

The background of the cover features a large, dark blue diagonal shape on the left side. Behind this shape and extending across the top and right is a graphic of numerous 3D cubes in various shades of grey and white, some appearing to be stacked or overlapping. In the background, a blurred city skyline with tall buildings is visible.

Heritage Impact Statement

The New Sydney Fish Market

Concept and Stage 1 Works

Stage 2 Main Works

Submitted to UrbanGrowth NSW Development Corporation

MARCH 2019

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Disclaimer

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1. EXECUTIVE SUMMARY

The proposed Stage 1 and Stage 2 works for the new Sydney Fish Market have been developed with consideration to a range of issues associated with various disciplines, including heritage, historical and cultural archaeological resource, conditions of the built structures, and maritime archaeology to name a few. City Plan Heritage (CPH) has been consulted throughout the design process and provided recommendations for management of heritage aspects of the precinct and its surrounding heritage items as well as recommendations and guidelines for mitigating any potential impacts on both listed heritage items/ Heritage Conservation Areas (HCAs) and potential heritage items/ archaeological sites. While the proposed works will result in the demolition of the former coal loader and the office/ weighbridge building this will enable the development of the new Sydney Fish Market precinct in line with the overall vision for the Bays Precinct.

The details to avoid any physical impact of the proposed works on the heritage listed stormwater channel is yet to be finalised through consultation with Sydney Water. Notwithstanding, as the heritage item is currently obscured from view from within the public domain, further obstruction through the proposed new Sydney Fish Market is considered an acceptable impact, due to the other heritage benefits afforded by the proposed works. Any required mitigation measures recommended by Sydney Water would be implemented at the detailed design stage.

In accordance with the proposed development the following likely effects are noted:

- The former coal loader and the office/ weighbridge building have been previously identified as being of significance; however, have not been listed on any statutory instrument to date. The proposed demolition of the former coal loader and office/ weighbridge building, and the construction of a new contemporary building has been discussed with CPH and it is found necessary to meet changes in health and safety requirements and current retail and dining experiences. Consideration has been given to the impact the proposed development of the site would have on the relatively intact former coal loader. However, it is in a poor condition and it has been determined that due to current condition, and various other factors such as ecology, urban design, it is not viable to retain or relocate the former coal loader in full. As the works would require complete demolition, a loss of the fabric of the former coal loader, in its current form and context will occur. While demolition of the former coal loader is not ideal, this loss will be mitigated through the measures put forward under Section 11.1. The proposed development will improve the visual appeal and usability of the public domain, waterfront promenade and the site generally through creation of an architecturally excellent and world class building and precinct;
- The waterfront promenade will create connectivity along the foreshore, providing an opportunity to provide a heritage walk with interpretation between the Jackson's Landing and Jubilee Park/ Glebe Point heritage foreshore walks. This walkway will form portion of a future continuous walkway that will be built as part of the redevelopment of the existing Sydney Fish Markets. Such continuing walkway will enhance the experience of the Blackwattle Bay precinct and encourage public engagement with the early industrial heritage and working harbour history of the area;
- The proposed works will improve the aesthetic appearance of portion of the Blackwattle Bay area facilitating the future renewal of the Sydney Fish Market site, consequently significantly improving the setting of known heritage items in the close vicinity;
- The proposed works provide an opportunity for enhancing the appreciation of the heritage context of the Blackwattle Bay Precinct by improving connectivity of the foreshore. This will in turn provide an increased engagement of visitors with heritage items across and in close proximity to the subject site;
- The Sydney Fish Market has been designed so as to provide a significant number of opportunities for disseminating information about the history of the site through heritage interpretation both physical and visual. This includes using salvaged material from the coal loader and office/ weighbridge buildings and displaying archaeological deposits in a manner that provides an additional and educational opportunity to engage the public in the history of the area.

- The works may result in the loss of archaeological deposits, known and unknown;
- The physical impact of the proposed works on the heritage listed stormwater channel will be prevented by implementing required mitigation measures following consultation with Sydney Water. Construction in the close vicinity or above a heritage listed stormwater channel is common throughout Sydney and impacts on its fabric is generally avoided through careful design and appropriate mitigations measures to the standards of Sydney Water. Therefore, the proposed works around the stormwater channel will most likely to be an acceptable one with mitigation measures considered to minimise any detrimental impact.

A series of mitigation measures has been included in Section 11.1

2. INTRODUCTION AND OVERVIEW

2.1. Background

Sydney Fish Market is the largest of its kind in the Southern Hemisphere and among the three largest seafood markets in terms of variety in the world. The market sources product both nationally and internationally and trades approximately 14,500 tonnes of seafood annually with up to one hundred sustainable seafood species traded every day and approximately 500 species traded annually. The site attracts over 3 million visits each year. In November 2016 the NSW Premier announced a new fish market would be built at the head of Blackwattle Bay, adjacent to the existing fish market. In June 2017 the Premier of NSW announced the appointment of Danish architects 3XN to lead the design team that includes Sydney firms BVN and Aspect Studios. They have been working with key stakeholders, including UrbanGrowth NSW Development Corporation (UrbanGrowth NSW) and Sydney Fish Market Pty Ltd (SFM), to develop the design for the new fish market. As announced by the NSW Premier, works are planned to commence in 2019.

2.2. Site and Context

The site is located at the head of Blackwattle Bay between the Pyrmont Peninsula and the foreshore of Glebe, situated less than 2km west of Sydney's CBD and is partially within the City of Sydney Local Government Area.

The land to which the development application relates comprises Lots 3 - 5 in DP 1064339 part of lot 107 in DP 1076596 and part Lot 1 in DP835794. Works to connect to the existing waterfront promenade to the west of the site are located on Lot 3 in DP1018801. The development footprint is irregular in shape and has an area of approximately 36,800m². The site is partly on land above mean high water mark and partly on water below mean high water mark.

The site has a frontage to Bridge Road to the south and Blackwattle Bay to the north. Pyrmont Bridge Road is an arterial road that links to the Anzac Bridge to the north west of the site. Sydney Secondary College Blackwattle Bay Campus is immediately south west of the site and the existing fish market immediately north east. Located directly opposite the site to the south is Wentworth Park, separated by Bridge Road.

Located approximately 400m walking distance from the site are the existing fish market, Wentworth Park, and Glebe Light Rail stops which are serviced by the Dulwich Hill Line which is a 23 stop, 12.8-kilometre route running from Dulwich Hill to Central station via Pyrmont.

The site contains one heritage item being the heritage stormwater culvert. The site is also near a number of heritage items.

The site's current uses include a concrete batching plant at the Western end and concrete hardstand and wharf area at the Eastern end, which is currently vacant. The site includes wharves and land-based structures. Part of the site is the water of Blackwattle Bay. Works will be undertaken on Bridge Road and its intersections with Wattle Street and Wentworth Park Road.

2.3. Approval Strategy

Pursuant to the provisions of the *Environmental Planning and Assessment Act 1979* and *State Environmental Planning Policy (State and Regional Development) 2011* ("SEPP SRD") the new Sydney Fish Market development is State Significant Development and the Minister for Planning is the consent authority.

To deliver the new Sydney Fish Market, the following applications will be lodged:

1. A concept development application seeking approval for concept proposals for the new Sydney Fish Market. This is to meet the requirements for a master plan contained in clause 40 of SREP26. This

concept development application will also set out details of the first stage of the development being the demolition of land and water-based structures on the site including removal of marine piles and any resulting repairs to the existing sea wall;

2. A development application for the construction of the new Sydney Fish Market;
3. An application to amend the planning controls applying to the site to enable the proposed development to be a permissible use on all of the site. This is to be achieved by an amendment to *Sydney Regional Environmental Plan No 26—City West* (“SREP26”).

These applications are lodged concurrently.

2.4. Summary of the development

The proposal is to build a new Sydney Fish Market with a contemporary urban design, provide unique experiences for visitors and world-class auction and wholesale facilities. The new facility will be set within an improved public domain including the creation of a waterfront promenade with improved access to Blackwattle Bay and linking to surrounding areas and to public transport.

The development will expand and improve the functions of the existing in a new setting designed to achieve design excellence, functional performance and environmental sustainability.

The new Sydney Fish Market will include retail and food and beverage premises, wholesale facilities and auction rooms, offices and commercial space, Sydney Seafood Schools, back-of-house facilities and car, truck and coach parking spaces. The new facility is to include a new foreshore promenade and wharves. The new Sydney Fish Market will be purpose built and will be supported by a state of the art back-of-house plant and recycling/waste management facilities.

2.4.1. SEARS requirements

City Plan Heritage has been commissioned by UrbanGrowth NSW to prepare the following Heritage Impact Statement (HIS) to accompany State Significant Development applications (SSD8924 and SSD8925) for concept and stage 1 works and stage 2 mains works for the new Sydney Fish Market.

This report is required in response to the Secretary's Environmental Assessment Requirements (SEARS) of SSD8924 and SSD8925:

SSD894:

11. Heritage and archaeology

Identify if there are any listed or potential heritage items within or near the proposed project area. If any listed or potential heritage items are likely to be affected, a Heritage Impact Statement (HIS) must be prepared in accordance with the guidelines in the NSW Heritage Manual and the following requirements;

- *assess how the development would impact on any places of heritage significance in or surrounding the SSD site and include strategies to minimise or mitigate any impacts on heritage significance.*
- *include a visual impact assessment that identifies significant views to and from various vantage points including any SHR item, assess the impact of the proposal on these views and provide recommendations to mitigate these impacts. The assessment should also include photomontages of the site.*

A historical archaeological assessment should be prepared by a suitably qualified historical archaeologist in accordance with the Heritage Division, Office of Environment and Heritage Guidelines 'Archaeological Assessments' 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 resource. Where harm is likely to occur, it is recommended that the significance of the relics be considered in determining an appropriate mitigation strategy. In the

event that harm cannot be avoided in whole or part, an appropriate Research Design and Excavation Methodology should also be prepared to guide any proposed excavations.

SSD895:

11. Heritage and archaeology

Have regard to and demonstrate consistency with the Concept development application (SSD 8924) Heritage Impact Statement, Archaeological Assessment, Maritime Archaeological Assessment and Aboriginal Cultural Heritage Values Assessment.

If required for the detailed design, a historical archaeological assessment should be prepared by a suitably qualified historical archaeologist in accordance with the Heritage Division, Office of Environment and Heritage Guidelines 'Archaeological Assessments' 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 resource. Where harm is likely to occur, it is recommended that the significance of the relics be considered in determining an appropriate mitigation strategy. In the event that harm cannot be avoided in whole or part, an appropriate Research Design and Excavation Methodology should also be prepared to guide any proposed excavations.

2.4.2. Heritage listings

Located within the subject site towards the south eastern corner is the northern extent of the 'Blackwattle Bay Stormwater Channel No. 17', listed as a heritage item of local significance on the Sydney Water Section 170 (S170) Heritage and Conservation Register. There are also a number of heritage items and HCAs within proximity, listed on the Sydney Local Environmental Plan (LEP) 2012, SREP 26 and on the State Heritage Register, under the *NSW Heritage Act, 1977*. Previous studies including the report *Bays Market Precinct: History, Built Heritage, Archaeology and Landscape Study*, prepared by CPH in July 2017, have identified a number of potential heritage items and known/ potential archaeological areas within the Blackwattle Bay Precinct. Some have also been identified within proximity. The heritage context of the site is discussed further in Section 2.2.

2.5. Project Background - Heritage

At the beginning of 2016, City Plan Heritage (CPH) was engaged by UrbanGrowth NSW to prepare a heritage and due diligence assessment of the Bays Market Precinct, including the existing fish market, in order to exercise due diligence, to inform a rezoning proposal as well as future development proposals for the area. The study involved analysis of the Bays Market Precinct through site inspections and historical research.

In July 2017 an updated report (*Bays Market Precinct: History, Built Heritage, Archaeology and Landscape Study*) was prepared by CPH with input from JCIS Consultants (Historic Archaeology) and Musecape, presenting a summary of the findings of new and potential heritage items and areas of archaeological potential within, and proximal to, the Bays Market Precinct, resulting from a desktop study and field survey, as a supplement to an existing study (*Bays Precinct Heritage Constraints Assessment*) prepared by Urbis in 2014. The report included a summary of findings previously presented to UrbanGrowth NSW and was divided into two sections:

- Heritage Due Diligence by CPH in 2016 - determined gaps in Urbis' 2014 report in terms of listed heritage items in the project area and identified other items of potential heritage significance within the precincts; and
- Heritage Assessment, which examined select items in greater detail and to assess the issues and constraints the identified items present to future development.

A thematic historical study of the Bays Market Precinct and an assessment of its heritage landscape were also undertaken by historian Dr Terry Kass and landscape specialist Chris Betteridge respectively and incorporated in the aforementioned CPH report. (Appendix A).

The development of a concept design for the new Sydney Fish Market has been informed by all previous studies. CPH has also provided ongoing advice to UrbanGrowth NSW.

2.6. Methodology

This HIS has been prepared in accordance with the NSW Heritage Division publications *Statements of Heritage Impact, 2002 and Assessing Heritage Significance, 2001*; and is guided by the philosophy and processes included in *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013* (Burra Charter). The subject proposal has been assessed in relation to the relevant controls and provisions contained within Sydney Regional Environmental Plan No.26 - City West, the Sydney Local Environmental Plan (LEP) 2012, and the Sydney Development Control Plan (DCP) 2012.

A number of site inspections have been undertaken between 2016 and August 2018 as part of the above-mentioned Heritage Assessment studies. These field surveys were informed by the review of readily available primary and secondary documentary evidence as well as searches on the relevant heritage registers. CPH has provided ongoing heritage advice.

2.7. Previous Reports

During the preparation of this report, the following resources have been consulted.

- Bays Market Precinct: Blackwattle Bay and Wentworth Park, History, Built Heritage, Archaeology and Landscape Study, July 2017;
- Maritime Heritage Impact Statement, Comber Consultant, February 2018;
- Conservation Management Plan (CMP), Former Coal Loader, Perumal Murphy Wu Pty Ltd et al, 1997;
- Government Architect's Office, Blackwattle Bay Coal Bunker, Statement of Heritage Impact, October 2004, p.p.8-14.

2.8. Author Identification

The following report has been prepared by Brittany Freeland (Senior Heritage Consultant) with archaeological input from Alexandra Ribeny (Heritage Consultant). It has been reviewed by Carole-Lynne Kerrigan (Associate Director - Heritage), and Kerime Danis (Director - Heritage) who has also provided input and endorsed its content. Background information has been incorporated from the July 2017 study report. The work of the authors of that report is acknowledged where applicable.

2.9. Limitations

- CPH has not been involved in the community consultation process;
- Limited access was provided to the subject site with no internal access provided to B1 and B3, due to condition and operational constraints. The onsite investigations undertaken to date as part of the current and previous studies, and findings of the comparison of the aerial photographs between 1930 and 2018, are considered sufficient and have not restricted the following assessment;
- Archaeological investigations undertaken as part of this report are concerned with the historical archaeological potential of the site. Maritime and Aboriginal archaeological assessments have been separately commissioned and do not form part of the scope of this report.

3. SITE CONTEXT

3.1. Heritage Context

Within proximity to the proposed new Fish Markets site are a number of listed heritage conservation areas (HCAs) and heritage items identified on the Sydney LEP 2012, SHR, S170 Register (Sydney Water) and SREP 26. These are summarised below.

3.1.1. State Heritage Register

While there are a number of SHR listed heritage items surrounding the subject site, the following table lists only those that are located at a distance to the subject site.

NSW Heritage Act, 1977

- Glebe and Wentworth Park Railway Viaducts; Wentworth Park, Jubilee Park, Johnstons Creek, Glebe, NSW 2037; SHR no. 01034.
- Lyndurst, 61 Darghan Street Glebe, item no. 00158;
- Bellevue, 55-57 Leichhardt Street Glebe Point, item no. 00470; and
- Glebe Island Bridge, Bank Street, Victoria Road Pyrmont, item no. 01914.

Heritage Council of New South Wales



State Heritage Register

Gazettal Date: 2 April 1999



Scale: 1:1,500

Produced by: Michelle Galea

Legend

-  SHR Curtilage
-  Land Parcels
-  LGAs
-  Suburbs

Figure 1: SHR listing curtilage plan for Glebe and Wentworth Park Railway Viaducts. (Source: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045444>)

3.1.2. S170 Register - Sydney Water

The following heritage item is partially located within the subject site.

NSW Heritage Act, 1977

- Blackwattle Bay Stormwater Channel No.17, Pyrmont Bridge Road, Pyrmont, item no. 4570535



Figure 2 Curtilage map for the 'Blackwattle Bay Stormwater Channel No.17'. The northern extent of the heritage item is located within the subject site. (Source: Sydney Water, heritage detail sheet for no. 4570535)

3.1.3. Sydney LEP 2012

The following items are located within proximity to the subject site.

Sydney Local Environmental Plan (LEP) 2012
Schedule 5, Part 1 Heritage Items
<ul style="list-style-type: none"> ▪ Glebe former incinerator and interpreted sheds, Forsyth Street, item no. I683; ▪ Kauri Foreshore Hotel including interior, 2 Bridge Road, item no. I657; ▪ Street trees, Wentworth Park Road, item no. I816; ▪ Commercial building "Brelco", 48-64 Wentworth Park Road, item no. I817; ▪ Bus shelter, Argyle Street, item no. I673; ▪ Warehouse "Greens Woolstore" including interior, 22 Bridge Road, item no. I658; ▪ Former MWS & DB Sewage Pumping Station No.2 including interior, 103 Pyrmont Bridge Road, item no. I1257; ▪ Railway Viaduct, Railway Street, item no. I800; ▪ House "Bellevue" including interior, 55 Leichhardt Street, item no. I792; and ▪ Blackwattle Bay Park including landscaping, 242 St Johns Road, item no. I649
Sydney Local Environmental Plan (LEP) 2012
Schedule 5, Part 2 Heritage Conservation Areas
<ul style="list-style-type: none"> ▪ Glebe Point HCA, C28; and ▪ Lyndhurst HCA, C31.



Figure 3: Sydney LEP heritage maps showing the heritage items and HCAs located within proximity to the subject site, which is outlined in blue. (Source: Sydney LEP Heritage Maps 008)

3.1.4. SREP 26 - City West

The following table list heritage items located at a distance to the subject site.

Sydney Regional Environmental Plan No.26 - City West
Schedule 5, Part 3 Items in the Bays Precinct
<p>Buildings/ Structures</p> <ul style="list-style-type: none"> ▪ Wentworth Park rail viaduct, item no. 10; ▪ NCA Steward's Building, Wentworth Park, item no. 13; ▪ Store Building, Wentworth Park, item no. 14; and ▪ NCA Entry tower, Wentworth Park, item no. 15. <p>Landscape items</p> <ul style="list-style-type: none"> ▪ Wentworth Park, item no. 16.
Sydney Regional Environmental Plan No.26 - City West
Schedule 5, Part 1 Items in the Ultimo-Pyrmont Precinct
<p>Buildings/ Structures</p> <ul style="list-style-type: none"> ▪ Water Board Pumping Station, 10A Wattle Street, item no. 55.

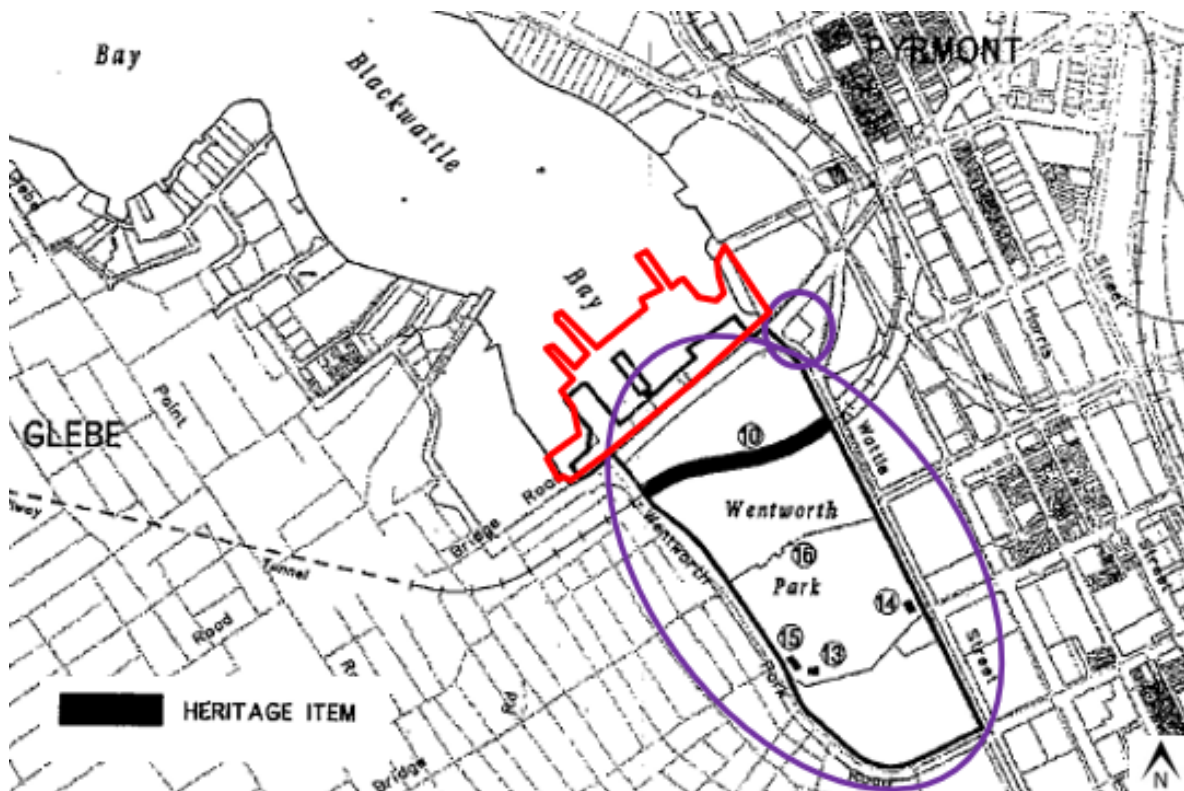


Figure 4: Excerpt from the SREP 26 showing the various heritage items located within proximity to the subject site, predominately located within Wentworth Park. (Source: SREP 26, Map 4 Sheet 3)

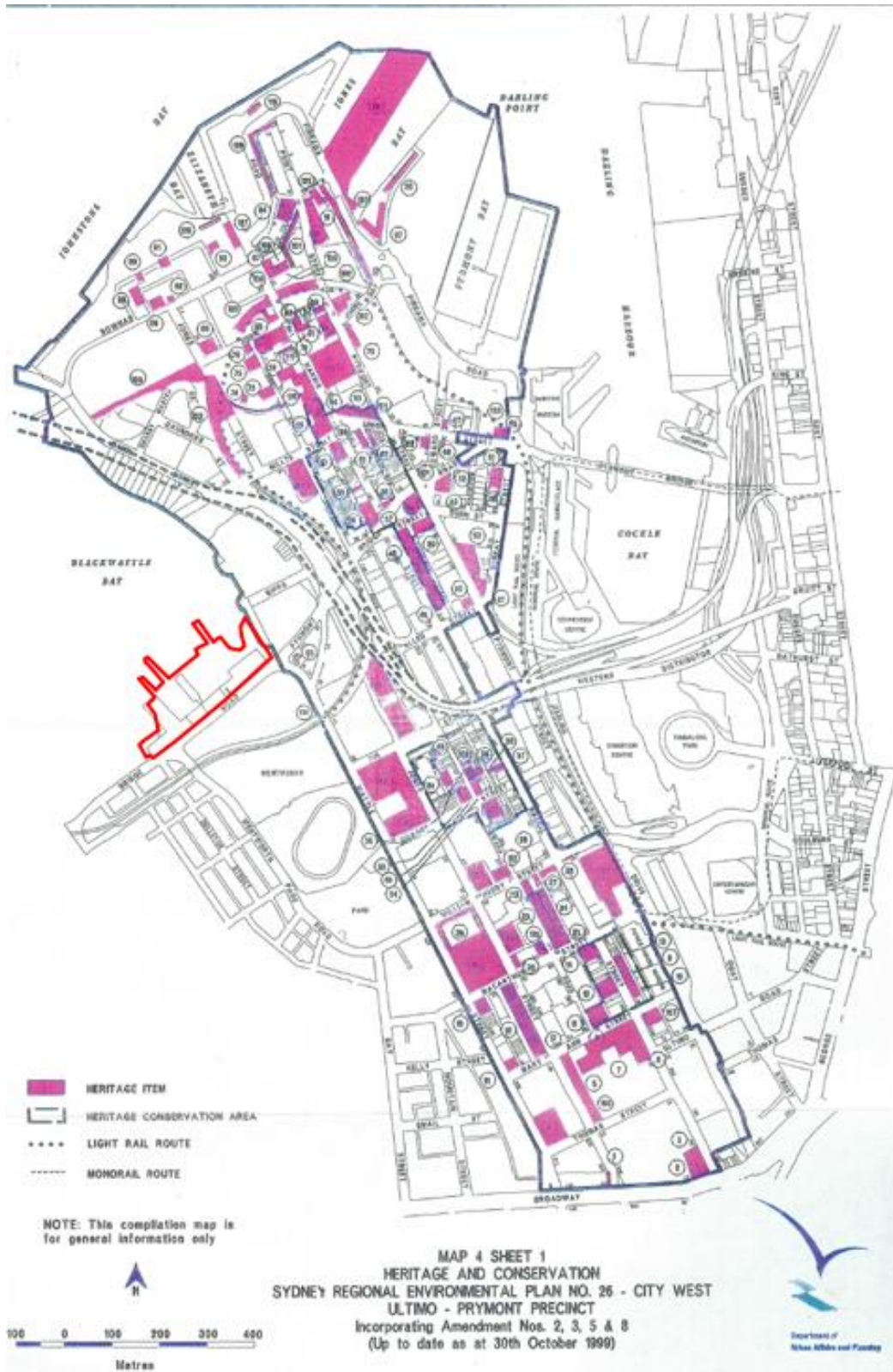


Figure 5: SREP showing the Ultimo-Prymont Precinct HCA and various other heritage items located on the eastern side of Blackwattle Bay, in proximity to the subject site (outlined in red). (Source: SREP 26, Map 4 Sheet 1)

3.2. Archaeological Context

A number of earlier archaeological, heritage and geotechnical studies have been produced for the subject site and in association with the proposed new Sydney Fish Market. These are summarised in Section 3.2.1 and areas of established archaeological potential, as identified in the most recent of these publications¹, are outlined in Section 7.

