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The new Sydney Fish Markets

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1. EXECUTIVE SUMMARY

The NSW Government has lodged State Significant Development Applications (SSDA) for relocation of the Sydney Fish Markets to the head of Blackwattle Bay. The design of the new Sydney Fish Market has ensured that key aspects of the project are consistent with the vision for Blackwattle Bay.

In 2016, City Plan Heritage (CPH) was engaged by UrbanGrowth NSW (now INSW) to prepare a heritage assessment of Blackwattle Bay in order to exercise due diligence and to inform a rezoning proposal and future development proposals. The heritage assessment report provides a comprehensive baseline investigation to address part of the Study Requirements to assist in determining the new planning framework for 'Blackwattle Bay'.

Provision of a Heritage Interpretation Strategy for the new Sydney Fish Markets was a request made by the Department of Planning, Industry & Environment as part of their submission to the Fish Markets Environmental Impact Statement (EIS) noting the following:

Provide a Heritage Interpretation Strategy, to help guide a subsequent Heritage Interpretation Plan, including themes, reuse opportunities, integration with the public domain and art strategy, and the active areas of the site.

Therefore, this heritage interpretation strategy incorporates a thematic history by Dr Terry Kass, an analysis of potential heritage interpretation for the new Sydney Fish Markets only in the context of the wider Blackwattle Bay Precinct. It includes input from Comber Consultants (maritime archaeology) and Artefact Heritage (Aboriginal cultural heritage and archaeology).

1.1. Methodology

This Heritage Interpretation Strategy has been prepared in accordance with the NSW Heritage Manual and the NSW Heritage Council's formulated Heritage Interpretation Policy (August 2005). The general philosophy and process adopted is that guided by *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013* (The Burra Charter) and *Add Ask First: a guide to respecting Indigenous heritage places* (Australian Heritage Commission, 2002).

Research and information is based on: the previous Heritage Impact Statement (HIS) prepared by CPH in April 2017; historical information and records sourced from Leichhardt Local Studies; Trove; the site inspections undertaken by CPH on 10 May 2016 and 21 February 2018; the Aboriginal Cultural Heritage Assessment prepared by Artefact Heritage in 2018; the Maritime Archaeological Assessment prepared by Comber in 2018; and the site inspection undertaken by Artefact Heritage and the Registered Aboriginal Parties on 5 June 2017.

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.

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

1.2. Findings

There are numerous ways for heritage interpretation to be implemented within Blackwattle Bay and the proposed new Sydney Fish Markets development. Accordingly, the following recommendations have been made:

- Interpretation by fabric and design;
- Acknowledgement to Country;
- History walk (as a part of wider precinct walk);
- Internal interpretation within new building;
- Play equipment for children exploring key themes identified in Section 7;
- Proposed ways in which landscaping can be used as a means for interpretation;
- Public art suggestions;
- Interpretation in paving - using paving to illustrate the original foreshore alignment (as a part of wider Precinct; and
- Non-physical interpretation - such as including information on websites, within brochures, walking Apps and naming strategies.

The suggested interpretation examples explore the overall history, development and functions of the precinct, with specific information considered for the new Sydney Fish Market site. Wider precinct heritage interpretation will be provided as part of the Precinct Master Plan and does not form part of this site specific heritage interpretation actions. Alongside these suggestions, various historical images have been provided and examples of projects where similar forms of interpretation have been successfully implemented.

Future actions identified following adoption of the Heritage Interpretation Strategy include the following:

- This report is to be updated during the staged Construction Certificates and is to respond to the Conditions of Consent issued by the consent authorities;
- Consult with Registered Aboriginal Parties and/ or Metropolitan Local Aboriginal Land Council over the interpretive approach and the details of content of any Aboriginal heritage interpretive elements;
- Include a specific Aboriginal heritage component within the Art and Culture Strategy;
- Include native plant species from the area in landscaping;
- Specific images to be included in interpretation are to be determined at the relevant Construction Certificate stage;
- High resolutions of the nominated photographs are to be sourced and prepared, and copyrights obtained for their use within the recommended interpretive media;
- Detailed graphic designs of the interpretive media panels are to be prepared in consultation with the relevant heritage specialist;
- Prepare, as part of the implementation of the Heritage Interpretation Strategy, detailed graphic designs of the interpretive media panels and timeline;
- Consult the relevant heritage specialist and Council/Department prior to manufacturing;
- Art and Culture Strategy:
 - At the first Construction Certificate stage, an Art and Culture Strategy is to be prepared;
 - Engage Aboriginal artists/ designers to produce any artworks/ designs for interpretive elements or public artworks that focuses on Aboriginal cultural heritage of the area at the DA stage;
- Develop and maintain an archive of material associated with Sydney Fish Markets, former coal loader, office/weighbridge building and the subject site in general. Strategies and policies for the archiving of material can be outlined in an archival or collection management plan;
- Prior to commencement of the demolition of the former coal loader and the office/ weighbridge building, allow the built heritage specialist to identify significant material for salvage and storage for

future use. Removal of any items to be carried out in accordance with specific salvage methodologies provided by the built heritage specialist;

- Consult with the Council of the City of Sydney regarding the possibility of including the Blackwattle Bay Precinct history walk within its already established history walk App and the Barani/ Barrabugu (Yesterday/ Tomorrow) walk App.

2. INTRODUCTION

City Plan Heritage (CPH) has been engaged by Infrastructure NSW (INSW) to prepare the following Interpretation Strategy for the Blackwattle Bay Precinct, including the new Sydney Fish Markets site. Although the thematic history includes the whole Blackwattle Bay precinct as the historical development of the new Sydney Fish Markets site is linked to the surrounding context, the recommendations for the heritage interpretive actions consider only the elements that are directly relevant to the new Sydney Fish Markets site with some actions forming part of a wider precinct. The actions that are part of a wider precinct may be undertaken in a staged form when the remainder of the masterplan designs are completed.

The proposed redevelopment is described in the Maritime Heritage Impact Statement prepared by Comber Consultant (February 2018) as follows:

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

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

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

There are no listed heritage items or Heritage Conservation Areas (HCAs) within the study area, however, there are a number of listed heritage items and HCAs within proximity, listed on the Sydney Local Environmental Plan (LEP) 2012 and on the State Heritage Register, under the *NSW Heritage Act, 1977*. Previous studies including the report *Blackwattle Bay: History, Built Heritage, Archaeology and Landscape Study*, prepared by CPH in July 2017, have identified a number of potential heritage items and known/potential archaeological areas within the Blackwattle Bay Precinct. Some have also been identified within proximity.

There are two Aboriginal sites, both Potential Archaeological Deposits (PAD), in the study area that are registered on the Aboriginal Heritage Information System (AHIMS) database (The Bays Precinct PAD01 45-6-3339 & The Bays Precinct PAD02 45-6-3338). One other registered PAD (Jackson Landing Shelter 45-6-2960) is located approximately 30m north east of the study area. Ten other registered sites are recorded as being within 800m of the study area (Artefact Heritage 2019).

The heritage context of the site is discussed further in Section 3.

2.1. Project Background

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

Former NSW Premier Mike Baird announced in November 2016 a plan for the development of a new fish market, adjacent to the existing fish market site located within Blackwattle Bay. A further announcement was made in June 2017, noting Danish architects 3XN had been appointed to lead a design team, which also included Australian based firms BVN and Aspect Studios. Concept design development of the new Sydney Fish Markets has since been underway, involving consultation with key stakeholders such as INSW and the Sydney Fish Markets Pty Ltd. Construction works are anticipated to begin in late 2018.

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

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

A thematic study of the Blackwattle Bay and an assessment of the its heritage landscape were also undertaken by historian Dr Terry Kass and landscape specialist Chris Betteridge and incorporated in the aforementioned CPH report.

This heritage interpretation strategy has been prepared in association with the proposed concept design for the new Sydney Fish Markets building with consideration of the urban design developed for the precinct.

An Aboriginal Cultural Heritage Assessment report was undertaken (Artefact Heritage 2019), including consultation with 11 Registered Aboriginal Parties. In addition, Maritime Archaeological Assessments were prepared by Comber Consultants including the Maritime Archaeological Assessment - A report to support the Blackwattle Bay State Significant Precinct Proposal (July 2019).

2.2. Aims of the Heritage Interpretation Strategy

The aim is to have an interpretation strategy for the subject site that:

- Responds to the new Sydney Fish Markets design with consideration of wider precinct history;
- Acknowledges the Aboriginal cultural heritage values of the study area;
- Provides general content of interpretation through interpretive themes which communicate the historic significance of the site;
- Identifies appropriate locations for the interpretation of various themes;
- Provides the thematic context to inspire and develop interpretation proposals;
- Provides guidelines for the preparation and implementation of interpretive devices throughout the site.

2.3. Author Identification

This report has been prepared by Brittany Allen (Senior Heritage Consultant) with input from Kerime Danis (Director - Heritage). The preliminary versions of the report were reviewed by Kerime Danis and Carole-Lynne Kerrigan (Associate Director - Heritage) who have also endorsed its contents.

Aboriginal heritage components have been prepared by Carolyn MacLulich (Principal, Artefact Heritage) and maritime archaeology components have been prepared by David Nutley (Comber Consultants).

The history presented in Section 5 has been prepared by historian Dr Terry Kass.

2.4. Previous Reports

During the preparation of this Heritage Interpretation Strategy, the following resources have been consulted.

- Blackwattle Bay: Blackwattle Bay and Wentworth Park, History, Built Heritage, Archaeology and Landscape Study, July 2017;

- The New Sydney Fish Market Maritime Heritage Impact Statement, Comber Consultants, March 2019;
- Maritime Archaeological Assessment - A report to support the Blackwattle Bay State Significant Precinct Proposal, Comber Consultants, July 2019;
- Government Architect's Office, Blackwattle Bay Coal Bunker, Statement of Heritage Impact, October 2004, p.p.8-14;
- Conservation Management Plan (CMP), Perumal Murphy Wu Pty Ltd et al, 1997;
- The New Sydney Fish Market Aboriginal Heritage Due Diligence Assessment (Artefact Heritage 2018);
- Blackwattle Bay Aboriginal Cultural Heritage Assessment Report (Artefact Heritage 2019);
- Bays Precinct Preliminary Aboriginal Heritage Assessment (Artefact Heritage 2014).

3. THE PLACE

The existing Sydney Fish Markets and wider precinct proposed redevelopment site are located within a predominately commercial area, at the head of Blackwattle Bay, within an area defined as the Blackwattle Bay Precinct (Figure 1). The Blackwattle Bay Precinct is situated between the Pyrmont Peninsula and is in close proximity to Rozelle Bay, Jones Bay and White Bay. The Blackwattle Bay Precinct, including the existing Sydney Fish Markets and proposed redevelopment site, is encompassed within the boundaries of the local government area of the Council of the City of Sydney (CoS).

The Blackwattle Bay Precinct is bounded to the east by Bank Street, to the south by Bridge/ Pyrmont Bridge Road, to the west by the Blackwattle Bay foreshore park/ walk and to the north by Blackwattle Bay. The Western Distributor is located west of the site, providing access to the Anzac Bridge to the north. Both the Western Distributor and the Anzac Bridge lead to the inner west and north suburbs, via the Sydney CBD (Figure 1).

Key sites within proximity include Wentworth Park to the south, Sydney Secondary College to the west, Jubilee Park to the north east, Waterfront Park/ Jackson's landing to the north east and the Powerhouse Museum to the south east. Public transport to the area predominately comprises of light rail access, with a Sydney Fish Markets and Wentworth Park stops located to the north east and south east (Figure 1.). Pedestrian access is also possible, along with vehicular access which is possible from Bank Street.

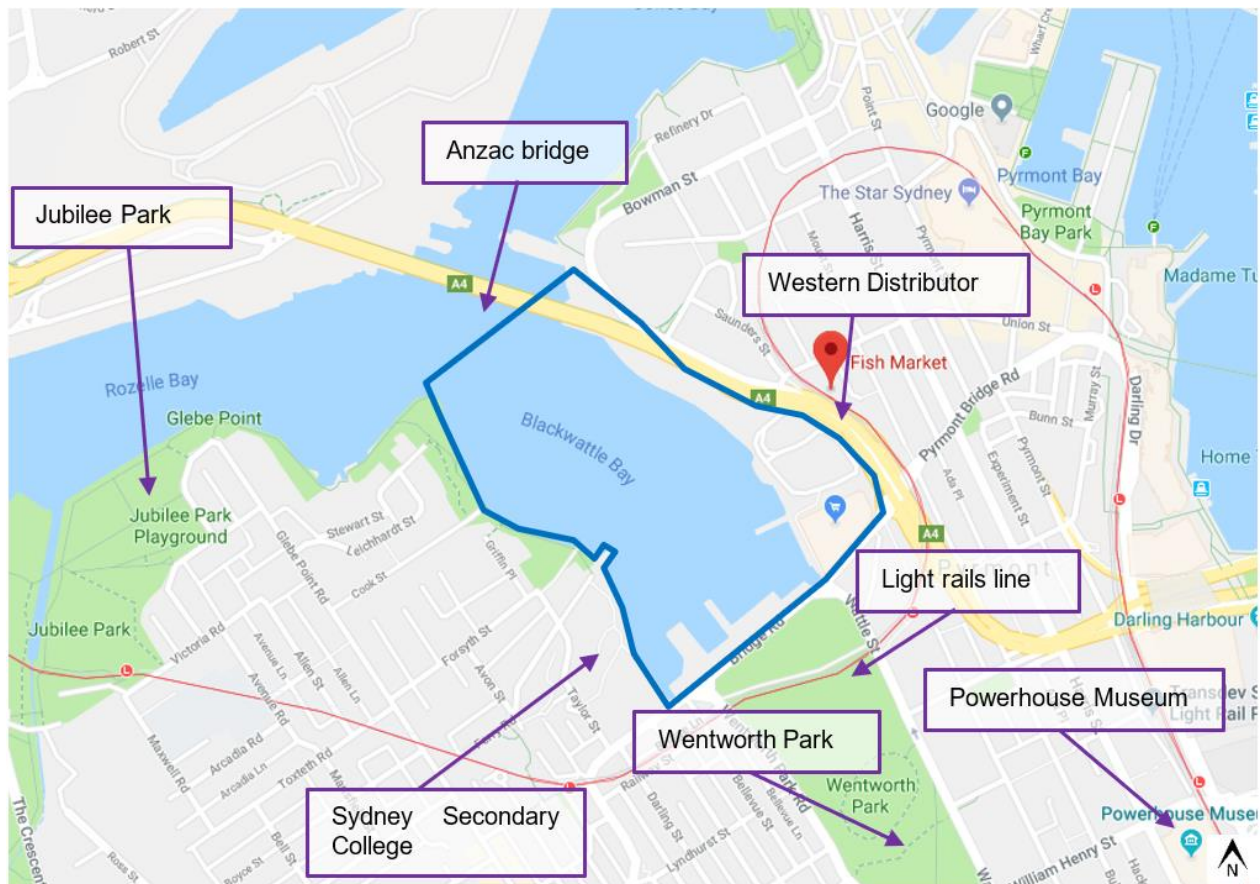


Figure 1: Map showing the Dulwich Hill light rail line that provides public transport access to the Sydney Fish Markets. The transport route is indicated by the red line. The Blackwattle Bay Precinct is outlined in blue. (Source: Google Maps accessed 21 February 2018)



Figure 2: UBDC (now INSW) refined study area for the Blackwattle Bay Redevelopment (Source: INSW)



Figure 3: Street view across the eastern side of Blackwattle Bay 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)



Figure 4: 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. (Source: Nearmap imagery, 11 February 2017)



Figure 5: 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)



Figure 6: The intersection of Wattle Street and Pyrmont Bridge Road, from the former coal loader looking south east.



Figure 7: Blackwattle Bay and the ANZAC Bridge looking north. The existing Sydney Fish Markets is visible to the right.

3.1. Site Description

Due to the reduced curtilage nature of this heritage interpretation strategy, the following sections provides description only the proposed new Sydney Fish markets site while providing general information on the existing Sydney Fish Markets site as the context of the development site (Figure 8). These two sites are the key areas where the redevelopment within the precinct is located.



Figure 8: Aerial view showing the location of the proposed site for the new Sydney Fish Markets and the existing Sydney Fish Markets site. (Source: SIX Maps accessed 21 February 2018)

3.2. Existing Sydney Fish Markets (site context)

The existing Sydney Fish Markets site comprises a number of building elements and structures including the following:

- Main fish market building (Figure 9);
- Carpark (with delivery bays) (Figure 11);
- Separate building structures located within the carpark and to the north used by retail and wholesale fish sellers;
- Three wharves/ marinas;
- The c.1880s dry dock/ slipway that aligns with the northern side of the original alignment;
- The remnant 19th century sandstone seawalls on the eastern side of the bay and adjacent to the existing Fish Markets carpark (Figure 15);
- The early 19th century causeway along Bridge Road.

The majority of buildings and structures located within the existing Sydney Fish Markets site date from the late 20th century and are single storey warehouses. The carpark and surrounding areas are tar sealed with minimal soft landscaping.

The following images provide an overview of the current condition and appearance of the existing Sydney Fish Markets.



Figure 9: The existing main Sydney Fish Markets Building, visible in the background.



Figure 10: The western edge of the Sydney Fish Market site showing the outdoor eating area. The coal loader remains are visible in the background.



Figure 11: 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 12: View south along the Bank Street edge of the main Sydney Fish Market building.



Figure 13: The southern façade of the existing Sydney Fish Markets Building along Pyrmont Bridge Road.



Figure 14: Structures to the north of the carpark within the existing Sydney Fish Markets complex. The ANZAC Bridge is visible in the background.

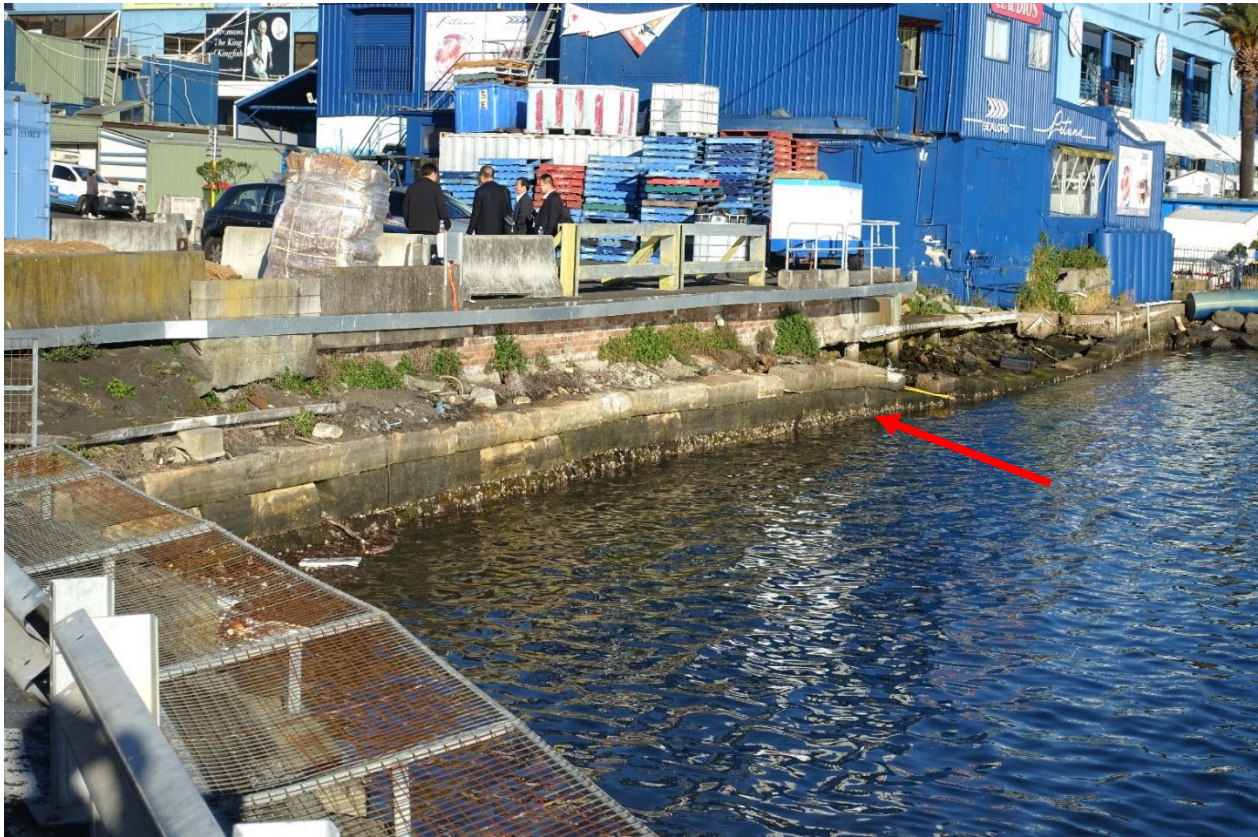


Figure 15: Where the existing sandstone seawall terminates (red arrow) may mark the entrance to the c.1880s dry dock/ slipway.

3.3. Proposed Site

The proposed location for the new Sydney Fish Markets (Figure 16) is to an area located along the southern foreshore of Blackwattle Bay. This area can be divided into a number of allotments including the following:

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



Figure 16: Aerial showing the location of the proposed new site for the Sydney Fish Markets and the various allotments it comprises. (Source: SIX Maps NSW with overlay by City Plan Heritage)

The proposed site for the new Sydney Fish Markets comprises various built elements, including the following:

- Former coal loader (south east corner) (Figure 19);
- Storm water outlets (south east corner) (Figure 20);
- Office/ Weighbridge building (west of the former coal loader) (Figure 21);
- Hanson Heidelberg cement concrete batching plant (to the west) (Figure 18);
- Blackwattle Bay Marina wharf (east of Hanson Heidelberg);
- Concrete wharf and Sydney Event Cruises (west of the former coal loader).

Their location within the subject site is indicated in the following aerial.



Figure 17: Aerial view of the southern foreshore of Blackwattle Bay showing the various structure located within the site. (Source: SIX Maps accessed 21 February 2018)

Internal access to the proposed new Sydney Fish Markets site was not possible during the site inspections undertaken by CPH on 3 February, 10 February 2016 and 20 February 2018.

The following site description for the former coal loader has been extracted from the Statement of Heritage Impact, prepared by the Government Architect's office in 2004:²

The coal loader comprises a concrete wharf deck on land fill from the Pyrmont Bridge Road to the sea wall, with a slightly larger deck area supported on timber piles in Blackwattle Bay. The piles support a hardwood timber frame of doubled headstocks. A system of concrete columns supports the timber structure above.

The column grids are at double spacing on the fill, supported by reinforced concrete footings, while the piles support the columns over the water.

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

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

² Government Architect's Office, Blackwattle Bay Coal Bunker, Statement of Heritage Impact, October 2004, p.16

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

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

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

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

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

To the west of the former coal loader is a Federation style Office/ Weighbridge building. This building served as the original entry and exit to the former coal loader and was the administrative area. The coal loads would be weighed, payments made, and the general operations of the business undertaken (Figure 21).

Directly east of the former coal loader are four stormwater outlets and a seawall, attached to the concrete wharf (Figure 20).



Figure 18: The Hanson Heidelberg cement concrete batching plant.



Figure 19: The proposed site with the former coal loader visible (red) in the foreground and the Hanson Heidelberg cement concrete batching plant in the background (blue).



Figure 20: To the east of the former coal loader are storm water outlets and sea wall.



Figure 21: The Office Weighbridge building, located west of the former coal loader.

3.3.1. 1-3 Bank Street, Pyrmont

Beyond the existing Sydney 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. 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.³ Additional research undertaken by CPH has uncovered additional information.

³ Maunsell Australia Pty. Ltd. 2004. Bank Street Pyrmont, Master Plan: Appendix C - Heritage Assessment.



Figure 22a and 22b: Brick building at 1-3 Bank Street, Pyrmont



Figure 23: 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)

4. HERITAGE CONTEXT

There are various heritage aspects of Blackwattle Bay that require consideration including known heritage, conservation areas, known archaeological sites, potential heritage and potential archaeological sites. Some of these are located within the Blackwattle Bay Precinct while other are located in close proximity. These are indicated in the following maps.

Two sections of the study area were identified (Artefact 2019) as being within the alignment of original landforms as well as being outside of margins of disturbance associated with quarrying and other deep subsurface impacts. These two locations were identified as areas of moderate archaeological potential and are recorded on the Aboriginal Heritage Management System (AHIMS) as Potential Archaeological Deposits 45-6-3338 and 45-6-3339.

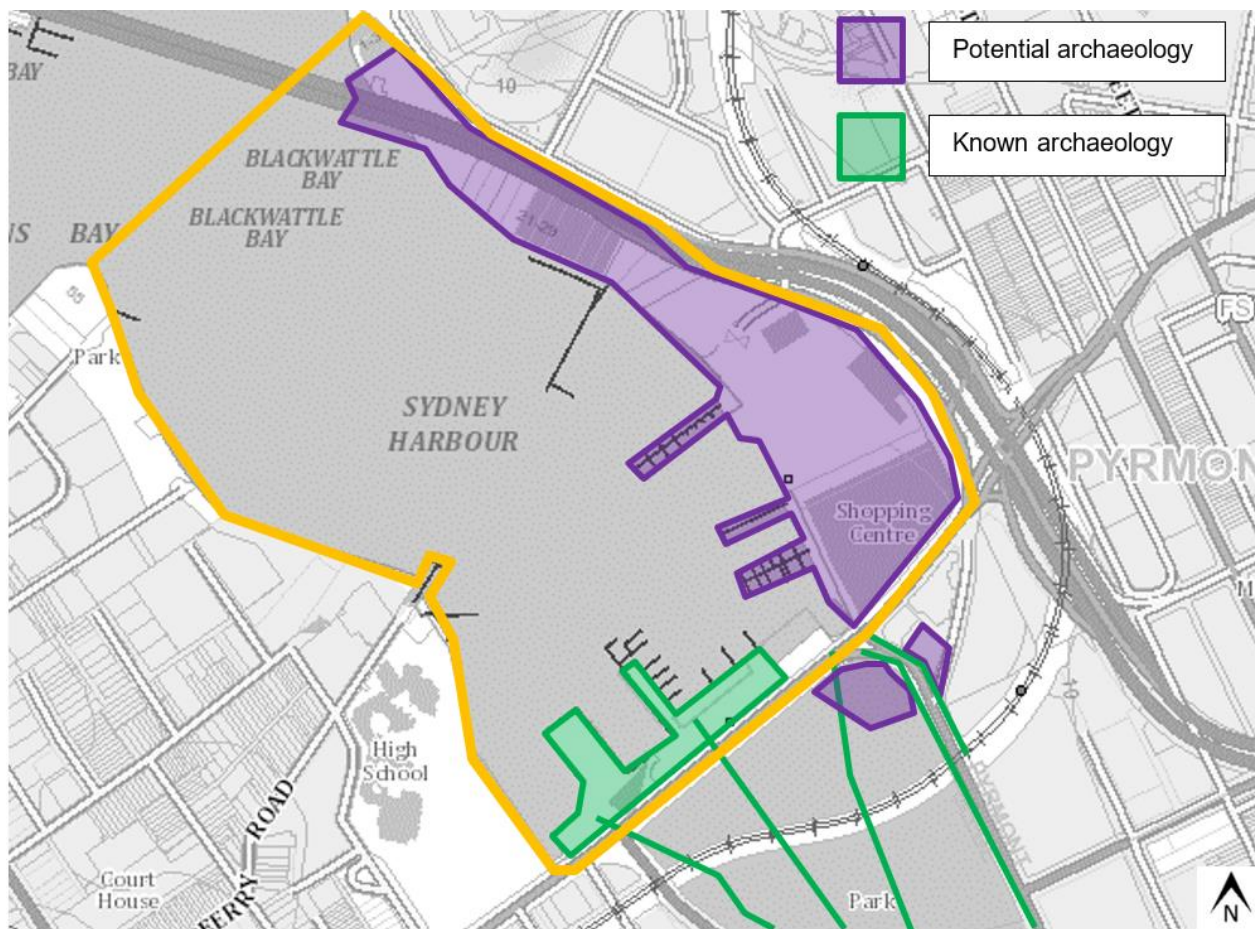


Figure 24: Map showing areas of European archaeological potential, outlined in purple, and areas of known archaeological deposit, outlined in green. The proposed Blackwattle Bay Precinct is outlined in orange. (Source: Six Maps, overlaid by CPH)

