

# **Major civil construction between The Bays and Sydney CBD**

Environmental Impact Statement 2021

**Technical Paper 3**

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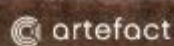
**Non-Aboriginal heritage**

# Sydney Metro West - Major civil construction work between The Bays and Sydney CBD

Technical Paper 3: Non-Aboriginal  
Heritage

Report to Sydney Metro Authority

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Artefact Heritage  
ABN 73 144 973 526  
Level 4, Building B  
35 Saunders Street  
Pyrmont NSW 2009  
Australia

+61 2 9518 8411  
[office@artefact.net.au](mailto:office@artefact.net.au)

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<b>Author:</b>	Sarah-Jane Zammit, Isabel Wheeler, Jessica Horton, Olivia Turner, Peter Hobbins
<b>Project manager:</b>	Sarah-Jane Zammit
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## EXECUTIVE SUMMARY

### Sydney Metro West

Sydney Metro West will double rail capacity between Greater Parramatta and the Sydney CBD, transforming Sydney for generations to come. The delivery of Sydney Metro West is critical to keeping Sydney moving and is identified in a number of key strategic planning documents including the *Greater Sydney Region Plan: A Metropolis of Three Cities – connecting people* (Greater Sydney Commission, 2018a).

The once-in-a-century infrastructure investment will have a target travel time of about 20 minutes between Parramatta and the Sydney CBD, link new communities to rail services and support employment growth and housing supply.

Stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD).

The planning approval process for Sydney Metro West is being assessed as a staged infrastructure application under section 5.20 of the *Environment Planning and Assessment Act 1979*.

The Sydney Metro West Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process for Sydney Metro West), application number SSI-10038, were approved on 11 March 2021.

The Concept is described in Chapter 6 of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and includes:

- Construction and operation of new passenger rail infrastructure between Westmead and the central business district of Sydney, including:
  - Tunnels, stations (including surrounding areas) and associated rail facilities
  - Stabling and maintenance facilities (including associated underground and overground connections to tunnels)
- Modification of existing rail infrastructure (including stations and surrounding areas)
- Ancillary development.

Major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process) is described in Chapter 9 of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and includes:

- Tunnel excavation including tunnel support activities between Westmead and The Bays
- Station excavation for new metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays
- Shaft excavation for services facilities
- Civil work for the stabling and maintenance facility at Clyde.

Stage 2 of the planning approval process (this proposal) includes all major civil construction work including station excavation and tunnelling between The Bays and Sydney CBD.



Future planning applications for Sydney Metro West will include tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line, between Westmead and Sydney CBD.

## Overview of the proposal

This proposal would be located largely underground in twin tunnels. The proposed major civil construction work between The Bays and Sydney CBD would include:

- Enabling work such as demolition, utility supply to construction sites, utility adjustments, and modifications to the existing transport network
- Tunnel excavation including tunnel support activities
- Station excavation for new metro stations at Pyrmont at Hunter Street, in the Sydney CBD.

Components of this proposal are subject to further design, and changes may be made during the ongoing design which take into account the outcomes of community and stakeholder engagement and environmental field investigations.

The surface construction work at station and shaft excavation sites are intended to occur across a period of about three years.

The proposal is further described in Chapter 5 (Project description) of the Environmental Impact Statement.

The *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) assessed the impacts of The Bays Station construction site to:

- Carry out the excavation of The Bays Station
- Launch and support two tunnel boring machines for the drive west to the Sydney Olympic Park metro station construction site.

The Bays Station construction site has been established under the Sydney Metro West Concept and Stage 1 planning approval. Archaeological management of The Bays Station construction site would be conducted under the revised Archaeological Research Design in preparation for the proposal.

The Bays tunnel launch and support site in this proposal would be located within The Bays Station construction site. This Technical Paper assesses the proposed use of the eastern and southern part of The Bays Station construction site to launch and support two tunnel boring machines for the drive east to the Hunter Street Station (Sydney CBD) construction sites. There would be minimal surface ground disturbance associated with this work. Potential vibration and settlement impacts for the proposed tunnelling work at The Bays are included within this assessment as part of the overall impact assessment for vibration and settlement heritage impacts.

## Approach to Non-Aboriginal heritage assessment

Artefact Heritage (Artefact) has been engaged to prepare a non-Aboriginal heritage assessment for inclusion in the Environmental Impact Statement for the proposal. This Technical Paper considers the impacts on listed heritage items and potential archaeological resources within the study area and includes:

- Identification of items and areas of heritage significance that would be materially affected by the proposal, by field survey and research, including any buildings, works, relics, views, or places of heritage significance
- Consideration of the potential impacts on the values, settings and integrity of heritage areas and items and archaeological resources located within the study area, including items both above and below ground and, where such potential exists, the likely significance of those impacts
- Outlining the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the mitigation measures).

## Overview of potential impacts

Potential impacts due to construction vibration would be limited to ground-borne vibration during excavation work at the Pyrmont Station and Hunter Street Station (Sydney CBD) construction sites. Overall the impacts have been assessed as being between moderate and high to the identified non-Aboriginal heritage items in the vicinity of the Pyrmont Station and Hunter Street Station (Sydney CBD) construction sites including heritage items which are directly above the tunnel alignment, but outside the boundaries of the construction sites. These impacts have the potential to be mitigated through design development and the implementation of mitigation measures as outlined in Table 5. The heritage items which would be impacted by the proposal are described, in Table 1 and Table 2 below.

**Table 1: Overview of potential heritage impacts to items in or near the Pyrmont Station construction sites.**

Item	Construction site	Significance	Description of potential impact
<b>Pyrmont Heritage Conservation Area</b>	Pyrmont Station western construction sites	Local	Direct impact: Negligible Potential direct: Moderate (vibration), Minor (settlement) Indirect impact: Moderate (views and vistas)  Overall impact: Moderate
<b>Quarryman's Hotel</b>	Pyrmont Station western construction site	Local	Direct impact: Neutral Potential direct impact: Neutral (vibration), Minor (settlement) Indirect impact: Negligible (views and vistas)  Overall impact: Minor

Item	Construction site	Significance	Description of potential impact
<b>Former Industrial Building 'Waite and Bull'</b> Also known as 'John Taylor Wool Stores'	Pymont Station western construction site	Local	Direct impact: Neutral Potential direct impact: Neutral (vibration), Minor (settlement) Indirect impact: Negligible (views and vistas)  Overall impact: Negligible
<b>Gilbey's Distillery</b>	Pymont Station western construction site	Potential local heritage item	Direct impact: Major  Overall impact: Major
<b>Former New York Hotel</b>	Pymont Station eastern construction site	Local	Direct impact: Neutral Potential direct impact: Neutral (vibration), Negligible (settlement) Indirect impact: Negligible (views and vistas)  Overall impact: Negligible
<b>Former Warehouse 'Bank of NSW Stores'</b>	Pymont Station eastern construction site	Local	Direct impact: Neutral Potential direct impact: Neutral (vibration), Negligible (settlement) Indirect impact: Minor (views and vistas)  Overall impact: Minor
<b>Corner Shop and Residence 'Charmelu'</b>	Pymont Station eastern construction site	Local	Direct impact: Neutral Potential direct impact: Neutral (vibration), Minor (settlement) Indirect impact: Negligible (views and vistas)  Overall impact: Minor
<b>Terrace Group</b>	Pymont Station eastern construction site	Local	Direct impact: Neutral Potential direct impact: Neutral (vibration), Minor (settlement) Indirect impact: Neutral (views and vistas)  Overall impact: Minor
<b>Pymont Bridge Road Hotel</b>	Pymont Station eastern construction site	Local	Direct impact: Neutral Potential direct impact: Neutral (vibration), Minor (settlement) Indirect impact: Minor (views and vistas)  Overall impact: Minor

**Table 2: Overview of potential heritage impacts to items in or near the Hunter Street Station (Sydney CBD) construction sites.**

Item	Construction site	Significance	Description of potential impact
<b>Tank Stream</b>	Hunter Street Station (Sydney CBD) western construction site	State	<p>Direct impact: Neutral  Potential direct impact: Moderate (vibration), Further assessment required(settlement)  Indirect impact: Neutral</p> <p>Overall impact: Moderate</p>
<b>Skidders Family Hotel</b>	Hunter Street Station (Sydney CBD) western construction site	State	<p>Direct impact: Moderate  Potential direct impact: Moderate (vibration), Minor (settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Moderate</p>
<b>Little Hunter and Hamilton Street Precinct</b>	Hunter Street Station (Sydney CBD) western construction site	State	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Further assessment required (settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Negligible</p>
<b>NSW Sports Club</b>	Hunter Street Station (Sydney CBD) western construction site	State	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Minor (settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Negligible</p>
<b>Former Industrial Building 'Manufacturers Mutual'</b>	Hunter Street Station (Sydney CBD) western construction site	State	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Negligible (settlement)  Indirect Impact: Negligible (views and vistas)  Overall impact: Negligible</p>
<b>Ash Street Laneway</b>	Hunter Street Station (Sydney CBD) western construction site	Local	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), No further assessment required (settlement)  Indirect Impact: Neutral (views and vistas)</p> <p>Overall impact: Neutral</p>
<b>Former Commercial Building 'Peapes Menswear'</b>	Hunter Street Station (Sydney CBD) western construction site	Local	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Minor(settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Minor</p>



Item	Construction site	Significance	Description of potential impact
<b>Grand Hotel</b>	Hunter Street Station (Sydney CBD) western construction site	Local	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Minor (settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Minor</p>
<b>Pangas House</b>	Hunter Street Station (Sydney CBD) western construction site	Potential local heritage item	<p>Direct impact: Moderate  Potential direct impact: Moderate (vibration), Minor (settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Moderate</p>
<b>Bennelong Stormwater Channel No 29A</b>	Hunter Street Station (Sydney CBD) eastern construction site	Local	<p>Direct impact: Neutral  Potential direct impact: Moderate (vibration), Further assessment required (settlement)  Indirect impact: Neutral</p> <p>Overall impact: Moderate</p>
<b>NSW Club House Building</b>	Hunter Street Station (Sydney CBD) eastern construction site	State	<p>Direct impact: Negligible  Potential direct impact: Moderate (vibration), Minor (settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Minor</p>
<b>Former Bank – Delfin House</b>	Hunter Street Station (Sydney CBD) eastern construction site	Local	<p>Direct impact: Negligible  Potential direct impact: Moderate (vibration), Minor (settlement)  Indirect impact: Negligible (views and vistas)</p> <p>Overall impact: Moderate</p>
<b>Richard Johnson Square</b>	Hunter Street Station (Sydney CBD) eastern construction site	Local	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), No further assessment required (settlement)  Indirect Impact: Minor (views and vistas)</p> <p>Overall impact: Minor</p>
<b>City Mutual Life Assurance Building</b>	Hunter Street Station (Sydney CBD) eastern construction site	State	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Minor (settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Minor</p>

Item	Construction site	Significance	Description of potential impact
<b>Perpetual Trustee Company</b>	Hunter Street Station (Sydney CBD) eastern construction site	State	Direct impact: Neutral Potential direct impact: Neutral (vibration), Negligible (settlement) Indirect Impact: Negligible (views and vistas)  Overall impact: Negligible
<b>Public Trust Office</b>	Hunter Street Station (Sydney CBD) eastern construction site	State	Direct impact: Neutral Potential direct impact: Neutral (vibration), Negligible (settlement) Indirect Impact: Negligible (views and vistas)  Overall impact: Negligible
<b>Former Wales House</b>	Hunter Street Station (Sydney CBD) eastern construction site	State	Direct impact: Neutral Potential direct impact: Neutral (vibration), Minor (settlement) Indirect Impact: Minor (views and vistas)  Overall impact: Minor

## Overview of potential impacts from tunnel alignment

The proposal has the potential to have an impact on a number of heritage items in the vicinity of the tunnel alignment due to vibration. The heritage items are described in Table 3 below.

**Table 3: Overview of potential heritage impacts to items in the vicinity of the tunnel alignment**

Item	Address	Listing	Significance	Potential impact
<b>Glebe Island Silos</b>	Victoria Road, Glebe Island	<ul style="list-style-type: none"> <li>Port Authority of NSW s170 4560016</li> <li>SREP No. 26 – City West Part 3 No. 1</li> </ul>	Local	Neutral (Vibration)  Within the zone of influence for potential settlement impacts, and would be subject to further detailed assessment during design development and construction planning.  Overall impact: Further assessment required
<b>Glebe Island Bridge</b>	Bank Street, Victoria Road, Pyrmont	<ul style="list-style-type: none"> <li>SHR Item no. 01914</li> <li>RMS s170 register (no item number retrievable)</li> </ul>	State	Neutral (Vibration)  Outside the zone of influence for potential settlement impacts and unlikely to be impacted (Settlement)  Overall impact: Neutral

Item	Address	Listing	Significance	Potential impact
<b>Railway cutting</b>	Pymont	<ul style="list-style-type: none"> <li>SHR item no. 01225</li> <li>Sydney Trains s170 register (no item number retrievable)</li> <li>SLEP 2012 item no. 1203</li> <li>RNE Place ID 14311</li> </ul>	State	Neutral (Vibration)  Within the zone of influence for potential settlement impacts, and would be subject to further detailed assessment during design development and construction planning.  Overall impact: Further assessment required
<b>Former warehouse 'Festivals Records' including interiors</b>	1-3 Bulwara Road (and 63-79 Millers Street), Pymont	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1211</li> </ul>	Local	Neutral (Vibration)  Negligible (Settlement)  Overall impact: Negligible
<b>Terrace group including interiors</b>	135-155 Harris Street, Pymont	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1227</li> </ul>	Local	Neutral (Vibration)  Negligible (Settlement)  Overall impact: Negligible
<b>Terrace group including interiors</b>	86-92 Union Street	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1276</li> <li>SREP 2005 (City West) Item no 123</li> </ul>	Local	Neutral (Vibration)  Negligible (Settlement)  Overall impact: Negligible
<b>Pymont Bridge Hotel</b>	94-96 Union Street, Pymont	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1277</li> <li>SREP 2005 (City West) Item no. 52</li> <li>RNE Place ID 100703</li> </ul>	Local	Neutral (Vibration)  Negligible (Settlement)  Overall impact: Negligible
<b>Former Railway House (part of Transport House) including interiors</b>	11-31 York Street, Sydney	<ul style="list-style-type: none"> <li>SHR Item no. 01271 Sydney Trains s170 register (no item number retrievable)</li> <li>SLEP 2012 Item no. I1975</li> <li>RNE Place ID 2351</li> </ul>	State	Neutral (Vibration)  Outside the zone of influence for potential settlement impacts and unlikely to be impacted  Overall impact: Neutral
<b>Wynyard Park including parkland, mature trees, remnant fences, underground conveniences and Lang Statue</b>	York Street, Sydney	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1971</li> </ul>	Local	Neutral (Vibration)  Outside the zone of influence for potential settlement impacts and unlikely to be impacted (Settlement)  Overall impact: Neutral
<b>Former 'Shell House' including interior</b>	2-12 Carrington Street, Sydney	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1691</li> </ul>	Local	Neutral (Vibration)  Negligible (Settlement)  Overall impact: Negligible

Item	Address	Listing	Significance	Potential impact
<b>Former 'Qantas House'</b>	68-96 Hunter Street, Sydney	<ul style="list-style-type: none"> <li>SHR Item no. 01512</li> <li>SLEP 2012 Item no. I1811</li> </ul>	State	Neutral (Vibration)  Negligible (Settlement)  Overall impact: Negligible
<b>Wentworth Hotel</b>	2 Bligh Street (and 61-101 Phillip Street), Sydney	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1674</li> </ul>	Local	Neutral (Vibration)  Negligible (Settlement)  Overall impact: Negligible
<b>Chifley Square</b>	Chifley Square, Sydney	<ul style="list-style-type: none"> <li>SHR Item no. 01512</li> <li>SLEP 2012 Item no. I1708</li> </ul>	State	Neutral (Vibration)  Outside the zone of influence for potential settlement impacts and unlikely to be impacted  Overall impact: Negligible
<b>Terrace house 'Horbury House'</b>	171-173 Macquarie Street, Sydney	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1877</li> </ul>	Local	Neutral (Vibration)  Negligible (Settlement)  Overall impact: Negligible
<b>St James Railway Station</b>	Sydney	<ul style="list-style-type: none"> <li>SHR Item no. 01248</li> <li>Sydney Trains s170 register (no item number retrievable)</li> <li>SLEP 2012 Item no. I1740</li> </ul>	State	Neutral (Vibration)  Within the zone of influence for potential settlement impacts, and would be subject to further detailed assessment during design development and construction planning.  Overall impact: Further assessment required
<b>Shakespeare Place</b>	Shakespeare Place, Sydney	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1949</li> </ul>	Local	Neutral (Vibration)  Negligible (Settlement)  Overall impact: Minor
<b>State Library of NSW</b>	1 Shakespeare Place, Sydney	<ul style="list-style-type: none"> <li>SHR Item no. 01071</li> <li>Department of Education s170 register (no item number retrievable)</li> <li>SLEP 2012 Item no. 01071</li> <li>RNE Place ID 1847</li> <li>NTR no. 6386</li> </ul>	State	Neutral (Vibration)  Slight (Settlement)  Overall impact: Minor



Item	Address	Listing	Significance	Potential impact
<b>Royal Botanical Gardens and Domain (including Governor's Domain and Civic Precinct)</b>	Sydney	<ul style="list-style-type: none"> <li>NHL Place ID 106103</li> <li>SHR Item no. 01070</li> <li>SLEP 2012 Item no. I1653</li> <li>RNE Place ID 1863</li> <li>NTR no. 6489</li> </ul>	National	Neutral (Vibration)  Outside the zone of influence for potential settlement impacts and unlikely to be impacted (Settlement)  Overall impact: Neutral

## Overview of impacts to significant non-Aboriginal archaeological resources

A summary of potential impacts to significant non-Aboriginal archaeological resources is provided in Table 4. There is nil potential for predicted significant remains at the Hunter Street Station (Sydney CBD) eastern construction site

**Table 4: Proposal impacts to significant archaeological resources**

Site	Phase	Potential	Significance	Impact
<b>Pymont Station western construction site</b>	<b>Phase 2 (1883 – 1914)</b>	Moderate	Local	Major
<b>Pymont Station eastern construction site</b>	<b>Phase 2 (1878 – 1940)</b>	Moderate	Local	Major
<b>Hunter Street Station (Sydney CBD) western construction site</b>	<b>Phase 1 (1788 – 1840)</b>	Low	State	Major
	<b>Phase 2 (1840 – 1900)</b>	Moderate	Local	Major

## Summary of mitigation measures

Mitigation measures that would be implemented to address potential impacts on non-Aboriginal heritage sites and areas of archaeological potential are listed in Table 5 below.

**Table 5: Summary of mitigation measures**

Reference	Impact	Mitigation measure	Applicable location(s) <sup>1</sup>
NAH1	Archival recording	Archival recording and reporting of the following heritage items would be carried out in accordance with the NSW Heritage Office's <i>How to Prepare Archival Records of Heritage Items</i> (1998), and <i>Photographic Recording of Heritage Items Using Film or Digital Capture</i> (2006): <ul style="list-style-type: none"> <li>Former Skinners Family Hotel (SHR item no. 00584)</li> <li>NSW Club House Building (SHR item no. 00145)</li> </ul>	PSWCS, HSSWCS, HSSECS

<sup>1</sup> PSWCS: Pymont Station Western Construction Site; PSECS: Pymont Station Eastern Construction Site; HSSWCS: Hunter Street Station Western Construction Site; HSSECS: Hunter Street Station Eastern Construction Site; MRTA: Metro Rail Tunnel Alignment

Reference	Impact	Mitigation measure	Applicable location(s) <sup>1</sup>
		<ul style="list-style-type: none"> <li>Former Bank – Delfin House (SLEP 2012 item no. I1903)</li> <li>Richard Johnson Square (SLEP 2012 item no. I1673)</li> </ul> <p>Archival recording should be carried out at the following sites as potential heritage items of local significance prior to the commencement of work for the following items:</p> <ul style="list-style-type: none"> <li>Gilbey's Distillery, 26-32 Pyrmont Bridge Road, Pyrmont (potential archaeological site and local heritage item)</li> <li>Pangas House, 15-17 Hunter Street, Sydney (potential local heritage item)</li> </ul>	
NAH2	Investigation	<p>Investigations would be carried out for the Tank Stream (SHR item no. 00636) and Bennelong Stormwater Channel No. 29A (Sydney Water s170 item no. 4570854) to confirm and record the location, depth, and ascertain the current integrity, extent and condition of the heritage items.</p> <p>Surveys are to be carried out under the supervision of a heritage consultant in consultation with Sydney Water.</p>	HSSWCS, HSSECS
NAH3	Demolition	<p>A method for the demolition of existing buildings and/or structures at specified construction site would be developed to minimise direct and indirect impacts to adjacent and/or adjoining heritage items.</p> <p>A structural engineering investigation should be carried out prior to demolition of existing buildings and/or structures adjacent to heritage items, to ensure the conservation of the items fabric and significance.</p> <p>A detailed methodology for the protection of the Skinners Family Hotel, Tank Stream and Bennelong Stormwater Channel No.29A would be developed by suitably qualified heritage engineers and consultants.</p>	HSSWCS, HSSECS
NAH4	Salvage	Prior to commencement of demolition of Gilbey's Distillery, significant heritage fabric which has a reuse in the project or elsewhere would be identified and considered for salvage	PSWCS
NAH5	Heritage interpretation	Heritage Interpretation Plans would be prepared in accordance with the line-wide Heritage Interpretation Strategy being prepared for Sydney Metro West.	PWCS, PECS, HSWCS, HSECS
NAH6	Archaeology	An Archaeological Research Design would be prepared to identify the excavation methodology for predicted locally significant non-Aboriginal archaeological resources at the Pyrmont Station construction sites. Archaeological mitigation measures	PWCS, PECS, HSWCS, HSECS

Reference	Impact	Mitigation measure	Applicable location(s) <sup>1</sup>
		recommended in the Archaeological Research Design would be carried out in accordance with Heritage NSW guidelines, and where appropriate, supervised by a suitably qualified Excavation Director with experience in managing State significant archaeology.	
NAH7	Archaeology	An Archaeological Excavation Report would be prepared by the Excavation Director and be provided to the Heritage NSW within 12 months of the completion of archaeological excavations specified in the Archaeological Research Design.	PWCS, PECS
NAH8	Ground movement and settlement assessment	Further assessments at later design stages and during detailed construction planning would be undertaken to check the preliminary findings of the ground movement assessment in relation to listed heritage buildings. Other listed heritage infrastructure would also be subject to such further assessment of ground movement where identified as being required in Technical Paper 3 (Non-Aboriginal heritage).	PWCS, PECS, HSWCS, HSECS, Tunnel alignment
NAH9	Monitoring	Where required, heritage items identified by NAH8 as requiring further assessment should undergo instrumentation and monitoring as part of further assessments and during the work.	PWCS, PECS, HSWCS, HSECS

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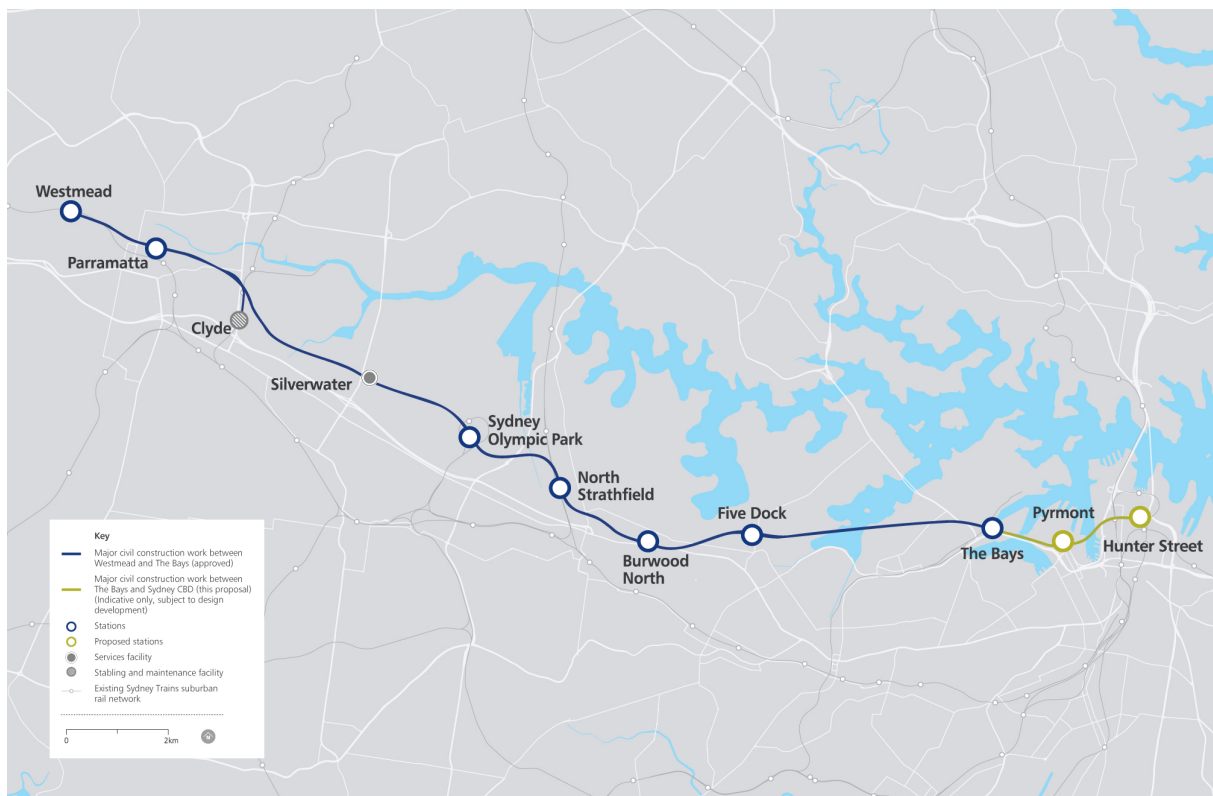
## 1.0 INTRODUCTION

### 1.1 Sydney Metro West

Sydney Metro West will double rail capacity between Greater Parramatta and the Sydney CBD, transforming Sydney for generations to come. The delivery of Sydney Metro West is critical to keeping Sydney moving and is identified in a number of key strategic planning documents including the *Greater Sydney Region Plan: A Metropolis of Three Cities – connecting people* (Greater Sydney Commission, 2018a).

The once-in-a-century infrastructure investment will have a target travel time of about 20 minutes between Parramatta and the Sydney CBD, link new communities to rail services and support employment growth and housing supply.

Stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street (Sydney CBD). The main elements of Sydney Metro West are shown in Figure 1.



**Figure 1: Sydney Metro West**

The planning approval process for Sydney Metro West is being assessed as a staged infrastructure application under section 5.20 of the *Environment Planning and Assessment Act 1979*.

The Sydney Metro West Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process for Sydney Metro West), application number SSI-10038, were approved on 11 March 2021.

The Concept is described in Chapter 6 of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and includes:

- Construction and operation of new passenger rail infrastructure between Westmead and the central business district of Sydney, including:
  - Tunnels, stations (including surrounding areas) and associated rail facilities
  - Stabling and maintenance facilities (including associated underground and overground connections to tunnels)
- Modification of existing rail infrastructure (including stations and surrounding areas)
- Ancillary development.

Major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval process) is described in Chapter 9 of the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) and includes:

- Tunnel excavation including tunnel support activities between Westmead and The Bays
- Station excavation for new metro stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays
- Shaft excavation for services facilities
- Civil work for the stabling and maintenance facility at Clyde.

Stage 2 of the planning approval process (this proposal) includes all major civil construction work including station excavation and tunnelling between The Bays and Sydney CBD.

Future planning applications for Sydney Metro West will include tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operation and maintenance of the Sydney Metro West line, between Westmead and Sydney CBD. The associated potential impacts are being assessed and will be presented within the Environmental Impact Statement currently being prepared for Sydney Metro West - Rail infrastructure, stations, precincts and operations (Stage 3 of the planning approval process). The potential archaeological impacts associated with Sydney Metro West - Rail infrastructure, stations, precincts and operations have been assessed in this Technical Paper only in relation to potential cumulative impacts with this proposal, where relevant.

## 1.2 Overview of the proposal

This proposal would be located largely underground in twin tunnels. Indicative locations of the proposed alignment and stations are shown in Figure 2.



**Figure 2: Overview of Sydney Metro West between The Bays and Sydney CBD**

The proposed major civil construction work between The Bays and Sydney CBD would include:

- Enabling work such as demolition, utility supply to construction sites, utility adjustments, and modifications to the existing transport network
- Tunnel excavation including tunnel support activities
- Station excavation for new metro stations at Pyrmont and at Hunter Street, in the Sydney CBD.

Components of this proposal are subject to further design, and changes may be made during the ongoing design which take into account the outcomes of community and stakeholder engagement and environmental field investigations.

The surface construction work at station and shaft excavation sites are intended to occur across a period of about three years.

The proposal is further described in Chapter 5 (Project description) of the Environmental Impact Statement.

The *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) assessed the impacts of The Bays Station construction site to:

- Carry out the excavation of The Bays Station
- Launch and support two tunnel boring machines for the drive west to the Sydney Olympic Park metro station construction site.



The approved The Bays Station construction site has been assessed and will be established under the existing approval (Stage 1 of the planning approval process). Archaeological management of The Bays Station construction site would be conducted under the revised Archaeological Research Design in preparation for the approved project (Stage 1 of the planning approval process).

The Bays tunnel launch and support site in this proposal would be located within a part of The Bays Station construction site. This Technical Paper assesses the proposed use of the eastern and southern part of The Bays Station construction site to launch and support two tunnel boring machines for the drive east to the Hunter Street Station (Sydney CBD) construction sites. There would be minimal surface ground disturbance associated with this work. As the potential heritage and archaeological impacts for The Bays Station construction site has been previously assessed and no additional surface work is proposed at The Bays tunnel launch and support site, the non-Aboriginal heritage or archaeological assessment at this site has been limited to the potential vibration and settlement impacts for the proposed tunnelling work.

### 1.3 Purpose and scope of this report

This non-Aboriginal heritage Technical Paper is one of a number of Technical Papers that form part of the Environmental Impact Statement for major civil construction work between The Bays and Sydney CBD. The purpose of this Technical Paper is to identify and assess the potential impacts of the proposal in relation to non-Aboriginal heritage. It responds directly to the Secretary's Environmental Assessment Requirements outlined in Section 1.3.1.

This Technical Paper considers the construction impacts on listed heritage items and potential archaeological resources within the study area and includes:

- Identification of items and areas of heritage significance that would be materially affected by major civil construction work between The Bays and Sydney CBD during construction, by field survey and research, including any building, works, relics, views, or places of heritage significance
- Consideration of the potential impacts on the values, settings and integrity of heritage areas and items and archaeological resources located near the proposal, including items both above and underground and, where such potential exists, the likely significance of those impacts
- Proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the mitigation measures).

This non-Aboriginal heritage and archaeological assessment has divided the study area into two areas for clarity of discussion. These two study areas broadly comprise:

- Proposed construction sites, plus buffer zones of 25 metres
- Areas located above the tunnel alignment.

Definitions of these study areas are provided in Section 3.2.

#### 1.3.1 Secretary's Environmental Assessment Requirements

The Secretary's Environmental Assessment Requirements were issued on 7 July 2021. The requirements specific to non-Aboriginal heritage, and where these requirements are assessed in this Technical Paper, are outlined in Table 6.



In support of seeking the Secretary's Environmental Assessment Requirements, the *Sydney Metro West Scoping Report – Major civil construction work between The Bays and Sydney CBD* (Sydney Metro, 2021) identified a number of investigations and further assessments relevant to this Technical Paper. How the Technical Paper addresses these matters is provided in Table 7.

**Table 6: Secretary's environmental assessment requirements – non-Aboriginal heritage**

7. Non-Aboriginal heritage	Where addressed
1 Direct and/or indirect impacts to the heritage significance of:	
c) environmental heritage, as defined under the <i>Heritage Act 1977</i> ; and	Section 6.0
d) historical and/or maritime archaeology (including reclaimed land and foreshore areas)	Section 7.0
e) items uncovered during investigation for the proposal that are found to have heritage significance.	Section 9.0
f) items listed on the State, National and World Heritage lists; and	Section 6.0
g) heritage items and conservation areas identified in environmental planning instruments applicable to the proposal area	Section 6.0
2 The historical and/or maritime archaeology impacts (including reclaimed land and foreshore areas) should be addressed through an archaeological assessment by suitability qualified archaeologist.	Section 7.0
3 Where impacts to State or locally significant heritage items are identified, the assessment must:	
a) include a heritage significance assessment for all heritage items, a statement of heritage impact for all heritage items and a historical archaeological assessment;	Section 6.0
b) consider conservation policies of relevant conservation management plans	Section 6.0
c) consider impacts to the item of significance caused by, but not limited to, vibration, demolition, archaeological disturbance, altered historical arrangements and access, visual amenity, landscape and vistas, curtilage, subsidence and architectural noise treatment, drainage infrastructure, contamination remediation and site compounds (as relevant) and whether these are permanent or temporary impacts or structures	Section 6.0
d) outline measures to avoid and minimise those impacts during construction in accordance with the current guidelines; and	Section 9.0
e) be undertaken by a suitably qualified heritage consultant(s) and/or historical archaeologist (note: where archaeological excavations are proposed the relevant consultant must meet the NSW Heritage Council's Excavation Director criteria).	Section 6.0 and Section 7.0

**Table 7: Investigations and further assessments identified in the proposal Scoping Report – non-Aboriginal heritage (Sydney Metro 2021)**

Investigations and further assessments	Where addressed
<b>Non-Aboriginal heritage</b>	
Identify items and areas of heritage significance that would be materially affected by this proposal, by field survey and research, including any buildings, works, relics, gardens, landscapes, views, trees or places of heritage significance	Section 6.0
Consider the potential impacts on the values, settings and integrity of heritage areas and items and archaeological resources located near this proposal, including items both above and below ground and, where such potential exists, the likely significance of those impacts	Section 6.0 and Section 7.0
Outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the mitigation measures) in accordance with relevant best practice guidelines and Conservation Management Plans, where relevant.	Section 9.0

## 1.4 Authors

This report was prepared by Jessica Horton (Heritage Consultant), Isabel Wheeler (Heritage Consultant), Olivia Turner (Heritage Consultant) and Sarah-Jane Zammit (Senior Heritage Consultant). The historical research and compilation of the history was carried out by Dr Peter Hobbins (Principal and Historian). Management input and review was provided by Duncan Jones (Principal) and Dr Sandra Wallace (Director).

The qualifications of the heritage consultants involved in the production of the report are included in Table 8.

**Table 8: Author qualifications**

Name	Qualification	Years' Experience
Jessica Horton	MA Heritage Conservation (enrolled) BA Archaeology and History	4 years
Isabel Wheeler	B Archaeology (Hons) B Archaeology	1.5 years
Olivia Turner	MA Heritage Conservation BA History and Archaeology	2.5 years
Sarah-Jane Zammit	PhD Architecture (candidate) MA Heritage Conservation MA Architecture BA Architecture	9 years
Dr Peter Hobbins	PhD History MA of Medical Humanities BSc (Hons) BA	17 years

Name	Qualification	Years' Experience
Duncan Jones	BA Prehistoric and Historic Archaeology (Hons)	13 years
Dr Sandra Wallace	PhD Archaeology BA Prehistoric and Historic Archaeology (Hons)	18 years

## 2.0 LEGISLATIVE AND POLICY CONTEXT

### 2.1 Introduction

The legislative and policy context in the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a) would apply to the non-Aboriginal heritage assessment for the major civil construction work between The Bays and Sydney CBD. The legislation, policy and guidelines that are relevant to this proposal are summarised below.

### 2.2 The World Heritage Convention

The *Convention Concerning the Protection of World Cultural and National Heritage* (the World Heritage Convention) was adopted by the General Conference of the United Nations Educational, Scientific and Cultural Organisation (UNESCO) on 16 November 1972, and came into force on 17 December 1975. The World Heritage Convention aims to promote international cooperation to protect heritage that is of such outstanding universal value that its conservation is important for current and future generations. It sets out the criteria that a site must meet to be inscribed on the World Heritage List and the role of State Parties in the protection and preservation of world and their own national heritage.

#### 2.2.1 World Heritage List

The World Heritage List contains sites that have been listed by UNESCO as being of special cultural or physical significance.

There are no items listed on the World Heritage List located within all study areas for the proposal (as defined in Section 3.2).

### 2.3 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* provides a legislative framework for the protection and management of matters of national environmental significance, that is, flora, fauna, ecological communities and heritage places of national and international importance. Heritage items are protected through their inclusion on the World Heritage List, Commonwealth Heritage List or the National Heritage List.

The *Environment Protection and Biodiversity Conservation Act 1999* stipulates that a person who has proposed an action that will, or is likely to, have a significant impact on a World, National or Commonwealth Heritage site must refer the action to the Department of the Environment and Minister for the Environment (hereafter Minister). The Minister will then determine if the action requires approval under the *Environment Protection and Biodiversity Conservation Act 1999*. If approval is required, an environmental assessment would need to be prepared. The Minister would approve or decline the action based on this assessment.

A significant impact is defined as “an impact which is important, notable, or of consequence, having regard to its context or intensity”. The significance of the action is based on the sensitivity, value and quality of the environment that is to be impacted, and the duration, magnitude and geographic extent of the impact. If the action is to be carried out in accordance with an accredited management plan, approval is not needed, and the matter would not be referred to the Minister.

There are no heritage items listed in the World Heritage List (including buffer areas) within all study areas for the proposal (as defined in Section 3.2). There is **one** heritage item listed in the National Heritage List, 'The Governor's Domain & Civic Precinct', within the proposed tunnel alignment.

### 2.3.1 National Heritage List

The National Heritage List has been established to list places of outstanding heritage significance to Australia. It includes natural, historic and Indigenous places that are of outstanding national heritage value to the Australian nation.

There are no items listed on the National Heritage List within, or in proximity to, the proposed construction sites as part of the proposal. There is however, **one** item listed on the National Heritage List, 'The Governor's Domain & Civic Precinct', which is located above the proposed tunnel alignment.

### 2.3.2 Commonwealth Heritage List

The Commonwealth Heritage List has been established to list heritage places that are either entirely within a Commonwealth area, or outside the Australian jurisdiction and owned or leased by the Commonwealth or a Commonwealth Authority. The Commonwealth Heritage List includes natural, Indigenous and historic heritage places which the Minister is satisfied have one or more Commonwealth Heritage values.

There are no items listed on the Commonwealth Heritage List located within all study areas for the proposal (as defined in Section 3.2).

## 2.4 New South Wales Heritage Act 1977

The NSW *Heritage Act 1977* (Heritage Act) provides protection for items of 'environmental heritage' in NSW. 'Environmental heritage' includes places, buildings, works, relics, movable objects or precincts considered significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. Items considered to be significant to the state are listed on the State Heritage Register (SHR) and cannot be demolished, altered, moved or damaged, or their significance altered without approval from the Heritage Council of NSW.

Although the requirements for permits under the Heritage Act are not required for an approved State significant infrastructure project, the Heritage Act is relevant in that it guides assessment and defines statutory listed items. Relevant regulations are also required to be used under the Secretary's Environmental Assessment Requirements and certain sections of the Heritage Act potentially relevant to the proposal, such as Section 146 (notification of a relics) are still applicable to approved State significant infrastructure projects.

### 2.4.1 State Heritage Register

The State Heritage Register (SHR) was established under Section 22 of the Heritage Act and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The State Heritage Register is administered by the Heritage Division of the Department of Premier and Cabinet and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

There are **eight** items listed on the SHR located within all study areas for the proposal (as defined in Section 3.2, see Section 6.1.1 and Section 6.2.1 for more details).

## 2.4.2 Conservation Management Plans

A Conservation Management Plan (CMP) is a heritage management document which according to Section 38A(3) of the *Heritage Act 1977* (NSW) (Heritage Act):

- Identifies the state heritage significance of an item,
- Sets out policies and strategies for the retention of that significance, and
- Is prepared in accordance with the guidelines for the preparation of conservation management plans (if any) publicly issued from time to time by the Heritage Council.

As a requirement under Section 38A (1) of the Heritage Act, CMPs were required to be submitted to the NSW Heritage Council for endorsement. From December 2020, this requirement was removed, bringing the NSW Heritage process in line with other jurisdictions across Australia.

The following **three** SHR listed items have CMPs previously prepared.

- The Tank Stream, Sydney (SHR item no. 00636). This item is located within the construction footprint for this proposal and this proposal is assessed against policies in this CMP in Section 6.2.3.1
- 'Perpetual Trustee Company' building at 33-39 Hunter Street, Sydney (SHR Item no. 00678). This item is located opposite the Hunter Street Station (Sydney CBD) eastern construction site on Hunter Street
- 'City Mutual Life Assurance Building' at 60-66 Hunter Street, Sydney (SHR Item no. 00585). This item is located opposite the Hunter Street Station (Sydney CBD) eastern construction site, on the corner of Hunter and Bligh Streets.

## 2.4.3 Section 170 heritage registers

Under the Heritage Act, all government agencies are required to identify, conserve and manage heritage items in their ownership or control. Section 170 of the Heritage Act requires all government agencies to maintain a Heritage and Conservation Register that lists all heritage assets and an assessment of the significance of each asset. They must also ensure that all items inscribed on its list are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the NSW Government on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of items and are based on NSW heritage legislation and guidelines.

There are **two** items listed on the Sydney Water s170 register located within all study areas for the proposal (as defined in Section 3.2, see Section 6.1.1 and Section 6.2.1 for more details).

There is **one** item listed on the Department of Justice and Attorney General s170 register located within all study areas for the proposal (as defined in Section 3.2, see Section 6.1.1 and Section 6.2.1 for more details).

#### 2.4.4 Archaeological relics and works

The Heritage Act also provides protection for 'relics', which includes archaeological material or deposits. Section 4 (1) of the Heritage Act (as amended in 2009) defines a relic as:

*"...any deposit, artefact, object or material evidence that:*

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*
- (b) is of State or local heritage significance."*

Sections 139 to 145 of the Heritage Act prevent the excavation or disturbance of land known or likely to contain relics, unless under an excavation permit. Section 139 (1) states:

*A person must not disturb or excavate any land knowingly or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, damaged or destroyed unless the disturbance is carried out in accordance with an excavation permit.*

Excavation permits are issued by the Heritage Council of NSW, or its Delegate, under Section 140 of the Heritage Act for relics not listed on the SHR or under Section 60 for impacts within SHR curtilages. An application for an excavation permit must be supported by an Archaeological Research Design and Archaeological Assessment prepared in accordance with the NSW Heritage Division archaeological guidelines. Minor work that would have a minimal impact on archaeological relics may be granted an exception under Section 139 (4) or an exemption under Section 57 (2) of the Heritage Act. However, the proposal is subject to Part 5.2 (State significant infrastructure) provisions of the *Environmental Planning and Assessment Act 1979*, and therefore excavation permits, or exemptions would not be required.

The Heritage Act defines 'works' as being in a separate category to archaeological 'relics'. 'Works' refer to past evidence of infrastructure. 'Works' may be buried, and therefore archaeological in nature, however, exposure of a 'work' does not trigger reporting obligations under the Act. The following examples are commonly considered to be 'works':

- Former road surfaces or pavement and kerbing
- Evidence of former drainage infrastructure, where there are no historical artefacts in association with the item
- Building footings associated with former infrastructure facilities, where there are no historical artefacts in association with the item.

#### 2.5 Environmental Planning and Assessment Act 1979

The *Environment Planning and Assessment Act 1979* establishes the framework for cultural heritage values to be formally assessed in the land use planning, development consent and environmental impact assessment processes. The *Environment Planning and Assessment Act 1979* requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The *Environment Planning and Assessment Act 1979* also requires that local governments prepare planning instruments (such as Local Environmental Plans (LEPs) in accordance with the *Environment Planning and Assessment Act 1979* to provide guidance on the level of environmental assessment required.



The study area falls within the boundaries of two Local Government Areas (LGAs), being the City of Sydney and Inner West (formerly Leichhardt LGA). The study area is therefore subject to the:

- City of Sydney LEP 2012
- Leichhardt LEP 2013.

The aim of the LEPs in relation to heritage is to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings, views and archaeological sites. The LEP's list items of heritage significance within the LGA.

There are **twenty-seven** items (including conservation areas) which are listed on Schedule 5 of the City of Sydney LEP 2012 located within the study areas for the proposal (as defined in Section 3.2, see Section 6.1.1 and Section 6.2.1 for more details).

There are **no** items (including conservation areas) which are listed on Schedule 5 of the Leichhardt LEP 2013 located within the study area for the proposal (as defined in Section 3.2, see Section 6.1.1 and Section 6.2.1 for more details).

### 2.5.1 Sydney Regional Environmental Plan No 26 – City West

The study area falls within the boundaries of the Ultimo-Pyrmont precinct and The Bays which are administered by the *Sydney Regional Environmental Plan No 26 – City West*. The aim of this plan is to guide development of the identified precincts. The plan outlines development in relation to heritage under Division 6. The plan identifies heritage conservation areas under Division 6, heritage items under Schedule 4, and potential historical archaeological sites under Division 6.

There are **nine** items listed on the Sydney Regional Environmental Plan No 26 – City West located within the study areas for the proposal (as defined in Section 3.2, see Section 6.1.1 and Section 6.2.1 for more details).

### 2.5.2 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The study area falls within the area administered by the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*. The aim of the plan is to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained. The plan identifies items of the heritage significance in Schedule 4.

There are no items listed on the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* located within the study areas for the proposal (as defined in Section 3.2, see Section 6.1.1 and Section 6.2.1 for more details).

## 2.6 Non-statutory heritage registers

### 2.6.1 National Trust Register (NSW)

The National Trust is one of Australia's heritage conservation charities, which was established in 1945. The Trust's mission is the safeguard of built, natural and cultural heritage of Australia for future generations. The National Trust owns or manages over 300 heritage places across Australia, and the National Trust of Australia (NSW) maintains a Register of landscapes, townscapes, buildings, industrial sites, cemeteries and other items or places which the Trust determines have cultural

significance and are worthy of conservation. Currently, there are over 12,000 items which have been 'Classified' on the Trust's Register.<sup>2</sup>

There are **eleven** items on the NSW National Trust Register within the study area for the proposal (as defined in Section 3.2, see Section 6.1.1 and Section 6.2.1 for more details).

## 2.6.2 Register of National Estate

The Register of National Estate (RNE) was originally established under the *Australian Heritage Commission Act 1975* which was repealed in 1999 by the *Environmental Protection and Biodiversity Conservation Act 1999*. The RNE was officially closed in 2007 with all references and register items removed from the *Environment Protection and Biodiversity Conservation Act 1999* on 19 February 2012. Prior to its repeal, the RNE was a statutory register of more than 13,000 places – including many places of local or state significance.<sup>3</sup>

There are **seventeen** items on the Register of National Estate within the study area for the proposal (as defined in Section 3.2, see Section 6.1.1 and Section 6.2.1 for more details).

## 2.6.3 The Australian Institute of Architects Register of Significant Architecture

The NSW Chapter of the Australian Institute of Architects (AIA) has maintained a register of significant architecture in NSW since 1949, focusing on twentieth century heritage. The register not only focuses on twentieth century heritage but seeks to preserve buildings of merit award-winning buildings. The register has over 3,000 buildings listed on the register.<sup>4</sup>

There are **three** items on the Australian Institute of Architects Register of Significant Architecture within the study area for the proposal (as defined in Section 3.2, see Section 6.1.1 and Section 6.2.1 for more details).

## 2.7 Policy context

### 2.7.1 Bays West Draft Planning Strategy (Department of Planning, Industry and Environment 2021)

The Bays West Draft Place Strategy (Department of Planning, Industry and Environment 2021) represents a strategic planning initiative to guide the development of The Bays West area into the future. This strategy covers the areas of Rozelle Bay, White Bay and Glebe Island. The objective of the strategy is to support the development of the area into a diverse mixed-use precinct with residential, employment and recreational opportunities. It identifies a series of key 'directions' required to achieve this and divides the area into sub-precincts with tailored directions and strategies. Five key actions are prescribed by the strategy, the most relevant to this proposal being:

*Big Move 5: Make the most of the opportunity that a new Metro Station presents to renew the precinct and surrounds through development that has a strong dependence on public and active transport.*

<sup>2</sup> [nationaltrust.org.au/heritage-register-2/](https://nationaltrust.org.au/heritage-register-2/), accessed 11/05/21.

<sup>3</sup> <https://www.environment.gov.au/heritage/places/register-national-estate>, accessed 11/05/21.

<sup>4</sup> <https://architectureau.com/articles/aia-heritage-upgrade/>, accessed 11/05/21.

Throughout the planning initiative, the delivery of the Sydney Metro Station is identified as a catalyst for change for The Bays precinct. The provision of Sydney Metro services to The Bays is considered critical to building the infrastructure and transport connectivity of the area and increasing its integration into surrounding areas. The establishment of these services and infrastructure will allow the area to reach 'Transport and movement' Directions 8, 9 and 10 as outlined in the strategy.

## 2.7.2 Pyrmont Peninsula Place Strategy (Department of Planning, Industry and Environment 2020)

The Pyrmont Peninsula Place Strategy (Department of Planning, Industry and Environment 2020) creates a 20-year vision and planning framework to support the NSW Government's vision to transform the Pyrmont Peninsula, while meeting the aspiration of the business, industry, visitors, local and future residents of the Peninsula. The Strategy is led by the NSW Government's Economic Development Strategy which supports the Government's decision to invest in a Sydney Metro station in Pyrmont (the subject of this Technical Paper), and recognises the potential for transformation in the area, building upon the Peninsula's existing heritage, character, anchors and attractors, as well as its close proximity to the CBD and connections to the Innovation Corridor. The Strategy identifies 10 Directions which address matters of strategic economic, social and environmental significance in the Pyrmont Peninsula that will guide the future growth and change in the area to 2041.

The most relevant of these Directions to this proposal being:

*Direction 6: Creativity, culture and heritage*

*Direction 7: Making it easier to move around*

Direction 6 recognises the Peninsula's unique combination of arts, culture, creative and heritage, and seeks to promote these attributes through various initiatives including interpretation of the Aboriginal, Industrial and Residential heritage of the area, enhancing the historic urban spine of Harris Street and improvements to heritage streetscapes, buildings and elements, creating an integrated plan for the Ultimo creative precinct and improve access to the heritage buildings and spaces in the area.

Direction 7 recognises that the nature of the Peninsula, at times, makes it difficult to traverse and has been shaped by its isolation. Despite its constraints, the area proves to have higher rates of sustainable transport. The response seeks to encourage further use of sustainable modes of transport such as walking and cycling networks (and enhancing these streetscapes as per Direction 6), as well as providing safe and legible interchange between bus, light rail and ferry as well as a metro station at Pyrmont, which considers and respect the heritage and existing built form and character of the area in its consideration of future planning approval processes.

The Strategy includes a European Cultural Heritage Study<sup>5</sup> which was utilised for this Technical Paper.

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<sup>5</sup> GML, Pyrmont Peninsula Place Strategy – Final Report. Report prepared for Department of Planning, Industry and Environment (October 2020)

## 3.0 ASSESSMENT METHODOLOGY

### 3.1 Overview

The potential non-Aboriginal heritage impacts of the major civil construction work between The Bays and Sydney CBD have been assessed using the following methodology as outlined in Section 3.5. This assessment is consistent with relevant Heritage NSW assessment guidelines, discussed in the sections below:

- Desktop investigation – involving the identification of listed heritage items, and potential heritage items within and in the vicinity of the proposal through an examination of primary and secondary historical and archaeological written pictorial photograph and cartographic resources in the broader Pyrmont area and Sydney CBD areas within the vicinity of the Hunter Street Station (Sydney CBD) construction sites
- Site assessment – involving assessments of condition and integrity of known heritage items as well as identification and assessment of potential heritage items. Site assessments also involve detailed examination of ground levels and the urban landscape to inform discussions of archaeological potential for the construction sites. Site visits to the study areas were carried out by Artefact on 14 May 2021
- Identification of potential heritage items which are not currently listed under statutory legislation
- The preparation of heritage significance assessments (or update of existing assessments), using existing heritage significance documentation and updated where necessary based on the results of desktop historical research and the site inspections
- The preparation of detailed non-Aboriginal archaeological potential and significance assessments and zoning mapping for the construction sites, based on the results of historical research and the site inspection
- The preparation of impact assessments for all listed and potential heritage items identified within the study areas, as well as archaeological impact assessments for all predicted significant non-Aboriginal archaeological resources
- Identification of mitigation measures to minimise impacts to the significance of heritage items and significant non-Aboriginal archaeological resources.

These were carried out within the study areas defined in Section 3.2 and are described in more detail in the sections that follow.

### 3.2 Study areas

#### 3.2.1 Construction sites study area

The construction sites study area consists of the four proposed construction sites (two in Pyrmont and two at Hunter Street in the Sydney CBD) and a 25 metre buffer around each of these sites (refer to Figure 3). The use of a study area that encompasses a 25 metre buffer helps to identify heritage items potentially within the visual catchment of this proposal, where visual impacts on that item may



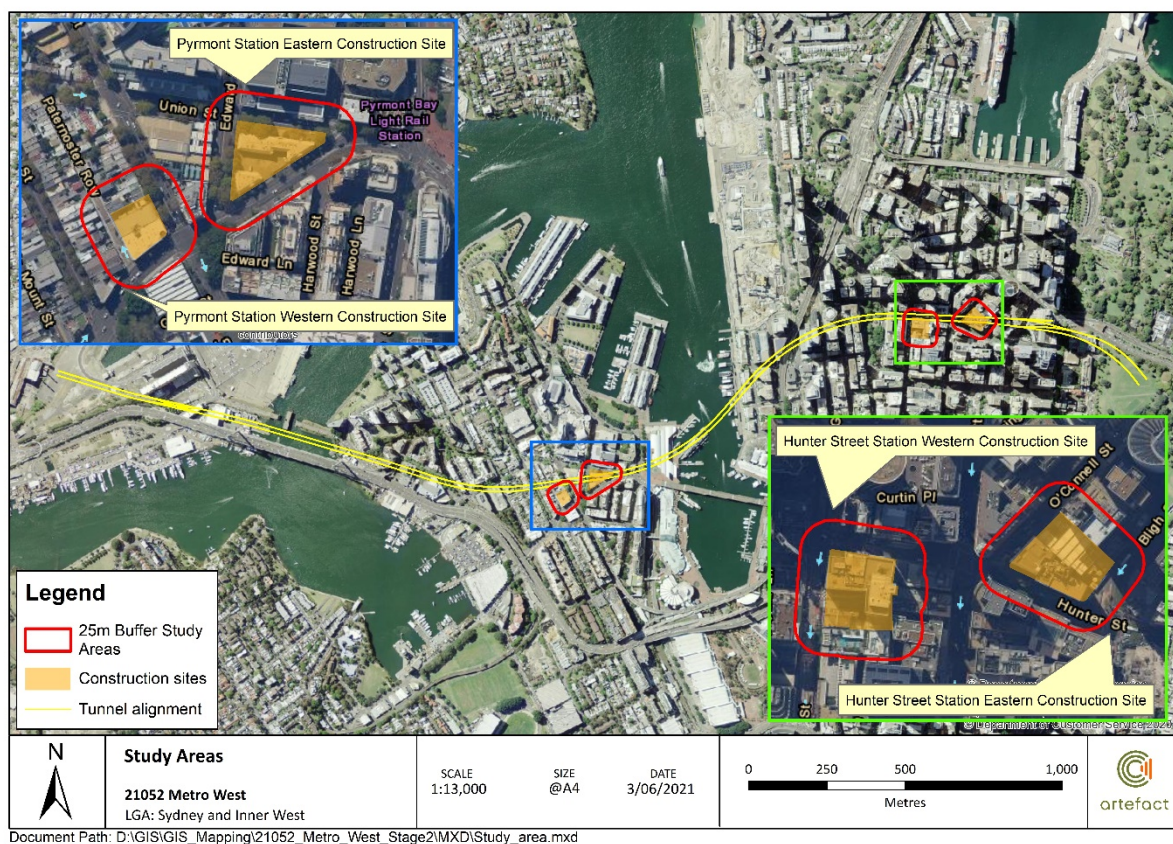
occur. It also supports assessment of other indirect impacts on heritage fabric (for example, as a result of vibration). Any reference to the study area in this chapter includes reference to the 25 metre buffer around the construction sites, unless otherwise stated. Listed and potential heritage items including conservation areas within this study area have been assessed for direct, indirect, settlement and vibration impacts.

Non-Aboriginal archaeological resources would only be impacted by ground disturbance activities. Tunnel sections between stations and services facilities would be too deep to affect heritage items or archaeological deposits. As such, only the archaeological potential within the footprint of the four construction sites is assessed in this report.

The Bays Station construction site has been assessed and established under the existing approval (Stage 1 of the planning approval process). Archaeological management of The Bays Station construction site would be conducted under the revised Archaeological Research Design in preparation for the approved project (Stage 1 of the planning approval process).

This Technical Paper only assesses the proposed use of the eastern and southern part of The Bays Station construction site to launch and support two tunnel boring machines for the drive east to the proposed Hunter Street Station (Sydney CBD) construction sites. There would be minimal surface ground disturbance associated with this work.

No additional heritage items have been identified at The Bays Station tunnel launch and support site. As the proposed work and heritage and archaeological impacts for The Bays Station construction site has been previously assessed, the non-Aboriginal heritage or archaeological assessment of this site has been limited to potential vibration and settlement impacts for the proposed tunnelling work from the site.



**Figure 3: Map outlining the study areas and proposed tunnel alignment (Source: Artefact, 2021)**

### 3.2.2 Tunnel alignment study area

Listed heritage items located above the proposed tunnel alignment, but not within the construction sites study area, are separately assessed for potential direct impacts relating to vibration and settlement in this report (refer to Section 6.3). The proposed tunnel alignment is detailed in Figure 3. Heritage items above the proposed tunnel alignment were not physically inspected and settlement and vibration impacts to these items was conducted as a desktop assessment based on the information in the Environmental Impact Statement. The study areas for the assessment of potential settlement and vibration impacts are further described in the following documents:

- Potential settlement impacts – Chapter 14 (Groundwater and ground movement)
- Potential vibration impacts – Technical Paper 2 (Noise and vibration).

The tunnelling work is proposed to proceed horizontally and through natural sandstone bedrock across the tunnel alignment. As such, no indirect visual impacts to heritage items above the alignment are anticipated from this work.

The non-Aboriginal archaeological resources above the proposed tunnel alignment study area would be located within soil deposits above sandstone bedrock. As such, they would not be tunnelled through, and vibration and settlement would not be anticipated to impact buried archaeological sites. As a result, no non-Aboriginal archaeological impact assessment is proposed for the area of ground above the tunnel alignment.

### 3.3 Identification of listed heritage items

A heritage register search was carried out in March 2021. Listed heritage items within the study areas were identified through a search of relevant state and federal statutory and non-statutory heritage registers:

- World Heritage List
- Commonwealth Heritage List
- National Heritage List
- State Heritage Register
- *Sydney Regional Environmental Plan No 26 – City West*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*
- City of Sydney LEP 2012
- Leichhardt LEP 2013
- Section 170 Heritage and Conservation Registers
- NSW State Heritage Inventory database
- National Trust
- Institute of Architects Register of Significant Buildings
- Register of the National Estate.

Items listed on these registers have been previously assessed against the NSW Heritage Assessment guidelines. Statements of heritage significance, based on the NSW Heritage Assessment guidelines, as they appear in relevant heritage inventory sheets and documents, are provided throughout this assessment and updated as required.

CMPs and other heritage management documents and guidelines have been used, where relevant, to provide additional information regarding heritage significance. Where CMPs have been written for a heritage item they have been referenced and cited.

### 3.4 Identification of potential heritage items

During the site inspection carried out in May 2021, additional items of heritage potential were identified. These items were only assessed from the exterior as visible in the public domain. These items were cross-checked against existing registers and were found to be unlisted. These items are of heritage value (as assessed in Section 6.0) and within the study areas. The sections below outline the items of potential heritage significance.

#### 3.4.1 Pyrmont Station construction sites

Item	Address	Listing	Significance	Proximity
<b>Gilbey's Distillery</b>	26-32 Pyrmont Bridge Road, Pyrmont	Unlisted	Potential local heritage item	Within western construction site footprint

#### 3.4.2 Hunter Street Station (Sydney CBD) construction sites

Item	Address	Listing	Significance	Proximity
<b>Pangas House</b>	15-17 Hunter Street, Sydney	RNE Place ID 2423	Potential local heritage item	Directly abuts the north-eastern corner of the western construction site

### 3.5 Heritage significance assessments

#### 3.5.1 NSW heritage assessment criteria

Determining the significance of heritage items or a potential archaeological resource is carried out in accordance with *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013* (Burra Charter) by the International Council on Monuments and Sites (ICOMOS). The principles of the Burra Charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the Heritage Act and implemented through the *NSW Heritage Manual* and the *Archaeological Assessment Guidelines* (NSW Heritage Office and NSW Department of Urban Affairs and Planning 1996).<sup>6</sup>

If an item meets one of the seven NSW heritage assessment criteria (refer to Table 9), and retains the integrity of its key attributes, it can be considered to have heritage significance. The significance of an item or potential archaeological site can then be assessed as being of local or state significance. If a potential archaeological resource does not reach the local or state significance threshold, then it is not classified as a relic under the Heritage Act.

<sup>6</sup> Heritage Office and Department of Urban Affairs and Planning 1996. *NSW Heritage Manual*; 25-27



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

'*Local heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.<sup>7</sup>

The overall aim of assessing archaeological significance is to identify whether an archaeological resource, deposit, site or feature is of cultural value. All assessments of significance will result in a succinct statement of heritage significance that summarises the values of the place, site, resource, deposit or feature.

The heritage significance assessment criteria were referred to and have informed the preparation of the built heritage assessment (refer to Section 3.6) and the non-Aboriginal archaeological impact assessment (refer to Section 3.7). In Section 6.1.3, built heritage items are listed along with their State Heritage Inventory (SHI) Statements of Significance which were written based on the heritage significance assessment criteria. In addition, potential heritage items were assessed for significance using the criteria. Similarly, Section 6.0 takes into consideration the criteria when assessing significance of potential archaeological remains. Each listed heritage item, potential heritage item, or potential archaeological remains is assessed against the seven criteria outlined in Table 9.

**Table 9: NSW heritage assessment criteria**

Criteria	Description
<b>A – Historical significance</b>	An item is important in the course or pattern of the local area or states cultural or natural history.
<b>B – Associative significance</b>	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's or State's cultural or natural history.
<b>C – Aesthetic significance</b>	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area or state.
<b>D – Social significance</b>	An item has strong or special association with a particular community or cultural group in the local area or state for social, cultural or spiritual reasons.
<b>E – Research potential</b>	An item has potential to yield information that will contribute to an understanding of the local area's or State's cultural or natural history.
<b>F – Rarity</b>	An item possesses uncommon, rare or endangered aspects of the local area's or State's cultural or natural history.
<b>G –Representativeness</b>	An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area or state).

<sup>7</sup> This section is an extract based on the Heritage Office Assessing Significance for Historical Archaeological Sites and Relics 2009:6.

### 3.6 Heritage impact assessment

This Technical Paper has been prepared in accordance with the NSW Heritage Office and Department of Urban Affairs and Planning *NSW Heritage Manual*<sup>8</sup> and the NSW Heritage Office *Statements of Heritage Impact*.<sup>9</sup> The guidelines pose a series of questions and prompts to aid in the consideration of impacts due to the proposal.

Impacts to heritage significance of items can be caused by project activities which would overall result in the reduction in the significance of an item. The assessment of the impacts to the heritage significance of an item are twofold: assessment of the impact to the overall heritage significance; and an assessment of the specific impacts from particular work or activities to the impacted fabric or element (including views). An assessment of views takes into consideration the significant view corridors to and from a heritage item, the significance of these views to the overall significance of the heritage item, and the potential impacts to these within the urban setting.

The assessment of views also takes into consideration the item's heritage curtilage. A heritage curtilage is defined by the NSW Heritage Office as "the area of land (including land covered by water) surrounding an item or area of heritage significance which is essential for retaining and interpreting its heritage significance. It can apply to either – land which is integral to the heritage significance of items of the built heritage; or a precinct which includes buildings, works, relics, trees or places and their setting."<sup>10</sup> As such, heritage curtilage for properties within the study area are subject to the following types of heritage curtilage:

- Lot Boundary Heritage Curtilage: where the lot would adequately contain the heritage significance of the place, including buildings, gardens and other significant features such as walls, fences and driveways that contribute to the heritage significance of the place
- Expanded Heritage Curtilage: where an area larger than the lot boundary is required to retain the heritage significance of the place, including its landscape setting or visual catchment.

Specific categories of impact types have been developed based on guidelines outlined in the ICOMOS document *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*.<sup>11</sup> It is noted that these guidelines have been prepared specifically for holistic assessments of heritage impacts against WHL items. As such the definitions of these impacts have been developed from the ICOMOS guidelines to address assessment requirements outlined in the Secretary's Environmental Assessment Requirements for classifying direct and indirect impacts, for a consistent measure of environmental impacts for the proposal overall.

A description of each type of impact is provided in Table 10.

<sup>8</sup> NSW Heritage Branch, 1996. *NSW Heritage Manual*.

<sup>9</sup> NSW Heritage Office, 2002. *Statements of Heritage Impact*.

<sup>10</sup> NSW Heritage Office, 1996, *Heritage Curtilages*

<sup>11</sup> ICOMOS, January 2011. *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*. Accessed online at: [https://www.icomos.org/world\\_heritage/HIA\\_20110201.pdf](https://www.icomos.org/world_heritage/HIA_20110201.pdf)

**Table 10: Terminology for heritage impact types**

Impact	Definition
<b>Direct</b>	Impacts resulting from work that would result in physical alterations or damage to the item that would alter its heritage significance.
<b>Potential direct</b>	Possible impacts resulting from increased noise, vibration and ground settlement which may result in changes to a heritage item. While these impacts would result in potential physical alterations to heritage significant items, these categories of impacts have been separated from other direct impacts to provide clarity in management response.
<b>Indirect</b>	Impacts to significant view lines, <sup>1</sup> as well as heritage vistas <sup>1</sup> and setting of the item, which would alter its heritage significance.
<b>Archaeological</b>	Impacts to potential archaeological remains predicted within the study area.

<sup>1</sup>A view line refers to a significant corridor, whereas the vista refers to the actual view within the urban context, and usually encompasses a larger perspective

### 3.6.1 Assessment of direct and indirect impacts (visual)

In order to consistently identify the magnitude of impact resulting from the proposal, terminology and definitions adapted from ICOMOS guidelines<sup>12</sup> will be used throughout this document. These categories are also consistent with Heritage NSW guidelines on assessing the degree of heritage impact.<sup>13</sup> The terminology is provided and described in Table 11.

Heritage items that fall within the study area have been assessed for potential indirect impacts (visual impacts). In order to assess visual impacts to the heritage significance of a heritage item, an understanding of the significant elements of the item and views towards it and its setting are ascertained. Work which would obscure or obstruct view-lines towards heritage significant elements, or which would alter its heritage significant setting by overshadowing the item or by interrupting heritage significant spatial relationships of the item in the local context, would result in adverse indirect (visual) impacts to the heritage significance of the item and reduce the historic legibility of the significant values of the heritage item.

**Table 11: Terminology for assessing the magnitude of direct and indirect heritage impacts**

Grading	Definition
<b>Major</b>	<p>Actions that would result in an irreversible and substantial loss of significance. Major impacts would result in comprehensive and irreversible changes to the significance of the historic building elements, intangible cultural heritage values, or significant archaeological materials, setting, landscape, or character of heritage items.</p> <p>These actions cannot be adequately mitigated and would result in irreversible changes to the significance of the item.</p>

<sup>12</sup> ICOMOS, January 2011. *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*. Accessed online at: [https://www.iccom.org/sites/default/files/2018-07/icomos\\_guidance\\_on\\_heritage\\_impact\\_assessments\\_for\\_cultural\\_world\\_heritage\\_properties.pdf](https://www.iccom.org/sites/default/files/2018-07/icomos_guidance_on_heritage_impact_assessments_for_cultural_world_heritage_properties.pdf)

<sup>13</sup> Heritage NSW 2020. *NSW Material Threshold Policy*.

Grading	Definition
<b>Moderate</b>	<p>Actions involving considerable changes to a heritage item which would impact the significance, including altering the setting or landscape of a heritage item, partially removing archaeological resources, the alteration of significant elements of fabric from historic structures. Moderate impacts may involve considerable changes to intangible cultural heritage.</p> <p>The impacts arising from such actions may be able to be partially mitigated.</p>
<b>Minor</b>	<p>Actions that would result in slight impacts to the significance of a heritage item, through changes to archaeological materials, historic building elements, few changes to key landscape elements that would result in slight changes to the visual setting.</p> <p>The impacts arising from such actions can usually be mitigated.</p>
<b>Negligible</b>	<p>Actions that would result in minimal change to the significance of heritage items. These impacts would not usually require mitigation.</p>
<b>Neutral</b>	<p>Actions that would have no change and therefore no impact to the significance of a heritage item.</p>
<b>Positive</b>	<p>Actions which improve the condition of fabric or local setting which improves the legibility of the significance of the heritage item.</p>

### 3.6.2 Assessment of vibration impacts

Vibration arising from construction or excavation work has the potential to impact on the fabric of heritage items, potentially affecting structural integrity.

It is noted that assessments of vibration impacts are predicted probable impacts. As the extent of vibration impacts is uncertain, and is heavily influenced by construction method, these impacts have been separated from other direct impacts to provide clarity in management response.

A conservative vibration damage screening level of 7.5 millimetres per second peak particle velocity has been adopted for the assessment. This screening level has been established with reference to the minor cosmetic damage criteria in *British Standard BS 7385:2-1993*. The vibration levels specified in this standard are designed to minimise the risk of threshold or cosmetic surface cracks and are set well below the levels that have potential to cause damage to the main structure.

The recommended screening level of 7.5 millimetres per second peak particle velocity is also applicable to heritage items unless it is known that the item is structurally unsound – in which case, a lower screening level may be applicable.

During main tunnelling work, it is anticipated that ground-borne vibration associated with tunnel boring machine would be much lower than 7.5 millimetres per second peak particle velocity screening level. As such the study area for assessment of potential impacts to heritage items does not extend to areas above the tunnel alignment that are outside the nominated study area for each construction site.

In locations where heritage items are adjacent to demolition, construction or excavation work, or where heritage items are above underground tunnelling work, an assessment of potential vibration impacts has been carried out as part of Technical Paper 2: Noise and Vibration:

- Potential vibration impacts have been assessed by applying the following methodology: where vibration levels are predicted to be below the relevant vibration screening level, potential vibration impacts are considered negligible and no further assessment of vibration-related impacts on that structure would be required
- Where vibration levels are predicted to be at or above the vibration screening level, further investigation would be carried out to ensure vibration levels remain below appropriate limits for that structure, including:
  - A more detailed analysis of the building structure and potential vibration characteristics would be complemented to determine the applicable safe vibration level or required changes to the construction method
  - Attended vibration monitoring would be carried out from the structure's closest point to the vibration source
- Where the building is a heritage building, and the predicted vibration level is above the vibration screening level, a more detailed assessment of the structure would be carried out that specifically considers the heritage values of the structure and sensitive heritage fabric would be identified in consultation with a heritage specialist to ensure it is adequately monitored and managed.