3.2.1. Previous Scholarship

Statement of Geotechnical Conditions, 2001, Coffey Geosciences Pty Ltd

In 2001 Coffey Geosciences Pty Ltd assessed the subsurface conditions of the subject site. The report concluded that the study area consisted of a varied combination of fill, marine sediments, alluvium, residual soils and Hawkesbury sandstone. It was concluded, on the basis of the ubiquity of the sandstone, that a ground penetrating radar (GPR) survey would not be possible for the study area.

Heritage Significance Assessment incorporating Heritage Impact Statement and Terrestrial Archaeology: Blackwattle Bay Maritime Precinct, May 2013, CPH

Following revision of the Environmental Impact Statement (EIS) by the Heritage Branch of the NSW Office of Environment and Heritage (OEH), CPH was engaged to prepare a Heritage Significance Assessment report, which considered the impacts of the land-based development within areas B1 and B2 of the subject site. This report identified areas of potential archaeology and assessed the impacts of the proposal on existing and potential heritage items both within, and adjacent to, the site. This report is attached in Appendix A of this report.

Bays Precinct Heritage Constraints Assessment Report, 2014, Urbis

Urbis' 2014 Bays Precinct Heritage Constraints Assessment report identified and assessed the development constraints associated with heritage items and archaeological sites within the Bays Market District, incorporating Blackwattle Bay and Wentworth Park, that are listed on the State Heritage Register, the Sydney Local Environment Plan (LEP) 2012 and on various state agencies' Section 170 Heritage and Conservation Registers.

City Plan Services 2017. Bays Market Precinct: Blackwattle Bay and Wentworth Park – History, Built Heritage, Archaeology and Landscape Study. Report to UrbanGrowth NSW, July 2017

At the beginning of 2016, City Plan Heritage (CPH) was engaged by UrbanGrowth NSW to prepare a heritage assessment of the Bays Market Precinct in order to exercise due diligence and to inform a rezoning proposal and future development proposals. This report built on the findings of the earlier Urbis (2014) report and identified a number of additional areas of archaeological potential. In relation to these, it was recommended that archaeological assessments be prepared prior to the decision to undertake any future works which would disturb the ground surface.

The Bays Market Precinct Rezoning: Aboriginal Cultural Heritage Assessment Report (ACHAR), July 2017, Artefact

The ACHAR prepared in 2017 by Artefact established that no registered Aboriginal sites are located within the footprint of the Bays Market Precinct and, therefore, the footprint of the New Sydney Fishmarkets. The ACHAR further determined that there is low potential for unknown Aboriginal sites to occur within the precinct, due to the fact that it is largely reclaimed land.

Sydney Fish Market Redevelopment: Maritime Heritage Impact Statement, February 2018, Comber Consultants

In 2018 Comber Consultants were engaged by UrbanGrowth NSW Development Corporation to prepare a Maritime Heritage Impact Assessment (HIA). The report identified potential environmental risk impacts



¹ City Plan Services 2017. Bays Market Precinct: Blackwattle Bay and Wentworth Park – History, Built Heritage, Archaeology and Landscape Study. Report to UrbanGrowth NSW, July 2017



associated with the development within the marine environment, including significant disturbance to relics submerged within the sediment of the harbour bed and outlined mitigation measures to reduce these.

3.2.2. Areas of Established Archaeological Potential

The following table (Table 1) summarises the areas of archaeological potential, as identified in the CPH (2017) report.

Table 1: Known and potential archaeology (CPH2017)


Address	Dating / Phase	Nature of potential remains and degree of likelihood for survival	Photo
Pyrmont Bridge Rd	Early European settlement (1788-1815)	Causeway - high	
	Reclamation of the Bay (1859-1909)	Wall constructed for reclamation - high Stone sea wall - high	
	Industry - Government Coal Depots (1910-1925)	First Monier plate sea wall piling - moderate Reclamation and fill - high Coal depots - moderate	
	Industry – Commercial Coal Depot (1926-1943)	Second Monier plate sea wall - high Coal depot - moderate to high Timber wharf - moderate	
	Redevelopment of Wharfage (1945-1950)	Completion of sea wall - high R.W. Miller structures - moderate	
	1959-1975	Coal silos, office buildings and sheds - moderate Conveyor wharf - high	
Blackwattle Bay	Industry - government coal depots (1910-1925)	Sea wall piling for wharves - moderate	

Address	Dating / Phase	Nature of potential remains and degree of likelihood for survival	Photo
Wentworth Park	Reclamation of the Bay (1859-1909)	Stormwater channels - high	 <p><i>Photograph shows outlets 17A and 17E&F only (17B – 17D are not presently visible)</i></p>
Wentworth Park cnr Pymont Bridge Road & Wattle Street	Reclamation of the Bay (1859-1909)	Foundations of caretaker's cottage and curtilage - high	 <p><i>Photograph shows a rise which may indicate archaeological remains</i></p>


3.2.3. Potential heritage items

A summary of the potential heritage items is included in the following table (extracted from the July 2017 report prepared by CPH).

Name / Address	Located within an HCA?	Comments and Photographs
Boat sheds: University of Sydney Rowing Club, and Glebe Rowing Club, end of Ferry Road, Glebe	Not in HCA	While the buildings are relatively modern, they hold historical significance associated with their use by the University of Sydney Rowing Club (founded in 1860) and the Glebe Rowing Club (founded in 1879)

Name / Address	Located within an HCA?	Comments and Photographs
		
Wharf-front warehouse: Bank Street, Pyrmont	Not located in an HCA.	<p>Beyond the existing fish market to the north, a brick building constructed in a style typical of the Inter-War period stands at 1-3 Bank Street, overlooking the water from the rear. When the Bank Street, Pyrmont Master Plan was in preparation in 2004, the building was owned and occupied by Ms Ann Forrester, who had lived there for some years. At that time, Ms Forrester was able to provide some information about the history of the building and its associated wharf in correspondence to the Minister for Waterways.² Additional research undertaken by CPH has uncovered additional information.</p>

² Maunsell Australia Pty. Ltd., 2004. Bank Street Pyrmont, Master Plan: Appendix C - Heritage Assessment.

Name / Address	Located within an HCA?	Comments and Photographs
		 <p>The photographs show a two-story brick building with a large, modern cable-stayed bridge structure passing over it. The building has several windows and a central entrance. The bridge has a tall central pylon and numerous stay cables. The scene is set on a street with a clear blue sky and some trees in the background.</p>

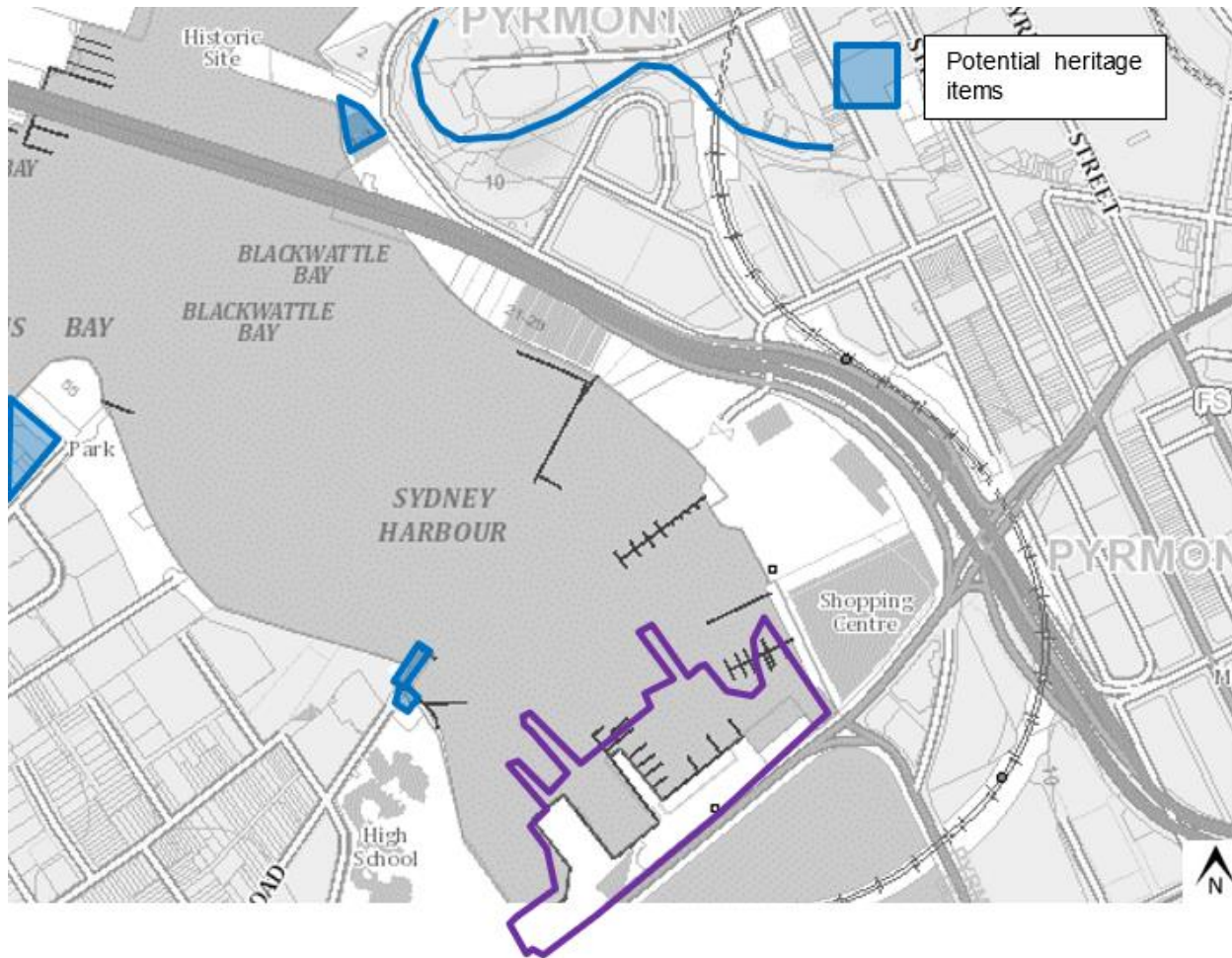


Figure 6: Map showing the location of potential heritage sites, outlined in blue. The subject site is outlined in purple. (Source: Six Maps, overlaid by CPH)

4. SITE CONTEXT

As previously detailed in Section 2.2, the new Sydney Fish Market site is located within Blackwattle Bay. The site has a frontage to Bridge Road to the south and Blackwattle Bay to the north. Pyrmont Bridge Road is an arterial road that links to the Anzac Bridge to the north west of the site. Sydney Secondary College Blackwattle Bay Campus is immediately south west of the site and the existing fish market immediately north east. Located directly opposite the site to the south is Wentworth Park, separated by Bridge Road.

While there are a number of heritage items within the surrounding area, most are considered to be at a distance to the subject site. In addition, there is only one heritage item located within the site, a stormwater culvert.

5. SITE DESCRIPTION

The proposed location for the new Sydney Fish Market (Figure 7) is to an area located along the southern foreshore of Blackwattle Bay. This area is divided into a number of allotments including the following:

- Lots 3-5 DP 1064339 (structures along southern foreshore);
- Lot 107 DP 1076596 (partial, Blackwattle Bay);
- Lot 1 DP 835794 (partial).

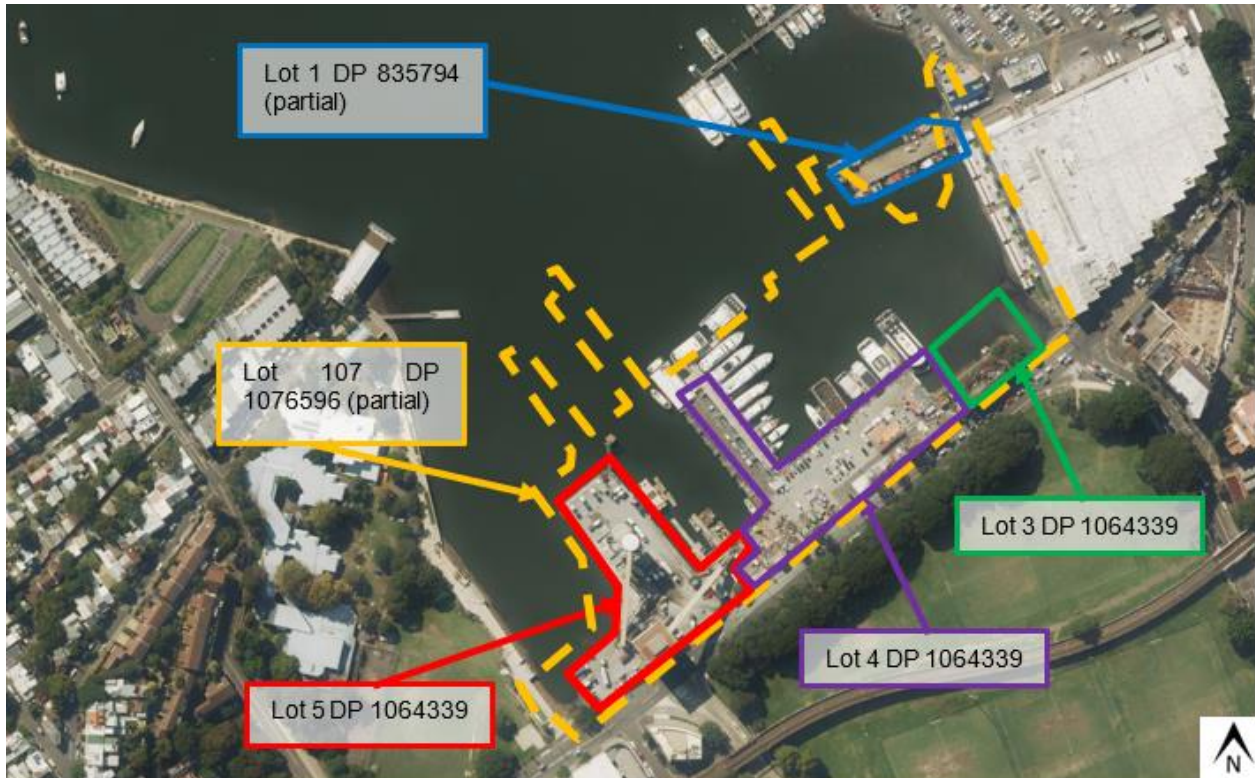


Figure 7: Aerial showing the location of the proposed new site for the Sydney Fish Market and the various allotments it comprises. (Source: SIX Maps NSW with overlay by City Plan Heritage)

The site is currently divided into various components, including the following:

- Stormwater outlets to the south eastern corner;
- B1 - where the coal loader is located;
- B2 - vacant site with former office/ weighbridge building, wharf and contemporary office;
- B3 - Hanson Heidelberg cement manufacturing plant and associated wharf.

These are indicated on the following plan (Figure 8) and described separately in the following sections.

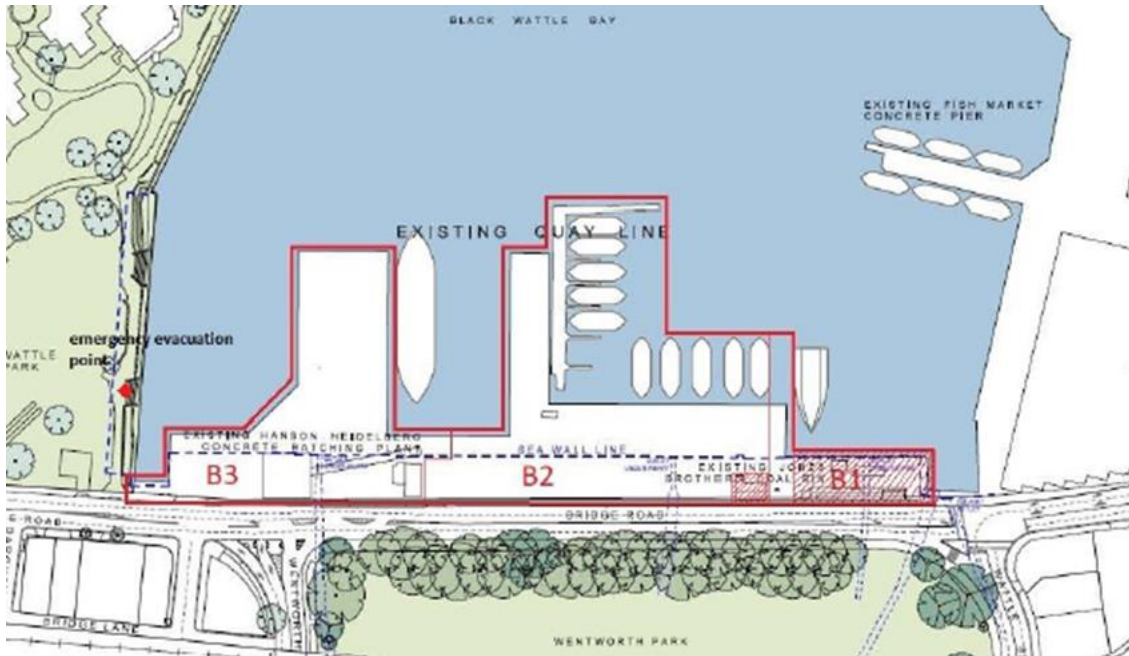


Figure 8: Site plan showing the division of the subject site into three berths and the location of the stormwater culvert. (Source: courtesy of UrbanGrowth NSW)



Figure 9: Aerial view of the proposed new Sydney Fish Market site showing the various structure located within the site. (Source: SIX Maps accessed 21 February 2018)

5.1.1. Stormwater Outlets

Within the south eastern corner of the subject site are a series of stormwater channels and a concrete and sandstone seawall. It is understood the stormwater outlets are connected to the heritage listed 'Blackwattle Bay Stormwater Channel No.17', although are not included within the heritage listing.



Figure 10: Stormwater outlets 17A-F and seawall located within the south eastern corner of the subject site.

5.1.2. Berth no. B1

The area identified as B1 comprises the former coal loader. The following site description for the former coal loader has been extracted from the Statement of Heritage Impact, prepared by the Government Architect's office in 2004. Although the condition of the former coal loader has deteriorated since the description was prepared, it is considered to directly reflect its current configuration and appearance:³

The coal loader comprises a concrete wharf deck on land fill from the Pyrmont Bridge Road to the sea wall, with a slightly larger deck area supported on timber piles in Blackwattle Bay. The piles support a hardwood timber frame of doubled headstocks. A system of concrete columns supports the timber structure above. The column grids are at double spacing on the fill, supported by reinforced concrete footings, while the piles support the columns over the water.

The timber structure has diagonal planking on the north, south and east walls, with alternating direction of the diagonal in each panel. The north and south walls have an additional support structure behind to support the gantry crane, which ran on rails along the top of these walls.

The west wall comprises lightly framed horizontal timber. The coal bins are on a deck of diagonal boards, with steel hoppers from each bin to enable the coal to be loaded into vehicles...

The gantry crane was built by Malcolm Moore Pty Ltd. It stood high above the structure, on rails on top of and supported by the north and south walls. It was dismantled on August 2000.

³ Government Architect's Office, Blackwattle Bay Coal Bunker, Statement of Heritage Impact, October 2004, p.16

It is a riveted steel structure, and when erect had two legs at the northern end and one at the southern end, with steel vertical trusses above, joined by a horizontal truss. Coal was unloaded into the bins using a clam-shell bucket. Two of these buckets remain on the site, one to the west of the coal loader, the other at bin level above. The crane is now cut into sections and lying to the east and west of the coal loader.

The Office/Weighbridge building is included in Site B2 of the Master Plan, and does not form part of this report. It and the Weighbridge were, however, an integral part of the working of the site, as the entry/exit point and where the weighing of the coal loads, payment and running of the business took place.

The diagonal timbers of the coal bins give an unusual, robust, industrial quality to the structure, and together with the gantry crane, are the elements which provide the main visual and interpretive qualities of the site.

In 2003, the timber coal bin structure on Pyrmont Bridge Road was stabilised using supporting wires inside the structure to ensure public safety. The timbers on this façade were also covered with cyclone mesh fencing wire as an additional safety precaution.

In addition to the former coal loader, the northern extent of the no.17 stormwater channel is located underneath the former coal loader within B1. The SHI form for the stormwater channel describes it as follows:⁴

The stormwater system consists of various types including oviform structure made from brick and timber. It is 1.8m by 1.2m in size and extends from Lake Northam (Victoria Park, Parramatta Road) to Parramatta Road, then down Bay and Wattle Streets. The initial part of the system extended from the far side of the original site of Central Railway Station down Wattle Street to Blackwattle Bay. At a later stage other sections were added to the system extending from Lake Northam to Parramatta Road then down Bay Street. It services Area 17 of the Sydney Water Drainage system. It originally ended at the southern end of Wentworth Park. The area of Wentworth Park was part of the Harbour that became highly polluted and the outlet point was extended further into Blackwattle Bay. Eventually the area of Wentworth Park was filled and the discharge point was into Blackwattle Bay.

The operational curtilage of the channel includes the channel bed, walls and coping. The visual curtilage will vary along the length of the channel depending on the surrounding land uses.

⁴ Sydney Water heritage detail sheet for 'Blackwattle Bay Stormwater Channel No.17', item no. 4570535, accessed 13 August 2018



Figure 11: Eastern side of the former coal loader and viewed from the existing fish market.



