeological remains, works would proceed under an Unexpected Finds Procedure. The mitigation measures in response to specific impacts for the proposed works are outlined in Section 4.3 and Figure 6.1. In brief, the following archaeological investigations are proposed.

Archaeological testing/localised salvage (as required)

- New building site (Item 9 Figure 4.1).
- Dragon Boat Storage site (Item 27, Figure 4.1).
- Split level promenade (Item 32, Figure 4.1).

Monitoring

- Areas surrounding archaeological test excavation areas where bulk excavation is required, including the Dragon Boat Storage site, the new building site and split level promenade (monitoring methodology in these areas to be determined following the outcomes of archaeological test excavation).
- Excavation for tree plantings and inground services (depending on the extent of impacts).

Unexpected heritage finds procedure (UHFP)

- Multi-purpose sports court (Item 21, Figure 4.1).
- Vicinity of seating shelter (Item 12, Figure 4.1).
- Excavation for tree plantings and inground services (depending on the extent of impacts).

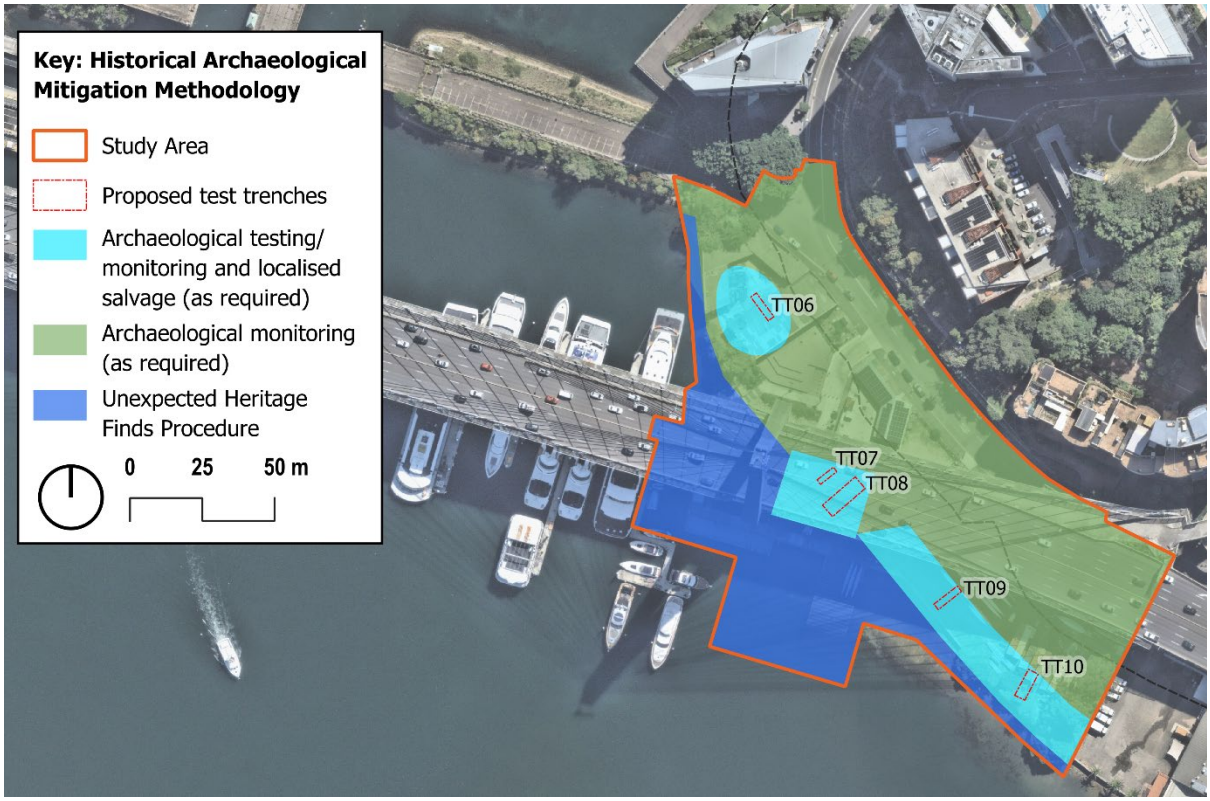

Figure 6.1 Areas of archaeological investigation and proposed test trench locations.

Archaeological test excavation

A program of targeted historical archaeological test excavation is proposed at the new building site, the Dragon Boat Storage site and the split level promenade. The archaeological test excavation program would be undertaken prior to bulk excavation works. The aim of the archaeological testing program is to determine the survival, nature, extent and heritage significance of the archaeological resource.

