

Bank Street Park
Blackwattle Bay / Tjerruing

SSD-53386706

Appendix U

Maritime Archaeological Assessment (GML)



December 2023

11



ARCHAEOLOGY - HERITAGE - MEDIATION - ARBITRATION

Bank Street Park

Maritime Archaeological Assessment

24 NOVEMBER 2023

Report to: GML Heritage

LGA: City of Sydney

Version: D.2023





ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Traditional Custodians of the land that we live and work on.

We pay our respects to the Elders, past, present and emerging, for they hold the memories, the traditions, the culture and hopes of Aboriginal people.

We honour and acknowledge the stories, traditions and living cultures of Aboriginal and Torres Strait Islander peoples on this land and commit to building a brighter future together.

A better understanding and respect for Aboriginal and Torres Strait Islander cultures develops an enriched appreciation of Australia’s cultural heritage and can lead to reconciliation. This is essential to the maturity of Australia as a nation and fundamental to the development of an Australian identity.

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EXECUTIVE SUMMARY

Infrastructure NSW is currently undertaking specialist archaeological and other cultural heritage studies to inform the future detailed design and delivery of public benefit works at the northern-eastern end of Blackwattle Bay. This area is designated as Bank Street Park, Pyrmont (SSD-53386706).

Comber Consultants was engaged by GML Heritage to undertake a Maritime (underwater) Archaeological Assessment for the marine portion of the proposed development. The maritime archaeological assessment includes identification of what objects/structures/relics, if any, are likely to be present, an assessment of their potential significance and consideration of negative impacts arising from the proposal. Where harm is likely to occur, the significance of the structures/relics is to be considered in determining an appropriate mitigation strategy.

The historical research has indicated that no items of state cultural heritage significance are likely to be present in the underwater component of the Bank Street Park area. The research also indicates low potential for the presence of items of significance that are associated with skin and timber merchants such as quarryman Charles Saunders or timber merchants Cowlshaw Bros and Allen Taylor & Co. Such items would be of local significance.

As noted in Section 4, 'Methodology and Limitations', this assessment has not been informed by harbour bed surveys (i.e., geophysical and/or archaeological dive inspection). The area includes the footprint of former wharves dating from the first half of the nineteenth century up to the wartime and post-war presence of the Cam Brothers fishing enterprise. Overlays derived from historic maps provide an indication of the general location of these wharves. Evidence of those wharves may include the remains of cut off piles clad in Muntz Metal such as remain *in situ* under the ferry wharves at Circular Quay (personal observation by Nutley (5-6 Sept 2023)). These wharves however are not major items of infrastructure in Blackwattle Bay. With their demolition and replacement by twentieth century structures, any former piles would be of low significance. However, physical evidence may include stone footings or rubble fill from the early nineteenth century wharves. These items would be of local significance.

The risk of significant heritage impacts is assessed as low. However, in the absence of seabed physical or remote sensing survey data, it cannot be currently established whether evidence of those earlier wharves is still present or the degree of impact from the proposed works.

It is therefore recommended that:

1. The risk of impact on significant underwater cultural heritage is assessed as low. However, as noted in Section 4, a limitation of this desktop this assessment is the absence of harbour bed survey data (geophysical and/or archaeological dive inspection). It is therefore recommended that a survey in the form of (a) an archaeological dive inspection or (b) shallow water side scan sonar is undertaken prior to the commencement of disturbance of the harbour bed.
2. This report should then be reviewed and updated to include the results of the above geophysical data/dive survey. That should include a detailed significance assessment and impact assessment. Detailed mitigation and management recommendations can then be developed.

1 BACKGROUND

1.1 Introduction

The purpose of this report is to assess underwater cultural heritage 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 is located within the Blackwattle Bay Precinct, which has been rezoned to provide for a future mixed-use development.

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).



Figure 1: 1 Blackwattle Bay Precinct (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 approximately 1 hectare. The relevant lot and deposited plans and the respective ownership for the site are detailed in Table 1 and shown in Figure 2.



Table 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 3).

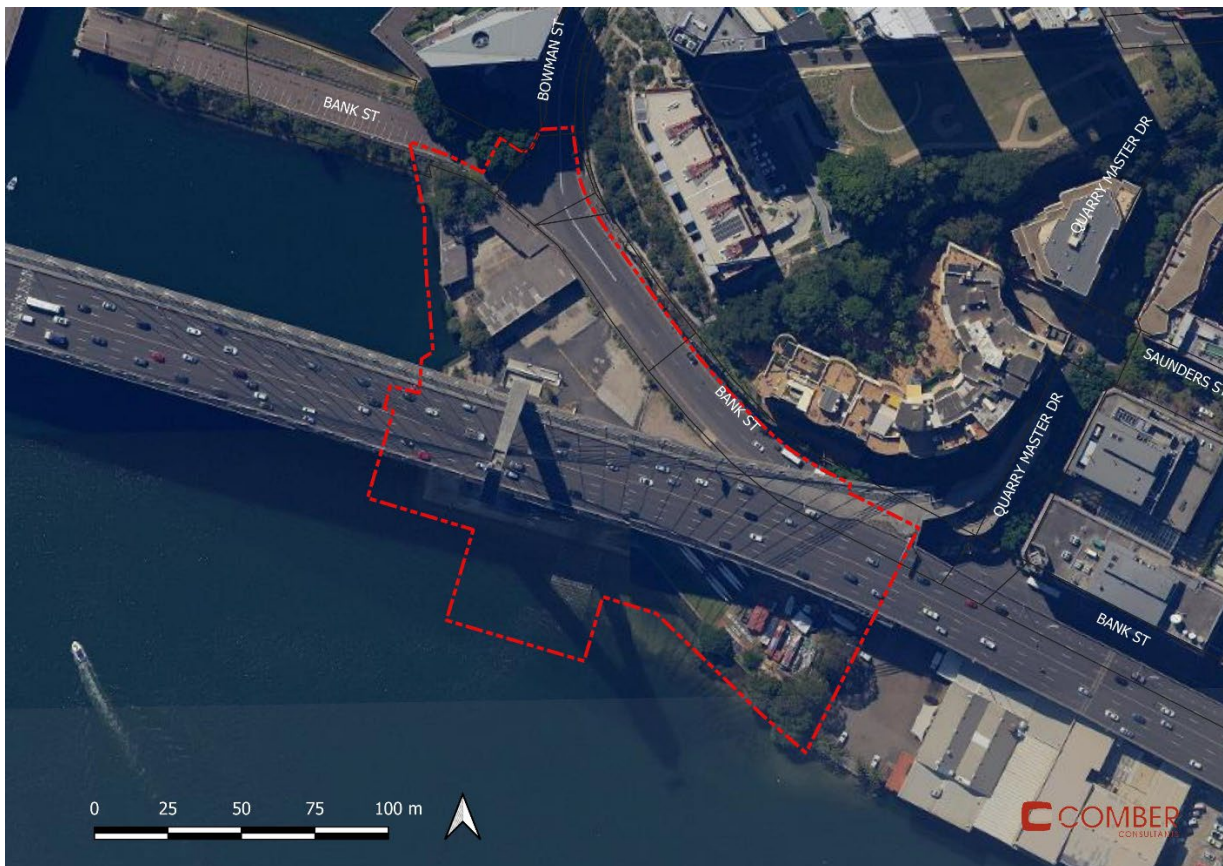


Figure 2: Site context map

The Bank Street project site location is outlined in red. (Source: SixMaps with Comber Consultants edits)



Figure 3: Bank Street Park site location within Blackwattle Bay State Significant Precinct
The indicative site location is outlined in red.

The low side of the seawalls along the study area appears to be covered by sandstone rubble, possibly placed to protect the toe of the seawall (JK Geotechnics 2023:2). At approximately mid-length of the seawall, a metal framed plastic mesh covered boat ramp supported on concrete piers extends into Blackwattle Bay (JK Geotechnics 2023:2).

The bed level of Blackwattle Bay on the low side of the seawall slopes down to the south-west to a lowest level of -8m AHD within the nominated site boundaries (JK Geotechnics 2023:2).



2 PROPOSED DEVELOPMENT

2.1 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;
 - 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;
 - 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.



2.2 Harbour works and construction methodology

The scope of work includes land-based and harbour development in Blackwattle Bay. The following harbour works, (i.e., the marine component that is the subject of this maritime archaeological assessment), are proposed (See also Figure 4):

- Boat ramp for dragon boats and kayaks
- Dragon boat storage racks on the harbour, connected to either a floating platform with piling and connection to the land or fixed structure over the harbour with piling into the harbour
- Works to the land-water interface, including potential upgrades to the seawall, edge treatments and rocks and planting in shallows to improve marine habitat
- Limited areas of boardwalk, requiring piling into harbour bed.

Water's Edge

Overwater structures and piling

The proposed works that form part of the project that will be undertaken within the marine environment include the following:

- + Restoration, repair and alterations to the existing sea wall.
- + Demolition and construction of a new timber boardwalk along a section of the sea wall.
- + Demolition and construction of a new timber ramp for dragon boat access.
- + Support structure for the new sandstone blocks terracing that extends into the water
- + Demolition of existing building structures in close proximity to the sea wall.
- + Construction of a new kayak jetty.