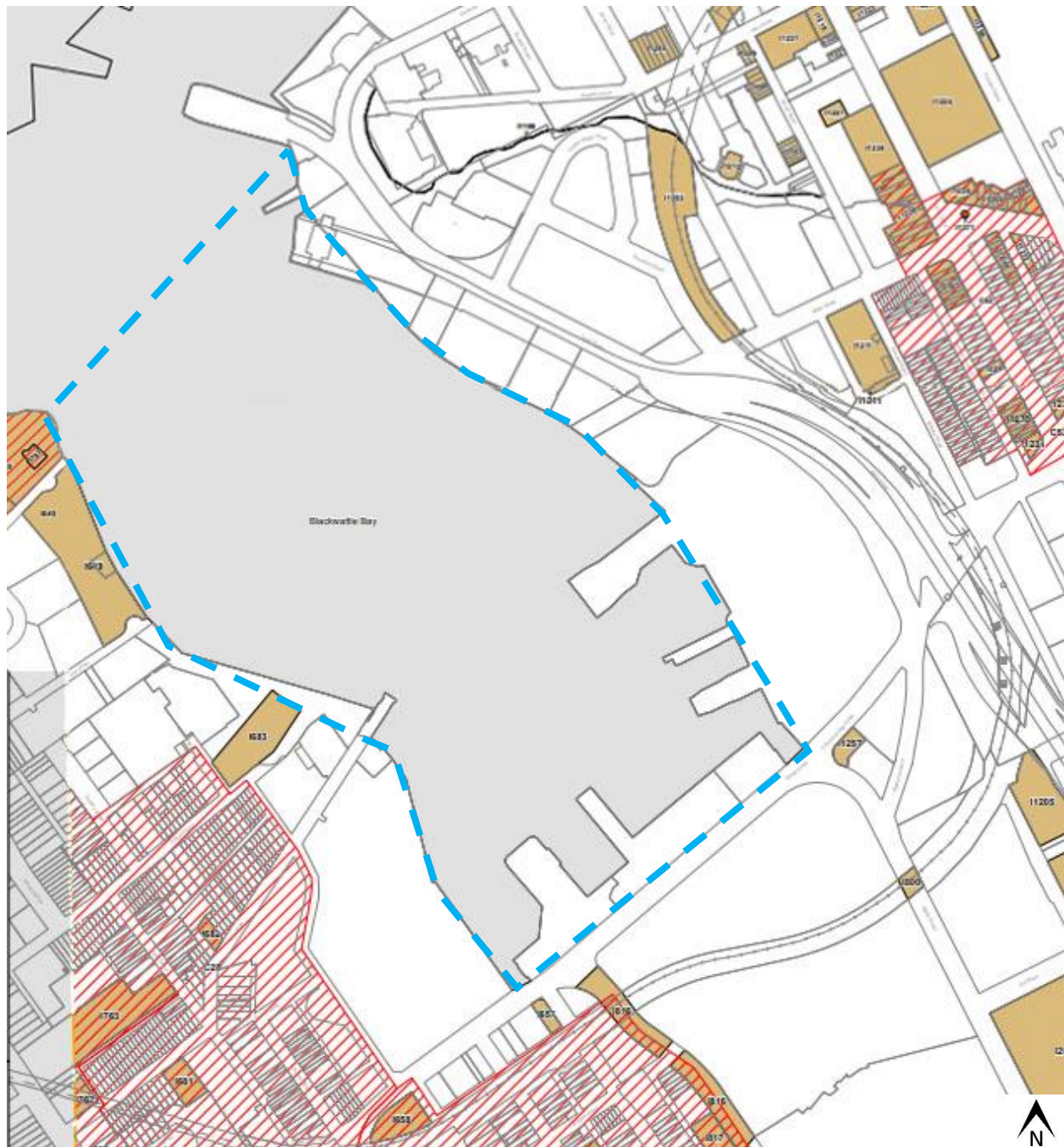
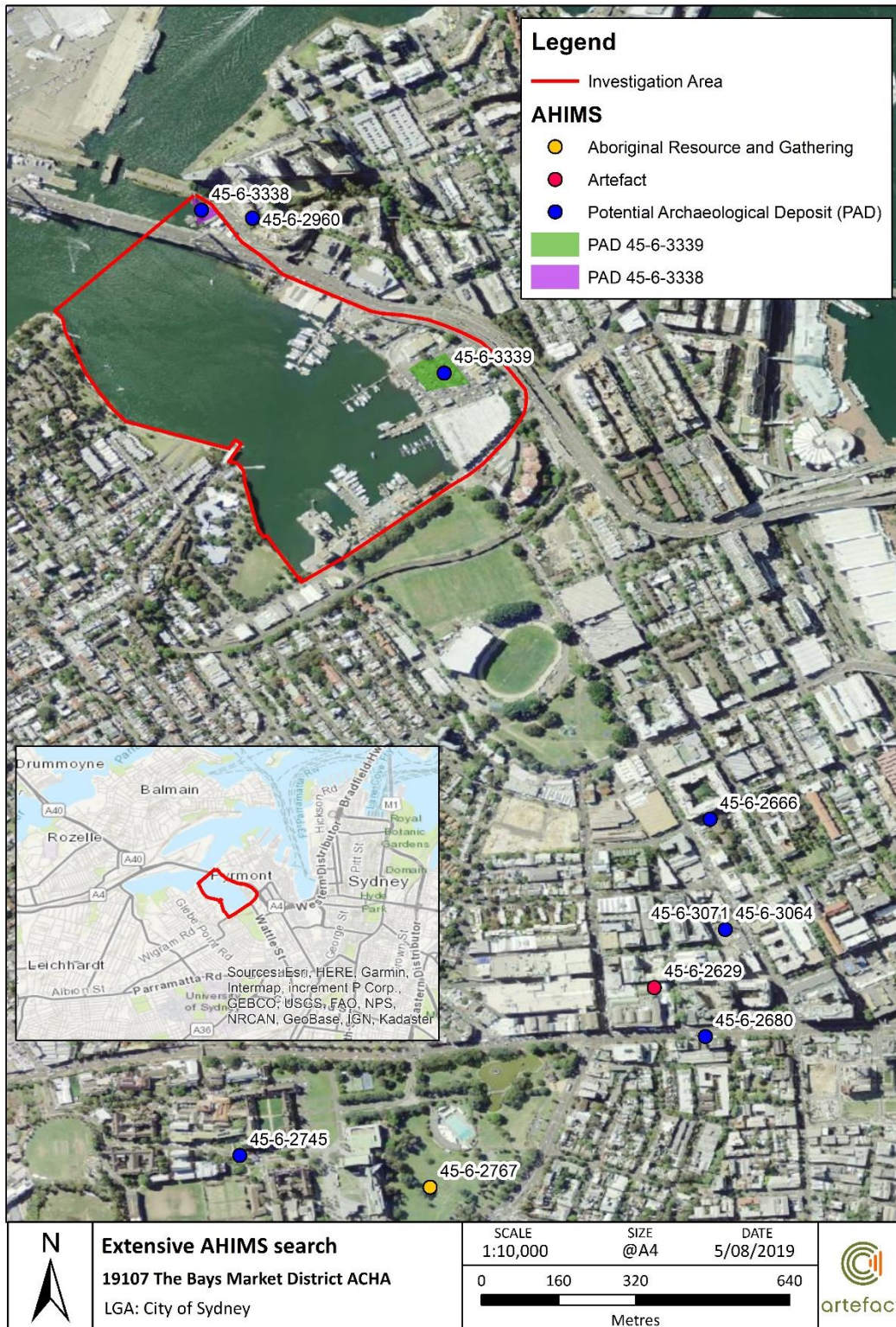


Figure 25: Sydney LEP heritage maps showing the heritage items and HCAs located within proximity to Blackwattle Bay, outlined in blue. (Source: Sydney LEP Heritage Maps 007 and 008)



Document Path: D:\GIS\GIS_Mapping\19107 Bay Market District\MXD\StudyArea_190805.mxd

Figure 26: AHIMS sites in and near the study area. (Source: Artefact, 2019)

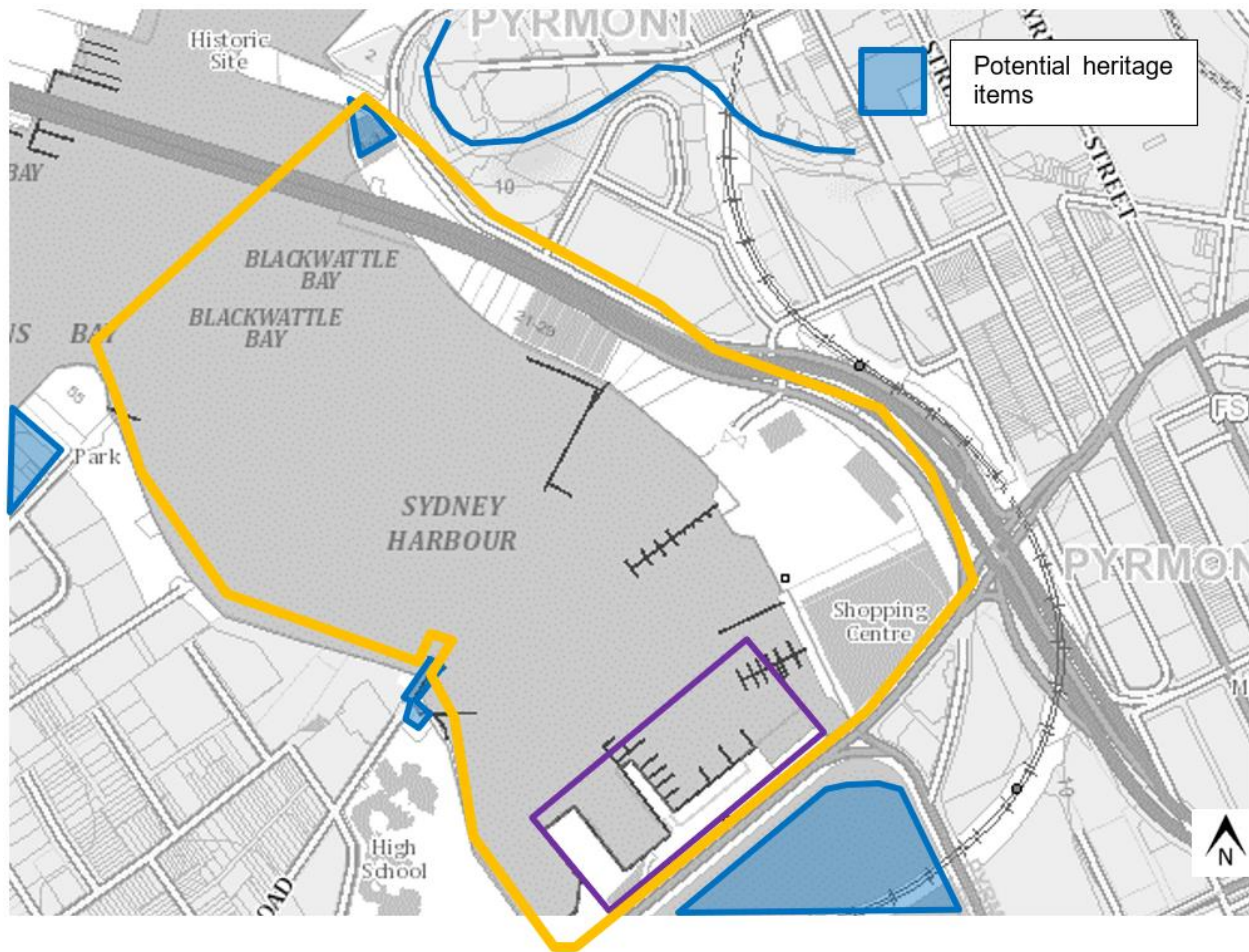




Figure 27: Map showing the location of potential European heritage sites, outlined in blue. The Blackwattle Bay Precinct is outlined in orange. (Source: Six Maps, overlaid by CPH)

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

Table 1: Potential heritage items.

Name / Address	Located within an HCA?	Comments and Photographs
Boat sheds: University of Sydney Rowing Club, and Glebe Rowing Club, end of Ferry Road, Glebe	Not in HCA	<p>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)</p>  
Wharf-front warehouse, Bank Street, Pyrmont	Not located in an HCA.	<p>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. 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.⁴ Additional research undertaken by CPH has uncovered additional information.</p>

⁴ Maunsell Australia Pty. Ltd. 2004. Bank Street Pyrmont, Master Plan: Appendix C - Heritage Assessment.









Name / Address	Located within an HCA?	Comments and Photographs
		 



Table 2: Identification of potential European and Aboriginal archaeological deposits

Address	Dating / Phase	Nature of potential remains	Degree of likelihood for survival	Photo
Portion of the Fish Market car park: The Bays Precinct PAD01 45-6-3339, size 5,000m2	Pre 1788	<p>Significance assessment:</p> <p>Research potential: moderate - high</p> <p>Representativeness: moderate - high</p> <p>Rarity: high</p> <p>Educational potential: moderate-high</p>	High	

Address	Dating / Phase	Nature of potential remains	Degree of likelihood for survival	Photo
1A to 3 Banks St Pyrmont: The Bays Precinct PAD02 45-6-3338, 1,500 m2	Pre 1788	Significance assessment: Research potential: moderate - high Representativeness: moderate - high Rarity: high Educational potential: moderate-high	High	 
Pyrmont Bridge Rd	Early European settlement (1788-1815)	Causeway	High	
		Wall constructed for reclamation	High	

Address	Dating / Phase	Nature of potential remains	Degree of likelihood for survival	Photo
	Reclamation of the Bay (1859-1909)	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 - 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	

Address	Dating / Phase	Nature of potential remains	Degree of likelihood for survival	Photo
Blackwattle Bay	Industry - government coal depots (1910-1925)	Sea wall piling for wharves	Moderate	
Wentworth Park	Reclamation of the Bay (1859-1909)	Stormwater channels	High	 <p><i>Photograph shows outlets 17A and 17E&F only (17B – 17D are not presently visible)</i></p>

Address	Dating / Phase	Nature of potential remains	Degree of likelihood for survival	Photo
		Foundations of caretaker's cottage and curtilage	High	 <p><i>Photograph shows a rise which may indicate archaeological remains</i></p>
Aligned with former extension where Gipps Street met Blackwattle Bay	c.1880s	<p>Dry dock/slipway - A dry dock or slipway may be associated with D and W Robertson, Blackwattle Bay ship builders and iron and steel merchants (listed in Sands 1885) and later with Saxton and Binns Timber Yard. This structure was located at the former terminus of Gipps Street and partially under the north-west corner of the former Sydney Fish Market.</p> <p>This structure pre-dates Saxton and Binns' timber yard lease south of Gipps Street. Its purpose is currently unconfirmed but it features in plans for about 30</p>	High	

Address	Dating / Phase	Nature of potential remains	Degree of likelihood for survival	Photo
		<p>years, from the mid-1886 to 1910. D and W Robertson (shipbuilders as well as iron and steel merchants and owned by James and William Robertson) had its 'Works' at Abattoirs Road, Blackwattle Bay from 1885. 'Blackwattle Iron Works' is shown on an 1888 plan off 'Gipps Crescent' (formerly Abattoir Road). This is likely to have been D & W Robertson's premises. No identification is given as to the occupancy of the adjacent, recently reclaimed land to the south. This area includes the dry dock/slipway which, if not owned by D & W Robertson, would certainly have been useful for the launch and recovery of ships they were constructing or maintaining.</p>		

5. THEMATIC HISTORY

5.1. Introduction

The historic 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.⁵ 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 7 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.

5.2. Authorship

This Thematic History has been prepared by Dr Terry Kass, independent Historian, with the Aboriginal historical input provided by Artefact Heritage.

5.3. Aboriginal Histories of the area

This section has been adapted from the Blackwattle Bay Aboriginal Cultural Heritage Report prepared by Artefact Heritage in 2019.

Aboriginal people have occupied Australia for tens of thousands of years, through numerous climatic changes. These changes included the rise and fall of sea levels. Areas once occupied by Aboriginal people near ancient shorelines of the Sydney area may now be inundated and form sea and ocean bed (Attenbrow, 2010; C. Everingham pers com 26.05.2017). The archaeological evidence of such potentially old presence is not available. The oldest available indicative dating for Aboriginal occupation in the coastal regions of Sydney is 30,735 years ago at Parramatta (Attenbrow, 2010, p. 18). The archaeological material record provides evidence of this long occupation, but also provides evidence of a dynamic culture that has changed through time.

The Pyrmont area, known as Pirrama to its first inhabitants, was a location of rich resources. It was adjacent to the swamp and wetlands of Blackwattle Swamp, the marine resources of Blackwattle Bay, and contained rocky shores covered in outcrops which included rock shelters. The eastern shore of Blackwattle Bay also contained freshwater springs and wells, including the named Tinkers Well that remained until destroyed through quarrying. The location maintained a distinct Aboriginal presence up to 1836 (Ross, 1988), with visits by Aboriginal people noted up to the 1870's (Matthews 1982, Smith 2004).

Aboriginal people observed in the study area at the time of colonisation were seen to traditionally live in small family or clan groups that were associated with particular territories or places. The study area is within the traditional lands of the Cadigal and Wangal groups, and is located within the coastal Darug language group area. Attenbrow (2010: 34) describes this area as covering:

...the Sydney Peninsula (north of Botany Bay, south of Port Jackson, west to Parramatta), as well as the country to the north of Port Jackson, possibly as far as Broken Bay.

⁵ Both the Australian Heritage Commission (national) and the NSW Heritage Office (state) have identified themes for research relating to places of heritage significance.

Several creeks ran through the study area, including Blackwattle Creek. The fresh water of Blackwattle Creek, and the coastal area around Blackwattle Swamp would have provided Aboriginal people with abundant resources. The area would have supported a diverse range of mammals, reptiles, insects and birdlife, which would have been utilised by Aboriginal people. Fish, shellfish, crustacea and marine mammals would also have been major food sources. Plants were also an important resource, being used for food or as sources of raw material for manufacture **Invalid source specified..**

Fishing has been an important part of the cultural and economic life of Aboriginal communities around the shoreline. Around Sydney harbour both men and women caught fish but each used different equipment. Men fished both from the shore and from canoes using spears made from wood with three-to-four-prongs tipped with bone, stingray spines, shell, fish teeth or hardwood. Women fished from canoes, using hooks fashioned from shells and lines made from bark twine. Canoes and paddles were made of bark and were used for travelling around Sydney Harbour and its tributaries as well as out beyond the Harbour heads.

'While fishing, the women generally sing; and I have often seen them in their canoes chewing mussels or cockles, or boiled fish, which they spit into the water as a bait.' *Collins, 1798 [1975:461]*

'Their dexterous management of them [canoes], added to the swiftness with which they paddle and the boldness that leads them several miles in the open sea, are, nevertheless, highly deserving of admiration. A canoe is seldom seen without a fire in it, to dress the fish by as soon as caught.' *Captain Watkin Tench, 1788*



Figure 28: A watercolour illustration of Aboriginal people fishing c.1790s. (Source: State Library of NSW)



Figure 29: Fish of NSW from an album of drawings by Captain James Wallis and Joseph Lycett c. 1817-1818. (Source: State Library of NSW)



Figure 30: North and South Heads in Port Jackson, NSW, c. 1818, by Joseph Lycett. (Source: State Library of NSW)

With the establishment of European settlement at Sydney Cove, Aboriginal people rapidly became alienated from their land and resources. A major epidemic of an introduced disease, probably smallpox, which broke out in 1789, had a devastating effect on the Aboriginal population. Historical records indicate that in just over one year the Aboriginal population of Sydney had decreased by more than a half (Attenbrow 2010: 22). The activities of European colonists including violent attacks on Aboriginal people compounded the dislocation and destruction of the traditional life ways of Aboriginal people throughout the 1800s.

The study area continues to have great cultural significance for Aboriginal people. This is encapsulated by the statement by one of the Registered Aboriginal Parties, Mr. Philip Khan (Artefact 2019) about the wider foreshore area:

This whole area is highly significant to the Aboriginal People of the past and present, it has been lived on for over Thousands and Thousands of years by the First People, Aboriginal People and the Spirituality of the land is so overpowering it gives me Goosebumps just thinking about what those old people think of how we disrespect their ways of life and Spirituality given to them by the Great Creator, we have let them down. Also it is part of the first contact area of Europeans and Aboriginal People.

5.4. Chronological Overview

Blackwattle Bay was originally a shoreline considered unattractive to European settlers 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.

5.5. Thematic History of Bays Market District

5.5.1. 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.⁶

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.⁷

On 31 December 1803, thirty-four acres of land was granted to John Harris.⁸ On 1 January 1806 John Harris was granted 9 acres 1 rood plus 135 acres so he acquired most of Ultimo.⁹ 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.

⁶ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 31

⁷ S Fitzgerald and H Golder, *Pymont & Ultimo Under Siege*, Hale & Iremonger, Sydney, 1994, pp 17, 19

⁸ Grants, Volume 3C, No 124

⁹ Grants, Volume 3C, No 200, Volume 3C No 196



Figure 31: 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.¹⁰

¹⁰ Parish Petersham, County Cumberland, SR Map 341

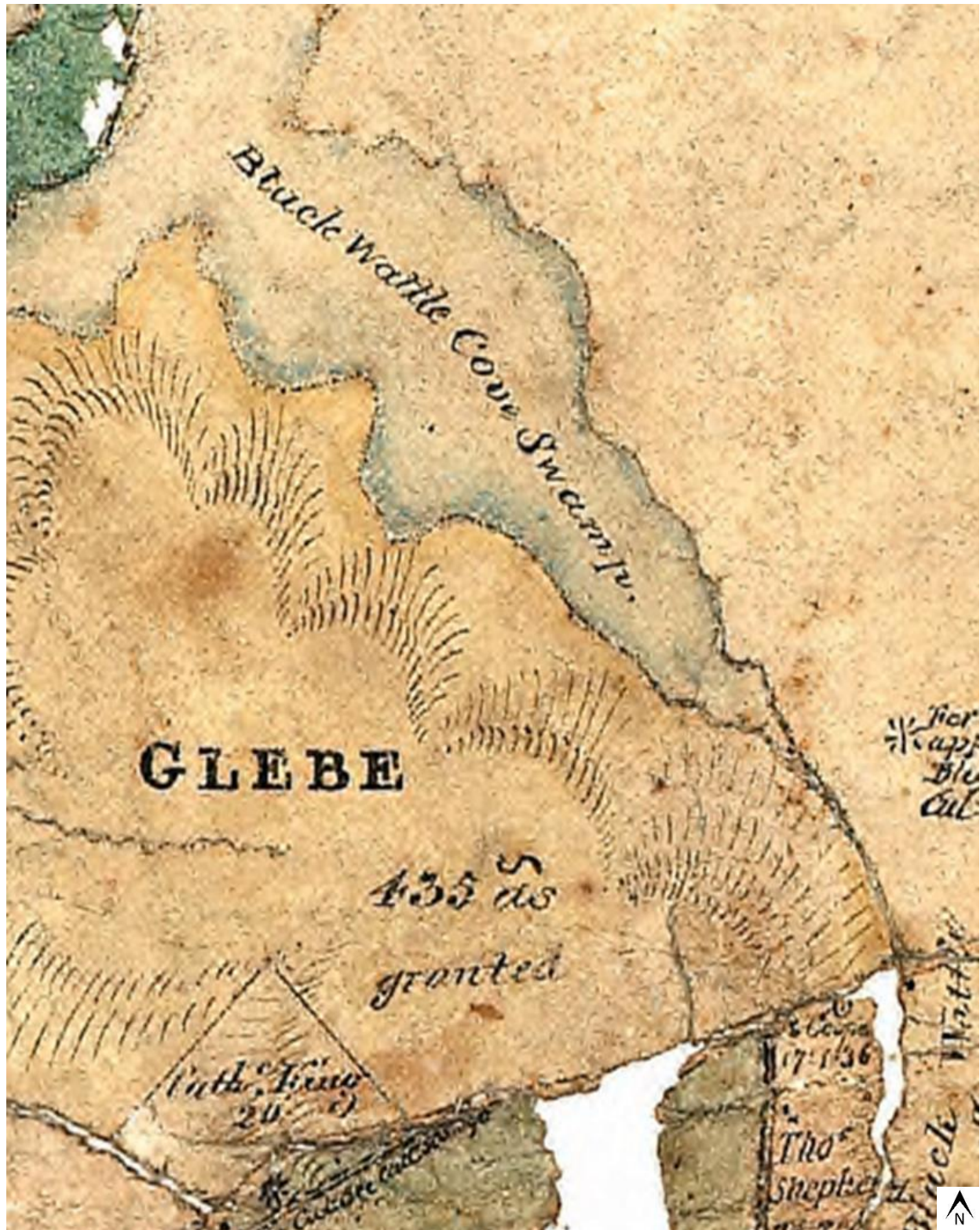


Figure 32: The outline of Blackwattle Bay shown on the 1830s parish map. Source: SR Map 341

In 1828, the Glebe lands were first offered at auction.¹¹ 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.¹² However, the land along Blackwattle Bay was not initially attractive to European settlers and no attempt was made to subdivide it. Land on the eastern side of the bay was unattractive to European settlers due to steep sandstone cliffs with small streams and springs.¹³ 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 1871.¹⁴

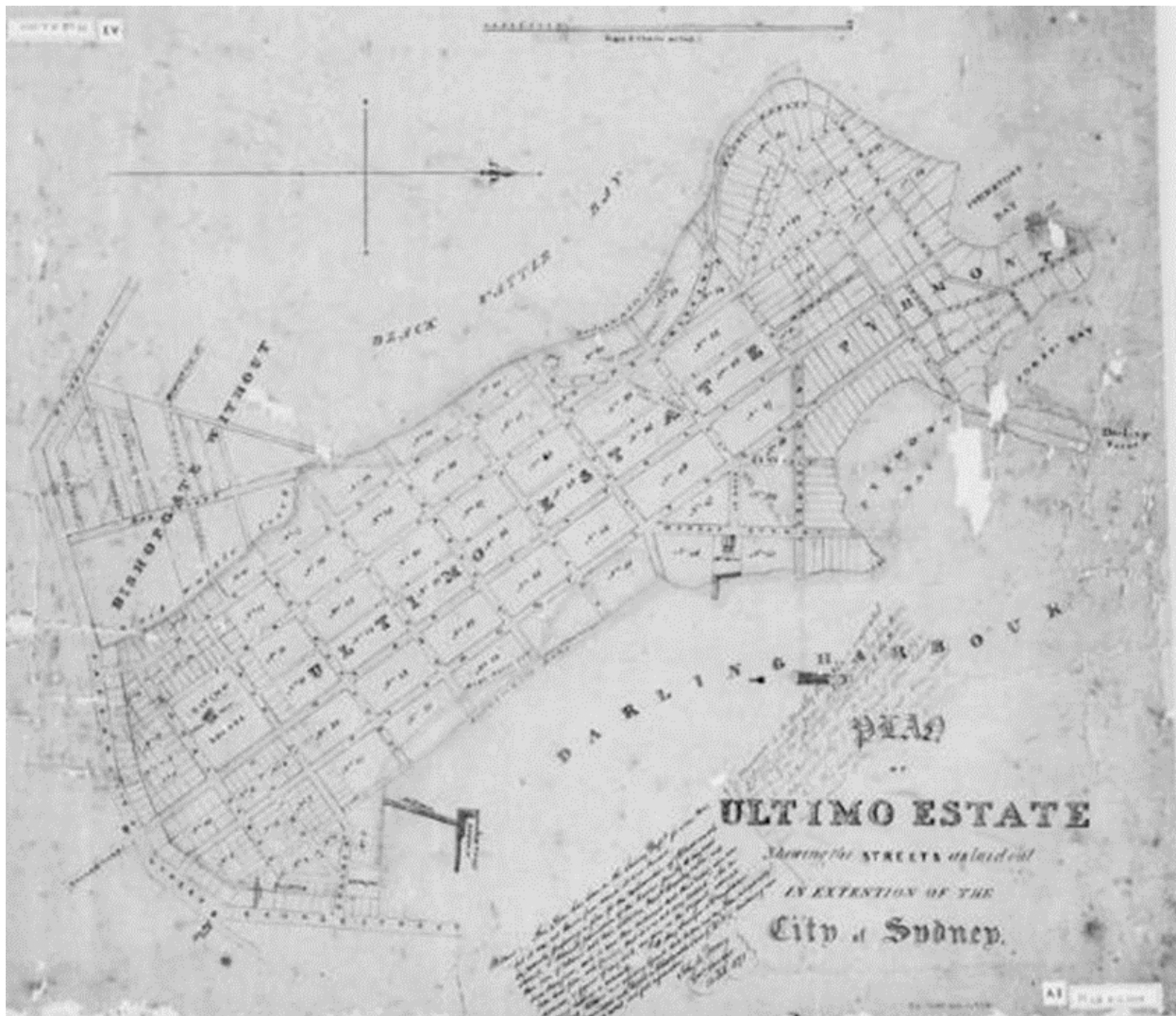


Figure 33: This map from 1871 based on an earlier undated map shows how Ultimo was divided for sale. Note the area along Blackwattle Bay was identified as a site for reclamation. Source SR Map 4923

¹¹ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 9.

¹² Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 25.

¹³ 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.

¹⁴ SA Map 4923.

5.5.2. 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.¹⁵ 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.¹⁶ By April 1860, the causeway was in public use.¹⁷

In addition, in 1857, the company built a wooden bridge from Glebe Island (abattoirs) to Pyrmont, as the first Glebe Island Bridge.¹⁸ A later plan provided details of the causeway.¹⁹

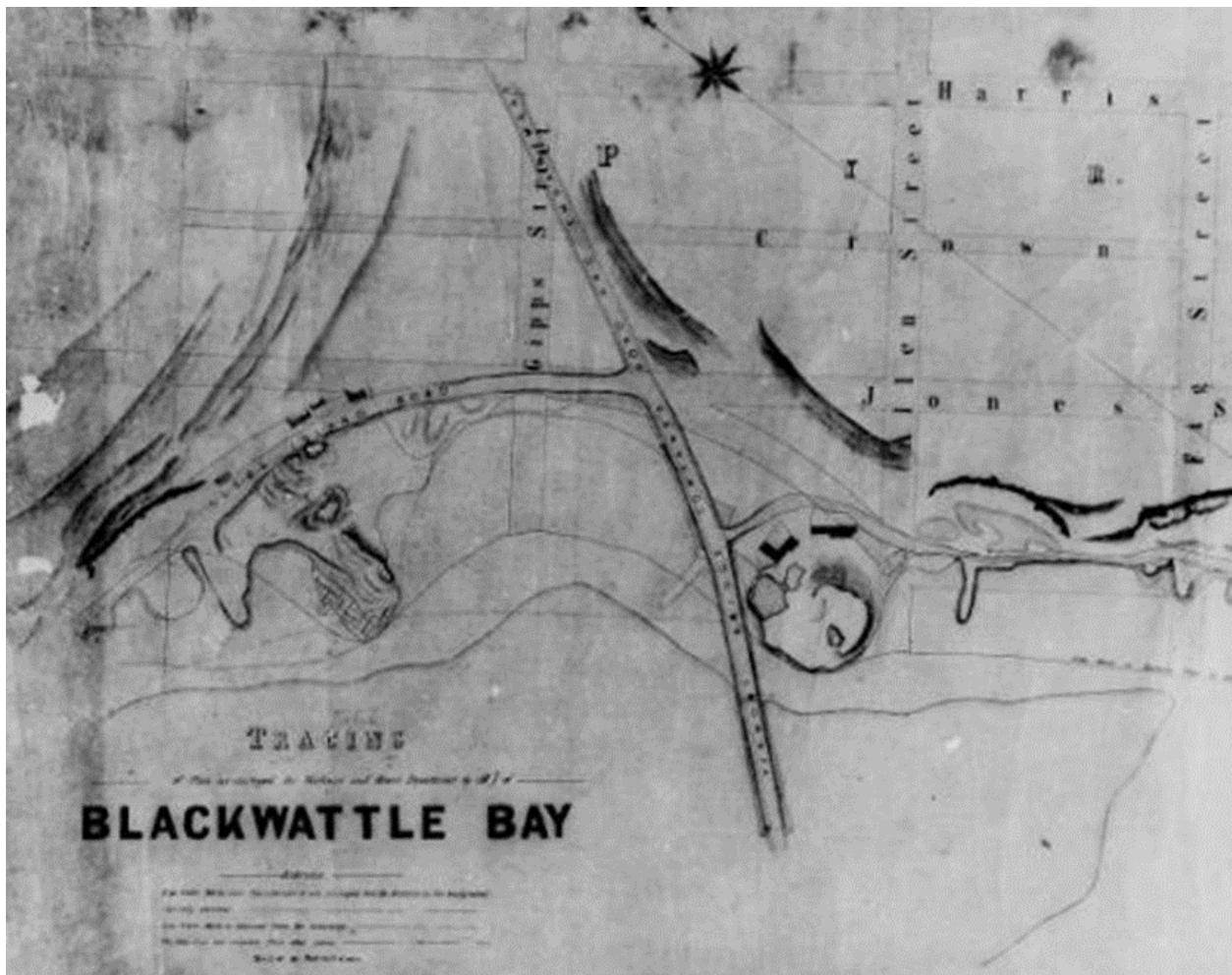


Figure 34: The causeway as shown in a later undated map prior to the reclamation of the swamp. Source: SA Map 626.

¹⁵ SMH, 17 December 1853, p 6.

¹⁶ SMH, 11 February 1859, p 8.