The Draft Technical Paper for Noise and Vibration has identified that the 'worst-case' impacts due to vibration would exceed the cosmetic damage vibration screening criteria predicted for the Pyrmont and Hunter Street (Sydney CBD) areas due to the vibration sensitive buildings and/or structures which are adjacent to the construction sites. The vibration impact predictions assume the work are relatively near surface level, with impacts expected to reduce the further underground they proceed. The construction activity with the greatest potential for vibration impacts are the *Enabling work – Demolition using a rockbreaker*, as this requires the use of a rockbreaker in relatively close proximity to some of the surrounding structures.

### 3.6.3 Assessment of settlement impacts

Settlement caused by groundwater drawdown and ground movement from tunnelling and excavation activities can also potentially cause damage to structures. This would involve differential settlement of the ground surface below buildings which could potentially affect the structural integrity of those buildings.

A high level assessment of potential ground movement along the proposal alignment has been carried out, as described in Chapter 14 (Groundwater and ground movement) of the Environmental Impact Statement. Preliminary settlement contours were developed for the proposal to identify the expected zone of influence and magnitude of induced settlement from construction. Ground surface settlement contour intervals at five millimetres were developed to estimate the range of ground movement. The one millimetre settlement contour was also included to indicate the likely extent of ground movement. For the purposes of undertaking preliminary impact assessments, the five millimetres ground surface vertical settlement contour has been defined as the likely zone of influence. Any existing buildings, infrastructure and utilities located within the likely zone of influence have been assessed within the primary impact assessment. Where items are outside the likely zone of influence, no further assessment is required. Within the likely zone of influence, buildings have been assessed using a different approach to infrastructure and utilities.

For assessment of potential settlement in relation to listed heritage buildings, risk based criteria (refer to Table 12) were used. These criteria are outlined by the Construction Industry Research and Information Association (1996) and were used to assist with preliminary ground movement risk levels. The criteria in the table specify the maximum settlement of the building and the maximum slope of the ground below building foundations for each risk level.

Based on a preliminary assessment using a conservative approach, the identified existing buildings, infrastructure and utilities currently fall within risk category 1 or 2 where the damage is negligible or slight. Further assessments at later design stages and during detailed construction planning would be undertaken to check the preliminary findings and are likely to include more sophisticated methods of assessing ground movement, investigating the existing structural condition of the asset, calculating building and infrastructure strain, undertaking structural assessments, and developing mitigation measures to address potential impacts supported by detailed instrumentation and monitoring.

**Table 12: Ground movement risk levels**

Risk	Description	Potential maximum slope of building	Potential maximum settlement (millimetres)
1	Negligible: Superficial damage unlikely	<1:500	<10
2	Slight: Possible superficial damage that is unlikely to have a structural significance	1:500 to 1:200	10 to 50
3	Moderate: Expected superficial damage and possible structural damage to buildings, possible damage to rigid pipelines	1:200 to 1:50	50 to 75
4	High: Expected structural damage to buildings. Expected damage to rigid pipelines, possible damage to other pipelines	>1:50	>75

Infrastructure, including heritage items, have also been considered in the assessment of the potential ground movement. Potential impacts on infrastructure have not been categorised into risk levels, as per Table 12, but have been identified as either:

- Outside of the likely zone of influence, with no further requirement for further assessment identified
- Partially within the likely zone of influence, but with no requirement for further assessment identified
- Within the likely zone of influence and requiring further assessment during design development and construction planning.

It is noted that assessments of settlement impacts are predicted probable direct impacts. As the extent of settlement impacts is uncertain, and is heavily influenced by the construction method used, these impacts have been separated from other direct impacts to provide clarity in management response.

### 3.6.4 Assessment of cumulative impacts

A cumulative impact assessment for other potential impacts to non-Aboriginal heritage has been provided within Section 8.0. Cumulative impacts represent the incremental loss of – or modifications to – a historical or environmental resource over time. These can result from individually minor, but collectively significant, actions and must therefore be considered in the wider developmental context in order to minimise impacts.

In order to address the cumulative impacts of this proposal, major infrastructure and commercial developments within the construction site footprint, or those projects which would cause heritage impact to items considered within this assessment, were assessed for cumulative impact. Projects which would not impact heritage, those outside the curtilage of the construction sites or those which do not have publicly accessible construction information have not been included within the cumulative impact assessment. The approach taken to the assessment of cumulative impacts throughout the Environmental Impact Statement is described in Appendix G (Cumulative assessment methodology).

## 3.7 Non-Aboriginal archaeological assessment

### 3.7.1 Assessment of archaeological potential

The assessment of historical archaeological potential discusses the study area's potential to contain historical archaeological resources. This assessment is based on consideration of historic land use, current ground conditions, analysis of the historical development of the study area, and considering whether subsequent actions (either natural or human) may have impacted on archaeological evidence for these former land uses.

'Archaeological potential' refers to the likelihood that an area contains physical remains associated with an earlier phase of occupation, activity or development of that area. This is distinct from 'archaeological significance' and 'archaeological research potential'. 'Archaeological significance' refers to the cultural value of the known items within an area, whilst 'archaeological research potential' refers to the cultural value of the potential archaeological remains in an area. Both 'archaeological significance' and 'archaeological research potential' are the primary basis of the mitigation measures included in this document (refer to Section 3.7.2).

Knowledge of previous archaeological investigations, and an understanding of the potential archaeological remains have been assessed with due consideration of the historic land use and previous ground disturbance that may have impacted any subsurface archaeological remains. This is presented using the grades of archaeological potential provided in Table 13.



**Table 13: Grades of archaeological potential**

Grading	Justification
<b>Nil</b>	No evidence of historical development or use, or where previous impacts such as deep basement structures would have removed all archaeological potential.
<b>Low</b>	Little or low intensity historical development, or where there have been substantial previous impacts, disturbance and truncation in locations where some archaeological remains such as deep subsurface features (privies, cesspits or wells) may survive.
<b>Moderate</b>	Known historical development and some previous impacts, but it is likely that archaeological remains survive with some localised truncation and disturbance.
<b>High</b>	Evidence of multiple phases of historical development and structures with minimal or localised later development impacts, and it is likely the archaeological resource would be largely intact.

### 3.7.2 Research potential and archaeological significance

In 1984, Bickford and Sullivan<sup>14</sup> examined the concept and assessment of archaeological research potential; that is, the extent to which archaeological resources can address research questions. They developed three questions which can be used to assess the research potential of an archaeological site:

- Can the site contribute knowledge that no other resource can?
- Can the site contribute knowledge that no other site can?
- Is this knowledge relevant to:
  - General questions about human history?
  - Other substantive questions relating to Australian history?
  - Other major research questions?

In the 2009 guidelines *Assessing Significance for Historical Archaeological Sites and 'Relics'*, the NSW Heritage Division has since provided a broader approach to assessing the archaeological significance of sites, which includes consideration of a site's intactness, rarity, representativeness, and whether many similar sites have already been recorded, as well as other factors. This document acknowledges the difficulty of assessing the significance of potential subsurface remains, because the assessment must rely on predicted rather than known attributes.<sup>15</sup> A site can have high potential for archaeological remains, and yet still be of low research potential if those remains are unlikely to provide significant information or make contributions to our current state of knowledge.

In addition, these archaeological guidelines address the potential significance of archaeological remains against the NSW Heritage Assessment Criteria. A discussion of how these criteria apply to assessments of archaeological remains has been extracted from the 2009 guidelines and provided in Table 14.

<sup>14</sup> Bickford, A. and S. Sullivan, 1984. "Assessing the research potential of historic sites" in *Sites Surveys and Significance Assessment in Australian Archaeology*.

<sup>15</sup> NSW Heritage Branch 2009

**Table 14: NSW Heritage criteria for assessing significance related to archaeological sites and relics<sup>16</sup>**

Criteria	Discussion
<b>Archaeological research potential (criterion E)</b>	<p>Archaeological research potential is the ability of archaeological evidence, through analysis and interpretation, to provide information about a site that could not be derived from any other source and which contributes to the archaeological significance of that site and its 'relics'.</p> <p>The integrity of the site, the state of preservation of archaeological material and deposits will also be relevant.</p>
<b>Associations with individuals, events or groups of historical importance (criteria A, B &amp; D)</b>	<p>Archaeological remains may have particular associations with individuals, groups and events which may transform mundane places or objects into significant items through the association with important historical occurrences.</p>
<b>Aesthetic or technical significance (criterion C)</b>	<p>Whilst the technical value of archaeology is usually considered as 'research potential' aesthetic values are not usually considered to be relevant to archaeological sites. This is often because until a site has been excavated, its actual features and attributes may remain unknown. It is also because aesthetic is often interpreted to mean attractive, as opposed to the broader sense of sensory perception or 'feeling' as expressed in the Burra Charter.</p> <p>Nevertheless, archaeological excavations which reveal highly intact and legible remains in the form of aesthetically attractive artefacts, aged and worn fabric and remnant structures, may allow both professionals and the community to connect with the past through tangible physical evidence.</p>
<b>Ability to demonstrate the past through archaeological remains (criteria A, C, F &amp; G)</b>	<p>Archaeological remains have an ability to demonstrate how a site was used, what processes occurred, how work was carried out and the scale of an industrial practice or other historic occupation. They can demonstrate the principal characteristics of a place or process that may be rare or common.</p> <p>A site may best demonstrate these aspects at the time of excavation. It may also be possible to explain the nature of the site and demonstrate past practices via public interpretation either before, during, or after excavation.</p>

### 3.7.3 Regional archaeological studies

#### 3.7.3.1 City of Sydney Archaeological Zoning Plan

The Central Sydney Archaeological Zoning Plan (1997) surveys and assesses the CBD and surrounding suburbs within the City of Sydney and assess its archaeological potential. Identifying the level of disturbance of sites and extant development, the plan divides sites into categories that gauge the likelihood that they contain below-ground archaeological resources. They are classified as either an Area of Archaeological Potential (AAP), an Area of Archaeological Potential – Partially Disturbed (AAP – PD), an Area of Archaeological Potential / Deeper Sub-surface Features only (AAP - DSF) or an Area of little or no Archaeological Potential. The data informing this plan was collected and collated following site inspections to the properties within the study area. The document also provides general guidelines for the ongoing management of those sites with identified potential.

<sup>16</sup> *ibid*

As the City of Sydney Archaeological Zoning Plan was prepared in 1997, the proposed archaeological potential classifications have been updated in the non-Aboriginal archaeological assessment section of this report.

## 4.0 PROPOSAL DESCRIPTION

### 4.1 General construction and design elements

The proposal would involve major civil construction work between The Bays and Sydney CBD including:

- Enabling work such as demolition, utility supply to construction sites, utility adjustments, and modifications to the existing transport network
- Tunnel excavation including tunnel support activities
- Station excavation for new metro stations at Pyrmont and at Hunter Street, in the Sydney CBD.

This proposal would be located largely underground in twin tunnels. Indicative locations of the proposed alignment and stations are shown in Figure 4.



**Figure 4: Location of major civil construction work between The Bays and Sydney CBD**

#### 4.1.1 Pyrmont Station construction sites

The location of the Pyrmont Station construction sites has been identified. The eastern site would be located in the block bound by Pyrmont Bridge Road, Union Street and Edward Street. The western site would be located in the block bound by Pyrmont Bridge Road, Paternoster Row and Pyrmont Street (refer to Figure 5).



**Figure 5: Pyrmont Station construction sites**

#### 4.1.2 Hunter Street Station (Sydney CBD) construction sites

The location of the Hunter Street Station (Sydney CBD) construction sites have been identified. The eastern site would be located at the block bound by Hunter Street, George Street and includes De Mestre Place. The western site would be located on the block bound by Hunter Street, Bligh Street and O'Connell Street (refer to Figure 6).





**Figure 6: Hunter Street Station construction sites**

#### 4.1.3 Tunnels

The tunnelling methodology would be consistent with the approved major civil construction work between Westmead to The Bays of Sydney Metro West, as described and assessed in the *Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020).

Tunnel excavation is likely to be carried out using tunnel boring machines with roadheaders used for caverns and stub tunnels. The tunnel boring machines would be launched from The Bays tunnel launch and support site and would head east to the Hunter Street Station (Sydney CBD) construction site (refer to Figure 7).



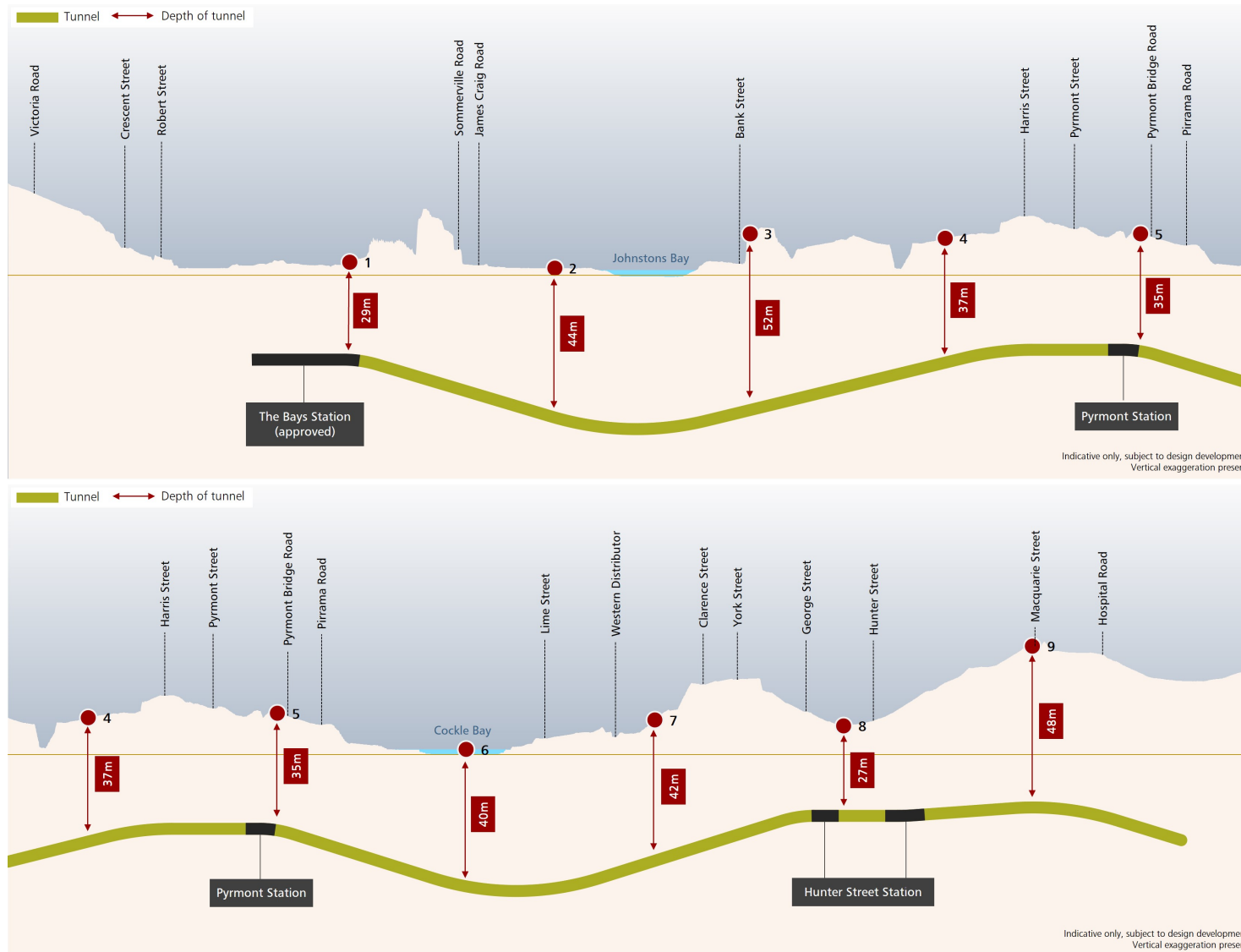


Figure 7: Indicative long section

#### 4.1.4 Power supply route

A new trenched power supply route is proposed for the Pyrmont Station construction sites. The power supply route would extend from the Pyrmont Station eastern construction site west along Pyrmont Bridge Road and then north along Harris Street. The location of the power supply route is shown in Figure 8.

Installation of the power supply route would involve excavation about one metre wide and up to two metres deep. Excavation would be entirely located within the road corridor of these streets. Following the completion of the conduit installation, the road surface would be restored to its original condition.



**Figure 8: Location of the proposed Pyrmont power supply route**

#### 4.2 Construction site methodologies

This section describes the construction methods for the major civil construction work between The Bays and Hunter Street Station (Sydney CBD). The construction methodology would be consistent with that for major civil construction work between Westmead and The Bays, as described and assessed within *Sydney Metro West in Sydney Metro West Environmental Impact Statement – Westmead to The Bays and Sydney CBD* (Sydney Metro, 2020a).

#### 4.2.1 Enabling work

Enabling work are those activities that would typically be carried out before the start of substantial construction in order to make ready the key construction sites and to provide protection to the public. Enabling work may include activities such as:

- Construction site establishment
- Demolition of buildings and structures within the proposed construction footprint
- Utility adjustments and protection
- Utility supply to the construction sites including power and water
- Transport network modifications to roads, public transport, and pedestrian and cyclist facilities
- Heritage investigations, protection and archival recordings
- Additional geotechnical and contamination investigations, and remediation where required.

#### 4.2.2 Excavation method

Excavation of the stations would generally be carried out in the following sequence:

- Enabling work including protection or diversion of utilities and establishment of site access points
- Demolition of structures on the site and clearance of landscaped vegetation
- Excavation and temporary structural work for station boxes and underground pedestrian passages.

It is anticipated that both stations would be constructed as mined cavern stations using roadheaders. The shafts for future station entry and vertical transport (escalators and lifts) would be typically offset from the location of future station platforms. Shafts would be progressively excavated from the surface within the footprint of the future vertical transport to an intermediate floor level. Roadheaders and other excavation equipment would then be lowered through the shaft to excavate the underground station cavern and pedestrian connections. Spoil would be moved to the shafts, transferred to the surface and then removed from site. Excavation of Pyrmont Station would be timed such that it would require breaking through the concrete lined tunnels from within the mined station cavern. Excavation of the Hunter Street Station (Sydney CBD) would be completed in advance of the arrival of the tunnel boring machine.

Acoustic sheds are proposed at both of the Pyrmont Station construction sites and at Hunter Street Station (Sydney CBD) eastern construction site, although alternative means of achieving the same noise outcome, such as acoustic panels over the shaft excavations, may be adopted. The specific noise mitigation measures would be determined during detailed construction planning taking into account the construction program, construction working hours and construction traffic management in accordance with the Construction Noise and Vibration Standard (Appendix E of the Environmental Impact Statement).

### 4.3 Avoidance and minimisation of impacts through design

The design development of this proposal has sought to minimise impact on non-Aboriginal heritage. This has been achieved through:

- Selecting construction sites taking into consideration the heritage and urban context, scale and form
- Avoiding impacts to heritage items within a construction site, where possible. Specifically, at the Hunter Street Station (Sydney CBD) construction sites, where the listed heritage items Bennelong Sewer, the Tank Stream and the Former Skinners Family Hotel would be protected and retained.

## 5.0 HISTORICAL BACKGROUND

### 5.1 Introduction

The following section of historical background summarises the Indigenous occupation of Sydney and the land use history relevant to the Pyrmont Station and Hunter Street Station (Sydney CBD) construction sites respectively. This historical background has been compiled based on existing accounts of the history from various secondary sources including previous heritage assessments, and supplementary primary sources relevant to the specific sites. These sources will be acknowledged throughout.

### 5.2 Aboriginal occupation and European contact

The Gadigal people of the Eora Nation are the traditional owners of the land now known as the City of Sydney. The fertile coastal environment of the area stretching from Port Jackson to Petersham was inhabited and cultivated by the Gadigal people for thousands of years prior to European contact.<sup>17</sup> The region provided plentiful sources of fish, game and the necessary resources for the establishment of camps, the creation of tools, and to maintain trading relationships with other clans.<sup>18</sup> Thousands of years of Indigenous presence on the continent are reflected in the hundreds of recorded Indigenous sites throughout the city, which represent both pre-contact and post-contact places of significance.

European settlement offered opportunities for the formation of cross-cultural relationships, but ultimately it had a destructive impact on the Indigenous population – causing the displacement of Indigenous peoples from their ancestral lands, violence and conflict over land ownership, and the introduction of disease which decimated and fragmented local Indigenous populations.<sup>19</sup>

Aboriginal people persisted through this turmoil and continued to live in the urban environment of Sydney as the colony grew into a city and continue to live in this city and surrounding areas to the present day. Sydney has taken on a new meaning as a place of reconnection and reunion, and of opportunity and community. Suburbs like Redfern in particular have forged important identities in the continued struggle of Indigenous peoples to receive land rights and civil rights.<sup>20</sup>

A more detailed discussion of the Aboriginal use of the landscape of Sydney Cove and the Pyrmont Peninsula is provided in Technical Paper 4 (Aboriginal Cultural Heritage Assessment Report) prepared as part of the Environmental Impact Statement for this proposal.

### 5.3 Pyrmont Station construction sites

#### 5.3.1 Historical overview of the area

Following the establishment of the colony at Port Jackson, Governor Arthur Phillip declared the boundaries of the township of Sydney in 1792.<sup>21</sup> At this time, despite its close proximity to the settlement at Port Jackson, Pyrmont had been excluded from the township due to the lack of

<sup>17</sup> City of Sydney, "Aboriginal Histories," 2017. Accessed online 01/04/2021 at <https://www.cityofsydney.nsw.gov.au/history/aboriginal-histories>

<sup>18</sup> Aboriginal Heritage Office, "A brief Aboriginal History," 2006. Accessed online 01/04/2021 at: <https://www.aboriginalheritage.org/history/history/>

<sup>19</sup> City of Sydney, "Aboriginal Histories".

<sup>20</sup> Ibid.

<sup>21</sup> Weir Phillips Architects and Heritage Consultants, "Heritage Impact Statement: 212 Harris Street, Pyrmont" (March 2012). p3.



European land grants, subdivision and settlement. During the early days of European settlement, Pyrmont was depicted as an isolated place, remaining largely undeveloped until into the c1840s. Early accounts recall a distinct Aboriginal presence into the c1830s, particularly centring around 'Tinkers Well', a natural spring located on the south-western side of Pyrmont Hill facing Glebe Island.<sup>22</sup> A 1912 *Evening News* article details mussel shells and shellfish remains within vicinity of this natural spring.<sup>23</sup>

The first land grants in the area occurred from 1794 and were granted to soldiers of the New South Wales Corps - John Malone, William Mitchell and Thomas Jones, who received 24, 18 and 55 acres each respectively.<sup>24</sup> Another significant landowner in the area was John Harris, who acquired four land grants from 1803-1818.<sup>25</sup> Harris, the Corps Surgeon, was the owner of the Ultimo Estate upon which his grand residence 'Ultimo House' was built.<sup>26</sup>

Access into Pyrmont during these early years of settlement was likely carried out by boat. Captain John Macarthur made an excursion to the area in December 1806, picnicking near Tinkers Well.<sup>27</sup> The area comprised gentle hills covered in grass, a result of Aboriginal fire-stick farming. These green hills, coupled with the natural spring reminded Macarthur and his excursion party of a German spa town named 'Bad Pyrmont', subsequently providing the suburb its present name.<sup>28</sup> By 1818 Macarthur had acquired much of the land which was granted to Malone, Mitchell and Jones in 1794, and subsequently Macarthur's Pyrmont Estate covered the peninsula. Substantial development did not occur in the area until the 1840s, which saw the establishment of Pyrmont as an industrial community. The main improvements carried out by Macarthur were the construction of a windmill for the processing of grain, which operated for a few years before closing to the competition of larger mills closer to the heart of the new settlement.<sup>29</sup> Interestingly, the lack of development – and the view of Pyrmont in the minds of the settlement as a peripheral, isolated location – meant that the Aboriginal population of Pyrmont were able to remain in the area until around the 1930s, when accounts of their presence diminish.<sup>30</sup>

In the 1840s, nearby Darling Island was built up and incorporated into the mainland of Pyrmont, becoming the home of the Australian Steam Navigation Company.<sup>31</sup> Shipbuilding thus became a key land use in the Darling Island Area of Pyrmont, with the company approved to repair ships up to 2,000 tons in 1855.<sup>32</sup> Alongside this, quarrying emerged as a key industry within the Ultimo Estate from the 1840s onwards. The rich Pyrmont Sandstone resources of the area were hewn until the turn of the century.<sup>33</sup> The legacy of this quarry is seen throughout the city in the rich locally sourced sandstone used to construct key government and civic buildings. In addition, abattoirs were established on Glebe Island in 1860, representing another key source of employment in the area.<sup>34</sup>

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<sup>22</sup> Shirley Fitzgerald, "Pyrmont": entry in the *Dictionary of Sydney*. Dictionary of Sydney and City of Sydney, 2008. Accessed online 06/04/2021 at <https://dictionaryofsydney.org/entry/pyrmont>

<sup>23</sup> "Tinkers Well," *Evening News (Sydney NSW: 1869-1931)*, 12 December 1912: 11. Accessed online 21 April 2021, <http://nla.gov.au/nla.news-article113775147>

<sup>24</sup> Heritage 21, "Statement of Heritage Impact for Proposed Development at Chambers Cellars, 1/17-21 Pyrmont Bridge Road, Pyrmont" (May 2013). p8

<sup>25</sup> Weir Phillips, "Heritage Impact Statement: 212 Harris Street" p4. WP212

<sup>26</sup> Ibid, p5.

<sup>27</sup> Fitzgerald, "Pyrmont"

<sup>28</sup> Sydney Harbour Foreshore Authority, n.d. 'Old Pyrmont Cottages.' Accessed online 21 April 2021,

[http://www.shfa.nsw.gov.au/sydney-About\\_us-Heritage\\_role-Heritage\\_and\\_Conservation\\_Register.htm&objectid=150](http://www.shfa.nsw.gov.au/sydney-About_us-Heritage_role-Heritage_and_Conservation_Register.htm&objectid=150)

<sup>29</sup> Fitzgerald, "Pyrmont"

<sup>30</sup> Fitzgerald, "Pyrmont"

<sup>31</sup> Heritage 21, "Statement of Heritage Impact for Proposed Development at Chambers Cellars," p8

<sup>32</sup> Fitzgerald, "Pyrmont"

<sup>33</sup> Weir Phillips, "Heritage Impact Statement: 212 Harris Street," p5.

<sup>34</sup> Fitzgerald, "Pyrmont"



Pymont village grew out of the introduction of industry in the area and increased its desirability for living due to its proximity to places of work.<sup>35</sup> In 1844, Pymont was officially incorporated into the City of Sydney area as a permanent population grew.<sup>36</sup> Many stone workers cottages were constructed at the time. Pymont emerged and matured as a shared space between residents and industry.<sup>37</sup> Maps show the village of Pymont had been subdivided and partly developed by 1854 as indicated in City of Sydney Trigonometry Plans, though little development had occurred in the proposal area on the south side of Union Street at this time (Figure 9). Alongside industry and the movement of people to Pymont, key civic buildings began to emerge to cater to the growing population, including the first church, a Scottish Presbyterian Church, erected in 1842.<sup>38</sup> The first school was established in 1850, a Catholic Church in the 1860s, and Methodist and Congregational churches in the 1870s.

The accessibility and desirability of the Pymont area further increased when the Pymont Bridge opened in 1858 allowing industrial workers direct access from the city. Subdivision of the area increased with the death of Harris and the subdivision of Ultimo Estate, and the further growth within the Pymont Estate and village.<sup>39</sup> In line with this growth, nearby streets such as Pymont Street, Harris Street and Union Street were officially formed and ballasted, with kerb and guttering constructed around 1862 on these major streets.<sup>40</sup> Some streets like Harris and John Streets were also partially metalled according to Council Improvement Books.

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<sup>35</sup> Weir Phillips, "Heritage Impact Statement: 212 Harris Street," p4.

<sup>36</sup> State Heritage Inventory Database No. 2424682: "Samuel Hordern Fountain including base and setting." Accessed online 01/04/21 at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424682>

<sup>37</sup> Fitzgerald, "Pymont"

<sup>38</sup> Heritage 21, "Statement of Heritage Impact for Proposed Development at Chambers Cellars," p9.

<sup>39</sup> Weir Phillips, "Heritage Impact Statement: 212 Harris Street," p6.

<sup>40</sup> City Works Office, "Improvements Vol 1 1862" and "Improvements Vol 2 1862" held in the City of Sydney Archives.



**Figure 9: City of Sydney Trigonometry Plan showing Pyrmont and scarce development in the vicinity with approximate location of Pyrmont Station construction sites outlined in red (Source: City of Sydney Archives)**

In the following decades, the emerging Pyrmont appeared as a mixed-use precinct combining industrial, commercial and residential developments. Industry continued to move into the area, with the CSR sugar refining factory established as a key landmark to the north from 1875.<sup>41</sup> Other factories and workshops were built in the area, including the significant John Taylor Wool Stores in Pyrmont Street.<sup>42</sup>

By the 1890s, Pyrmont had a population of over 19,000 people with just under 4,000 dwellings, representing a densely populated township. The 1888 City of Sydney Trigonometric Plan shows the concentration of this development (refer to Figure 9). At this time, with the booming population and growing industry, much of the early housing stock was rebuilt and replaced with brick terraces to make more efficient use of space.<sup>43</sup> Figure 10 illustrates the layout of Pyrmont around the subject site when this redevelopment had substantially commenced. Competition also ensued between industry and extant residents in some locations over increasingly desirable and scarce land, with industry

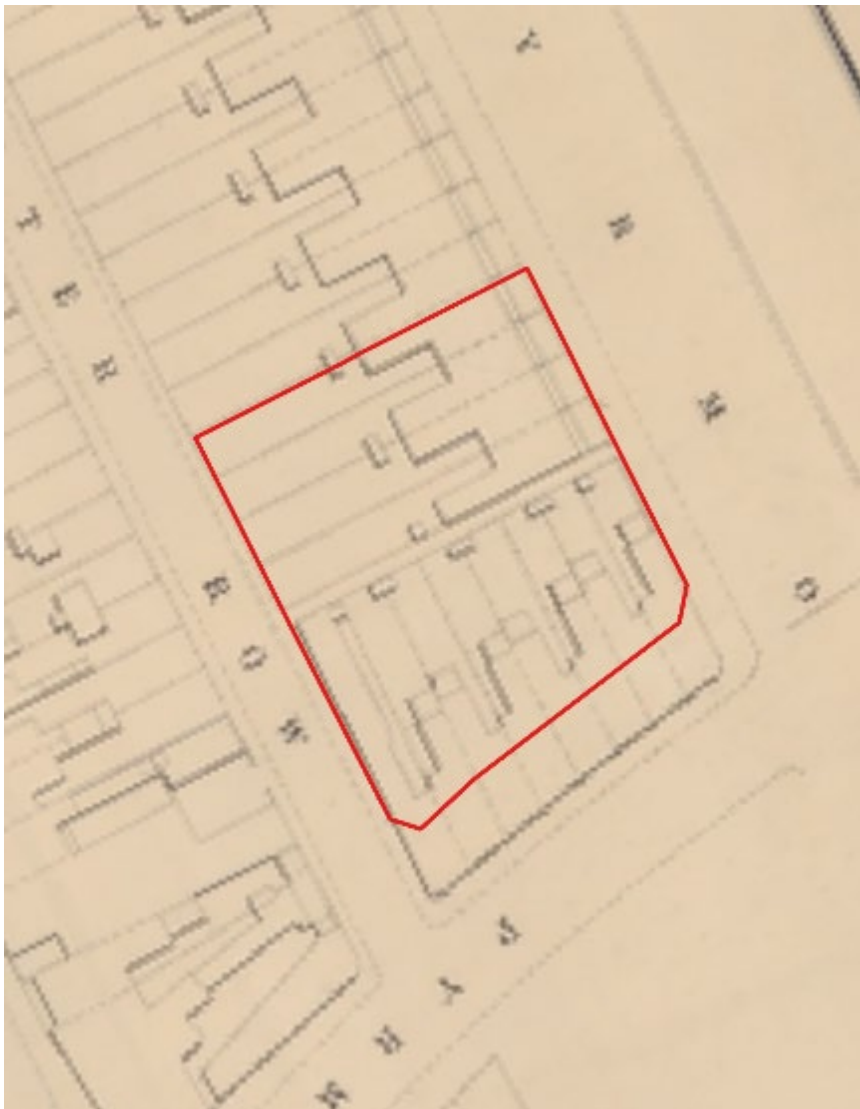
<sup>41</sup> Weir Phillips, "Heritage Impact Statement: 212 Harris Street," p7; Heritage 21, "Statement of Heritage Impact for Proposed Development at Chambers Cellars," p8.

<sup>42</sup> Heritage 21, "Statement of Heritage Impact for Proposed Development at Chambers Cellars," p8; Heritage 21, "Statement of Heritage Impact for Proposed Development at 214-216 Harris Street, Pyrmont, Quarryman's hotel" (December 2017). p8.

<sup>43</sup> Heritage 21, "Statement of Heritage Impact for Proposed Development at Chambers Cellars," p8.

ultimately winning out and more and more land consumed by industrial activities like the Pyrmont Power Station.<sup>44</sup>

Into the twentieth century, the growing pressure on land in proximity to the city led to the post-war shift of industry out of the area. Pyrmont took on an increasingly residential character from this point forward (refer to Figure 13 for a post-war layout of the area).<sup>45</sup> This loss of industry led to decreases in population as workers moved to follow employment. Subsequently, the area became less affordable, and schools and other services also left the area.<sup>46</sup> The later decades of the twentieth century saw the retention and adaptive reuse of warehouses to new residential and commercial purposes, but also the demolition and replacement of older development with larger scale development including new office buildings, apartment blocks, and the major Star Casino to the east of the subject site. Pyrmont retains evidence of its original undulating land form and key evidence of its working class and industrial past, while the Pyrmont Conservation Area partially encompassing the site serves to retain the built remains of this former history.



**Figure 10: Overlay of Pyrmont Station western construction site on 1888 City of Sydney Detail Plan. Red outline denotes construction site area (Source: City of Sydney Archives)**

<sup>44</sup> Fitzgerald, "Pyrmont."

<sup>45</sup> Ibid, Heritage 21, "Statement of Heritage Impact for Proposed Development at 214-216 Harris Street," p8.

<sup>46</sup> Fitzgerald, "Pyrmont."

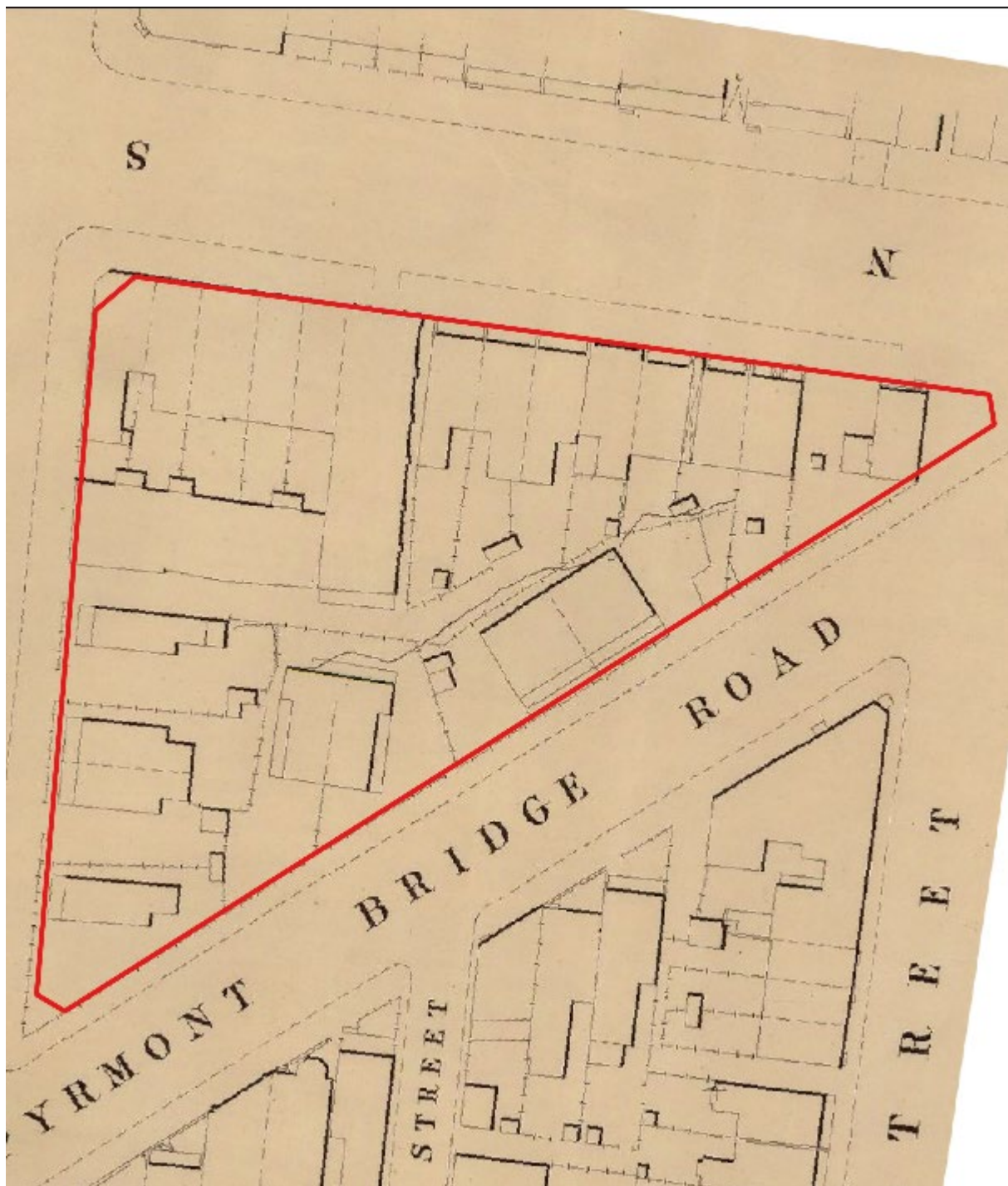
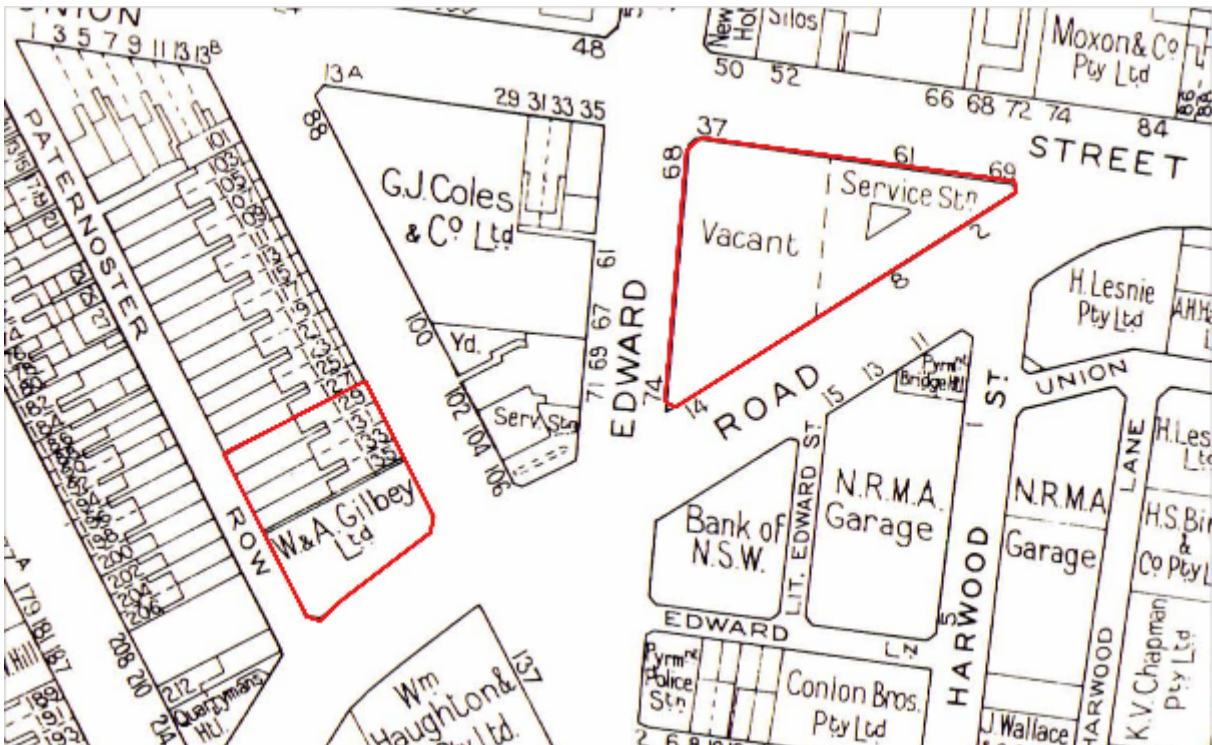


Figure 11: Overlay of Pyrmont Station eastern construction site on 1888 City of Sydney Detail Plan. Red outline denotes construction site area (Source: City of Sydney Archives)





**Figure 12: Overlay of Pyrmont Station construction sites on excerpt from 1903 Map of the city of Sydney, New South Wales. Red outline denotes construction site area (Source: State Library of New South Wales)**



**Figure 13: Overlay of Pyrmont Station construction sites on excerpt from City of Sydney Building Surveyor's Sheets 1949-1972 Sheet 5. Red outline denotes construction site area (Source: City of Sydney Archives)**

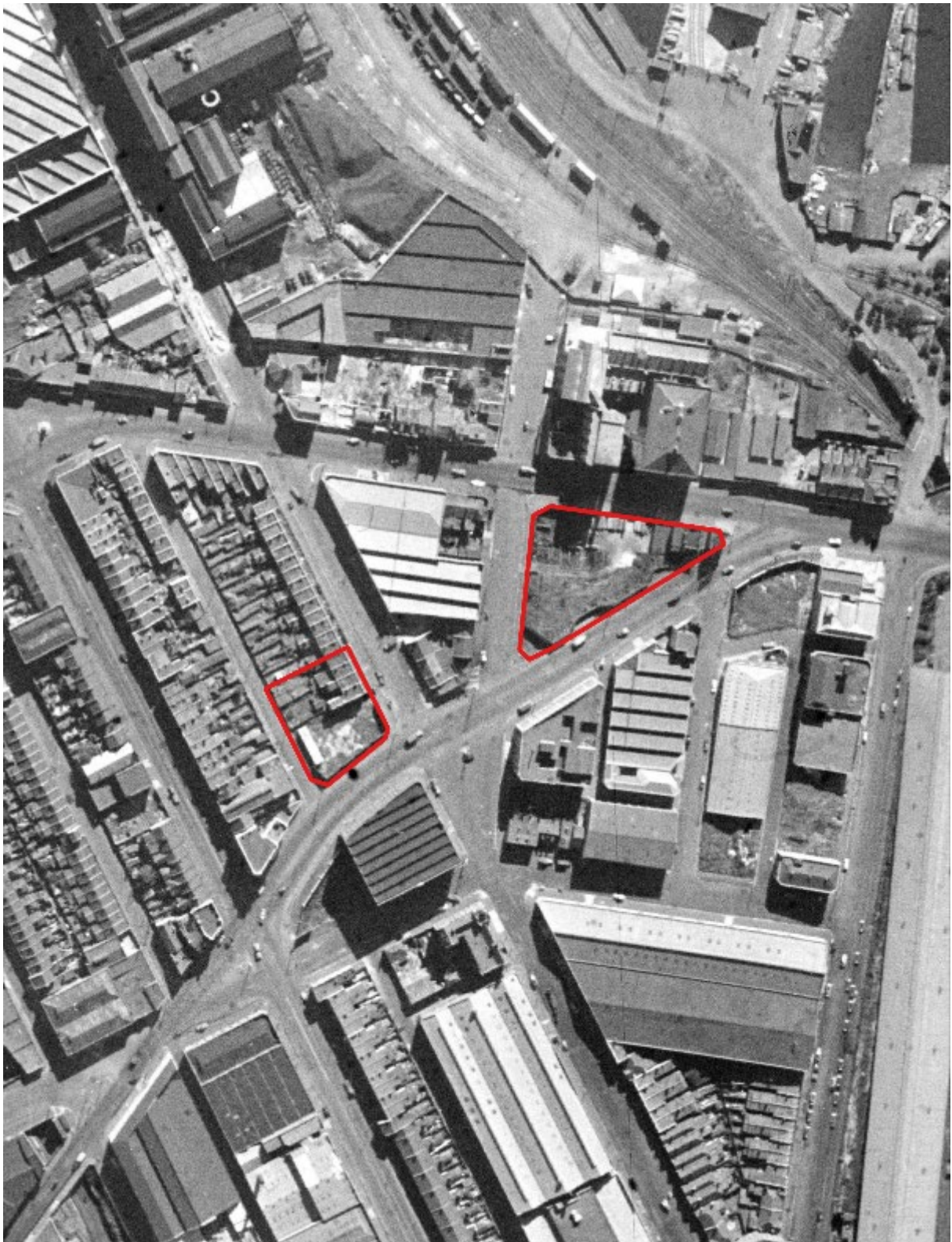


Figure 14: Overlay of Pyrmont Station construction sites on 1943 aerial imagery. Red outline denotes construction site area (Source: SIXmaps)



### 5.3.2 History of the Pyrmont Station construction sites

#### 5.3.2.1 Western construction site, 26-32 Pyrmont Bridge Road

##### **Phase 1 (1788-1883) Early land clearance and grazing**

The construction site at 26-32 Pyrmont Bridge Road was originally part of a 24-acre grant to John Malone by Governor Francis Grose in 1794.<sup>47</sup> Malone appears not to have carried out any improvements to his property during his ownership, excepting possible clearing or fencing. By 1818, the land had become part of John Harris' 'Ultimo Estate' and was part of his broader pastoral estate. Harris cleared and divided his land into small farms up to one acre in size which he leased out to farmers, allowing them to construct accommodation on their portions of land.<sup>48</sup> By 1845, there were over 50 dwellings of some form on his estate – most being timber shacks constructed with bark or shingles, though some incorporated more substantial materials of stone and brick. Following the construction of the Pyrmont Bridge over 1855-1858, and the construction of the adjoining Pyrmont Bridge Road in 1859, access to the area from the city was greatly increased and views of the area's desirability began to improve. The bridge did not cause rapid change, however, speculative subdivision of the land did occur in 1859 with 70 lots formally created and held by members of the Harris family. The site was contained in Lot 57 of this subdivision.<sup>49</sup>

City of Sydney Trigonometry Plans show the site as undeveloped in 1855-1865, in line with the subdivision of the Ultimo Estate occurring in the late 1850s and being progressively developed in the proceeding decades. The movement of industry to the Pyrmont area drove the movement of people to the area around Pyrmont Bridge Road as people sought to live close to their place of work. Development grew around key centres like the Colonial Sugar Refinery, established in 1877 on the Pyrmont Peninsula. Evidence of the growth in the area that the industrial developments can be found in the variety of buildings which were erected shortly after or speculatively on account of this move, including pubs, residential housing and shops.<sup>50</sup>

##### **Phase 2 (1883-1914) Subdivision and urban development of commercial and residential premises**

In 1883, a row of eight terraces with rear yards was constructed on the northern side of Pyrmont Bridge Road, comprising the southern portion of the construction site.<sup>51</sup> Available evidence indicate they were constructed of brick with iron roofs and an outhouse at the rear of the yard. Consistent with the mixed development of the area, these terraces served a dual use as both dwellings and commercial premises. The 1883 Sands Directory details the commercial premises within this row of terraces, from west to east, as a baker, two grocers, two drapers and a furniture store. The nature of business and the economic downturn of the following decade meant these premises changed frequently over their lifespan, but some consistent occupants emerged. Namely, No 28 remained a newsagency from 1900-1914, a pawn broker was situated at 22-26 from 1884-1914, and a longstanding restaurant was located at No 32 from the 1901-1915.<sup>52</sup>

<sup>47</sup> Godden Mackay, "26-32 Pyrmont Bridge Road, Pyrmont – Archaeological Research Design," (May 2000), p20.

<sup>48</sup> Ibid.

<sup>49</sup> Ibid, p21.

<sup>50</sup> Ibid.

<sup>51</sup> Ibid.

<sup>52</sup> Ibid.

In 1896, the site was acquired by the Scottish Australian Investment Company Limited from the Perpetual Trustee company, within a larger landholding, representing lots 1, 2 and 3 of Block 57 of the City of Sydney. Together these represented three residential blocks. The subject site was contained within lot 1 being one acre, one rood and 10 ½ perches. Markings on the land title certificate suggest that the terraces were extant and lined the subject block and the areas to the north. By 1901, the terraces were all owned by the London Bank of Australia.

### **Phase 3 (1914-1945) Resumption of site, clearance and use as livery**

In 1908 the Scottish Investment Co Ltd acquired the terraces, continuing to lease them out to tenants. In 1914, the Sydney Municipal Council compulsorily acquired all of these terraces, and in 1915 they were demolished. It appears that the site was required for widening and upgrades to Pyrmont Bridge Road, which had been demanded by the local community who noted the “shocking condition of disrepair” it was in by 1914.<sup>53</sup> By October 1922, the work had been carried out and the City Council Leasehold were advertising the land for the “Pyrmont Bridge Road Resumption” for public auction (refer to Figure 15). The site was split into two portions, but both were acquired by Richard Williams, butcher, in 1924.<sup>54</sup> By this time the site had been reduced to 29 perches.

In September 1927, the property was transferred to Herbert John Nichols of Ashfield, retired livery stable proprietor. It is assumed that sometime during the 1920s, the extant terraces were demolished in conjunction with the property coming into individual ownership and likely operating as a butcher's premises and then livery. The 1943 aerial imagery shows that the property was very likely used as a livery stable and yard for the decades leading up to the 1940s (refer to Figure 16). The northern terraces on a separate title, however, remained extant. A decade after Nichols acquisition, in 1937, Nichols lodged an application to have a car showroom built on the site. This application was rejected by Council.

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<sup>53</sup> *The Sun*, “Ratepayer’s Growl,” 23 July 1914, p6.

<sup>54</sup> Certificate of Title 3670-90

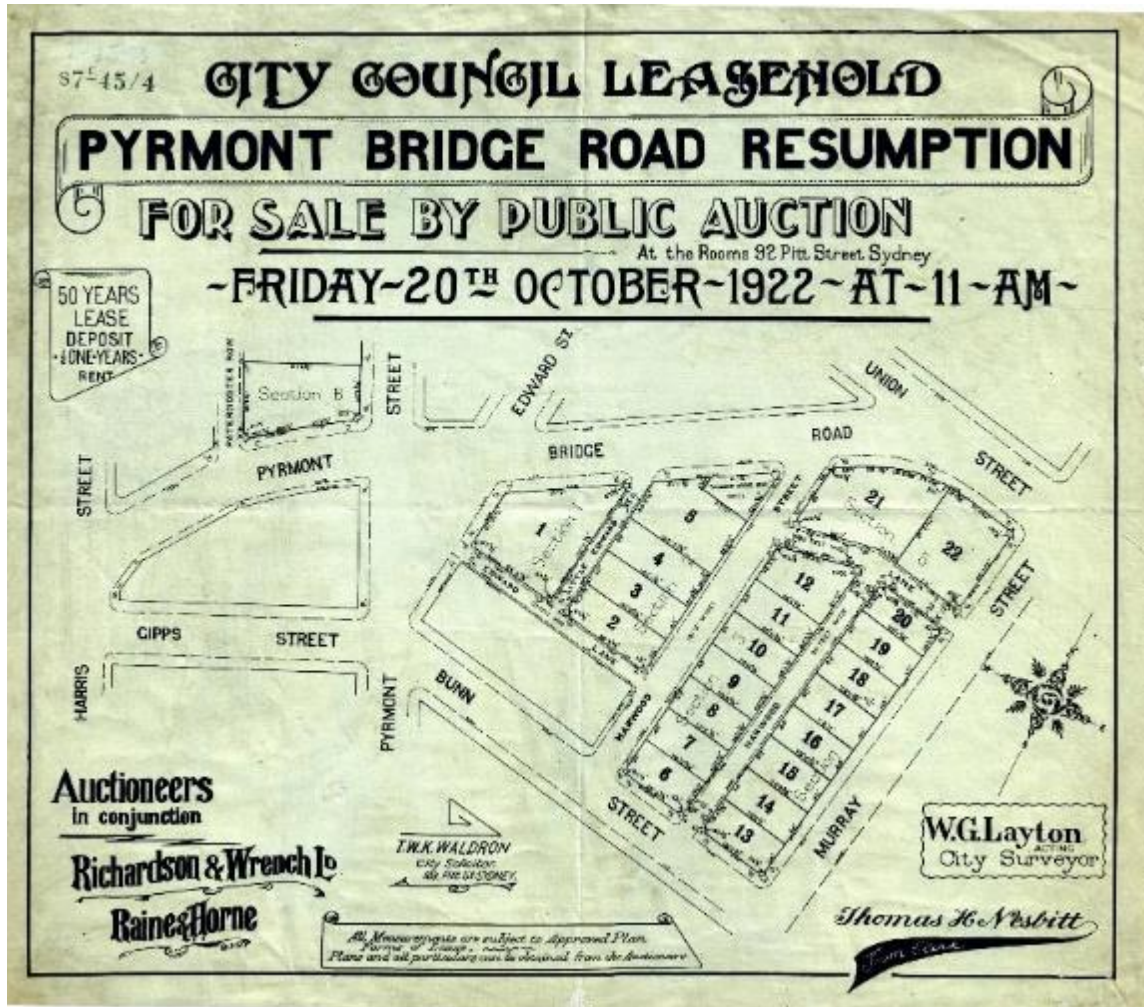
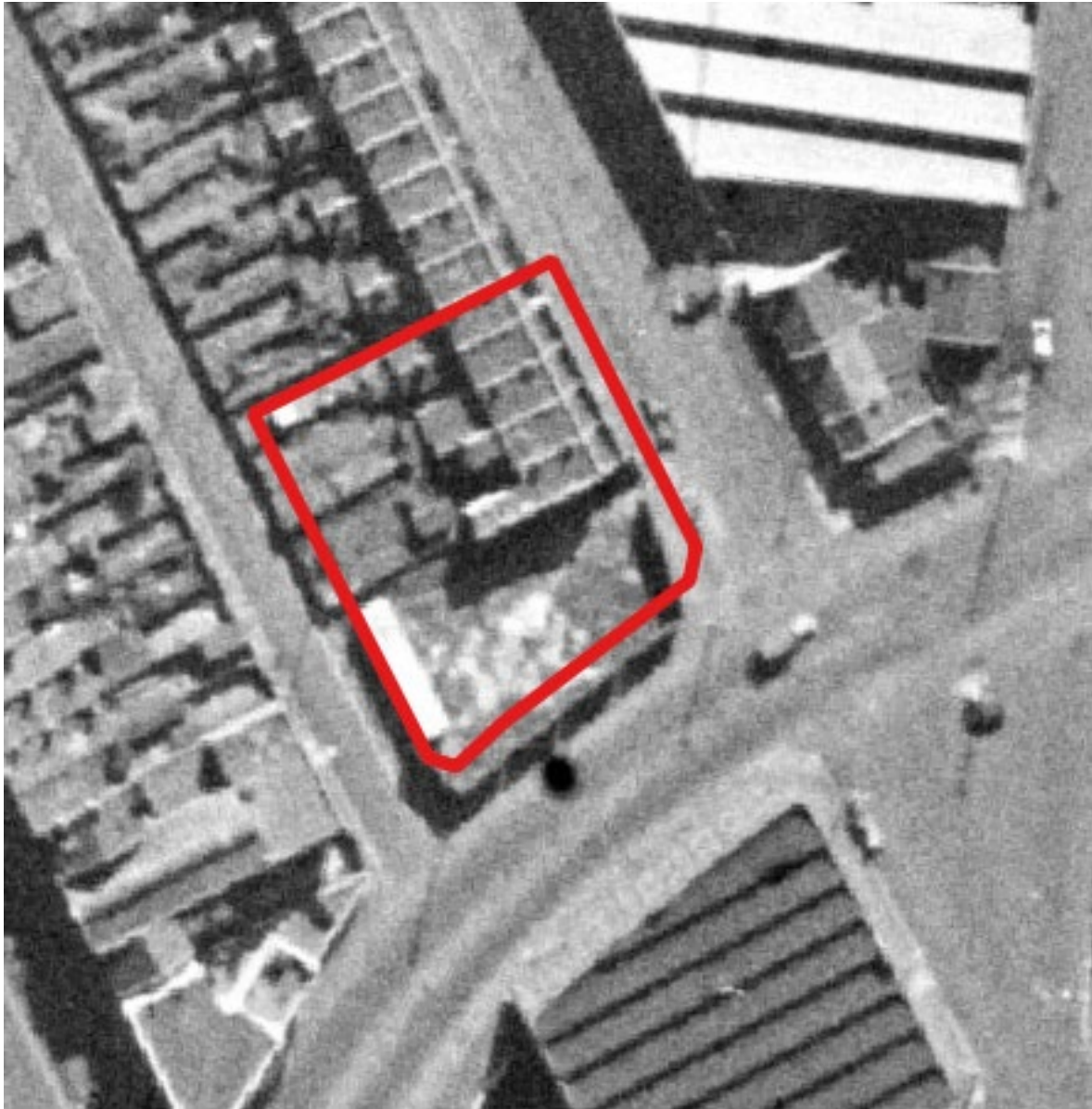


Figure 15: Auction Notice – Pyrmont Bridge Road resumption, 1922 (Source: City of Sydney Archives)



**Figure 16: 1943 aerial image of Pyrmont Station western construction site (Source: NSW Spatial Services)**

#### **Phase 4 (1945-present) Gilbey's Distillery and office conversion**

In February 1945, the property was transferred to W & A Gilbey Limited. In January 1967, the property was transferred to Gilbey's Australia Proprietary Limited. Gilbey's were a significant international gin distillery, established by Walter and Alfred Gilbey in 1857 in Camden Town, England. Their company expanded throughout the later decades of the nineteenth century and by the 1920s, their company expanded internationally, with distilleries in Australia and Canada.<sup>55</sup> The distillery at Pyrmont was constructed in 1947 to a design by AS Nicholson and Hammond architects during a period of continued expansion (Figure 18 and Figure 19).<sup>56</sup>

<sup>55</sup> Difford's Guide, 'A History of Gin 1831-1953,' 2021. Accessed online 13/04/2021 at: <https://www.diffordsguide.com/en-au/g/1108/gin/history-of-gin-1831-1953>

<sup>56</sup> *Construction*, 'Tenders Accepted or Received,' 16 July 1947, p15. Accessed online 13/04/2021 at: <https://trove.nla.gov.au/newspaper/article/222877077/24722030>





Figure 17: Gilbey's Gin advertisement (Source: The Land, 30 Jan 1942, p6)

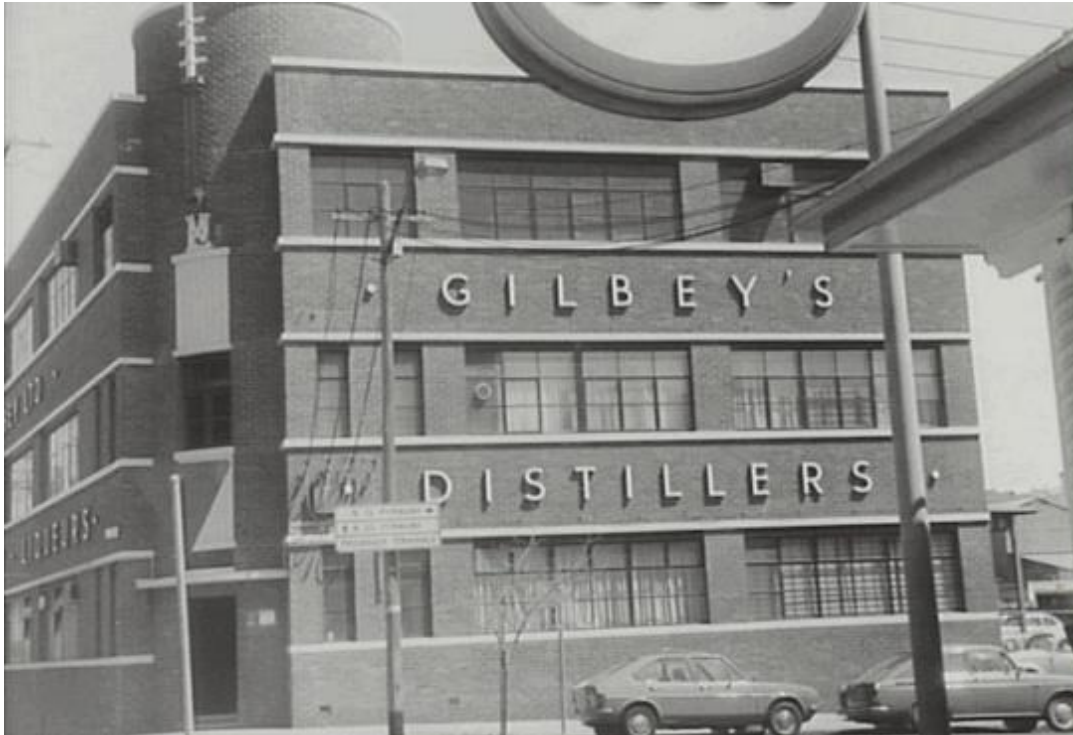


Figure 18: W&A Gilbey Ltd, Bridge Road Pyrmont, 1979 (Source: City of Sydney Archives)



Figure 19: W&A Gilbey Ltd, Bridge Road Pyrmont, 1979 (Source: City of Sydney Archives)



The 1980s see the building converted from its use as a distillery into office space. In March 1984, the property was transferred to Rosenthal and Sons Pty Limited an import distribution company. In October 1986, the ground and second floors of the property were leased to Mainora Pty Limited. The lease was to expire in April 1989 but was surrendered in September 1988. In October 1986, the property was also transferred to Darane Pty Limited (a graphics company). In July 1988, the property was transferred to Bulaways Holdings Pty Limited. City of Sydney archival records indicate this company applied for the substantial refurbishment and alteration of the building, to designs by architect Jackson Teece. It is unknown whether these refurbishment and alteration work were carried out and to what extent they were completed.

In February 1990, the ground and first floors of the building were leased to the Australian Telecommunications Corporation, expiring April 1993. No subsequent transfers were accessible. The 1947 building is still extant, albeit modified.

### **5.3.2.2 Eastern Construction site, 37-69 Union Street Pyrmont**

#### **Phase 1 (1788 – 1878) Early land grants and land clearing, lease-held farming**

The construction site at 37-69 Union Street was originally part of a 24-acre grant to John Malone by Governor Francis Grose in 1794.<sup>57</sup> Malone appears not to have carried out any improvements to his property during his tenure, excepting possible clearing or fencing. By 1818, the land had become part of John Harris' 'Ultimo Estate' and was part of his broader pastoral estate. Harris cleared and divided his land into small farms up to one acre in size which he leased out, allowing these farmers to construct accommodation on their portions of land.<sup>58</sup> By 1845, there were over 50 dwellings of some form on his estate – most being timber shacks with bark or shingled room, though some incorporated more substantial materials of stone and brick. Following the construction of the Pyrmont Bridge over 1855-1858, and the construction of the adjoining Pyrmont Bridge Road in 1859, access to the area from the city was greatly increased and views of the area's desirability began to improve. The bridge did not cause rapid change, however, speculative subdivision of the land did occur in 1959 with 70 vertically oriented sections formally created and held by members of the Harris family. At least part of the site was owned by Matthew Harris of Ultimo by 1867, with the other portion being held by John Harris. The site represented the northern part of 59B of the Ultimo Estate and a very small corner of 59A.<sup>59</sup>

1855-1865 City of Sydney Trigonometry Plans for the surrounding blocks indicate no development on the site – substantial or otherwise – consistent with the subdivision of the Ultimo Estate occurring from the late 1850s onwards.

The movement of industry to the Pyrmont area drove the movement of people to the area around Pyrmont Bridge Road as people sought to live close to their place of work. Development grew around key centres like the Colonial Sugar Refinery, established in 1877 on the Pyrmont Peninsula. Evidence of the growth this drove can be found in the variety of buildings which were erected shortly after or speculatively on account of this move, including pubs, residential housing and shops.<sup>60</sup>

In October 1877, the southern portion of Block 59B of the Ultimo Estate was leased to George Everett for a term of 50 years. In September 1878, the "term within which buildings [were] to be erected on [the] land" was extended for two years for Everett, with the condition that they be built of brick or stone and only be erected on the Pyrmont Bridge Road frontage.<sup>61</sup>

<sup>57</sup> Godden Mackay, "26-32 Pyrmont Bridge Road, Pyrmont – Archaeological Research Design," (May 2000), p20.

<sup>58</sup> Ibid.

<sup>59</sup> Ibid, p21.

<sup>60</sup> Ibid.

<sup>61</sup> Primary Application Search Book 30115, LPI NSW.

After the passing of John Harris, his part of Block 59B was transferred to Mary Ann Harris. Likely by 1880 according to these terms, and certainly by the 1890s, the site contained brick terrace shops and housing, consistent with the general development of Pyrmont as a working-class suburb alongside growing industry.

## **Phase 2 (1883-1940) Subdivision and development of urban commercial and residential premises**

By 1903, the area is shown to be substantially developed to Union Street with a few smaller buildings to Edward Street. Though changing over time with new tenants and business, newspaper articles from the 1890s onwards illustrate a range of development along Union Street. 37 Union Street was the premises of a butcher from 1890 until at least 1907, and in 1896 the owner, J Cassidy, sought tenders for the removal of a large wooden and iron shed from his site.<sup>62</sup> 41 Union Street was a mixed business/general store and ice creamery from 1905 into the 1910s, and 65 Union Street was a Clothing business catering to Seamen/Sailors owned by F Mason which operated from the late 1890s into the early 1900s.<sup>63</sup> The business use of some of the properties in between is unclear but it is known they were at least occupied as residences for the early decades of the twentieth century.<sup>64</sup>

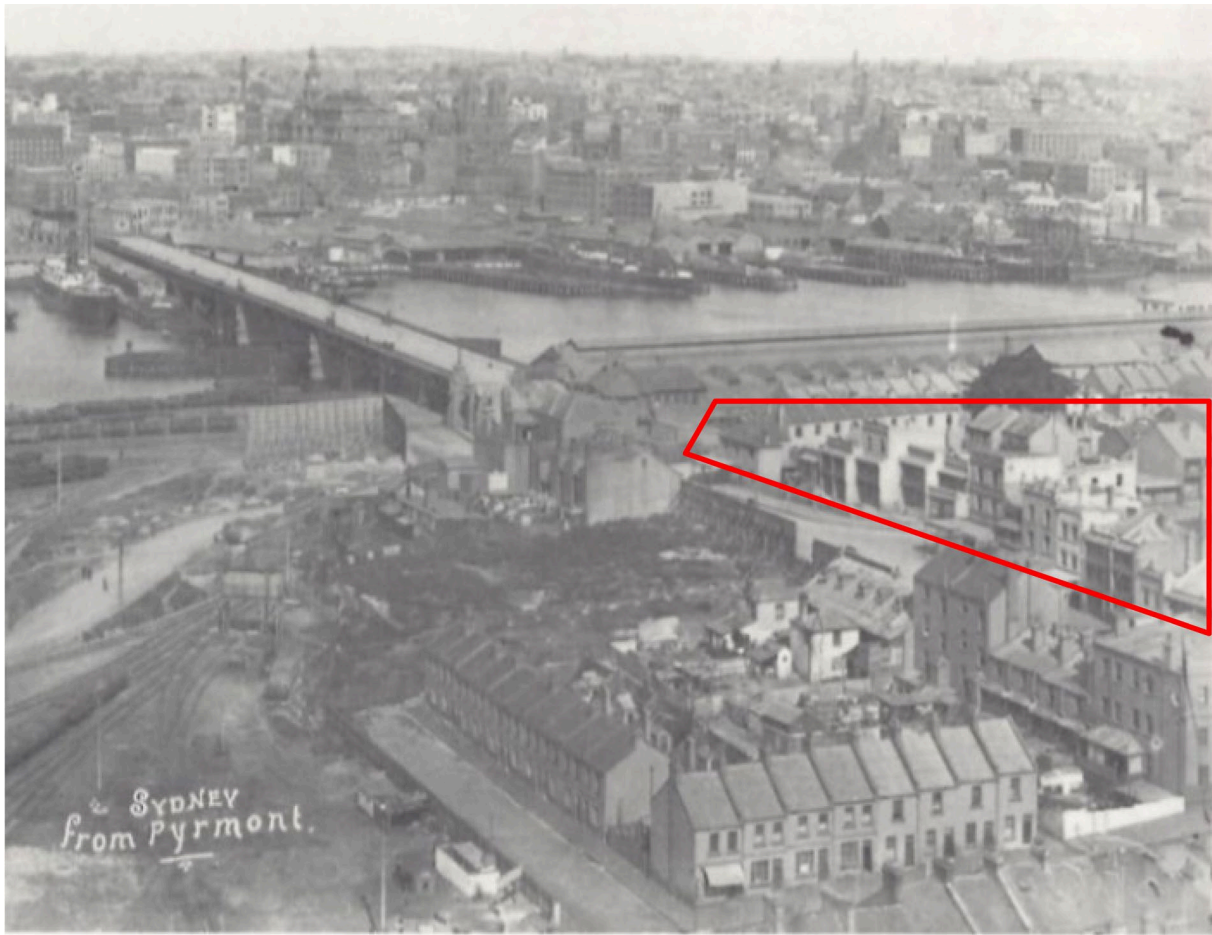
A 1911 image taken of the junction of Pyrmont Bridge Road and Union Street, believed to depict the corner located within the construction site, further illustrates the Victorian terraced character of the streetscape and it's residential and small-scale commercial nature (refer to Figure 20). A simple terrace, grocer and hairdresser are depicted in the image.