Legend

- - Over water structure
- Indicative pile location
- ① Timber decking with timber piles at 3m centres along the edge
- ② Timber decking with timber piles at 3m centres
- ③ Floating pontoon with gangway. Concrete piles at 6m centres to pontoon.
- ④ Timber structure dragon boat ramp with timber piles at 3m centres
- ⑤ Sandstone steps on concrete slab and piled structure. Concrete piles at 6m centres

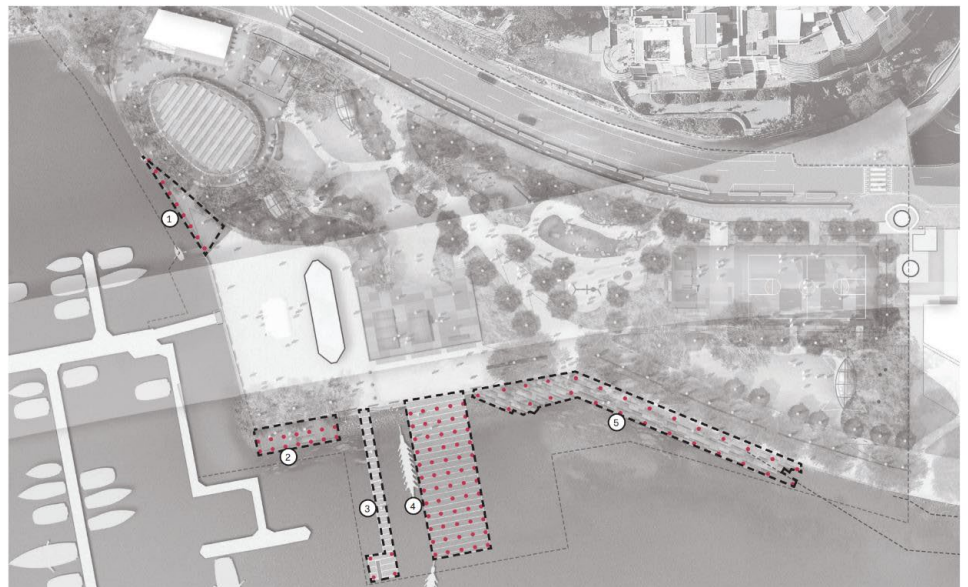


Figure 15. Over water structures and piles

Figure 4: Overwater Structures and piling plan (Bank Street park Landscape Report)



3 PLANNING SECRETARY'S ENVIRONMENTAL ASSESSMENT 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 2 addresses the relevant SEARs requirements and provides a project response.

Table 2: Secretary's Environmental Assessments Requirements

Item	SEARs	Relevant report section(s)
7	<i>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). 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. Where harm is likely to occur, it is recommended that the significance of the relics be considered in determining an appropriate mitigation strategy. 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.</i>	<ul style="list-style-type: none">• Relics probability – Section 10• Significance: Section 11• Impacts and mitigation: Section 13

Comber Consultants was engaged by GML Heritage to undertake this maritime (underwater) archaeological assessment in the marine portion of the proposed development to address the above requirement for a maritime archaeological assessment. This report includes identification of potential for underwater cultural heritage, an assessment of archaeological potential, impact and appropriate mitigation and management recommendations. However, it should be noted that this assessment was not informed by a site inspection, including geophysical survey data or an archaeological dive survey. Without such data which provides seabed information, it is not possible to undertake a full assessment of the archaeological potential of the study area, nor undertake a significance assessment. As a result, this report recommends an archaeological dive survey is undertaken.

The historical archaeological assessment of the terrestrial component of Pank Street Park, including the seawall, is being undertaken by GML Heritage.

4 METHODOLOGY AND LIMITATIONS

This report documents a desktop assessment for the presence or absence of maritime cultural heritage on the harbour bed within the study area. This report has been compiled from an analysis of historical records and maps of the Bank Street Park project area and relevant heritage legislation. A detailed history of the project area has been prepared by GML Heritage and is not duplicated in this report. This report has been prepared in accordance with the guidelines *Archaeological Assessment (1996)* and *Assessing Significance for Historical Archaeological Sites and Relics (2009)*. The assessment has not included:

- an archaeological dive inspection of the underwater component of the Bank Street park project area documented by video footage, or
- geophysical surveys, (e.g., Side Scan Sonar, Multibeam Echo Sounder, video footage).

This assessment identifies what relics, if any, are likely to be present, and considers the impacts from the proposal on the archaeological potential. Without a geophysical surveys and/or an archaeological dive survey it is not possible to assess the full archaeological potential, nor is it possible to undertake a fully informed significance assessment. Mitigation and management recommendations are provided on the basis of the limited information available to inform this assessment.

The physical extent of this maritime archaeological assessment is the underwater component of the Bank Street Park project (Figure 5).

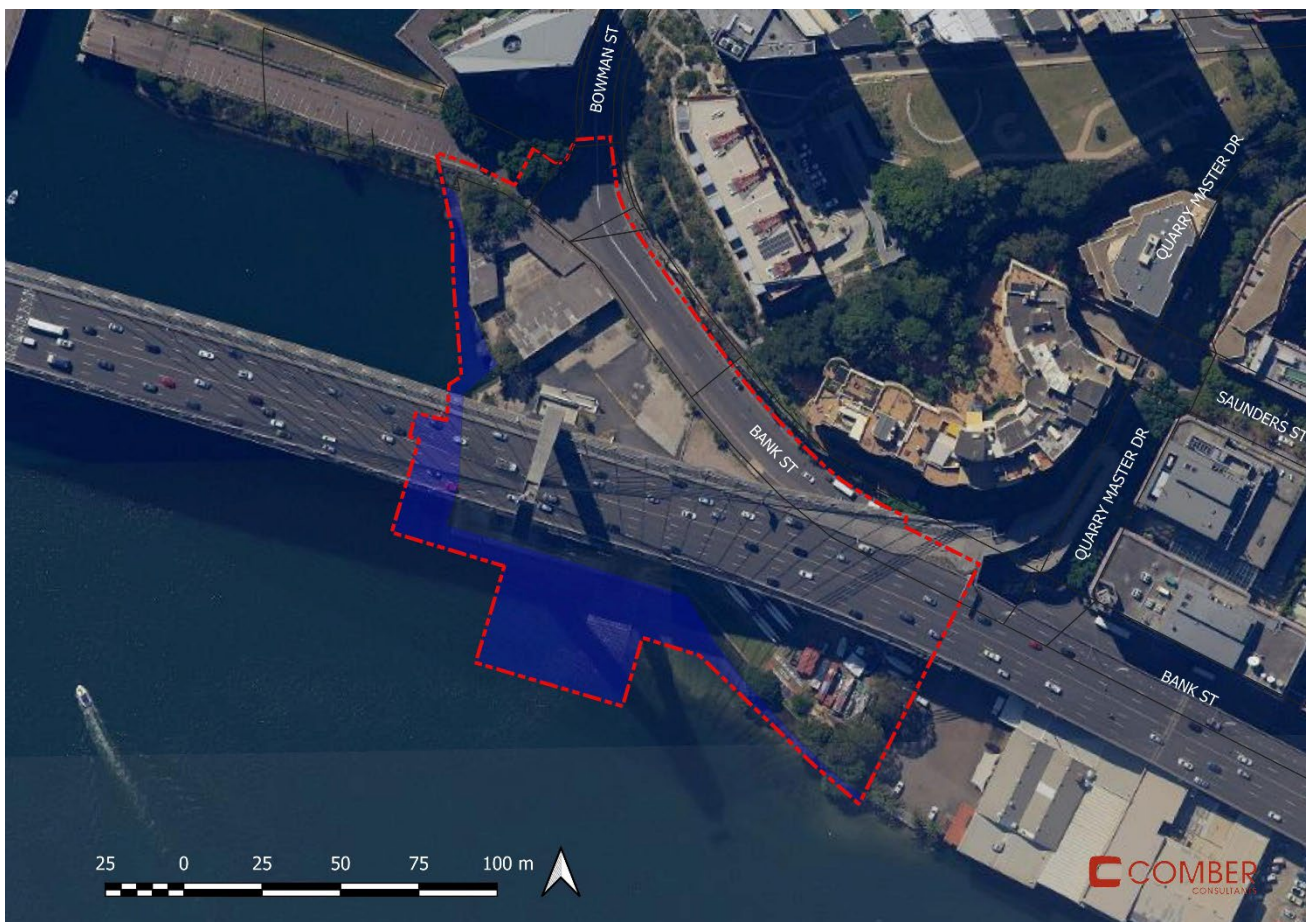


Figure 5: Aerial view of underwater study area shaded blue.



5 LEGISLATION

5.1 *Environmental Planning & Assessment Act 1979*

This project is being undertaken as a State Significant Development under Part 4, Division 4.7 of the *Environmental Planning & Assessment Act 1979* (EPA Act). Section 4.41 of the EPA Act (see below) does not require that a State significant development seek approval under the *Heritage Act 1977* or the *National Parks and Wildlife Act 1974* as follows:

4.41 Approvals etc legislation that does not apply

(cf previous s 89J)

- (1) The following authorisations are not required for State significant development that is authorised by a development consent granted after the commencement of this Division (and accordingly the provisions of any Act that prohibit an activity without such an authority do not apply)—
 - (a) (Repealed)
 - (b) a permit under section 201, 205 or 219 of the *Fisheries Management Act 1994*,
 - (c) an approval under Part 4, or an excavation permit under section 139, of the *Heritage Act 1977*,
 - (d) an Aboriginal heritage impact permit under section 90 of the *National Parks and Wildlife Act 1974*,
 - (e) (Repealed)
 - (f) a bush fire safety authority under section 100B of the *Rural Fires Act 1997*,
 - (g) a water use approval under section 89, a water management work approval under section 90 or an activity approval (other than an aquifer interference approval) under section 91 of the *Water Management Act 2000*.
- (2) Division 8 of Part 6 of the *Heritage Act 1977* does not apply to prevent or interfere with the carrying out of State significant development that is authorised by a development consent granted after the commencement of this Division.
- (3) A reference in this section to State significant development that is authorised by a development consent granted after the commencement of this Division includes a reference to any investigative or other activities that are required to be carried out for the purpose of complying with any environmental assessment requirements under this Part in connection with a development application for any such development.