The test excavation program would comprise five archaeological test trenches (Table 6.1). One within the footprint of the new building (TT06), two (TT07 and TT08) within the footprint of the dragon boat site and two within the split level promenade (TT09 and TT10) (note that the TT numbering is a continuation of the numbering from the test excavations). The location and size of the test trenches has been designed to specifically capture the location and depth of the historic seawall and to determine the survival of several historical structures depicted on the 1928 Blackwattle Bay subdivision sale plan. TT06 is aligned on a general northwest to southeast alignment to capture the footings of an earlier building at this location. TT07 to TT10 are aligned on a general northeast to southwest axis to follow the anticipated slope of the historical landform.

The size, orientation and location of the test trenches may be adjusted depending on-site limitations and archaeological considerations. The width of the test trenches has been

designed to account for benching of the trenches where required to reach the required depths. The depth of excavation proposed for each test trench would be informed by the project impacts. The results of the test excavation program would inform the subsequent historical archaeological methodology for bulk excavation in the surrounding areas.

Table 6.1 Summary of historical archaeological test trenches.

Trench	Location	Size	Purpose
TT06	New building site	7m x 2m	Determine survival of the historical structure depicted on the 1928 Blackwattle Bay subdivision sale plan (Figure 2.6).
TT07	Dragon Boat Storage site	7m x 2m	Confirm the location of the late nineteenth century seawall and determine the survival of the historical structure pictured on the 1928 Blackwattle Bay subdivision sale plan.
TT08	Dragon Boat Storage site	15m x 5m	Confirm the location of the historical seawall and record the sequence of historical deposits and reclamation fills.
TT09	Split level promenade	10m x 2m	Confirm the location of the historical seawall, determine the survival of a possible historical structure pictured on the 1928 Blackwattle Bay subdivision sale plan and record the sequence of historical deposits and reclamation fills.
TT10	Split level promenade	10m x 2m	Confirm the location of the historical seawall, determine the survival of a historic structure pictured on the 1928 Blackwattle Bay subdivision sale plan and record the sequence of historical deposits and reclamation fills.

The following methodology would apply for archaeological test excavations:

- Test pit locations would be set out by a surveyor at the locations shown in Table 6.1. The size and location of some trenches may be modified in response to on-site constraints (for example, to avoid in-ground services or tree roots). If the proposed test trenches are inconclusive, then some trenches may be expanded in an appropriate direction to clarify findings.
- Testing will be undertaken using a combination of mechanical and hand excavation. Modern surface material and fills would be removed to the top of archaeological features using a mechanical excavator under the supervision of the archaeologists.
- Archaeological features within the trench would be exposed and cleaned by hand to assist in interpretation and to clarify their significance. Manual excavation would be undertaken with trowels, shovels, hoes, picks, brushes and coal shovels.
- Potential archaeological remains would be cleaned and investigated.
- Small sondages and localised areas may be hand excavated to confirm the nature of the archaeology, determine if there are multiple phases and clarify their significance.
- Locally significant archaeological deposits or features may be removed where this is required to interpret underlying archaeological features. Archaeological recording of

all significant archaeological remains would be undertaken in accordance with the methods set out below.

- If any unexpected historical archaeological relics (not identified in this HARDEM) are uncovered during the course of the proposed test excavations, then all works shall cease immediately in that area. Depending on the level of significance of the relics, further assessment and management may be required before further works can continue in that area.
- Test areas and trenches will be backfilled on completion of the testing program. Any archaeological remains that are to be retained in situ below the development would be protected with geofabric prior to backfilling.

Archaeological monitoring

Archaeological monitoring refers to the supervision by an archaeologist of ground disturbance or excavation works undertaken by mechanical excavator or construction personnel. The objective of monitoring is to ensure that archaeological layers, features and deposits are identified and not impacted prior to detailed excavation in accordance with this HARDEM. Archaeological monitoring would be undertaken in areas surrounding the archaeological test excavations where bulk excavation is required (the Dragon Boat Storage site, new building site and split level promenade). The identification of areas requiring archaeological monitoring may be revised following the completion of archaeological test excavation and the finalisation of the design.

The following methodology would apply during archaeological monitoring:

- An archaeologist will be required on site at the commencement of works where archaeological monitoring is necessary.
- The archaeologist will work with the mechanical excavator, which will be fitted with a mud bucket, during the removal of modern surfaces and fill-in areas with the potential for significant historical archaeological remains to ensure that they are not impacted.
- If archaeology is identified, works will cease in the affected location to allow for further archaeological inspection.
- Targeted manual excavation will be undertaken by qualified archaeologists if/when potential features or artefact deposits are encountered by mechanical excavation. Manual excavation will be undertaken with trowels, shovels, hoes, picks, brushes and coal shovels.
- Locally significant archaeological remains will be investigated, excavated and recorded prior to impacts.
- State significant archaeological deposits or features are not anticipated within the subject site.

