

Bays Market Precinct: Blackwattle Bay & Wentworth Park


History, Built Heritage, Archaeology & Landscape Study

Submitted to UrbanGrowth NSW

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CERTIFICATION

This report has been authorised by City Plan Heritage P/L, with input from a number of other expert consultants, on behalf of UrbanGrowth NSW. The accuracy of the information contained herein is to the best of our knowledge not false or misleading. The comments have been based upon information and facts that were correct at the time of writing this report.

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Executive Summary

Background

UrbanGrowth NSW is in the process of preparing plans for the redevelopment of the Bays Market District in Glebe, especially within the Blackwattle Bay area. 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 follows and continues from a draft assessment report completed by Urbis in 2014, *Bays Precinct Heritage Constraints Assessment Report*. This study incorporates a Thematic History by Dr Terry Kass, an analysis of Built Heritage and Archaeological constraints by City Plan Heritage, and a Cultural Landscapes Study by Chris Betteridge of Musescape.

The study of Built Heritage and Archaeology was conducted in two phases which were shaped by UrbanGrowth's evolving interests in the district. Phase 1 was a due diligence phase which involved review of Urbis' original report and the identification of newly listed and potential heritage items within Urbis' Blackwattle Bay and Wentworth Park districts. Phase 2 involved a heritage assessment of eight specific areas that were of interest to UrbanGrowth NSW based on their evolving plans.

Phase 1 involved two stages:

- a review of Urbis' 2014 draft report to determine whether any gaps existed with regard to listed heritage items; and
- a field survey of the interior and the perimeter of Urbis' Wentworth Park Precinct and Blackwattle Bay Precinct to determine whether there were other items of potential heritage significance that had not yet been assessed or listed

Phase 2 involved:

- historical research and significance assessment for eight sites identified by UrbanGrowth NSW to be of particular interest; and
- a review of the archaeological potential of these sites and other known archaeological sites in the District.

CPH had previously completed detailed archaeological assessment for Blackwattle Bay with reference to both maritime and terrestrial archaeology in 2013 (*Blackwattle Bay Maritime Precinct: Heritage Significance Assessment - Maritime Archaeology*, and *Blackwattle Bay Maritime Precinct: Heritage Significance Assessment incorporating Heritage Impact Statement - Terrestrial Archaeology*). Following review of this existing documentation, it was decided that the findings of the studies remained relevant. CPH has supplied UrbanGrowth NSW with hard copies of these reports for their reference.

Study Area

The Bays Market District is located approximately 1.5 kilometres to the south-west of the Sydney Central Business District (CBD). The Wentworth Park Precinct, as defined by Urbis, encompasses Wentworth Park itself and a large buffer along the Park's perimeter. The Wentworth Park Precinct is bounded by the Blackwattle Bay foreshore and Bridge Road in the north; Burton Lane, Bridge Road, Bellevue Lane, and Cowper Street in the east; the rear of the houses on Queen Street, and MacArthur Street in the south, and Wattle Street, Fig Street, Jones Street, and Jones Lane in the west. Urbis' Blackwattle Bay Precinct primarily includes the marine area of Blackwattle Bay itself as well as some areas of land. The Precinct is bounded by the Blackwattle Bay foreshore in the east, Wentworth Park in the south, the Western Distributor Freeway and Bank Street in the west, and an imaginary line drawn between two points of land that partly enclose the bay in the north.

Methodology

The philosophy and process adopted during the work towards this report is guided by the Australia ICOMOS Burra Charter 2013. The assessments of heritage significance presented in Section 3.2 of this report have been prepared in accordance with the NSW Heritage Manual 'Assessing Heritage Significance' guidelines.

The Thematic History was guided by the thematic framework developed by the NSW Heritage Council for use in heritage assessment and management. The historical development of an area or item can be understood as occurring in a thematic way, with different layers representing progressively earlier themes. Thinking about a place in terms of themes can help understanding of its significance as well as establish the interpretative storylines. The organising principle for the thematic framework is the dynamism of human activity.¹ A Thematic History of a site or area is one that is focused on the themes that have shaped it, rather than one that provides a detailed chronological account of all events. The themes identified are placed in context within the established National and State framework.

The Cultural Landscapes Study was conducted according to guidelines presented within the Department of the Environment, Climate Change and Water (DECCW)'s 2010 publication, *Cultural Landscapes: A Practical Guide for Park Management*. It defines the cultural landscape concept as emphasising "the landscape-scale of history and the connectivity between people, places and heritage items. It recognises the present landscape is the product of long-term and complex relationships between people and the environment. A total cultural landscape management approach enables identification and assessment of potential heritage items in their historical and environmental context, rather than as stand-alone items.

Findings

The Thematic History identified ten themes that are relevant to the history of the Bays Market District:

- Occupying the land
- Establishing transport infrastructure
- Reclaiming land
- Establishing industries
- Transporting and storing goods
- Establishing utility infrastructure
- Providing building materials
- Establishing and maintaining leisure facilities
- Supplying food
- Defending Australia

Phase 1 of the Assessment of Built Heritage and Historical Archaeology identified several heritage items that had not been presented in Urbis' report of 2014, including items that had been listed on the Sydney Local Environment Plan (LEP) 2012 following the preparation of the report. During two site surveys additional items were identified that could potentially also be of heritage significance.

Phase 2 focused on eight sites that UrbanGrowth NSW had identified as being of particular interest to their evolving plans. Historical research informed the assessment of heritage significance. All items were assessed to have heritage significance within the history of the Bays Market District.

¹ Both the Australian Heritage Commission (national) and the NSW Heritage Office (state) have identified themes for research relating to places of heritage significance.

Opportunities and constraints presented by these items were analysed.

The Cultural Landscapes Study identified several landscape items of significance and provided recommendations for management of these items during any proposal for redevelopment.

Conclusions and Recommendations

Heritage in the Bays Market District presents several opportunities and constraints that UrbanGrowth NSW should consider as it develops its plans to rezone and redevelop the study area.

- In particular, it is important to note that listed heritage items and archaeological sites ordinarily have statutory protection under the NSW *Heritage Act 1977* and the *Environmental Planning and Assessment Act 1979*. Therefore, finalised proposals should be assessed for their potential impact on heritage significance in a Heritage Impact Statement. Proposals may have to go through approvals processes with State and local government bodies depending on the level of significance of items and sites.
- Items identified as being of potential heritage significance do not have any statutory protection. Nevertheless, CPH recommends that the City of Sydney Council be informed of the findings to ensure there is an opportunity for heritage values to be conserved.
- Rezoning with changes in height and FSR should consider impacts on existing heritage items, such as overshadowing, removal of view corridors, and alteration of historical subdivision patterns and characters. This may be achieved through height limitations, appropriate setbacks, and avoidance of subdivision and development in areas of established heritage significance, amongst other strategies.
- There is potential for adaptive re-use of existing buildings and sites along the same principles as their historic uses.
- Any proposal for new works is an opportunity to develop a Heritage Interpretation Strategy for a site and to implement the Strategy through provision of interpretive measures as provided therein.
- Areas of archaeological potential should be investigated in detailed archaeological assessments prior to the decision to undertake any works that would disturb the ground surface. UrbanGrowth NSW may choose to undertake these assessments prior to rezoning to understand the nature and extent of specific constraints.
- Landscape Items of exceptional and high significance should be retained and conserved.
- Landscape Items of moderate significance may be modified.
- Landscape Items of little significance may be modified or removed.
- Landscape Items considered intrusive should be removed.
- Views of exceptional and high significance, as identified in the study of cultural landscapes, should be maintained. This means that any rezoning plans that result in changes in height and any subsequent associated development plans should consider retention of these views.

1.1 Background

This report follows and continues from a draft assessment report completed by Urbis in 2014, *Bays Precinct Heritage Constraints Assessment Report*. In their report, Urbis divided the entire Bays Market District into smaller precincts. The present report by CPH keeps and makes reference to these district boundaries and, by request of UrbanGrowth NSW, is limited to the Blackwattle Bay and Wentworth Park districts. Figure 1 reproduces Urbis' original division of the entire subject area into districts.

This report presents a summary of the findings of new and potential heritage items and areas of archaeological potential within and in the vicinity of the Bays Market District, resulting from a desktop study and field survey, as a supplement to the existing study conducted by Urbis in 2014. This report includes a summary of findings previously presented to UrbanGrowth NSW in two preliminary stages: a Heritage Due Diligence to, firstly, determine gaps in Urbis' report in terms of listed heritage items in the districts, and secondly, identify other items of potential heritage significance within the precincts; and Heritage Assessment to examine select items in greater detail and to assess the issues and constraints the identified items present to future development. A Thematic History of the Bays Market District and an assessment of the Precinct's Landscape Heritage are also included within the body of this report.



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Figure 2: UrbanGrowth NSW's refined study area for the Bays Market Precinct Redevelopment (Source: UrbanGrowth NSW Bays Market District tender brief, December 2016)

1.2 Site Location

The Bays Market District is located approximately 1.5 kilometres to the west and south-west of the Sydney CBD.

Urbis' Blackwattle Bay Precinct primarily includes the marine area of Blackwattle Bay itself as well as some areas of land. The Precinct is bounded by the Blackwattle Bay foreshore in the east, Wentworth Park in the south, the Western Distributor Freeway and Bank Street in the west, and an imaginary line drawn between two points of land that partly enclose the bay in the north. Importantly, it contains the Fish Markets precinct at its east, which is specifically subject to UrbanGrowth NSW's latest rezoning and redevelopment plans.

Urbis' Wentworth Park Precinct encompasses Wentworth Park itself and a large buffer along the Park's perimeter. The Precinct is bounded by the Blackwattle Bay foreshore and Bridge Road in the north; Burton Lane, Bridge Road, Bellevue Lane, and Cowper Street in the east; the rear of the houses on Queen Street, and MacArthur Street in the south, and Wattle Street, Fig Street, Jones Street, and Jones Lane in the west.

1.3 Methodology

The aim of the project was to identify heritage items within the Wentworth Park and Blackwattle Bay Precincts defined by Urbis through a combination of a desktop study and physical survey. The project methodology may be summarised as follows:

Urbis's 2014 draft heritage report was reviewed for accuracy and completeness, with a view to determining whether any gaps existed in terms of listed heritage items.

Following the desktop review, field surveys of the Wentworth Park and Blackwattle Bay Precincts, as identified by Urbis, were performed on 3rd February and 10th February 2016 to further identify items with the potential to be of heritage significance upon further research and assessment. This stage was augmented by basic historical research including a review of aerial imagery from 1943.

The findings of the Heritage Due Diligence Assessment, comprising the desktop studies and field surveys, were presented to UrbanGrowth NSW in a meeting on 16th February 2016.

At the meeting UrbanGrowth NSW identified areas of particular interest to their evolving projects and refined the scope, to include a more detailed Heritage Assessment of Wentworth Park itself, the eastern part of the Wentworth Park Precinct, the boundary between the Wentworth Park and Blackwattle Bay Precincts, and the eastern foreshore of the Blackwattle Bay Precinct.

A more detailed desktop study was carried out of the areas indicated by UrbanGrowth NSW to be of particular interest. The Heritage Assessment of these sites resulted in the preparation of brief histories for each identified item and an assessment of the issues and constraints recognised for each item.

The findings of the Heritage Assessment phase were presented to UrbanGrowth NSW in a meeting on the 14th of March, 2016. The Heritage Assessment identified four potential heritage items in the area that had not been identified by Urbis. During the meeting it was decided to proceed with GIS mapping and to finalise the heritage assessment with a significance assessment of the four additional items that were identified within the areas that are of particular interest to UrbanGrowth NSW. In line with UrbanGrowth NSW's particular interests to move forward with the project, UrbanGrowth NSW requested that a new significance assessment be undertaken for two listed heritage items that had been identified by Urbis in their 2014 draft report, in addition to the significance assessment of the four additional sites identified by CPH.

Some of the content of this report was originally issued to UrbanGrowth NSW in draft form in December 2016. At that time, following the evolution of the redevelopment plans, UrbanGrowth NSW indicated that it had refined its scope to focus on the Blackwattle Bay / Fish Markets Precinct.

The philosophy and process adopted during the work towards this report is that guided by the Australia ICOMOS Burra Charter 2013. The assessments of significance presented in Section 3.2 of this report have been prepared in accordance with the NSW Heritage Manual 'Assessing Heritage Significance' guidelines.

1.4 Author Identification

The present report has been compiled by Ana Silkatcheva (Heritage Consultant / City Plan Heritage) in consultation with Kerime Danis (Director - Heritage). The thematic history has been written by Dr Terry Kass (Historian / Kass History). In 2016 Ana Silkatcheva and Anna McLaurin (Heritage Consultant / City Plan Heritage) prepared the built and archaeological heritage study. Chris Betteridge (Landscape Heritage Consultant / MUSEcape) undertook the landscape study. The report has been reviewed by Kerime Danis (Director - Heritage) who endorses its contents.

2. Thematic History

2.1 Introduction

The historical development of an area or item can be understood as occurring in a thematic way, with different layers representing progressively earlier themes. The NSW Heritage Council developed a thematic framework for use in heritage assessment and management. Thinking about a place in terms of themes can help understanding of its significance as well as establish the interpretative storylines. The organising principle for the thematic framework is the dynamism of human activity.² A Thematic History of a site or area is one that is focused on the themes that have shaped it, rather than one that provides a detailed chronological account of all events. This section provides a Thematic History for the Bays Market District study area. The identified themes are placed in context within the established National and State framework in Section 2.5 at the end of this section.

This Thematic History has relied upon numerous reports regarding this area. The historical research in these reports has been relied upon but has been supplemented where required by additional research in primary and secondary sources.

2.2 Authorship

This Thematic History has been prepared by Dr Terry Kass, independent Historian.

2.3 Chronological Overview

The Bays Market District around the shores of Blackwattle Bay was originally an unattractive shoreline with abrupt sandstone cliffs on its eastern shore and a low-lying swamp at its southern end extending towards Parramatta Road. Demand for additional wharfs and jetties inspired infilling of the shore along its eastern edge. Construction of a causeway across the bay and subsequent reclamation of the swamp south of that artery created a large public park. Wharfs developed to serve bulk handling of coal and blue metal. In addition, Blackwattle Bay became a major centre for the timber industry, which obtained its raw materials from oceangoing vessels tying up at wharfs operated exclusively by timber companies.

2.4 Thematic History of Bays Market District

2.4.1 Occupying the land

In 1790, Reverend Richard Johnson was permitted to occupy a large area of 440 acres facing Blackwattle and Rozelle Bays as a glebe, land set aside for the maintenance of a minister of religion.³

John Harris commenced his process acquiring land on the peninsula immediately west of Cockle Bay, later renamed Darling Harbour. The whole land parcel was eventually known as Ultimo, as the result of a legal technicality involving the terms 'proximo' and 'ultimo' in a court case.⁴

On 31 December 1803, thirty-four acres of land was granted to John Harris.⁵ On 1 January 1806 John Harris was granted 9 acres 1 rood plus 135 acres so he acquired most of Ultimo.

⁶ The Eastern part of the study area, running along the eastern shore of Blackwattle Bay is located on the 135 acre grant to John Harris. The following image of the parish map from about the 1830s shows this area.

² Both the Australian Heritage Commission (national) and the NSW Heritage Office (state) have identified themes for research relating to places of heritage significance.

³ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 31

⁴ S Fitzgerald and H Golder, *Pymont & Ultimo Under Siege*, Hale & Iremonger, Sydney, 1994, pp 17, 19

⁵ Grants, Volume 3C, No 124

⁶ Grants, Volume 3C, No 200, Volume 3C No 196

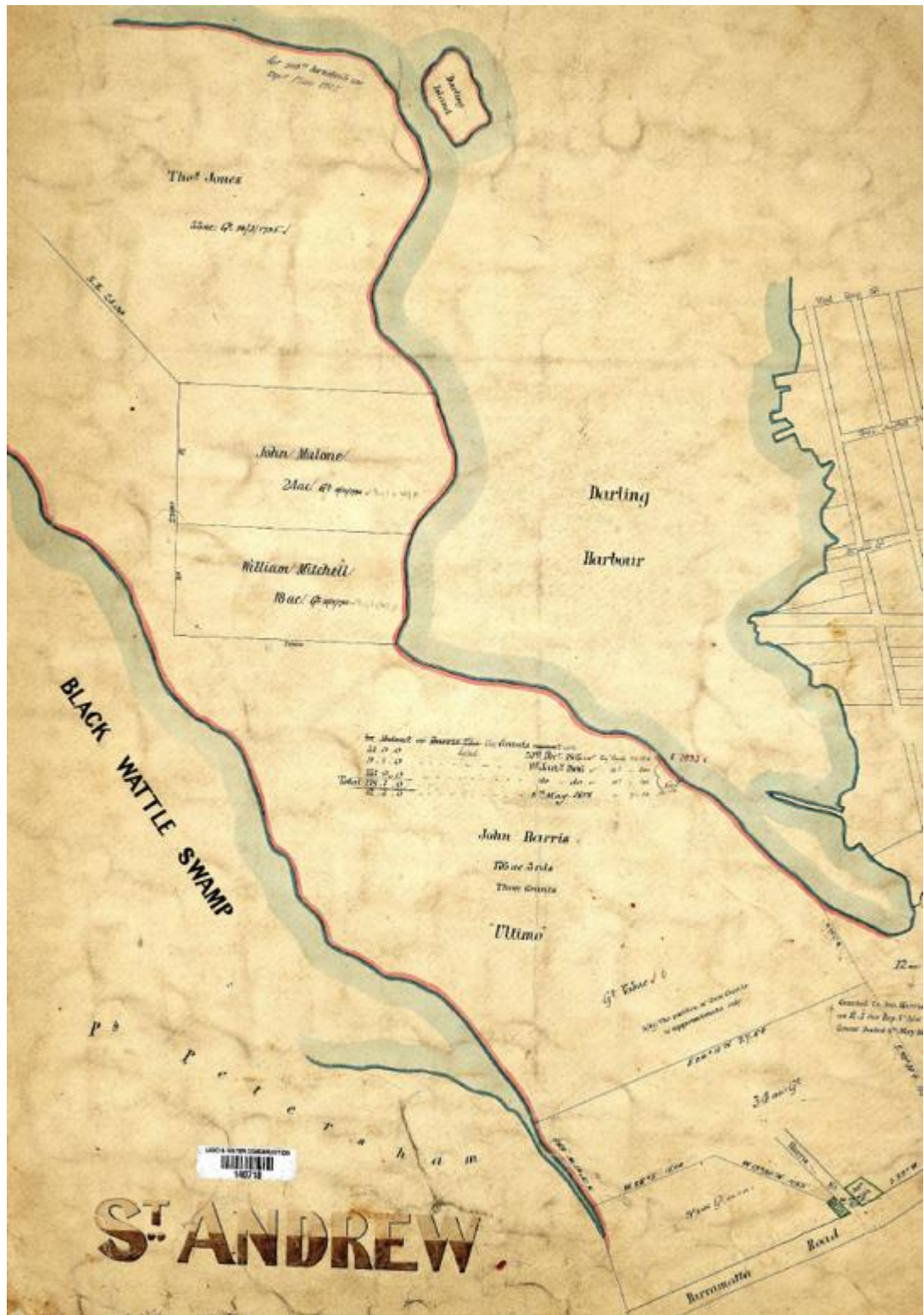


Figure 3: The parish map of parish St Andrew shows the land granted John Harris. Source: SR Map 273

The parish map of parish Petersham from the 1830s shows the boundaries of Blackwattle Bay.⁷

⁷ Parish Petersham, County Cumberland, SR Map 341



Figure 4: The outline of Blackwattle Bay shown on the 1830s parish map. Source: SR Map 341

In 1828, the Glebe lands were first offered at auction.⁸ Over the years, these lots were further subdivided as well as additional land from the Glebe, creating the suburb known as Glebe. After the death of John Harris, his Ultimo estate remained in the hands of his family. Parts of the estate were leased, most notably for sandstone quarries. In the 1870s, subdivision of the Ultimo estate commenced.⁹ However, the land along Blackwattle Bay was not initially attractive and no attempt was made to subdivide it. Land on the eastern side of the bay was

⁸ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 9.

⁹ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 25.

unattractive due to steep sandstone cliffs with small streams and springs.¹⁰ However, the growth of industry and the demands for wharf space near the city eventually overrode any impediments to subdivision. The layout of Ultimo before the major changes made by reclamation during the 1870s is shown in a plan of Ultimo dating from before 1871.¹¹

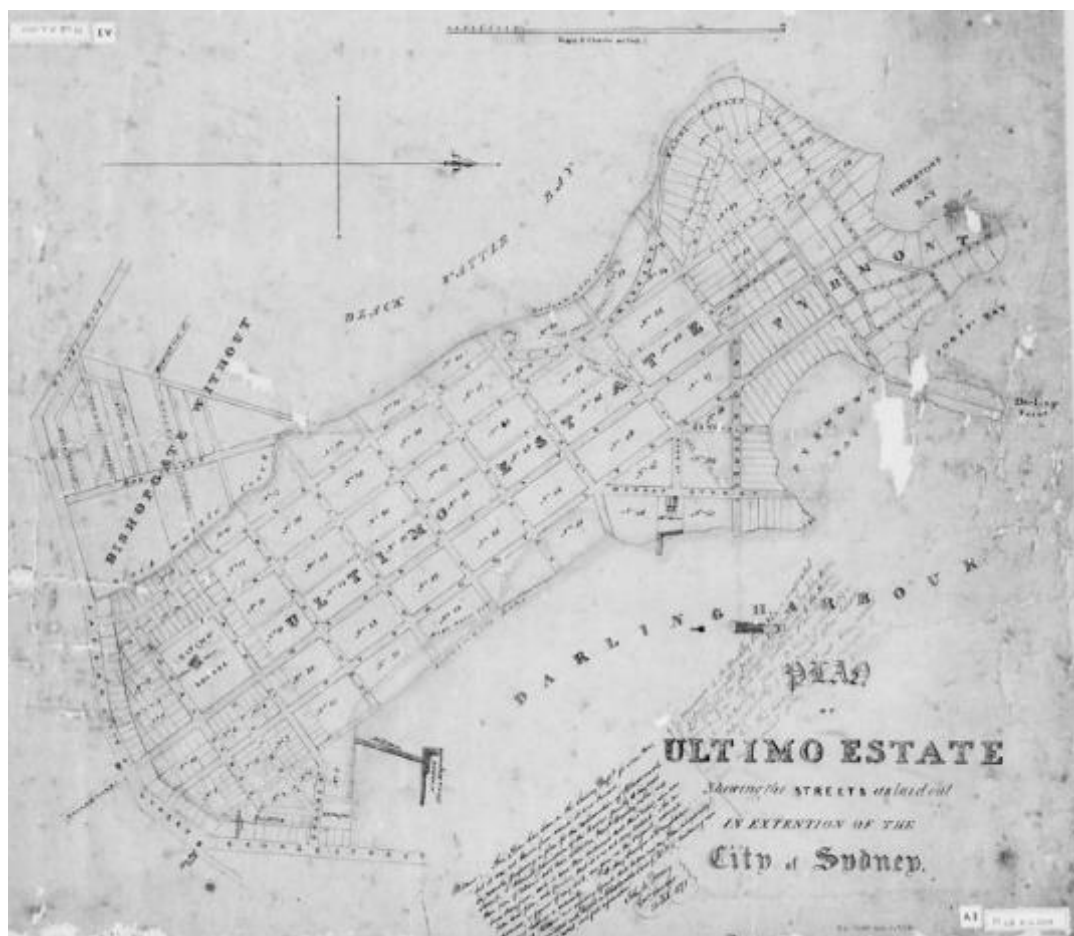


Figure 5: This map from 1871 based on an earlier undated map shows how Ultimo was divided for sale. Note the area along Blackwattle Bay was identified as a site for reclamation. Source SR Map 4923

2.4.2 Establishing transport infrastructure

In 1853, a private company was offered by promoters to build a bridge at Pyrmont. As part of the scheme, the construction of a causeway and bridge over Blackwattle Swamp to Glebe, on the line of the current Pyrmont Bridge Road was also proposed.¹² An act of parliament was required to form a private company. So, on 15 December 1855, an act to incorporate the Pyrmont Bridge Company (19 Vic) was passed in parliament. By 1859, the causeway across the swamp built of fill with rock rubble on the seaward side along the line of Pyrmont Bridge Road was under construction by railway contractor William Randle but not yet complete.¹³ By April 1860, the causeway was in public use.¹⁴

¹⁰ W Thorp, City West Development Project Master Plan Area Pyrmont Fish Market Heritage Assessment and Strategy Report, For City West Development Corporation, January 1994, p 7.

¹¹ SA Map 4923.

¹² SMH, 17 December 1853, p 6.

¹³ SMH, 11 February 1859, p 8.

¹⁴ Empire, 6 April 1860, p 8.

In addition, in 1857, the company built a wooden bridge from Glebe Island (abattoirs) to Pymont, as the first Glebe Island Bridge.¹⁵ A later plan provided details of the causeway.¹⁶

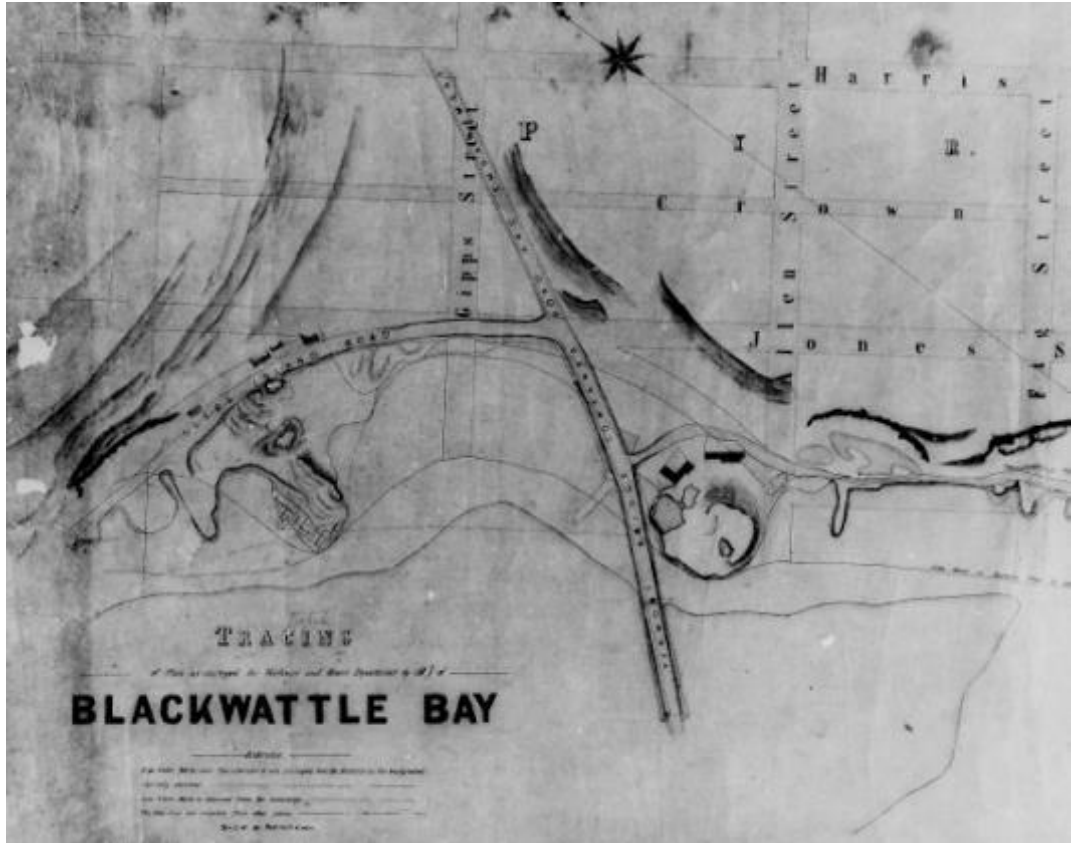


Figure 6: The causeway as shown in a later undated map prior to the reclamation of the swamp. Source: SA Map 626.

Though these improvements established lines of communication through Pymont and across Blackwattle Bay to Glebe, maritime transport facilities were slow to develop. During the 1880s, reclamation of the swamp at the head of Blackwattle Bay with material dredged from bay established deep-water berths replacing less convenient timber jetties¹⁷ In 1885-1886, a seawall was constructed along the north side of Pymont Bridge Road and a wharf constructed with timber piles.¹⁸ A map of 1886 showed the planned wharf.¹⁹

¹⁵ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 10

¹⁶ SR Map 626

¹⁷ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 23

¹⁸ City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, For Blackwattle Bay Marina Pty Ltd, May 2013, p 28

¹⁹ SA Map 580, 581

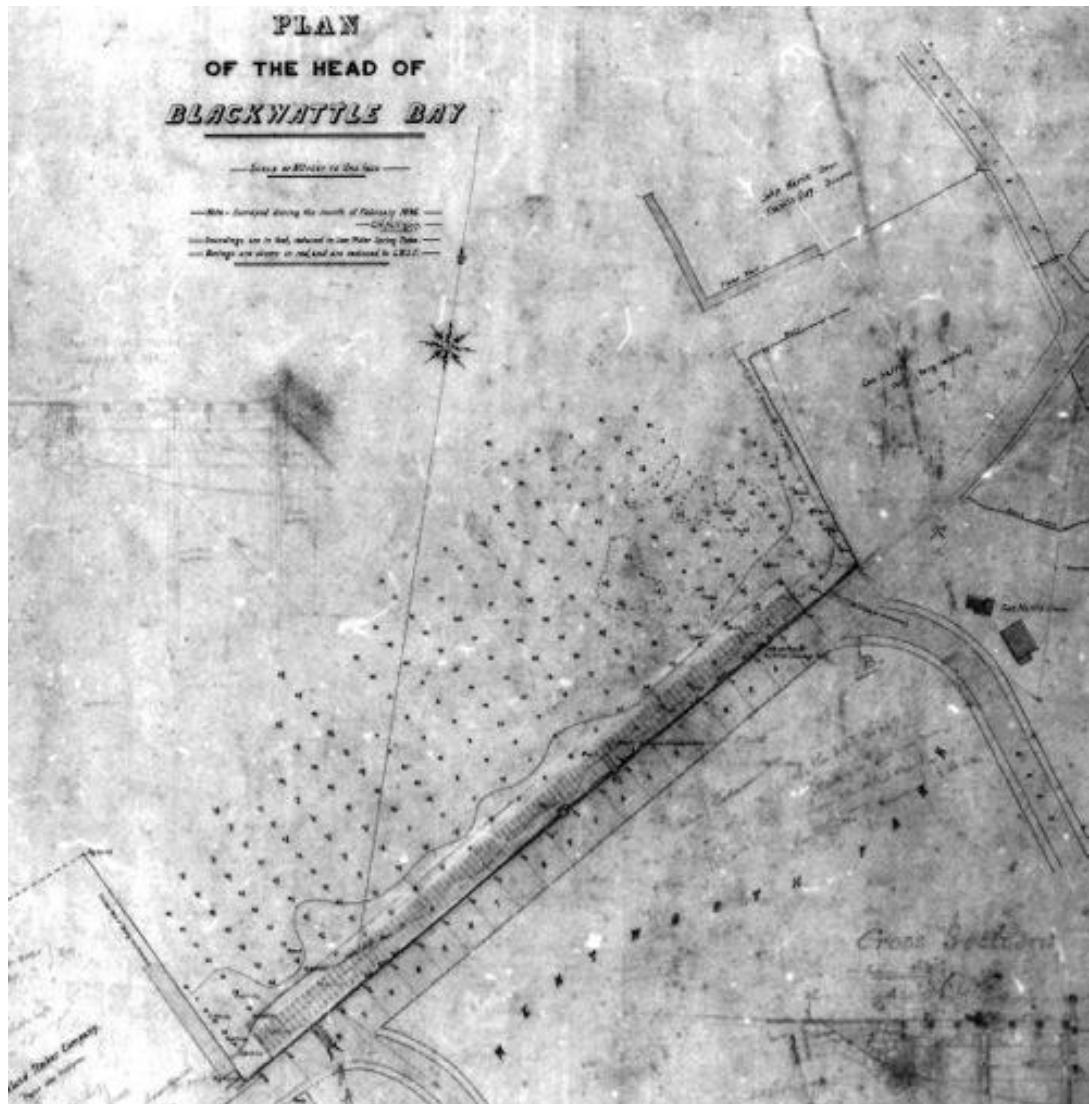


Figure 7: The wharf planned for the southern shore of the Bay along Pymont Bridge Road. Source: SA Map 580

In 1901, construction of a new Glebe Island Bridge commenced.²⁰ Wharfs were also upgraded. The establishment of the Sydney Harbour Trust in 1901 brought the management of wharfs under a single government agency. In 1904, improvements were made to the wharf at the head of Blackwattle Bay by the Sydney Harbour Trust for coal shipping.²¹ These wharfs served coastal ships bringing coal to Sydney from Newcastle and Port Kembla.²² By 1908, there were fifteen wharfs around Blackwattle Bay.²³

²⁰ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

²¹ City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, For Blackwattle Bay Marina Pty Ltd, May 2013, p 29

²² Perumal Murphy Wu Pty Ltd, Hughes Trueman Reinhold Pty Ltd and Judy Wing, Conservation Management Plan, Coal Bins and Associated Structures, Pymont Bridge Road, Blackwattle Bay, For Office of Marine Administration, July 1997, p 29

²³ Stephen Edward Perdriau, Map of part of the water frontage of the Port of Sydney showing parts of the land and wharfage vested in the Sydney Harbour Trust Commissioners, 1908, NLA Map G8974.S9P55 1908

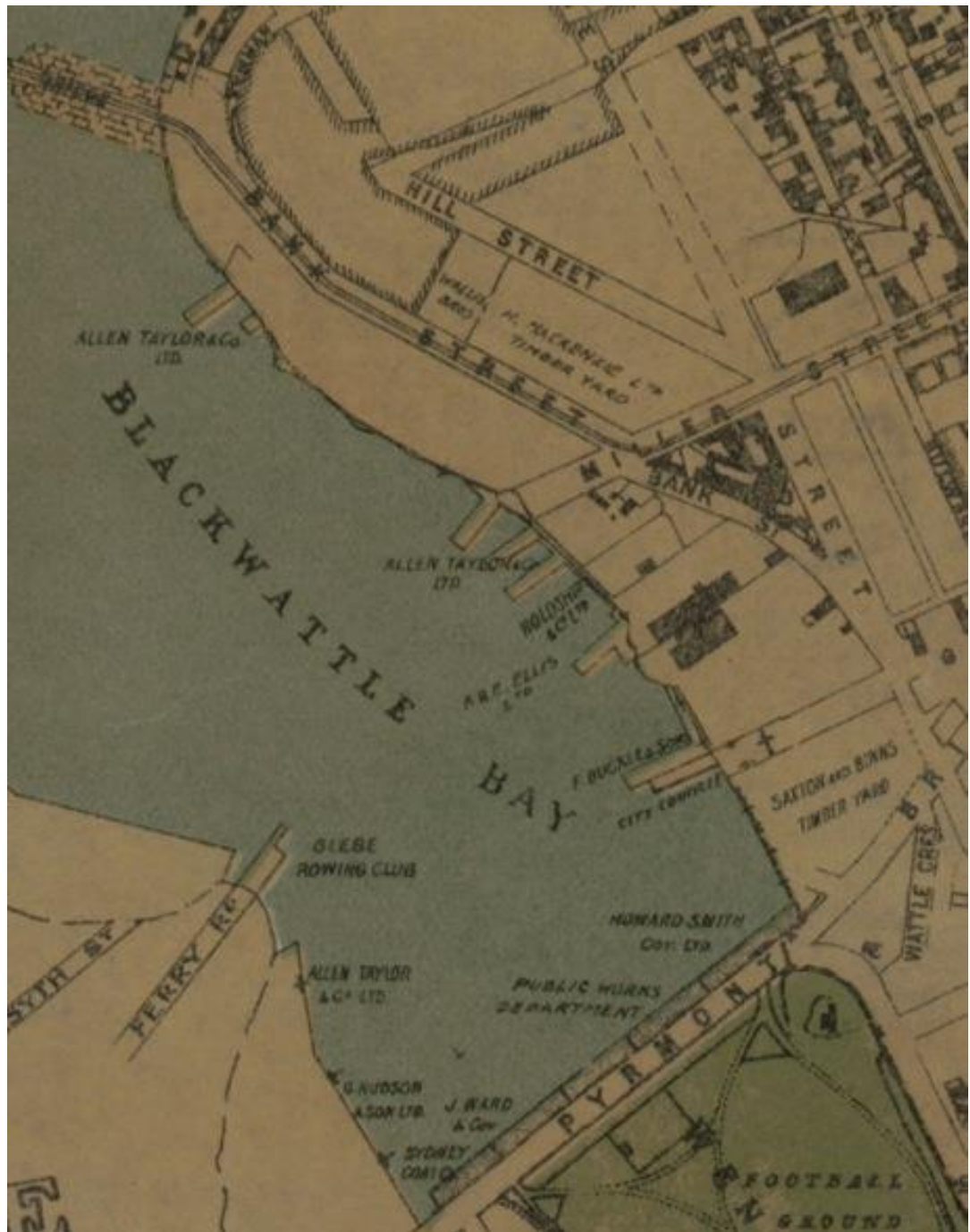


Figure 9: The 1913 Sydney Harbour Trust map of Port Jackson showing wharves in Blackwattle Bay.