The Secretary's Environmental Assessment Requirements (SEARS) (SSD-53386706) were issued on 15 February 2023 and amended SEARS on 11 May 2023. The SEARS require:

7. Environmental Heritage

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). 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. Where harm is likely to occur, it is recommended that the significance of the relics be considered in determining an appropriate mitigation strategy. 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.

This report satisfies the requirement to address maritime cultural heritage issues and will consider the impact upon cultural heritage values of the project.

5.2 *Heritage Act 1977 (as amended)*

State Heritage Register

s31 of the NSW *Heritage Act 1977* provides for the establishment and maintenance of the State Heritage Register by the Heritage Council. s32 allows the Minister to direct the listing of an item which is of State heritage significance and sets out the procedure for listing an item.



Under s57 of the Heritage Act a person must not “demolish, despoil, excavate, alter, move, damage or destroy” an item listed on the State Heritage Register without a permit under s60 of the Act.

Protection of relics

As defined in the *NSW Heritage Act 1977* a “relic”:

means any deposit, artefact, 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 significance”

Under section 139 of the *Heritage Act 1977*:

A person must not disturb or excavate any 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.

As an SSD project, a s140 under the *Heritage Act 1977* is not required to disturb or excavate a relic. However, if it is assessed that there is potential for archaeological relics to be present and impacted by the project, the SSD conditions require an assessment of significance to be undertaken and, if harm cannot be avoided, a Research Design and Methodology is to be prepared to guide any proposed archaeological excavations or salvage program.

5.3 Heritage listings in marine zone

No heritage items are currently listed in the marine section of the proposed development.

6 GEOTECHNICAL DATA

JK Geotechnics have provided the following description of the marine zone based on borehole investigations conducted in 2015, 2017 and 2023.

The boreholes of relevance to the maritime archaeological assessment in the marine zone are, BH5, BH7, BH9, BH10, BH11 (Figure 6).

- BH5: Approximately 2.6m of fill sitting above sandstone bedrock: The fill is comprised of clayey sand, fine to coarse grained, light grey, with weathered sandstone boulders and cobbles.
- BH6: Approximately 2.5m fill sitting above 1 metre silty clay and clayey sand to a depth of approximately 10.5m to sandstone bedrock.
- BH7: Approximately 8.9m fill over approximately 6 metres silty clayey sand to sandstone bedrock at 15.1m depth.
- BH9: Approximately 5m fill sitting over approximately 7m silty clayey sand to sandstone bedrock at 15.9m depth.
- BH10: Approximately 1.2m fill over 0.4m silty clay and 3.6m silty clayey sand to sandstone bedrock at 7m depth.
- BH11: Approximately 3m fill over narrow lenses of clayey sand and sandy clay to sandstone at approximately 3.5m depth.

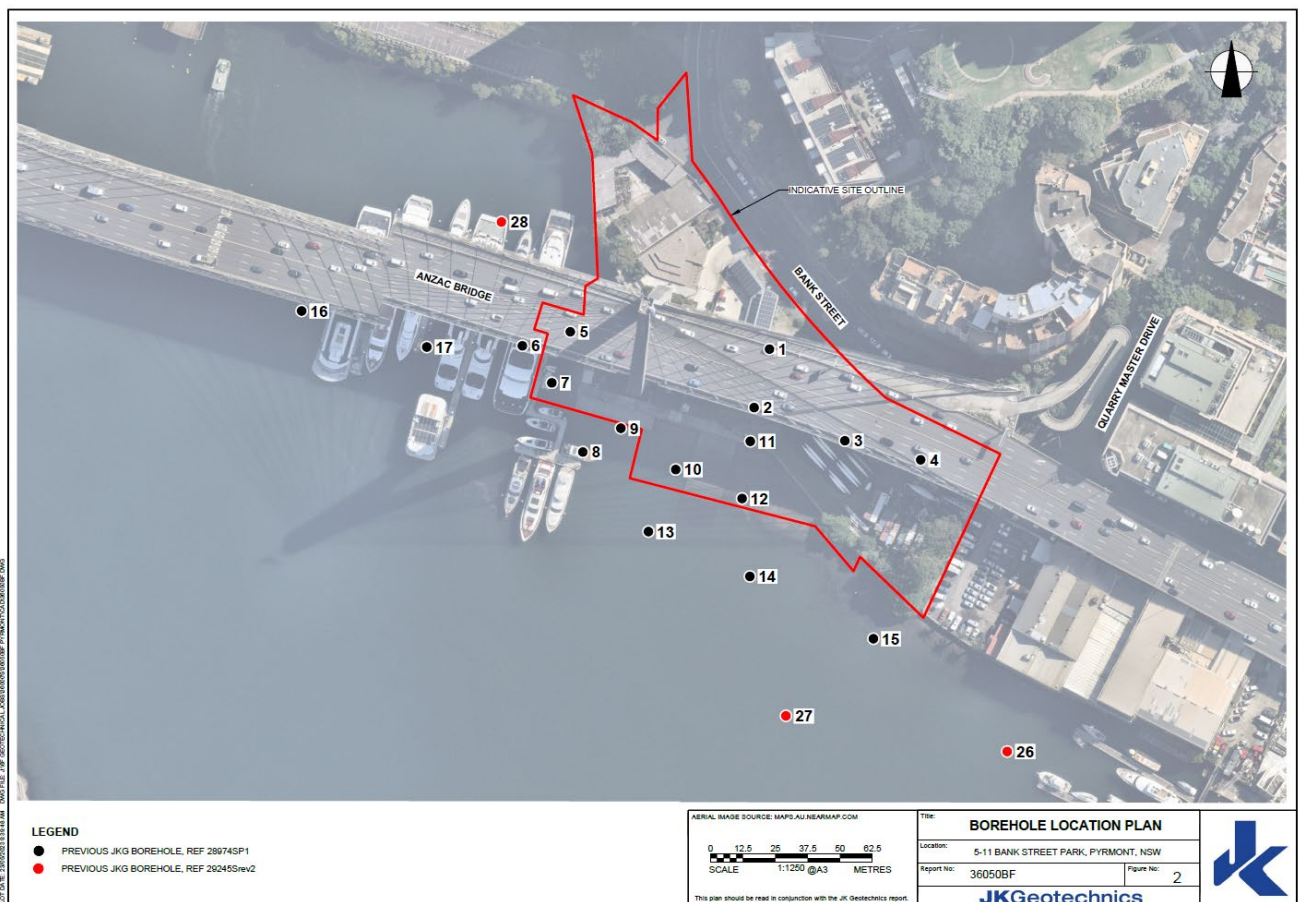


Figure 6: Borehole locations referenced by JK Geotechnics June 2023

The layer of fill is described as comprising of ‘... predominantly granular fill material present below the high tide level, often comprising clayey sand or gravelly sand, though in places comprises a significant proportion of sandstone cobbles and boulders with an infill of sand or clayey sand.’ (JK Geotechnics 2023:4)



The silty clay is described as recent marine deposits, comprising of '*... silty clay of high plasticity with high and very high moisture contents ...*' (JK Geotechnics 2023:4)

The *sands and clays are described as* '*... very loose or loose relative density, but with bands of very soft to stiff silty clay*' (JK Geotechnics 2023:4).

The geotechnical report attributes the marine deposits to either terrestrial fill that has been pushed into the harbour or marine deposits.

7 GEOPHYSICAL DATA

No geophysical survey data was available at the time of the preparation of this report. Harbour bed information is currently limited to the charts at Figure 7 and Figure 8. This is insufficient to provide a full assessment of archaeological potential and significance.

The Australian Hydrographic Office chart AUS202, shows the depth of water in the study area to range from 0.1m to 4m (Figure 6). The detailed depth contours in Figure 8 show the depths within the area of UCH assessment ranging from less than half a metre and up to 6.6m in the south-eastern extremity of the study area.

(It should be noted that both the Hydrographic chart and the detailed chart supplied by INSW both include Cam & Sons' wharf which is no longer present.)