- If, during the course of the works, the monitoring archaeologist identifies that there is nil or low potential for significant archaeology to be present based on the results of initial archaeological monitoring undertaken in that location, the archaeological mitigation requirement may be changed so that works in that area are subject to the unexpected finds procedure outlined below. This change in mitigation requirements is to be undertaken only on the authority of the nominated Excavation Director(s).
- Monitoring will be required until the limit of the required excavation is reached, unless a decision is made to change to the unexpected finds procedure.

Localised salvage excavation

Localised areas may be subject to salvage excavation if substantial, intact and significant archaeological remains were to be identified during archaeological monitoring or testing that would be impacted by the proposed development. The requirement for salvage excavations will be informed by findings of the monitoring and testing program and in response to proposed impacts.

The following methodology would apply during salvage excavation:

- Modern surface material and fills would be removed using a small mechanical excavator under the supervision of the archaeologist to the top of archaeological features.
- All exposed archaeological remains will be cleaned by hand and manually excavated. Manual excavation will be undertaken with hand tools including trowels, shovels, hoes, picks, mattocks, brushes and coal shovels.
- Sealed artefact deposits within deep subsurface features will be excavated by context, or in 100mm spits where there is no stratigraphy. Deposits that are artefact-rich will be sieved through a 3mm mesh to retrieve artefacts.
- Salvage excavations will cease either when the research potential has been fully realised and all significant archaeological remains have been investigated and recorded, or the depth of impact has been reached and surviving archaeological remains can be appropriately managed and protected.
- The extent of areas subject to salvage excavation will be determined by the development impacts; excavation may be undertaken in stages responding to the development program.

Unexpected heritage finds procedure

An archaeologist is not required on-site during works in areas were an UHFP is proposed. Unexpected archaeological remains and artefacts may be uncovered during the construction phase in areas assessed as having nil to low potential, or where the anticipated archaeological impacts are low.

The following procedure would apply for unexpected archaeological finds:

- Cease activity in the affected area and secure/protect the suspected archaeological find from impact.
- Contact the nominated Excavation Director(s) to assess and inspect the suspected archaeological find.
- Historical archaeological finds will be managed in accordance with this HARDEM and requirements of the Heritage Act.
- Work in the affected area can recommence once the archaeological work is complete and the consent conditions and/or permit requirements have been met.

If any unexpected historical archaeological relics (not identified in this HAARDEM) are uncovered during the course of the proposed development, then all works shall cease immediately in that area and Heritage NSW shall be contacted. Depending on the level of significance of the relics, further management may be required before further works can continue in that area.

6.4.1 Archaeological recording

The recording of archaeological data would be based on the single context recording system. Phasing and interpretation of the archaeological features in relation to the entire site would also be included in the record sheets and survey. The recording process for the archaeological testing program would be as follows:

- Trench locations, excavation methodology and main findings would be recorded and surveyed.
- Archaeological structural remains, deposits and features would be recorded on context sheets.
- A digital (JPEG files) photographic record of the archaeological program would be made. Significant archaeological remains would be recorded using both JPEG and RAW files. All photographs would include a scale.
- Scale drawings would be prepared and include location of the archaeological remains within the overall site. A surveyor would take georeferenced survey data to prepare survey drawings.
- Artefacts from excavated non-significant deposits, such as topsoil and fill layers, would be collected for analysis as set out in Section 6.4.2.
- Building material samples may be collected for further analysis and to inform the archaeological assessment.
- Registers of contexts, photos, samples and drawings would be kept, digitised and collated for site archives.

6.4.2 Sampling strategy

Samples will be collected from significant archaeological features and deposits for further analysis to inform the response to the research questions and for archival purposes. These will be collected by context and included in the sample register, then bagged and temporarily stored until needed for post-excavation analysis and inclusion in the archaeological collection archive. Samples of the following archaeological material would be collected:

- building material samples such as brick, structural timber and mortar. Photographs of dimension stone examples will be taken but physical samples will not be kept;
- organic material such as wood, seeds or pips and shell. Animal bone may also be sampled depending on the nature or significance of its context; and
- environmental material such as estuarine, alluvial and marine sediments and soils with potential for fossil pollens, and natural shell beds. Two samples will be taken from sampled contexts—one for analysis and one for potential inclusion in the archaeological collection archive.