Figure 12: The western end of the former coal loader.



Figure 13: The northern end of the former coal loader is not readily accessible, however, can be partially seen in this image.



Figure 14: The area directly in front of the former coal loader consists of concrete paving, which is overgrown in some areas with vegetation.

5.1.3. Berth No. B2

Berth no. B2 is an irregular shape section of the site, located between B1 and B3. It consists of a concrete wharf and wharf deck, with two buildings located to the south, visible from Bridge Road. These two buildings include a single storey contemporary office building and a former office/ weighbridge building.

To the west of the former coal loader is an Inter-War office/ weighbridge building. It is a two storey Inter-War face brick building of a simple form and design with gable ends to the east and west and a pitched corrugated metal roof. The northern facade brickwork shows evidence of a previous structure that once abutting this elevation of the building with remnant bricks visible within the south eastern corner of the facade. This building served as the original entry and exit to the coal loader and was the administrative area. The coal loads would be weighed, payments made, and the general operations of the business undertaken (Figure 15, Figure 16 and Figure 18).

All windows and doors are boarded up with no internal access possible. The building is prominently visible and was once accessible from Bridge Road.

The contemporary office is a single storey typical office building formerly used by Sydney Event Cruises. It is of a simple design with an open plan design and awning to the northern façade (Figure 20).



Figure 15: The northern and western facades of the former office/ weighbridge building. Note the structure has been boarded up.



Figure 16: The eastern façade of the former office/ weighbridge building.



Figure 17: The southern façade of the former office/ weighbridge building, which is prominently visible from within Bridge Road.



Figure 18: Smaller ancillary wharves located towards the eastern end of B2



Figure 19: Looking north along the concrete wharf located within B2



Figure 20: Looking east from within B2 towards the contemporary office building and the existing fish market.

5.1.4. Berth no. B3

Berth no. B3 currently operates as the Hanson Heidelberg cement manufacturing plant and was not accessible during the site inspections undertaken by CPH. However, as observed externally, there are a number of structures present onsite including office demountable, a concrete wharf, large scale concrete manufacturing plan (dating post 1970s), two silo shaped structures and various large-scale pieces of manufacturing equipment.

There are two entrances to the site, located to the south east and south west of B3. The site is also used as parking by its employees.

According the maritime archaeological assessment undertaken by Comber, "...Maps of the investigation area indicate that wharfage in this location has been present since the 1920s...All pylons on this wharf that could be observed during the site inspection appear to have been replaced and/ or sheathed".⁵ However, the *Environmental Site Assessment & Hazardous Materials Survey* report prepared by Risk Tech in March 2017 for 1/1A Bridge Road, Glebe (the Hanson Heidelberg site) DA (No. 9449), which is currently under Part 4 Assessment by the Department of Planning & Environment, provides a set of historical aerial photographs for the site.⁶ These aerial photographs dating from 1930 to the present day shows clearly that the structures and the site layout we see today is the result of changes happened between 1970 and 1982. No structures or layout seen up until the 1970 aerial photograph are currently on site. Therefore, it is considered that the site has low heritage value in terms of built structures. There may be some archaeological potential, and this would need to be confirmed in a future assessment.

The following images provide an overview of the current external appearance and configuration of the Hanson Heidelberg cement manufacturing plant.

⁵ Comber, Sydney Fish Markets Maritime Archaeology, 2018, p. 22

⁶ https://majorprojects.accelo.com/public/e5732ed07c927f15b79f6c29e2954b69/Appendix%20B_%20Environmental%20Assessment.pdf



Figure 21: The eastern extent of Berth no. B3, as viewed from within Berth B2.



Figure 22: The Hanson Heidelberg cement manufacturing plant as viewed from the south eastern Bridge Road entrance. This view is looking north west towards the base of the large cube like concrete structure.



Figure 23: The south western entrance to B2, looking north. Note Pymont Bridge is visible in the background.



Figure 24: The western façade of the concrete cube like silo structure.

6. SITE TIMELINE HISTORY

The following historical timeline is based on the thematic history prepared by Dr Terry Kass to accompany the Bays Market District Study prepared by CPH in 2017 and various other reports prepared by CPH. Only information relating to the proposed new Sydney Fish Market site has been included. For further information, reference should be made to the report in Appendix A.

Date	Event
Pre-1788	Blackwattle Bay area occupied by the Cadi(gal) of the Guringai Tribe. Site of Wentworth Park, Pyrmont Bridge Road and the subject site had not been formed yet and at this time consisted of the southern end of Blackwattle Bay.
1789	400 acres of land granted to Reverend Richard Johnson, first chaplain of the colony, for church grounds on the western bank of Blackwattle Swamp Cove. Later known as St Phillips Glebe.
1803	34 acres of land granted to John Harris on the eastern bank of Blackwattle Bay.
1806	Over 145 additional acres granted to John Harris, having acquired most of Ultimo including the eastern portion of Blackwattle Swamp Cove.
1828	Reverend Johnson's land is subdivided into 27 allotments following his acquisition of a new land grant in Canterbury. Land auctioned with water frontages to Blackwattle and Rozelle Bay. This land remains undeveloped. (western side of Blackwattle Bay)
1859	Construction of a causeway across Blackwattle Swamp Creek completed by the Pyrmont Bridge Company. Stone-built with wooden bridge in the centre. Rise in industry contributes to pollution of the area. Use of Black Water Creek by slaughterhouses, brewery and construction of workers accommodations pollutes Blackwattle Swamp.
1873 -1874	Plan put forward to reclaim Blackwattle Swamp due to noxious waste. Fears for health and safety. Blackwattle Swamp Land Reclamation Act passed.
1875	Comprehensive sewage system drafted for bay area. Blackwattle Bay channel extended from swamp towards harbour. 12-inch pipe laid along bed of Blackwattle Creek in addition to a pipe along Wattle Street (Blackwattle Bay Stormwater System (SWC No.17). System primarily used for stormwater since 1900, sewage pumping stations built in various places.
1876-1880	Blackwattle Swamp filled in, multiple seawalls and dykes constructed to retain fill and maintain stability. Area behind causeway filled in with silt and surplus rubbish from Pyrmont quarries, then covered with soil. Subject site is formed on northern portion of causeway but remains undeveloped.
1885-1886	Wentworth Park proclaimed following reclamation. Seawall constructed in stone and backfilled to the road along north side of Pyrmont Bridge Road. Wharf (subject site) constructed to north of the seawall comprising two rows of timber driven piles, extends 9.14m beyond seawall. Wharf becomes known as Blackwattle Bay Wharf, sometimes identified in historical records as government wharf.
1904	Works by Sydney Harbour Trust to upgrade wharfage (subject site) facilities in Blackwattle Bay for use by coal and metal merchants as depots for distribution of domestically used resources. Also consisted of dredging areas around harbour, including Blackwattle Bay, to remove clay, rock, sewerage and 'found objects'.

Date	Event
1907	Blackwattle Bay Stormwater System (SWC No.17) expanded.
1910-11	Reconstruction works at wharf (subject site). Close piling and Monier plates laid a further 4.57m out than original wharf, extension total wharf area to 13.7m. Intended for suitable accommodation for coal yards and landing of blue metals, etc.
1916	Blackwattle Bay Stormwater System (SWC No.17) expanded further.
1922	Howard Smith coal depot located at B3
1923-1926	Jones Bros. Coal Pty Ltd. (formed in 1913) relocated to Berth no. 21 at Blackwattle Bay Wharf (subject site), remodel completed by Sydney Harbour Trust. Jones Bros. were coal merchants and steamship owners. Previous 1910 Monier plate seawall demolished for new Monier plate and trestle wall, and new timber wharf (no. 21) extending 21.34m in front of sea wall (35.05m from front of 1885 seawall). Wharf now over 76.81m at eastern end. Timber coal bins constructed, timber floor supported by piles extending above level of the wharf deck 55.17m in length (Area B1).
1926-1927	Weighbridge office constructed. Plans show two-storey office building with lavatory, stables, garage, coke bin, machine shop and weighbridge inside the main gate. Gantry crane built by Malcolm Moore Pty Ltd on top of structure supported by north/south walls (not in original plans). (Area B2).
1936	Blackwattle Bay Stormwater System (SWC No.17) expanded further. A further 91.44m length of wharf constructed adjacent to Howard Smith coal depot for R.W. Miller & Company Pty Ltd (founded 1919). Monier trestle and plate sea wall of same type as Jones Bros., timber wharf with three rows of piles 6.7m from wall and deck reinforced with concrete. Becomes known as berths no. 23 and 24 (Area B2).
1949	Co-operation Act established, legislating fishing permits along the coast. Aerial photograph shows deck now concreted along extent of 1936 timber.
1953	Jones Bros. coal bins reconstructed (Area B1).
1959	R.W. Miller wharf extended with new conveyor wharf built seaward, comprised of prestressed concrete piles, timber piles and reinforced concrete deck (Area B2).
1960	Substation 1608 at western end of berth 21 constructed, subdivision causes irregular shape of current subject site. Lease of berth no. 24 taken over from R.W. Miller & Co. by Coal & allied Operations Pty Ltd (Area B2).
1963	New South Wales Fish Authority established under the Fisheries and Oyster Farms (Amended) Act (Act no. 20, 1963).
1972	Jones Bros. moved from berth no. 21 and bought out by Coal & Allied Operations Pty. Ltd. (leased at berth no. 24 since 1960) (Area B2).
1995	Coal & Allied does not renew lease in Blackwattle Bay. Site taken over by the Sydney Harbour Foreshore Authority on behalf of NSW maritime, starts to be used for berthing ferries and soon leased to All Occasion Cruises (later Sydney Event Cruises).
2000	Gantry crane dismantled; walls of coal bunker structure restrained using tie wire and tilt-up props following a collapse (Area B1).

Date	Event
2001	Weighbridge (access point between office/weighbridge building and coal bunker) dating to 1926 removed. Blackwattle Bay wharf west of the coal bunker reconstructed as concrete deck on steel piles. New concrete sea wall constructed. Berths 22-24 extended at western end (Area B2).
2003	Restrains and props for coal bunker structure checked and tightened for stability (Area B1).
2018	Sydney Event Cruises vacates B2.

7. HISTORICAL ARCHAEOLOGICAL DESKTOP ASSESSMENT

The following historical archaeological desktop assessment is intended to accompany the Maritime Heritage Impact Statement⁷ and Aboriginal Cultural Heritage Assessment Report⁸ which have previously been prepared for the site. It is intended to combine a desktop review of available historical sources with the findings of the 2017 Terrestrial Archaeological Assessment⁹ also undertaken by CPH in order to identify areas of archaeological potential.

7.1. Analysis of Historical Maps, Plans and Photographs

The following analysis of archaeological evidence draws principally from an earlier archaeological assessment¹⁰ produced for the subject site (refer to Appendix A); with the exception of area B3. Reference should be made to this document for source material and further elaboration on the below-discussed historical themes.

1788 - 1859

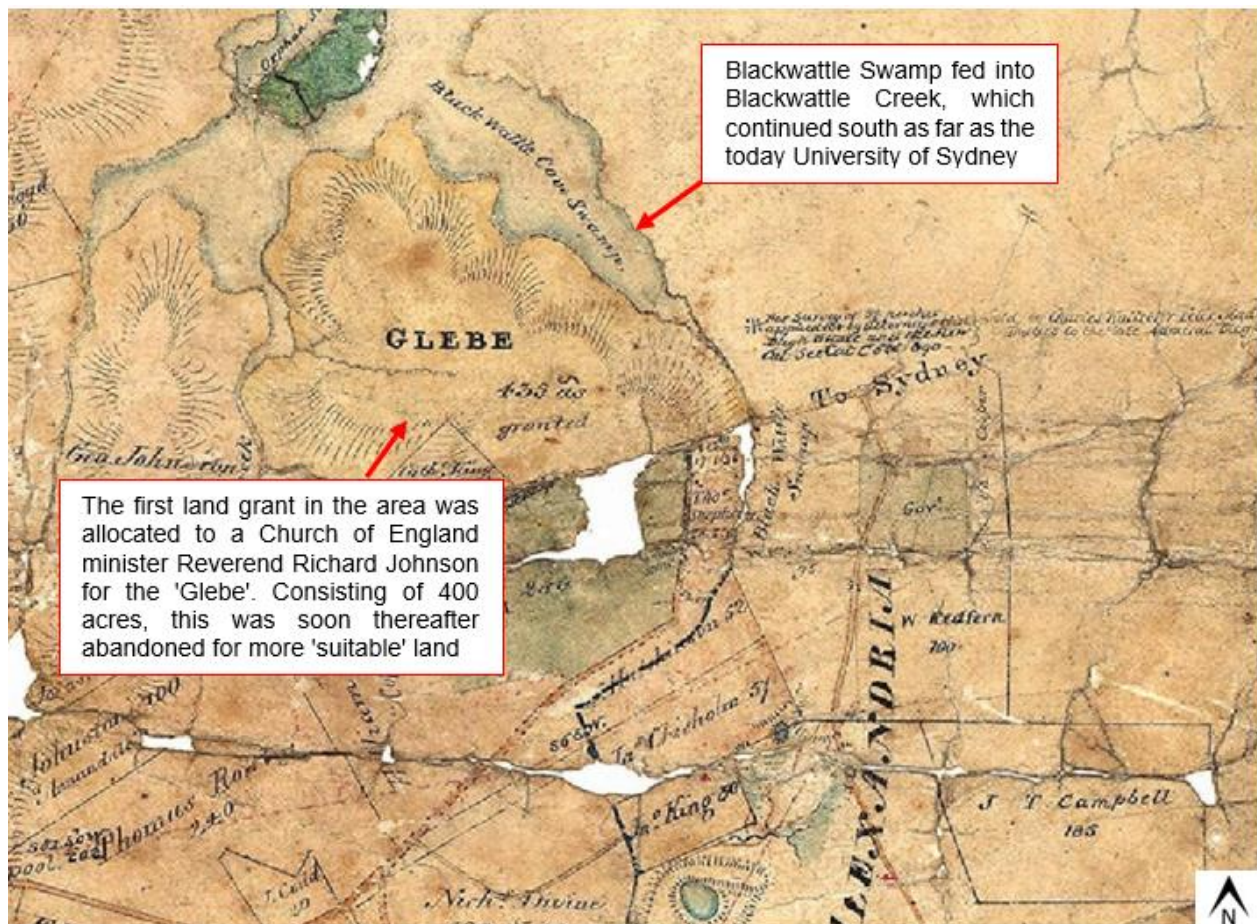


Figure 25: Blackwattle Swamp, undated map (Source: Parish of Petersham Map, undated)

⁷ Sydney Fish Market Redevelopment: Maritime Heritage Impact Statement, February 2018, Comber Consultants

⁸ 'Aboriginal Cultural Heritage Assessment Report', 2017, Artefact

⁹ Heritage Significance Assessment incorporating Heritage Impact Statement and Terrestrial Archaeology', 2017, CPH

¹⁰ Heritage Significance Assessment incorporating Heritage Impact Statement and Terrestrial Archaeology: Blackwattle Bay Maritime Precinct', May 2013, CPH.

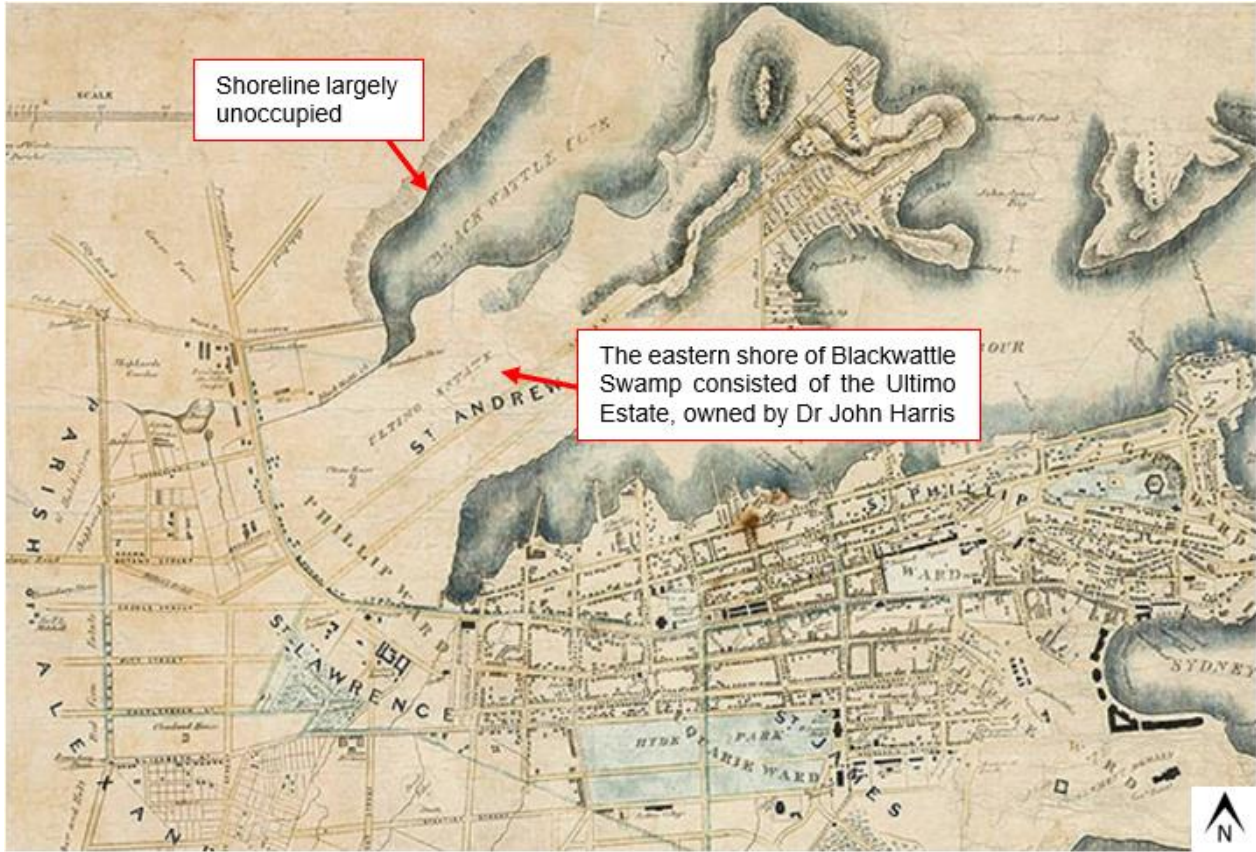


Figure 26: 1843 City of Sydney map depicting Blackwattle Swamp (Source: By W. H. Wells, State Library of NSW)

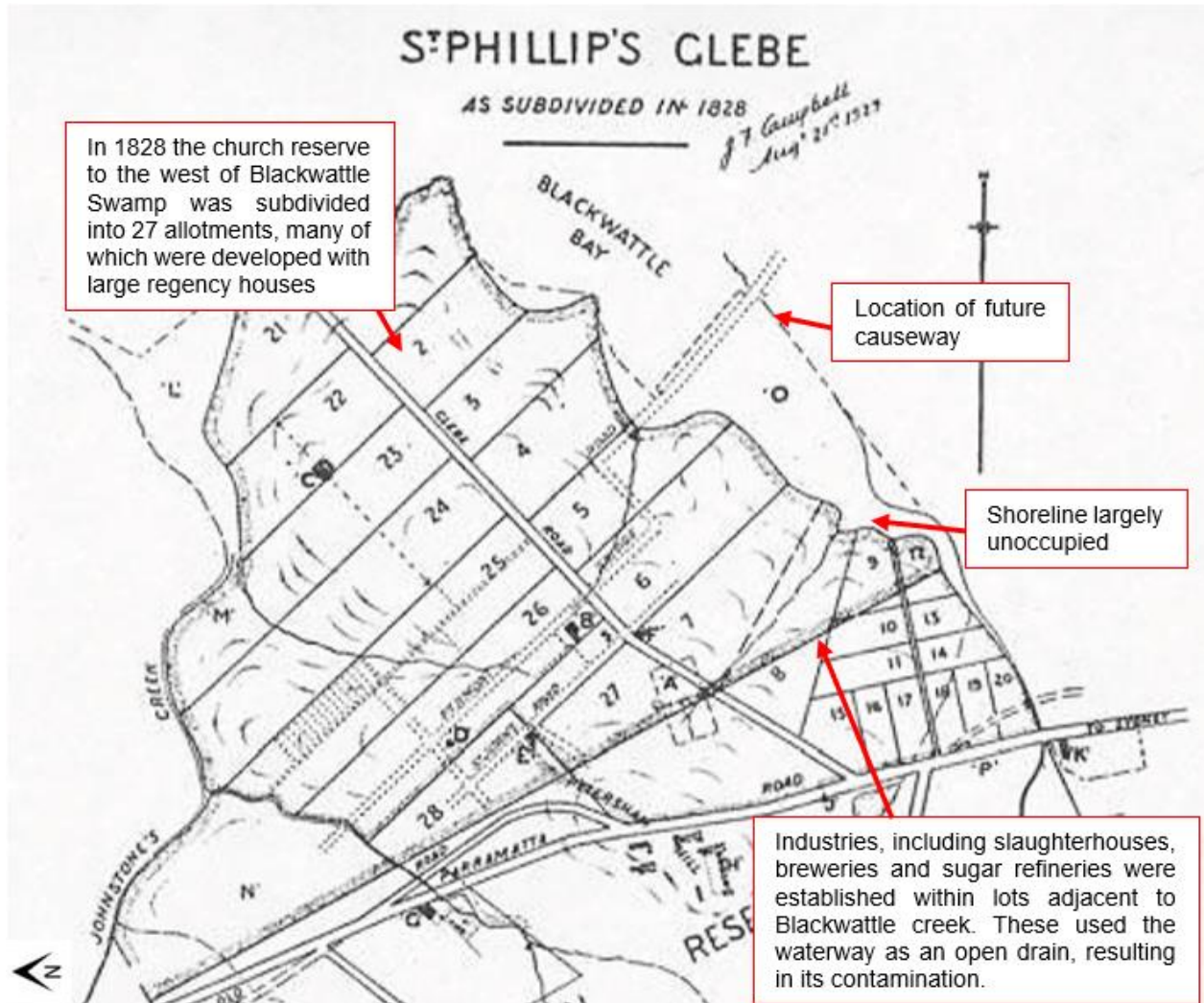


Figure 27: 1828 subdivision of the church reserve (Source: 'Glebe Conservation Area Study', City of Sydney, 2008, pp.4)