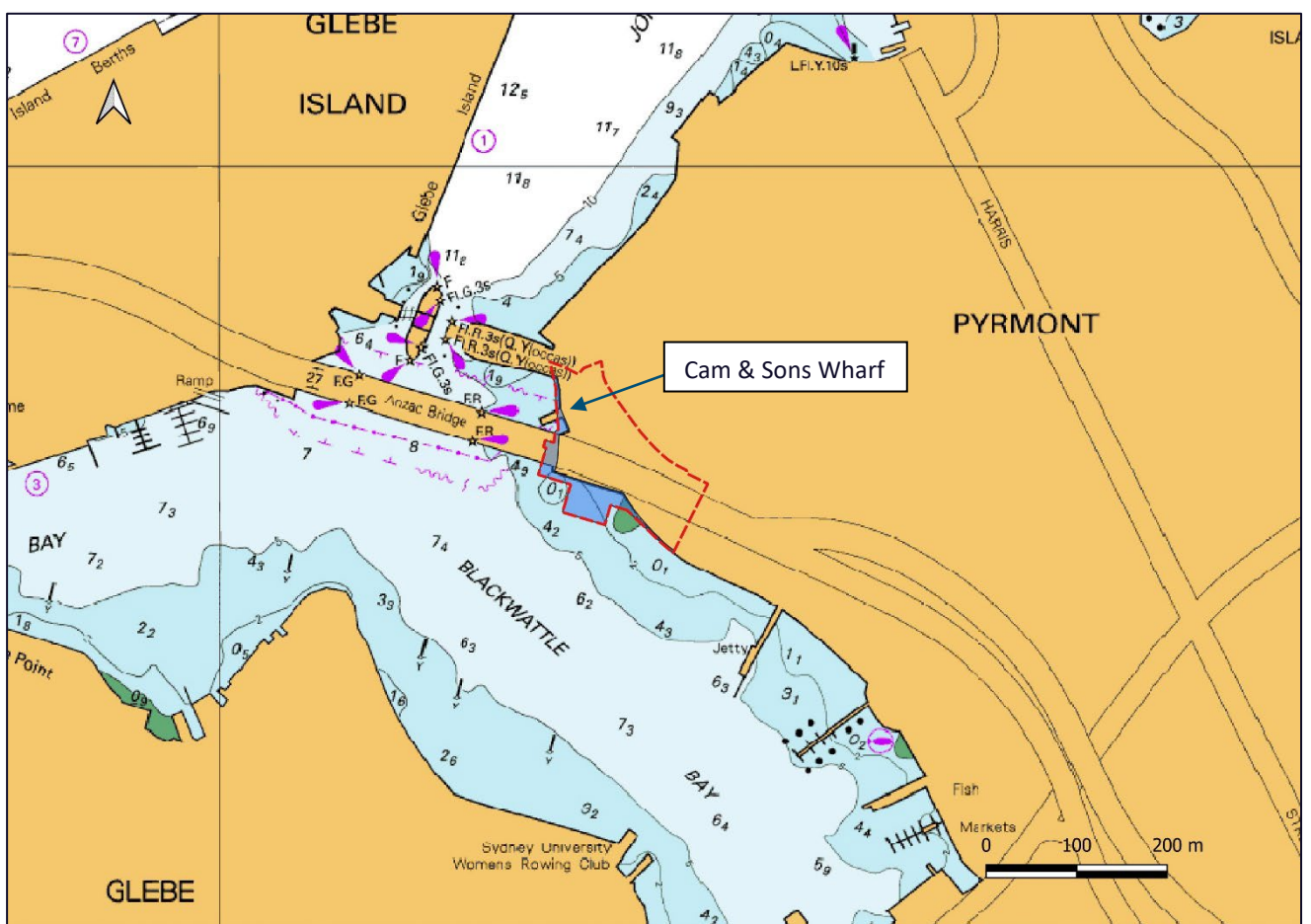


Figure 7: Australian Hydrographic Office chart AUS202 with overlay of Bank Street Park project area (dashed red line) and the marine zone subject to this maritime archaeological assessment (shaded blue)

8 HISTORIC MAPPING

8.1 Nineteenth century

The 1886 Parish Map of Petersham and Camperdown (Figure 9) shows most of the marine zone of the study area to be outside the shoaling waters adjacent to the shoreline. No structures are represented in the study area, however, until 1887 in City of Sydney and suburbs map (Historical Atlas of Sydney) (Figure 10). This shows a rectangular structure that extends into the south narrow strip of the study area. This may be related to land leased by Surgeon John Harris to Charles Saunders for quarry works in 1853, or to the establishment of timber merchants in the area.

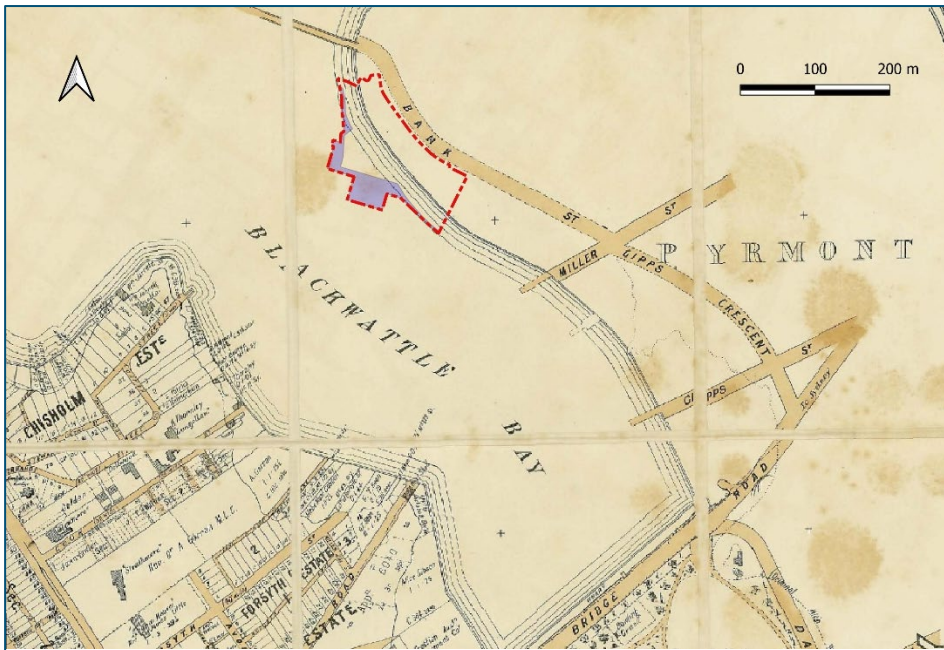


Figure 9: Portion of 1886 Parish Map showing absence of structures in underwater study area

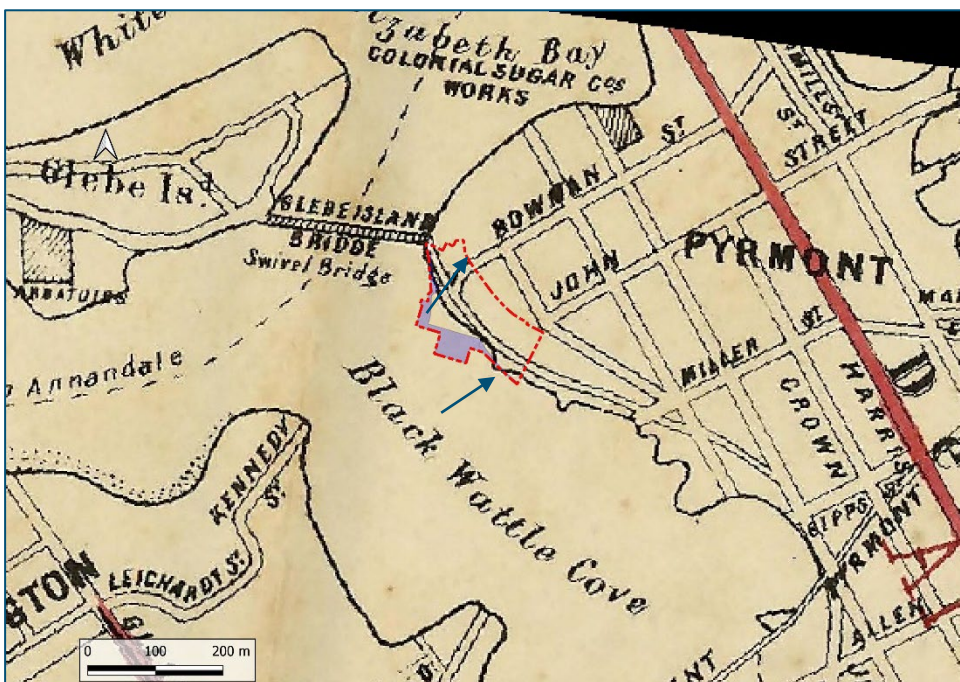


Figure 10: Overlay of project and underwater study area on 1887 map. Arrow showing triangular wharf structure (1887 overlay from Historical Atlas of Sydney)

Two 1891 maps (Figures 11 & 12), both show the triangular wharf and a substantial new wharf complex immediately to its north – both within the underwater component of the Bank Street Park project area. These may be associated with timber merchants such as J. E. Handcock, who is listed in the Sands Directory towards the northern end of the bay in 1891 (Sands Directory 1891:1). A second 1891 Parish map, (Figure 11), shows both the triangular structures, and a larger wharf complex to its north. An overlay has been drawn from this georeferenced 1891 map to show the relationship of the two structures to the underwater cultural heritage study area (Figure 12).