In 1915, the Sydney Harbour Trust proposed a scheme to resume the foreshores of Johnsons, Blackwattle and Rozelle bays for the future extension of wharfs.²⁷ Developments nearby included in the demolition of the Glebe Island Abattoirs and construction of grain silos in 1917-1919.²⁸

The 1924 Sydney Harbour Trust of Sydney showed wharves along the east side of the Bay as Allen Taylor and Co Ltd (2 wharves), Holdship and Co Ltd, A & E Ellis Ltd, Buckle & Sons, City

²⁷ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 34

²⁸ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

Council and along the southern side, Public Works Department wharf, State Metal Quarries and Howard Smith Ltd.²⁹



Figure 10: The 1924 Sydney Harbour Trust map showed wharfs as they then existed. Source: Sydney Harbour Trust, Map of the wharf accommodation of the Port of Sydney, 1924, NLA Map F 273/2

The Rozelle to Darling Harbour Goods Railway line opened on 23 January 1922.

Works included erection of a railway viaduct across Wentworth Park.³⁰

Upgrading of the wharfage along Pyrmont Bridge Road continued. In 1926, the Monier plate seawall was demolished for a new Monier plate and trestle wall and new timber wharf, which became Jones Brothers coal wharf now known as Berth 21.³¹ In 1936-1937, a wharf 300 feet

²⁹ Sydney Harbour Trust, Map of the wharf accommodation of the Port of Sydney, 1924, NLA Map F 273/2

³⁰ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, pp 25-6

³¹ Perumal Murphy Wu Pty Ltd, Hughes Trueman Reinhold Pty Ltd and Judy Wing, Conservation Management Plan, Coal Bins and Associated Structures, Pyrmont Bridge Road, Blackwattle Bay, For Office of Marine Administration, July 1997, p 30

long was constructed there for R W Miller and Co, which became Berth 24.³² Jones Bros coal bins were reconstructed in 195-1953.³³

In 1983, sites along the eastern side of the Bay included Fork Lift Pty Ltd (No 1 Bank Street), Colonial Sugar Refining Co Ltd, Sydney County Council (later Poulos site), a Shell service station, E A Watts Pty Ltd (later Hymix North) and Hymix Concrete (Hymix South).³⁴

Both halves of the new Glebe Island Bridge were joined on 24 July 1995, establishing a new stronger transport link into the area. On 11 November 1998, the new Glebe Island Bridge was renamed Anzac Bridge.³⁵

2.4.3 Reclaiming land

A map signed by the head of the Harbours and Rivers Branch of the Public Works Department, E O Moriarty dated 1871 showed Blackwattle Bay immediately before major reclamation commenced.³⁶



Figure 11: Blackwattle Bay in 1871 before the reclamation of the bay commenced. Source: SR Map 59

Another plan from 1873 signed by Moriarty showed details of the causeway and the area around it.³⁷

³² Perumal Murphy Wu Pty Ltd, Hughes Trueman Reinhold Pty Ltd and Judy Wing, Conservation Management Plan, Coal Bins and Associated Structures, Pymont Bridge Road, Blackwattle Bay, For Office of Marine Administration, July 1997, p 31

³³ Perumal Murphy Wu Pty Ltd, Hughes Trueman Reinhold Pty Ltd and Judy Wing, Conservation Management Plan, Coal Bins and Associated Structures, Pymont Bridge Road, Blackwattle Bay, For Office of Marine Administration, July 1997, p 31

³⁴ Bank Street, Pymont Master Plan, October 2004, p 10

³⁵ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 60

³⁶ SA Map 59

³⁷ SA Plan 2026



Figure 12: Greater detail of the causeway was shown in another map by Moriarty of 1873, Source SA Plan 2026

The Harris Family also reclaimed land from the bay. In 1886 and 1889, land along the eastern shore measuring 1 acre 2 roods 14 perches and 3 acres 2 roods 21 ½ perches plus 2 acres 2 roods 29 perches was granted to them.³⁸ These parcels include the current site of the Fish Market.

Due to the proximity of Saunders stone quarry to this reclamation, it is likely that at least some of the fill was quarry waste. The Harris family reclaimed other parts of the Bay adjoining

³⁸ CT 819 f 200; CT 929 f 236

Pyrmont as can be seen in the following map. Portions 8 to 11 and 13 were reclaimed by the family, whilst portion 12 was reclaimed by F Buckle.



Figure 13: The parish map of parish Petersham provides the clearest image showing reclamations along the eastern side of the bay - Portions 8 to 13. Source: Parish Petersham, Regional Charting map, LPI

The major reclamation was the filling in of the swamp at the head of the Bay extending south from what is now known as Pyrmont Bridge Road. Noxious waste and effluent made the swamp into an odorous sludge, which residents feared was extremely unhealthy. The Blackwattle Bay Land Reclamation Act (36 Vic, No 10) was passed in 1873.³⁹ Work reclaiming the swamp commenced soon after. A sewerage system was planned for the Bay area in 1875, which included extension of the Blackwattle Bay channel from the swamp into the harbour plus additional piping along the bed of Blackwattle Creek.⁴⁰ Blackwattle Cove

³⁹ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 11

⁴⁰ City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, For Blackwattle Bay Marina Pty Ltd, May 2013, p 27

and swamp was filled in during 1876-1880. Numerous sea walls and dykes were constructed as part of the scheme to retain the fill and maintain stability.⁴¹

The Blackwattle Swamp Land Reclamation Amendment Act (41 Vic No 20) of 1878 specified that the reclaimed land be used as park.⁴² In 1885-1886, a seawall was constructed along the north edge of Pyrmont Bridge Road.⁴³ In 1889, tidal swamp along the shores of Glebe and Annandale was also reclaimed.⁴⁴ The extent of the reclamation creating Wentworth Park can be seen in maps of the parish of Petersham of 1835 and 1899.⁴⁵

⁴¹ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 23

⁴² Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 23

⁴³ City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, For Blackwattle Bay Marina Pty Ltd, May 2013, p 28

⁴⁴ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 12

⁴⁵ SR Map 341 and Parish Map, Petersham, County Cumberland, 1899

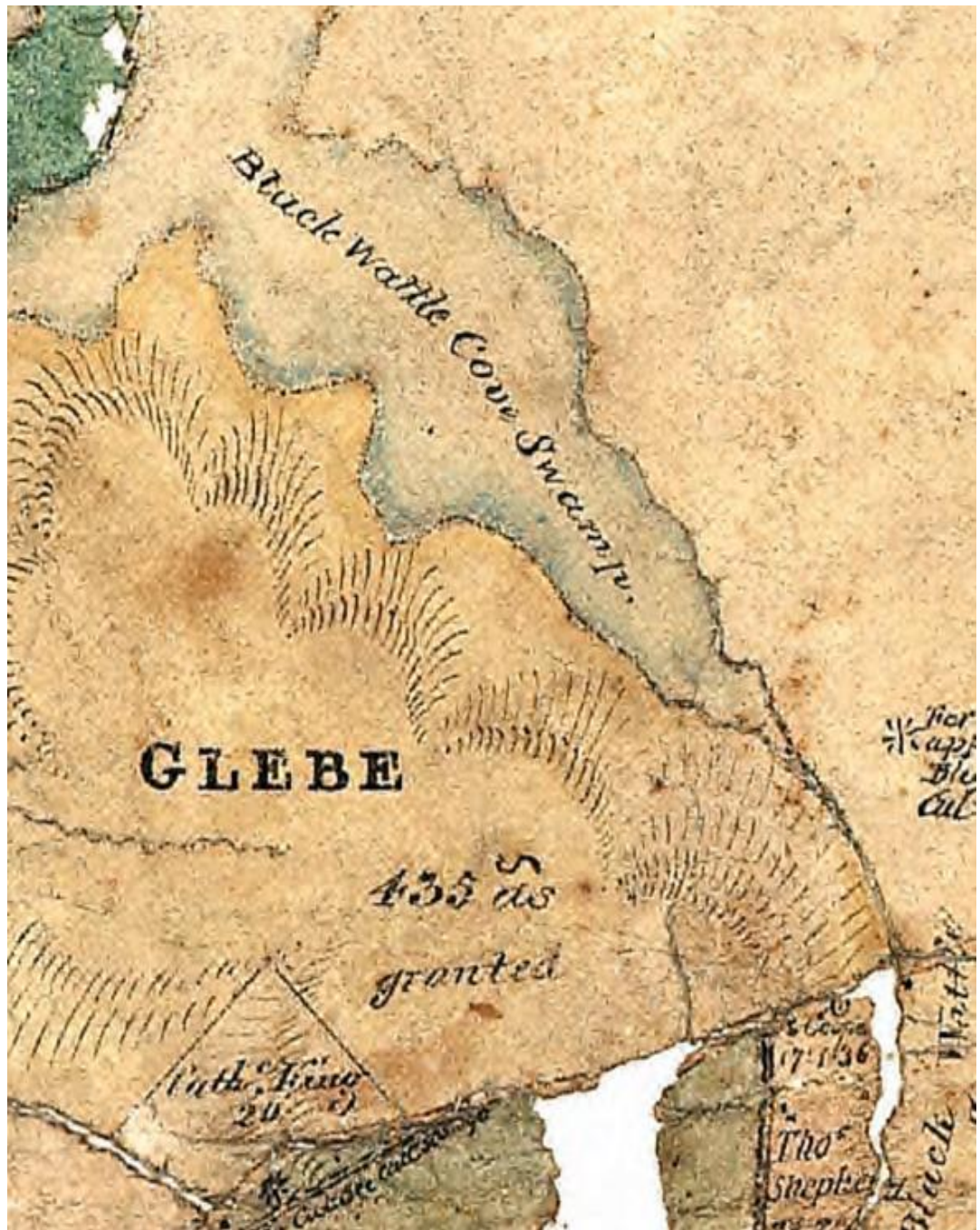


Figure 14: Parish Petersham in the 1830s showing the extent of Blackwattle Bay. Source: SA Map 341

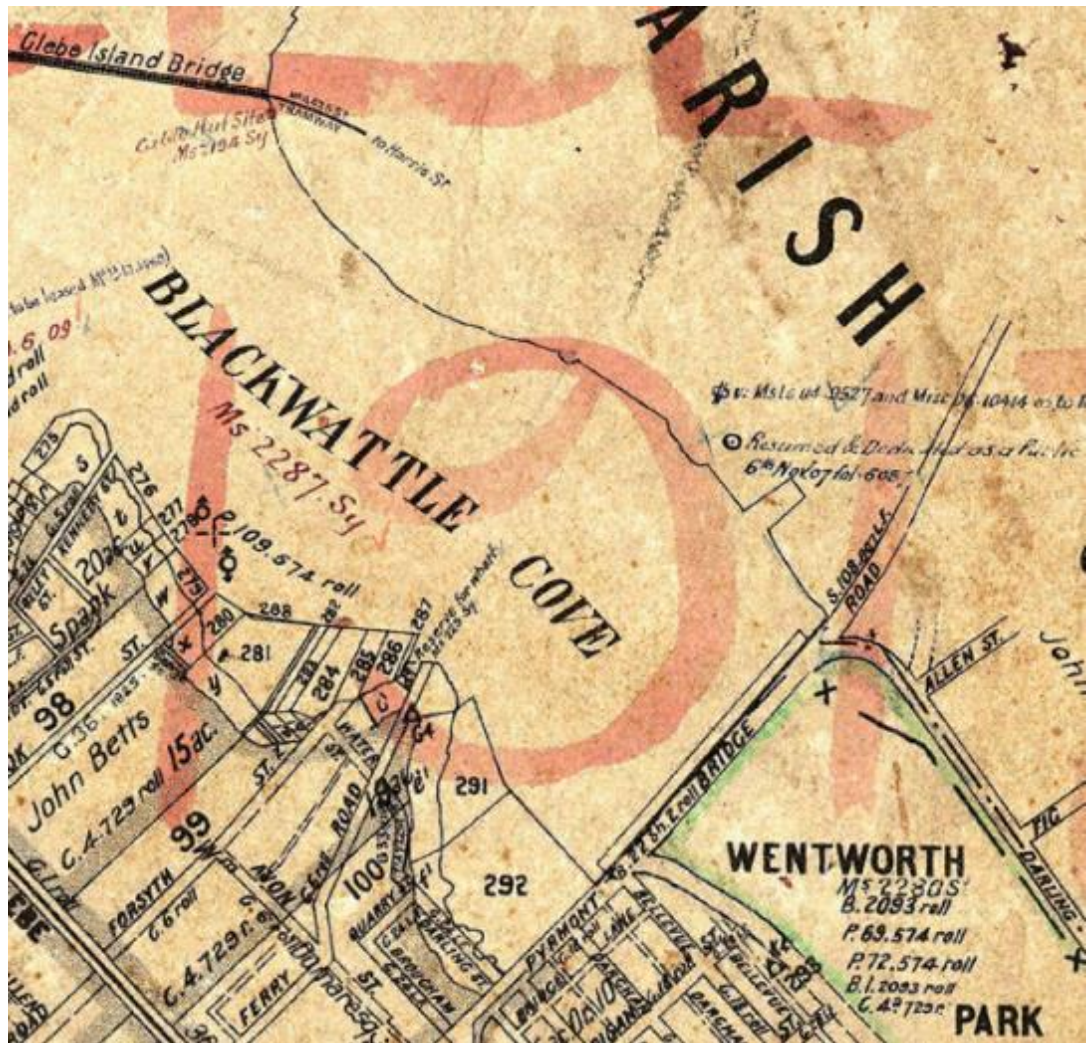


Figure 15: Parish Petersham in 1899 showing the extent of reclamation of the Bay. Source: Parish Petersham, 1899 edition, LPI

Pumping stations were constructed to handle drainage through Wentworth Park including one at 103 Pyrmont Bridge Road. Existing systems were expanded to handle flooding during the twentieth century. The scheme is now known as Blackwattle Bay Stormwater System (SWC No 17).⁴⁶

2.4.4 Establishing industries

South of the study area, close to Parramatta Road and Chippendale, Industry began to develop in the 1830s and 1840s. Low lying land near the Blackwattle swamp attracted noxious and unsavoury industries. By the 1830s, industries on Blackwattle Bay included slaughter yards, boiling down works, piggeries and tanneries.⁴⁷ In 1844 W Bell Allen

⁴⁶ City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, For Blackwattle Bay Marina Pty Ltd, May 2013, p 27

⁴⁷ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 10

established a boiling down works at Blackwattle Bay.⁴⁸ Other industries along the catchment of Blackwattle Creek included Tooth's brewery and the sugar refinery on Blackfriars estate.⁴⁹

Moves to remove animal slaughter from the city of Sydney resulted in an act of 1850 establishing Abattoirs on Glebe Island.⁵⁰ However, it took some time to establish the works and the Abattoirs did not commence operations until 1860.⁵¹

Though the Glebe Island abattoirs were intended to remove noxious industries such as animal slaughter from the immediate vicinity of the city, problems arose. In 1879, Commission of inquiry reported on the management of Glebe Island abattoirs.⁵² It recommended that Homebush be considered as a site for a new abattoir. In 1887, a petition demanded that the abattoirs be moved to Homebush.⁵³

About 1853, Charles Saunders commenced quarrying at Ultimo on land leased from the Harris family.⁵⁴ Meanwhile, land along the eastern shore of the Bay had become more attractive industry and shipping. As early as the 1860s, jetties had appeared along the eastern shore. The 1865 Trigonometrical survey showed two jetties along the eastern side of the bay.⁵⁵

⁴⁸ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 31

⁴⁹ City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, For Blackwattle Bay Marina Pty Ltd, May 2013, p 25

⁵⁰ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 10

⁵¹ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 10

⁵² W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 11

⁵³ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 12

⁵⁴ S Fitzgerald and H Golder, *Pyrmont & Ultimo Under Siege*, Hale & Iremonger, Sydney, 1994, p 45

⁵⁵ Trigonometrical survey, 1865, City of Sydney, Sheet Y2



Figure 16: The 1865 Trigonometrical Survey showed two nascent wharfs protruding into the Bay.
Source: Trig Survey, 1865, SCC Archives, Sheet Y2

Industry, which had spread into Ultimo, crept down toward Blackwattle Bay. In 1885, industries on the east side of the bay along Abattoir Road (later Gipps Crescent) were Maze Bros, fuel merchants, Thomas Davis and Co, timber merchants (Bowra wharf), D and W Robertson, ship builders 'Blackwattle works', and Francis Guy, timber merchant.⁵⁶ The 1888 Metropolitan Detail Survey showed the Blackwattle Iron Works on the current Fish Market site.⁵⁷

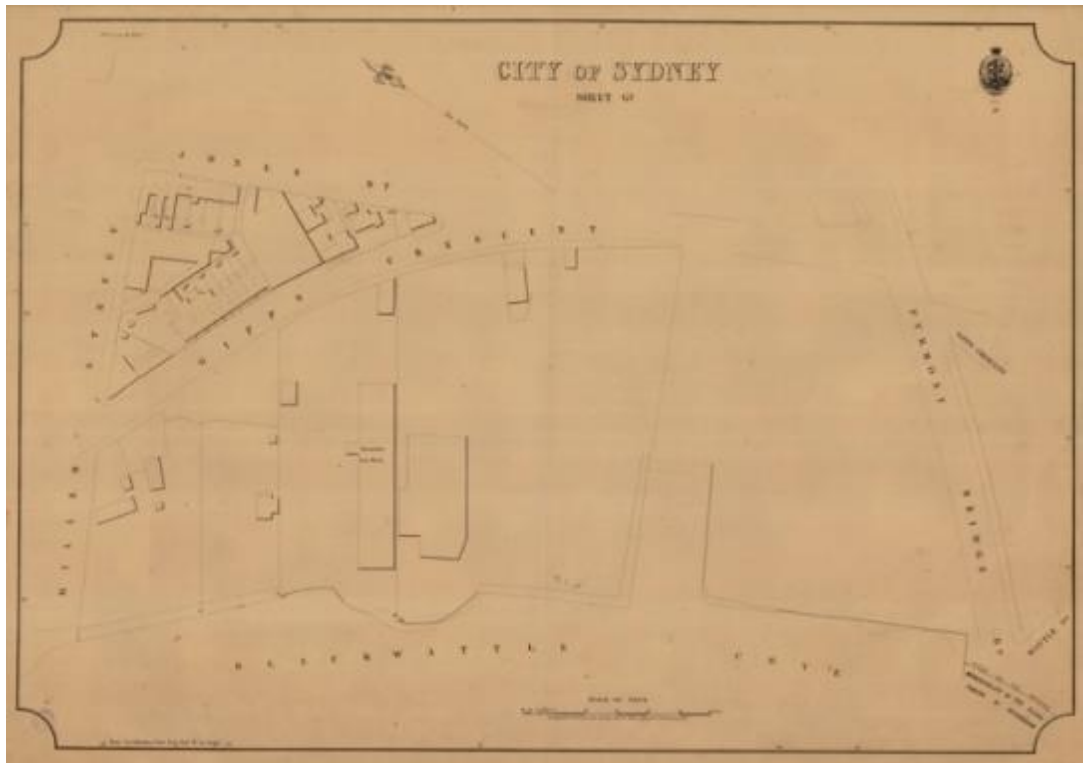


Figure 17: The 1888 Metropolitan Detail Survey sheet depicting the area now known as the Sydney Fish Markets. Source: Metropolitan Detail Survey, City of Sydney, Sheet G3, ML Map,

During the 1890s, imports of softwood timber increased as the supply of native softwoods declined. It started with Baltic pine, followed by oregon from Canada and the United States, and then kauri from New Zealand and New Hebrides.⁵⁸ Timber importers, merchants and sawmills developed along the eastern side of Blackwattle Bay.⁵⁹

In 1891, on the eastern side of the bay along Abattoir Road, the occupiers were J E Handcock, timber merchant, 151-167 Mazes Wharf, Maze Bros; No 169-179 Thomas Davis and Co, timber merchants Bowra wharf; No 181-199 James Dunn & Co, iron merchants; No 201-203 Parke and Lacy Co, ore treating works; and No 207-243 Francis Guy, timber merchant.⁶⁰

In 1895, the Harris family subdivided land along the eastern side of bay north of Miller Street into allotments.⁶¹ Much of the land was originally leased rather than sold. Most leases were granted in 1898, mostly to timber firms as well as wharfage contractors.⁶²

⁵⁶ Sands, *Directory*, 1886, p 1

⁵⁷ Lands, Metropolitan Detail Survey, Sheet Sydney G3

⁵⁸ Heritage Design Services, Department of Public Works and Services, Glebe Island Bridge, Conservation Management Plan, Final Report, December 2000, p 32

⁵⁹ Heritage Design Services, Department of Public Works and Services, Glebe Island Bridge, Conservation Management Plan, Final Report, December 2000, p 33

⁶⁰ Sands, *Directory*, 1891, p 1

⁶¹ DP 3176

⁶² CT 1148 f 218; CT 1297 f 143



Figure 18: The subdivision of the land along the eastern shore of the Bay enabled those seeking wharf access to lease sites along the Bay. Source: DP 3176, LPI

On 25 April 1895, lots 19 and 20 immediately north of Miller Street were leased to Alexander Charles Saxton and Jabez Henry Binns, timber merchants of Ultimo.⁶³ On 7 May 1898, an area of 2½ acres south of Gipps Street was also leased to the firm.⁶⁴ Saxton & Binns were originally timber merchants but by 1904, they were offering prefabricated timber cottages.

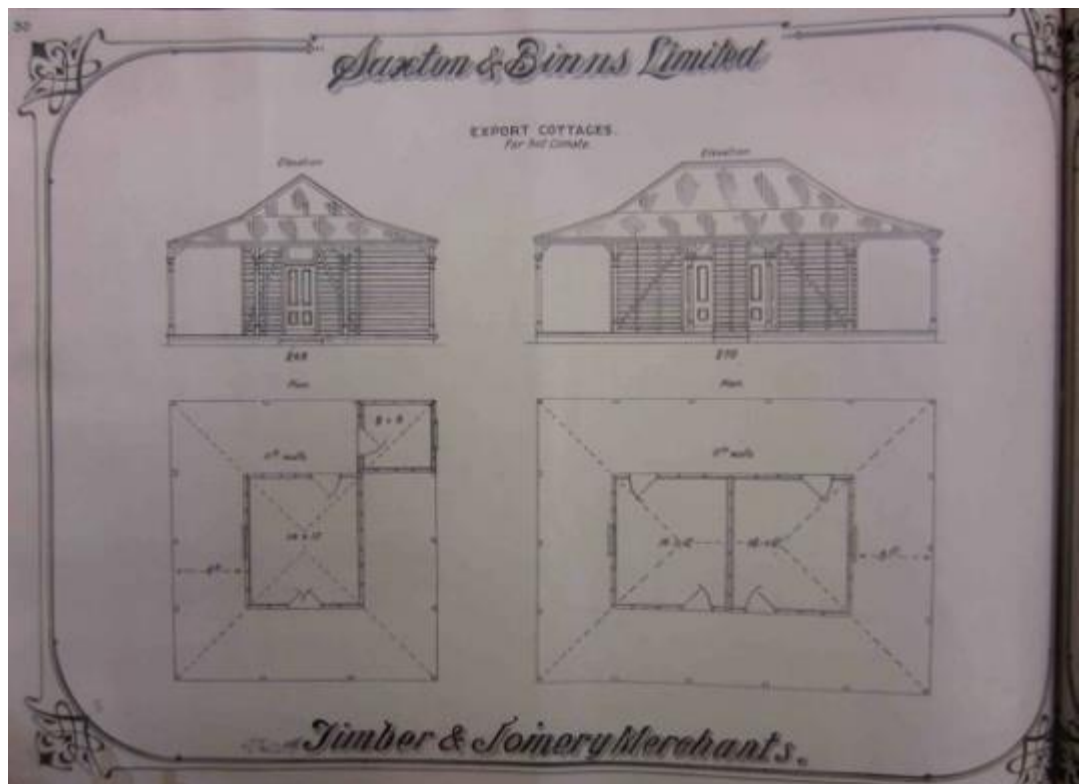


Figure 19: Saxton and Binns catalogue of 1904 offered pre-fabricated cottages.

⁶³ CT 1148 f 218

⁶⁴ CT 929 f 236

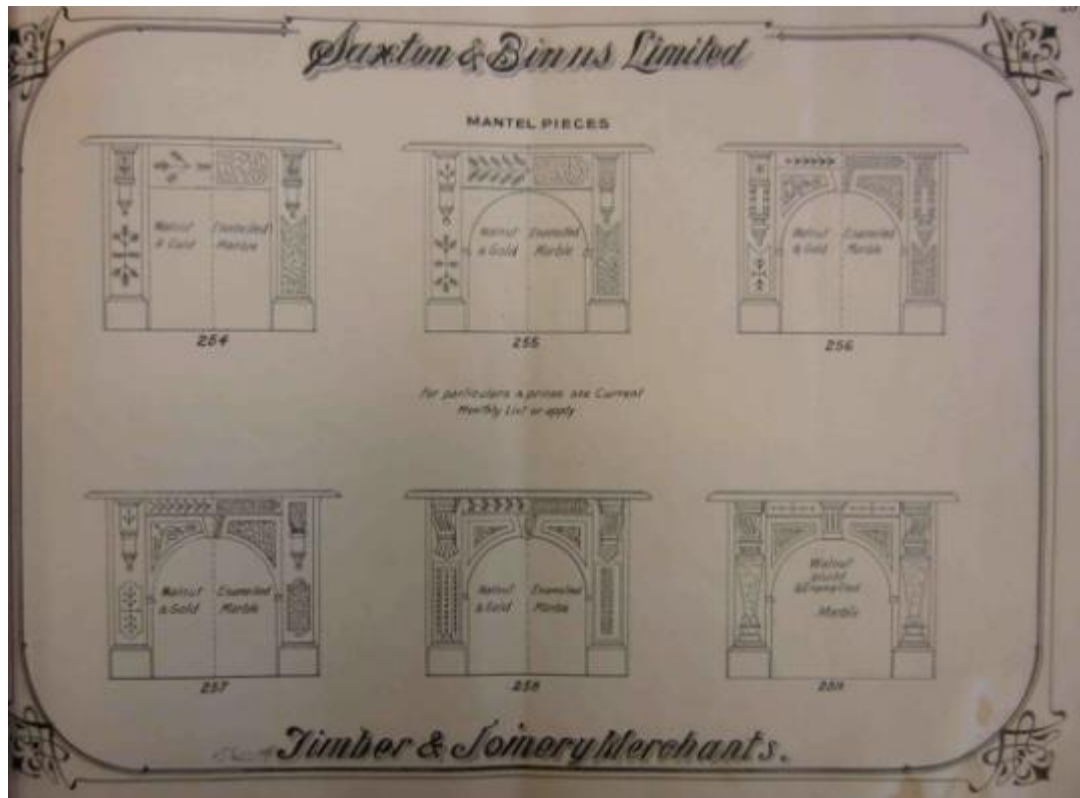


Figure 20: Saxton and Binns catalogue of 1904 also offered other items of timber joinery.

In 1896, the area south of Miller Street was occupied by Parke and Lacy Ore Treating Works, Attwood and Overall Iron Works, Maze Brothers, fuel and timber merchants, Holdship and Co, timber merchants, H Dose, cooper and F Guy, timber merchant.⁶⁵ Allen Taylor and Co timber merchants were also on the eastern side of the bay.⁶⁶ Thomas Buckle, shipowner also acquired land in that area.⁶⁷

The 1900 Sands Directory listed the following firms along Abattoir Road (west side along Blackwattle Bay) A Gilhou, skin merchant; The Lingham Timber Co; The Austral Timber Co; H Mackenzie, timber wharf and storage yard; Taylor's Wharf; No 151-167 Allen Taylor & Co Ltd, timber merchants; Bowra Wharf; Henry Dose, cooperage; No 203 Thomas Buckle, shipowner; Buckle's wharf; Saint Helen's Coal-mining Co.⁶⁸ Most of them occupied land leased from the Harris family.

On 30 July 1902, Thomas Buckle leased part of his land to The Shell Transport and Trading Co Ltd.⁶⁹ By 1909, British Imperial Oil Company and Vacuum Oil Company had bulk oil stores on the Fish Market site. Other users included the Telegraph Construction Branch of the Postmaster-General's Department and the Australasian Road Metal and Gravel Company. The 1909 Sands Directory demonstrated how the area along the east side of Blackwattle Bay, along Abattoirs Road (before its change of name) had become a significant area of wharfs, timber merchants, oil shipment and blue metal.⁷⁰

⁶⁵ W Thorp, City West Development Project Master Plan Area Pyrmont Fish Market Heritage Assessment and Strategy Report, For City West Development Corporation, January 1994, p 12

⁶⁶ W Thorp, City West Development Project Master Plan Area Pyrmont Fish Market Heritage Assessment and Strategy Report, For City West Development Corporation, January 1994, p 12

⁶⁷ CT 1232 f 144

⁶⁸ Sands, *Directory*, 1900, p 1

⁶⁹ CT 1232 f 144

⁷⁰ Sands, *Directory*, 1909, p 1

CITY STREETS.

<p>Abattoirs Road—East side <i>Island bridge to Pyramont Bridge road</i> Glebe Island bridge Brown and Brown, City Iron Works. Tel. 1497 Saunders Robert, quarry owner Wallis Brothers' storage yard <i>Miller street</i> Half-way house hotel—Jno. O'Flaherty 152 Garrett Matthew 154 Mann James Henry 156 Ritzwood Charles 158 Knox John 162 Larkin James 164 Andrews Henry 166 Kerr Alexander 168 Smith Thomas 170 Hermann & Wormald, skin store <i>Jones street</i> West side McKenzie H. and Sons, contractors Cowlishaw's wharf Cowlishaw Brothers, timber merchants Taylor Allen & Co., Ltd., timber store yard Wallis Brothers, Limited, sawmills and timber merchants Pouch & Leroyd, skin store Koerstz Christian, implement importer and maker woolpresses, pumps, and quartz crushers The Austral Box & Timber Co., Ltd.—J. Leigh Jones & W. H. Scott, manag- ing directors</p>	<p>The British Imperial Oil Co., Ltd. Vacuum Oil Co.'s bulk store Australian Road Metal & Gravel Co. (depôt) <i>Glipsa street</i> Saxton & Binns, Limited, Enterprise Saw-mills, timber merchants and wharf (For remainder, see Dalmain) Abercrombie Lane <i>Off 252 George street</i> Holdsworth, Macpherson and Co.'s stores and marble works Turner and Henderson (side entrance) Abercrombie Street—East side <i>102 George street west to Cleveland street</i> 2 Denton Frederick 4 Padlechi Ianeri, woodcarver 8 Dent E. Lamborne, masseur 10 McNamara Miss Maria, dressmaker 12 Gillespie John 14 Elliot James and Co., stables 20 McInerney Mrs. T. 28 Howe Mrs. H. M. 30 Kelly John 32 Rylands Frank 34 Donnellan J. 36 Q.C.E. hotel—Victor L. Nelson <i>Irving street</i> 40 Trevitt Walter, blacksmith 42 Hutchinson Henry 44 Lynch Richard 46 Kelly Mrs. Annie 48 McAuliff Thomas 50 Krieger G. E., fruiterer 52 Horne Charles, bootmaker 54 Glynn Arthur, fruiterer 56 Moyulhan Miss N., grocer <i>O'Connor street</i> 58 Club House hotel—Norah Weekes 60 Gillfeather Mrs. J., greengrocer 62 Arnot Harris, tailor <i>Dick street</i> 72 King William, fruiterer 74 Ashworth Richard, fuel merchant 76 Andersen P., ham and beef shop 78 Harper Henry, fruiterer 80 Egan James F., photographer 82 Wales Mrs. Alice, laundry 84 Ryan Michael, carrier 86 Woods and Spinks, carriage builders 88 Koosache Mrs. E., dealer old wares 90 Alkin F., smallgoods Wilson Miss Harriet, confectioner 92 Divoli Bros., fruiterers 94 Elliott Chas., butcher <i>Meagher street</i> 98 Bettridge Robert Bettridge Mrs. Teresa, general store 100 Brown J. Brown Miss N., A.M.S., L.C.M., A.L.C.M., teacher of music 102 Davis Mrs. Jane</p>	<p>104 Ball George Alfred 106 Jones Mrs. Florence 108 Sheehan Thomas 1 2 Holmes Mrs. H., greengrocer 114 McFarlan Campbell, pawnbroker O'Callaghan Francis <i>Hartley street</i> 116 Mitchell and Cranston, auctioneers and estate agents Mitchell A., J.P. 120-120 Clifton Steam Meat-chopping Works and Wholesale Smallgoods Manufactory—A. Clifton, proprietor 132 Cranston John Cranston Bros., grocers and provision merchants <i>Cleveland street</i> West side St. Benedict's Church (R.C.)—Father James Furlong St. Benedict's Boys' School (R.C.)— Brother Michael St. Benedict's Girls' School (R.C.)— Sister Maurus Hibernian Society—P. O'Loughlin, secretary St. Edward's Convent of the Good Samaritan—Mother Laurentia 7 Odelholm Mrs. Elizabeth 9 Gilland Mrs. Maria 11 Whiting Mrs. Annie 13 Granville Michael 15 Banks Miss Mary, dressmaker 17 Turner Henry 19 Wallace Geo. go <i>Blackfriars street</i> 23 Murphy Patrick, hairdresser 25 Higgs D. V., newsagent 27 Purkes John 31 Murphy Miss Lily 33 Ryan John 35 O'Connell Daniel Thomas Mrs. Ann 37 Hiley Miss K., grocer 39 Hayes William, butcher <i>O'Connor street</i> 41 Macnamara Mrs. M. A. 43 Warren Joseph 45 Graham Mrs. Jessie 47 Middleton George 49 Cranberg Mrs. Nora 51 Gillingham William G. 53 Cooney Miss Margaret 55 Stephenson R. J. 57 Wood A. J. 59 Rudd James 61 Probert Mrs. Emma 63 Macpherson Reynold A. 65 Balnave James 67 Barry William J., hairdresser <i>Levy street</i> 71 O'Connor James 73 Aaron Mrs. Annie Cook Edward</p>
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MCKENZIE H. LIMITED.

