

Sydney Metro

PITT STREET SOUTH OVER STATION DEVELOPMENT

M - HERITAGE INTERPRETATION PLAN

**State Significant Development
Development Application (SSD DA)**

Prepared for **Pitt Street Developer South Pty LTD**

15 May 2020

Revision C

Issue for SSD DA Stage 2

[SMCSWSPS-GBA-OSS-PL-REP-000002](#)



SYDNEY METRO: PITT ST SOUTH OVER STATION DEVELOPMENT(OSD)

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Relevant Sears Conditions

TABLE 1: SEARS REQUIREMENTS

Ref. No.	Title	Description of Requirement	Section reference in this report
102	Item 6 Heritage	<i>The EIS shall provide: - include a Heritage Interpretation Plan, providing opportunities for the proposal to reflect on the heritage character and significance of the site and surrounding area.</i>	6.0, 7.0

1.0

INTRODUCTION

1.1 BACKGROUND

This report has been prepared to accompany a detailed State Significant Development (SSD) development application (DA) for a residential Over Station Development (OSD) above the new Sydney Metro Pitt Street South Station. The detailed SSD DA is consistent with the Concept Approval (SSD 17_8876) granted for the maximum building envelope on the site, as proposed to be modified.

The Minister for Planning, or their delegate, is the consent authority for the SSD DA and this application is lodged with the NSW Department of Planning, Industry and Environment (NSW DPIE) for assessment. This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 28 October 2019.

The detailed SSD DA seeks development consent for the construction and operation of

- New residential tower with a maximum building height of RL 171.6, including residential accommodation and podium retail premises, excluding station floor space.
- Use of spaces within the CSSI 'metro box' building envelope for the purposes of:
 - Retail tenancies;
 - Residential communal facilities, residential storage, bicycle parking, and operational back of house uses;
 - Shared vehicle loading and service facilities on the ground floor;
 - Landscaping;
 - Utilities and services provision; and
 - Stratum subdivision (Station/OSD).
- Integration with the approved CSSI proposal including though not limited to:
 - Structures, mechanical and electronic systems, and services; and
 - Vertical transfers.

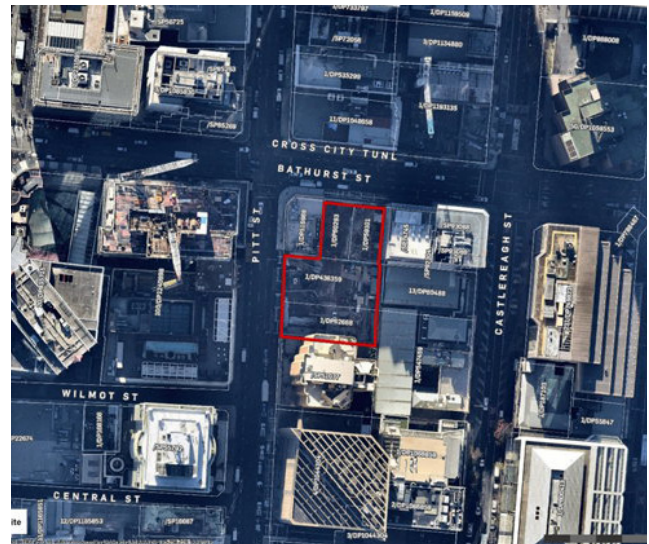


Figure 1.1

Location map with subject site outlined in red.

1.2 THE SITE

The site is located within the Sydney CBD, on the corner of Bathurst Street and Pitt Street. It has two separate street frontages, Pitt Street to the west and Bathurst Street to the north. The area surrounding the site consists of predominantly residential high-density buildings and some commercial buildings, with finer grain and heritage buildings dispersed throughout.

The site has an approximate area of 1,710sqm and is now known as Lot 10 in DP 1255507. The street address is 125 Bathurst Street, Sydney.

1.3 SYDNEY METRO DESCRIPTION

Sydney Metro is Australia's biggest public transport program. A new standalone railway, this 21st century network will revolutionise the way Sydney travels.

There are four core components:

Sydney Metro Northwest (formerly the 36km North West Rail Link)

This project is now complete and passenger services commenced in May 2019 between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and \$1 billion under budget.

Sydney Metro City & Southwest

Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of Metro Northwest at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

In 2024, customers will benefit from a new fully-air conditioned Sydney Metro train every four minutes in the peak in each direction with lifts, level platforms and platform screen doors for safety, accessibility and increased security.

Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.

The NSW Government is assessing an optional station at Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.

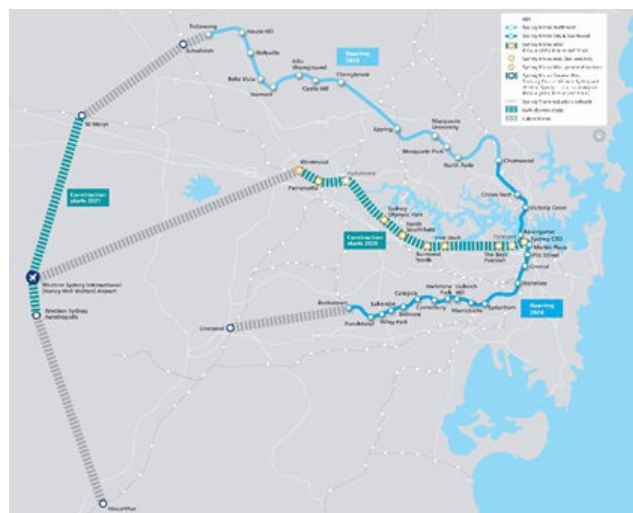


Figure 1.2
Sydney Metro Alignment Map.
Source: Sydney Metro

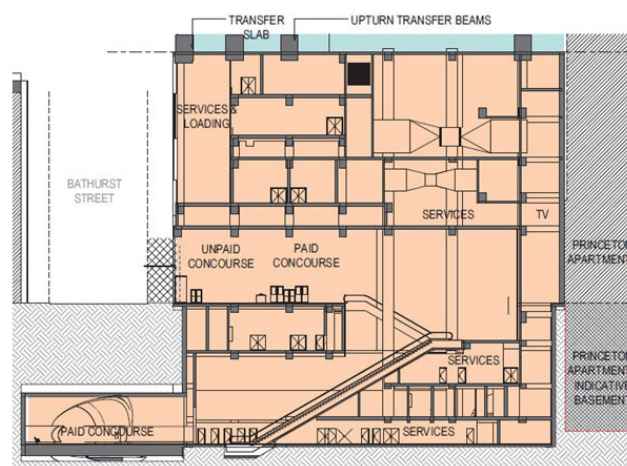


Figure 1.3
Pitt Street Station (North-South Section). Station components are coloured orange and ODS components are coloured blue
Source: CSSI Preferred Infrastructure Report (TfNSW)

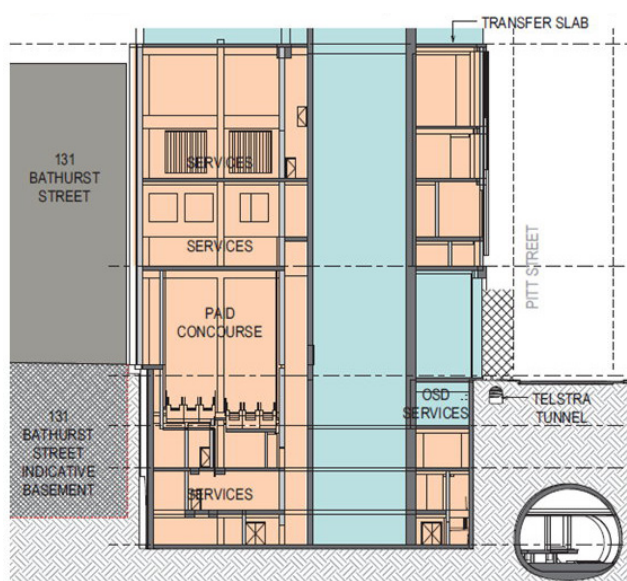


Figure 1.4
Pitt Street Station (East-West Section)
Source: CSSI Preferred Infrastructure Report (TfNSW)

Sydney Metro Greater West

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service. The Australian and NSW governments are equal partners in the delivery of this new railway.

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a Critical State Significant Infrastructure project (reference SSI 15_7400) (CSSI Approval). The terms of the CSSI Approval includes all works required to construct the Sydney Metro Pitt Street Station, including the demolition of existing buildings and structures on both sites (north and south). The CSSI Approval also includes construction of below and above ground works within the metro station structure for appropriate integration with over station developments.

The CSSI Approval included Indicative Interface Drawings for the below and above ground works at Pitt Street South Metro Station site. The delineation between the approved Sydney Metro works, generally described as within the "metro box", and the Over Station Development (OSD) elements are illustrated below. The delineation line between the CSSI Approved works and the OSD envelope is generally described below or above the transfer slab level respectively.

The Preferred Infrastructure Report (PIR) noted that the integration of the OSD elements and the metro station elements would be subject to the design resolution process, noting that the detailed design of the "metro box" may vary from the concept design assessed within the planning approval.