Figure 11: 1891 Sketch map of the City of Sydney & suburbs (Govt. printing Office, SLNSW DQ342.91/3; <https://collection.sl.nsw.gov.au/record/74VKDwjor26X#viewer>)

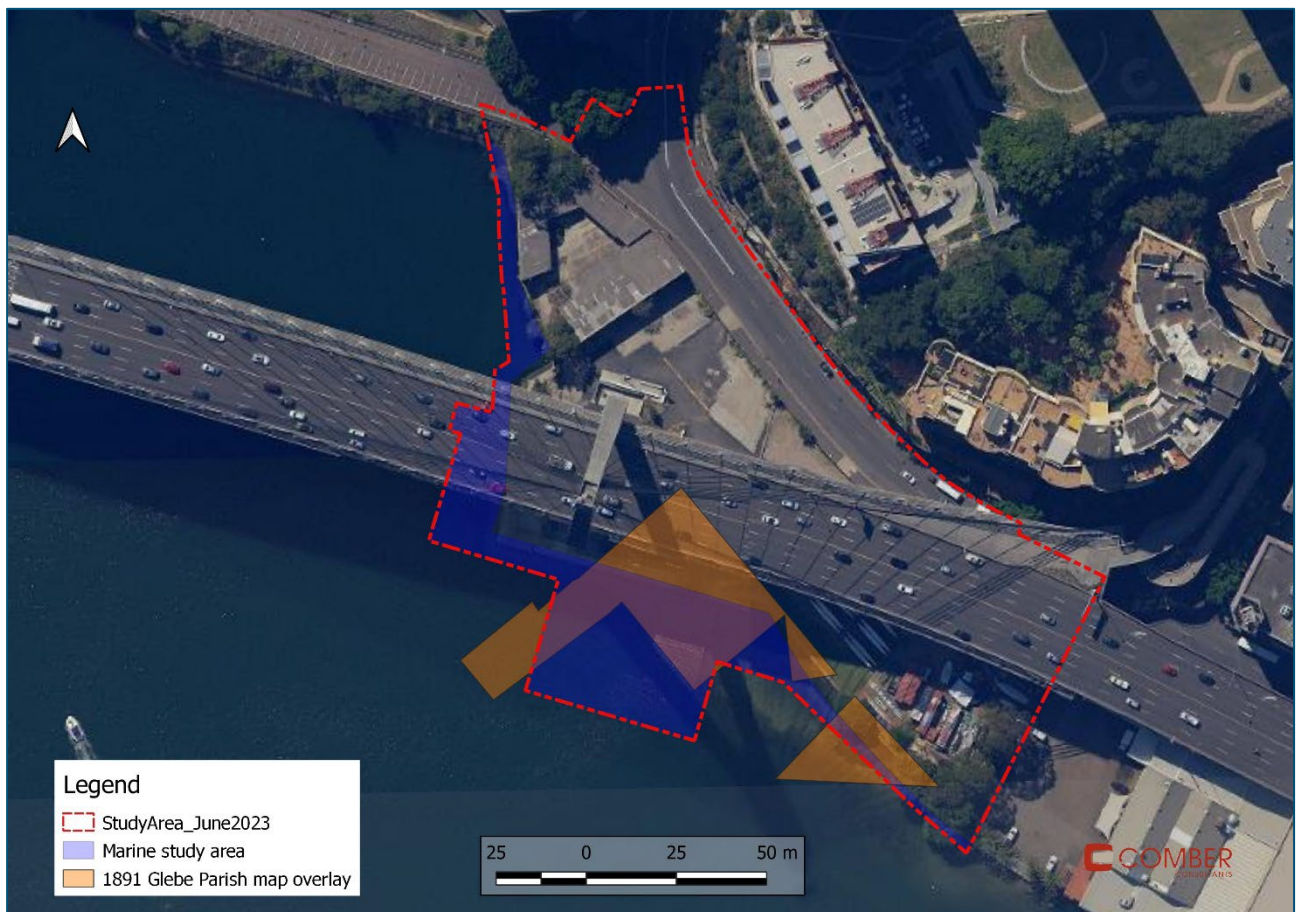


Figure 12: Overlay from a second 1891 map showing two structures shown present in that year and their relationship to the underwater cultural heritage study area (The Glebe M Ser 4 811.17-1)

8.2 1900-1920

From 1900, A. Gilhou, a skin merchant, and the Lingham Timber Co., both had a presence in the area (Sands Directory 1900:1). The Town and Country Journal, Sydney, (1870 – 1919:34). (Retrieved July 5, 2023, from <http://nla.gov.au/nla.news-article71389512>), notes that G Augenson and Company also established themselves at the northern end of the study area in 1900 and this is also indicated by the listing in the Sands Directory (Sands 1901). Their wharf however is not listed in Sands until 1904. As Sands lists events from the preceding year, this may suggest that it the wharf was built in 1903. A Port of Sydney map of the City of Sydney in 1903 (Figure 10) shows a shoreline feature on the western side of Bank Street that may be this wharf as a shoreline frontage that does not extend out into the bay.

In 1906, Cowlshaw Brothers, timber merchants, are first listed in the Sands Directory as being on the west side of Abattoirs Road, (later renamed Bank Street) and have replaced G Augenson and Company whose last entry in the Sands Directory is 1905. This suggests that Cowlshaw Brothers most likely established themselves and their wharf in Blackwattle Bay around 1905-1906. Timber Merchants H. McKenzie and Sons are also listed as having a site just north of Cowlshaw Brothers in 1906 but that company's main site is further south near Miller Street (Figure 13). There is no indication that they had an additional wharf within the Bank St Park project area. In 1907, Allen Taylor and Co are listed in Sands Directory as being adjacent to Cowlshaws on Abattoirs Road. This is in addition to their major presence near Miller Street.



Figure 13: Port of Sydney 1903 map of the City of Sydney showing a shoreline feature, possibly a wharf, on the western side of Bank Street. This feature is not shown as extending into the bay. (Department of Lands, Sydney, NSW. <https://collection.sl.nsw.gov.au/record/74VMB0XRBBey#viewer>)

In a 1908 map, two small jetties appear in the Bank St Park project area (Figure 14). The longer wharf is labelled Cowlshaw Bros. and the shorter wharf just to its south is labelled Allen Taylor & Co. - one of three in Blackwattle Bay owned by that timber merchant. The triangular wharf is no longer visible and has been replaced by a short rectangular structure.

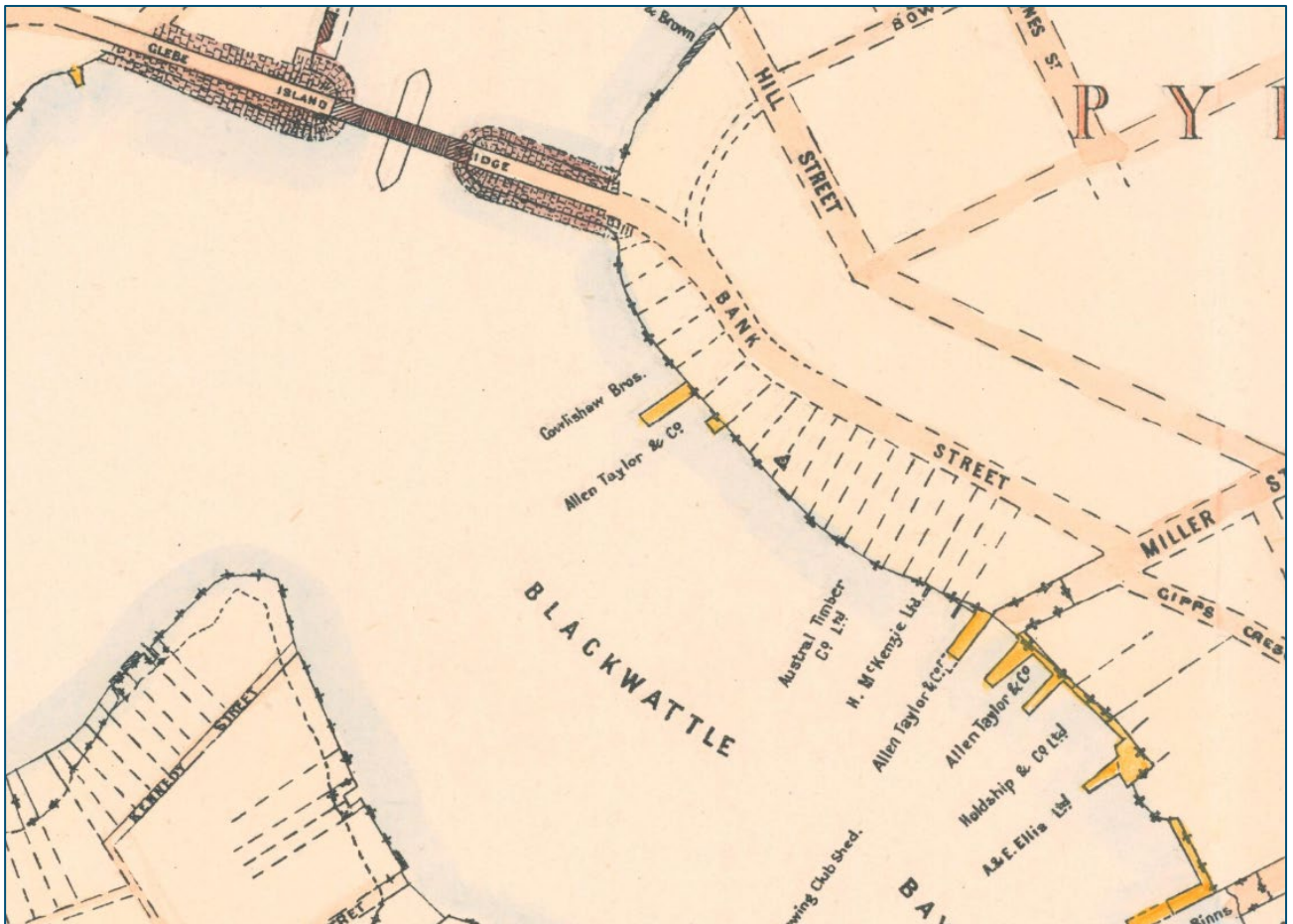


Figure 14: 1908 Port of Sydney map of lands and wharfrage vested with the Sydney Harbour Trust Commissioners (NLA_G8974.S9P55 1908; <https://nla.gov.au/nla.obj-369525037/view>)

By 1911, a more detailed map shows a dotted line seeming to indicate that the Cowlishaw Brothers wharf, though evidently altered and extended or replaced, and the adjacent former Allen Taylor and Company, wharf were still standing in 1937 but being combined as a single structure (Figure 15). By 1916, the original Allen Taylor and Company wharf is no longer drawn as a separate entity (Figure 16).