Geomorphological investigation of the shoreline

In addition to the sampling strategy, a geomorphological investigation of the shoreline and environment would be undertaken if intact associated sediments are encountered. The on-site investigation and subsequent analysis and reporting would be undertaken by a suitably qualified specialist geomorphologist. The detailed methodology and aims of the investigation will be created in consultation with the specialist geomorphologist, and will respond to the presence, nature, location and preservation of deposits. If appropriate deposits are identified, the investigation should involve a program of coring, and scientific analysis and reporting of the cores.

6.4.3 Aboriginal objects within historic fills

Displaced Aboriginal artefacts may be identified within historical archaeological fills and features (not defined as 'natural soils'). It will not be necessary to cease work when this occurs. Any Aboriginal artefacts from historical archaeological contexts will be recorded by context, bagged and included in the Aboriginal archaeological data archive for further analysis. If an Aboriginal object is found at the interface with a 'natural' soil profile, or an intact soil is encountered that would be impacted by the proposed works, an Aboriginal archaeological TU ($1m^2$) may be located at that position and excavated following the completion of historical archaeology investigations. The Aboriginal archaeological Excavation Director will be informed of any find and determine the appropriate approach in consultation with the historical archaeology Excavation Director.

6.4.4 Artefacts

Artefacts are likely to be retrieved from the archaeological program. The artefacts may consist of ceramic and glass bottle sherds, clay pipe fragments, buttons, animal bone, leather scraps or shoes, buttons, coins, nails and ferrous metal objects. The artefact policy for the testing program is as follows:

- Diagnostic, complete and potentially significant artefacts from significant layers, fills and deposits will be collected by context and retained. Examples of such artefacts include:
  - complete ceramic and glass vessels;
  - partial ceramic and glass vessels that include rim or base sections, or identifiable patterns or types;
  - identifiable ferrous and copper nails, identifiable or potentially significant ferrous or other metal objects;
  - buttons, coins, clay pipe fragments and other personal items of various materials (metal, bone, clay, shell, leather, fabric etc); and
  - complete and diagnostic animal bone and marine shell.
- Non-diagnostic material from non-significant layers and disturbed fills would be recorded on the context sheet and photographed as appropriate, and then discarded. Examples of such material include:
  - tiny body sherds of ceramic and glass vessels or tiny clay pipe stem fragments;
  - corroded and unidentifiable ferrous items; and
  - decayed and non-diagnostic animal bone, shell, leather and fabric.
- Artefacts recovered would be provenanced according to their context. They would be cleaned, sorted and stored in an appropriate repository, observing specialist conservation requirements where appropriate (for example, for metal or leather artefacts).
- Building materials (brick, stone and mortar) and environmental samples (soil, pollen, marine sediment and shell) would be collected from significant contexts for further analysis, archiving purposes and to inform the research questions.

Artefact storage

Artefacts recovered during the archaeological investigation would become the property of the landowner, Place Management NSW, and would be retained in a safe and secure location.

The long-term storage of artefacts recovered from the archaeological excavation is the responsibility of the applicant. A suitable repository for the artefacts' long-term storage within the new development or an appropriate alternative location should be identified.

6.4.5 Post-excavation reporting

A report would be prepared following the completion of the archaeological fieldwork. The report would include the following:

- a plain English executive summary of the archaeological findings;
- an overview of the archaeological investigation program and methodology;
- detailed description and analysis of the archaeological findings, phasing and interpretation;
- an outline of the subject site's historical background, including additional primary or secondary resource research if required;
- photographs, scale drawings/surveys and interpretive graphics;
- response to the research questions in this report;
- reassessment of archaeological potential and significance and the further research potential of the archaeological collection and subject site, if required;
- revised archaeological sensitivity mapping and management guidelines for the proposed subdivision and future development;
- details of the archaeological collection repository, long-term management and access; and
- technical and specialist reports, detailed site plans and survey drawings, context and site registers, artefacts and samples catalogue, and site photograph contact sheets included as appendices.