¹⁷ Empire, 6 April 1860, p 8

¹⁸ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 10

¹⁹ SR Map 626

Though these improvements established lines of communication through Pyrmont 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 jetties.²⁰ In 1885-1886, a seawall was constructed along the north side of Pyrmont Bridge Road and a wharf constructed with timber piles.²¹ A map of 1886 showed the planned wharf.²²

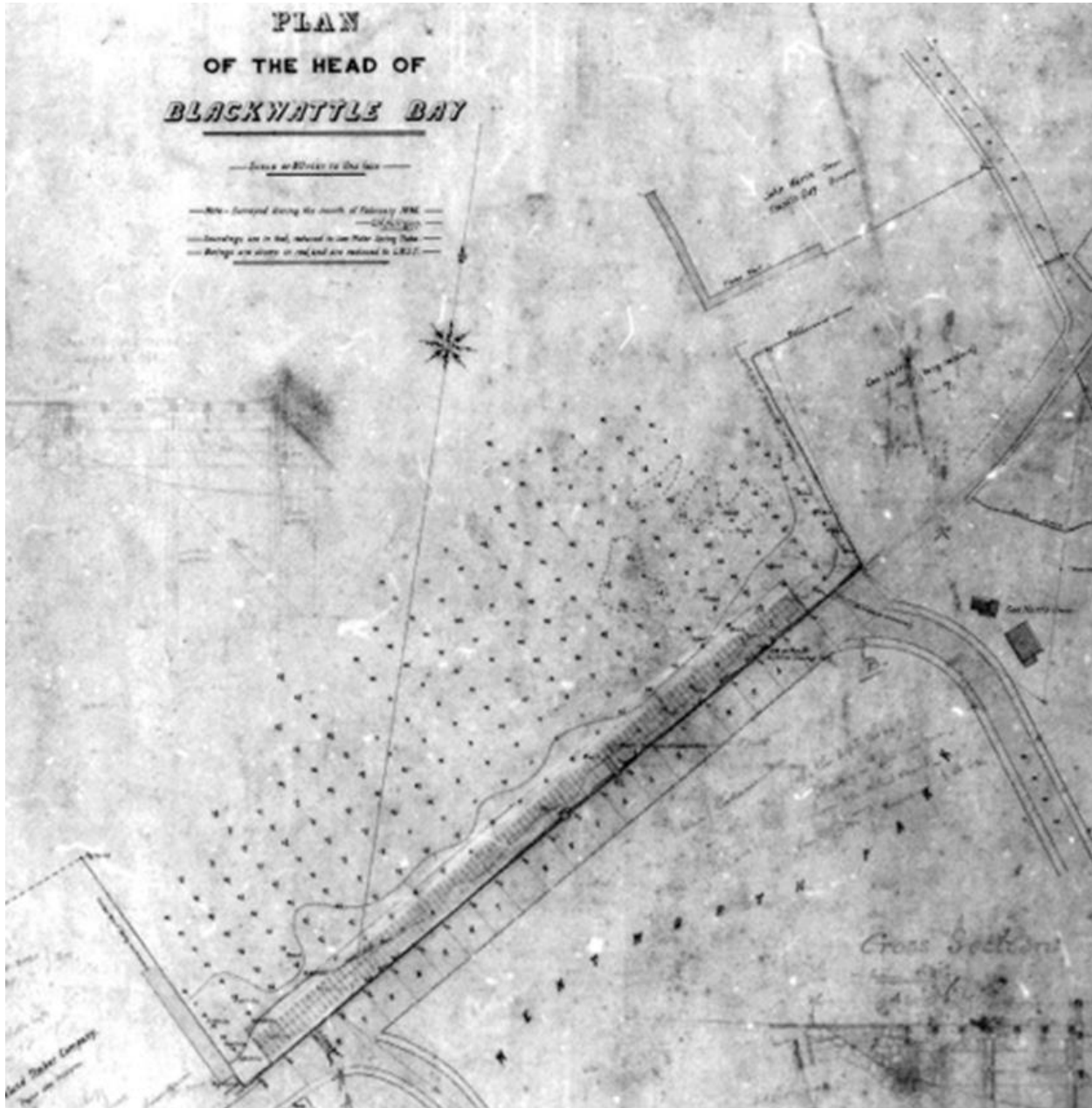


Figure 35: The wharf planned for the southern shore of the Bay along Pyrmont Bridge Road. Source: SA Map 580

²⁰ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 23

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 28

²² SA Map 580, 581

In 1901, construction of a new Glebe Island Bridge commenced.²³ 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.²⁴ These wharfs served coastal ships bringing coal to Sydney from Newcastle and Port Kembla.²⁵ By 1908, there were fifteen wharfs around Blackwattle Bay.²⁶



Figure 36: The 1908 Sydney Harbour Trust map of Port Jackson showed the Blackwattle Bay wharfs.

²³ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

²⁴ 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

²⁵ 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 29

²⁶ 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

Along the east side of Blackwattle Bay, wharfs included Allen Taylor & Co, Holdship & Co Ltd and A & E Elis Ltd [timber merchants]. Wharfs extended into the bay from the long narrow blocks on the 1895 Harris subdivision. During 1910 and 1911, the wharf along Pyrmont Bridge Road was reconstructed with a seawall and Monier piling increasing the wharf area and permitting infill for coal yards and bulk material handling including blue metal.²⁷ A Bird's eye view of Sydney's wharfs in 1912 provided a picture of the proposed form of wharfs in Sydney Harbour.²⁸ Nevertheless, the scheme was not implemented at Blackwattle Bay. The Sydney Harbour Trust map of 1913 showed wharfs as they existed along the Bay.²⁹



Figure 37: The 1913 Sydney Harbour Trust map of Port Jackson showing wharfs in Blackwattle Bay.

²⁷ 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

²⁸ H D Walsh, Bird's eye view of general wharfage scheme west of Dawes Point as it will appear when completed, 1912, ML M2 811.15/1912/1

²⁹ Sydney Harbour Trust, Map of the wharf accommodation of the Port of Sydney, in The Port of Sydney: Official handbook, 1913, NLA

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.³⁰ Developments nearby included in the demolition of the Glebe Island Abattoirs and construction of grain silos in 1917-1919.³¹

The 1924 Sydney Harbour Trust of Sydney showed wharfs along the east side of the Bay as Allen Taylor and Co Ltd (2 wharfs), Holdship and Co Ltd, A & E Ellis Ltd, Buckle & Sons, City Council and along the southern side, Public Works Department wharf, State Metal Quarries and Howard Smith Ltd.³²



Figure 38: 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

³⁰ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 34

³¹ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

³² 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.³³

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 21.³⁴ In 1936-1937, a wharf 300 feet long was constructed there for R W Miller and Co, which became Berth 24.³⁵ Jones Bros coal bins were reconstructed in 195-1953.³⁶

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).³⁷

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.³⁸

5.5.3. 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.³⁹



Figure 39: Blackwattle Bay in 1871 before the reclamation of the bay commenced. Source: SR Map 59

³³ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, pp 25-6

³⁴ 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

³⁵ 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

³⁶ 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

³⁷ Bank Street, Pyrmont Master Plan, October 2004, p 10

³⁸ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 60

³⁹ SA Map 59

Another plan from 1873 signed by Moriarty showed details of the causeway and the area around it.⁴⁰



Figure 40: 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.⁴¹ 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 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 41: 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

⁴¹ CT 819 f 200; CT 929 f 236

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 1873.⁴² 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.⁴³ Blackwattle Cove 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.⁴⁴

The Blackwattle Swamp Land Reclamation Amendment Act (41 Vic No 20) of 1878 specified that the reclaimed land be used as park.⁴⁵ In 1885-1886, a seawall was constructed along the north edge of Pyrmont Bridge Road.⁴⁶ In 1889, tidal swamp along the shores of Glebe and Annandale was also reclaimed.⁴⁷ The extent of the reclamation creating Wentworth Park can be seen in maps of the parish of Petersham of 1835 and 1899.⁴⁸

⁴² W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 11

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 27

⁴⁴ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 23

⁴⁵ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 23

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 28

⁴⁷ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 12

⁴⁸ SR Map 341 and Parish Map, Petersham, County Cumberland, 1899

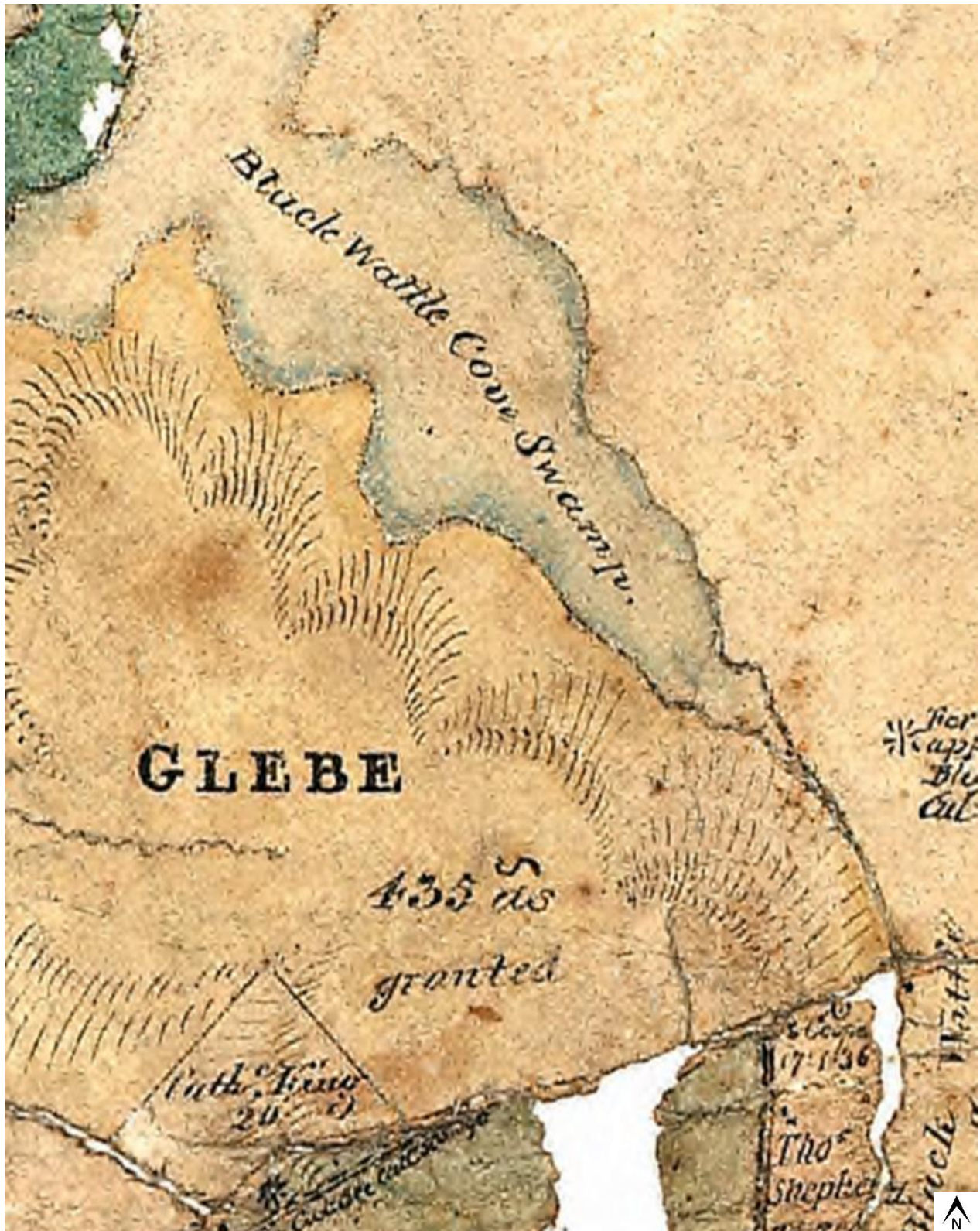


Figure 42: Parish Petersham in the 1830s showing the extent of Blackwattle Bay. Source: SA Map 341

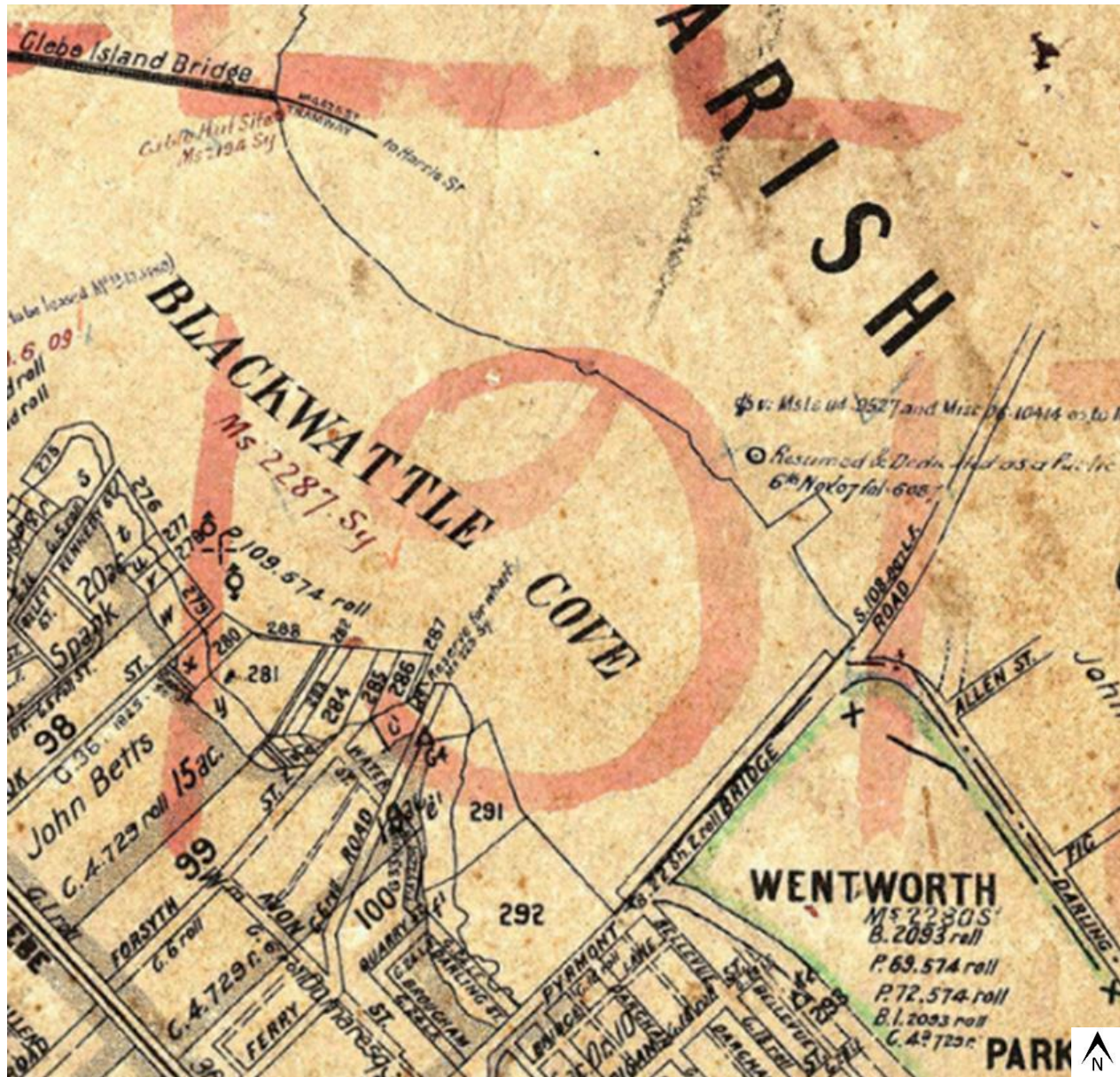


Figure 43: Parish Petersham in 1899 showing the extent of reclamation of the Bay. Source: Parish Petersham, 1899 edition, LPI

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).⁴⁹

5.5.4. 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

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 27

tanneries.⁵⁰ In 1844 W Bell Allen established a boiling down works at Blackwattle Bay.⁵¹ Other industries along the catchment of Blackwattle Creek included Tooth's brewery and the sugar refinery on Blackfriars estate.⁵²

Moves to remove animal slaughter from the city of Sydney resulted in an act of 1850 establishing Abattoirs on Glebe Island.⁵³ However, it took some time to establish the works and the Abattoirs did not commence operations until 1860.⁵⁴

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.⁵⁵ 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.⁵⁶

About 1853, Charles Saunders commenced quarrying at Ultimo on land leased from the Harris family.⁵⁷ 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.⁵⁸

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 31

⁵² 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

⁵³ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 10

⁵⁴ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 10

⁵⁵ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 11

⁵⁶ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 12

⁵⁷ S Fitzgerald and H Golder, Pyrmont & Ultimo Under Siege, Hale & Iremonger, Sydney, 1994, p 45

⁵⁸ Trigonometrical survey, 1865, City of Sydney, Sheet Y2

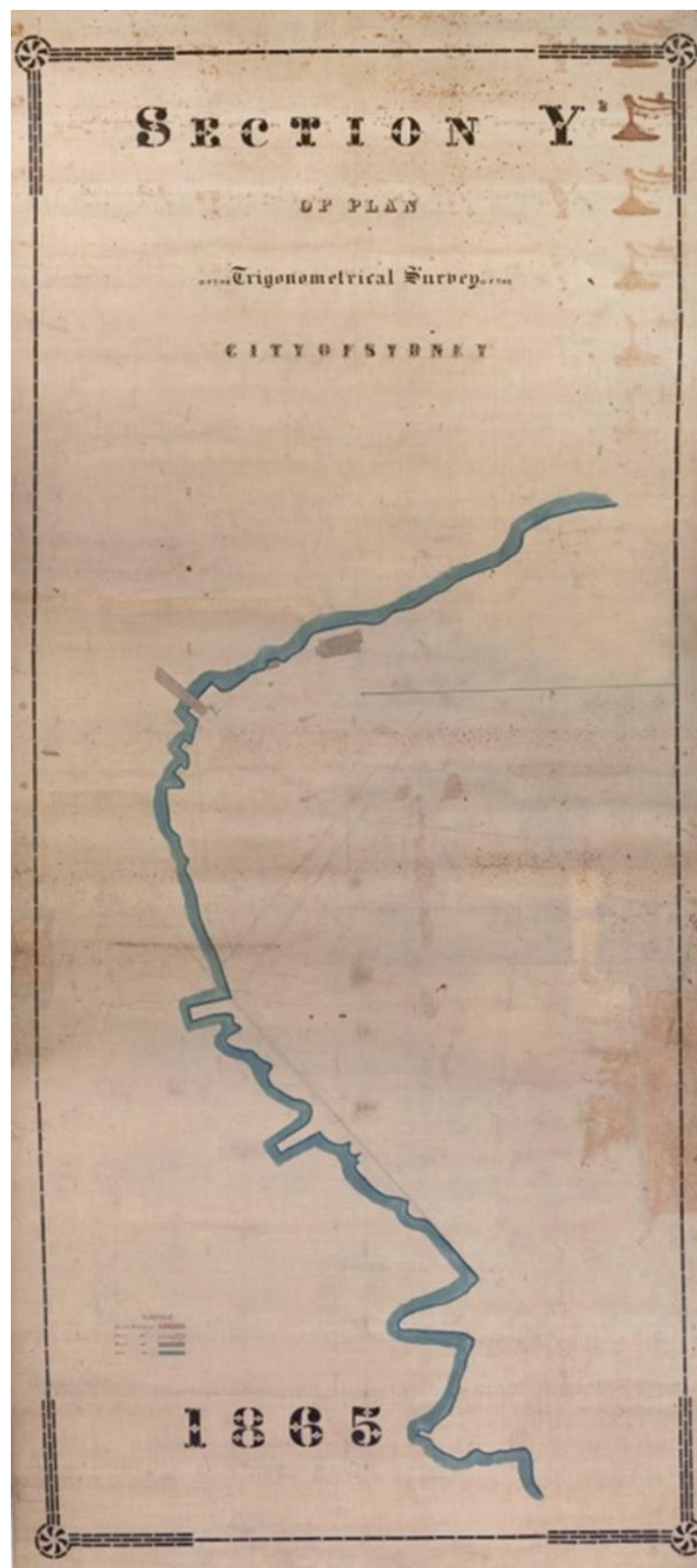


Figure 44: The 1865 Trigonometrical Survey showed two nascent wharves protruding into the Bay. Source: Trig Survey, 1865, SCC Archives, Sheet Y2

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.⁵⁹ The 1888 Metropolitan Detail Survey showed the Blackwattle Iron Works on the current Fish Market site.⁶⁰

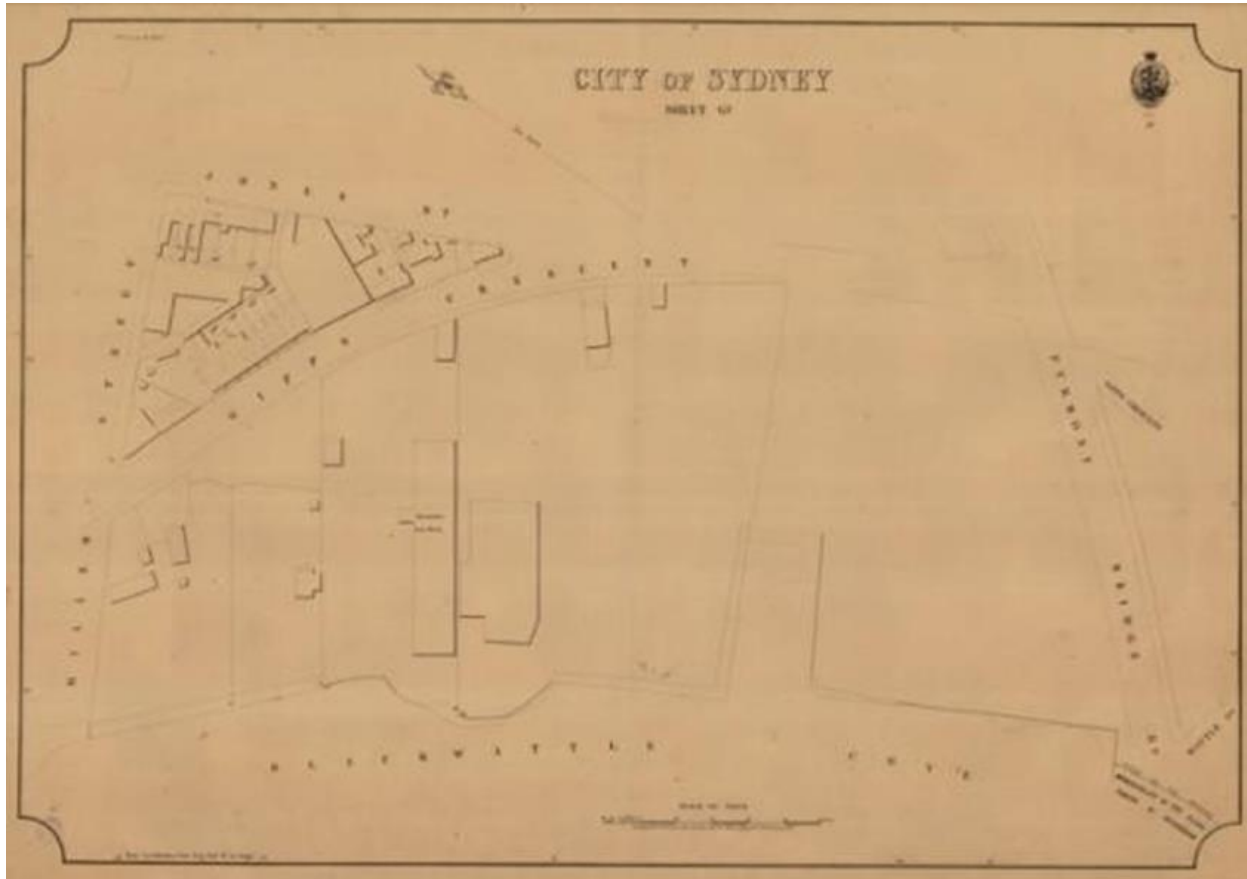


Figure 45: The 1888 Metropolitan Detail Survey sheet depicting the area now known as the Sydney Fish Markets. Source: Metropolitan Detail Survey, City of Sydney, Sheet G3, ML Map

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.⁶¹ Timber importers, merchants and sawmills developed along the eastern side of Blackwattle Bay.⁶²

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.⁶³

⁵⁹ Sands, Directory, 1886, p 1

⁶⁰ Lands, Metropolitan Detail Survey, Sheet Sydney G3

⁶¹ Heritage Design Services, Department of Public Works and Services, Glebe Island Bridge, Conservation Management Plan, Final Report, December 2000, p 32

⁶² Heritage Design Services, Department of Public Works and Services, Glebe Island Bridge, Conservation Management Plan, Final Report, December 2000, p 33

⁶³ Sands, Directory, 1891, p 1

In 1895, the Harris family subdivided land along the eastern side of bay north of Miller Street into allotments.⁶⁴ 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.⁶⁵

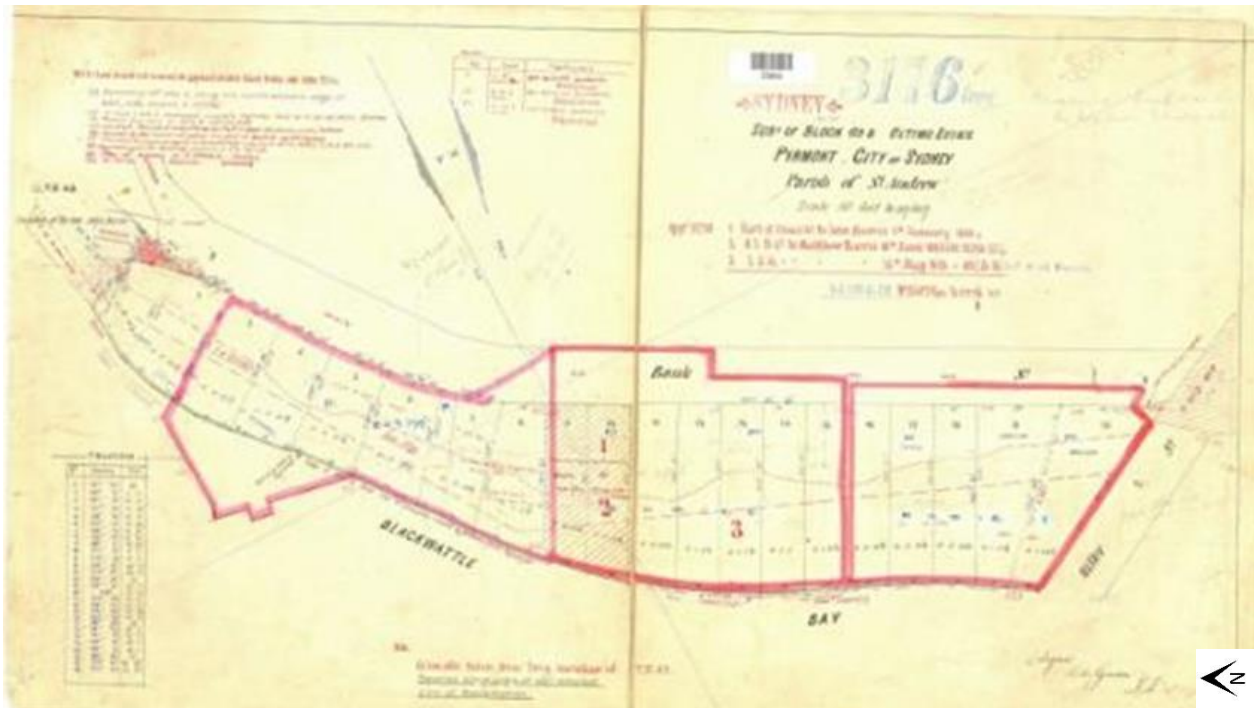


Figure 46: The subdivision of the land along the eastern shore of the Bay enabled those seeking wharf access to lease sites along the Bay. Source: DP 3176, LPI

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.⁶⁶ On 7 May 1898, an area of 2½ acres south of Gipps Street was also leased to the firm.⁶⁷ Saxton & Binns were originally timber merchants but by 1904, they were offering prefabricated timber cottages.

⁶⁴ DP 3176

⁶⁵ CT 1148 f 218; CT 1297 f 143

⁶⁶ CT 1148 f 218

⁶⁷ CT 929 f 236

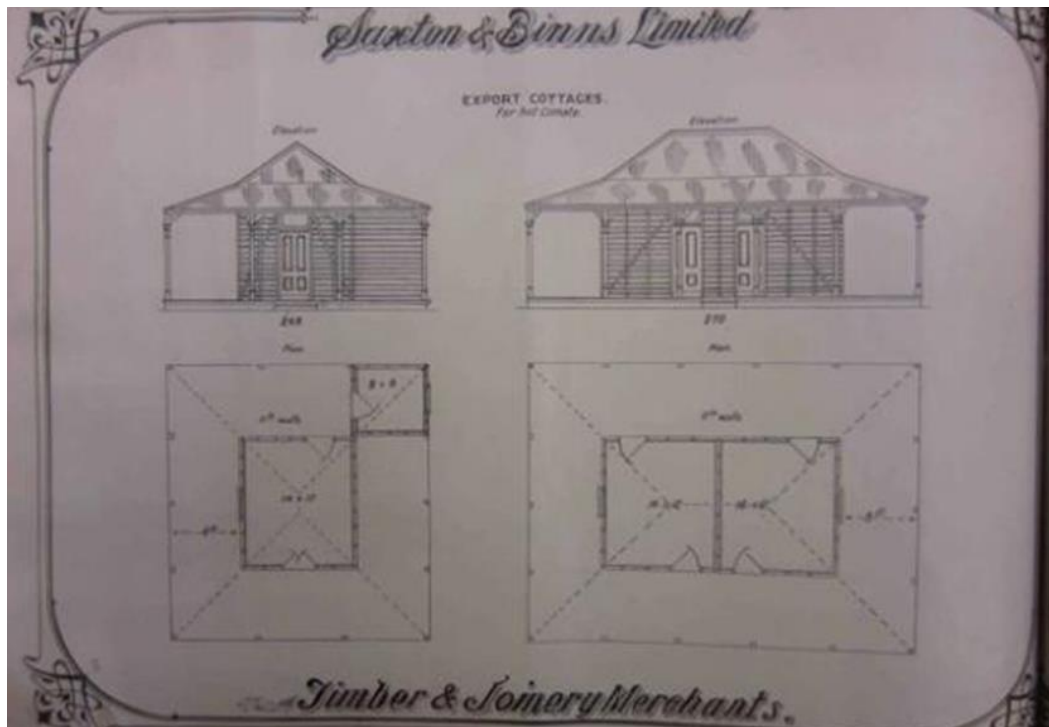


Figure 47: Saxton and Binns catalogue of 1904 offered pre-fabricated cottages

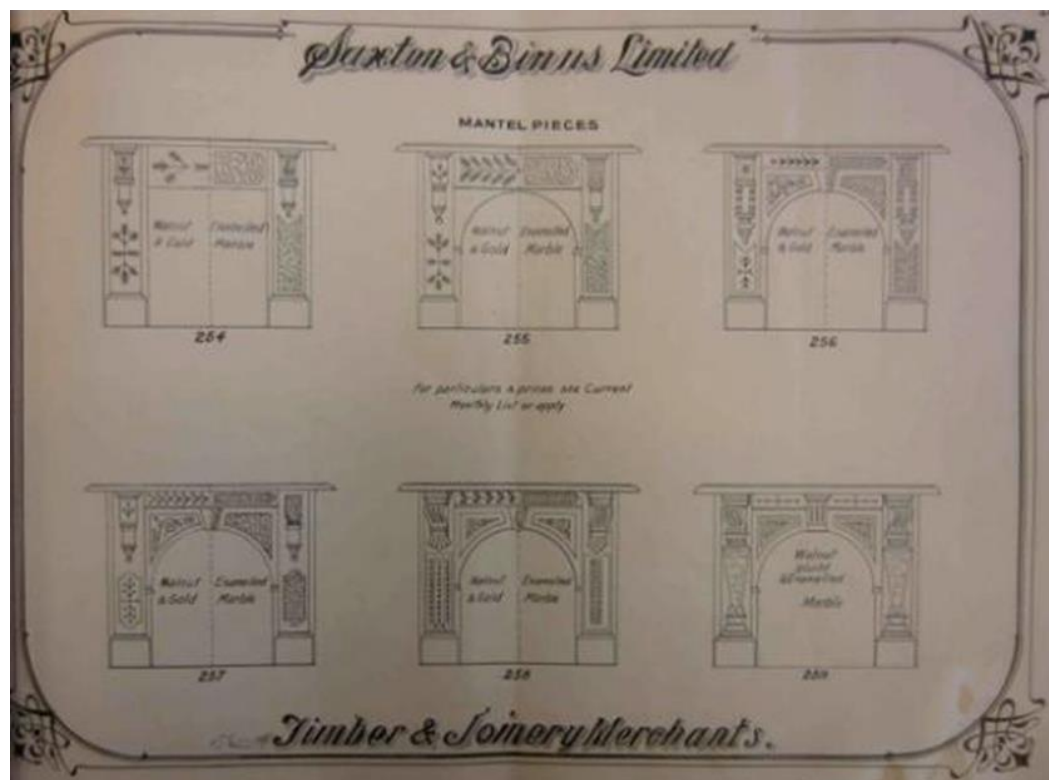


Figure 48: Saxton and Binns catalogue of 1904 also offered other items of timber joinery.