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<sup>62</sup> The Daily Telegraph, 'Advertising,' Sat 4 Apr 1896, Page 6. Accessed online 13/04/2021 at: <https://trove.nla.gov.au/newspaper/article/238686746>

<sup>63</sup> Evening News, 'Advertising,' Fri 5 July 1901, Page 1. Accessed online 13/04/2021 at: <https://trove.nla.gov.au/newspaper/article/114028481>

<sup>64</sup> The Sun, 'Family Notices,' Sun 8 July 1917, Page 8. Accessed online 13/04/2021 at: <https://trove.nla.gov.au/newspaper/article/221405816>; Sydney Morning Herald, 'Advertising,' Tue 25 Apr 1905, Page 3. Accessed online 13/04/2021 at: <https://trove.nla.gov.au/newspaper/article/14691674>; Sydney Morning Herald, 'Family notices,' Sat 18 Jun 1904, Page 8. Accessible online 13/04/2021 at: <https://trove.nla.gov.au/newspaper/article/14628137>



**Figure 20: Terrace housing and shops located on Union Street facing Pyrmont Bridge, late nineteenth or early twentieth century. Portion of the Pyrmont Station eastern construction site indicated in red**



**Figure 21: Corner of Union Street and Pymont Bridge Road Pymont, 1911 (Source: City of Sydney Archives)**

In June 1913, Arthur Leslie Harris, assumed descendant of the family, acquired an acre of land in Block 59B containing the subject site (2 roods and 23 perches), excepting a site which appears to be at that time resumed by the Municipal Council of Sydney (to the rear, outside of the construction site).<sup>65</sup> Another resumption occurred in 1915, in conjunction with plans for the provision of electric lighting in the area. The site of 37-69 Union Street appears unaffected by resumptions for initial road widening of Pymont Bridge Road and Union Street, with plans showing land on the southern side of Pymont Bridge Road was predominately resumed.<sup>66</sup>

The property remained in the Harris family into the 1920s. From 1922 the property appears to be sub-leased out including to a John F Smith, Australian Mercantile Co Ltd, and a conveyance to John S Sands in 1929 (the southern portion of Block 59B not part of the construction site). Arthur Harris was sole owner of the subject parcel and land on the other side of Pymont Bridge Road in 1930.<sup>67</sup> It would appear at this time that Everett's lease was recently expired as it is noted on the Search Plan accompanying a 1930 Primary Application concerning the site. Leases between 1930-1950 cannot presently be sourced from the available land title sources. 1930s images of the site confirmed it remained a substantially built upon block of land with terrace housing to its northern extent and varied development to the west, with the south-eastern corner appearing to be mostly rear yards (refer to Figure 22).

<sup>65</sup> Primary Application Search Book 30115, LPI NSW.

<sup>66</sup> Primary Application Search Sketch 30115, LPI NSW.

<sup>67</sup> Primary Application Search Book 30115, LPI NSW.



**Figure 22: Overlay of Pyrmont Station eastern construction site on c1930s Milton Kent image of Pyrmont. Red outline denotes construction site area (Source: SLNSW: 447/114)**

### **Phase 3 (1940-1984) Lumber yard and fuel service station**

1940s-1950s imagery of the site depicts a much different development, with a large open yard containing associated outbuildings and about five substantial attached buildings or terraces to the north-eastern corner of the triangular site to Union Street (refer to Figure 23). The reasoning for this substantial demolition is unclear, but may respond to a 1930s lease, the details of which cannot be retrieved in present records.





**Figure 23: Overlay of Pyrmont Station eastern construction site on c1943 image of Pyrmont. Red outline denotes construction site area (Source: NSW Spatial Services)**

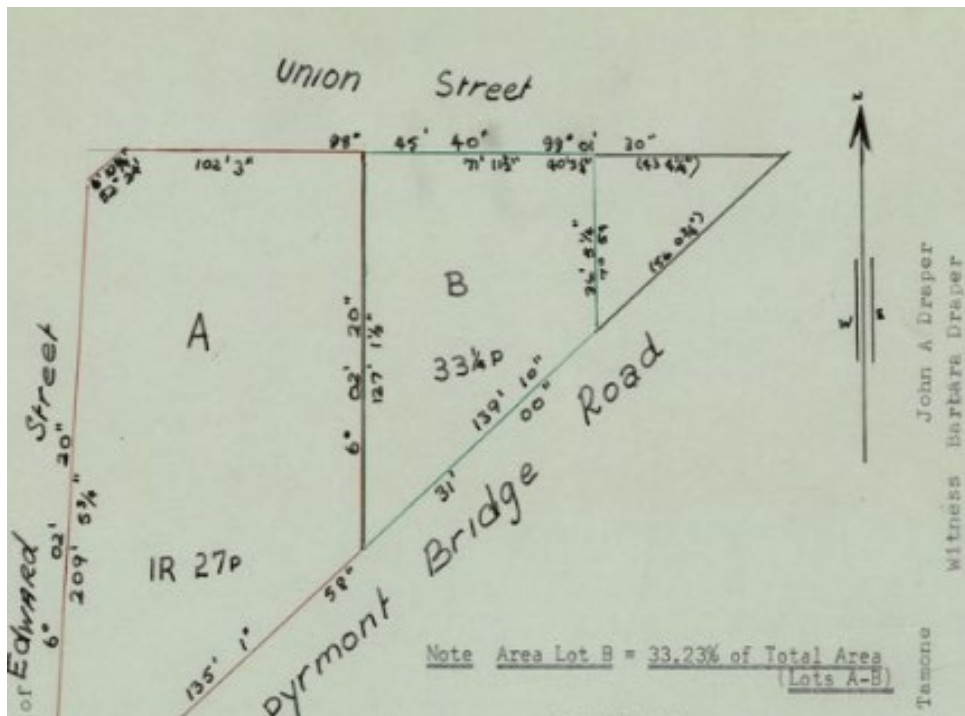
In 1950, it is known that Arthur Harris leased the property out to M. Fiorelli Pty Ltd (head lease), a wine and spirit supplier, who sub-leased out part of the property (33 ¼ perches) to Vacuum Oil Company Proprietary Limited (a predecessor of Mobil).<sup>68</sup> The head lease (99 years) included all houses and buildings on the land (the entire site), to be kept “in good and substantial repair and condition in all respects” and was 750 pounds annually. The sub-lease contained the same conditions with the addition of the mention of buildings “erected hereafter.” The division of the site at this time is illustrated in Figure 24. A leasehold estate was created by this sub-lease. In October 1969, a different sub-lease was taken out to John Alexander Draper of Cammeray, Contractor.<sup>69</sup> In 1971, Draper sold his sub-lease to James Wallace Holdings Limited (a construction company) for \$55,000.<sup>70</sup>

<sup>68</sup> Old System Title Book 2374 No 908, LPI NSW.; Advertising in *The Rugby League news*. Vol. 43 No. 24 (August 25, 1962), p16.

<sup>69</sup> Old System Title Book 2952 No. 296, LPI NSW.

<sup>70</sup> Old System Title Book 3005 No. 914, LPI NSW.





**Figure 24: Extent and division of site in 1953, split into three portions and separately sub-leased (Source: Old System Title Book 2952 No. 296, LPI NSW)**

By 1965, there appears to be hard surface to the majority of the eastern half of the site, with the removal of the former buildings and the construction of what appears to be a triangular building in the eastern half of the site, and an L-shaped rectilinear building in the south-western corner of the site. This is likely associated with the Mobil Oil Australia Ltd ownership of around half of the site at this time. A 1979 image of the Union Street frontage of the site clearly shows a petrol station was extant by that time (refer to Figure 25).



**Figure 25: 1979 image of Union Street frontage of the Pyrmont Station eastern construction site (Source: City of Sydney Archives)**

Arthur Leslie Harris died in 1971, and his estate was administered by the probate of his will, being E Bentley, GME Harris, AG Harris and M Harris. By 1970, aerials show the site had again been rearranged with the retention of the triangular building, but a new square building to its south, and a rectilinear building to the south-western corner have been constructed. City of Sydney Archives indicate an application was lodged in late 1970 for a new building and carpark for James Wallace Pty Ltd at 37-69 Union Street, 68-74 Edward Street and 2-14 Pyrmont Bridge Road, representing part of the subject site. Archival photographs indicate that during 1975, the site appears substantially different, and may have been undergoing construction or excavation work.

#### **Phase 4 (1984-present) Modern office buildings**

In 1982, the property was acquired by Hardale Proprietary Limited.<sup>71</sup> In 1983, the company commissioned Goodwin and Southwell architects to design a two-storey and eight-storey building containing flats, swimming pool, amenities and off street-parking for the site. Consent was granted in 1983, but a request for an extension was lodged in 1985. These plans were not carried out. The present building was built sometime between 1986 and 1991.

By 1982, the site appears to consist of two asphalted yards to the western half of the site, with the triangular and square buildings still extant. In 1986, the site had been entirely cleared and flattened and three small buildings were located on the north-eastern end of the site fronting Union Street. Archive documentation held by the City of Sydney Archives indicate an application was lodged in 1981 for the erection of two residential buildings containing 45 two-bedroom and seven one-bedroom units at 37-69 Union St Pyrmont, which may explain this site transformation. Between 1984-1986 an application was also lodged for the use of 69 Union St Pyrmont as a cabinet making showroom and offices, and the erection of a skillion roof extension. By 1991, the presently extant building had been constructed.

### **5.3.3 Building histories in or near the Pyrmont Station construction sites**

#### **5.3.3.1 Public houses and hotels**

Several current or former heritage-listed pubs are located in proximity to the proposed sites, as shown on mapping provided in Section 6.1. Historically, pubs were an important element of the social fabric of Pyrmont, closely associated with the working-class community of the area. Catering to the densely populated area, in the early 1900s there were 27 pubs in Pyrmont alone.<sup>72</sup>

#### **Quarryman's Hotel**

Pubs like the Quarryman's Hotel were a core component of the Pyrmont community, even more intimately linked to the particular trade of sandstone quarrying, occurring in Pyrmont from the 1840s onwards. The original Quarryman's Hotel is thought to have been established around 1880, by the descendants of Charles Saunders, founder of the sandstone quarry at Pyrmont.<sup>73</sup> The pub always held a prominent corner location typical for pub and hotel buildings, which would be situated on a corner to increase their visual prominence and amenity accessibility. It was formerly known as O'Donnell's hotel.<sup>74</sup> In 1902 the pub was acquired by Tooth and Co, and during 1912-1913, the hotel was rebuilt as part of a broader move by breweries across the state to acquire and improve pubs,

<sup>71</sup> Primary Application Search Book 56103. LPI NSW.

<sup>72</sup> Anni Turnbull, "Pyrmont and Ultimo: an industrial past," Museum of Arts and Applied Sciences (2019). Accessed online 06/04/2021 at <https://maas.museum/inside-the-collection/2019/06/25/pyrmont-and-ultimo-an-industrial-past/>

<sup>73</sup> Historical background summarized from State Heritage Inventory Database No. 2424385: "Quarryman's Hotel including interior" Accessed online 01/04/21 at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424385>; Heritage 21, "Statement of Heritage Impact for Proposed Development at 214-216 Harris Street," p10.

<sup>74</sup> Visit Pyrmont Ultimo, "Quarryman's Hotel" (2016). Accessed online 06/04/2021 at: <http://visitpyrmontultimo.com.au/pyrmont-places/business-listing/pyrmont/the-quarrymans-hotel/#.YGulaugzY2w>

creating sole markets for their brews and increasing their market share.<sup>75</sup> The new Quarryman's Hotel was designed by Spain, Cosh and Minnet, a prominent Sydney architectural firm who carried out a variety of commercial, residential and government projects throughout metropolitan Sydney.<sup>76</sup> The hotel has continuously operated to the present day.



**Figure 26: Quarryman's [Arms] Hotel, cnr. Harris Street and Pyrmont Bridge Road, Pyrmont (August 1930) (Source: Noel Butlin Archives Centre, Australian National University)**



**Figure 27: Quarryman's [Arms] Hotel, cnr. Harris Street and Pyrmont Bridge Road, Pyrmont (1949) (Source: Noel Butlin Archives Centre, Australian National University)**

<sup>75</sup> State Heritage Inventory Database, "Quarryman's Hotel Including Interiors"

<sup>76</sup> Heritage 21, "Statement of Heritage Impact for Proposed Development at 214-216 Harris Street," p10.

### **Former New York Hotel**

The New York Hotel was established in 1875 by William Allison, an early landowner in the area. The original building was two-storeys and constructed of sandstone with a posted veranda.<sup>77</sup> In 1896, the pub was resumed by the government, likely for progressive road widening, which occurred with other buildings located around the increasingly busy and worn streets of Union Street and Pymont Bridge Road. In 1900, the pub was sold to Tooth and Co, as part of the aforementioned expansion and acquisition of breweries in the period. It appears that a third storey was added by Tooth's during their tenure, and the original posted veranda was removed. Images from the mid-twentieth century show the pub on its prominent corner location surrounded by the flues of the nearby factories and flourmill. Up until the 1990s, the pub remained a leasehold enterprise of Tooth and Co. Following this, the pub was converted into a doctor's surgery and offices.



**Figure 28: New York Hotel, cnr. Union and Edward Streets, Pymont (August 1930) (Source: Noel Butlin Archives Centre, Australian National University)**

<sup>77</sup> Historical background summarized from State Heritage Inventory Database No. 2424484: "Former New York Hotel Including Interiors" Accessed online 01/04/21 at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424484>





**Figure 29: New York Hotel, cnr. Union and Edward Streets, Pyrmont (1949) (Source: Noel Butlin Archives Centre, Australian National University)**

### ***Pyrmont Bridge Road Hotel***

The Pyrmont Bridge Road Hotel was built in the 1880s to cater to the influx of traffic and workers over the Pyrmont Bridge to the area.<sup>78</sup> The building was situated on a prominent main road on the corner location. In 1910, the lease and stock of the hotel were sold to Tooth and Co, with the brewery becoming the effective owner and tying the sale of their brews to the hotel. The Pyrmont Bridge was rebuilt between 1899 and 1902, and the increased capacity of the bridge led to an increase in the movement of people and traffic to the area and onto Pyrmont Bridge Road.

The Pyrmont Bridge Road Hotel was resumed in 1911 by the local council for road work and widening to accommodate growing traffic, and the original building demolished due to its proximity to the roadside.<sup>79</sup> The pub was rebuilt in 1914 to a design by James Merriman, council architect and built by Ben Craven and Sons. Alterations were carried out to the new building in 1929, and the pub was purchased by Tooth and Co in 1937. The building was renovated in the 1980s, and by the early 1990s had been converted to a brothel. From 1997 into the early 2000s, the building was converted to a café and restaurant. The building has since been restored and reverted back to its original usage as a pub, now known as the Peg Leg Inn.

<sup>78</sup> Hericon, "11 Pyrmont Bridge Road, Pyrmont – Statement of Heritage Impact" (July 2012). P3; Historical background summarized from State Heritage Inventory Database No. 2424362: "Pyrmont Bridge Road Hotel Including Interior and Courtyard" Accessed online 01/04/21 at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424362>

<sup>79</sup> Hericon, "11 Pyrmont Bridge Road, Pyrmont," p4.



**Figure 30: Pyrmont Bridge Hotel, cnr. Pyrmont Bridge Road and Harwood Street, Pyrmont (1930) Source: Noel Butlin Archives Centre, Australian National University**





**Figure 31: Pyrmont Bridge Hotel, cnr. Pyrmont Bridge Road and Harwood Street, Pyrmont (1943) Source: Noel Butlin Archives Centre, Australian National University**

#### **5.3.3.2 Commercial and industrial development**

There are also a number of heritage-listed commercial and industrial buildings in proximity to the proposal, which illustrate the development of Pyrmont and the change in land usage over time.

##### **Former Wool Store**

The former John Taylor Wool Stores building is indicative of the early industrial character of Pyrmont, in particular as a hub for the wool industry. Wool was one of the most important early exports to the country, and the wool stores at Pyrmont represented a key facility through which a large amount of exported wool passed.<sup>80</sup> The building was designed by architect Arthur Blackett in 1893, being the son of significant colonial architect Edmund Blackett. It was erected for John Taylor, a significant and influential early pastoralist, though the building was leased out to FL Barker and Co Wool Merchants initially. From 1895-1923 the building was leased to Hill Clark and Co Wool brokers, and from 1923-1951 to William Haughton and Co wool brokers. Following the demographic and industrial shifts occurring in the mid-twentieth century, the building became the warehouse of Waite and Bull commercial printers from the 1950s until the 1990s. In the 1990s, the building was sympathetically converted to offices by prominent architectural firm Allen Jack and Cottier. A significant McComas and Price Williams Hydraulic wool press is retained on the top floor.

<sup>80</sup> Historical background summarized from State Heritage Inventory Database No. 2424379: "Former wool store "John Taylor Wool Stores" including interiors and industrial artefacts (wool press)." Accessed online 01/04/21 at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424379>



**Figure 32: Image of the Hill Clark and Co Wool brokers stores, n.d. but between 1895-1923  
(Source: State Library of New South Wales)**

***Former Warehouse 'Bank of New South Wales.'***

A significant archive building associated with the Bank of New South Wales opened in Pyrmont in 1934, indicating the growth of the city and its continued operation in the period as a peripheral auxiliary suburb which supported the inner-city. The building was built by John Grant and Co and operated as archives and storage to support the efficient operation of the Bank of New South Wales and streamline record keeping. The building was five-storeys, consisting of a small ground-floor branch and vehicular parking, a first-storey storage floor, and three levels containing staff accommodation. The building remained a functional repository and office space for the bank's archives after the stores function of the building was moved to Tempe in the 1970s. The bank sold the building in the 1990s, and it was subsequently adapted for fully residential usage.<sup>81</sup>

***Corner Shop and Residence "Charmelu" (35 Union St)***

A smaller scale commercial building, nonetheless, significant and illustrative of the commercial development of Pyrmont, is the Corner Shop and residence located at 35 Union Street. The building was constructed c1880 and operated as a merchant and butcher's shop for much of its life.<sup>82</sup>

<sup>81</sup> Historical background summarized from State Heritage Inventory Database No. 2424371: "Former Warehouse "Bank of NSW Stores" Including Interiors" Accessed online 01/04/21 at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424371>

<sup>82</sup> Historical background summarized from State Heritage Inventory Database No. 2424389: Corner Shop and Residence "Charmelu" (35 Union St)" and interiors." Accessed online at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424389>

The earliest mentions of the building note the location of a produce merchant's premises at 35 Union Street, with a Butcher's Shop taking over by the 1930s and continuing for decades until the late twentieth century.<sup>83</sup>

An interesting chapter in the building's history unfolded in the 1980s when the building was embroiled in the Nugan Hand Bank Scandal, due to its ownership by Robert Gehring, and associate of bank co-founder Michael Hand, who was attempting to flee the country under a false passport impersonating a butcher at 35 Union Street.<sup>84</sup> Hand had also given the address of the Butcher's to police and media as his place of residence prior to the scandal. The building appears to be a café at the time of writing.

#### 5.3.3.3 Residential development

In addition to grander commercial and industrial development in Pyrmont, the proposal would also be in proximity to the Pyrmont Conservation area, which illustrates the changing residential development and evolution of the suburb.

#### **Pyrmont Conservation Area**

The Pyrmont Conservation Area (C52 Schedule 5 SLEP 2012) represents an intact collection of houses from the mid-to-late Victorian period which offers insight into the working-class history of the suburb.<sup>85</sup> The area contains predominately residential development, mostly consisting of rows of terraces and semi-detached terraces constructed to meet the pressures of a growing working population seeking accommodation in the area. The area was also interspersed with commercial premises and shops, most of which have now been converted to cafes and restaurants. The streets in the Conservation Area in the vicinity of the proposed work are A and B rated streets, with note given to the substantial street plantings of London planes trees on Pyrmont Street and Harris Street, an interesting landscape feature and relic of former street planning. Refer to Table 23 for a description of the A and B rated streets which are relevant to the proposed construction areas and the 25 metre buffer.

### 5.4 Hunter Street Station (Sydney CBD) construction sites

#### 5.4.1 Historical overview of the area

Following European settlement at Port Jackson, Sydney emerged as the hub of government and administration in the new colony. The freshwater source later known as the Tank Stream played a key role in the selection of the Port Jackson site, and as the colony grew, the water source was put under pressure and increasingly polluted as Sydney Town developed around it (refer to Figure 33).<sup>86</sup>

As the population of the colony grew, the spatial organisation of the colony became more complex. The Tank Stream served as a demarcation between the government's administrative centre and the convict settlement.<sup>87</sup> Emerging centres like Circular Quay became home to more well-to-do settlers, whilst The Rocks became a working-class suburb associated with the maritime industry concentrated

<sup>83</sup> Sydney Morning Herald, 'Police Courts,' Tuesday 10 July 1934. Accessed online 06/04/2021 at: <https://trove.nla.gov.au/newspaper/article/17090684>; New South Wales Police Gazette and Weekly Record of Crime, 'List and description of horses and cattle reported to the police as stolen during the week ending 14<sup>th</sup> October 1911, Wednesday 14 October 1914 (Issue 41). Accessed online 06/04/2021 at: <https://trove.nla.gov.au/newspaper/article/251646255>

<sup>84</sup> Tribune, 'New revelations on Nugan Hand,' Wednesday 26 August 1981. Accessed online 06/04/2021 at: <https://trove.nla.gov.au/newspaper/article/259977882>

<sup>85</sup> Historical background summarized from State Heritage Inventory Database No. 2424801: "Pyrmont Heritage Conservation Area." Accessed online at: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424801>

<sup>86</sup> Austral Archaeology, "Archaeological Assessment and Statement of Heritage Impact for 330-346 George Street, Sydney" (May 2005). p.ii;

<sup>87</sup> Sydney Water, "Tankstream Conservation Management Plan," (2004), p21-22.

around the harbour. The proposed construction sites would be located on some of Sydney's oldest streets which have a long and dynamic past. George Street (formerly known as High Street or Main Street) is considered the earliest road in the colony, with Pitt Street and Hunter Street also representing early thoroughfares with similarly humble beginnings as dirt roads.<sup>88</sup> Given the central nature of these streets, they were also home to important early civic buildings like Government House, Naval Stores and Provision stores.

From as early as the 1790s, leases were granted for the occupation and development of the land around these main streets in the heart of Sydney, such as to William Jamieson in the vicinity of the subject site (refer to Figure 34).<sup>89</sup> An 1807 plan shows leaseholds to Robert Turnbull, John Black and William Jamieson encompassing the Hunter Street Station (Sydney CBD) western construction site, and the lease of a small block to James Petty on the corner of the Hunter Street Station (Sydney CBD) eastern construction site (refer to Figure 35).<sup>90</sup> The earliest development in the area – related to those leases – were small timber huts, known to have been located along Pitt Row and High (George) Street.<sup>91</sup>

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<sup>88</sup> Austral Archaeology, "Archaeological Assessment and Statement of Heritage Impact for 330-346 George Street," pii and p9.

<sup>89</sup> Ibid, pii

<sup>90</sup> Ibid, pii

<sup>91</sup> Ibid, p10; Godden Mackay, "Angel Place Archaeological Assessment," (Dec 1995), p10 and p12.



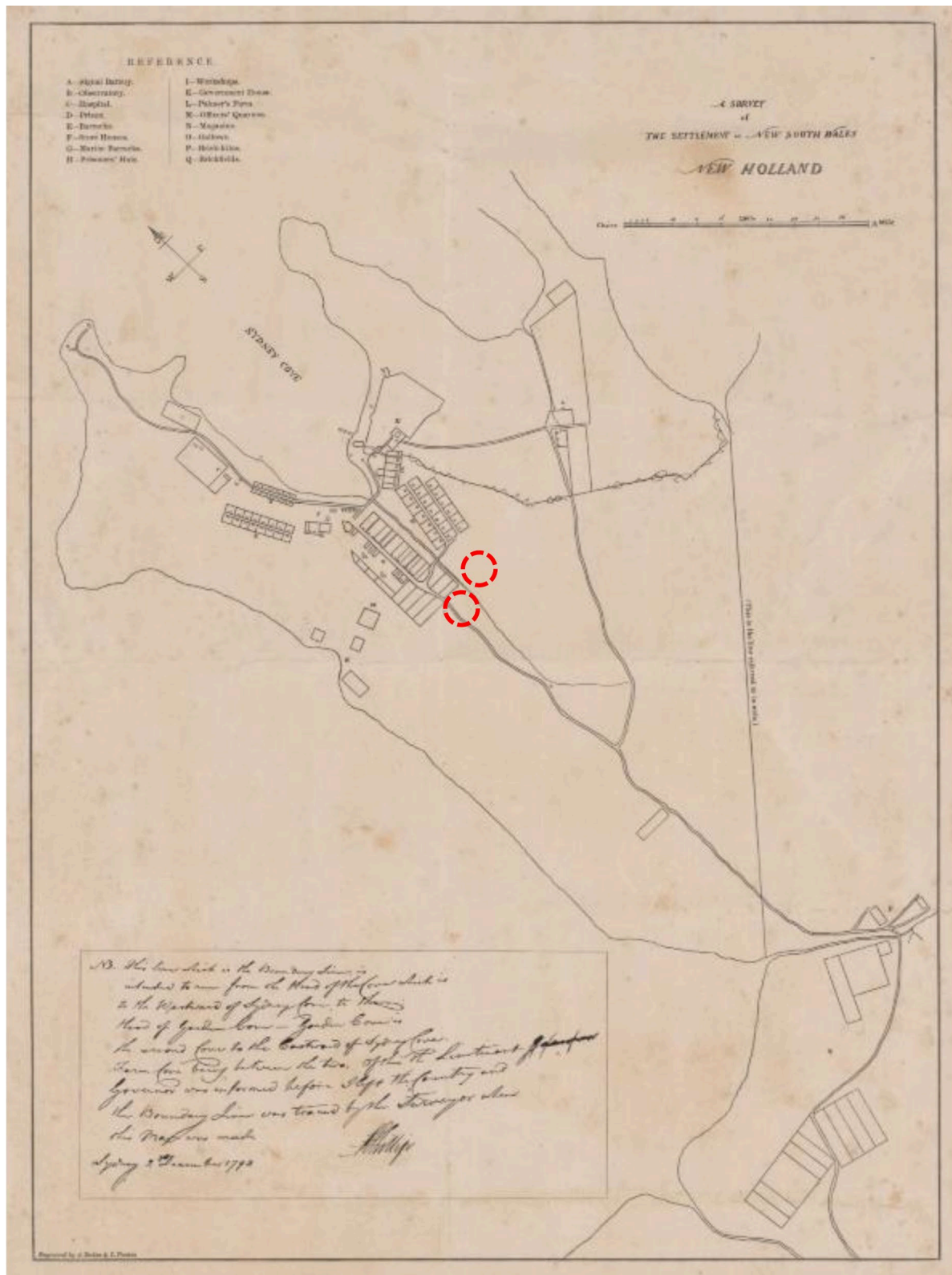


Figure 33: A survey of the settlement of New South Wales, New Holland. Engraved by A. Dulon & L. Poates (1792), approximate locations of Hunter Street Station construction sites outlined in red (Source: NLA, ID 1796129)





Figure 34: Approximate location of Hunter Street Station construction sites on 1802 Plan of Sydney Town, capital of the English colonies in the Southern Lands (Plan de ville de Sydney, capitale des colonies angloises, aux Terres australes, 1802) (Source: NGV, ACS 2010.96.18)



**Figure 35: Overlay of construction sites on simplified 1807 Plan of Sydney by James Meehan. Red outline denotes construction site area (Source: NLA, PIC/9929/2281)**

By the 1820s, development had expanded beyond the initial extent of the original township of Sydney and building footprints indicated on an 1822 plan appear to indicate larger and more substantial dwellings (refer to Figure 36). Into the 1830s, major leases taken out relating to the Hunter Street Station (Sydney CBD) western construction site included (from north to south George Street) the Executors of the Estate of the late Edward Riley (one rood, 27 perches); Prosper De Mestre (two roods 8 ½ perches), and James Chisholm (one acre, two roods and 31 perches). The lease of Richard Jones (three roods, 18 perches) adjoined the subject site to Pitt Street. It is known that Chisholm built a home on his land which represents 330-338 George Street, as part of the conditions of his lease.<sup>92</sup> After his death in 1837, his family retained his property (officially granted) until the 1880s so the house may have been rebuilt during this long tenure. In the 1830s, Paling Lane was formed behind George Street. The other leases were also soon subject to official land grants, with early subdivision subsequently occurring in the surrounding area from the 1840s onward.<sup>93</sup> The buildings constructed on these leases are shown in Figure 37.

<sup>92</sup> Austral Archaeology, "Archaeological Assessment and Statement of Heritage Impact for 330-346 George Street," p10.

<sup>93</sup> Ibid., p9.



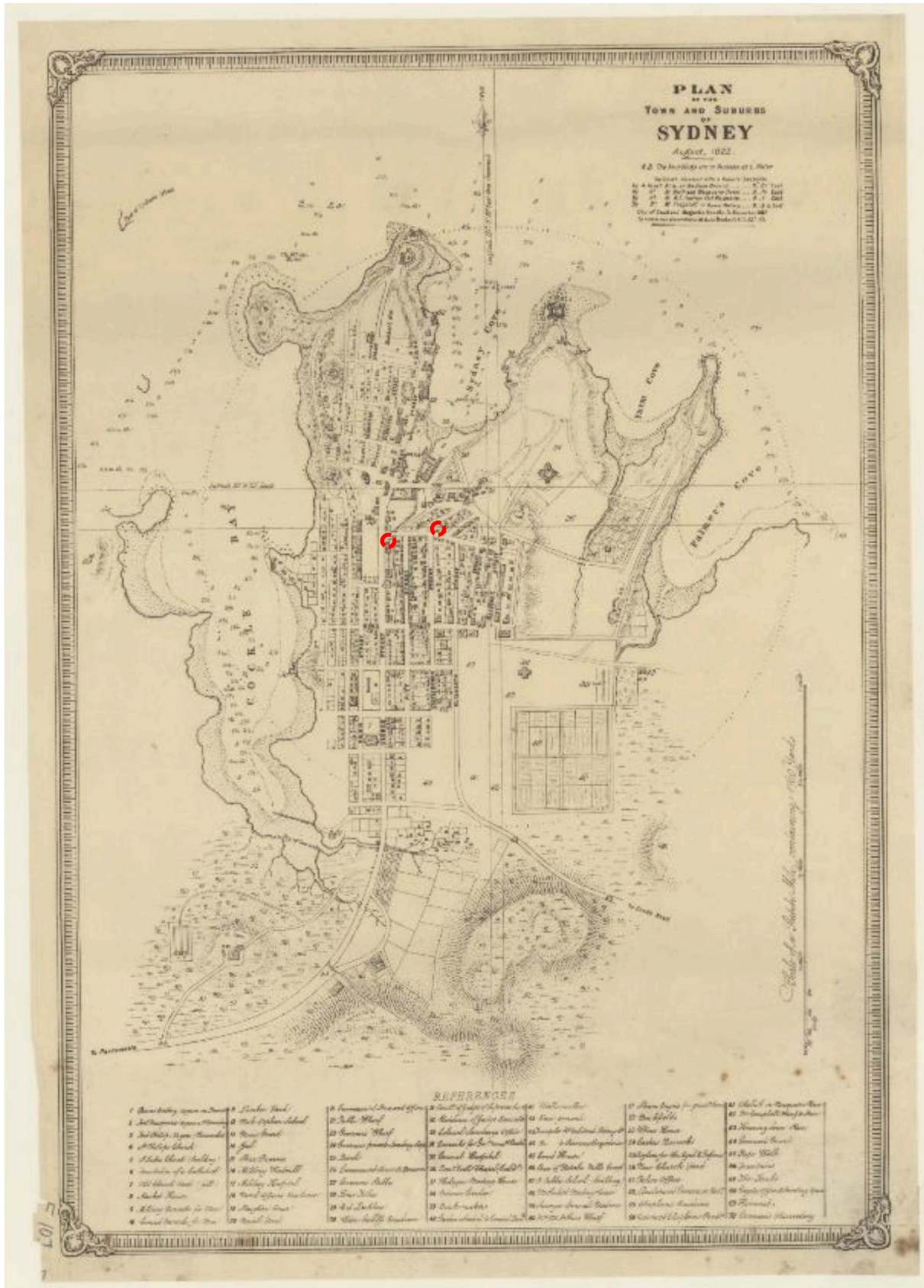


Figure 36: Location of Hunter Street Station construction sites in red on 1822 Plan of Sydney (Source: NLA, ID 2674887)



**Figure 37: Overlay of Hunter Street Station western construction site on City of Sydney Survey Plan 1833, Section 44. Red outline denotes construction site area (Source: City of Sydney Archives)**

By the 1830s, major leases had also been taken out relating to the Hunter Street Station (Sydney CBD) eastern construction site were, from Bligh to O'Connell Streets, the Heirs of the late Mrs Reynolds (29 perches), John Wood (28 perches), John Towell (five perches) and Samuel Terry (21 perches), John Wood (nine perches), Elizabeth Graham (13 ½ perches) and Mary Foster (25 ½ perches). The footprints of development on these leases are shown in Figure 39.





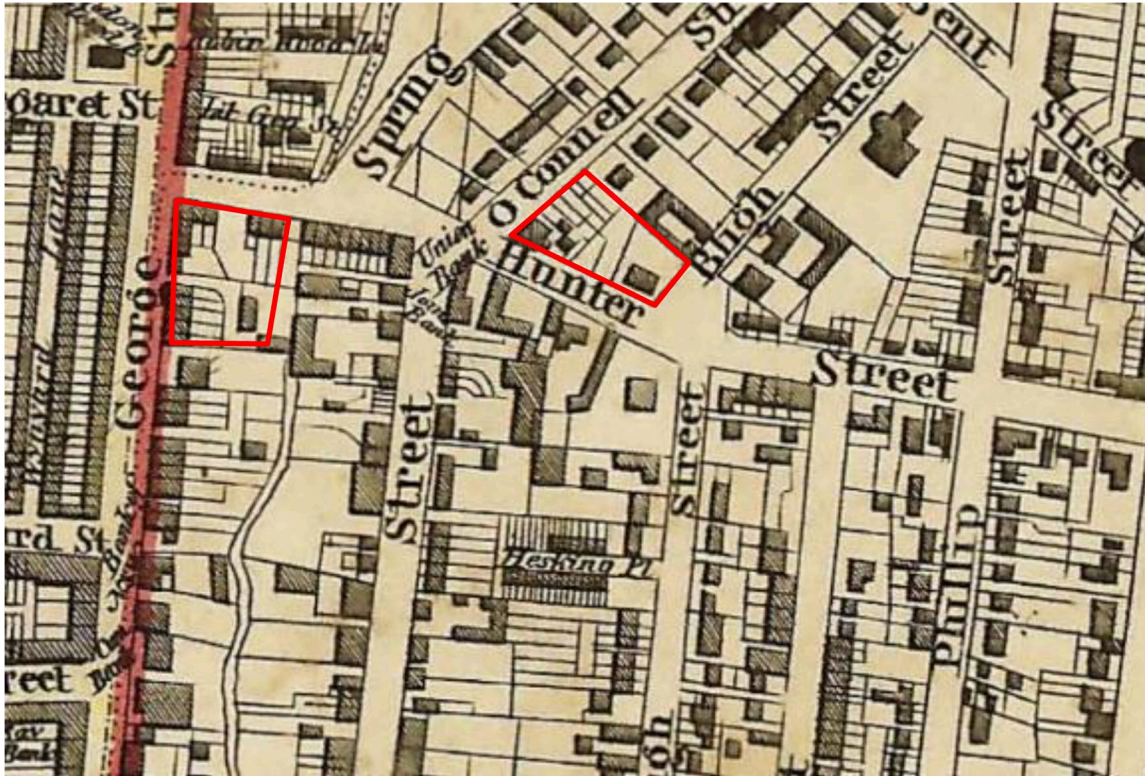
**Figure 38: Overlay of Hunter Street Station eastern construction site on City of Sydney Survey Plan 1833, Section 37. Red outline denotes construction site area (Source: City of Sydney Archives)**

The growth of the city in the nineteenth century led to a rapid increase in imports to meet the demands of a population desiring foods and products from England which were not locally produced. Given the central location of George, Hunter and Pitt Streets, and the function of George Street as a main thoroughfare to the wharfs, produce and retail suppliers flourished in the surrounding streets close to the study area. The area thus emerged as a key manufacturing, commercial and storage/warehousing precinct for these goods.<sup>94</sup>

<sup>94</sup>Austral Archaeology, "Archaeological Assessment and Statement of Heritage Impact for 330-346 George Street," p11.



Some of the large, multi-storey retail stores which emerged along George Street around the mid nineteenth century included Fawcett's Commercial Sale Rooms, Fisher's City Depot Wine and Spirit Merchants, Cohen and Son Fashions, all located near the subject site. In line with the growing retail function of the area, the former residential usage of the land diminished.<sup>95</sup> Indicative of the growth, prominence, and importance of the retail precinct around Hunter, King, Pitt and George Streets, in the 1840s it was one of the first precincts to have gas street lighting installed.<sup>96</sup>



**Figure 39: Overlay of Hunter Street Station construction sites on map showing general development of the site in 1855, City of Sydney Detail Plan. Red outline denotes construction site area (Source: City of Sydney Archives)**

<sup>95</sup> Ibid.

<sup>96</sup> Godden Mackay, "Angel Place Archaeological Assessment," p19.



**Figure 40: Overlay of Hunter Street Station eastern construction site on map showing Tank Stream in 1866, Old Council Plan. Red outline denotes construction site area (Source: AMHS 1999)**

During the early 1860s, many of the major roads surrounding the construction sites were formalised and ballasted, including George Street and Hunter Street, aiding the ease of access to the area and creating streets more aesthetically pleasing than those of dirt.<sup>97</sup> Formal kerb and guttering was also constructed during the period. The lack of mention for Bligh and O'Connell Streets in the Improvement Books of the period suggests these roads were less trafficked thoroughfares than the major dividing streets of Hunter, George and Pitt Streets. Portions of George Street were also metalled around 1862, but this surface does not appear to have been applied to the southern part of George Street.<sup>98</sup>

This area of the city was quite densely developed and built upon by 1880s, with the CBD evolving from a manufacturing and warehousing function to increasingly just commercial (i.e. customer-facing storefronts) business premises.<sup>99</sup> In 1880, the Dove's Plan (maps 6 and 8) depicted the following business within the proposed Hunter Street Station (Sydney CBD) construction sites (refer to Table 15).

<sup>97</sup> City Works Office, "Improvements Vol 1 1862" and "Improvements Vol 2 1862" held in the City of Sydney Archives.

<sup>98</sup> Ibid.

<sup>99</sup> Heritage 21, "Statement of Heritage Impact for Proposed Development at 296 George Street, Sydney," (December 2015), p6.

**Table 15: 1880s Doves Plan identification of businesses within the Hunter Street Station (Sydney CBD) construction sites**

Direction	Description of individual building/lot
From the southern extent of the construction site on George Street to the junction of Hunter Street:	
N	Stationer, behind which was located a building owned by Piddington
N	Jeweller, behind which was located a building owned by Jones and a yard passage
N	Hatter and Jeweller, behind which was located a yard, Sydney Photo Co and a stable
N	Macdonell, Jeweller, behind which was located two unnamed businesses
N	Stationer, behind which was located two unnamed businesses, a yard and a building owned by Sandon
N	A right-of-way, De Mestre Place
N	Macgregor and Co, a vacant store, and Mitchell Jewellers behind which was located Grocery Stores
N	Smith, Hatter, with lumber stores behind
N	Blackman, Jeweller
N	Smith, Outfitter
	Hume Chemist (on the corner, approximate location of 296 George Street)
From the western extent of the site on Hunter Street to the eastern extent of the site:	
E	Wells, Sewing Machines
E	NSW Shale and Oil Co
E	Moss, Music Warehouse, behind which was located a yard and stores
E	McCarthy Chemist, behind which was located a yard and Isaac and Co Stores
E	Blau, Jeweller, behind which was located a yard and Isaac and Co Stores

Direction	Description of individual building/lot
E	Jones, Jeweller, behind which was located a yard, workshop and Isaac and Co Stores
E	Hobson and Whiting Outfitters, behind which was located a yard and house
From the northern extent of the site on O'Connell to the corner of Hunter Street:	
S	Huon Islands Guano Co, behind which was located a yard, shed, W.C. and other unnamed outbuildings
S	Torning, Decorator, behind which was located two sheds, a yard and an unnamed outbuilding Passage
S	J Harris, Leather Merchant
S	Blake and Co Wine Merchants
S	Farleigh and Wettheim Leather merchants
S	Lorimer Romo and Co
S	A Smith, Stock agent
From the western extent of the site at the corner of Hunter and O'Connell Streets to Bligh Street:	
E	G Want, solicitor
E	Loan Office, behind which was located a yard, several small outbuildings, and a right of way
E	City restaurant (over two allotments/central line), behind which was located a kitchen, two sheds and two W.Cs
E	Frank, Fruiterer, behind which was located a yard
E	Osborne, Upholstered, behind which was located a yard
E	Morton, Cabinetmaker (over two allotments/central line), behind which was located a kitchen, two sheds and two W.Cs (assumed to relate to the restaurant) as well as a workshop and shed in associated yard
E	Stables, Hawkes

Direction	Description of individual building/lot
E	Barker, solicitor, behind which was located a covered yard, kitchen, stables and strong room, with additional yards and unnamed outbuildings (one larger and likely a house) behind [Bligh Street]
E	Hawkes Livery and Bait stables and associated covered yard, two smaller stables, two offices, two harness rooms, coach house, two sheds, blacksmith and yard leading to street [Bligh Street]

In the late 1890s, technical innovations in the form of power lifts allowed taller buildings, over ten storeys in height, to be built with ease, leading to rapid rise in redevelopment from the 1890s onward.<sup>100</sup>

By 1910, the businesses listed in Table 16 occupied the land around the Hunter Street Station (Sydney CBD) construction sites. Many of the properties retain the same street numbers since 1910.

**Table 16: Businesses occupying the land around the Hunter Street Station (Sydney CBD) construction sites c.1910**

Street numbers	Business name/description
George Street (to corner Hunter Street):	
326-8	The Burlington Café
320	Jean & Co
318	Callan & Co Ltd and Freeman & Co Ltd
316	T.T Jones & Sons Ltd
314	R Hunt & Co
312	Temple Bar Hotel
310	E.C. Cree and Kerry and Co.
Behind 310	E. Gommesen & Co. and Harbottle Alsop & Co. behind on De Mestre Lane
304-308	Lloyd and Collins
Behind 304-308	Harrison & Attwood
302	C.H. Smith & Son Hatters
300	H.E. Finch
298	G.B. Philip & Son
296	J.C. Hallam

<sup>100</sup> Godden Mackay, "Angel Place Archaeological Assessment," p26.



Street numbers	Business name/description
Hunter Street (from corner George Street):	
1	G.J. Wells
3	W.J. Baker
5a	Dillon Burrows & Co.
5	Peel's Chrs
7	W.H. McCarthy
9	J Reitano
11	Sargent's Ltd
13	Hardy Bros Ltd
15	Thorley Chrs and E Cantor
O'Connell Street (to corner Hunter Street):	
20-22	Elliot Bros Ltd Wholesale Druggists
24-26	E Rich & Co Ltd
28	Vacant/unnamed
30	Garrick & Co
32	Swift & Co
34	Vacant/unnamed
Corner:	Pacific Cable Board
Hunter Street (from corner O'Connell Street):	
42	Allerding's Ltd
44	Hall & Co.
26	H. Spratt
48	C. Tall
50	A. Cox
52	J. James & Co
54	E. Esdaile
56-58	Morris Little & Sons Co., Wardell & Denning, Norwich Chambers, S.A.L. M. & A. Co Ltd, Dobbie & Kenny, Ivan Henry
Bligh Street (from corner Hunter Street):	
35a	Orr & Welch
35	Warden Harry Graves & Co

Street numbers	Business name/description
33	Rear of Elliot Bros Ltd Wholesale Druggists

As can be deduced from the above surveys of businesses and those in the Sands Directory surveys around the Hunter Street Station (Sydney CBD) construction sites, the character of the central precinct was transforming over the late nineteenth century from a predominately retail and manufacturing area to possess a greater proportion of commercial and professional services by the early twentieth century. Retail and restaurants were, however, still a key component of the urban landscape of the city, catering to the needs of the workers and businesses in the area. The significant position of Sydney, both historically and at the turn of the century, led to its declaration as the capital of the nation at the time of Federation.

The desirability of space in the central city grew even more in the twentieth century as the area became even more accessible with the growing tram network, established before the turn of the century, and through the construction of the Sydney Harbour Bridge during the 1924-1932. This contributed to the ever-changing nature of the built environment and the businesses and companies occupying and working within it.

The Great Depression slowed the progress and transformation of the city and led to the failure of many companies and their movement out of the city. Cautious development then followed in the early 1930s, with buildings in proximity to the study area illustrating the restrained end economic approach to building in this uncertain time (refer to Figure 41). The outbreak of WWII in 1939 and the allegiance of Australia to the Allies served to bolster the economic growth and development of Sydney into the 1940s, particularly related to industrial efforts that supported wartime activities like the Orient Steam Ship Navigation Company which erected new premises in O'Connell Street at the time.



**Figure 41: Overlay of Hunter Street Station construction sites on 1943 aerial imagery. Red outline denotes construction site area (Source: SIXmaps)**

Post-war booms in population and economic growth contributed to ever-increasing pressure on land within the city, spelling a wave of mass re-development and the erection of many high-rise buildings around the proposal area from the 1960s onwards. Some of these were architecturally significant and innovative at the time of their construction, such as the Wentworth Hotel and some of the other offices around the proposal area, such as Qantas House. Alongside this rapid transformation and the marked loss of significant historic building stock, heritage legislation emerged in New South Wales out of the tireless efforts and activism by the Builders Labourers Federation and aligned community groups through the Green Bans movement.<sup>101</sup>

The city has retained its dynamic and changing nature to the present day, with constant change and modification of extant buildings and the modern redevelopment of sites for new office accommodation and infrastructure. The proposal area is surrounded by a mix of historic buildings dating from the mid nineteenth century onwards, as well as a variety of twentieth century developments, the majority of which are heritage-listed, alongside modern post-1970s office blocks.

<sup>101</sup> Meredith Burgmann and Verity Burgmann, 'Green Bans movement' entry in the Dictionary of Sydney (2011). Accessed online 27/04/2021 at: [https://dictionaryofsydney.org/entry/green\\_bans\\_movement](https://dictionaryofsydney.org/entry/green_bans_movement)

The following histories of the specific construction sites, as well as heritage items in proximity to the proposal, shed light on the surviving building stock from these various phases of Sydney's development and the type of development which may be present in sites with archaeological potential.

#### 5.4.2 History of Hunter Street Station (Sydney CBD) construction sites

##### 5.4.2.1 Western construction site

###### Phase 1 (1788 – 1840): Early settlement and first leases

As discussed in the historical overview above, leases for the land around these sites were granted from the 1790s onwards, with relatively ephemeral development from the first decades of the nineteenth century onwards in the form of small timber huts.<sup>102</sup> By 1822, a plan of the city shows only about three buildings in the vicinity of the subject site, which were likely small huts or cottages. Depictions of the area around Hunter Street in the 1830s and early 1840s echoes a similar picture of relatively sparse development conforming to this limited few structures around the central location of the Tank Stream (refer to Figure 44). The mid to late 1840s, however, appears to have ushered in an impressive increase in substantial development with well-built, finely detailed buildings like Skinners Family Hotel on the corner of George and Hunter Streets erected in 1845.

###### Phase 2 (1840 – 1900): Commercial development of Hunter and George Streets

By the time of Joseph Fowles 1848 pictorial depiction of the subject streets, the hotel was accompanied on Hunter Street by a smaller two-storied commercial building, and further down the street a fancy wares depot and Regent Terraces (refer to Figure 42). The sites were separated by a vacant site, which may possibly represent a site sold but unbuilt upon or may be a depiction of the location of the Tank Stream. On George Street, the hotel was directly adjoined by the similarly detailed commercial shopfronts of J Solomon, Stationer and Dixon, tobacconist, as well as the free-standing J C Cohen's Auction house and a commission agent (refer to Figure 43).



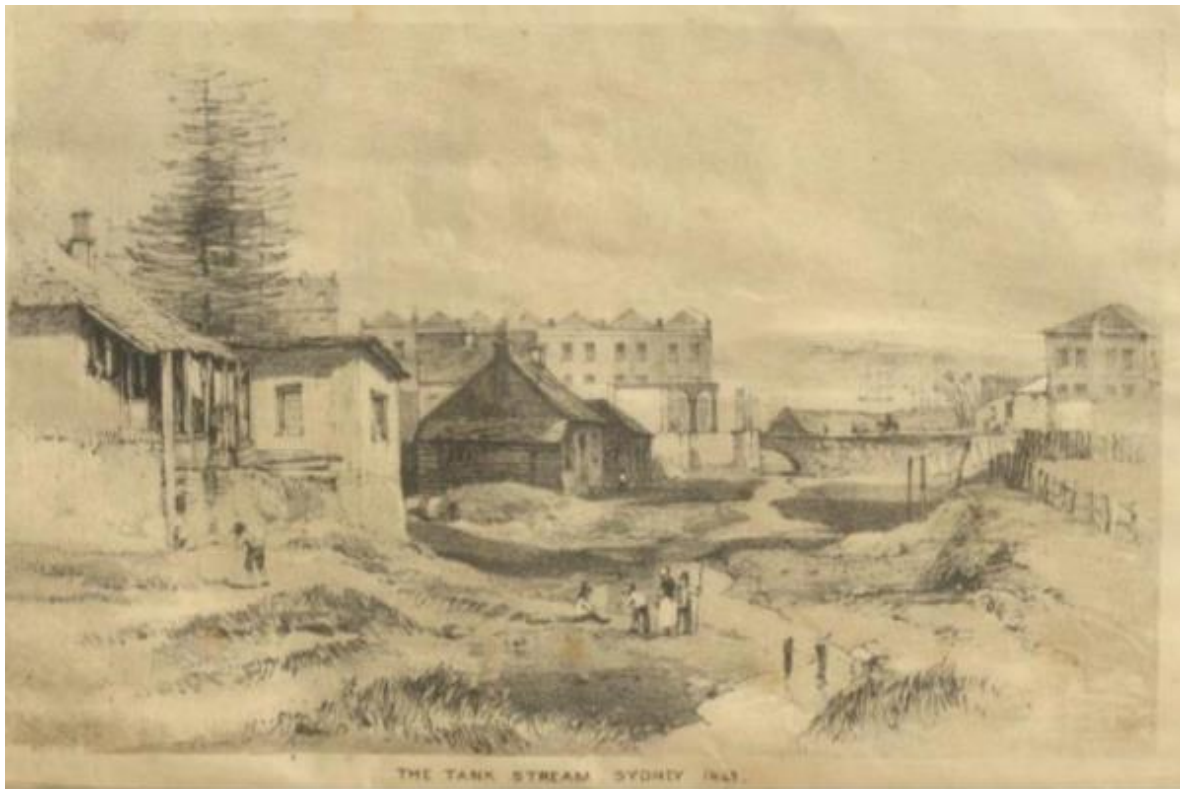
Figure 42: Excerpt of 'George St and Hunter St 1848.' by Joseph Fowles showing subject site (upper portion) (Source: City of Sydney Archives, A-00033554)

<sup>102</sup> Ibid, p10; Godden Mackay, "Angel Place Archaeological Assessment," (Dec 1995), p10 and p12.





**Figure 43: Excerpt of George St from Hunter St to King St, 1848 by Joseph Folwles showing subject (Source: City of Sydney Archives, A-00033555)**



**Figure 44: The Tank Stream Sydney, 1843 (Source: Arden's Sydney magazine of politics and general literature, Vol. 1 No. 1 (September 1843), p6)**

By surveying the Sands Street directories of Sydney, published during the period of 1858-1933, further detailed information on the changing usage of land in the Eastern Construction Site can be gleaned. This sheds light on the way the buildings were used and what evidence may remain of this usage, as well as suggesting why the buildings may have been constructed, replaced or modified.

By the late 1850s and into the 1860s, George Street was well-established as a key commercial precinct, though these premises were not only storefronts but also workshops and warehouses (refer to Figure 46). Occupying a prominent corner location was the Skinners Family Hotel on the corner of George and Hunter Streets, accompanied by a variety of artisans including jewellers, photographers, watchmakers, milliners and merchants. An interesting fixture on George Street during the period was Henry Parkes' office for the *Empire* newspaper which he owned. Coincidentally, Parkes had also been an occupant of Hunter Street in the preceding decade as an ivory and bone turner. On the adjoining Hunter Street was located the printing office for *Empire*, alongside an artists, tailor, civil engineer, solicitor, gilder, hosier and surgeon.



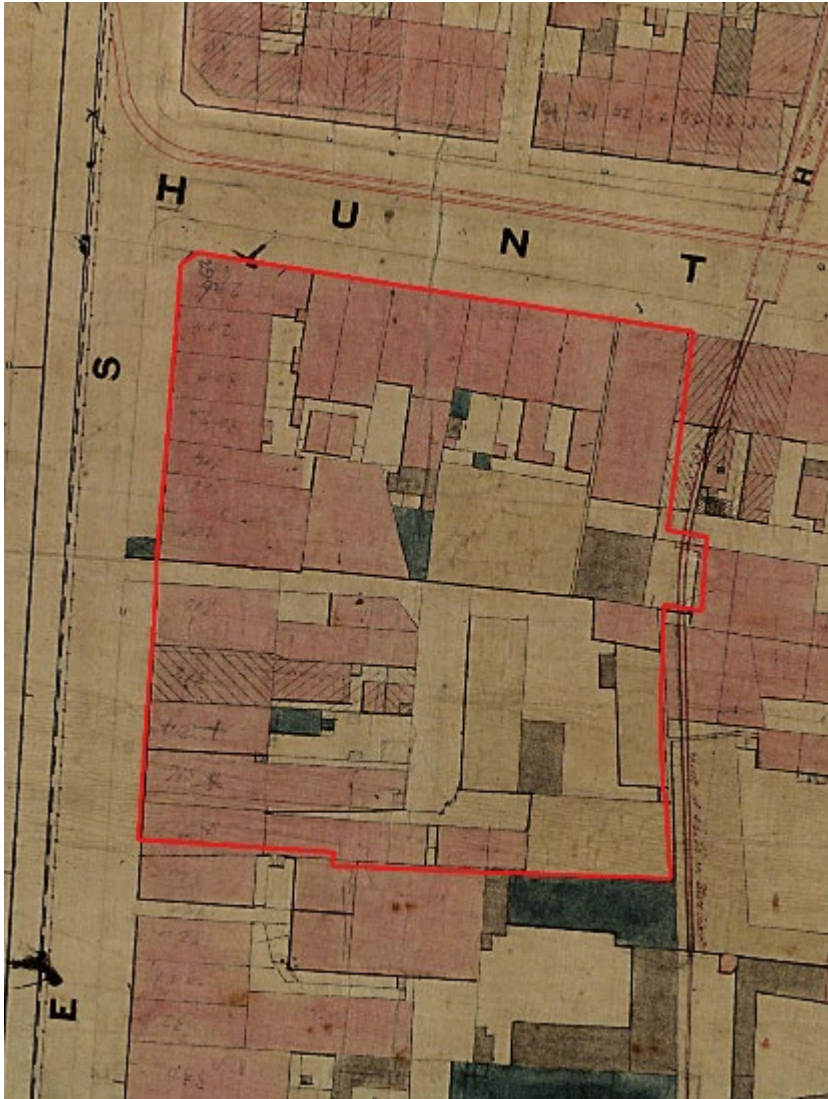
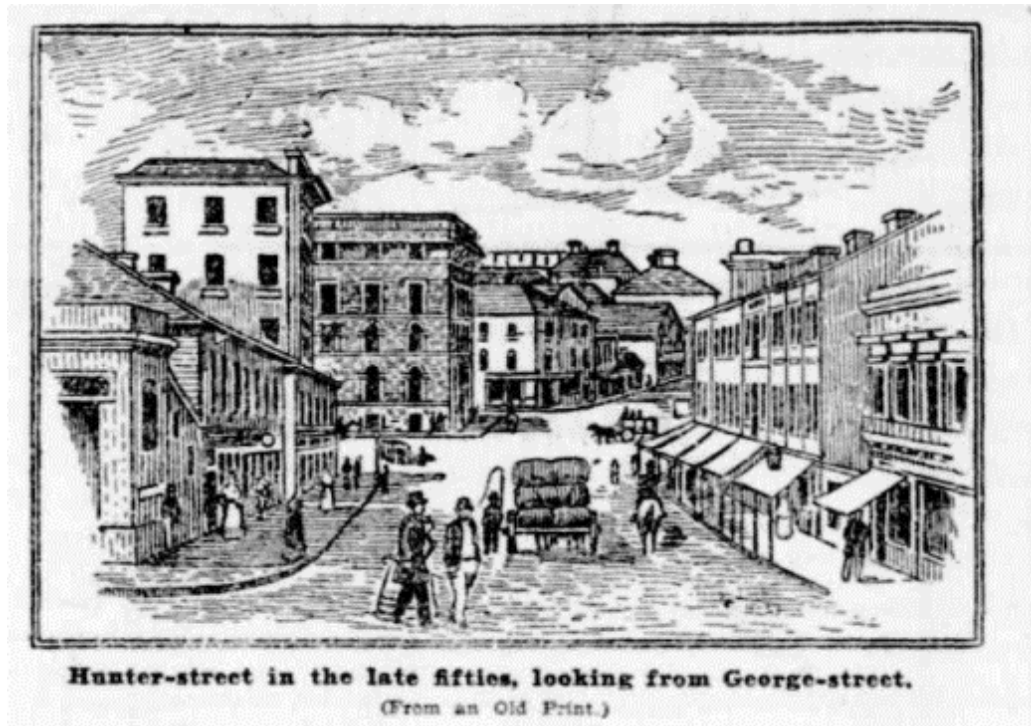


Figure 45: Overlay of Hunter Street Station western construction site on 1865 Trigonometric Plan of Sydney. Red outline denotes construction site area (Source: City of Sydney Archives)



**Figure 46: Image from the Evening News of Hunter Street in the late 1850s from George Street (Source: Evening News, 'Improving Sydney,' 6 July 1907, p13)**

In the 1870s, the corner hotel had changed hands and names to become Miss Margaret's Clarendon Hotel (refer to Figure 47). George Street continued to provide key commercial services, with a shirt and hosiery warehouse, optician, watchmaker, stationer, hairdresser and photographer. By 1870, the location of De Mestre Lane is indicated in the Sands, suggesting the lane had been formalized by this time. Similarly, Hunter Street contained commercial services including larger warehousing, with the premises of a venetian blind manufacturer, tailor, glover, druggist and jeweller, as well as the warehouse of Lewis Moss, music seller, appeared to be initially shared with Hardy Brothers jewellers. Figure 48 and Figure 49 illustrate the general development of the streets.



Figure 47: George & Hunter St. [Hunter Street from corner of George Street, Sydney] (1869-1870) (Source: SLNSW, SPF/551)



Figure 48: Hunter Street from George Street [Sydney] c1870 (Source: SLNSW SPF/549)





**Figure 49: Image showing general development of George Street by c1876 (depicted is opposite side of road to study site) (Source: University of Queensland, No. UQ367237)**

By the 1880s, growing demand on the central commercial space around George Street led to a rapid rise in the number of businesses occupying the area. The increase also indicates that buildings were likely replaced in the period, as technology allowed taller buildings to be erected. George Street occupants included a chemist and druggist William Hume in the old corner hotel building, alongside businesses such as a mathematical instrument maker, men's mercers, watchmaker, cap manufacturer, jeweller, broker, fine arts depot, general merchants and hairdressers. Hunter streets businesses were once more of a similar nature though varying between the years, including stock and station agents, a sewing machine depot, watchmaker and silversmiths with the venetian blind manufacturer (JW Tarring) and Lewis Moss' music warehouse remaining in the street. Interesting new additions in the period were the offices of the NSW Shale and Oil Co as well as mining agents for Mountain Maid.

In the 1890s, the George Street frontage contained similar business to the previous decade with many retained – including Lloyd and Collins men's mercers, watchmakers, hatters, photographers and jewellers, with the addition of two new bodega and wine and spirit merchants appearing to be contained in the same building at 310 George Street after De Mestre Lane. George Street was renumbered in the period properties proximate to the subject site were given their current numbering (i.e. the former Skinners Family Hotel, now chemist, changed from No. 310 George Street to No. 296 George Street). It may also be related to a fire occurring in 1887 in the premises of Lloyd and Collins, George Street, which caused substantial damage to the building and “damaged very considerably” the adjoining premises.<sup>103</sup> This may also be indicative of the amalgamation of smaller lots into larger developments given the sustained growth of the commercial area. A new pub – the Glasgow Arms – was also present at 312 George Street. On Hunter Street, the sewing machine depot, chemist, merchants and hairdressers remained, with Lewis' Moss' music warehouse (No 5. Hunter Street) now identified as “Moss Chambers,” housing himself, as well as a professor of music, and art decorator.

<sup>103</sup> *Singleton Argus*, “Cablegrams,” Wed 3 August 1887, p2.

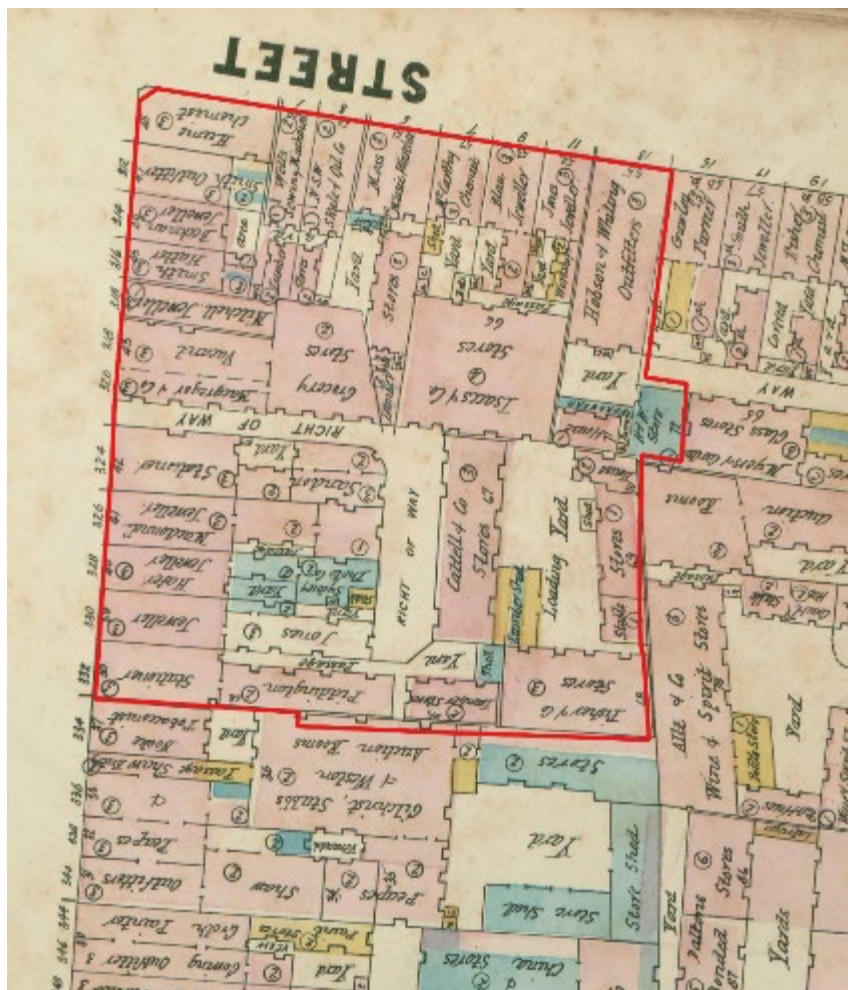


Figure 50: Overlay of Hunter Street Station western construction site on 1880 Dove's Plan of Sydney. Red outline denotes construction site area (Source: City of Sydney Archives)





**Figure 51: Overlay of Hunter Street Station western construction site on 1888 Metropolitan Plan of Sydney. Red outline denotes construction site area (Source: City of Sydney Archives)**

### **Phase 3 (1900 – 1945) Early twentieth century commercial development**

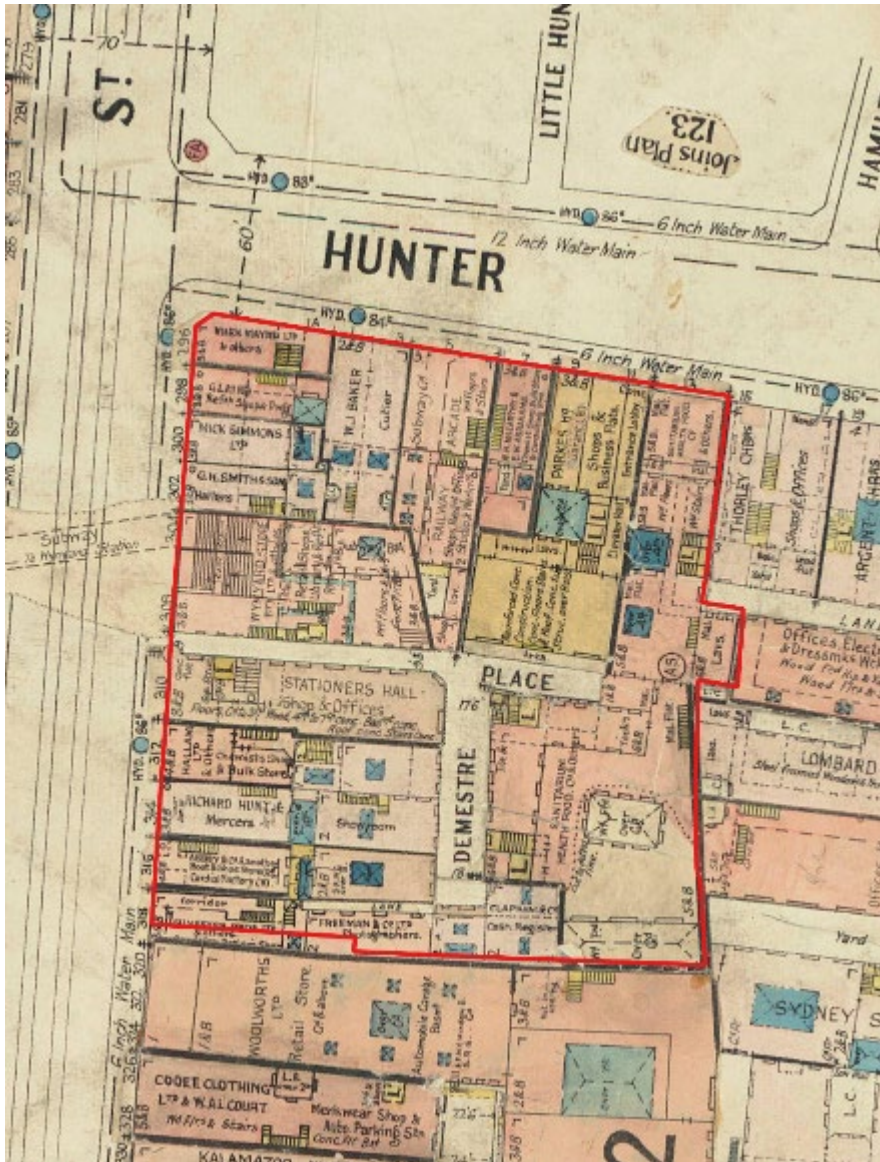
Into the turn of the century, commercial business in George and Hunter Streets continued to flourish (refer to Figure 61). George Street was occupied by similar businesses, the corner chemist (now Willows and Clapham), mercers, hatters, watchmakers, tailors, merchants, cutlers, confectioner, and printers, with a surprising four photographers at this one end of the street. Interestingly, the addresses of 304, 306 and 308, previously occupied by at least one individual business each, were all now occupied by Lloyd and Collins, direct importers of hosiery, gloves, mercery, boots and fancy goods. Refreshment rooms also appear to be offered on the ground floor of the building containing the premises of Phillip Mitchel, watchmaker, and Kerry and Co, photographers, and the Watson's Hotel was located at 312 George Street.

On the Hunter Street side, similar businesses prevailed including printers, mercers, outfitters, sewing machine importer and jeweller. Interestingly, there appears to be a larger number of professionals located in the street (either residing above stores or occupying small offices), with the appearance of two architects, a dentist, artist and consulting engineers during the period. Moss' chambers had been taken over and renamed Peel's chambers, but remained a music proprietor. The premises of a pastrycook also emerged suggesting the offering of food amongst the retail trade.



**Figure 52: View of Hunter Street from corner George Street, looking east (1900) (Source: State Library of Victoria, a14758)**

From the 1910 directory, businesses on George Street like Lloyd and Collins (a fancy goods warehouse), the pub at 312 George Street (then Temple Bar Hotel), and the chemist (now run by J.C. Hallam) appear well-established. More common than previous years, other continued tenants include Smith and Son Hatters, Finckh watchmakers, Kerry and Co Photographers, and TT Jones and Sons jewellers, with only few deviations of tenants on multi-level buildings. This is much the story for the Hunter Street frontage as well, with Wells' sewing machine depot, Baker's cutler, Dillon and Burrows Confectioner, Peel's Chambers and Hardy Brothers Jewellers and watchmakers.



**Figure 53: Overlay of Hunter Street Station western construction site on 1917 Fire Underwriters Plan of Sydney. Red outline denotes construction site area (Source: City of Sydney Archives)**

Into the 1920s many of the same tenants including the chemist, hatters and Temple Bar Hotel are again seen on George Street. The department store Gowing Bros is introduced at 304-308 in place of Lloyd and Collins, with wine and spirit merchants located off De Mestre Place. Interesting new additions to the street in the period include a Vegetarian Café at 308 (possibly within Gowing Bros), Prouds jewellers, as well as the Library Tea Rooms in the Basement of 310 George Street accompanied by a company known as Electrical Inventions Development Co., Ltd. (The Edison Shop). Likewise, businesses such as John Baker's cutler (now "House of Steel"), Hardy Bros jewellers, and pastrycooks continue to be located in the street, with the addition of a new tobacconist, florist within Peel's Chambers, and a tailor and loose leaf ledger merchant.

Once more, the 1930s sees a remarkable similarity in the tenants around this corner of George and Hunter Streets. Hallam Chemists remain the occupants of the corner former Skinners Family Hotel building, Gowing Bros store, Smith and Son Hatter's Temple bar hotel and Vegetarian Café (in association with Sanatorium health food co) on George Street. New developments in the period include Stationer's Hall, an 8-storey building at 310 George Street. Hunter Street sees the continued



tenure of Harding's mercery, Baker's House of Steel, Sergeant's pastrycooks, McCarthy chemists and Hardy Brothers Jewellers.

The division of these properties across the street appears relatively consistent with the number and height of buildings depicted in the 1943 aerial imagery of the site, suggesting no major redevelopment had taken place in the intervening decade. Tracing through the aerial imagery of the following decades, the development seems to remain relatively intact in the 1950s and 1960s. The smaller buildings on Hunter Street between the former Skinners Family Hotel and the eastern boundary of the construction site appear to be redeveloped by 1970 (refer to Figure 54), as well as the development adjoining the hotel on George Street. By the 1980s, the site presented a similar height and arrangement of development to its current state.