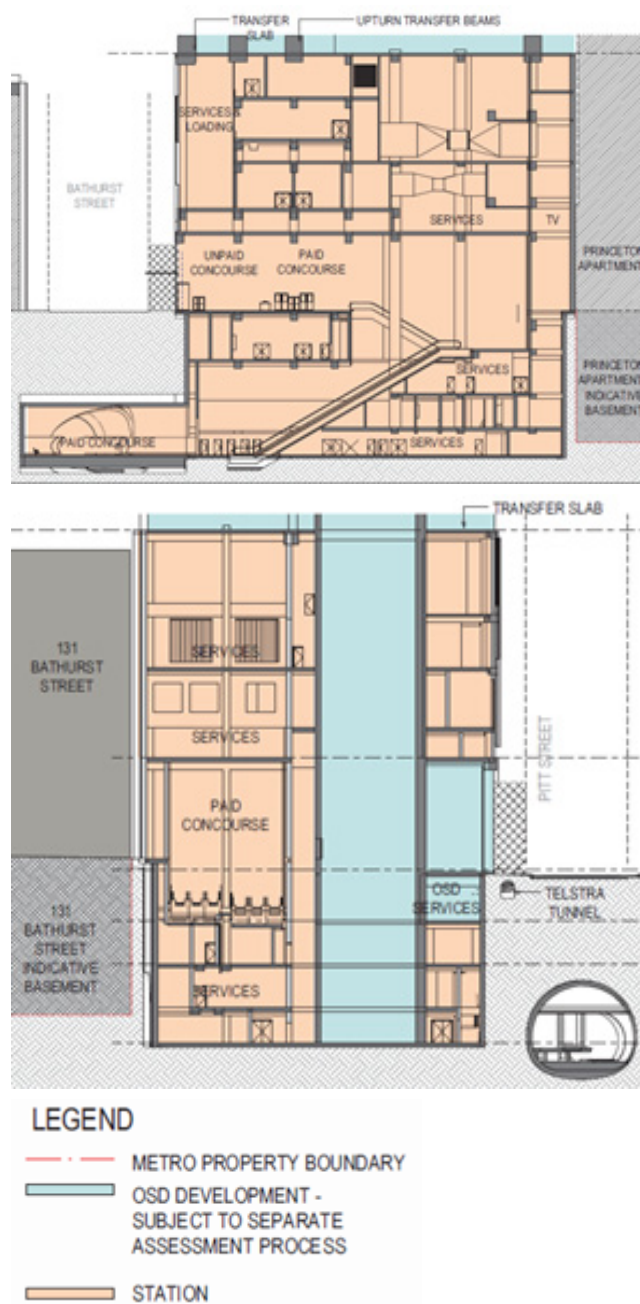


Figure 1.5

Pitt Street South SSD DA, North-South Section (top) and East-West Section (bottom)

Source: CSSI Preferred Infrastructure Report (TfNSW)

As such in summary:

- The CSSI Approval provides consent for the construction of all structures within the approved “metro box” envelope for Pitt Street South.
- The CSSI Approval provides consent for the fit out and use of all areas within the approved “metro box” envelope that relate to the ongoing use and operation of the Sydney Metro.
- The CSSI Approval provides consent for the embellishment of the public domain, and the architectural design of the “metro box” envelope as it relates to the approved Sydney Metro and the approved Pitt Street South Station Design & Precinct Plan.
- Separate development consent however is required to be issued by the NSW DPIE for the use and fit-out of space within the “metro box” envelope for areas related to the OSD, and notably the construction and use of the OSD itself.

As per the requirements of clause 7.20 of the *Sydney Local Environmental Plan 2012*, as the OSD exceeds a height of 55 metres above ground level (among other triggers), development consent is first required to be issued in a Concept (formerly known as Stage 1) DA. This is described below.

Pitt Street South Over Station Development (OSD)

Development consent was granted on 25 June 2019 for the Concept Development Application (SSD 8876) for Pitt Street South OSD including:

- A maximum building envelope, including street wall and setbacks for the over station development.
- A maximum building height of RL171.6.
- Podium level car parking for a maximum of 34 parking spaces.
- Conceptual land use for either one of a residential or commercial scheme (not both). NO maximum Gross Floor Area was approved as part of SSD 8876.

The building envelope approved within the Concept SSD DA provides a numeric delineation between the CSSI Approval “metro box” envelope and the OSD building envelope. As illustrated in the figures below, the delineation line between the two projects is defined at RL 58.25 (Level 7).

For the purposes of the Detailed (Stage 2) SSD DA, it is noted that while there are two separate planning applications that apply to the site (CCSI and SSD DA), this report addresses the full development across the site to provide contextual assessment.

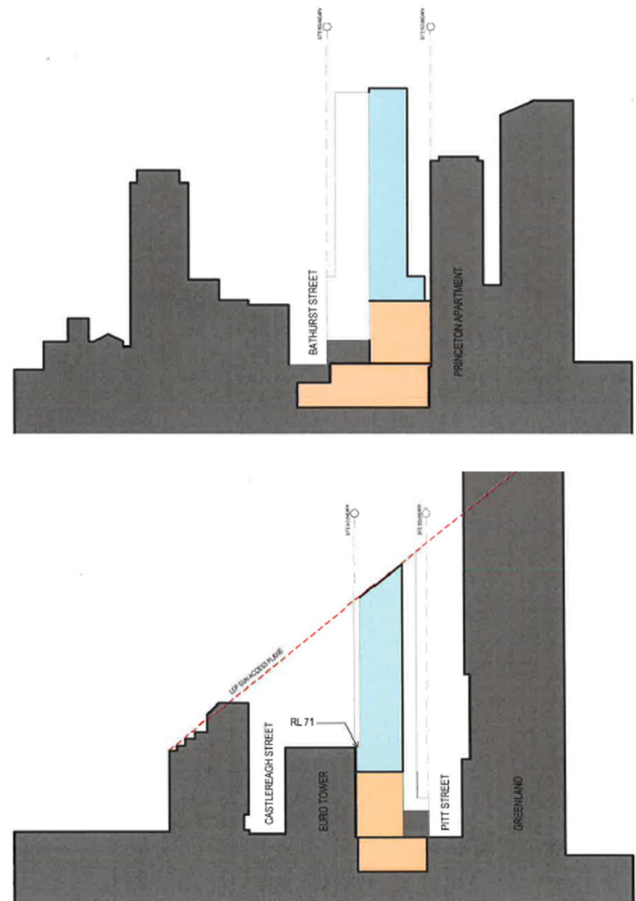


Figure 1.5
Pitt Street South Concept SSD DA, North-South Section (top) and East-West Section (bottom)
Source: SSD 8876 Concept Stamped Plans

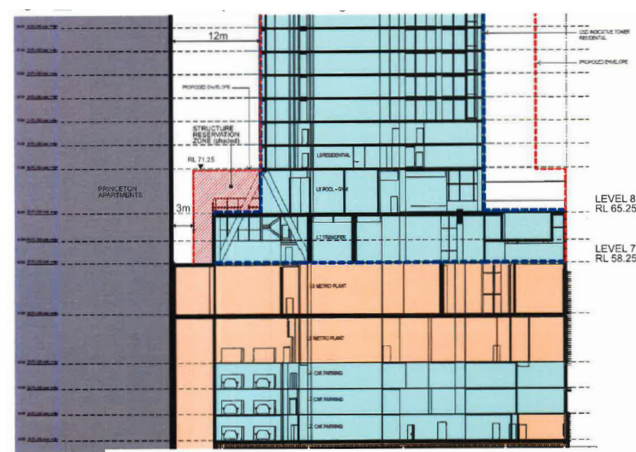


Figure 1.6
Pitt Street South Concept SSD DA Building Section.
Source: SSD 8876 Concept Stamped Plans

1.4 REPORT OBJECTIVES

The aim of including interpretation in the Planning Secretary's Environmental Assessment Requirements is to interpret the stories of the people and places of the past for a future audience.

The terms *Interpretation Plan* and *Interpretation Strategy* are often used interchangeably; plan is more commonly used by the NSW Heritage Council and strategy by local government consent authorities. The following definition is sourced from the NSW Heritage Council endorsed publication *Interpreting Heritage Places and Items Guidelines* (2005):

Interpretation Plan is a document that provides the policies, strategies and detailed advice for interpreting a heritage item. It is based on research and analysis and plans to communicate the significance of the item, both during a conservation project and in the ongoing life of the item. The plan identifies key themes, storylines and audiences and provides recommendations about interpretation media. It includes practical and specific advice about how to implement the plan.

1.5 METHODOLOGY AND STRUCTURE

Effective interpretation is based on a sophisticated understanding of the significance of the site, a detailed knowledge of the needs and desires of potential audiences, and sound communications skills.

For the purposes of this Interpretation Strategy we have established a methodology, based on the NSW Heritage Office publication *Interpreting Heritage Places and Items Guidelines* (2005). In addition, the methodology set out in the *ICOMOS Charter for the Interpretation and Presentation of Cultural Heritage Sites* (April 2007) has been adopted.

Interpretation - The Ingredients for Best Practice

The following guidelines are taken from the NSW Heritage Office publication *Interpreting Heritage Places and Items* (2005):

Ingredient 1: Interpretation, People and Culture - Respect for the special connections between people and items

Ingredient 2: Heritage Significance and Site Analysis - Understand the item and convey its significance

Ingredient 3: Records and Research - Use existing records of the item, research additional information and make these publicly available (subject to security and cultural protocols)

Ingredient 4: Audiences - Explore, respect and respond to the identified audience

Ingredient 5: Themes - Make reasoned choices about themes, stories and strategies

Ingredient 6: Engage the Audience - Stimulate thought and dialogue, provoke response and enhance understanding

Ingredient 7: Context - Research the physical, historical, spiritual and contemporary context of the item, including related items, and respect local amenity and culture

Ingredient 8: Authenticity, Ambience and Sustainability - Develop interpretation methods and media which sustain the significance of the items, its character and authenticity

Ingredient 9: Conservation Planning and Works - Integrate interpretation in conservation planning and in all stages of a conservation project

Ingredient 10: Maintenance, Evaluation and Review - Include interpretation in the ongoing management of an item; provide for regular maintenance, evaluation and review

Ingredient 11: Skills and Knowledge - Involve people with relevant skills, knowledge and experience

Ingredient 12: Collaboration - Collaborate with organisations and the local community

ICOMOS Charter for the Interpretation and Presentation of Cultural Heritage Sites

This *ICOMOS Charter* defines the basic objectives and principles of site interpretation in relation to authenticity, intellectual integrity, social responsibility, and respect for cultural significance and context. It seeks to encourage a wide public appreciation of cultural heritage sites as places and sources of learning and reflection about the past as well as being valuable resources for sustainable community developments and intercultural and intergenerational dialogue. The Interpretation Strategy will be guided by the following principles outlined in the *ICOMOS Charter for the Interpretation and Presentation of Cultural Heritage Sites* (2007):

- Principle 1: Access and Understanding
- Principle 2: Information Sources
- Principle 3: Attention to Context and Setting
- Principle 4: Preservation of Authenticity
- Principle 5: Planning for Sustainability
- Principle 6: Concern for Inclusiveness
- Principle 7: Importance of Research, Training and Evaluation

The definitions adopted in this report are those defined in the *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance*, 2013, also known by its more common title *The Burra Charter*, and the NSW Heritage Office publication *Interpreting Heritage Places and Items Guidelines* (2005). For ease of reference, a glossary has been included as an appendix to this report.