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.⁶⁸ Allen Taylor and Co timber merchants were also on the eastern side of the bay.⁶⁹ Thomas Buckle, shipowner also acquired land in that area.⁷⁰

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.⁷¹ 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.⁷² 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.⁷³



Figure 49: 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

⁶⁸ 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

⁶⁹ 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

⁷⁰ CT 1232 f 144

⁷¹ Sands, Directory, 1900, p 1

⁷² CT 1232 f 144

⁷³ Sands, Directory, 1909, p 1

ANTHONY HORDERNS' NEW PALACE EMPORIUM,

Aba

CITY STREETS.

Abe

1

CITY STREETS.

<p>Abattoirs Road—East side <i>Island bridge to Pyrmont bridge road</i> Glebe Island bridge Brown and Brown, City Iron Works. Tel. 1427 Saunders Robert, quarry owner Wallis Brothers' storage yard <i>Miller street</i> <i>Half-way House hotel—Jno. O'Flaherty</i> 152 Garrett Matthew 154 Mann James Henry 156 Ritawood Charles 158 Knox John 162 Larkin James 164 Andrews Henry 166 Kerr Alexander 168 Smith Thomas 170 Hornum & Wormald, skin store <i>Jones street</i> West side McKenzie H. and Sons, contractors Cowlshaw's wharf Cowlshaw Brothers, timber merchants Taylor Allen & Co., Ltd., timber store yard Wallis Brothers, Limited, sawmills and timber merchants Pouch & Lenroyd, skin store Koersik 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>MCKENZIE H. LIMITED. Hepburn McKenzie, Managing Director. Storage Yards, Electric Saw Mills, Glebe Island. (See advt. facing Timber Merchants) Taylor's Wharf 151-157 Taylor Allen and Co., Ltd., timber merchants, shipowners — Allen Taylor and H. 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 — F. Buckle, jun., J.F., director Telegraph Construction Branch — Frederick Golding, engineer of lines</p>	<p>The British Imperial Oil Co., Ltd. Vacuum Oil Co.'s bulk store Australian Road Metal & Gravel Co. (depot) <i>Clippa street</i> Saxton & Binns, Limited, Enterprise Saw-mills, timber merchants and wharf (For remainder, see Balmain) Abererombie Lane <i>Off 258 George street</i> Holdsworth, Macpherson and Co.'s stores and marble works Turner and Henderson (side entrance) Abererombie Street—East side <i>102 George street west to Cleveland street</i> 2 Beaton Frederick 4 Paolicebi Raneri, woodcarver 8 Dent E. Lambourne, masseur 10 McNamara Miss Maria, dressmaker 12 Gillespie John 14 Elliot James and Co., stables 26 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 40½ Hutchison Henry 42 Lynch Richard 44 Kelly Mrs. Annie 46 McAuliff Thomas 50 Krieger O. E., fruiterer 52 Horne Charles, bootmaker 54 Glynn Arthur, fruiterer 56 Moynihan Mrs. N., grocer <i>O'Connor street</i> 58 Club House hotel—Norah Weekes 60 Giffiths Mrs. J., greengrocer 62 Arnot Harris, tailor <i>Dick street</i> 72 King William, fruiterer 74 Ashworth Richard, fuel merchant 76 Andersen F., 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 Koosche Mrs. E., dealer old wares 90 Alkin F., smallgoods 92 Wilson Miss Harriet, confectioner 94 Divoli Bros., fruiterers 96 Elliott Chas., butcher <i>Meagher street</i> 98 Bettridge Robert Bettridge Mrs. Teresa, general store 100 Brown J. Brown Miss N., A.Mus., 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 110 Holmes Mrs. H., greengrocer 112 McFarlan Campbell, pawnbroker O'Callaghan Francis <i>Barley street</i> 116 Mitchell and Cranston, auctioneers and estate agents Mitchell A., J.P. 120-130 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 Laurencia 7 Chisholm Mrs. Elizabeth 9 Gilman 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 Cronberg Mrs. Nora 51 Gullagher William O. 53 Cooney Miss Margaret 55 Stephenson R. J. 57 Wood A. J. 59 Rudd James 61 Probert Mrs. Emma 63 Macpherson Reynolds A. 65 Balmave 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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WOOD & COMPANY: CONDUCT HIGH-GRADE FUNERAL WORK 10% LOWER THAN OTHER FIRMS.

Figure 50: Sands 1909 Directory demonstrated how timber firms and others seeking wharf space were attracted to Blackwattle Bay.
Source: Sands, Sydney Directory, 1909, p 1

The 1920 Sands Directory demonstrates how timber firms had been joined by warehousing, shipping and oil companies plus machinery manufacturers and importers.⁷⁴

ANTHONY HORDERNS—RELIABLE TRADERS FOR TOWN OR COUNTRY.		
Aba	CITY STREETS.	Ade
CITY STREETS.		
<p>Abattoirs Road (Pyrmont)—East side Island bridge to Pyrmont Bridge road Glebe Island bridge Brown and Brown, Ltd., City Iron Works Brewman street Council Garbage Destructor Works Wallis Brothers Ltd., storage yard Miller street Halfway house hotel—Jno. O'Flaherty</p> <p>152 Maitland Mrs. Annie 154 Jeffery Walter O. 156 McDonald— 158 Bourke Michael 160 Brand George R. 162 Munday George 164 Duff Mrs. Mary 166 Kenny John 168 Santry George</p> <p>West side Wallace James, tug boat proprietor Off—Olson Augustus McDonally Bros. and Co., Ltd., lightermen Cowlishaw's wharf Cowlishaw Brothers, timber merchants Taylor Allen & Co., Ltd., timber store Wallis Brothers Limited, sawmills Pecch Paul, skin store Off—Giese Albert Koersta Christian, implement importer and maker woodpresses, 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; Tel. City 1335 & M 1371 Holdship's wharf Kills A. & H., Ltd., timber merchants and shipowners Bailey & Co., Ltd., lightermen Bailey O. F., tug boat proprietor</p> <p>306 McMullen William The British Imperial Oil Co., Ltd. Beckie's wharf Beckie F. & Sons, Ltd., fruit stores, warehousemen and shipowners Texas Co. of Australia Ltd., warehouse Coastal Tugboat Co., Ltd. Oliver street Saxton A. O. and Sons, Limited, sawmills, timber merchants, and wharf (For remainder, see Balmain)</p> <p>Abercrombie Lane Off 258 George street</p> <p>Abercrombie Street—East side 108 George street west to Cleveland street 4 Boulton Lytle, dealer 6 Pattison Richard, hairdresser 8 McNamara Mrs. Maria, fancy goods 10 Tubb Paul A. 12 Heirado Vincent 14 Harris O. Y. & Co., upholsterers 16 Buxton Rubber Co. 22 Bartonell & Palmer, cabinetmakers 24 Funnell William, produce store 26 McCarney Mrs. Ellen 28 Guina Michael 30 Moroney Patrick 32 Proctor Mrs. Rhoda 34 Donnellan Mrs. Margaret 36 Q.C.H. hair—Scremlah Woods</p> <p>Irving street 40) Hutolinson Henry 42 Lynch Richard 44 Morton Frederick 46 McAuliffe Mrs. Mary 48 Holloway Thomas 50 Bowling Mrs. Georgina 52 Weatherley Joseph H., bootmaker</p>	<p>54 Glynn Arthur, fruiterer 56 Mayall Mrs. N., grocer O'Connor street 58 Glad House Hotel—David Steel 60 Silverman O. A., bag merchant 62 Silverman O. A., confectioner 64 Haughey Mrs. Rose, dressmaker 66 Aaron Mrs. Sylvia, grocer Dicke street 72 Lance Mrs. May, confectioner 74 May Mrs. Rosetta 76 Kemp Peter 78 Gray, S. S., printer 80 Ngau James F., photographer 82 Dalrymple James 84 Hotchkiss A., motor body builder Toggs lane 86 Blank William, pawnbroker 88 Pinn Mrs. Honora, small goods 90 Bertelli Mrs. Fernando, fruiterer 92 Elliott Charles, butcher Algar street 94 Symonds Leslie, furniture dealer 96 Hokin Josiah, bootmaker 98 Bekridge Mrs. Teresa, general store 100 Davis Mrs. Jane 102 Haften Mrs. Margaret 104 Sloane Mrs. E. 106 Ball Mrs. Ellen 108 George Sidney 110 Leahy Mrs. H., grocer 112 Goldstein Morris, pawnbroker Barley street 114 Mitchell and Ormston, auctioneers and estate agents Mitchell Alfred, J.P. 116 Joel Leslie, milk vendor 118-120 Kilken Small Goods Ltd.—W. H. Pepper, manager 122 Hannan William 124 The Bendorer Chocolate Co., Ltd. Cleveland street West side St. Benedict's Church (R.C.) St. Benedict's Boys' School (R.C.) St. Benedict's Girls' School (R.C.) St. Edward's Convent of The Good Samaritan 7 Walker William 9 Condon 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 Blackfrin 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 Macnamara Mrs. M. A. 43 Walsh Mrs. Mabel A. 45 Ashworth Mrs. Mary A. 47 Mitchell Mrs. Margaret 49 Mayers Reginald 51 Bowen Mrs. 53 Pearce Frederick 55 Drew William 57 Phillips James 59 Robinson James 61 Probert Mrs. Emma 63 Dempster Mrs. M. 65 Johnson George 67 Barry William J., hairdresser Levy street 71 McKeon Miles H. 73 Aaron Mrs. Annie 75 Mallett Mrs. B. 77 Alexander Mrs. Elizabeth C. 79 Trinder W., Ltd., Panama blockers 81 V'Arcy Mrs. L., grocer Myrtle street</p>	<p>85 Royal Oak Hotel—William H. Butler 91 Ewing Robert 93 Costen Herbert 95 Elvidge William 97 Robinson Mrs. Alice 99 Collins Mrs. M., confectioner 101 Brown Frank 103 Forshaw William, stationer Dangur place 105 Fallon Thomas 107 Buey William 109 Walker Mrs. 111 Bottery Miss Kate 113 Hamblin William 115 Lewis Mrs. Catherine Dangur street 117 Reynolds J. H., grocer 119 Harris Patrick 121 Lane Mrs. Mary E., boardinghouse 123 Stapleton Arthur H. 125 Conlery Miss M. A., boardinghouse 127 O'neill Philip, residential 129 Price Mrs. Annie 131 Appleby Mrs. Henrietta 133 Kinsman Mrs. M. A. greengrocer, etc. Cleveland street Ada Place—East side Pyrmont bridge road to Quarry street Allen street—Fig street 4 Owens Thomas J. 6 White Henry 8-14 Brown, David & Co., hiders, skins, etc. 16 Griffith Hugh 18 Nagle Frederick 20 Rattan Mrs. Thomas 22 Miller Mrs. F. 24 Molleaux Bolton W. 26 Biggs Mrs. M. F. 28 Beckett George B. 30 Price Mrs. Florence 32 Flakey Mrs. J. 34 Allen L. R. & Bros., fuel merchants 36 Rowe Richard G. 38 Lambert Mrs. Rose 40 Watson Alfred West side Fig street—Allen street St. Alban's Church (O. of E.) 11 Beck 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 O. 39 McGorder Bryan Quarry lane Quarry street Adelaide Place—North side 188½ Devonshire to Little Riley street 2 McKenzie Angus 4 Feott Alfred Tullia Gabriel 6 Abrahams Mahomed 8 Hancock Frederick 10 Slinpeon John Devonshire street South side 1 Goff Mrs. Mary Ann Robinson Edward 3 Bower Mrs. Florence 5 Gattensburg Charles Adelaide street 4 Martin Frederick 2 Watson Mrs. Elizabeth Little Riley street</p>
THE LEADING UNDERTAKERS—WOOD, COFFILL AND COMPANY LTD. 'PHONE 9226 CITY		

Figure 51: Sands 1920 catalogue showed the changing composition of the area, Source: Sands, Sydney Directory, 1920, p 1

⁷⁴ Sands, Directory, 1920, p 1

The site occupied by Saxton and Binns was transferred to their ownership on 13 October 1920.⁷⁵ The Fire Underwriters' Association map of December 1923 showed detail of the oil company buildings on the current Fish Market site.⁷⁶

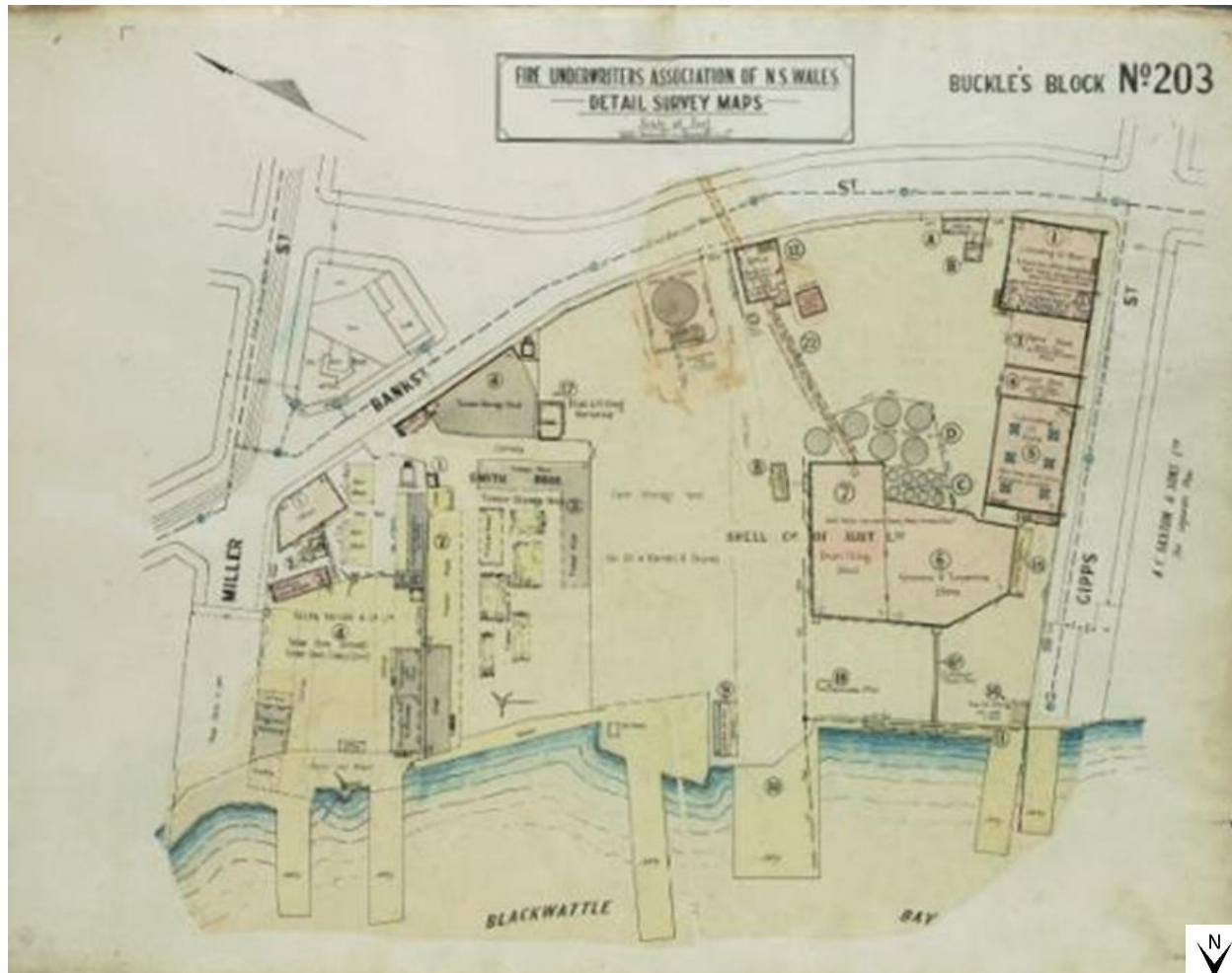


Figure 52: The Fire Underwriters' map showed development on the sites occupied by Allen Taylor and Co, Smith Brothers and the Shell Oil Company, now occupied by the Fish Markets. Source; Fire Underwriters' Association of NSW, Detail Survey, Block 203

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.⁷⁷ 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.

⁷⁵ CT 929 f 236

⁷⁶ Fire Underwriters' Association of NSW, Detail Survey, Block 203

⁷⁷ Sands, Directory, 1932-3, p 4



Figure 53: The City Building Surveyors' sheet showing the eastern side of the bay. Source: City of Sydney Building Surveyors Maps, SCC, Sheet 5



Figure 54: 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.⁷⁸

5.5.5. 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.⁷⁹ Wharfs serving the timber yards 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

⁷⁸ Bank Street, Pyrmont Master Plan, October 2004, p 11

⁷⁹ Heritage Design Services, Department of Public Works and Services, Glebe Island Bridge, Conservation Management Plan, Final Report, December 2000, p 32

Berth number 21 adjoining Pyrmont Bridge Road from Darling Harbour in order to ship coal. Various improvements were added to the site.⁸⁰

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

Nos 23 and 24.⁸¹ By the 1940s, J Norris & Co, ship painters, occupied some of the other wharfage.⁸²

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.⁸³ From the 1980s onwards, development of coal port facilities at Port Kembla drew coal exports away from Blackwattle Bay.⁸⁴ In 1995 Coal and Allied Operations Pty Ltd gave up their lease of the coal wharfs.⁸⁵ All Occasion Cruises briefly leased the wharfs.⁸⁶ By 2000, Pioneer Concrete was operating a ready mixed concrete plant on the former coal wharfs.⁸⁷ Berths 22-24 were extended at the western end in 2001.⁸⁸

5.5.6. 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.⁸⁹ The addition of the second stage commenced in 1923.⁹⁰

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.⁹¹ In 1960, substation number 1608 at the western end of Berth 21 was constructed.⁹² White Bay power station ceased generating electricity on 25 December 1983.⁹³

5.5.7. 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 water’s edge for near a two mile stretch; in a locality

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 31

⁸¹ 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

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 33

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

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 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

⁸⁷ Heritage Design Services, Department of Public Works and Services, Glebe Island Bridge, Conservation Management Plan, Final Report, December 2000, p 34

⁸⁸ 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

⁸⁹ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 71

⁹⁰ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

⁹¹ 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

⁹² 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

⁹³ Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 73

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'.⁹⁴



Figure 55: 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 (Figure 56 and Figure 57). Much of the softwood timber from overseas used in those ready cut homes, was landed at the timber company's wharfs at Blackwattle Bay.

Due to the concentration of timber, fires could threaten the district. In 1914, a large fire at S A Burns timber yards on Blackwattle Bay threatened the adjoining Hudson's yards.⁹⁵ In 1928, there was a large fire at Hudson's yard.⁹⁶ Both of these fires were on the Glebe side of the bay. The 1928 fire caused significant damage including the ready cut cottage mill.⁹⁷

During the 1960s, the timber industry started to move to Homebush Bay, where larger less constricted sites were available.⁹⁸

⁹⁴ S A Mills, *The firm that has reduced the Australian timber trade ... to a science*, A & E Ellis Ltd, Sydney, 1909, p 2

⁹⁵ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

⁹⁶ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

⁹⁷ *Sun*, 8 March 1928, p 15

⁹⁸ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 35

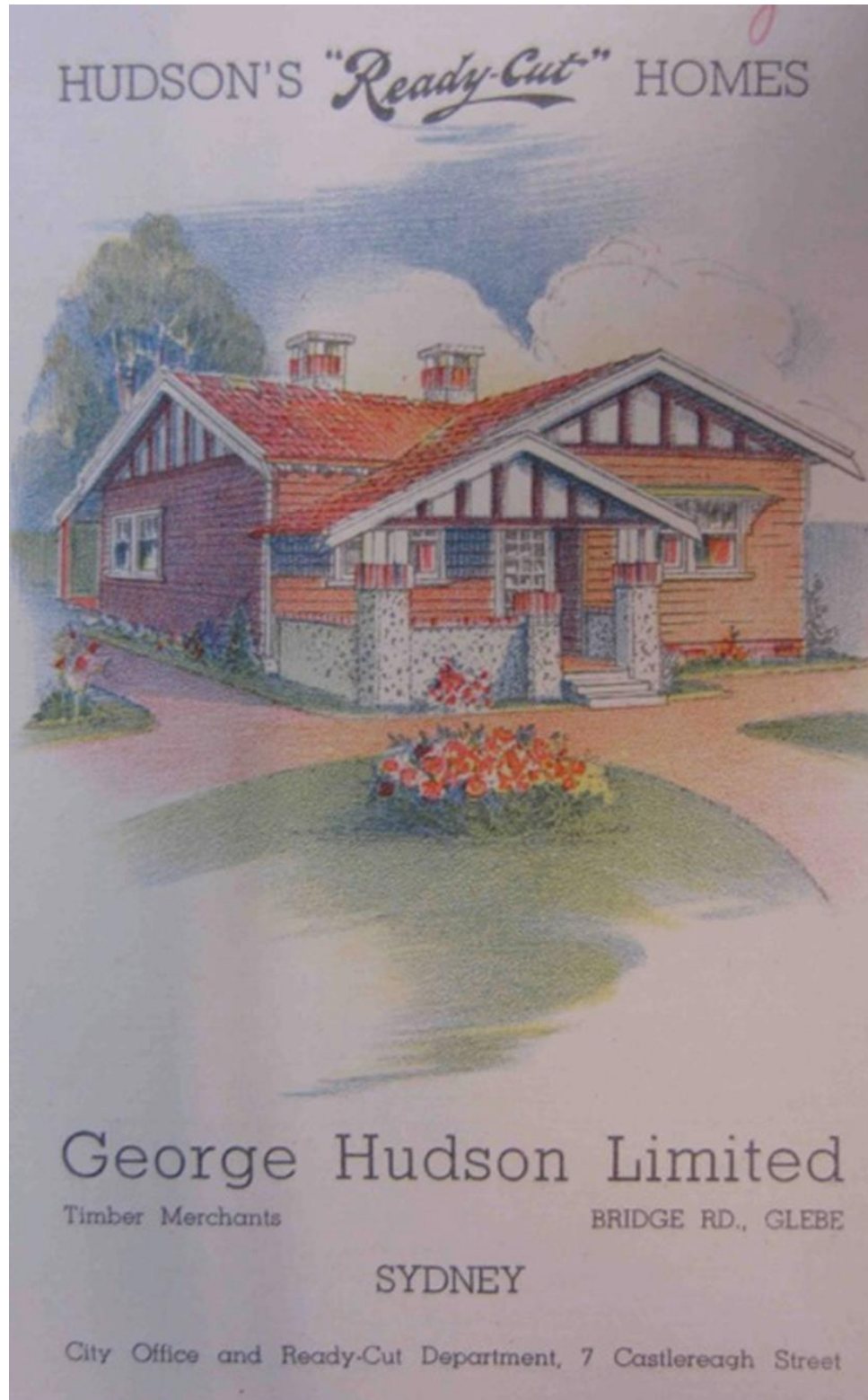


Figure 56: Hudson's advertising was aimed at the aspiring home buyer. Source: Hudson's pamphlet, c. 1920s, Sydney Living Museums

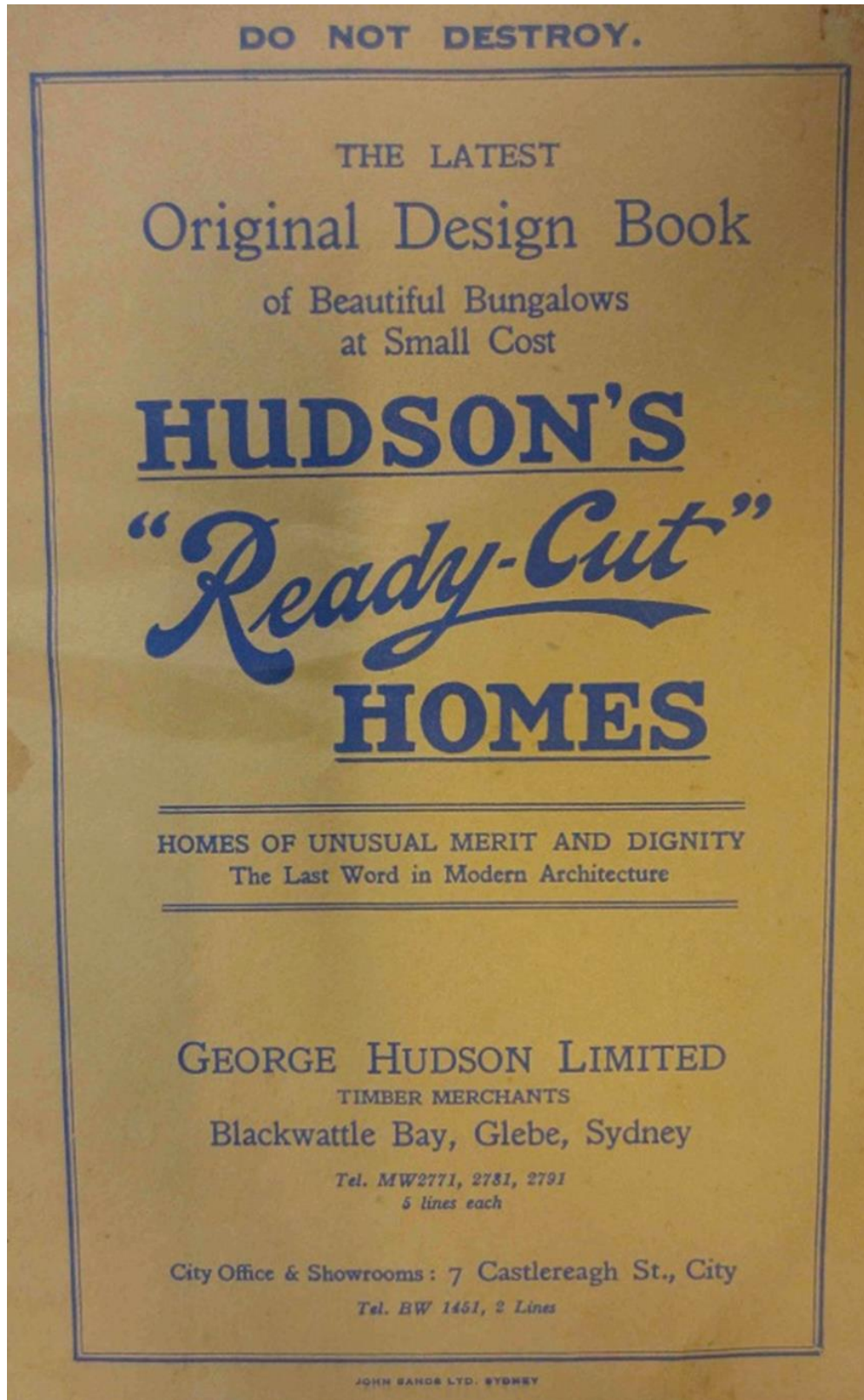


Figure 57: The cover of Hudson's 1930s catalogue outlines the firm's activities.

5.5.8. 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.⁹⁹ This established what became known as Wentworth Park. During the 1880s, Wentworth Park was created as a picturesque garden layout with playing fields.¹⁰⁰ A bowling green opened in 1884.¹⁰¹ On 10 November 1885 Wentworth Park was formally gazetted.¹⁰² The 1890s Higinbotham and Robinson municipal map provided a clear view of the park's layout.¹⁰³ (Figure 58).

Local cricket clubs commenced playing in the park during the 1880s. During the 1890s, Wentworth Park became a centre for District cricket competitions.¹⁰⁴ Baseball and lacrosse were played on the oval in the 1890s.¹⁰⁵ Works continued to enhance park facilities. In August 1907, the reconstructed oval opened.¹⁰⁶ Hudson & Son constructed a new grandstand in 1909.¹⁰⁷ In 1908 Wentworth Park was the venue for the first day of rugby league football in Australia.¹⁰⁸ It became a major centre for games between rival teams.¹⁰⁹

The ornamental lakes were filled in during 1910.¹¹⁰ In 1925, the old tennis courts were demolished and refurbished.¹¹¹ A cycle track commenced operating on the park in 1928.¹¹² During the 1930s, licences were granted to speedway operators in 1932 and 1934 and 1936.¹¹³ 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.¹¹⁴ A new totalisator was built at the oval in 1963 whilst a new grandstand was completed in 1985.¹¹⁵

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

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

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

102 NSW Government Gazette, 10 Nov 1885, p 7218

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

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

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

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

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

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

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

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

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

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

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

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

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



Figure 58: The original layout of Wentworth Park was shown in this 1890s map. Source: Higinbotham and Robinson, Municipal map, The Glebe, c 1890s

5.5.9. 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.¹¹⁶ A committee investigating fish marketing in 1953 recommended the establishment of a Fish Authority to manage the Sydney Fish Market.¹¹⁷ 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).¹¹⁸ 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 1964.¹¹⁹

An area of 2 acres north of Gipps Street was transferred to the New South Wales Fish Authority on 26 March 1965.¹²⁰ On 18 July 1966, the Fish Marketing Authority moved to its new site at Blackwattle Bay.¹²¹ A map compiled in 1966 showed the site as it then existed.¹²²

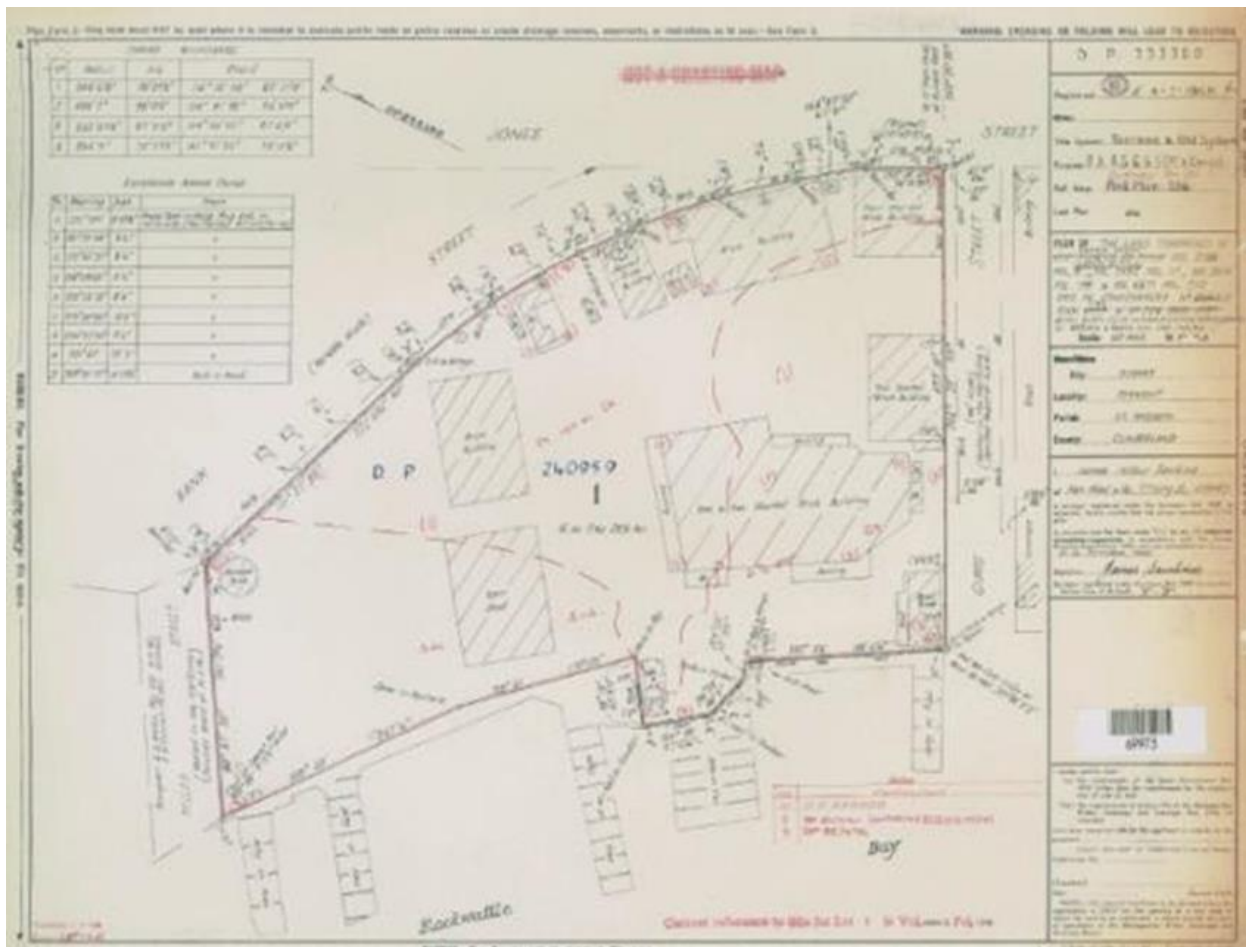


Figure 59: The structures standing on the Fish Market site when it was acquired by the Authority were clearly shown on this map of 1966. Source: DP 233350

¹¹⁶ Fish Marketing Authority, Fish Marketing in New South Wales – Historical summary as at November 1971, p 3

¹¹⁷ Fish Marketing Authority, Fish Marketing in New South Wales – Historical summary as at November 1971, p 4

¹¹⁸ Fish Marketing Authority, Fish Marketing in New South Wales – Historical summary as at November 1971, p 5

¹¹⁹ 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

¹²⁰ CT 3552 f 17

¹²¹ Fish Marketing Authority, Fish Marketing in New South Wales – Historical summary as at November 1971, p 6

¹²² DP 233350

A new fish market was constructed on the site in 1966.¹²³ The site was extended in July 1982 when an area of 2½ acres south of Gipps Street was transferred to the Fish Marketing Authority.¹²⁴ During the 1980s, a new market and shops was built south of Gipps Street.¹²⁵

5.5.10. 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.¹²⁶ Occupation ceased in 1921 but the sheds remained for some years.¹²⁷ By the middle of 1923, the wool sheds were being demolished clearing the site.¹²⁸

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.¹²⁹ 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.¹³⁰ Further north, Wentworth Park became a significant base for United States forces. On 25 April 1943 Wentworth Park became a United States army camp with actual occupation commencing in June.¹³¹ After the war, the material and buildings were auctioned on 19 June 1946.¹³²

During World War II, 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.¹³³ 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.¹³⁴ It was not until 1954 that the last wool store was removed from Wentworth Park.