7 Conclusions and recommendations

7.1 Conclusions

- Overall, there is a low–moderate potential for historical archaeological remains associated with the development of the site from the c1840s. Potential archaeological remains include:
  - evidence associated with the modification to the original landscape, including reclamation fills and quarrying (Phase 1: 1803–1895);
  - structural remains associated with the late-nineteenth-century timber stores, artefact deposits, industrial waste debris, dumps or discarded machinery (Phase 2: 1895c–1932); and
  - demolition material and fills associated with the construction of the extant brick buildings at 1–3 Bank Street (Phase 3: 1932–1980s).
- There is a high potential for remnants of the late-nineteenth-/early-twentieth-century seawall. Parts of the seawall are in situ along the shoreline at 1–3 Bank Street, and sections of a sandstone seawall were previously exposed during excavation works as part of routine maintenance of the Anzac Bridge in 2011. The potential archaeological resource is of local significance for its historic and potential research values.
- There is a low potential for remains of boats or other watercraft. If found, they could be of local or possibly state significance for their historical, technical and research potential depending on their date of construction, intactness and level of preservation.
- The proposed development has potential to impact on archaeology of local significance.
- An archaeological research design and excavation methodology (HARDEM) has been prepared and included in this report, to guide the proposed development, per Condition 7 of the SEARs for application SSD-53386706.

7.2 Recommendations

- A heritage induction should be provided to all construction personnel. The induction should include information about the archaeology, obligations under the Heritage Act, and the role of the archaeologist on site.
- The archaeological excavation program should be undertaken in accordance with the methodology outlined in the HARDEM. Sufficient time in the construction program should be allowed to undertake the required archaeological works.

- A final report on the archaeological investigations should be prepared. The report should include detailed descriptions of the findings, artefact catalogue and analysis, response to the research design, reassessment of archaeological significance and details of public outcomes/interpretation.

8 Appendices

Appendix A

Bank Street Park—Aboriginal archaeology test excavations—Historical archaeology work method statement

Bank Street Park—Aboriginal archaeology test excavations—Historical archaeology work method statement

This historical archaeological work method statement (WMS) has been prepared to inform the Aboriginal archaeological test excavation at Bank Street Park, Blackwattle Bay (SSD-53386706). It provides an archaeological approach and methodology to mitigate impacts to potential historical (non-Aboriginal) archaeological deposits. The WMS is informed by previous reporting conducted by GML for Bank Street Park:

- 'Bank Street Park, Blackwattle Bay Precinct. Aboriginal Archaeological and Cultural Assessment Methodology', August 2023 (AACAM 2023); and
- 'Bank Street Park, Blackwattle Bay Precinct. Draft Historical Archaeological Assessment', August 2023 (Draft HAA 2023).

Aboriginal archaeological test excavation

The Aboriginal archaeological test excavation program comprises five proposed test units (TU), each 0.5m x 0.5m. The indicative location of each TU is shown in Figure 1. These locations are dependent on existing services, contamination, built features, prior impacts and historical archaeology. The machine removal of existing ground slab and modern fills at each proposed TU location is to be monitored by a suitably qualified archaeologist.