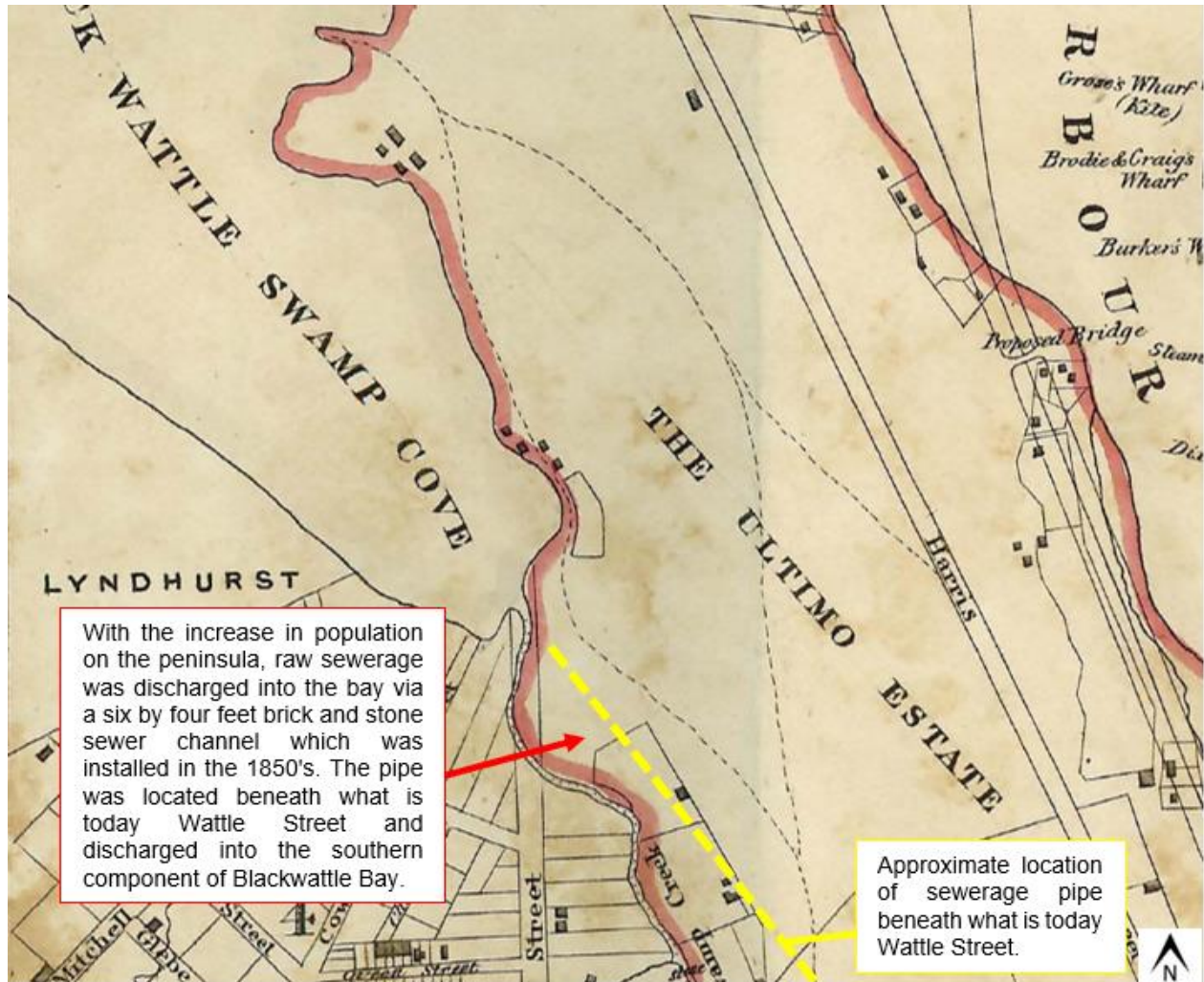


Figure 28: Sketch of bridge and causeway over Blackwattle Swamp, undated (Source: Edith Blackett in Solling, M. 'Grandeur and Grit', pp.79)

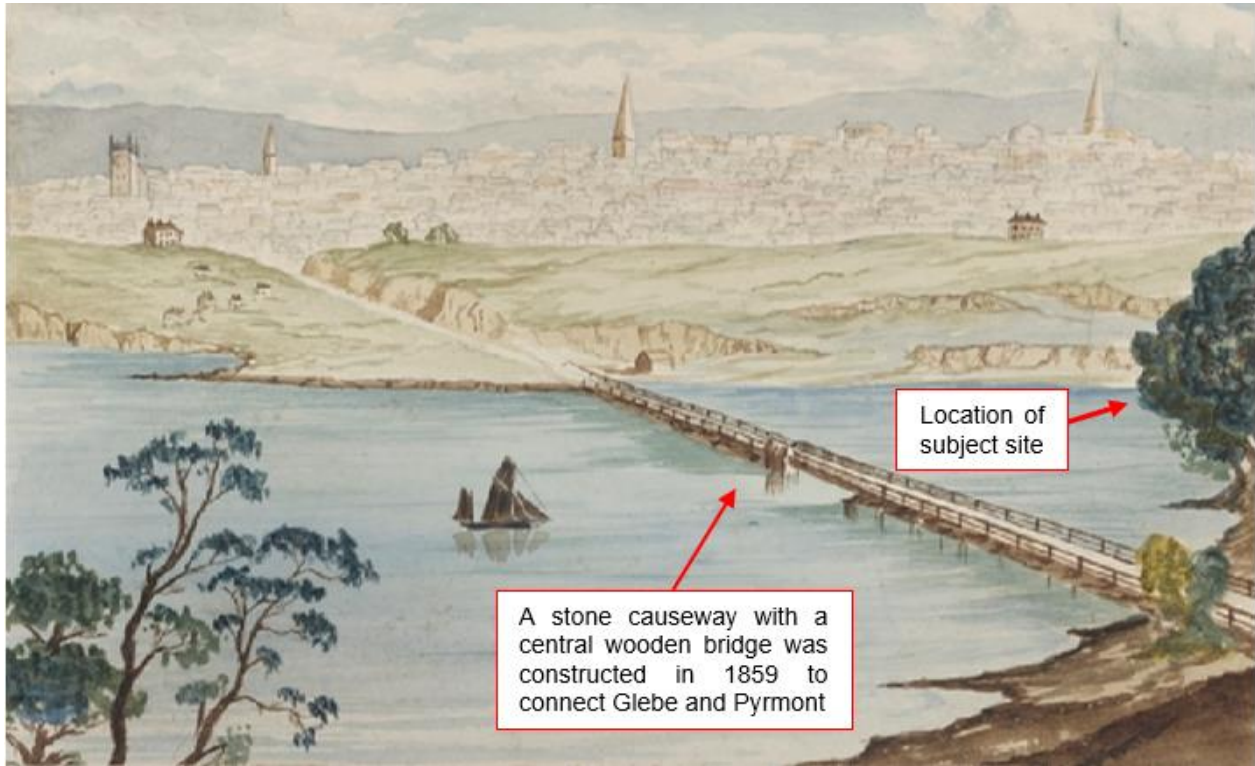


Figure 29: Painting depicting causeway which connected Pyrmont with Glebe, c. 1870 - 1873 (Source: F. H. Boyer, Sydney from Glebe Point, 1870 - 1873)

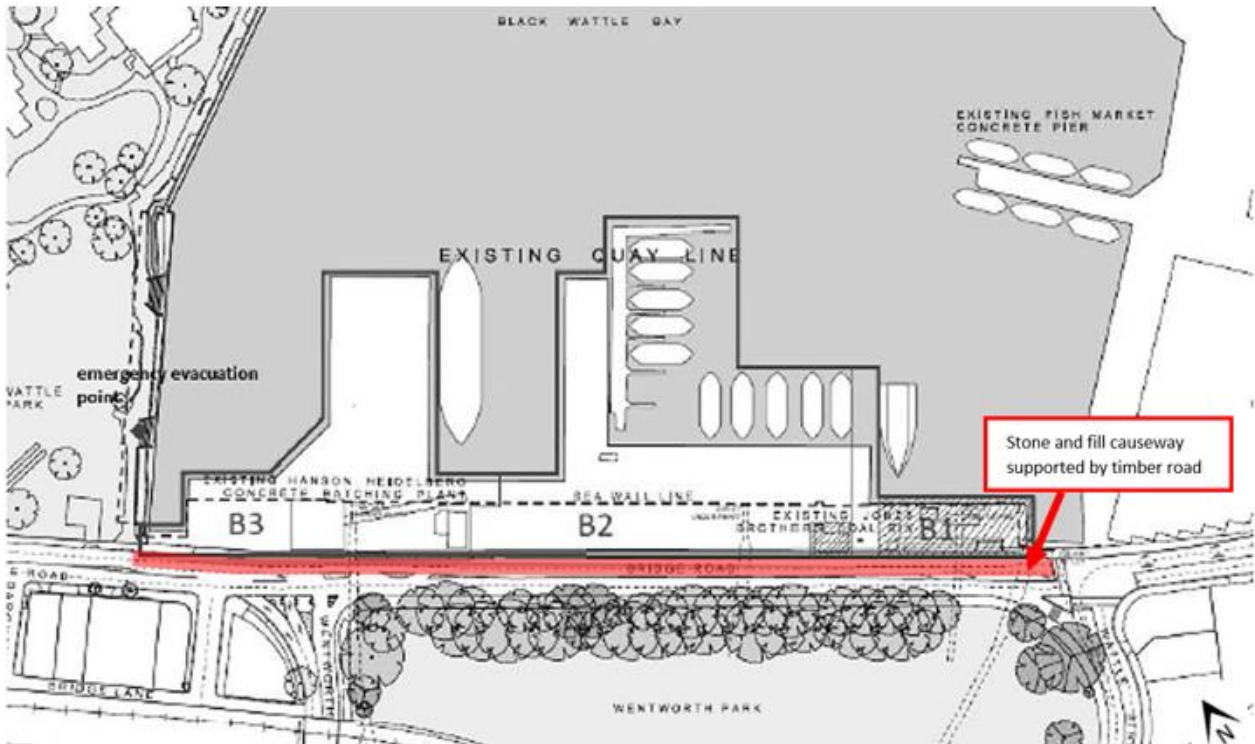


Figure 30: Summary of potential archaeology 1788 - 1859

1860 - 1909

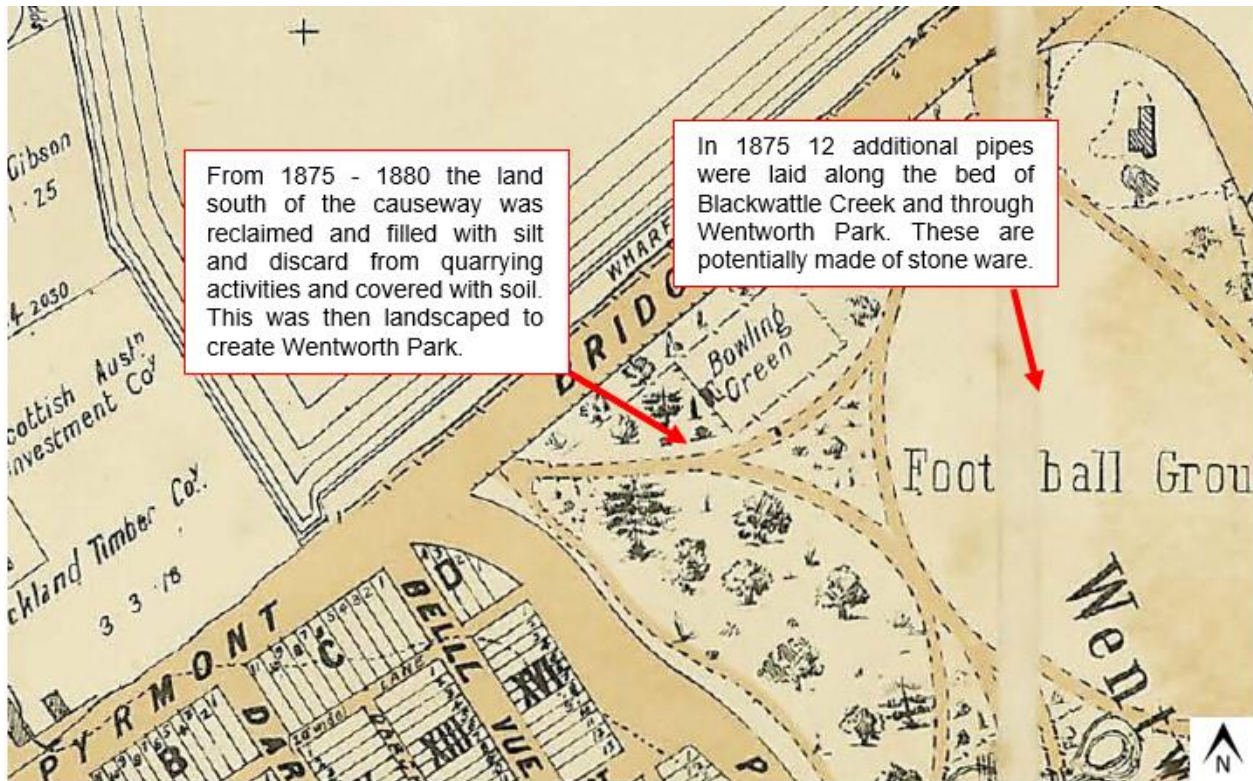


Figure 31: Blackwattle Bay 1886 (Source: Parishes of Pettersham & Alexandria Map, Higinbotham & Robinson, 1886)

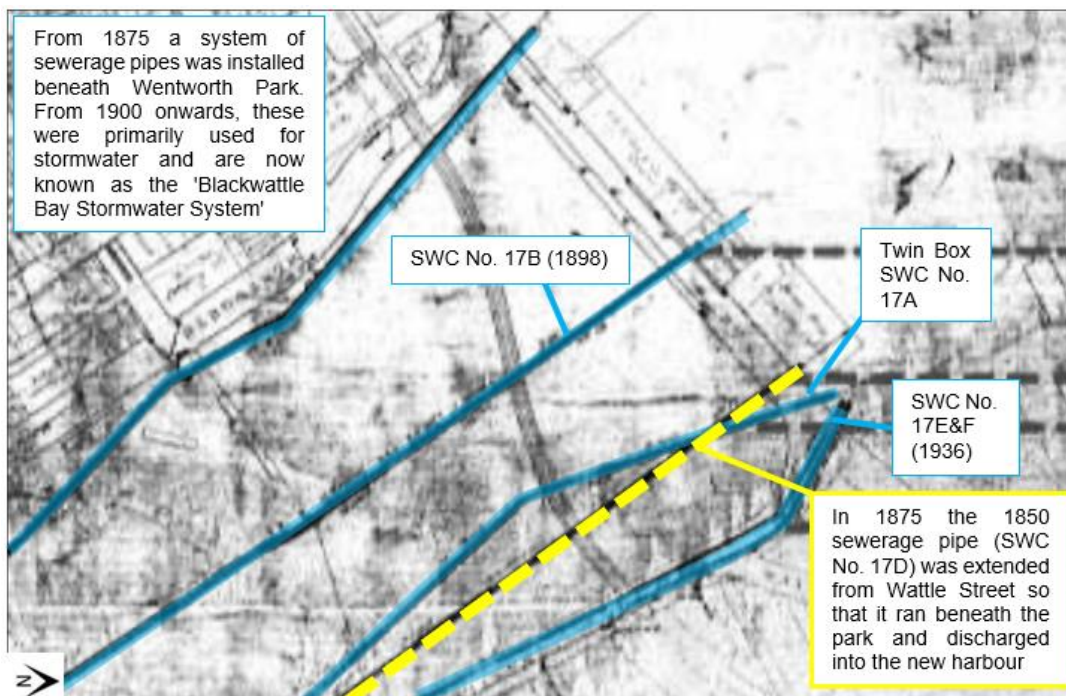


Figure 32: (Source: City of Sydney, reproduced in Government Architects Office, SHI, 2004, p.16)

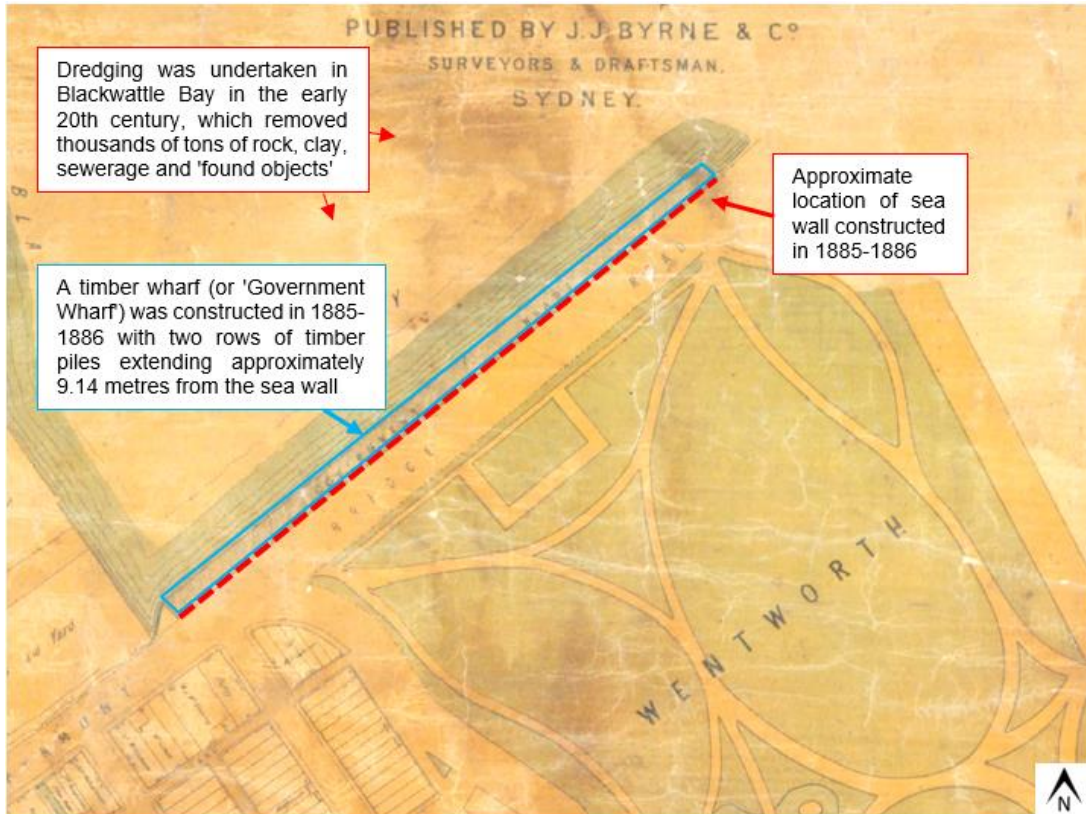


Figure 33: Blackwattle Bay 1888 (Source: Parish of Petersham Map, JJ Byrne & Co, 1888)

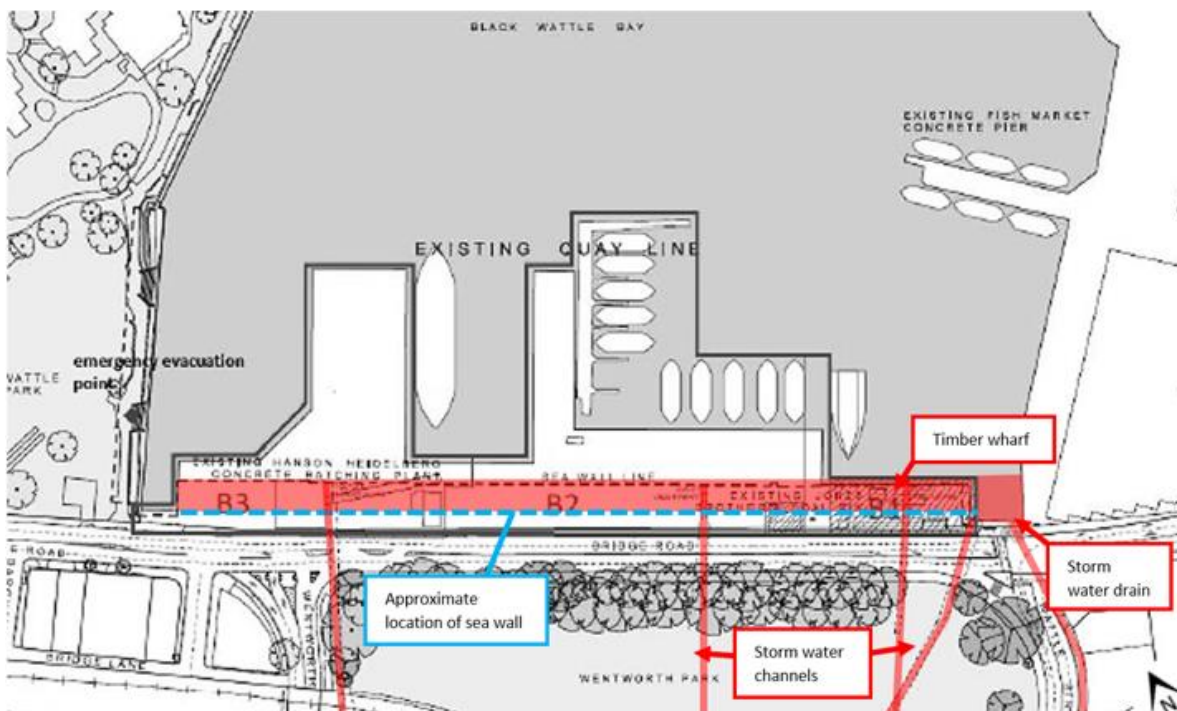


Figure 34: Summary of potential archaeology 1860 - 1909

1910 - 1925

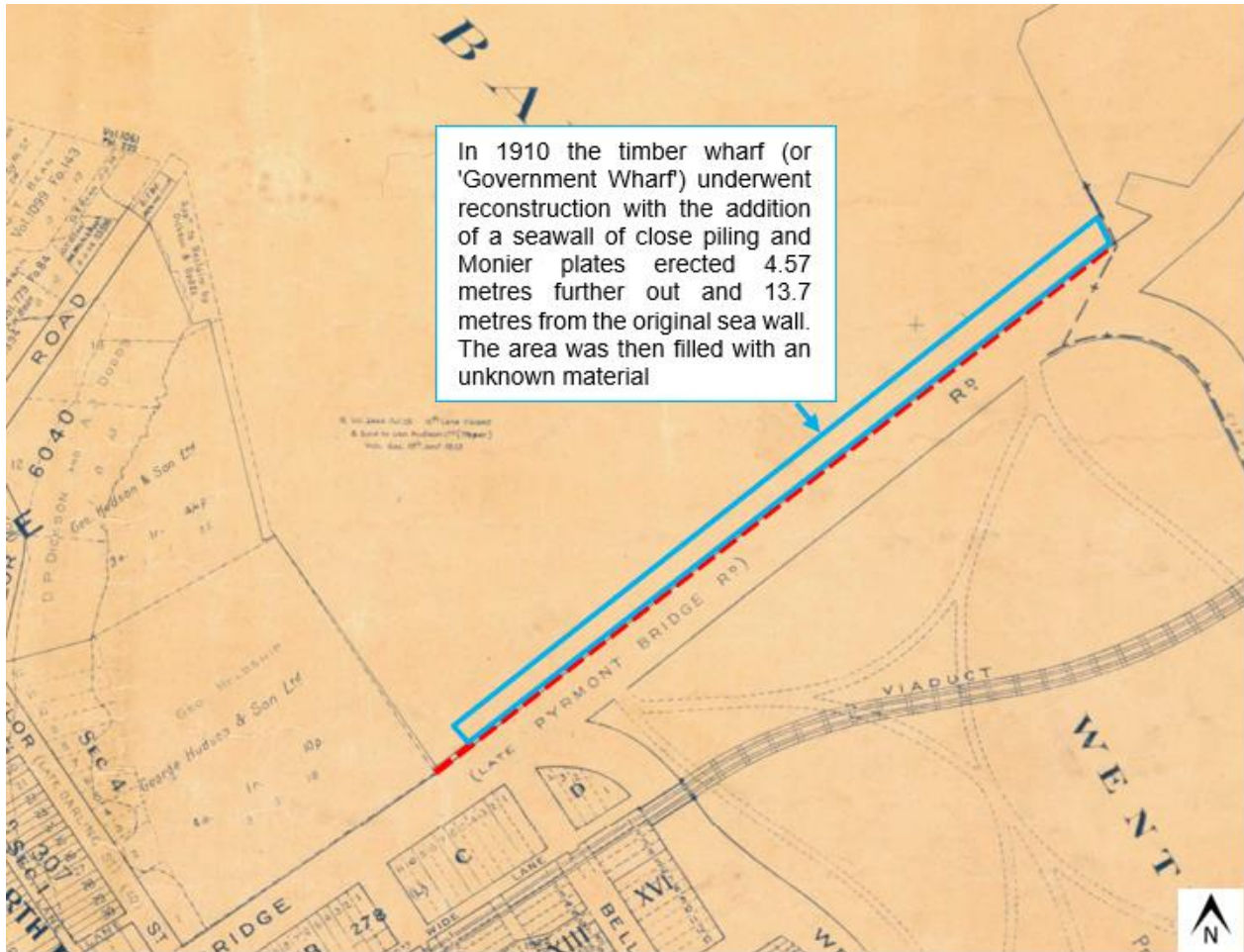


Figure 35: Blackwattle Bay c. 1910 (Source: Parish of Petersham Map, H. E. C. Robinson Ltd, c. 1910)