1.6 SITE IDENTIFICATION

This report adopts the name 'Upper Pitt Street' for the section of Pitt Street surrounding the subject site. The name 'Upper Pitt's Row' was adopted in the colony from at least 1806, if not earlier. By 1810, the name 'Upper Pitt Street' was being used and by around the 1830's the name came to generally relate to the section of Pitt Street roughly between Park Street and Campbell Street. It is understood that the name fell out of favour around the 1880s.

1.7 AUTHORSHIP

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	Theodora Gianniotis Heritage Consultant
	Katherine Huntsman Heritage Consultant
Other Sections	Dr Cameron Hartnell Senior Heritage Consultant
	Theodora Gianniotis Heritage Consultant
Review	Graham Brooks Director
Photographs and drawings	GBA Heritage unless otherwise noted

1.7.1 REPORT LIMITATIONS

This report provides a conceptual framework for interpretation of the subject site. Details of the design, construction and installation of interpretive material, including obtaining permission to use copyrighted material (images, photographs, plans, drawings, etc), are outside the scope of this report.

The scope of this report relates to the Pitt Street South OSD only. It does not include any section of the Pitt Street Metro North development, nor the Pitt Street Metro Station, which includes the platform level, the ground level station entrance fronting Bathurst Street, and sections of the podium reserved for Metro infrastructure.

Recommendations for the interpretation of any historical archaeological material is not within the scope in this report. The proposals in this report should be appropriately integrated with any archaeological interpretation proposals adopted for the Pitt Street Metro South site.

It is understood that the Sydney Metro Communication team are responsible for providing proofs of hoarding displaces for approval by the Sydney Metro Heritage Manager.¹ An interpretation strategy for the hoardings around the project site has already been implemented. As such, recommendations on interpretation strategies related to the project site hoardings is outside the scope of this report.

It is understood that a separate Heritage Interpretation Plan will be submitted with the Pitt Street Metro Station CSSI application, which will include recommendations for interpretation strategies in the Pitt Street North and South Metro entrances and the platform level, as well as for any archaeological artefacts and remains identified during archaeological investigations. GBA Heritage is also preparing a Heritage Interpretation Plan for the Pitt Street North OSD.

This report does not include any recommendations related to Aboriginal heritage values. Aboriginal Heritage will be addressed in a separate report within the CSSI. While this report is limited to the investigation of European cultural heritage values, GBA Heritage recognises that for over forty thousand years or more Aboriginal people occupied the land that was later to be claimed as a European settlement. Recommendations have been made on the basis of documentary evidence viewed and inspection of the existing fabric.

1.8 COPYRIGHT

Copyright of this report remains with GBA Heritage.

¹ Sydney Metro, *Sydney Metro City and Southwest Heritage Interpretation Plan*, 2017, 7.

2.0

SITE DESCRIPTION

2.1 URBAN CONTEXT

The Pitt Street South OSD is within the Central Business District of Sydney, located on the south-east corner of Pitt Street and Bathurst Street, Sydney.

Pitt Street is a one way city thoroughfare running north to south, from Alfred Street to Railway Square, interrupted by the pedestrian only Pitt Street Mall. Bathurst Street is also a one way thoroughfare that connects Darling Harbour with Elizabeth Street, ending at the Hyde Park Obelisk.

The area is densely built up around a grid of relatively narrow urban streets, and features an eclectic mixture of buildings of widely varying construction periods, scales, heights and styles, reflecting most of the stages of the city's development history as discussed in Section 5.0. Victorian, Federation, Inter-War, Post-War International, Late 20th Century and Early 21st Century buildings stand side by side, often in dramatic juxtaposition.

The subject site is currently a brown field site that has been excavated through the bedrock, below street level. The site is L-shaped, surrounding the heritage listed Edinburgh Hotel located on the corner. The boundary of the site, fronting both Bathurst and Pitt Streets, is lined with black timber hoarding boards. A large format copy of an 1870s photograph taken from the Sydney Town Hall tower, featuring the subject site and surrounds, is attached at footpath level to the hoardings by Bathurst Street (see figure 2.1).

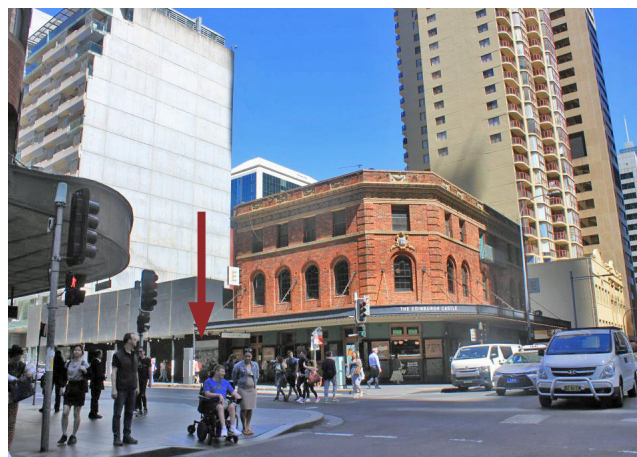


Figure 2.1
View of the subject site looking south-east from Pitt Street, near the intersection with Bathurst Street. The three storey red brick Edinburgh Castle Hotel is in the centre, while hoardings for the subject site are visible on both of its sides. An 1870s photograph of the subject site and surrounds is an existing interpretive device fronting Bathurst Street, indicated with a red arrow



Figure 2.2
View towards the subject site looking north-east from Pitt Street. The hoardings of the project site are visible along the footpath, indicated with an arrow. The Edinburgh Castle Hotel is visible in the centre. Its southern wall is covered with a protective cladding during construction works but this wall is of brick construction

2.2 THE PITT STREET SOUTH OSD CONCEPT DESIGN

The proposed structure, designed by Bates Smart Architects, is detailed in the preliminary SSDA DA drawings and Environmental Impact Statement by Urbis that accompany this application.

The detailed SSD DA seeks development consent for:

- Construction of a new residential tower with a maximum building height of RL 171.6.
- Integration with the approved CSSI proposal including though not limited to:
 - Structures, mechanical and electronic systems, and services; and
 - Vertical transfers;
- Use of spaces within the CSSI 'metro box' building envelope for the purposes of:
 - Retail tenancies;
 - Residential lobby and residential amenities;
 - Loading and services access.
- Utilities and services provision.
- Stratum subdivision (Station/ OSD).

The proposed building will be a 39-storey mixed use development including retail tenancy and 'build-to-rent' residential accommodation, as well as resident amenities and limited loading facilities, but no car parking.

The building will employ the tower-and-podium typology recognised as a means of mitigating the visual impact of tall buildings on streetscapes. On the western (Pitt Street) side the podium will be split into two sections, transitioning from approximately the height of the ECH to that of the podium of the Princeton Apartments, immediately to the south. On the Bathurst Street side, where essential station services are incorporated into the structure, the podium transitions to its required height in a stepped manner from the ECH height, each step resembling the ECH height.

The tower section of the proposed building is articulated into smaller units emphasising verticality and reducing apparent mass, with horizontal articulation into approximately three-storey sections echoing the scale of the ECH.



Figure 2.3
Architects' render of proposal as seen from north-west
Source: Bates Smart Architects

2.3 CORE OSD SPACES

The architectural designs include several main spaces in different sections of the complex. Those related to the Pitt Street South OSD Project include:

#1 - The Residential Lobby (Pitt Street)

A two-storey lobby off Pitt Street, including a recessed external lobby entry adjacent to the footpath. The lobby measures approximately 19 metres long, including the external recessed entry, and approximately 5 metres wide, and features a passage at its western end to access three elevators.

The architectural drawings show a three storey glazed front (western) wall with a slim metal awning. A concierge desk and mail boxes are proposed along the northern lobby wall. Due to structural and aesthetic issues, as well as fire regulations, a new brick wall is proposed to be erected in front of the existing southern wall to the Edinburgh Castle Hotel. The new wall will feature variegated brickwork, in keeping with the appearance of the external hotel walls, exposed to the public domain.

A photograph of the existing brick wall is provided in figure 2.4 and a perspective render of the new wall in figure 2.5.



Figure 2.4

The exposed southern wall of the Edinburgh Castle Hotel
Source: Bates Smart Architects

#2 - Co-working and Social Lounge (Level 2)

A lounge room is proposed for residents of the residential tower to provide a space that can be used as a quiet working space. The general public will not have access to this space unless accompanied by a resident. The primary access to this space will be via the residential elevators.