Hepburn McKenzie, Managing
 Director. Storage Yards, Electric
 Saw Mills, Glebe Island. (See advt.
 facing Timber Merchants)
Taylor's Wharf
 151-107 Taylor Allen and Co., Ltd., timber
 merchants, shipowners — Allen
 Taylor and R. M. McC. Anderson,
 managing directors
 Holdship Timber Co., Ltd., timber
 merchants
 Holdship's wharf
 Ellis A. & E., Ltd., timber merchants
 and ship owners
 205 Buckle Thomas, resident wharfinger
 Buckle's wharf
 Buckle F. and Sons, Ltd., free
 stores, warehousemen and ship-
 owners — P. Buckle, jun., J.P.,
 director
 Telegraph Construction Branch—
 Frederick Golding, engineer of lines

WOOD & COMPANY: CONDUCT HIGH-GRADE FUNERAL WORK 10% LOWER THAN OTHER FIRMS.

Figure 21: Sands 1909 Directory demonstrated how timber firms and others seeking wharf space were attracted to Blackwattle Bay. Source: Sands, Sydney Directory, 1909, p 1



Figure 22: A & E Ellis were proud of their fleet of ships like Our Elsie bringing timber to their wharf at Blackwattle Bay. Source: S A Mills, The firm that has reduced the Australian timber trade ... to a science, p 6

The 1920 Sands Directory demonstrates how timber firms had been joined by warehousing, shipping and oil companies plus machinery manufacturers and importers.⁷¹

⁷¹ Sands, *Directory*, 1920, p 1

CITY STREETS.

Abattoirs Road (Pymont)—East side

Island bridge to Pymont Bridge road
Glebe Island bridge
Brown and Brown, Ltd., City Iron Works

Bowman street
Council Garbage Destructor Works
Wallis Brothers Ltd., storage yard

Miller street
Half-way house hotel—Jno. O'Flaherty

152 Maitland Mrs. Anne

154 Jeffery Walter O.

156 McDonald —

158 Bourke Michael

160 Brand George H.

162 Munday George

164 Duff Mrs. Mary

166 Kenny John

168 Sundry George

Jones street

West side

Wallace James, tug boat proprietor

Off—Olson Augustus

McDonally Bros. and Co., Ltd., lightermen

Oowlishaw's wharf

Oowlishaw Brothers, timber merchants

Taylor Allen & Co., Ltd., timber store

Wallis Brothers, Limited, sawmills

French Paul, skin store

Off—Glebe Albert

Koeritz Christian, implement importer and maker woolpresses, pumps, and quartz crushers

The Austral Box & Timber Co., Ltd.—W. H. Scott, managing director

Australian Gaslight Co., coke and tar depot

Taylor's wharf

Taylor Allen & Co., Ltd., timber mer.

Holdship Timber Co., Ltd., timber merchants; Tels. City 1385 & M 1371

Holdship's wharf

Ellis A. & B., Ltd., timber merchants and shipowners

Bailey & Co., Ltd., lightermen

Bailey O. F., tug boat proprietor

McMullen William

The British Imperial Oil Co., Ltd.

Buckie's wharf

Buckie P. & Sons, Ltd., iron stores, warehousemen and shipowners

Texas Co. of Australasia Ltd., warehouse

Coastal Tugboat Co., Ltd.

Gipps street

Saxton A. C. and Sons, Limited, sawmills, timber merchants, and wharf (For remainder, see Balmain)

Abercrombie Lane

Off 268 George street

Abercrombie Street—East side

108 George street west to Cleveland street

4 Boulton Lytle, dealer

6 Patterson Richard, hairdresser

8 McNamara Miss Maria, fancy goods

10 Tubb Paul A.

12 Heirudo Vincent

14 Harris O. Y. & Co., upholsterers

16 Buxton Rubber Co.

18 Sartorelli & Palmer, cabinetmakers

20 Purnell William, produce store

22 McInerney Mrs. Ellen

24 Guina Michael

26 Moroney Patrick

28 Proctor Mrs. Rhoda

30 Donnellan Miss Margaret

32 Q.C.H. hotel—Jeremiah Woods

Irving street

40½ Hutolinson Henry

42 Lynch Richard

44 Morton Frederick

46 McAuliffe Mrs. Mary

48 Heiloway Thomas

50 Bewling Mrs. Georgina

52 Weatherley Joseph H., bootmaker

54 Glynn Arthur, fruiterer

56 Mayulhan Miss N., grocer

O'Connor street

58 Club House hotel—David Steel

60 Silvester O. A., bag merchant

62 Silvester O. A., confectioner

64 Haughey Miss Rose, dressmaker

66 Aaron Mrs. Sylvia, grocer

Dick street

72 Lance Mrs. May, confectioner

74 May Mrs. Rosetta

76 Kemp Peter

78 Gray, S. S., printer

80 Ryan James F., photographer

82 Dalrymple James

84 Hotchkiss A., motor body builder

Tagg's lane

86 Blank William, pawnbroker

88 Platt Mrs. Honora, small goods

90 Bertelli Mrs. Fernando, fruiterer

92 Elliott Charles, butcher

Meagher street

94 Symonds Leslie, furniture dealer

96 Hokin Josiah, bootmaker

98 Bettridge Mrs. Teresa, general store

100 Davis Mrs. Jane

102 Haften Mrs. Margaret

104 Sloane Mrs. E.

106 Bell Mrs. Ellen

108 George Sidney

112 Leahy Mrs. H., grocer

114 Goldstein Moses, pawnbroker

Barley street

116 Mitchell and Ormston, auctioneers and estate agents

Mitchell Alfred, J.P.

118 Joel Leslie, milk vendor

120-122 Clifton Small Goods Ltd.—W. H. Pepper, manager

122 Hannah William

124 The Bandler Chocolate Co., Ltd.

Cleveland street

West side

St. Benedict's Church (R.O.)

St. Benedict's Boys' School (R.O.)

St. Benedict's Girls' School (R.O.)

St. Edward's Convent of The Good Samaritan

7 Walker William

9 Condren Mrs. Christian E.

11 Thompson Robert

13 Granville Michael

15 Perri George

17 Butcher Mrs. L., newsagent

Harper Samuel & Co., boot manfr.

Stevens & Thorpe, ladies' neckwear

Walker J. R., shoe manufacturer

Blackfriars street

27 Davies Charles

29 Cooper William G.

31 Black Gordon

33 Spooner Edward

35 Carroll Thomas

37 O'Connell Mrs. Gertrude

39 Hayes William, butcher

O'Connor street

41 Maonamara Mrs. M. A.

43 Walsh Mrs. Mabel A.

45 Ashworth Mrs. Mary A.

47 Mitchell Mrs. Margaret

49 Meyers Reginald

51 Bowen Mrs.

53 Pearson Frederick

55 Drew William

57 Phillips James

59 Robinson James

61 Probert Mrs. Emma

63 Dempster Mrs. M.

65 Johnson George

67 Berry William J., hairdresser

Levy street

71 McKeon Miss H.

73 Aaron Mrs. Annie

75 Mallett Mrs. B.

77 Alexander Mrs. Elizabeth C.

79 Trinder W., Ltd., panama blockers

81 D'Arcy Miss L., grocer

Alptra street

83 Royal Oak hotel—William H. Butler

85 Ewing Robert

87 Conna Herbert

89 Elvidge William

91 Robinson Mrs. Alice

93 Collins Mrs. E., confectioner

101 Brown Frank

103 Forshaw William, stationer

Dangur place

105 Fallon Thomas

107 Snow William

109 Walker Mrs.

111 Bickery Miss Kate

113 Hamblin William

115 Lewis Mrs. Catherine

Dangur street

117 Reynolds J. B., grocer

119 Harris Patrick

121 Lane Mrs. Mary E., boardinghouse

123 Stapleton Arthur H.

125 Conherdy Miss M. A., boardinghouse

127 O'Connell Philip, residential

129 Price Mrs. Annie

131 Appleby Mrs. Henrietta

133 Kausan Mrs. M. A. greengrocer, etc.

Cleveland street

Ada Place—East side

Pymont Bridge road to Quarry street

Allen street—Fig street

4 Owens Thomas J.

6 White Henry

8-14 Brown, David & Co., hides, skins, etc.

10 Gruben Hugh

12 Nagle Frederick

14 Ratten Mrs. Thomas

16 Miller Mrs. P.

18 Mollins Bolton W.

20 Riggs Mrs. M. P.

22 Beckett George B.

24 Price Mrs. Florence

26 Flakey Mrs. J.

28 Allen L. R. & Bros., fuel merchants

30 Rowe Richard G.

32 Lambert Mrs. Rose

34 Watson Alfred

West side

Fig street—Allen street

St. Alban's Church (O. of E.)

11 Buck J.

13 Levy Isaac

15 Bridge Albert

17 Bridge Frederick

19 Dietrich Mrs. Jane

21 Lambert Mrs. Mary

23 Lawson Benjamin

25 Nicholls Albert A.

27 Helmke Mrs. Catherine

29 Whybrow Mrs. Mary

31 Thompson Frederick

33 Crouch A. S.

35 Ryan —

37 Warrant Henry G.

Quarry lane

41 McGorder Bryan

Quarry street

Adelaide Place—North side

188½ Devonshire to Little Riley street

2 McKenzie Angus

4 Feist Alfred

6 Thiele Gabriel

8 Abrams Mahomed

10 Hancock Frederick

12 Simpson John

Devonshire street

South side

1 Goff Mrs. Mary Ann

3 Boyer Mrs. Florence

5 Outenberg Charles

Adelaide street

4 Martin Frederick

2 Watson Mrs. Elizabeth

Little Riley street

THE LEADING UNDERTAKERS—WOOD, COFFILL AND COMPANY LTD. 'PHONE 9226 CITY

Figure 23: Sands 1920 catalogue showed the changing composition of the area, Source: Sands, Sydney Directory, 1920, p 1

The site occupied by Saxton and Binns was transferred to their ownership on 13 October 1920.⁷² The Fire Underwriters' Association map of December 1923 showed detail of the oil company buildings on the current Fish Market site.⁷³



Figure 24: The Fire Underwriters' map showed development on the sites occupied by Allen Taylor and Co, Smith Brothers and the Shell Oil Company, now occupied by the Fish Markets. Source; Fire Underwriters' Association of NSW, Detail Survey, Block 203

The Sands Directory of 1932 occupiers listed on the west side of Banks Street along Blackwattle Bay, running south from the Glebe Island Bridge included Cowlshaw's Wharf; Pymont Timber Handling & Storage Co; Allen Taylor & Co, timber store; Wallis Bros Ltd, sawmills; Paul Poech, skin store; Albert Giese; Austral Box Timber Co Ltd; Australian Gaslight Co, coke and tar depot; Taylor's Wharf; Allen Taylor & Co Ltd, timber merchants, main office; and Smith Bros, stevedores & lighterage contractors.⁷⁴ A process of amalgamation of sites had been under way during the 1920s. It accelerated in later years.

The City of Sydney Building Surveyors' maps dated about 1950 showed the occupiers along the shore.

⁷² CT 929 f 236

⁷³ Fire Underwriters' Association of NSW, Detail Survey, Block 203

⁷⁴ Sands, *Directory*, 1932-3, p 4



Figure 25: The City Building Surveyors' sheet showing the eastern side of the bay. Source: City of Sydney Building Surveyors Maps, SCC, Sheet 5



Figure 26: The City Building Surveyors' sheet showing the southern shore of the bay. Source: City of Sydney Building Surveyors Maps, SCC, Sheet 9

From the 1960s until the 1980s, sites along the eastern side of Blackwattle Bay were amalgamated into larger sites.⁷⁵

2.4.5 Transporting and storing goods

Transporting and storing goods became a major activity in the area from the late nineteenth century onwards. Wharfs had slowly been constructed around the shores of the Bay. During the 1890s, imports of softwood timber from overseas became a major activity when the supply of native softwoods declined.⁷⁶ Wharfs serving the timberyards and mills along the eastern shore multiplied. Additionally, wharfs constructed along the southern shore of the Bay, adjoining Pyrmont Bridge Road were developed for bulk handling, notably of coal and blue metal.

During World War 1, a further refinement of goods handling and storage was the use of Wentworth Park for woolsheds for the Central Wool Committee. In 1926, Jones Bros, a company formed in 1913 moved to Berth number 21 adjoining Pyrmont Bridge Road from Darling Harbour in order to ship coal. Various improvements were added to the site.⁷⁷

An additional wharf was constructed in 1936 adjacent to the Howard Smith coal depot for R W Miller and Co Pty Ltd, a company established in 1919. The wharf consisted of a Monier trestle and plate seawall and timber wharf with reinforced concrete deck becoming Berths

⁷⁵ Bank Street, Pyrmont Master Plan, October 2004, p 11

⁷⁶ Heritage Design Services, Department of Public Works and Services, Glebe Island Bridge, Conservation Management Plan, Final Report, December 2000, p 32

⁷⁷ City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, For Blackwattle Bay Marina Pty Ltd, May 2013, p 31

Nos 23 and 24.⁷⁸ By the 1940s, J Norris & Co, ship painters, occupied some of the other wharfage.⁷⁹

Coal and Allied Operations Pty Ltd took over berth 24 from R W Miller and Co in 1960 and bought out Jones Brothers to commence using berth 21 from 1972 onwards.⁸⁰ From the 1980s onwards, development of coal port facilities at Port Kembla drew coal exports away from Blackwattle Bay.⁸¹ In 1995 Coal and Allied Operations Pty Ltd gave up their lease of the coal wharfs.⁸² All Occasion Cruises briefly leased the wharfs.⁸³ By 2000, Pioneer Concrete was operating a ready mixed concrete plant on the former coal wharfs.⁸⁴ Berths 22-24 were extended at the western end in 2001.⁸⁵

2.4.6 Establishing utility infrastructure

Major utility construction occurred near this area from 1912 to 1917 when the first stage of the White Bay power station was constructed.⁸⁶ The addition of the second stage commenced in 1923.⁸⁷

Electric substations were built on the bulk handling wharf area joining Pyrmont Bridge Road. In 1953 Substation Number 405 underneath the coal bins on Berth 21 was constructed.⁸⁸ In 1960, substation number 1608 at the western end of Berth 21 was constructed.⁸⁹ White Bay power station ceased generating electricity on 25 December 1983.⁹⁰

2.4.7 Providing building materials

From the 1890s, as commercial development commenced along the eastern side of the Bay, a significant component was major expansion amongst timber firms in that area. It quickly became a major focus for timber imports, shipment and timber milling.

In 1909, Blackwattle Bay was described as 'the very core, life, and being of Sydney's Timber Industry, where timber is piled in stacks and supine forests along the waters edge for near a two mile stretch; in a locality and atmosphere, that talks, eats, drinks, and thinks timber for 14 hours out of the 24; where the workmen at the machines all carry shavings in their hair'.⁹¹

⁷⁸ City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, For Blackwattle Bay Marina Pty Ltd, May 2013, p 32

⁷⁹ City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, For Blackwattle Bay Marina Pty Ltd, May 2013, p 33

⁸⁰ City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, For Blackwattle Bay Marina Pty Ltd, May 2013, p 36

⁸¹ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 73

⁸² City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, For Blackwattle Bay Marina Pty Ltd, May 2013, p 36

⁸³ City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, For Blackwattle Bay Marina Pty Ltd, May 2013, p 36

⁸⁴ Heritage Design Services, Department of Public Works and Services, Glebe Island Bridge, Conservation Management Plan, Final Report, December 2000, p 34

⁸⁵ City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, For Blackwattle Bay Marina Pty Ltd, May 2013, p 36

⁸⁶ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 71

⁸⁷ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

⁸⁸ Perumal Murphy Wu Pty Ltd, Hughes Trueman Reinhold Pty Ltd and Judy Wing, Conservation Management Plan, Coal Bins and Associated Structures, Pyrmont Bridge Road, Blackwattle Bay, For Office of Marine Administration, July 1997, p 28

⁸⁹ Perumal Murphy Wu Pty Ltd, Hughes Trueman Reinhold Pty Ltd and Judy Wing, Conservation Management Plan, Coal Bins and Associated Structures, Pyrmont Bridge Road, Blackwattle Bay, For Office of Marine Administration, July 1997, p 31

⁹⁰ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 73

⁹¹ S A Mills, *The firm that has reduced the Australian timber trade ... to a science*, A & E Ellis Ltd, Sydney, 1909, p 2



Figure 27: Ellis timber yard in 1909 showing the adjacent Buckle' s store. Source: S A Mills, The firm that has reduced the Australian timber trade ... to a science, p 12

A number of the firms at Blackwattle Bay, including the Kauri Timber Company, Saxton and Binns (later A C Saxton and Co) and particularly Hudson and Sons were significant suppliers of prefabricated timber cottages as well as other timber building products such as windows, doors and mantle pieces. Not all work of cutting, measuring and assembling timber kit homes occurred at Blackwattle Bay. Nevertheless, the catalogues issued by these companies demonstrate the range of ready cut houses available. Much of the softwood timber from overseas used in those ready cut homes, was landed at the timber company's wharfs at Blackwattle Bay.

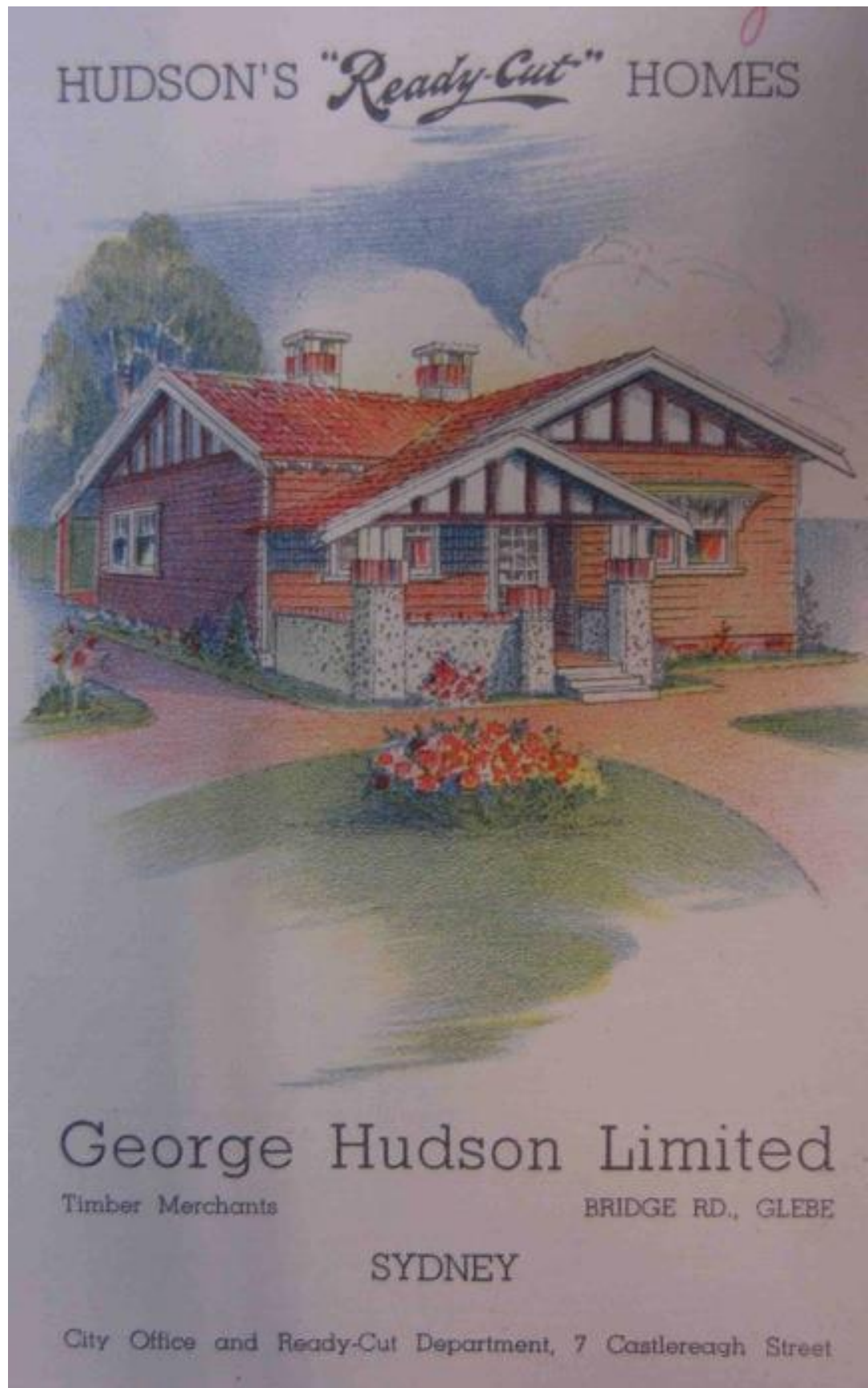


Figure 28: Hudson's advertising was aimed at the aspiring home buyer. Source: Hudson's pamphlet, c. 1920s, Sydney Living Museums

DO NOT DESTROY.

THE LATEST
Original Design Book
of Beautiful Bungalows
at Small Cost

HUDSON'S
"Ready-Cut"
HOMES

HOMES OF UNUSUAL MERIT AND DIGNITY
The Last Word in Modern Architecture

GEORGE HUDSON LIMITED

TIMBER MERCHANTS

Blackwattle Bay, Glebe, Sydney

*Tel. MW2771, 2781, 2791
5 lines each*

City Office & Showrooms: 7 Castlereagh St., City

Tel. BW 1451, 2 Lines

JOHN BANGS LTD. SYDNEY

Figure 29: The cover of Hudson's 1930s catalogue outlines the firm's activities.

Due to the concentration of timber, fires could threaten the district. In 1914, a large fire at S A Burns timberyards on Blackwattle Bay threatened the adjoining Hudson's yards.⁹² In 1928, there was a large fire at Hudson's yard.⁹³ Both of these fires were on the Glebe side of the bay. The 1928 fire caused significant damage including the ready cut cottage mill.⁹⁴

During the 1960s, the timber industry started to move to Homebush Bay, where larger less constricted sites were available.⁹⁵

2.4.8 Establishing and maintaining leisure facilities

Reclamation of the Blackwattle swamp was planned in the 1870s, though no purpose was proposed for the reclaimed area. In 1878, the Blackwattle Swamp Land Reclamation Amendment Act (41 Vic, No 20) specified that the reclaimed land would be used as a public park.⁹⁶ This established what became known as Wentworth Park. During the 1880s, Wentworth Park was created as a picturesque garden layout with playing fields.⁹⁷ A bowling green opened in 1884.⁹⁸ On 10 November 1885 Wentworth Park was formally gazetted.⁹⁹ The 1890s Higinbotham and Robinson municipal map provided a clear view of the park's layout.¹⁰⁰

⁹² W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

⁹³ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

⁹⁴ *Sun*, 8 March 1928, p 15

⁹⁵ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 35

⁹⁶ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 23

⁹⁷ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 24

⁹⁸ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 11

⁹⁹ *NSW Government Gazette*, 10 Nov 1885, p 7218

¹⁰⁰ Higinbotham and Robinson, Municipal map, The Glebe, c 1890s

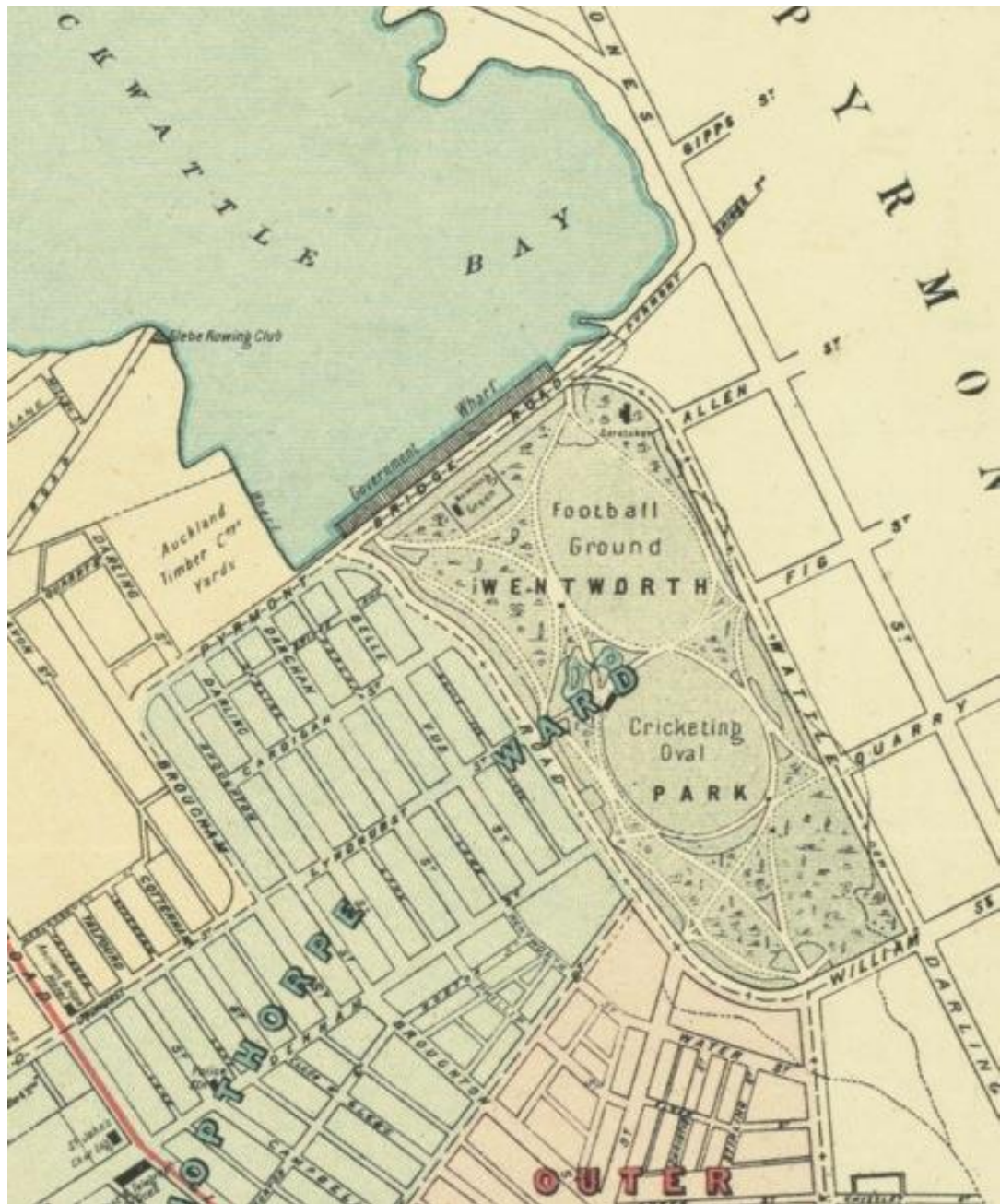


Figure 30: The original layout of Wentworth Park was shown in this 1890s map. Source: Higinbotham and Robinson, Municipal map, The Glebe, c 1890s

Local cricket clubs commenced playing in the park during the 1880s. During the 1890s, Wentworth Park became a centre for District cricket competitions.¹⁰¹ Baseball and lacrosse were played on the oval in the 1890s.¹⁰² Works continued to enhance park facilities. In August 1907, the reconstructed oval opened.¹⁰³ Hudson & Son constructed a new grandstand in

¹⁰¹ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 11

¹⁰² W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 11

¹⁰³ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 12

1909.¹⁰⁴ In 1908 Wentworth Park was the venue for the first day of rugby league football in Australia.¹⁰⁵ It became a major centre for games between rival teams.¹⁰⁶

The ornamental lakes were filled in during 1910.¹⁰⁷ In 1925, the old tennis courts were demolished and refurbished.¹⁰⁸ A cycle track commenced operating on the park in 1928.¹⁰⁹ During the 1930s, licences were granted to speedway operators in 1932 and 1934 and 1936.¹¹⁰ The greyhound track that became a major feature opened on Wentworth Park on 28 October 1939, attracting numerous enthusiasts as well as persistent opposition from local residents affected by its operation.¹¹¹ A new totalisator was built at the oval in 1963 whilst a new grandstand was completed in 1985.¹¹²

2.4.9 Supplying food

A significant occupier of land in the area standing upon large parcel of land is the Sydney Fish Market. Its genesis arose from the 1949 Co-operation Act that established legislation permitting fishing co-operatives along the coast.¹¹³ A committee investigating fish marketing in 1953 recommended the establishment of a Fish Authority to manage the Sydney Fish Market.¹¹⁴ In its wake, in 1963 the New South Wales Fish Authority was established under the Fisheries and Oyster Farms (Amended) Act (Act No 20, 1963).¹¹⁵ The new Fish Authority took control of the existing Fish Markets previously on a site at the corner of Thomas and Quay Streets in April 1964.¹¹⁶

An area of 2 acres north of Gipps Street was transferred to the New South Wales Fish Authority on 26 March 1965.¹¹⁷ On 18 July 1966, the Fish Marketing Authority moved to its new site at Blackwattle Bay.¹¹⁸ A map compiled in 1966 showed the site as it then existed.¹¹⁹

¹⁰⁴ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 13

¹⁰⁵ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 24

¹⁰⁶ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 11

¹⁰⁷ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 13

¹⁰⁸ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 16

¹⁰⁹ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 17

¹¹⁰ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 19

¹¹¹ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 19

¹¹² W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 24

¹¹³ Fish Marketing Authority, *Fish Marketing in New South Wales – Historical summary as at November 1971*, p 3

¹¹⁴ Fish Marketing Authority, *Fish Marketing in New South Wales – Historical summary as at November 1971*, p 4

¹¹⁵ Fish Marketing Authority, *Fish Marketing in New South Wales – Historical summary as at November 1971*, p 5

¹¹⁶ W Thorp, City West Development Project Master Plan Area Pyrmont Fish Market Heritage Assessment and Strategy Report, For City West Development Corporation, January 1994, p 14

¹¹⁷ CT 3552 f 17

¹¹⁸ Fish Marketing Authority, *Fish Marketing in New South Wales – Historical summary as at November 1971*, p 6

¹¹⁹ DP 233350

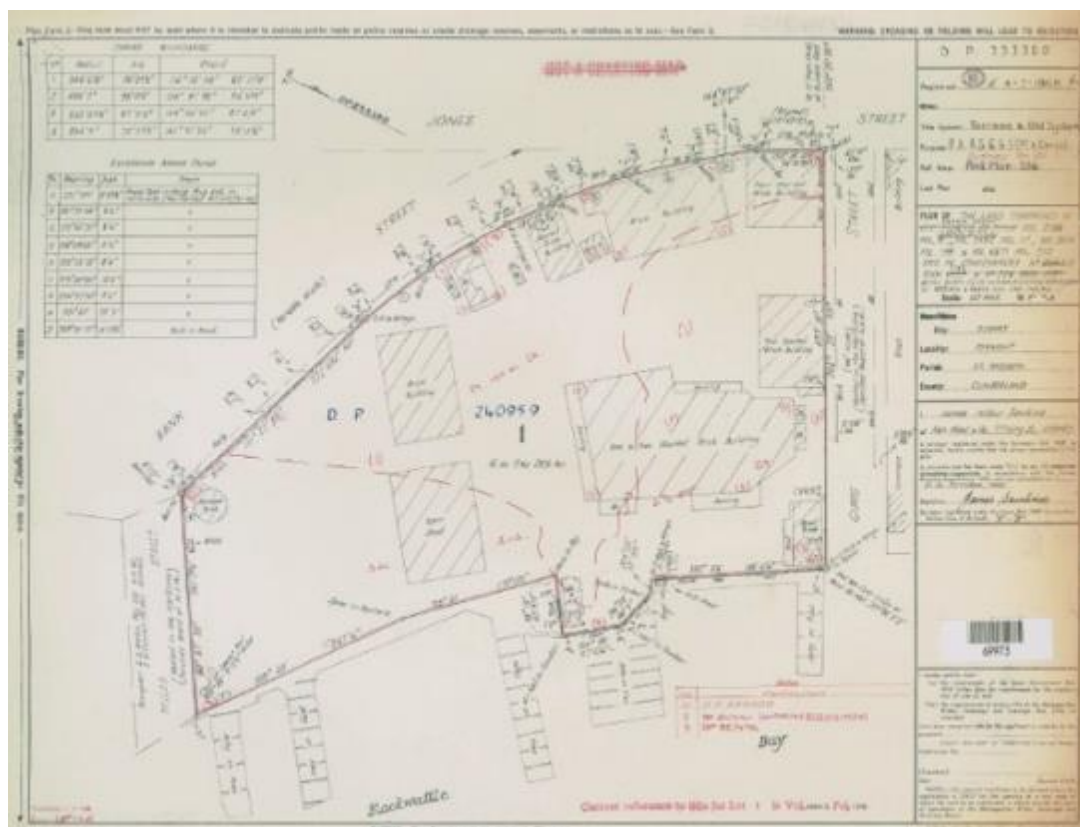


Figure 31: The structures standing on the Fish Market site when it was acquired by the Authority were clearly shown on this map of 1966. Source: DP 233350

A new fish market was constructed on the site in 1966.¹²⁰ The site was extended in July 1982 when an area of 2½ acres south of Gipps Street was transferred to the Fish Marketing Authority.¹²¹ During the 1980s, a new market and shops was built south of Gipps Street.¹²²

2.4.10 Defending Australia

Once the area around Blackwattle Bay became a significant shipping area, it acquired a strategic importance vital in wartime, since people and goods moved almost exclusively by sea until the 1960s. In 1918, the trustees of Wentworth Park accepted a proposal permitting the construction of sheds for wool storage on about 15 acres at the north-western part of Wentworth Park for the Central Wool Committee. The term of occupation would last five years.¹²³ Occupation ceased in 1921 but the sheds remained for some years.¹²⁴ By the middle of 1923, the wool sheds were being demolished clearing the site.¹²⁵

During World War II, Glebe Island at the north-western corner of Blackwattle Bay was the main depot for troop movements and supplies for the United States Army.¹²⁶ In 1940, the Wool Committee was again given the right to occupy 4½ acres but its site was at the southern end of Wentworth Park.¹²⁷ Further north, Wentworth Park became a significant base for

¹²⁰ Fish Marketing Authority, Fish Marketing in New South Wales – Historical summary as at November 1971, p 6

¹²¹ CT 3200 f 167

¹²² W Thorp, City West Development Project Master Plan Area Pyrmont Fish Market Heritage Assessment and Strategy Report, For City West Development Corporation, January 1994, p 14

¹²³ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 14

¹²⁴ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 14

¹²⁵ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 15

¹²⁶ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

¹²⁷ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 21

United States forces. On 25 April 1943 Wentworth Park became a United States army camp with actual occupation commencing in June.¹²⁸ After the war, the material and buildings were auctioned on 19 June 1946.¹²⁹



Figure 32: The wharfs and their accompanying warehouses and other facilities tightly clustering around Blackwattle Bay are clearly shown in the 1943 aerial photograph. Note also the military buildings huddled together on the northern part of Wentworth Park. Source: SIX LPI

During World War Two, the Royal Australian Navy occupied lots 5-8 of the Harris subdivision and the United States Army occupied part of the land owned by Quarries Pty Ltd (lots 19-20) and land held by the NSW Maritime Services Board.¹³⁰ Wentworth Park was not the only part of the area affected by military occupation. Wharfs near Bank Street previously used for fishing boats including the wharf at Number 1 Bank Street (then known as Cam's Wharf) were used to dock minesweeping vessels. What later became the Poulos wharf was used as a Navy depot.¹³¹ It was not until 1954 that the last wool store was removed from Wentworth Park.¹³²

¹²⁸ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 21

¹²⁹ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 23

¹³⁰ Rate Assessment Books, Phillip Ward, 1945, Sydney City Council Archives, Numbers 33003, 33008, 33010; CT 4878 f 131

¹³¹ Bank Street, Pyrmont Master Plan, October 2004, p 6

¹³² W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 23

2.5 Comparative Table of National, New South Wales and Bays Market District Historical Themes

The following table presents the historic themes in evidence in the history of the Bays Market District study area within the National and State framework in its entirety.