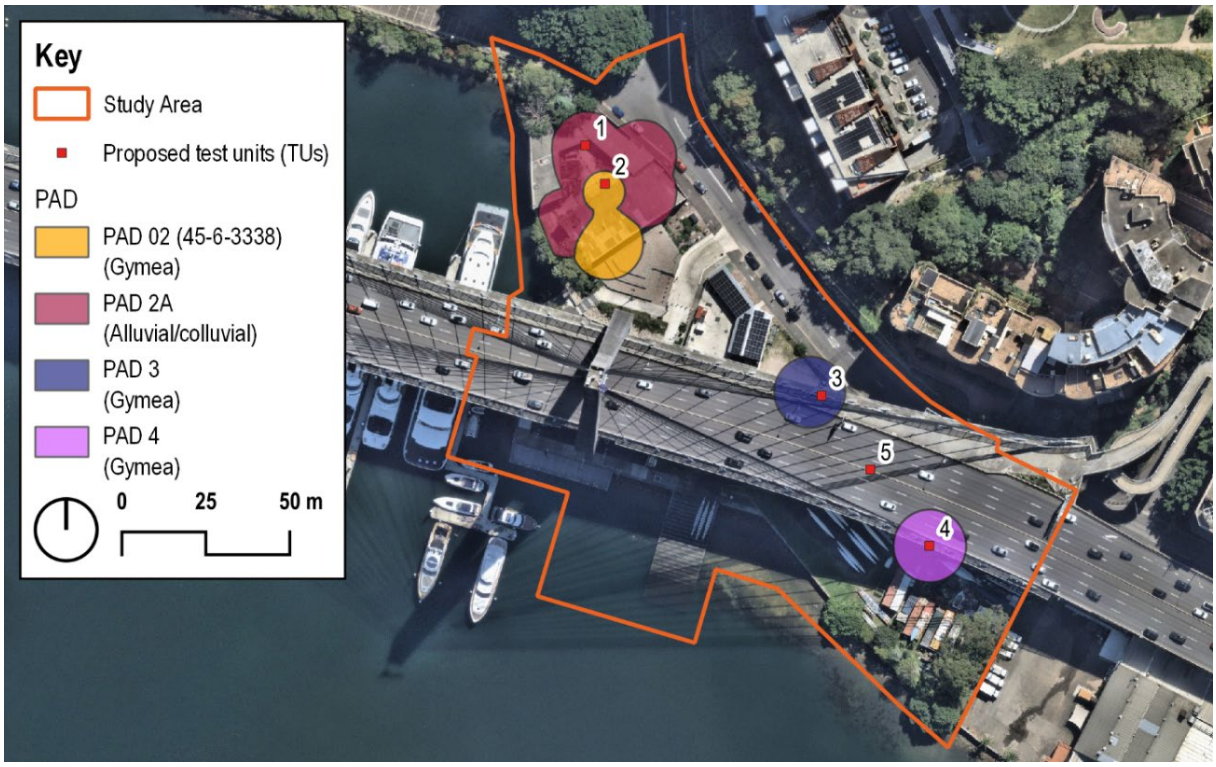

Figure 1 Proposed test unit layout for archaeological test excavations within the study area. (Source: Nearmap with GML overlay, 2023)

Summary historical archaeological assessment

This section provides an overview of the historical archaeological potential of the Bank Street site as presented in the Draft HAA 2023. This assessment has identified an overall low-moderate potential for historical archaeological remains associated with the development of the Bank Street Park site from the c1840s (Figure 3.38, Figure 3). There is a high potential for remnants of the late nineteenth-/early twentieth-century seawall. Parts of the seawall are in situ along the shoreline at 1–3 Bank Street, and sections of a sandstone seawall were previously exposed during excavation works as part of routine maintenance of the Anzac Bridge in 2011.[1] However, the Aboriginal archaeology TUs are located away (northeast) of the seawall and would not have an impact on thit feature.

Within the proposed TU locations there is a low-moderate potential for historical archaeological remains. These remains are of potential local significance for their historical and potential research values. Potential archaeological remains may include:

- evidence associated with the modification to the original landscape including reclamation fills and quarrying (Phase 1: 1803–1895);
- structural remains associated with the late nineteenth-century timber stores, artefact deposits, industrial waste debris, dumps or discarded machinery (Phase 2: 1895–c1932); and
- demolition material and fills associated with the construction of the extant brick buildings 1–3 Bank Street (Phase 3: 1932–1980s).

There is a low potential for remains of boats or other watercraft. If found, they could be of local or possibly state significance for their historical, technical and research potential depending on their date of construction, intactness, and level of preservation.
The Aboriginal archaeological test excavation may have a localised impact on historical archaeological remains of local significance.