**Figure 54: Aerial image of construction sites in 1970 (Source: NSW Spatial Services)**



**Figure 55: Nos 2-56, 1-27 Hunter Street; Sydney Morning Herald, Hardy Bros, etc (likely c1920)  
(Source: SLNSW, No. 41776)**



**Figure 56: Hunter Street Sydney, circa 1954 looking east from George Street (Source: City of Sydney, A-00044344)**



**Subject site on George Street (from 310 before renumbering, 296 after, from Hunter Street)**

1858:

310 – Tolano, Ralph – Skinners Family Hotel  
312 – Lorking, Alfred, jeweller  
314 – Hubbar, Thomas, Watchmaker and  
Hetzer, William, photographer  
316 – Spiers, Alexander, Milliner  
318 – Sandon, Charles T, picture and music  
seller  
320 – Empire Office, Henry Parkes  
322 – Scott, Henderson and CO  
324 – Gans, James, merchant, and Morize, E  
and Co jewellers and Sayers, Edwin M,  
merchant  
326 – Brush and McDonnell, jewellers  
328 – Beattie, Mrs S., Boot and Shoe shop

1870:

310 – Harris, Miss Margaret, Clarendon Hotel  
312 – Smith, W., shirt and hosiery warehouse  
Tornaghi, Angelo, optician  
314 – Beckmann, E., watchmaker & jeweller  
316 and 318 – Smith, George Henry, hatter  
320 – Macgregor, James, grocer Freeman,  
W.G. W., photographer  
Here De Mestre lane  
322 – Scott, Henderson and Co., merchants  
324 – Sandon, C. T., bookseller and stationer  
Harnett, Richard, commission agent  
Lamb, Richard, working jeweller  
Emanuel, M., dentist  
Drynan, William, commission agent Green,  
Daniel, commission agent  
326 – McDonnell, W. and Co., opticians and  
jewellers  
Burrowa Copper Mining Company— Limited—  
Bensusan, S. L., agent  
Valentine, B., commission agent  
328 – Hafer, C, watchmaker and jeweller  
Vaughan, Thomas Henry, hairdresser  
Kittler, Julius, watchmaker  
Dilthevey, George, carpenter

1880:

312 – Hume, William, chemist and druggist,  
312 – Tornoghi, Angelo, mathematical  
Instrument maker  
314 – Smith and Mannel, shirtmakers and  
men's mercers  
Bockemann, Augustus, chronometer,  
watchmaker and manufacturer  
316 – Smith, George H., hat and cap

manufacturer

318 – Mitchell, Philip, watchmaker and  
jeweller  
320 – Vacant , Macgregor, James, wholesale.  
grocer.  
Lamartiniere, Alexander H. photographer  
Ramarie, Madame, ladies' hair dressing  
rooms  
Cummins, James R., broker  
Partridge, F. I, broker  
Nattal Coal Mining Co. (limited)  
Here De Mestre lane  
322 – Moffitt, Charles  
Cattell, J. R., and Co., merchants  
324 – McLeod, W., mercantile broker  
324 – Sandon, Charles Thos., bookseller,  
stationer, and fine arts depot  
Levy, Julius, commission merchant.  
Gove and Allan, photographers  
Harnett, Richard, broker  
Heron, William. commission agent  
326 – McDonnell, W., and Co., opticians and  
jewellers  
MacDonnell, Samuel, accountant and  
insurance agent  
Transatlantic Fire Insurance Co.,  
Transatlantic Mar. Insurance Co., (McDonnell,  
Samuel, agent)  
Queensland Insurance Co.,  
Australian Widows Fund Life Assurance  
Society, MacDonnell, Samuel., agent  
Young, J. A., stock & station agent,  
Bain, Mrs. H.  
328 – Hafer, Christian, watchmaker and  
jeweller  
Adger, J. II., hairdresser  
Thornwaite, J. C. engraver and die sinker 328  
Wood, Granville A., photographer  
Kittler, Julius, watchmaker  
Jones, T. T., and Son, watchmakers

1890: (now renumbered)

296 – Smith and Manuel, shirtmakers,  
mercens, outfitters, and hosiers  
300 – Macaness F. J., engraver  
Schwarz Gulogy, watchmaker  
Sands' Diamond Drill Company—C. Joseph  
Page, manager  
Finckh H., jeweller and watchmaker  
Schwartz Gulogy, watchmaker  
302 – Smith G. H. and Son, hatters

304 – Mitchell Philip, watchmaker  
306 – Lloyd and Collins, men's mercers,  
hosiers, glovers, and French boot importers  
308 – Kerry and Jones, photographers  
HERE De Mestre lane  
308 – Ferrari A. and Co., Bodega, wine and  
spirit merchants  
Clarkson David, indent merchant— W. W.  
Doughty, representative  
Peyton, Dowling, and Orme, wine and spirit  
merchants  
312 – Glasgow Arms—Elisha B. Rawlinson  
314 – Murell and Co. (Charles Kent),  
photographers  
316 – Jones T. T. and Son, watchmakers and  
jewellers  
King Henry, photographer  
Freeman and Co., Limited, photo-graphers

#### 1900:

296 – Willows and Clapham, chemist  
298 – Hunter John and Son, Ltd., mercers  
300 – Finckh H. and E. (H. E. Finckh and E.V.  
Finckh), watchmakers, jewellers, and opticians  
302 – Smith G. H. and Son, hatters  
304-306-308 – Lloyd and Collins, direct im-  
porters of hosiery, gloves, mercery, boots,  
fancy goods,  
Gronzelle Photographic Studios  
308 – Orme, Keigwin and Co., wine and spirit  
merchants  
Madgwick W. M. and Sons, printers  
310 – Mitchell Philip, watchmaker Kerry and  
Co., photographers  
Dargin Mrs. J. E., refreshment rooms  
312 – Watson's hotel—Edward D'Arcy  
314 – Newman J. H, photographer to His  
Excellency  
314a – King, Henry, photographer  
316 – Jones T. T. and Sons, watchmakers  
and jewellers  
Moss Sydney, teacher of piano  
Fusedale Alfred, tailor  
Pearton Mrs., caretaker

[1910 data already tabulated]

#### 1920:

286 – Hallam Ltd., chemists  
298– Laridis George, confectioner  
300 – Simmons Mick Ltd., tobacconists  
302 – Smith G. H. and Son, hatters  
304-300 – Gowing Bros. Ltd., tailors and

mercers  
308– Vegetarian Café  
Off-308 – De Mestre place— Harrison and  
Attwood, importers and wine and spirit  
merchants  
Harbottle, Alsop and Co. (resident partner,  
Francis Bligh), wine end spirit merchants.  
Gommessen E. and Co., importers. and seed  
exporters  
310 – Basement— Library tea rooms (The)  
First floor— Anglo-Saxon Trading Corporation  
Nathan L., tailor  
Second floor— Bradford E. A., commercial  
photographer  
310 – Electrical Inventions Development Co.,  
Ltd. (The Edison Shop) G. E. Williams and H.  
O. Hewison, directors.  
312 – Temple Bar hotel —Francis A. Lofberg  
314 – Hunt R. and Co., mercers  
316 – Prouds Ltd., watchmakers and  
Jewellers  
Ground floor- Scanlan's Electric Co., electrical  
engineers  
First floor— Sutton Bert, commercial broker;  
Carter F. Mowat, teacher of violin; Smith Mrs.,  
teacher of singing Second floor— Horns J. C.,  
ticket writer; .Orange & Co., contractors

#### 1930:

296 – hallam ltd chemist  
298 – Laird George confectioner  
300 – Simmons Mick Ltd tobbaconist  
302 – Smith and Son Hatters  
304-366 – Gowing Bros Ltd tailors and  
mercers  
308 – vegetarian café, sanitarium health food  
co  
De Mestre Place  
310 – Smith WE manufcatuers, stainers,  
printers  
310 – Stationer's Hall (7 floors)  
312 – Temple Bar hotel  
314 – Hunt R and CO shirtmakers  
316 – McNaughts Shoe stores Ltd  
316 – Stanley house (ground and first floor)

#### **Subject site on Hunter Street from George Street:**

#### 1858:

Corner - Skinner's Hotel.

1 – Nixon, Henry H., tailor  
3 – Hobson and Whiting, hosiers and glovers  
5 – Parkes, Henry, Empire printing office  
7 – Wright, Horatio G. A., surgeon  
9 – Palmer, S., naturalist  
9 – Debenham, J., civil engineer  
9 – Deane, William, solicitor  
9 – Want, John, money broker  
11 – Baldwin, Edward, carver and gilder  
11 – Thomas, Edmund, artist  
13 – Harnett, Richard, broker

#### 1870:

Harris, Margaret, Clarendon Hotel  
1 – McSherry Brothers, tailors  
3 – Hobson & Whiting, glovers and hosiers  
5 – Moss, Lewis, music seller  
Hardy Brothers, jewellers  
7 – Wilkinson, A. G., chemist and druggist  
9 – Blau, Adolph, wholesale jeweller  
Tarring, J. W., Venetian blind manufacturer  
11 – Quist, C. L., working jeweller  
13 – Kohn, Joseph and Co., general merchants

#### 1880:

1 – Griffiths and Weaver, stock and station agents  
Wells, G. J., sewing machine depot  
3 – New South Wales Shale and Oil Co. (Limited), McDonald, J. jun., general manager  
5 – Moss, Lewis, importer of piano-' fortes and music  
7 – M'Carthy, Wm. H., chemist and druggist  
9 – Blau, Adolphe, watchmaker and jeweller  
Tarring, J. W., blind maker  
11 – Jones, E., watchmaker k jeweller  
Nickless, Smith, and Co., mining agents  
Mountain Maid G. M. Co.  
13 – Hobson & Whiting, glovers and hosiers  
Hardy Brothers, jewellers and silversmiths

#### 1890:

Corner: Willows I. R., chemist  
Dunshea and Co., wholesale agents  
Lictor Fire Hand-grenade Manufacturing Company, Limited—Dunshea and Co., agents  
Gabriel Adolphe and Co., dentists  
1 – Wells G. J., Singer sowing machine agency  
3 – Hands and Co., tailors  
Thornthwaite J. C., printer and engraver  
5 – Moss Chambers—

Steffani Signor, professor of music  
Torning A., flag, emblematical, and art decorator  
7 – Ellis George S., chemist  
9 – Roberts Henry, hairdresser  
13 – Debney and Co., glovers, hosiers, shirt and portmanteau makers  
Hardy Brothers, jewellers, watch-makers, and silversmith

#### 1900:

Willows and Clapham, chemists  
1a – Thompson J. A., stationer and printer  
Excelsior Stamp and Engraving Works—C. Folk, proprietor  
Day M. C, architect  
Horniman F. S., dentist  
1 – Wells G. J., sewing machine, mangle, stove and piano importer  
3 – Baker W. J no., cutler, veterinary instrument and razor strop manufacturer  
5a – Dillon and Burrows, confectioners  
5 – Peel Francis R., music warehouse  
Howes and Keers, tailors  
Federal Tourist Agency—S. Oliver, proprietor  
Lee N., tailor  
Peel's chambers (including an elocutionist, piano, music and singing teachers, Academy of Music where FR Peel was Principal.)  
7 – McCarthy W. H., chemist  
9 – Cantor E, shirtmaker and mercer  
Wright Miss, registry office  
Bowman and Diamond, consulting engineers  
Gilbert Miss K., artist  
Green S. M., architect  
Boulton J. H., tailor  
11 – Dance W. E., pastrycook  
13 – Hunt Richard and Co., hosiers and outfitters  
Hardy Brothers, jewellers, watch-makers, silversmiths and opticians

[1910 data already tabulated]

#### 1920:

Hallam D., chemist  
Harding's Mercery (trading as Harding and Read), hatters  
3 – Baker W. Jno.—"The House of Steel"  
5 – Mackenzie R, R., tobacconist  
5 – Marks Percy, jeweller  
Ground floor — Wilson Miss A., florist  
First floor- Hill, Miss Mary, manicurist

French Frank E., tailor  
De Alba, T. M., teacher of singing  
Second floor- Petley W., watchmaker  
Emmett WH, engraver Rossi Signor E., Prof.  
of Music  
7 – McCarthy WH., Ltd., chemists  
9– Reubenstein N.. tailor  
Klipto Pty. Ltd.—C. H. Lord, mgr.— loose leaf  
ledgers  
11 – Sergeants Ltd., pastrycooks  
13 – Hardy Brothers, Ltd., jewellers,  
watchmakers, gold and silversmiths

1930:

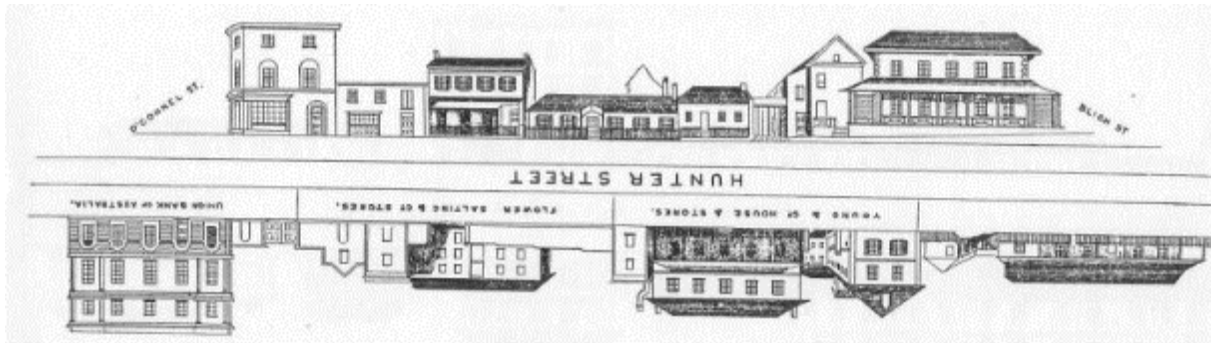
Hallam Ltd., chemists  
1a – Harding's Mercery (Harding and Read  
hatters)  
1a – French F. E., tailor  
3 – Baker W. J House of Steel  
5 – Marks Percy, Jeweller 3 storey building  
7 – Mccarthy WH Ltd chemists  
Rubenstein N., tailor  
11 – Sargeants Pastrycooks  
13 – Hardy brothers jewellers, watchamkers,  
gold and silversmiths.



#### 5.4.2.2 Eastern construction site

##### Phase 1 (1788 – 1840) Early settlement and first lease holders

As discussed in the historical overview above, leases for the land around the Hunter Street Station (Sydney CBD) eastern construction site were granted from the 1790s onwards, with relatively ephemeral development from the first decades of the nineteenth century onwards in the form of small timber huts.<sup>104</sup> By 1822, there were only three structures indicated around Hunter Street at its junction with Bligh and O'Connell Streets. Depictions of the area around Hunter Street in the 1830s and early 1840s echoes a similar picture of relatively sparse development conforming to this limited few structures around the central location of the Tank Stream.



**Figure 57: Excerpt of Joseph Fowles 1848 Directory of Sydney – Plate 40A (Source: Project Gutenberg, 0600151)**

##### Phase 2 (1840 – 1880) Commercial development on Hunter Street

By 1848, the frontage of Hunter Street between O'Connell and Bligh Street was completely built across (refer to Figure 57). The names of the occupants or nature of the buildings are not labelled on Joseph Fowles 1948 survey of the street, however the striking two-storied Georgian dwelling on the corner of Bligh Street and the substantial stable-like building behind is identifiable as the livery stables of Buchan Thomson, later described in the history of the site's occupation and development. Thomson's 1883 obituary details his life and the squatting he engaged in during his early years in the colony, from which he became entwined in the horse breeding trade. This article notes that "*he came many years ago to Sydney, and opened the well-known Stables in Bligh Street, and at the same time filled the very important post of secretary to the Australian Jockey Club.*"<sup>105</sup>

By surveying the Sands Street directories of Sydney, published during the period of 1858-1933, more detailed information on the changing usage of the land within the Eastern Construction Site can be gleaned. This sheds light on the way the buildings were used and what evidence may remain of this usage, as well as suggesting why the buildings may have been constructed, replaced or modified.

During the late 1850s into the 1860s, the portion of the site fronting Bligh Street was occupied by a Buchan Thomson, a horse dealer and livery stable keeper, and the property of Thomas B Wheatley. Thomson's property likely comprised of a substantial yard, stables and associated outbuildings, as well as a central office and possible residence. A substantial structure with a veranda is indicated in the approximate location of Thomson's property on later maps of the area (see 1880s Dove's Plan) and likely relates to his tenure.

<sup>104</sup> Ibid, p10; Godden Mackay, "Angel Place Archaeological Assessment," (Dec 1995), p10 and p12.

<sup>105</sup> Sydney Morning Herald, 'News of the Day,' 13 July 1833, p5.

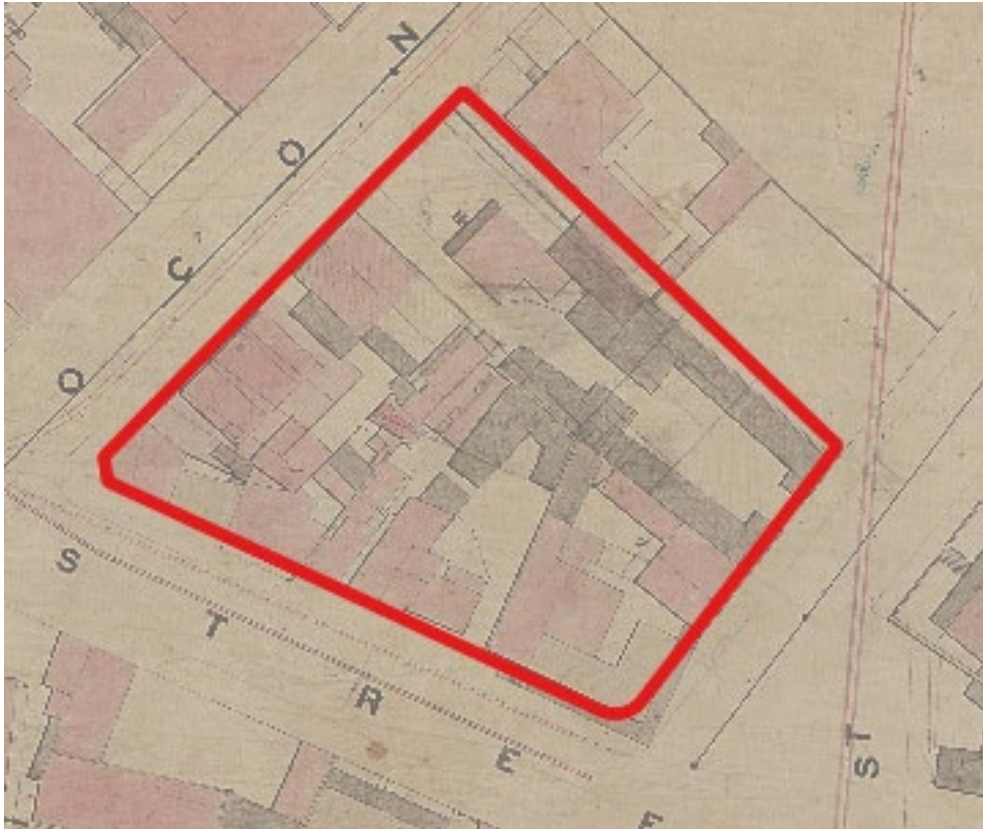
The portion of the site which fronts Hunter Street also present a similar nature of fledgling commercial development in the area, with this frontage including the residence or premises of a jockey and poulterer, as well as the premises of an importer, butcher, tailor, upholsterer and coach builder. These relatively diverse premises indicate the somewhat haphazard nature of development in the area, and the accessibility of the property to smaller business at the time rather than larger companies.

Likewise, the O'Connell frontage of the site contains the premises of a solicitor, painter, importer, and horse dealer, supporting the varied but increasingly established nature of commercial development around Hunter Street. Interestingly, a boarding house run by a Mrs Douglas was also present on this strip, indicative of the availability of low-cost residential accommodation in the area, albeit in a concentrated manner compared to other growing areas.

In the 1870s, the premises of Mr Buchan Thomson was still present on Bligh Street, likely indicative of the steady demand for horses as a mode of transport and a location for their lodging. Along Hunter Street, a new Horse and Jockey Hotel had cropped up in support of this demand. Interestingly, three of the Hunter Street addresses were vacant at the time of the Sands, though a new tenant or owner, a Dr TM Trenery, had moved into the street. Smaller business were also still present on O'Connell Street, with a farrier, dentist, and two unnamed business in the area, though the temporary stores of John Fairfax and Sons had moved into the area, indicating a more established company presence was beginning to grow in the area (given the proximity to the location of their newspaper's offices).



**Figure 58: Overlay of Hunter Street Station eastern construction site on 1856 City of Sydney Detail sheet. Red outline denotes construction site area (Source: City of Sydney Archives)**



**Figure 59: Overlay of Hunter Street Station eastern construction site on 1865 Trigonometric Plan of Sydney. Red outline denotes construction site area (Source: City of Sydney Archives)**

### **Phase 3 (1880 – 1945) Late nineteenth and early twentieth century commercial development**

During the decade of the 1880s, Thomson's livery stables had been replaced by those of Hawkes and Co, which appear to occupy the same buildings on the site. A dentist and solicitor had also moved into the adjacent properties, illustrating the increasing pressure on the land which was proximate to the heart of the city. Development on the Hunter Street frontage began to take on more of a professional and artisan nature at this time, with the frontage occupied by merchants, auctioneers, brokers, photographers, printers, wine merchants, medallists, machinist, solicitors and upholsterers. Interesting buildings which appeared during this period also include the Office of the *Sydney Trade Review* and *Prices Current*, as well as the restaurant of a Mr Thomas Adams. Similarly, the O'Connell frontage was occupied by importers (including a boot and shoe importer), decorators, merchants, as well as the office of Huon Island Guano Co. The increasing number of businesses appearing in the 1880s directory for each site suggest the piecemeal redevelopment of properties in line with advancing technologies to create taller buildings with greater capacity for these businesses and offices.





**Figure 60: Overlay of Hunter Street Station eastern construction site on 1888 Metropolitan Plan of Sydney. Red outline denotes construction site area (Source: City of Sydney Archives)**

These trends continued into the 1890s, with the replacement of the long-standing livery stables by the premises of Elliot Brothers Ltd, wholesale druggists, who were to occupy the Bligh Street site for several decades following. Bligh Street also contained more professional offices by this time, including that of the Union Mortgage and Agency Co of Australia, and the Carandotta Pastoral Co Ltd. The Hunter Street Station (Sydney CBD) eastern construction site became increasingly dense and home to watchmakers, jewellers, broker, labour agents, leather brokers, importers and upholsters, as well as a locksmith and confectioner, perhaps indicating the availability of space for some smaller business in new and larger developments (such as in Figure 61). Offices for the Equitable Life Assurance Society of United States, the Commercial, Pastoral, and Agricultural Association of New South Wales and the Australian Mutual mortgage and finance company also appear. Significantly, there appears to be a new and substantial development (later clarified to be multi-storey with basement) at the corner of Bligh Street known as Norwich Chambers. It is pictured in c1900 photographs and also in a 1922 etching of old Hunter Street by Lionel Lindsay (refer to Figure 62, Figure 63, Figure 64.)



Figure 61: Image showing 40 Hunter Street looking west down O'Connell Street, 1899 (Source: NLA, No. 6101837)

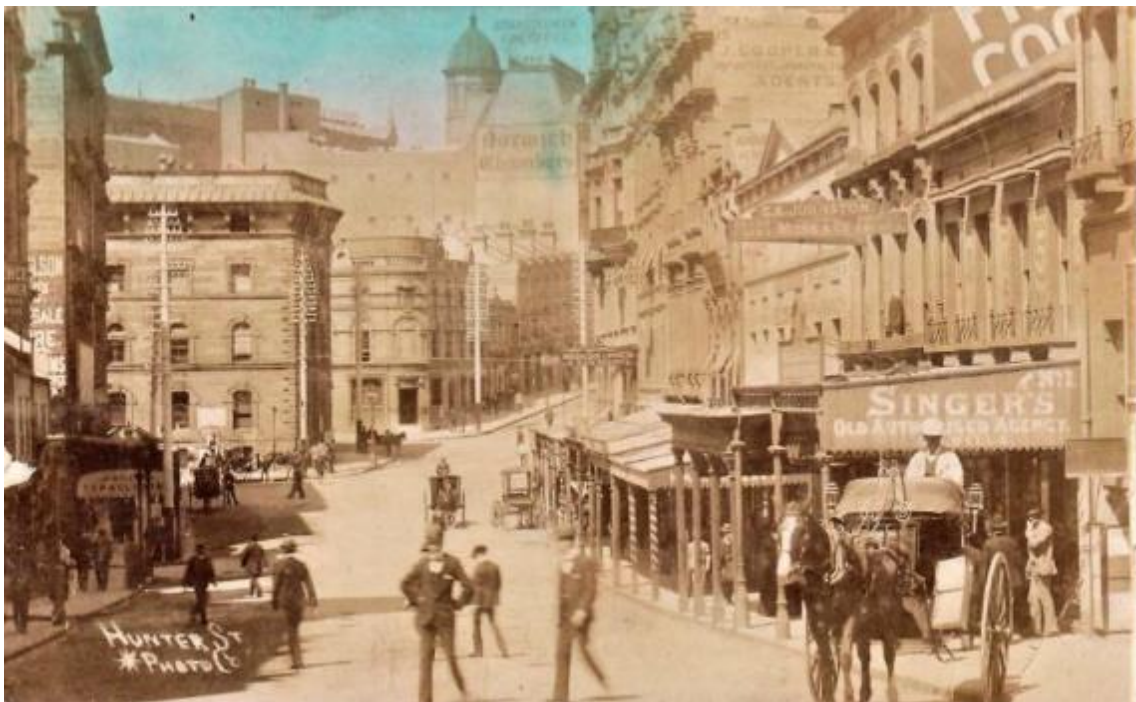


Figure 62: Hunter Street, Sydney, N.S.W. c1910 (showing Norwich Chambers at end of road in shot) (Source: Flickr: <https://www.flickr.com/photos/70994841@N07/39983232943>)



In the first decade of the twentieth century, the Bligh Street frontage was still occupied by the Elliot Brothers wholesale druggists stores, then adjoined by the Scottish Widow's Fund and Life Assurance Society. The Hunter Street frontage was still occupied by a diversity of smaller professional officers, including the usual agents, brokers, watchmakers, dyer, locksmiths and tailors, with the addition of some different trades including a house painter, architect, ironmonger, tobacconist and optician. In addition, refreshment rooms operated by a Mrs Broadbent were present. The Norwich chambers were still extant, and the office of the Atlas Assurance Company had also moved onto the street. The changing nature of these business is typical of the city, but may have been facilitated by the 1890s depression and the economic upheaval which it brought. The O'Connell Street frontage similarly contained a variety of agents, brokers, merchants and importers (including of spirits and wines), the office of the Union Mortgage and Agency Co, and interestingly, the premises of a number of condiment manufacturers including Vencatachellum Madras condiments, Rosella Sauce Co, and the Hercules Manitoba Flour Company.

In the 1910s, Elliot Bros Druggists remained an established presence on Bligh Street, with a changing variety of professional and commercial offices once more. Interestingly, a Pacific Cable Office was established on the corner of Hunter and O'Connell Streets. Other businesses which moved into the site during the period included another chemist (Morris Little and Sons, appearing to occupy a level of Norwich Chambers) and Allering's Ltd, a nautical equipment manufacturer.

During the 1920s, development continued to shift but retained the commercial nature which had emerged on the site around Hunter Street. Elliot Bros remained a strong presence on Bligh Street (by this point a wholesale druggist *and* dental depot), accompanied by a merchant tailor. On Hunter Street, artisan premises such as photographers and optician instrument makers were accompanied by ironmongers, a typewriting company, as well as the premises of "Ripper Gas Stoves" and "Poll Shine Mops." The size of Norwich Chambers was given at four floors with basement, containing a variety of businesses including Netherlands vice-consul office, hair and skin specialist, decorators, financial agents and a hotel broker.



**Figure 63: Cars, carriages and pedestrians on Hunter Street (as viewed from appx 42 Hunter St), Sydney, 1922, (Source: NLA, 6304006)**



**Figure 64: Old Hunter Street, Sydney, 1922 / Lionel Lindsay [Norwich Chambers in middle background] (Source: National Library of Australia, No. 1615075)**



**Figure 65: Men filling in the footpath around St Philip's Monument on the corner of Hunter and Bligh Streets, Sydney, ca. 1920 (Source: NLA, 6329495)**



**Figure 66: Image of Norwich Chambers, Cnr Hunter and Bligh Streets, from Demolition books [around site of Richard Johnson Square] (Source: City of Sydney Archives, A-00037111)**

The late 1920s saw the demolition of Norwich Chambers on the corner of Hunter and Bligh Streets, as well as the gardens of the opposite Union Club on Bligh Street (refer to Figure 66). This was part of a program of street widening for the intersection at Bligh Street and led to the establishment of Richard Johnson Square, discussed below (refer to Figure 65).<sup>106</sup> The 1930s Sands Directory thus shows the corner of Bligh and Hunter Streets then as a more modest 3-storey building in place of the grand Norwich Chambers, which houses the offices of architects, estate agents, insurance offices and a manufacturing chemist and office of the Australasian Pharmaceutical Notes and News. This corner appears to have been a hub for the pharmaceutical industry, with two chemists, the established Elliott Brothers and Burroughs Willcombe and Co, adjoining the corner site on Bligh Street before the NSW Club. On Hunter Street, Esdaile opticians remained, as well as the Pincombe Typewriters Sydney office. Intermixed with these established businesses as S Cohen's newsagent and tobacconist, A Rawlinson's hairdressing salon, A Middlehurst dyers and cleaners, as well as a new sports depot run by WA Oldfield and a builder's ironmongers. The new 10 floor Metropolitan Building (plus mezzanine and basement office) was noted at the corner of Hunter and O'Connell Streets. It likely occupied a substantial portion of the corner site given that only the six-floor (plus basement) South British Building is located on the O'Connell Street frontage of the site in this period.

<sup>106</sup> *The Daily Telegraph*, 'The Union Club Gardens, Bligh Street,' 2 May 1929, p16.





**Figure 67: Overlay of Hunter Street Station eastern construction site on 1917 Underwriters Fire Plan of Sydney (Source: City of Sydney Archives)**

After the cessation of the Sands directory in 1930, the occupation of the buildings within the construction site becomes more difficult to trace. By the time comprehensive aerial imagery of the city was captured in 1943, the development in the area appears relatively commensurate with the layout and arrangement described in the 1930s Sands. Aerial imagery continues to show these buildings throughout the 1950s and 1960s, until around the 1970s when major redevelopment appears to take place at the corner of O'Connell and Hunter Streets, when the Metropolitan Building appears to be removed. By the 1980s, the corner of Bligh and Hunter Streets had also been redeveloped, and the development between the two sites no longer resembled the historic building stock. Today, modern development occupies the entirety of this construction site with no evidence of earlier building stock visible from the street (excepting the historic Richard Johnson Square, located adjacent to the eastern Hunter Street station construction site).



**Subject site on Bligh Street (approx. 33  
onwards to Hunter Street)**

1858:

37 – Thomson, Buchan, horse dealer  
39 – Wheatley, Thomas B.

1870:

33 and 35 – Thomson, Buchan, horse dealer  
and livery stable keeper

1880:

33 – Hawkes and Co Livery Stables  
35 – Lugg James dentist  
37 Salter, Thomas, solicitor and Finlay, Henry

1890:

33 – Elliott Brothers, limited, wholesale  
druggists  
35 – The Union Mortgage and Agency Co. of  
Australia, limited—William Kilgour, manager;  
head office, 123 Bishopgate street Within,  
London  
Carandotta Pastoral Co., limited—A. G.  
Milson, secretary; William Kilgour, managing  
director; James Milson, director

1900:

33 – Elliott Brothers, Limited, wholesale  
druggists stores  
35 – Scottish Widows' Fund and Life  
Assurance Society—P. H. Morton, manager

[1910 data already tabulated]

1920:

33 – Elliot Brothers Limited, wholesale  
druggists and dental depot  
35 – Perry and Core, merchant tailor

1930:

33 – Elliott Brothers, Limited, wholesome  
druggists' stereo depot  
35 – Burroughs Willcombe A; Co. (Aunt.) Ltd.,  
mfg. chemists

**Subject site on Hunter Street O'Connell to  
Bligh (including Richard Johnson Square  
closest to Bligh)**

1858:

38 – Solomon, John T – Horse and Jockey  
40 – Coleman, Mrs, poulterer  
42 – Bataille, Victor, importer  
44 – Parsons, G, butcher  
46 – Peters and Dahlquist, tailors  
48 – Hill, Edward  
50 – Abell, William, upholsterer  
52 – Butler, John, Coach Builder  
54 – Thomson, Buchan, horse dealer

1870:

Weller, John, Horse and Jockey Hotel  
40 – Douglas, Alexander W., printer  
42, 44, and 46 – Vacant  
48 – Buckland, W. W. 50 Vacant  
52 – Trenery, Dr. T. M.

1880:

40 – Smith, Albert A., merchant  
Oatley & Cahill auctioneers,  
Mitchell, H.C., mercantile broker  
Office of Sydney Trade Review and prices  
current  
Blumsinn, E., collector and agent  
Rudd, Charles, photographer  
Durkln, Thomas, engraver and die sinker  
Franklin, Henry J., printer  
Bouffler and Son, vigneron and wine  
merchants  
Want, George F., stock and station agent  
Buckleton, E., commission agent  
42 – Mutuum Loan And Discount Society  
(Rogalsky A, mngr.)  
Stokes and Martin, medallists and die sinkers  
44-40 – Adams, Thomas, restaurant  
48 – Franck, Christopher, printer  
50 – Osborne, John, upholsterer  
Owen, Joseph, machinist  
52-54 Norton, Alexander W., cabinet-maker  
and upholsterer  
Salter, Thomas, solicitor

1890:

40 – Equitable Life Assurance buildings—  
Equitable Life Assurance Society of United  
States—R. Hope Atkinson, manager—  
Browne Warren W., hide merchant and  
leather broker

Commercial, Pastoral, and Agricultural Association of New South Wales—James Wilson, secretary  
Alexander G. M., estate agent  
Kendall S, estate agent  
Selwood E. W., ticket writer  
Schulze E, watchmaker  
Smith H. Havelock, Insurance and general broker  
42 – Australian Mutual Mortgage and Finance Company—Adolphus Rogalsky, manager  
Hooke A. J., jeweller  
Butler, Williams and Co., indent im-porters and general agents  
44 – Glue J. C., labour agent  
46 – Smith Joseph, confectioner  
48 – Owen Joseph, locksmith and machinist  
50 – Cox Alfred, dyer  
52-54 – Norton Alexander, cabinetmaker and upholsterer  
56-58 – Norwich chambers— (variety of occupants) appears owned by Norwich Union Fire Insurance Society

1900:

Atlas Assurance Company—James M Macadam, manager  
40 – Cliff R. E. and Co., agents and brokers  
Grice B. J., house painter  
Hirst A., architect  
Franklin HJ  
42 – Rogalsky Adolphus, estate agent  
Allerding F. and Son, chronometer and watchmakers  
Ricketts C. W., watchmaker  
44 – Woolf H. and Co., tobacconists  
46 – Broad bent Mrs. J. E., refreshment room  
48 – Tall George, locksmith, etc.  
50 – Cox A., dyer  
Gibson George, tailor  
52 – James J. and Co., builders' Ironmongers.  
54 – Esdaile E., optician  
60-68 – Norwich chambers—

[1910 data already tabulated]

1920:

42 – Hall and Co.. photographers  
46 – Pincombe Sydney, Ltd., Royal Standard Typewriter  
Standard Typewriting Co., Pincombe Misses (The)  
48 – Ripper Gas Stoves Co.

48 – Poll-Shine Mop Co.  
50 – Tall George & Co., locksmiths  
52 – James J. & Co., builders' ironmongers  
54 – Esdaile E., optician, mathematical and scientific instrument maker  
66-68 – Norwich chambers (4 floors, basement – variety of businesses including Netherlands vice-consul office, hair and skin specialist, decorators, financial agents and hotel broker.)

1930:

42 – Esdaile E. & Sons, opticians.  
mathematical and scientific instrument makers  
44v – Barraclough King., cons. optician.  
46-48 – Pincombe Sydney Ltd. Australasian Agents for "Royal Standard" and Portable Type-writers.  
50a – Cohen S., newsagent & tobacconist  
50a – Rawlinson A. E., hairdresser  
50 – Middlehurst Arthur, dyer and cleaner  
52 – James Co., builders ironmongers  
54 – Oldfield W. A. Ltd., sports depot,  
56 – Metropolitan Building (10 floors plus mezzanine and basement)

**Subject site on O'Connell from Hunter Street:**

1858:

18 – Smith, John, solicitor  
20 – O'Brien, James, painter  
22 – Thomson, Buohan, horse dealer  
24 – Douglas, Mrs., boarding house  
26 – Lipman, Lewis, importer  
28 – Hart, John, dealer Horse and Jockey

1870:

18 – Vacant  
20 – Glover, George, farrier  
24 – Atkins, Edward  
26 – Smythe, John Edward, dentist  
28 – Fairfax, John and Sons, stores  
30 – Elliott, Richard

1880:

20 – Dunlop, John, farrier  
Hawkes and CO livery stables  
24 – Huon Island Guano Co., Kirchner, William J. manager  
Field. Walter  
26 – Schmedes, E., and Co., importers  
Torning, A., painter & decorator  
28 – Harris, J. and Son, boot and shoo

importers

30 – Benjamin, S. and Co., boot and shoe

Importers

Blake, F. A. & Co., wine merchants

32 – Arnstaedt, B. & Co., merchants

34 – Lorimer, home, and Co., merchants

Smith, Albert A., merchant

1890:

18-22 – Elliott Brothers, Limited, wholesale druggists

28-30 – Leigh S. T. and Co., engravers and printers

32 – Himmelhoch I., loan office

Lichtner and Solomon, general merchants

Lichtner E. F., Consul for Austria and Hungary

34 – Lorimer, Rome and Co., general merchants and importers, agents for the China Steam Navigation Co., British and Foreign Marine Insurance Co.

1900:

18 – Imperial Chambers (The Union Mortgage and Agency Co of Australia Limited)

22 – Elliott Brothers, Limited, wholesale druggists

24-26 – Rich E. and Co., Ltd., merchants

28 – Joseph S. A. and Rickard, Ltd., merchants and importers—Arthur Rickard, J.P., managing director

Younger G. and Son., Ltd.

P. Venteatachellum's Madras Condiments;

Gilbert Graves, New York, Cornflour

Manufacturer; Hercules Manitoba Flour

Company — A. Rickard, J.P., agent

Lewis and Whitty, manufacturers

Rosella Sauce Co. Batty and Co., condiment

manufacturers

30 – Garrick and Co., wine mid spirit

merchants

32 – Falk J. I. and Co., Ltd., merchants'

Importers, representing Flint, Eddy and Co., U.S.A.

Henderson Bros., stock and station agents

34 – Bath Charles, commission agent and mercantile broker

Maitland Brewing Co.

[1910 data already tabulated]

1920:

18 – All Saints' Vineyard (Wahgunyah, Victoria) — George Sutherland Smith and Sons, proprietors.

Loxton and Co., medical agents, Medical Directory

Bundy (W. H. Co ), Time Recorders - F. G. Nicholls agent

20-22 – Elliott Brothers, Ltd., wholesale druggists

26 – Hales Limited (M. A. Leefson, managing director), hardware, grocery, crockery and general merchants

Malthoid Roofing — Hales Limited, agents for N.S.W.

Wilkinson Heywood & Clark (Sydney). Ltd. (Hales Ltd., sole agents ), Manufacturers of the "Falcon," "Goat," "Tree" and "Three Legs" brands of Paints, Oils, Colours and Varnishes

1930:

Cnr – South British Building (basement and six floors)

### 5.4.3 Histories of heritage items within the construction site study area

#### 5.4.3.1 Infrastructure

A selection of heritage items nearby to the proposal represent significant pieces of Sydney's earliest infrastructure. Chiefly related to drainage and sewerage, these items played an important role in improving public health and safety in the city. Naming conventions for the items are taken from the relevant statutory heritage listing.

##### **The Tank Stream**

For thousands of years prior to the European knowledge of the small stream now known as the "Tank Stream" at Port Jackson, the Gadigal people inhabited the land around the natural forming stream as a key source of water. They called the land 'Warrane.' The surrounding environment provided fertile land with a variety food and water supplies located within a close distance, including salt and freshwater environments, as well as forests and wetland. It has been proposed that the vegetation along the Tank Stream was carefully managed by the Gadigal to provide food and to preserve access to fresh water for summer camps in Warrane, with its abundant seafood resources.<sup>107</sup>

Although its Aboriginal name is unknown, this source of fresh water originated from a spring near Hyde Park, which was fed by springs lower down in the areas which are now known as Spring and King Streets.<sup>108</sup> Flowing directly north towards the harbour, its valley separated the rocky higher ground to the west from the gentler slope to the east. This same stream attracted the European settlers to the area (later known as Port Jackson), after the failure to establish a settlement at Botany Bay. In addition to the source of water, Port Jackson also provided a relatively protected anchorage. The stream was named Tank Stream by these European settlers.

The Tank Stream served a symbolic role in that it effectively divided the colony between the government and convict portions of the settlement with the government on the east and the convicts west.<sup>109</sup> The Tank Stream originally formed a shallow gully between what later became Pitt and George Streets, which widened out at the site where Bridge Street now crosses Pitt Street.<sup>110</sup> However, within only a few years of the settlement by 1792, the stream was enclosed due to poor water quality due to the pollution resulting from people and cattle in proximity to the stream. The sandstone alongside the stream was excavated,<sup>111</sup> with three to four rectilinear storage tanks installed five metres below ground in the following years holding up to 20,000 litres.<sup>112</sup> A bridge over the Tank Stream was erected in 1792 at the head of Sydney Cove.<sup>113</sup>

From c.1820, the stream was progressively converted into a wastewater drain through the installation of sandstone brick drains.<sup>114</sup> The shifting and growing settlement and occupation around the stream led to its eventual use as an open sewer and a source of water-borne disease by the 1850s. In 1858 the Tank Stream was diverted under Pitt Street and 150 metres of stone culvert was built over it from Circular Quay.<sup>115</sup> Alongside this development, Busby's Bore had been completed in 1837 providing an efficient main water source to replace the Tank Stream and accommodate growing demand for

<sup>107</sup> Bill Gammage, *The Biggest Estate on Earth: How Aborigines Made Australia* (Sydney: Allen & Unwin, 2012), 239–41.

<sup>108</sup> Muecke, Stephen 'The Tank Stream' (2016), [https://dictionaryofsydney.org/entry/the\\_tank\\_stream](https://dictionaryofsydney.org/entry/the_tank_stream), accessed 25/06/21

<sup>109</sup> Sydney Water, "Tankstream Conservation Management Plan," p21-22.

<sup>110</sup> J.F. Campbell, 'The Valley of the Tank Stream', *Journal and Proceedings of the Royal Australian Historical Society* 10, no. 2 (1924): 63–103.

<sup>111</sup> Sydney Water, "Tankstream Conservation Management Plan," p24

<sup>112</sup> Ibid.

<sup>113</sup> Ibid, p25

<sup>114</sup> Ibid .

<sup>115</sup> Sydney Water, *The Tank Stream*,

[https://www.sydneywater.com.au/web/groups/publicwebcontent/documents/document/zgrf/mdq0/~edisp/dd\\_044108.pdf](https://www.sydneywater.com.au/web/groups/publicwebcontent/documents/document/zgrf/mdq0/~edisp/dd_044108.pdf), accessed 25/06/21



water. The conversion of the Tank Stream into a wastewater drain mitigated the need for the problematic cesspits which had been used prior.<sup>116</sup> The erection of the Bennelong Sewer in the 1850s also relieved pressure on the Tank Stream, while reducing its catchment, which led to the modification of the Tank Stream to an ovoid shape.<sup>117</sup>

From 1880, the stream became a combined sewer and stormwater system to improve public health and led to disease mitigation through greater sanitation.<sup>118</sup> The Tank Stream subsequently remained a stormwater channel throughout the twentieth century to the present. The post-war development boom led to the destruction and modern replacement of several parts of the channel, before it received statutory protection.<sup>119</sup> Many of these buildings were multi-storeyed and required deep basement levels. Such modifications to the sewer included at the rear of 105-107 Pitt St in 1958, at the rear of Commercial Union House in 1962, and in 1965 within Australia square.<sup>120</sup> Later replacements also took place in 1975 within the New Zealand Insurance Building. In 1988, the Water Board began opening up the Tank Stream for public tours through manholes. This activity has heightened public awareness and respect for the significant piece of infrastructure.

### ***Portion of the Tank Stream at Hunter Street***

In 1860, the Tank Stream around Hunter and Bridge Streets (to the north of the subject site) was officially covered and connected to an open stone drain at Bridge Street.<sup>121</sup> An earlier attempt at drainage had been attempted in November 1857 when a tender was called for the installation of two pieces of Iron sewer for crossing the Tank Stream in King and Hunter Streets, but these works were not proceeded with.<sup>122</sup> The section (Section No. 1) of the portion of the Tank Stream from Hunter Street to King Street, which is adjacent to the western construction site, was constructed in November 1866 as part of Contract 30.<sup>123</sup> No plan survives with this contract. This was for 785 lineal feet of four-foot oviform brick sewer, on stone footing courses, with brick walls at north and south end bonded into the sewer at the south end.<sup>124</sup> The contractor was George Orchard of Redfern, who also carried out Section No. 2.

In August of the following year, this remaining portion of this same sewer was completed. These works were to remove all privies, walls and culverts in the line of the drain, to underpin and make good any footings below the surface with masonry and cement, and to install stoneware flaptraps for house drainage and pipes for gully connection.<sup>125</sup> No documented major changes to the sewer, under the present site of 15-17 Hunter Street, have been documented. It is assumed that some piecemeal repairs of the channel around Hunter Street have been administered over time. In February 1938, for example, a newspaper article notes subsidence in Hamilton and Hunter Street roadways resulting from heavy rainfall causing the Tank Stream to break its sandstone retaining wall under Hamilton Street, necessitating urgent repairs.<sup>126</sup> As a result, points of the sewer along Hunter and Bridge Streets were opened up to relieve the pressure.

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<sup>116</sup> Ibid, p23-24

<sup>117</sup> Ibid, p31

<sup>118</sup> Ibid, p27

<sup>119</sup> Ibid, p32.

<sup>120</sup> Historical background summarized from State Heritage Inventory Database No. 5045604: "Tank Stream" Accessed online 01/04/21 at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5045604>

<sup>121</sup> Sydney Water Board Journal, 'The Tank Stream,' [Reprint of October 1952 article]. Held in the Society of Australian Genealogy archives, No. 4/9101.

<sup>122</sup> Ibid.

<sup>123</sup> Ibid.

<sup>124</sup> Contract No. 30 dated 27<sup>th</sup> September 1866, in the Goods, Works and Services Contracts collection of the City of Sydney.

<sup>125</sup> Ibid.

<sup>126</sup> *The Daily Telegraph*, 'Flood Under City,' 3 February 1938, p1.

The 2005 Conservation Management Plan notes that the area south of Hunter Street in which the proposed Hunter Street Station (Sydney CBD) western construction site is located is a combination of historic sandstone and brick oviform drain built c.1866 with a c.1876 top, with modern replacements constructed in two sections in 1958 (cement lined circular steel pipe) and in 1962 (cement lined concrete pipe). The section laid in 1958 had work carried out in 1972 as well.<sup>127</sup> The replacement of these sections of the Tank Stream occurred due to the construction of modern buildings along George, Hunter and Pitt Streets around Empire Lane,<sup>128</sup> where basement constructions would require the re-routing and reconstruction of the watercourse.

### ***Bennelong Stormwater Channel No 29A***

In 1842, the City of Sydney was incorporated to, among other things, establish a drainage system for the burgeoning city of Sydney.<sup>129</sup> The Bennelong combined sewer was one of the five original combined sewers built in the 1850s by the City of Sydney.<sup>130</sup> These sewers were constructed in a response to the pollution of surface sewers and the key water source of the Tank Stream, which posed health and sanitation problems. Bennelong sewer was the main sewer of these five and located in the heart of the city. The majority of the sewer was completed by 1856, with the Pitt Street line completed by 1857.<sup>131</sup> The Bennelong sewer discharged into the Harbour at Bennelong Point, and was the first oviform sewer built in Australia.<sup>132</sup> The operation of the Bennelong sewer reduced the stormwater catchment for the Tank Stream and relieved pressure from the stream at Pitt Street.<sup>133</sup> In the late 1880s, the issue of the sewerage polluting the harbour led to the construction of the Bondi ocean outfall sewer which led to the Bennelong channel predominately functioning as a stormwater channel.<sup>134</sup> Parts of the channel were reconstructed in 1916 for connection to the city railway, and in the 1970s and 1980s for the Opera House and Harbour Tunnel.<sup>135</sup>

#### ***5.4.3.2 Pubs, clubs and hotels***

The proposal would be located close to many significant heritage-listed places of leisure including pubs, clubs and hotels.

### ***Skidders Family Hotel<sup>136</sup>***

The Skidders Family Hotel was constructed in 1845 to a design by Architect Henry Robertson in the Old Colonial Regency style and is one of only four in that style which survive in Sydney. The building was constructed during a boom in development in the surrounding streets at the heart of the city, as properties were taking on an increasingly commercial function. The pub was situated on a prominent corner location and serviced the many workers of the surrounding precinct and residents of surrounding areas.

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<sup>127</sup> Sydney Water, "Tankstream Conservation Management Plan", pp46-49

<sup>128</sup> Sydney Water, "Tankstream Conservation Management Plan", p34

<sup>129</sup> <https://www.sydneypwater.com.au/SW/water-the-environment/what-we-re-doing/Heritage-search/heritage-detail/index.htm?heritageid=4570854&FromPage=searchresults>, accessed 25/06/21.

<sup>130</sup> Historical background summarized from State Heritage Inventory Database No. 4570854: "Bennelong Stormwater Channel No 29" Accessed online 01/04/21 at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=4570854>

<sup>131</sup> <https://www.sydneypwater.com.au/SW/water-the-environment/what-we-re-doing/Heritage-search/heritage-detail/index.htm?heritageid=4570854&FromPage=searchresults>, accessed 25/06/21.

<sup>132</sup> Ibid.

<sup>133</sup> Sydney Water, "Tank Stream Conservation Management Plan," p31.

<sup>134</sup> State Heritage Inventory Database No. 4570854: "Bennelong Stormwater Channel No 29"

<sup>135</sup> Ibid.

<sup>136</sup> Historical background summarized from State Heritage Inventory Database No. 2423765: "Former Skidders Family Hotel Including Interiors" Accessed online 01/04/21 at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2423765>

In the 1870s, the building became a chemist and remained so for many decades into the twentieth century. The building appears to have continued to operate as a retailer of various descriptions until 1987 when it was transferred to Advance Bank Australia and subsequently became a bank branch. The building is presently used as a retail store.



**Figure 68: Sketch of the Skinners Family Hotel (1849) (Source: SLNSW)**

### ***NSW Club House Building<sup>137</sup>***

The NSW Club House building represents an early Victorian gentlemen's club built in 1886 to a design by prominent architect William Wilkinson Wardell.<sup>138</sup> It was constructed in an elaborate Italian Renaissance style and played a significant role in the male centred society of the Victorian era. The building contained a vast range of accommodations including billiard rooms, smoking rooms, spacious bathrooms and kitchens, readings rooms, dining rooms, bedrooms, workrooms, cellars and stores. Over the course of its history, the building was originally the headquarters of the New South Wales Club as its name suggests – which had formed in 1883 – but was later also affiliated with and opened up to members of other clubs including the Union Club and the Australian Club. A mansard roof addition was added at the turn of the century. In 1969, the building was acquired by Capital and Counties Pty Ltd. At this time, the later wings and rear of the club were demolished to make way for high rise offices and architects were engaged to undertake the restoration of the building.

<sup>137</sup> Historical background summarized from State Heritage Inventory Database No. 5045367: "NSW Club House Building" Accessed online 01/04/21 at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5045367>

<sup>138</sup> Jackson Teece, "Historical Outline and Statement of Heritage Significance for the New South Wales Club, 31 Bligh Street, Sydney (July 2004), p3-4.



**Figure 69: NSW Club House Building, c1930s (Source: SLNSW)**

### ***Wentworth Hotel***

The Wentworth Hotel is a substantial Post-War Minimalist style hotel on Bligh Street, constructed in a distinctive horse-shoe shape that has earned it landmark status. It was constructed from 1963 by Sir Hudson Fysh, Chairman of Directors of the Qantas Empire Airways, as part of a broader international trend for airlines to provide modern hotels and accommodation for travellers.<sup>139</sup> It was opened in December 1966, and played an important social role in Sydney's history, as the hub of many major social events and fundraisers including the Black and White Committee's annual ball.

The building was designed by Skidmore Owings and Merrill, representing the American firm's only work in Australia.<sup>140</sup> Upon its opening, the hotel was significant for a number of features, including the largest brick structure in the southern hemisphere, the largest completely fabricated (copper) awning, the first major Sydney Hotel, and for unique features including the largest air conditioning system in Australia, a column free ballroom and a four-storey vertical passenger lift.<sup>141</sup>

<sup>139</sup> Historical background summarized from State Heritage Inventory Database No. 2423918: "Wentworth Hotel Including Interiors" Accessed online 19/04/21 at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2423918>

<sup>140</sup> Ibid.

<sup>141</sup> Ibid.



The building has evolved over time to offer the most up-to-date amenities and finishes, but retains much of its exterior detailing and some intact interiors including the level three ballroom and level five.



**Figure 70: Wentworth Hotel and surrounds, 1975. showing distinctive horse-shoe shape (Source: City of Sydney Archives)**

#### ***Little Hunter and Hamilton Street Precinct***

The Little Hunter and Hamilton Street Precinct represents a group of heritage items around Hamilton Street – including The Grand Hotel and the New South Wales Sports Club. Part of this precinct (The Grand Hotel) is located within the study area and is also discussed individually below. The New South Wales Sports Club is a pair of two five-storey stone buildings built in the Victorian Free Classical Style. The buildings were erected separately during the late 1880s, and in 1900 became the long-standing home of the NSW Sports Club and its members.



Figure 71: 1989 image of NSW Sports Club (Source: City of Sydney Archives)

### **Grand Hotel**

The Grand Hotel was erected on the corner of Hunter and Hamilton Streets in 1928, representing the relocation and rebuilding of Frederick William Still's former Grand Hotel in York Street.<sup>142</sup> This building was demolished to make way for the extension of the railway proceeding to the new Sydney Harbour Bridge. Given the location of the site proximate to the subterranean Tank Stream, plans for the pub had to be scaled back, with only 20 bedrooms provided, considered a small amount of accommodation for such a building at the time and "reluctantly" approved by the Licences Reduction Board who allowed the transfer of Still's licence from the old to new site.<sup>143</sup> The building was still constructed with six storeys and a basement level, and features the most up to date conveniences of the time – including hot and cold water to all rooms, electric refrigerator, phone rooms and phones in bedrooms, with electric light and power throughout. The building remains a pub of to the present day and carries Still's original name of the 'Grand Hotel.'



**Figure 72: Grand Hotel, Hamilton Street c1920s-1940s (Source: SLNSW)**

<sup>142</sup> Historical background summarized from State Heritage Inventory Database No. 2423703: "'Grand Hotel" Including Interior" Accessed online 26/04/21 at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2423703>

<sup>143</sup> Ibid.

#### 5.4.3.3 Commercial stores and offices

Centred around some of the earliest and most important city streets, the proposal is close to a variety of important commercial stores and professional offices, demonstrating the transformation of the city throughout the nineteenth and twentieth century and its shifting character.

##### **Former Bank – Delfin House**

The Bank of New South Wales commissioned a fine Interwar 11-storey office towers in 1939, to be constructed to a design by renowned architect C B Dellit. Capitalizing on the demand for office space, the bank intended that the ground, mezzanine and basement floors be occupied by them, with the remaining 10 floors leased. The building received critical acclaim following its completion, with striking interiors and exterior and thoughtful use of glazing and air conditioning to enhance functionality and operation. In 1961, the bank moved out of the building and it was sold to the Development Finance Company, who renamed the building Delfin House.<sup>144</sup>



**Figure 73: 1989 City of Sydney Heritage Inventory Photograph (Source: City of Sydney Archives)**

<sup>144</sup> Historical background summarized from State Heritage Inventory Database No. 2423719: "Former "Bank of NSW" including interiors" Accessed online 01/04/21 at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID= 2423719>



### ***City Mutual Life Assurance Building***

The City Mutual Life Assurance building is a grand Art Deco office building designed for the City Mutual Assurance Society by Emil Sodersteen in 1936, one of the pioneers of the style in Australia.<sup>145</sup> The building is finely detailed and features copper reliefs by the prominent sculptor Rayner Hoff. The City Mutual Assurance Society played a significant role in the economic development of New South Wales, as one of the earliest assurance companies established in the colony of New South Wales.<sup>146</sup>

The company was formed in 1878, and the original official headquarters for the company were constructed in Hunter and Bligh Streets in 1893.<sup>147</sup> It thrived into the twentieth century, remaining a prominent and respected company. In 1936, the new headquarters for the site were constructed on the site of the old building alongside additional adjoining land.<sup>148</sup> The new building had two basement levels, ground floor and ten floors above with additional provisions for accommodation. It was the first air-conditioned office building in the city, serving as a testament to the success and prominence of the company.

Early alterations to the building were carried out by Sodersteen itself, centred on the sub-basement level to provide accommodation for a restaurant.<sup>149</sup> A mezzanine level was proposed by the Society in 1946, to the three-storey assurance chamber section, but Sodersteen refused to design this modification. It was taken up by H Ruskin Rowe the following year, and in 1956 CC Ruwald and Howard designed extensions to the eleventh floor.<sup>150</sup>

A series of other relatively minor changes have ensued in the following decades, primarily to upper office levels. At the time the building was designed, the Society intended only to occupy the ground, first and second levels, but expanded to occupy nearly the whole building including restaurant in the last decades of the twentieth century.<sup>151</sup> In the 1990s, the Society sold the building and converted it to strata title. It is now used as various offices.

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<sup>145</sup> Historical background summarized from State Heritage Inventory Database No. 5045589: "City Mutual Life Assurance Building" Accessed online 19/04/21 at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5045589>

<sup>146</sup> Tanner Architects, "Conservation Management Plan for 60-66 Hunter Street, Sydney," (March 2005). P10-11.

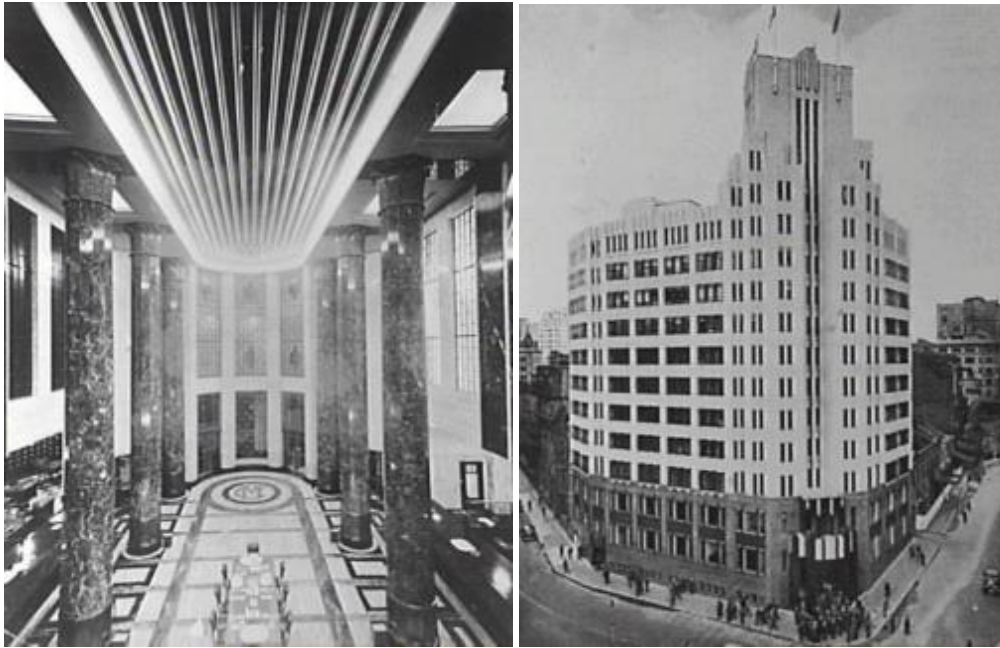
<sup>147</sup> State Heritage Inventory Database No. 5045589: "City Mutual Life Assurance Building"

<sup>148</sup> Ibid.

<sup>149</sup> Ibid.

<sup>150</sup> Ibid.

<sup>151</sup> Ibid.



**Figure 74: October 1936 images of the City Mutual Assurance Building from the Sydney Reference Collection (Source: City of Sydney Archives)**

### ***Perpetual Trustee Company***

The Perpetual Trustee Company (PTC) headquarters were erected on Hunter Street in 1913, in a refined Interwar Beaux Arts style with mansard roof. The site had been the home of Young and Co house and stalls, a substantial Georgian era building, which was demolished in 1908 before the company purchased the site for their new premises.<sup>152</sup> The building was designed by Robertson and Marks Architects, intended to accommodate the PTC in the basement, ground and first floor levels, with staff amenities on the seventh floor, and floors 2-5 to let.<sup>153</sup> Though the lettable office space was in demand and quickly taken up by other companies from the 1930s the growth and expansion of the company let it to gradually take up the remainder of the building, in addition to the conversion of the flat roof space at rear of building to more office space.<sup>154</sup>

This building formed an important part of the growth and development of the PTC, a company incorporated in 1886 and historically significant for its role in administering estates in Sydney's increasingly complex economy.<sup>155</sup> PTC was one of the first trustee companies in Australia, being an innovative force on account of its services crossing over into what was traditionally the territory of lawyers. The sustained popularity of the company from its inception leads to the constant movement and expansion of premises until the company erected its new headquarters in Hunter Street in 1913. The company occupied this building until 2000.<sup>156</sup>

<sup>152</sup> Jackson Teece, "Conservation Management Plan for 33-39 Hunter Street, Sydney," (May 2007). p19.

<sup>153</sup> Ibid., p21

<sup>154</sup> Ibid., p28

<sup>155</sup> Ibid., p6

<sup>156</sup> Ibid., p12



**Figure 75: 1914 image of the Perpetual Trustee Company Headquarters as published in *The Salon* (Source: Reproduced in the CMP by Jackson Teece, 2007)**

### ***Wales House***

Wales House is significant as the site of the headquarters of Australia's oldest and seminal newspaper, the Sydney Morning Herald (SMH), for 99 years.<sup>157</sup> The Hunter Street Station (Sydney CBD) eastern construction site was the home of the original SMH offices occupied by founder John Fairfax and son James Fairfax, constructed in 1856. Both had died by 1920, and ownership passed to the son of James Fairfax (also named James Fairfax), who commissioned architects Manson and Pickering to erect larger and grander offices to accommodate the thriving company.<sup>158</sup> The current building extant on the site was erected at this time, constructed in three stages by Stuart Bros builders, in 1924, 1927 and 1929. The 1856 building survived until it was demolished in 1924, when the first portion of the current building was completed and occupied.

The building was grand and finely detailed in materials indicative of the power and wealth of the Fairfax empire, including bronze, sandstone, trachyte from Bowral, and Caleula marble. The building served as the headquarters of SMH (as well as a few other smaller related tenants including the SMH Art Gallery and the office of Art in Australia) until 1954-55, when the company erected a new building near Ultimo.<sup>159</sup> The building was then occupied by the Bank of New South Wales which later became Westpac, who modified the building including the creation of a carpark in the basement levels previously occupied by the SMH printers.

<sup>157</sup> Historical background summarized from State Heritage Inventory Database No. 2423710: "Former Wales House Including Interiors" Accessed online 19/04/21 at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2423710>

<sup>158</sup> Ibid.

<sup>159</sup> Ibid.

The building is now occupied by the Radisson Plaza Hotel, which brought with it another phase of change and modification for the building, including a four-storey extension above the parapet line including a new mansard roof.



**Figure 76: c1924 image of the SMH offices under construction by AG Foster (Source: SLNSW)**

#### ***Former Industrial Building – ‘Manufacturers Mutual’***

The Manufacturer’s Mutual Building is a restrained Interwar office building erected for Manufacturers’ Mutual Insurance Ltd over 1934-1935.<sup>160</sup> The building was designed by SH Buchanan and Cowper and erected by Robert Wall and Sons. It coincides with a period in Australian history when the nation was emerging out of the economic depression of the early 1930s and the attendant industrial unrest.<sup>161</sup> Thus, it represents a modest and restricted new and large-scale office for the Insurance company at a time of increasing confidence, long overdue for the company which had outgrown its first offices elsewhere in O’Connell Street.

The building was well received by the press, who saw symbolism in the building being built by Australia labour, and predominately of materials sourced in Australia, as well as the purpose-built clinic within the building for workers compensation cases, representing a “*new cooperative relationship between employer and employee.*”<sup>162</sup> The building passed through a succession of later

<sup>160</sup> Historical background summarized from State Heritage Inventory Database No. 2423718: “Former “Manufacturers House” Including Interiors” Accessed online 19/04/21 at:

<https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2423718>

<sup>161</sup> Ibid.

<sup>162</sup> Ibid.



owners, being renamed “Swaab House,” with substantial alteration to interiors and refurbishment in the 1980s. The building is largely intact externally and still features the Manufacturer’s House lettering in the framed bronze beam and column at the front of the building, being known by that title in the present day.



**Figure 77: Manufacturers House, O'Connell Street, Sydney (1989) (Source: City of Sydney Archives)**

### ***Laneway***

Ash Street is a significant laneway which illustrates the Victorian subdivision pattern of this area of Sydney, guided by the course of the Tank Stream.<sup>163</sup> Significant buildings such as the unique and flamboyant WH Paling Warehouse, a free expression of the Queen Anne Revival style, also survive as evidence of the Victorian development of this area as an increasingly important retail space.

<sup>163</sup> Historical background summarized from State Heritage Inventory Database No. 2424708: “Ash Street” Accessed online 26/04/21 at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424708>

### **Former Commercial Building – ‘Peapes Menswear’**

The grand Peapes Menswear premises on George Street was erected for the company in 1922 and served as the long-time headquarters of the company from 1923-1970 until it closed down.<sup>164</sup>

Historical information on the building suggests the design was by Hardy Wilson of Wilson, Neave and Berry; however, it is more likely this building was designed by Neave, Berry, or another architect within the practice, as Wilson had sold his home in Sydney and was in England from 1922-1925.<sup>165</sup>

The building is illustrative of the significant retail character of the precinct in the twentieth century, and of the success of retailers like Peapes. Peapes Menswear was established in 1866, and the growth of the company through the late nineteenth and early twentieth century led to the construction of these substantial premises on George Street.<sup>166</sup>

The grand Georgian Revival store fast became synonymous with the retailer as their main store. Modifications to the building during Peapes tenure were limited; changes to the shopfront occurred in 1966 and infill of a light well in 1954. Following the closing down of the store and the cessation of the company in 1970, the building passed through a number of owners and was acquired by the Permanent Building Society in 1971. At this time, the building was altered and refurbished for office and restaurant use, with further changes in the 1980s to install portion walls and modify the ground floor.



**Figure 78: c1925-1957 image showing Peapes Menswear to right of frame (Source: SLNSW)**

<sup>164</sup> Historical background summarized from State Heritage Inventory Database No. 2423764: “Former Commercial Building Including Interiors” Accessed online 26/04/21 at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2423764>

<sup>165</sup> Ibid.

<sup>166</sup> Lisa Murray, ‘the Peapes Ghost sign,’ Dictionary of Sydney (2017). Accessed online 26/04/2021 at: <https://home.dictionaryofsydney.org/the-peapes-ghost-sign/>



**Figure 79: 2017 image of building showing advertisement on side of building, with protective material over facade during construction work (Source: SLNSW)**

#### **5.4.3.4 Civic and government sites**

The proposal would also be located in proximity to heritage-listed sites which have historical significance for their links to early institutions – both cultural and governmental – within the early colony and growing city.

##### ***Richard Johnson Square (Including monument and plinth)***

Richard Johnson Square at the corner of Hunter and Bligh Streets commemorates the site of the first Christian church erected in Australia.<sup>167</sup> The first service of the church was conducted in August 1793, with the building being relatively short-lived due to a fire in October 1973.<sup>168</sup> The first minister of the church was Reverend Richard Johnson, after whom the square is named. Johnson also established the first lending library in Australia. Following the destruction of the site, it appears to have been developed in the nineteenth century, with the later development being demolished by the 1920s.<sup>169</sup> In 1924, a monument at the corner site was commissioned by the Sydney City Council and designed by Burcham Clamp and Finch architects.<sup>170</sup> The monument was to be a substantial sandstone tower with gothic plinth and cross. The foundation stone was laid in March 1925, and the work completed by May of that year.

<sup>167</sup> Historical background summarized from City of Sydney Artwork Collection: “Richard Johnson Obelisk.” Accessed online 19/04/2021 at: <https://www.cityartsydney.com.au/artwork/richard-johnson-obelisk/>

<sup>168</sup> Ibid.

<sup>169</sup> See historical background section on “City site” for detail on development of this portion of Hunter Street and businesses present in the nineteenth century.

<sup>170</sup> Ibid.



**Figure 80: c1940 image showing Richard Johnson Square (to left of image) in context (Source: City of Sydney Archives)**

### ***Public Trust Office***

The Public Trust building was originally known as Rofe Chambers, designed in 1924 for Alfred Rofe and Sons solicitors.<sup>171</sup> The building was designed by prominent architects at the time, M.E. Ross and Rowe. The building was erected by Rofe and Sons to house their premises as well as to let the additional accommodations across the remaining floors, thus the building was originally the home of a branch of the Australian Bank of Commerce Insurance Brokers on the ground floor, as well as other firms including engineers and accountants on the upper floors.<sup>172</sup> Modifications to the building were carried out by Ross and Rowe over the late 1920s and early 1930s.

The building became the Public Trust Office in 1941, when the state government urgently required a premise for the Public Trustee and subsequently resumed Rofe Chambers. Various alterations were required for the change of use, and the total cost of the acquisition of the site and this work was over 123,000 pounds.<sup>173</sup> The building was officially opened as the Public Trust Office in March 1942 by Premier William McCall. Subsequent alterations and modifications took place in the 1960s and 1970s when much of the original interiors were removed.

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<sup>171</sup> Historical background summarized from State Heritage Inventory Database No. 5066417: "Head Office of the NSW Trustee and Guardian" Accessed online 19/04/21 at: <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5066417>

<sup>172</sup> Ibid.

<sup>173</sup> Ibid.





Figure 81: 1989 image of Public Trust Office (Source: City of Sydney Archives)

## 6.0 BUILT HERITAGE ASSESSMENT

### 6.1 Pyrmont Station construction sites study area

#### 6.1.1 Summary of listed heritage items

Listed heritage items which are located within, or within 25 metres of, the Pyrmont Station western and eastern construction sites, are provided in Table 17 and Table 18, respectively, and their locations illustrated in Figure 82.