National Theme	State Theme	Bays Market District Themes	Notes	Examples
1 Tracing the natural evolution of Australia,	Environment - naturally evolved		Activities associated with the physical surroundings that support human life and influence or shape human cultures.	A geological formation, fossil site, ecological community, island, soil site, river flats, estuary, mountain range, reef, lake, woodland, seagrass bed, wetland, desert, alps, plain, valley, headland, evidence of flooding, earthquake, bushfire and other natural disasters.
2 Peopling Australia	Aboriginal cultures		Activities associated with maintaining, developing, experiencing and remembering Aboriginal cultural identities and practises, past and present.	fish trap, camp site, place name, midden, trade route, massacre site, shipwreck contact site, mission, whaling station, pastoral workers camp, timber mill settlement, removed children's home, town reserve, protest site, native title site, keeping place.
2 Peopling Australia	Convict		Activities relating to incarceration, transport, reform, accommodation and working during the convict period in NSW (1788-1850) – does not include activities associated with the conviction of persons in NSW that are unrelated to the imperial 'convict system': use the theme of Law & Order for such activities.	Prison, convict shipwreck, convict system document, ticket-of-leave and probationary living quarters, guards uniform, landscapes-of-control, lumber yard, quarry, gallows site, convict-built structure, convict ship arrival site, convict barracks, convict hospital, estate based on convict labour, place of secondary punishment.

National Theme	State Theme	Bays Market District Themes	Notes	Examples
2 Peopling Australia	Ethnic influences		Activities associated with common cultural traditions and peoples of shared descent, and with exchanges between such traditions and peoples.	Blessing-of-the-fleet site, ethnic community hall, Chinese store, place or object that exhibits an identifiable ethnic background, marriage register, olive grove, date palm plantation, citizenship ceremony site, POW camp, register of ship crews, folk festival site, ethnic quarter in a town.
2 Peopling Australia	Migration		Activities and processes associated with the resettling of people from one place to another (international, interstate, intrastate) and the impacts of such movements	Migrant hostel, customs hall, border crossing, immigration papers, bus depot, emigrant shipwreck, Aboriginal mission, quarantine station, works based on migrant labour, detention centre.
3 Developing local, regional and national economies	Agriculture		Activities relating to the cultivation and rearing of plant and animal species, usually for commercial purposes, can include aquaculture	Hay barn, wheat harvester, silo, dairy, rural landscape, plantation, vineyard, farmstead, shelterbelt, silage pit, fencing, plough markings, shed, fish farm, orchard, market garden, piggery, common, irrigation ditch.
3 Developing local, regional and national economies	Commerce	Establishing transport infrastructure Transporting and storing goods	Activities relating to buying, selling and exchanging goods and services	Bank, shop, inn, stock exchange, market place, mall, coin collection, consumer wares, bond store, customs house, trade routes, mint.
3 Developing local, regional and national economies	Communication	Establishing transport infrastructure Transporting and storing goods	Activities relating to the creation and conveyance of information	Post office, telephone exchange, printery, radio studio, newspaper office, telegraph equipment, network of telegraph poles, mail boat shipwreck, track, airstrip, lighthouse, stamp collection.

National Theme	State Theme	Bays Market District Themes	Notes	Examples
3 Developing local, regional and national economies	Environment - cultural landscape	Reclaiming land	Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings	A landscape type, bushfire fighting equipment, soil conservation structures, national park, nature reserve, market garden, land clearing tools, evidence of Aboriginal land management, avenue of trees, surf beach, fishing spot, plantation, place important in arguments for nature or cultural heritage conservation.
3 Developing local, regional and national economies	Exploration		Activities associated with making places previously unknown to a cultural group known to them.	Explorers route, marked tree, camp site, explorer's journal, artefacts collected on an expedition, captain's log, surveyor's notebook, mountain pass, water source, Aboriginal trade route, landing site, map.
3 Developing local, regional and national economies	Fishing	Supplying food	Activities associated with gathering, producing, distributing, and consuming resources from aquatic environments useful to humans.	Fishing boat, whaling station, marine reserve, fisher camp, seafood factory, fish shop, oyster lease, artificial reef, fishing boat wreck, mooring, dock, marina, wharf, fish farm, fish trap
3 Developing local, regional and national economies	Forestry		Activities associated with identifying and managing land covered in trees for commercial purposes.	Forested area, forest reserve, forestry equipment, saw mill, mill settlement, arboretum, charcoal kiln, coppiced trees, forest regrowth, timber tracks, whim.
3 Developing local, regional and national economies	Health		Activities associated with preparing and providing medical assistance and/or promoting or maintaining the well being of humans	Hospital, sanatorium, asylum, surgical equipment, ambulance, nurses quarters, medical school, baby clinic, hospital therapy garden, landscaped grounds, herbalist shop, pharmacy, medical consulting rooms.
3 Developing local, regional and national economies	Industry	Establishing industries Providing building materials	Activities associated with the manufacture, production and distribution of goods	Factory, workshop, depot, industrial machinery, timber mill, quarry, private railway or wharf, shipbuilding yard, slipway, blacksmithy, cannery, foundry, kiln, smelter, tannery, brewery, factory office, company records.

National Theme	State Theme	Bays Market District Themes	Notes	Examples
3 Developing local, regional and national economies	Mining		Activities associated with the identification, extraction, processing and distribution of mineral ores, precious stones and other such inorganic substances.	Mine, quarry, race, mining field or landscape, processing plant, manager's office, mineral specimen, mining equipment, mining license, ore laden shipwreck, collier, mine shaft, sluice gate, mineral deposit, slag heap, assay office, water race.
3 Developing local, regional and national economies	Pastoralism		Activities associated with the breeding, raising, processing and distribution of livestock for human use	Pastoral station, shearing shed, slaughter yard, stud book, photos of prize-winning stock, homestead, pastoral landscape, common, fencing, grassland, well, water trough, freezer boat shipwreck, wool store.
3 Developing local, regional and national economies	Science		Activities associated with systematic observations, experiments and processes for the explanation of observable phenomena	Laboratory, experimental equipment, text book, observatory, botanical garden, arboretum, research station, university research reserve, weather station, soil conservation area, fossil site, archaeological research site.
3 Developing local, regional and national economies	Technology		Activities and processes associated with the knowledge or use of mechanical arts and applied sciences	Computer, telegraph equipment, electric domestic appliances, underwater concrete footings, museum collection, office equipment,
3 Developing local, regional and national economies	Transport	Establishing transport infrastructure Transporting and storing goods	Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Railway station, highway, lane, train, ferry, wharf, tickets, carriage, dray, stock route, canal, bridge, footpath, aerodrome, barge, harbour, lighthouse, shipwreck, canal, radar station, toll gate, horse yard, coach stop.

National Theme	State Theme	Bays Market District Themes	Notes	Examples
4 Building settlements, towns and cities	Towns, suburbs and villages		Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	Town plan, streetscape, village reserve, concentrations of urban functions, civic centre, subdivision pattern, abandoned town site, urban square, fire hydrant, market place, abandoned wharf, relocated civic centre, boundary feature.
4 Building settlements, towns and cities	Land tenure	Occupying the land	Activities and processes for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal	Fence, survey mark, subdivision pattern, land title document, boundary hedge, place name, stone wall, shelterbelt, cliff, river, seawall, rock engravings, shelters & habitation sites, cairn, survey mark, trig station, colonial/state border markers.
4 Building settlements, towns and cities	Utilities	Establishing utility infrastructure	Activities associated with the provision of services, especially on a communal basis	Water pipeline, sewage tunnel, gas retort, powerhouse, County Council office, garbage dump, windmill, radio tower, bridge, culvert, weir, well, cess pit, reservoir, dam.
4 Building settlements, towns and cities	Accommodation		Activities associated with the provision of accommodation, and particular types of accommodation – does not include architectural styles – use the theme of Creative Endeavour for such activities.	Terrace, apartment, semi-detached house, holiday house, hostel, bungalow, mansion, shack, house boat, caravan, cave, humpy, migrant hostel, homestead, cottage, house site (archaeological).
5 Working	Labour		Activities associated with work practises and organised and unorganised labour	Trade union office, bundy clock, time-and-motion study (document), union banner, union membership card, strike site, staff change rooms, servants quarters, shearing shed, green ban site, brothel, kitchen, nurses station, hotel with an occupational patronage.

National Theme	State Theme	Bays Market District Themes	Notes	Examples
6 Educating	Education		Activities associated with teaching and learning by children and adults, formally and informally.	School, kindergarten, university campus, mechanics institute, playground, hall of residence, text book, teachers college, sail training boat wreck, sportsfield, seminary, field studies centre, library, physical evidence of academic achievement (e.g. a medal or certificate).
7 Governing	Defence	Defending Australia	Activities associated with defending places from hostile takeover and occupation	Battle ground, fortification, RAAF base, barracks, uniforms, military maps and documents, war memorials, shipwreck lost to mines, scuttled naval vessel, POW camp, bomb practice ground, parade ground, massacre site, air raid shelter, drill hall,
7 Governing	Government administration and		Activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs – includes both principled and corrupt activities.	Municipal chamber, County Council offices, departmental office, legislative document, symbols of the Crown, State and municipal flags, ballot box, mayoral regalia, places acquired/disposed of by the state, customs boat, pilot boat, site of key event (eg federation, royal visit), protest site, physical evidence of corrupt practises.
7 Governing	Law and order		Activities associated with maintaining, promoting and implementing criminal and civil law and legal processes	Courthouse, police station, lock-up, protest site, law chambers, handcuffs, legal document, gaol complex, water police boat, police vehicle, jail, prison complex (archaeological), detention centre, judicial symbols
7 Governing	Welfare		Activities and process associated with the provision of social services by the state or philanthropic organisations	Orphanage, retirement home, public housing, special school, trades training institution, employment agency,

National Theme	State Theme	Bays Market District Themes	Notes	Examples
8 Developing Australia's cultural life	Domestic life		Activities associated with creating, maintaining, living in and working around houses and institutions.	Domestic artefact scatter, kitchen furnishings, bed, clothing, garden tools, shed, arrangement of interior rooms, kitchen garden, pet grave, chicken coop, home office, road camp, barrack, asylum.
8 Developing Australia's cultural life	Creative endeavour		Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities.	Opera house, theatre costume, film studio, writer's studio, parade tableau, manuscripts, sound recording, cinema, exemplar of an architectural style, work of art, craftwork, and/or public garden, bandstand, concert hall, rock art site, rotunda, library, public hall; and/or a particular place to which there has been a particular creative, stylistic or design response.
8 Developing Australia's cultural life	Leisure	Establishing and maintaining leisure facilities	Activities associated with recreation and relaxation	Resort, ski lodge, chalet, cruise ship, passenger rail carriage, swimming pool, dance hall, hotel, caravan park, tourist brochures, park, beach, clubhouse, lookout, common, bush walking track
8 Developing Australia's cultural life	Religion		Activities associated with particular systems of faith and worship	Church, monastery, convent, rectory, presbytery, manse, parsonage, hall, chapter house, graveyard, monument, church organ, synagogue, temple, mosque, madrasa, carved tree, burial ground
8 Developing Australia's cultural life	Social institutions		Activities and organisational arrangements for the provision of social activities	CWA Room, Masonic hall, School of Arts, Mechanic's Institute, museum, art gallery, RSL Club, public hall, historical society collection, public library, community centre.

National Theme	State Theme	Bays Market District Themes	Notes	Examples
8 Developing Australia's cultural life	Sport	Establishing and maintaining leisure facilities	Activities associated with organised recreational and health promotional activities	Oval, race course, swimming pool, bowling club, bowling green, trophies, calendar of fixtures, cricket set, yacht pens, tennis court, rugby field, speedway, sporting equipment, bocce court.
9 Marking the phases of life	Birth and Death		Activities associated with the initial stages of human life and the bearing of children, and with the final stages of human life and disposal of the dead.	Birth control clinic, maternity hospital, nursery, baby clinic, baptism register, circumcision equipment, and Hospice, nursing home, funeral parlour, grave furnishings, cremation site, cemetery, burial register, disaster site, memorial plantings, shipwreck with loss of life,
9 Marking the phases of life	Events		Activities and processes that mark the consequences of natural and cultural occurrences	Monument, photographs, flood marks, memorial, ceremonial costume, honour board, blazed tree, obelisk, camp site, boundary, legislation, place of pilgrimage.
9 Marking the phases of life	Persons		Activities of, and associations with, identifiable individuals, families and communal groups	A monument to an individual, a family home, a dynastic estate, private chapel, a birthplace, a place of residence, a gendered site, statue, commemorative place name, place dedicated to memory of a person (e.g. hospital wing).

3. Built Heritage & Historical Archaeology

3.1 Phase 1: Heritage Due Diligence

Phase 1 consisted of two stages:

- a review of Urbis' 2014 draft report to determine whether any gaps existed with regard to listed heritage items
- a field survey of the interior and the perimeter of Urbis' Wentworth Park Precinct and Blackwattle Bay Precinct to determine whether there were other items of potential heritage significance that had not yet been assessed or listed

The following sections present a summary of the findings of Phase 1. Since the completion of Urbis' draft report in 2014, one additional item has been newly listed under Schedule 5 of the Sydney Local Environment Plan (LEP) 2012: 'Bay Street Depot...' (item no. I2277). This site was formally listed by the City of Sydney as an item of local heritage significance in January 2016, following the recommendations of the City of Sydney Industrial and Warehouse Buildings Heritage Study undertaken by City Plan Heritage in September 2014.

CPH also identified 8 further listed items in the vicinity of the two subject precincts established by Urbis, which had not been identified in Urbis' report.

3.1.1 Built Heritage

Listed items

'Bay Street Depot former stables and factory buildings, including interiors and Bay Street garages street wall'

10-16 Bay Street, Ultimo (Wentworth Park Precinct)

SLEP 2012 (amendment no.25) item no. I2277

State Heritage Inventory sheet no. 5062507

The Bay Street Depot, and its associated buildings, was constructed from 1908 to the 1920s. It was formerly used by Hoskins Iron and Steel Co. as an industrial building, and currently functions as a council depot for the City of Sydney. The building complex is not within any Heritage Conservation Area (HCA), nor has it been assessed for its level of contribution to the area. This item was included in the further study and assessment undertaken in Phase 2 (see Section 3).

'Electricity Substation no.26'

40 Burton Street, Glebe, (Wentworth Park Precinct)

Listed on the S.170 Heritage Register for Ausgrid

State Heritage Inventory sheet no. no. 3430544

The substation was constructed in 1911, during the earliest phase of the suburban expansion of the electricity network in Sydney. It is located within the Glebe Point HCA and is identified as a Contributing Building within the Sydney Development Control Plan (DCP) 2012.

'Friend in Hand Hotel including interior'

58 Cowper Street, Glebe

SLEP 2012 item no. I671

The hotel was constructed in 1937 in the Inter-War Functionalist Style with Art Deco overtones. It is historically significant for its long association with the Tooths & Co. brewery. The building is located within the Hughes HCA and is identified as a Contributing Building within the Sydney Development Control Plan (DCP) 2012.

House group in the Blackwattle Bay Precinct, comprising:

'House "Florence Villa" including interior'

49 Leichhardt Street, Glebe

SLEP 2012 item no. I789

House "Drayton Lodge" including interior and front fence

51–51B Leichhardt Street

SLEP 2012 item no. I790

House "The Retreat" including interior

53 Leichhardt Street

SLEP 2012 item no. I791

House "Tranby" including interior and front fence

13 Mansfield Street

SLEP 2012 item no. I793

House including interior and front fencing

14 Oxley Street

SLEP 2012 item no. I797

House "Eurimbla House" including interior

16 Oxley Street

SLEP 2012 item no. I798

These are Victorian period cottages of high local, historical and aesthetic significance. The cottages are exemplars of various Victorian styles of architectural design. The house group is located in the Glebe Point HCA and all the houses are identified as Contributing Buildings within the Sydney Development Control Plan (DCP) 2012.

Items with potential for heritage assessment and subsequent listing

Former warehouse

41 Bridge Rd, Glebe (Wentworth Park Precinct)

This is a sandstone building which is likely to have originally been a warehouse. Its appearance on aerial imagery from 1943 indicates that it is a historical building of potential significance. Photographs of the interior presented in an online real estate listing ([realcommercial.com.au](http://www.realcommercial.com.au)) demonstrate that it appears to be well-preserved inside.¹³³ The building is located within the Glebe Point HCA and is identified as a Contributing Building within the Sydney Development Control Plan (DCP) 2012.

¹³³ Realcommercial.com.au, 'Nicholas Dattner Building, 41 Bridge Rd, Glebe, NSW 2037', <http://www.realcommercial.com.au/property-showrooms/bulky+goods-nsw-glebe-5454504> (accessed 6 July 2016)

Terrace group

4-18 Burton Street, Glebe (Wentworth Park Precinct)

This group of terraces present a set of façades which are unified in their design. An ornamented parapet that stretches along the roofs of most of the group features the date of 1881. The terrace group is located in the Glebe Point HCA, and each terrace is identified as a Contributing Building within the Sydney Development Control Plan (DCP) 2012.

House/former warehouse

80 Wentworth Park Road, Glebe (Wentworth Park Precinct)

This is a sandstone building with a corrugated metal roof. Its appearance on aerial imagery from 1943 indicates that it is a historical building of potential significance. The building is located in the Lyndhurst HCA and is identified as a Neutral Building within the Sydney Development Control Plan (DCP) 2012.

Glenmore Meat Company building

40-46 Wentworth Park Road, Glebe (Wentworth Park Precinct)

The building that houses the Glenmore Meat Company is constructed of corrugated sheet metal. Its appearance on aerial imagery from 1943 indicates that it is a historical building of potential significance, however since that time the northern building has been demolished and replaced by a car park, and the southern building has been extended north. The company has been operating since 1967, not originally in this building. The building is located in the Lyndhurst HCA and is identified as a Detracting Building within the Sydney Development Control Plan (DCP) 2012, most likely for its non-conformism with the character of the streetscape.

House

39 Bellevue Lane/Street, Glebe (Wentworth Park Precinct)

This building is constructed of sandstone with a corrugated sheet metal roof. It is elevated, and accessed from street level by a long stair. In October 2009 the Glebe Society Bulletin referred to this building as 'The Castle' and noted its run-down condition and 'vulnerable' heritage status. The building has been listed for sale or auction several times during the last twenty years or so, though it often sits on the books for many weeks (e.g. 113 weeks in 2009). Its historical status is unknown as it is unclear whether it is present on aerial imagery from 1943. The building is located within the Lyndhurst HCA and is identified as a Contributing Building within the Sydney Development Control Plan (DCP) 2012.

Former church

cnr St Johns Road and Bellevue Street, Glebe (Wentworth Park Precinct)

Once clearly a church, the building has been converted for other uses, though it is unclear whether it now serves a residential or other function. The church is a historical as demonstrated by its appearance on aerial imagery from 1943. The building is located within the Lyndhurst HCA and is identified as a Contributing Building within the Sydney Development Control Plan (DCP) 2012.

Milk bar/deli

cnr Cowper Street and Broughton Street (Wentworth Park Precinct)

This two-storey corner property appears to be present on aerial imagery from 1943, indicating that it could be a building of historical significance. The building is located in St Phillip's HCA and is identified as a Contributing Building within the Sydney Development Control Plan (DCP) 2012.

House/former warehouse

3-5 Queen St, Glebe (Wentworth Park Precinct)

This two-storey building may have once been a warehouse in the Inter-War period, as its style indicates. Its appearance on aerial imagery from 1943 is a testament to its history. The building is well-preserved, at least externally. The building is located in the Hughes HCA and is identified as a Neutral Building within the Sydney Development Control Plan (DCP) 2012.

Former warehouse

30-34 Bay Street, Glebe (Wentworth Park Precinct)

This five-storey former warehouse is constructed of brick, and its front-facing façade has been painted. It has several architectural features of note, including a tall stepped parapet which includes a porthole window with an associated finial. The building is well-preserved at least externally. The building is present on aerial imagery from 1943. It is located in the Mountain Street HCA and is identified as a Contributing Building within the Sydney Development Control Plan (DCP) 2012.

Former warehouse

2-14 Blackwattle Lane, Glebe (Wentworth Park Precinct)

This building has an unusual triangular footprint with an acute angle, straddling a corner. It is an exceptionally well-preserved example of a warehouse in the Inter-War style. Its historical status is confirmed by its appearance on aerial imagery from 1943. The building is located within the Mountain Street HCA and is identified as a Contributing Building within the Sydney Development Control Plan (DCP) 2012.

Boat sheds: University of Sydney Rowing Club and Glebe Rowing Club

end of Ferry Road, Glebe (Blackwattle Bay Precinct)

Although these buildings are relatively modern, they may have significance associated with their use by the University of Sydney Rowing Club (founded in 1860) and the Glebe Rowing Club (founded in 1879). The boat sheds are not located in any HCA, nor have they been assessed for their level of contribution to the area.

Wharf-front warehouse

1-3 Bank Street, Pyrmont (Blackwattle Bay Precinct)

This brick warehouse has been constructed in a style typical of the Inter-War period, and appears on aerial imagery from 1943. It currently displays a sign indicating its use and/or ownership by the NSW Department of Planning and Infrastructure. The building is not in any HCA, nor has it been assessed for its level of contribution to the area. This item was the focus on further study and assessment in Phase 2 (see Section 3).

3.1.2 Archaeological Heritage

Blackwattle Bay Marina/Fish Markets

Bridge Road, Glebe (border of Wentworth Park Precinct and Blackwattle Bay Precinct)

The group of structures on the waterfront north of Wentworth Park are highly significant to the history of Glebe and are important for their archaeological potential. The entire Blackwattle Bay area has previously been the subject of detailed archaeological studies undertaken by City Plan Heritage in 2013, with regard to both maritime and terrestrial archaeology.¹³⁴ Each of these reports has been provided to UrbanGrowth NSW in hard copy, and the archaeological potential of the area is summarised as follows:

Pyrmont Bridge Rd (Blackwattle Bay Precinct and Wentworth Park Precinct)		
Dating/phase	Nature of potential remains	Degree of likelihood for survival
Early European settlement (1788-1815)	Causeway	High
Reclamation of the Bay (1859-1909)	Wall constructed for reclamation	High
	Stone sea wall	High
	Wharf and associated piling	High
Industry - government coal depots (1910-1925)	First Monier plate sea wall piling	Moderate
	Reclamation and fill	High
Industry - government coal depots (1910-1925) (continued)	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 (Blackwattle Bay Precinct)		
Dating/phase	Nature of potential remains	Degree of likelihood for survival
Industry - government coal depots (1910-1925)	Sea wall piling for wharves	Moderate

¹³⁴ City Plan Heritage 2013. Blackwattle Bay Maritime Precinct: Heritage Significance Assessment incorporating Heritage Impact Statement - Terrestrial Archaeology; City Plan Heritage 2013. Blackwattle Bay Maritime Precinct: Heritage Significance Assessment - Maritime Archaeology.

Wentworth Park (Wentworth Park Precinct)

The park itself has been in use since the reclamation of Blackwattle Bay. The desktop analysis and field survey identified some items of high archaeological potential, summarised as follows:

Wentworth Park (Wentworth Park Precinct)		
Dating/phase	Nature of potential remains	Degree of likelihood for survival
Reclamation of the Bay (1859-1909)	Stormwater channels	High
	Former site of Caretaker's Cottage and curtilage	High

The history, opportunities and constraints associated with the former site of the Wentworth Park Caretaker's Cottage were explored further in Phase 2 (see Section 3). One additional archaeological item, the Sydney Stone Storage Yard/former quarry site at 10A Wattle Street, was also identified in Phase 2 once the scope of the study was refined. UrbanGrowth NSW identified that the extensive spread of the system of stormwater channels beneath Wentworth Park merited more detailed study to support their evolving projects, and this is also provided in Section 3 below.

3.1.3 Landscape items

In addition to the built heritage and archaeological heritage items identified above, three landscape items of listed or potential heritage significance are located within the Blackwattle Bay and Wentworth Park Precincts, summarised as follows:

'Escarpment Face from Former "Saunders' Quarry"'

Pymont (Bank Street and beyond) (Blackwattle Bay Precinct)

SLEP 2012 item no. 11199

This long and tall sandstone escarpment is a testament to the works carried out in Saunders' Quarry. The quarry was the source of the sandstone used to construct many iconic buildings in Sydney and in cities in neighbouring countries (see the brief history for 10A Wattle Street in Section 3 below). A large part of the escarpment faces Bank Street, adjacent to the precinct boundary.

Sandstone escarpment face

Railway Street / 83 Darghan Lane, Glebe (Wentworth Park Precinct)

Forming the foundation of the house at this address is a narrow but tall sandstone escarpment face which is evidence for historical human activity such as quarrying or mining. This escarpment faces the light rail line and the precinct boundary.







Sandstone escarpment face





39-61 Bellevue Lane, Glebe (Wentworth Park Precinct)







A long and tall sandstone escarpment forms the foundation of a number of houses on Bellevue Lane, stretching between the potential heritage houses identified in subsection 2.2.2., at 38 and 83 Bellevue Lane. The escarpment is evidence of historical human activity such as quarrying or mining.






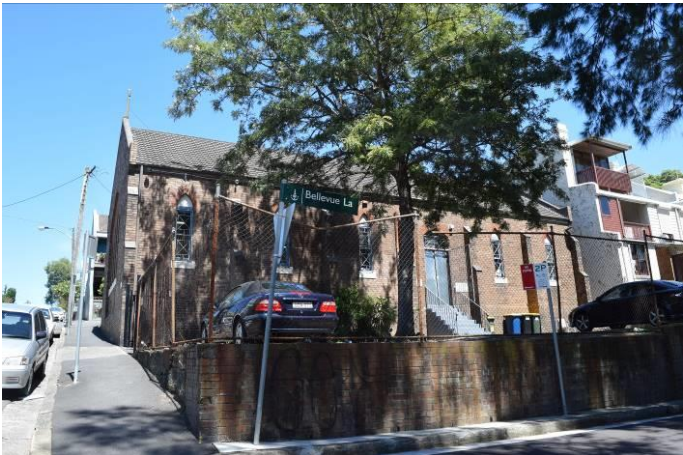
Bays Market District Heritage Study: Phase 1







WENTWORTH PARK & BLACKWATTLE BAY PRECINCTS: NEWLY LISTED & POTENTIAL HERITAGE ITEMS

ADDITIONAL LISTED ITEMS IN THE PRECINCT AND IN THE VICINITY					
No.	Name, address	Listing	HCA	Building Contribution	Comments & photographs
1	<p>'Bay Street Depot former stables and factory buildings, including interiors and Bay Street garages street wall'</p> <p>10-16 Bay Street, Ultimo</p> <p>(Wentworth Park Precinct map)</p>	<p>I2277 (SLEP 2012) (amendment no.25) (result of City of Sydney Warehouse & Industrial Buildings Heritage Study)</p> <p>SHI no. 5062507</p>	Not in a HCA	N/A	<ul style="list-style-type: none"> Constructed from 1908-1920s, formerly used by Hoskins Iron and Steel Co as an industrial building  
2	<p>'Electricity Substation no.26'</p> <p>40 Burton Street, Glebe</p> <p>(Wentworth Park Precinct map)</p>	<p>Listed on S.170 for Ausgrid</p> <p>SHR database no. 3430544</p>	Glebe Point	Contributing	<ul style="list-style-type: none"> Constructed during the earliest phase of suburban expansion of the electricity network, 1911  
3	<p>'Friend in Hand Hotel including interior'</p> <p>58 Cowper Street, Glebe</p> <p>(Wentworth Park Precinct map)</p>	I671 (SLEP 2012)	Hughes	Contributing	<ul style="list-style-type: none"> Constructed in 1937 Inter-war Functionalist Style building with Art Deco overtones Historically significant for its long association with the Tooths & Co. brewery  







ADDITIONAL LISTED ITEMS IN THE PRECINCT AND IN THE VICINITY							
No.	Name, address	Listing		HCA	Building Contribution	Comments & photographs	
4	House group, comprising:	Sydney 2012:	LEP	Glebe Point	Contributing	<ul style="list-style-type: none">Victorian period cottages of high local historical and aesthetic significanceExemplary of various Victorian styles of architectural designRecorded here to accompany the suggested precinct boundary extension	
	House “Florence Villa” including interior 49 Leichhardt Street, Glebe	1789					
	House “Drayton Lodge” including interior and front fence 51–51B Leichhardt Street	1790					
	House “The Retreat” including interior 53 Leichhardt Street						
	House “Tranby” including interior and front fence 13 Mansfield Street	1791					
	House including interior and front fencing 14 Oxley Street	1793					
	House “Eurimbla House” including interior 16 Oxley Street	1797					
(Blackwattle Bay Precinct map)	1798						





OTHER POTENTIALLY SIGNIFICANT BUILDING IN THE PRECINCT AND IN THE VICINITY					
No.	Name, address	Listing	HCA	Building Contribution	Comments & photographs
5	Former warehouse 41 Bridge Rd, Glebe (Wentworth Park Precinct map)	N/A	Glebe Point	Contributing	<ul style="list-style-type: none"> Sandstone building, likely originally a warehouse Appears on 1943 aerial imagery Appears very well-preserved inside (realcommercial.com.au have images of the interior)  
6	Burton Street terraces (Wentworth Park Precinct map)	N/A	Glebe Point	Contributing	<ul style="list-style-type: none"> Set of terraces, one with date on façade: 1881  
7	House/former warehouse 80 Wentworth Park Road, Glebe (Wentworth Park Precinct map)	N/A	L	Lyndhurst	<ul style="list-style-type: none"> Sandstone building, corrugated metal roof Appears on 1943 aerial imagery  


OTHER POTENTIALLY SIGNIFICANT BUILDING IN THE PRECINCT AND IN THE VICINITY					
No.	Name, address	Listing	HCA	Building Contribution	Comments & photographs
8	<p>Glenmore Meat Company</p> <p>40-46 Wentworth Park Road, Glebe</p> <p>(Wentworth Park Precinct map)</p>	N/A	Lyndhurst	Detracting	<ul style="list-style-type: none"> Appears in 1943 aerial imagery, but the northern building has since been demolished and there is now a carpark in its place; the southern building has been extended north  
9	<p>House</p> <p>39 Bellevue Lane/Street, Glebe</p> <p>(Wentworth Park Precinct map)</p>	N/A	Lyndhurst	Contributing	<ul style="list-style-type: none"> Elevated, accessed up a long stair from the street Glebe Society Bulletin (10/2009) referred to this building as 'The Castle', and noted its run-down condition and 'vulnerable' heritage status Has been listed for sale/auction several times for last twenty years or so, it often sits on the books for many weeks (e.g. 113 weeks in 2009) Unclear whether present in 1943 aerial imagery  
10	<p>Former church</p> <p>cnr St Johns Road and Bellevue Street, Glebe</p> <p>(Wentworth Park Precinct map)</p>	N/A	Lyndhurst	Contributing	<ul style="list-style-type: none"> Converted church (unclear whether re-used for residential or other purposes) Appears in 1943 aerial imagery  

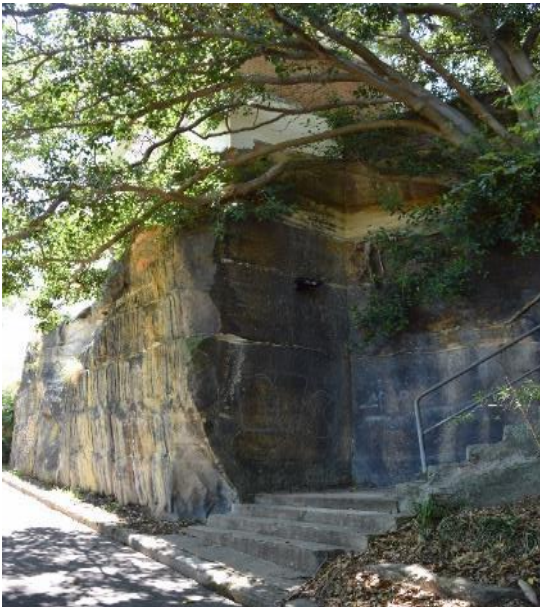
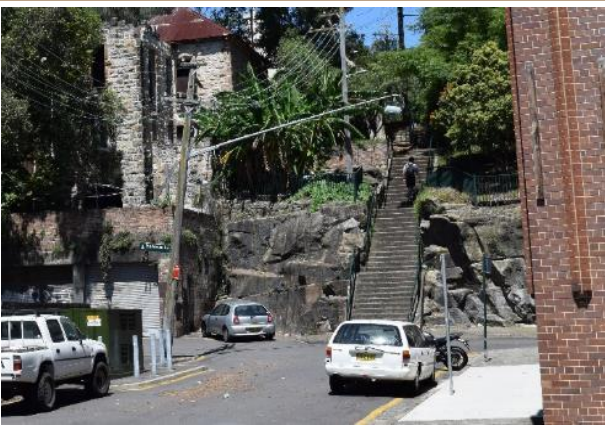

OTHER POTENTIALLY SIGNIFICANT BUILDING IN THE PRECINCT AND IN THE VICINITY					
No.	Name, address	Listing	HCA	Building Contribution	Comments & photographs
11	Milk bar/deli cnr Cowper Street and Broughton Street (Wentworth Park Precinct map)	N/A	St Phillip's	Contributing	<ul style="list-style-type: none"> Appears to be present in 1943 aerial imagery  
12	House/former warehouse 3-5 Queen St, Glebe (Wentworth Park Precinct map)	N/A	Hughes	Neutral	<ul style="list-style-type: none"> Appears in 1943 aerial imagery Well-preserved, at least externally  
13	Former warehouse 30-34 Bay Street, Glebe (Wentworth Park Precinct map)	N/A	Mountain Street	Contributing	<ul style="list-style-type: none"> Well-preserved externally at least, though all but the parapet brickwork has been painted Parapet of stepped form with porthole window and associated finial Present in 1943 imagery  