¹²³ Fish Marketing Authority, Fish Marketing in New South Wales – Historical summary as at November 1971, p 6

¹²⁴ CT 3200 f 167

¹²⁵ 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

¹²⁶ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 14

¹²⁷ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 14

¹²⁸ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 15

¹²⁹ W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

¹³⁰ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 21

¹³¹ W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 21

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

¹³³ Rate Assessment Books, Phillip Ward, 1945, Sydney City Council Archives, Numbers 33003, 33008, 33010; CT 4878 f 131

¹³⁴ CT 3200 f 167.



Figure 60: 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

5.6. The Fish Markets and Bank Street

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 62), 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, wharves 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 63). Reclamation occurred at this time that filled in the bay where the existing Sydney Fish Markets stands. 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.¹³⁵

In 1895 the Harris family subdivided the land into allotments that were then leased out mostly to timber merchants but also to wharfage contractors.¹³⁶ 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.¹³⁷

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 64) shows outlines of the oil company buildings on the current Fish Market site.¹³⁸ During the 1920s the amalgamation of sites was under way. In 1932, Sands' Directory listed the occupiers as follows: Cowlishaw's Wharf; Pyrmont 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.¹³⁹ The City of Sydney Building Surveyors' maps (Figure 65), 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,¹⁴⁰ and in 1966 the Fish Marketing Authority moved to its new site.¹⁴¹ A survey map of 1966 showed the site as was then configured (Figure 66).¹⁴² In 1982 the Fish Market site was extended towards the north.¹⁴³

¹³⁵ Sands' Directory, 1891, p 1.

¹³⁶ CT 1148 f 218; CT 1297 f 143.

¹³⁷ Sands, Directory, 1909, p 1.

¹³⁸ Fire Underwriters' Association of NSW, Detail Survey, Block 203.

¹³⁹ Sands, Directory, 1932-3, p 4

¹⁴⁰ CT 3552 f 17.

¹⁴¹ Fish Marketing Authority, Fish Marketing in New South Wales – Historical summary as at November 1971, p 6.

¹⁴² DP 233350.

¹⁴³ CT 3200 f 167.

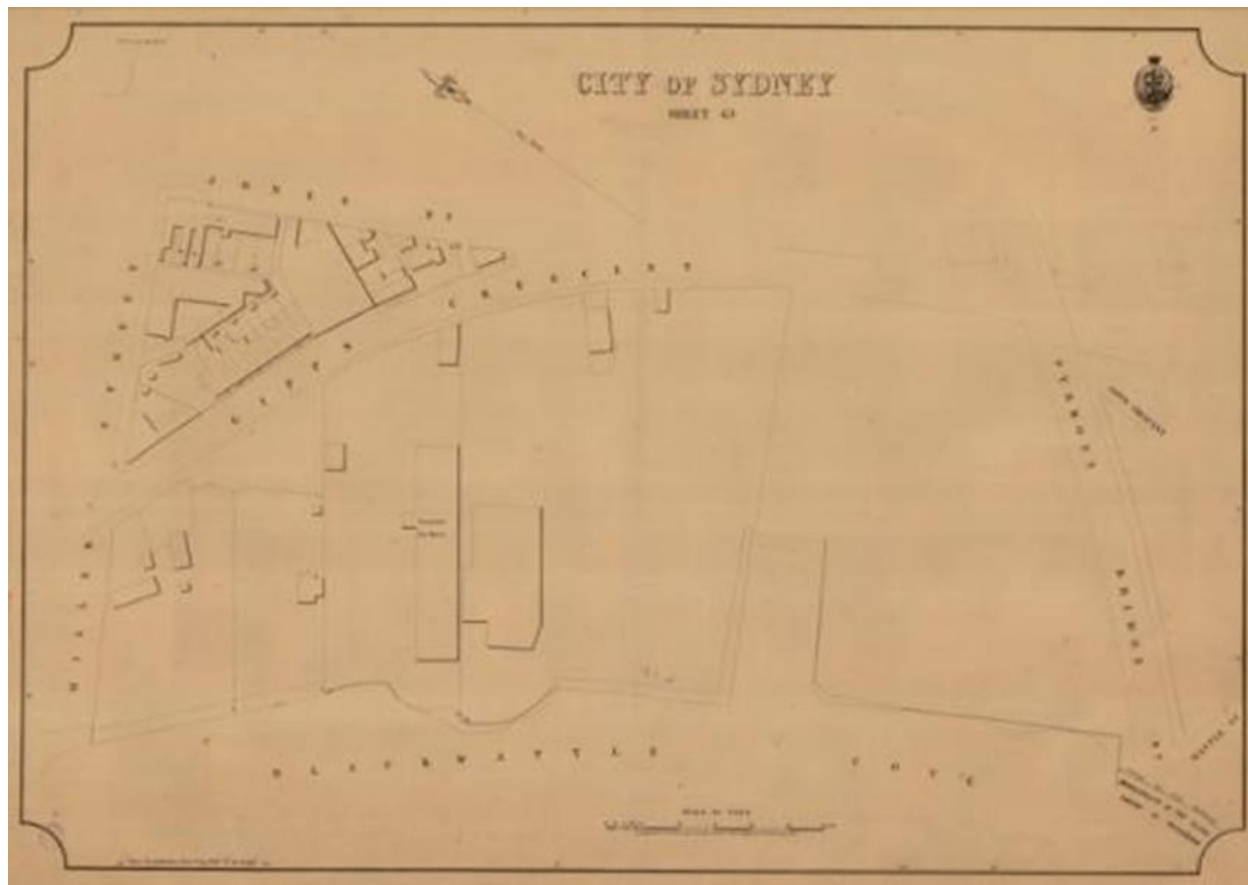


Figure 61: The 1888 Metropolitan Detail Survey sheet depicting the area now known as the Sydney Fish Markets. (Source: Metropolitan Detail Survey, City of Sydney, Sheet G3, ML Map)

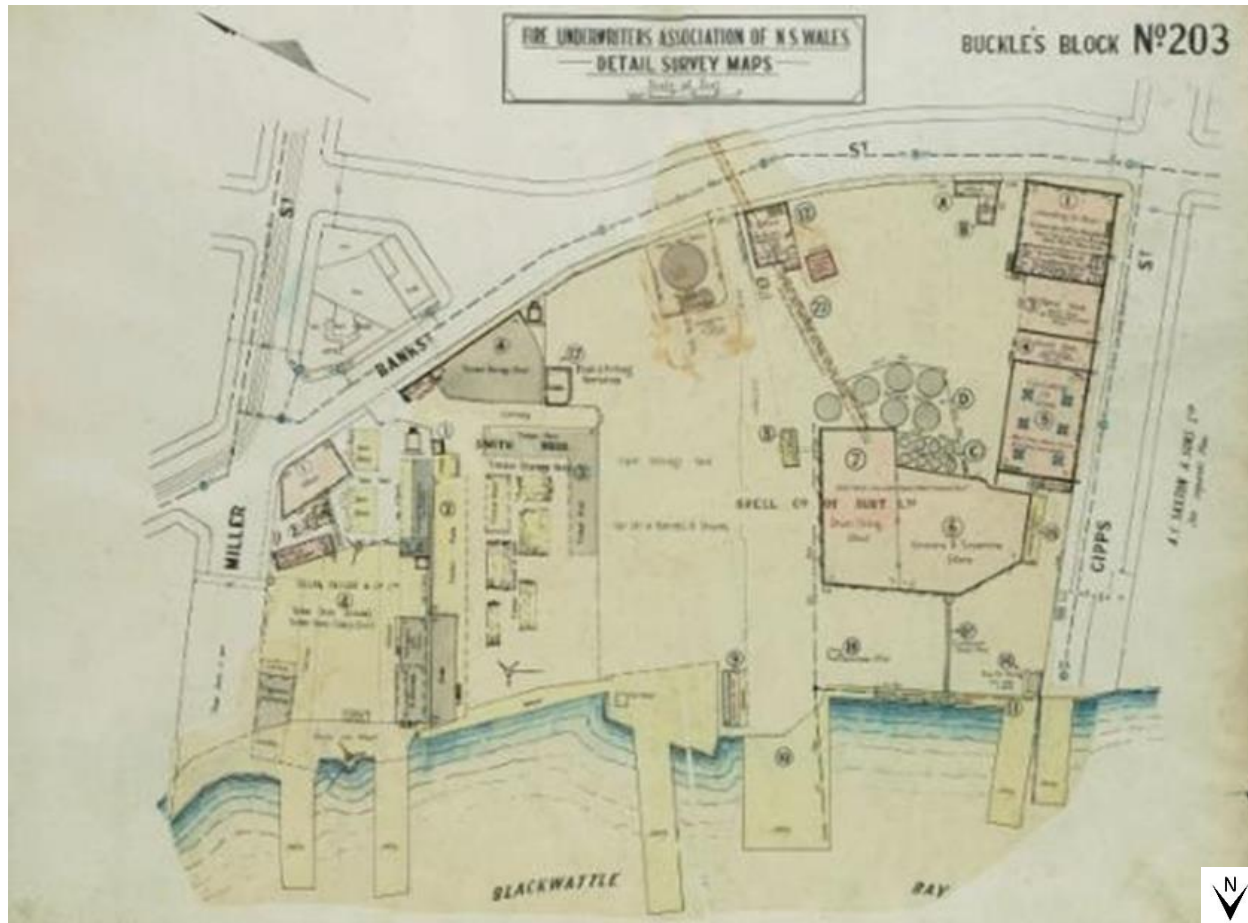


Figure 62: The Fire Underwriters' map showed development on the sites occupied by Allen Taylor and Co, Smith Brothers and the Shell Oil Company, now occupied by the Fish Markets. (Source: Fire Underwriters' Association of NSW, Detail Survey, Block 203)



Figure 63: The City Building Surveyors' sheet showing the eastern side of the bay. (Source: City of Sydney Building Surveyors Maps, SCC, Sheet 5)

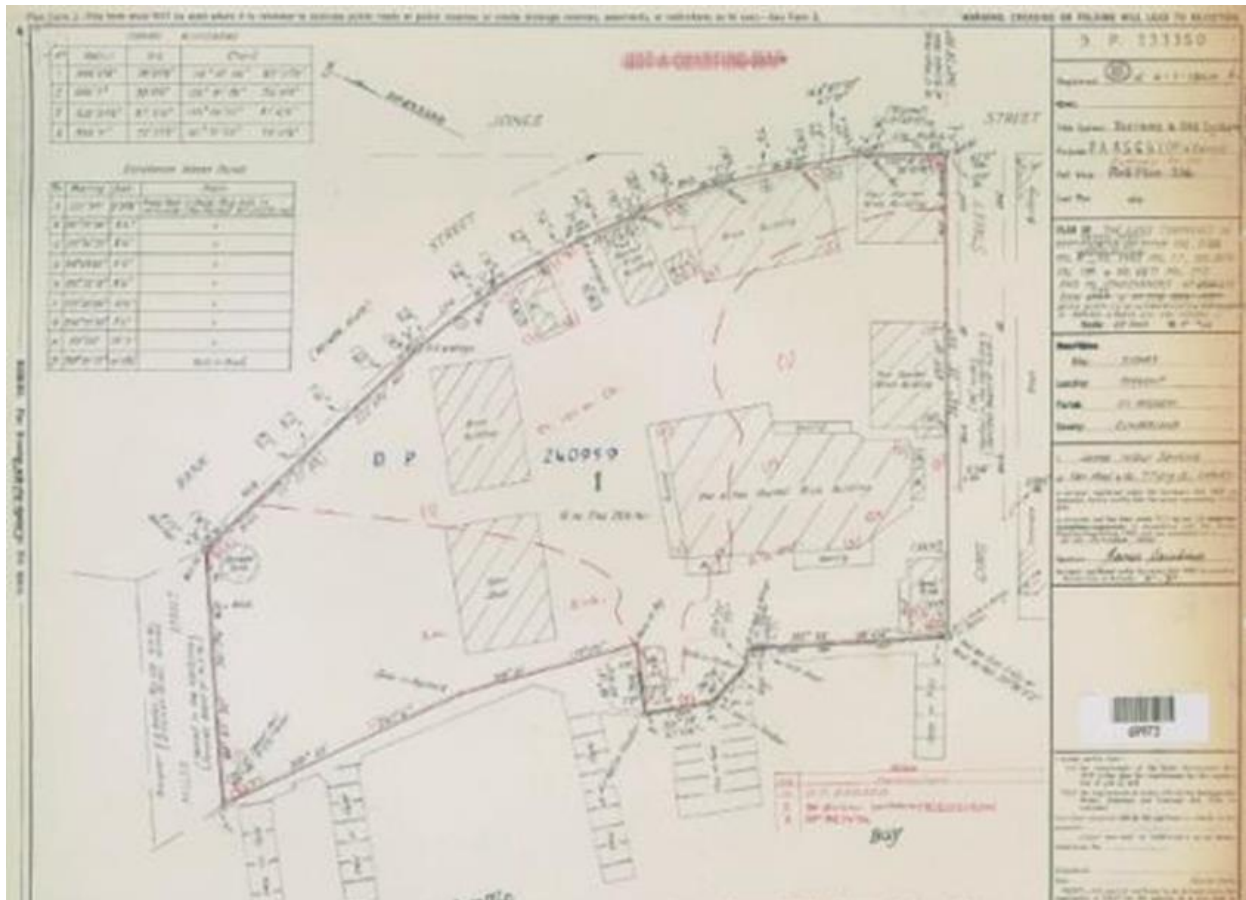


Figure 64: The structures standing on the Fish Market site when it was acquired by the Authority were clearly shown on this map of 1966. Source: DP 233350.

5.6.1. 1-3 Bank Street, Pyrmont

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 69). 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 1932.¹⁴⁴ An aerial photograph from 1943 (Figure 70) 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.¹⁴⁵ 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.¹⁴⁶ 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 Figure 71 and Figure 72). Following the outbreak of WWII, Cam offered some of his fleet to the Royal Australian Navy to be used as coastal patrol

¹⁴⁴ Graeme Andrews 2006. 'Do you remember ... Cam's Trawlers', Afloat: The Spirit of Australia's Waterways magazine, p.21.

¹⁴⁵ Ibid. p.21

¹⁴⁶ Ibid. p.21-23.

ships.¹⁴⁷ During the war, one of the ships was sunk by a Japanese submarine and one was acquired by the United States Navy.¹⁴⁸ Following Charles' death in 1947 the Cam and Sons operations began winding down and the company officially ceased operating in 1961.¹⁴⁹

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 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.¹⁵⁰



Figure 65: 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 73 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."¹⁵¹

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.

¹⁴⁷ Ibid. p.22.

¹⁴⁸ Ibid. p.22.

¹⁴⁹ Ibid. p.23.

¹⁵⁰ Building Inspector's Card no. 1950/0390, Container 43360 (City of Sydney Archives Investigator online).

¹⁵¹ Maunsell Australia Pty. Ltd. 2006. Bank Street, Pyrmont Master Plan. Appendix C: Heritage. p. 13.

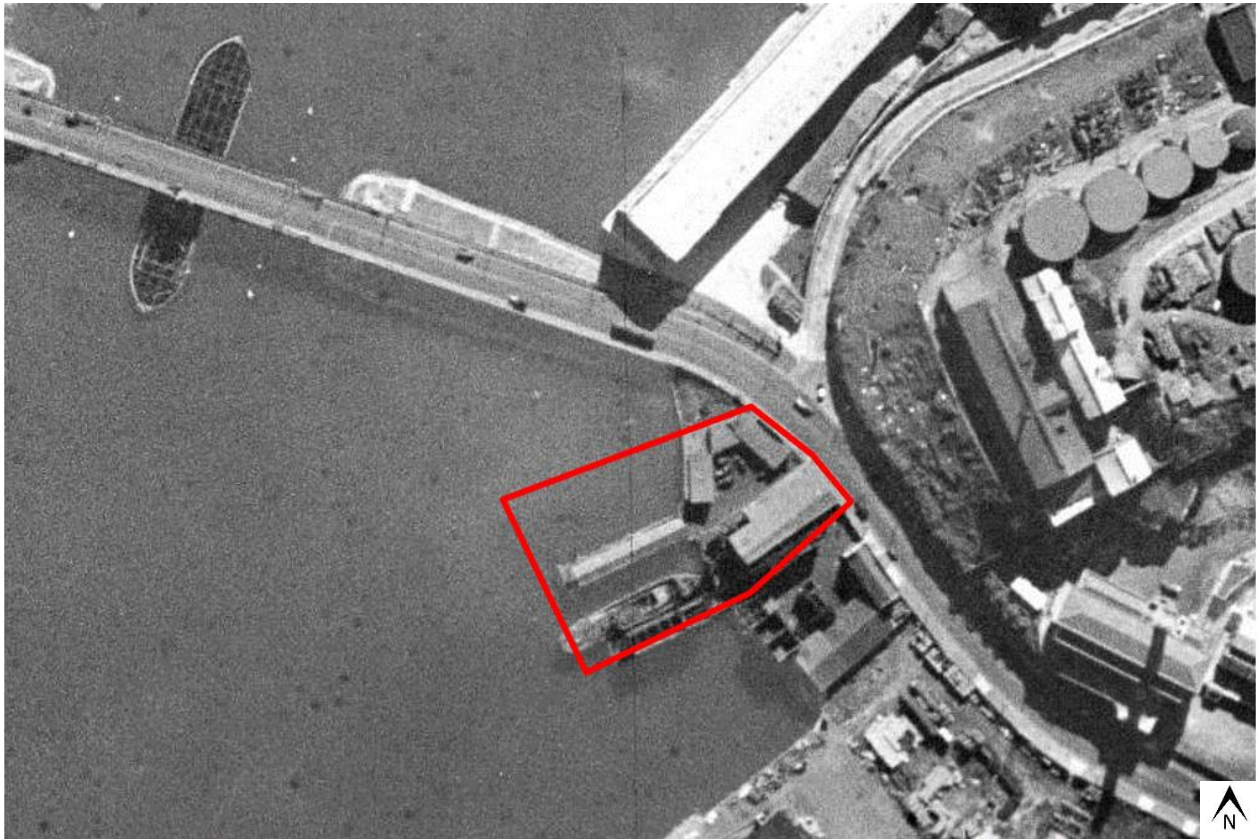


Figure 66: 1943 aerial photograph of Pyrmont, with 1-3 Bank Street outlined in red. (Source: SIX Maps 2016)



Figure 67: The Goorangai, the first of Cam and Co.'s fleet was sunk by the Japanese in 1940. (Source: Andrews 2006)



Figure 68: The Cam and Co. Fleet at the Bank Street Wharf in 1956. (Source: Andrews 2006)

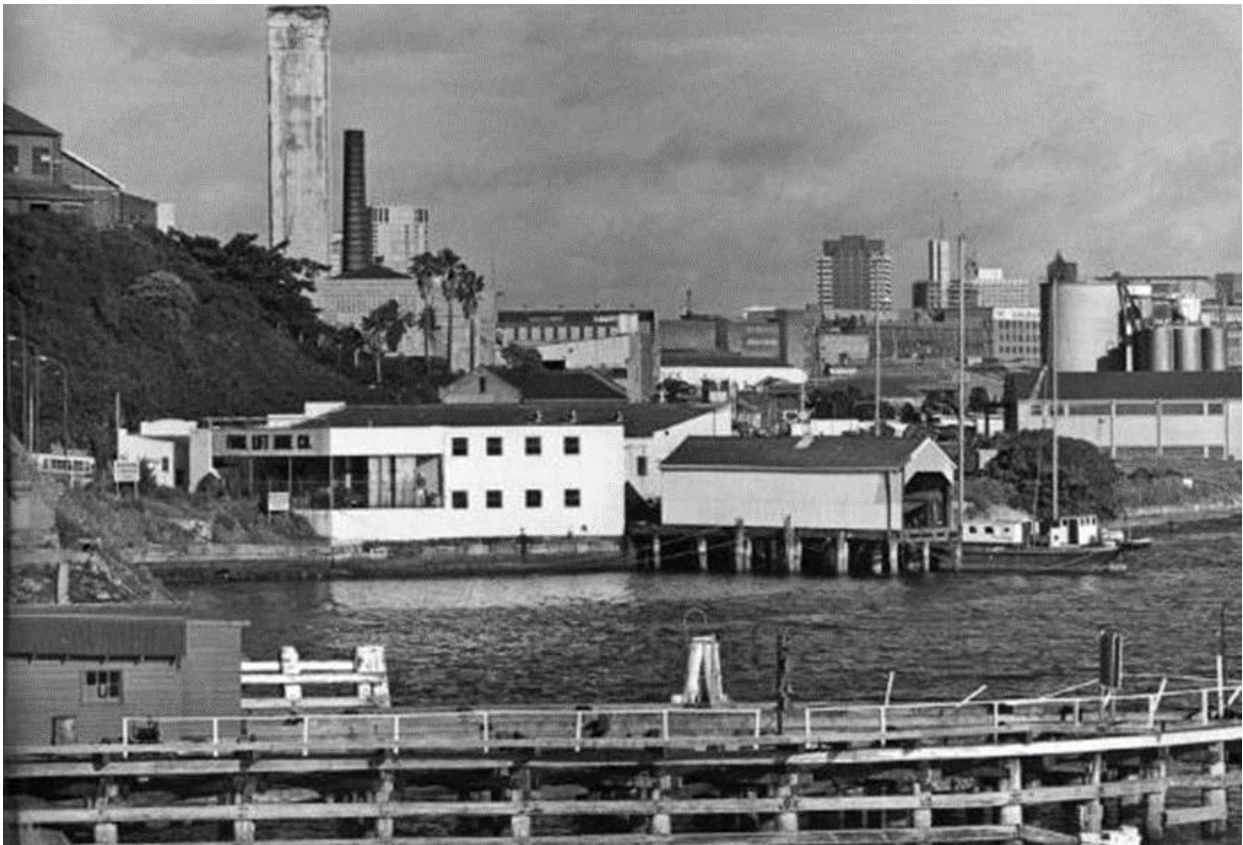


Figure 69: A view of the site taken from the Glebe Island Bridge in 1976. At this time the Forklift Hire Co. occupied the site. (Source: City of Sydney Archives online, 067/067929)

5.7. Former Coal Loader

The following brief history has been extracted from a collated history featured in the SoHI for the former Coal Loader, prepared by the Government Architect's Office in 2004.¹⁵² For a more detailed history of the site and the area generally, reference should be made to the thematic history prepared by Dr Terry Kass.

The following history has been taken from the history prepared by Judy Wing for the Conservation Management Plan Coal Bins and Associated Structures Pyrmont Bridge Road Blackwattle Bay by Perumal Murphy Wu Pty Ltd of April 1998 and as updated by the 2002 Conservation Management Plan Coal Bins and Associated Structures Pyrmont Bridge Road Blackwattle Bay by Brian McDonald & Associates.

The land around Blackwattle Bay was occupied by the Cadigal family of the Guringai Aboriginal Tribe prior to European settlement. In 1789, Governor Philip granted 400 acres to Richard Johnson, first chaplain of the colony, which became known as the Glebe.

Large allotments of land were auctioned with water frontages to Blackwattle and Rozelle Bays in 1828, and were bought by Sydney's gentry. However, the land remained largely undisturbed until 1829, when subdivisions and settlement spread out from Sydney Cove.

The growth of industry along Parramatta Road, Bay Street and environs led to the gradual pollution of Blackwattle Swamp Creek and the headwaters of the Bay. With the growth of residences and businesses in the area, in the 1850s the Pyrmont Bridge Company was formed to build a bridge across Darling Harbour and a road across the Ultimo Estate to Glebe and the Parramatta Road at Camperdown, involving the construction of a causeway across Blackwattle Swamp, completed in 1859.

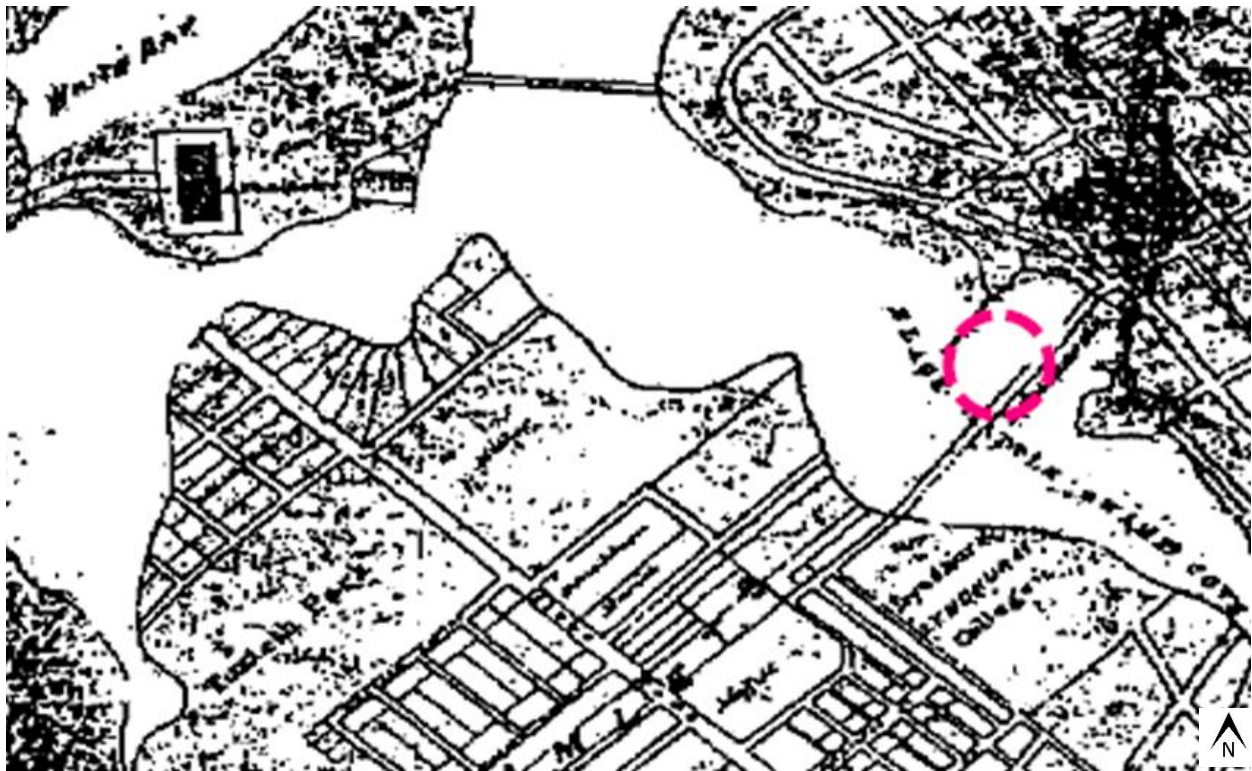


Figure 70: Plan of Blackwattle Bay 1858 (Master Plan 2002, page 7), showing the causeway constructed across Blackwattle Bay.

¹⁵² Government Architect's Office, Blackwattle Bay Coal Bunker, Statement of Heritage Impact, October 2004, p.p.8-14

Over the next three decades, small industrial development continued to be carried out on both sides of Blackwattle Bay, contributing to its pollution. In 1874 a plan was put forward for the reclamation of Blackwattle Swamp. Wentworth Park was proclaimed in 1885.



Figure 71: Plan of Blackwattle Bay 1887- 88 (Master Plan 2002, page 8), showing Wentworth Park reclaimed behind the causeway.

Carrying companies with horse drawn vans operated around the park, and a wharf was built along the causeway, probably in the same year. No evidence of occupation of the original causeway wharf before 1900 has been found. These activities were a precursor to shipping and other uses around the bay, as well as to the development by Jones Bros.

The Sydney Harbour Trust, set up in 1901, set out to overhaul and modernise Sydney's port infrastructure. This work included the upgrading of wharfage facilities at the head of Blackwattle Bay to be used by coal and metal merchants as depots for the distribution of coal for domestic use around the city.

Improvements to the wharfage at Blackwattle Bay were made in 1904. In 1908 there were 15 wharves around Blackwattle Bay. Those along Pyrmont Bridge Road were leased to coal or metal companies, the other wharves occupied by timber merchants.

Reconstruction works were undertaken in 1910/11, comprising close piling and Monier plates 15 feet further out than the original wharf. The area behind the piles was filled in to provide suitable accommodation for coal yards and the landing of blue metals and other materials.

The Trust prepared a grand plan for wharfage at Johnson, Rozelle and Blackwattle Bays in 1913- 14, having already deepened the waters of Rozelle and Blackwattle Bays, to be constructed after World War I.

Jones Bros. Colliers were formed in 1913 and were located at Berth 38, Darling Harbour, at the foot of Bathurst Street. The firm was forced to relocate after resumption of their site for railway yards in 1923. In 1926, the Sydney Harbour Trust remodelled the wharves at the head of Blackwattle Bay.

One of the wharves, Berth No 21, provided new premises for Jones Bros. Coal Pty Ltd., coal merchants and steamship owners.

In 1927, the new wharfage was completed, measuring 252 feet by 130 feet, with a Monier trestle sea wall. A Sydney Harbour Trust plan, dated 27 April 1926, showed the Jones Bros. Coal depot, constructed and completed the following year.