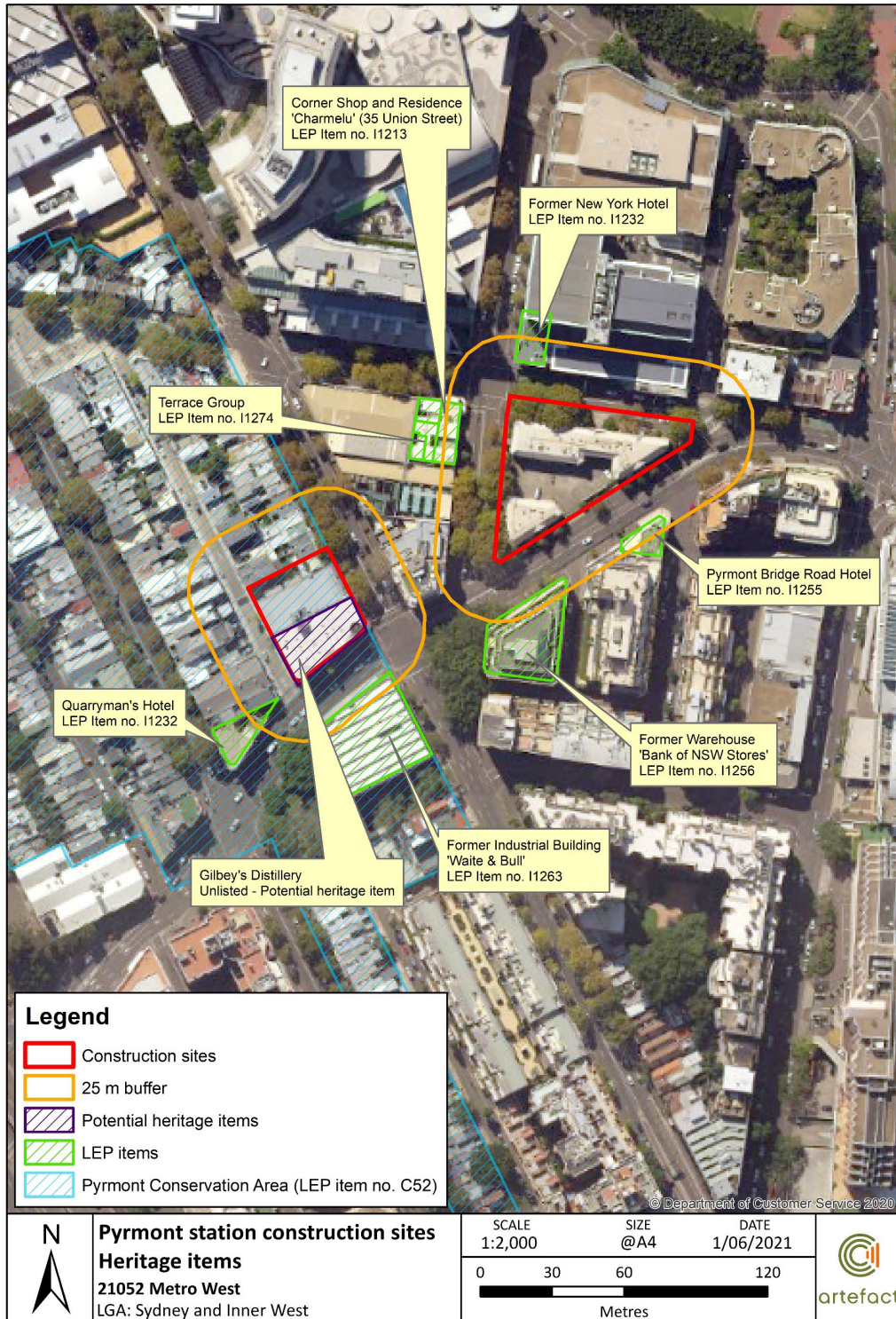
**Table 17: Heritage items within 25 metres of Pyrmont Station western construction site**

Item	Address	Listing	Significance	Proximity
<b>Pyrmont Heritage Conservation Area</b>	Pyrmont	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. C52</li> </ul>	Local	Within western construction footprint
<b>Quarryman's Hotel</b>	214-216 Harris Street	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1232</li> <li>SREP 2005 (City West) Item no. 56</li> <li>RNE Place ID 100706</li> </ul>	Local	15 metres south-west
<b>Former Industrial Building 'Waite and Bull'</b> Also known as 'John Taylor Wool Stores'	137 Pyrmont Street, Pyrmont	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1263</li> <li>SREP 2005 (City West) Item no. 54.</li> <li>RNE Place ID2036</li> <li>NTR no. 10858</li> </ul>	Local	25 metres south
<b>Gilbey's Distillery</b>	26-32 Pyrmont Bridge Road, Pyrmont	<ul style="list-style-type: none"> <li>Unlisted</li> </ul>	Potential local	Within western construction footprint

**Table 18: Heritage items within 25 metres of Pyrmont Station eastern construction site**

Item	Address	Listing	Significance	Proximity
<b>Former New York Hotel</b>	50 Union Street, Pyrmont	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1275</li> <li>SREP 2005 (City West) Item no. 67</li> <li>RNE Place ID 100709</li> </ul>	Local	15 metres north
<b>Former Warehouse 'Bank of NSW Stores'</b>	17-21 Pyrmont Bridge Road	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1256</li> <li>SREP 2005 (City West) Item no. 53</li> <li>RNE Place ID 100704</li> </ul>	Local	20 metres south
<b>Corner Shop and Residence 'Charmelu'</b>	63-67 Edward Street, Pyrmont 'Charmelu' street address on 35 Union Street, Pyrmont	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1213</li> <li>SREP 2005 (City West) Item no. 68</li> </ul>	Local	20 metres west
<b>Terrace Group</b>	31-33 Union Street, Pyrmont	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1274</li> <li>SREP 2005 (City West) Item no. 122</li> </ul>	Local	20 metres west

Item	Address	Listing	Significance	Proximity
<b>Pymont Bridge Road Hotel</b>	11 Pymont Bridge Road, Pymont	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1255</li> <li>SREP 2005 (City West) Item no. 52</li> <li>RNE Place ID100703</li> </ul>	Local	20 metres south



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**Figure 82: Location of heritage items within the study area for the Pymont Station construction sites**



## 6.1.2 Existing environment

### 6.1.2.1 Pyrmont Station western construction site

The Pyrmont Station western construction site is occupied by a three-storey former industrial factory building built for Gilbey's Distillers (refer to Figure 83). A later addition with basement carpark adjoins the building at the north-western boundary of the site, formerly occupied by a ground carpark (refer to Figure 84 and Figure 85). The company occupied the building from its construction in 1947 until its conversion to offices in the 1980s. The building is predominately post-war functionalist in its form and style, with art-deco style influences in the central rounded wing to the corner of Pyrmont Bridge Road and Pyrmont Street. This rounded component features a decorative spire and the moulded logo of the company – a wyvern – on a moulded column-like podium (refer to Figure 86). The fenestration of the building has been substantially modified especially to the ground floor, with some painting and rendering to the central wing also taking place. The interiors of the building were not inspected but the height of the current floor appears to be located at a substantial height above ground (refer to Figure 87). There is evidence of services and vents to this base (refer to Figure 88).

**Table 19: Illustrative photographs of Pyrmont Station western construction site**



**Figure 83: View to the factory building as viewed from Pyrmont Street and Pyrmont Bridge Road**



**Figure 84: View of extant building from Pyrmont street showing new addition where red brick coursing ends**



**Figure 85: Basement carpark to new building as viewed from Paternoster Row**



**Figure 86: Wyvern logo to central rounded wing of building**





**Figure 87: View to base of building - glimpse of interior suggests current floor is substantially above ground level**



**Figure 88: Evidence of below-floor services**

#### **6.1.2.2 Surrounding area to Pyrmont Station western construction site**

The Pyrmont Station western construction site is located within the Pyrmont Heritage Conservation Area and is surrounded by a high proportion of intact mid to late nineteenth century terrace housing (refer to Figure 89 to Figure 91). The building is located directly opposite to a heritage-listed former wool store (now offices) which has an imposing presence on the south-western corner of Pyrmont Street and Pyrmont Bridge Road refer to (refer to Figure 92). The development to the south and west of the building is predominately commercial and multi-storeyed in height. To the south-west of the site are located the heritage-listed Quarryman's hotel and a park on the corner of Harris Street and Pyrmont Bridge Road (refer to Figure 93 and Figure 94).

**Table 20: Illustrative photographs of area surrounding Pyrmont Station western construction site**



**Figure 89: View of Pyrmont Heritage Conservation Area**



**Figure 90: View of Pyrmont Heritage Conservation Area**



**Figure 91: View of Pyrmont Heritage Conservation Area**



**Figure 92: View of heritage listed former wool store and development to the west**



**Figure 93: View of Quarryman's hotel Corner Harris Street and Pymont Bridge Road**



**Figure 94: Park on corner Harris Street and Pymont Bridge Road**

### **6.1.2.3 Pymont Station eastern construction site**

The Pymont Station eastern construction site is occupied by a three-to-four storey office building comprised of multiple professional suites and showrooms. The building was constructed in the late 1980s and is a rendered brick construction with pitched roof and some gabled forms (refer to Figure 95 and Figure 96). Fenestration is mixed, with predominately curved-head windows to lower floors and square or rectangular windows to the upper sections. The building is bordered by landscaped gardens and a footpath, which travels around the entirety of the building and includes street plantings (refer to Figure 97). The foundation of the building appears to be partially located into cut sandstone visible on the northern side of the site, substantially lower than the southern side of the site (refer to Figure 98, Figure 99 and Figure 100). The middle portion of the building includes a ground-floor carpark which follows the slope of the site (refer to Figure 101). The street boundary features evidence of trachyte kerbs (refer to Figure 102).

**Table 21: Illustrative photographs of Pymont Station eastern construction site**



**Figure 95: Looking west towards eastern construction site**



**Figure 96: View of northern side of office development**





Figure 97: View of southern side of office development



Figure 98: View of cut stone accommodating extant development



Figure 99: View of site from western corner, showing the difference in levels across the site



Figure 100: View of form of extant building and location below footpath level



Figure 101: Image showing landscaping to site on Edward Street and street trees



Figure 102: View into ground floor carpark



Figure 103: View of historic kerb and guttering

#### 6.1.2.4 Surrounding area to Pyrmont Station eastern construction site

The Pyrmont Station eastern construction site is surrounded by a variety of development, being a mix of residential and commercial development. Development is generally four to five storeys in height to Edward Street, gradually stepping further in height to Union Street and Pyrmont bridge road containing further industrial premises. Immediately to the north-east and north, the site looks toward the Star Casino and the Atrium Building shopping centre. The Former New York Hotel (now a health clinic) (Sydney LEP 2012 item no. I1275) and the “Corner Shop & residence ‘Charmelu’” (now a bakery) (Sydney LEP 2012 no.I1213) have views to the site from its north-western corner.

**Table 22: Illustrative photographs of area surrounding Pyrmont Station eastern construction site**



**Figure 104: View towards Star Casino development**



**Figure 105: View of residential units to Edward Street**



**Figure 106: Listed heritage item “Corner shop & residence ‘Charmelu’” located south-west corner Edward and Union Streets**



**Figure 107: Listed heritage item former New York Hotel located north-east corner Union and Edward Streets**

### 6.1.3 Heritage significance and impact assessments

#### 6.1.3.1 Pyrmont Heritage Conservation Area

The information in Table 23 outlines the heritage significance of the Conservation Area and assesses the potential impact of the proposed works on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Pyrmont Heritage Conservation Area.<sup>174</sup> The information has been summarised to include information for streets which are specifically relevant to the study area.

<sup>174</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424801>, accessed 12/05/21



**Table 23: Heritage significance and impact assessment for Pyrmont Heritage Conservation Area, City of Sydney LEP 2012 item no. C52**

### Pyrmont Heritage Conservation Area

Image /  
Location Map



**Figure 108: Pyrmont Heritage Conservation Area (Source: Artefact Heritage 2021)**

Heritage Listings • City of Sydney LEP 2012 Item no. C52

Significance Local

**Description** *This area comprises predominantly 19th Century two storey residential and commercial streetscapes, of diverse and substantially intact character of the 1860s and 1870s development of Pyrmont. Highlights are corner hotels (The Dunkirk, Quarryman's Hotel, and institutional buildings such as the former Pyrmont Post Office). Demonstrates evidence of the consolidation of the expansion of the Victorian working-class population with large blocks of terraces on Bulwara, Mount and Harris Streets, adjacent to the main retail node at Harris, Miller and Union Streets. The area includes shops, hotel, bank and Post Office centred on a public square (Union Square) which is the main pedestrian entry to the area from the City. The area features sandstone*

## Pymont Heritage Conservation Area

*kerbing, sandstone cutting and stairs cut into rock that repeat themes throughout the Pymont Peninsular.*

### Street Ratings

*Gipps Street - section within heritage conservation area only - wide street terminated by park at Harris Street end, dominated by imposing Federation warehouses on the corner of Pymont Street.*

*Street Rating: A*

*Harris Street - section within heritage conservation area only - wide, heavily trafficked street with substantial street trees (London Planes), dominated by Victorian terraces, Victorian shops and Victorian commercial buildings and hotels, with little modern infill. The two hotels at the corner of Harris St and Pymont Bridge Road are an imposing entry to the area, and the name of The Quarryman's Hotel evokes the area's history. The 2 long rows of terraces between Gipps and Allen Streets demonstrate mid-Victorian speculative working class housing.*

*Street Rating: A*

*Little Mount Street: narrow street dominated by long rows of predominantly single storey Victorian terraces on the western side, garaging to rear of Harris Street shops on the eastern side. The landscape character of Little Mount Street is important for the hewn stone rock faces and steps that were necessary to form the roadway and give access to the rears of the Harris Street properties. The rock face and steps repeat themes throughout the Pymont Peninsular. The excavated rock face and the carved stone steps to the rear of the properties fronting Harris Street are a consistent and unique feature of Little Mount Street formed as part of the construction of Little Mount Street in the 1880s. The feature still remains in part at recurring intervals along the length of the street including at Nos 139,141,143,147, 151,153, 155, 163, part of 167, 171 & 173. Historically significance for providing clear evidence of the mid to late 19th century form of residential subdivision in Pymont. Aesthetically they have a unique place in continuing to define the form and character of Little Mount Street and contribute to its streetscape distinctiveness.*

*Street Rating: A*

*Paternoster Row - narrow, laneway width street with no street tree planting. On the eastern side the street is characterised by the rear of shop sites fronting Pymont Street, and several residential infill developments (18-20 and 26-28 Paternoster Row). On the western side there are 2 storey mid-Victorian terraces at 1, 3-21, and 23-25 Paternoster Row at the northern end, and the rear of shops fronting onto Harris Street. Modern commercial building at south-eastern corner (26-32 Pymont Bridge Road). One detracting 3 storey residential infill development has been constructed at 31 Paternoster Row.*

*Street Rating: B*

*Pymont Bridge Road - section within Heritage Conservation Area only - wide, curving, heavily trafficked street with some medium street tree plantings. Dominated by large Federation warehouse at 137 Pymont St corner, and corner hotels to Harris Street (The Dunkirk and Quarryman's Hotels) and park to south corner Harris St. Street Rating: A*

*Pymont Street - wide, heavily trafficked street with substantial street trees (London planes) dominated by relatively intact rows of Victorian Filigree terraces.*

*Street Rating: A*

*Union Street from Pymont Street to Harris Street - dominated by mid to early Victorian shops and terraces, many sandstone and imposing. Anchored at western end by Union*

## Pymont Heritage Conservation Area

*Square (public plaza) and prominent World War I memorial, and the imposing former Pymont Post Office. The street is the main pedestrian entry to the area from the city, leading directly off the Pymont pedestrian bridge.*  
**Street Rating: A**

**Statement of significance** *The area dates from one of the key period of layers for the development of Pymont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a mid to late Victorian working class community consisting of both residential and commercial buildings which are largely intact and make a positive contribution to the streetscape.*

**Impact type** Direct impact: Demolition of items within conservation area  
Potential direct: Vibration and settlement  
Indirect impact: Views and vistas

**Heritage impact assessment** The Pymont Heritage Conservation Area is significant for its Victorian housing and early streetscapes. The proposed Pymont Station western construction site is located within the Heritage Conservation Area and will involve the demolition of the existing 1940s Art Deco former Gilbey's Gin building. The building, whilst not heritage listed, is identified in this Technical Paper as a potential heritage item, significant at a local level (refer to Table 31), as one of a few extant and recognisable distillery buildings in NSW. The building however has not been assessed as contributory to the significance of the Conservation Area, as the Conservation Area's significance has been assessed as being derived from its 19<sup>th</sup> Century residential and commercial building stock and street development. The removal of the former Gilbey's Gin Distillery would not result in adverse heritage impacts to the Heritage Conservation Area. No significant listed heritage structures within the Conservation Area are proposed to be demolished.

### **Direct impact: Negligible**

There are four items located within the Pymont Conservation Area which are located immediately adjacent to the western construction site and have a vibration level which are predicted to exceed the cosmetic damage screening criteria. Vibration is predicted to have a moderate cumulative impact on the Pymont Heritage Conservation Area.

Settlement impacts due to the proposed construction work and tunnelling has been categorised as either 'Negligible' or 'Slight'. Items within this Conservation area which would be impacted by the proposed work are generally 19<sup>th</sup> Century residential or commercial terrace buildings and also include a number of listed heritage items.

Impacts which have been assessed as 'Negligible', with superficial damage unlikely, therefore it is considered that these would result in a negligible impact on the items and their contribution to the Heritage Conservation Area.

Impacts which have been assessed as 'Slight', would result in possible superficial damage that is unlikely to have structural significance. Overall, these impacts would result in minor impacts on the aesthetic significance of the item and its contribution to the heritage significance of the streetscape and Heritage Conservation Area.

Considered overall, the impacts from settlement and ground movements across the whole Pymont Heritage Conservation Area (HCA) would have a minor impact on the fabric and aesthetics of the HCA and the contribution of individual items to the significance of the HCA.

### **Potential direct impact: Moderate (Vibration), Minor (Settlement)**



## Pymont Heritage Conservation Area

The demolition of the existing buildings and construction activities, including the construction of a temporary acoustic shed, would result in temporary changes to the surrounding setting and context of the Conservation Area, and impact existing significant streetscape views and vistas of the significant high density fine grained urban setting of the Heritage Conservation Area. As such, the demolition of the former Gilbey's Gin building at the Pymont Station western construction site is considered to have a moderate visual impact.

**Indirect impact: Moderate**

### 6.1.3.2 Former New York Hotel

The information in Table 24 outlines the heritage significance of the Former New York Hotel and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Former New York Hotel.<sup>175</sup>

**Table 24: Heritage significance and impact assessment for the Former New York Hotel, City of Sydney LEP 2012 item no. I1275**

## Former New York Hotel

Image



**Figure 109: Former New York Hotel (Source: Artefact Heritage 2021)**

Heritage Listings	• SLEP 2012 Item no. I1275
	• SREP 2005 (City West) Item no. 67
	• RNE Place ID 100709

Significance Local

<sup>175</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424484>, accessed 12/05/21



## Former New York Hotel

Description	<i>The building is located on a prominent corner site with the original 2-storey building is constructed of sandstone block and would have been a substantial building in its late Victorian period. The upper storey extension is well-integrated with string cornices and fenestration patterns modelled on the earlier building and features timber double hung windows and timber doors.</i>
Statement of significance	<i>The building dates from one of the key period of layers for the development of Ultimo/Pyrmont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a Victorian and Federation hotel which makes a positive contribution to the streetscape.</i>
Impact type	Direct impact: Item not located within the construction site Potential direct: Vibration and settlement Indirect impact: Views and vistas
Heritage impact assessment	<p>The heritage item is not located within the construction site, therefore there would be no direct impact. <b>Direct impact: Neutral</b></p> <p>The heritage item is located 15 metres north of the eastern construction site. The construction site is within the expanded heritage curtilage of the heritage item. Vibration to the structure is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the Former New York Hotel.</p> <p>Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Negligible'. Proposed work are unlikely to cause superficial damage. Overall, impacts from settlement and ground movement would have a negligible impact on the aesthetic significance and fabric of the heritage item. <b>Potential direct impact: Neutral (Vibration), Negligible (Settlement)</b></p> <p>The Former New York Hotel makes a positive contribution to the streetscape and located on a prominent corner site, views and vistas are part of the heritage significance of the item. Located 15 metres north of the eastern construction site, the demolition of existing buildings and construction activities on the eastern construction site, would result in changes to the surrounding setting and context of the heritage item, including significant streetscape views from the heritage item. In addition, an acoustic shed would be located directly opposite the heritage item. The acoustic shed will be comparable in scale to the existing contemporary warehouse building on the eastern construction site and will not result in any additional visual impacts to the heritage item, and would be temporary in nature. The main streetscape vistas to the building will be maintained along Union Street and Edward Street, retaining this significant setting contribution. Overall, the work are considered to have a negligible visual impact, as a result of demolition and alteration of the existing streetscape and context of the heritage item. <b>Indirect impact: Negligible</b></p>

### 6.1.3.3 Quarryman's Hotel

The information in Table 25 outlines the heritage significance of the Quarryman's Hotel and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Quarryman's Hotel.<sup>176</sup>

<sup>176</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424385>, accessed 12/05/21

**Table 25: Heritage significance and impact assessment for the Quarryman's Hotel, City of Sydney LEP 2012 item no. I1232**

**Quarryman's Hotel**

Image



**Figure 110: Quarryman's Hotel (Source: Artefact Heritage 2021)**

- |                   |  |
|-------------------|--|
| Heritage Listings | <ul style="list-style-type: none"> <li>• SLEP 2012 Item no. I1232</li> <li>• SREP 2005 (City West) Item no. 56</li> <li>• RNE Place ID 100706</li> </ul> |
|-------------------|--|

Significance	Local
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Description	<p><i>The building is a three storey Federation Arts and Crafts style hotel building on a prominent corner site. The building is constructed of painted face brickwork and roughcast stucco with timber framed double hung windows and doors, and a tiled ground floor façade. There is a first floor oriel window to the splay corner. The building features recessed balconies to first and second floor levels on the Pyrmont Bridge Road elevation with that to the second floor being semi-circular arched. An elaborately detailed Art Nouveau parapet with classical motifs and pilasters screens a simple skillion corrugated iron roof form. The ground floor features inter-war tiling. The building is built to both street alignments, with a splayed corner and with awnings over street footpaths.</i></p> <p><i>Internally significant elements include the original room layout, timber flooring and joinery, the main timber stairs, pressed metal ceilings and cornices, and fire places on the first and second floors.</i></p>
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Statement of significance	<p><i>The Quarryman's Hotel dates from one of the key period of layers for the development of Pyrmont as a direct result of subdivision of the Harris and Macarthur Estates. It also dates from the key period of hotel rebuilding by the breweries in NSW in the early 20th century. Designed by Spain, Cosh and Minnett, it is a good example of a Federation Arts and Crafts style hotel, at a prominent corner site which makes a positive contribution to the streetscape.</i></p>
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## Quarryman's Hotel

Impact type	<p>Direct impact: Item not located within the construction site</p> <p>Potential direct: Vibration and settlement</p> <p>Indirect impact: Views and vistas</p>
Heritage impact assessment	<p>The heritage item is not located within the construction site, therefore there would be no direct impact.</p> <p><b>Direct impact: Neutral</b></p> <p>The heritage item is located 15 metres south-west of the Pyrmont Station western construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the Quarryman's Hotel.</p> <p>Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Slight'. Proposed work would result in possible superficial damage that is unlikely to have structural significance. Overall, impacts from settlement and ground movement would have a minor impact on the aesthetic significance and fabric of the heritage item.</p> <p><b>Potential direct impact: Neutral (Vibration), Minor (Settlement)</b></p> <p>The Quarryman's Hotel makes a positive contribution to the streetscape and located on a prominent corner site, streetscape views and vistas along Pyrmont Bridge Road, Harris Street and Patternoster Row are part of the heritage significance of the item.</p> <p>Located 15 metres to the south-west of the western construction site, the demolition of existing buildings and construction activities, would result in changes to the surrounding setting and context of the heritage item, including views from the heritage item. In addition, an acoustic shed would be located directly opposite the heritage item. The acoustic shed, although temporary, will be comparable in scale to the existing former Gilbey's Gin Distillery building on the western construction site and will not result in any additional obstructions or overshadowing on view corridors to the heritage item. Main vistas to the building will be maintained along Pyrmont Bridge Road and Harris Street. Overall, the work is considered to have a negligible visual impact, as a result of demolition and alteration of the existing streetscape to the rear of the heritage item, with a minor change to the urban context of the heritage item.</p> <p><b>Indirect impact: Negligible</b></p>

### 6.1.3.4 Former Warehouse 'Bank of NSW Stores'

The information in Table 26 outlines the heritage significance of the Former Warehouse 'Bank of NSW Stores' and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Former Warehouse 'Bank of NSW Stores'.<sup>177</sup>

<sup>177</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424385>, accessed 12/05/21

**Table 26: Heritage significance and impact assessment for the Former Warehouse 'Bank of NSW Stores', City of Sydney LEP 2012 item no. I1256**

**Former Warehouse 'Bank of NSW Stores'**

Image



**Figure 111: Former Warehouse 'Bank of NSW Stores' (right) (Source: Artefact Heritage 2021)**

Heritage Listings	<ul style="list-style-type: none"> <li>• SLEP 2012 Item no. I1256</li> <li>• SREP 2005 (City West) Item no. 53</li> <li>• RNE Place ID 100704</li> </ul>
Significance	Local
Description	<p><i>The building is a 5 storey Inter-War Art Deco style warehouse constructed of rendered brickwork with a steel frame and reinforced concrete floors. The facades are rendered with narrow pilasters and tall narrow window openings with contrasting render detailing. The original details remain intact, including art deco relief externally, and signage, door furniture, fenestration and internal stairs.</i></p>
Statement of significance	<p><i>The building dates from one of the key period of layers for the development of Ultimo/Pymont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of an Inter War commercial warehouse building which makes a positive contribution to the streetscape.</i></p> <p><i>The former Bank of NSW Archives, built in 1935, is significant as an intact representative of the warehouses and commercial storage facilities that characterised the Pymont / Ultimo area from the late nineteenth century until the 1960's. As such, it helps to record the development of the area as an industrial warehouse district close to the central business district and supporting the main business premises in the commercial heart of the city. The building is significant as a good example both of the inter-war Chicagoesque style in a commercial storage building and of the design work of the architects John Reid and Son who also designed the Bank of New South Wales Building.</i></p>



### Former Warehouse 'Bank of NSW Stores'

Impact type	<p>Direct impact: Item not located within the construction site</p> <p>Potential direct: Vibration and settlement</p> <p>Indirect impact: Views and vistas</p>
Heritage impact assessment	<p>The heritage item is not located within the construction site, therefore there would be no direct impact.</p> <p><b>Direct impact: Neutral</b></p> <p>The heritage item is located 20 metres south of the eastern construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the Former Warehouse 'Banke of NSW Stores'.</p> <p>Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Negligible'. Proposed work is unlikely to result in possible superficial damage. Overall, impacts from settlement and ground movement would have a negligible impact on the aesthetic significance and fabric of the heritage item.</p> <p><b>Potential direct impact: Neutral (Vibration), Negligible (Settlement)</b></p> <p>The Former Warehouse 'Bank of NSW Stores' makes a positive contribution to the streetscape and located on a prominent corner site, streetscape views and vistas along Pyrmont Bridge Road, Little Edward Street and Edward Lane are part of the heritage significance of the item.</p> <p>Located 20 metres south of the eastern construction site the demolition of existing buildings and construction activities in the area would result in changes to the surrounding setting and context of the heritage item, including views from the heritage item. In addition, an acoustic shed would be located within the eastern construction site and would impact view corridors from the heritage item. The acoustic shed whilst comparable in height to the existing buildings on site, would not be comparable in scale, as the existing site comprises two buildings which are separated by a large open area which permits vistas from the heritage item.</p> <p>The Pyrmont Station western construction site will also be located 50 metres to the north-west of the heritage item, and visible from the heritage item along Pyrmont Bay Road. The acoustic shed at the western construction site will be comparable in scale to the former Gilbey's Gin Distillery building and will not result in any additional obstructions or overshadowing on view corridors to the heritage item.</p> <p>Main vistas to the building will be maintained along Pyrmont Bridge Road and Pyrmont Street. Overall, the cumulative impact of the work at both the eastern and western construction sites are considered to have a minor visual impact, as a result of demolition and alteration of the existing streetscape and context of the heritage item.</p> <p><b>Indirect impact: Minor</b></p>

#### 6.1.3.5 Corner Shop and Residence 'Charmelu'

The information in Table 27 outlines the heritage significance of the Former Warehouse 'Bank of NSW Stores' and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Former Warehouse 'Bank of NSW Stores'.<sup>178</sup>

<sup>178</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424385>, accessed 12/05/21

**Table 27: Heritage significance and impact assessment for the Corner Shop and Residence 'Charmelu', City of Sydney LEP 2012 item no. I1213**

**Corner Shop and residence 'Charmelu'**

Image



**Figure 112: Corner shop and residence 'Charmelu' (Source: Artefact Heritage 2021)**

Heritage Listings	<ul style="list-style-type: none"> <li>• SLEP 2012 Item no. I1213</li> <li>• SREP 2005 (City West) Item no. 68</li> </ul>
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Significance	Local
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Description	<p><i>The building is a two storey, rendered brick, corner commercial / residential building returning around Edward Street, with a splayed corner entry. It has a suspended awning over the ground floor, and features a fine ceramic tiled shopfront with leadlight decoration to the display windows. It has a rectangular window openings on the upper floor below a string course and then a stucco moulded cornice to the parapet. The cornice features elaborate, elongated stucco brackets and there is a pediment above the corner facet surmounted by stucco scrollwork and with a central stucco pennant motif.</i></p>
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Statement of significance	<p><i>The building dates from one of the key period of layers for the development of Ultimo/Pyrmont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a Victorian shop and residence located on a prominent corner site which makes a positive contribution to the streetscape.</i></p>
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Impact type	<p>Direct impact: Item not located within the construction site Potential direct: Vibration and settlement Indirect impact: Views and vistas</p>
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Heritage impact assessment	<p>The heritage item is not located within the construction site, therefore there would be no direct impact. <b>Direct impact: Neutral</b></p>
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### Corner Shop and residence 'Charmelu'

The heritage item is located 20 metres west of the Pyrmont Station eastern construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the Corner Shop and Residence 'Charmelu'.

Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Slight'. Proposed work would have possible superficial damage that is unlikely to have a structural significance. Overall, impacts from settlement and ground movement would have a minor impact on the aesthetic significance and fabric of the heritage item.

**Potential direct impact: Neutral (Vibration), Minor (Settlement)**

The Corner Shop and Residence 'Charmelu' makes a positive contribution to the streetscape and located on a prominent corner site, streetscape views and vistas along Edward Street and Union Street are part of the heritage significance of the item. Located 20 metres west of the eastern construction site, an acoustic shed would be located on the construction site. The acoustic shed will be comparable in scale to the existing buildings on the eastern construction site and will not result in any additional impacts obstructions or overshadowing on existing view corridors to the heritage item. Main vistas to the building will be maintained along Union Street and Edward Street. Overall, the work are considered to have a negligible visual impact, as a result of the demolition and alteration of the existing streetscape and context of the heritage item.

**Indirect impact: Negligible**

#### 6.1.3.6 Terrace Group

The information in Table 28 outlines the heritage significance of the Terrace Group at 31-33 Union Street, Pyrmont and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Terrace Group.<sup>179</sup>

<sup>179</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424571>, accessed 12/05/21

**Table 28: Heritage significance and impact assessment for the Terrace Group at 31-33 Union Street, Pyrmont, City of Sydney LEP 2012 item no. I1274**

**Terrace Group**

Image



**Figure 113: Terrace Group – 31 and 33 Union Street (Source: Artefact Heritage 2021)**

Heritage Listings	<ul style="list-style-type: none"> <li>• SLEP 2012 Item no. I1274</li> <li>• SREP 2005 (City West) Item no. 122</li> </ul>
Significance	Local
Description	<i>The building is a 2 storey Victorian Filigree style terrace house which is part of a group. The building is constructed of rendered brickwork with timber windows and doors and a 2-storey veranda with cast iron filigree detailing. An elaborately detailed parapet screens a simple skillion corrugated iron form.</i>
Statement of significance	<i>The building dates from one of the key periods of layers for the development of Ultimo/Pyrmont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a mid-Victorian terrace which makes a positive contribution to the streetscape.</i>
Impact type	<p>Direct impact: Item not located within the construction site</p> <p>Potential direct: Vibration and settlement</p> <p>Indirect impact: Proposed work located within the visual corridor of the heritage item</p>
Heritage impact assessment	<p>The heritage item is not located within the construction site, therefore there would be no direct impact.</p> <p><b>Direct impact: Neutral</b></p> <p>The heritage item is located 20 metres west of the Pyrmont Station eastern construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening</p>



## Terrace Group

criteria. Potential direct impacts associated with vibration are not anticipated on the Terrace Group.

Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Slight'. Proposed work would have possible superficial damage that is unlikely to have a structural significance. Overall, impacts from settlement and ground movement would have a minor impact on the aesthetic significance and fabric of the heritage item.

**Potential direct impact: Neutral (Vibration), Minor (Settlement)**

The Pyrmont Station eastern construction site will be located 20 metres to the east of the heritage item. The buildings make a positive contribution to the streetscape on Union Street. Whilst the demolition of existing buildings and construction activities, would result in changes to the surrounding setting and context of the heritage item, they are not within the visual catchment of the heritage item, and therefore will not impact views and vistas to the significant facades nor impact the heritage item's ability to contribute to the streetscape. As such, the work are considered to have a neutral visual impact.

**Indirect impact: Neutral**

### 6.1.3.7 *Pyrmont Bridge Road Hotel*

The information in Table 29 outlines the heritage significance of the Pyrmont Bridge Road Hotel and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Pyrmont Bridge Road Hotel.<sup>180</sup>

<sup>180</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424571>, accessed 12/05/21

**Table 29: Heritage significance and impact assessment for the Pyrmont Bridge Road Hotel, City of Sydney LEP 2012 item no. I1255**

**Pyrmont Bridge Road Hotel**

Image



**Figure 114: Pyrmont Bridge Road Hotel (Source: Artefact Heritage 2021)**

Heritage Listings	<ul style="list-style-type: none"> <li>• SLEP 2012 Item no. I1255</li> <li>• SREP 2005 (City West) Item no. 52</li> <li>• RNE Place ID100703</li> </ul>
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Significance	Local
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Description	<p><i>The building is a 3 storey Federation Arts and Crafts hotel on a prominent corner site. The building is constructed of rendered brickwork with timber windows and doors. Externally the building is substantially intact with details characteristic of its period and style, including a belvedere tower, art nouveau tiles and lettering in relief, and timber joinery. The building has rectangular windows and door openings and a parapet above a moulded cornice which has rectangular piers enclosing a roof garden.</i></p>
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Statement of significance	<p><i>The building dates from one of the key periods of layers for the development of Ultimo/Pyrmont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a Federation hotel designed by the City Architect which makes a positive contribution to the streetscape and demonstrates Pyrmont as a predominantly industrial and warehouse suburb populated by working class people employed in the local area.</i></p> <p><i>This corner hotel is a good example of a working class suburban Federation-era hotel building designed by the city architect. It is representative of the typical hotel in Pyrmont / Ultimo, occupying a prominent corner location amongst housing and workplace buildings. It is distinctively splayed corner frontage to the intersection is a feature of the local streetscape. High Significance: All original exterior fabric, the overall</i></p>
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## Pymont Bridge Road Hotel

*building form, ground floor public spaces. Medium Significance: All original interior fabric, planning configuration to the upper levels.*

Impact type	<p>Direct impact: Item not located within the construction site</p> <p>Potential direct: Vibration and settlement</p> <p>Indirect impact: Views and vistas</p>
Heritage impact assessment	<p>The heritage item is not located within the construction site, therefore there would be no direct impact.</p> <p><b>Direct impact: Neutral</b></p> <p>The heritage item is located 20 metres south of the Pymont Station eastern construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the Pymont Bridge Road Hotel.</p> <p>Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Slight'. Proposed work would have potential superficial damage that is unlikely to have a structural significance. Overall, impacts from settlement and ground movement would have a minor impact on the aesthetic significance and fabric of the heritage item.</p> <p><b>Potential direct impact: Neutral (Vibration), Minor (Settlement)</b></p> <p>The Pymont Station eastern construction site will be located directly opposite the heritage item. The Pymont Bridge Road Hotel is located on a prominent corner site, 20 metres south of the eastern construction site. The building's distinctive chamfered corner presentation is a landmark in the area, and is of high significance externally, making a positive contribution to the streetscape. Due to its landmark features and prominent location, streetscape views and vistas along Pymont Bridge Road and Harwood Street contribute to the heritage significance of the item and its ability to positively contribute to the streetscape.</p> <p>An acoustic shed would be located on the eastern construction site impacting the view corridors from the building. The acoustic shed is temporary, and although comparable in height to the existing buildings on site, it would not be comparable in scale, as the existing site comprises two buildings which are separated by a large open area which permits views to and from the heritage item. Main streetscape vistas to the building will be maintained along Pymont Bridge Road and Hardwood Street. Overall, the work is considered to have a minor visual impact, as a result of demolition and alteration of the existing streetscape and context of the heritage item, and the diminished capability for view corridors to and from the heritage item.</p> <p><b>Indirect impact: Minor</b></p>

### 6.1.3.8 Former Industrial Building 'Waite and Bull'

The information in Table 30 outlines the heritage significance of the Former Industrial Building 'Waite and Bull' and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Former Industrial Building.<sup>181</sup>

<sup>181</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424571>, accessed 12/05/21

**Table 30: Heritage significance and impact assessment for the Former Industrial Building 'Waite and Bull', City of Sydney LEP 2012 item no. I1263**

**Former Industrial Building 'Waite and Bull' [Also known as "John Taylor Wool Stores"]**

Image



**Figure 115: Former Industrial Building 'Waite and Bull' (Source: Artefact Heritage 2021)**

Heritage Listings	<ul style="list-style-type: none"> <li>• SLEP 2012 Item no. I1263</li> <li>• SREP 2005 (City West) Item no. 54</li> <li>• RNE Place ID2036</li> <li>• NTR no. 10858</li> </ul>
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Significance	Local
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Description	<p><i>The site contains a five-storey wool store with basement partly above street level, and four levels, which demonstrates typical characteristic of the Federation Warehouse Style including vast areas of plain face brickwork, recessed arched fenestration with the interruption of horizontal brick cornices above and below the second-floor windows. The building was the first of the Pyrmont wool stores to use recessed brick arches on the facades. The building is of great scale and effectively it occupies a whole block, consequently the former wool store has a strong presence in the Pyrmont townscape.</i></p> <p><i>At ground and first floor levels there are two storey high recessed semi-circular arched panels, each containing a central semi-circular arched window on each level. The second-floor contrasts this with flush brickwork but similar windows, whilst the top level (fourth floor) has recessed arched panels to each window. Lintels and archivolts are of contrast colour bricks and the facade is curved around the Pyrmont Street/Pyrmont Bridge Road corner.</i></p> <p><i>The building has a sawtooth roof with typical horizontal band glazing, concealed behind an encircling parapet, with segmental arched pediments on the Pyrmont Street and Pyrmont Bridge Road frontages, the former with the name John Taylor and Company and the date 1893 painted on it and the latter with a moulded stucco sheep emblem.</i></p>
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**Former Industrial Building 'Waite and Bull' [Also known as "John Taylor Wool Stores"]**

*Internally, timber floors are carried on wrought iron girders, double timber beams and cast-iron cruciform columns. The structural use of steel is early. The building has been renovated for commercial use. An original McComas and Price Williams hydraulic wool press remains on the top floor.*

*This former wool store, erected in 1893, is historically highly significant for its association with the period when Pyrmont was the home of Sydney's wool stores. The wool industry was an invaluable income earner for Australia and in the first half of the 20th century most of the product exported from New South Wales went through Pyrmont wool stores such as this one. The building was designed by Arthur Blacket who was a notable designer in his own right and was a member of a leading family of architects.*

**Statement of significance**

*The building, with its strongly rectangular facade, emphasis to arches and plain face brickwork, is a good example of the Federation Warehouse architectural style. Being of large scale with vast areas of brickwork and effectively occupying a whole block, the building is a prominent landscape element in Pyrmont.*

*The former wool store's early use of recessed arches and its structural use of iron give the place technological significance. Its layout, lighting and the presence of the wool press reflect aspects of warehouse design and wool handling during the period. The McComas and Price Williams Wool Press within the building is one of the largest wool presses known in New South Wales and the only one known to have survived in Sydney from the late nineteenth century.*

**Impact type**

Direct impact: Item not located within the construction site  
Potential direct: Vibration and settlement  
Indirect impact: Views and vistas

**Heritage impact assessment**

The heritage item is not located within the construction site, therefore there would be no direct impact.  
**Direct impact: Neutral**

The heritage item is located 25 metres south of the western construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the Former Industrial Building 'Waite and Bull'.

Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Slight', . Proposed work would result in possible superficial damage that is unlikely to have structural significance. Overall, impacts from settlement and ground movement would have a minor impact on the aesthetic significance and fabric of the heritage item.

**Potential direct impact: Neutral (Vibration), Minor (Settlement)**

The demolition of existing buildings and construction activities in the area would result in changes to the surrounding setting and context of the heritage item, including views from the heritage item. The Pyrmont Station western construction site is located 25 metres north of the heritage item. Located on a prominent corner site, the large distinctive brick warehouse building with curved treatment of the corner presentation is a landmark feature in the Pyrmont area. The building makes a positive contribution to the streetscape, with streetscape views and vistas along Pyrmont Bridge Road, Pyrmont Street and Patternoster Row contributing to the heritage significance of the item.

#### Former Industrial Building 'Waite and Bull' [Also known as "John Taylor Wool Stores"]

An acoustic shed would be located on the western construction site and would be comparable in scale to the former Gilbey's Gin Distillery building and will not result in any additional obstructions or overshadowing on view corridors to the heritage item, and would be temporary in nature.

The Pyrmont Station eastern construction site will be located 50 metres to the north-east of the heritage item, and visible from the heritage item along Pyrmont Bay Road and Pyrmont Street. The acoustic shed will be comparable in scale to the existing buildings on the south-eastern corner of the eastern construction sites, is temporary in nature and will not result in any additional impacts on existing streetscape view corridors to the heritage item, which contribute to the building's significance as a landmark in the urban context.

Main vistas to the building will be maintained along Pyrmont Bridge Road and Pyrmont Street. Overall, the work is considered to have a minor visual impact, as a result of demolition and alteration of the existing streetscape and context of the heritage item, however considered to be a negligible impact to the significance of the item and its contribution to the streetscape.

**Indirect impact: Negligible**

##### 6.1.3.9 *Former Gilbey's Gin Distillery Building*

The following information in Table 30 outlines the heritage significance of the potential heritage item – the former Gilbey's Gin Distillery building and assesses the potential impact of the proposed work on the heritage significance of the item. The following assessment has been carried out to determine the heritage significance of the item in light of its proposed demolition as part of the construction of the Pyrmont Station western construction site.

Table 31: Heritage significance and impact assessment for the former Gilbey's Gin Distillery building, potential heritage item

Former Gilbey's Gin Distillery Building

Image



Figure 116: Former Gilbey's Gin Distillery Building (Source: Artefact Heritage 2021)

Heritage Listings	Unlisted
Significance	Potential local heritage item
Description	<p>Three-storey brick warehouse building in the Art Deco Style. Constructed from liver-coloured brick, the building has a stylised linear appearance emphasised by the rendered string courses and geometric ornamentation at its entrance. The once unpainted/unrendered bricks have been modified, painted and/or rendered across many areas of the building.</p> <p>The building features an architecturally curved corner entrance at the intersection of Pymont Street and Pymont Bridge Road. A splayed edge is featured on the corner of Pymont Bridge Road and Paternoster Row.</p> <p>Externally, the ground floor has been substantially modified, with enlarged window openings all elevations, and secondary entrance on Pymont Street. Although more intact externally above ground floor, all the original steel-framed windows have been replaced.</p> <p>The building retains little of its original industrial function, adapted as an office building in the late 1980s.</p>

**Criterion (a)**

The former Gilbey's Gin Distillery building does not provide substantial evidence of historical connections which outline its importance in the course, or pattern of NSW's cultural or natural history (or that of the local area).

The building does not meet the threshold for the criteria for listing at either the State or Local level.

**Criterion (b)**

The former Gilbey's Gin Distillery building is associated with Walter and Alfred Gilbey, who established their Gin Distillery in Camden Town, England in 1857. The company expanded throughout the late nineteenth century, establishing international distilleries in Commonwealth countries like Australia and Canada. The Gilbey's Gin Distillery was part of a once thriving local distillery industry and culture in Sydney, many of which were located in the inner working class suburbs of Sydney like Pyrmont and Glebe.

The building meets the threshold for listing at the Local level.

**Criterion (c)**

The former Gilbey's Gin Distillery building is representative of the Art Deco Style as applied to an industrial or warehouse building. The building is constructed from liver-coloured brick, with a stylised linear appearance emphasised by the rendered string courses and geometric ornamentation at its entrance. The once unpainted/unrendered bricks have been modified, painted and/or rendered. It is aesthetically distinctive in the local Pyrmont area for its prominent corner location and the way the building addresses its corner position architecturally through its splayed edges and curved tower entrance.

The building meets the threshold for listing at the Local level.

Assessment  
of  
Significance

**Criterion (d)**

The former Gilbey's Gin Distillery building does not provide substantial evidence of strong or special connections and associations with particular community or cultural groups in NSW (or the local area).

The building does not meet the threshold for the criteria for listing at either the State or Local level.

**Criterion (e)**

The former Gilbey's Gin Distillery building does not provide substantial evidence that it has the potential to yield information which would contribute to an understanding of NSW's cultural or natural history (or that of the local area).

The building does not meet the threshold for the criteria for listing at either the State or Local level.

**Criterion (f)**

Although one of a few extant distillery buildings in NSW, the former Gilbey's Gin Distillery building no longer retains any of its original function. The building does not possess uncommon, rare or endangered aspects of NSW's cultural or natural history (or that of the local area). There are other Art Deco Style industrial/warehouse buildings in NSW, many of which still have intact interiors, unlike the former Gilbey's Gin Distillery building.

The building does not meet the threshold for the criteria for listing at either the State or Local level.

**Criterion (g)**

The former Gilbey's Gin Distillery building is a good representative example of the Art Deco Style as applied to an industrial or warehouse building.



## Former Gilbey's Gin Distillery Building

Meets the criteria for listing at the Local level.

Statement of significance	The former Gilbey's Gin Distillery building is a good representative example of the Art Deco Style as applied to a warehouse building at the local level, and is aesthetically distinctive in the local Pyrmont area in its prominent corner location. The building is associated with the international Gin distillery – Gilbey's Distillery, which was established by Walter and Alfred Gilbey in Camden Town, London in 1857 and expanded internationally by the early twentieth century. The Gilbey's Gin Distillery was part of a once thriving local distillery industry and culture in Sydney, many of which were located in the inner working class suburbs of Sydney like Pyrmont and Glebe.
Impact type	Direct: Acquired within construction site, to be demolished
Heritage impact assessment	The heritage item would be demolished as part of this proposal. Whilst the building is currently unlisted, it meets the criteria for local heritage listing, and is within the Pyrmont Heritage Conservation Area. The impact of the demolition would have a major direct impact, with the loss of a representative example of an Art Deco warehouse building, and one of few remaining distillery buildings left in NSW. <b>Direct impact: Major</b>

### 6.1.4 Summary of heritage impacts

A summary of adverse heritage impacts to items in or near the Pyrmont Station construction sites is provided in Table 32.

**Table 32: Summary of heritage impacts to items in or near the Pyrmont Station construction sites**

Item	Construction site	Significance	Description of potential impact
<b>Pyrmont Heritage Conservation Area</b>	Pyrmont Station western construction sites	Local	Direct impact: Negligible Potential direct: Moderate (vibration), Minor (settlement) Indirect impact: Moderate (views and vistas)  Overall impact: Moderate
<b>Quarryman's Hotel</b>	Pyrmont Station western construction site	Local	Direct impact: Neutral Potential direct impact: Neutral (vibration), Minor (settlement) Indirect impact: Negligible (views and vistas)  Overall impact: Minor
<b>Former Industrial Building 'Waite and Bull'</b> Also known as 'John Taylor Wool Stores'	Pyrmont Station western construction site	Local	Direct impact: Neutral Potential direct impact: Neutral (vibration), Minor (settlement) Indirect impact: Negligible (views and vistas)  Overall impact: Negligible
<b>Gilbey's Distillery</b>	Pyrmont Station western construction site	Potential local heritage item	Direct impact: Major  Overall impact: Major

Item	Construction site	Significance	Description of potential impact
<b>Former New York Hotel</b>	Pymont Station eastern construction site	Local	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Negligible (settlement)  Indirect impact: Negligible (views and vistas)</p> <p>Overall impact: Negligible</p>
<b>Former Warehouse 'Bank of NSW Stores'</b>	Pymont Station eastern construction site	Local	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Negligible (settlement)  Indirect impact: Minor (views and vistas)</p> <p>Overall impact: Minor</p>
<b>Corner Shop and Residence 'Charmelu'</b>	Pymont Station eastern construction site	Local	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Minor (settlement)  Indirect impact: Negligible (views and vistas)</p> <p>Overall impact: Minor</p>
<b>Terrace Group</b>	Pymont Station eastern construction site	Local	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Minor (settlement)  Indirect impact: Neutral (views and vistas)</p> <p>Overall impact: Minor</p>
<b>Pymont Bridge Road Hotel</b>	Pymont Station eastern construction site	Local	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Minor (settlement)  Indirect impact: Minor (views and vistas)</p> <p>Overall impact: Minor</p>

## 6.2 Hunter Street Station (Sydney CBD) construction sites study area

### 6.2.1 Summary of listed heritage items

Listed heritage items which are located within, or within 25 metres of, the Hunter Street Station (Sydney CBD) western and eastern construction sites, are provided in Table 33 and Table 34, respectively, and their locations illustrated in Figure 117.

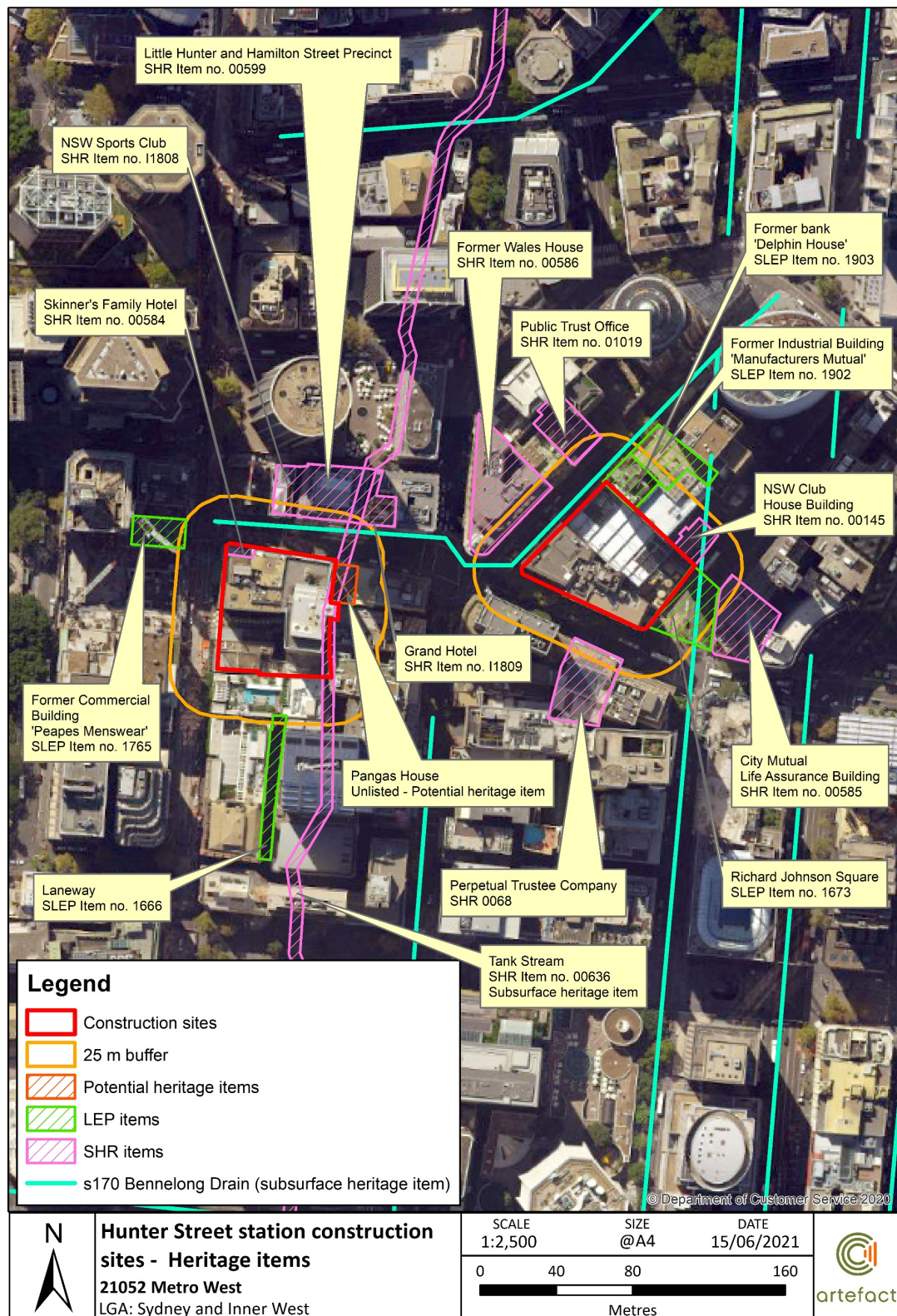
**Table 33: Heritage items within 25 metres radius of Hunter Street Station (Sydney CBD) western construction sites**

Item	Address	Listing	Significance	Proximity
<b>Tank Stream</b>	Various locations across Sydney	<ul style="list-style-type: none"> <li>• SHR item no. 00636</li> <li>• Sydney Water s170 item no. 4573709</li> <li>• SLEP 2012 item no. I1656</li> <li>• RNE Place ID 14311</li> <li>• NTR no. 6455</li> </ul>	State	Within the western construction site
<b>Bennelong Stormwater Channel No 29A</b>	Various locations across Sydney	<ul style="list-style-type: none"> <li>• Sydney Water s170 Item no. 4570854</li> </ul>	Local	15 metres north of the western construction site
<b>Former Skinners Family Hotel</b>	296 George Street, Sydney	<ul style="list-style-type: none"> <li>• SHR Item no. 00584</li> <li>• SLEP 2012 Item no. I1766</li> <li>• RNE Place ID 2395</li> <li>• NTR no. 6218</li> </ul>	State	Within the north-western corner of the western construction site
<b>Little Hunter and Hamilton Street Precinct</b>	Litter Hunter Street (between Hunter Street and Curtin Place), Sydney	<ul style="list-style-type: none"> <li>• SHR item no. 00599</li> <li>• SLEP 2012 item no. I1808</li> </ul>	State	20 metres north of the western construction site
<b>NSW Sports Club</b>	10-14 Hunter Street	<ul style="list-style-type: none"> <li>• SHR item no. 00599</li> <li>• SLEP 2012 item no. I1808</li> <li>• RNE Place ID 2441</li> </ul>	State	20 metres north of the western construction site
<b>Laneway</b>	Ash Street, Sydney	<ul style="list-style-type: none"> <li>• SLEP 2012 item no. I1666</li> <li>• RNE Place ID 2404</li> </ul>	Local	25 metres south of the western construction site
<b>Former Commercial Building 'Peapes Menswear'</b>	285-287 George Street, Sydney	<ul style="list-style-type: none"> <li>• SLEP 2012 item no. I1765</li> </ul>	Local	25 metres north-west of the western construction site
<b>Grand Hotel</b>	30 Hunter Street, Sydney	<ul style="list-style-type: none"> <li>• SLEP 2012 item no. I1809</li> <li>• NTR no. 6316</li> </ul>	Local (individual)  State (listed as part of the Little Hunter and Hamilton Street Precinct)	25 metres north-east of the western construction site
<b>Pangas House</b>	15-17 Hunter Street, Sydney	<ul style="list-style-type: none"> <li>• RNE Place ID 2423</li> </ul>	Potential local heritage item	Directly abuts the north-eastern corner of the western construction site

**Table 34: Heritage items within 25 metres of Hunter Street Station (Sydney CBD) eastern construction site**

Item	Address	Listing	Significance	Proximity
<b>Bennelong Stormwater Channel No 29A</b>	Various locations across Sydney	<ul style="list-style-type: none"> <li>Sydney Water s170 Item no. 4570854</li> </ul>	Local	Within the Hunter Street Station (Sydney CBD) eastern construction site
<b>NSW Club House Building</b>	31 Bligh Street, Sydney	<ul style="list-style-type: none"> <li>SHR Item no. 00145</li> <li>SLEP 2012 Item no. I1676</li> <li>RNE Place ID 2206</li> <li>NTR no. 6092</li> </ul>	State	Directly abuts north-eastern corner of the eastern construction site
<b>Former Bank – Delfin House</b>	16 O'Connell Street, Sydney	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1903</li> <li>RNE Place ID 2206</li> <li>NTR no. 6403</li> </ul>	Local	Directly abuts north-western corner of the eastern construction site
<b>Richard Johnson Square</b>	Bligh Street, Sydney	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1673</li> <li>RNE Place ID 2363</li> <li>NTR no. 6093 (memorial only)</li> </ul>	Local	Directly abuts the south-eastern edge of the eastern construction site
<b>City Mutual Life Assurance Building</b>	60-66 Hunter Street, Sydney	<ul style="list-style-type: none"> <li>SHR item no. 00585</li> <li>SLEP 2012 item no. I1675</li> <li>RNE Place ID 1814</li> <li>NTR no. 6091</li> <li>AIA listing no. 4700629</li> </ul>	State	20 metres south-east from the eastern construction site
<b>Perpetual Trustee Company</b>	33-39 Hunter Street, Sydney	<ul style="list-style-type: none"> <li>SHR item no. 00678</li> <li>SLEP 2012 item no. I1810</li> <li>RNE Place ID 2424</li> <li>NTR no. 6317</li> <li>AIA listing no. 4700628</li> </ul>	State	20 metres south of the eastern construction site
<b>Public Trust Office</b>	19-21 O'Connell Street, Sydney	<ul style="list-style-type: none"> <li>SHR item no. 01019</li> <li>Department of Justice and Attorney General S170 Register (2011) [no item no. provided]</li> <li>SLEP 2012 item no. I1904</li> </ul>	State	20 metres north of the eastern construction site
<b>NSW Sports Club</b>	10-14 Hunter Street	<ul style="list-style-type: none"> <li>SHR item no. 00599</li> <li>SLEP 2012 item no. I1808</li> <li>RNE Place ID 2441</li> </ul>	State	20 metres north of the western construction site
<b>Former Wales House</b>	64-66 Pitt Street, Sydney	<ul style="list-style-type: none"> <li>SHR item no. 00586</li> <li>SLEP 2012 item no. I1915</li> <li>RNE Place ID 1841</li> <li>NTR no. 6543</li> <li>AIA listing no. 4700660</li> </ul>	State	20 metres north-west of the eastern construction site
<b>Former Industrial Building 'Manufacturers Mutual'</b>	12-14 O'Connell Street, Sydney	<ul style="list-style-type: none"> <li>SLEP 2012 item no. I1902</li> <li>RNE Place ID 19546</li> <li>NTR no. 6402</li> </ul>	Local	25 metres north-east of the eastern construction site





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Figure 117: Location of heritage items in or near the Hunter Street Station construction sites

## 6.2.2 Existing environment

### 6.2.2.1 Hunter Street Station (Sydney CBD) western construction site

The north-eastern corner of the construction site is occupied by the State heritage-listed former Skinners Family Hotel, now operating as an optometrist store with basement restaurant (refer to Figure 118 and Figure 119). The Hotel was constructed in 1847 and is a rare example of an Old Colonial Regency style building in the city. The construction site is occupied by a variety of multi-storey office buildings over ten storeys in height with ground level retail tenancies. These buildings were constructed from the 1970s and 1980s onwards, some being more modern building stock (refer to Figure 120 to Figure 123). The site slopes down Hunter Street to the east and up George Street to the south. The construction site includes the existing underground pedestrian walkway that provides access between Wynyard Station, George Street and Pitt Street, containing a basement level and associated driveway and service areas (refer to Figure 124 to Figure 126). The construction site is located opposite the eastern exit/entry point of Wynyard Train Station.

**Table 35. Illustrative photographs of Hunter Street Station (Sydney CBD) western construction site**



**Figure 118: View of north-western corner of construction area looking south, containing state heritage-listed former Skinners Family Hotel (not proposed to be demolished)**



**Figure 119: View of north-western corner of subject site looking east, showing adjacent office buildings and ground floor retail tenancies**



**Figure 120: View of Pangas House (potential heritage item - adjacent to construction area) and adjoining modern office development (to be demolished)**



**Figure 121: View looking south down George Street showing office buildings to be demolished (up to and including St George Premises indicated)**





**Figure 122: View of Jimmy's Falafel restaurant on George Street, example of ground floor retail**



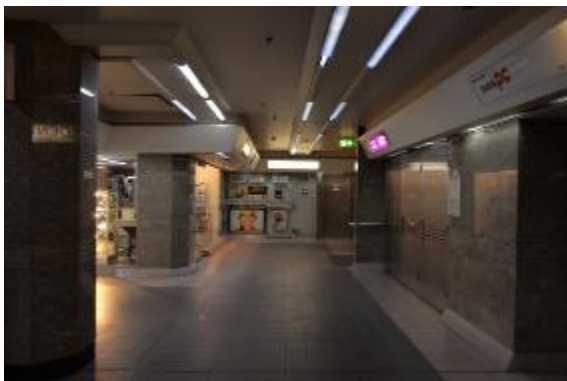
**Figure 123: View of St George premises on George Street**



**Figure 124: View of driveway entry to underground pedestrian walkway between Wynyard Station and Pitt Street showing slope and depth of development**



**Figure 125: Basement retail tenancies in underground pedestrian walkway between Wynyard Station and Pitt Street**



**Figure 126: Basement retail tenancies in underground pedestrian walkway between Wynyard Station and Pitt Street - many unoccupied at time of visit**

#### **6.2.2.2 Surrounding area to Hunter Street Station (Sydney CBD) western construction site**

The Hunter Street Station (Sydney CBD) western construction site is surrounded by like development in the form of multi-storey office blocks, many with ground-floor retail tenancies (refer to Figure 127 and Figure 129). The construction site is located proximate to a number of heritage items including the Former Commercial Building of Peape's Menswear and the heritage-listed Ash Street precinct (refer to Figure 128). The light rail route runs both north and south along George Street in front of the site (refer to Figure 129).

During the site visit, a Sydney open plaque and associated grates and hatch were found which suggest that the heritage-listed Tank Stream does not run through the construction site, but rather through the adjacent retail space and Budget hotel at 15-17 Hunter Street, Sydney (refer to Figure 131). The surrounding area on Hunter Street clearly slopes down from George Street (refer to Figure 132).



**Figure 127: View looking south from George Street after Curtin Place, looking towards construction site**



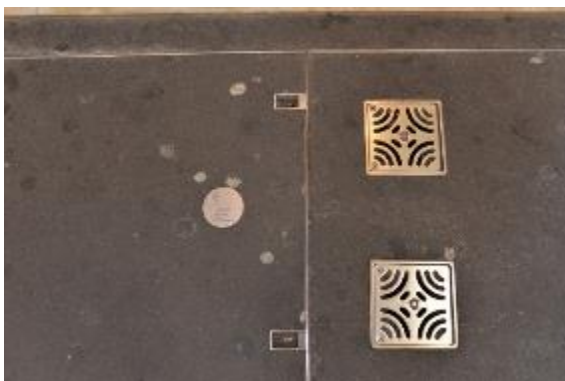
**Figure 128: View of Former Commercial Building - Peapes Menswear, opposite construction site**



**Figure 129: View looking north down George Street towards construction site, along light rail route**



**Figure 130: View of Angel Place development which extends onto the heritage-listed Ash Street**



**Figure 131: View of plaque and grates indicating the location of the historic and heritage-listed Tank Stream route, in front of 15-17 Hunter Street (not within construction boundaries)**



**Figure 132: View looking west up Hunter Street showing slope**



### 6.2.2.3 Hunter Street Station (Sydney CBD) eastern construction site

The Hunter Street Station (Sydney CBD) eastern construction site contains three multi-storey office towers with ground floor retail tenancies and restaurants (refer to Figure 133 to Figure 136). These office buildings were constructed after the 1970s and replaced earlier building stock. The southern boundary of the site is lined with street plantings. The rear northern half of the construction site is already occupied by Sydney metro as indicated by hoarding and the substantial enclosed work site (shown LHS Figure 137 and rear of site and office in Figure 138). The site is adjoined by Richard Johnson Square at its south-eastern corner of the site. The paving within the square shows evidence of disturbance for the installation of a variety of services as indicated by the mismatched layers of paving (refer to Figure 138).



Figure 133: North-western corner of site, showing Sydney Metro work site to LHS in dark brown shed



Figure 134: View of construction site east along Hunter Street showing retail tenancies



Figure 135: View of construction site east along Hunter Street showing retail tenancies



Figure 136: View of south-eastern corner of construction site where it adjoins Richard Johnson Square



Figure 137: View of north-eastern boundary of construction site where it adjoins the NSW Club House, after Sydney Metro site offices



Figure 138: View of Richard Johnson Square where it adjoins construction site



#### 6.2.2.4 Surrounding area to Hunter Street Station (Sydney CBD) eastern construction site

The Hunter Street Station (Sydney CBD) eastern construction site is surrounded by mixed-use office buildings and a number of heritage items, including the heritage-listed former Manufacturer's Mutual building and the former bank Delfin House which adjoin the rear of the construction site on O'Connell Street (refer to Figure 139 to Figure 141). The former Perpetual Trustee Company premises is located directly opposite the Hunter Street Station (Sydney CBD) construction site, and the City Mutual Life Assurance Building is located opposite the south-western corner of the site (refer to Figure 142 and Figure 143). Richard Johnson Square directly adjoins this corner of the construction site, containing a monument and plinth dedicated to the location of the first Catholic Church built in Australia (refer to Figure 144).

**Table 36. Illustrative photographs of area surrounding Hunter Street Station (Sydney CBD) western construction site**



**Figure 139: View of surrounding development, looking west along Hunter Street opposite construction site**



**Figure 140: Manufacturer's Mutual Building on O'Connell Street**



**Figure 141: Delfin House building on O'Connell Street**



**Figure 142: Former Perpetual Trustee Company Office on Hunter Street**



**Figure 143: City Mutual Life Assurance Building on Hunter Street**



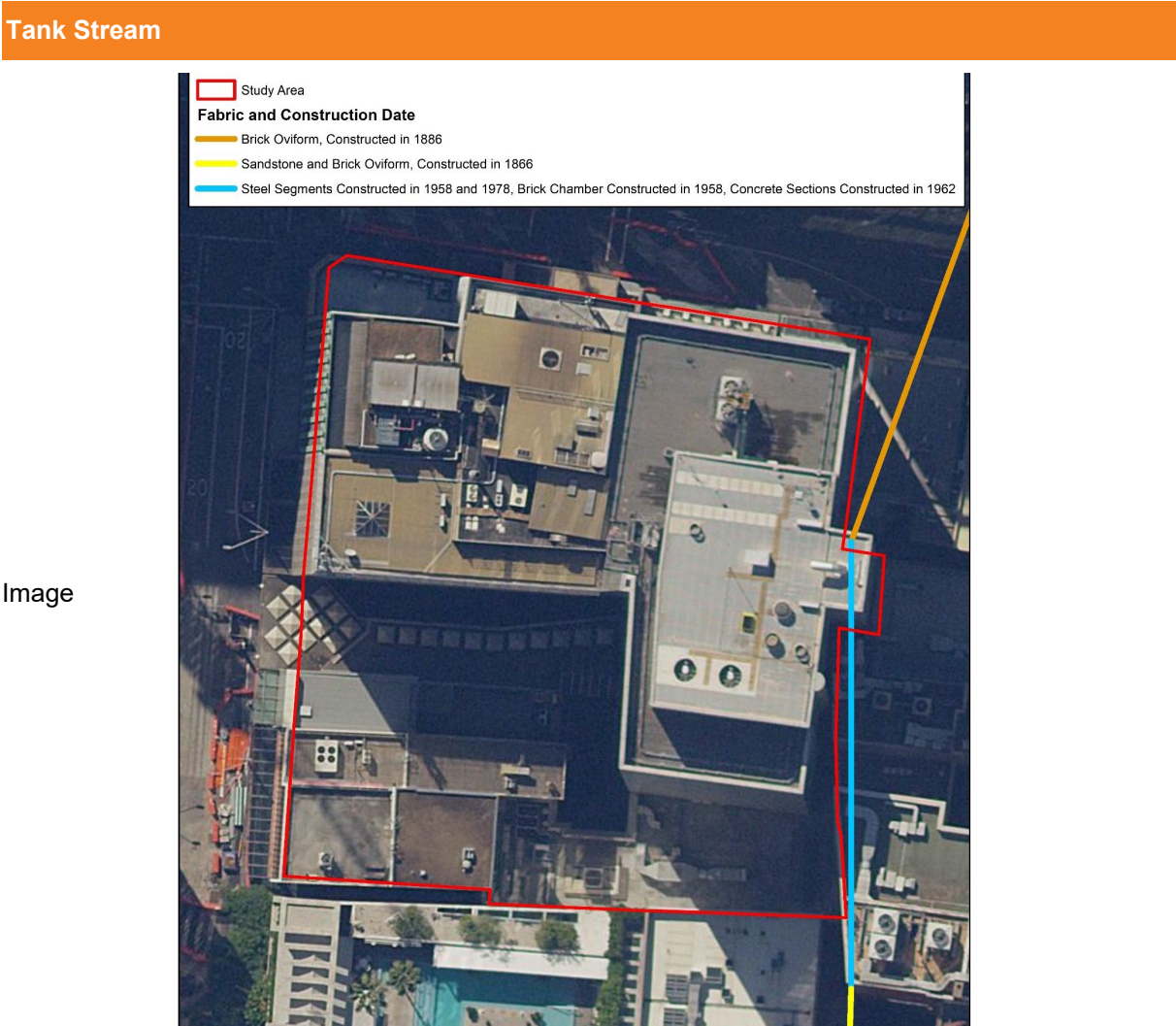
**Figure 144: Richard Johnson Square and monument**

6.2.3 Heritage significance and impact assessments

6.2.3.1 Tank Stream

The information in Table 37 outlines the heritage significance of the Tank Stream and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Tank Stream.<sup>182</sup> The impacts of the proposed work against the relevant CMP policies<sup>183</sup> have also been assessed in the table below.

**Table 37: Heritage significance and impact assessment for the Tank Stream, City of Sydney LEP 2012 item no. I1656**



**Figure 145: Location of physical fabric of Tank Stream (reproduced from CMP)**

- Heritage Listings
- SHR item no. 00636
  - Sydney Water s170 item no. 4573709
  - SLEP 2012 item no. I1656
  - RNE Place ID 14311
  - NTR no. 6455

<sup>182</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5045604>, accessed 12/05/21

<sup>183</sup> Sydney Water, *The Tank Stream Conservation Management Plan*, 2005.