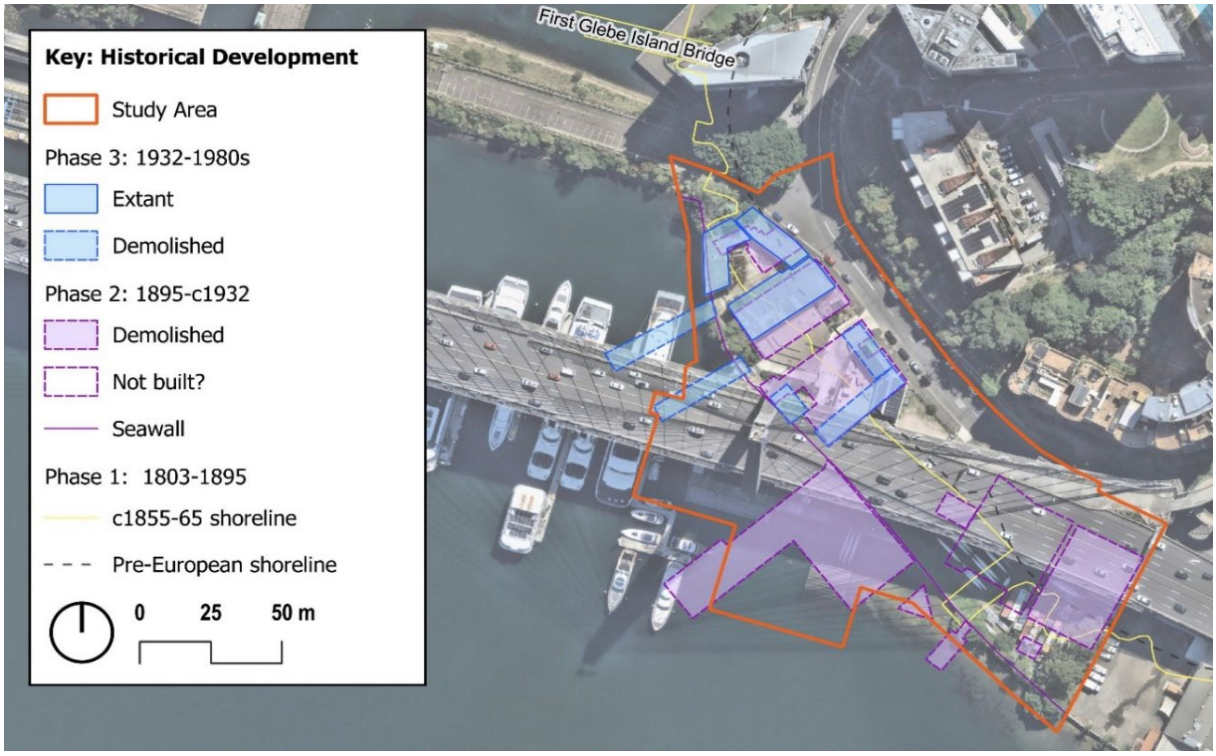

Figure 2 Broad sequence of historical development within the Bank Street Park site. (Source: Nearmap with GML overlay)

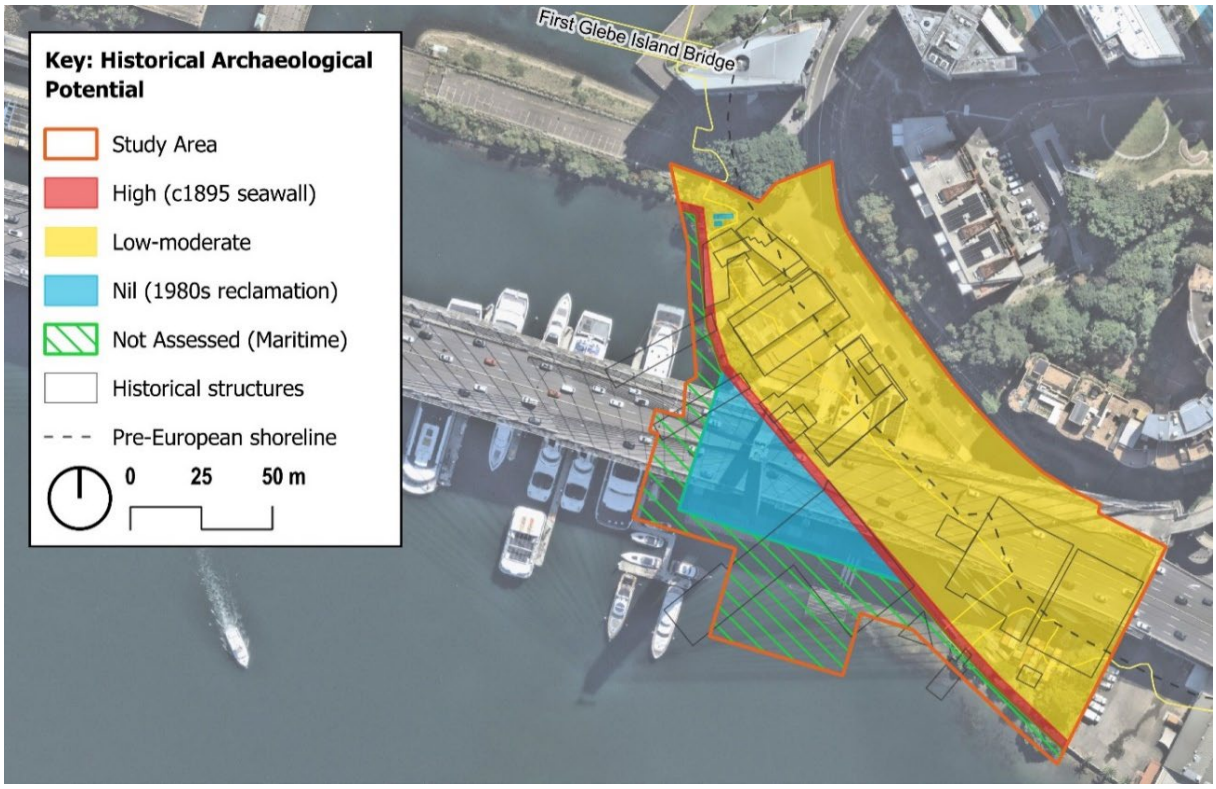

Figure 3 Historical archaeological potential mapping. (Source: Nearmap with GML overlay)

Historical archaeological works method statement

Overview

This section outlines the approach and methodology to mitigate impacts to the potential historical (non-Aboriginal) archaeological remains (relics) during the Aboriginal archaeology test excavation. Archaeological monitoring of each proposed TU is required to mitigate any potential impacts to historical archaeology.