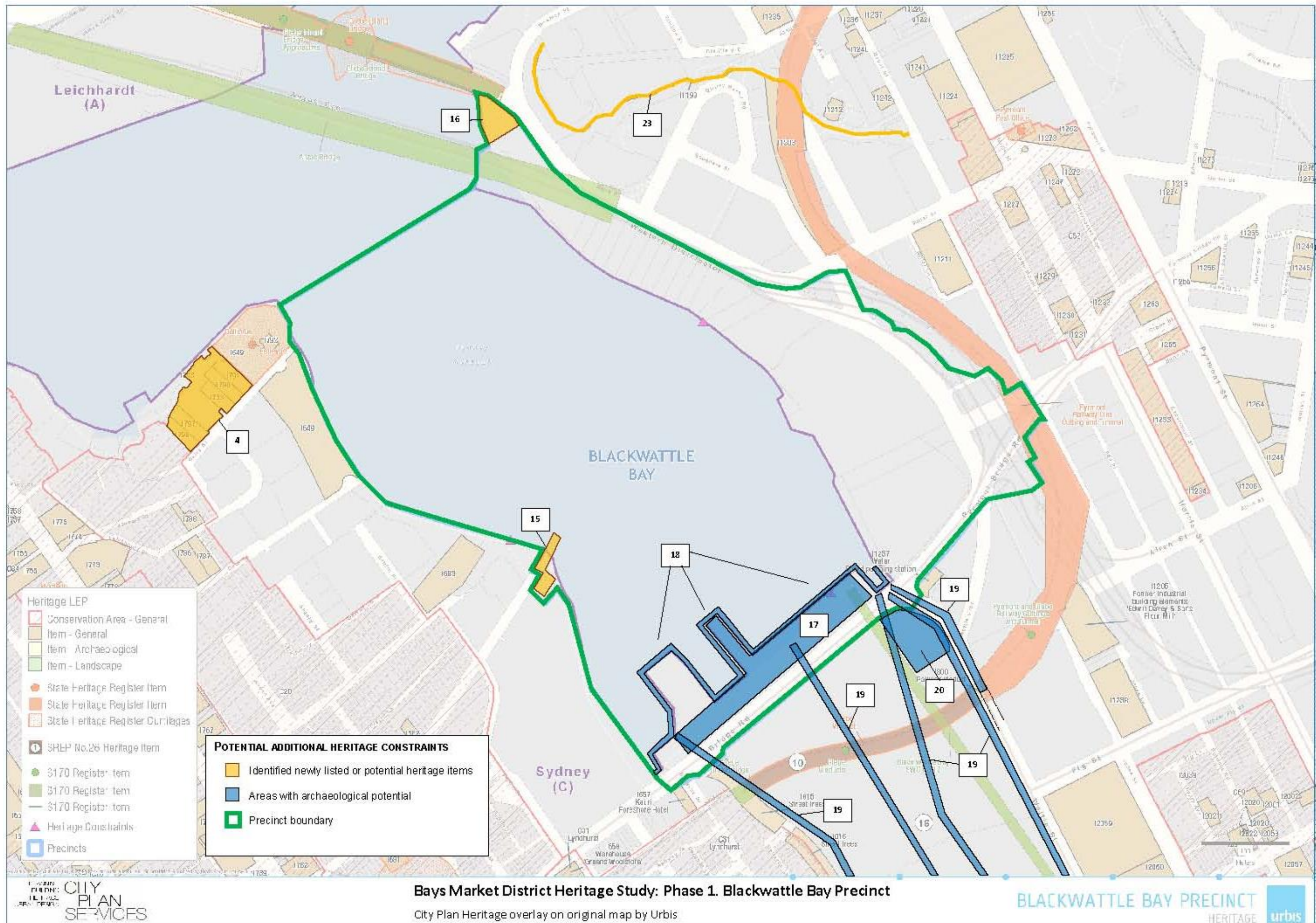
OTHER POTENTIALLY SIGNIFICANT BUILDING IN THE PRECINCT AND IN THE VICINITY

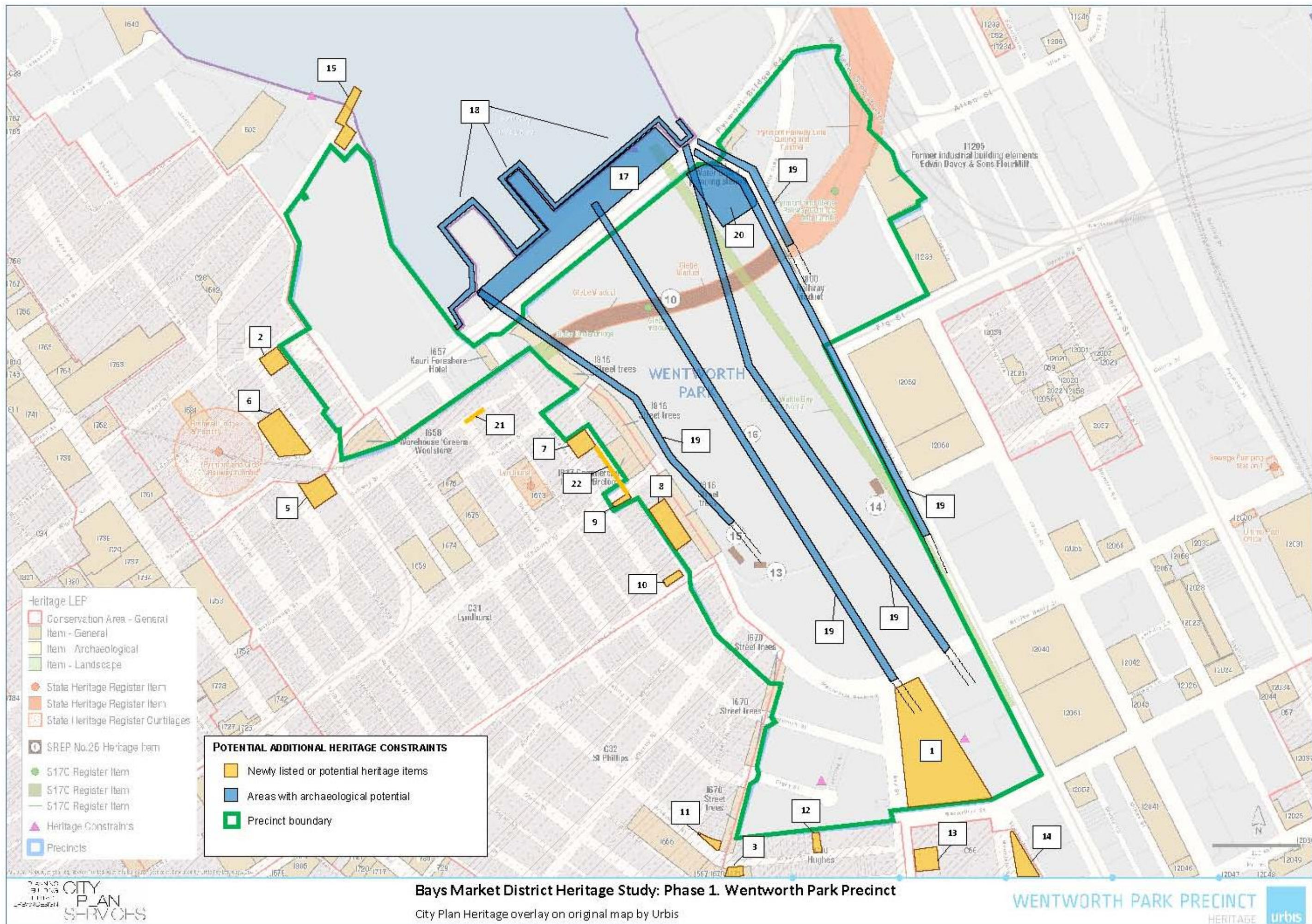
No.	Name, address	Listing	HCA	Building Contribution	Comments & photographs
14	<p>Former warehouse</p> <p>2-14 Blackwattle Lane, Glebe</p> <p>(Wentworth Park Precinct map)</p>	N/A	Mountain Street	Contributing	<ul style="list-style-type: none"> Very well-preserved corner warehouse with triangular footprint Of exceptional character Appears on 1943 aerial imagery  
15	<p>Boat sheds: University of Sydney Rowing Club, and Glebe Rowing Club</p> <p>end of Ferry Road, Glebe</p> <p>(Blackwattle Bay Precinct Map)</p>	N/A	Not in HCA	N/A	<ul style="list-style-type: none"> 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)  
16	<p>Wharf-front warehouse</p> <p>Bank Street, Pyrmont</p> <p>(Blackwattle Bay Precinct map)</p>				<ul style="list-style-type: none"> Inter-War style brick warehouse building Appears in 1943 aerial imagery Currently used by the NSW Department of Planning and Infrastructure  

AREAS WITH POTENTIAL FOR ARCHAEOLOGICAL REMAINS					
No.	Address	Dating / Phase	Nature of potential remains	Degree of likelihood for survival	Photographs
17	Pyrmont Bridge Rd Blackwattle Bay Precinct and Wentworth Park Precinct maps)	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	
18	Blackwattle Bay (Blackwattle Bay Precinct and Wentworth Park Precinct maps)	Industry - government coal depots (1910-1925)	Sea wall piling for wharves	Moderate	
19	Wentworth Park (Blackwattle Bay Precinct and Wentworth Park Precinct maps)	Reclamation of the Bay (1859-1909)	Stormwater channels* *Please note that locations indicated on the map are approximate, as found on historical documentation	High	Photograph shows outlets 17A and 17E&F only (17B – 17D are not presently visible) 

AREAS WITH POTENTIAL FOR ARCHAEOLOGICAL REMAINS					
No.	Address	Dating / Phase	Nature of potential remains	Degree of likelihood for survival	Photographs
20	<p>Wentworth Park</p> <p>cnr Pyrmont Bridge Road & Wattle Street</p> <p>(Blackwattle Bay Precinct and Wentworth Park Precinct maps)</p>	Reclamation of the Bay (1859-1909)	Foundations of caretaker's cottage and curtilage	High	<p>Photograph shows a rise which may indicate archaeological remains</p> 

LANDSCAPE ITEMS IN THE VICINITY				
No.	Name, address	Listing	Comments	Photographs
21	Sandstone escarpment face Railway Street, Glebe 83 Darghan Lane, Glebe	N/A	Indicates historical human activity, such as quarrying or mining. This escarpment faces the light rail line and the precinct boundary	
22	Sandstone escarpment face 39-61 Bellevue Lane, Glebe	N/A	Indicates historical human activity, such as quarrying or mining. The escarpment stretches between potential heritage items 6 and 8 (in this table), and both buildings are built atop it	
23	'Escarpment Face from Former "Saunders' Quarry" Pyrmont (Bank Street and beyond)	Sydney LEP 2012, I1199	Recalls Saunders' Quarry, which was the source of the sandstone used to construct many iconic buildings in Sydney and in cities in neighbouring countries A large part of the escarpment faces Bank Street, adjacent to the precinct boundary	





3.1.4 Conclusions and Recommendations

Urbis' 2014 Bays Precinct Heritage Constraints Assessment identified heritage items 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. Following the undertaking of a peer review, CPH identified additional listed items of built heritage, landscape heritage and known archaeological sites, as presented in Section 3.1.1 above.

Heritage items listed on the State Register, as well as archaeological sites, are ordinarily afforded statutory protection under the *Heritage Act*, 1977. This means that any development proposals for State Heritage items or on archaeological sites must be considered and assessed by the NSW Heritage Council for their potential impact on the heritage significance and values of the item/site.

Heritage items listed on the Sydney LEP 2012 and on Section 170 Registers are ordinarily afforded statutory protection under Clause 5.10 of the Sydney LEP 2012. This means that any development proposals for the heritage items or in the vicinity of them, must be considered and assessed by the City of Sydney Council for their potential impact on the heritage significance and values of the item. As a result, any Development Application (DA) must be accompanied by a Heritage Impact Statement (HIS) to Council.

Rezoning with changes in height and FSR should consider impacts on existing heritage items, such as overshadowing, removal of view corridors, and alteration of historical subdivision patterns and characters. This may be achieved through, amongst other strategies, height limitations, appropriate setbacks, and avoidance of subdivision and development in areas of established heritage significance.

Items identified by CPH as being of potential heritage significance in this section are not afforded any statutory protection until and unless they are listed as heritage items. However, if, either prior to the submission of a DA or during the course of an assessment of a DA, it is found that an item or site is of high heritage significance, the Minister for the Environment and Heritage has the power to place an Interim Heritage Order on the building/site, which temporarily protects the building or site to allow a thorough heritage assessment to be performed. CPH recommends that City of Sydney Council be informed of the items of potential heritage significance identified in this report to provide an opportunity for the heritage significance of these items to be investigated and assessed for possible subsequent heritage listing.

3.2 Phase 2: Heritage Assessment

Following the presentation of the findings of Phase 1, a decision was made by UrbanGrowth NSW to refine the scope of detailed study in order to better inform their evolving plans for rezoning and development opportunities in the precincts. The south and east of the Blackwattle Bay Precinct, the east of the Wentworth Park Precinct, and Wentworth Park itself were identified as focal points of specific interest to UrbanGrowth NSW for further heritage assessment. Phase 2 involved a detailed desktop Heritage Assessment which found four sites of potential heritage significance in the identified areas of interest: the Bay Street Depot, the Sydney Stone Storage Yard (former quarry), the former site of the Wentworth Park caretaker's cottage, and the Inter-War building at 1-3 Bank Street. These findings were presented to UrbanGrowth NSW and included a brief history and an assessment of the issues and constraints associated with each site. These findings are presented again below.

During the presentation of the findings to UrbanGrowth NSW, an additional area of interest was noted. UrbanGrowth NSW requested that a more detailed study be made of two items that had already been identified as listed heritage items by Urbis in their 2014 draft report and therefore had not been included in original CPH's scope of study: the stormwater channels and the Greyhound Track as part of Wentworth Park. Later in 2016, when UrbanGrowth NSW refined the study area, focus was also drawn on the entirety of the Fish

Markets area along Bank Street. These sites are addressed below with regard to their history and the issues and constraints they present to potential development.

It is noted that UrbanGrowth NSW is also interested in the heritage significance and potential issues and constraints of Blackwattle Bay itself and its associated structures on Bridge Road, north of Wentworth Park. As these areas have already been studied in great detail in reports prepared by CPH in 2013 (*Blackwattle Bay Maritime Precinct: Heritage Significance Assessment - Maritime Archaeology*, and *Blackwattle Bay Maritime Precinct: Heritage Significance Assessment incorporating Heritage Impact Statement - Terrestrial Archaeology*), this information is not repeated in this document. CPH has supplied UrbanGrowth NSW with hard copies of these reports for their reference.

A significance assessment did not constitute part of the report which presented the findings of Phase 2. The significance assessments and statements of significance are presented for each of the eight sites of interest in the present document.

3.2.1 Bay Street Depot

The Bay Street Depot and its associated buildings (Figures 33 and 34) served the function of stables, garages, factories, and warehouses since the time of its construction in 1910. It is currently used as a storage depot for the City of Sydney Council. Following the recommendations of the City of Sydney Industrial and Warehouse Buildings Heritage Study, completed by City Plan Heritage in 2014, the building complex has been listed under Schedule 5 of the Sydney LEP 2012 (amendment 25) (item no. 12277).

Brief History

The following history for the Bay Street Depot has been reproduced from *Proposed Redevelopment of Bay Street Depot, Bay Street, Glebe: heritage Assessment and Conservation Guidelines* by John Oultram Heritage & Design 2008.

The Bay Street Depot is located at the base of a basin defined by the slopes leading to the ridges of the peninsulas of Ultimo and Glebe. Wentworth Park to the north is the result of land reclamation in the late 19th century, but prior to this it was swamp land. During the reclamation in 1880 a large sewer culvert was laid in the area, which was reconstructed in 1908. There was some residential occupation in the Victorian period, but much of this was demolished following the Council's resumption of the site in 1906. The subject site, bounded by William Henry, Wattle, Macarthur and Bay Streets, currently comprises a number of buildings either purpose-built or acquired by the Sydney City Council. The south-western section of the site was developed as the council town yards from 1908, when the stables were constructed and the site extended northwards and eastwards in stages. A three-storey factory was constructed on Bay Street in 1910 for Hoskins Iron and Steel Co. Motor garages were built in 1929 immediately north of the stables. A workshop, later known as the 'Nursery Shed', was constructed on the north-western corner of the site in 1930. The office and store were constructed on the eastern part of the site by the Commonwealth Government in the 1940s. The engineering workshops were constructed for Council on the north-east corner of the site in 1961.



Figure 33: Location of the Bay Street Depot outlined in red. (SIX Maps 2016)



Figure 34: West end of Macarthur Street stables showing vehicular entrance and original roof lantern.

Assessment of Significance Criteria

The following Assessment of Criteria is reproduced from the Heritage Assessment and Conservation Guidelines for the site by John Oultram Heritage & Design¹³⁵.

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

The Bay Street Depot is the site of the City of Sydney cleaning and road maintenance services that was first established on part of the site in 1908 and expanded in 1929, and again in the 1950's.

The north east corner of the site was the premises of G. & C. Hoskins' foundry that manufactured cast iron pipes. The Hoskins built the extant factory in Bay Street in 1910.

The south east corner of the site contains the former Stables and Feed Loft that were built by the City of Sydney in 1908 to provide a cleaning and maintenance depot using horse drawn carts. It is the largest example of an extant, municipal stable in Sydney.

The site marks the point where Blackwattle Creek discharged into the harbour and the line of the creek, that has defined the development of the area, remains canalised under the site.

(b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history

The eastern side of the site was part of the Ultimo Estate of the Harris family who owned large tracts of land in the area and who were responsible for its subdivision and development.

The western part of the site was part of the "glebe" lands set aside in 1789 for the support of the Church of England and subdivided from 1828 onwards.

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

The former Stables and Cart Yard are an example of a single and two storey, Edwardian stable robustly styled and detailed in a continuous length along MacArthur Street with remnant boundary walls. The buildings have been considerably and unsympathetically altered.

The former Stables and Cart Yard are an example of the work of the City Architects Department under Robert Hargreave Brodrick and his assistant, James Henry Merriman.

The Hoskins factory is an example of a three storey, brick Edwardian warehouse designed by the architect John Brain Spencer who was partly responsible for the design of the Strand Arcade in Pitt Street, Sydney.

¹³⁵ John Oultram Heritage & Design. 2008. *Proposed Redevelopment of Bay Street Depot, Bay Street, Glebe: Heritage Assessment and Conservation Guidelines.*

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

The City of Sydney cleaning and road maintenance section has been at the site for nearly 100 years and would have employed hundreds of employees over that time. The site is distinctive and may have special associations for past and present staff.

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

The site may contain remains of the 1880 culvert and sewer that was used to realign Blackwattle Creek.

The site may contain below ground remains of the early Victorian houses that were demolished following the resumption of 1906.

The archaeological potential of the site is moderate.

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

The former Stable is the largest, extant, municipal stable in Sydney.

Is rare regionally.

(g) an item is important in demonstrating the principal characteristics of a class of the local area's

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

The site is an example of an inner city, industrial site that was developed over a former residential subdivision along the line of Blackwattle Creek.

Historically Representative Locally

Aesthetically Representative Locally

Technically Representative Locally

Socially Representative Locally

Statement of Significance

In the absence of a Statement of Significance in the document by Ultram Heritage & Design, the following statement of significance for the site is quoted from the NSW State Heritage Inventory (SHI) listing sheet for the item:¹³⁶

The depot and factory buildings constructed from 1908 to the 1920s for the City of Sydney and Hoskins as a town yard for street cleaning facilities and storage, represents the industrial and civic development of Ultimo during the twentieth century. The site and its buildings provide evidence of significant government initiatives to alleviate the City's severe pollution and public health issues during the early twentieth century and over a century of local public works for improving Sydney's urban environment and street beautification. The Bay Street factory, as

¹³⁶ State Heritage Inventory, "Bay Street Depot former stables and factory buildings, including interiors and Bay Street garages street wall", <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5062507>

the only industrial building surviving from the Hoskins Iron and Steel Co use of the site also provide evidence of the formerly widespread engineering industry of Sydney from the early twentieth century through to the post-war period.

As part of the first land resumption of 1905 and redevelopment by the local council to reduce heavy industrial pollution of Blackwattle Creek and address severe public health issues, the site demonstrates significant local government intervention to improve the streets and sanitation of Sydney city during the early twentieth century. The development of this land provides evidence of the new powers granted to the local council in 1905 to clear slums, re-plan and beautify the city during the period of the 1909 Royal Commission on the Improvement of Sydney. The former stables and subsequent garaging on this site for housing the street cleaning fleet also represent technological advancements in street cleaning during this period when horse-drawn carts were replaced by motorised vehicles.

Aesthetically, the buildings within this complex represent good examples of the Federation and inter-war styles, demonstrating the industrial work from prominent architects including the City architect Robert Hargreave Brodrick for the stables, John Spencer for the Bay Street factory and W. S. White for the 1929 inter-war garages street wall. The buildings make important contributions to the surrounding streetscapes of Macarthur, Bay and William Henry Streets through their industrial character, distinctive architecture and consistent materials. The buildings are highly visible from a number of near and distant vantage points in the neighbourhood.

The Bay Street Depot complex forms part of one of the largest known collections of industrial and warehouse buildings of its kind in Australia, which records City of Sydney's past as one of only two historic industrial heartlands in Australia. This collection of buildings provides evidence of Australia's twentieth century transformation through industrialisation when Sydney became one of the largest industrialised cities in the South Pacific.

The depot buildings are of local heritage significance in terms of their historical, aesthetic and representative value.¹³⁷

Opportunities and Constraints

The recommended management section of the SHI form advises that the Federation, Inter-War and Post-War buildings that include face brickwork, multi-paned timber and steel windows, early signage, gabled, hipped and sawtooth roof forms and their roof lanterns, parapet walls, and other original building features, should be conserved and maintained. Any new uses for the buildings are to complement and enhance the internal and external industrial characteristics of the site. Changes made to the building should allow for the essential form to remain readily identifiable.

The Heritage Assessment undertaken by John Oultram Heritage & Design in August 2008 assessed the significance of the fabric of the depot buildings individually. It concluded that:

The earlier buildings on the site are robust and simply detailed and are a built memory of the pre-motor vehicle age when horses provided the backbone for transport in the city. The buildings at the Depot are not at a level of significance that precludes major change but the built form and fabric of the early buildings, and particularly the Town Yard stables and the

¹³⁷NSW Office of Environment and Heritage. 'Bay Street Depot former stables and factory buildings, including interiors and Bay Street garages street wall'
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5062507> (accessed 26 April 2016).

Hoskins factory should be conserved to an extent to allow their appreciation interpretation for future generation.¹³⁸

The assessment found that the most significant fabric comprised those buildings constructed between 1908 and 1946 (Figure 35). Buildings concluded to be of high significance (Figure 5) include the Factory (B2), Workshops (B12A), Workshops and Amenities (B12B), and Staff Amenities and Stores (B12C). The assessment recommended that all significant fabric be retained and conserved, including:

- all fabric introduced between 1908 and 1946, and
- all fabric introduced after 1946 for the preservation and reconstruction of the place.
- The exceptions to this recommendation include areas:
 - where the fabric is clearly of a temporary nature, and
 - where it is identified as fabric of moderate significance.

Fabric that may be removed (which may include paint finishes and temporary coverings) is:

- all fabric introduced after 1946 except where it is identified as significant fabric, i.e. where fabric has been introduced to preserve and reconstruct the buildings.¹³⁹

The assessment recommended that all forms of re-use, including historical, compatible, and redevelopment use, should be allowed, including:

- use of the place for its historic use as a Council depot
- use that maintains the cultural significance of the place with limited change to significant fabric:
 - alternative use for light industrial, workshops or stores
 - adaptive reuse for commercial or residential development
- alternative use that maintains the cultural significance of the place with substantial change to significant fabric:
 - redevelopment for commercial or residential development
 - redevelopment for light industrial development.¹⁴⁰

¹³⁸ John Oultram Heritage & Design, August 2008, Proposed Redevelopment of Bay Street Depot, Bay Street, Glebe: Heritage Assessment & Conservation Guidelines. p.62.

¹³⁹ *Ibid.* p.56

¹⁴⁰ *Ibid.* p.54.



Figure 35: Significant fabric to be retained and conserved. John Oultram Heritage & Design, August 2008, Proposed Redevelopment of Bay Street Depot, Bay Street, Glebe: Heritage Assessment & Conservation Guidelines. p.55

SIGNIFICANT BUILDINGS

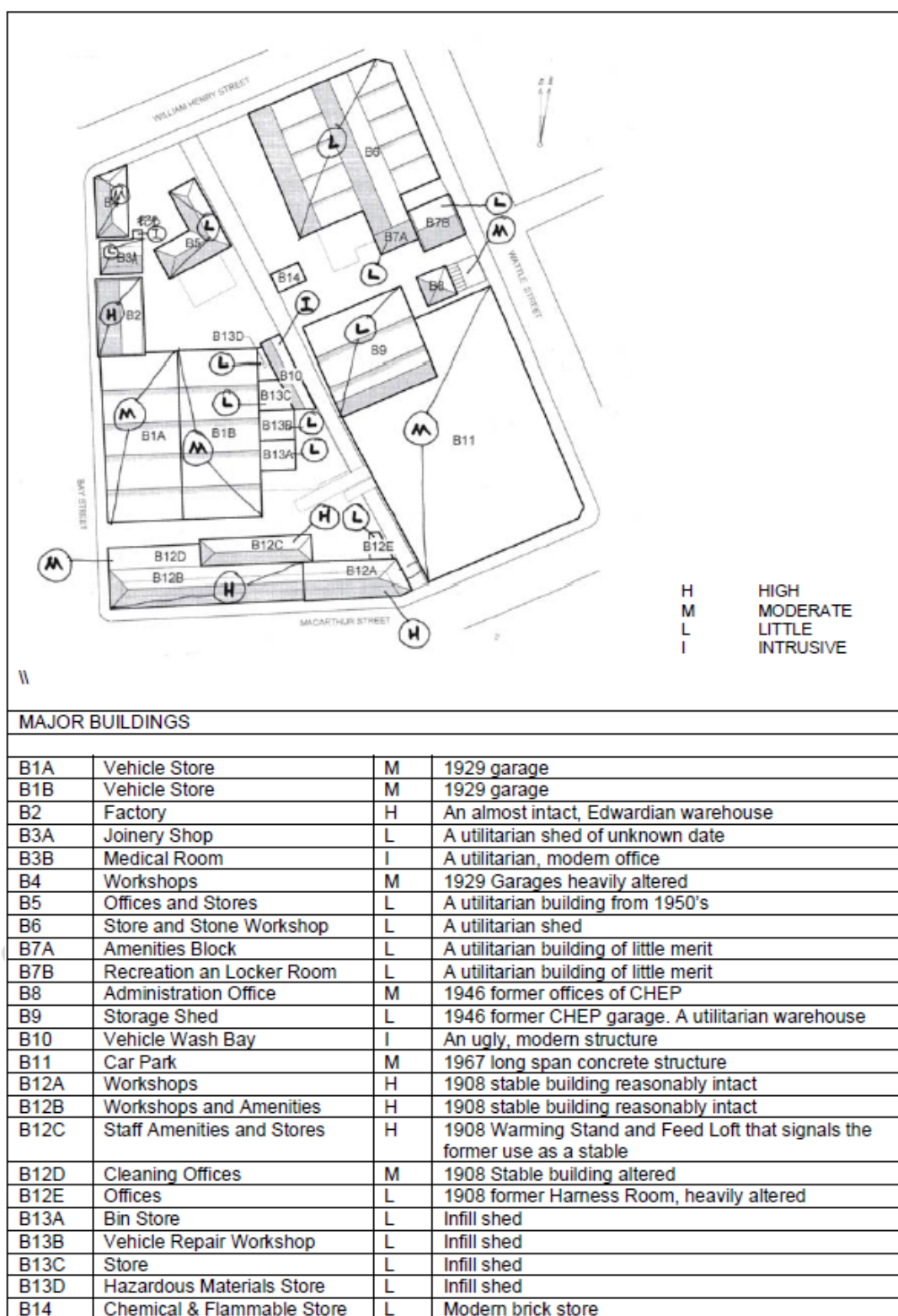


Figure 7.1 Bay Street Depot – Gradings of Significance

Figure 36: Plan of the Bay Street Depot showing individual buildings and the assessment of their significance. (Source: John Oultram Heritage & Design 2008: 48)

In conclusion, the buildings of high significance on the site of the depot cannot be demolished. There is some scope for adaptive re-use of the buildings and redevelopment, as long as this is sympathetic to the existing form of the buildings. A Heritage Impact Statement will be required to be prepared to assess the impact of any proposed changes on the heritage values of the site. A Conservation Management Strategy may be required to further analyse the existing fabric and guide future changes to the site.

3.2.2 Wentworth Park

Brief History

Wentworth Park was created through the reclamation of Blackwattle Bay during the late 19th century.¹⁴¹ According to a map by J.J. Byrne dated 1888, soon after the reclamation, the land had been transformed into a gardenesque community parkland (Figure 37). Sporting fields for rugby and cricket, an ornamental lake, a bowling green and a caretaker's cottage were all included in the Park's design. As part of the reclamation process, a number of drains and pipes were set in place beneath the present surface of the grounds to aid in the efficient draining of the wetlands. A Detail Survey Sheet from 1887 indicates that, at that time, a single drain serviced the entirety of Wentworth Park (Figure 38). A Detail Sheet from 1939 has this drain labelled as being constructed of brick (Figure 39). The same Detail Sheet shows that, by that time, an additional four concrete pipes had been laid beneath Wentworth Park.

Wentworth Park was the location of numerous important community sporting events in its early years, from frequent cricket and rugby matches to the establishment of greyhound racing at the end of the 1930s.¹⁴²

As Sydney's industry expanded, a need for transport between rural Australia and the ships for exporting goods, via Central Station, was required. As such, in 1910, construction began on the brick and sandstone viaduct, known as the Metropolitan Goods Line, across the northern portion of Wentworth Park.¹⁴³

During the First World War, Wentworth Park's large open spaces were used to house corrugated iron wool sheds in aid of the war effort.¹⁴⁴ The woolsheds remained within the park for some years, as their continued presence was recorded on an aerial photograph dated to 1943 (Figure 40). During WWII the Wentworth Park Greyhound Track (see section 3.2.3 below for a detailed history) was used as a US Army Camp for the duration of the war. Evidence of this is also seen on the aerial photograph from 1943 (Figure 41).

At the conclusion of WWII, the woolsheds were removed and the park was returned to community use. The site is currently a multi-purpose recreational facility used for soccer, rugby, cricket, playgrounds and picnics.

¹⁴¹ Godden Mackay for Manidis Roberts Consultants 1990, *Wentworth Park Plan of Management*, p.8.

¹⁴² See Section 3.6 below.

¹⁴³ State Heritage Database, State Heritage Inventory sheet no. 5045444 for 'Glebe Railway Viaduct'.

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045444>

¹⁴⁴ Wendy Thorp 1990, *Historical Context Report: Wentworth Park, Sydney*, p. 14.



Figure 37: 1888 JJ Byrne map of Glebe showing the original gardenesque layout of Wentworth Park.
(Source: City of Sydney Archives online)

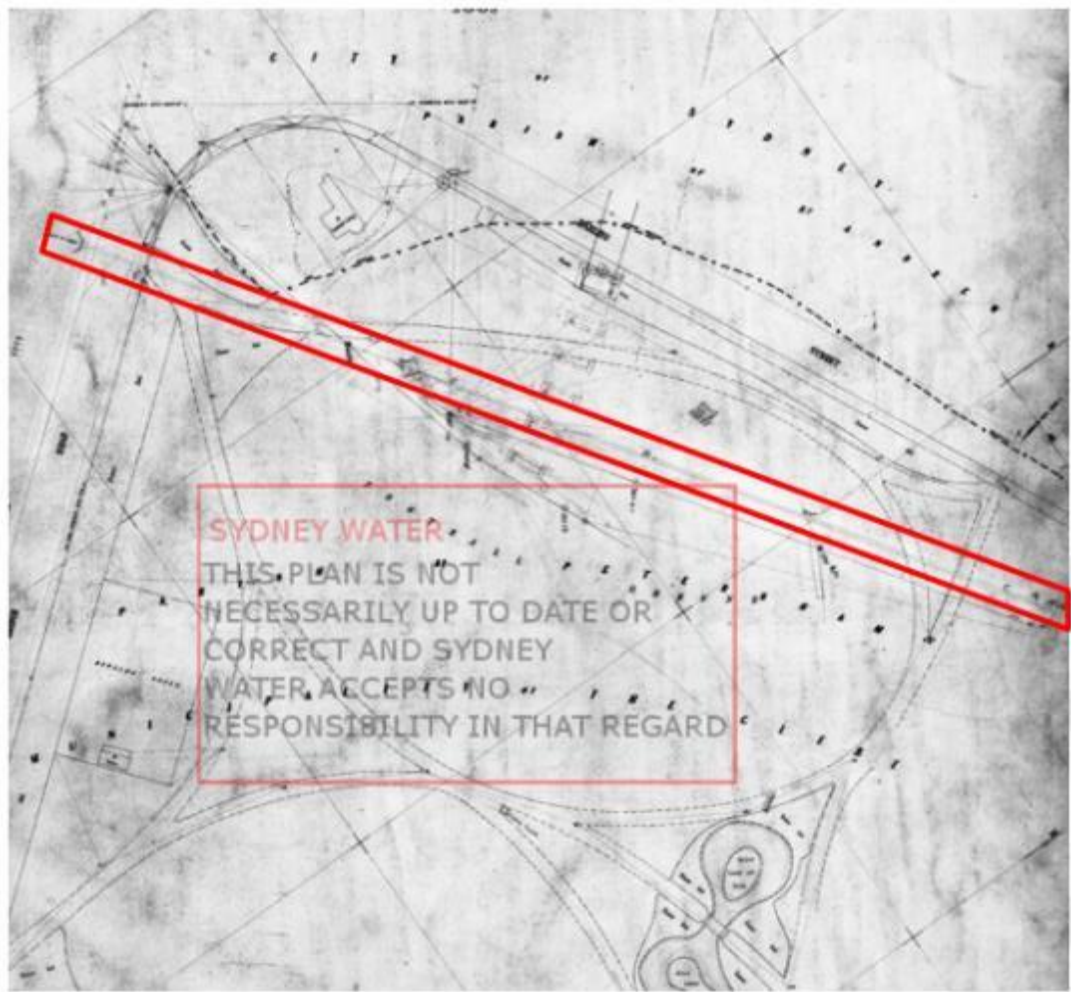


Figure 38: Excerpt of Plan of Sheet 6 of the Detail Survey of the Glebe and the City of Sydney, 1887, oriented so that Pyrmont Bridge Road is at the top, showing the gardenesque layout of Wentworth Park and the single drain pipe outlined in red. (Source: Sydney Water PWDS1544/S285)

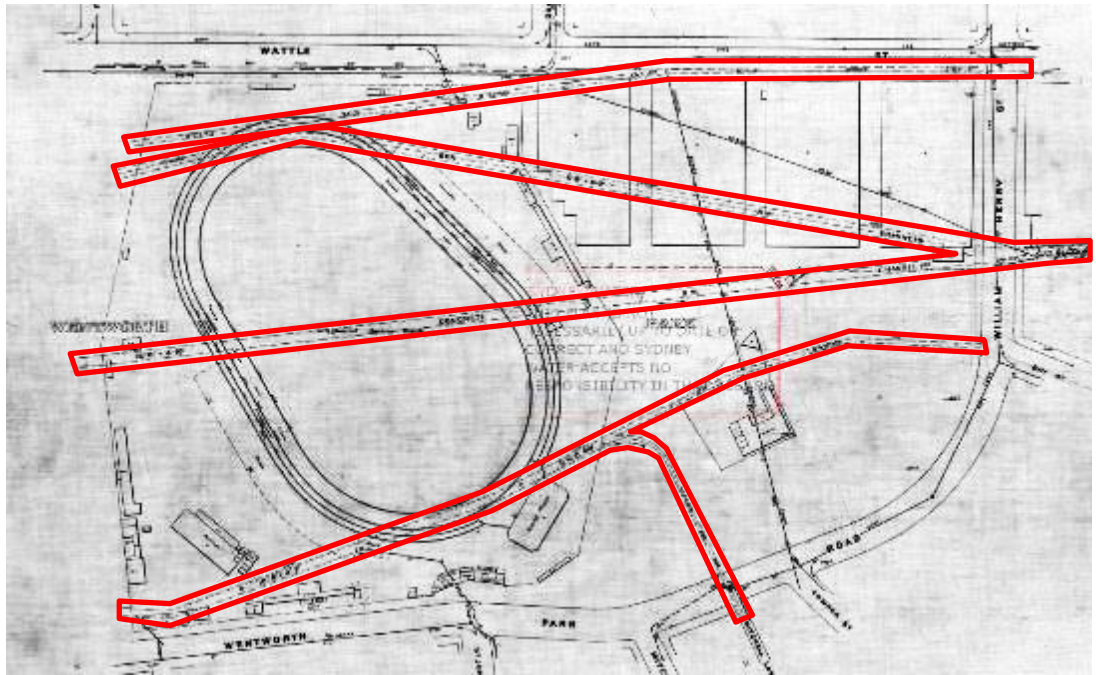


Figure 39: City of Sydney Detail Sheet 438, 1939, showing drainage pipes outlined in red. The top-most drainage pipe (which corresponds to the one on the 1887 plan) is labelled as a brick pipe, while the others are labelled as being made of concrete. (Source: Sydney Water DS438)



Figure 40: Imperial Wool Purchase Scheme storage erected at Wentworth Park, Sydney, capacity 35000 bales, ca. 1916-1923 / Hall & Co. (Source: State Library of NSW XV1/Sho/Imp W/1)



Figure 41: Wentworth Park during WWII showing the new wool storage sheds constructed on site and the US Army Camp inside the Greyhound track. (Source: SIX Maps 2016)

Assessment of Significance Criteria

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

Wentworth Park is important within the history of Pyrmont, Ultimo and Glebe, it represents the development of the community in the area, providing recreational space for local workers in the nearby wharfs and industrial area of the Pyrmont peninsula. The early reclamation of swampland for recreational use shows the progress of early engineering in the area. The original design of the park in the Victorian Gardenesque style and its transformation into open sporting fields demonstrates an evolution in the history of the Pyrmont area. The use of the site during WWII for the wool stores and United States Army camp demonstrate the importance of the location to Australia's War efforts.