Figure 72: Plan of Blackwattle Bay 1935 (Master Plan 2002, page 8).

The plan and elevations at of the Coal Bunker in Figure 73 show a two storey office building with a lavatory attached at the back, together with stables, garage, small coke bin, machine shop and a weighbridge just inside the main gate.

In the early 1950s Jones Bros commissioned major rebuilding of its original coal bin facility. Julius Poole & Gibson, Consulting Engineers prepared plans and specifications for the work. (Figure 74)

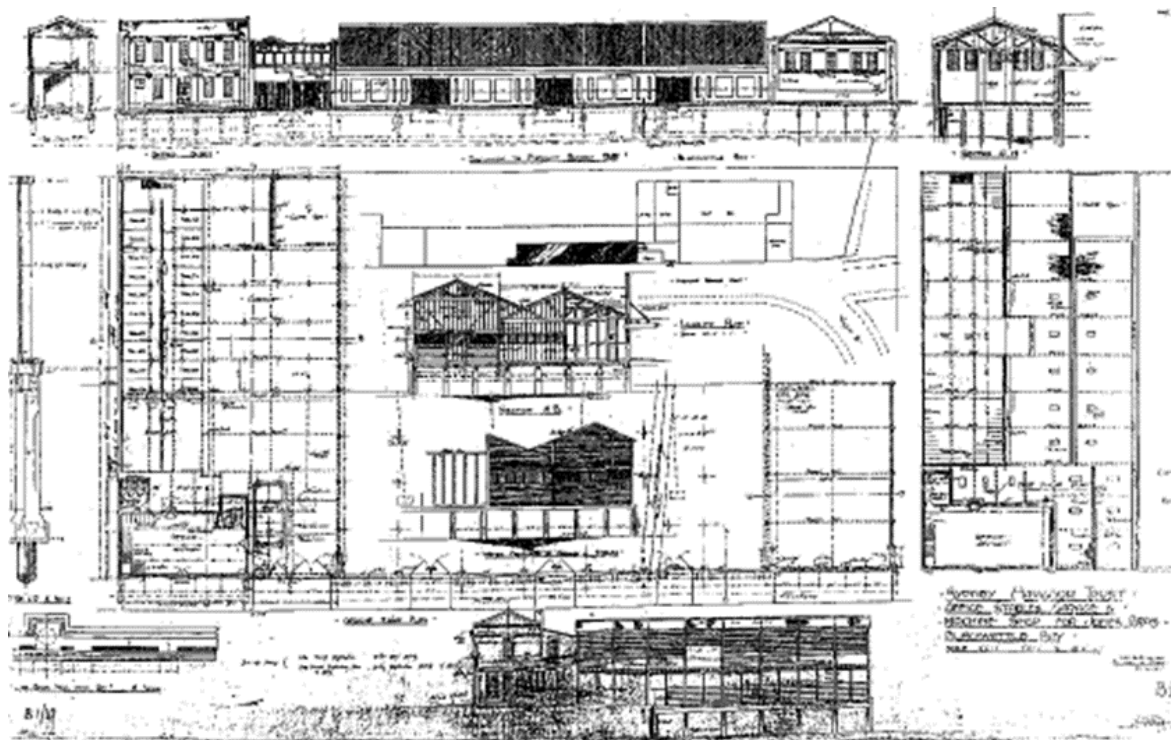


Figure 73: 1926 Details of Coal Loader. (McDonald 2002, Diagram 5c.)

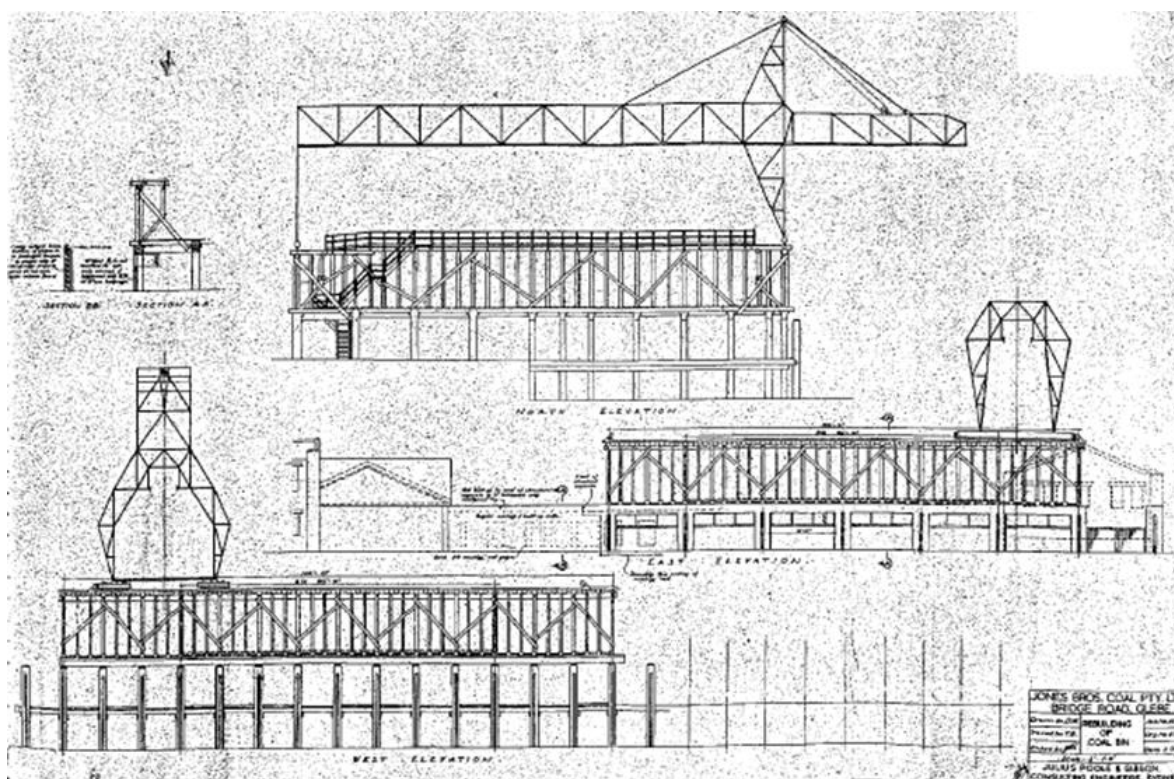


Figure 74: 1950 Drawing for Rebuilding of Coal Bunker (McDonald 2002 Diagram 5k.)

The office building with lavatory is the main 1926 structure still in existence. The other buildings were demolished, except for the 1927 weighbridge. The controls for the weighbridge were located inside the office building. The electricity sub-station Substation 405 on the south-eastern corner dates from 1953. It is currently active and leased to Energy Australia.

Jones Bros. vacated berth No 21 in 1972. Prior to this date, its neighbour, Coal & Allied Operations Pty. Ltd., who held the lease for berth No 24, bought out Jones Bros. and continued to use the bins until the late 1970s or early 1980s and to supply Jones Bros. customers. Coal & Allied relinquished the Blackwattle Bay lease in 1995.

In 2000, the gantry crane was dismantled. All the walls of the Coal Bunker structure were restrained using tie wire restraints and tilt-up props.

The 1927 weighbridge, located at the access point to the site, between the Office/ Weighbridge building and the Coal Bunker, was removed in 2001, when the part of the Blackwattle Bay wharf to the west of the Coal Bunker was completely reconstructed as a concrete deck on steel piles. A new concrete sea wall was constructed, forward of the old sea wall.

In 2003, the restraints and props supporting the walls were checked and tightened where necessary.

6. STATEMENTS OF HERITAGE SIGNIFICANCE

As the various built elements located within the study area have been previously assessed, the following are the Statements of Significance established for the potential heritage items and potential/ known archaeological items located within the study area:

Statement of Heritage Significance for the Blackwattle Bay Coal Loader:¹⁵³

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

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

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

Statement of Heritage Significance for 1-3 Bank Street:

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.

Statement of Heritage Significance for Sydney Fish Markets:

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.

¹⁵³ Government Architect's Office, Blackwattle Bay Coal Bunker, Statement of Heritage Impact, October 2004, p.19

7. HISTORICAL THEMES AND AUDIENCE

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.¹⁵⁴ The following framework identifies a number of historical themes within the National and State framework and organises them by relevance to the site.

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.

National Theme	State Theme	Blackwattle Bay Theme	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	Aboriginal occupation, resource use, fishing technologies.	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	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,

¹⁵⁴ Both the Australian Heritage Commission (national) and the NSW Heritage Office (state) have identified themes for research relating to places of heritage significance. www.heritage.nsw.gov.au

National Theme	State Theme	Blackwattle Bay Theme	Notes	Examples
			to the imperial 'convict system': use the theme of Law & Order for such activities.	convict ship arrival site, convict barracks, convict hospital, estate based on convict labour, place of secondary punishment.
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, marketplace, 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,

National Theme	State Theme	Blackwattle Bay Theme	Notes	Examples
				airstrip, lighthouse, stamp collection.
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, sawmill, 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 wellbeing 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.

National Theme	State Theme	Blackwattle Bay Theme	Notes	Examples
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, blacksmith, cannery, foundry, kiln, smelter, tannery, brewery, factory office, company records.
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, textbook, 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,

National Theme	State Theme	Blackwattle Bay Theme	Notes	Examples
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.
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, marketplace, 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, houseboat, caravan, cave, humpy, migrant hostel, homestead, cottage, house site (archaeological).

National Theme	State Theme	Blackwattle Bay Theme	Notes	Examples
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.
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, textbook, teachers college, sail training boat wreck, sports field, 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 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.	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,

National Theme	State Theme	Blackwattle Bay Theme	Notes	Examples
				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,
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

National Theme	State Theme	Blackwattle Bay Theme	Notes	Examples
				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.
8. Developing Australia's cultural life	Sport	Establishing and maintaining leisure facilities	Activities associated with organised recreational and health promotional activities	Oval, racecourse, 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,

National Theme	State Theme	Blackwattle Bay Theme	Notes	Examples
				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).

7.1. Audience

For the preparation of interpretation methods and devices it is important to consider and identify key audiences who will encounter the information being conveyed.

There are many different levels of associations people will have with items and as such, understanding each of these key audiences will inform the content and the media used for interpretation.¹⁵⁵

In the present case, the key potential audience groups for the site include local residents, employees, visitors, children, adults, delivery/ maintenance people and the passer-by.

Local residents	
Profile	This group includes residents within the immediate neighbourhood and their visitors who have come from other places. These people are likely to view the site in the course of daily life in the area.
Activities	<ul style="list-style-type: none"> Walk past and through the Blackwattle Precinct
Employees of the Sydney Fish Markets and other businesses	
Profile	<p>Employees of the new Sydney Fish Markets constitute one of the core target groups to be considered for heritage interpretation.</p> <p>This group will spend the majority of time within the new Sydney Fish Markets building, other business and around the site and therefore develop the greatest familiarity with the site and its historical values.</p>
Activities	<ul style="list-style-type: none"> Enter and exit the buildings General access to the site Access the interior of the building for work
Visitors and tourists	
Profile	Visitors and tourists constitute one of the core target groups to be considered for heritage interpretation.

¹⁵⁵ NSW Heritage Office, Interpreting Heritage Places and Items, August 2005

	This group will spend the majority of time within and around the site and therefore develop the greatest familiarity with the site and its historical values. Some visitors will visit numerous times.
Activities	<ul style="list-style-type: none"> Enter and exit the buildings/ site
Delivery and Maintenance People	
Profile	It is expected that delivery and maintenance workers will also need to access the buildings periodically and are therefore another target audience.
Activities	<ul style="list-style-type: none"> Enter and exit the site/ buildings Spend limited time in the buildings to undertake repair and maintenance work, deliver goods and communicate with employees
The Passer-by	
Profile	<p>It is expected that numerous other people would pass by the Blackwattle Bay Precinct on a daily basis. Amongst others, casual passers-by are expected to include local workers and visitors of the area who casually walk through the neighbourhood or walk past the area on their way to and from work. The role of heritage interpretation is to encourage these people to engage with the history of the site.</p> <p>Compared to the other audience groups, these people may have only occasional opportunity to experience the exterior of the building.</p>
Activities	<ul style="list-style-type: none"> Walk past the Blackwattle Bay Precinct

8. HERITAGE INTERPRETATION STRATEGY

8.1. Introduction

As defined in *The Burra Charter*, interpretation is "all the ways of presenting the cultural significance of a place". This may be a 'combination of the treatment of fabric'; 'the use of and activities of a place'; and 'the use of introduced explanatory material'.

According to the NSW Heritage Council Heritage Interpretation Policy (August 2005), "Heritage interpretation is a means of sharing Australian culture and history within communities and with other communities, new citizens, visitors and people overseas. It is also a means of passing on the knowledge and appreciation of Australian culture to new generations".

Given consideration to the site's needs and requirements, there are a number of best interpretative practices that may be considered when planning for heritage interpretation.

The role of a Heritage Interpretation Strategy is to provide strategies and advice for interpreting a heritage item. An Interpretation Strategy is based on research and analysis that is utilised to communicate the significance and history of the item. It identifies key themes, storylines and audiences and provides recommendations about interpretation media. It also includes practical and specific advice about how to implement these strategies to inform a future detailed Interpretation Plan, which will include specific interpretive graphic materials.

The NSW Heritage Council Heritage Interpretation Policy (August 2005) presents the following 'Ingredients for Best Practice in Heritage Interpretation':

- PEOPLE AND CULTURE: Respect for the special connections between people and items
- SIGNIFICANCE: Understand the item and convey its significance
- RECORDS AND RESEARCH: Good research is at the heart of effective interpretation. Use existing records of the item, research additional information, and make the records and research publicly available (subject to security and cultural protocols)
- AUDIENCE: Explore, respect and respond to the identified audience
- THEMES: Make reasoned choices about themes, ideas and stories
- ENGAGING THE AUDIENCE: Stimulate thought and dialogue, provoke response and enhance understanding
- CONTEXT: Research and understand the physical, historical, spiritual and contemporary context of the item and related items; and respect local amenity and culture
- SUSTAINING SIGNIFICANCE: Develop interpretation that strengthens and sustains the significance of the item, its character and authenticity
- CONSERVATION PLANNING: Integrate interpretation in conservation planning, and in all subsequent stages of a conservation project
- MAINTENANCE, EVALUATION AND REVIEW: Include interpretation in the ongoing management of an item; provide for regular maintenance, evaluation and review
- SKILLS & KNOWLEDGE: Involve people with relevant skills, knowledge and experience
- COLLABORATION: Collaborate with organisations and the local community

In addition, CPH believes that there are principles of best practice in designing interpretive signs and interpretive devices that are fundamental to a successful outcome. Sources for this can be found on the Interpretation Australia website under Best Practice Guidelines Reference Review. In particular, the University of Queensland, School of Tourism and Leisure Management endorses these principles (<http://tourism.uq.edu.au/signage/text-selection.html>). The following key elements of effective interpretive signage and text usage have been utilised in this report and should be consistent across all new signage and display areas of the subject site:

- Communication is most effective when text is aimed towards a 5th grade reading level so that it can be easily read and comprehended by people of most ages, backgrounds, and abilities. This does not imply that text must be 'dumbed down', but rather it should not incorporate jargon, overly scientific expressions, or difficult vocabulary words. Simplifying is best.
- Sentences should be simply composed and uncomplicated (generally no more than 15 words).
- Text written in a conversational tone is more effective than academic or didactic 'textbook' text. Most people learn and absorb information better when it is subjective rather than objective.
- Use familiar words.
- Use positive rather than negative statements (e.g. 'These frogs move south in the winter' rather than 'These frogs will not migrate until winter').
- Use a limited number of qualifying phrases to make the text less complicated (e.g. The Bubonic Plague, which killed more than 10,000 people in Australia, first hit Sydney in 1900). A better example of phrasing would be 'The Bubonic Plague first hit Sydney in 1900. It has killed more than 10,000 people in Australia since that time.'
- Text is more readable and far more approachable when it is formatted well. Information is best when it is presented in layers, using headings, subheadings, and standard text size. Additional 'tidbits' of information can be located at the end of a paragraph, in a smaller font size. This indicates that the information is secondary, and the reader can choose to read it if they want. This type of sub-text should be kept short and concise and not incorporate more than 1 to 3 sentences.
- Breaking up text into small neat paragraphs makes it easier for the reader to engage and gives the eyes a rest while reading.
- Margins should be left justified with standard spacing between words.
- Text and background colour should provide a clear contrast for easy reading (dark against a light background is best).

This interpretation strategy draws on the history of the site as a whole. Outlined below are interpretative options that may be used to convey the history of the Blackwattle Bay Precinct. The Thematic History has identified ten prominent themes for interpretation that are relevant to the history of the Bays Market District generally, which also interrelated to the new Sydney Fish Markets site:

- Aboriginal occupation and resource use;
- 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.

These themes, and their association and relevance to the Blackwattle Bay Precinct specifically, have been considered in the preparation of the following strategy.

9. PHYSICAL INTERPRETATION OPTIONS

The sections detailed below provide information on potential physical interpretation that could be installed within the new Sydney Fish Markets site, which will form part of the wider Blackwattle Bay Precinct heritage interpretation.

9.1. Interpretation by Fabric and Design

9.1.1. European heritage integration

At this stage movable heritage that could potentially be displayed in heritage interpretation (other than parts of the former coal loader) have not been identified. However, it is understood that archaeological findings may be discovered during excavation works. If construction works have potential to impact on the former dry dock/slipway, archaeological excavations will be required. The results of such an investigation would not only assist in determining its use but would also provide material evidence to include in the interpretation of the precinct. As such, should this fabric be found, consideration will be given to displaying the findings within the new Sydney Fish Markets site. Further details on how this will be achieved will be determined should any findings be discovered. Some examples of ways in which archaeological findings can be displayed include the following:

- Footings or other findings within the ground could be displayed in the foyer of a building underneath glazing or as an open display (Figure 75);
- Display cabinets can be installed within the foyer/ entrance to a building and include smaller or fragile archaeological findings e.g. shells, glass bottles, combs, shoes etc (Figure 76);
- Larger items can be displayed within the public domain, as part of the history walk detailed in Section 8.2 (Figure 77).

The following images provide an overview of the ways in which heritage has been interpreted in the concept urban design for the new Sydney Fish Markets site, which are also relevant for the Blackwattle Bay Precinct, and examples for displaying archaeological findings.



Figure 75: The Big Dig in The Rocks contains the foundations of over 30 homes and shops, the earliest dating from c.1795. The foundations have been displayed internally within the YHA building. (Source: Flickr, Peter Miller, accessed 27 February 2018)



Figure 76: The Hyde Park Barracks Museum has several displays throughout the building showcasing various archaeological findings in display cases of varying size. Display cabinets can be free standing or against/ within a wall. (Source: Tonkin Zulaikha Greer Architects website, accessed 27 February 2018)



Figure 77: Example of a historic crane, displayed along the Glebe foreshore walk. Robust movable heritage can be displayed outdoors within the promenade/ foreshore walk. Consultation with a conservator may be required for outdoor displays. (Source: photo by City Plan Heritage)

9.1.2. Aboriginal heritage integration

Creative practices relating to space-making and the built form can be very powerful devices to reflect Aboriginal cultural values. Elements/designs that echo traditional forms, spaces and messages, or their contemporary interpretations, could be considered within the new commercial or residential developments at the site. Integrating contemporary Aboriginal design features within a new development can send a strong message about the link between Aboriginal people and the landscape and seascape, and subtly allow for reflection of contemporary connections to the land and water.

In order to authentically address this option, it is recommended that Aboriginal designers/artists be engaged to work with the architectural team and Public Art team to develop integrated interpretive elements/designs within the new buildings and public spaces. Some examples of this approach are shown below.

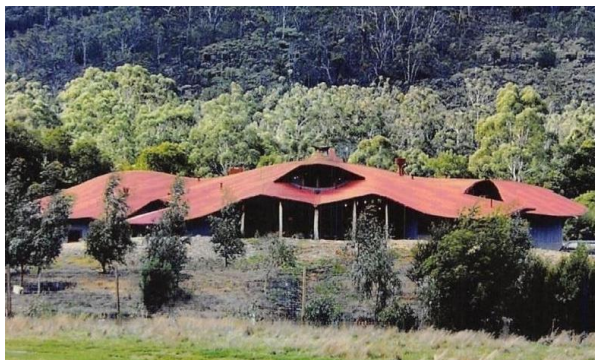


Figure 78: Brambuk Cultural Centre, Grampians. (Source: www.brambuk.com.au/index.htm)



Figure 79: Uluru Visitors' Centre. (Source: www.pinterest.co.uk/pin/385339311864155072/)



Figure 80: Portrait Building, Wurundjeri elder William Barrack, Melbourne. (Source: armarchitecture.com.au/projects/barak-building/)



Figure 81: Gadigal Information Services building, Redfern, artwork by Adam Hill. (Source: sydney-city.blogspot.com/2010/03/redfern-gadigal-information-service.html)



Figure 82: Biripi Aboriginal Clinic, Purfleet. (Source: biripi.org.au/about-biripi-corporation-medical-centre/)



Figure 83: Parliament house paving mosaic, Canberra, by Michael Nelson Jagamara. (Source: www.aph.gov.au/Visit_Parliament/Art/Top_5_Treasures/Forecourt_Mosaic)

9.2. Acknowledgement to Country

A statement acknowledging the traditional owners of the land should be included. It could be incorporated within panels of the history walk, within artworks or paving, or be a stand-alone statement in a public space.



Figure 84: Acknowledgement to Country, Westpac (Source: www.gaawaamiyay.co)

9.3. History Walk

The new Sydney Fish Markets site as part of the wider Blackwattle Bay Precinct has many areas of interest including existing infrastructure (seawalls, buildings etc) and new sites, parks and streets to be developed as part of the proposed precinct-wide masterplan. It is suggested that a series of interpretation installations be placed around the site at key points of interest to create a 'history walk' that can be easily accessed by key audiences identified in Section 6.1. The history walk will encourage pedestrian traffic along the foreshore and within the wider Blackwattle Bay Precinct. The history walk would be used as a vehicle to highlight key listed and potential heritage items in the surrounding neighbourhood, as noted in Section 6.1. In addition, consideration has been given to the heritage interpretation currently installed along the Glebe foreshore to the east of the site and Jacksons Landing to the north east. The history walk could be adapted to extend and link to these areas.

The new Sydney Fish Markets site portion of the history walk is to give consideration to all heritage aspects of the Blackwattle Bay area, including built heritage, maritime, Aboriginal associations and archaeological potential in order to better integrate and understand the wider precinct's interrelated development history and associations between the sites. The key sites identified below should also be connected by timeline captions, inset in the paving of the promenade and surrounds as a precinct-wide interpretation action. This paving could also serve as a physical map for visitors, encouraging them to continue towards the next site. The parts that are within the new Sydney Fish Markets site have been indicated as such in brackets

The following key points of interest have been identified at this stage as potential stopping points for the history walk:

- 1-3 Bank Street;
- ANZAC Bridge (the Blackwattle Bay history walk, and promenade continues underneath the bridge);
- Sea walls (new Sydney Fish Markets site);
- Current Sydney Fish Markets site (referred to in the new development as 'previous' Sydney Fish Markets site);
- The Pump House;
- Pyrmont Bridge Road (new Sydney Fish Markets site);
- The Kauri Foreshore Hotel (text and panel to be prepared in consultation with the owners of the hotel);
- Former Howard Smith Wharf (Hanson Heidelberg);
- Former coal loader site (new Sydney Fish Markets site);
- The early maritime infrastructure that was at the termination of Gipps Street (dry dock/slipway);
- The early maritime infrastructure that was at the termination of Miller Street (early wharf);
- The location of the Cam and Co fleet at the Bank Street Wharf.

In addition to the key sites identified above, other general historic aspects and themes associated with the Blackwattle Bay Precinct could also be incorporated within the history walk. Some examples include the following:

- Aboriginal history;
- Blackwattle Bay;
- The original shoreline and land reclamation;
- Former jetties and wharves;
- The fishing history of the area;
- Industrial development of the area.

These key sites and general history aspects/ themes can be implemented in either free standing panels, printed on panels attached to buildings, printed in the building's fabric or made available through digital media (e.g. an App). As not all visitors will have the ability to access digital information, a combination of

physical and digital media is best. Suggested text for key sites identified above has been included in 8.2.2 and for general history aspects and themes in 8.2.2.

9.3.1. Interpretation for Key Sites

External, street-facing signage for interpretation provides an opportunity for all audience groups to access information about the precinct's history. External signage is especially important for audience groups who are not intending to enter any buildings and are participating in the history walk. Examples of potential ways in which the suggested text can be displayed within the precinct can be seen in Section 8.2.4.

The proposed key site locations along the history walk are depicted in the following plan. As the concept design is primarily concerned with the eastern and southern foreshores of Blackwattle Bay, the following relates specifically to this area.



Figure 85: Draft masterplan showing key sites to be pinpointed in the Blackwattle Bay history walk. Note only the key sites that are within the yellow shaded box will form part of the current heritage interpretation strategy. The remainder of the history walk will be considered as part of the wider precinct masterplan. The blue line represents the various routes that could be taken along the foreshore. (Source: City Plan heritage overlay of draft masterplan by FJMT, 1 February 2018)

Suggested text for the key sites has been provided below, incorporating relevant information from the Thematic History prepared by Dr Terry Kass in Section 4. A number of early maps and photographs have been found in relation to the Blackwattle Bay Precinct, showing the previous uses of the precinct, historic development and specific buildings/ structures. Further research should be undertaken at the CC stage to ascertain if any additional images could be located and used in heritage interpretation. For further information, reference should be made to the historical images included in Section 4.

Wentworth Park (to be used at both corners)

Wentworth Park was formerly part of a low-lying swamp, located at the head of Blackwattle Bay. Noxious waste made the swamp an odorous sludge, which residents feared was extremely unhealthy. As a result, in 1873 the Blackwattle Bay Land Reclamation Act was passed, and the swamp infilled. An amendment to the Act was passed in 1878 specifying the reclaimed land be used as a park.

Wentworth Park was created in a gardenesque style and originally included enclosed cricket grounds, a rotunda, and a caretaker's cottage at the corner of Wattle Street and Pyrmont Bridge Road. The caretaker's cottage was demolished at the beginning of the 20th century in association with larger re-landscaping works.

Wentworth Park has been a destination for various sports and leisure activities with local cricket clubs playing in the park from the 1880s. In the 1890s the park became a centre for district cricket competitions. Baseball and lacrosse were also played on the oval in the 1890s. On 28 October 1939 the greyhound track was officially opened.

During World War I, Wentworth Park's large open spaces were used to house corrugated iron wool sheds in aid of the war effort. The woolsheds remained within the park well into the 1940s. The greyhound track was also used during the war years, having been occupied by a US Army Camp for the duration of World War II.

Also located within the park is a viaduct, constructed in association with the Rozelle to Darling Harbour Goods Railway line (opened 23 January 1922). The railway viaduct is included in the Dulwich Hill light rail route.

The park is currently used as a multi-purpose recreational facility for soccer, rugby, cricket, playgrounds and picnics.

Note: the following proposed panel text for the former Coal Loader site should be updated once an artist and design has been chosen. It is recommended that salvage material from the site be conserved and incorporated as public artwork in this interpretation. (see Section 9.7 for further information).

Former Coal Loader

Coal merchants and steamship owners Jones Bros. Coal Pty Ltd. were formed in 1913 and were originally located at Berth No 38 at Darling Harbour. The firm was forced to relocate after resumption of their site for railway yards in 1923. In 1926, the Sydney Harbour Trust remodelled the wharves at the head of Blackwattle Bay. One of the wharves, Berth No 21, provided new premises for Jones Bros. Coal Pty Ltd., coal merchants and steamship owners. The new wharfage was completed by 1927 and included an office building, weighbridge, coal loader and various other infrastructural structures.

In the early 1950s Jones Bros. commissioned major rebuilding of its original coal bin facility. Jones Bros. vacated Berth No 21 in 1972. Prior to this date, its neighbour, Coal & Allied Operations Pty. Ltd., who held the lease for Berth No 24, bought out Jones Bros. and continued to use the bins until the late 1970s or early 1980s and to supply Jones Bros. customers. Coal & Allied relinquished the Blackwattle Bay lease in 1995. The gantry crane was dismantled in 2000 and the 1927 weighbridge was removed in 2001.

The following image could be use in association with the text above:

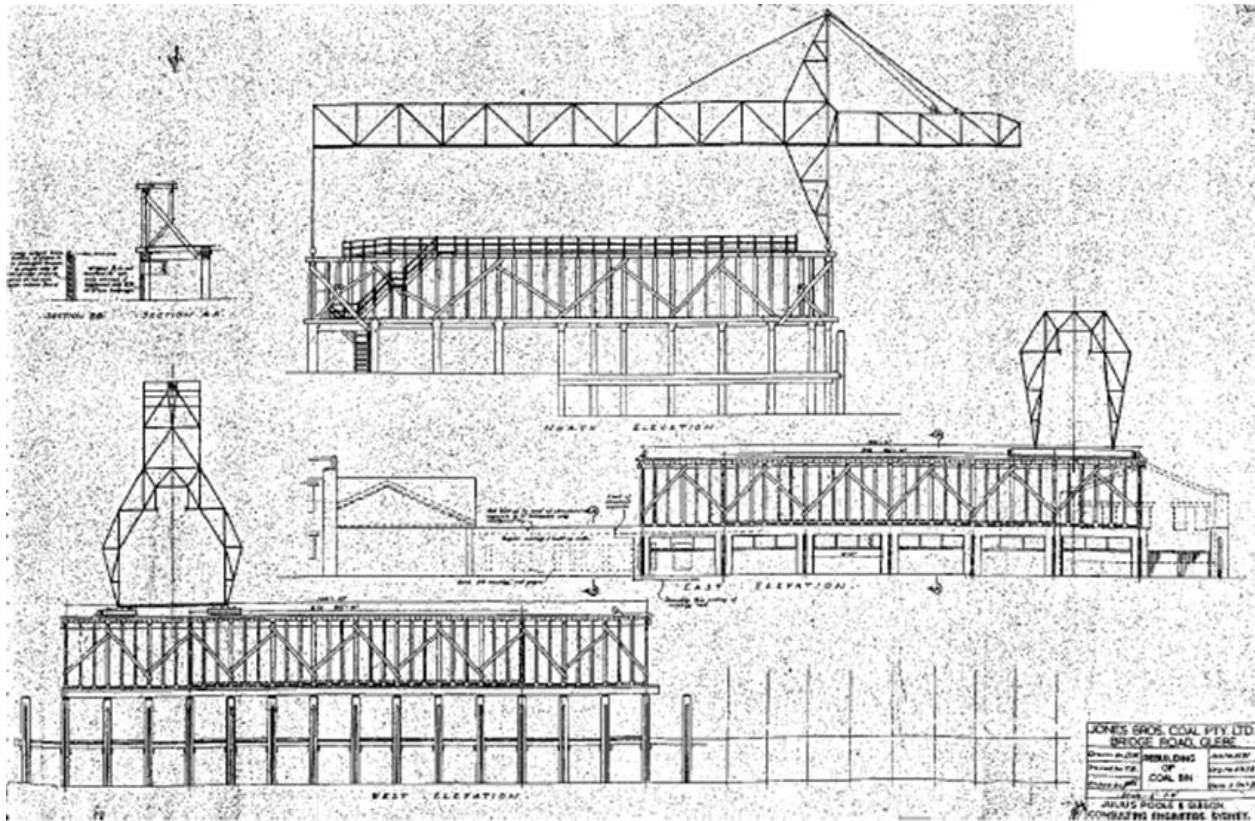


Figure 86: 1950 Drawing for Rebuilding of Coal Bunker (McDonald 2002 Diagram 5k.)