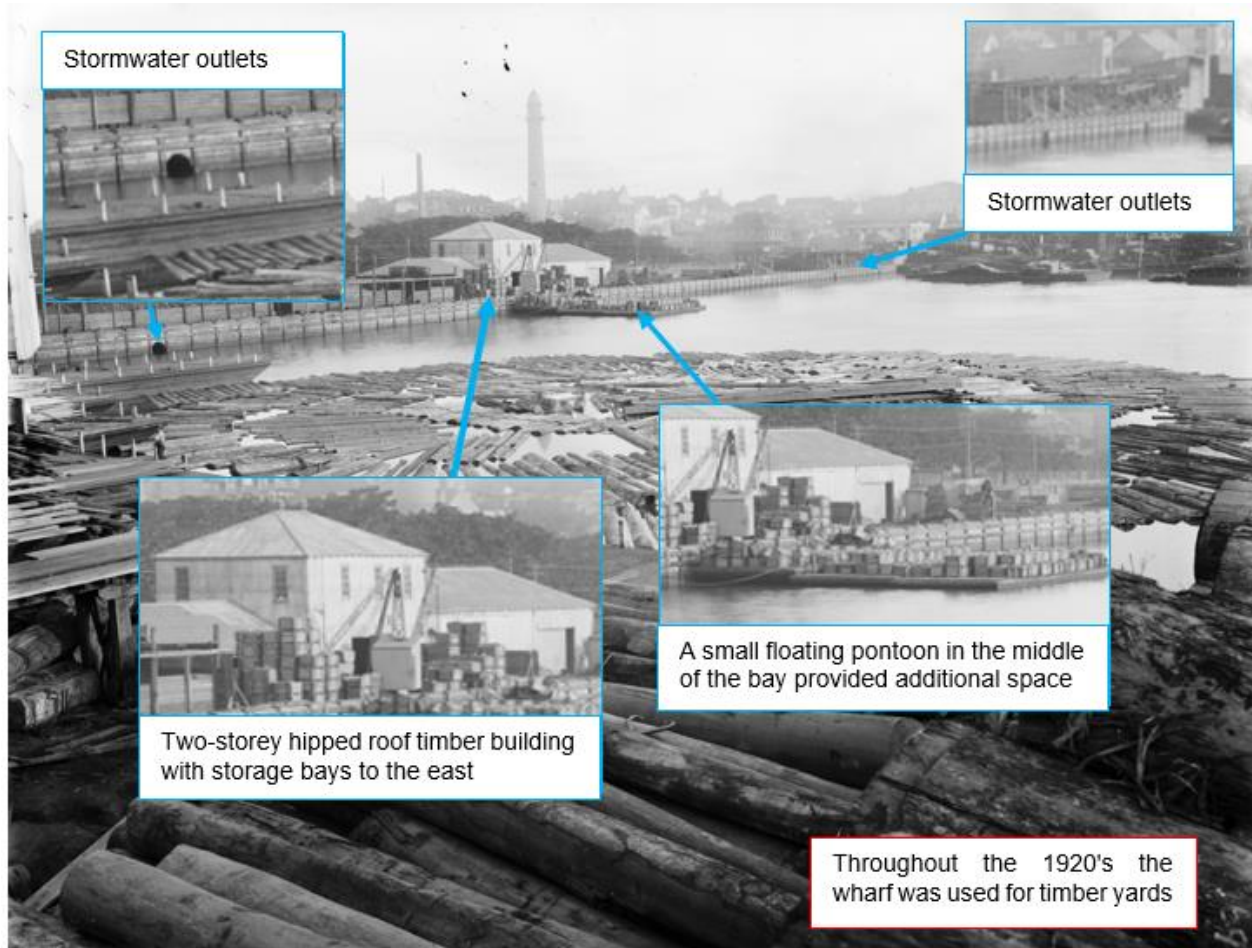


Figure 36: Hudson's Timber Yard, Blackwattle Bay, c. 1920-1925 (Source: ML Box 17 No. 169)



Figure 37: Hudson's Timber Yard, Blackwattle Bay, c. 1920-1925 (Source: ML Box 17 No. 170)

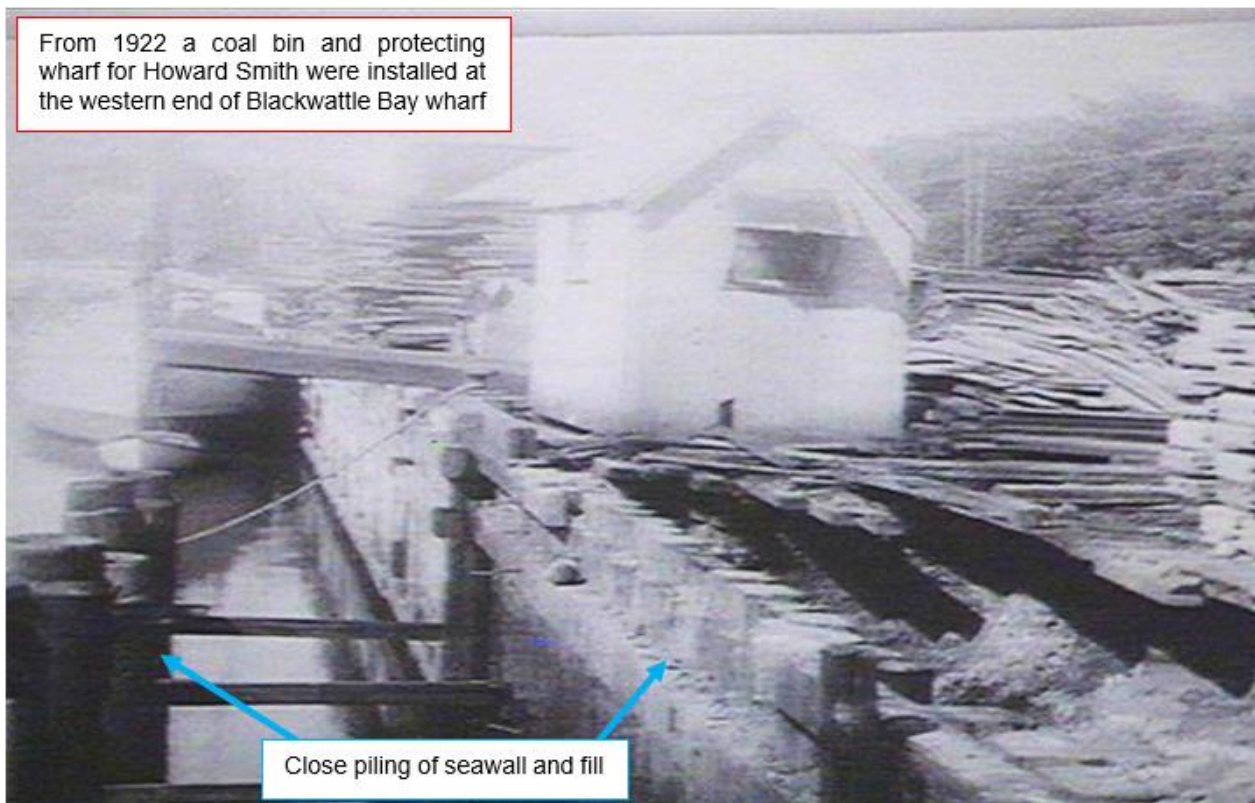


Figure 38: Howard Smith coal wharf, c. 1922 (Source: Howard Smith Co Ltd, ML Government Printing Office 1-19709)



Figure 39: Howard Smith coal bins c. 1924 (Source: Howard Smith Co Ltd, ML Government Printing Office 1-19707)



Figure 40: Howard Smith garage and coal depots, c. 1923 (Source: Howard Smith Co Ltd, ML Government Printing Office 1-19703)

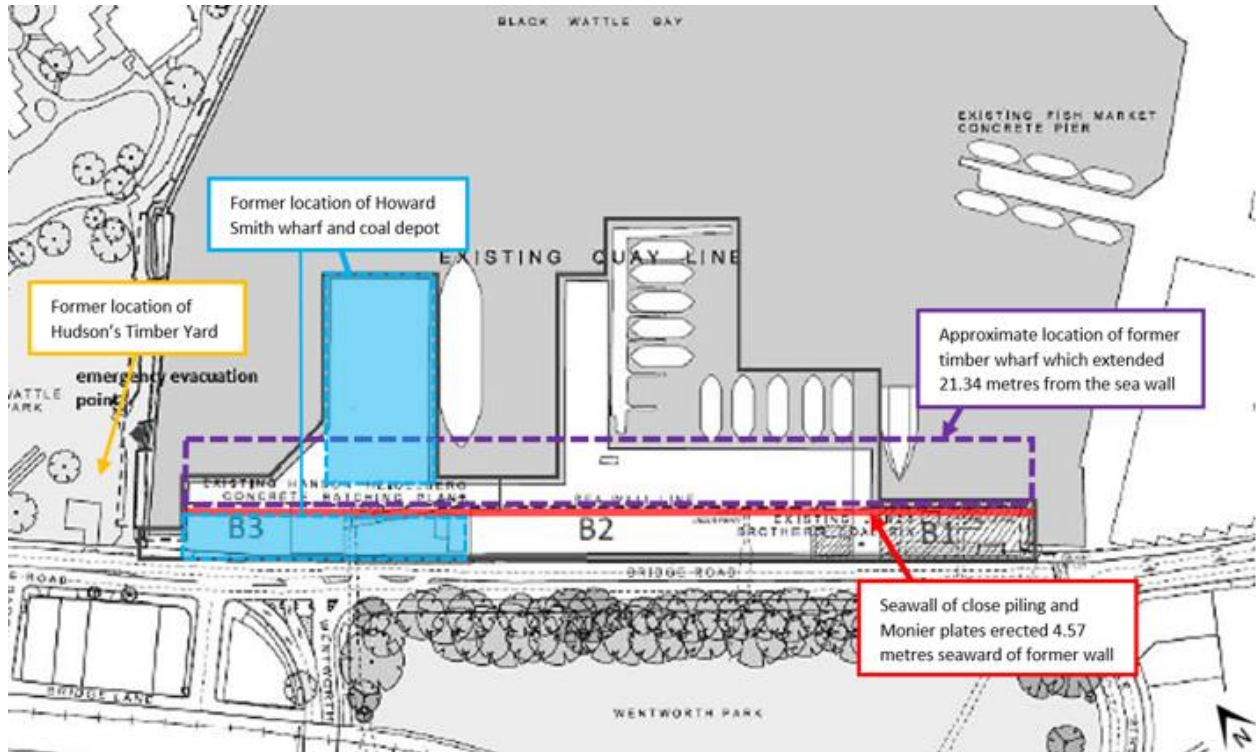


Figure 41: Summary of potential archaeology 1910 - 1925

1926 - 1959

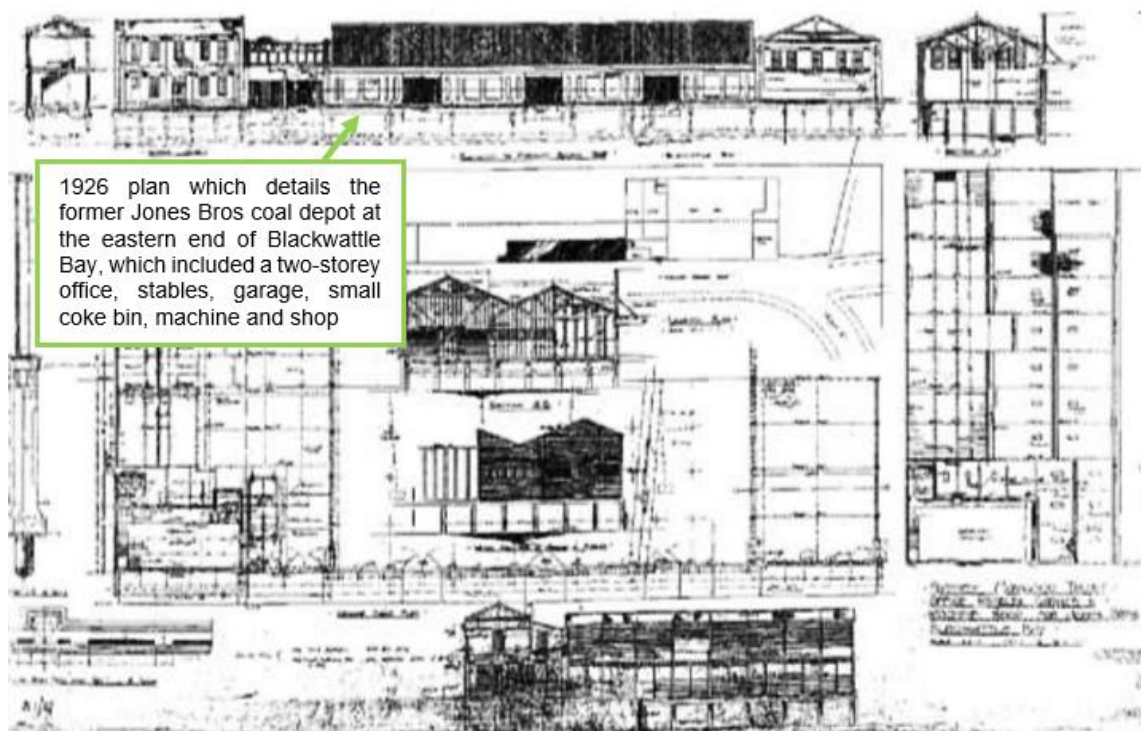


Figure 42: 1926 details of coal bunker (Source: Government Architects Office, SHI, 2004, pp.10)

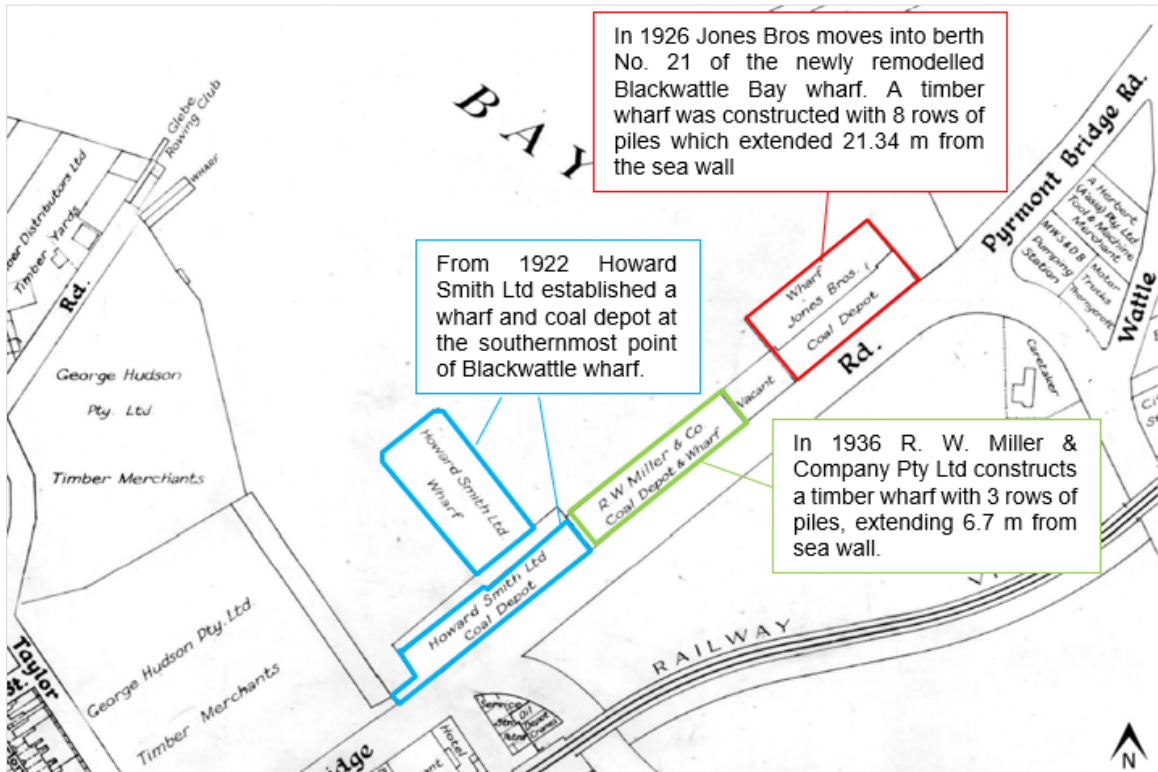


Figure 43: Blackwattle Bay 1939 (Source: Municipality of Glebe Detail Map, 1939)

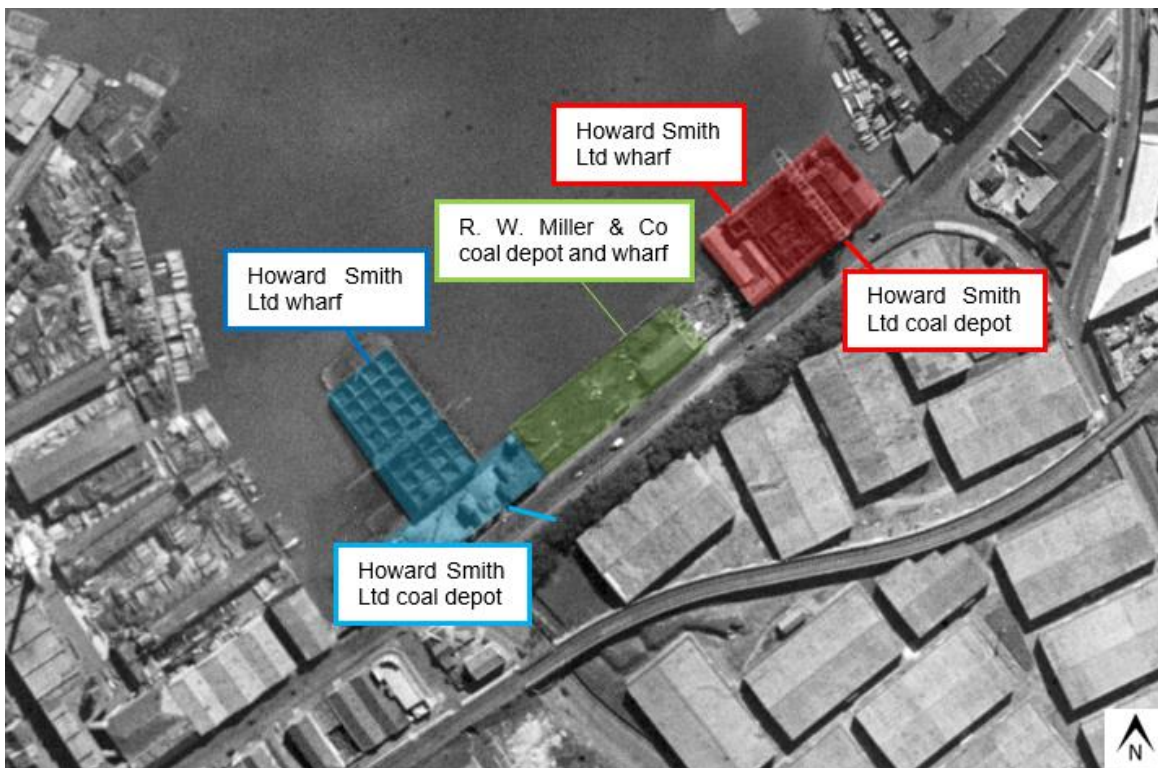


Figure 44: Aerial photograph 1943 (Source: SIX Maps 2018)



Figure 45: Aerial photograph of Blackwattle Bay 1949 (Source: Aerial Survey of the City of Sydney, AO039)

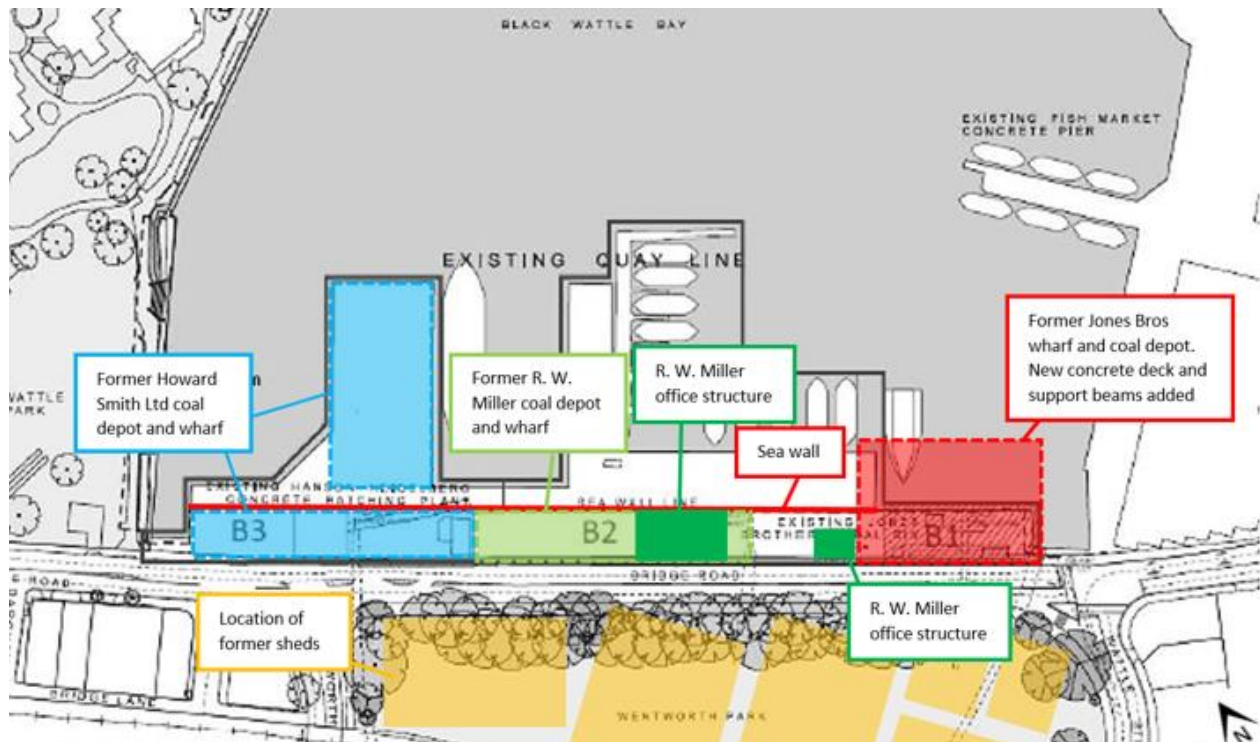


Figure 46: Summary of potential archaeology 1926 - 1959

1960 - 1975



Figure 47: Parish Map 1969 (Source: Petersham Parish Map 1969, HLRV)