In 1929 Italian immigrant fisherman Carlo Caminiti (later anglicised to Charles Cam) purchased land here at 1 Bank Street, Pyrmont. From this beginning, he built a successful fishing fleet, becoming one of the biggest suppliers in Sydney (Andrews 2011; Comber Consultants, 2021:58).

Earlier, in 1923 he had purchased, the trawler *Goonambee*, and a second trawler in 1924. By 1934, the Cam and Sons Ltd. fleet included the *Beryl II*, *Alfie Cam*, *Olive Cam*, *Mary Cam* and the *Goorangai*. Following the outbreak of WWII, Carlo offered some of his fleet to the Royal Australian Navy to be used as coastal patrol ships. During the war, one of the ships was sunk by a Japanese submarine and one was acquired by the United States Navy. Cowlishaw Brothers wharf, now owned by Cam & Sons, is still listed in the 1932-1933 Sands Directory (Comber Consultants, 2021:58).

In 1955, the *Olive Cam* was wrecked on the New South Wales south coast, near Mowarry Point with the loss of three lives. Carlo himself had died eight years earlier in 1947, and since that time, Cam and Sons operations had begun winding down. The loss of the *Olive Cam* would have added to the company's financial burdens and, six years later, in 1961, the company officially ceased operations. However, for nearly 40 years, Carlo Aminiti's enterprise had made an important contribution to the New South Wales fishing industry and the history of Blackwattle Bay (Comber Consultants, 2021:58).

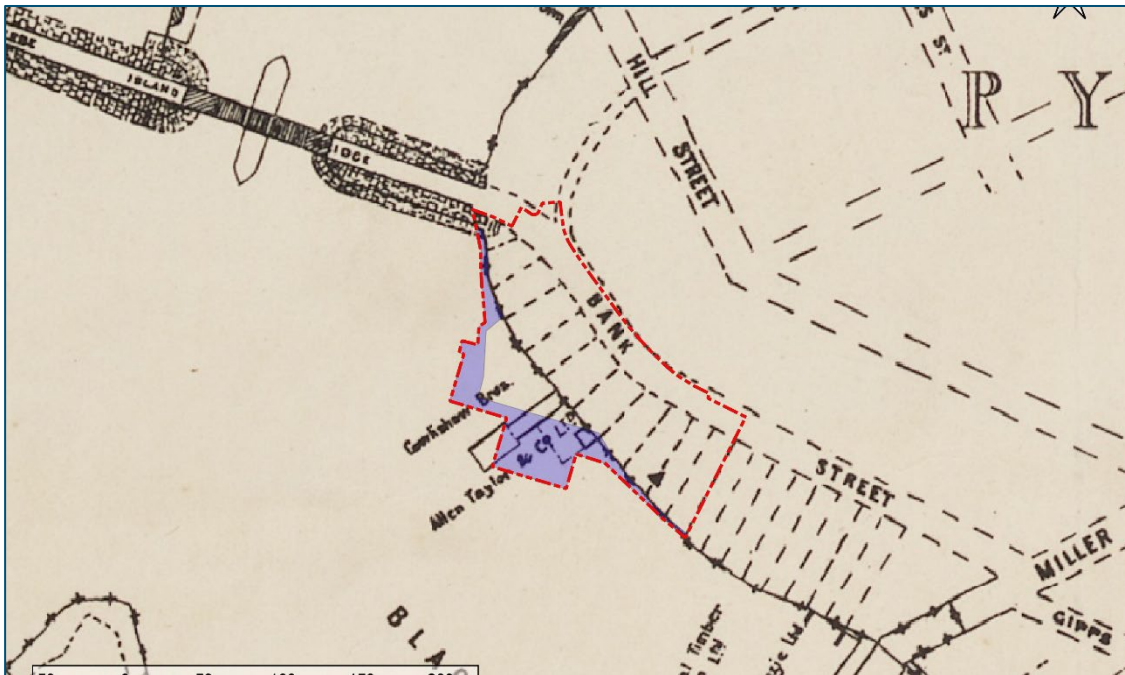


Figure 15: Portion of the 1911 map of underwater study area - map is part of the water frontage of the Port of Sydney showing parts of the land and wharfage vested in the Sydney Harbour Trust Commissioners. [cartographic material] / H. D. Walsh, Engineer in chief, S. E. Perdriau, Chief Surveyor. (SLNSW M3 811.15/1911/ 1, <https://collection.sl.nsw.gov.au/record/74VvROqZ6Q83>)

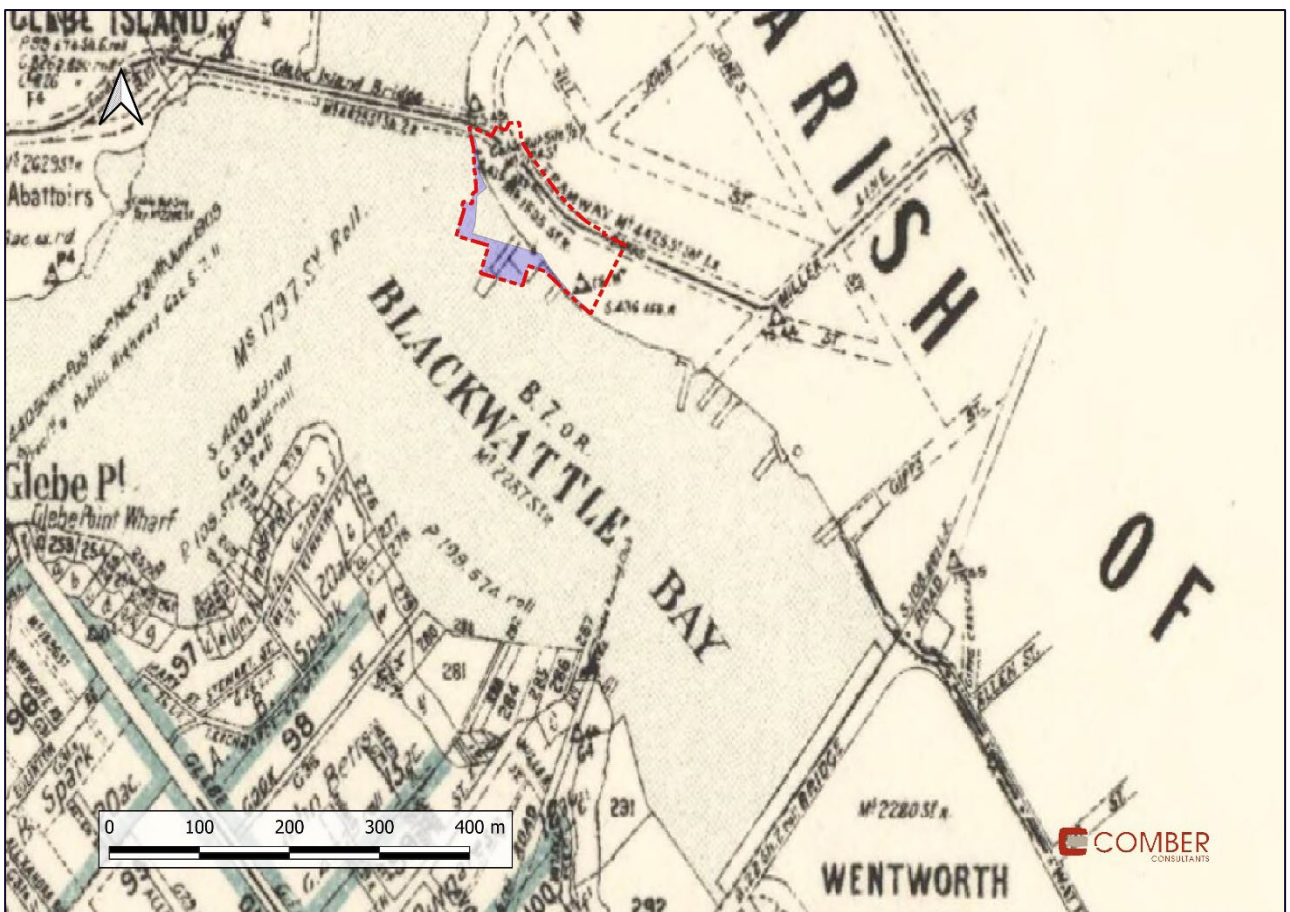


Figure 16: 1916 Parish map- Petersham (NSW Land Registry Service; <https://nswlrs.com.au/Parish-and-Historical-Maps>)

8.3 1930s-1940s

The 1937 map (Figure 17) shows an additional jetty midway between the Glebe Island Bridge and what is now the ANZAC Bridge. This would appear to be adjacent to Lots 1-3 Bank Street owned by Cam & Sons. The company went on to purchase Lots 5-8 and gained ownership of and retained Allen & Co and former Cowlshaw Brothers wharves (Obituary Fisheries News Letter 1941). The Cam & Sons Wharf is still shown in the Australian Hydrographic Office chart AUS202 (Figure 6).

By 1937 the triangular structure that appeared in the 1891 map is no longer present. The area of shallows depicted in the AUS202 chart may be remnants of fill used in its construction. This is also visible in the wartime 1943 aerial photograph (Figure 18). At this time an additional wharf had been constructed approximately 18m north of the 1930s wharf.