Howard Smith Wharf - Hanson Heidelberg Concrete Batching Plant

Historical analysis has not been undertaken on the site to date, however, an information panel should be included as part of the interpretation walk.

Aboriginal Heritage:

The content of the Aboriginal heritage interpretive panels are to be developed in consultation with Registered Aboriginal Parties and/or Metropolitan Local Aboriginal Land Council

9.3.2. Connecting Key Sites - History Timeline

To provide connectivity between the key sites, both in terms of information disseminated and visually, the heritage walk could be further enhanced through a history timeline, installed within the paving along the foreshore/ promenade or within walls/ landscaping. Below is a summary timeline of information that could be used. As the concept design is primarily concerned with the eastern and southern foreshores of Blackwattle Bay, the following relates specifically to this area.

Date	Event
Prior to European settlement	The land around Blackwattle Bay was occupied by the Cadigal and Wangal groups. It is located within the Darug language group area.
31 December 1803	34 acres of land was granted to John Harris in Ultimo, to the eastern side of Blackwattle Bay.
1 January 1806	9 acres 1 rood and 135 acres granted to John Harris, effectively granting him most of Ultimo.
1830s	Industries on Blackwattle Bay included slaughter yards, boiling down works, piggeries and tanneries.
c.1838	Following John Harris's death, his Ultimo estate was transferred to his family who leased sections to various people, most notably for sandstone quarries.
1850	An act was established to remove animal slaughter from the city of Sydney, establishing abattoirs on Glebe Island. As it took time to establish the abattoirs, they did not begin operating at Glebe Island until 1860.
1853	A scheme was created for the construction of a bridge at Pyrmont and construction of a causeway over Blackwattle Swamp to Glebe.
15 December 1855	An act to incorporate the Pyrmont Bridge Company (19 Vic) was passed in Parliament.
1857	Wooden bridge constructed from Glebe Island to Pyrmont, for use by the abattoirs. The bridge was known as Blackbutts Bridge.
1859 - 1960	The causeway across the swamp had been constructed of fill with rock rubble on the seaward side along the line of Pyrmont Bridge Road.
1860s	The eastern side of Blackwattle Bay had become more attractive to European settlers with new businesses opening such as timber merchants and ship buildings. Two jetties were also constructed.
1870s	Subdivision of the Ultimo estate commenced. Blackwattle Bay was initially left untouched, as it was considered unattractive to European settlers.

Date	Event
1880s	Reclamation of the swamp at the head of Blackwattle Bay occurs. Construction of a dry dock/slipway for vessel construction and maintenance and to connect with land transport along Gipps Street.
1885-1886	A seawall was constructed along the northern side of Pyrmont Bridge Road and a wharf constructed with timber piles.
1886 and 1889	The Harris family reclaimed land from the bay. 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 the Harris family.
1901	Construction of the new Glebe Island Bridge commenced, and the wharfs were upgraded. The Sydney Harbour Trust was also established to manage the wharfs under one single government agency.
1904	Improvements made to the wharf at the head of Blackwattle Bay by the Sydney Harbour Trust for coal shipping. Coastal ships at the time brought coal to Sydney from Newcastle and Port Kembla.
1908	15 wharves present around Blackwattle Bay. Some of these were owned by timber merchants Allen Taylor & Co, Holdship & Co Ltd and A & E Elis Ltd.
1910-1911	Wharf along Pyrmont Bridge Road reconstructed with a seawall and Monier piling increasing the wharf area and permitting infill for coal yards and bulk material handling including blue metal.
1915	The Sydney Harbour Trust proposed a scheme to resume the foreshores of Johnsons, Blackwattle and Rozelle bays for the future extension of wharfs.
1917-1919	The Glebe Island Abattoirs were demolished, and grain silos constructed.
23 January 1922	The Rozelle to Darling Harbour Goods Railway line opened. The railway viaduct across Wentworth Park was constructed as part of the railway.
1924	Wharfs located on the eastern side of Blackwattle Bay included Allen Taylor & Co Ltd (2 wharves), Holdship & Co Ltd, A & E Ellis Ltd, Buckle & Sons, City Council.
1926	Southern side included Public Works Department wharf, State Metal Quarries and Howard and Smith Ltd.
1936-1937	300ft long wharf constructed for R W Miller & Co along the southern foreshore (also known as Berth 24).

Date	Event
1983	The eastern side of the Bay was occupied by 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).
24 July 1995	Both halves of the new Glebe Island Bridge were joined.
11 November 1998	The new Glebe Island Bridge was renamed Anzac Bridge.
2018	The new Sydney Fish Markets and Blackwattle Bay Precinct open.

9.3.3. Examples

The following provide some examples of the ways in which historic information in the form of a timeline can be incorporated into the landscaping of an area. Casting or printing into concrete is also possible and is a technique that can be applied to buildings.



Figure 87: Reconciliation Place, Canberra. (Source: www.weekendnotes.com/im/004/07/reconciliation-place-canberra-parliamentary-triang1.jpg)



Figure 88: Cairns Foreshore redevelopment, QLD (left) and Bunjilaka Walkway, Museum of Melbourne (right). (Source: caarchitects.com.au/projects/cairns-foreshore-redevelopment/ and www.timeout.com/melbourne/museums/best-museums-in-melbourne)



Figure 89: The display panels used in this heritage interpretation for Ballast Point consists of concrete section with timeline history information. The display serves as a retaining wall as well as a display. This could potentially be used along the foreshore, in some areas

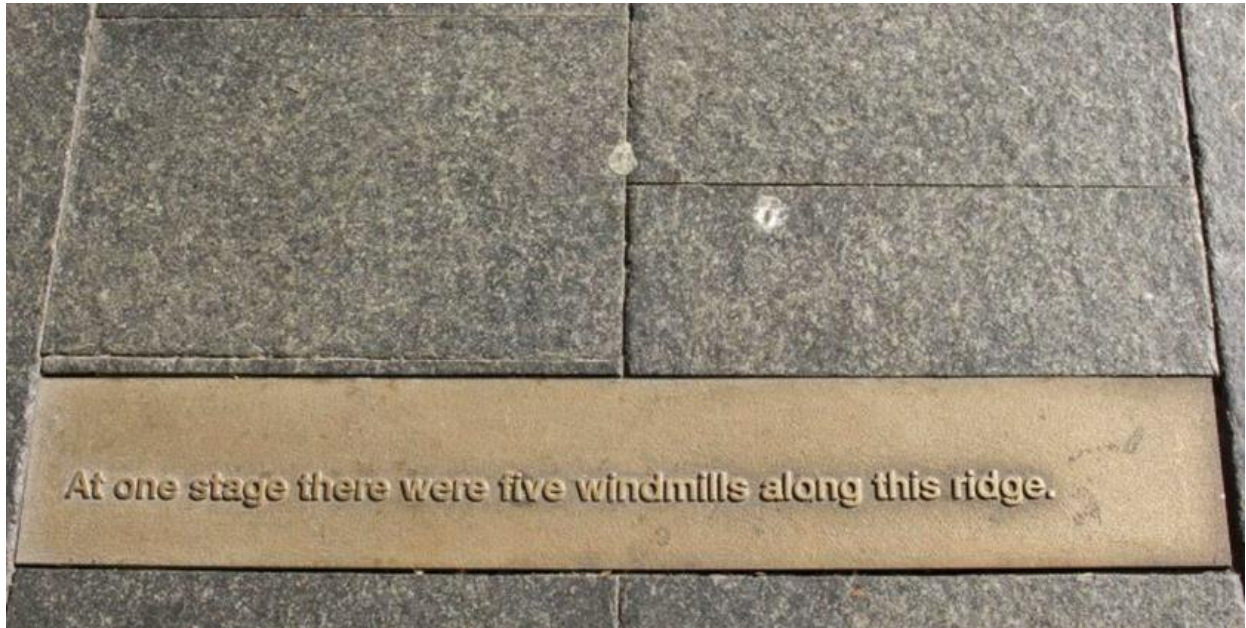


Figure 90: While this interpretation is cast in brass rather than concrete, it is part of a larger project called "Strip on Strip" in the Kings Cross, whereby a number of "strips" with history about Kings Cross have been recessed into the footpath, along Darlinghurst Road. (Source: Travel with Joanne blog, accessed 20 July 2017 via <https://www.travelwithjoanne.com/potts-point-kings-cross-and-garden-island-a-day-out-on-a-self-guided-walk/>)



Figure 91: Interpretation within paving to an unknown area showing historic houses. (Source: photo taken by Kerime Danis of City Plan Heritage)



Figure 92: A brass plaque with timeline information at Circular Quay, embedded in the paving. (Source: photo taken by Kerime Danis of City Plan Heritage)



Figure 93: Brass plaque with interpretive information and an image of the Rum Hospital, embedded in paving. (Source: photo taken by Kerime Danis of City Plan Heritage)



Figure 94: Information panel at the Bedlam Bay interpretive walk by the Parramatta River. The walk has been specifically devised so as to highlight areas where significant artefacts are located. (Phillips Marler website, Projects and Landscape Architecture)



Figure 95: An information panel within the Bedlam Bay interpretive walk. (Phillips Marler website, Projects and Landscape Architecture)



Figure 96: Ballast Point Park interpretation panel with information about the site, including a map. (Source: photo by Kerime Danis of City Plan Heritage)



Figure 97: Ballast Point Park heritage interpretation panel. A similar panel would work well with the subject site, particularly to 1-3 Bank Street. (Source: photo taken by Kerime Danis of City Plan Heritage)

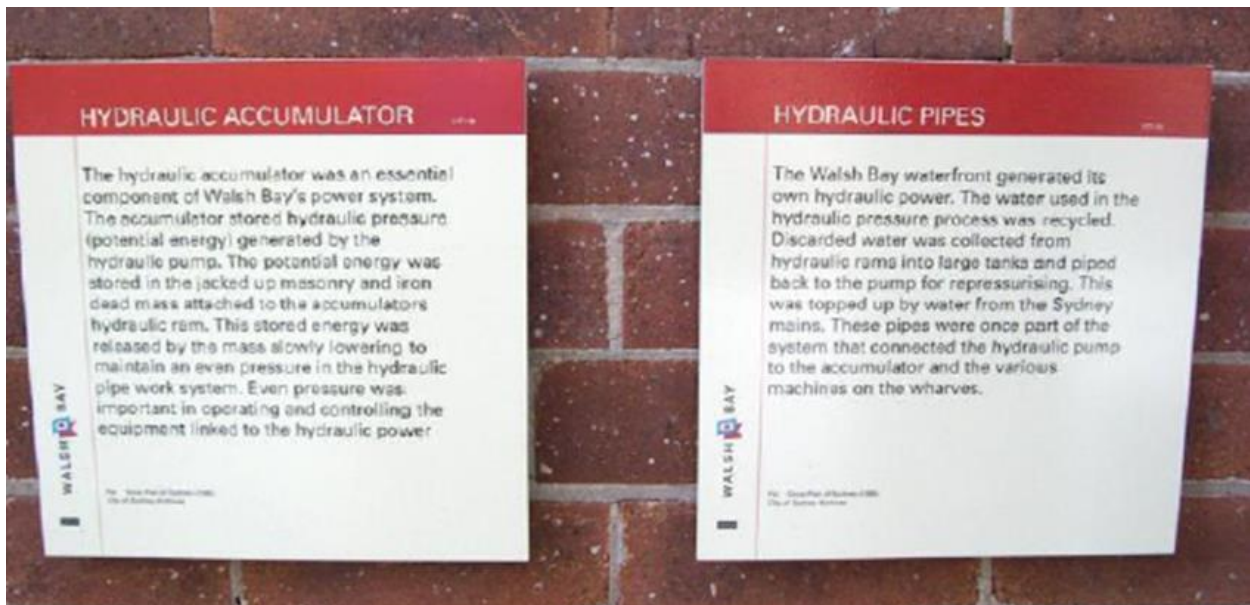


Figure 98: Small wall mounted panels with a clear linear design, which would be appropriate for the subject site, with the inclusion of a few images pertinent to the site. (Source: photo taken by Kerime Danis of City Plan Heritage)



Figure 99: An example of a robust panel affixed to the exterior of a building along George Street in The Rocks. This idea could be used for the external panels on a smaller scale. (Source: photo taken by Kerime Danis of City Plan Heritage)



Figure 100: Examples of text imprinted into concrete (left) and overlaid on concrete (right). (Source: Courtesy of Turner Architects)

9.4. Internal Interpretation

Internal signage for interpretation provides the opportunity for audience groups who will spend the majority of the time inside the buildings to access more in-depth information about the precinct's history. Internal signage could be included within the new Sydney Fish Markets, although the exact details on future display panels, graphics and signage should be determined in consultation with the owners of the Sydney Fish Markets and future tenants, to ensure compatibility with the fitout. Archaeological findings discovered during works and the salvaging of the former coal loader will also determine the content and form of the display. For the new development, any internal signage should give consideration to the general history of the Blackwattle Bay Precinct, as well as the Sydney Fish Markets specifically. Regardless, interpretation within the interiors should be focused within the lobby/ main entrance area, as the majority of audiences will be accessing this area. To ensure the audience is engaged and able to understand the information being disseminated, internal signage could be placed in large graphics or just lettering/quotes or abstract artworks depending on the future layout of interiors. It is also suggested that the history of the site be interpreted within the interiors in the form of a timeline, allowing for a comprehensive understanding of the gradual changes that have occurred to the Sydney Fish Markets. Information included in Sections 8.2.1 or 8.2.2 could be utilised. In addition, early maps and photographs could be included. Information on Aboriginal fishing practices and technologies could be conveyed through key images and text lines.

Below are examples of how timeline information specific to the Sydney Fish Markets could be incorporating into a display within the interior lobby or entrance to the new building.



Figure 101: Example of an interpretation panel focusing on the dissemination of information through a "timeline" display. (Source: COROFLOT website, accessed 7 July 2017 via <http://www.coroflot.com/dmaurand/environmental-graphics>)



Figure 102: Another example of a "timeline" display located along a wall within a building. (Source: United Way website, accessed 7 July 2017 via <http://www.unitedwayla.org/pictures/united-ways-wall-of-history/>)

9.5. Play Equipment

The Blackwattle Bay Precinct presents an opportunity for the development of a children's playground that reflects the history of the area so is the specific site of the new Sydney Fish Markets. The predominate theme that could be adopted in the play equipment could focus on the fishing history of the site, particularly the historic Aboriginal use of the area for fishing purposes. An ideal location would be in proximity to the amphitheatre.

The following are some suggested interactive items that would facilitate heritage interpretation within the playground:

- Child friendly fishing implements could be placed around the playground, reflecting fishing activities that were once part of the site;
- The play equipment could be designed to reflect traditional fishing transportation vessels or contemporary fishing ships;
- A bara shell design or Aboriginal fish design could be employed.;

Any Aboriginal designs or motifs are to be developed by Aboriginal artists/ designers. Specific examples of playgrounds that directly reflect the fishing history of a site could not be found, however, the following are some examples of how heritage interpretation has been implemented in playgrounds.



Figure 103: Giant wine barrel used as the central base for the play equipment at Heathcote Park in Victoria, referencing the viticultural activity of the area. (Source: Playground Finder website)



Figure 104: Wine barrel used to create a child friendly water pump. Note the vine leaf design in the playground paving. (Source: Playground Finder website)



Figure 105: Play sculptures, Redfern Park 'Bibles and Bullets', by Fiona Foley. (Source: news.cityofsydney.nsw.gov.au)



Figure 106: Water play area, Redfern Park 'Bibles and Bullets', by Fiona Foley. (Source: news.cityofsydney.nsw.gov.au)

9.6. Landscaping

Plantings of species that were in the Sydney foreshore area prior to European arrival, and therefore part of the Indigenous landscape, is another option. Public parks throughout the development could feature a range of local native plants, such as mangroves at the water's edge, acacia and grevilleia. Examples that were food

sources, such as a lillypilly, could also be considered. Engaging an Indigenous landscaping company or seeking advice from the Royal Botanic Gardens (Cadi Jam Ora: first Encounters Garden) to provide input is recommended.



Figure 107: Native plantings at Barangaroo Reserve, Sydney (Source: Artefact Heritage)

9.7. Public Art

Public artworks, such as sculptures and installations, can be an evocative and successful tool in interpreting the significance of the site while also enhancing the aesthetic and cultural character of an area. A variety of unique site-based installations, together with supporting didactic information, can be used rather than installing a uniform series of predictable signage panels across the site.

The range of artwork installations recommended for the Blackwattle Bay Precinct should explore significant aspects, such as the ten historical themes identified in the Thematic History including the following:

- Aboriginal occupation and recourse use;
- 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.

Beyond the thematic history, opportunities for exploring the social and community connection to the Blackwattle Bay Precinct should also be explored. A separate public art strategy should be created

specifically for the Blackwattle Bay Precinct and be given to artists as a guide for the development of a design.

Consideration should be given to the incorporation of historic fabric, such as the former coal loader, within an interpretive artwork. This has been successfully achieved in the old timber escalators at Wynyard Station, which have been incorporated into a dynamic artist installation (Figure 108). As noted in the *Heritage Significance Assessment Incorporating Heritage Impact Statement* prepared by CPH in 2013, the following guidelines and approaches were identified as requiring consideration:

Retention of Significant Fabric

Elements of the Coal loader to be conserved as the minimum extent of fabric essential to meaningful interpretation of its heritage significance are:

- *The northern gantry crane support structure, (Will be used partially as a sculptural landscape element)*
- *The southern gantry crane support structure, (Will be used partially as a sculptural landscape element)*
- *The crane buckets and the bollards to be used as functional seating elements within the landscape;*
- *The part of the eastern timber wall panelling is to be salvaged and reused as part of the salvaged crane elements; and*
- *The Office/Weighbridge Building (These buildings including the concrete substructure noted above would not be possible to retain due to the reasons explained above and in Adaptive re-use below.*

Re-Use of Significant Components

Components of elements no longer capable of re-use should be carefully removed and used in the restoration and reconstruction of retained significant elements, or in new works permissible within the curtilage. Examples of components in this category include:

- *Timber floor planks of coal bunkers;*
- *Remnant coal bunker partition walls and struts;*
- *Wharf pilings, headstocks and girders;*
- *Hardwood fenders and girders.*

Gantry Crane

Ways and means of reconstruction of the gantry crane, fixed in place, should be actively pursued. Return of the most important component of the Coal Loader, in consideration of its interpretive value and commanding physical presence, is a highly desirable conservation objective. (The gantry crane has since been collapsed and is in a dismantled condition. The salvageable parts of the structure will be used as a sculptural element within the new buildings and where possible within the landscape. The buckets are already considered as part of the landscape and architectural design as detailed in the drawings.

Adaptive Re-use Design

The 2004 SOHI also makes recommendations based on the assumption that the Coal Loader structure would be stabilised and retained to some extent. Given considerations to the constraints of the remaining structure and the road widening future proposals retention of the Coal Loader structure in its current location will not be possible. Therefore the timber and steel elements of the Coal Loader structure will be salvaged and reused within the cladding of the new buildings and within the landscape treatment of the site.

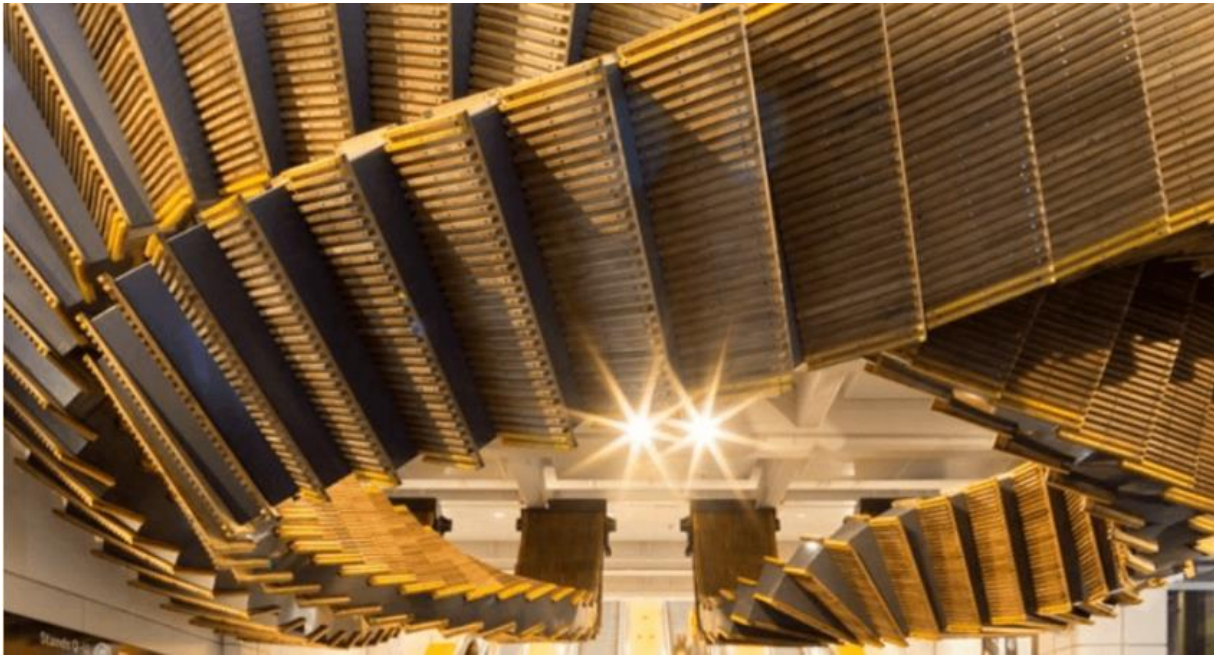


Figure 108: The old timber escalators at Wynyard Station have been removed and rearranged on the ceiling in a dynamic artistic interpretation of their original use and form. (Source: University of Sydney Brag Magazine online, <http://thebrag.com/the-new-escalator-art-at-wynyard-station-will-bend-your-mind>)

Consideration should be given to engaging Aboriginal artists to respond to the theme of fishing practices and technology to produce an interpretive art piece in the public space or even within the water. Examples include the following:

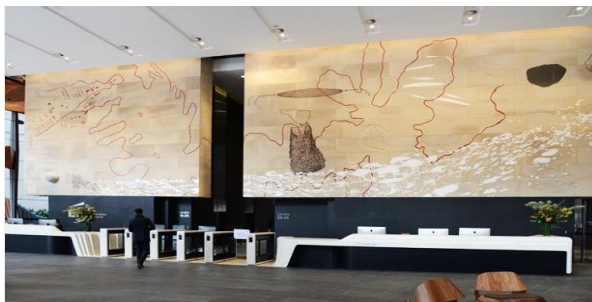


Figure 109: Sandstone sculpture mapping the landscape, by Judy Watson, 200 George Street, Sydney. (Source: fjmtstudio.com/projects/ey-centre-art-rising-place/)



Figure 110: Edge of trees by Fiona Foley and Janet Lawrence, Museum of Sydney. (Source: sydneylivingmuseums.com.au/exhibitions/edge-trees)



Figure 111: Earth, Wind, Fire, Water glasswork by Bronwyn Bancroft, Royal North Shore Hospital (left) and Melaleuca Train, Tasmania. (right) (Source: www.bronwynbancroft.com/royal-north-shore-hospital and www.parks.tas.gov.au)



Figure 112: Yagan memorial WA (left) and Campbelltown Station by Adam Hill (right). (Source: www.artsource.net.au/Consulting/client-services/Public-Art-Projects/Yagan-Memorial-Park and blakdouglas.com.au/)



Figure 113: Water sculpture Glebe Point (left) and Fish school, Jamie Sargeant (right) (Source: Artefact, and www.jamiesargeant.com/)

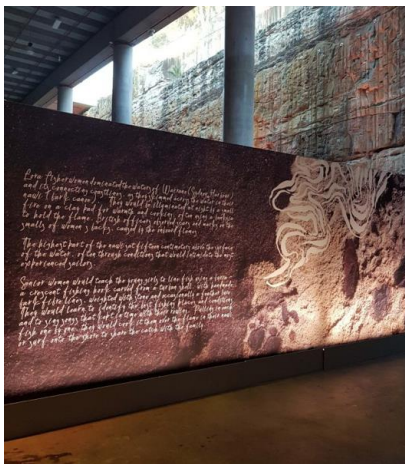


Figure 114: Four thousand fish - ice fish and canoe installation plus interpretive panel honouring fisherwomen and Barangaroo by Emily McDaniel, Barangaroo (Source: www.artlink.com.au/articles/4681/four-thousand-fish-our-language-of-memory/)

9.8. Interpretation in Paving - 1820s Foreshore

In addition to public art, paving in public domain areas could be used as a vehicle for disseminating information about the historic development of the shoreline of Blackwattle Bay, which is represented in Figure 115. . Although only small portion of the 1820s foreshore line passes the new Sydney Fish Markets site, this information has been included to allow for integrated interpretation within the whole precinct. The paving could be arranged in a way to create a clear line throughout the precinct, providing an indication of the 1820s shoreline of Blackwattle Bay. In addition, if possible, this line could be continued through the ground floor interior of new buildings constructed within the Blackwattle Bay area, to provide continuity in interpretation. This has been successfully undertaken at the Closebourne Village site in Morpeth, whereby the new swimming pool has a distinctive line that provides an indication of the historic ownership and subdivision of the site. The line, in the pool's paving, is a non-evasive form of interpretation that has been designed to complement the new pool, while also providing an opportunity for local residents to consider the history of the site. Additionally, text bites within paving inlays could incorporate Darug words and phrases relevant to the site.

In order to ensure visitors are aware of the meaning of the paving representing the original foreshore, plaques could be installed at periodic intervals in the paving with information saying 'original Blackwattle Bay foreshore line - 1859' as seen in Figure 92.



Figure 115: Indication of the 1820s foreshore of Blackwattle Bay, prior to land reclamation. Although only small portion of the 1820s foreshore line passes the new Sydney Fish Markets site, this information has been included to allow for integrated interpretation within the whole precinct. Where possible, a line could be drawn in the paving to the public domain, and potentially within the ground floor of new development, providing an indication of the original shoreline. This should also be represented in any brochure or App developed for the area. (Source: FJMT Heritage Interpretation Presentation, 1 February 2018)



Figure 116: Bricks have been used in this image to provide an indication of the original floor plan of a building that once occupied the site. (Source: photo taken by Kerime Danis of City Plan Heritage)



Figure 117: The pool in the new gym facilities provided on the Closebourne Village site in Morpeth has a clear divisive line, indicating a historic border associated with ownership and subdivision of the site. (Source: photo taken by City Plan Heritage)

10. NON-PHYSICAL INTERPRETATION

10.1. Website

The history of the Sydney Fish Markets can be found on the company's website, under 'Our Company'. It is not clearly identified on the homepage. Historical information currently held on the website includes the following:

History

Until 1945, the marketing of fish in New South Wales was conducted by licensed fish agents operating out of Haymarket fish market, or by unlicensed operators elsewhere in the state.

In 1945, the New South Wales government amended the Fisheries and Oyster Farms Act to effectively cancel all licenses held by Sydney fish agents and transferred the marketing of fish in New South Wales to the Chief Secretary's Department. The Chief Secretary's Department established a regulated market system and controlled the centralised market in Sydney until 1994.

At the same time, the marketing of fish in New South Wales outside Sydney was conducted through a number of fishermen's cooperatives operating along the coastal areas of NSW. 1964 saw the formation of the Fish Marketing Authority, a new yet still state run body, which assumed responsibility for the conduct and management of SFM previously maintained by the Chief Secretary's Department.

Two years later in 1966, SFM moved from the Haymarket area of Sydney to its current location at Blackwattle Bay, Pyrmont. In those days, fish were sold using the labour intensive, traditional 'voice' auction system. This system saw buyers assemble outside the sales bay fence, where inside an assistant would hold up samples of fish from each box for buyers to bid until the highest price was reached.

Sydney Fish Market Pty Ltd was formed on the 28 October 1994, when the NSW Government privatised the marketing of seafood. Since then two equal shareholders, the Catchers Trust and the Sydney Fish Market Tenants and Merchants Pty Ltd have jointly owned the company. Shortly after the NSW State government deregulated fish marketing over a two-stage, five-year period, as legislated monopoly was not acceptable under private ownership.

The first stage of deregulation came in November 1997 when fishermen's cooperatives were permitted to sell directly to Sydney buyers. Total deregulation followed in November 1999, when New South Wales catchers could supply direct to any buyer in possession of a Fish Receiver's Permit. The result, SFM no longer holds a monopoly over the sale of seafood into the Sydney region.

SFM introduced a computerised Dutch auction in October 1989, dramatically evolving the way fish was to be sold. Modelled on the 'reverse' auction system, which has been used for over 130 years to sell tulips in Amsterdam, SFM's auctioneers set the price approximately \$3 higher than the assumed market price. The clock then winds down at a rate of \$1 per revolution and the price drops until a buyer stops the clock by pressing a button. The successful buyer then selects a number of crates from the 'lot'. In February 2004, state-of-the-art digital video projectors were installed to enhance the auction clocks. These large screens face toward around 150 to 200 buyers each day.

Through this reverse auction system, SFM can now offer buyers the fastest and most efficient method of trading seafood, whilst still ensuring the best possible price in open competition. Approximately 1,000 crates or 20,000 kg of seafood are sold every hour during SFM auctions. That's an average of 2,700 crates, or 50 tonnes of fresh seafood, traded every day.

In 1989 SFM established Sydney Seafood School. The School now attracts 12,000 participants a year and hosts an enviable list of Australia's finest guest chefs. In 2001, SFM launched its innovative new online-based seafood trading system, SFMlive that operates in addition to the Dutch auction. SFMlive now provides traders with advanced facilities for direct online seafood sales including wild harvest, aquaculture and frozen products, taking fish trading to a new level.

It is recommended that the website be updated to reflect changes that will occur to the site as part of the wider Blackwattle Bay Precinct generally, following redevelopment. In addition, a clear link to 'History' from the homepage should be developed and information about the heritage walk and other forms of interpretation.