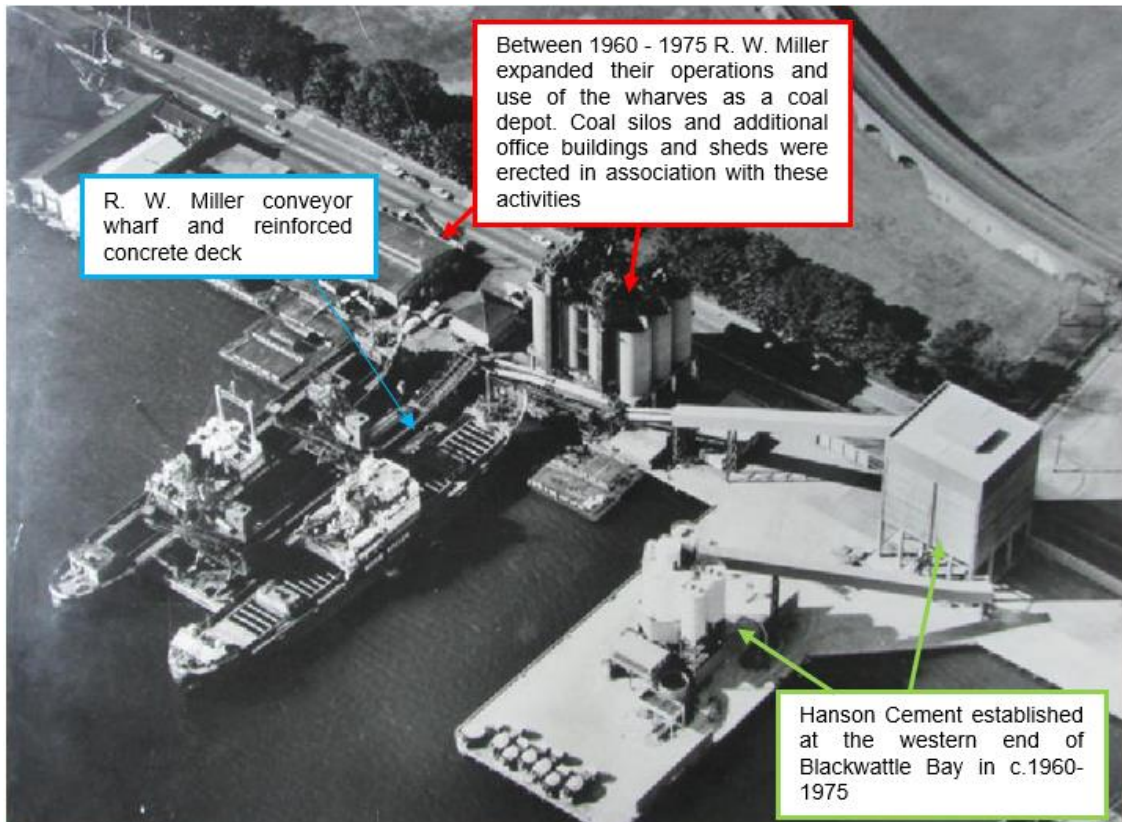


Figure 48: Undated photograph of R. W. Miller & Co wharfage (Source: SRC18965)

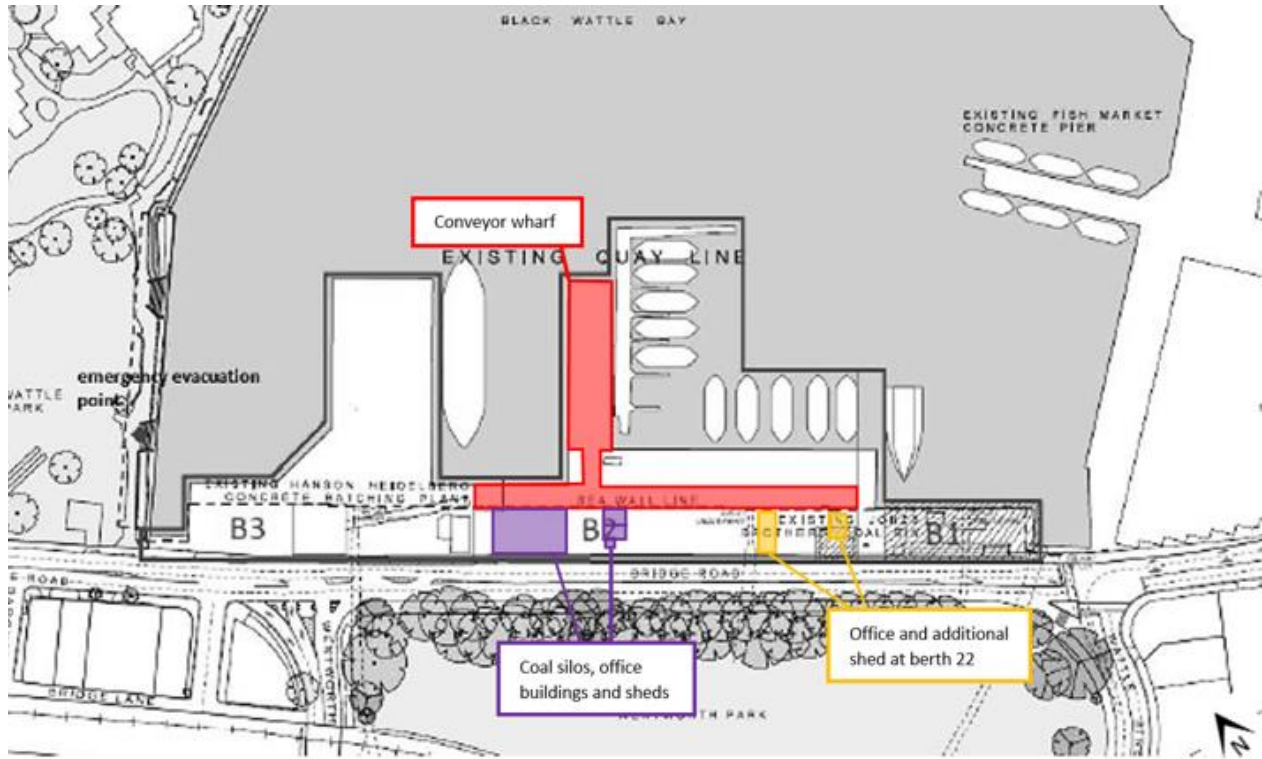


Figure 49: Summary of potential archaeology 1960 - 1975

7.2. Analysis of Historical Evidence

The following table (Table 2) presents relevant historical events, as extracted from Section 6 of this report and associated archaeological potential.

Table 2: Historical evidence and associated archaeological potential

Date	Events	Archaeological Potential	Location	Level
Pre-1788	Blackwattle Bay area occupied by the Cadi(gal) of the Guringai Tribe. Site of Wentworth Park, Pyrmont Bridge Road and wharf entirely underwater.	Refer to Aboriginal Cultural Heritage Assessment Report (ACHAR), July 2017, Artefact		
1789	400 acres of land granted to Richard Johnson, first chaplain of the colony.	Construction of a stone and fill causeway supported by a timber road across the Blackwattle cove swamp. The road surface may survive, however, the timber rails were removed	B1 & B2 (Beneath Pyrmont Bridge Road)	High
1803	34 acres of land granted to John Harris.			
1806	Over 145 additional acres granted to John Harris, having acquired most of Ultimo including eastern			

Date	Events	Archaeological Potential	Location	Level
	portion of Bays Market Precinct.			
1828	Large allotments of land auctioned with water frontages to Blackwattle and Rozelle Bay. Land remains undisturbed.			
1859	Causeway across Blackwattle Swamp Creek completed by the Pymont Bridge Company. Rise in industry contributes to pollution of the area.			
1870's	Subdivision of John Harris' Ultimo estate.	Reflected in the Figure 27.	Outside of site boundary	
1873 -1874	Plan put forward to reclaim Blackwattle Swamp due to noxious waste and sludge. Fears for health and safety.	The Blackwattle sewage pipe was extended through the bay to this point and the system later expanded with additional channels.	B1 & B2 (Should be preserved in situ)	High
1876 -1880	Blackwattle cove and swamp filled in, multiple seawalls and dykes constructed to retain fill and maintain stability.	Beneath the bridge was filled and the landward side reclaimed with dredged silt.	B2 (Underlying modern road surface in middle section of modern road. Exact location unknown)	High
		Sea wall constructed along the toe of the causeway embankment, of stone, then backfilled to the road	B1 & B2 (Parallel to line of the road, unknown distance.	High
1885 -1886	Wentworth park proclaimed following reclamation. Wharf constructed to north of the causeway in timber. Seawall constructed along north side of Pymont Bridge Road.	Potential for two rows of timber piles, which were infilled in 1910. Some potential also for decking to survive.	B1 & B2 (Approximately 4.3 metres inland from sea wall)	High
1895	Harris family subdivided land into allotments leased to wharfage			

Date	Events	Archaeological Potential	Location	Level
	contractors and timber merchants.			
1901	Works by Sydney Harbour Trust to upgrade wharfage facilities in Blackwattle Bay for use by coal and metal merchants as depots for distribution of domestically used resources.			
1904	Improvements made to Blackwattle Bay wharfs by Sydney Harbour Trust			
1908	15 wharfs around Blackwattle Bay.			
1910 -1911	Reconstruction works at wharf, consisted of close piling and Monier laid a further 15 feet further out than original wharf. Intended for suitable accommodation for coal yards and landing of blue metals, etc. Timber coal bins constructed, timber floor supported by piles extending above level of the wharf deck, 55.17m in length.	Monier plate seawall constructed with close piling and reinforced concrete plates across length of government wharf.	B2 (Southern portion of M1, approximately 1m seaward of current sea wall, beneath hard stand)	Moderate
		Landward area reclaimed with fill from unknown source.	B1 & B2 (All land areas covered and infilled)	High
1922	Rozelle to Darling Harbour Goods Railway line opened, included erection of railway viaduct across Wentworth Park.	Heritage item no. I800	Located outside of site boundary	
1922	Howard Smite Ltd Coal established in the western component of Blackwattle Bay	No assessment undertaken to date	B3	Unknown
1923 -1926	Jones Bros. Coal Pty Ltd. (formed in 1913) relocated to Berth no. 21 at Blackwattle Bay. Coal merchants and steamship owners.	Area used as coal yards and for unloading blue metals and other materials, photographs indicate structures were located across the site, with a large two storey structure located in the centre of B2.	B1 & B2 (Specific location unknown)	Moderate

Date	Events	Archaeological Potential	Location	Level
		Coal depot	B1 & B2 (B1 & eastern portion of B2)	Moderate
	Monier plate seawall demolished for new Monier plate and trestle wall, new timber wharf (no. 21).	The removal of the first Monier plate sea wall to be replaced with a second at A2, known as Berth 21.	B1 (Perimeter of B1)	High
		A timber wharf with three rows of piles constructed at berths 23 and 24.	B2 (Southwestern portion of B2)	Moderate
1927	New wharfage completed with Monier trestle sea wall.	Monier Plate Sea wall constructed at western end of A1, deck constructed of reinforced concrete and was known as berths no. 23 and 24.	B2 (Perimeter of B2)	High
1943 - 1949	Sheds remove to south of Bridge Road	-	Outside of site boundary	
1945 - 1950	Infrastructure of the wharves were redeveloped with alterations made to the Jones Bros coal bunker and R.W.Miller wharf.	Redevelopment of Jones Bros facilities. Timber substructure and portions of timber coal bins retained with new concrete deck and support beams added to Jones Bros facility in A2.	B1	High
		Sea wall in A1 completed.	B2 (Eastern end of B2)	High
		Development in A1 including new fibro and concrete building constructed on R.W. Miller wharf, and a one storey structure on the 'Maritime Maintenance Pty Ltd wharf', then known as Berth 22.	B2 (All of B2)	Moderate
1953	Electricity sub-station 405 on south-eastern corner of wharf opened. Jones Bros. coal bins reconstructed.	No longer extant		
1959 – 1975	Further development of the R.W. Miller wharf and further structures added to the Maritime	Construction of coal silos, office and additional shed at Berth 22, and extension to sheds from phase five.	B2 (All of B2)	Moderate

Date	Events	Archaeological Potential	Location	Level
	Maintenance Pty Ltd wharf.	Construction of conveyor wharf, and reinforced concrete deck.	B2	High
1960	Substation 1608 at western end of berth 21 constructed.	No longer extant		
1972	Jones Bros. moved from berth no. 21, and bought out by Coal & Allied Operations Pty. Ltd. (leased at berth no. 24)	-	-	-
1982	Fish Market extended north.	-	Outside of site boundary	
2000	Gantry crane dismantled; walls of coal bunker structure restrained using tie wire and tilt-up props.	Demolition of all structures excepting Jones Bros office and bunker. Machinery removed from R.W. Miller wharf.	B1 & B2	High
2001	Weighbridge (access point between Office / Weighbridge building and coal bunker) dating to 1927 removed. Blackwattle Bay wharf west of the coal bunker reconstructed as concrete deck on steel piles. New concrete sea wall constructed. Berths 22-24 extended at western end.	Replacement of concrete deck and extension to line of the coal bunker.		

7.2.1. Summary

The above desktop assessment of archaeological potential (Sections 7.1 and 7.2) has identified a number of areas of medium-high sensitivity within the subject site. These have been identified on the basis of previous archaeological publications, which were produced for areas B1 and B2 in 2013¹¹, 2014¹² and 2017¹³ (see Section 3.2.1).

Note: Area B3 has not undergone any on-site archaeological investigations to date and has therefore been subject to a desktop assessment only.

The following areas of archaeological potential are of particular note:

- the stone and fill causeway beneath Pyrmont Bridge Road (Figure 30);
- sewerage pipelines which extend beneath Wentworth Park and terminate at the existing seawall, including no.17 stormwater channel, which is located beneath the former coal loader within B1 (Figure 34);
- late 19th century sea walls located beneath the middle section of Pyrmont Bridge Road (Figure 34);
- two rows of timber piles approximately 4.3 metres inland from the existing seawall (Figure 34);
- early 20th century coal depots and other related structures in the southern components of areas B1 and B2 (Figure 41);
- an early 20th century timber wharf within the south-eastern portion of B2 (Figure 41);
- 1885-1886 seawall located where the northern side of Pyrmont Bridge Road is today located;
- 1910 Monier plate seawall approximately 1 metre seaward of the existing; and
- the conveyor wharf, coal silos, office buildings and sheds in area B2 (Figure 46).

¹¹ 'Heritage Significance Assessment incorporating Heritage Impact Statement and Terrestrial Archaeology: Blackwattle Bay Maritime Precinct', May 2013, CPH

¹² 'Bays Precinct Heritage Constraints Assessment Report', 2014, Urbis

¹³ 'Bays Market Precinct: Blackwattle Bay and Wentworth Park – History, Built Heritage, Archaeology and Landscape Study'. Report to UrbanGrowth NSW, July 2017, City Plan Heritage

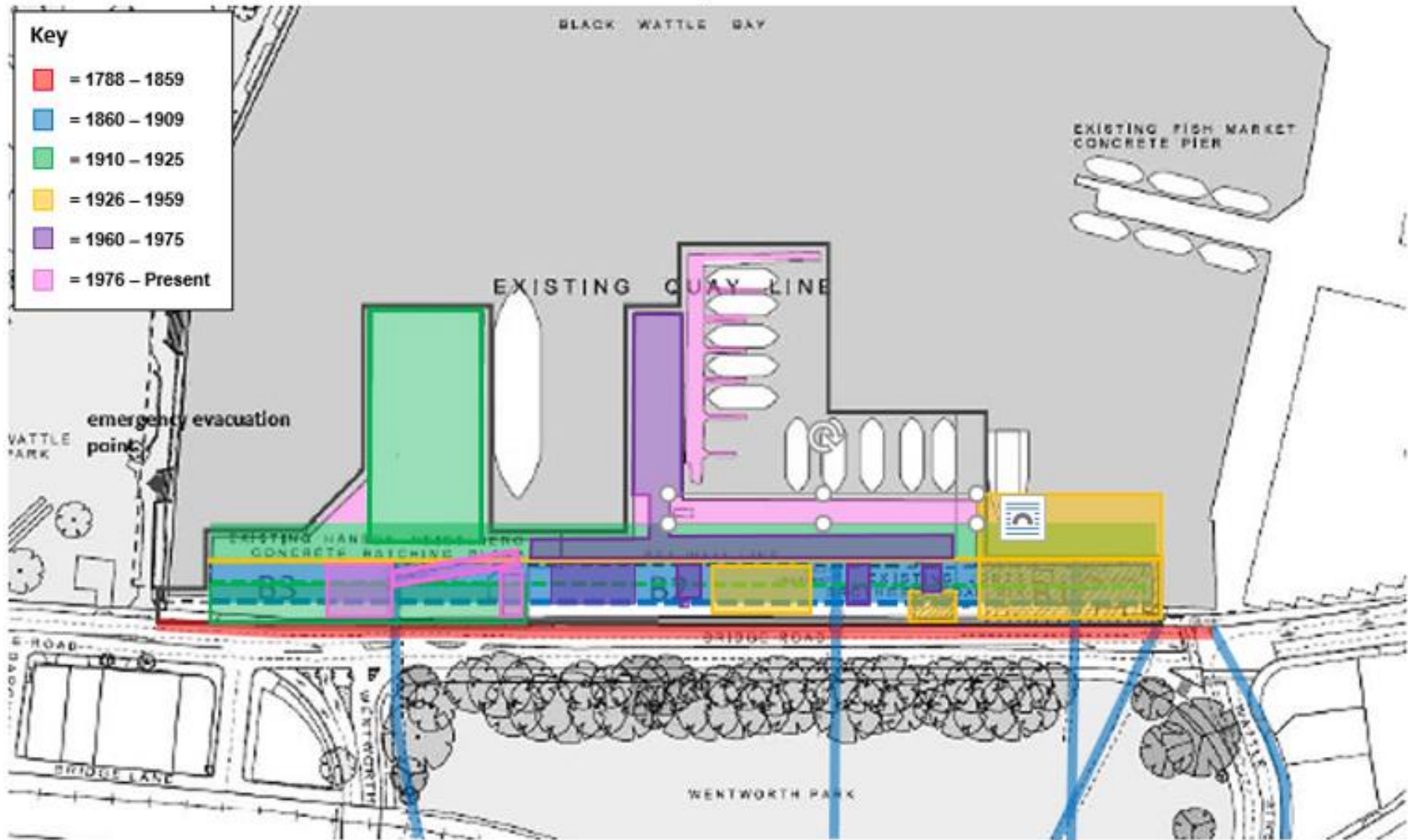


Figure 50: Summary - areas of archaeological sensitivity

8. STATEMENTS OF SIGNIFICANCE

8.1. Built Heritage

The following Statement of Significance for the former coal loader has been extracted from the HIS prepared by the GAO in 2004:¹⁴

The primary significance of the Blackwattle Bay Coal Loader (Bunker) is derived from its ability to interpret a now defunct industrial activity as the only one of its type left in NSW. The extant fabric partially demonstrates the process of supply of coal from ship to shore by means of a steel cantilever type gantry crane and hardwood bunkers - and distribution from the depot to consumers. There is abundant physical and documentary evidence to allow meaningful interpretation of the importance of coal as an essential commodity for previous generations.

It is a powerful symbol of the maritime industrial history of the Bays Precinct and serves as a landmark seen from land and water. It is held in high esteem by the local community.

The robust character of a now unique structure has a rugged aesthetic appeal through the pattern, texture and proportions of its timber superstructure and, until recently, the high silhouette of the gantry crane against the sky.

The following Statement of Significance for the Blackwattle Bay Stormwater Channel No.17 has been extracted from the SHI form:¹⁵

The Blackwattle Bay stormwater system is of high historical and technical significance as it was one of the five original combined sewers built in Sydney around 1857. The other four sewers were; Bennelong, Hay Street, Tank Stream and Woolloomooloo. These five sewers were responsible for greatly improving public health, hygiene and living standards for the city's residents in the late 1800's.

Improved public health was achieved by diverting stormwater and sewerage from the streets and discharging it into the Harbour. The introduction of the Bondi Ocean Outfall Sewer (BOOS) in 1889 diverted sewer flow to the ocean and eventually led to the drains being used predominantly for stormwater, hence further improving public health.

The channel is also of technological significance as it provides an excellent example of the engineering construction techniques of the late 1800's and of the city's early infrastructure. The numerous extensions and modifications made throughout the years provide a good example of the advancements made in drainage construction techniques. In addition, Blackwattle Swamp (now Wentworth Park), into which the original sewer initially deposited, was used for a short period as Sydney's water supply. This occurred around 1810 when the Tank Stream dried up, and the swamp was in pristine condition.

¹⁴ Government Architect's Office, Blackwattle Bay Coal Bunker, Statement of Heritage Impact, October 2004, p.19

¹⁵ SHI form for 'Blackwattle Bay Stormwater Channel No.17', database no. 4570535, accessed 3 September 2018

9. THE PROPOSAL

As discussed in Section 2.4, the proposal is to build a new fish market with a contemporary urban design, provide unique experiences for visitors and world-class auction and wholesale facilities. The proposed new fish market is to be implemented as a staged application, as detailed below:

9.1.1. Concept development application

The Concept development application seeks approval for:

1. the use of the site for the fish market including waterfront commercial and tourist facilities and ancillary uses and the distribution of uses;
2. a gross floor area of approximately 30,000m² contained within a defined building envelope;
3. waterfront structures such as wharves;
4. concepts for improvements to the public domain including promenades, access to Blackwattle Bay and landscaping;
5. pedestrian cycle and road access and circulation principles;
6. principles for infrastructure provision and waste management.

This concept development application will also set out details of the first stage of the development being the demolition of land and water-based structures on the site including removal of marine piles and any resulting repairs to the existing sea wall, and related services relocations.

The following drawings and documents have been reviewed in relation to the Concept Proposal Design:

- 20180912 -SSD-DA_8924_Stage1_Concept Proposal Design Report - Final for TOA

Drawing No:	Drawing Title	Issue	Date
S1-A00 AAA-01	COVER SHEET	A	22 March 2019
S1-A20 AAA-01	SITE SURVEY	A	22 March 2019
S1-A20 AAA-02	LOCALITY / CONTEXT PLAN	A	22 March 2019
S1-A20 AAA-03	SITE PLAN	A	22 March 2019
S1-A21 L00-01	DEMOLITION PLAN	A	22 March 2019
S1-B10 L00-01	FLOOR PLAN GROUND	A	22 March 2019
S1-B10 L01-01	FLOOR PLAN UPPER GROUND	A	22 March 2019
S1-B10 L02-01	FLOOR PLAN MEZZANINE	A	22 March 2019
S1-B10 L10-01	TOP OF BUILDING ENVELOPE	A	22 March 2019
S1-C10 AAA-01	EAST & WEST ELEVATION	A	22 March 2019
S1-C10 AAA-02	NORTH & SOUTH ELEVATION	A	22 March 2019

9.1.2. Main works development application

The Main Works development application seeks approval for:

- the construction of a new fish market including land and water-based structures.
- the use of the site for the fish market including waterfront commercial and tourist facilities and ancillary uses and the distribution of uses;
- a gross floor area of approximately 26,000m² as calculated according to the definition of GFA under SREP 26 (approximately 25,600m² as calculated according to the definition of GFA under the Standard Instrument).
- public domain works including promenades access to Blackwattle Bay and landscaping;
- pedestrian, cycle and road access and circulation;
- infrastructure provision and waste management;
- associated works as required.

The proposed uses comprise:

Below Ground Level

- Parking for service and delivery, and private vehicles up to approximately 417 vehicles;
- Plant and storage;
- Waste Management facilities; and
- End of journey facilities.

Ground Level - Outside of Building Envelope

- Up to three operational wharves for fishing fleet servicing and product unloading/loading, multi-purpose wharf space, private-operated ferry stop, recreational vehicles and the like;
- Vehicular access driveways; and
- Publicly accessible promenade.

Ground Level - Within Building Envelope

- Wholesale services space including product storage and processing; and
- Auction floor and associated refrigeration and handling space;
- Loading dock including limited delivery and service vehicle parking area;
- Waste management facilities;
- Office space including buyers' room;
- Staff amenities, plant and storage.

Upper Ground Level (L1)

- Retail premises including fresh food retail, food and drink premises including harbourside dining;
- External/shared dining space;
- Ancillary back of house space and staff amenities; and
- Circulation areas.

Upper Level 2 (Mezzanine)

- Catering space;
- The Sydney Seafood School;
- Tenant and subtenant office space; and
- Plant and storage space.

The following drawings and design documents were reviewed during production of this report:

- New Sydney Fish Market, SSD-DA Package: Stage 2 Main Works Proposal;
- SFM Design Excellent Strategy, V1.4.