This space is proposed to feature two meeting rooms at its southern end, an open plan Co-working room and an adjacent open plan Social Lounges. The two main rooms have access to a terrace overlooking Pitt Street. The meeting and Co-working rooms have an office style tables and chairs layout, designed to facilitate working away from the office. The Social Lounge has more of a residential and relaxation layout.

With the exception of the western wall to the terrace, the space features a number of large, open walls upon which framed images or artwork could easily be displayed.

Architectural plans and perspective drawings for the above two spaces are provided in the following pages.



Figure 2.5

Perspective render showing the proposed new wall along the southern side of the Edinburgh Castle Hotel
Source: Bates Smart Architects

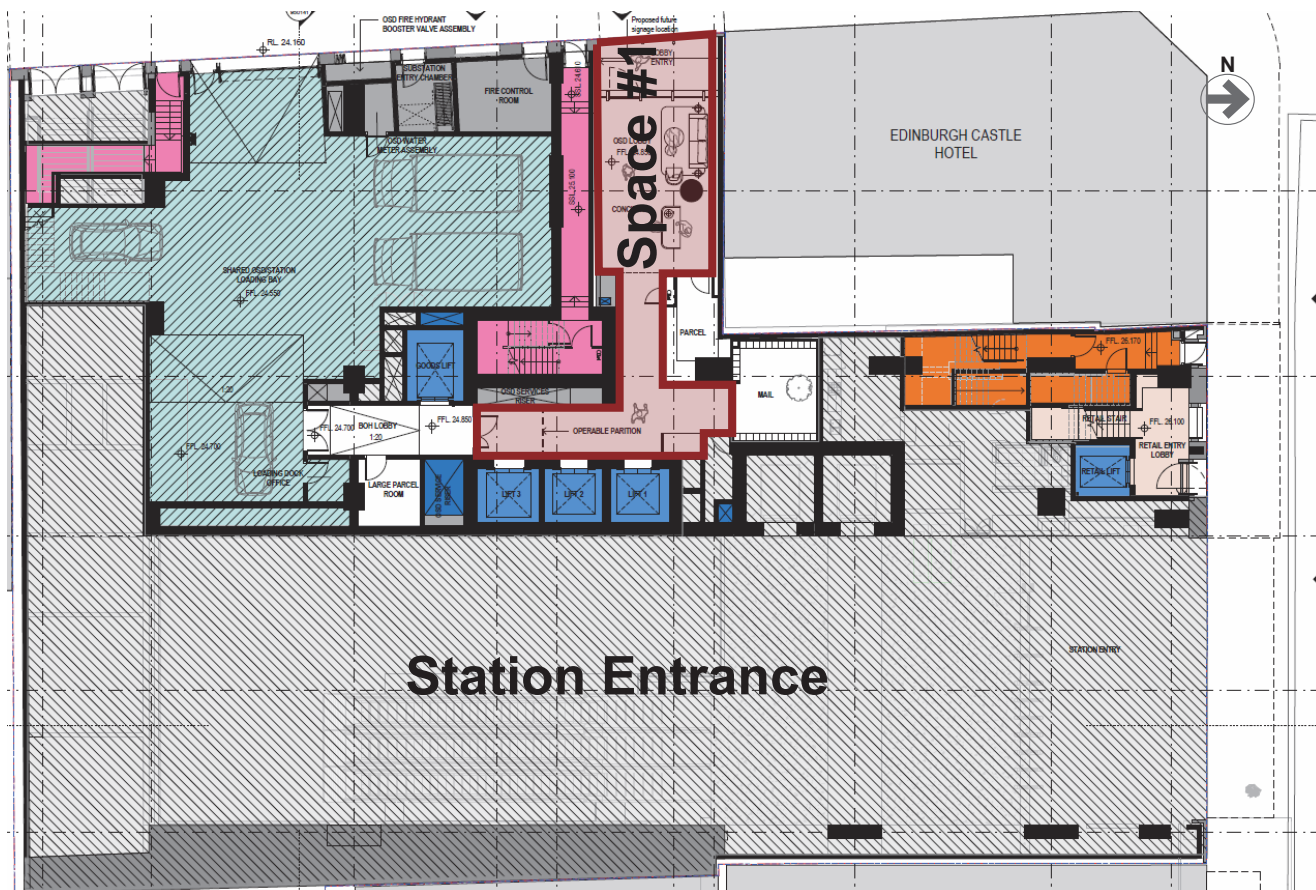
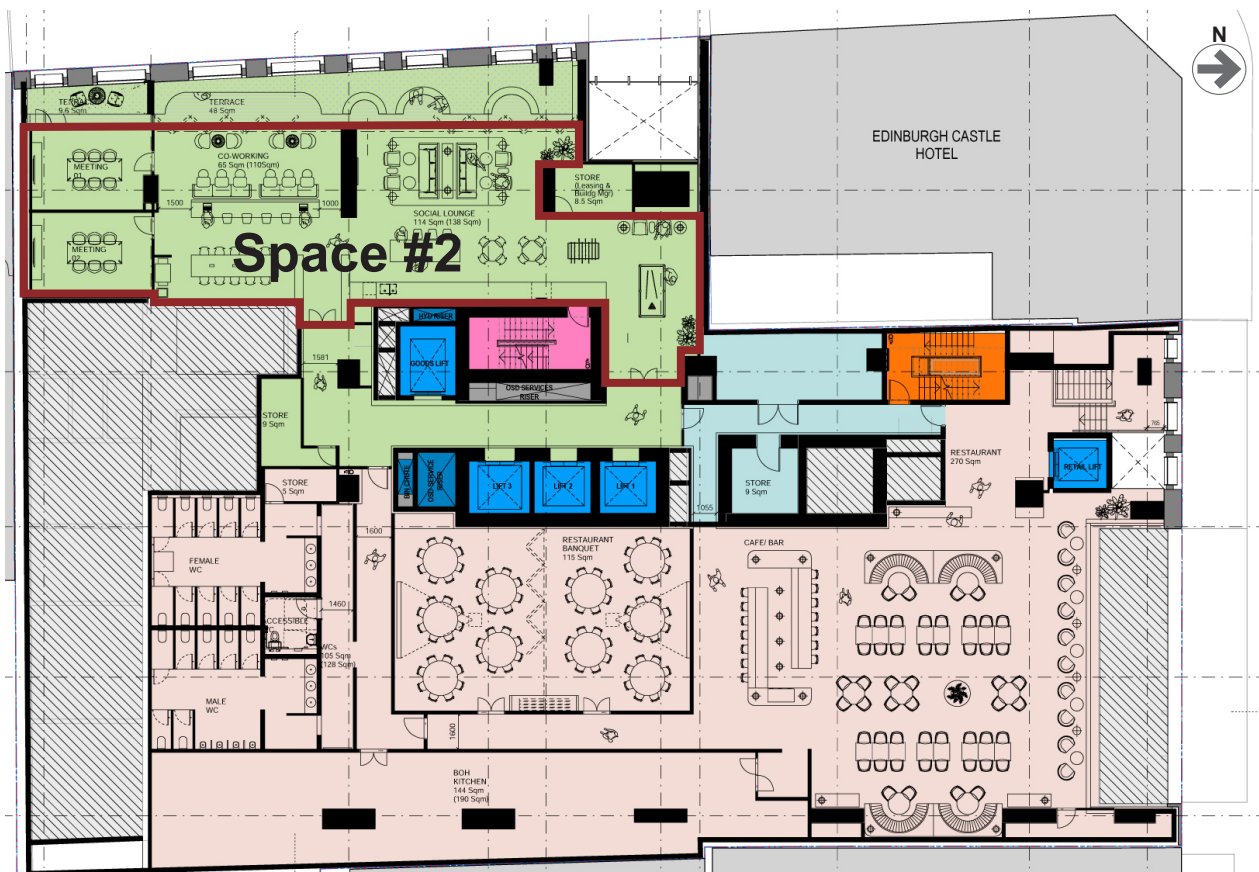


Figure 2.5 (above)
Ground floor architectural plan, showing core space #1
Source: Bates Smart Architects

Figure 2.6 (below)
2nd floor architectural plan, showing core space #2
Source: Bates Smart Architects