## Tank Stream

Significance State

*The surviving fabric of the Tank Stream is extant from King Street in the south at a point between Pitt and George Streets to Circular Quay in the north.*

*The Stream has been blocked at a point just south of King Street and for 13 metres north of this point represents the 1866 open sewer, which was covered in 1876. The dimensions are 810 millimetres broad by 1220 millimetres high. Between King Street and Martin Place (163 metres) there are three phases of construction, beginning with a modern concrete pipe (750 millimetres diameter), the section approaching the GPO is part of the historic oviform sewer (810 by 1220 millimetres) and lastly a stainless steel box-profile pipe (1070 by 750 millimetres). The section between Martin and Angel Places returns to the 1866 brick open drains enclosed in 1876. This form continues between Angel Place and Hunter Street for 95 metres before being interrupted by a 36 metre section of modern cement lined pipe laid in 1962 and a steel section laid in 1958 and 1978 (both are 1350 millimetres).*

Description  
of overall  
item

*From Hunter to Bond Street the Stream is a semi-circular stone arch with a shallow V shaped floor for 35 metres (1500 by 3000 millimetres). The 1790 cut tanks were originally located in this area, but are not thought to have survived. For the following 86 metres, below Australia Square, the original sewer has been replaced with concrete box-profile pipe (1220 by 1830 millimetres), inserted during the construction of the Square in 1962. The Australia Square Tower basement houses the access to Tank Stream for public tours and as an inspection point for Sydney Water.*

*The boxed concrete section (1220 by 1830 millimetres) continues from Bond Street to Abercrombie Lane, a distance of 60 metres. Tank Stream between Abercrombie Lane and Bridge Street, a length of 40 metres, is of c.1860 semi-circular stone arch (1500 by 3000 millimetres). From Bridge Street Tank Stream diverts to run under Pitt Street to Circular Quay, a length of 185 metres. Beginning with a stone oviform sewer of 810 millimetres by 1220 millimetres, constructed in c.1878, the shape changes to a semi-elliptic stone arch of 3000 millimetres and varying between 1100 and 1400 millimetres.*

Description  
of item within  
study area

The Tank Stream CMP (2005), and Sydney Water documentation indicates that the portion of the Tank Stream between Hunter Street in the north and Martin Place in the south consists of an original stone section and early brick oviform section of the sewer on the southern side of Hunter Street with a modern concrete and steel sewer constructed further to the south.

The sandstone and brick oviform portion of the drain is located directly outside to the north-east of the Hunter Street Station (Sydney CBD) western construction site. Before entering the construction site footprint the drain is, converted to a section of modern concrete pipes, constructed in 1962, and a shorter section of steel pipes, laid in 1958 and 1978. The two sections are separated by a brick chamber, constructed in 1958 and associated with the construction of the steel pipes.<sup>184</sup> South of the Hunter Street Station (Sydney CBD) western construction site, the pipe reverts to a stone and brick oviform profile.

It is noted that due to the difficulty of physically accessing the Tank Stream, the physical description of the portions of the sewer has been largely determined by investigative cameras with limited overall ground exposure. The accuracy and extent of the transition between sandstone drain and concrete/steel sewer requires further subsurface investigation.

<sup>184</sup> Sydney Water, "Tankstream Conservation Management Plan", pp46-49



## Tank Stream

*The Tank Stream is significant because it was the reason the First Fleet settlement was established in Sydney Cove, and therefore influenced the future shape of Sydney over two centuries. It is linked in the public mind with the period of first European settlement and retains value as an iconic representation of that period and is interpreted as a metaphor of the period of contact and early urban settlement in Australia.*

*The Tank Stream itself has retained an identity through the functional changes from being a fresh water supply, through subsequent use as combined sewer and stormwater drain to its current function as a stormwater drain. It is an important survivor of the first period of organised and integrated water management in an Australian city. The stone-cut water tanks, which may survive archaeologically, are important symbols of the reliance upon water in the colony, both in absolute terms and as an indication of the fragility of the European presence in Australia.*

**Statement of significance** *The surviving fabric documents mid-nineteenth century sanitation design and construction, and subsequent changes in methods and also the theory of urban wastewater management. This evidence is preserved in the drain enclosing the Tank Stream, in physical evidence of change, and may also be present archaeologically in buried parts of the Tank Stream line.*

*The archaeological evidence of the Tank Stream has the potential to contain deposits that can contain information about pre-human and pre-urban environments in Sydney, Aboriginal occupation and early non-Indigenous occupation of Sydney. The fabric enclosing the watercourse demonstrates one of the most comprehensive collections of hydrological technology in Australia.*

*The sections of the former Tank Stream south of King Street which survive have potential for retaining evidence of the earliest periods of its human use, although this is likely to have been severely compromised by development. The swampy source of the stream may provide evidence of past environmental conditions. (Tank Stream Conservation Management Plan, Sydney Water Date : June 2003)*

**Impact type**  
Direct impact: Within western construction site  
Potential direct: Vibration and Settlement  
Indirect impact: Item is underground with no views and vistas

**Heritage impact assessment**  
The project construction methodology involves excavation around, but not within, the Tank Stream in the Hunter Street (Sydney CBD) eastern construction site. This would involve the preservation of the perimeter basement of the above-ground structure located above the Tank Stream and no excavation into the area of the Tank Stream. The segment of the Tank Stream within the project footprint has been assessed as of low heritage value as it consists of 20<sup>th</sup> century fabric in this location. This modern fabric would not be directly excavated and nor would the heritage significant alignment of the Tank Stream be altered within the project footprint in any way.

### **Direct impact: Neutral**

The heritage item is located directly beneath the western construction site. The construction site is within the expanded heritage curtilage of the heritage item. The item would experience vibration levels which are predicted to exceed the cosmetic damage screening criteria. Vibration is predicted to have the potential for direct impact on adjacent original fabric of the Tank Stream, due to its location within the western construction site, and close proximity in adjacent lots. While vibration impacts may be high in proximity to these original 19<sup>th</sup> century portions of the historic item, segments located at a further distance would not be affected and the item overall would not be removed.

## Tank Stream

The Tank Stream is within the zone of influence for potential settlement impacts, and would be subject to further detailed assessment during design development and construction planning.

**Potential direct impact: Moderate (Vibration), Further assessment required (Settlement)**

As the Tank Stream is located wholly underground, views and vistas do not contribute to the significance of the item. The proposed work is thus considered neutral in their indirect impacts.

**Indirect impact: Neutral**

Heritage  
impact  
assessment  
against the  
CMP policies

**Policy: The Tank Stream should be retained and conserved in ways that protect and enhance the features and characteristics that define its cultural significance. Conservation should be carried out in the context of the on-going use and sensitive development of the item as a stormwater channel. The entire length of the Tank Stream should be considered when planning for conservation.**

The portion of the Tank Stream believed to be located within the Hunter Street Station (Sydney CBD) western construction site is of modern concrete / steel construction and is therefore its fabric is of less significance and does not contribute to the cultural significance of the Tank Stream. The proposed construction methodology would involve preserving the Tank Stream fabric in its current condition and alignment, without removing any portion – even modern portions of fabric. Potential impacts from vibration and settlement in this area of the Tank Stream is assessed as moderate (vibration) and minor (settlement), and could impact the significant ongoing use of the item.

**Policy: In the context of the overall project, surviving segments of the historic built fabric shall generally be retained and conserved in accordance with the levels of significance identified in Chapter 4 – Gradings of Significant Elements of this Conservation Plan [2005 CMP].**

The portion of the Tank Stream believed to be located within the Hunter Street Station (Sydney CBD) western construction site is of modern concrete / steel construction and is therefore of less significance in its fabric. Direct (physical impacts), and potential direct (vibration and settlement impacts) are not assessed as impacting significant surviving fabric of the item. While this portion of the route within the construction site is considered of lower heritage value than 19<sup>th</sup> century segments, it is also being preserved as part of the proposal.

**Policy: Significant elements of engineering heritage, including historic access chamber covers and flat valves, should generally be preserved in situ. Should an element be removed due to deterioration of its fabric beyond repair or due to a public health and safety issue, the removed element should be recorded for archival purposes.**

The portion of the Tank Stream believed to be located within the Hunter Street Station (Sydney CBD) western construction site is of modern concrete / steel construction and is therefore its fabric is of less significance. Pending confirmation from an updated survey, there may be a modern access point immediately to the north of the construction footprint of the proposal. The Tank Stream is not proposed to be modified, altered or removed by the proposal, and elements of engineering heritage (such as chamber covers and flat valves) would be preserved. Potential impacts from movement and settlement are unlikely to impact historic access chamber covers and flat valves in situ.

## Tank Stream

**Policy: Intervention into building fabric for non-conservation purposes should generally be restricted to approved programmes of re-use, or to upgrading of service areas and facilities.**

The only planned intervention to the Tank Stream would involve stabilisation of the ground around the Tank Stream to minimise vibration and settlement impacts to the item. The fabric of the item would not be directly modified.

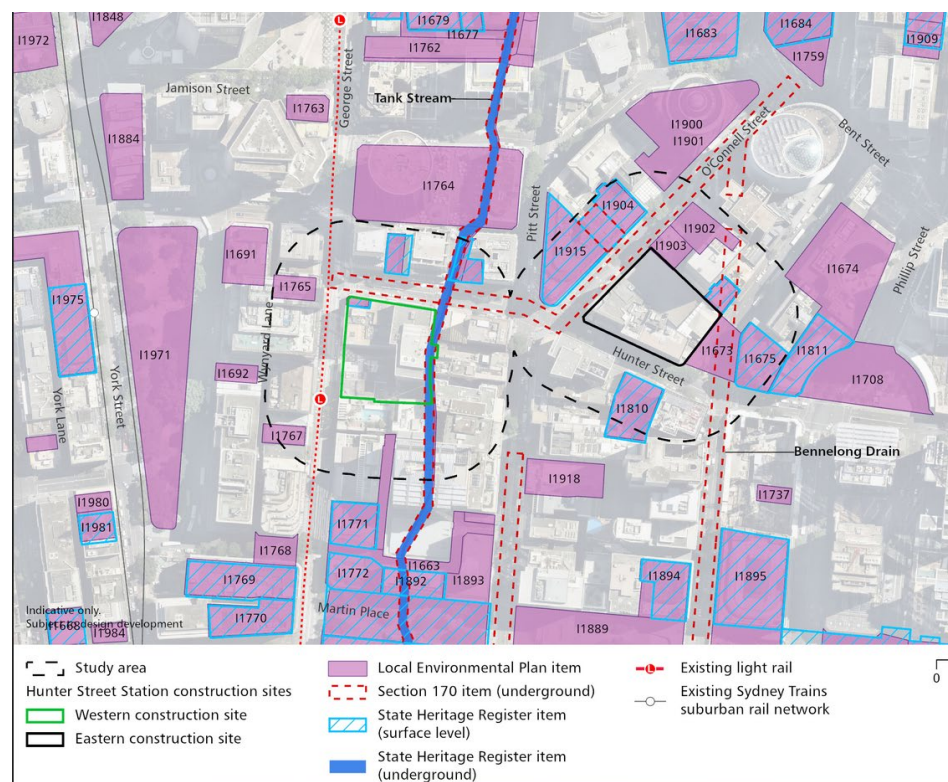
### 6.2.3.2 Bennelong Stormwater Channel No 29A

The information in Table 38 outlines the heritage significance of the Bennelong Stormwater Channel No 29A and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the S170 Listing for the Bennelong Stormwater Channel No 29A.<sup>185</sup>

**Table 38: Heritage significance and impact assessment for Bennelong Stormwater Channel No 29A, Sydney Water S170 item no. 4570854**

## Bennelong Stormwater Channel No 29A

Image



**Figure 146: Bennelong Stormwater Channel network in context of other heritage items near construction sites (Source: Jacobs)**

Significance Local / s170

<sup>185</sup> <https://www.sydneywater.com.au/SW/water-the-environment/what-we-re-doing/Heritage-search/heritage-detail/index.htm?heritageid=4570854&FromPage=searchresults>, accessed 12/05/21

## Bennelong Stormwater Channel No 29A

Heritage Listings • Sydney Water s170 Item no. 4570854

Description	<p><i>The system was a combined sewer/stormwater drain. It is oviform in shape with dimensions of 1.5 metres x 1.2 metres. The system was made of brick and some sections were tunnelled in sandstone along Tarpian Way (Circular Quay East). This Stormwater channel drains the Sydney Cove Slopes to as far south as Bathurst Street. and extending generally from Macquarie Street in the east to York Street in the west. In total an area of about 65 hectares. The most upper stream point is at the Obelisk vent shaft at Hyde Park. From here it works its way down along Pitt, Castlereagh, Elizabeth, Phillip and Macquarie Streets to the outlet at Bennelong Point. The channel contains the following branches; Macquarie Street, Phillip Street, Elizabeth Street, Castlereagh Street and Pitt Street.</i></p>
Statement of significance	<p><i>The Bennelong Stormwater Channel is of high historical and technical significance as it was one of the five original combined sewers built in Sydney around 1857. The other four sewers were; Blackwattle Bay, Hay Street, Tank Stream and Woolloomooloo. These five sewers were responsible for greatly improving public health, hygiene and living standards for the city's residents. This was done by diverting stormwater and sewerage from the streets and discharging it out into the Harbour currents. The introduction of BOOS in 1889 diverted sewer flow to the ocean and eventually led to the drain being used predominantly for stormwater, hence further improving public health. Of the five combined sewers Bennelong is probably the most significant, as it is the most intact and was originally known as the "main sewer" because it serviced the CBD area. It was also the first oviform sewer to be built in Australia. Furthermore, the Margaret Street Sewer, which was once attached to the Bennelong system, contains the first sewer aqueduct to be built in Australia. This aqueduct runs along Hunter Street, which is part of the Bennelong catchment.</i></p>
Impact type	<p>Direct impact: On the edge of eastern construction site, but not to be demolished (work involves tunnelling below the item) Potential direct: Vibration and settlement Indirect impact: Item is underground with no views and vistas</p>
Heritage impact assessment	<p>The heritage item is located on the boundary of the north-eastern corner of the Hunter Street Station (Sydney CBD) eastern construction site. Work would be located about seven metres below this item, involving tunnel boring in proximity to the physical fabric of the item. The work would not involve any direct excavation or removal of any portion of the Bennelong Stormwater Channel No 29A.</p> <p><b>Direct impact: Neutral</b></p> <p>The heritage item is located directly beneath the Hunter Street Station (Sydney CBD) eastern construction site. Both the eastern and western construction site are within the expanded heritage curtilage of the heritage item. The item would experience vibration levels which are predicted to be above the cosmetic damage screening criteria for both locations. Potential direct impacts associated with vibration would have the potential to damage the Bennelong Sewer where it runs near the eastern construction site, on the Bennelong Stormwater Channel No 29A.</p> <p>The Bennelong Stormwater Channel is within the zone of influence for potential settlement impacts, and would be subject to further detailed assessment during design development and construction planning.</p>



## Bennelong Stormwater Channel No 29A

**Potential direct impact: Moderate (Vibration), Further assessment required(Settlement)**

As the Bennelong Stormwater Channel is located wholly underground, the proposed work would not have a negative heritage impact on the views and vistas to and from the item. The proposed work are thus considered neutral in their indirect impacts.

**Indirect impact: Neutral**

### 6.2.3.3 *Skinners Family Hotel*

The information in Table 39 outlines the heritage significance of the Skinners Family Hotel and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Skinners Family Hotel.<sup>186</sup>

**Table 39: Heritage significance and impact assessment for the Skinners Family Hotel, City of Sydney LEP 2012 item no. I1766**

## Skinners Family Hotel

Image



**Figure 147: Former Skinners Family Hotel (Source: Artefact Heritage 2021)**

Heritage Listings	• SHR Item no. 00584
	• SLEP 2012 Item no. I1766
	• RNE Place ID 2395
	• NTR no. 6218

Significance State

<sup>186</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5045213>, accessed 12/05/21

## Skidders Family Hotel

Description	<p><i>The Former Skidders Hotel is in good condition externally although the original face brickwork and render detailing of the facade on all levels has been painted. The building was recently restored, and the ground floor is used as a bank while the upper floors are in use as offices. The facade features narrow small pane windows with rendered frames and projecting hoods which appear original, grouped in singles and pairs while the main internal space on the first and second floor features a wide window of three sections topped by a pediment. All windows feature blocking under the projecting sills and decorative cast iron grilles. The main entrance at ground floor level features an attached ribbed pilaster with Ionic capital supporting an entablature and hood. The interior of the banking chamber is fitted out with plasterboard ceilings and rendered walls, while some of the upper floors retain some original fabric such as fireplaces and pressed metal ceilings. The windows on the upper floors appear to be original but the ground floor windows have been replaced. The banking chamber opens through the original wall into the adjoining building. Category: Individual building. Style: Old Colonial Regency. Storeys: 4 + cellar. Facade: Painted brickwork. Side/Rear Walls: Loadbearing brickwork. Internal Walls: Loadbearing brickwork. Roof Cladding: Unseen. Internal Structure: Loadbearing brickwork. Floor: Timber joists &amp; boards. Roof: Unseen. Ceilings: Plaster on batten, Plaster bd. Stairs: Timber staircase. Lifts: No.</i></p>
Statement of significance	<p><i>The Former Skidders Hotel, located at the corner of George and Hunter Streets, is highly significant as one of the few Old Colonial Regency buildings remaining in the city. The former hotel has significance as one of only four buildings in the Old Colonial Regency style in the city although it no longer has the traditional hotel uses of bar and accommodation; the other buildings in the style are the Lord Nelson, the Hero of Waterloo and a commercial terrace at 246 George Street. While the Lord Nelson is the finest example of the remaining buildings, this former hotel is also significant for its strong contribution to the character of the immediate area and as one of the few remaining buildings of this style in the heart of the city. It has significance as a rare surviving example of an early hotel and as part of the network of corner hotels which provided social / recreational venues and budget accommodation in the city. It has significance as a possible site for scientific investigation due to the age of the building and continuing use of the site since the early days of European settlement. The building now carries the name of the first licensee of the hotel.</i></p>
Impact type	<p>Direct impact: Within the north-western corner of the western construction site, but not to be demolished Potential direct: Vibration</p>
Heritage impact assessment	<p>Skidders Family Hotel is an item of high heritage significance and is rare as one of only four extant buildings in the Old Colonial Regency Style in the city. The heritage item is located within the north-western corner of the western construction site. Although the building has been truncated in size along its George Street façade (allowing for the construction of its adjacent high rise building), the demolition of the adjacent building has the potential to directly damage the brick structure and façade of the heritage item, particularly if the adjacent high rise building is anchored into the southern wall of the Skidders Family Hotel.</p> <p><b>Direct impact: Moderate</b></p> <p>The heritage item is located within the north-western corner of the western construction site. The construction site is within the expanded heritage curtilage of the heritage item. The item would experience vibration levels which are predicted to exceed cosmetic damage screening criteria. Vibration is predicted to have the potential for direct impact on the Skidders Family Hotel due to its location within the western construction site. Vibration may cause damage to the significant fabric of the building but is not anticipated to result in the removal of the item.</p>

### Skinner's Family Hotel

Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Slight'. Proposed work would have possible superficial damage that is unlikely to have a structural significance. Overall, impacts from settlement and ground movement would have a minor impact on the aesthetic significance and fabric of the heritage item.

**Potential direct impact: Moderate (Vibration), Minor (Settlement)**

The heritage item is located within the Hunter Street Station (Sydney CBD) western construction site. The demolition of existing buildings and construction activities would result in non-significant changes to the setting of the heritage item, which is not identified as part of its significance and is substantially altered from its historic setting and currently surrounded by large modern office buildings, of varying architectural styles and provenance. The proposal would not result in impacts on the significant view corridors to the building on George Street, nor would it impact the building's ability to contribute to the character of the area.

**Indirect impact: Negligible**

#### 6.2.3.4 NSW Club House Building

The information in Table 40 outlines the heritage significance of the NSW Club House Building and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Register for the NSW Club House Building.<sup>187</sup>

**Table 40: Heritage significance and impact assessment for the NSW Club House Building, City of Sydney LEP 2012 item no. I1766**

### NSW Club House Building

Image



**Figure 148: NSW Club House Building (Source: Artefact Heritage 2021)**

<sup>187</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5045367>, accessed 12/05/21



## NSW Club House Building

Heritage Listings	• SHR Item no. 00145
	• SLEP 2012 Item no. I1676
	• RNE Place ID 2206
	• NTR no. 6092

Significance State

*The New South Wales Club House Building is of the Italian palazzo style and is said to have been modelled on London's Traveller Club (McKenzie, 2004, p. 12). For the NSW Club, Wardell designed a main three-story block extending across the full width of the Bligh Street frontage, with two wings at the rear of this central block which were demolished in the 1970's (McKenzie, 2004, p.5). The western ends of these wings were joined by a single storey block topped with a decorative sky lighted roof. At the northern and southern ends, extending towards O'Connell Street was, featuring a small fountain, the grassed courtyard (McKenzie, 2004, p. 5).*

*The principal entrance to the club-house is from Bligh Street, the frontage of which is constructed in Pyrmont stone. The entrance is approached by a flight of stairs and lined with cast-iron lamp standards, leading to a spacious hall on the ground floor (McKenzie, 2004, p. 12). The NSW Club building is marked by high ceilings and tall windows; the windows being semi-circular headed on this floor (McKenzie, 2004, p.5). The ground floor's entrance hall and original dining room contain elaborate joinery and marble chimney pieces and is further distinguished by its richly painted and stencilled decorative scheme on its walls and ceilings (McKenzie, 2004, p.14). This latter finding was through restoration efforts of the 1970s which found stencilled decoration on the main ground floor with bands at several levels along with gilded cornices and ceiling roses (McKenzie, 2004, p.12). In Wardell's original dining room, the walls were a combination of greens, creams and terra cotta in six individual friezes above a brown dado, with sill level emphasized by linking stripes (McKenzie, 2004, p.14). The entrance hall and the grand dining room had ceilings hand painted in gold, red and brown ochres and spatially the dining room dominated the floor with a comfortable 46 feet by 24 feet in length (McKenzie, 2004, pp.6-13). The entrance hall had a porter's station, and retains its marble floor edging and a multicoloured arched screen and apart from the hall and dining room the ground floor also included two billiard rooms and a smoking room which opened through a veranda into the courtyard (McKenzie, 2003, p.14).*

*The entrance hall of the ground floor led through a wide cedar staircase to the first floor which mainly consisted of a large reading room, a card room and a private dining room (McKenzie, 2004, p.13). This floor, while being less elaborate than the ground floor contains remnants of embossed wallpaper of importance and has triangular pedimented windows (McKenzie, 2004, p.29). The windows on the second floor are smaller than the first floor windows and are arched headed (McKenzie, 2004, p.5) Because of the demolition of the rear wings the bedrooms on the upper floors of the servants no longer exist and it is the ground floor which has remained the most intact out of all the floors.*

*The remnant building is of significance as the sole surviving example of a nineteenth century Sydney gentlemen's club, then an important and influential institution in Victorian colonial society in Australia.*



## NSW Club House Building

*The remnant building is of significance as one of surviving, albeit altered, examples of the works of the Victorian-era architect, William Wilkinson Wardell. The restrained classical elegance of its original Bligh Street facade is influenced by Italian Renaissance palazza. Behind the facade are spacious Victorian-era and Federation-era rooms, all with high ceilings and tall windows overlooking Bligh Street. These rooms contain elaborate joinery and marble chimney pieces, and a rich, masculine, painted and stencilled decorative scheme on the walls and ceilings, with remnants of embossed wallpaper of importance.*


*The remnant building is also of significance because it demonstrates, by means of its surviving form, fabric and finishes the evolution of building conservation during the 1970's. (Jackson Teece, 2005, p.31)*

Impact type	<p>Direct impact: Directly abuts north-eastern corner of the Hunter Street Station (Sydney CBD) eastern construction site, but not to be demolished</p> <p>Potential direct: Vibration and settlement</p> <p>Indirect impact: Views and vistas</p>
Heritage impact assessment	<p>The NSW Club House Building is an item of high heritage significance and is rare as the only surviving example of a nineteenth century gentlemen's club in Sydney. The heritage item is located abutting the north-eastern corner of the Hunter Street Station (Sydney CBD) eastern construction site. The building directly adjacent to the NSW Club House Building has already been demolished and is currently has demountable buildings operating as the location of a site office. The remaining demolition of the adjacent structures are not directly abutting the heritage item and therefore will have negligible impacts on the sandstone structure and façade of the heritage item.</p> <p><b>Direct impact: Negligible</b></p> <p>The heritage item is located directly abutting the north-eastern corner of the Hunter Street Station (Sydney CBD) eastern construction site. The construction site is within the expanded heritage curtilage of the heritage item. The item would experience vibration levels which are predicted to exceed the cosmetic damage screening criteria. Vibration is predicted to have a moderate potential for direct impacts on the NSW Club House Building.</p> <p>Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Slight'. Proposed work would have potential superficial damage that is unlikely to have a structural significance. Overall, impacts from settlement and ground movement would have a minor impact on the aesthetic significance and fabric of the heritage item.</p> <p><b>Potential direct impact: Moderate (Vibration), Minor (Settlement)</b></p> <p>The Hunter Street Station (Sydney CBD) eastern construction site will be located directly adjacent to the heritage item. The demolition of existing buildings and construction activities would result in non-significant changes to the setting of the heritage item, substantially altered from its historic setting and is currently surrounded by large modern office buildings, of varying architectural styles and provenance. The presence of the acoustic shed located directly next to the heritage item is temporary in nature and will not cause any additional overshadowing impacts.</p> <p><b>Indirect impact: Negligible</b></p>

#### 6.2.3.5 Former Bank – Delfin House

The information in Table 41 outlines the heritage significance of the Former Bank – Delfin House and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Former Bank – Delfin House.<sup>188</sup>

**Table 41: Heritage significance and impact assessment for the Former Bank – Delfin House, City of Sydney LEP 2012 item no. I1903**

Former Bank – Delfin House	
Image	
	<b>Figure 149: Former Bank – Delfin House (Source: Artefact Heritage 2021)</b>
Heritage Listings	<ul style="list-style-type: none"> <li>• SLEP 2012 Item no. I1903</li> <li>• RNE Place ID 2206</li> <li>• NTR no. 6403</li> </ul>
Significance	Local
Description	<p><i>AFT House, originally a banking chamber with offices above, exemplifies the Art Deco style. The facade comprises two zones. The first consists of a decorative archway clad in granite, rising four floors in height, which dominates the streetscape. Above rises an expanse of sandstone. The building features stylised and geometric semi-abstract decoration. On bronzed doors and carved panels beneath the arch, the architect has allegorised the spirit of the machine age and NSW, "The Land of Plenty". The entrance foyer has travertine clad walls and a marble floor, and retains original metal and glass light fittings and decorative lift doors. The former Egyptian Art Deco banking chamber is monumental. Two storeys in height, the chamber retains a vaulted ceiling and rich detailing. Contemporary office space on the upper levels consists of plasterboard and timber veneer stud wall with glazed sections and a suspended acoustic ceiling. The building is visually linked by design and materials to Manufacturers House adjacent, and fits well into the streetscape. Category: Individual building.</i></p>

<sup>188</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2423719>, accessed 12/05/21

## Former Bank – Delfin House

Statement of significance	<p><i>AFT House is one of Australia's finest examples of the Art Deco office building; the stylistic treatment of the main entry and lifts is unique in Sydney. Its formal qualities, especially at the top, make it significant in the streetscape. It is one of the finest works of Bruce Dellit, a leading practitioner of the period, responsible for notable Sydney landmarks including Hyde Park War Memorial and Kyle House (1931), his only other major office building. The ground floor interiors contain sufficient form and fabric to interpret the excellence of their Art Deco style. The building represents the departure, in the 1930s, from traditional architectural styles and adopted a new form of expression and adaptation of modern building technologies. These technologies are evident in the integration of decoration with the function of the building and its original zoned air conditioning system. AFT House is part of an ongoing tradition of the CBD as a financial and commercial focus and illustrates very well the principal design influence of the time.</i></p>
Impact type	<p>Direct impact: Directly abuts north-western corner of the Hunter Street Station (Sydney CBD) eastern construction site, but not to be demolished Potential direct: Vibration and settlement Indirect impact: Views and vistas</p>
Heritage impact assessment	<p>The former bank 'Delfin House' is a local heritage item with significant aesthetic contributions to the streetscape. The heritage item is located abutting the north-western corner of the Hunter Street Station (Sydney CBD) eastern construction site. The building directly adjacent to the heritage item has already been demolished and currently houses an acoustic shed. The remaining demolition of the adjacent structures are not directly abutting the heritage item and therefore will have negligible impacts on the heritage item's structure and façade.</p> <p><b>Direct impact: Negligible</b></p> <p>The heritage item is located directly abutting the north-western corner of the eastern construction site. The construction site is within the expanded heritage curtilage of the heritage item. The item would experience vibration levels which are predicted to exceed the cosmetic damage screening criteria. Vibration is predicted to have a moderate potential for direct impacts on the Former Bank – Delfin House.</p> <p>Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Slight'. Proposed work would have possible superficial damage which is unlikely to have structural impacts. Overall, impacts from settlement and ground movement would have a minor impact on the aesthetic significance and fabric of the heritage item.</p> <p><b>Potential direct impact: Moderate (Vibration), Minor (Settlement)</b></p> <p>The Hunter Street Station (Sydney CBD) eastern construction site will be located directly adjacent to the heritage item. The demolition of existing buildings and construction activities would result in non-significant changes to the setting of the heritage item, which is substantially altered from its historic setting, and is currently surrounded by large modern office buildings, of varying architectural styles and provenance. The construction of the acoustic shed located directly next to the heritage item would be temporary in nature and will not cause any additional overshadowing impacts.</p> <p><b>Indirect impact: Negligible</b></p>

### 6.2.3.6 Richard Johnson Square

The information in Table 42 outlines the heritage significance of the Richard Johnson Square and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Richard Johnson Square.<sup>189</sup>

**Table 42: Heritage significance and impact assessment for Richard Johnson Square, City of Sydney LEP 2012 item no. I1673**

#### Richard Johnson Square

Image



**Figure 150: Richard Johnson Square (Source: Artefact Heritage 2021)**

Heritage Listings	<ul style="list-style-type: none"> <li>• SLEP 2012 Item no. I1673</li> <li>• RNE Place ID 2363</li> <li>• NTR no. 6093 (memorial only)</li> </ul>
Significance	Local
Description	<p><i>The square is of historic and cultural significance as the site of the [First] Christian service in Australia. Category: Urban Plaza. General Details: Refer to Archaeological Zoning Plan.</i></p> <p><i>Richard Johnson Square is historically and culturally significant as an important example of 20th century civic planning.</i></p>
Statement of significance	<p>Constructed in 1925, the square and sandstone monument has associative and social significance, as it commemorates the site of the first church erected in Australia (1793-1798), the square being named after the first Chaplain, Reverend Richard Johnson. It also has historical significance as an important example of the twentieth century civic planning and urban renewal which was carried out by the City of Sydney, leading to the development of urban squares and recreation areas.</p>

<sup>189</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424648>, accessed 12/05/21



## Richard Johnson Square

Impact type	<p>Direct impact: Directly abuts south-eastern edge of the eastern construction site, but not to be demolished</p> <p>Potential direct: Vibration and settlement</p> <p>Indirect impact: Views and vistas</p>
Heritage impact assessment	<p>The heritage item is located abutting the south-eastern edge of the eastern construction sites. It is not expected that there would be any direct physical impact to Richard Johnson Square or the monument as a result of the demolition of the adjacent building.</p> <p><b>Direct impact: Neutral</b></p> <p>The heritage item is located directly abutting the south-eastern edge of the eastern construction sites. The construction site is within the expanded heritage curtilage of the heritage item. The item would experience vibration levels which are predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on on Richard Johnson Square, and the Richard Johnson monument.</p> <p>Richard Johnson square is partially within the likely zone of influence but no requirement for further assessment during design development and construction planning has been identified.</p> <p><b>Potential direct impact: Neutral (Vibration), No further assessment required (Settlement)</b></p> <p>The Hunter Street Station (Sydney CBD) eastern construction site will be located directly adjacent to the heritage item. The demolition of existing buildings and construction activities in the vicinity of Richard Johnson Square would result in non-significant changes to the setting of the heritage item, which is substantially altered from its historic setting, and is currently surrounded by large modern office buildings, of varying architectural styles and provenance. However, the ongoing presence o the existing acoustic shed located directly next to the heritage item would result in temporary minor overshadowing of the item. The acoustic shed would also have a temporary impact to the overall urban context, due to its lack of architectural contribution to the streetscape.</p> <p><b>Indirect impact: Minor</b></p>

### 6.2.3.7 City Mutual Life Assurance Building

The information in Table 43 outlines the heritage significance of the City Mutual Life Assurance Building and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Register inventory for the City Mutual Life Assurance Building.<sup>190</sup>

<sup>190</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5045589>, accessed 12/05/21

**Table 43: Heritage significance and impact assessment for the City Mutual Life Assurance Building, City of Sydney LEP 2012 item no. I1675**

**City Mutual Life Assurance Building**

Image



**Figure 151: City Mutual Life Assurance Building (Source: Artefact Heritage 2021)**

Significance	State
Heritage Listings	<ul style="list-style-type: none"> <li>• SHR item no. 00585</li> <li>• SLEP 2012 item no. I1675</li> <li>• RNE Place ID 1814</li> <li>• NTR no. 6091</li> <li>• AIA listing no. 4700629</li> </ul>
Description	<p><i>Construction Date:</i> 1936 (officially opened 1 October)</p> <p><i>Style/Design:</i> Strongly modelled facade to Hunter and Bligh Streets with tower element at corner. Central three storey business chamber entered at ground level. One of the best intact examples of Art Deco style applied to a commercial office building in Sydney CBD.</p> <p><i>Walls/Structure:</i> Steel framed concrete encased structure clad externally in polished red granite to first floor level. Entrances finished in polished black granite with sculptured relief panels finished in copper (over plaster). Second floor level to eleventh floor level finished in Hawkesbury sandstone. Internally walls originally rendered and clad in scagliola or lined with timber veneer panels.</p> <p><i>Foundation:</i> Excavated to good quality white sandstone base, the steel structure rests on reinforced concrete pad footings.</p> <p><i>Windows:</i> To ground and first floor levels - bronze framed, fixed, clear glazing. To upper levels - steel framed casement sash, double glazed at second floor level; clear glazing. To light well - steel framed central pivoting awning sash with fixed glazed panels above and below sash window. Frosted wired glazing to windows.</p>

## City Mutual Life Assurance Building

*Roof: Seam and batten copper sheeting, falling to eaves gutters at light well and box gutters to parapets along street facades.*

*Quality: The overall lack of significant deterioration in most of the materials and detailing to the facades to Hunter and Bligh Streets is indicative of good quality materials and workmanship.*

*Alterations/Changes of Use: The facades in general have survived relatively intact and in good order. Minor changes externally include the addition of two "City Mutual" signs and the removal of certain minor fittings near the Bligh Street entrance.*

*Alterations and additions to the eleventh floor level during the late 1940s and 1950s does not impose on the integrity of the facades when viewed from street level.*

*Internally, certain incremental changes have occurred over the last forty years. These include:*

- Addition of mezzanine level to Assurance chamber in c.1947.*
- Various alterations to office partitioning including replacement of concealing of scagliola panels to certain lift lobby and corridor walls.*
- Replacement or concealing of original rubber flooring to certain lift lobbies, corridors and the Assurance chamber.*
- Refitting of original bronze panelled lift cars and doors with steel and aluminium ones in 1984.*
- Addition of computer facilities and new, separate air conditioning plant to service same.*

*The City Mutual Life Assurance Building is one of the foremost examples of high quality and well-designed commercial Art Deco architecture in Sydney's CBD and represents the culmination of the work of one of Australia's foremost proponents of this style, Emil Sodersteen. As a largely intact and well maintained late 1930's structure, the building demonstrates through its powerful exterior elevations and dramatic interior spaces the aesthetic and commercial aspects of Art Deco architecture in Australia.*

*The building occupies a dominant position in the surrounding urban context, serving as a backdrop to Richard Johnson Square and as a landmark in the Bligh and Hunter Streetscapes. Since its completion in 1936, the building has been a symbol of the Mutual Life Assurance Society and the building stands as a monument to the Society's participation in the evolution of Sydney's business and commerce. Significance of the building's individual components is discussed below.*

### Statement of Exterior

*Exterior elevations to Bligh and Hunter Streets represent intact and well-maintained examples of late Art Deco commercial detailing and massing. The materials used to differentiate parts of the building and its proportions demonstrate the Art Deco preoccupation with the precision of modern technology and materials. The tower at the corner of Bligh and Hunter Streets is the focal point of the building and serves as a major landmark to the Richard Johnson Square and the Bligh and Hunter Streetscapes. Materials and detailing at lower elevations are oriented to the scale and perceptions of pedestrians. Such detailing includes the glossy granite building base at street level, bronze window sashes and sculptures (by Rayner Hoff) over the main entrances.*

### Interior

*The lift foyer to the main entrance at the Hunter/Bligh Street corner is an intact and handsomely detailed expression of late 1930's commercial interior design. Scagliola walls, brass handrails and bronze fixtures as well as original indirect lighting fixtures*

## City Mutual Life Assurance Building

*demonstrate the craftsmanship and integrity of the overall building design. Main lift foyers survive largely intact on all building levels.*

*The ground floor main business chamber is the largest and most intact Art Deco commercial chamber in Sydney. It demonstrates Emil Sodersteen's considerable design abilities in accommodating a formally proportioned interior space within an irregular external building envelope. The streamlined space is a controlled image of commercial prestige highlighted by sophisticated detailing and craftsmanship. Scagliola wall and column surfacing, bronze window frames and detailed plasterwork emphasise the overall ambiance of the space.*

*Other major interior spaces that reinforce the total building design include the secondary lift foyers on the ground, first and second floors, and the second floor Board Room.*

Impact type	<p>Direct impact: Item not located within the construction site</p> <p>Potential direct: Vibration and settlement</p> <p>Indirect impact: Views and vistas</p>
Heritage impact assessment	<p>The heritage item is not located within the construction site, therefore there would be no physical impacts.</p> <p><b>Direct impact: Neutral</b></p> <p>The heritage item is located 20 metres south-east of the Hunter Street Station (Sydney CBD) eastern construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the City Mutual Life Assurance Building.</p> <p>Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Slight'. Proposed work would have possible superficial damage that is unlikely to have a structural significance. Overall, impacts from settlement and ground movement would have a minor impact on the aesthetic significance and fabric of the heritage item.</p> <p><b>Potential direct impact: Neutral (Vibration), Minor (Settlement)</b></p> <p>The building occupies a dominant position in the surrounding urban context, serving as a backdrop to Richard Johnson Square and as a landmark in the Bligh and Hunter Streetscapes.</p> <p>The City Mutual Life Assurance Building occupies a prominent position on a corner site and is a landmark building within the surrounding urban context and streetscapes of Bligh and Hunter Streets, and serves as a backdrop to Richard Johnson Square. As a landmark building on a prominent site in the city urban context, framed by an open space with Richard Johnson Square, streetscape view corridors and vistas are part of the significance of the item. The significant views to the building will continue to be maintained along Hunter Street and Bligh/Castlereagh Street. The demolition of existing buildings and construction activities would result in non-significant changes to the setting of the heritage item, which is substantially altered from its historic inter-war setting, and is currently surrounded by large modern office buildings, of varying architectural styles and provenance. The ongoing presence of the existing acoustic shed temporarily located directly next to the heritage item, which is of a lower scale to the existing structures on the site, would cause a negligible but temporary impact to the immediate urban context of the building.</p> <p><b>Indirect impact: Negligible</b></p>



### 6.2.3.8 Perpetual Trustee Company

The information in Table 44 outlines the heritage significance of the Perpetual Trustee Company and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Register inventory for the Perpetual Trustee Company.<sup>191</sup>

**Table 44: Heritage significance and impact assessment for the Perpetual Trustee Company, City of Sydney LEP 2012 item no. I1810**

#### Perpetual Trustee Company

Image



**Figure 152: Perpetual Trustee Company (Source: Artefact Heritage 2021)**

Significance	State
Heritage Listings	<ul style="list-style-type: none"> <li>• SHR item no. 00678</li> <li>• SLEP 2012 item no. I1810</li> <li>• RNE Place ID 2424</li> <li>• NTR no. 6317</li> <li>• AIA listing no. 4700628</li> </ul>
Description	<p><i>The Perpetual Trustee Company Building comprises one ground level, 7 upper levels and a basement. With the exception of lightwells to the sides, covers the complete area of the site. The overall style of the building is Edwardian 'Grand Manner' which is characterised in the building by Baroque inspired columns, mansard roof form embellished with dormer windows and dominant overhanging cornice supported on brackets.</i></p> <p><i>THE BASE - is bounded at the top by a large cornice at the level 2 window sill and at the bottom by courses of rusticated trachyte. The base is articulated by a screen of giant order trachyte columns. Flanking both sides of this screen are bays of smooth rusticated stonework which extends vertically to level 7.</i></p>

<sup>191</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5045035>, accessed 12/05/21

## Perpetual Trustee Company

*THE SHAFT - springs from the level 2 cornice and terminates at the metal cornice between Level 6 and 7. The shaft's plain appearance is modulated by the presence of a string course at the Level 2 ceiling height and flanking the east and west bays of smooth faced rusticated stonework.*

*Recessed panels between the windows and heavily detailed stonework further define the area between the Level 2 cornice and string course. The section of facade between the vertical bays is punctured by 5 window openings per floor and is relatively plain with relief being provided by simple projecting window sill blocks and stone cavity vents. The vertical bays are characterised by one large window and a simply designed spandrel block.*

*THE CAPITAL - Dominated by a 2 storey mansard, this section of the facade provides a terminating form to the building. The Level 6 cornice spans the middle vertical bay and is bounded by extensions of the side bays which finish as pediments. The cornice is fabricated from high quality pressed copper sheet and projects forward the face of the facade by about 1000 millimetres. It is supported by double brackets in mid span and single brackets at the ends. The brackets are copper clad and are decorated with classical motifs such as garlands and female heads.  
(Jackson Teece et.al. 1996: 40-41)*

### Statement of significance

*The Perpetual Trustee Company Building is of state significance by virtue of its historic, social, architectural, aesthetic and scientific values. The building's construction marked the success of a new form of commercial venture. This success was a reflection of the emerging and complex nature of mid-Victorian society. The fact that the building is still used by its original occupier underscores both the significance of the enterprise and its continuing relevance today.*

*This building is Hunter Street's sole surviving Edwardian building and displays characteristics of its time. It embodies Edwardian architectural and construction techniques with respect to multi-storey office buildings and has the ability to inform research in this area. Internally the normal cycles of refurbishment has generally negated the ability to demonstrate anything more than current work place practices with the exception of the generally intact Board Room to Level One and the facings to the main access stairway. (Jackson Teece et.al. 1996: 88)*

### Impact type

Direct impact: Item not located within the construction site  
Potential direct: Vibration and settlement  
Indirect impact: Views and vistas

### Heritage impact assessment

The heritage item is not located within the construction site, therefore there would be no direct impact.

**Direct impact: Neutral**

The heritage item is located 20 metres south of the Hunter Street Station (Sydney CBD) eastern construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the Perpetual Trustee Company building.

Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Negligible'. Proposed work would be unlikely to cause superficial damage. Overall, impacts from settlement and ground movement would have a negligible impact on the aesthetic significance and fabric of the heritage item.

**Potential direct impact: Neutral (Vibration), Negligible (Settlement)**

### Perpetual Trustee Company

The Perpetual Trustee Company building is a state heritage item of high significance and has a prominent and positive aesthetic contribution to the Hunter Street streetscape. Vistas to the building along Hunter Street will not be impacted by the proposed work. The demolition of existing buildings and construction activities would result in non-significant changes to the setting of the heritage item, which is substantially altered from its early twentieth century historic setting, and is currently surrounded by large modern office buildings, of varying architectural styles and provenance. The ongoing presence of the existing acoustic shed opposite the building is temporary in nature and would be a lower scale to the existing structures on site and would not overshadow the heritage item or have impacts on its view corridors.

**Indirect impact: Negligible**

#### 6.2.3.9 Public Trust Office

The information in Table 45 outlines the heritage significance of the Public Trust Office and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Register inventory for the Public Trust Office.<sup>192</sup>

**Table 45: Heritage significance and impact assessment for the Public Trust Office, City of Sydney LEP 2012 item no. I1904**

### Public Trust Office

Image



**Figure 153: Public Trust Office (Source: Artefact Heritage 2021)**

<sup>192</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5045367>, accessed 12/05/21

## Public Trust Office

Heritage Listing	<ul style="list-style-type: none"> <li>• SHR item no. 01019</li> <li>• Department of Justice and Attorney General S170 Register (2011) [no item no. provided]</li> <li>• SLEP 2012 item no. I1904</li> </ul>
Significance	State
Description	<p><i>Public Trust Building is of the Inter-War Free Classical style. The building consists of eight storeys above a basement level. The sandstone facade fronting O'Connell Street is symmetrical, with three round arches of two storey high (ground and first floors), and unconventional order of architecture with attenuated pilasters spanning between the third and seventh floors. The second and seventh floor levels each consists of three bays of windows. The parapet is enriched with classical stone cornices and decorative embellishments. The inter-war period of this classical building is emphasised by its large metal framed windows and spandrel panels.</i></p> <p><i>Initially the building has been substantially refurbished in the early 1970s and in the late 1980s.</i></p>
Statement of significance	<p><i>The building is associated with the historical development of the Public Trustee in NSW. It is of social significance because of its association with the management of estates of deceased persons. It is the first office building purchased specially to accommodate the Public Trustee and is still being used as Head Office of the organisation. The building façade contributes to the streetscape character established by former bank of New South Wales building on the corner of Hunter and Pitt Streets. It is a good example of the Inter-War Free Classical style of architecture designed by the well-known architects Ross &amp; Rowe.</i></p>
Impact type	<p>Direct impact: Item not located within the construction site</p> <p>Potential direct: Vibration</p> <p>Indirect impact: Views and vistas</p>
Heritage impact assessment	<p>The heritage item is not located within the construction site, therefore there would be no direct impact.</p> <p><b>Direct impact: Neutral</b></p> <p>The heritage item is located 20 metres north of the Hunter Street Station (Sydney CBD) eastern construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the Public Trust Office building.</p> <p>Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Negligible' with superficial damage unlikely. Overall, impacts from settlement and ground movement would have a negligible impact on the aesthetic significance and fabric of the heritage item.</p> <p><b>Potential direct impact: Neutral (Vibration), Negligible (Settlement)</b></p> <p>The Public Trust Office building is a state heritage item which makes a positive aesthetic contribution to the O'Connell Street streetscape. Vistas to the building along O'Connell Street will not be impacted by the proposed work. The demolition of existing buildings and construction activities would result in non-significant changes to the setting of the heritage item, which is substantially altered from its historic inter-war setting, and is currently surrounded by large modern office buildings, of varying architectural styles and provenance.</p>



#### Public Trust Office

The ongoing presence of the existing acoustic shed opposite the building is temporary in nature and would be lower in scale to the existing structures on site and would not overshadow the heritage item or impact its visual catchment.

**Indirect impact: Negligible**

#### 6.2.3.10 Little Hunter and Hamilton Street Precinct

The information in Table 46 outlines the heritage significance of the Little Hunter and Hamilton Street Precinct and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Register inventory for the Little Hunter and Hamilton Street Precinct.<sup>193</sup>

**Table 46: Heritage significance and impact assessment for the Little Hunter and Hamilton Street Precinct, City of Sydney LEP 2012 item no. I1808**

#### Little Hunter and Hamilton Street Precinct

Image



<sup>193</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5045585>, accessed 12/05/21

## Little Hunter and Hamilton Street Precinct



**Figure 154: Little Hunter and Hamilton Street Precinct (Source: Artefact Heritage 2021)**

Heritage Listings

- SHR item no. 00599
- SLEP 2012 item no. 11808

Significance State

Description Little Hunter and Hamilton Street Precinct is a small commercial complex located off Hunter Street and includes three historic building, and two smaller street – Little Hunter and Hamilton Streets. The main historic commercial buildings in the Precinct are The Grand Hotel (SLEP listed) and the NSW Sports Club (SHR and SLEP listed) which bookend the Precinct. The Precinct is part of the collection of extant historic mid-block connections.

Statement of significance The Precinct is aesthetically significant for the Victorian Free Classical style NSW Sports Club and the Inter-War Georgian Revival Grand Hotel, which bookend the Precinct. The Precinct also retains extant historic mid-block laneways which provided access to adjacent streets, and has historic significance for its ability to contribute to the understanding of early twentieth century street planning and development in the city of Sydney prior to the construction of the Sydney Harbour Bridge and Sydney City Railway (city circle line).

Impact type Direct impact: Item not located within the construction site  
Potential direct impact: Vibration and settlement  
Indirect impact: Views and vistas

Heritage impact assessment The heritage item is not located within the construction site, therefore there would be no direct impact.  
**Direct impact: Neutral**

### Little Hunter and Hamilton Street Precinct

The heritage item is located 20 metres north of the western construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the Little Hunter and Hamilton Street Precinct.

The heritage item is within the zone of influence for potential settlement impacts, and would be subject to further detailed assessment during design development and construction planning.

**Potential direct impact: Neutral (Vibration), Further assessment required (Settlement)**

The Hunter Street Station (Sydney CBD) western construction site would be located directly opposite to the heritage item. The demolition of existing buildings and construction activities would result in non-significant changes to the setting of the heritage item, which is substantially altered from its historic setting, and is currently surrounded by large modern office buildings, of varying architectural styles and provenance.

**Indirect impact: Negligible**

#### 6.2.3.11 NSW Sports Club

The information in Table 47 outlines the heritage significance of the NSW Sports Club and assess the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the NSW Sports Club.<sup>194</sup>

**Table 47: Heritage significance and impact assessment for the NSW Sports Club, City of Sydney LEP item no. I1808**

### NSW Sports Club

Image



**Figure 155: NSW Sports Club (Source: Artefact Heritage 2021)**

<sup>194</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2423698>, accessed 25/05/21



## NSW Sports Club

Heritage Listings	<ul style="list-style-type: none"> <li>• SHR item no. 00599</li> <li>• SLEP 2012 item no. 11808</li> <li>• RNE Place ID 2441</li> </ul>
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Significance State

**Description** *The NSW Sports Club is a composite of two five-storey buildings with different ceiling levels. The lower building remains incomplete without the planned decorative pediment. The western building has a central coupled bay window topped by a curved pediment with a balustrade entablature. Below the bay window occurs a central door and window. Semicircular windows occur at the ground and first floor. Flat headed windows occur to the upper levels, one infilled. The buildings are heavily decorated with string courses, round arches, keystones, fluted pilasters with ionic capitals, swags, acanthus and cornucopia medallions. The eastern building has a central pedimented door with a serliana at the first floor. At the fourth and fifth floors are two flat headed windows which are partially filled in. Internally the buildings have been significantly altered. A central fire stair occurs between the two buildings. The 1930s extension to the top floor is relatively intact.*

**Statement of significance** *The buildings occupied by the NSW Sports Club since 1900 are of Victorian Free Classical style. They have high historic significance for their long association with the NSW Sports Club. They are socially significant as a rare example of nineteenth century premises, exemplifying the longevity of clubs as a social institution in Sydney, and the stability of sport as a focus for social life. They have high aesthetic significance as rare and outstanding examples of highly intact original commercial Victorian exteriors of high quality design, particularly noted for their elaborate use of decoration. Their exteriors have outstanding potential due to their successive restorations, to continue in their restored state.*

**Impact type** Direct impact: Item not located within the construction site  
Potential direct: Vibration and settlement  
Indirect impact: Views and vistas

The heritage item is not located within the construction site, therefore there would be no direct impact.

**Direct impact: Neutral**

The heritage item is located 20 metres north of the western construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the NSW Sports Club.

**Heritage impact assessment** Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Slight'. Proposed work would have possible superficial damage that is unlikely to have a structural significance. Overall, impacts from settlement and ground movement would have a minor impact on the aesthetic significance and fabric of the heritage item.

**Potential direct impact: Neutral (Vibration), Minor (Settlement)**

The NSW Sports Club is a State significant heritage item, which is a rare example of a nineteenth century sports club and makes a significant and positive aesthetic contribution to the streetscape. The building's main significant views are from Hunter Street.



## NSW Sports Club

The Hunter Street Station (Sydney CBD) western construction site would be located directly opposite the heritage item. The demolition of the existing buildings and construction activities would result in non-significant changes to the surrounding setting and context of the heritage item, which is substantially altered from its historic early twentieth century setting and is currently surrounded by large modern office buildings, of varying architectural styles and provenance. The ongoing presence of the existing acoustic shed opposite the building is temporary in nature and would be of a lower scale to the existing structures on site and would not overshadow the heritage item or impact its visual catchment.

**Indirect impact: Negligible**

### 6.2.3.12 Former Wales House

The information in Table 48 outlines the heritage significance of Wales House and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Register inventory for Wales House.<sup>195</sup>

**Table 48. Heritage significance and impact assessment for Wales House, City of Sydney LEP 2012 item no. I1915**

## Former Wales House

Image



**Figure 156: Wales House (Source: Artefact Heritage 2021)**

Significance State

- |                   |   |
|-------------------|---|
| Heritage Listings | <ul style="list-style-type: none"> <li>• SHR item no. 00586</li> <li>• SLEP 2012 item no. I1915</li> <li>• RNE Place ID 1841</li> <li>• NTR no. 6543</li> </ul> |
|-------------------|---|

<sup>195</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5045090>, accessed 12/05/21

## Former Wales House

- AIA listing no. 4700660

### Description of Original Building

*External: Newspaper publication Phase*

*Style: - Modern Renaissance Style noted in the Building Magazine 'to be the largest building in the Southern Hemisphere'.*

*'Wales House' consisted of twelve floors including the basement at Pitt Street Entrance plus sub-basement. The materials used included reinforced concrete for the structural frame, floors, stairs, roof and awning roof. The street facade was fashionable - conservative 'Modern Renaissance' or 'Italian Renaissance Palazzo' modelled on Florentine and Roman Palaces of the fifteenth and sixteenth centuries. The basement and ground floors were clad in Bowral Trachyte. Sydney Sandstone was used on all floors. The windows were zinc sprayed steel framed.*

*The main entrance was situated on the Hunter Street Corner on the ground floor. Pitt Street contained two entrances for lessees at the Basement Floor whilst O'Connell Street contained one entrance for the 'Sydney Morning Herald' staff and two loading docks. The basement, ground and first floors were heavily rusticated, also the projecting bays which terminated the Pitt and O'Connell Street, facades. The first floor's rectangular windows were arranged in triplets and surmounted by arched hoods linked by a continuous string course. Above the first floor plain ashlar walling was punctuated by plain triplet windows with a prominent continuous sill course (Jackson p.10).*

### Description

*Balconies were provided on the first floor over Pitt and Hunter Street entrances and in protecting bays; and on the sixth floor between the bays. A range of attached Tuscan columns extended from the balconies to the ninth floor supporting a deep entablature extending around the entire perimeter of the street frontages. Bay windows were placed between the columns. The entablature consisted of an architrave 'frieze and cornice projecting 1.2 metres and supported by a massive reinforced concrete cantilever. Above the cornice was the attic storey at which the projecting bays were terminated by decorated semi-circular windows, while between were single, hooded window in plain ashlar walling. Each facade was surmounted by a simple string course and parapet' (Jackson p.11).*

*A reinforced concrete awning roof was constructed above the roof level, on which were located left motor rooms and ventilation plant rooms. The Hunter Street main entrance consisted of an almost semi-circular portico; Polished Tuscan order columns; the sandstone head of Caxton, which had originally adorned the keystone of the entrance arch of the 1856 building was incorporated into the second floor window heads above the entrance. The curved junction of the Pitt and O'Connell Street facades was surmounted by an ornate circular tower, raising three storeys above roof level, topped by a copper clad dome and lantern with flagpole.*

*A central light court was incorporated within the base of the triangular site resulting in a distinct, narrow-v-shape plan arrangement. The court provided natural light and ventilation for the full height of the interior of the building down to the basement lettable offices. The walls were plain cement rendered, with steel framed windows at each floor (Jackson p.11).*

*Changes over time to the building's exterior:*

- 1928: New Roof outdoor gymnasium enclosed by chain wire fence with new dressing room at Pitt Street South.*
- 1934: new 'Sydney Morning Herald' Art Gallery on fourth floor consisted of gallery, entrance vestibule and annex, reception room. Designed by architect J.L. Stephen*

## Former Wales House

*Mansfield ARIBA. The Art gallery was later relocated with new entrance and Wunderlich awning at Pitt Street.*

*c.1930: New Loading Dock at Pitt Street north.*

*d.1941: Wartime office accommodation for the ministry of munitions on roof beneath awning roof.*

*e.1946: New kitchen and dining room in earlier office accommodation on roof.*

*f.1946: Loading dock on O'Connell Street formed by enlargement of window in end projecting bay.*

*g.1950: New stair at O'Connell Street entrance.*

*h.1951: Second opening to sub-basement, northern end of Pitt Street, facade. Existing awning extended one bay over new opening.*

*(Jackson et al. pp. 6-7).*

### *Original Interior:*

*Building designed to provide space for publishing operations of John Fairfax and Sons plus considerable leasing space for tenants.*

*Fairfax Space included the sub-basement and ground floor facing Pitt and O'Connell Streets; entire first, second and third floors; part of O'Connell Street frontage (fourth - ninth floors); public entrance at Hunter Street corner with two lifts to serving administrative floors; one lift from sub-basement to third floor, the other from sub-basement to second floor; staff entrance at O'Connell Street, two cart docks adjacent to staff entrance; two goods lifts behind serving all floors. Two main full height stairs provided on O'Connell Street, served Fairfax operations, the other adjacent to Pitt Street entrance serviced the leased offices.*

*Minimal interior design remains; descriptions of the above were obtained from contemporary drawings, photographs, written descriptions and extant remnants. They show considerable effort was expended to create interiors which expressed the modernity prosperity and optimism of 'John Fairfax and Sons'. The greatest effort centred on the basement, ground and first floor public areas, and to a lesser extent throughout the remainder floors. The interiors were treated in a conservative manner typical of similar offices of the period. The materials consisted of 'solid' and 'traditional' marble, timber and terrazzo flooring; marble and ceramic tiled walling, decorated plaster ceilings, polished timber joinery and brass fittings.*

*'Sydney Morning Herald' Articles describe the most memorable interior features which include 'a mounting curved step of the portico - its suspended trachyte ceiling (only one in Sydney), pendant lamps, antique in style-it hangs like a regal canopy' (date unknown).*

*'The marble decorations containing rich veins of copper and purple splashed vividly through the main substance of creamy limestone, typifying the beauty of our native marbles' (date unknown).*

*'The grand central staircase of marble, banistered with wrought metal, at the midway landing where the stairs divide and rise in two wings' (date unknown).  
(Jackson pp. 12-13)*

### *Changes to the Interior over time:*

*a.1934: Fourth floor - opening of the 'Sydney Morning Herald' Art Gallery. (Jackson et al. p.16).*

*b.1934: New offices for Ure Smith's 'Art in Australia' magazine on seventh floor, after purchasing the publication. (ditto p. 8)*

*c.1934: Former school room on first floor converted to offices. (ditto)*

*d.1934: Subdivision of ground and first floor, set back of ground floor counters - increased public spaces (ditto p.16).*

## Former Wales House

- e.1936: First floor partition alterations (ditto p. 8).
- f.1936: Ground, first, second, third floor extensions into light court (ditto p.16).
- g.1937: Basement relocation of Art Gallery to Pitt Street Entrance (ditto).
- h.1941: Roof construction of wartime spaces (ditto).
- i.1944: Excavation of sandstone ten metres (three new levels) below sub-basement along north wall for printing presses and reels (ditto p.8).
- j.1946: Roof - Kitchen and dining area provided (ditto p.16).

### *Bank of New South Wales phase:*

*External renovations included major changes for the Bank of New South Wales, branch usage to incorporate in the basement: Savings Bank; Chambers, offices, safe deposit and Trading Bank strong rooms; access to new vestibule at Pitt Street entrance.*

*Ground floor: new Trading Bank chamber; Travel Department and offices (Jackson p.18).*

- a.1956: New entrance to O'Connell Street.
- b.1957: New entrance to Pitt Street north to basement car park.
- c.1959: Art Gallery awning cut back, and lanterns removed.
- d.1968: Major repairs to sandstone cladding by Loveridge & Houston (re-pointing, cornice and parapet stone replacement).
- e.1955-1960: Partition alterations to most floors.
- f.1956: Goods lifts at O'Connell Street replaced.
- g.1956: Car park formed in sub-basement
- h.1956: 'Wales Bank' occupying two floors - basement and ground
- i.1961: Offices and false ceilings at first floor.
- j.1964: Computer installation ninth floor.
- k.1965: Air conditioning installation with window mounted fan coil units.
- l.1966: Computer installation eighth floor with new roof mounted air conditioning plant.
- m.1967: Computer installed seventh and eighth floors.
- n.1968: Major refurbishing to most levels.
- o.1981: Health centre on tenth floor.
- p. Reinstatement of first floor board room after subdivision of previous refurbishments 1984 (Jackson pp. 8-9).

*The site of the building has a 99 year association from 1856 to 1955 with the publication of Australia's oldest surviving newspaper, the Sydney Morning Herald. The building itself was designed for this purpose which it fulfilled for 28 years from 1927 to 1955.*

*The building, with its rounded corner treatment on the prominent narrow-vee site provides a good and clearly visible element in the townscape. The building is a large and powerful reminder both of the success and prosperity of the publisher-owners, John Fairfax & Sons, and of the dominant role of newspapers in society at that time, before the advent of the electronic media.*

### Statement of significance (SHI Listing)

*The exterior treatment of the building is a fine example, in good condition, of the Interwar Commercial Renaissance Palazzo style, then popular for office buildings of this type. It reflects an image consistent with the perceived role of the Sydney Morning Herald - conservative, substantial, influential and responsible.*

*The only substantial and clearly visible surviving remnants of the original office layout are the Manager's Room with its adjacent Elevator Vestibule, portion of the adjoining Assistant Manager's Room, and the Board Room, all on the First Floor. Though now mostly incomplete, they serve as reminders of the quality of original finishes employed for these most important rooms. They are notable for their conservative and solid design and the emphasis placed on usage of Australian joinery timbers. (The Wales House Conservation Plan, Jackson Teece Chesterman Willis Consultants Pty Limited, 2000)*



## Former Wales House

Impact type	<p>Direct impact: Item not located within the construction site</p> <p>Potential direct: Vibration and settlement</p> <p>Indirect impact: Views and vistas</p>
Heritage impact assessment	<p>The heritage item is not located within the construction site, therefore there would be no direct impact.</p> <p><b>Direct impact: Neutral</b></p> <p>The heritage item is located 20 metres north-west of the western construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the Former Wales House building.</p> <p>Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Slight'. Proposed work would have possible superficial damage that is unlikely to have a structural significance. Overall, impacts from settlement and ground movement would have a minor impact on the aesthetic significance and fabric of the heritage item.</p> <p><b>Potential direct impact: Neutral (Vibration), Minor (Settlement)</b></p> <p>The Former Wales House is a significant state heritage item on a prominent corner site with landmark qualities to the Hunter Street, Pitt Street and O'Connell Street streetscapes. The views and vistas to and from the building contribute to the significance of the building. The Hunter Street Station (Sydney CBD) western construction site would be visible along Hunter Street from the heritage item. The Hunter Street Station (Sydney CBD) eastern construction site would be located directly opposite the heritage item on O'Connell Street.</p> <p>The demolition of existing buildings and construction activities would result in changes to the setting of the heritage item, including views from the heritage item. The ongoing presence of the existing acoustic shed located opposite the heritage item on O'Connell Street would be temporary in nature and a scale lower than the existing structures on site and would not have any overshadowing impacts.</p> <p>The modification to the urban context by the demolition of two sites within the visual catchments of the heritage item, replaced with structures which although temporary and of lower scale to existing context, would have no architectural contribution to the streetscape and would have a minor impact on the visual curtilage of the heritage item and its setting and context.</p> <p><b>Indirect impact: Minor</b></p>

### 6.2.3.13 Former Industrial Building 'Manufacturers Mutual'

The information in Table 49 outlines the heritage significance of the Former Industrial Building 'Manufacturers Mutual' and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for Former Industrial Building.<sup>196</sup>

<sup>196</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2423718>, accessed 12/05/21

**Table 49: Heritage significance and impact assessment for Former Industrial Building  
'Manufacturers Mutual', City of Sydney LEP 2012 item no. I1902**

**Former Industrial Building – 'Manufacturers Mutual'**

Image



**Figure 157: Former Industrial Building – 'Manufacturers Mutual' (Source: Artefact Heritage 2021)**

Heritage Listings

- SLEP 2012 item no. I1902
- RNE Place ID 19546
- NTR no. 6402

Significance Local

Description

*Swaab House is located within a precinct of Art Deco buildings and is immediately adjacent to Delfin House. The facade is tripartite with the central section including a higher parapet. The central bay includes five vertical window panels which finish above a two storey glazed doorway with a framed bronze beam and column which incorporates the signage to the building. The upper level windows have been extensively restored and at the lower level new timber double hung windows have been installed. The outer bays are lower, incorporating glazing to the mezzanine and lower doorways. The building features sunrise colortex brickwork with a lighter colour brick to the parapet and eighth floor, and Kanimbla granite to the base. The facade features chevron patterns in the granite and stepped pilasters which angle at the ninth floor. Internally the plan is symmetrical with a longer wing to the northern boundary. The interior has been completely remodelled.*

Statement of significance

*Manufacturers House is a nine storey building built for the NSW Chamber of Manufacturers in the early 1930s, in a modest Inter War Art Deco Style. The building comprises predominantly Australian materials, and is significant for its reflection of the cautious emergence of business confidence following the period of economic depression and industrial unrest of the late 1920s. The building is a rare and outstanding example of a highly intact original commercial face brick exterior of high quality design with outstanding potential to continue in its restored state.*

### Former Industrial Building – ‘Manufacturers Mutual’

*The building is well resolved in its detailing in both its interior and exterior and is particularly noted for its use of face brick and chevron motifs, and its relationship of materials to the adjacent Delfin House. The building is significant for its contribution to the development of the Hunter and O'Connell Street Art Deco precinct.*

Impact type	<p>Direct impact: Item not located within the construction site</p> <p>Potential direct: Vibration</p> <p>Indirect impact: Views and vistas</p>
Heritage impact assessment	<p>The heritage item is not located within the construction site, therefore there would be no direct impact.</p> <p><b>Direct impact: Neutral</b></p> <p>The heritage item is located 25 metres north-east of the Hunter Street Station (Sydney CBD) eastern construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the Former Industrial Building – ‘Manufacturers Mutual’.</p> <p>Settlement impacts due to the proposed construction work and tunnelling has been assessed as ‘Negligible’. Proposed work would be unlikely to cause superficial damage. Overall, impacts from settlement and ground movement would have a negligible impact on the aesthetic significance and fabric of the heritage item.</p> <p><b>Potential direct impact: Neutral (Vibration), Negligible (Settlement)</b></p> <p>The heritage item is of local heritage significance and makes a positive contribution to the streetscape of O'Connell Street. Views to the building along O'Connell Street will not be impacted by the proposed work. The demolition of existing buildings and construction activities would result in changes which would not impact the setting of the heritage item significantly, as its current setting is substantially altered from its historic inter-war setting, and is currently surrounded by large modern office buildings, of varying architectural styles and provenance. The ongoing presence of the existing acoustic shed, which is temporary in nature would not impact the heritage item's view corridors nor create overshadowing on the heritage item.</p> <p><b>Indirect impact: Negligible</b></p>

#### 6.2.3.14 Ash Street Laneway

The information in Table 50 outlines the heritage significance of the Ash Street Laneway and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Ash Street Laneway.<sup>197</sup>

<sup>197</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2424708>, accessed 12/05/21

**Table 50: Heritage significance and impact assessment for the Ash Street Laneway, City of Sydney LEP 2012 item no. I1666**

**Ash Street Laneway**

Image



**Figure 158: Ash Street laneway (Source: Artefact Heritage 2021)**

Heritage Listings	<ul style="list-style-type: none"> <li>• SLEP 2012 item no. I1666</li> <li>• RNE Place ID 2404</li> </ul>
Significance	Local
Description	<p><i>The six storey façade of the former Angel House at 2-18 Ash Street aligns the eastern side of Ash Street. For full evaluation refer to listing under No 117-123 Pitt St. Note that the Tank Stream bisects the site. Amalgamated title. The development comprises No 117-123 Pitt St, No 320-328 George St, No 2-12 Angel Place &amp; No 2-18 Ash Street.</i></p>
Statement of significance	<p><i>Ash Street has significance for its ability to represent the Victorian subdivision pattern of the Tank Stream area. The façade of the former Angel House at 2-18 Ash Street forms a substantial portion of the eastern alignment of Ash Street and is of historical significance as a remnant of the Victorian development of the area. The façade has aesthetic significance as a good example of the flamboyant High Victorian period in a comparatively restrictive space.</i></p>
Impact type	<p>Direct impact: Item not located within the construction site Potential direct: Settlement Indirect impact: Views and vistas</p>
Heritage impact assessment	<p>The heritage item is not located within the construction site, therefore there would be no direct impact. <b>Direct impact: Neutral</b></p> <p>Vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the Ash Street Laneway.</p>



### Ash Street Laneway

The Ash Street laneway is not within the zone of influence for potential settlement impacts, with no requirement for further assessment during design development and construction planning identified. **Potential direct impact: Neutral (Vibration), No further assessment required (Settlement)**

The Ash Street laneway is located 25 metres south of the Hunter Street Station (Sydney CBD) western construction site. The demolition of existing buildings and construction activities would not result in changes to the surrounding setting and context of the laneway. Views from the laneway are obscured by the Ivy Development at the northern end, which abuts the Hunter Street Station (Sydney CBD) western construction site. It is considered overall that the impact to the laneway will be neutral. **Indirect impact: Neutral**

#### 6.2.3.15 Former Commercial Building 'Peapes Menswear'

The information in Table 51 outlines the heritage significance of the Former Commercial Building 'Peapes Menswear' and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Former Commercial Building.<sup>198</sup>

**Table 51: Heritage significance and impact assessment for the Former Commercial Building 'Peapes Menswear', City of Sydney LEP 2012 item no. I1765**

### Former Commercial Building – 'Peapes Menswear'

Image



**Figure 159: Former Commercial Building – 'Peapes Menswear' (Source: Artefact Heritage 2021)**

<sup>198</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=2423764>, accessed 12/05/21

## Former Commercial Building – ‘Peapes Menswear’

Heritage Listings	<ul style="list-style-type: none"> <li>SLEP 2012 item no. 11765</li> </ul>
Significance	Local
Description	<p><i>Beneficial House is a seven storey load bearing brick building originally designed as a department store and offices by Hardy Wilson, of Wilson, Neave &amp; Berry, in the Inter-War Georgian Revival style with a Commercial Palazzo form. Wilson, Neave &amp; Berry were one of the skilled exponents of this rare style in Sydney. The detailing and glazing is Georgian Revival. The ground floor has five stone arches while the rest of the façade is plain with multi-paned timber framed windows. Second floor windows have semi-circular fanlights. Commercial Palazzo devices are utilised such as a stone base, office floors with simple brickwork and fenestration, and a top that is terminated by a projecting cornice. The ground floor interiors feature decorative plaster ceilings with timber panelled walls and columns. The upper level offices have been heavily modified with plasterboard stud walls and suspended acoustic ceiling tiles. Category: Individual building.</i></p>
Statement of significance	<p><i>Beneficial House is noteworthy for its former lengthy association with "Peapes Menswear" (1923-1970), a particularly well-known Sydney retail store, and its contribution to creating an image for the store. It reflects the importance of George Street as a principal retailing thoroughfare and, generally, an important period of development during the 1920s. The building is of aesthetic significance as one of very few surviving commercial examples of Inter-war Georgian Revival style architecture and the work of Hardy Wilson. It is strikingly similar to British Airways House also attributed to Wilson, Neave &amp; Berry, and has parallels with Lisgar House (refer no 2004). It is a good example of the style and contributes significantly to the streetscape of George Street. The combination of Georgian Revival style in the brick facade, windows and section of tiled roof with a Commercial Palazzo style sandstone base adds to the architectural interest of the building.</i></p>
Impact type	<p>Direct impact: Item not located within the construction site Potential direct: Vibration and settlement Indirect impact: Views and vistas</p>
Heritage impact assessment	<p>The heritage item is not located within the construction site, therefore there would be no direct impact. <b>Direct impact: Neutral</b></p> <p>The heritage item is located 25 metres north-west of the Hunter Street Station (Sydney CBD) western construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the Former Commercial Building ‘Peapes Menswear’.</p> <p>Settlement impacts due to the proposed construction work and tunnelling has been assessed as ‘Slight’. Proposed work would cause possible superficial damage that is unlikely to have a structural significance. Overall, impacts from settlement and ground movement would have a minor impact on the aesthetic significance and fabric of the heritage item. <b>Potential direct impact: Neutral (Vibration), Minor (Settlement)</b></p> <p>‘Peapes Menswear’ building is a locally significant heritage item which makes a positive contribution to the George Street streetscape. The Hunter Street Station (Sydney CBD) western construction site will be located directly opposite the heritage item. The demolition of existing buildings and construction activities would result in non-significant changes to the surrounding setting and context of the heritage item,</p>

### Former Commercial Building – ‘Peapes Menswear’

which is substantially altered from its historic inter-war setting, and is currently surrounded by large modern office buildings, of varying architectural styles and provenance . The proposed development is temporary in nature and would not obscure view corridors to the building, nor would the proposed development cause overshadowing impacts.