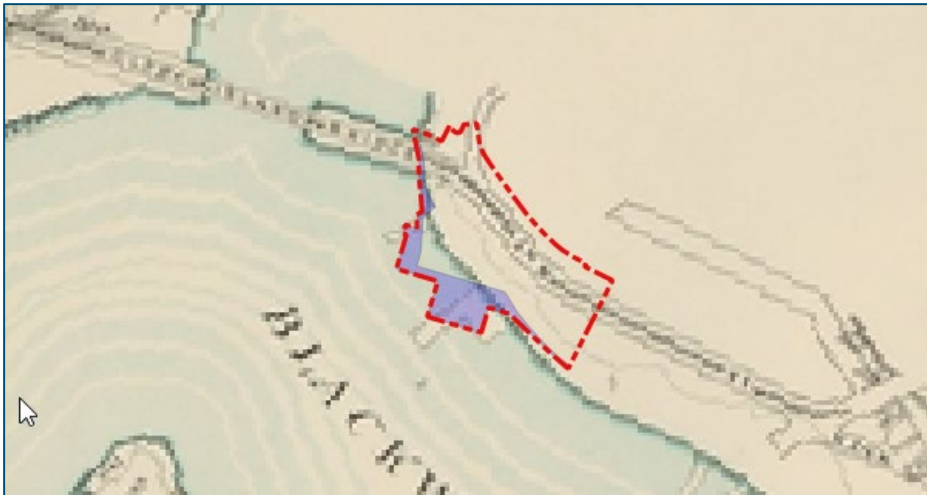


Figure 17: 1937 Glebe Parish Map showing an additional jetty midway between the Glebe Island Bridge and what is now the ANZAC Bridge (The Glebe, M Ser 4 811.121 IE3738875 FL3739099)

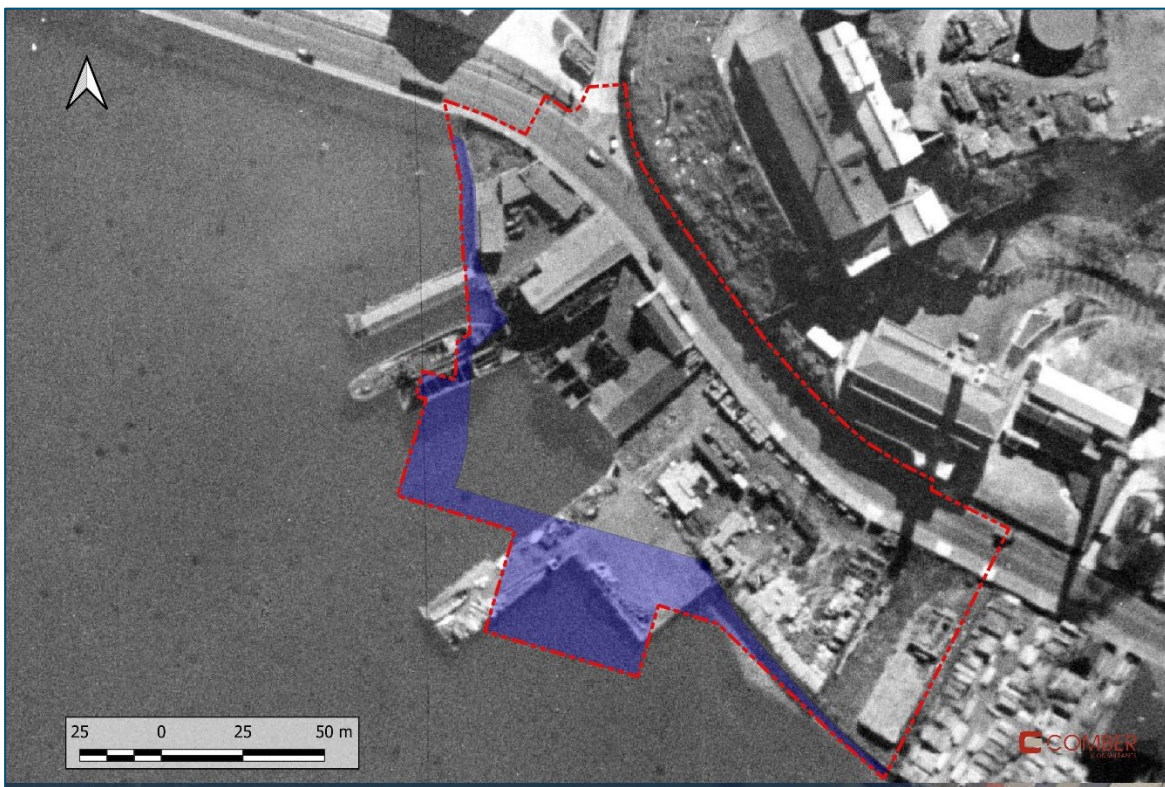


Figure 18: 1943 aerial photograph (NSW Six Maps)

8.4 Combined mapping of structures

The evolution of structural features in the study area is shown in Figure 19. Within the marine zone, the main concentration of these earlier structures is on the southern side of the Anzac Bridge. All of these structures have been substantially removed during the twentieth century. It is likely that the piles were cut off rather than extracted as this is an easier option. However, no record of the method and extent of their removal has been found.

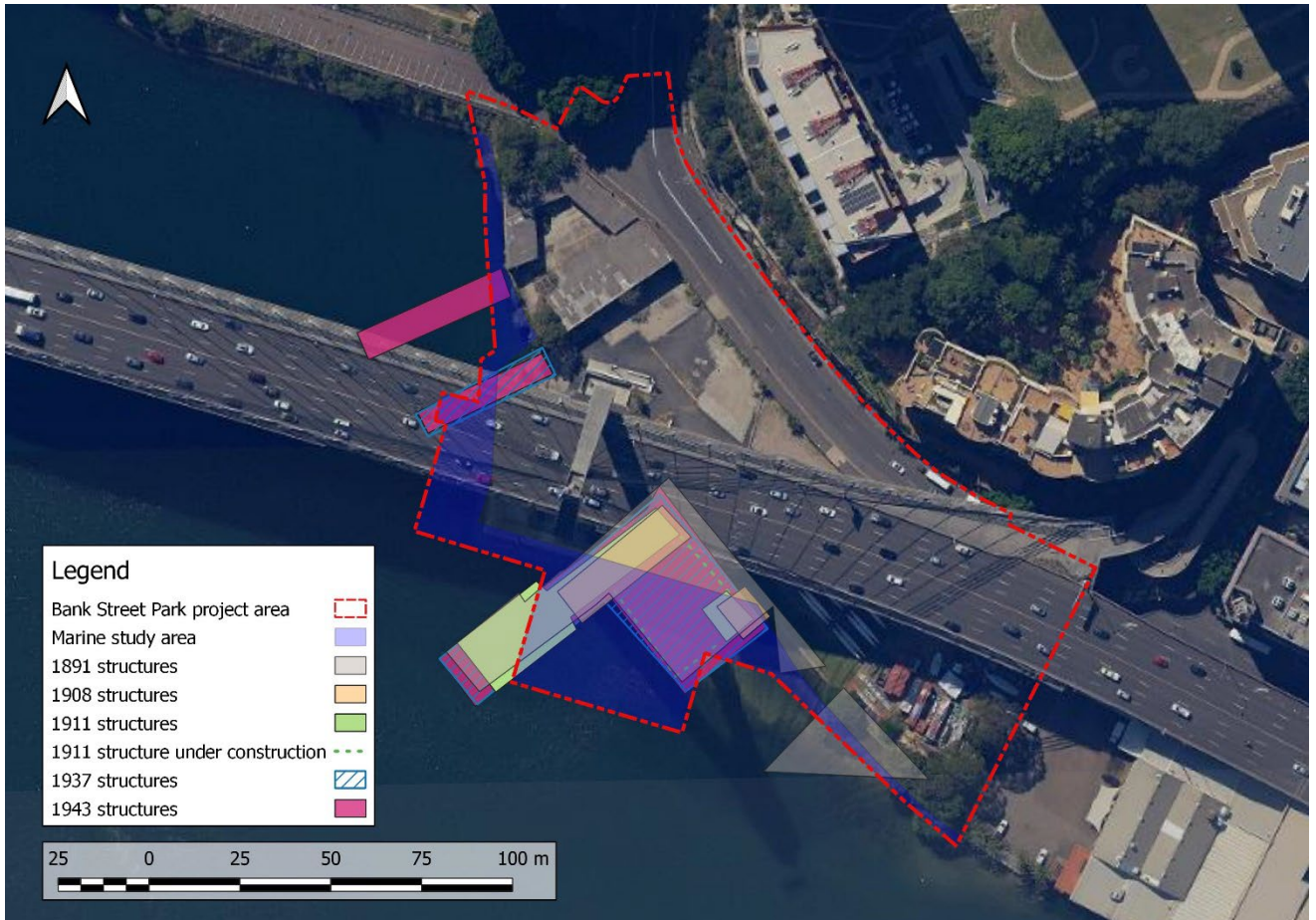


Figure 19: Map combining overlays of features recorded in the marine zone since the late nineteenth century



9 ARCHAEOLOGICAL ASSESSMENT

9.1 Archaeological Potential

For the purposes of this report “archaeological potential” is the likelihood of a site to contain archaeological deposits that are protected by the relics provisions of the *NSW Heritage Act 1977*.

Such an assessment is guided by an understanding of the site as revealed through the foregoing historical research. This report has been informed by previous historical research on Blackwattle Bay undertaken by Comber Consultants. This includes an archaeological assessment of the relocation of the Sydney Fish Market Floating Pontoon and associated sediment redistribution (Comber Consultants 2021a) and detailed analysis of historical mapping undertaken by Comber Consultants. The report also draws upon historical, research undertaken by GML Heritage for Bank Street Park.

It is useful to identify the level of archaeological potential as low, medium or high. This indicates the level of impact on the potential archaeological resource and hence the likelihood of intact archaeological deposits remaining. The degree of archaeological potential does not necessarily equate with the identified level of significance. An area may be mostly intact, but it may be assessed as having minimal heritage significance.