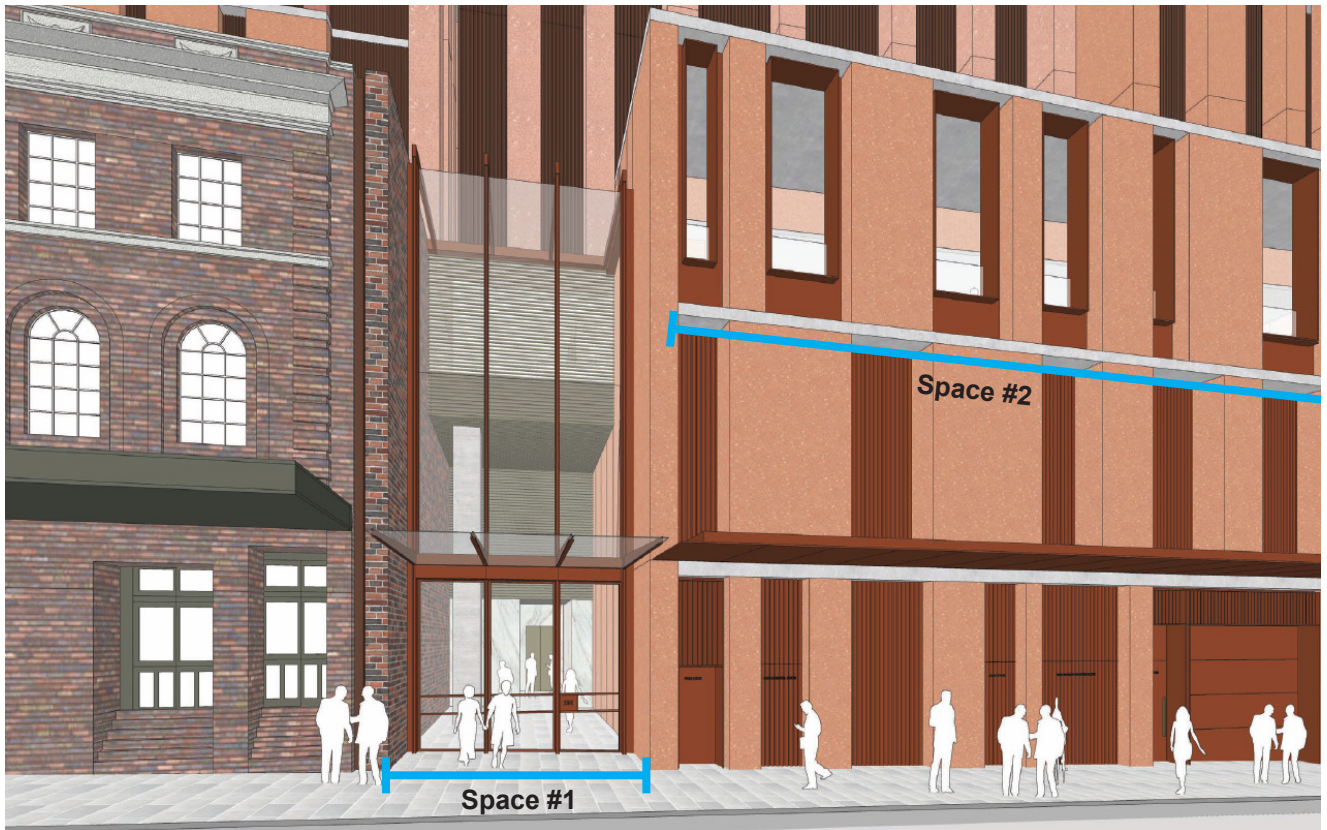


Figure 2.7
 Perspective render of the proposed Pitt Street lower facade
 Source: Bates Smart Architects

3.0

THE INTERPRETIVE APPROACH

3.1 INTRODUCTION

Interpretation is a way to facilitate the dissemination of information into communities and cultures and allows the values, stories and historical character of an area to be explored, understood and appreciated appropriately and respectfully by both the local community and by visitors.

A forecast of the potential audience helps to direct the media choices for the interpretive message. This audience assessment guides the use of the interpretive resource material. Successful interpretation of appropriate material increases accessibility, reinforces cultural significance, and promotes a sense of respect and appreciation.

A vital tenet of heritage principles relating to conservation and interpretation is access to the cultural significance of the places we seek to protect. Publicly accessible interpretation of the cultural heritage significance of the site is crucial to providing an understanding of, and access to, the place.

Interpretation seeks to be:

- *Entertaining* – it seeks to hold the audience's attention
- *Relevant* – it seeks to make connections with the audience's knowledge, interests, concerns and experience
- *Organised* – it will be structured in a way that makes it easy for the audience to follow
- *Thematic* – it will be structured around a central message or series of message
- *Best Practice* – it will be based on the best contemporary research in interpretation and scholarship

- *Consultative* – it will involve former staff, community interest groups and other stakeholders in planning and delivering interpretation
- Audience focussed – ongoing audience research and evaluation will contribute to planning and delivery of interpretation

Interpretation of the subject site should focus on the variety of uses of the land and link into the wider historical context of the area. Typically, interpretation generally falls into one of two categories:

1. Primary Interpretation Sites

These may include heritage buildings, residence-based museums, relics, memorials or sites of significant natural history where the heritage item or landscape is the reason for visitation. Such sites may contain interpretive centres, education units, or exhibition spaces where diverse interpretive strategies may engage the audience, that is multimedia, signage, printed materials and public programmes. Equally, they may be simply interpreted with signage or a plaque. The key factor is that the built, movable or natural heritage element is interpreted for its significance, with no other purpose associated with it.

2. Secondary Interpretation Sites

This group comprises sites where new or adaptive reuse developments occur. While there are significant layers of history which require interpretation, the primary purpose of visitation is for purposes not usually associated with the history of the site. For this reason, interpretation should be uncomplicated, without high maintenance requirements nor too many themes and stories, which result in an overload of information and waste of resources.

The Pitt Street South OSD is a secondary interpretive site and is representative of the evolution and development of a unique section of the Sydney CBD. Interpretation of the site should highlight its role, significance and place within its historical context.

3.2 AUDIENCES

The effective interpretation and presentation of the cultural significance of a place or item through the identified interpretive themes is dependent on the accurate identification of target audiences. The identification of a particular audience will influence the choice of media for interpretation of the place and the content of the information provided. Identifying multiple audiences may necessitate multiple strategies in order to target those audiences in different manners.

In this proposal two distinct target audiences have been identified which will determine the selection of the story lines and interpretive devices.

In the case of the Pitt Street South OSD, which is in the early stages of a planning and development programme that will unfold over a number of years, the audiences for the interpretation will vary across the stages and locations of the project.

The report has recognised two separate audience spaces as follows:

3.2.1 CORE OSD SPACE #1: PRIVATE RESIDENTIAL LOBBY

The private space is accessible to residences and their guests from Pitt Street and allows an opportunity for a more static audience looking to understand a sense of space.

Moving-in Phase for New Occupants and User

The prospective audience in the moving-in phase seeks to know a little more about the place and the locality. Their friends, family and colleagues are interested in why the location was chosen for the house or place of work. They will be interested in the surrounding community and its facilities and how they might relate and interact with that community. They could be encouraged to learn about the history and significance of the location into which they are moving so that they can discuss this with their friends and relatives.

Long Term Occupation of the Site

The long term audience for any interpretation plan will comprise the static residential pool and visitors or passers-by. Potentially, this audience could provide a series of engaged groups through the provision of interpretive material throughout the public realm of the subject site.

The residential audience has the time to examine the available information more closely but will soon lose interest in displays that simply provide static information with no additional cultural or artistic benefit.

Visitors, tourists, special interest groups and passers-by may also be interested in learning about the place before, during or after their visit. They have the advantage of not being exposed to any particular interpretive material on a continuing basis, so are likely to show more interest in the displays during their visits. Among visitors, there are those with a deeper interest in the working history of the area, those with a passing interest and those with little or no interest in the history or earlier character of the locality.

3.2.2 CORE OSD SPACE #2: CO-WORKING AND SOCIAL LOUNGE

The proposed Co-working and Social Lounge on Level 2 will be accessed by residents of the residential tower and their guests.

Visitors here will generally spend time in the space. In the Co-working room (and attached meeting rooms), visitors will typically be working alone or with colleagues, possibly for lengthy time periods. Visitors to the Social Lounge will also typically spend a lengthy time in the lounge, where they can play games, socialise and/or watch television.

An interpretive device in one or more of these areas within the space has the potential to play an important role in creating an appropriate aesthetic for the activities intended to take place.

3.3 CONSIDERATION OF OWNER NEEDS

SYDNEY METRO REQUIREMENTS

Sydney Metro aims to meet the Planning Secretary's Environmental Assessment Requirements (SEARs) SSD 10376, that include a:

"Heritage Interpretation Plan, providing opportunities for the proposal to reflect on the heritage character and significance of the site and surrounding area"

The Heritage Interpretation requirements of Sydney Metro are expressed in expert reports commissioned as part of the Metro project.

Heritage Strategy (2018)

The *Heritage Strategy for Pitt Street*, prepared by Metron in May 2018¹, includes the following relevant recommendations for Heritage Interpretation of the Pitt Street Metro South site:

2. Heritage Interpretation

2.1 Background

Heritage interpretation is required at each new Metro station including Pitt Street Station northern and southern entries. Heritage interpretation is the telling of a relevant story - primarily with the use of images. The images are designed to be in areas with maximum public visibility. Content should include elements of historical interest, such as the historic buildings to be removed and archaeological items or relics located within the footprint of the new Metro.

Accordingly, heritage interpretation is proposed firstly as an intrinsic part of the new Metro design and then as a contribution to the public arts programme. As part of the structural design, wall mounted areas have been identified in relation to the Metro street entries, concourse and platforms. These areas will display relevant stories and images that will be appreciated by passers-by, commuters, tourists and others.

This document should be referenced alongside the Heritage Interpretation Reference Design Report, which is part of the 2016 EIS, in relation to the station specific designs. That document noted the following opportunities that this report reinforces, as follows:

- interpretive signage within station concourses;*
- evocative large scale historical graphics within station concourses and platforms;*
- integration of interpretive material with station way finding and signage;*
- interpretative design elements within interface areas in order to connect the station precincts to the surrounding contexts (in co-operation with City of Sydney); and*
- (additional) - development of an online exhibition or digital application outlining the history and significance of the station precincts and places.*

NSW Heritage Guidelines provided by the NSW Heritage Division of the Office of Environment and Heritage state that a Heritage Interpretation Strategy identifies key themes relevant to the heritage significance of the item.

For Pitt Street Station, the key themes that are part of the station wide approach apply. These are:

- a) Transport and Infrastructure – which links the new transport system to the historical transport of the area; and includes Town Hall railway station;*
- b) Local stories – which provides opportunities to commemorate local identities, buildings and developments of the area. For Pitt Street, the combination of the historical and still used commercial buildings with the religious and cultural buildings illustrate the strong links of living and working in the city, noted in the public art approach as 'Excite and Unite'.*

Heritage themes for interpretation must also include stories relating to buildings removed for the Metro work. This is to link the adjacent heritage buildings, and provide a storyline about the development of the city, the earlier colony and streetscape. Overall, the story of Pitt Street's evolution through time.

The 2018 Metron Study recommends Heritage Interpretation devices be located within the Pitt Street station (i.e. within the Pitt Street Metro station site) which is outside the scope of this report.