Drawing No:	Drawing Title	Issue	Date
S2-A20 AAA-01	SITE SURVEY	A	22 March 2019
S2-A20 AAA-02	LOCALITY / CONTEXT PLAN	A	22 March 2019
S2-A20 AAA-03	SITE PLAN	A	22 March 2019
S2-A20 L01-01	PUBLIC DOMAIN GROUND PLAN	A	22 March 2019
S2-A20 L02-01	PUBLIC DOMAIN UPPER GROUND PLAN	A	22 March 2019
S2-B10 L00-01	FLOOR PLAN GROUND LEVEL	A	22 March 2019
S2-B10 L01-01	FLOOR PLAN UPPER GROUND LEVEL	A	22 March 2019
S2-B10 L02-01	FLOOR PLAN MEZZANINE	A	22 March 2019
S2-B10 L03-01	MEZZANINE ROOF PLAN	A	22 March 2019
S2-B10 L10-01	ROOF PLAN	A	22 March 2019
S2-B10 LB1-01	FLOOR PLAN BASEMENT	A	22 March 2019
S2-C10 AAA-01	EAST AND WEST ELEVATION	A	22 March 2019
S2-C10 AAA-02	NORTH AND SOUTH ELEVATION	A	22 March 2019
S2-D10 AAA-01	CROSS SECTIONS	A	22 March 2019
S2-D10 AAA-02	LONG SECTIONS	A	22 March 2019
S2-E43 AAA-01	AUCTION & OFFICE SECTION	A	22 March 2019
S2-E43 AAA-02	FOOD & BEVERAGE SECTION	A	22 March 2019
S2-E43 AAA-03	STAGING & OFFICE SECTION	A	22 March 2019
S2-E43 AAA-04	WHOLESALE & CATERING SECTION	A	22 March 2019
S2-L10 AAA-01	GFA MEASUREMENT SREP 26	A	22 March 2019
S2-L10 AAA-02	GFA STANDARD INSTRUMENT	A	22 March 2019
S2-L10 AAA-03	OPERATIONAL AREAS	A	22 March 2019
S2-L10 AAA-04	RETAIL AREAS	A	22 March 2019

10. HERITAGE AND ARCHAEOLOGICAL IMPACT ASSESSMENT

10.1. General Comments - Heritage

As there are a number of heritage items located within proximity to the subject site, with one located directly within the site, the following tables provides a summary of the potential impacts the works may have on these items. Heritage items that are located at a distance will not be adversely impacted by the proposed works and therefore have not been included in the following tables.

10.1.1. Heritage items located within the site

Item	Blackwattle Bay Stormwater Channel No.17
Listing Details	NSW Heritage Act, 1977, item no. 4570535.
Level	Local
Significance Statement	<i>The Blackwattle Bay stormwater system is of high historical and technical significance as it was one of the five original combined sewers built in Sydney around 1857. The other four sewers were; Bennelong, Hay Street, Tank Stream and Woolloomooloo. These five sewers were responsible for greatly improving public health, hygiene and living standards for the city's residents in the late 1800's. Improved public health was achieved by diverting stormwater and sewerage from the streets and discharging it into the Harbour. The introduction of the Bondi Ocean Outfall Sewer (BOOS) in 1889 diverted sewer flow to the ocean and eventually led to the drains being used predominantly for stormwater, hence further improving public health. The channel is also of technological significance as it provides an excellent example of the engineering construction techniques of the late 1800's and of the city's early infrastructure. The numerous extensions and modifications made throughout the years provide a good example of the advancements made in drainage construction techniques. In addition, Blackwattle Swamp (now Wentworth Park), into which the original sewer initially deposited, was used for a short period as Sydney's water supply. This occurred around 1810 when the Tank Stream dried up, and the swamp was in pristine condition.</i>
Aspects of the proposal that relate to the item	The proposed new Sydney Fish Market building is to be constructed in very close proximity above the heritage listed item, with an approximate 3m distance to the opening.
Heritage impacts	While some plans have been provided, details regarding how the works directly relate to the stormwater channel and how the foundations of the building relate to the location of the stormwater channel have not been finalised at this stage. Details in this regard, including information about how the stormwater channel will be protected during the works and the proposed extension to the channel will be made, will be determined following consultation with Sydney Water as part of the detailed design. Any mitigation measures required would be addressed.

	<p>While the potential impacts the proposed works will have on the heritage item have not been resolved, the heritage item is not clearly visible from any public vantage point. As such, the potential visual impact that the proposed works may have to the heritage item are considered negligible. The drawings associated with the public domain/ land works make note for the prevention of any work near the heritage stormwater channel stating its high importance as an "existing heritage stormwater outlet".</p> <p>Notwithstanding the likely potential for impact, construction over the stormwater channels including the historically important channels such as the Bondi Ocean Outfall Sewer is common and has been successfully implemented throughout the state without affecting the heritage fabric and structural integrity of such sewer channel. Recommendations to avoid any impact have been provided below.</p>
<p>Recommendations / mitigation measures</p>	<p>A number of actions are required prior to the undertaking of construction works to better understand the impact the proposed works may have on the heritage item:</p> <ul style="list-style-type: none"> ▪ Consultation should be undertaken with Sydney Water prior to the SSDA going on public exhibition to ensure they are supportive of the proposed works and if they have any concerns in relation to the likely impacts the works could have on the heritage item. Acceptable treatment methodology and protection measures should be obtained from Sydney Water; ▪ Further detailed design development should be undertaken to resolve any likely physical impact the works could have on the heritage item. Supporting documentation should also be produced including a Schedule of Conservation Works and a Temporary Protection Plan; ▪ Further details regarding the extension of the channel are required to create an understanding of any impact.

10.1.2. Heritage items located within proximity that will be indirectly affected by the proposal

<p>Item</p>	<ul style="list-style-type: none"> ▪ Glebe and Wentworth Park Railway Viaducts ▪ Railway Viaduct, Railway Street
<p>Listing Details</p>	<ul style="list-style-type: none"> ▪ SHR no. 01034; and RailCorp S.170 Heritage and Conservation Register ▪ I800 (LEP), 10 (SREP)
<p>Level</p>	<ul style="list-style-type: none"> ▪ State ▪ Local
<p>Significance Statement</p>	<p><i>The Glebe Viaducts across Jubilee Park and Wentworth Park have state significance as excellent examples of large scale brick arch bridge construction. The 28-span Jubilee Park Viaduct is significant as the longest section of brick arch viaduct on the NSW system. Along with the 21-span Wentworth Park Viaduct, the pair of elegant curved structures are integral parts of the parklands in which they stand and remain as important landmarks along the Glebe foreshore. The structures are both major engineering works and are historically significant as important elements in the development of the Darling Harbour Goods Line in the early 20th century, and as one of the first major infrastructure projects to use bricks</i></p>

	<i>from the State Brickworks at Homebush, with more than 3 million bricks used in their construction.</i>
Aspects of the proposal that relate to the item	The proposed new Sydney Fish Market is located north of the heritage item.
Heritage impacts	The new Sydney Fish Market, although located north of the heritage item, is low in scale and has been designed so as to improve the general aesthetics of the area. The proposed development is located at a sufficient distance from the heritage item and will not impact on any key views. The heritage impacts for this heritage item are similar to those identified below, in that no physical impact has been identified, however, a positive visual impact will be provided. For this heritage item views will be greatly improved to Blackwattle Bay and the general aesthetic appearance the Pyrmont Bridge Road will be enhanced, ensuring visual connecting to the surrounding heritage context through a high quality design that has been devised to create connectivity along the foreshore. The design of the new building allows for users and visitors of the new Sydney Fish Markets and associated facilities through extensive stairs promenade that will encourage them to stand and view Wentworth Park directly and appreciate the scale and engineering work of the viaduct.
Recommendations / mitigation measures	No mitigation measures required. It is recommended that any future heritage interpretation include the heritage item along the western foreshore walk (potentially within the existing Blackwattle Bay heritage interpretation).

Item	Glebe former incinerator and interpreted Sheds, Forsyth Street
Listing Details	I683
Level	Local
Significance Statement	<p><i>The former Glebe Incinerator is significant for its evidence of the reverberatory incinerator complexes designed by the architectural practice of Griffin and Nichols during the 1920s and 1930s. Its distinctive design and architectural expression fits in well with the landform and surrounding area. It is one of only two surviving incinerator complexes of the seven built in Sydney to the design of the Griffin and Nichols.</i></p> <p><i>The site is significant for its association with, and evidence of environmental management of the Sydney Harbour foreshores, local government works, management of municipal waste and community concerns with environmental management.</i></p> <p><i>The site is also significant for its continuous Council use for over 110 years as part of the operation of a Council depot.</i></p>
Aspects of the proposal that relate to the item	The proposed new Sydney Fish Market is located south east of the heritage item.
Heritage impacts	As the new Sydney Fish Market is located at a distance to the heritage item, no physical impacts will occur. However, there is the potential for visual

	<p>impacts from the heritage item. Due to the high-quality nature of the proposed new Sydney Fish Market, its low scale and modulated form, the proposed works will not have an adverse impact on the heritage item. The proposed new Sydney Fish Market will improve the aesthetic appeal of the southern foreshore of Blackwattle Bay and will create an opportunity to better connect the eastern and western sides of the bay. This will increase the opportunity for visitors to walk along the foreshore and appreciate the heritage item.</p>
Recommendations / mitigation measures	<p>No mitigation measures required. It is recommended that any future heritage interpretation include the heritage item along the western foreshore walk (potentially within the existing Blackwattle Bay heritage interpretation).</p>

Item	Wentworth Park
Listing Details	125
Level	Local
Significance Statement	<p><i>Wentworth Park is significant for its role in the development of the Pyrmont/Ultimo peninsula as a residential and industrial centre. Originally designed in the Victorian Gardenesque style, the park underwent a number of evolutions, including being used for the Imperial Wool Purchase Scheme during WWI. Wentworth Park has been associated with greyhound racing, a sport established there in 1939. Today the park is an important and rare open space in Australia's most densely populated urban area. As Wentworth Park is situated on reclaimed land, with a number of historic drains, it has the potential to reveal information on the technical processes of late 19th century land reclamation.</i></p>
Aspects of the proposal that relate to the item	<p>The proposed new Sydney Fish Market is located directly north of the heritage item.</p>
Heritage impacts	<p>While the proposed works are located directly north of Wentworth Park, no physical impacts on the park have been identified. There will be visual impacts, however, these are considered positive, consisting of the increase in views to the bay from Wentworth Park and an improvement of the overall aesthetic character of the streetscape. The proposed works will also provide an opportunity for visitors to use and observe the park. The proposed works are therefore considered to have a positive impact on Wentworth Park.</p>
Recommendations / mitigation measures	<p>No mitigation measures identified. As above, incorporation within heritage interpretation would be of benefit.</p>

Item	Kauri Foreshore Hotel including interior, 2 Bridge Street
Listing Details	1657

Level	Local
Significance Statement	<p><i>The Kauri Foreshore Hotel at, 2 Bridge Road, Glebe has local historic and social significance as part a long standing pattern of Glebe hotels, inns and pubs. The existing building (c.1939) is the second hotel to stand on this site, the first being the Grand Hotel, c.1890. The Kauri Hotel formed part of a distinctive, close knit pattern centred around the local community and the industries (in particularly the timber and coal industries) of Rozelle and Blackwattle Bays.</i></p> <p><i>The Kauri Hotel has historic significance for its long association (c.1929-1980) with Tooths & Co, one of Sydney’s major breweries and the dominant force in the Glebe hotel and liquor trade during the late nineteenth and the first half of the twentieth centuries. The hotel was one of many within the Sydney metropolitan area that was owned (or controlled) and rebuilt by Tooths & Co. during the Interwar period. It is typical of the standard of building constructed by Tooths & Co. at this time.</i></p> <p><i>The Kauri Hotel has historic significance for its association with the architect John M. Hellyer, who designed other hotels and alterations for Tooths & Co, including the Marlborough Hotel, Newtown (1939) and the Hollywood Hotel, Surry Hills (1942).</i></p> <p><i>The Kauri Hotel has local historic and aesthetic significance as one of a small number of Sydney hotels built in the Inter-war Functionalist Style and with Art Deco overtones. The Kauri Hotel provides a more compact and modest example of this style than other city hotels in this style. The exterior of the building is substantially intact when compared to the original architectural drawings and to early photographs. Building records indicate minor internal alterations over time, most notably to the bar area.</i></p> <p><i>The Kauri Hotel makes a positive contribution to a highly mixed streetscape as a fine, if comparatively modest, example of its type. The building is clearly visible as it is approached along Bridge Road from the east.</i></p>
Aspects of the proposal that relate to the item	The proposed new Sydney Fish Market is located north east of the heritage item.
Heritage impacts	The hotel is located within proximity to the proposed new Sydney Fish Market site, which is located directly north east of the hotel. While not physical works will occur to the heritage item as part of the proposal, the new Sydney Fish Market will change the character of the streetscape of Bridge Road. As the current streetscape primarily consists of the Hanson Heidelberg facility and various dilapidated structures, the proposed design is considered a positive outcome that will greatly improve the aesthetics of the area. In addition, the proposed location of the new Sydney Fish Market will also increase visitors to the southern foreshore area of Blackwattle Bay, thereby increasing the number of people who will have the opportunity to observe and appreciate the heritage item. This is considered a positive outcome for the heritage item.
Recommendations / mitigation measures	No mitigation measures required. It is recommended that any future heritage interpretation include the heritage item, potentially within a heritage foreshore walk.

Item	Street trees, Wentworth Park Road
Listing Details	I816
Level	Local
Significance Statement	Not readily available.
Aspects of the proposal that relate to the item	The proposed works will occur directly north of the subject street trees.
Heritage impacts	<p>As above, no physical heritage impacts have been identified.</p> <p>The proposed new Sydney Fish Market building will greatly improve the aesthetics of the streetscape of Pyrmont Bridge Road, which will provide a positive outcome for the heritage item. It will also increase visitors to the area, thereby providing an opportunity for people to observe and appreciate the trees.</p>
Recommendations / mitigation measures	<p>No mitigation measures identified.</p> <p>As above, incorporation within heritage interpretation would be of benefit.</p>

Item	Former MWS & DB Sewage Pumping Station No.2 including interior, 103 Pyrmont Bridge Road
Listing Details	I257
Level	Local
Significance Statement	<p><i>SPS0002 is of historic, aesthetic and technical/research significance. Historically it was part of an original network of twenty low level sewage pumping stations constructed at the end of the 19th century to serve Sydney. The construction of SP0002 and the Bondi Ocean Outfall Sewer (ten years earlier) formed a part of the major advance in the protection of the public health of Sydney by ending the discharge of sewage into the Harbour. They were built as a direct response to the outbreaks of Enteric Fever (Typhoid) which plagued Sydney from the 1870s to 1890s and the recommendations of the Sydney City and Suburban Health Board (which was established by the NSW Government in 1875 to report on the best means of sewage disposal) which proposed the establishment of outfall sewers. Aesthetically it is a good example of a small-scale industrial building designed in the Federation Queen Anne style. In its surviving fabric SP0002 reflects the importance of Federation period public utilities, which is evident in the excellence of the overall design and technical excellence of the traditional construction and craftsmanship of the stone dressings and tuckpointed brickwork. Due to its prominent corner location, design, scale, colour and texture the station makes a valuable contribution to the local townscape and cultural landscape which could be enhanced by reconstructing the picket fence and gates and slate roof and removing the</i></p>

	<p><i>store. The pumping station is technically significant for continually fulfilling its role nearly a century after its introduction as a low level sewage pumping station as originally designed and constructed, albeit with mechanical and electrical upgrading. It has educational and interpretation potential in revealing the development of sewage pumping engineering and in architectural taste in a period when utilitarian buildings were given as much careful attention as public buildings." (from Sydney Water Heritage Assets Inventory 2006).</i></p>
Aspects of the proposal that relate to the item	The proposed works are north west of the heritage item.
Heritage impacts	<p>As above, no physical heritage impacts identified.</p> <p>The new Sydney Fish Market will greatly improve the aesthetic appearance of the streetscape of Pyrmont Bridge Road and will increase visitor access to the area with an easy access along the promenade, thereby increasing the opportunity to appreciate the heritage item and its role within the industrial development history of Sydney.</p>
Recommendations / mitigation measures	<p>No mitigation measures identified.</p> <p>As above, incorporation within heritage interpretation would be of benefit.</p>

Item	Blackwattle Bay Park including landscaping, 242 St Johns Road
Listing Details	1649
Level	Local
Significance Statement	<p><i>Environmental amenity, Public open space. Designed by Stuart Pittendrigh and Associates in consultation with The Glebe Society and Leichhardt Municipal Council.</i></p> <p><i>Strides Boat Yard: The extant structures, features two relics demonstrate the function and development of the site for approx.130 years. Significant evidence remains of mid C19 housing, affluent later C19 housing, low cost workers' accommodation and the small scale waterfront industry run by one family for a period of 60 years. The site is demonstrative of the social development variety of Glebe.</i></p>
Aspects of the proposal that relate to the item	The proposed works are located south east of the heritage item.
Heritage impacts	<p>As previously detailed in the sections above, the proposed new Sydney Fish Market will greatly improve the aesthetic appearance of the southern end of Blackwattle Bay and has been designed with consideration to the heritage context of the site. While located at a distance, the heritage item will potentially visually be impacted by the proposed works, however, this impact is considered a positive one. The proposed works seek to rejuvenate the southern foreshore of Blackwattle Bay which will in turn result in the rejuvenation of the entire Blackwattle Bay foreshore as part of the vision for</p>

	the Bays Precinct. As such, the heritage item will benefit from this with visual and physical access increased.
Recommendations / mitigation measures	<p>No mitigation measures identified.</p> <p>As above, incorporation within heritage interpretation would be of benefit.</p>

Item	Glebe Point HCA
Listing Details	C28
Level	Local
Significance Statement	<p><i>Glebe Point has historic significance for its grand residential development which evidences Glebe Point as a prestigious address in the mid 19th century. The development reflects the effect of the Allen family on this precinct in its early development. The subdivision and residential development of the Marine Villa Estates, following the exodus of the upper classes to the suburbs in the late 19th century and early 20th century is evidenced in the early Federation period development. The area has historic values in its evolving relationship to the water, evidenced through natural landscape reclamation, industrial development, residential and landscape reinstatement.</i></p> <p><i>Glebe Point has aesthetic significance for its landscape qualities and relationship to the water, for its ability to illustrate various periods of development and architectural styles and building types, and its predominant Victorian and Federation character. The diverse social mix is reflected in the building stock and inherent to the character of the suburb.</i></p>
Aspects of the proposal that relate to the item	The proposed works are located east of the HCA.
Heritage impacts	The heritage impacts identified for the previous heritage items also apply to the HCA, in that there are no physical impacts identified, however, the improved aesthetic appearance of the surrounding area as a result of the proposed works will greatly enhance the streetscape quality and setting for the nearby heritage items and the HCAs. In addition, improved visitor access will provide an opportunity for the appreciation of the HCA's predominant Victorian and federation character.
Recommendations / mitigation measures	<p>No mitigation measures identified.</p> <p>As above, incorporation within heritage interpretation would be of benefit</p>

Item	Lyndhurst HCA
Listing Details	C31
Level	Local

Significance Statement	<p><i>Lyndhurst has historic significance for its ability to provide evidence of the first period of European development in Glebe. Bowman's 'Lyndhurst' 1833 - 1837 is one of two surviving marine villas from the 1830s. The subdivisions of Lyndhurst Estate from 1854 and the Wilderness Estate in 1882, and the subsequent subdivision and sale of Palmerston Estate in 1885 and 1900 are reflected in the dense working class speculative terrace development that dominates the Conservation Area. The terrace development has a predominantly Victorian character and reflects the historic association of the precinct with prominent local builders Thornley, Jarratt and Elphinstone.</i></p> <p><i>Lyndhurst has aesthetic significance for its landscape qualities and its ability to illustrate various periods of development and architectural styles and building types high degree of architectural intactness. Lyndhurst has aesthetic and historic values for its landscape qualities and the evolving relationship to the water which has developed through natural landscape reclamation, industrial development, residential and landscape reinstatement.</i></p> <p><i>The area has a high level of integrity of building stock.</i></p> <p><i>The area is also significant for its history of protection of original buildings through resident action, and the subsequent protection of the Glebe Area generally.</i></p>
Aspects of the proposal that relate to the item	The proposed works are located east of the HCA.
Heritage impacts	As above, the proposed works will have a positive impact on the aesthetics of the area and will greatly improve views and access to the vast number of the intact terrace houses of the Glebe locality.
Recommendations / mitigation measures	<p>No mitigation measures identified.</p> <p>As above, incorporation within heritage interpretation would be of benefit</p>

10.2. General Comments - Archaeology

An archaeological desktop assessment has been prepared (Section 7) due to the subject site's location within an area of archaeological sensitivity, as identified by a number of earlier studies in 2013¹⁶, 2014¹⁷ and 2017¹⁸. As stated in Section 9, the works would include the establishment of a below-ground level, which would include parking facilities for up to 417 vehicles, as well as plant, storage, waste management and end of journey facilities.

Although no excavation would take place as part of the works, the existing timber piles would be removed, and 200 new piles installed to support the new building. This would create disturbance to the seabed and landside interface and, therefore, potentially to archaeological relics therein (see Section 7).

¹⁶ 'Heritage Significance Assessment incorporating Heritage Impact Statement and Terrestrial Archaeology: Blackwattle Bay Maritime Precinct', May 2013, CPH

¹⁷ 'Bays Precinct Heritage Constraints Assessment Report', 2014, Urbis

¹⁸ 'Bays Market Precinct: Blackwattle Bay and Wentworth Park – History, Built Heritage, Archaeology and Landscape Study'. Report to UrbanGrowth NSW, July 2017, City Plan Heritage

Section 7 has further identified a number of potential archaeological relics located within the landside component of the project footprint, in addition to those identified in the Maritime HIS report, including the following:

- the stone and fill causeway beneath Pyrmont Bridge Road;
- sewerage pipelines which extend beneath Wentworth Park and terminate at the existing seawall, including no.17 stormwater channel, which is located beneath the former coal loader within B1;
- late 19th century sea walls located beneath the middle section of Pyrmont Bridge Road;
- two rows of timber piles approximately 4.3 metres inland from the existing seawall;
- early 20th century coal depots and other related structures;
- an early 20th century timber wharf;
- 1885-1886 seawall located where the northern side of Pyrmont Bridge Road is today located; and
- the conveyor wharf, coal silos, office buildings and sheds.

At this preliminary stage, details have not been provided as to the extent of the landside works, which would consist of road and pedestrian works.

The Heritage Act 1977 (the Act) regulates the development impacts on the heritage assets of New South Wales. The Act defines a 'relic' as:

- (a) any deposit, object or material evidence;
- (b) which relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement; and
- (c) which is 50 years or more old.

Archaeological features and deposits are afforded statutory protection by the 'relics' provisions of the Act (as amended in 1999). Section 139(1) of the Act states the following:

'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.'

In light of the above, it is considered that the works associated with the development of the new Sydney Fish Market could potentially result in disturbance to archaeological relics within the land side of the bay as some of the relics/previous wharfs/seawalls are hidden below the concrete wharf and are setback. Although, the disturbance of seabed and sediment is subject of maritime archaeology and addressed in the Comber Consultants' report, there is a need to consider the relics that fall within the land side of the site. Recommendations in relation to further investigation and mitigation measures are outlined in Section 11.1.

10.3. Statutory Controls

As noted in Section 3, the heritage context of the proposed new Sydney Fish Market site is complex. The proposed new Sydney Fish Market site has a high potentiality to contain archaeological relics (as identified in previous CPH studies and this report), with a heritage item located under B1. Adjacent there are a number of identified heritage items and HCAs, listed on the Sydney LEP, the State Heritage Register and under the SREP 26. In addition, the heritage assessments undertaken to date have established there are a number of potential heritage items and known/ potential archaeological site within close proximity. As such, the proposed Stage 1 and Stage 2 works for the new Sydney Fish Market are addressed in accordance to the heritage controls contained within the SREP and the Sydney DCP in the following sections.