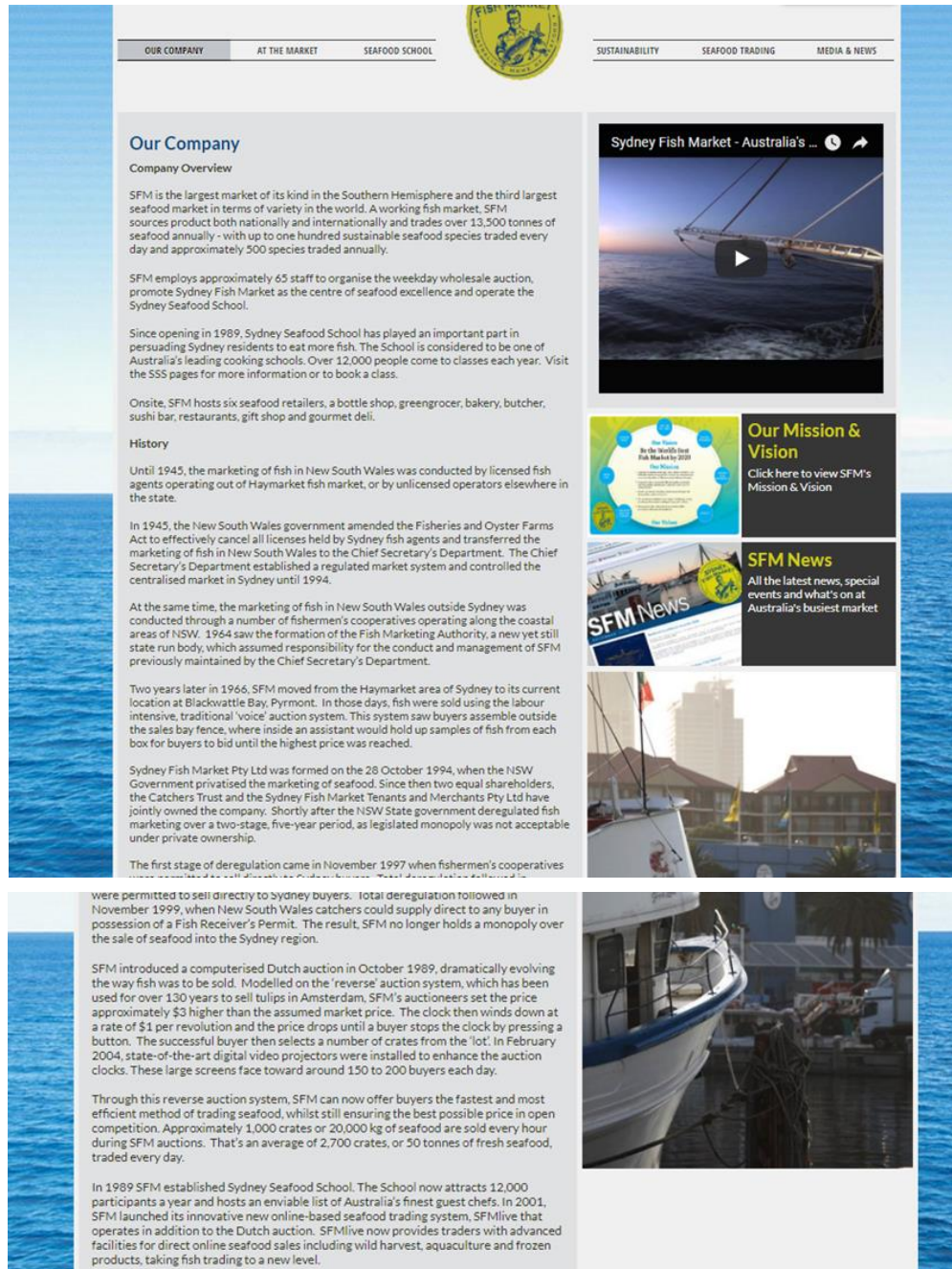


Figure 118: Snapshots from the existing Sydney Fish Markets website showing the historical information currently available. No historic images are currently included. (Source: Sydney Fish Markets Websites)

Additional information could be included on the website in an interactive timeline form, providing an opportunity to add more detailed information and images. This has been successfully undertaken on the Jacksons Landing website, which has an interactive timeline bar that can be scrolled through as desired.

This timeline is included in a separate history tab, which features key themes and information associated with the site (i.e. location, stories, industries, people, transport and sources).

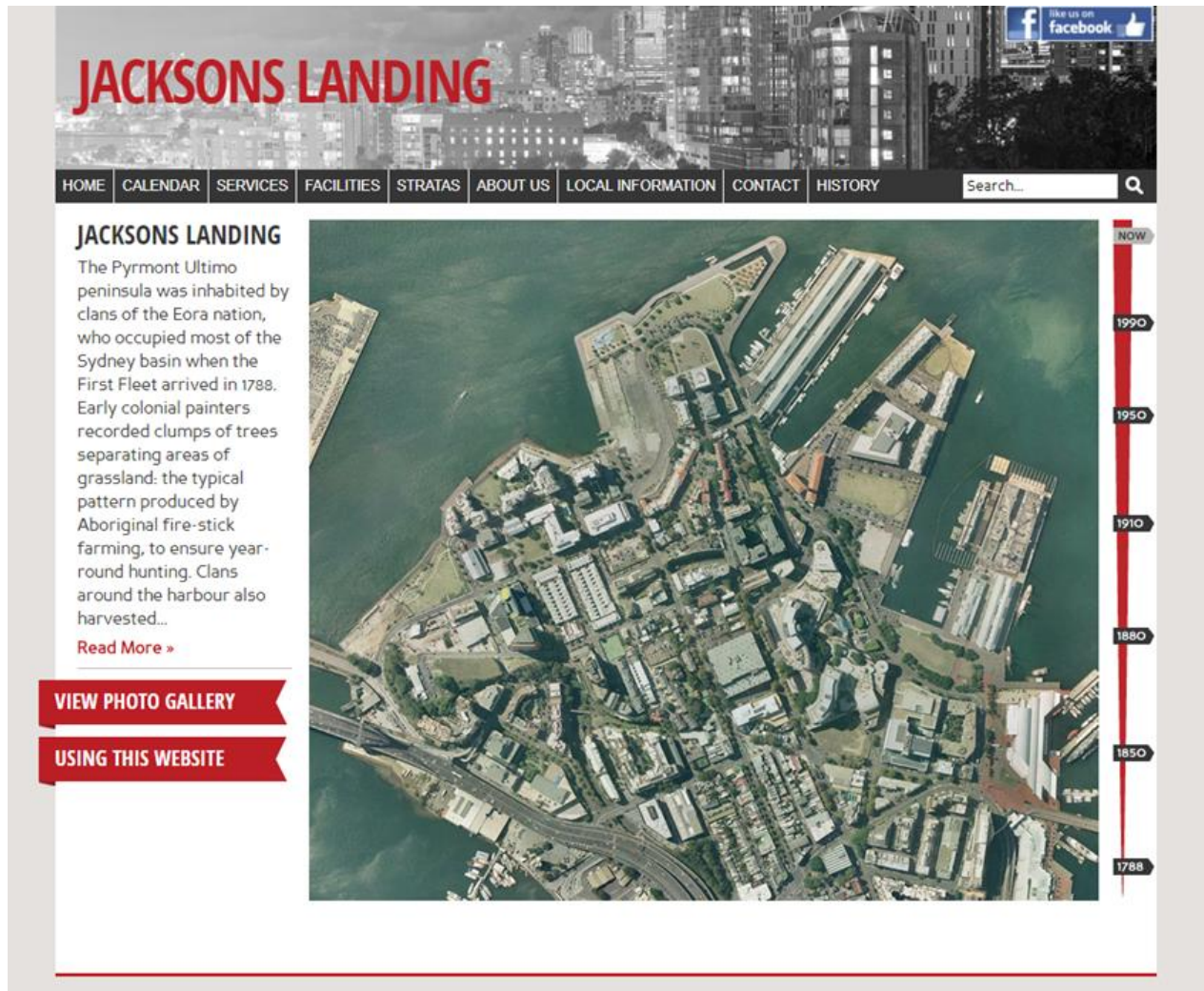


Figure 119: The Jacksons Landing website features a separate history tab with relevant information about the site, including in an interactive timeline form, see in the red bar to the right. A similar approach could be adopted in the Sydney Fish Markets website.

In addition to the timeline and history tab, should archaeological findings be uncovered during works, an 'online exhibition' of the findings and excavation process could be added to the history tab. This would increase access to archaeological findings, while preventing the need to physically display all findings.

10.2. Brochures

In addition to the website, two brochures could be used to celebrate the historical uses of the site and the Blackwattle Bay Precinct' the first being a brochure providing information about the Sydney Fish Markets and the second, a brochure specifically developed for the heritage walk.

10.2.1. Sydney Fish Markets Company Brochure

There are two ways the Sydney Fish Markets brochure could be used to showcase the history of the area. In the first instance, a summary or brief timeline could be included with a few historical images, or, an

alternative could be using one of the historic images of the site as a background watermark on all pages of the booklet. A similar example of this can be seen below:

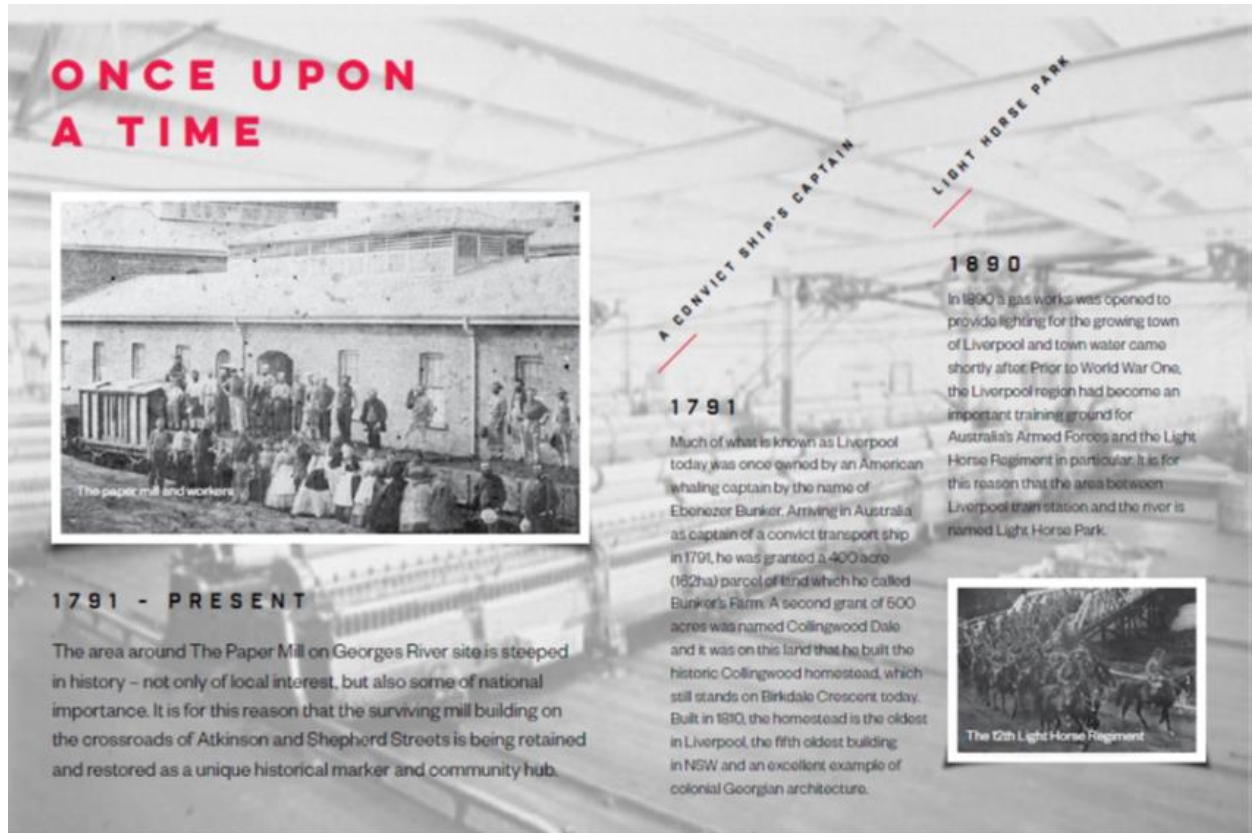


Figure 120: Mock-up example for the Booklet layout to be incorporated on all pages of the Booklet (Source: City Plan Heritage over Coronation Booklet design)

10.2.2. History Walk Brochure/ App

To accompany the history walk created within the Blackwattle Bay Precinct, a brochure could be created that includes a map directing people to the key points of interest, additional images and information.

The CoS have produced a number of history walk brochure examples that allow for self-guided walking tours, providing a map that clearly indicates various points of interest, the estimated length of the walk, start and finish points and any necessary information (Appendix A - Example Walking Tour Pamphlets). These brochures have prevented the need for physical signage at each point of interest, however, are spread across larger areas. As the Blackwattle Precinct is one consolidated area closely linked by the proposed redevelopment and urban design, a brochure should be used in tandem with physical signage/ displays. The CoS has also developed an App, that connects all these history walks and public art installations throughout the CoS. Consultation should be undertaken with the CoS to determine whether the Blackwattle Bay Precinct could be incorporated or connected to the App. The CoS has also developed a walking tour to showcase the history and culture of Aboriginal Sydney, from first contact to today's living culture: Barani/Barranugu (Yesterday/ Tomorrow).



Figure 121: Excerpt from the CoS 'Port' tour of Pyrmont, which includes a detour towards the Sydney Fish Markets (although little information is provided about its history). The map clearly plots various key sites, all individually numbered. (Source: CoS website)

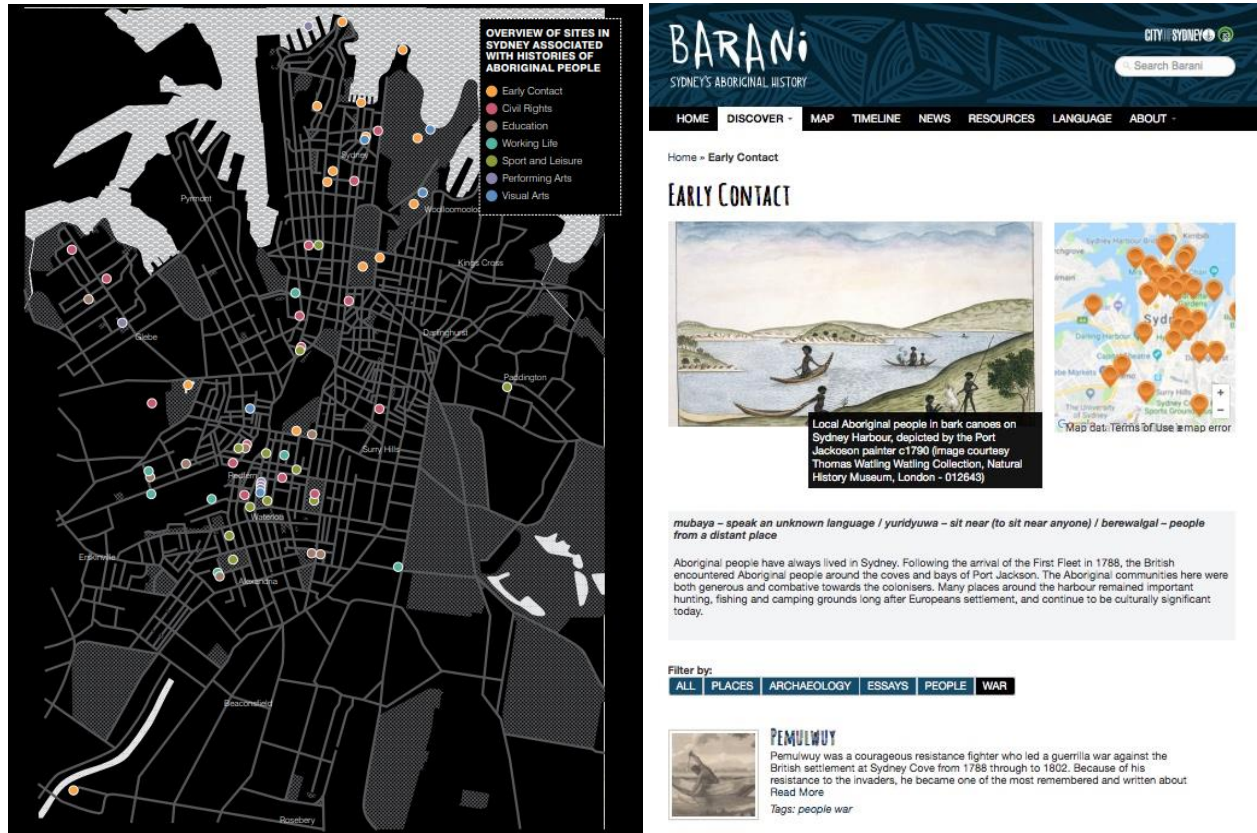


Figure 122: CoS Barani website (Source: CoS website, www.sydneybarani.com.au/maps/)

10.3. Naming Strategy

In addition to the physical interpretive panels, displays and installations that could be incorporated across the Blackwattle Bay Precinct, and the new Sydney Fish Markets site, various buildings or key sites within the new development could be attributed a name that provides insight into the history of the site. As the proposed redevelopment is in the concept stage, specific allocations are not possible. However, below are some suggested spaces that could be named:

- Foreshore walk;
- Amphitheatre;
- Meeting rooms;
- Cooking school rooms.,

Suggested examples of the names that could be employed to these spaces/ areas include the following:

- John Harris;
- Saxon and Binns;
- D and W Robertson;
- A and E Ellis;
- Hudson and Sons;
- Allen Taylor and Co;
- Carlo Caminiti (Charles Cam, owner of the Cam and Co fishing fleet) - recognising his name rather than the anglicised version would be a great way of recognising the contribution of Italian migrants to

Australia. Alternatively, 'Olive Cam' would be an appropriate way of connecting the story of the risk to which those involved in the fishing industry are exposed to;

- Other vessel names associated with the area could also be used.

Darug language words relevant to the site to name public spaces, parks, features, rooms and buildings could be used; any wording used is to be agreed with Registered Aboriginal Parties and /or Metropolitan Local Aboriginal Land Council. An approach could be to use Darug words for marine creatures of the area, many of which have been identified in the archaeological finds around Sydney Harbour. Examples include Gadyan (Sydney cockle), Badangi (Sydney rock oyster), Dalgai (Mussel), Yara (Crab), Walumil (Port Jackson shark), Baludarri (Leather jacket), Yarramarra (Bream), Wulumay (Snapper), Badiwa (Flathead), Walumil (Port Jackson Shark) and Magura/Maugro (Fish) (Troy, 1993, Attenbrow 2010).



Figure 123: *Edge of the Trees* by Fiona Foley and Janet Lawrence, Museum of Sydney. (Source: sydneylivingmuseums.com.au/exhibitions/edge-trees)



Figure 124: Foreshore sculpture, Awabakal language, Newcastle. (Source: www.newcastle.nsw.gov.au/Explore/History-Heritage/Aboriginal-culture)



Figure 125: Dyurulya Square, Green Square (Aboriginal word for 'brogl'a' a species which once thrived in these wetlands) (left) and Wulaba Park, Waterloo (Aboriginal word for 'wallaby' a species common in the area before development) (right). (Source: news.cityofsydney.nsw.gov.au/)

11. CONCLUSION

City Plan Heritage considers the proposed Heritage Interpretation Strategy for new Sydney Fish Markets site adequately communicates the heritage significance of the site providing a number of ways in which the layered history of the site as a part of the wider Blackwattle Bay precinct can be conveyed to target audiences. The suggested interpretation examples explore the overall history, development and functions of the precinct, with specific information considered for key sites.

Future actions following adoption of the Interpretation Strategy include the following:

- This report is to be updated during the staged Construction Certificates and is to respond to the Conditions of Consent issued by the consent authority;
- Consult with Registered Aboriginal Parties and/ or Metropolitan Local Aboriginal Land Council over the interpretive approach and the details of content of any Aboriginal heritage interpretive elements;
- Include a specific Aboriginal heritage component within the Art and Culture Strategy;
- Include native plant species from the area in landscaping;
- Specific images to be included in interpretation are to be determined at the relevant staged Construction Certificate;
- High resolutions of the nominated photographs are to be sourced and prepared, and copyrights obtained for their use within the recommended interpretive media;
- Detailed graphic designs of the interpretive media panels are to be prepared in consultation with the relevant heritage specialist;
- Prepare, as part of the implementation of the Heritage Interpretation Strategy, detailed graphic designs of the interpretive media panels and timeline;
- Consult the relevant heritage specialist and Council/Department prior to manufacturing;
- Art and Culture Strategy:
 - At the first Construction Certificate stage, an Art and Culture Strategy is to be prepared;
 - Engage Aboriginal artists/ designers to produce any artworks/ designs for interpretive elements or public artworks that focuses on Aboriginal cultural heritage of the area at the DA stage;
- Develop and maintain an archive of material associated with Sydney Fish Markets, former coal loader, office/weighbridge building and the subject site in general. Strategies and policies for the archiving of material can be outlined in an archival or collection management plan;
- Prior to commencement of the demolition of the former coal loader and the office/ weighbridge building, allow the built heritage specialist to identify significant material for salvage and storage for future use. Removal of any items to be carried out in accordance with specific salvage methodologies provided by the built heritage specialist;
- Consult with the Council of the City of Sydney regarding the possibility of including the Blackwattle Bay Precinct history walk within its already established history walk App and the Barani/ Barrabugu (Yesterday/ Tomorrow) walk App.

Finally, following endorsement of this report and upon confirmation of the location and design of the interpretative panels, it is recommended that the approved interpretation media is manufactured and installed as set forth in this Strategy and detailed in a future Heritage Interpretation Plan, which incorporates the graphic designs.

CITY PLAN HERITAGE

FEBRUARY 2020

APPENDIX A

Example Walking Tour Pamphlets

Examples of walking tour pamphlets can be found on the following websites & document links

- The Rocks Walking Tours

[https://www.rockswalkingtours.com.au/?](https://www.rockswalkingtours.com.au/?gclid=CjwKCAiAhJTzBRAvEiwAln2qBzAMLGI5mB1ykMOKJ6ICM5AXC01HGH30nB76QOuzmWUuQU1MSAcEIcQAvD_BwE)

[gclid=CjwKCAiAhJTzBRAvEiwAln2qBzAMLGI5mB1ykMOKJ6ICM5AXC01HGH30nB76QOuzmWUuQU1MSAcEIcQAvD_BwE](https://www.rockswalkingtours.com.au/?gclid=CjwKCAiAhJTzBRAvEiwAln2qBzAMLGI5mB1ykMOKJ6ICM5AXC01HGH30nB76QOuzmWUuQU1MSAcEIcQAvD_BwE)

- City of Sydney History Walks

<https://www.cityofsydney.nsw.gov.au/learn/archives-history/sydneys-history/history-walks>

APPENDIX B

Jackson's Landing Public Art Strategy, CPH

JACKSON'S LANDING

5. PUBLIC ART STRATEGY

PRIMARY BRIEF

Public artworks, such as sculpture and installations, can be an evocative and successful tool in interpreting the significance of the site while also being able to enhance the aesthetic and cultural character of an area. Indeed, specific interpretive proposals recommended by this Site Interpretation Strategy comprise a range of unique site-based installations, together with supporting didactic information, rather than installing a uniform series of predictable signage panels across the site.

The range of artwork installations recommended for the Jacksons Landing site will explore important and evocative aspects of the place, the evolution of the site and its constituent elements, the myriad peoples and activities which have shaped and marked Pyrmont's landscape in the past and present.

In keeping with this approach, a commissioned public artwork or number of related installations is proposed for the Waterfront Park precinct which shall be undertaken by a selected Australian artist(s)

CONCEPT

A major permanent sculptural installation(s) at the Waterfront Park which charts the extraordinary transformation of the site from natural harbour environment, to polluted industrial site, to rehabilitated foreshore park.

The artwork(s) should respond to the history and existing physical characteristics of the site, draw from the assembled historical and pictorial sources, may incorporate salvaged site materials and artefacts and should respond to the scale of the designated site appropriately.

WORKING TITLE

'Metamorphosis'

General Principles to Guide Public Artwork

- Demonstrate historical significance/cultural and natural values through an original and site-specific artwork(s).
- May utilise recycled site materials and robust CSR artefacts. In some instances it may be desirable to reuse artefacts in or near their original locations.
- Works will be specific to the site and should address significant values of the Waterfront Park site as well as the wider Jacksons Landing area.
- Is to be evocative of the site and its significant historic, social, aesthetic, cultural and natural values.
- Artwork(s) should be able to communicate with a broad audience without the need for detailed onsite signage.

- Artworks should be conceived and produced in association with the landscape plan for the Waterfront Park site.

SIGNIFICANT CULTURAL THEMES

The proposed artwork(s) must demonstrate a strong relationship to the significant historic and cultural themes that are inherent in the Waterfront Park region. These themes should be specific to the Waterfront Park site but may also relate to the overall Jacksons Landing area and Pyrmont peninsula. Key themes that may be conveyed through the works are:

- Changing character/shape of the landscape
- The physical impact of industry and other activities on the Pyrmont landscape and ecology
- Social impact of industry upon the people of Pyrmont
- Aboriginal occupation of, and relationship to, the site over time
- Patterns of use - specific uses of the Waterfront Park site
- Industrial processes undertaken at Waterfront Park area – tin smelter, quarrying, Iron Works, rubbish dump, Caneite factory etc
- Waterfront and maritime activity
- Reclamation of the Pyrmont foreshore
- Natural environment, pollution, and adaptive reuse – Cadigal fishing spot, industrial site, public park
- Demise of Sydney Harbour industries

KEY QUOTATIONS

About 40 men and boys are employed at this establishment, and 40 tons of iron for manufacturing purposes can be turned out in the course of a week. (Illustrated Sydney News, 26 October 1870)

... no one would dream of their existence save for a trailing vapour from several smoke-shafts, and by the clash and clang of heavy hammers. (Illustrated Sydney News, 26 October 1870)

We saw immense piles of ancient iron articles of every conceivable shape, and for all imaginable purposes ... (Illustrated Sydney News, 26 October 1870)

In an instant, there was a report as of a small cannon, pieces of slag flew like bullets about the building, and the iron had passed to the other side, slightly squared; it was gripped by another workman and passed over the roller to the first operator ... (Illustrated Sydney News, 26 October 1870)

... when the abattoirs were killing, the stench over Pyrmont could be most powerful and the waters in the bay could run red. (Pyrmont & Ultimo Under Siege, Shirley Fitzgerald & Hilary Golder, 1994)

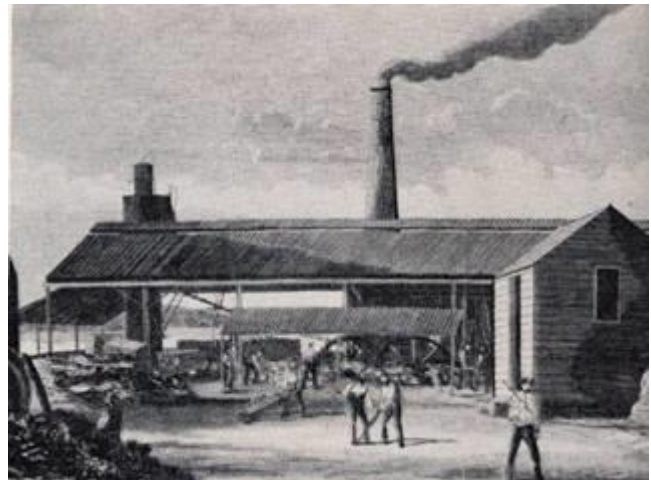
The peninsula was used as an urban sink: those things not wanted anywhere else were dumped into Pyrmont and Ultimo Pyrmont and Ultimo: A History, M. Matthews, p101

... picture yourself, reader, a peninsula considerably elevated above the surface of the surrounding country, commanding a full and uninterrupted view of the splendid waters of Darling Harbour, embossed here and there with the varied assemblage of ships, barques, schooners, and cutters, which perennially decorate that broad and lovely sheet of water ... (Sydney Morning Herald, 15 August 1845)

KEY IMAGES



City Iron Works (Matthews, 1982, p53)



Contemporary Drawing of City Iron Works (Matthews, 1982, p54)



City Iron Works (Fitzgerald & Golder, 1994, p54)



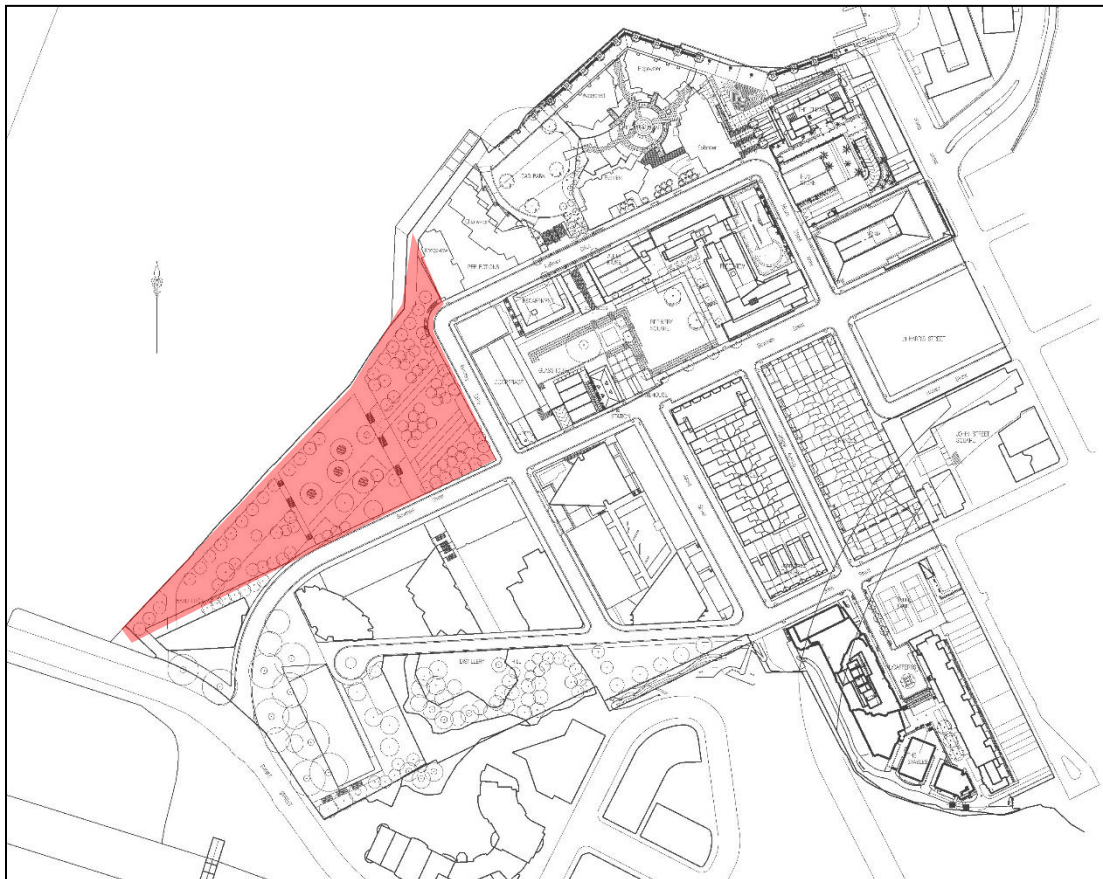
Cane-ite Factory (Fitzgerald & Golder, 1994, p85)

THE SITE

The proposed public artwork(s) shall be located at an important precinct at Jacksons Landing. The future Waterfront Park (yet to be officially named) shall be an open and publicly accessible site that is yet to be designed and therefore features a high level of potential as a site for large scale public artworks. The park has a high degree of visibility from Rozelle, the Anzac Bridge, Balmain and Pyrmont.

The proposed artwork(s) is to have regard for the character of the Waterfront Park site, the high degree of visibility from other places and the landscape character of the Jacksons Landing Site in general. The artwork(s) should consider the past forms and incarnations of the Pyrmont peninsula landscape as well as the changes and alterations that have occurred through various patterns of use.

The commissioned artist(s) will form part of the Waterfront Park design team, will work with the appointed landscape architect and other consultants, and will help influence the overall design scheme and materials adopted for Waterfront Park, siting of artwork and other design issues as required.



Location of Public Art and Installation Precinct at future Waterfront Park site

MATERIALS

The commissioned artist(s) may draw upon salvaged site artefacts for their proposed art installation. Available items include the larger and more robust artefacts (presently located at in the western corner of the water front park area) or suitable materials from the archaeological collection. Artworks should account for the form and natural finishes of incorporated artefacts and recycled materials. Where it is possible, artefacts should be located in their approximate original locations so as to provide a contextual and physical relationship to their use on the CSR site. Materials that are likely to decay due to weathering may be able to be stabilised as part of the artwork or may be left to gradually decay depending upon the concept of the work.

BRIEF DEVELOPMENT

Following engagement of the landscape architect, initial planning and the development of a design scheme indicating artwork sites for Waterfront Park, the specific brief for the artworks is to be developed. Lend Lease Development and DIPNR will jointly develop the brief and will resolve the processes for selection of artist(s), the program of works and the budget. The brief will then be formally be accepted by DIPNR and SHFA for approval. The successful artist(s) will be commissioned to develop the work in collaboration with the landscape architect and other consultants. The artist must be Sydney based.