¹ Metron, *Heritage Strategy for Pitt Street, Stage 1 Design, Underground Stations Design & Technical Services*, Document No: NWRLSRT-MET-SPS-HE-REP-000001, 3 May 2018.

Historical Archaeological Assessment & Research Design (2016)

The 2016 archaeological report, prepared by Artefact Heritage², includes the following conclusion about the potential for the public interpretation of archaeological remains, including at Pitt Street Metro South:

12.19 Public Interpretation

There is potential for significant archaeological remains within the project sites, in particular Blues Point, Barangaroo, Pitt Street and Central Station. There is opportunity to interpret the archaeology and engage the public with the significance and stories of Sydney's past.

Significant findings from the archaeological investigation program would be included in heritage interpretation for the project (mitigation measure NAH8 and NAH9). Preliminary results reporting and final reporting would identify significant findings which should be considered as part of heritage interpretation.

There may also be opportunity for public engagement such as open days or media releases during archaeological investigations. Information regarding State significant archaeological remains, such as at Pitt Street, would be provided to the public. This could include hoarding signage, pamphlets, media releases, information on the project website, social media and blog content during the excavation process.

Proposals for the interpretation of any archaeological evidence is out of the scope of this report. However, the interpretation outcomes of this Heritage Interpretation Plan will need to be coordinated with the interpretation program developed for the archaeological display proposals from the subject site.

Sydney Metro City and Southwest Heritage Interpretation Plan (2017)

The 2017 Heritage Interpretation Plan includes the following relevant recommendations for the Pitt Street Metro South site:

4.2 The Heritage Interpretation Process

4.2.3 Preparation of the Interpretation Plan

The plan for each site would be further developed in accordance with NSW Interpretation Guidelines.

4.3 Process for preparation of the site specific Interpretation Plans

4.3.4. Stage 2B: Develop Site Specific Heritage Interpretation

Actions:

Develop site specific HIS's from the HIP [Heritage Interpretation Plan] specialist.

4.3.5 Stage 3: Integrate Archaeological Resources into the Heritage Interpretation

- Allow archaeology to inform design decisions for example the display of relics' insitu may require some design adjustment. (Design Team).*
- Allow the discoveries from archaeology to be integrated into the story of the place and (if appropriate) display finds from digs in the interpretation. (Design Team).*

5. Site specific scope for Stage 1 interpretation and identify themes for development in Stages 2A and 2B

5.8 Pitt Street Station

5.8.2. Interpretation response

Temporary hoarding interpretation can exploit the extensive photographic and topographical resources. Themes for interpretation:

- Historic images.*
- Development of the City.*
- Possible archaeology resources information (potential is low to moderate for significant finds).*

As noted, recommendations for the interpretation of any archaeological remains is outside the scope of this report.

² Artefact Heritage, Sydney Metro City & Southwest Chatswood to Sydenham, Historical Archaeological Assessment & Research Design, October 2016.

DEVELOPER REQUIREMENTS

Project developer, Pitt Street Developer South Pty Ltd, has expressed its preference for this report to include recommendations on Heritage Interpretation concepts for two core spaces within the Pitt Street Metro South OSD. These core spaces are:

- Private residential lobby (Pitt Street), and
- Co-working and Social Lounge (level 2).

Engagement with the structure's different core audiences through well designed Heritage Interpretation devices may improve the sense of place and character of each space.

3.4 SITE CONSIDERATIONS

An Interpretation Strategy for the subject site entails selection of the most likely effective methods with which to convey information about the history or meaning of the place. Effective interpretive devices act as a positive marketing tool, with more deliberate and dramatic devices commonly being a popular talking point and even serving as a reference point by which people identify the site. Interpretive devices must therefore be realistic and compatible with the character of the area.

The interpretation strategy has been based on conceptual architectural plans only and should be designed within the context of evolving plans.

4.0

AVAILABLE RESOURCES

4.1 DOCUMENTARY RESOURCES

GBA Heritage has undertaken historical research to supplement available information on the subject site. A summary of this research is included in Sections 5.0 and 6.0 of this report.

Images sourced to inspire creative approaches to heritage interpretation or for possible use in the preparation of interpretive media is included in Section 6.0 of this report.

4.2 HIGH RESOLUTION IMAGES

This report recommends a creative and/or artistic approach to the provision of a Heritage Interpretation device in the private residential entry (core space #1). Few, if any, historical images may be required as part of this device. This report recommends the presentation of several historic images for the Level 2 Co-working and Social Lounge (core space #2).

GBA Heritage is not responsible for obtaining high resolution images for inclusion within the final interpretive devices. The graphic designers or panel manufacturers are to organise any high resolution images where required. Such material can generally be ordered directly from the relevant archives or libraries (charges may apply).

To facilitate the future design and manufacture process, the title, file and order number details for individual images related to interpretation concept #2 are provided in the captions to the sample images in Section 6.0.

A number of archives and libraries provide specific information on how to obtain high resolution images from their institutions, including the following:

State Library of New South Wales -
<https://www.sl.nsw.gov.au/research-and-collections-using-library/ordering-copies-library-material>

National Library of Australia -
<https://www.nla.gov.au/content/copies-and-interlibrary-loans>

National Library of Australia, Trove Digitised Newspapers

Available on selection of the relevant article via the 'Copies Direct' service.

City of Sydney Archives -
<https://www.cityofsydney.nsw.gov.au/learn/history/archives>

High quality images from the State Records NSW can be ordered directly from their online image database 'Photo Investigator' (<http://investigator.records.nsw.gov.au/asp/photosearch>).

To obtain a high quality reproduction of an image from any Local Council Archive or Library (Local Studies Section), these libraries/archives can generally be contacted directly with the relevant title and file number on hand.

4.3 COPYRIGHTED MATERIAL

Images, photographs, plans, drawings, logos and other archival records are generally subject to copyright and require permission from the copyright owner before they can be reproduced on interpretive devices.

The provisions regarding the term of copyright are set out in the *Copyright Act*.¹ The Australian Copyright Council provides up to date information on copyright laws in Australia, including specific information pertaining to graphic designers.²

GBA Heritage is not responsible for obtaining the reproduction rights for any material included in this report. The graphic designers and/or device manufacturers are to obtain the required copyright clearances and permissions to reproduce the selected material. The graphic designers are also responsible for appropriately referencing the material they are using on any interpretive device(s).

¹ Australian Copyright Council, *An Introduction to Copyright in Australia, Information Sheet*, G010v18, March 2014

² See their website www.copyright.org.au

5.0

HISTORICAL SUMMARY

5.1 EARLY HISTORY OF THE COLONY (1788 - 1798)

The 1939 *Former Sydney Water Head Office Conservation Management Plan* (CMP), prepared by GBA Heritage in 2013, contains the following historical summary of the area:

Early Sydney and the Origins of Pitt Street

The freshwater stream, later the Tank Stream, was Sydney's first water source. The subject site lies within the southern most reaches of the Tank Stream's catchment area.¹ The stream also influenced the way in which the township was laid out. The main body of the first settlement was established on the western side of the stream. During Phillip's governorship, administrative and legal concerns came to be concentrated on the eastern side of the stream and military, convict and general civil concerns on the western side.

To provide for a well-ordered and healthy township, Phillip issued an order that streets were to be a uniform 200 feet wide and building allotments a standard 60 x 150ft to 'allow for the proper circulation of air.'² The realisation of Phillip's plans, however, was dependent on the Crown retaining control of the land. To this end, all land within the Colony was declared Crown land. On January 1792, nine days before his departure from the Colony, Phillip established a boundary line that encompassed most of the modern day City of Sydney, within which he ordered that the land be reserved for the Crown and the use of the Town of Sydney. The subject site was located at the southern most end of Phillip's township.

Despite Phillip's best attempts to control the development of the settlement, the lines of the first streets were determined more by patterns of use than by regulation. The first discernible track, then known as the 'Main Track', later as 'High Street' and finally 'George Street,' ran south from the western bank of the Tank Stream to the 'Brickfields' and the first farms located to the west.³

*When Pitt Street was created, as well as the origins of the name, is not clear. The street, known first as 'Pitt's Row', appears in two illustrations accompanying David Collins' *Account of New South Wales*, published in 1798, but most likely drawn in 1795.⁴ Pitt's Row and High Street provided the only routes south from the township; George Street from the western side of the Tank Stream and Pitt Street from the eastern side.*

*Pitt Street is the oldest named street in Sydney to have retained its original name; it is the only surviving street name recorded on James Meehan's *Plan of the Town of Sydney* dated 31 October, 1807.⁵ At this time, the street began at [Hunter] Street in the north, petering out at the southern end around modern day Market/Park Streets. The street would not be extended north for its full length until 1853.*

The southern end of Pitt's Row evidently had an unsavoury reputation. When offered land at the southern end of the street, Macarthur reputedly stated that the neighbourhood was the haunt of 'prostitutes and the lowest classes.'⁶

The Brickfields, to the south, were a notorious haunt of 'illegal boxing matches, robberies and murders.'⁷

1 From map in Margo Beasley, *The Sweat of Their Brows: 100 Years of the Sydney Water Board 1888-1988*, The Water Board, Sydney, 1988, 2.
2 Paul Ashton, *Sydney Takes Shape – A History in Maps*, Brisbane, Hema Maps Pty Ltd, 2000, 8.

3 Norman Edwards, 'The Genesis of the Sydney Central Business District 1788-1856', in Max Kelly (ed), *Nineteenth Century Sydney*, NSW, Sydney University Press, 1978, 37-8.
4 Cited in C.H. Bertie, 'Old Pitt Street', *The Royal Australian Historical Society Journal and Proceedings*, Volume VI, Part II, 1920, 69 - 70.
5 Geoffrey Scott, *Sydney's Highways of History*, Melbourne, Georgian House, 1958, 61.
6 Cited in *ibid*, 62.
7 *Sydney Gazette*, 18 June 1829.