(b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history

Wentworth Park has had a strong association with the greyhound racing community from the time the greyhound track was established in 1939.

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

Wentworth Park is an important open space within inner Sydney, with large, well-established fig tree boulevards.

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

Wentworth Park has been the meeting ground of various sporting community groups through its history, including cricket, rugby and greyhound racing. It continues to be an important public space for various social purposes.

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

As Wentworth Park was established on land reclaimed from Blackwattle Bay and contains a number of historic drains, including an especially early drain pipe from the late 19th century, it has the potential to reveal information on the mechanical processes of land reclamation of that time.

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

Wentworth Park is the last remaining large green open space in the Pyrmont and Ultimo locality, which is the most densely populated area in Australia.

(g) an item is important in demonstrating the principal characteristics of a class of the local area's

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

Wentworth Park is a man-made park, created by reclaiming the land from Blackwattle Swamp, and as such is cannot be considered a natural place or environment.

Statement of Significance

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.

Opportunities and Constraints

Wentworth Park should remain an open public space available for sport, community and cultural purposes.

Sports grounds may be regraded and laid out formally in the northern portion of the site.

The location of the original brick drain is known and is considered to be of archaeological potential, therefore any works surrounding this drain may require an archaeological assessment and further archaeological work.

Previously, some arches underneath the viaduct were used for showers, tool sheds and storage. There is possibility for uses similar to this could be reinstated providing the permeability through the viaduct is maintained and any new structure does not touch the existing fabric.

Existing trees should remain, there is opportunity for new garden beds and pathways in line with the original gardenesque design.

3.2.3 Wentworth Park Greyhound Track

Brief History

Greyhound races were originally held at the nearby Harold Park race track. Harold Park was originally known as Epping Racecourse and was owned by the NSW Trotting Club. The first greyhound race meeting in Australia was held there in 1927.¹⁴⁵

In 1933, the NSW Cabinet made the decision to ban the sport as it was run by the Greyhound Coursing Association and the Greyhound Racing Club.¹⁴⁶ Provision was made to open applications for a new licence, subject to the condition that the controlling body be non-proprietary and profits be returned to funding the sport. The possibility of a new track was also explored at this time and Wentworth Park was under consideration to be this site. The newly formed National Coursing Association (NCA) was considered the major proponent for the licence.¹⁴⁷ The Australian Rules Football body controlled Wentworth Park at the time and it was initially feared that the two proposed uses of the Park, football and greyhound racing, would not be compatible, as the requisite installation of a tin hare could compromise the use of the Park for football games.¹⁴⁸ The National Coursing Association held meetings with the Australian Rules body to address these concerns, assuring all that it would not encroach upon the playing areas and that the oval would be extended, with new stands erected.¹⁴⁹ Despite the proclaimed ban, racing meetings continued to be held at Harold Park until July 1938, when it was announced that the recipient of the new licence to run greyhound racing meetings at Wentworth Park was the NCA, who would begin the new program in October of the same year. It was announced that a large sum of money would be spent on improving and preparing the ground for the new races.¹⁵⁰ The Sydney Morning Herald reported the plans for the new Wentworth Park track:

*The committee of the association will meet next Wednesday night when preliminary work will begin dealing with the ground. It is proposed to lay down a grass track of 480 yards. This will necessitate alterations to the speedway track, which will be turfed. At Harold Park the spectators are a long way from the dogs. The fascination of the GCA track at that ground was that galleries were erected against the track, giving uninterrupted views. This idea will be adhered to at Wentworth Park. A lighting scheme is being devised similar to the White City, London track. The stand will be remodelled and every effort is to be made to have the track in readiness for the opening meeting on October 1.*¹⁵¹

Construction work on the track was delayed while legal issues relating to the dedicated use of the park for football and cricket were resolved. In the meantime, The Newcastle Sun reported further on the plans for the new facilities:

*Construction of the new grass track, which will be a permanent fixture, will be the first consideration. Other work can be carried on while the track is being made... Eight dogs will contest races at Wentworth Park, but the question of an inside or outside hare is still being discussed by the N.C.A. committee. The contour of the track to eliminate interference, and give consideration to the placing of starting boxes and distances of races has been carefully considered... The kennels will be a revelation and the public will be able to view the identification, weighing and veterinary examination of each dog. Other improvements suggest better conditions for owners and trainers....*¹⁵²

¹⁴⁵ Stearn, D. 2010. The End of Harold Park: A Look Back at the Halcyon Days of NSW Greyhound Racing. <http://www.australianracinggreyhound.com/australian-greyhound-racing/new-south-wales-greyhound-racing/the-end-of-harold-park-a-look-back-at-the-halcyon-days-of-nsw-greyhound-racing/25426> (accessed 7 July 2016).

¹⁴⁶ Newcastle Sun Tuesday 4 April 1933, p.1

¹⁴⁷ *Ibid.*

¹⁴⁸ Sporting Globe Wednesday 12 April 1933, p.13.

¹⁴⁹ *Ibid.*

¹⁵⁰ Referee, Thursday 21 July 1938, p.11

¹⁵¹ Sydney Morning Herald, Friday 22 July 1938, p.15

¹⁵² The Newcastle Sun, Wednesday 7 December 1938, p.4

It was announced in late January 1939 that the lease contract for the greyhound track grounds had finally been signed. The supervising architect was named as Mr. C. Glancy, and building contractor as Mr. R. M. Bowcock (Figure 42).¹⁵³ Clement Glancy (alternatively Glancey) was a well-known architect at the time, having completed a number of projects, primarily Catholic schools and churches in Sydney and Canberra, specialising in the Romanesque style.¹⁵⁴ Newspaper articles show that throughout the 1930s Glancy frequently collaborated with Raymond Michael Bowcock, who was known as a successful church builder. Research suggests that the track was a singular departure from Glancy's established specialisation, as he returned to designing churches immediately after and continued to do so through the 1950s.¹⁵⁵

By mid-February the architect's plans had been prepared, and were reported in detail by the Sydney Morning Herald:

Races will be run over similar distances to those on the majority of English tracks. The track will be 470 yards in circumference, and the races will be of 525 yards and 750 yards. This is to avoid the scrambles which frequently take place in shorter races and often result in interference.

As the paddock patrons will be near the judge's box, the dogs in all races will pass them twice. In the shorter events the dogs will start at the end of the straight 55 yards back from the finishing point. The start will be in the north-western corner of the track. For 750 yards races the start will be on the eastern side.

The track is oval in shape with two long straights. This will assist dogs who lose ground on bends. The track will be 18 feet wide, with the hare on the outside on an extended arm.

*Paddock patrons will enter the ground at Park Road, at the foot of Bay Street, and the Leger reserve entrance will be in Wattle Street.*¹⁵⁶

After an extended delay the track was finally opened and the first race held on 30 October 1939 with a record attendance of 24,000 people, the largest crowd at a greyhound race meeting achieved in the southern hemisphere.¹⁵⁷ The Sporting Globe and the Narandera Argus and Riverina Advertiser had further detailed descriptions of the track and new facilities:

An innovation was the elimination of the outside fence from the track proper, so that patrons obtain an uninterrupted view. It was thought that dogs might run off the course. None failed to negotiate the track...

Grass surface of the track is even and well covered, and is much easier on the feet of the dogs than the sand surfaces.

The course has two short straights of approximately 60 yards, the remainder of the distance being semi-circular.

*The mechanical hare is on the outside of the track, and is released from behind the starting boxes. The hare is attached to an arm which protrudes 6ft. toward the centre of the track. As the hare passes in front of the boxes the dogs are released...*¹⁵⁸

¹⁵³ Sydney Morning Herald Wednesday 25 January 1939, p.12

¹⁵⁴ Dictionary of Sydney, 'Glancey, Clement', http://dictionaryofsydney.org/person/glancey_clement

¹⁵⁵ Sydney Morning Herald, Tuesday 10 March 1953, "Tenders Accepted", p.8.

¹⁵⁶ Sydney Morning Herald, Friday 10 February 1939, p.15

¹⁵⁷ Sporting Globe, Wednesday 1 November 1939, p.11

¹⁵⁸ *Ibid.*

There is no better race track in Australia than the Wentworth Park track and the lighting arrangements are almost perfect. The modern automatic totalisators, housed in convenient buildings, were also a revelation to punters, and they readily showed the total investments and dividends. The totes are the only ones of their kind in Australia, being similar to those used at the Canidrome, Shanghai, China. The public were able to view the dogs in the yards through the plate glass windows, while the dogs in each race were escorted to their boxes by club officials, each wearing a white coat.¹⁵⁹

In 1979 the NCA applied to build a new grand stand in the expectation that popularity of the sport would continue to increase and patronage would continue to expand.¹⁶⁰ The new grand stand was completed in 1985 and had blown out financially to such an extent that a rescue package was provided through the Racecourse Development Fund.¹⁶¹ The expected crowds never eventuated as off-course betting was legalised, removing the need for punters to be present on-site to place their bets.¹⁶² In 1987 greyhound racing ceased at Harold Park and all activity continued at Wentworth Park.¹⁶³ Harold Park has since been turned over for residential development by Mirvac, and traces of the track have already been erased. The Wentworth Park track continued to be used by the NSW NCA until 2008 when it ceased its operations at Wentworth Park in favour of concentrating its attention on developing races in Newcastle.¹⁶⁴ Following continued financial difficulties, the Board of Greyhound Racing NSW cancelled the NCA's registration as a greyhound racing club in 2013,¹⁶⁵ but the track continues to be used by the Greyhound Breeders, Owners and Trainers Association (GBOTA).

Comparison of aerial photographs from the modern day and 1943, shortly after the opening of the track, shows that the shape of the original track has largely been maintained along the original lines, although a slight change from an egg shape to an oval shape is discernible (Figures 43 to 44).

¹⁵⁹ Narandera Argus and Riverina Advertiser, Friday 3 November 1939, p.6

¹⁶⁰ Wentworth Park Complex, "History of the Park", <http://wentworthparksport.com.au/history-of-the-park/>

¹⁶¹ *Ibid.*

¹⁶² The Glebe Society Inc., "Wentworth Park - Its History and Uses", <http://www.glebesociety.org.au/wordpress/?socialhistory=wentworth-park-its-history-and-uses>

¹⁶³ D. Stearn, 28 December 2010, "The End of Harold Park: A Look Back at the Halcyon Days of NSW Greyhound Racing" *Australian Racing Greyhound website*, <http://www.australianracinggreyhound.com/australian-greyhound-racing/new-south-wales-greyhound-racing/the-end-of-harold-park-a-look-back-at-the-halcyon-days-of-nsw-greyhound-racing/25426>

¹⁶⁴ The Daily Telegraph, 29 May 2008, "Cash problems force NCA quit Wentworth Park", <http://www.dailytelegraph.com.au/sport/cash-problems-force-nca-quit-wentworth-park/story-e6frexni-111116469977>

¹⁶⁵ Greyhound Racing NSW, 2 August, 2013, "NCA Registration Cancelled", <http://www.wentworthpark.com.au/News/Article?id=4074&ext=1&mid=3>

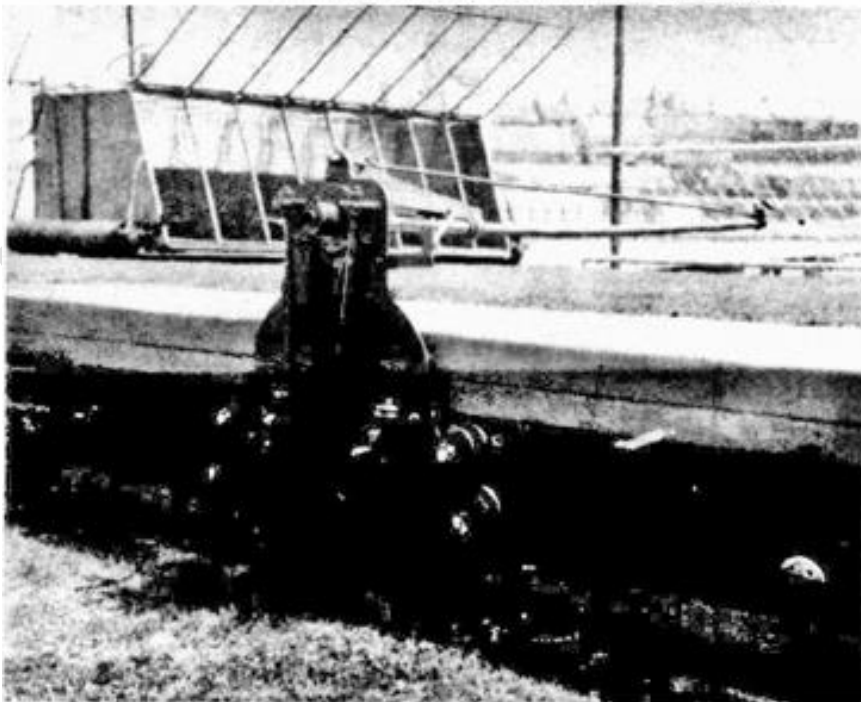


WENTWORTH PARK COURSING CLUB, GLEBE, SYDNEY.

Architect: C. Glancey.

Builders: R. M. Bowcock Pty. Ltd.

Wentworth Park is regarded as one of the best equipped Coursing Clubs in the metropolitan area. One of the most important parts of a contract of this kind is the earthwork, for there is so much levelling and moving of earth to conform to proper grades for the accommodation of the public that it becomes a considerable undertaking. This work was entrusted to E. M. Spinks, who did the excavating, levelling, turf cutting and turf carting, as well as supplying the ashes. The electrical equipment was designed and executed by M. W. Ellison, of 47 Macquarie St., Sydney. This includes the lighting of the track, totalisator buildings, bookmakers' stands, kiosks, and the public stands. H. Clarke & Sons executed the wirework and starting boxes.



The "Tin Hare" mechanism with the starting boxes in the background.

Figure 42: Construction, 29 November 1939, p.6, "Wentworth Park Coursing Club, Glebe, Sydney"

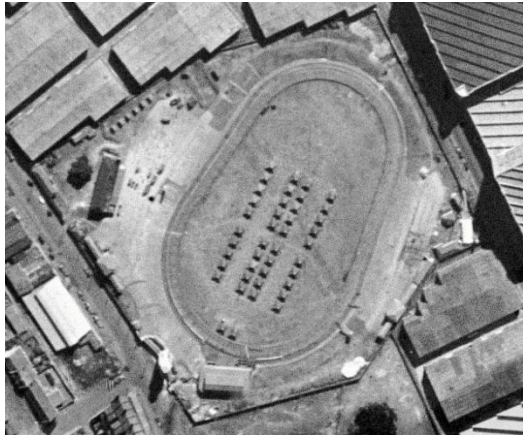


Figure 43a and 43b: The Wentworth Park Greyhound track with an egg-shape in 1943 (left) as compared with a more oval shape in the modern day (right). (Source: SIX Maps)



Figure 44: An overlay composite of both the 1943 and modern aerial photographs, showing that the Track's alignment has been largely maintained. (Source: SIX Maps)

Assessment of Significance Criteria

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

The greyhound track in Wentworth Park has been a fixture of Glebe for over 70 years and, along with Harold Park, is a testament to the development of greyhound racing in Sydney.

(b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history

The National Coursing Association was the first body to run greyhound racing at Wentworth Park, and continued its association for almost 70 years before it decided to relocate its operations to Newcastle. The track was designed by Clement Glancy, a well-known Sydney architect in a departure from his usual work designing Catholic churches and schools.

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

When it opened, Wentworth Park's greyhound track was considered the best track in Australia owing to a combination of factors: ideal lighting, automatic totalisators, the proximity of the spectators to the dogs and, not least of all, the design of the track to reduce interference and loss of speed around bends. The track is a testament to technical achievement in greyhound racing in Australia.

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

As a major location of greyhound racing for over 70 years, the Wentworth Park greyhound race track holds special significance for Sydney greyhound enthusiasts who have had an association with the track in the past and in the present.

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

The item does not meet this criterion.

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

With the recent erasure of all traces of the Harold Park track by real estate development, the Wentworth Park greyhound track is now the only remaining track of the two original greyhound tracks in Glebe. The Wentworth Park track was designed by Clement Glancy and seems to be a unique occurrence in his regular portfolio of churches and schools.

(g) an item is important in demonstrating the principal characteristics of a class of the local area's

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

Wentworth Park has been the site of many and various sporting activities, most of which have left no physical traces. The greyhound track, on the other hand, is a clear physical indicator of this aspect of use of Wentworth Park, and clearly identifies the park as a sporting ground.

Statement of Significance

The greyhound track at Wentworth Park has historical, associative, technical and social significance in Wentworth Park itself and the suburb of Glebe. The greyhound track was considered the best in Australia when it opened in 1939, especially for the technical considerations of its design to improve track conditions for the greyhounds. The track was designed by Clement Glancy, an architect known at the time primarily for his designs of schools and churches, and constitutes an uncharacteristic departure from his established specialisation. The track was used by the National Coursing Association for almost 70 years, and has a special association for the thousands of spectators and greyhound racing enthusiasts who have attended race meetings throughout the years of its operation until now. The recent removal of the greyhound track at Harold Park, which was in operation alongside the Wentworth Park track, has rendered the Wentworth Park track both rare and representative of greyhound racing in Glebe.

Opportunities and Constraints

The Track retains its original shape and parameters which should not be encroached upon by any other development. There may be provision to remove the physical remains of the track itself while leaving a clear outline as an interpretative measure, given that its significance is tied to the technical achievement of the track's parameters at the time of its construction.

3.2.4 Stormwater Channel No. 17 beneath Wentworth Park

Brief History

The following history of Stormwater Channel 17, located beneath Wentworth Park, is reproduced from the State Heritage Inventory form for the item.¹⁶⁶

In 1842 the Sydney Municipal Council was incorporated by an Act of Parliament. At this stage there was no record of any stormwater drains being constructed within the Blackwattle Bay stormwater system. In 1857 the death rate from disease in the area had reached alarming levels, and this led to the implementation of a sewerage scheme. In particular five main combined sewers were built in the city to dispose of stormwater and sewerage into the Harbour. The Blackwattle Bay sewer was one of these five.

Initially, the sewer discharged into Blackwattle Swamp which was located where Wentworth Park now is. In 1874, the accumulation of sewer and stormwater in this swamp posed a serious health risk to the people of the area. The Sewerage and Health Board was created during this period to alleviate some of the problems in this, and other catchments. On the Board's recommendations the swamp was resumed and converted into Wentworth Park. In addition, in 1876 a 450mm pipe was laid along the bed of Blackwattle Creek to extend the discharge point from the previous Blackwattle Swamp area, into the Harbour at Blackwattle Bay.

In 1886 most of the sewers' high level land in the catchment was diverted to the extension of the Bondi Ocean Outfall System (BOOS). Approximately 94 hectares of low lying land continued to drain into Blackwattle Bay until 1898 when Sewage Pumping Station No. 2 was constructed to remove the sewerage into the BOOS.

From approximately 1900 to the present the system has been used primarily for stormwater. The drainage system is now known as the Blackwattle Bay Stormwater System (SWC No. 17).

In addition to the above established history, CPH notes that the extent of the stormwater channel network beneath Wentworth Park may be seen on plans held by Sydney Water. Excerpts of relevant plans have been provided under the discussion of the history of Wentworth Park above, in Figures 38 and 39 above.

¹⁶⁶ State Heritage Inventory form no. 4570535 for "Blackwattle Bay Stormwater Channel No. 17", <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4570535>

Assessment of Significance Criteria

The following assessment of heritage significance is reproduced from the State Heritage Inventory form for the item (in italics) with additional information added by CPH as relevant:

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

High historical significance as the stormwater channel was initially one of City's five original Harbour Sewers. Prior to this there was little or no sewerage scheme for the area. Hence it had an impact of greatly improving the hygiene and living standards of the city's residents at such an early stage in the State's history. The system was built over Blackwattle Swamps after they were no longer of any use in supplying freshwater.

(b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history

Historical information has not suggested that the stormwater channel has any strong or special association with any particular person or group of persons.

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

The system is entirely underground and no photographs of the channel are known to exist. Therefore, there is no basis upon which to assess whether the stormwater is of aesthetic significance. However, as a utilitarian item, it is unlikely that it has any particular aesthetic character. As one of the first original Harbour Sewers, the stormwater channel does demonstrate a technical achievement in Sydney, especially as it was instrumental in improving hygiene and quality of life in the early city.

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

Greatly improved the public health, hygiene and living standards of Sydney's residents in the late 1800's. Initially a combined sewer it improved the water quality of Sydney Harbour. The connection to the BOOS in 1886 and the addition of SPS 2 in 1898 led to the system being used primarily for stormwater. This further improved the public health of the city and harbour. The original infrastructure now used as the core of the present stormwater drainage system.

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

Of technological significance as it was initially part of the city's original sewerage scheme, before it was changed to a stormwater drainage system. 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 advancement of drainage construction techniques.

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

The channel is of high historical significance as it is one of the five original combined sewers built in Sydney around 1857. It is the earliest example of a sewer of its size in the colony.

(g) an item is important in demonstrating the principal characteristics of a class of the local area's

- cultural or natural places; or

- **cultural or natural environments**

The forerunner to what became a more standard method of collecting and disposing of stormwater and sewage.

Statement of Significance

The following established Statement of Significance is reproduced from the State Heritage Inventory form for the item:

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.

Opportunities and Constraints

The network of drains called Stormwater Channel No. 17 extends through and across Wentworth Park. The location of the channels is documented on historical plans held by Sydney Water, but reliability of older plans should not be assumed. If excavation works are required to be undertaken at Wentworth Park, they may require an excavation permit under section 140 of the Heritage Act..

3.2.5 Sydney Stone Storage Yard (10A Wattle Street former quarry)

The former Council depot at 10A Wattle Street is still utilised as a depot/compound for private contractors (Figures 46 and 47). The site is not listed as a local or State heritage item, nor is it listed on the Section 170 Register of any government agency. However, following research, it is considered that the site could be an item of some significance.



Figure 46: Location of 10A Wattle Street outlined in red. (SIX maps 2016)



Figure 47: Stone storage yard, on the site of Hell Hole Quarry, looking north-east from Fig Street

Brief History

The subject site is situated on land that was originally part of Dr John Harris' Ultimo Estate. The quarry on the site was originally opened by John Young, a builder contracted by colonial

architect James Barnet to build Sydney's new General Post Office soon after he set up as a building contractor in 1866.¹⁶⁷ Young found himself out of depth not long after and made an arrangement for Charles Saunders, who was already working nearby, to take over the quarry. The Saunders' quarrying company continued expansion following the boom years and became the biggest quarrying operation in Sydney.

The Saunders family, especially Charles and his son, Robert, operated three principal quarries, 'Paradise' (between Miller Street and Distillery Drive), 'Purgatory' (between Fig and Quarry Streets, along Wattle Streets) and 'Hell Hole' (between Fig Street and Pyrmont Bridge Road, along Wattle Street) (Figure 48). These quarries supplied high quality sandstone for the construction of some of Sydney's most important buildings such as the Main building and Great Hall at The University of Sydney, the General Post Office in Martin Place, the Queen Victoria Building, the Australian Museum and Sydney Town Hall.¹⁶⁸ The subject site is located where the former 'Hell Hole' quarry operated for a number of years, from the 1850s until its closure in 1888.¹⁶⁹ Hell Hole Quarry got its name from the deep excavation, approximately seven metres below street level, needed to access the main sandstone bank.¹⁷⁰

Saunders soon adopted mechanical quarrying of the stone and was the first in Sydney to adopt steam powered methods of quarrying.¹⁷¹ To facilitate working and finishing of the stone after its retrieval from the quarry, Saunders erected a large stone workshop on site. According to its footprint on a City of Sydney Metropolitan Detail Plan (Figure 49), it comprised a large nave-like central bay flanked by shorter aisle bays. An account in the Town and Country Journal of 8 December 1883 provided an illustration (Figure 50) and the following description:

*It is roofed with iron, and is 180 ft in length and 72 ft wide. A travelling crane overhead moves the huge masses of stone about as may be required. Motive power is got from an 18 h.p. condensing engine, made specifically for the work by Messrs. Fowler, England. The boiler and gearing are all of steel, and though considerable strain is put on the engine while the planing machines are at work, the whole goes on with quietness and ease that are remarkable. Indeed, the whole lot of the work is conducted with the system, skill, and care which prove there is a thoroughly competent man at the head of affairs.*¹⁷²

After it was abandoned in 1888, the void left by the quarry would turn into a lake during Sydney's torrential downpours and as a result was often the scene of canoe races or high diving exploits for local workers. Saunders once said:

*'The little lake so formed was a source of attraction for bathers, generally on Saturdays and Sundays, the boys would have great fun in the water, on scaffold planks, and there would be great sport racing across, no fence or barricade would keep them out, and though warned so often of the dangerous parts, the boys and very big boys too, would be somewhat fascinated by the danger spots and take sometimes fatal risks.'*¹⁷³

¹⁶⁷ Robert Irving 2006, *Paradise Purgatory Hell Hole: A History of the Saunders Sandstone Quarries, Pyrmont*, Singapore: Media Masters. p.11.

¹⁶⁸ *Ibid.* pp.56-57.

¹⁶⁹ *Ibid.* p.27.

¹⁷⁰ *Ibid.* p.27.

¹⁷¹ *Ibid.* p.22.

¹⁷² 'Stone Quarrying at Pyrmont', Australian Town and Country Journal, p.27.

¹⁷³ 'A Great Quarry-Master: The Experiences of Robert Saunders of Sydney', *Building*, 12 December 1917, p.50.

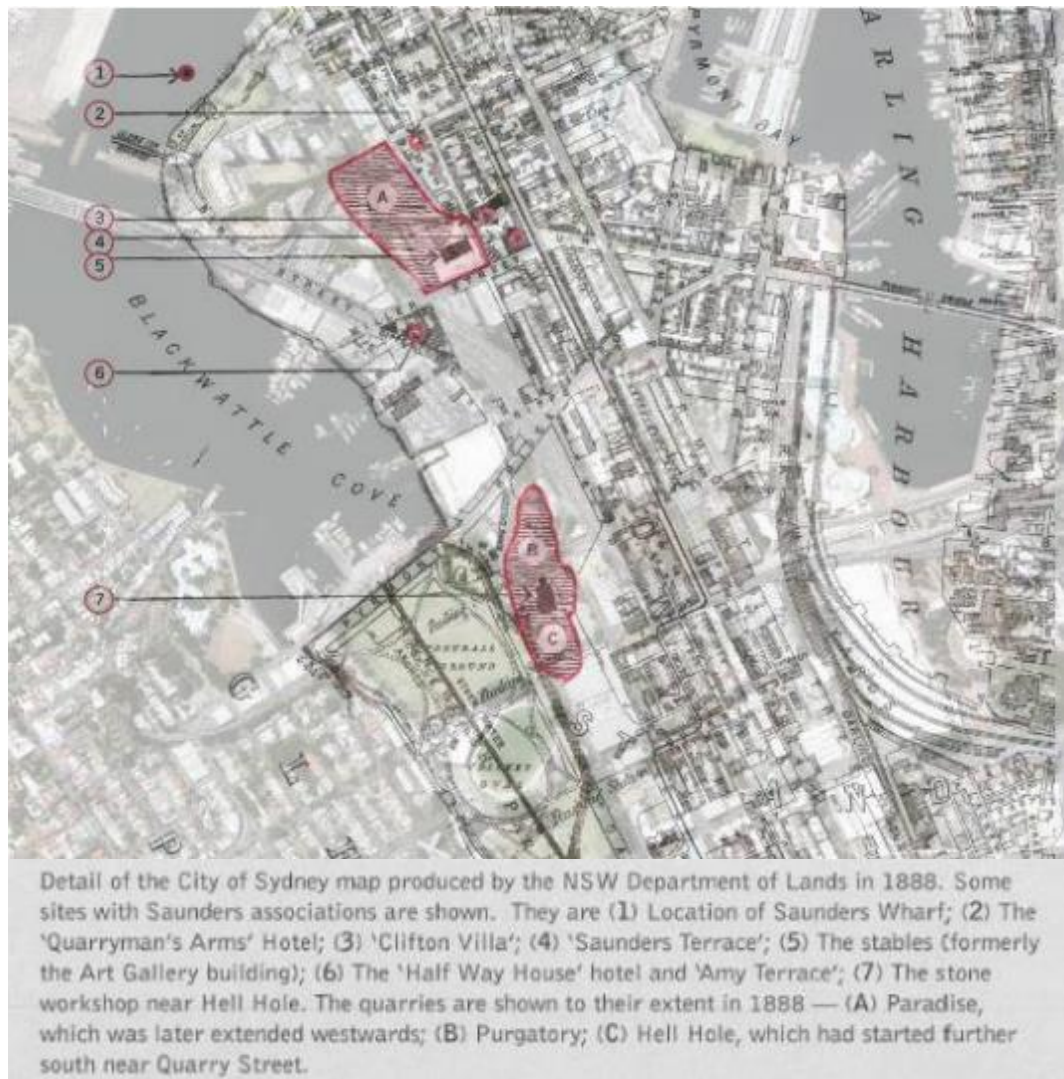


Figure 48: Modern map of Sydney (SIX Maps 2016) overlaid with detail of the City of Sydney map produced by the NSW Department of Lands in 1888, showing location of Saunders' quarries. (Source of original image: R. Irving 2006, Paradise, Purgatory, Hell Hole. *Singapore: Media Masters*: 29)



Figure 49: Modern map of Pyrmont (SIX Maps 2016) overlaid with a tracing based on Sheet M3 of the City of Sydney Metropolitan Detail Plan produced by the Surveyor-General in 1888. (Source of original image: Irving 2006: 23)

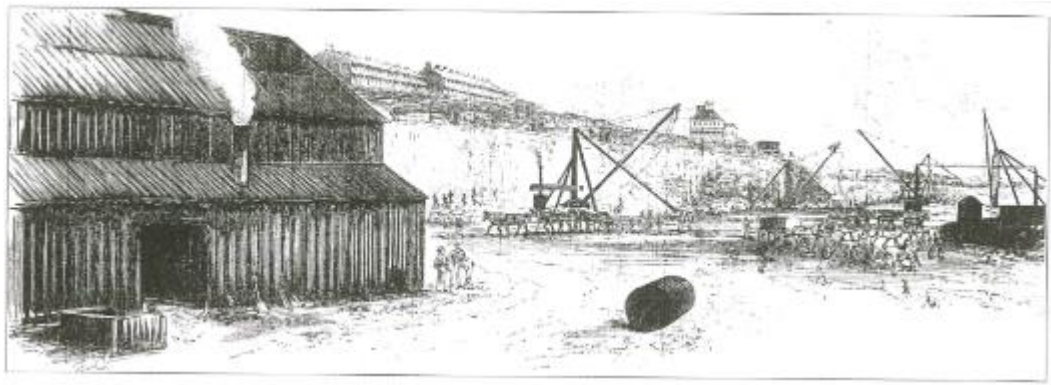


Figure 50: Excerpt of a historical illustration of Hell Hole quarry as seen from Wattle Street, published in *Town and Country Journal*, 8 December 1883, p.25. N.B. CPH has identified that, in the centre of the image on top of the escarpment, *Sydney Local Environment Plan* heritage item no. I1238, 'Terrace group (286-318 Jones Street)', is depicted.

Saunders began to dispose of his land in the 1900s and sold the 'Hell Hole' quarry to the Sydney City Council in 1906.¹⁷⁴

In later years, especially the 1950s, the site was used as a Council depot, hosting a concrete mixing plant, engineers' workshop, and asphalt plant.

Assessment of Significance Criteria

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

The former "Hell Hole" quarry is an important remnant of the early industrial quarrying activities that occurred in Pyrmont. The quarrying resulted in changes to the topography of Pyrmont, shaping the character of the suburb as seen today.

Sandstone mined from the "Hell Hole" quarry was utilised by some of Australia's important Colonial Architects, such as Edmund Blackett and James Barnet in some of Sydney's most iconic buildings such as the General Post Office in Martin Place, The University of Sydney Great Hall, the Queen Victoria Building, the Australian Museum and Sydney Town Hall.

(b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history

The site of the former quarry has a strong association with Charles and Robert Saunders, who led the principal quarrying firm associated with quarrying the Pyrmont Peninsula.

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

The former "Hell Hole" quarry site exhibits a substantial unobstructed cliff face with no modern development, which is a defining aesthetic characteristic of Pyrmont.

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

¹⁷⁴ *Ibid.* p.88.

Although associated with the Saunders family and quarrying workers within the Pymont locality, the site has long since ceased operating as a quarry and therefore no longer has an association with any living community members.

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

The site in general has moderate potential for archaeological resources, such as the footings of Saunders' stone yards.

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

The former "Hell Hole" quarry is a largely undeveloped open site exposing the large sandstone outcrop without obstruction. That it is a vacant site is considered particularly rare as Pymont/Ultimo is Australia's most densely populated area.

(g) an item is important in demonstrating the principal characteristics of a class of the local area's

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

Due to its unique nature, the site does not demonstrate the principal characteristics of the Pymont-Ultimo area.

Statement of Significance

The former "Hell Hole" quarry site is significant to Pymont-Ultimo as it played an important role in the growth and development of the area through industry. Founded by Charles Saunders and continued by his son, Robert, the quarry played a significant part in the growth and development of the Pymont-Ultimo area for three quarters of a century, throughout the Victorian and Federation periods of Australian history. The site is now considered unique in its relatively undeveloped state as a salvage yard for the City of Sydney, as the other remnants of primary Saunders' quarries, 'Paradise' and 'Purgatory' have now been substantially redeveloped.