Archaeological monitoring

Archaeological monitoring refers to the supervision by an archaeologist of ground disturbance or excavation works undertaken by mechanical excavator or constructional personnel. The objective of monitoring is to ensure that archaeological layers, features, and deposits are identified and not impacted prior to detailed excavation in accordance with this document.

Monitoring Methodology

- A suitably qualified archaeologist will be required on site at the commencement of works where monitoring is necessary.
- The archaeologist will work with the mechanical excavator—fitted with a mud bucket—during removal of modern surfaces and fill in areas with the potential for significant historical archaeological remains to ensure that they are not impacted.
- If archaeology is identified, works will cease in the affected location to allow for further archaeological inspection.
- Targeted manual excavation will be undertaken by qualified archaeologists if/when potential features or artefact deposits are encountered by the mechanical excavator to assess the find. Manual excavation will be undertaken with trowels, shovels, hoes, picks, brushes and coal shovels.
- Archaeological finds, including artefacts will be managed in accordance with the methodologies presented in this WMS:
    - Substantial and intact local or state significant archaeology will be conserved in situ and the TU moved to a new location to avoid impacts.
    - Investigation and recording will be undertaken where archaeology is encountered during monitoring.
    - Any artefacts will be collected in accordance with the artefact collection strategy set out below.

Recording

The recording of archaeological data would be based on the single context recording system. Phasing and interpretation of any archaeological features in relation to the entire site would also be included in the record sheets and survey. The recording process for the archaeological monitoring would be as follows:

- Archaeological structural remains, deposits and features would be recorded on monitoring sheets.
- A digital (JPEG files) photographic record of the archaeological program would be made. Significant archaeological remains would be recorded using both JPEG and RAW files. All photographs would include a scale.
- A surveyor would take geo-referenced survey data to where extensive and intact historical archaeological features are exposed.
- Artefacts would be collected for analysis as set out below.
- Building material samples may be collected for further analysis and inform the archaeological assessment.
- Registers of contexts, photos, samples, and drawings would be kept, digitised and collated for the site archives.

Artefacts

The artefact policy for the monitoring program is as follows:

- Non-diagnostic material from non-significant layers and disturbed fills would be recorded on the context sheet and photographed as appropriate. They would then be reburied within the test trench. Examples of such material include:
  - tiny body sherds of ceramic and glass vessels or tiny clay pipe stem fragments;
  - corroded and unidentifiable ferrous items; and
  - decayed and non-diagnostic animal bone, shell, leather and fabric.
- Diagnostic, complete and potentially significant artefacts from non-significant layers and disturbed fills would be collected and retained for analysis. Examples of such artefacts include:
  - whole ceramic and glass vessels;
  - partial ceramic and glass vessels which include rim or base sections, or identifiable patterns—identifiable ferrous and copper nails, horse shoes and horse equipment (metal and leather);
  - buttons, coins and other personal items of various materials (metal, bone, clay, shell, leather etc); and
  - clay pipe bowls.

- Artefacts recovered would be provenanced according to their context. They would be cleaned, sorted and stored in an appropriate repository, observing specialist conservation requirements where appropriate (for example, for metal or leather artefacts).
- Building materials (brick, stone, mortar) and environmental samples (soil, pollen, marine sediment, shell) would be collected from significant contexts for further analysis, archiving purposes and to inform the research questions.

Artefacts recovered during the archaeological investigation would become the property of the INSW and would be retained in a safe and secure location.

Please contact me or Sophie Jennings on 02 9319 4811 should you require further clarification.

Yours sincerely,

Dr Kat McRae
Senior Heritage Consultant (Archaeology)
GML Heritage Pty Ltd
(Reviewed: Sophie Jennings, Associate)

Endnotes

[1] Letter from L. Stedinger to Joseph Fanous, Senior Environmental Officer, RTA 'Re: Archaeological Exception, 5 Bank Street Pyrmont' dated 18 August 2011, cited in AHMS 2011, 'Heritage Impact Statement & Preliminary Aboriginal and Historical Archaeological Assessment-Sydney Heritage Fleet Base, Bank Street, Pyrmont NSW', p 25.