**Indirect impact: Negligible**

#### 6.2.3.16 Grand Hotel

The information in Table 52 outlines the heritage significance of the Grand Hotel and assesses the potential impact of the proposed work on the heritage significance of the item. The information which is italicised has been adapted from the State Heritage Inventory for the Grand Hotel.<sup>199</sup>

**Table 52: Heritage significance and impact assessment for the Grand Hotel, City of Sydney LEP 2012 item no. I1809**

### Grand Hotel

Image



**Figure 160: Grand Hotel (Source: Artefact Heritage 2021)**

Heritage Listings	<ul style="list-style-type: none"> <li>• SLEP 2012 item no. I1809</li> <li>• NTR no. 6316</li> </ul>
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Significance	Local
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Description	<p><i>The Grand Hotel is located on a prominent corner in Hunter Street, with a facade of three bays to Hunter Street and four to the laneway. A series of flat arched windows form a chamfer corner to the building. Each of the bays is framed by rusticated piers which form into arches at the fourth floor above arched windows with decorative voussoirs. Above this level a series of flat arched windows are integrated within a diagonal frieze framed by a top and bottom entablature. The cornice is supported by</i></p>
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<sup>199</sup> <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5045093>, accessed 12/05/21

## Grand Hotel

*decorative brackets. Juliette balconies occur to the central bays of each facade and the chamfer at the second and third level. The windows are timber with highlights above casement sections. The facade below the awning has been refaced with granite. The plan of the building is rectangular with an angled boundary to the lane. The upper levels contain seven bedrooms. The stair well which wraps around the lift retains its gumnut decorative dado tiles and dark mottle tiles.*

### Statement of significance

*The Grand Hotel is a six storey building of Inter War Georgian Revival style. It has historic significance for its ability to contribute to an understanding of the impact made on Sydney city streetscapes by the building demolitions which preceded the building of the Sydney Harbour Bridge and the Sydney City Railway. The building has aesthetic significance as an outstanding example of a well intact original pub exterior of high quality design with an intact interior stair also of high quality design. High Significance: All the intact original fabric of the south and west façade above the awning. Medium Significance: The intact original fabric of the foyer, stair and lift. Low Significance: Any remaining interior spaces.*

### Impact type

Direct impact: Item not located within the construction site  
Potential direct: Vibration and settlement  
Indirect impact: Views and vistas

### Heritage impact assessment

The heritage item is not located within the construction site, therefore there would be no direct impact.  
**Direct impact: Neutral**

The heritage item is located 25 metres north-east of the western construction site. The construction site is within the expanded heritage curtilage of the heritage item. The vibration is predicted to be below the cosmetic damage screening criteria. Potential direct impacts associated with vibration are not anticipated on the Grand Hotel.

Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Slight'. Proposed work would have possible superficial damage that is unlikely to have a structural significance. Overall, impacts from settlement and ground movement would have a minor impact on the aesthetic significance and fabric of the heritage item.

**Potential direct impact: Neutral (Vibration), Minor (Settlement)**

The Grand Hotel is a State significant item which makes a positive contribution to the Hunter Street streetscape. Views and vistas to the building will not be impacted by the proposed work. The Hunter Street Station (Sydney CBD) western construction site would be located directly opposite the heritage item. The demolition of existing buildings and construction activities would result in non-significant changes to the surrounding setting and context of the heritage item, which is substantially altered from its historic inter-war setting, and is currently surrounded by large modern office buildings, of varying architectural styles and provenance. The acoustic shed is temporary in nature and the proposed development would not obscure views to the building, there would also be negligible overshadowing of the building by the proposed development, or impacts on view corridors

**Indirect impact: Negligible**



6.2.3.17 Pangas House

The information in Table 53 outlines the heritage significance of the potential heritage item – Pangas House and assesses the potential impact of the proposed work on the heritage significance of the item. The following assessment was carried out by Paul Davies Pty Ltd in the 15-17 Hunter Street CMP.<sup>200</sup> The italicised text has been adapted and amended to suit the updated criterion for assessing heritage significance. The heritage significance of the item is required as it is a listed RNE item and directly abutting the Hunter Street Station (Sydney CBD) western construction site.

Table 53: Heritage significance and impact assessment for Pangas House, potential heritage item

Pangas House

Image



Figure 161: Pangas House (Source: Artefact Heritage 2021)

Heritage Listings	<ul style="list-style-type: none"><li>No statutory listings</li><li>RNE Place ID 2423</li></ul>
Significance	Potential local heritage item
Description	<p>The building is a commercial four storey Victorian Free Classical Style building with six bays, and moulded stucco details including cornices, mock balconies, pilasters and arched lintels with urns at parapet level.</p> <p>The building is substantially altered below the awning level, with the upper sections of the building in fair condition. It is currently used as Comfort Hotel with two ground floor retail tenancies.</p>

<sup>200</sup> Paul Davies, 15-17 Hunter Street Sydney Conservation Plan, date unknown

**Criterion (a)**

*As a part of the second phase of Sydney's early commercial development, where buildings contained retail on the ground floor and offices above. This was in contrast to the common practice of ground floor retail and associated residential above that typified development in the early part of the nineteenth century.*

*As a representative building from the late Victorian period that demonstrates the character and scale of buildings found throughout the area from 1870.*

**Criterion (b)**

*For its association with the prominent Wangenheim and Simons family, early retailers and developers of Sydney, seen in their ownership of property throughout the city including the site of the David Jones buildings.*

**Criterion (c)**

*As a good example of the Victorian English Renaissance style not commonly seen in the city and one of the few largely surviving intact examples in the central city area. As part of a small group of similar scaled and detailed buildings that are all important indicators in the city of the former scale of the city and early streetscape.*

*For the well detailed façade treatment that enlivens the streetscape and demonstrates the scale and pattern of development that was predominant in the lower end of Hunter Street in the late Victorian and Federation period.*

*As a representative example of Victorian streetscape in the central city area and now an important remnant in Hunter Street.*

Statement of  
significance

**Criterion (d)**

*For its continued commercial use for over 120 years and for its ability to demonstrate patterns of commercial usage and development in the central city area, particularly in contrast to the surrounding development.*

*For its association with the early Jewish community in Sydney, their entrepreneurial ventures in acquiring groups of properties, in the case Nos 13-21 Hunter Street.*

*For the connections of the Wagenheim and Simmons families through their entrepreneurial efforts, in supporting the cultural life of Sydney seen in the support of arts and opera.*

**Criterion (e)**

Pangas House does not provide substantial evidence that it has the potential to yield information which would contribute to an understanding of NSW's cultural or natural history (or that of the local area).

The building does not meet the threshold for the criteria for listing at either the State or Local level.

**Criterion (f)**

*The building has rarity value as an example of a richly decorative stucco building located in central Sydney and one of only half a dozen small scale commercial buildings from the late 1870 to early 1880 period.*

**Criterion (g)**

*The building is a fine example of a richly decorated commercial city building of the nineteenth century that illustrates the pattern of development once found throughout the city area and which has now largely disappeared except in isolated examples. This building is one of the better surviving facades from the 1870 period of highly detailed stucco commercial buildings.*

## Pangas House

Impact type	<p>Direct impact: Directly abuts north-eastern corner of the western construction site, but not to be demolished</p> <p>Potential direct: Vibration and settlement</p> <p>Indirect impact: Views and vistas</p>
Heritage impact assessment	<p>Pangas House is currently a potential heritage item, however, meets the criteria for local heritage listing. The heritage item is located abutting the north-eastern corner of the western construction site. The demolition of the adjacent building has the potential to directly damage the structure and façade of the heritage item, particularly if the adjacent high rise building is anchored into the western wall of Pangas House.</p> <p><b>Direct impact: Moderate</b></p> <p>The heritage item is located directly abutting the north-eastern corner of the Hunter Street Station (Sydney CBD) western construction site. The construction site is within the expanded curtilage of the potential heritage item. The item would experience vibration levels are predicted to exceed the cosmetic damage screening criteria. Vibration is predicted to have a moderate potential for direct impacts on Pangas House.</p> <p>Settlement impacts due to the proposed construction work and tunnelling has been assessed as 'Slight'. Proposed work would have possible superficial damage that is unlikely to have a structural significance. Overall, impacts from settlement and ground movement would have a minor impact on the aesthetic significance and fabric of the heritage item.</p> <p><b>Potential direct impact: Moderate (Vibration), Minor (Settlement)</b></p> <p>The Hunter Street Station (Sydney CBD) western construction site would be located directly adjacent to the potential heritage item. The demolition of existing buildings and construction activities would result in non-significant changes to the setting of the potential heritage item, which is currently surrounded by large modern structures. The proposed development is also temporary in nature.</p> <p><b>Indirect impact: Negligible</b></p>

### 6.2.4 Summary of heritage impacts

A summary of adverse heritage impacts to items within 25 metres of the Hunter Street Station (Sydney CBD) construction sites is provided in Table 32.

**Table 54: Summary of heritage impacts to items in or near the Hunter Street Station (Sydney CBD) construction sites**

Item	Construction site	Significance	Description of potential impact
<b>Tank Stream</b>	Hunter Street Station (Sydney CBD) western construction site	State	<p>Direct impact: Neutral</p> <p>Potential direct impact: Moderate (vibration), Further assessment required (settlement)</p> <p>Indirect impact: Neutral</p> <p>Overall impact: Moderate</p>
<b>Bennelong Stormwater Channel No 29A</b>	Hunter Street Station (Sydney CBD) eastern construction site	Local	<p>Direct impact: Neutral</p> <p>Potential direct impact: Moderate (vibration), Further assessment required (settlement)</p> <p>Indirect impact: Neutral</p> <p>Overall impact: Moderate</p>

Item	Construction site	Significance	Description of potential impact
<b>Skinner's Family Hotel</b>	Hunter Street Station (Sydney CBD) western construction site	State	<p>Direct impact: Moderate  Potential direct impact: Moderate (vibration), Minor (settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Moderate</p>
<b>NSW Club House Building</b>	Hunter Street Station (Sydney CBD) eastern construction site	State	<p>Direct impact: Negligible  Potential direct impact: Moderate (vibration), Minor (settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Minor</p>
<b>Former Bank – Delfin House</b>	Hunter Street Station (Sydney CBD) eastern construction site	Local	<p>Direct impact: Negligible  Potential direct impact: Moderate (vibration), Minor (settlement)  Indirect impact: Negligible (views and vistas)</p> <p>Overall impact: Moderate</p>
<b>Richard Johnson Square</b>	Hunter Street Station (Sydney CBD) eastern construction site	Local	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), No further assessment required (settlement)  Indirect Impact: Minor (views and vistas)</p> <p>Overall impact: Minor</p>
<b>City Mutual Life Assurance Building</b>	Hunter Street Station (Sydney CBD) eastern construction site	State	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Minor (settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Minor</p>
<b>Perpetual Trustee Company</b>	Hunter Street Station (Sydney CBD) eastern construction site	State	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Negligible (settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Negligible</p>
<b>Public Trust Office</b>	Hunter Street Station (Sydney CBD) eastern construction site	State	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Negligible (settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Negligible</p>
<b>Little Hunter and Hamilton Street Precinct</b>	Hunter Street Station (Sydney CBD) western construction site	State	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Further assessment required (settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Negligible</p>
<b>NSW Sports Club</b>	Hunter Street Station (Sydney CBD) western construction site	State	<p>Direct impact: Neutral  Potential direct impact: Neutral (vibration), Minor (settlement)  Indirect Impact: Negligible (views and vistas)</p> <p>Overall impact: Negligible</p>



Item	Construction site	Significance	Description of potential impact
<b>Former Wales House</b>	Hunter Street Station (Sydney CBD) eastern construction site	State	Direct impact: Neutral Potential direct impact: Neutral (vibration), Minor (settlement) Indirect Impact: Minor (views and vistas)  Overall impact: Minor
<b>Former Industrial Building 'Manufacturers Mutual'</b>	Hunter Street Station (Sydney CBD) western construction site	State	Direct impact: Neutral Potential direct impact: Neutral (vibration), Negligible (settlement) Indirect Impact: Negligible (views and vistas)  Overall impact: Negligible
<b>Ash Street Laneway</b>	Hunter Street Station (Sydney CBD) western construction site	Local	Direct impact: Neutral Potential direct impact: Neutral (vibration), No further assessment required (settlement) Indirect Impact: Neutral (views and vistas)  Overall impact: Neutral
<b>Former Commercial Building 'Peapes Menswear'</b>	Hunter Street Station (Sydney CBD) western construction site	Local	Direct impact: Neutral Potential direct impact: Neutral (vibration), Minor (settlement) Indirect Impact: Negligible (views and vistas)  Overall impact: Minor
<b>Grand Hotel</b>	Hunter Street Station (Sydney CBD) western construction site	Local	Direct impact: Neutral Potential direct impact: Neutral (vibration), Minor (settlement) Indirect Impact: Negligible (views and vistas)  Overall impact: Minor
<b>Pangas House</b>	Hunter Street Station (Sydney CBD) western construction site	Potential local heritage item	Direct impact: Moderate Potential direct impact: Moderate (vibration), Minor (settlement) Indirect Impact: Negligible (views and vistas)  Overall impact: Moderate

## 6.3 Tunnel alignment study area

### 6.3.1 Summary of listed heritage items

A summary of adverse impacts to listed heritage items which are located above the proposed tunnel alignment, but outside of the 25 metre buffer around the proposed construction sites, is provided in Table 55. In addition, there are heritage listed items that are outside of this tunnel alignment study area that may be impacted by the proposed tunnelling work. These are described in Table 56.

**Table 55: Potential impacts on heritage items which are directly above the tunnel alignment**

Item	Address	Listing	Significance	Potential impact
<b>Glebe Island Bridge</b>	Bank Street, Victoria Road, Pyrmont	<ul style="list-style-type: none"> <li>SHR Item no. 01914</li> <li>RMS s170 register (no item number retrievable)</li> </ul>	State	<p>Neutral (Vibration)</p> <p>Outside the zone of influence for potential settlement impacts and unlikely to be impacted</p> <p>Overall impact: Neutral</p>
<b>Railway cutting</b>	Pyrmont	<ul style="list-style-type: none"> <li>SHR item no. 01225</li> <li>Sydney Trains s170 register (no item number retrievable)</li> <li>SLEP 2012 item no. 1203</li> <li>RNE Place ID 14311</li> </ul>	State	<p>Neutral (Vibration)</p> <p>Within the zone of influence for potential settlement impacts, and would be subject to further detailed assessment during design development and construction planning.</p> <p>Overall impact: Further assessment required</p>
<b>Former warehouse 'Festivals Records' including interiors</b>	1-3 Bulwara Road (and 63-79 Millers Street), Pyrmont	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1211</li> </ul>	Local	<p>Neutral (Vibration)</p> <p>Negligible (Settlement)</p> <p>Overall impact: Negligible</p>
<b>Terrace group including interiors</b>	135-155 Harris Street, Pyrmont	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1227</li> </ul>	Local	<p>Neutral (Vibration)</p> <p>Negligible (Settlement)</p> <p>Overall impact: Negligible</p>
<b>Terrace group including interiors</b>	86-92 Union Street	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1276</li> <li>SREP 2005 (City West) Item no 123</li> </ul>	Local	<p>Neutral (Vibration)</p> <p>Negligible (Settlement)</p> <p>Overall impact: Negligible</p>
<b>Pyrmont Bridge Hotel</b>	94-96 Union Street, Pyrmont	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1277</li> <li>SREP 2005 (City West) Item no. 52</li> <li>RNE Place ID 100703</li> </ul>	Local	<p>Neutral (Vibration)</p> <p>Negligible (Settlement)</p> <p>Overall impact: Negligible</p>
<b>Former Railway House (part of Transport House) including interiors</b>	11-31 York Street, Sydney	<ul style="list-style-type: none"> <li>SHR Item no. 01271</li> <li>Sydney Trains s170 register (no item number retrievable)</li> <li>SLEP 2012 Item no. I1975</li> <li>RNE Place ID 2351</li> </ul>	State	<p>Neutral (Vibration)</p> <p>Outside the zone of influence for potential settlement impacts and unlikely to be impacted</p> <p>Overall impact: Neutral</p>

Item	Address	Listing	Significance	Potential impact
<b>Wynyard Park including parkland, mature trees, remnant fences, underground conveniences and Lang Statue</b>	York Street, Sydney	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1971</li> </ul>		<p>Neutral (Vibration)</p> <p>Outside the zone of influence for potential settlement impacts and unlikely to be impacted</p> <p>Overall impact: Neutral</p>
<b>Former 'Shell House' including interior</b>	2-12 Carrington Street, Sydney	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1691</li> </ul>	Local	<p>Neutral (Vibration)</p> <p>Negligible (Settlement)</p> <p>Overall impact: Negligible</p>
<b>Former 'Qantas House'</b>	68-96 Hunter Street, Sydney	<ul style="list-style-type: none"> <li>SHR Item no. 01512</li> <li>SLEP 2012 Item no. I1811</li> </ul>	State	<p>Neutral (Vibration)</p> <p>Negligible (settlement)</p> <p>Overall impact: Negligible</p>
<b>Wentworth Hotel</b>	2 Bligh Street (and 61-101 Phillip Street), Sydney	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1674</li> </ul>	Local	<p>Neutral (Vibration)</p> <p>Negligible (Settlement)</p> <p>Overall impact: Negligible</p>
<b>Chifley Square</b>	Chifley Square, Sydney	<ul style="list-style-type: none"> <li>SHR Item no. 01512</li> <li>SLEP 2012 Item no. I1708</li> </ul>	State	<p>Neutral (Vibration)</p> <p>Outside the zone of influence for potential settlement impacts and unlikely to be impacted</p> <p>Overall impact: Negligible</p>
<b>Terrace house 'Horbury House'</b>	171-173 Macquarie Street, Sydney	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1877</li> </ul>	Local	<p>Neutral (Vibration)</p> <p>Negligible (Settlement)</p> <p>Overall impact: Negligible</p>
<b>St James Railway Station</b>	Sydney	<ul style="list-style-type: none"> <li>SHR Item no. 01248</li> <li>Sydney Trains s170 register (no item number retrievable)</li> <li>SLEP 2012 Item no. I1740</li> </ul>	State	<p>Neutral (Vibration)</p> <p>Within the zone of influence for potential settlement impacts, and would be subject to further detailed assessment during design development and construction planning.</p> <p>Overall impact: Further assessment required</p>
<b>Shakespeare Place</b>	Shakespeare Place, Sydney	<ul style="list-style-type: none"> <li>SLEP 2012 Item no. I1949</li> </ul>	Local	<p>Neutral (Vibration)</p> <p>Negligible (Settlement)</p> <p>Overall impact: Negligible</p>

Item	Address	Listing	Significance	Potential impact
<b>State Library of NSW</b>	1 Shakespeare Place, Sydney	<ul style="list-style-type: none"> <li>SHR Item no. 01071</li> <li>Department of Education s170 register (no item number retrievable)</li> <li>SLEP 2012 Item no. 01071</li> <li>RNE Place ID 1847</li> <li>NTR no. 6386</li> </ul>	State	Neutral (Vibration)  Slight (Settlement)  Overall impact: Minor
<b>Royal Botanical Gardens and Domain (including Governor's Domain and Civic Precinct)</b>	Sydney	<ul style="list-style-type: none"> <li>NHL Place ID 106103</li> <li>SHR Item no. 01070</li> <li>SLEP 2012 Item no. 11653</li> <li>RNE Place ID 1863</li> <li>NTR no. 6489</li> </ul>	National	Neutral (Vibration)  Outside the zone of influence for potential settlement impacts and unlikely to be impacted (Settlement)  Overall impact: Neutral

**Table 56: Potential impacts on heritage items within settlement contours**

Item	Address	Listing	Significance	Potential impact
<b>Glebe Island Silos</b>	Victoria Road, Glebe Island, NSW 2040	<ul style="list-style-type: none"> <li>Port Authority of NSW s170 4560016</li> </ul>	Local	Neutral (Vibration)  Within the zone of influence for potential settlement impacts, and would be subject to further detailed assessment during design development and construction planning.  Overall impact: Further assessment required



## 6.4 Power supply route

A power supply route would be installed to the south and west of the Pyrmont Station construction sites. This power supply route would be installed through trench excavation, which would be about one metre wide and 1.5 metres to two metres deep. The power supply route would be located through the road corridors of Pyrmont Bridge Road and Harris Street.

The following heritage assessment has been provided to assess any adverse impacts to the significance of any heritage items which the power supply route passes through the curtilage of. As the work would be buried below a road, they are not anticipated to cause adverse heritage impacts to any heritage items which are located near to the item. As the work consist of ground disturbance (trench excavation), a non-Aboriginal archaeological assessment of the route has been provided. A summary of potential adverse heritage impacts to heritage items located within the footprint of the power supply route is provided in Table 57.

**Table 57: Heritage items located within footprint of power supply route**

Item	Address	Listing	Significance	Potential impact
<b>Pyrmont Heritage Conservation Area</b>	Pyrmont	• SLEP 2012 Item no. C52	Local	<p>The trenching work would be located within the road corridors of Pyrmont Bridge Road and Harris Street and would not modify any heritage significant fabric or structures which contribute to the significance of this conservation area. There would be neutral <b>direct</b> heritage impacts to the conservation area.</p> <p>Trenching work would involve removing the current asphalt road surface, which would be reinstated following the completion of the conduit installation work. This would not alter the visual character of the area and would result in neutral <b>indirect</b> heritage impacts to the conservation area.</p>

## 7.0 NON-ABORIGINAL ARCHAEOLOGICAL IMPACT ASSESSMENT

### 7.1 Pyrmont Station construction sites

#### 7.1.1 Previous archaeological investigations

Non-Aboriginal archaeological excavations which have been previously conducted in the Pyrmont area, specifically those sites which are either near to the proposed construction sites or that may feature similar archaeological remains as those which are predicted at the Pyrmont Station construction sites, are discussed below. The purpose of this section is to provide an indication of the archaeological potential for the Pyrmont Station construction sites and to explore comparative research design questions which may provide insight into the material culture of the Pyrmont neighbourhood at various phases through the nineteenth and early twentieth centuries.

##### **7.1.1.1 Pyrmont Peninsula Place Strategy (Godden Mackay Logan, October 2020)<sup>201</sup>**

The Pyrmont Peninsula Place Strategy, prepared for the Department of Planning, Industry, and Environment, included a non-Indigenous cultural heritage study. The key objectives of this study included:

- Understand the non-Indigenous heritage of the study area and immediate surrounds, particularly the waterfront
- Gain an appreciation of the roles and value of non-Indigenous heritage for place identity, vision and character today, particularly the role of heritage to create an authentic, attractive and vibrant place (in collaboration with other consultants, such as in economics and urban design)
- Develop an understanding of the characteristics of the study area in relation to non-Indigenous heritage cultural, political, social and related economic significance
- Prepare an evidence base and provide strategic advice to support the Place Strategy, including urban design framework, master plan and recommendations and changes to deliver a simplified planning control at the sub-precinct and site scale
- Make recommendations on amendments to planning controls to enable the urban design framework and master plan to be implemented including provision of technical information and other evidence to support change to land use planning controls to satisfy relevant statutory guidelines
- Make recommendations on how matters of non-Indigenous heritage can be considered as part of ongoing governance of the study area.

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<sup>201</sup> Godden Mackay Logan, 2020 *Pyrmont Peninsula Place Strategy – Non-Indigenous Cultural Heritage Study – Final Report*.

According to the Pyrmont Peninsula Place Strategy, the Pyrmont Peninsula has

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*...outstanding heritage significance for its ability to demonstrate human intervention and modification of a visually prominent, distinctive harbour landform. Since colonisation the peninsula has been modified and transformed, it is a significant historic cultural landscape that demonstrates a distinctive evolutionary pattern of large land grants, subdivision, agriculture and industrial development, quarrying, land reclamations, industry, rail lines and wharf construction, urbanisation, technological development, industrial decline, and government-led urban planning, consolidation and renewal writ large. Associated with major shifts in Australia's industrial and political economy, these significant historical shaping forces have resulted in dramatic and significant changes in community and working life expressed through an urban landscape and a complex amalgam of significant public infrastructure, industrial, residential, and commercial development and public space... Pyrmont-Ultimo has substantial potential to yield archaeological information that will contribute to an understanding of NSW's cultural and natural history fabric and Sydney's early development and industrial history, along with buried deposits relating to those activities.*

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The Place Strategy commended that a detailed, area-wide Archaeological Zoning or Management Plan is required to better identify potential archaeological sites and locations where more area-specific archaeological assessment is warranted within the Pyrmont Peninsula. In the context of this project, this means that the contextual knowledge about the Pyrmont archaeological resource is not readily available and it is beyond the scope of this work to develop that wider archaeological landscape management plan.

## Discussion

The Place Strategy identified the area occupied by the Gilbey's Distillery as an "area of archaeological potential that is partially disturbed or destroyed". This is consistent with this assessment.

### 7.1.1.2 26 – 32 Pyrmont Bridge Road, Pyrmont – Archaeological Research Design (Godden Mackay Logan 2000)<sup>202</sup>

Godden Mackay and Logan prepared an Archaeological Research Design report for proposed basement carpark excavation work at the 26-32 Pyrmont Bridge Road site. This site is located within the Pyrmont Station western construction site. Basement work at the site were to be confined to the northern half of the property.

The Archaeological Research Design report identified that the site was not known to have been developed beyond its use for cattle grazing prior to the 1880s, when terrace housing was constructed on both the Pyrmont Bridge Road and Pyrmont Street frontages. Terrace housing was identified as both residential and commercial in nature. The following statement of significance of provided for potential archaeological remains at the site:<sup>203</sup>

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<sup>202</sup> Godden Mackay Logan "26 – 32 Pyrmont Bridge Road, Pyrmont – Archaeological Research Design", prepared for Property Partnerships Pacific (May 2000).

<sup>203</sup> *Ibid* p. 31

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*The study site at 26 – 32 Pyrmont Bridge Road, Pyrmont is a significant archaeological resource both in terms of the later development of Pyrmont and the local community. The site is likely to contain intact archaeological resources including structural remains, outbuildings and occupation deposits which yield information about the residential and trade occupations of inhabitants of the 1880s to 1915 terraces as well as the site's earlier occupation and uses which contribute to the history of Pyrmont.*

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Relevant site-specific research questions for this site were developed during preparation of the Archaeological Research Design, including:

- How does the material culture of the site compare with urban sites of a similar period and site use?
- What evidence exists of European occupation of the site before it was developed [in the 1880s]?
- What evidence exists of uses of the buildings which occupied the site?
- Can individuals be identified in the archaeological record?
- What evidence exists of uses of exterior spaces?
- Construction of the privies – do the rear yards of the terraces contain privies, or were sewer services incorporated into their construction?
- Are there any wells within the study site?

While this archaeological research design recommended a program of archaeological monitoring, the results of any archaeological investigation at the site are not publicly available.

## Discussion

The Archaeological Research Design prepared by Godden MacKay and Logan assessed the area occupied by the Pyrmont Station western construction site. The recommended archaeological monitoring program was focused on the extent of the modern carpark, which encompassed the northern portion of the Pyrmont Station western construction site. Given that the southern portion of the 1880s terraces (facing Pyrmont Bridge Road) was not impacted by the construction of the modern basement carpark, the above research design questions are directly applicable to the southern portion of the Pyrmont Station western construction site.

### 7.1.1.3 50-72 Union Street, Pyrmont – Archaeological Investigation for Charter Hall Holdings (Casey and Lowe May 2010)

During November-December 2003, a program of archaeological excavation was carried out at 50-72 Union Street, Pyrmont as part of the redevelopment of the site.<sup>204</sup> This site was a vacant lot at the corner of Union and Edward Streets, previously occupied by c1840 terraces and a 1920s flour mill demolished in the 1980s. Archaeological investigation at the site found that the construction of the flour mill had largely destroyed the majority of pre-1920s evidence of occupation.<sup>205</sup> The main findings were evidence of the lower floor of a row of three terrace houses (No 62-66) along Union Street. Evidence of these structures and their occupation included underfloor deposits relating to a service room or kitchen, including stone footings, fireplace, drain and floor surfaces from 64 and 66 Union

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<sup>204</sup> Casey and Lowe, "Archaeological Investigation 50-72 Union Street, Pyrmont. Volume 1: Main Report." (May 2010)

<sup>205</sup> Ibid, pi.



Street, whilst the remnants of 62 Union Street were predominately only the sandstone footings of basement rooms.<sup>206</sup> A small pocket of evidence in the northern corner of the site also contained cesspits related to 38-40 Edward Street, and 31-37 Alma Street, chiefly stone structures and discarded artefacts. Artefacts included building material, ceramics, glass, metal and other miscellaneous or organic objects, alongside a large amount of animal bones. The evidence encountered within this site provided an interesting insight into the early working-class history of Pyrmont and into the lives of the families who lived and worked there.

In addition to the structural and artefactual remains identified during the archaeological excavation, soil samples were analysed for pollen microfossils to understand the vegetation regime of the site over time. Soil samples analysed for pollen remains from a number of different contexts identified a mix of native, cereal and 'weedy' taxa, indicating that as well as the mixed agricultural and residential use of the site, evidence of 'poorly maintained or waste ground' was present, corroborating historical accounts of the slow development of the Pyrmont peninsula in the nineteenth century.<sup>207</sup>



**Figure 162: Machine made brick footings and pier associated with the flour mill cutting through the earlier terrace house remains Source: Casey and Lowe**

<sup>206</sup> Ibid.

<sup>207</sup> Macphail, M. 2006. "Palynological Analyses of Soil and Associated Cultural Deposits, 50 – 72 Union Street, Pyrmont". Report prepared for Casey and Lowe.

## Discussion

This archaeological investigation was located adjacent to the Pyrmont Station eastern construction site directly to the north, on the opposite side of Union Street. The findings of this investigation, namely the underfloor deposits of the terrace housing as well as the structural remains of basement rooms and cesspit deposits provide an indication of likely archaeological remains that may be present in the Pyrmont Station eastern construction site associated with the 1870s terrace housing.

### **7.1.1.4 55 Pyrmont Bridge Road, Pyrmont – Archaeological Monitoring of Former McWilliams Wines Premises for City West Centre (Edward Higginbotham 1994)**

During March 1994, archaeological monitoring was carried out at 55 Pyrmont Bridge Road, Pyrmont, during the redevelopment of the Former McWilliams Wines Premises.<sup>208</sup> The factory was purchased by the company in 1941, and a new building and underground wine tanks had been constructed which incorporated the previous premises of the early twentieth century ironworks on the site, expanded in the 1960s with a set of concrete tanks.<sup>209</sup> Bulk excavations at this site revealed evidence of the underground tanks for the storage of bulk wine, with a large portion of the southern end of the excavated site occupied by disturbed to sandstone bedrock. Crushed sandstone overlaying bedrock was encountered under the northern end of the site.<sup>210</sup> No evidence of the former foundry was encountered, likely having been removed due to the substantial excavations and levelling which took place for the new building and wine tanks in the 1940s, as well as for the additional wine tanks in the 1960s.



**Figure 163: The eastern wall of the underground wine tanks. constructed in 1941 (Source: Edward Higginbotham and Associates, 1994)**

<sup>208</sup> Edward Higginbotham and Associates, "Report on the archaeological monitoring programme during redevelopment of the former McWilliams Wines Premises, 55 Pyrmont Bridge Road, Pyrmont, N.S.W." (August 1994).

<sup>209</sup> Ibid, p3.

<sup>210</sup> Ibid, p5.

## Discussion

This site is located within close proximity of Pyrmont Station western construction site, about 50 metres to the southwest. It demonstrates the lack of archaeological potential associated with sites which have experienced extensive below-ground excavation and disturbance.

### **7.1.1.5 1-9 Pyrmont Bridge Road, Pyrmont – Archaeological Monitoring Program for redevelopment of site for Powalu Pty Ltd (Godden MacKay Logan 1994-1996)**

During July 1996, site monitoring was carried out at 1-9 Pyrmont Bridge Road, Pyrmont, during the removal of a concrete slab and excavation of the underlying fill.<sup>211</sup> Initial test pits and coring suggested that intact archaeological deposits may have survived in the eastern third of the site, with other recent building activity levelling the underlying sandstone to the south of the site and raising the northern end with mixed fill. Below the immediate level of the concrete slab was a pale orange, brown fill with loose bricks.<sup>212</sup> Below this was located a fine dark soil containing brick, gravel and artefacts, predominately glass bottles. Bottles appears to date from after the 1920s onwards and appeared to be associated with levelling of the site and construction work in the 1950s.<sup>213</sup>

The site was found to be highly disturbed and limited evidence could be retrieved about pre-1880 land use, though pockets of loam with corroded flat metal were found, possibly related to former structures on the site or tin packaging for goods. Evidence of former structures on the site was located, including the remains of a north-south wall about 1.9 metres below the concrete slab floor of the 1950s building.<sup>214</sup> This was likely part of number 73 Union Street, and was comprised of brick with cement or plaster render with some evidence of sandstone footings. In addition, sandstone footings and slate damp course were located related to other structures including number 75 Union Street at a similar depth, as well as a more intact evidence of rectangular brick outbuilding related to 77 and 79 Union Street including sewerage pipes. The latter feature was found in association with pre-1930s glass bottles, some possibly dating to as early as the 1870s.<sup>215</sup> Thus, remains encountered at this site provided evidence on the post-1878 development of the area, likely illustrating the existence of a row of terraces built along Pyrmont Bridge Road (previously part of Union Street) in 1880.

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<sup>211</sup> Godden Mackay, "1-9 Pyrmont Bridge Road, Pyrmont – Archaeological Monitoring Report." (September 1996)

<sup>212</sup> Ibid, p8.

<sup>213</sup> Ibid.

<sup>214</sup> Ibid, p11.

<sup>215</sup> Ibid, p17.



**Figure 164: Photograph of Feature 3A (rectangular brick outbuilding) Source: Godden Mackay**

## Discussion

This archaeological investigation is adjacent to the Pyrmont Station eastern construction site, directly to the southeast on the opposite side of Pyrmont Bridge Road. The archaeological deposits of pre-1930s glass bottles in association with sewage pipes indicate the presence of late nineteenth century terraces with associated outhouses. These findings offer some comparative insights into the neighbourhood of the Pyrmont Station eastern construction site and reflect indicative archaeological deposits that may be associated with the 1870s terrace housing in the northern portion of the Pyrmont Station construction site.

### 7.1.1.6 “Falling through the Cracks: Method and Practice at the CSR Site, Pyrmont” (Casey M., 2004)<sup>216</sup>

Casey and Lowe undertook archaeological excavation at the former Colonial Sugar Refining (CSR) site in Pyrmont in 1996. The CSR site was a former refinery that was constructed in 1878, with adjacent workers residential terrace housing constructed in the 1860s and which were demolished by the 1950s to make way for further expansion of the refinery site. Archaeological excavation focussed on excavating the buried remains of these former worker’s residential houses, and a detailed assessment of domestic artefact deposits identified from the under-floor spaces of multiple 19<sup>th</sup> century terrace houses was conducted. The excavation report was prepared in 2000.<sup>217</sup>

The excavation director Mary Casey prepared a journal article in 2004 which outlined a detailed methodology for comparative analyses of domestic archaeological deposits. Casey discussed appropriate standards of artefact cataloguing which would allow detailed analyses to scrutinise artefact distribution patterns between historical archaeological domestic deposits. Casey also specified a detailed methodology for understanding the depositional processes which form underfloor archaeological deposits, which outline the greater propensity for these deposits to form underneath

<sup>216</sup> Casey, M. 2004. “Falling through the Cracks: Method and Practice at the CSR Site, Pyrmont”, *Australasian Historical Archaeology*, 22: 27 – 43.

<sup>217</sup> Casey and Lowe, 2000. “Archaeological Investigation CSR Site, Pyrmont (Jacksons Landing).” Report prepared for Lend Lease Development.



former kitchens compared to sleeping areas. Casey also provided a detailed spatial excavation methodology which was utilised and tested during the CSR site investigations, and then correlated to occupants for the historical housing to provide detailed responses to social and material questions about the inhabitants.

## Discussion

This paper details specific approaches that can be adopted when investigating places where working-class people lived such as the terraces housing seen in both the Pyrmont Station construction sites. In particular, a focus on the underfloor deposits of the kitchen areas can provide comparative insights into the “typical” profile of lives as lived within working-class housing” across other later nineteenth century housing in Pyrmont and the broader urban Sydney area. The site of the former CSR workers terrace houses is about 300 metres to the northwest of the Pyrmont Station western construction site, and dates to within 20 years of construction.

### 7.1.2 Land use summary

The historical development of the Pyrmont Station construction sites have been divided into the following historical phases of activity for this assessment:

#### 7.1.2.1 Pyrmont Station western construction site

- Phase 1 (1788 – 1883): Early exploration into Pyrmont and 24-acre crown grant to John Malone (1794). Potential land clearance and agricultural / pastoral activities may have taken place. Subdivision of Lot 57 (this construction site) occurred in the late 1850s but no evidence of construction was identified, with the land used for cattle grazing.
- Phase 2 (1883 – 1914): Construction of 8 terraces within Lot 57 within the Pyrmont Station western construction site facing Pyrmont Bridge Road. These terraces were mixed commercial and residential buildings, with predominantly retail trades operating within the buildings at this time.
- Phase 3 (1914 – 1945): Terraces were resumed by the City of Sydney and demolished to allow for the widening of Pyrmont Bridge Road. The property remained vacant for several years before being used as a livery stable.
- Phase 4 (1945 – present): Gilbey’s Distillery and adaptive reuse. Construction of the current building with rear carpark in the Pyrmont Station western construction site. Distillery renovated in the 1980s with the rear carpark expanded (with new basement levels) in the early 2000s.

#### 7.1.2.2 Pyrmont Station eastern construction site

- Phase 1 (1788 – 1878): Early exploration into Pyrmont and 24-acre crown grant to John Malone (1794). Potential land clearance and agricultural / pastoral activities may have taken place. Subdivision of Lot 59 (this construction site) occurred in the late 1850s but no evidence of construction was identified, with the land used for cattle grazing.
- Phase 2 (1878 - 1940): Construction of terraces within the construction site, with mixed commercial and residential premises along Union Street. Trades are predominately retail trades during this time such as grocers, hairdressers, butchers and general stores.

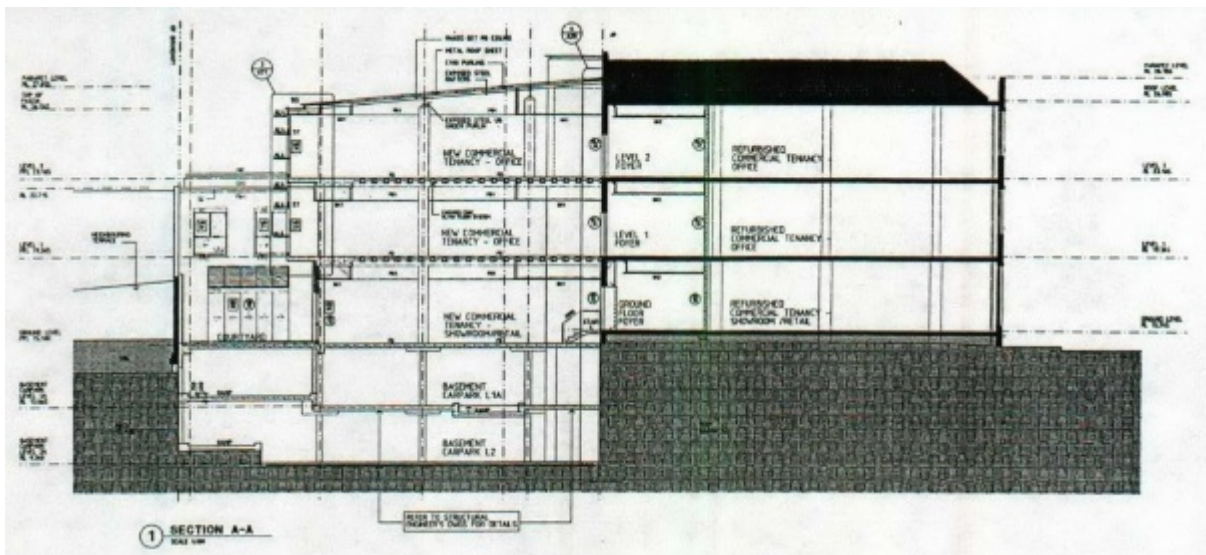
- Phase 3 (1940 – 1984): Use of site as a lumber yard in the west of the construction site and as a fuel service station in the 1960s in the eastern portion of the construction site.
- Phase 4 (1984 – present): Construction and use of modern two-storey office building with carpark and basement excavation.

### 7.1.3 Previous ground disturbance

#### 7.1.3.1 Pymont Station western construction site

Ground disturbance within the Pymont Station western construction site is primarily limited to the excavation of basements at the rear of the former Gilbey's distillery. Basement diagrams indicate that underground carparks have been excavated into the northern half of the property (refer to Figure 165). However, these basement diagrams also indicate that the southern (Pymont Bridge Road-frontage) portion of the site does possess a basement level.

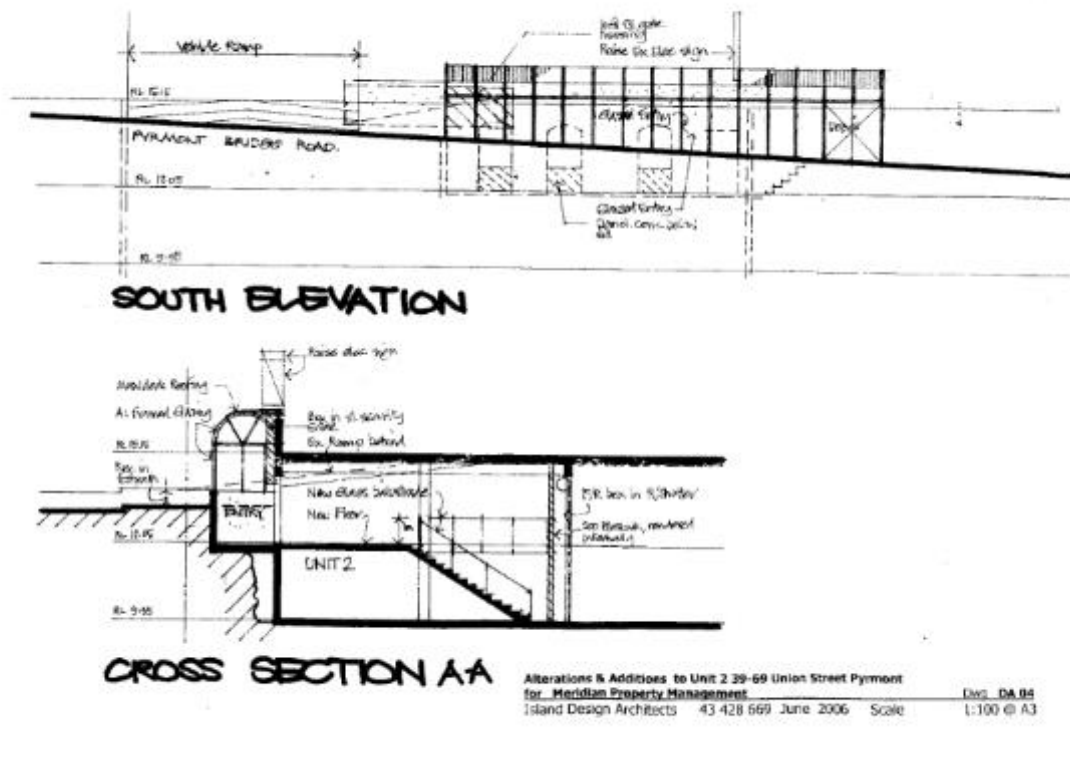
The site survey also identified the likelihood that the ground floor of the former Gilbey's distillery has a deep sub-floor space, as the natural ground sloped down to the west. While there was some evidence of services and conduits entering into the subfloor space, it is considered that the degree of ground disturbance caused by modern structures within the southern portion of the Pymont Station western construction site is low, and the archaeological remains below this portion of the construction site are likely to survive.



**Figure 165: Basement carpark in northern portion of Pymont Station western construction site, west elevation.**

#### 7.1.3.2 Pymont Station eastern construction site

The Pymont Station eastern construction site consists of two storey commercial buildings which are constructed into moderately sloping ground. The current development consists of three office buildings with two storeys of carparks. The lower level of the carpark and office buildings are excavated into the hillside, with the deepest portion of the site below ground on the southern (Pymont Bridge Road frontage) side of the property (refer to Figure 166).



**Figure 166: South elevation and cross section of lower ground units at Pyrmont Station eastern construction site**

However, the Union Street frontage of the property and carpark entrances at the existing ground level, and it is considered likely that this elevation is consistent with the historical ground level of the southern side of Union Street. The 1938-39 Civic Survey for the area provided measured elevation contours for the site, showing its location on the outer edge of a steep slope. The 30' (9.144 metres) contour line at that time aligns with the estimated cut-and-fill transition point for the current commercial building, based on estimates conducted during site surveys.

As such, a small area in the northern portion of the Pyrmont Station eastern construction site is considered to be the only area within the Pyrmont Station eastern construction site where evidence of deep ground disturbance is not present. In this location it is likely that the following arch remains are therefore intact.

#### 7.1.3.3 Summary of ground disturbance at Pyrmont Station construction sites

Based on basement data at the Pyrmont Station construction sites, Figure 167 below shows the areas where basement excavations have predicted to have entirely removed any buried archaeological resources.



**Figure 167: Estimated extent (red shading) of modern basement levels at Pymont Station construction sites**

#### 7.1.4 Assessment of archaeological potential

##### 7.1.4.1 Archaeological potential at Pymont Station western construction site

Based on the historical research and physical inspection of the Pymont Station western construction site, as well as an assessment of historical ground disturbance, potential archaeological remains from each of the identified historical phases are described in Table 58. The definition for grades of archaeological potential are provided in Table 13. An overlay of areas of predicted archaeological remains is provided in Figure 168.

**Table 58: Predicted archaeological remains and potential at the Pymont Station western construction site**

Phase	Site use	Potential archaeological remains	Potential
<b>Phase 1 (1788 – 1883)</b>	Land clearance, informal grazing	Land clearing is presumed to have occurred during this time, but no known construction occurred within the Pymont Station western construction site during this time. Land utilised for informal grazing or farming may have left ephemeral archaeological remains such as animal bones (cattle or sheep), tree boles, fencing post holes or field drains. However, with the later development of the site and with significant basements in the northern portion of the site, these remains are not anticipated to be present.	<b>Nil</b>



Phase	Site use	Potential archaeological remains	Potential
<b>Phase 2 (1883 – 1914)</b>	Former commercial and residential terrace houses	<p>Terrace housing used for commercial and residential tenants was constructed in 1883 in the southern portion of the Pyrmont Station western construction site. These terraces were the living and working spaces of a variety of retail trades, including bakers, grocers, drapers, newsagencies, and restaurants. Archaeological remains related to these premises would only be situated within the southern portion of the site due to basement excavation present in the north. The location of the former terrace houses with respect to the construction site and known basement excavation is provided in Figure 168.</p> <p>The area of archaeological potential within the construction site is associated with the central and rear portions of the terrace buildings, which would include rear kitchens. Privies were located within the rear yards however these are situated within the area of later basement excavation.</p> <p>Archaeological remains related to these buildings could include brick and stone footings, hearths, domestic or underfloor deposits (discarded ceramic, pins, buttons, glass), cooking and kitchen remains (bone, utensils), yard and workshop surfaces and isolated rubbish deposits.</p>	<b>Moderate</b>
<b>Phase 3 (1914 – 1945)</b>	Yard surface (livery and stable yard)	The southern portion of the construction site was used as a livery during part of this phase. Archaeological remains associated with this phase may include former stable structures and footings, demolition fills, yard surfaces, post holes, rubbish pits and isolated ceramic, glass, bone or metal deposits.	<b>Low</b>
<b>Phase 4 (1945 – present)</b>	Gilbey's Distillery	The current building was constructed at the beginning of this phase and the construction of this building did not involve deep excavation. Remains associated with the former use of the building as a distillery may be present in the sub-floor cavity of the building from chance discard, including glass bottles / bottle fragments, metal equipment and rubbish deposits.	<b>Moderate</b>



Figure 168: Overlay of potential archaeological remains within the Pyrmont Station western construction site

#### 7.1.4.2 Archaeological potential at Pyrmont Station eastern construction site

Based on the historical research and physical inspection of the Pyrmont Station eastern construction site, as well as an assessment of historical ground disturbance, potential archaeological remains from each of the identified historical phases are described in Table 59. An overlay of areas of predicted archaeological remains is provided in Figure 169.

**Table 59: Predicted archaeological remains and potential at the Pyrmont Station eastern construction site**

Phase	Site use	Potential archaeological remains	Potential
<b>Phase 1 (1788 – 1878)</b>	Land clearance, informal grazing	Land clearing is presumed to have occurred during this time, but no known construction occurred within this Pyrmont Station western construction site during this time. Land utilised for informal grazing or farming may have left ephemeral archaeological remains such as animal bones (cattle or sheep), tree boles, fencing post holes or field drains. However, with the later development of the site and with significant basements in the northern portion of the site, these remains are not anticipated to be present.	<b>Nil</b>
<b>Phase 2 (1883 – 1940)</b>	Former commercial and residential terrace houses	<p>Terrace housing used for commercial and residential tenants were constructed in 1878. These terraces were the living and working spaces of a variety of retail trades, including butchers, grocers, hairdressers, and general stores. Archaeological remains related to these premises would only be situated within the northern portion of the site due to basement excavation present in the south. The location of the former terrace houses with respect to the construction site and known basement excavation is provided in Figure 169.</p> <p>The area of archaeological potential within the construction site is associated with the front rooms of these former terraces and only for a small section of the original Union Street row of buildings. Privies and kitchens are likely not preserved due to their presence in the rear of the properties which have been removed from excavation for basement parking.</p> <p>Archaeological remains related to these buildings could include brick and stone footings, hearths, domestic or underfloor deposits (discarded ceramic, pins, buttons, glass), yard and workshop surfaces and isolated rubbish deposits.</p>	<b>Moderate</b>
<b>Phase 3 (1940 – 1984)</b>	Lumber yard	This phase saw the western portion of the construction site used for lumber storage which would preclude the likely accumulation of significant archaeological remains. Chance archaeological remains from this phase could include timber and brick footings for walls or fences, as well as isolated rubbish deposits, however later disturbance to construct office buildings in the 1980s involved ground excavation would have likely removed all of these relatively ephemeral remains.	<b>Nil</b>
	Fuel service station	The fuel service station was constructed in the eastern corner of the construction site in the 1960s. Later excavation for the construction of the 1980s office building has likely removed all remnants of this structure with the possible exception of any residual deep fuel storage tanks.	<b>Low for deep deposits (fuel tanks) only</b>

Phase	Site use	Potential archaeological remains	Potential
<b>Phase 4 (1984 – present)</b>	Modern office building	Subsurface archaeological remains are not anticipated to be present from the construction of the 1980s office building on the site.	<b>Nil for subsurface remains</b>

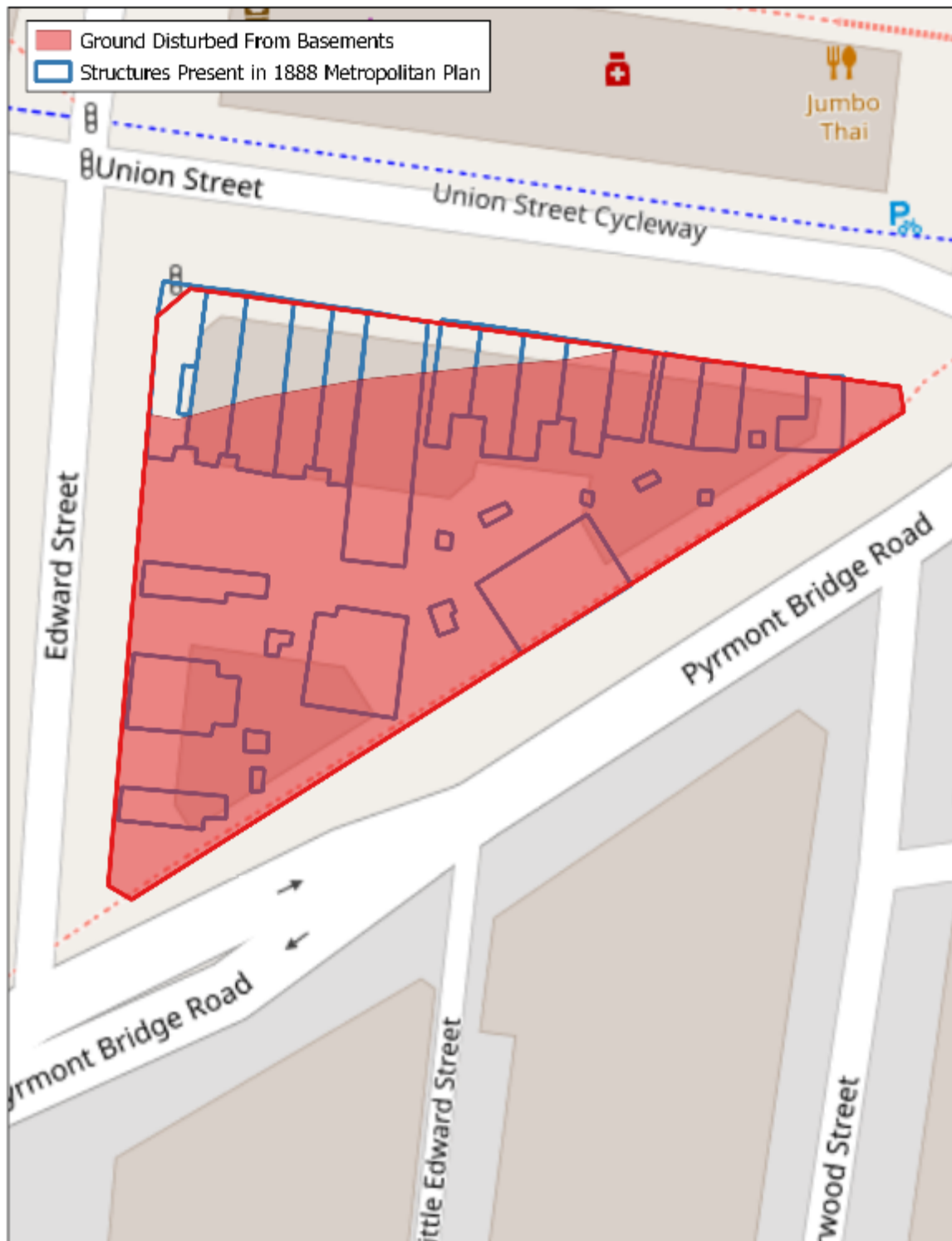


Figure 169: Overlay of potential archaeological remains within the Pyrmont Station eastern construction site



### 7.1.5 Assessment of archaeological significance

The following assessments of significance for archaeological remains are provided for remains predicted to be located within the construction sites only. Land use phases for which archaeological remains have not been predicted are not included in this discussion of archaeological significance. Archaeological remains related to twentieth century phases are also not included in these assessments of significance.

Predicted archaeological deposits relating to late-nineteenth and early twentieth century remains within both Pyrmont Station construction sites are assessed in accordance with the methodology outlined in Section 3.7.2 in Table 60 below.

**Table 60: Assessment of archaeological significance for Pyrmont Station western construction site phase 2 (1883 – 1914 – commercial and residential development) and the Pyrmont Station eastern construction site phase 2 (1878 – 1940 – commercial and residential development)**

Criteria	Discussion
Research potential (criterion E)	<p>Archaeological remains related to small-scale late-nineteenth and early twentieth century domestic and commercial industries, if a robust dataset, has research potential for its ability to investigate the domestic and working practices of the people who resided in these buildings. Robust domestic and commercial artefactual deposits, when spatially interrogated, can respond to questions regarding the trades, class, gender, ethnicity, and habits of the people who discarded them. Artefactual datasets can be compared with similar comparative deposits from other Pyrmont late-nineteenth archaeological sites. This could further answer questions regarding to respectability and material aspirations of the residents and workers in what was a predominantly working class suburb for much of its history.</p> <p>Archaeological remains would be considered of local significance under this criterion.</p>
Association with individuals, events or groups of historical importance (criteria A, B & D)	<p>While the Ultimo Estate was originally the possession of John Harris and was subdivided by his family, the archaeological remains of late nineteenth terrace houses (and associated artefactual deposits) would not be associated with Harris or his family. No individual, events or groups of historic importance are associated with the predicted remains.</p> <p>Archaeological remains would not reach the threshold for local significance under these criteria.</p>
Aesthetic or technical significance (criterion C)	<p>Artefactual remains related to trades and commercial practices may have the potential to elucidate technical practices associated with their manufacture and use. Structural remains associated with the former terraces have the potential to exhibit the layout, form and function of a former late nineteenth commercial high street. Domestic artefactual remains, particularly those related to families, child rearing or education, may be of aesthetic value.</p> <p>Archaeological remains would be considered of local significance under this criterion.</p>
Ability to demonstrate the past through archaeological remains (criteria A, C, F & G)	<p>The use and operation of combined commercial and residential terrace houses would be able to demonstrate the working- and middle-class lives of the former occupants of these buildings. Former terrace buildings on Pyrmont Bridge Road and Union Street would have formed a small commercial 'high' street as Pyrmont grew with increased traffic after the construction of Pyrmont Bridge. The operation of this commercial area, which may show the material aspirations of the largely working class residents of Pyrmont, would likely display past practices and lifeways of these inhabitants.</p> <p>Archaeological remains would be considered of local significance under these criteria.</p>

Criteria	Discussion
Statement of significance	Archaeological remains associated with late-nineteenth and early-twentieth century commercial and residential terrace houses (and associated artefactual deposits) are of local significance for their ability to answer research questions about trades, class, gender and aspiration. Archaeological remains recovered from these sites can be interrogated against comparative datasets of other Pyrmont archaeological investigations. These remains may provide information on the manufacture, operation and retail of a variety of commercial trades. Remains would be demonstrative of the practices and lifeways of a burgeoning local commercial community which tended to the daily needs of a busy maritime and industrial working class precinct.

### 7.1.6 Summary of archaeological potential and significance at the Pyrmont Station construction sites

A summary of predicted significant archaeological remains located within the Pyrmont Station construction sites is provided in Table 61 and the anticipated location of these remains is shown in Figure 170.

**Table 61: Summary of significant non-Aboriginal archaeological remains within the Pyrmont Station construction sites**

Site	Phase	Predicted remains	Potential	Significance
<b>Pyrmont Station western construction site</b>	<b>Phase 2 (1883 – 1914)</b>	Archaeological remains related to this phase could include brick and stone footings, hearths, domestic or underfloor deposits (discarded ceramic, pins, buttons, glass), cooking and kitchen remains (bone, utensils), yard and workshop surfaces and isolated rubbish deposits	Moderate	Local
<b>Pyrmont Station eastern construction site</b>	<b>Phase 2 (1878 – 1940)</b>	Archaeological remains related to this phase could include brick and stone footings, hearths, domestic or underfloor deposits (discarded ceramic, pins, buttons and glass), yard and workshop surfaces and isolated rubbish deposits.	Moderate	Local

### 7.1.7 Archaeological impact assessment

Mined excavation to significant depth (about 20 metres) within the Pyrmont Station construction sites would result in the total removal of all archaeological resources. The proposal would result in a major impact to non-Aboriginal archaeological remains of local significance.



Figure 170: Significant non-Aboriginal archaeological resources at the Pymont Station construction sites



## 7.2 Hunter Street Station (Sydney CBD) construction sites

### 7.2.1 Previous archaeological excavations

Non-Aboriginal archaeological excavations which have been previously conducted in the CBD area, specifically those sites which are either near to the proposed construction sites or that may feature similar archaeological remains as those which are predicted at the Hunter Street station construction sites, are discussed below. The purpose of this section is to provide an indication of the archaeological potential for the Hunter Street station construction sites and to explore comparative research design questions which may provide insight into the material culture of the CBD neighbourhood at various phases through the nineteenth and early twentieth centuries.

#### **7.2.1.1 2-4 O'Connell, 15-19 Bent, 1-7 Bligh and 9-13 Bligh Streets, Sydney – Archaeological Monitoring (Heritage Concepts 2008) [rear of Hunter Street Station (Sydney CBD) eastern construction site]**

Archaeological monitoring took place at 2-4 O'Connell, 15-19 Bent, 1-7 Bligh and 9-13 Bligh Streets, Sydney in October and November 2008 as part of the redevelopment of this site.<sup>218</sup> The works were divided into Area A, thought to contain nineteenth century sewerage and which contained a 1928 building, and Area B, which contained a more modern building with deep basement levels. Along Bligh Street a variety of features were found including a concrete footing abutting a brick elevator shaft with associated machinery, as well as substantial brick piers in an English Bond style, likely relating to the former 1928 building.<sup>219</sup> These had been cut into bedrock, and no relics or artefacts predating this were found at the site. Along O'Connell Street, a damaged portion of the Bennelong Stormwater Channel was discovered. It was constructed of 16 courses of sandstone brick in an oviform structure.<sup>220</sup> The following specific research questions were posed for the site:

- Is there any physical evidence of construction of the Bennelong Sewer and the Bondi Ocean Outfall Sewer present within the proposed excavation area at 4 O'Connell Street? If so, does this evidence provide any further information on construction methods or personnel employed to install the structures?
- Do any remains of former nineteenth century occupation survive below the basement of the current building at no. 9-13 Bligh Street? If so, does analysis of the remains provide insight into the individuals that lived and/or worked here?
- Do any remains of nineteenth century laneways or cart ways survive at the subject site/ if so, what is their fabric and construction method? Is there any evidence of improvements to road surfaces or drainage?

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<sup>218</sup> Heritage Concepts, "Archaeological Monitoring at 2-4 O'Connell, 15-19 Bent, 1-7 Bligh and 9-13 Bligh Streets, Sydney," (November 2008), p1.

<sup>219</sup> Ibid, p2.

<sup>220</sup> Ibid, p3.





**Figure 171: Concrete footings, brick piers and elevator shaft at the end of Area A (Source: Heritage Concepts Pty Ltd)**

## Discussion

This archaeological investigation is pertinent to the proposal due to its immediate proximity to the Hunter Street Station eastern construction site. The archaeological investigation recovered archaeological relics belonging to the 1928 structure that was demolished for the redevelopment, but no earlier relics were recovered. The finds were not useful in answering the research questions which had been posed. Portions of the Bennelong Stormwater Channel were exposed but, as archaeological monitoring was limited due to safety reasons on site, the fabric that was exposed did not contribute to any new understanding of the channel. It was noted that the southwest portion of the investigation area, nearest to the Hunter Street Station eastern construction site, contained high levels of ground disturbance and, subsequently, had a reduced the likelihood of containing archaeological remains.

### **7.2.1.2 330-346 George Street and Paling's Lane, Sydney – Excavations for redevelopment (drawn from Austral Archaeology report, 2006)**

Excavations of the area surrounding 330-346 George Street and Palings Lane for the redevelopment of the site took place in 2006.<sup>221</sup> Evidence encountered of the earlier Paling's lane (established c1840) and its foundations was scant, with the only surviving evidence being some cobbles toward the centre of the lane area.<sup>222</sup> The excavations under the extant buildings, including the car park of 330-338 George Street, showed that the modern development sat on top of a disturbed fill layer located atop sandstone bedrock. However, within a small portion of the site towards the east where bedrock sloped down, part of the Tank Stream was found under "a natural deposit of sterile plastic clay sitting atop the bedrock."<sup>223</sup>

<sup>221</sup> Austral Archaeology, "Archaeological Assessment and Statement of Heritage Impact," November 2006.

<sup>222</sup> Ibid, p53.

<sup>223</sup> Ibid.

At the location of 340-346 George Street, foundations of earlier 1880s development were found conforming to known lot boundaries at the time. Evidence of these commercial buildings included lift shaft bases from c1920, and a variety of artefacts related to their use as warehousing.<sup>224</sup> In addition to this, a sandstone well relating to the 1850s-1890s use of the site was discovered, likely forming part of the development which was demolished as part of the 1880s construction on the site which may relate to early grantee James Chisholm and his occupation of the land.<sup>225</sup>

## Discussion

This archaeological investigation was located about 60 metres south of the Hunter Street Station western construction site. The significant archaeological finds were confined to areas with minimal modern disturbance, however, in areas where the natural bedrock sloped down or archaeological resources that were particularly deep (for example the well deposit), archaeological remains were able to survive below modern disturbance providing deep excavation had not been conducted.

### 7.2.1.3 King Street, Sydney – Archaeological monitoring of Pile excavation in King Street, Sydney (July 1996)

Excavations of the site of the former Coles building at 400 George Street, Sydney for the redevelopment of the site took place in July 1996.<sup>226</sup> These excavations revealed significant remains associated with the Tank Stream including: The Tank Stream Tunnel and protective arched structure (c1880), stormwater drainage pits and feeder systems (constructed of dry-pressed clinker bricks) leading to the Tank Stream Tunnel (c1880) and fill related to the construction of the Tank Stream drainage complex under King Street (c1880).<sup>227</sup> Along King Street, evidence was also encountered of earlier footpath surfaces, including a concrete aggregate surface that is likely to date to the period surrounding the tunnel formalisation (post-1880).<sup>228</sup> Fill was also found related to the formation of King Street road surface constructed at a similar time. These were overlayed by modern footpath surfaces formed in the last 20 years. Sandstone bedrock was encountered at 6.1-7.1 metres depth within the site.

## Discussion

Archaeological investigation at this site provided evidence of intact portions of the late-nineteenth century fabric of the Tank Stream, with portions of surrounding late-nineteenth century urban infrastructure also identified intact. The excavation demonstrated that these elements could survive in areas where relatively limited historical ground disturbance (and the absence of deep basements) was located.

### 7.2.1.4 333 George Street Sydney – Archaeological investigation for redevelopment of site (March-May 2016)

During March 2015 and May 2016, archaeological monitoring took place at the site of 333 George Street, Sydney for the redevelopment of the site.<sup>229</sup> The excavations on the site produced evidence related to previous phases of development relating to early use of the land as military barracks (c1790s), evidence relating to the 1850s terrace constructed on the site and its continuous use as a commercial building for 100 years, and the progressive redevelopment of the site from the 1950s and 1970s.<sup>230</sup> The main significant finds of the excavations were a hand-hewn rock-cut well related to the Military Barracks (pre-dating 1850), as well as footings, foundations, drains and pipes associated with the 1850s terrace on site and its later extension and alteration prior to its demolition in the 1950s.<sup>231</sup>

<sup>224</sup> Ibid.

<sup>225</sup> Ibid.

<sup>226</sup> Austral Archaeology, "Archaeological monitoring of Pile excavation in King Street, Sydney," (July 1996)

<sup>227</sup> Ibid, p1.

<sup>228</sup> Ibid, p6.

<sup>229</sup> Casey and Lowe, "Archaeological investigation, 333 George Street, Sydney," (July 2016).

<sup>230</sup> Ibid, pi.

<sup>231</sup> Ibid, p26.

Also encountered were artefacts, predominately pharmaceutical bottles, and a cesspit relating to the long-term use of the building as a chemist by William Larmer (1860s-1890s), and another established use as a tailor in the 1900s.<sup>232</sup> This excavation thus provided an insight into the changing built form of George Street over time, as well as the shifts in the type of businesses which occupied the buildings.



**Figure 172: Image showing north-south running wall and pipe related to early 1850s development (Source: Casey and Lowe July 2016)**

## Discussion

This archaeological investigation was conducted about 80 metres southwest of the Hunter Street Station (Sydney CBD) western construction site. Investigations identified a high degree of levelling and excavation caused by mid-nineteenth century commercial construction on the uneven sloping topography of early Sydney. Artefactual remains related to these mid- to late-nineteenth century premises were identified and provide a useful artefact comparative dataset for other urban excavations in Sydney.

### **7.2.1.5 320-328 George Street, Sydney – Archaeological reporting on site (December 2006)**

Excavations of the site at 320-328 George Street, Sydney, took place in December 2006-January 2007 in line with the major redevelopment of the site which was at that time occupied by a modern Lowes building.<sup>233</sup> Much of the evidence found during excavations related to 1960s development on the site and the installation of associated services.<sup>234</sup> A smaller, deposit was found being rich in charcoal and artefacts, related to the 1871 destruction of a former building on the site by fire. Earlier remains found during the excavations included the foundations of late nineteenth and early twentieth century structures.<sup>235</sup>

<sup>232</sup> Ibid, p58.