The following definitions of high, medium and low archaeological potential will be used to assess the archaeological potential of individual items identified through the historical research.

A high level of archaeological potential indicates that there is a high probability that the archaeological remains of a structure or structures are reasonably intact as there have been little or no impact following the demolition of the known structures.

A medium level of archaeological potential indicates that there is a medium probability that the archaeological remains of a structure are partially or mostly intact but there has been some impact on its integrity through later development.

A low level of archaeological potential indicates that there is a low probability that the archaeological remains survive as there have been extensive impacts by known later development or works.

9.2 Timeline

The following timeline (Table 3) is provided to detail the various structures which have been located on the site at various times.

Table 3: Timeline of structures on the site

Bank Street Park – UCH in marine Zone			
Structure	Date Built	Section in report	Date demolished or disposed
Triangular wharf – possibly using quarried fill	c1887	6.1 – Figure 7	Early 1900s
Wharf & jetty – timber merchants	c1890	6.1 – Figures 8 & 9	1910s-1920s
Cowlshaw Bros and Allen Taylor & Co wharves (later owned by Cam & Sons)	c1905-1911	6.2 – Figure 10	Mid-20 th century
Cam & Sons new wharves (north of former Cowlshaw & Bros Wharf)	c1940s	6.3 – Figures 14-15	2 nd half of 20 th century



9.3 Phases of Occupation

To assist in determining the archaeological potential the site has been divided into three phases of occupation or use as detailed below. This provides a framework which assists in determining archaeological potential, as quite often each successive phase of use has impacted on the previous phase or phases:

Phase 1: 1850s -1890s

This phase represents the start of active industrial development on the eastern side of Blackwattle Bay. Quarrying, by Charles Saunders had been taking place since the 1850s, by the 1880s and 1890s, skin merchants and timber merchants were establishing themselves along the northern section of east Blackwattle Bay. The beginning of building wharves out into Blackwattle Bay within the Bank Street Park project area occurs. Timber merchants begin to dominate.

Phase 2: 1900-1920s

Timber merchant activities increase and a couple of new wharf facilities are established. However, there is no intensive wharf construction or significant number of additional wharves as in other parts of the eastern side of Blackwattle Bay.

Phase 3: 1930s-present

This is the period when timber began to make way for Charles Cam's fishing enterprise. He and his son, Cam and Sons, acquired the former Cowlshaw and Allen Taylor & Bros wharves for use by his growing fleet of fishing boats. It is also the period when Cam's boats were being requisitioned for use in the war effort during World War 2.

9.4 Assessment of Archaeological Potential

The archaeological potential detailed below is tentative as it has not been informed by geophysical data. An assessment of the archaeological potential of each of the phases of occupation detailed above.

Phase 1: 1850s-1890s

The archaeological potential of this phase is low-medium. During this phase the site was primarily used for loading and unloading timber.

Details of the early timber wharves is not known. However, it can be assumed that the triangular construction that appears at this time may have been built using fill from the adjacent quarrying and levelling of the foreshore. The jetty wharf is more likely to have been of timber construction. This was typical of many wharves along the western side of Blackwattle Bay and other parts of Sydney Harbour. The base of former wharf piles may be present if these were cut off rather than extracted. While a wharf remained in this location until well into the 20th century, it is possible that the original wharf was removed and replaced during construction of the subsequent structures. While noting the absence of seabed data from a dive survey or side scan survey, the archaeological potential is assessed as low and the risk of impact on heritage significant is assessed as low to medium.

Phase 2: 1900s-1920s

The archaeological potential of this phase is low. Such items, if present, could include:

- timbers from milling or wharf construction,
- quarried stones used as fill, and
- boat fittings, tools, fishing gear associated with the twentieth century fishing activities of Cam & Sons.

Phase 3: 1930s – present

The archaeological potential of Phase 3 is also low and the former nineteenth and early twentieth century wharves have been removed as have those of the mid-twentieth century. As for Phase 2 above, while there is potential for tools and equipment associated with wharf construction and maintenance, the base of former wharf piles.

9.5 Summary of Archaeological Potential

The historical records indicate that the archaeological potential of the marine component of Bank Street Park through the three phases from the 1850s to the present is low-medium. The area was slow to develop industrial uses during the mid-nineteenth century. The former wharf structures that did develop were possibly removed and structural remains may be



limited to cut-off piles if these were not extracted in full. It is possible that evidence of those piles is present and visible on the harbour bed. It is also possible that items of equipment associated with the use of the location for the transport of timber and Cam & Sons fishing enterprise would be located within the study area. While noting the absence of seabed data from a dive survey or side scan survey, the archaeological potential of the marine portion of the project area is assessed as low and the overall risk of impact on heritage significant is assessed as low.



10 SIGNIFICANCE ASSESSMENT

10.1 Preamble

Significance Assessment is the process whereby buildings, items or landscapes are assessed to determine their value or importance to the community.

The following criteria have been developed by NSW Heritage Council and embody the values contained in the Burra Charter. The Burra Charter provides principles and guidelines for the conservation and management of cultural heritage places within Australia.

The significance assessment for this project is based on the assessed potential presence of cultural evidence in the study area as described in section 7.4. It is not about known, physical evidence of cultural remains. Therefore, this assessment is presumptive rather than conclusive. A conclusive assessment for the presence and significance of relics would require archaeological excavation, examination, and analysis of such items. The following assessment is an effective guide to identifying appropriate mitigation measures to avoid or limit negative impacts on significant underwater cultural heritage which may not be evident through the currently available data.

As noted in 9.4, the probability for items of cultural significance being present in the underwater component of the Bank Street Park project area is low.

10.2 Assessment

Historical

Criterion (a) – an item is important in the course, or pattern, of NSW’s cultural or natural history (or the cultural or natural history of the local area)

This assessment has not indicated that items of importance to the course and pattern of NSW’s cultural history at a level of state significance are likely to be present in the study area.

Association

Criterion (b) – an item has 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 cultural or natural history of the local area)

The research has indicated that the area is associated with the mid-nineteenth century works of quarryman Charles Saunders, timber merchants Cowlshaw and Sons, Taylor and Co and others, and the fishing fleet of Cam and Sons. If items of strong or special association with the life or works of those persons or enterprises are present on the site, they may hold significance values at a local level of significance.

Aesthetic/Technical

Criterion (c) – an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)

Although not indicated in historic records, there is potential for the merchants and traders formerly active in the Bank Street Park study area, (including quarryman Charles Saunders, timber merchants Cowlshaw and Sons, Taylor and Co and others, and the fishing fleet of Cam and Sons), to have physical evidence of their creative or technical achievements that may meet the threshold of significance under this criterion.

Social

Criterion (d) – an item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons

There is no evidence that the underwater component of the Bank Street Park project area has strong or special associations with a particular non-Aboriginal community group in NSW (or the local area) under this criterion.

Research

Criterion (e) – an item has potential to yield information that will contribute to an understanding of NSW’s cultural or natural history (or the cultural or natural history of the local area)



The research has indicated that there is a low potential for items that may yield significant information that will contribute to an understanding of NSW's cultural history may be present.

Rarity

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

Representative

Criterion (g) – 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 a class of the local area's

- *cultural or natural places; or*
- *cultural or natural environments*

The research has indicated that there is a low potential for relics or other items to be present that would reach the threshold of significance under this criteria.

10.3 Statement of Significance

As noted in Section 2 (Methodology) and Section 9.4 (Summary of archaeological potential), the following assessment of significance is based only on historical research. It has not been informed by data arising from a site inspection.

The historical research has indicated that no items of state cultural heritage significance are likely to be present in the underwater component of the Bank Street Park area. The research also indicates low potential for the presence of items of significance that are associated with skin and timber merchants such as quarryman Charles Saunders or timber merchants Cowlshaw Bros and Allen Taylor & Co. Such items, if present, would be of local significance.



11 IMPACT AND MITIGATION

11.1 Impact

Based on the desktop research undertaken for this report, the risk of impact on significant cultural heritage values within the marine zone of the Bank Street Park project is assessed as low.

11.2 Mitigation

As this assessment has not been informed by survey of the harbour bed, it is recommended that an archaeological dive inspection is undertaken prior to commencement of disturbance of the harbour bed. The most effective form of survey in the shallow water of the study area would be a dive inspection or a shallow water side scan sonar survey. The findings of this report should then be reviewed and updated.

In the event of unexpected finds of potentially significant cultural material during construction works:

1. Activity in the immediate area of that find should cease.
2. The find should be reported to the appropriate site supervisor.
3. Advice sought from a suitably qualified archaeologist with experience in working with and managing items from a submerged environment.
4. If the item is assessed by the archaeologist as being a relic of heritage significance, advice should subsequently be sought from Heritage NSW.
5. No further work in the vicinity of that item should be undertaken until approval is received from Heritage NSW.



12 RECOMMENDATIONS

The following recommendations are made based on:

- Legal requirements under the terms of the *Heritage Act 1977*.
 - The research and analysis outlined contained in this report.
 - Results of the assessment as outlined in this report.
1. The risk of impact on significant underwater cultural heritage is assessed as low. However, as noted in Section 4, a limitation of this desktop this assessment is the absence of harbour bed survey data (geophysical and/or archaeological dive inspection). It is therefore recommended that a survey in the form of (a) an archaeological dive inspection or (b) shallow water side scan sonar is undertaken prior to the commencement of disturbance of the harbour bed.
 2. This report should then be reviewed and updated to include the results of the above geophysical data/dive survey. That should include a detailed significance assessment and impact assessment. Detailed mitigation and management recommendations can then be developed.



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