Opportunities and Constraints

Prior to any heavy construction on the site, a thorough geotechnical analysis is recommended to exercise due diligence given the history of the use of the site. Such an analysis can determine the consistency, compactness and therefore stability of the infill deposit and in turn determine whether further compacting and levelling will be required to create a stable surface prior to any construction occurring. There is potential for the deposit to be of poor quality or contaminated from the site's association with the concrete mixing and asphalt plants of the 20th century. Historical records mention methane pockets below the ground surface, created through the decomposition of the organic infill, and the prevailing existence of these would also need to be ruled out.

The site in general has moderate potential for archaeological resource. There is some potential that the foundations of the stone workshop are extant (see building footprint in Figure 49 above). This possibility would be subject to in-field archaeological assessment which may involve the laying out of test sondages. Historical documentary sources indicate that the infill deposit primarily consists of 'rubbish' including animal remains, vegetable matter, and ashes. In contrast with the infill of Wentworth Park, it is extremely unlikely that the faunal remains are associated with the Blackwattle Cove/Glebe slaughterhouses as these ceased operating in 1860 and the infill of the quarry site occurred up to 1888. As the contents of the infill are already known through documentary evidence and analysis of the faunal remains is unlikely to produce previously unknown information, it is considered that research potential of the infill deposit is low. Although there is potential for household waste to be included in the definition of the documented term 'rubbish', which would normally be a

good indicator of the lifestyles of occupants of sites, the historical circumstances indicate that this would be a redeposited context (i.e. rubbish removed from its original context of deposition). As such, any stratigraphy from the original deposit would have been obliterated and, without knowing the specific source of any household waste, no information could be gained from an analysis of the household waste (if any exists) that has not been previously documented from stratified original deposits.

Further heritage assessment, including a comprehensive history of the use of the site and location of any previous structures, should be undertaken prior to any development.

It is recommended that a Heritage Interpretation Strategy be developed to accompany any development or construction, potentially similar to that recommended for 'Purgatory' quarry under the Australian Historic Engineering Plaques Program.¹⁷⁵

3.2.6 Former site of Wentworth Park Caretaker's Cottage

A caretaker's cottage was once located in the north-eastern corner of Wentworth Park, opposite the Fish Markets (Figure 51). It was demolished in the first half of the 20th century and currently the site is part of Wentworth Park. There is a clearly visible rise in the ground level in this area of the park (Figure 52), suggesting that remains of the former structure may remain below the ground surface. Therefore, archaeological investigation of this location may be required prior to any development of the site.

Brief History

Wentworth Park was created in a gardenesque style and included enclosed cricket grounds, a rotunda, and a caretaker's cottage in the north-eastern corner. The park was formally opened in 1882. Although the exact date of the construction of the Cottage is unknown, it is present on a Detail Survey plan from 1887 (Figure 53). In 1896 the caretaker was identified in the public record as William Pannel.¹⁷⁶ In 1910 the caretaker was Jack Newell,¹⁷⁷ who looked after the park at a time when it was predominately used for playing cricket and who was himself a keen cricketer. In 1917, Newell died suddenly after having a fit on the pitch.¹⁷⁸ The family notice recording his death noted that at the time of death his residence was nearby, at 11 Bellevue Street, although he had been living at Wentworth Park not long before this.¹⁷⁹ In published expressions of regret at his passing, he was noted as having been the caretaker for "very many years".¹⁸⁰

Although there are no historical photographs focused on the building itself, it features in the distance in a 1931 photograph of the adjacent Wattle Street Depot (Figures 54). It is also present in an aerial photograph from 1943 (Figure 55). From these photographs, and the Water Board plan, it is evident that the cottage was oriented north-south and had a long and narrow rectangular form with a large bay attached to its western side. Two thin, light-coloured chimneys rose from either side of its hip or gable roof. A short wall bounded its curtilage on the southern and western sides.

After the Second World War, the Wentworth Park Trust enacted a plan to re-landscape the area which involved the removal of the wool stores and the demolition of the caretaker's cottage,¹⁸¹ although it is evident from a dated historical photograph (Figure 56) that the cottage was still standing in 1957, some years after the wool stores had disappeared.

¹⁷⁵ Australian Historic Engineering Plaques Program 2005. *Nomination for the award of a Historic Engineering Marker Plaque commemorating the Saunders Quarrying Operations in Pyrmont-Ultimo, New South Wales.*

¹⁷⁶ *Referee*, 7 October 1896, '(By "Not Out")', p.8.

¹⁷⁷ *The Arrow*, 22 October 1910, 'Cricket Notes', p.5.

¹⁷⁸ *Referee*, 7 March 1917, 'Boy Batsman in First-Class Cricket', p.12.

¹⁷⁹ *Sydney Morning Herald*, 7 March 1917, 'Deaths', p.10.

¹⁸⁰ *Referee*, 7 March 1917, 'Boy Batsman in First-Class Cricket', p.12.

¹⁸¹ Wentworth Park Games website, 2012. "A brief history of Wentworth Park". <http://www.wentworthparkgames.org.au/history.html> (accessed 14 March 2016).



Figure 51: Site of the former caretaker's cottage, Wentworth Park, outlined in red. (SIX Maps 2016)



Figure 52: Former site of the Wentworth Park caretaker's cottage in modern times, with the clearly visible rise indicated by the red arrow.

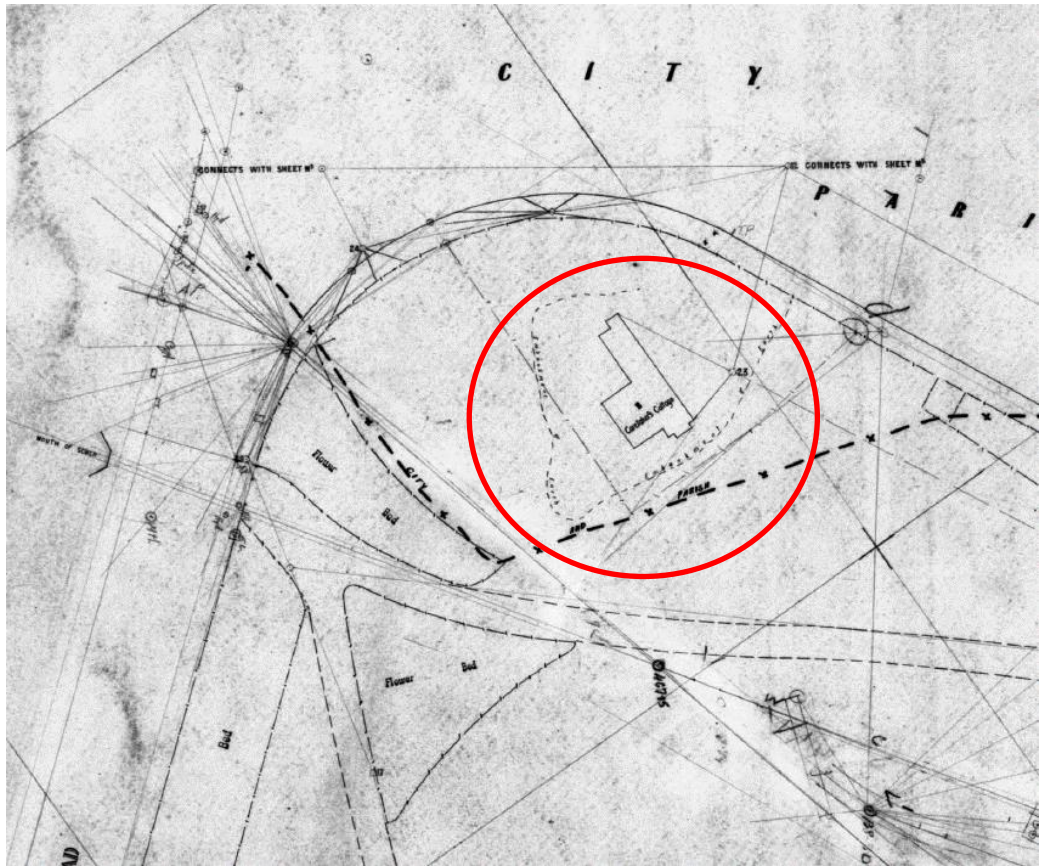


Figure 53: Plan of Sheet 6 of the Detail Survey of the Glebe and the City of Sydney, 1887, showing the footprint of the 'Caretaker's Cottage' at Wentworth Park, outlined in red. The plan also shows a dotted line labelled with 'Embankment of Earth'. (Source: Sydney Water PWDS1544/S285)



Figure 54: Wentworth Park caretaker's cottage circled in red, visible in the background of this photograph of the Wattle Street Depot. 1931. (Source: City of Sydney Archives file no. 040/040122 - SRC3725)

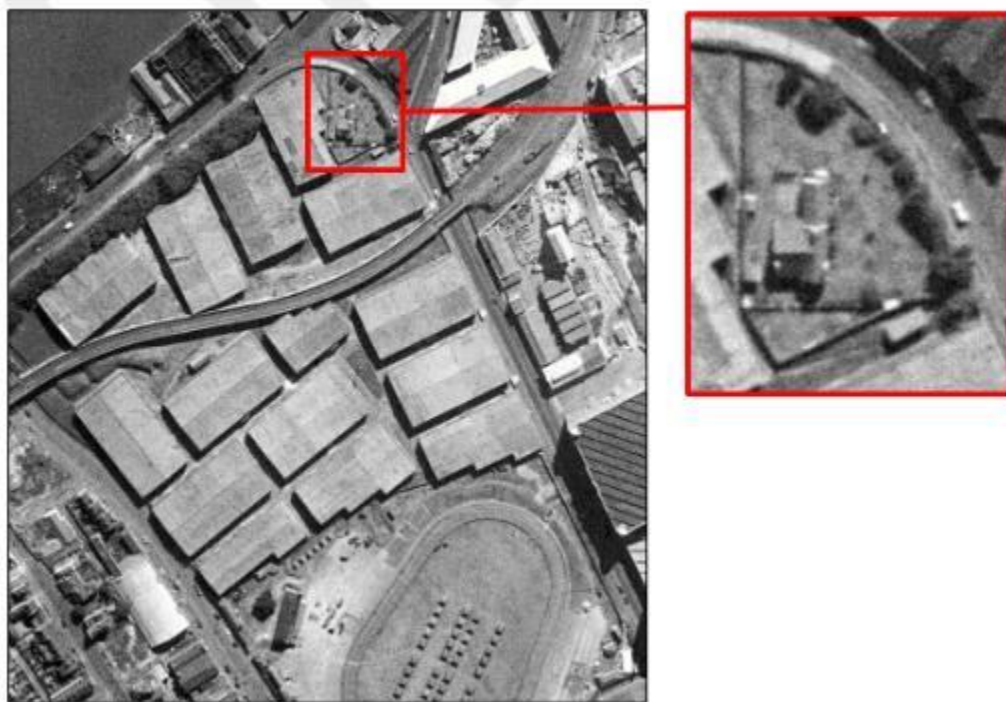


Figure 55: 1943 aerial photograph showing the Wentworth Park caretaker's cottage amongst wool stores erected for the war effort. (Source: SIX Maps 2016)



Figure 56: Wentworth Park caretaker's cottage circled in red, visible in the background of this photograph of the Wattle Street Depot. 3 December 1957. (Source: City of Sydney Archives file no. 040/040092 - SRC3695).

Assessment of Significance Criteria

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

The site of the former Wentworth Park Caretaker's Cottage is important in demonstrating the development of public parks in the late 19th to early 20th centuries, especially in showing the practice of appointing individual caretakers to tend to the grounds prior to this becoming the responsibility of local councils.

(b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history

The Wentworth Park Caretaker's Cottage was home to a number of caretakers throughout the years of its use, but it has a special association with Jack Newell, who was the Wentworth Park Caretaker from at least 1909 until his untimely death in 1917. He had a strong relationship with the Park, not only as its groundsman but also as a well-known and appreciated cricket player.

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

In its current state, the site of the former cottage is not important in demonstrating either aesthetic characteristics or any degree of creative or technical achievement. As there are no known photographs focusing on the cottage, it is not known whether it could have been considered to demonstrate particularly strong aesthetic characteristics.

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

Although the Caretaker's Cottage was the residence of a series of caretakers of Wentworth Park until its demolition in the 1950s, it is not associated with any particular community or cultural group.

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

There are very few remaining photographs that include the building, and none exist with the building as the focus. However, a survey of the site has indicated that archaeological remains, which may include foundations of the building, are likely to exist beneath the surface. The site of the former cottage therefore has a high potential of yielding information about the building which is not available in the historical record.

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

The original Caretaker's Cottage was the only cottage on the site of Wentworth Park, and it was not reconstructed after its demolition. Therefore, any archaeological remains of the Cottage contained in the site would provide evidence of a rare building type within the local area.

(g) an item is important in demonstrating the principal characteristics of a class of the local area's

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

The site of the former Caretaker's Cottage does not demonstrate the principal characteristics of Glebe or adjacent cultural or natural places or environments in Pyrmont.

Statement of Significance

The site of the former Wentworth Park Caretaker's Cottage holds some historical significance as it demonstrates the development of the Park itself and the importance of individual caretakers in looking after public grounds in the late 19th to early 20th centuries, before this responsibility passed to local councils. While it is not associated with any particular community or cultural group, it has a strong association with Jack Newell, a caretaker of Wentworth Park who was well-regarded in the local community not only for his role but also his cricketer skills.

Opportunities and Constraints

The site has high archaeological potential. Given that the site has not been developed since the demolition of the structure and there is a visible rise at its former location, it is likely that foundations of the original caretaker's cottage are extant to some degree below the surface of the ground. However, as the structure and its use was associated with the early 20th century, there is a lower likelihood of artefacts being associated with the deposits as municipal garbage collection practices had already become established. An archaeological assessment is recommended, which would likely be followed by archaeological excavation.

3.2.7 The Fish Markets and Bank Street

Brief History

Historical maps and research show that the Fish Market precinct, on the eastern shore of Blackwattle Bay up to Bank Street (originally Abattoirs Road) (Figure 57), had always been reserved for industry of various natures along with shipping. In the 1830s and 1840s, abattoirs and related industries were established on the shores of Blackwattle Swamp. The pollution these activities caused in the waterway and surrounds led to their removal in the 1850s.

As early as the 1860s, Jetties had appeared on the eastern shore of Blackwattle Bay, shown in the Trigonometrical Survey of 1865. The Metropolitan Detail Sheet of 1880 shows early structures on the site (Figure 58). During the 1890s, native softwood timber was in decline, which led to an increase in imports of softwood timber from North America and the Pacific and the establishment of timber merchants, importers, and sawmills along the eastern shore of the Bay. Timber works were accompanied by other industries, as evidenced by the entries in Sands' Directory of 1891, which showed also iron merchants and ore treating works.¹⁸²

In 1895 the Harris family subdivided the land into allotments that were then leased out mostly to timber merchants but also to wharfage contractors.¹⁸³ In the first decade of the 1900s the Fish Market site was occupied also by the Shell Transport and Trading Company, the British Imperial Oil Company and Vacuum Oil Company, who used the land for oil stores. Sands' Directory of 1909 shows that the eastern shore of the Bay was then a significant area for wharves, timber merchants, oil shipment and blue metal.¹⁸⁴

Sands' Directory listings of the 1920s show that machinery manufacturers and importers had joined the ranks of traders on the eastern shore of the Bay. The Fire Underwriters' Association map of December 1923 (Figure 59) shows outlines of the oil company buildings on the current Fish Market site.¹⁸⁵ During the 1920s the amalgamation of sites was under way. In 1932, Sands' Directory listed the occupiers as follows: Cowlshaw's Wharf; Pyrmont Timber Handling & Storage Co; Allen Taylor & Co, timber store; Wallis Bros Ltd, sawmills; Paul Poeh, skin store; Albert Giese; Austral Box Timber Co Ltd; Australian Gaslight Co, coke and tar depot; Taylor's Wharf; Allen Taylor & Co Ltd, timber merchants, main office; and Smith Bros, stevedores & lighterage contractors.¹⁸⁶ The City of Sydney Building Surveyors'

¹⁸² Sands' Directory, 1891, p 1.

¹⁸³ CT 1148 f 218; CT 1297 f 143.

¹⁸⁴ Sands, Directory, 1909, p 1.

¹⁸⁵ Fire Underwriters' Association of NSW, Detail Survey, Block 203.

¹⁸⁶ Sands, Directory, 1932-3, p 4

maps (Figure 60), dated to around 1950, show the occupiers along the eastern shore of Blackwattle Bay.

In 1965 the area on the eastern shore of Blackwattle Bay was transferred to the New South Wales Fish Authority,¹⁸⁷ and in 1966 the Fish Marketing Authority moved to its new site.¹⁸⁸ A survey map of 1966 showed the site as was then configured (Figure 61).¹⁸⁹ In 1982 the Fish Market site was extended towards the north.¹⁹⁰



Figure 57: Location of the Fish Markets, between the eastern shore of Blackwattle Bay and Bank Street, outlined in red. (Source: SIX Maps NSW with overlay by City Plan Heritage)

¹⁸⁷ CT 3552 f 17.

¹⁸⁸ Fish Marketing Authority, *Fish Marketing in New South Wales – Historical summary as at November 1971*, p 6.

¹⁸⁹ DP 233350.

¹⁹⁰ CT 3200 f 167.

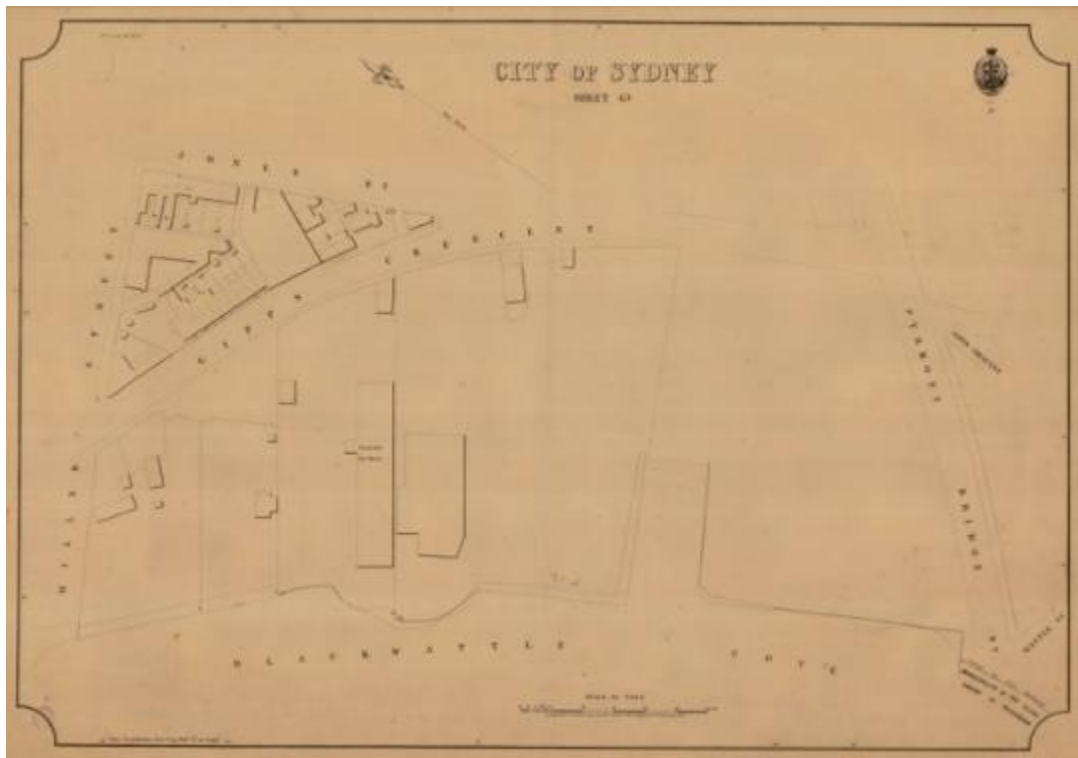


Figure 58: The 1888 Metropolitan Detail Survey sheet depicting the area now known as the Sydney Fish Markets. (Source: Metropolitan Detail Survey, City of Sydney, Sheet G3, ML Map)

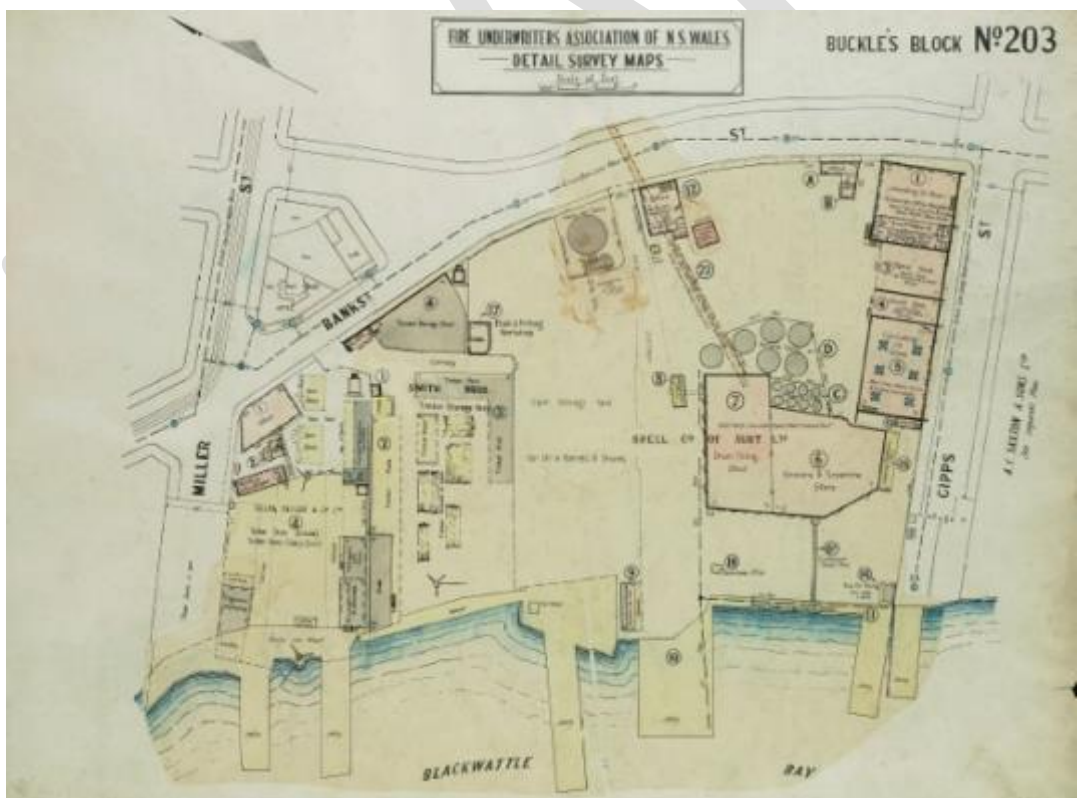


Figure 59: The Fire Underwriters' map showed development on the sites occupied by Allen Taylor and Co, Smith Brothers and the Shell Oil Company, now occupied by the Fish Markets. (Source: Fire Underwriters' Association of NSW, Detail Survey, Block 203)



Figure 60: The City Building Surveyors' sheet showing the eastern side of the bay. (Source: City of Sydney Building Surveyors Maps, SCC, Sheet 5)

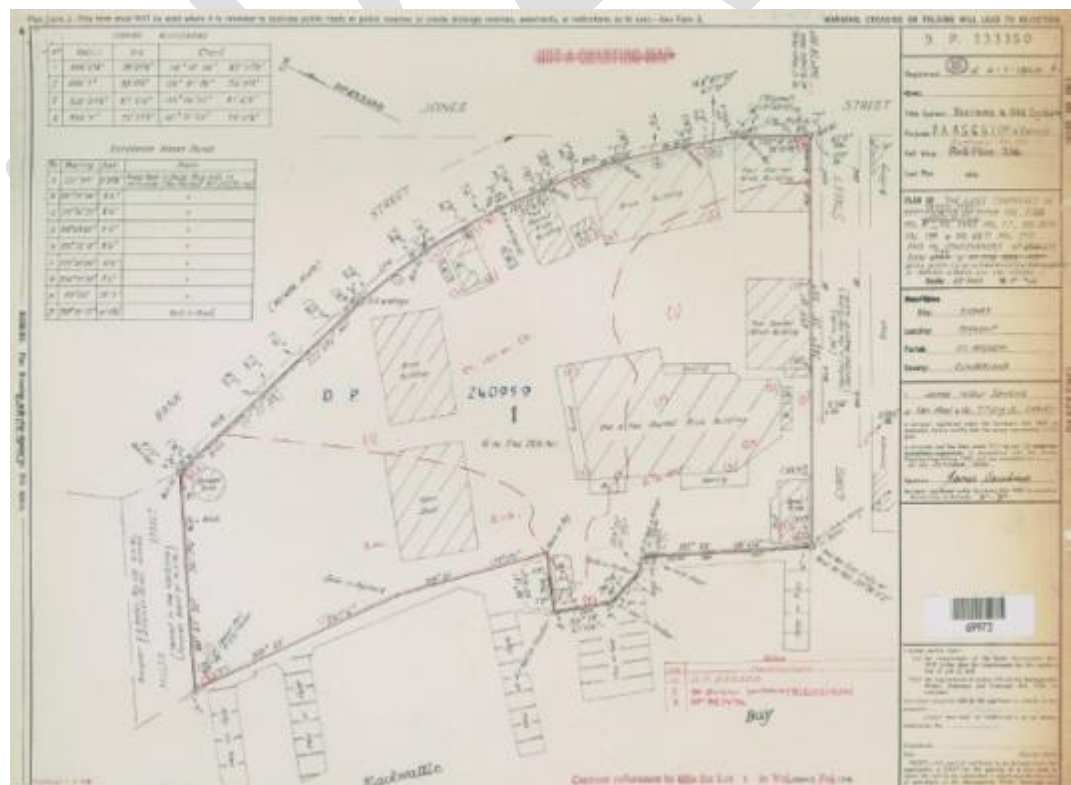


Figure 61: The structures standing on the Fish Market site when it was acquired by the Authority were clearly shown on this map of 1966. Source: DP 233350.

Assessment of Significance Criteria

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

The Fish Market site along Bank Street is currently an important commercial and leisure/entertainment site in Sydney and bore witness to the early development of industry in Sydney including abattoirs, timber yards, shipping, metal manufacture and oil storage.

(b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history

The site is not known to have strong associations with any person or group of persons.

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

The site is currently occupied by a number of common and utilitarian shed buildings that contain the Fish Markets, which do not show any aesthetic characteristics or technical achievement.

Formerly on the site there were numerous buildings related to a variety of industries. Should archaeological remains of these buildings exist, they would not be expected to demonstrate either aesthetic characteristics or technical achievement.

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

The site has been used as the Fish Markets for many decades, since the 1960s, and therefore holds a special association for the numerous fish merchants that have operated there during that time. Additionally, the Fish Market site has functioned as a place of leisure and entertainment for the wider Sydney community for as long, and therefore holds a special status in Sydney for socio-cultural reasons.

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

The site may contain archaeological resources relating to earlier industrial activity on the site, which may include footings of buildings. The locations and functions of these structures have already been well-documented in a series of maps and plans prepared throughout the period of use of the site. Therefore, although the site has potential to yield archaeological resources, these are unlikely to be significant for understanding the area's cultural history beyond what is already known from documentary evidence.

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

The Fish Market site is the primary market dedicated to fish and seafood in Sydney and functions also as an important site of leisure and entertainment for inhabitants of wider Sydney. It, therefore, possesses uncommon and rare aspects of Sydney's cultural history.

(g) an item is important in demonstrating the principal characteristics of a class of the local area's

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

The Fish Market site does not currently demonstrate the principal characteristics of Pyrmont, but once was a centre of industrial development in early Sydney. Some physical evidence of early industrial activities is potentially present in the archaeological record.

Statement of Significance

The Fish Market site along Bank Street, Pyrmont, is significant primarily for its current importance as a leisure/entertainment site for inhabitants of and visitors to Sydney. It also once bore witness to the development of industry in early Sydney. The site has the potential to contain archaeological resources related to early industrial activities, but these are already documented well through historical evidence.

Opportunities and Constraints

The Fish Market site is of local heritage significance as the primary market dedicated to fish and seafood in Sydney since the 1960s, which also functions as a site of leisure and entertainment for the wider Sydney community. Historically it has been the site of a wide range of industrial activities, traces of which may remain in the archaeological record. The site has high potential for redevelopment and renewal as an updated Fish Market precinct, or otherwise for adaptive reuse as an industrial site. Archaeological resources relating to earlier industrial activity on the site may be present beneath the ground surface. A detailed archaeological assessment must be undertaken to clarify their nature and extent prior to any works being conducted on the site. Depending on the findings of the detailed assessment, it may be necessary to apply for an excavation permit under section 140 of the Heritage Act.

3.2.8 1-3 Bank Street, Pyrmont

Beyond the Fish Market site 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 (Figures 62 to 63). 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.¹⁹¹ Additional research undertaken by CPH has uncovered additional information.



Figures 62a and 62b: Brick building at 1-3 Bank Street, Pyrmont.

¹⁹¹ Maunsell Australia Pty. Ltd.. 2004. *Bank Street Pyrmont, Master Plan: Appendix C - Heritage Assessment*.



Figure 63: 1-3 Bank Street, Pyrmont, outlined in red. The extent of the Blackwattle Bay Precinct is indicated by the blue line. (Source: SIX Maps 2016)

Brief History

A wharfage plan of Blackwattle Bay from 1919 shows that the Bay's eastern shoreline, including Bank Street, was taken up by wharves associated with the Allen Taylor & Co. Ltd. timber yards (Figure 64). As a part of the company's timber business, it also owned a number of ships.

In the 1930s ownership changed hands. Low land values following the stock market crash in 1929 enabled Italian immigrant fisherman Carlo Caminiti (later anglicised to Charles Cam) to purchase the land at 1 Bank Street, Pyrmont and erect the appropriate structures for fishing wharves and ship maintenance in 1932.¹⁹² An aerial photograph from 1943 (Figure 65) shows their alignment and the outline of the structures present at that time.

For some years previously the NSW State Government had been attempting to establish a State Fishery, however, during the Depression the established fishery fleet was placed on the market.¹⁹³ Charles Cam purchased one trawler, the Goonambee, in 1923 and a second ship the year after. From these he was able to develop a fishing fleet that he operated out of the 1 Bank Street, Pyrmont site for approximately 30 years.¹⁹⁴ The company, Cam and Sons Ltd., Was established in 1934; the fleet at this time included the Beryl II, Alfie Cam, Olive Cam, Mary Cam and the Goorangai (see Figures 66 and 67). Following the outbreak of WWII, Cam offered some of his fleet to the Royal Australian Navy to be used as coastal patrol ships.¹⁹⁵ During the war, one of the ships was sunk by a Japanese submarine and one was acquired by the United States Navy.¹⁹⁶ Following Charles' death in 1947 the Cam and Sons operations began winding down and the company officially ceased operating in 1961.¹⁹⁷

An analysis of the Sands Directory and assessment/rates books has indicated that the site was occupied by a number of industries following the end of Cam and Sons' operation. In

¹⁹² Graeme Andrews 2006. 'Do you remember ... Cam's Trawlers', *Afloat: The Spirit of Australia's Waterways* magazine, p.21.

¹⁹³ *Ibid.* p.21.

¹⁹⁴ *Ibid.* p.21-23.

¹⁹⁵ *Ibid.* p.22.

¹⁹⁶ *Ibid.* p.22.

¹⁹⁷ *Ibid.* p.23.

1950, the City of Sydney building surveyor's department indicated an amenities room was constructed by Keene and Co., a company associated with the poultry industry on site.¹⁹⁸



Figure 64: Extract from a map of the wharfage accommodation plan of the Port of Sydney, 1919 with the area of 1-3 Bank Street circled in red. (Source: Sydney Harbour Trust. State Library New South Wales file no. a5447001).

By 1975 the Bank Street wharf was occupied by the Forklift Hire Co. A photograph of the site may be seen in Figure 68 below. At this time the wharf was still intact with the boat shed above the wharf retained as a complete building from Cam and Sons' operating days.

The Bank Street, Pyrmont Management Plan concluded that the wharf may have some significance, "due to the fact that this wharf may be one of the few (if any) remaining wharves of this scale in Sydney Harbour, with a strong association with the zenith of harbour activity."¹⁹⁹

During the progress meeting between UrbanGrowth NSW and City Plan Heritage on 14th March 2016, it was noted by UrbanGrowth NSW that a site inspection had been recently undertaken by UrbanGrowth NSW, with the finding that the wharf had been removed.

¹⁹⁸ Building Inspector's Card no. 1950/0390, Container 43360 (City of Sydney Archives Investigator online).

¹⁹⁹ Maunsell Australia Pty. Ltd. 2006. *Bank Street, Pyrmont Master Plan. Appendix C: Heritage.* p. 13.