<sup>233</sup> Archaeological Management and Consulting Group, "Final Archaeological Report: 320-328 George Street, Sydney." (September 2015).

<sup>234</sup> Ibid, p3.

<sup>235</sup> Ibid, p54.



The Tank Stream tunnel was not located within the site but fills possibly associated with its installation were. No remains associated with earlier layers of development – namely the Chisholm Building (1832) or the Bank of New South Wales (1852) were encountered due to the site disturbance resulting from the 1870s onwards.<sup>236</sup> The earliest remains, including dry-pressed brick foundations possibly related to the c1870s development of the site, sat directly atop the sandstone bedrock and no cuts into the bedrock were apparent.



**Figure 173: Image facing east within site showing burned wood in centre of trench (Source: AMAC September 2015)**

## Discussion

This site was directly adjacent to the Hunter Street Station western construction site to the south, on the same alignment in relation to the Tank Stream. Site investigations demonstrated that preserved remnants of the Tank Stream, as well as surrounding mid-nineteenth century historical and soil deposits, can be identified in situations where deep basement excavation has not previously removed the remains. The excavation also demonstrated that levelling excavation adjacent to George Street is likely to have occurred across the majority of the western frontage of that street, which resulted in no archaeological deposits remaining throughout the majority of the site.

### 7.2.1.6 GPO Site Sydney – Archaeological recording of Tank Stream (1997-1998)

Archaeological monitoring in the vicinity of the GPO Site took place in 1997 as part of the redevelopment of the site, with the presence of the Tank Stream through this site well-established.<sup>237</sup> The intact archaeological evidence at this site, including the fabric of the Tank Stream, provided important insights which confirmed the known history of the Tank Stream namely that it was constructed as an open drain in 1866 and sealed in 1878.<sup>238</sup> Evidence of connected drain systems were also found which sprawled out of the early drinking water source and connected it to early buildings in Sydney.

<sup>236</sup> Ibid, p58.

<sup>237</sup> Casey and Lowe Associates, "GPO and Tank Stream Archaeology," (April 1998).

<sup>238</sup> Ibid, p2.



Evidence regarding the soil profiles surrounding the stream were found, with charcoal rich stream beds identified at over 24,000 years BP in age.<sup>239</sup> The site also containing evidence relating to the earlier (c1880s) GPO building on the site, including the brick and concrete footings of the mail rooms.<sup>240</sup> The later construction of the 1943 GPO building and accompanying 1939 diversion of the Tank Stream had caused a great impact on the site directly underneath the building, with those surviving sections of the Tank Stream being located around the courtyard and clock tower area of the site. A large variety of mid-nineteenth century ceramics were also located during the excavations.<sup>241</sup>



**Figure 174: Image showing 1887 brick footings (Source: Casey and Lowe April 1998)**



**Figure 175: Image showing northern section of oviform Tank Stream drain and ashlar on bottom surface (Source: Casey and Lowe April 1998)**

## Discussion

The identification of brick oviform portions of the Tank Stream during this archaeological investigation demonstrated that remnant fabric of this item can survive in areas where ground levelling had occurred but only where deep basements were not present. The brick fabric of the Tank Stream was identified directly below the relatively shallow footings of the 1927-constructed building, and it was evident that much of the former topsoil had been removed. The extent of disturbance that replacement of brick sections of the Tank Stream with twentieth-century concrete sections caused was also demonstrated across the site.

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<sup>239</sup> Ibid.

<sup>240</sup> Ibid, p3.

<sup>241</sup> Ibid, p6.

Deeper soil deposits were sampled however Pleistocene date ranges recovered from these deep soil deposits were not associated with any identified human activity. Nonetheless, chance early nineteenth-century finds were identified which included remnant early drainage structures as well as domestic artefactual remains from the early colonial period were also uncovered. These datasets would be of useful comparative value for other early colonial archaeological sites in urban Sydney.

#### **7.2.1.7 Angel Place, Sydney - Archaeological monitoring and excavation (1997-1998)**

Archaeological investigation was carried out in October 1997 - February 1998 as part of the redevelopment of the CBD site.<sup>242</sup> Four different phases of excavation took place, each producing different results. Phase 1 yielded information about the construction of the Palings Building in c1888, and the large extent to which it destroyed and truncated any earlier archaeological evidence down to the clay base layer, given its substantial size and footprint.<sup>243</sup> Phase 2 involved excavation around the western end of the Tank Stream within the site, where several European structures were encountered immediately adjacent to the Tank Stream easement. These were primarily drainage infrastructure, including sandstock brick drains and a sandstone drain, likely related to the ownership of the site by the Chisholm family and the construction of their residence c1810-1815. Also located was a well with sandstock bricks and early earthenware and glass vessels within its fill, as well as an early sandstone retaining wall.<sup>244</sup>

A significant number of Aboriginal flaked stone artefacts were also recovered from this area, though difficulties were encountered in their dating due to the disturbed context they were found within. Phase 3 of the excavations also focused on this area with the engagement of the Metropolitan Aboriginal Land Council to assist with the identification of artefacts.<sup>245</sup> Phase 4 led to the discovery of additional artefacts and structures including drainage infrastructure and fill along the north-western alignment of the Tank Stream.<sup>246</sup> Footings of a three story structure dated to 1854 were also encountered, consisting of sandstone blocks and timber beams.



**Figure 176: Brick barrel drain and service (Source: Godden Mackay Logan 1997)**

<sup>242</sup> Godden Mackay, "Final Archaeological Report – Angel Place," (1997).

<sup>243</sup> Ibid, p35.

<sup>244</sup> Ibid.

<sup>245</sup> Ibid, p36.

<sup>246</sup> Ibid.

## Discussion

The preservation of truncated portions of early- to mid-nineteenth century archaeological remains in Angel Place, as well as intact soil deposits, indicates that even in areas of significant levelling near to the Tank Stream that the former riparian foreshore can remain. Evidence of localised drainage modification and retaining wall structures remained in those areas where the truncation of the archaeological resource had not been total. Artefactual remains dating from early nineteenth century contexts are a valuable comparative resource.

### 7.2.2 City of Sydney Archaeological Zoning Plan

The City of Sydney Archaeological Zoning Plan was prepared in 1997 and provides a preliminary overview of the predicted archaeological potential within the Sydney CBD area. The suburb of Pyrmont was not included within the zoning plan and the recent placemaking study makes recommendations in relation to archaeology. All areas of natural ground within the Hunter Street Station (Sydney CBD) construction sites were checked against the register within the zoning plan, and the entries in the plan for these construction sites are summarised in Table 62 below and their locations show in Figure 177. It is noted that this zoning plan is considered a broad overview of the potential or significance of archaeological remains within the City of Sydney and should archaeological assessment of all areas of the city should be conducted. In particular it is noted that road corridors were not included in the assessment for the Archaeological Zoning Plan.

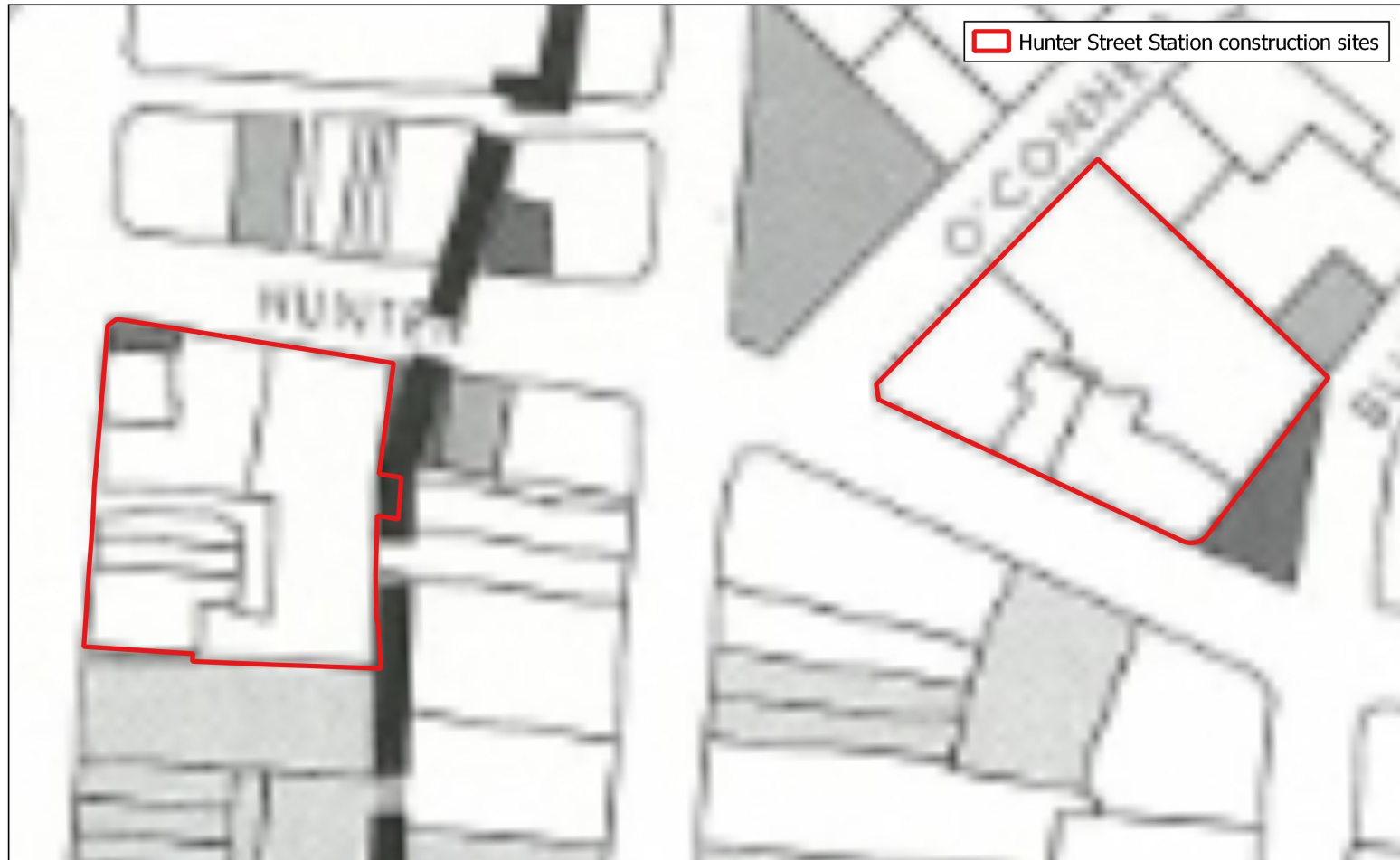
**Table 62: Lots within the Hunter Street Station (Sydney CBD) construction sites assessed against entries in the City of Sydney archaeological zoning plan**

Lot/DP	COS Archaeological Zoning Plan	Archaeological potential	Previous disturbances identified since publication of zoning plan (1997)
Hunter Street Station (Sydney CBD) western construction site			
<b>Lot 1 DP438188</b>	Area of archaeological potential – partially disturbed	Truncated archaeological resource	No redevelopment of structures at this site since 1997
<b>SP596</b>	Areas of no archaeological potential	No change - nil	No redevelopment of structures at this site since 1997  Contains modern office building
<b>SP71068</b>	Areas of no archaeological potential	No change - nil	No redevelopment of structures at this site since 1997  Contains modern shopping centre with basement and office building
<b>SP65054</b>	Areas of no archaeological potential	No change - nil	No redevelopment of structures at this site since 1997  Contains modern shopping centre with basement and office building
<b>SP50276</b>	Areas of no archaeological potential	No change - nil	No redevelopment of structures at this site since 1997  Contains modern shopping centre with basement and office building

Lot/DP	COS Archaeological Zoning Plan	Archaeological potential	Previous disturbances identified since publication of zoning plan (1997)
<b>Lot 1 DP1003818</b>	Areas of no archaeological potential	No change - nil	No redevelopment of structures at this site since 1997  Portion of sealed driveway
<b>Lot 1 DP211120</b>	Areas of no archaeological potential	No change - nil	No redevelopment of structures at this site since 1997  Portion of modern office building
<b>Lot 13 DP622968</b>	Areas of no archaeological potential	No change - nil	No redevelopment of structures at this site since 1997  Modern office building
<b>Lot 2 DP850895</b>	Areas of no archaeological potential	No change - nil	No redevelopment of structures at this site since 1997  Unknown contents – represents two small lots crossing over site of two office buildings
Hunter Street Station (Sydney CBD) eastern construction site			
<b>Lot 1 DP1107981</b>	Areas of no archaeological potential	No change - nil	No redevelopment of structures at this site since 1997  Portion of modern office building
<b>Lot 1 DP217112</b>	Areas of no archaeological potential	No change - nil	No redevelopment of structures at this site since 1997  Portion of modern office building
<b>Lot 1 DP536538</b>	Areas of no archaeological potential	No change - nil	No redevelopment of structures at this site since 1997  Portion of modern office building
<b>Lot 1 DP59871</b>	Areas of no archaeological potential	No change - nil	No redevelopment of structures at this site since 1997  Modern office building
<b>SP58859</b>	Areas of no archaeological potential	No change - nil	No redevelopment of structures at this site since 1997  Modern office building
<b>Lot 1 DP626651</b>	Areas of no archaeological potential	No change - nil	Major ground disturbance since publication – existing metro construction site – outside of the scope of this report



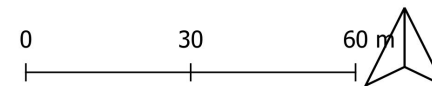
Lot/DP	COS Archaeological Zoning Plan	Archaeological potential	Previous disturbances identified since publication of zoning plan (1997)
<b>Lot 2 DP217112</b>	Areas of no archaeological potential	No change - nil	No redevelopment of structures at this site since 1997  Small portion of modern office building



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 **City of Sydney Archaeological Zoning Plan**  
21052 Sydney Metro West the Bays to Sydney CBD  
LGA: City of Sydney

Scale: 1:1,000  
Size: A4  
Date: 30-06-2021



**Figure 177: Overlay of archaeological zoning plan of Sydney on Hunter Street construction sites (white – no archaeological potential; dotted line indicative location of the Tank Stream)**

### 7.2.3 Land use summary

The historical development of the Hunter Street Station (Sydney CBD) construction sites has been divided into the following historical phases of activity for this assessment:

#### 7.2.3.1 Hunter Street Station (Sydney CBD) western construction site

- Phase 1 (1788 – 1840): Early settlement and first leases. Land clearing and use of Tank Stream as an open water course. George Street formalised after 1800. Timber huts constructed along George Street during late 1700s and early 1800s on small lease-holdings, prior to de Mestre and Riley grants being allocated in the 1830s with first permanent residences established during this time. De Mestre establishes his George Street residence and counting house on the property from 1821.
- Phase 2 (1840 – 1900): Commercial development and formalisation of the Tank Stream. Subdivision of de Mestre and Riley estates and the development of multi-storey commercial buildings and businesses along George Street and Hunter Street. Canalisation and eventual enclosing of the Tank Stream. The presence of trades and warehouses in rear yards accessed by now de Mestre Lane.
- Phase 3 (1900 – 1945): Early twentieth century commercial use. Increasing professionalisation of businesses. Construction of Wynyard Station including pedestrian subway below George Street and development of multistorey buildings with basements through much of the construction site.
- Phase 4 (1945 – present): Post-war commercial development. Demolition of low-storey commercial buildings with multi-storey (five storeys and greater) throughout the whole of the construction site except for Skinners Family Hotel. Construction of underground pedestrian walkway between Wynyard Station and Pitt Street with extensive basements. Renovation of Tank Stream within construction site from sandstone or brick drain into modern concrete and steel infrastructure.

#### 7.2.3.2 Hunter Street Station (Sydney CBD) eastern construction site

- Phase 1 (1788 – 1840): Early settlement and first leases. Land clearing and small lease-holdings with the construction of small timber huts with agricultural plots. Hunter Street formalised and bridge over the Tank Stream constructed by 1810. Permanent residences established on smaller land allotments by 1830.
- Phase 2 (1840 – 1880): Commercial development. Establishment of liveries and stores which replace Georgian residences on Hunter and Bligh Streets, with smaller businesses, boarding houses and trades also established.
- Phase 3 (1880 – 1945): Late nineteenth and early twentieth century commercial use. Construction of four- and five-storey commercial buildings and increasing clericalisation of trades with financial brokers, legal practices and real estate offices sharing premises with smaller localised trades. Ten storey buildings with deep basements constructed by the 1930s.

- Phase 4 (1945 – present): Post-war commercial development. Demolition of late Victorian and early Federation commercial buildings, replaced with high-rise office buildings with deep basements throughout the whole of the construction site.

#### 7.2.4 Previous ground disturbance

The long history of commercial construction, demolition and reconstruction, and in particular, the construction of modern high-rise office buildings with deep basements has resulted in the likely total removal of any potential archaeological resources throughout both Hunter Street Station (Sydney CBD) construction sites. The shallowest of basements for extant structures is the Skinners Family Hotel on the corner of George and Hunter Streets.

The construction of the underground pedestrian walkway between Wynyard Station and Pitt Street has involved excavation into the lower ground around the alignment of the Tank Stream. The construction of this plaza, which has a deep underground publicly accessible food court, involved the redevelopment of the Tank Stream where it traversed through the western construction site and replaced the original stone and brick fabric of the sewer with modern concrete. Pedestrian connections traverse underneath and across the former alignment of the Tank Stream, indicating that the former riparian foreshore of the Tank Stream has also been removed.

There are two areas within the Hunter Street Station western construction site where deep basement excavation is not anticipated. Skinners hotel has a subfloor level which has been incised into the side of the slope but which is only one storey in depth – soil deposits may remain in the eastern portion of the lot where the natural ground surface was lower. De Mestre Place was formalised by the 1860s as de Mestre's former land grant was subdivided and developed; there is no evidence that significant excavation or ground disturbance beyond in-road service installation was conducted in this place.

Basements for buildings within the Hunter Street Station (Sydney CBD) eastern construction site are also significantly deep (two storeys and lower) and their excavation would have removed all archaeological resources in this area. The construction of the current Sydney Metro City & Southwest site on Bligh Street involved deep excavation work through bedrock, further removing any residual archaeological remains that may have been located in this area prior to excavation.

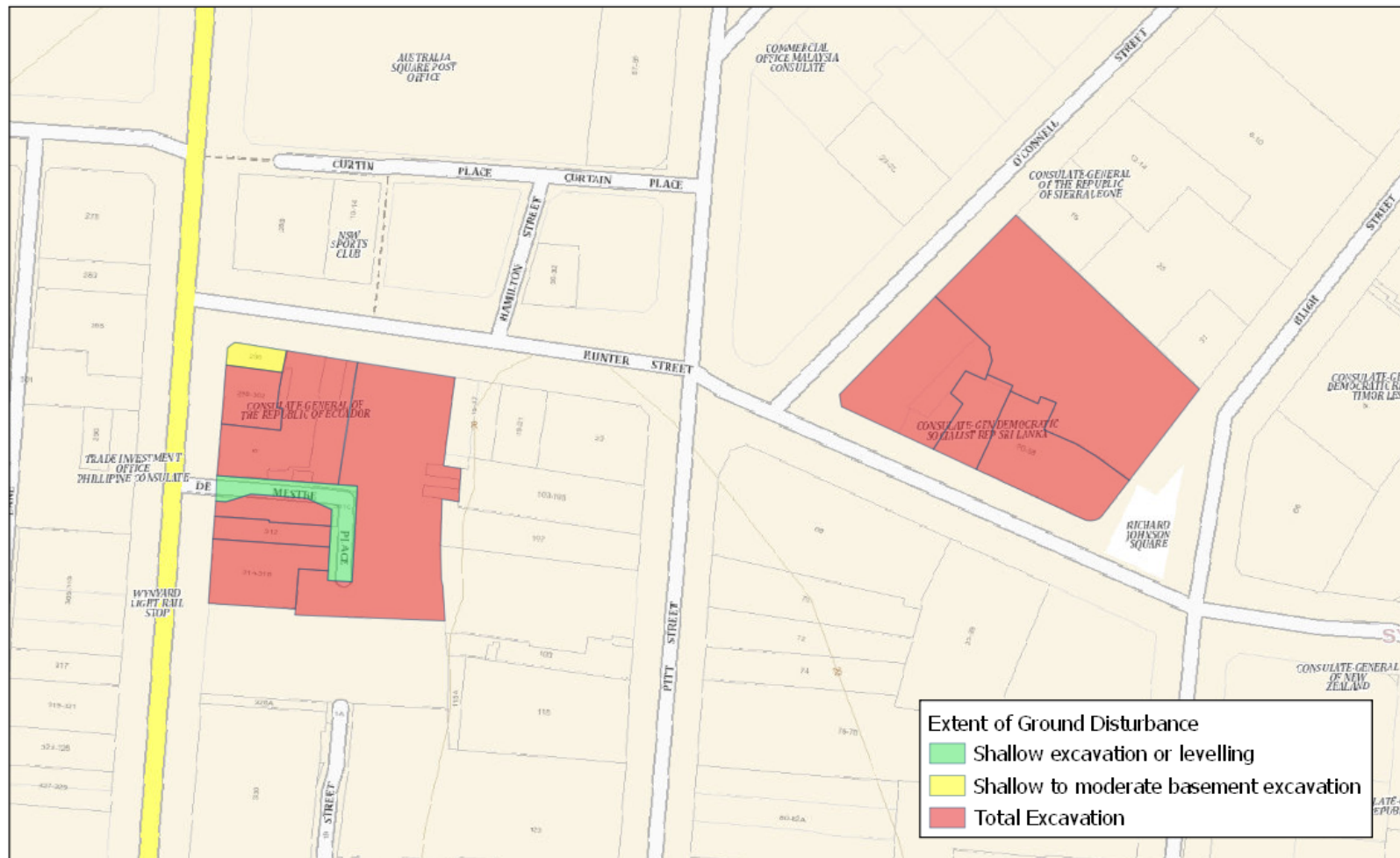
An understanding of the basements of buildings within the Hunter Street Station construction sites was developed during the site inspection and from some publicly accessible DA information of recent development work. This understanding is summarised in Table 63 and estimates of the degree of ground disturbance from these excavations shown in Figure 178.

**Table 63: Basement excavation in Hunter Street Station construction sites**

Address	Basement information	Predicted Degree of Previous Excavation
<b>290 George Street</b>	Cellar of former 19 <sup>th</sup> century pub	Shallow to moderate excavation
<b>300 George Street</b>	Wynyard Underground Connection and Below Ground Retail	Total Excavation
<b>5 Hunter Street</b>	Underground pedestrian walkway between Wynyard Station, George Street and Pitt Street	Total Excavation
<b>7 - 9 Hunter Street</b>	Underground pedestrian walkway between Wynyard Station, George Street and Pitt Street	Total Excavation



Address	Basement information	Predicted Degree of Previous Excavation
<b>De Mestre Lane</b>	Current road with utility services, road formalised in mid-19 <sup>th</sup> century	Shallow excavation or levelling
<b>310 George Street</b>	Basement level evident from rear access in De Mestre Lane	Total Excavation
<b>312 George Street</b>	Basement level evident from rear access in De Mestre Lane	Total Excavation
<b>314 - 318 George Street</b>	Basement level evident from rear access in De Mestre Lane	Total Excavation
<b>28 - 34 O'Connell Street</b>	Subfloor basements for carpark	Total Excavation
<b>44 - 48 Hunter Street</b>	Subfloor level nightclub	Total Excavation
<b>37 Bligh Street</b>	Basement level carparks	Total Excavation
<b>20 - 26 O'Connell Street</b>	Excavated Entirely for Sydney Metro Works	Total Excavation



**Extent of Previous Excavation at Hunter Street  
Station Construction Sites**  
21052 Sydney Metro West the Bays to Sydney CBD  
LGA: City of Sydney

Scale: 1:1,250  
Size: A4  
Date: 30-06-2021



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Figure 178: Basement excavation within Hunter Street Station construction sites

## 7.2.5 Assessment of archaeological potential

Based on the historical research and physical inspection of the Hunter Street Station western construction site, as well as an assessment of historical ground disturbance, potential archaeological remains from each of the identified historical phases are described in Table 64. An 1833 plan of the construction site demonstrating the location of early buildings with respect to basements in the Hunter Street Station western construction site is shown in Figure 179.

As there are deep basements throughout the whole of the Hunter Street eastern construction site, no assessment of archaeological potential is required (all remains previously removed).

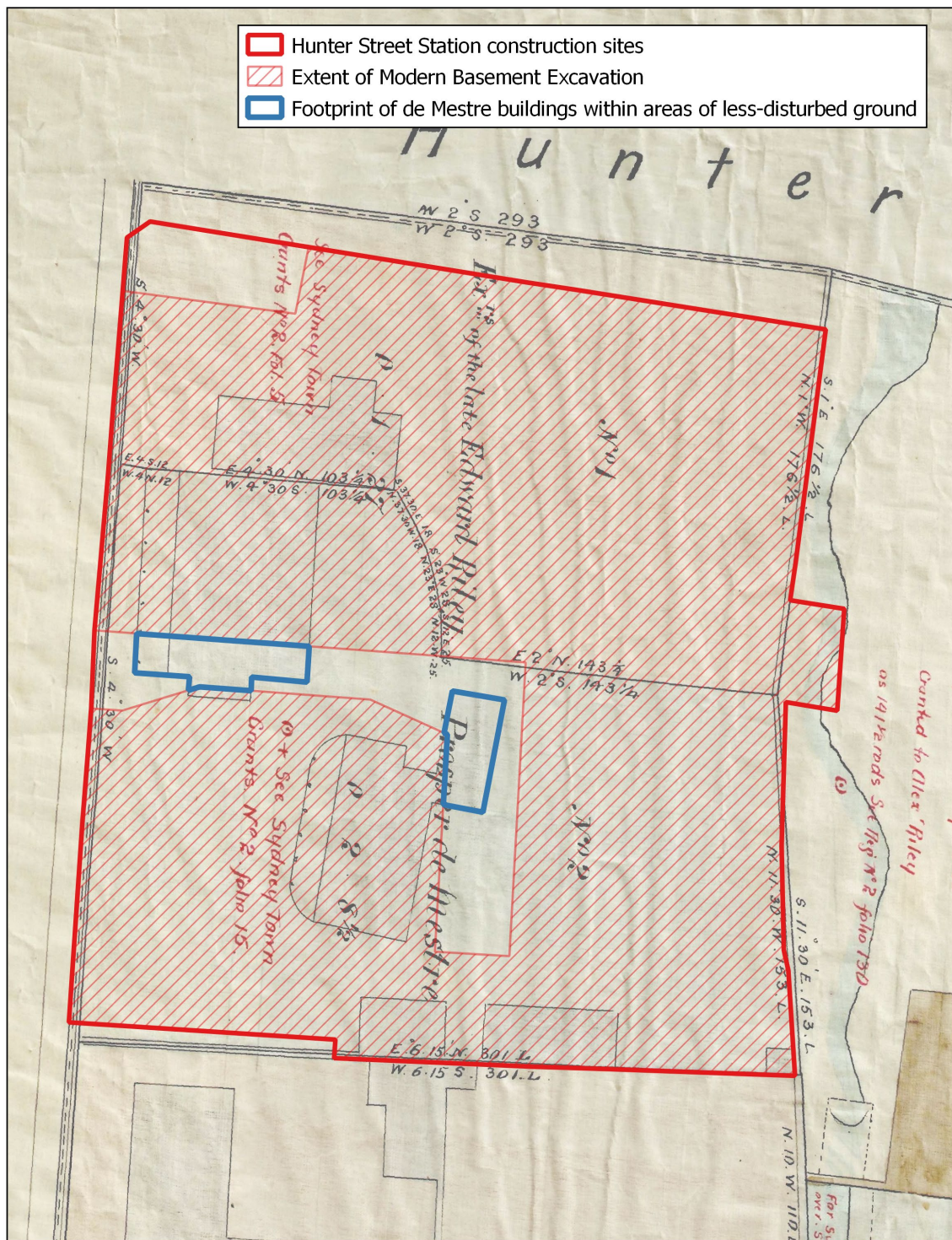
**Table 64: Predicted archaeological remains and potential at the Hunter Street Station western construction site**

Phase	Site use	Potential archaeological remains	Potential
<b>Phase 1 (1788 – 1840)</b>	Early settlement and de Mestre and Riley grants	<p>Land clearing along the banks of the Tank Stream, grants allotted to Turnbull and Black, later developed by Riley and de Mestre. de Mestre builds a counting house and residence on his grant in the 1820s. A retaining wall along the western side of the Tank Stream is constructed during this time.</p> <p>While basement excavation has largely removed the majority of the former ground and sub-surface within this construction site, the carriage road that became de Mestre Place was formalised at the end of this phase when the de Mestre grant was subdivided for sale. While levelling is likely to have occurred at the western margin of the carriage road, the slope and eastern return of the road may not have been significantly excavated since the 1840s.</p> <p>Historical plans from 1833 show a rear annexe to de Mestre's residence located within the area of the carriage road. This building may have been a kitchen or servant quarters and structural and artefactual remains may survive below ground where later utility service installation has not disturbed it. de Mestre's counting house was also partly located within the area of the current de Mestre Place fronting onto George Street. The relatively steep slope of the laneway may have preserved remains underneath a portion of this. Archaeological remains would include brick or stone footings, remains of hearths and kitchens (structural and artefactual), potential subfloor artefactual deposits (such as coins, ceramic, bone or glass).</p> <p>Evidence of the former rear yard of the de Mestre property may also remain. Excavations elsewhere along the riparian foreshore of the Tank Stream identified brick and rock-cut drains to stabilise the sloping and sumpy foreshore landscape – similar drainage structures may also survive in this construction site.</p>	<b>Low</b>

Skidders Family Hotel was constructed in the 1840s, and while levelling and basement excavation was conducted to construct the building at that time, this may have truncated the ground surface and not removed all subsurface remains. However, no identified structures were located on the location of Skidders Family Hotel prior to its construction. Subsurface archaeological remains in that location may persist in redeposited soil contexts, including building rubble and artefactual remains.

<b>Phase 2 (1840 - 1900)</b>	Commercial development and formalisation of the Tank Stream	De Mestre and Riley's grants were subdivided for sale during the 1840s, with the Skidders Family Hotel being constructed in the north-western corner of the construction site at this time. The carriage road that is now de Mestre Place was formalised during the subdivision, and originally led to stables and stores located behind George Street on the western bank of the Tank Stream. As the current road follows the alignment of the carriage road, no additional building construction has occurred on that parcel of land since that time. However, former road surfaces of the carriage lane, such as sett stone or wood-block paving, may be located below the current laneway paving.	<b>Moderate</b>
		The Tank Stream was formalised into a subsurface brick oviform stormwater / sewerage canal during this phase. However, the portion of the Tank Stream within the construction site was entirely removed in the 1950s and 1960s with building and basement construction, and the drainage service was replaced with concrete and steel construction. Archaeological remains relating to the Tank Stream are not anticipated to survive in the construction site.	
<b>Phase 3 (1900 - 1945)</b>	Early twentieth century commercial use	Commercial redevelopment occurred throughout this time in the construction site, however all buildings developed during this phase have since been removed.	<b>Nil</b>
<b>Phase 4 (1945 – present)</b>	Post-war commercial development	The majority of buildings within the construction site were developed from the 1950s and later, and involved deep basement and piling excavation, as well as the construction of underground walkway and shopping plazas.	<b>Nil</b>





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Figure 179: City of Sydney Survey Plan 1833 with extent of modern basement excavation

## 7.2.6 Assessment of archaeological significance

The following assessments of significance for archaeological remains are provided for remains predicted to be located within the construction sites only. Land use phases for which archaeological remains have not been predicted are not included in this discussion of archaeological significance. Archaeological remains related to twentieth century phases are also not included in these assessments of significance.

The Hunter Street Station (Sydney CBD) eastern construction site has been assessed as containing no archaeological potential to the deep basements across the site. Therefore, no assessment of archaeological significance is required for the Hunter Street.

Predicted archaeological deposits relating to nineteenth century use of the Hunter Street Station western construction site is assessed in accordance with the methodology outlined in Section 3.7.2 in Table 65 below.

**Table 65: Assessment of archaeological significance for archaeological remains in the Hunter Street Station western construction site for phase 1 (1788 – 1840) and phase 2 (1840 – 1900)**

Criteria	Discussion
Research potential (criterion E)	<p>Archaeological remains related to de Mestre's counting house and residence would have a very high research potential. Artefactual remains related to the operation of an early bank / counting house may have the potential to answer questions about commerce, trades, working practices and class in the colony of Sydney. Remains related to former servants' quarters, kitchens and workshops have the potential to answer research questions related to class, gender, ethnicity and working habits. Questions related to the relationship between capitalists and workers in early Sydney can be interrogated from artefactual remains. There is also a high research potential for remains related to informal and formal landscaping and drainage modification on the banks of the Tank Stream, which would be comparable to a number of similar sites excavated along the margin of the Tank Stream. <b>Archaeological remains related to phase 1 (1788 – 1840) would be of State significance under this criterion.</b></p> <p>Archaeological remains associated with former road surfaces of the carriage lane (now de Mestre Place) have some research potential for landscaping, road making and land subdivision activities in early 19<sup>th</sup> century Sydney. Multiple phases of road layering and drainage infrastructure may be present which can address research questions related to drainage and land-use along the edge of the Tank Stream. <b>Archaeological remains related to former road surfaces of the carriage lane from phase 2 (1840 – 1900) would be of local significance under this criterion.</b></p>
Association with individuals, events or groups of historical importance (criteria A, B & D)	<p>Archaeological remains related to de Mestre's counting house and residence are associated with the life and commercial activities of Prosper de Mestre, an early shipping, banking and land development capitalist in the colony of Sydney. While archaeological remains are considered unlikely to directly be identifiable to de Mestre himself, remains related to his commercial enterprise are likely to be identified. <b>Archaeological remains related to phase 1 (1788 – 1840) would be of State significance under this criterion.</b></p> <p>Archaeological remains associated with former road surfaces of the carriage lane are not directly related to any individual of historic note. <b>Archaeological remains related to former road surfaces of the carriage lane from phase 2 (1840 – 1900) would not reach the threshold for local significance under this criterion.</b></p>

Criteria	Discussion
Aesthetic or technical significance (criterion C)	<p>Artefactual remains related to commercial, banking and domestic practices of de Mestre's counting house and residence have the potential to elucidate working practices associated with these activities. Structural remains within the construction site would also be demonstrative of landscaping and drainage modification activities. <b>Archaeological remains related to phase 1 (1788 – 1840) would be of State significance under this criterion.</b></p> <p>Archaeological remains relating to former 19<sup>th</sup> century road surfaces of the carriage lane may be demonstrative of technical road building practices in a poorly-drained area in the centre of the colony of Sydney. <b>Archaeological remains related to former road surfaces of the carriage lane from phase 2 (1840 – 1900) would be of local significance under this criterion.</b></p>
Ability to demonstrate the past through archaeological remains (criteria A, C, F & G)	<p>Archaeological remains related to de Mestre's counting house and residence, if substantially intact, have the ability to demonstrate commercial operation and domestic living practices in the early colony of Sydney. Substantially intact and stratigraphically controlled remains of these activities would be a rare and representative archaeological resource and highly demonstrative of commercial life in early Sydney. <b>Archaeological remains related to phase 1 (1788 – 1840) would be of State significance under this criterion.</b></p> <p>Should substantial sections of former road surfaces remain intact below the current road surface, these may have the potential to demonstrate the landscaping and traffic activities of a commercial space in 19<sup>th</sup> century Sydney. <b>Archaeological remains related to former road surfaces of the carriage lane from phase 2 (1840 – 1900) may be of local significance under this criterion.</b></p>
Statement of significance	<p>Substantially intact archaeological remains related to de Mestre's counting house and residence, in use from 1821 to about 1840, would have very high research value to address questions of class, commercial practices and workers lifeways. Remains would be associated with the activities of Prosper de Mestre, an early shipping and banking capitalist of historic note in the early colony. Intact remains have the potential to demonstrate the technical operation of a commercial bank as well as domestic activities. These remains would be demonstrative of commercial and wealthy residential life in early Sydney. <b>Archaeological remains related to phase 1 (1788 – 1840) are State significant.</b></p> <p>Archaeological remains related to former road surfaces could address research questions related to landscaping, road formalisation and land subdivision and drainage control in 19<sup>th</sup> century Sydney near the Tank Stream. If substantially intact stone sett or woodblock paving remains below de Mestre Place, these remains would be of technical significance for their ability to demonstrate construction and land-shaping practices. <b>Archaeological remains related to former road surfaces of the carriage lane from phase 2 (1840 – 1900) are locally significant.</b></p>

### 7.2.7 Summary of archaeological potential and significance at the Hunter Street Station construction sites

A summary of predicted significant archaeological remains located within the Pyrmont Station construction sites is provided in Table 66 and the anticipated location of these remains is shown in Figure 180.



**Table 66: Summary of significant non-Aboriginal archaeological remains within the Hunter Street Station construction sites**

Site	Phase	Predicted remains	Potential	Significance
Hunter Street Station western construction site	<b>Phase 1 (1788 – 1840)</b>	Archaeological remains related to this phase could include brick and stone footings, hearths, domestic or underfloor deposits (discarded coins, ceramic, pins, buttons, glass), cooking and kitchen remains (bone, utensils), yard and workshop surfaces and isolated rubbish deposits	Low	State
	<b>Phase 2 (1840 – 1900)</b>	Archaeological remains related to this phase could include former stone sett or woodblock road surfaces and brick or stone-cut drainage modifications.	Moderate	Local

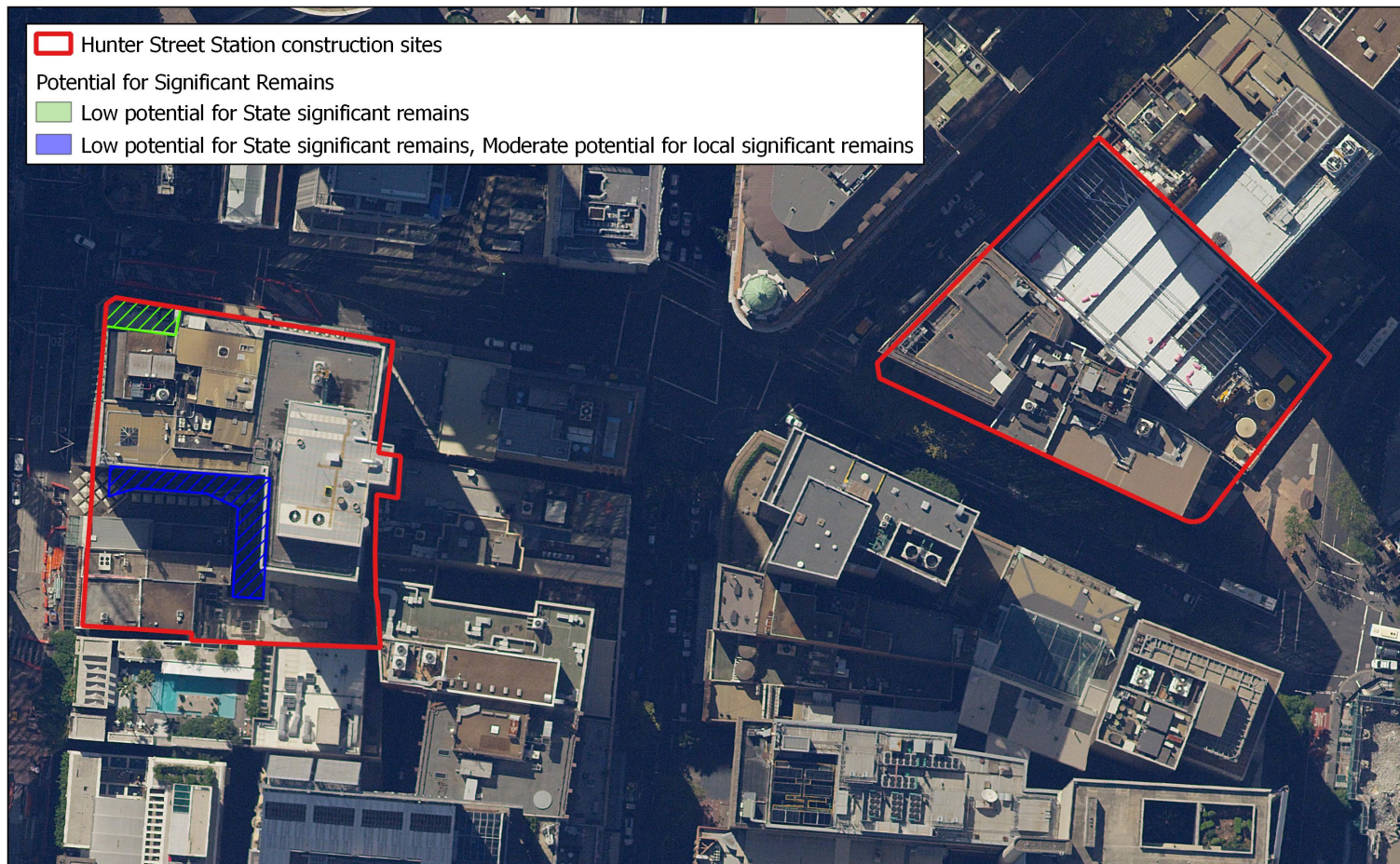
### 7.2.8 Archaeological impact assessment

There is nil potential for predicted significant remains at the Hunter Street Station (Sydney CBD) eastern construction site.

Excavation work within the Hunter Street Station western construction sites would involve mined excavation for all areas of ground except for within the footprint of Skinners Family Hotel. All archaeological remains within the mined excavation area would be removed. This would result in a potential major impact to State significant archaeological remains relating to De Mestre's counting house and residence, and a potential major impact to locally significant remains related to former road surfaces of the original carriage lane of De Mestre Place.

Any potential State significant archaeological remains located below Skinners Family Hotel would be preserved. These include truncated early nineteenth century remains potentially located within redeposited soils from the construction of the hotel and artefactual material.





**Significant Archaeological Potential at Hunter Street Station construction sites**  
21052 Sydney Metro West the Bays to Sydney CBD  
LGA: City of Sydney

Scale: 1:1,000  
Size: A4  
Date: 01-07-2021

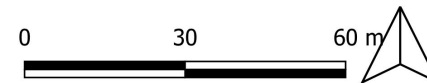


Figure 180: Significant non-Aboriginal archaeological resources at the Hunter Street Station construction sites

## 8.0 CUMULATIVE IMPACT ASSESSMENT

### 8.1 Introduction

Cumulative impacts represent the incremental loss of, or modifications to, a historical or environmental resource over time. These can result from individually minor, but collectively significant, actions and must therefore be considered in the wider developmental context to minimise impacts.<sup>247</sup>

The following sections summarise the heritage impacts of major rail and road infrastructure projects and other relevant project in the vicinity of proposal construction sites. Cumulative impacts of these projects and this proposal are described below.

### 8.2 Sydney Metro West existing approval

The Sydney Metro West Concept and major civil construction work for Sydney Metro West between Westmead and The Bays (Stage 1 of the planning approval) were approved on 11 March 2021. As part of this work, The Bays tunnel launch and support site would initially be utilised for undertaking construction work (tunnelling westbound) under the existing Stage 1 approval. This part of the site would be vacated at the end of the first quarter 2023.

This proposal would involve undertaking enabling work, crossover excavations and preparation for the tunnel boring machine launch eastward from the end of the first quarter 2023. The site would, therefore, be in use for this proposal from the second quarter, 2023 to about the end of the fourth quarter, 2025.

As such, work associated with the two stages of the planning approval for Sydney Metro West at The Bays would occur concurrently for a period of about six months from 2024.

The non-Aboriginal heritage assessment prepared for the EIS identified the following impacts to the heritage item 'White Bay Power Station':

- Moderate direct impacts and
- Moderate indirect impacts (views and vistas).

The Bays Station was identified as having non-Aboriginal archaeological potential. The following archaeological potential and associated potential impacts were identified:

- Low to moderate potential for mid- to late-nineteenth century structures and outbuildings associated with the original White Bay Hotel – Direct impact
- Moderate potential for mid- to late- nineteenth century reclamation fills – Direct impact
- High potential for remains associated with twentieth century rail infrastructure – Direct impact.

Five additional heritage items outside the scope of the current proposal were identified as being subject to moderate potential impacts. One additional area of non-Aboriginal archaeological potential outside the scope of this proposal was assessed as being subject to direct impact.

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<sup>247</sup> Washington State Department of Transportation 2008. Guidance on Preparing Cumulative Impact Analyses, p. 3

As no direct, potential direct or indirect impacts to The Bays tunnel launch and support site have been identified in this assessment, the concurrent work between these projects do not have the potential for cumulative non-Aboriginal heritage impacts.

### 8.3 Sydney Metro West – Rail infrastructure, stations, precincts and operations

Stage 3 of the planning approval process for Sydney Metro West includes tunnel fit-out, construction of stations, ancillary facilities and station precincts, and operations and maintenance of the Sydney Metro West line. The Scoping Report for *Sydney Metro West – Rail infrastructure, stations, precincts and operations* (Sydney Metro, 2021) was lodged on 21 June 2021. Station construction at the Bays Station would be carried out between the third quarter 2025 and the first quarter 2028, while station construction at Pyrmont Station and Hunter Street Station (Sydney CBD) would be carried out between the final quarter 2025 and the second quarter 2028. Construction activities associated with tunnel fit-out and rail systems would be carried out between the final quarter 2024 and the first quarter 2028. An Environmental Impact Statement is currently in preparation for this proposal, therefore there is no data to inform a cumulative impact assessment.

### 8.4 Sydney Metro City & Southwest

Sydney Metro City & Southwest will deliver 30 kilometres of new metro rail between Chatswood and Bankstown, including new twin tunnels under Sydney Harbour, and the upgrade and conversion of all 11 stations between Sydenham and Bankstown to metro railway standard. The Chatswood to Sydenham component of Sydney Metro City & Southwest was granted planning approval in January 2017, and the Sydenham to Bankstown upgrade was approved in December 2018.

The Sydenham to Bankstown component of this project was not considered in this cumulative impact assessment as this stage of the project did not meet the spatial relevance criterion. Components of the Chatswood to Sydenham alignment relevant to this assessment include the tunnel rail systems fit out and station construction and fit out work which would overlap with shaft excavation works at the Hunter Street Station (Sydney CBD) eastern construction site during the first quarter 2023.

The existing Sydney Metro City and Southwest tunnelling support site at 33 Bligh Street would be handed over from the City and Southwest contractor to the Sydney Metro West contractor around January 2023 and would become part of the Hunter Street Station (Sydney CBD) eastern construction site. The site would, therefore, be in use for the extended period, from January 2023 to about the end of the fourth quarter 2025.

The project was approved for moderate to major impacts on 20 listed non-Aboriginal heritage items (five which are state listed heritage sites and 15 which are of local heritage significance). A further four sites were identified as having non-Aboriginal archaeological potential with ground disturbance and excavation having potential impacts on archaeological resources. A number of mitigation measures were identified in the *Sydney Metro City & Southwest – Chatswood to Sydenham Non-Aboriginal Heritage Technical Paper 4*, which provided scope to minimise and mitigate potential heritage impacts from demolition, vibration, settlement, excavation, construction activities and new developments.



## 8.5 WestConnex M4-M5 Link

The WestConnex M4-M5 Link will comprise a new multi-lane road link between the M4 East Motorway at Haberfield and the New M5 Motorway at St Peters. The project will also include an interchange at Lilyfield and Rozelle (the Rozelle interchange) and a tunnel connection between Anzac Bridge and Victoria Road, east of Iron Cove Bridge (the Iron Cove Link).

All construction work on the mainline tunnels for the M4-M5 Link will be completed by the end of 2022. Therefore, it is anticipated that the proposal would only produce cumulative impacts with the Rozelle interchange and Iron Cove Link stage of the WestConnex M4-M5 Link which will continue until the third quarter of 2023. Work to be carried out during this time include site rehabilitation and landscaping, demobilisation, and testing and commissioning.

The non-Aboriginal heritage assessment prepared for the EIS noted that the project temporarily encroaches into the southwestern boundary of the curtilage of the White Bay Power Station. It was noted that the work would be temporary, and that the building would not be physically impacted by the project.

Indirect impacts (vibration) were identified for the southern penstock associated with the White Bay Power Station.

Outside of the study area for this proposal, it was identified that the Westconnex proposal would result in:

- Demolition of three locally significant heritage items in Rozelle
- Partial demolition of one locally significant item (Whites Creek Stormwater Channel No. 95)
- 21 additional statutory heritage items of State or local significance were identified as being subject to indirect impacts through potential vibration, settlement, and visual setting
- Nine individual buildings/ structures assessed as being potential locally significant heritage items would be fully demolished
- The sandstone cutting at Rozelle Rail Yards, assessed as being a potential local heritage item, would be partially demolished
- Six other individual buildings/structures assessed as being potential local heritage items would be subject to indirect impacts through potential vibration, settlement, and visual setting.

No impacts to The Bays Station area have been identified in this assessment. The proposal, therefore, will not add to the cumulative impacts of the White Bay Power Station.

## 8.6 Other projects

A review of the Department of Planning, Industry and Environment Major Project Register, Government agency websites, relevant local government websites and state media releases identified a list of 13 other projects and proposals that have the potential to generate further cumulative impacts with this proposal (see Appendix G of the Environmental Impact statement). Relevant projects which have heritage impact information known, and that have the potential to generate cumulative non-Aboriginal heritage impacts are detailed in Table 67.



**Table 67: Relevant potential cumulative projects and proposals**

Development	Location (relative to proposal)	Description	Heritage impacts
<b>Western Harbour Tunnel and Warringah Freeway Upgrade</b>	The Bays tunnel launch and support site	The Western Harbour Tunnel and Warringah Freeway Upgrade project form part of the Western Harbour Tunnel and Beaches Link Program and comprise a new motorway tunnel connection across Sydney Harbour, and an upgrade of the Warringah Freeway to integrate the new motorway infrastructure with the existing road network, with a connection to the Beaches Link and Gore Hill Freeway Connection project.	<p>There are 246 heritage items and conservation areas within the study area of this project. Heritage items and impacts located near to the proposal study area are discussed below.</p> <p>13 heritage items are located within 50 metres of work in Annandale and Rozelle.</p> <ul style="list-style-type: none"> <li>The majority of items are located more than 25 metres from the construction work and will have no impact from vibration.</li> <li>Visual impact due to temporary changes in the visual landscape or setting of the heritage item are likely for several items.</li> <li>There are no known or suspected areas of archaeological potential within the study area which would be impacted by the project.</li> </ul> <p>Relevant heritage impacts include</p> <ul style="list-style-type: none"> <li>The White Bay construction site would be immediately adjacent the heritage curtilage of the Glebe Island Bridge. The project would avoid direct impacts to the heritage item as work would be outside its heritage boundary. Project has the potential to have potential direct, indirect (visual) and indirect (vibration) impacts on the item, however with mitigation measures is expected to have negligible impact overall.</li> <li>The project would avoid direct impacts to most of the Valley Heritage Conservation Area, Rozelle and Balmain. Direct impacts include demolition of buildings within the old HCA boundary, but have been excluded from the updated HCA boundary. Overall impact is assessed as minor.</li> <li>The land-based section of the Railway electricity tunnel occurs under 146A and 146B Louisa Road, Birchgrove within the study area. The project would avoid direct impact to the heritage item and has an assessed heritage impact of negligible.</li> <li>The proposed work within Yurulbin Park would be of medium scale and moderate intensity with some changes being permanent and irreversible. The overall heritage impact to the local item would be major. Permanent impacts would also occur to areas of archaeological potential during site establishment.</li> <li>Impacts to Holtermann Estate A Conservation Area are assessed as negligible.</li> </ul> <p>The proposed work involve excavation of two main alignment tunnels at a depth of about 30 to 0 metres, much of which will be below heritage items. Overall, the impact of vibration and settlement is considered negligible as a result of the tunnel alignment work.</p>

Development	Location (relative to proposal)	Description	Heritage impacts
<b>Glebe Island concrete batching plant and aggregate handling facility</b>	The Bays tunnel launch and support site	This project involves the construction and operation of a new aggregate handling and concrete batching facility, with the capacity to produce up to one million cubic metres of concrete per annum.	<p>The assessment has concluded that there will be no direct physical impacts from the new concrete batching plant to the current Glebe Island Bridge. Some views from Sommerville Road will be obscured by the proposed concrete batching plant, and some general views from Balmain will be partially obscured. Impacts on the views have been assessed as minor.</p> <p>The proposed excavation associated with the silos and concrete batching plant has the potential to impact and expose historical archaeological remains.</p>
<b>Glebe Island Multi-User Facility</b>	The Bays tunnel launch and support site	This proposal includes the construction and operation of a ship off-loading, storage and dispatch facility for bulk construction materials such as sand, aggregates and other dry bulk construction materials. The proposal site is located within land owned by the Port Authority on the eastern side of Glebe Island.	<p>There are no non-Aboriginal heritage items located within the extent of the Project site. The items located in the vicinity are at an adequate buffer distance that it has been assessed as unlikely that the construction activities would have a direct impact.</p> <p>No significant vibration generating activities are proposed as part of the project and it is not expected that any structural impacts to the heritage items would occur as a result of vibration and settlement.</p> <p>The listed heritage items would maintain the majority of their current visual accessibility during construction and operation, and therefore it is not expected that construction and operation activities would significantly impact heritage items or Heritage Conservation Areas visually.</p>
<b>The new Sydney Fish Market</b>	<p>The Bays tunnel launch and support site</p> <p>Pymont Station</p>	The project involves building a new Sydney Fish Market which will be set within an improved public domain including the creation of a waterfront promenade. The site is located at the head of Blackwattle Bay between Pymont Peninsula and Glebe Peninsula.	<p>The former coal loader and office/weighbridge building are unlisted items but of heritage significance, they are however in poor condition and have been assessed that it is not viable to retain or relocate them in the development. The items would be demolished, which would result in a loss of heritage fabric, but improve the visual appeal and amenity of the public domain and promenade.</p> <p>The proposed work may result in the loss of archaeological deposits, known and unknown.</p> <p>The proposed work has the potential to have physical impacts on the listed heritage stormwater channel. Mitigation measures are to be considered to minimise detrimental impacts.</p> <p>Proposed waterfront promenade will provide a heritage walk with interpretation between Jackson's Landing and Jubilee Park/Glebe Point heritage foreshore walks, encouraging public engagement with the early industrial heritage and working harbour history of the area.</p>

Development	Location (relative to proposal)	Description	Heritage impacts
			<p>Proposed work would improve the aesthetic contribution of the Blackwattle Bay area and consequently significantly improving the setting of known heritage items in the close vicinity. It also provides an opportunity to enhance the heritage context of the area.</p> <p>Designed to provide significant opportunities for heritage interpretation both physical and visual including using salvage materials from the coal loader and office/weighbridge building and displaying archaeological deposits to provide additional engagement opportunities for the public with the history of the area.</p>
<b>Cockle Bay Wharf mixed use development</b>	<p>Pymont Station</p> <p>Hunter Street Station (Sydney CBD)</p>	<p>A State Significant Development application was approved by the NSW Independent Planning Commission in 2019 for the Concept Proposal and Stage 1 work which include demolition work. The work approved included:</p> <ul style="list-style-type: none"> <li>• Demolition of existing site improvements, including the existing Cockle Bay Wharf building complex, pedestrian links across the Western Distributor, and obsolete monorail infrastructure;</li> <li>• Building envelopes;</li> <li>• Land use across the site;</li> <li>• A maximum total GFA across Cockle Bay Park of 75,000 square metres of commercial development and 14,000 square metres for retail development;</li> <li>• Urban Design and Public Realm Design Principles to provide design excellence framework; and</li> <li>• Strategies for utilities and services provision, drainage and flooding, and ecological sustainable development.</li> </ul>	<p>The proposed redevelopment work were assessed as having the potential for a positive impact on the Pymont Bridge and surrounding heritage items, and enhancing pedestrian links between the CBD and Pymont.</p> <p>Physical connections to the bridge have been designed to minimise potential impacts on the significant fabric in context of changes and impacts which have already been made.</p> <p>The proposal would enhance the view corridor from Pymont along Market Street and from Market Street to the Bridge.</p>

Development	Location (relative to proposal)	Description	Heritage impacts
<b>50-52 Phillip Street New Hotel</b>	Hunter Street Station (Sydney CBD)	The proposal involves the delivery of a new landmark hotel building in Sydney's CBD. The proposal will deliver about 331 new rooms throughout the 47 storey hotel development. Lower level café/bar uses would be included.	<p>The proposal involves work to the former Department of Public Works building at 50 Phillip Street, Sydney which is a locally listed item on SLEP 2012 and is a later addition to the Chief Secretary's Building which is listed on the SHR.</p> <p>The adaptive reuse of the former Department of Public Works building provides a unique opportunity to restore and refurbish one of Sydney's iconic heritage buildings, and would respect and retain the imposing landmark character of the building and the Chief Secretary's Building.</p> <p>Fabric and elements of exceptional significance would not be impacted, however removal of some original fabric of high significance is considered acceptable as the original features and architectural character and integrity of the building overall are to be retained.</p> <p>The proposed development and siting of the tower above the heritage item is consistent with other examples within the CBD, with the proposed mega column considered an acceptable solution to the currently open lightwell and allows for continued visual appreciation of the heritage building and spaces.</p> <p>The proposed development would have no physical impact on heritage items in the vicinity of the site. The tower and podium design would maintain visual prominence of the heritage building along Phillip and Bridge Streets. The proposed development would have minor impacts to the visual setting of the heritage building and significant views to and from the building. The development would have a minor impact on the significance of the Bridge Street/Macquarie Place/Bulletin Place Special Character Area.</p> <p>The proposal is located within the Sun Access Plan for The Domain and Royal Botanical Gardens, but would have no adverse impacts on the existing solar access to the public domain of these heritage items.</p> <p>There is potential for intact historical archaeological resources to survive in the area of the development. The proposed development would disturb and remove potential relics within the area of 52 Phillip Street and Phillip lane only.</p>
<b>One Sydney Harbour</b>	Hunter Street Station (Sydney CBD)	One Sydney Harbour is a skyscraper complex under construction which includes 808 apartments in three towers. The project is part of the major urban renewal precinct of Barrangaroo.	No data available, reports currently being prepared.



Development	Location (relative to proposal)	Description	Heritage impacts
<b>Sydney Metro – Martin Place Over Station Development</b>	Hunter Street Station (Sydney CBD)	This project includes two over station development commercial towers above the northern and southern entrances of the yet to be constructed Martin Place Metro Station. The Concept Proposal is intended to be delivered as a single, integrated project along with the delivery of rail, station, concourse infrastructure and public domain work associated with the Martin Place Metro Station. The construction of the different elements is likely to be staged so as not to interrupt the Metro construction program.	<p>The development of commercial towers would occur near listed heritage items on Martin Place. While this would involve substantial new tall scale of development, the frontages are located along the street alignments, while their upper storeys have been set back to diminish their overshadowing over Martin Place. The development would be recessive in scale and form which would not visually impact the heritage significant precinct at Martin Place.</p> <p>The current proposal would not exacerbate heritage impacts to heritage items on Martin Place and there would be no cumulative impacts from the projects.</p>
<b>65-77 Market Street</b>	Hunter Street Station (Sydney CBD)	This project involves the retention and alteration of the existing retail/commercial building on the site and the construction of a 22 storey residential tower above. The development accommodates retail and commercial uses within the existing building, 101 residential apartments within the tower and 108 car parking spaces within the basement.	<p>The proposed work has been assessed as respecting and supporting the significance of the building by maintaining an ongoing retail use, which is the original and greatest significance of the building.</p> <p>The work will have some impact on the significance of the building. The building has undergone considerable internal alteration and additions over time, there is limited understanding of the original layout and little remaining original interior fabric. The proposed design retains what remains of the original fabric and makes references to important spaces in the building. The proposed work also facilitates exterior conservation ensuring the building's most significant elements are conserved into the future.</p> <p>The proposed design will retain the streetscape prominence and character of the building.</p>
<b>317 and 319-321 George Street, Sydney</b>	Hunter Street Station (Sydney CBD)	<p>The proposal development includes:</p> <ul style="list-style-type: none"> <li>Excavation for two basement levels</li> <li>Demolition of all existing improvements and structures on the site except for the heritage listed fabric contained on site</li> <li>Restoration work to the heritage listed fabric</li> <li>Construction and use of a 14 storey commercial office building</li> <li>Vehicular access from Wynyard Lane</li> </ul>	<p>It has been assessed that the proposed design for a commercial building above the heritage listed facades would have a minor but acceptable impact on the significance of the site in consideration of the heritage items current and evolving urban context.</p> <p>The proposed work would have no impacts on nearby heritage items or impact the ability to understand the individual historic, architectural or social significance of surrounding items. There would be no impact on view corridors to and from the buildings nor would the development cause any additional overshadowing on these heritage items.</p>

Development	Location (relative to proposal)	Description	Heritage impacts
		<ul style="list-style-type: none"> <li>Extension and augmentation of services and utilities to the development.</li> </ul>	
<b>194-204 Pitt Street, Sydney</b>	Hunter Street Station (Sydney CBD)	<p>The development application seeks approval for:</p> <ul style="list-style-type: none"> <li>Demolition of existing structures and construction of a new façade and podium</li> <li>Excavation and site preparation</li> <li>Construction and use of a building with a podium (entrance, retail glass floor area, City Tattersalls Club and hotel amenities), tower (101 hotel rooms, 241 residential apartments, landscape garden terrace) and basement</li> <li>Servicing and plant equipment throughout the building.</li> </ul>	<p>It has been assessed that the proposal provides for an integrated renewal, activation and renewal of the heritage listed City Tattersalls Club.</p> <p>The work would have a positive heritage outcome through removal of intrusive and later additions, conservation and restoration work to significant fabric and spaces.</p> <p>The proposed tower and podium would reference the heritage item to create a sympathetic addition and would be setback to provide vertical separation and mitigate visual impacts on the heritage item.</p> <p>Location of the tower has been designed to minimise physical impacts on the heritage item.</p> <p>The proposal would not impact items in the vicinity, the heritage item's streetscape contribution would be retained.</p>
<b>301 and 305 Kent Street Concept Hotel Development</b>	Hunter Street Station (Sydney CBD)	<p>The proposal is a Concept State Significant Development Application which seeks consent for:</p> <ul style="list-style-type: none"> <li>The establishment of a building envelope</li> <li>Use of the site as a hotel (with ancillary uses)</li> <li>Pedestrian and vehicular access arrangements</li> <li>The provision of on-site bicycle and car parking.</li> </ul> <p>A future detailed SSDA will be lodged for the detailed design and construction of the development. The architectural reference scheme for the proposed development envisages a 29-storey hotel development on the site, comprising:</p> <ul style="list-style-type: none"> <li>A two storey lower podium with entry via Kent Street containing a forecourt plaza and hotel lobby, hotel amenities and function rooms, plant, back-of-house, and rear courtyard entrance</li> </ul>	<p>A Non-Aboriginal Heritage Statement of Heritage Impact and an Historical Archaeological Assessment were both prepared to support the EIS.</p> <p>The Statement of Heritage Impact identified that the project would involve the demolition of all existing buildings located within the subject site. It was noted that none of the buildings are listed as heritage items on either a State or local heritage register. The assessment concluded that no buildings are considered to have significance that reaches the threshold for local heritage listing, and it was recommended that the proposed demolition would have no adverse impact on heritage fabric. It was also noted that the project would not impair the views to or from surrounding heritage items, and that the character of the neighbourhood would not be adversely affected by the project.</p> <p>The Historical Archaeological Assessment identified that the subject site was first occupied in 1802-1807 when it was part of Soldier's Back Row near the Military Barracks. Two significant demolition/ change events in 1855 and 1884-1910 occurred, with the extant row of terrace housing and warehouses constructed during the second phase of change. The assessment identified that the subject site contains:</p> <ul style="list-style-type: none"> <li>Moderate potential to contain archaeological remains relating to continuous occupation from 1802-1807 to present.</li> </ul>

Development	Location (relative to proposal)	Description	Heritage impacts
		<ul style="list-style-type: none"> <li>• 24 storeys of hotel accommodation containing 360 rooms, hotel GFA, plant rooms and a rooftop bar and terrace</li> <li>• A lower ground entry via Erskine Street with up to five levels of basement car parking accommodating 81 car parking spaces, bicycle and motorcycle spaces</li> <li>• An overall Ground Floor Area of 11,301 square metres.</li> </ul>	<ul style="list-style-type: none"> <li>• Low potential to contain archaeological remains relating to military occupation of Soldier's Back Row (Kent Street) 1802-1807 to 1822</li> </ul> <p>The lower, western end of the subject area was identified as having higher potential to contain archaeological remains. Archaeological remains relating to the military occupation of Soldier's Back Row (Kent Street) were considered to have the potential to be of State significance (depending on intactness of remains). Archaeological remains relating to nineteenth century occupation were considered to have the potential to be of local significance, whilst archaeological remains from the twentieth century or later were not considered to be significant. It was noted that the project would have substantial impact on any surviving archaeological remains.</p> <p>This proposal would not involve impacts to significant archaeological remains or listed heritage items. There would be no cumulative impacts from these projects.</p>
<b>180 George Street</b>	Hunter Street Station (Sydney CBD)	180 George Street will encompass the Salesforce Tower with a collection of new urban laneways hosting retail, dining and a major public square on George Street.	<p>There are no listed heritage items within the site, however there are a number of locally listed heritage items in the vicinity.</p> <p>It has been assessed that the redevelopment of the site would not directly affect any listed heritage item and is unlikely to have any material effect on any listed heritage items in the vicinity of the site.</p> <p>Consideration has been given to impacts of the development on the state significant Tank Stream. The curtilage of the Tank Stream is outside the site, however measures have been proposed to minimise potential impacts during excavation and construction.</p> <p>Archaeological testing has been approved to be carried out as part of the demolition process once access to the ground is available, and will be completed prior to the proposed development commencing. Potential impacts to artefacts are unknown until testing confirms their location.</p> <p>The proposed tower will not impact on any important public views or view corridors.</p>

## 9.0 MITIGATION AND MANAGEMENT MEASURES

### 9.1 Mitigation measures

This section provides a summary of the mitigation and management measures that would be required to minimise, avoid or mitigate the impacts of the proposal on non-Aboriginal heritage. Mitigation measures identified for this proposal are provided in Table 68.

These would be supplemented by mitigation measures detailed in Chapter 23 (Synthesis of the Environmental Impact Statement) of the Environmental Impact Statement with respect to cumulative impacts.

**Table 68: Summary of non-Aboriginal heritage impact management measures**

Reference	Impact	Mitigation measure	Applicable location(s) <sup>248</sup>
NAH1	Archival recording	<p>Archival recording and reporting of the following heritage items would be carried out in accordance with the NSW Heritage Office's <i>How to Prepare Archival Records of Heritage Items</i> (1998), and <i>Photographic Recording of Heritage Items Using Film or Digital Capture</i> (2006):</p> <ul style="list-style-type: none"> <li>• Former Skinners Family Hotel (SHR item no. 00584)</li> <li>• NSW Club House Building (SHR item no. 00145)</li> <li>• Former Bank – Delfin House (SLEP 2012 item no. 11903)</li> <li>• Richard Johnson Square (SLEP 2012 item no. 11673)</li> </ul> <p>Archival recording should be carried out at the following sites as potential heritage items of local significance prior to the commencement of work for the following items:</p> <ul style="list-style-type: none"> <li>• Gilbey's Distillery, 26-32 Pyrmont Bridge Road, Pyrmont (potential archaeological site and local heritage item)</li> <li>• Pangas House, 15-17 Hunter Street, Sydney (potential local heritage item)</li> </ul>	PSWCS, HSSWCS, HSSECS

<sup>248</sup> PWCS: Pyrmont Station Western Construction Site; PSECS: Pyrmont Station Eastern Construction Site; HSSWCS: Hunter Street Station Western (Sydney CBD) Construction Site; HSSECS: Hunter Street Station (Sydney CBD) Eastern Construction Site; MRTA: Metro Rail Tunnel Alignment



Reference	Impact	Mitigation measure	Applicable location(s) <sup>248</sup>
NAH2	Investigation	Investigations would be carried out for the Tank Stream (SHR item no. 00636) and Bennelong Stormwater Channel No. 29A (Sydney Water s170 item no. 4570854) to confirm and record, the location, depth, and ascertain the current integrity, extent and condition of the heritage items. Surveys are to be carried out under the supervision of a heritage consultant in consultation with Sydney Water.	HSSWCS, HSSECS
NAH3	Demolition	<p>A method for the demolition of existing buildings and/or structures at specified construction site would be developed to minimise direct and indirect impacts to adjacent and/or adjoining heritage items.</p> <p>A structural engineering investigation would be carried out to heritage items, prior to demolition of adjacent existing buildings and/or structures to ensure the conservation of the items fabric and significance.</p> <p>A detailed methodology for the protection of the Former Skinners Family Hotel, Tank Stream and Bennelong Stormwater Channel No.29A would be developed by suitably qualified heritage engineers and consultants.</p>	HSSWCS, HSSECS
NAH4	Salvage	Prior to commencement of demolition of Gilbey's Gin Distillery, significant heritage fabric which has a reuse in the project or elsewhere would be identified and considered for salvage.	PSWCS
NAH5	Heritage interpretation	Heritage Interpretation Plans would be prepared in accordance with the line-wide Heritage Interpretation Strategy being prepared for Sydney Metro West.	PSWCS, PSECS, HSSWCS, HSSECS
NAH6	Archaeology	An Archaeological Research Design would be prepared to identify the excavation methodology for predicted locally significant non-Aboriginal archaeological resources at the Pymont Station and Hunter Street (Sydney CBD) construction sites. Archaeological mitigation measures recommended in the Archaeological Research Design would be carried out in accordance with Heritage NSW guidelines, and where appropriate, supervised by a suitably qualified Excavation Director with experience in managing State significant archaeology.	PSWCS, PSECS, HSWCS, HSECS

Reference	Impact	Mitigation measure	Applicable location(s) <sup>248</sup>
NAH7	Archaeology	An Archaeological Excavation Report would be prepared by the Excavation Director and be provided to the Heritage NSW within 12 months of the completion of archaeological excavations specified in the Archaeological Research Design.	PSWCS, PSECS, HSWCS, HSECS
NAH8	Ground movement and settlement assessment	Further assessments at later design stages and during detailed construction planning would be undertaken to check the preliminary findings of the ground movement assessment in relation to listed heritage buildings. Other listed heritage infrastructure would also be subject to such further assessment of ground movement where identified as being required in Technical Paper 3 (Non-Aboriginal heritage).	PSWCS, PSECS, HSSWCS, HSSECS, Tunnel alignment
NAH9	Monitoring	Where required, heritage items identified by NAH8 as requiring further assessment should undergo instrumentation and monitoring as part of further assessments and during the work.	PSWCS, PSECS, HSSWCS, HSSECS

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artefact

Artefact Heritage

ABN 73 144 973 526

Level 4, Building B

35 Saunders Street

Pymont NSW 2009

Australia

+61 2 9518 8411

[office@artefact.net.au](mailto:office@artefact.net.au)

[www.artefact.net.au](http://www.artefact.net.au)