When Governor Macquarie arrived in the Colony in 1809, he found 'a dirty, straggling settlement of crooked streets and irregular buildings.'⁸ Pitt's Row was only half the width of modern day Pitt Street. Soon after taking office, Macquarie embarked on a civic improvement programme, which included the widening the main streets to fifty feet and 'de-stumping.' Surveyor Meehan prepared a new plan of the township, which was approved by the Governor.

The Governor declared that any buildings constructed without the permission of Meehan would have their houses pulled down and 'further incur the Governor's displeasure.'⁹

Macquarie divided the settlement into five districts, each with a watch house and police force. The boundaries of the Fifth District extended from Park Street in the north to the southern boundary of the Brickfields in the south and from Hyde Park in the east to Cockle Bay in the west, thereby incorporating the subject site.

When commenting on Macquarie's activities, the Sydney Gazette reported that the improvement in Sydney's streets was 'daily becoming more obvious' and that nowhere was the improvement 'more conspicuous than in Pitt's Row', which had been turned into 'a fine level causeway.'¹⁰

5.1.1 UNDEVELOPED OUTSKIRTS (1802-1822)

An 1802 map shows the subject site was located in an undeveloped area well away from the main settlement (see Figure 5.2). The southern section of the city was yet to be subdivided and was crossed by only a few roads and tracks. It appears that the tracks of that era followed the local topography to allow easy passage of people, goods and animals. The subject site is understood to have been located just beyond the crest of a hill, south of a track running from Darling Harbour to the Old Sydney Burial Ground (now the site of Sydney Town Hall) then along the high-ground to the south-east, eventually along the general route of what is today Oxford Street. The crest of the hill was likely an important landscape marker in early Sydney as the edge of its the visual catchment. The subject site is located just beyond the crest. It is notable that some socially undesirable activities were located beyond this line, in an area known as Brickfield Hill, including brickmaking at a small settlement of the same name, and a gallows (identified as #36 on the map).

By 1822 (see Figure 5.3), much of the southern section of the city had been subdivided, with the exception of the south-eastern and south-western areas. Subdivision of the subject urban block had been completed by the early 1830s.



Figure 5.1

1819 painting of the City of Sydney looking south-west from Surry Hills. The painting is a romanticised depiction of the view and adopts some artistic license. The subject site was then beyond the extent of development. Its approximate location is indicated. Source: 1819 painting by Joseph Lycett, SLNSW, ML 54

8 Paul Ashton, op cit, 2000, 18.

9 Government Order from the Sydney Gazette, 11 August 1810, cited in ibid, 18.

10 Cited in Geoffrey Scott, op cit, 1958, 63.



Figure 5.2
1802 Map, "Plan de la ville de Sydney" showing the subject site well outside the main settlement.
The red dot indicates the approximate location of the subject site
Source: National Library of Australia, Map F307, Object No 229944462



Figure 5.3

Map of Sydney in 1822 showing the subject site is within one of the last areas in the city remaining to be subdivided and developed. The red dot indicates the approximate location of the subject site

Source: National Library of Australia, 1822 Map, Plan of the Town and Suburbs of Sydney, Map F107

5.2 INITIAL DEVELOPMENT OF THE SUBJECT SITE (1830s and 1840s)

Maps from 1836 and 1838 (Figures 5.4 and 5.5) evidence Sydney's strong population growth.

The map shows the city's core commercial zones within the proximity of its main maritime centres, being Circular Quay and increasingly Darling Harbour. A major civic area at the crest of George Street had been formed with the commencement of works on St Andrews Cathedral and expansion of the Sydney Markets, which linked with Market Wharf on Darling Harbour via Market Street. George Street remained the city's main road thoroughfare to Parramatta.

From 1822 to 1836, the south-east corner of the city was surveyed and subdivided by the Streets Alignment Act of 1834 and the Building Act of 1837. The area was quickly developed with what appear to be detached structures throughout. As Upper Pitt Street was located away from both maritime centres and George Street it was viewed as a peripheral area and attracted a mix of small-scale trades and business, and residential development, which were presumably drawn to the area's cheaper land prices.

The subject site experienced only slow growth during this period. A marble sculpture business on Pitt Street opened in 1832 but closed a decade later following the owner's bankruptcy. A cedar dealer and wood turner occupied the majority of the subject site from 1844, and neighbouring lots were developed for housing and a church hall a few years earlier. However, it was not until the 1850's that the subject site became a highly active section of the city.

Figure 5.4 (below)

Portion of a 1838 Map, "Plan de la Ville de Sydney". The subject site is outlined in red.

Source: National Library of Australia, PIC Col 591, Object No 136153804



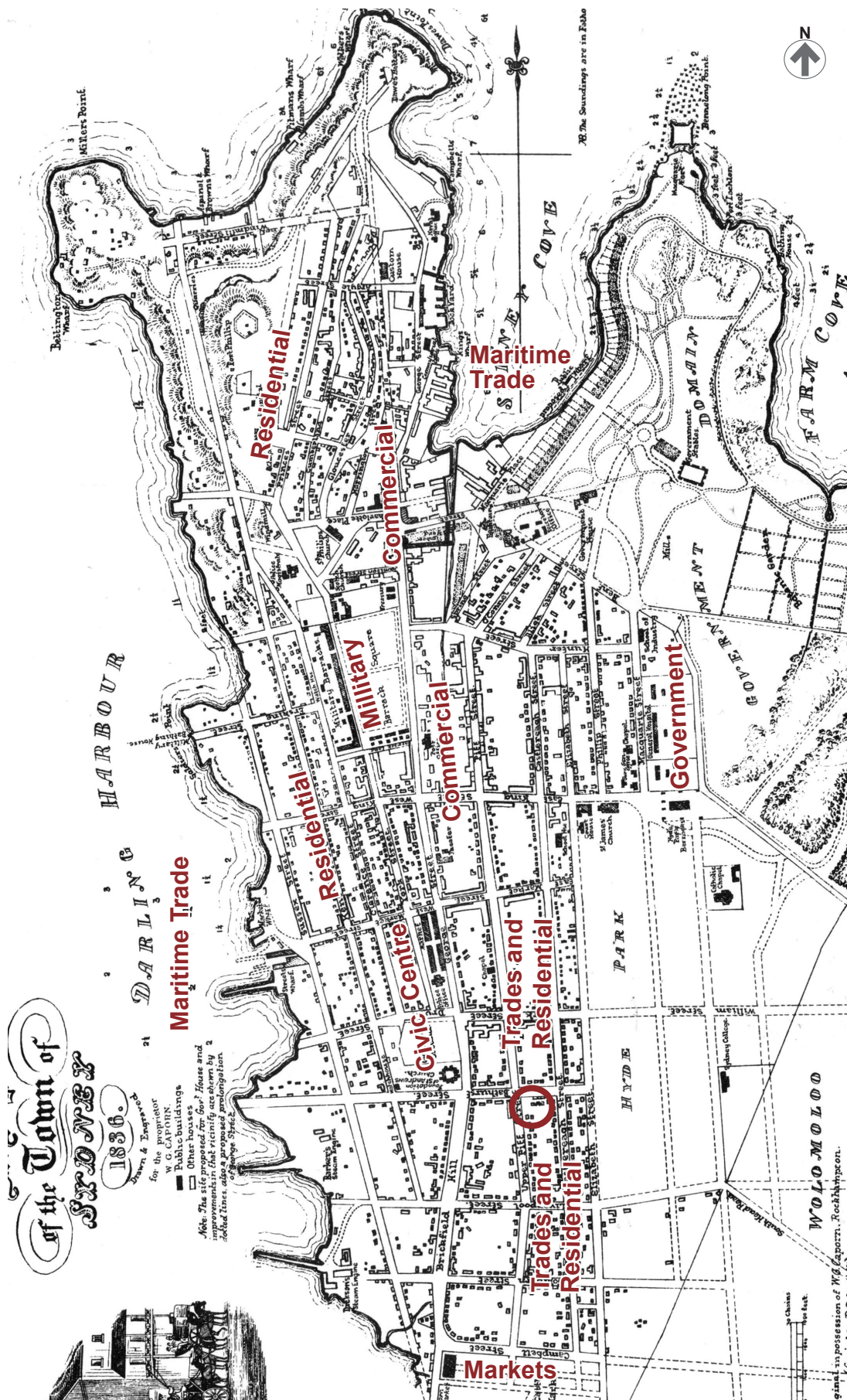


Figure 5.5

1836 map of Sydney. The city's most notable areas are labelled according to their core function

Source: 1836 Map engraved for W. G. Caporn, "Town of Sydney, 1836", State Library of NSW, M3 811.16/1836/2, FL3795253

5.3 COMMERCIAL EXPANSION (1850s - 1870s)

The City of Sydney continued its pattern of strong urban growth through this period. This was underpinned by strong population growth within the city's boundaries, which rose from approximately 44,000 in 1850¹¹ to 75,945 in 1870.¹² The city's core commercial zones both expanded and increased in density. New, larger buildings were erected, often in sandstone. Set away from these commercial zones and the city's main transport routes, the Upper Pitt Street Area continued to be viewed as a peripheral area, attracting small trades and working class people. As economic conditions recovered from the 1840s depression, the area received investment for the erection of small scale businesses and residences, filling the area with structures.