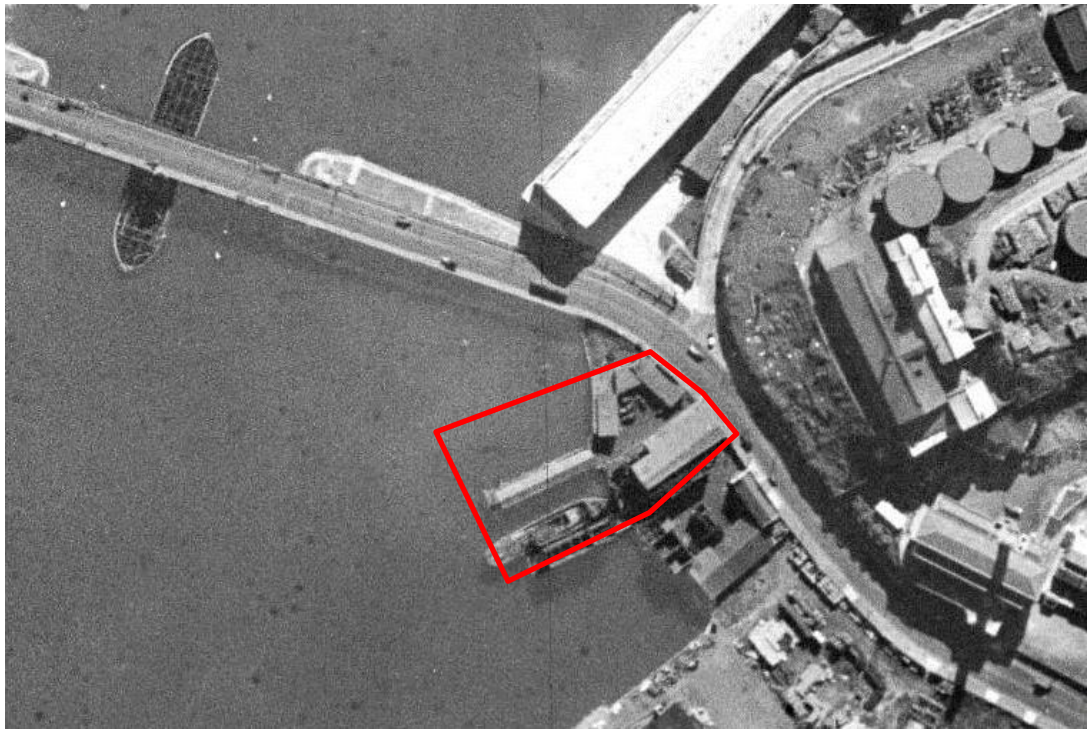


Figure 65: 1943 aerial photograph of Pyrmont, with 1-3 Bank Street outlined in red. (Source: SIX Maps 2016)



Figure 66: The Goorangai, the first of Cam and Co.'s fleet was sunk by the Japanese in 1940. (Source: Andrews 2006)



Figure 67: The Cam and Co. Fleet at the Bank Street Wharf in 1956. (Source: Andrews 2006)

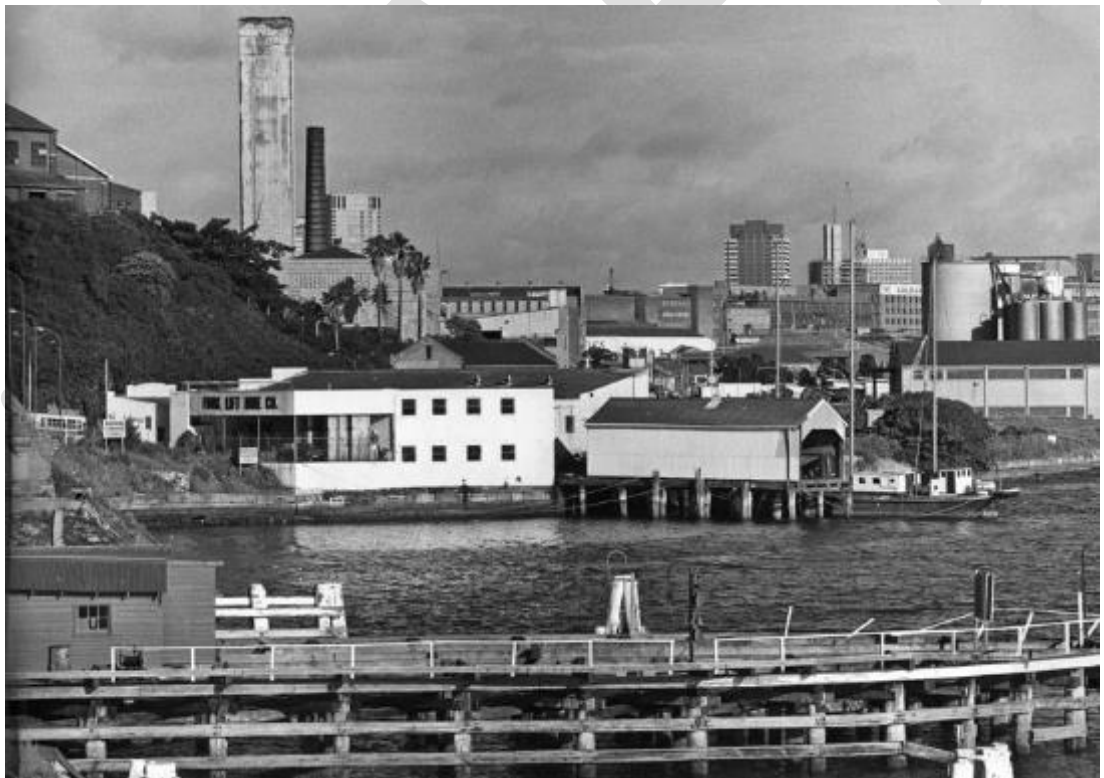


Figure 68: A view of the site taken from the Glebe Island Bridge in 1976. At this time the Forklift Hire Co. occupied the site. (Source: City of Sydney Archives online, 067/067929)

Assessment of Criteria

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

The site at 1-3 Bank Street is representative of Sydney Harbour's working port past. Originally used as a timber yard and later as a fishing depot by Cam and Co., the site is one of the few remaining relics in Blackwattle Bay of the maritime industry.

(b) an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history

The site has strong associations with Cam and Sons, a fishing trawling company that operated out of the 1-3 Bank Street location for approximately thirty years.

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

The site is largely intact from the 1932 construction by the Cam and Sons company, however, more recently the site has fallen into disrepair and the finger wharf has been removed. The Inter-War utilitarian construction is relatively common and is not considered aesthetically significant.

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

Although originally associated with the Cam and Sons Company, the company has been out of operation for over fifty years and does not form part of general community recollections. Therefore, the site is not considered to have a particularly strong association with any community or cultural group in the local area.

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

The history associated with the Cam and Sons Company is not well documented, and further research has the potential to illuminate the history of this aspect of Blackwattle Bay further.

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

The extant maritime industrial features of the site are rare within the Blackwattle Bay area. Much of the area has been redeveloped, leaving few remnants of the early twentieth century industrial maritime operations. The site and its buildings therefore constitute rare elements in Blackwattle Bay.

(g) an item is important in demonstrating the principal characteristics of a class of the local area's

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

The subject site does not satisfy this criterion.

Statement of Significance

1-3 Bank Street, Pyrmont has had a long association with Sydney as a working port. Originally associated with the Blackwattle Bay timber industry, the site was soon redeveloped for use as the base of the Cam and Sons fishing trawler fleet, where it continuously operated for over thirty years. Besides the recent removal of the finger wharf, the site is largely intact from its 1932 construction. It is a rare, extant example of the early-twentieth century maritime industry within Blackwattle Bay.

Opportunities and Constraints

The site is of local heritage significance as it is a largely intact remnant of the early twentieth century Blackwattle Bay maritime industry. As a result, demolition may not be supported by Council. The site has high potential for adaptive reuse, incorporating new structures into the existing Inter-War building. The former timber wharf may be reinstated.

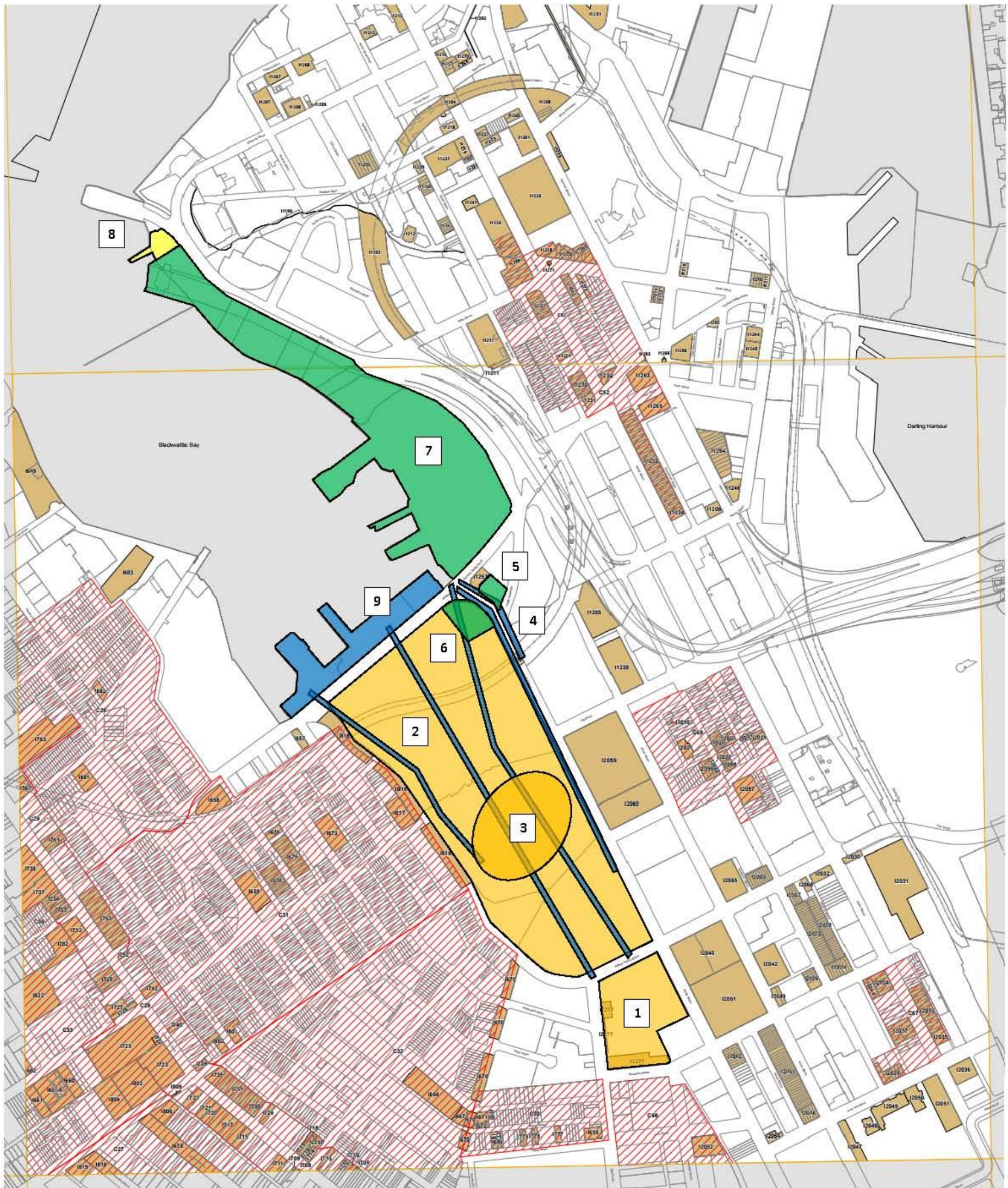
3.3 Areas of Archaeological Potential

Research undertaken for this report has indicated that there is potential for archaeological resources to be found across the Blackwattle Bay and Wentworth Park Precincts. CPH undertook a detailed assessment of the archaeological potential of Blackwattle Bay, with regard to both maritime and terrestrial archaeology, in 2013. Following review of these studies, we consider that their findings remain relevant. The following table indicates the specific locations and nature of potential archaeological deposits throughout the area, and their locations are also shown on the map in Figure 70.

Map reference	Location	Nature of Deposit	Reference within this report
1	Across Wentworth Park	stormwater channels	Section 3.2.4
2	North-eastern corner of Wentworth Park	potential for archaeology related to Wentworth Park caretaker's cottage	Section 3.2.6
3	Sydney Stone Yard (10A Wattle Street)	potential for archaeology related to Saunders' Hell Hole quarry	Section 3.2.5
4	Blackwattle Bay foreshore (Pyrmont Bridge Road)	potential for extant: <ul style="list-style-type: none">causewaysea walls and pilingscoal depotstimber wharves	Section 3.1.2 and City Plan Heritage 2013. Blackwattle Bay Maritime Precinct: Heritage Significance Assessment incorporating Heritage Impact Statement - Terrestrial Archaeology
5	Blackwattle Bay waters	potential for extant: <ul style="list-style-type: none">sea wallspilings for wharves	Section 3.1.2 and City Plan Heritage 2013. Blackwattle Bay Maritime Precinct: Heritage Significance Assessment - Maritime Archaeology.
6	Fish Market site and Bank Street	potential for archaeology related to early industrial activities	Section 3.2.7




Figure 70: Aerial photograph showing Blackwattle Bay and Wentworth Park with overlays showing areas of archaeological potential. (Source: SIX Maps NSW with overlays by City Plan Heritage)



Bays Market District Heritage Study: Phase 2

-  Heritage Conservation Area (Sydney LEP)
-  Heritage Item (Sydney LEP)
-  Area assessed for heritage significance in Phase 2
-  Known archaeological deposit or relic
-  Area of archaeological potential

- | | |
|--|---|
|  1 Bay Street Depot |  7 Fish Market and Bank Street |
|  2 Wentworth Park |  8 1-3 Bank Street |
|  3 Wentworth Park Greyhound Track |  9 Coal Loader |
|  4 Stormwater Channel No. 17 | |
|  5 Sydney Stone Storage Yard | |
|  6 Former Site of Caretaker's Cottage | |

PLANNING
BUILDING
HERITAGE
URBAN DESIGN

**CITY
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3.4 Conclusions and Recommendations

Heritage assessment of those buildings and sites identified to be of interest to UrbanGrowth NSW has identified a number of heritage constraints but has also shown that there is opportunity for redevelopment within these constraints. These constraints and opportunities may be summarised as follows:

Bay Street Depot:

- the buildings of high significance on the site of the depot, namely the Factory (B2), Workshops (B12A), Workshops and Amenities (B12B), and Staff Amenities and Stores (B12C), cannot be demolished;
- there is some scope for adaptive re-use of the buildings and redevelopment in the area, as long as this is sympathetic to the existing form of the buildings;
- due to the established heritage significance and listing of the site, a Conservation Management Strategy (CMS) may be required to be prepared and submitted to City of Sydney Council prior to approval of any DA for the site. The CMS would further analyse the existing fabric and guide future development at the site;
- due to the established heritage significance and listing of the site, a HIS will be required to be prepared to assess the impact of any proposed changes on the heritage values of the site;
- any proposal for new works is an opportunity to develop a Heritage Interpretation Strategy for the site and to implement the Strategy through provision of interpretive measures as recommended therein.

Wentworth Park:

- the Park should remain an open public space available for sport, community and cultural purposes;
- the locations of existing stormwater drains are known and would require archaeological assessment prior to any works being undertaken in their vicinity (see further below);
- possibility for uses such as showers, storage or tool sheds beneath the arches of the viaduct may be reinstated providing the permeability through the viaduct is maintained and any new structure does not touch the existing fabric. As it is a heritage item (Sydney LEP), a HIS would be required for any works to or in the vicinity of the viaduct to assess the impact of any proposed changes on the heritage values of the site;
- any proposal for new works is an opportunity to develop a Heritage Interpretation Strategy for the site and to implement the Strategy through provision of interpretive measures which may include:
 - potential reinstatement of the original gardenesque pathway design;
 - new garden beds and pathways in line with the original gardenesque design;

Wentworth Park Greyhound Track:

- the original shape and parameters of the track should not be encroached upon by any other development;
- any proposal for new works is an opportunity to develop a Heritage Interpretation Strategy for the site and to implement the Strategy through provision of interpretive measures as recommended therein;
- there may be provision to remove the physical remains of the track itself while leaving a clear outline as an interpretative measure.

Stormwater Channel No. 17 beneath Wentworth Park

- it is currently unclear to what extent the stormwater channel network retains its function and services the local area. This would need to be determined prior to any excavation works that could affect the channels. This would be from a practical perspective in the first instance;
- from a heritage perspective, the stormwater channel network is an established archaeological resource of State heritage significance due to the established archaeological potential and the high significance of the archaeological resource, it is likely that archaeological excavation will be necessary, which require an application under Section 140 of the *Heritage Act*.
- although the locations of the channels in the stormwater channel network have been documented on historical plans held by Sydney Water, the reliability of the plans cannot be assumed without confirmation that could be achieved through a further, detailed assessment and possibly archaeological testing works.

Sydney Stone Yard:

- thorough geotechnical analysis of the infilled quarry void is recommended prior to any heavy construction on the site;
- further heritage assessment, including a comprehensive history and the identification of locations of any previous buildings, should be undertaken prior to any development;
- any proposal for new works is an opportunity to develop a Heritage Interpretation Strategy for the site and to implement the Strategy through provision of interpretive measures as recommended therein.

Former site of Wentworth Park Caretaker's Cottage:

- it is likely that foundations of the original Caretaker's Cottage are extant to some degree below the surface of the ground, therefore an archaeological assessment is recommended to be undertaken;
- due to the established archaeological potential and the high significance of the archaeological resource, it is likely that archaeological excavation will be necessary, which may require testing and then an application under Section 140 of the *Heritage Act*.
- an archaeological assessment would be required prior to any works occurring on site, but it would be prudent to undertake this prior to rezoning to understand the extent of any constraints presented by archaeological deposits.

Fish Market site and Bank Street

- renewal and redevelopment of the site is supported;
- adaptive reuse in ways that feature industrial activities is possible;
- some archaeological remains relating to earlier industries may be extant beneath the ground surface. As the development of the site is known from documentary evidence, any potential remains may not be of significance to the local history, but should be further investigated by a qualified archaeologist prior to any works that would involve disturbance of the ground surface;
- it would be prudent to undertake an archaeological assessment prior to rezoning to understand the extent of any constraints presented by archaeological deposits;

timing of the archaeological assessment is up to the discretion of UrbanGrowth NSW.

1-3 Bank Street:

- as the site has been assessed in this report as being of local heritage significance, demolition may not be supported by Council;
- the site has high potential for adaptive reuse, incorporating new structures into the existing Inter-War building;
- the former timber wharf may be reinstated as an interpretive measure;
- any proposal for new works is an opportunity to develop a Heritage Interpretation Strategy for the site and to implement the Strategy through provision of interpretive measures as recommended therein.

Areas of Archaeological Potential:

- several areas of archaeological potential have been identified across the Blackwattle Bay and Wentworth Park precincts;
- although rezoning will not impact upon archaeological resources as there will be no associated physical works, it would be prudent to undertake detailed archaeological assessments prior to rezoning to understand the extent of any constraints presented by archaeological deposits;
- in any case, the subsequent development will require appropriate management strategies, including the preparation of a detailed archaeological assessment if any development that involves disturbance of the ground surface is considered in these areas;
- considering the above, timing of archaeological assessments is up to the discretion of UrbanGrowth NSW;
- where known or potential archaeological resources are determined to be of high significance, archaeological excavation will be required prior to any development works, subject to the approval of a s140 permit application which would be accompanied by the detailed archaeological assessment and a research design.

4. Cultural Landscapes

4.1 Authorship

This section of the report has been prepared by Chris Betteridge, Landscape Heritage Consultant of MUSEcape.

4.2 The Bays Market District Precinct as a cultural landscape

4.2.1 Some definitions

This report applies to the entire cultural landscape of the Bays Market District Precinct. A total cultural landscape management approach enables identification and assessment of potential heritage items in their historical and environmental context, rather than as stand-alone items. The following text provides some definitions of cultural landscape and the benefits of adopting a cultural landscape management approach.

“A cultural landscape is fashioned from a natural landscape by a culture group. Culture is the agent: the natural area is the medium. The cultural landscape the result.”

Carl Sauer²⁰⁰

“Landscape is never simply a natural space, a feature of the natural environment. Every landscape is the place where we establish our own human organization of space and time”.

John B. Jackson²⁰¹

Cultural landscapes by their name imply human intervention but they may also include substantial natural elements.

“They can present a cumulative record of human activity and land use in the landscape, and as such can offer insights into the values, ideals and philosophies of the communities forming them, and of their relationship to the place. Cultural landscapes have a strong role in providing the distinguishing character of a locale, a character that might have varying degrees of aesthetic quality, but, regardless, is considered important in establishing the communities’ sense of place.”²⁰²

A 2010 publication by the then NSW Department of Environment, Climate Change and Water (DECCW) provides guidelines for managing cultural landscapes. It defines the cultural landscape concept as emphasising “the landscape-scale of history and the connectivity between people, places and heritage items. It recognises the present landscape is the product of long-term and complex relationships between people and the environment.

On any given area of land, it is likely that some historical activity will have taken place. Evidence of that activity may be detectable in the vegetation or in landscape modifications as well as in archaeological evidence, historical documents or people’s stories. Some places have ‘touched the landscape only lightly’, while some places of historical activity are marked by imposing built structures or are commemorated for their association with important events or people.

For the purposes of the DECCW guidelines, cultural landscapes are defined as:

‘... those areas which clearly represent or reflect the patterns of settlement or use of the landscape over a long time, as well as the evolution of cultural values, norms and attitudes toward the land.’

The elements of a cultural landscape are illustrated below;

²⁰⁰ Sauer 1963, p.343

²⁰¹ Jackson 1984, p.156

²⁰² Pearson and Sullivan 1995

Landscape = Nature + People
Landscape = The Past + The Present
Landscape = Places + Values

Figure 71 The Elements of a Cultural Landscape. (Source: Diagram after Guilfoyle 2006:2, based on Phillips 2002:5)

The DECCW Guidelines emphasise that cultural heritage management has, until recently, conceptualised heritage mainly as isolated sites or objects. For example, a hut, woolshed, fence, ground tank, bridge, scarred tree, grave, orchard or piece of machinery. A site-based approach is thus an 'easy' concept for land managers and heritage practitioners as it supports separating the natural and cultural for management purposes. However, this site-based approach has the unfortunate effect of reinforcing the notion of culture and nature as spatially separate and thus able to be managed independently. In a national park or nature reserve context, cultural heritage sites are seen as isolated points or pathways that are set in a natural landscape. The work of nature conservation can go on around these sites. The authors of the guidelines argue that the natural environment is part of these sites.

Similarly, in an environment such as Blackwattle Bay that has been highly modified by land reclamation and industrial activity in the past, the natural values may have been almost obliterated but can be recovered through well-planned rehabilitation measures or interpreted by appropriate landscaping. A cultural landscape approach offers an opportunity to integrate natural and cultural heritage conservation by seeing culture and nature as interconnected dimensions of the same space.

4.2.2 Site history and historical themes

The history of the study area is covered in the thematic history by Dr Terry Kass. Those historical themes relevant to the evolution and interpretation of the cultural landscape are shown in the table below. A third column presents examples, derived from the history of the study area, of the ability of the area to demonstrate those themes.

Australian Theme	NSW Theme	Ability for Bays Market District to demonstrate theme
1 Tracing the natural evolution of Australia	Environment – naturally evolved (including natural features which have shaped or influenced human life and culture)	The original Blackwattle Swamp was reclaimed, allowing increased land for various uses and improved access for vessels. The natural history of the area can be interpreted through landscaping and appropriate interpretation measures.
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	The Aboriginal occupation and use of the area prior to and after European settlement can be interpreted. Were Aboriginal people employed in the various industries which operated within the precinct?
2 Peopling Australia	Convict	Were there any convict associations with early clearing and use of the site?
2 Peopling Australia	Ethnic influences	Which ethnic groups were employed in the timber industry, slaughter houses, Sydney Fish Market?

Australian Theme	NSW Theme	Ability for Bays Market District to demonstrate theme
3 Developing local, regional and national economies	Commerce	Sydney Fish Market is a major hub for commerce and a meeting place for the community.
3 Developing local, regional and national economies	Environment – cultural landscape (activities associated with the interactions between humans, human societies and the shaping of their physical surroundings)	The landscape resulting from swamp clearing and land reclamation and the evolving cultural landscape arising from changing uses over time can be interpreted by design and a range of communication measures.
3 Developing local, regional and national economies	Events (activities and processes that mark the consequences of natural and cultural occurrences)	To be determined.
3 Developing local, regional and national economies	Fishing (activities associated with gathering, producing, distributing and consuming resources from aquatic environments useful to humans)	Possible Aboriginal uses of the area for fishing and gathering food; fishing boats; seafood processing and marketing; wharves; seafood cafes and restaurants
3 Developing local, regional and national economies	Industry (activities associated with the manufacture, production and distribution of goods)	Slaughter yards; boiling down works; piggeries and tanneries; Timber industry (importing, milling, merchants); Glebe Island Abattoirs; Blackwattle Iron Works; oil storage and shipment; blue metal processing; wharves; shipbuilding yards; Saunders stone quarry; Saxton & Binns and Hudson & Sons prefabricated homes; cement batching plants; former wool stores on Wentworth Park
3 Developing local, regional and national economies	Transport (activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements)	Former timber wharves; coal loader; fishing docks; roads; Rozelle to Darling Harbour goods railway line; railway viaduct; former Glebe Island bridges; Anzac Bridge
4 Building settlements, towns and cities	Towns, suburbs and villages (activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages)	Public park; streetscape of Pyrmont Bridge Road; market place (Sydney Fish Market); abandoned wharf remnants
4 Building settlements, towns and cities	Land tenure (activities and processes for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal)	The land-water interface; early land grants; subdivision; land reclamation; seawall along edge of Pyrmont Bridge Road, boundary between State and privately-owned land holdings

Australian Theme	NSW Theme	Ability for Bays Market District to demonstrate theme
4 Building settlements, towns and cities	Utilities (activities associated with the provision of services, especially on a communal basis)	Sewage tunnel; Blackwattle Bay Stormwater System; electricity substations
5 Working	Labour (activities associated with work practices and organised and unorganised labour)	Wharves; labour records
7 Governing	Defence (activities associated with defending places from hostile takeover and occupation)	Use of northern part of Wentworth Park by US forces during World War II; use of other sites by US Army and Royal Australian Navy
7 Governing	Government and administration (activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs – includes both principled and corrupt activities)	Blackwattle Bay Land Reclamation Act 1873 and subsequent amendment 1878; commission of Inquiry into the management of Glebe Island abattoirs; Creation of Wentworth Park; Establishment of Sydney Harbour Trust in 1901; NSW Fish authority in 1963; Fish Marketing Authority move to Blackwattle Bay in 1966;
7 Governing	Welfare (activities and process associated with the provision of social services by the state or philanthropic organisations)	Recent use of arches under railway viaduct by homeless people and the City of Sydney policy for dealing with welfare related issues.
8 Developing Australia's cultural life	Creative endeavour (activities associated with the production of literary, artistic, architectural and other imaginative, interpretive or inventive works)	Design and construction of railway viaduct; design and planting of Wentworth Park including association with Charles Moore, Director, Botanic Gardens Sydney
8 Developing Australia's cultural life	Leisure	Recreational boating; hiring of cruise vessels; visiting the Fish Market; gazettal of Wentworth Park in 1885
8 Developing Australia's cultural life	Sport (activities associated with organised recreational and health promotional activities)	Use of north part of Wentworth Park for sporting activities including former football ground; First Rugby League in Australia in 1908; yacht pens in bay
9 Marking the phases of life	Persons (activities of, and associations with identifiable individuals, families and communal groups)	Association of fig plantings in Wentworth Park with Charles Moore, Director, Sydney Botanic Gardens; associations with other significant individuals in past and present industries in the study area.

4.2.3 The present cultural landscape



Figure 72: View across the northern part of Wentworth Park from its northeast corner showing the railway viaduct.

The landscape character of the study area varies considerably from south to north and west to east. At the southern end is the elegant curved brick structure of the railway viaduct and the open space of the northern part of Wentworth Park, bounded on its northern side by the magnificent double row of *Ficus macrophylla* (Moreton Bay Fig) planted at the direction of Charles Moore, director of Sydney's Botanic Garden. Among the figs are a few specimens of *Eucalyptus microcorys* (Tallow Wood).



Figure 73: View southwest along the double row of *Ficus macrophylla* (Moreton Bay Fig) on the Pyrmont Bridge Road edge of Wentworth Park, with some of the arches of the railway viaduct visible at left.

On the northern side of Pyrmont Bridge Road is a narrow strip of reclaimed land and wharves occupied by the Hanson Heidelberg Cement concrete batching plant and the marina for charter vessels. This area includes the visually intrusive cement plant structures, expanses of hard stand car parking and the remains of former coal loading facilities. Vegetation is

limited to scattered specimens of *Lophostemon confertus* (Brush Box) street trees and some casuarinas and urban weeds adjoining the property boundaries. The concrete batch plant and adjoining industrial and marina development impede panoramic views across Blackwattle Bay to the imposing structure of the Anzac Bridge.



Figure 74: View north from Pyrmont Bridge Road into the Hanson concrete batching plant, with the pylons of the Anzac Bridge visible in the distance.

On the western side of Blackwattle Bay, former industrial land uses have been replaced by the urban parkland of the Glebe Foreshore with its Blackwattle Track along the foreshore. Structures include the University of Sydney Boathouse and the buildings of Sydney Secondary College.



Figure 75: Panorama looking north along the Blackwattle Track in the Glebe Foreshore park, with the Hanson concrete batching plant at right and the pylons of the Anzac Bridge and the high-rise buildings of Pyrmont visible in the distance.

The southeastern corner of the study area is dominated by the bulky main building of the Sydney Fish Market, associated smaller structures used by retail and wholesale fish sellers, wharves for fishing trawlers and large expanses of car park and delivery bays. Landscaping is restricted to mature specimens of *Ficus microcarpa* var. *hillii* (Hills Fig) with under-plantings of shade-loving ornamentals *Schefflera cultivars*, cordylines and *Philodendron 'Xanadu'* between the Fish Market building and the exit ramp from Pyrmont Bridge Road to the Western Distributor. This part of the site is regularly criticised for its ugliness and apparent lack of planning but probably has social significance to many groups as a meeting place and for purchase of seafood, particularly at times such as Christmas and Easter.



Figure 76: View of the western façade of the main building of the Sydney Fish Market showing a row of *Phoenix canariensis* (Canary Island Date Palm), with moored fishing trawlers in the foreground.



Figure 77: View south along the western edge of the Sydney Fish Market site showing the outdoor eating area, with the remains of the coal loader and the canopies of the double row of *Ficus macrophylla* (Moreton Bay Fig) in Wentworth Park forming a backdrop.



Figure 78: Panorama looking south across the Sydney Fish Market site showing the broad expanse of car park edged with wholesale and retail fish and other produce outlets.



Figure 79: View south along the Bank Street edge of the main Sydney Fish Market building showing the row of mature specimens of *Ficus microcarpa* var. *hillii* (Hills Fig) with under-plantings of shade-loving ornamentals.

Immediately to the northwest of the Sydney Fish Market site is the Hymix cement batching plant, with casuarinas, grasses and a few scattered eucalypts along the foreshore. Further to the northwest is the marina facility for Blackwattle Bay Marine Operatives and Vagabond Cruises. Next, to the northwest, the area between the Western distributor and the foreshore is completely covered by the buildings of Poulos Bros Seafoods Pty Ltd.



Figure 80: Street view across the study area from the on-ramp from Pyrmont Bridge Road to the Western Distributor, with the Sydney fish Market at left and the Hymix concrete batching plant at right. (Source: nearmap imagery, 11 February 2017)

The northernmost part of the study area, dominated by the imposing structure of the Anzac Bridge, includes the western end of Quarry Masters Drive, parking areas and an area being landscaped for the Bays Waterfront Promenade.



Figure 81: Street view looking northwest under the Anzac Bridge, with Bank Street at right and the area being developed for the Bays Waterfront Promenade at left and centre. (Source: nearmap imagery, 11 February 2017)

4.2.4 Assessment of Landscape Significance

The cultural landscape elements of the study area have been assessed against the Heritage Council criteria.

Landscape Element	Significance criteria satisfied	Level of significance
Railway viaduct	Historical, aesthetic, rarity	Exceptional
Northern section of Wentworth Park, between railway viaduct and Pyrmont Bridge Road	Historical, associational, aesthetic, social	Exceptional
Double row of Moreton Bay figs	Historical, associational, aesthetic, representativeness, rarity	Exceptional
Other plantings in northern section of Wentworth Park,	Aesthetic	High

Landscape Element	Significance criteria satisfied	Level of significance
including mature figs along edge of Wattle Street		
Ornamental plantings along boundary between Bank street and Sydney Fish Market	Local amenity values	Little
First Sydney Corporation sewer	Historical, technical, rarity	High
Archaeological remains of coal loader	Historical, technical, rarity	High (see City Plan Heritage 2013. Blackwattle Bay Maritime Precinct: Heritage Significance Assessment incorporating Heritage Impact Statement - Terrestrial Archaeology)
Archaeological remains of former wharves and jetties	Historical, technical	High (see City Plan Heritage 2013. Blackwattle Bay Maritime Precinct: Heritage Significance Assessment - Maritime Archaeology)
Hanson and Hymix concrete batching plants	None	Intrusive
Sydney Fish Market	Possible social significance	Many of the structures are intrusive or of no heritage significance. Social values have not been assessed by survey but many users of the market probably have strong views about it, some positive, some negative
Fishing boat wharves	Aesthetic	Continuing maritime use and opportunities to see fishing vessels at close quarters.
Panoramic views of railway viaduct from Wentworth Park and Pyrmont Bridge Road	Aesthetic	Exceptional
Views east and west along the double row of Moreton Bay Fig trees in Wentworth Park	Aesthetic	Exceptional
Panoramic views north across Blackwattle Bay to the Anzac Bridge from the northern side of Pyrmont Bridge Road and various points in the Fish Market site	Aesthetic	Exceptional but impeded by the Hanson concrete batching plant

4.2.5 Landscape management and interpretation recommendations

Conservation management

Landscape elements and significant views of exceptional and high significance should be retained and managed to conserve their heritage values.

Rezoning and subsequent development should provide for conservation of heritage values and maintenance of existing uses such as fish marketing and an active waterfront.



Heritage Interpretation


A heritage interpretation strategy should include provision for interpreting relevant historical themes and stories in culturally appropriate ways.

Once rezoning is approved and the nature of future development determined, a detailed interpretive plan for the precinct should be prepared which identifies locations for delivery of interpretive messages and identifies appropriate media. The plan should include details of how the interpretation of the precinct's heritage values are to be implemented.

5. Summary Conclusions and Recommendations

Analysis of historic elements contained within the Bays Market District Precinct and Wentworth Park has identified a number of heritage constraints not previously considered in Urbis' report of 2014, but has also shown that there is opportunity for redevelopment within these constraints. These may be summarised as follows:

- Heritage items listed on State Register, as well as archaeological sites, are ordinarily afforded statutory protection under the *Heritage Act*, 1977. This means that any development proposals for State heritage items or on archaeological sites must be considered and assessed by the NSW Heritage Council for their potential impact on the heritage significance and values of the item/site, through a section 60 application which is to be accompanied by a Heritage Impact Statement. Heritage items listed on the Sydney LEP 2012 and on Section 170 Registers are ordinarily afforded statutory protection under Clause 5.10 of the Sydney LEP 2012. This means that any development proposals for the heritage items or in the vicinity of them must be considered and assessed by the City of Sydney Council for their potential impact on the heritage significance and values of the item/s. As a result, any Development Application must be accompanied by a Heritage Impact Statement (HIS) to Council.
- Rezoning with changes in height and FSR should consider impacts on existing heritage items, such as overshadowing, removal of view corridors, and alteration of historical subdivision patterns and characters. This may be achieved through height limitations, appropriate setbacks, and avoidance of subdivision and development in areas of established heritage significance, amongst other strategies.
- Some items of potential heritage significance have been identified in the Precinct. Although conservation of these potential items is not currently subject to any statutory controls, CPH recommends that City of Sydney Council be informed of the items of potential heritage significance identified in this report to exercise due diligence, providing an opportunity for the heritage significance of these items to be investigated and assessed for possible subsequent heritage listing and protection.
- There is potential for adaptive re-use of existing buildings and sites along the same principles as their historic uses.
- Any proposal for new works is an opportunity to develop a Heritage Interpretation Strategy for a site and to implement the Strategy through provision of interpretive measures as provided therein.
- There are areas of archaeological potential, as established in earlier reports and in the findings of the present study. Although rezoning itself will not impact upon archaeological resources, the subsequent development will require appropriate management strategies, such as the preparation of a detailed archaeological assessment if any development that involves disturbance of the ground surface is considered in these areas.
- It would be prudent to undertake an archaeological assessment prior to rezoning to understand the extent of any constraints presented by archaeological deposits; timing of the archaeological assessment is up to the discretion of UrbanGrowth NSW.
- Where known or potential archaeological resources are determined to be of high significance, archaeological excavation will be required prior to any development works, following the submission of a s140 permit application which would be accompanied by a detailed archaeological assessment and research design.
- Due to the established heritage significance and listing of the Bay Street Depot and the complexity of the site, a Conservation Management Strategy (CMS) may be required to be prepared for the site and submitted to City of Sydney Council prior to approval of any Development Application for the site. The CMS would further analyse the existing fabric and guide future development at the site.

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- Landscape Items of exceptional and high significance should be retained and conserved.
 - Landscape Items of moderate significance may be modified.
 - Landscape Items of little significance may be modified or removed.
 - Landscape Items considered intrusive should be removed.
 - Views of exceptional and high significance, as identified in the study of cultural landscapes, should be maintained. This means that any rezoning plans that result in changes in height and any subsequent associated development plans should consider retention of these views.

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