10.4. S170 Register - Sydney Water

As there are no specific controls that can be used to assess the potential heritage impact of the proposed new Sydney Fish Market development on the heritage listed 'Blackwattle Bay Stormwater Channel No.17', a general discussion has been provided in Section 10.1.1.

10.5. Sydney Regional Environmental Plan No. 26 - City West

The heritage controls contained within the Sydney Regional Environmental Plan no.26 - City West are applicable to the site as it is located within proximity to various heritage items and the Ultimo Pyrmont Precinct HCA. Assessment against the relevant controls is contained within the following sections.

Division 5: Building height and floor space controls	How this proposal relates to these matters:
<p>26 Graduated building heights adjacent to heritage items and conservation areas</p> <p><i>The height of any building adjacent to a heritage item or conservation area must be such as to provide an appropriate transition in height between the building and either the heritage item or the buildings within the conservation area.</i></p>	<p>The subject site is located within proximity to the Pyrmont-Ultimo Precinct HCA and is located at a distance to various heritage items listed on the SREP. In order to appropriately respond to this heritage context, the proposed design for the new Sydney Fish Market is of a low scale and a streamline design, in order to minimise the potential for detracting. The low scale of the proposed design and its fluid form reflect the water of Blackwattle Bay and with a contemporary minimalist design, seeks to seamlessly integrate the building within its context. As such, the proposed new Sydney Fish Market is considered to be a positive outcome for the site that will not adversely impact on the HCA or heritage items within close proximity and located at a distance.</p>

Division 6: Heritage conservation	How this proposal relates to these matters:
<p>29 General considerations</p> <p><i>Development of or including a heritage item, in the vicinity of a heritage item, or within a conservation area, must be compatible with the conservation of the heritage significance of the item or the character of the conservation area.</i></p>	<p>The subject site is also located in proximity to the Pyrmont-Ultimo Precinct HCA, which is also identified as a heritage item on the SREP 26. While the proposed works do not involve any changes within the HCA, it is located within direct proximity and therefore has the potential to impact on the setting and heritage values of this area visually. As indicated in the architect's design statement, consideration of the context of the site, including its historical context, has been paramount when developing the proposed design. The resultant design is low in scale and contemporary in design, to ensure it fits comfortably within its environment and does not detract. The proposed design is considered to directly respond to the characteristics of the working harbour, in particular reflecting the waves of the water within Blackwattle Bay. The proposed new Sydney Fish Market is of a high</p>

Division 6: Heritage conservation	How this proposal relates to these matters:
	<p>quality design by world renowned architects collaboratively achieved an architectural excellence that will be of an iconic element within the Sydney's Bays Precinct in its successful adaptation of the site. It will also provide increased opportunities for views towards the precinct through its open planned design and extension within Blackwattle Bay to the north. The proposed new Sydney Fish Market therefore is considered to have a positive impact on the heritage values of the HCA and will not obstruct or detract from it.</p>
<p>30 Duty of consent authority</p> <p><i>Before granting consent to any such development, the consent authority must consider:</i></p> <ul style="list-style-type: none"> ▪ <i>the heritage significance of the heritage item or conservation area, and</i> ▪ <i>the impact that the proposed development will have on the heritage significance of the heritage item and its setting or the conservation area, and</i> ▪ <i>the measures proposed to conserve the heritage significance of the heritage item and its setting or the conservation area, and</i> ▪ <i>whether any archaeological site or potential archaeological site would be adversely affected.</i> 	<p>As above, the heritage context of the site has been considered throughout the design development phase. While the new Sydney Fish Market will introduce a new contemporary building to the southern foreshore of Blackwattle Bay, this is considered a positive outcome as the building will be of a contemporary minimalist design and of a low scale, reflecting the character of the surrounding area while ensuring continuity of the fish market trade and associated activities as an important historic and social activity in Sydney metropolitan area.</p> <p>Another positive aspect of the proposed works on the heritage items and HCA within the vicinity, is improving connectivity to the foreshore and increasing the opportunity for visitors to observe and appreciate the heritage context of the site. Heritage interpretation will also be developed to facilitate this in conjunction with the proposed works. While a Heritage Interpretation Strategy is being prepared for the Blackwattle Precinct as a whole in association with the masterplan, a separate strategy for the new Sydney Fish Markets is will also be prepared. Recommendations in this regard have been included in Section 11 of this report.</p>
<p>31 Conservation management plans and heritage impact statements</p> <p><i>The consent authority must decline to grant consent for development relating to a heritage item or conservation area unless it has taken into consideration a conservation management plan or heritage impact statement which includes an assessment of the matters listed in clause 30.</i></p>	<p>This HIS has been prepared in response to this clause.</p> <p>A CMP is not considered necessary at this time as the proposed works involve the retention of the heritage item and incorporation in the proposed new Sydney Fish Market. None of the heritage items listed on the SREP are located within the study area.</p>
<p>32 Demolition of heritage items</p>	<p>As the proposed works do not involve demolition of the heritage item, in full or in part, listed on the</p>

Division 6: Heritage conservation	How this proposal relates to these matters:
<p><i>The consent authority must not grant consent for development which will result in the complete or substantial demolition of a heritage item unless it is satisfied that the item, or so much of the item as is proposed to be demolished, does not have such heritage significance as would warrant its retention.</i></p> <p><i>Before granting such a consent, the consent authority must also be satisfied that, after the demolition work has been carried out, redevelopment will be carried out that will:</i></p> <ul style="list-style-type: none"> ▪ <i>result in buildings of a higher architectural and urban design quality (in terms of the principles and other provisions of this plan and of any Master Plan or urban development plan applying to the site) than were exhibited by the heritage item before the work was carried out, and</i> ▪ <i>make a positive contribution to the streetscape, and</i> ▪ <i>in the case of partial demolition, enhance the adaptive re-use of the residual part of the heritage item.</i> <p><i>Note.</i></p> <p><i>The website of the Heritage Branch of the Department of Planning has publications that provide guidance on assessing the impact of proposed development on the heritage significance of items (for example, Statements of Heritage Impact).</i></p>	<p>SREP, the proposed works are considered to comply under this clause.</p>
<p>33 Potential archaeological sites</p> <p><i>Before determining an application for consent to development on land identified in an urban development plan as a potential archaeological site, the consent authority may request a report on the likely impact of the development on any archaeological material.</i></p>	<p>This HIS has been prepared in accordance with this clause due to the subject site's location within an area of medium-high archaeological potential, as identified by a number of earlier studies. The works would include the establishment of a below-ground level, which would encompass excavation of an area of approximately 30,000 m².</p> <p>A number of areas of archaeological sensitivity have been identified within the footprint of the new Sydney Fish Market development (Section 7.2.1). Further to this, the Maritime Heritage Impact Statement has indicated that the works would result in necessary significant disturbance of the harbour bed within the development area.</p> <p>Recommendations and mitigation measures in relation to potential impacts are contained in the Terrestrial Archaeological (CPH 2017), Aboriginal Cultural Heritage Assessment Report (Artefact</p>

Division 6: Heritage conservation	How this proposal relates to these matters:
	2017) and Maritime Heritage Impact Statement (Comber Consultants 2018) for the site and should be strictly adhered to. Additional mitigation measures are outlined in Section 11.1 of this report.

10.6. Sydney Local Environmental Plan (LEP) 2012

There are a number of heritage items and HCAs within the vicinity of the new Sydney Fish Markets development site that are listed under Schedule 5 of the Sydney LEP. Clause 5.10 Heritage Conservation of the LEP provides the objectives and controls for the heritage items and HCAs. The previous assessments including the general assessment throughout Section 10 provide the discussion and recommended mitigation measures where applicable that would also be applicable for the matters to be considered under Clause 5.10 of the LEP. The proposed Sydney Fish Market development is consistent with the objectives of the LEP in relation to the heritage matters in that:

- conserves the environmental heritage of the City of Sydney;
- conserves the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
- conserve archaeological sites and provides mitigation measures where necessary,
- conserve Aboriginal objects and Aboriginal places of heritage significance in accordance with the specialists' recommendations.

10.7. Sydney Development Control Plan (DCP) 2012

Although the DCP does not apply directly to the site, as the new Sydney Fish Market site is located in proximity to a number of heritage items identified on the Sydney LEP 2012, assessment against the heritage controls contained within the Sydney DCP 2012 has been undertaken. These are explored separately below

3.9 Heritage	This proposal relates to these matters as follows:
<p>3.9.1 Heritage Impact Statements</p> <p>1. A Heritage Impact Statement is to be submitted as part of the Statement of Environmental Effects for development applications affecting:</p> <p>(a) heritage items identified in the Sydney LEP 2012; or</p> <p>(b) properties within a Heritage Conservation Area identified in Sydney LEP 2012...</p>	<p>This HIS has been prepared in accordance with this clause due to the subject site's proximity to various heritage items and HCAs. It follows the methodology as laid out in the NSW Heritage Manual 'Statement of Heritage Impact' and 'Assessing Heritage Significance' guidelines.</p>
<p>3.9.2 Conservation Management Plans</p> <p>1. A conservation management plan prepared by a suitably qualified heritage practitioner for development applications is required for the following:</p> <p>(a) a change of use of a heritage item of State heritage significance;</p>	<p>A CMP was prepared for the former coal loader by Perumal Murphy Wu Pty Ltd et al in 1997, which was also further assessed in detail by GAO in 2004. Sufficient information regarding potential heritage items has been provided in previous studies (noted in Section 2.7) undertaken on the Blackwattle Bay Precinct and as such, CMPs are not considered necessary.</p>

3.9 Heritage	This proposal relates to these matters as follows:
<p>(b) any alteration to the fabric or setting of a heritage item of State heritage significance which requires consent;</p> <p>(c) an award of heritage floor space under Sydney LEP 2012; or</p> <p>(d) substantial alterations and or additions to a heritage item considered by the Council to be of high local significance, unless the consent authority determines that it is not required...</p>	
<p>3.9.3 Archaeological assessments</p> <p>1. An archaeological assessment is to be prepared by a suitably qualified archaeologist in accordance with the guidelines prepared by the NSW Office and Environment and Heritage...</p>	<p>This HIS has been prepared to accompany the Maritime Heritage Impact Statement (Comber Consultants, 2018) and Aboriginal Cultural Heritage Assessment Report (Artefact 2017) in accordance with this clause due to the subject site's location within an area of archaeological sensitivity, as identified by a number of earlier studies.</p>
<p>3.9.5 Heritage items</p> <p>4. Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by:</p> <p>(a) providing an adequate area around the building to allow interpretation of the heritage item;</p> <p>(b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item);</p> <p>(c) protecting, where possible and allowing the interpretation of archaeological features; and</p> <p>(d) Retaining and respecting significant views to and from the heritage item.</p>	<p>The proposed site for the new Sydney Fish Market is in proximity to a number of heritage items and HCAs identified on the Sydney LEP and State Heritage Register. It is also associated with identified archaeological sites. In addition to known heritage, potential heritage items and archaeological sites have also been identified in the previous comprehensive studies, although do not have any statutory listing. Regardless, these potential items/ sites have been considered in addition to the listed items, in order to ensure the best possible heritage outcome for the new Sydney Fish Market site while balancing the requirements for the new contemporary state of the art fish markets.</p> <p>There are a number of heritage items located along Pyrmont Bridge Road and an HCA, to the south of the subject site (C31, I257, I816, I1557). These are the closest heritage items to the proposed development. While the concept design for the new Sydney Fish Market involves redevelopment of the entire southern foreshore of Blackwattle Bay, directly north of these heritage items/ HCA, there will be no physical impact with minimal visual impact in sections due to the building being low in scale and employing a contemporary design, in order to ensure the bulk, scale and proportions fit comfortably within its nearby heritage context and do not detract from this context.</p> <p>The proposed concept is of a lightweight design with various open areas and glass to create a transitional relationship between the land and</p>

3.9 Heritage	This proposal relates to these matters as follows:
	<p>water. The wave shaped roof also serves to soften the visual impact of the building and is inspired by the water in Blackwattle Bay. The organic design, inspired by its environs, is considered compatible with the area, both in terms of design and amenity, and will serve to improve the aesthetics of the southern foreshore while maintaining and enhancing the social values associated with the new Sydney Fish Markets use of the Precinct.</p> <p>Activation of the public domain will provide an opportunity to improve the setting of the heritage items/ HCAs, further encouraging visitors and workers to engage with the wider historic urban context.</p> <p>As noted above a heritage interpretation strategy is currently being prepared by CPH for the Blackwattle Precinct and a separate strategy will be prepared for the new Sydney Fish Markets site. This will ensure that the historical, archaeological and social values of the Precinct and the role of the fish markets within the development history of working harbour shores of Sydney is clearly communicated with wider public and the visitors are directed towards the heritage items noted above.</p>

10.8. 'Statements of Heritage Impact' (NSW Heritage Manual)

The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons.

The proposed Stage 1 and Stage 2 works for the new Sydney Fish Market redevelopment are overall considered as a positive outcome for the area, providing an opportunity for a much-needed upgrade in amenities. This upgrade will also provide an opportunity for undertaking works to increase the appreciation of the history of the site, some listed or potential heritage items/ archaeological sites. This is achieved through the following means:

- The works will result in significantly improved connectivity along the foreshore of Blackwattle Bay (and towards other areas) providing an opportunity to increase the number of people visiting the area, thereby increasing the opportunity for the heritage context of the site to be viewed and appreciated;
- The proposed design will improve the aesthetic appearance of the foreshore, which will significantly enhance the setting of potential and known heritage items;
- The works may uncover archaeological deposits of significance that can be utilised and displayed in interpretive ways, to provide an additional opportunity to engage the public in the history of the area;
- The overall design of the new Sydney Fish Market building has been formulated to provide a significant number of opportunities for disseminating information about the history of the site, through heritage interpretation and design of the building in reflection of its harbour location and improved continuity of the historical use. Heritage interpretation has been a key focus in the development of the concept design and will be incorporated throughout the new precinct, in order to create a better understanding of, and exposure and engagement to the history of the site.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts.

- The former coal loader has been previously identified as being of significance, however, has not been listed on any statutory instrument to date. Regardless, consideration has been given to the impact the proposed development of the site would have on the former coal loader. As the works would require complete demolition, a loss of the fabric of the former coal loader, in its current form and context will occur. While demolition of the former coal loader is not ideal, this loss will be mitigated through the measures put forward under Section 11.1;
- While the exact physical impact of the proposed works on the heritage listed stormwater channel are yet to be clarified, the stormwater channel is currently not visible from within the public domain. While it will be obscured, and potentially extended as part of the proposed works, this is considered an acceptable impact and a common practice along the route of the channel and other stormwater or sewerage channels in the Sydney metropolitan area.

The following sympathetic solutions have been considered and discounted for the following reasons;

- As noted above, retention of the former coal loader was considered, however, retention was not possible due to a number of other factors (e.g. urban design outcome, usability, accessibility, structural integrity, safety risks etc). Demolition of the former coal loader has been appropriately mitigated through the measures laid out in Section 11.1.

11. CONCLUSION AND RECOMMENDATIONS

The proposed Stage 1 and Stage 2 works for the new Sydney Fish Market have been developed with consideration to a range of issues associated with various disciplines, including heritage, historical and cultural archaeological resource, conditions of the built structures, and maritime archaeology to name a few. CPH has been consulted throughout the design process and provided recommendations for management of heritage aspects of the precinct and its surrounding heritage items as well as recommendations and guidelines for mitigating any potential impacts on both listed heritage items/ HCAs and potential heritage items/ archaeological sites. While the proposed works will result in the demolition of the former coal loader and the office/ weighbridge building this will enable the development of the new Sydney Fish Market precinct in line with the overall vision for the Bays Precinct.

The physical impact of the proposed works on the heritage listed stormwater channel are yet to be determined, however, as the heritage item is currently obscured from view from within the public domain, further obstruction through the proposed new Sydney Fish Market is considered an acceptable impact, due to the other heritage benefits afforded by the proposed works. Determination of the physical impact of the proposed works and establishment of necessary protection measures may be possible following consultation with the structural engineer and Sydney Water.

In accordance with the proposed development the following likely effects are noted:

- The former coal loader and the office/ weighbridge building have been previously identified as being of significance; however, they have not been listed on any statutory instrument to date. The proposed demolition of the former coal loader and office/ weighbridge building, and the construction of a new contemporary building has been discussed with CPH and it is found necessary to meet changes in health and safety requirements and current retail and dining experiences. Consideration has been given to the impact the proposed development of the site would have on the relatively intact former coal loader. However, it is in a poor condition and it has been determined that due to current condition, and various other factors such as ecology, urban design, it is not viable to retain or relocate the former coal loader in full. As the works would require complete demolition, a loss of the fabric of the former coal loader, in its current form and context will occur. While demolition of the former coal loader is not ideal, this loss will be mitigated through the measures put forward under Section 11.1. The proposed development will improve the visual appeal and usability of the public domain, waterfront promenade and the site generally through creation of an architecturally excellent and world class building and precinct;
- The waterfront promenade will create connectivity along the foreshore, providing an opportunity to provide a heritage walk with interpretation between the Jackson's Landing and Jubilee Park/ Glebe Point heritage foreshore walks. This walkway will form portion of a future continuous walkway that will be built as part of the redevelopment of the existing Sydney Fish Markets. Such continuing walkway will enhance the experience of the Blackwattle Bay precinct and encourage public engagement with the early industrial heritage and working harbour history of the area;
- The proposed works will improve the aesthetic appearance of portion of the Blackwattle Bay area facilitating the future renewal of the Sydney Fish Market site, consequently significantly improving the setting of known heritage items in the close vicinity;
- The proposed works provide an opportunity for enhancing the appreciation of the heritage context of the Blackwattle Bay Precinct by improving connectivity of the foreshore. This will in turn provide an increased engagement of visitors with heritage items across and in close proximity to the subject site;
- The new Sydney Fish Market has been designed so as to provide a significant number of opportunities for disseminating information about the history of the site through heritage interpretation both physical and visual. This includes using salvaged material from the coal loader and office/ weighbridge buildings and displaying archaeological deposits in a manner that provides an additional and educational opportunity to engage the public in the history of the area.
- The works may result in the loss of archaeological deposits, known and unknown;

- The physical impact of the proposed works on the heritage listed stormwater channel will be prevented by implementing required mitigation measures following consultation with Sydney Water. Construction in the close vicinity or above a heritage listed stormwater channel is common throughout Sydney and impacts on its fabric is generally avoided through careful design and appropriate mitigation measures to the standards of Sydney Water. Therefore, the proposed works around the stormwater channel will most likely be an acceptable one with mitigation measures considered to minimise any detrimental impact.

A series of mitigation measures has been included in Section 11.1.

11.1. Mitigation Measures

The following recommendations are proposed as mitigation measures in recognition of the loss of assessed heritage values:

Heritage listed stormwater channel

- A structural engineer should be engaged to undertake an assessment of the proposed works and the potential impact they will have on the heritage listed stormwater channel;
- Consultation should be undertaken with Sydney Water regarding the potential physical impacts of the proposed works on the heritage listed stormwater channel and to obtain the appropriate methods of building over the channel as well as the temporary protection measures acceptable in line with the Sydney Water's applicable heritage policy for its assets;
- Further details are to be prepared as part of the detailed design and provided to the heritage consultant regarding the proposed extension of the stormwater channel to ensure the proposed works will not adversely impact on the heritage item;
- A Schedule of Conservation Works and Temporary Protection Plan should be prepared in line with the findings of the structural engineers report and any future advice given by the Sydney Water heritage officer to ensure protection of the heritage item during the proposed works and conservation following the works.

Site interpretation

- The built heritage and historical archaeology explored in this report and any historical archaeological evidence exposed during the works should be included in an interpretation plan. As indicated in the Bays Market District master planning principles (1 August 2017), physical evidence of the history of the evolution of the maritime character of Blackwattle Bay would provide opportunities to:
- Explore and interpret the history of the site; and
- Pursue leading edge sustainability outcomes.
- The strategies may range from in-situ preservation of relics (preferred), archival recording, recovery and conservation of key components, to physical and/or electronic and printed interpretation material. Reuse strategies should be considered; however, reuse will be dependent on condition, material and significance of the item.

Physical archive

- Develop and maintain an archive of material associated with former coal loader, office/weighbridge building and the subject site in general. Strategies and policies for the archiving of material can be outlined in an archival or collection management plan.

Archival recording

- Undertake an archival record of the coal loader and office/weighbridge buildings in accordance with Heritage Division of the NSW Office of Environment & Heritage guidelines Photographic recording of Heritage Items Using Film or Digital Capture (2006) before commencement of any work within the site.

- Archival recording is to include a record of the demolition process and noteworthy 'discoveries'.

Demolition of the coal loader and office/weighbridge building

- Undertaking of the works should be by a demolition contractor familiar with heritage fabric to ensure salvaging most of its fabric and elements of importance.
- The built heritage specialist is to be on site during all critical processes that require specialist knowledge and methodology in order to salvage materials for either reuse as part of the heritage interpretation or for archival purposes as appropriate.

Scanning

- Undertake a 3D scan of the coal loader and office/weighbridge buildings prior to demolition.
- Retain a copy of the imagery in the archives.

Salvage

- Prior to commencement of the demolition of the coal loader and the office/ weighbridge building, allow the built heritage specialist to identify significant material for salvage and storage for future reuse. Removal of any items to be carried out in accordance with specific salvage methodologies provided by the built heritage specialist.
- Determine the future use of salvaged material as part of the urban/public domain design and develop a protocol for disposal of items no longer required.
- Salvaged materials to remain on site in secure safe storage insofar as is practicable until they are reused where nominated.
- Develop a salvage database to reflect final storage of all materials. Salvaged materials database to be maintained accordingly.
- Retain a copy of the salvaged materials database in the Sydney Fish Market archives.

Archaeology

- Recommendations as contained within the historical, maritime and cultural archaeological reports should be adhered to and implemented, as documented in the Comber Consultants (2018), CPH (2017) and AMAC Consultants Pty Ltd (2017) reports, in order to ensure appropriate management of potential and unknown archaeological resource.
- The presence or absence of potential archaeological relics, as identified in Section 7.2.1, should be established through test-pitting, survey or whichever means of investigation is most appropriate and would result in least impact.
- If, during the course of the proposed works, any previously undetected or unknown shipwreck, archaeological deposit or relic is unexpectedly uncovered, the 'unexpected finds' procedure should be implemented. This requires that work cease immediately in the vicinity of the relic and:
 - That a qualified archaeologist be engaged to:
 - a) assess the significance of the shipwreck/relic; and
 - b) that management recommendations, which could include recovery and conservation or reburial of the relic, be provided.
- Works which would involve intensive impact, such as the installation of deep foundation piles, should be preceded by testing performed according to an Archaeological Research Design in order to ensure that any relics are assessed by a qualified archaeologist and an appropriate management strategy put in place.
- Area B3 has not undergone any on-site archaeological investigations to date and has therefore been subject to a desktop assessment only. It is therefore recommended that test-pitting and/or a geophysical assessment be undertaken in the vicinity of the Hanson Heidelberg Cement wharf (area B3) to establish whether it is comprised of the same geological / stratigraphical composition to adjacent areas B1 and B2.

Future processes

- The built heritage specialist is to be involved in the decision-making process should any variation to agreed processes be required. These processes can include:
 - Changes in scope;
 - Changes in methodologies; and
 - Changes due to 'discoveries' implicating heritage fabric and archaeological resource.
- A temporary protection plan that identifies the potential risks and outlines the measures to reduce the potential for damage to any fabric of heritage value during the works is to be developed by a built heritage specialist.
- The built heritage specialist is to undertake regular inspections to supervise the works. Timing and frequency to be agreed with the contractor.
- The built heritage specialist is to monitor the works and ensure that compliance with conditions pertaining to heritage fabric are met.

CITY PLAN HERITAGE

MARCH 2019

APPENDIX A

Bays Market Precinct: Blackwattle Bay and
Wentworth Park – History, Built Heritage,
Archaeology and Landscape Study.

(2017, City Plan Heritage).