The 1939 *Former Sydney Water Head Office CMP* details the social and economic character of the area during this time:

Pitt and Bathurst Streets

By 1850, Sydney's economy was more diverse than it had been before the depression. In his description of Sydney in 1848, Joseph Fowles proceeds along Pitt Street as far south as Park Street, noting as he does that, south of Market Street, the 'fashionable establishments' give way to buildings of a more:

...utilitarian description. Among which are many wholesale and manufacturing concerns on a very extensive scale.¹³

That the southern reaches of Pitt Street had not lost all of its early unsavoury reputation, was noted by social commentator William Jevons, who described the area two blocks south of the subject site as follows:

That part of Sydney where the lowest and vicious classes most predominate and where the abodes are the worst possible description, is the square block of land contained between George, Goulburn, Pitt and Campbell Streets... Such is Durands Alley, some female inhabitants of which are punished almost every day in the Police Court for offences chiefly connected with prostitution....No more secure and private retreat for vice is afforded in Sydney.¹⁴

- 11 Trove, "Sydney Morning Herald", "Sydney Census", Tuesday 11 March 1851, 2.
- 12 Trove, "Queanbeyan Age", "The Population of the Colony", Thursday 8 June 1871, 2.
- 13 Joseph Fowles, *Sydney in 1848: A Facsimile of the Original Text and Copper-Plate Engravings of its Principal Streets, Public Buildings, Churches, Chapels, etc., from Drawings by Joseph Fowles*, NSW, Ure Smith, 1952. Originally published in 1848.
- 14 William Jevons 1858 cited in Barry Groom and Warren Wickman, *Sydney- The 1850s: The Lost Collections*, NSW, University of Sydney, 1982, pp60 and 62.

All lots on the subject site were developed during this period. On Pitt Street, the cedar dealer's premises were redeveloped for three terraced two-storey shopfronts with a passage leading to a rear yard and three terraced houses. The Bathurst Street properties were developed with three single storey shopfronts on the street with two side laneways leading to one and two storey structures. Most of the shopfronts were occupied by tradesmen and small businesses.



Figure 5.6
c.1900-1905 photograph of a house formerly on Bathurst street (within in the subject site) probably erected in the 1850s. It likely initially housed a grocer, before becoming the premises of W. Stewart, undertaker. The neighbouring buildings were both constructed in the 1880s
Source: State Library of NSW, Ref Code: 1008128, photo 31



Figure 5.7
1928 photograph of three terraced shopfronts within the subject site on Pitt Street constructed in c.1852, seen during demolition works. Their façades have been partly altered from the original design. Note the arched passageway (left) that led to the rear yard and three residences located along the rear boundary
Source: City of Sydney website, file: 001636



Figure 5.8 and 5.9 (Pitt Street Metro South OSD above and Pitt Street Metro North OSD below)

1873 panoramic photographs taken from the Town Hall clock tower looking south-east and east over the city. The sites of the future Pitt Street Metro Stations are circled in red. A close-up view showing the structures on the subject south site is provided on the report cover.

Note the low scale of the buildings in the vicinity of the subject southern site

Source: University of Queensland, photograph by W. Robinson, Series F3463_p0006





Figure 5.10

1854 map of Sydney. The city's most notable areas are labelled according to their core function. The subject site is circled in red.

Source: 1854 City of Sydney Map, City of Sydney website

5.4 1880-1890s ECONOMIC GROWTH

The 1880s was a period of economic growth for NSW, created by the end of an economic downturn in 1879 and improving transport infrastructure. These conditions supported rapid urban development in Sydney's CBD.

The intense investment in NSW railways from the 1850s saw the completion of key lines on the network through the 1880s, effectively linking Sydney's ports with economic centres across the State¹⁵. From 1879, the government re-initiated tram transport, and rapidly expanded the network to cover hundreds of kilometres across the greater city and suburban areas over the following two decades. Within the CBD, these lines ran primarily along George and Elizabeth Streets while Pitt Street did not initially carry trams. The government also turned to road investment, which allowed for an increase in load weights, particularly between the wharves and the city.

New building construction accompanied these economic and transport improvements. In 1879 the first official *Building Act* was passed "to make better provision for the construction of buildings ... in the city of Sydney".¹⁶ A major factor behind the construction of taller buildings was the adoption of mechanical lifts for passengers and goods. Lifts were introduced into Sydney in the 1880s and were rapidly adopted into the design of taller buildings.¹⁷

Some of the largest impacts of these developments were experienced in the areas of the city nearest the main rail and shipping transport links. Large swaths of residential housing on the west side of the city, along Sussex, Kent, Clarence and York Streets, were redeveloped for large, multi-storey warehouses with lifts. Nearby George and Pitt Streets continued to prosper as major commercial centres. Located away from the city's major transport centres, the Upper Pitt Street area experienced more modest urban growth and remained a centre for trades, small businesses and working class residences.

The subject site experienced moderate change during this period. On Bathurst Street, two one-storey structures (housing three businesses) and two residences at their rear were redeveloped in c.1882 for three two-storey shopfronts with residences above. The property at the corner of Bathurst and Pitt Streets (outside the subject site) were redeveloped for the three storey Edinburgh Castle Hotel (since redeveloped) and three three-storey terraced shopfronts.



Figure 5.11
2000 photograph of 131-135 Bathurst Street, which was constructed in 1882 with three ground floor shopfronts and residences above
Source: Mark Stevens Collection 49021, file 049021



Figure 5.12
1930 photograph of the Edinburgh Castle Hotel, erected in c.1885, prior to redevelopment into its current form. The three southernmost bays (right), fronting Pitt Street, may originally have been commercial tenancies and later subsumed into the hotel
Source: City of Sydney website, file: 001636

¹⁵ *The Roadmakers*, (2000), 42-3.

¹⁶ *Company Directors House Conservation Plan* (1999), 13 (citing Freeland, J M, "Architecture in Australia" (F Cheshire, Melbourne: 1968), 160.

¹⁷ *Ibid.*

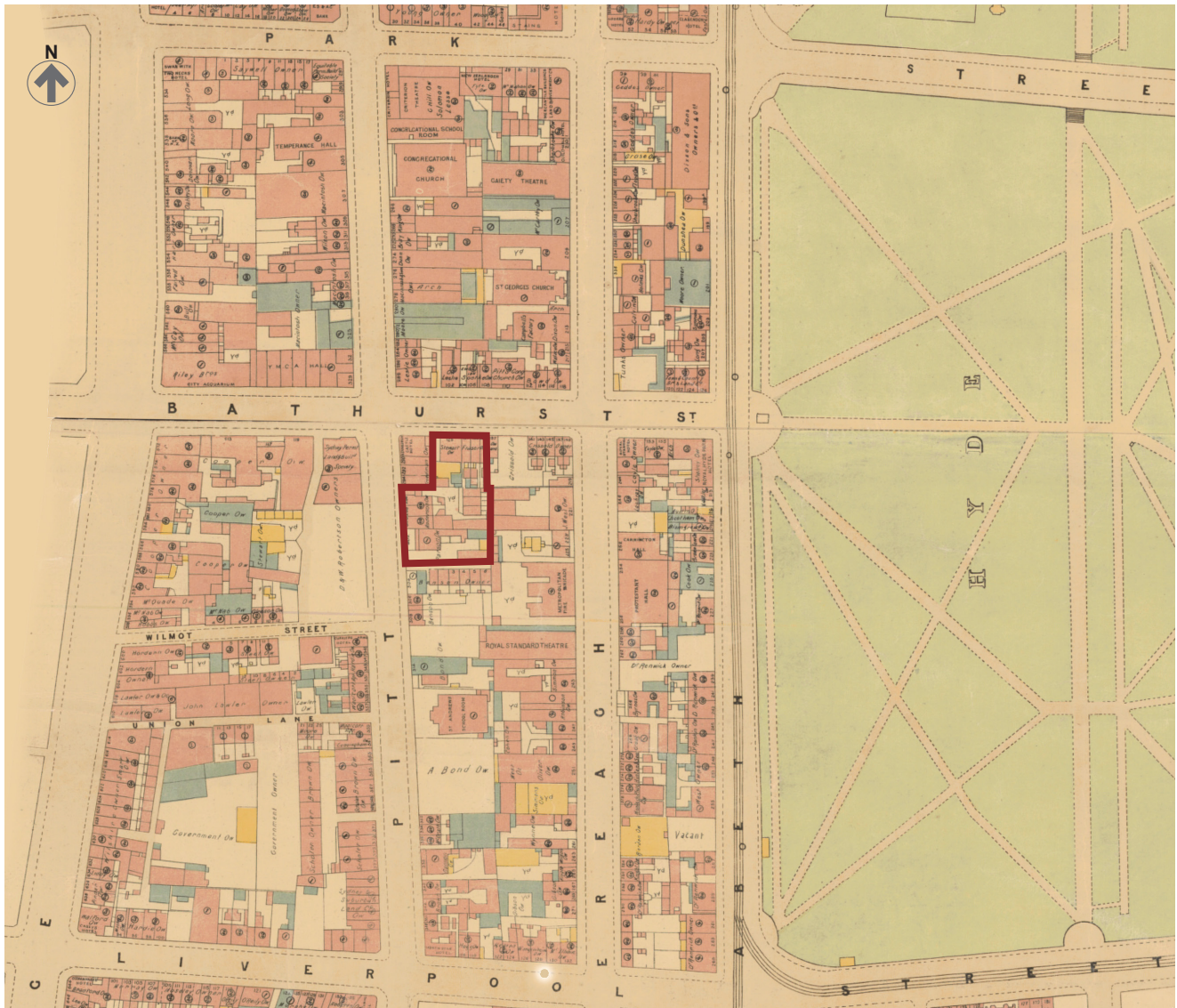


Figure 5.13

Portion of an 1888 map showing the extent of development around the Upper Pitt Street area. The subject site is outlined in red. Note the tram line running down Elizabeth Street, adjacent to Hyde Park

Source: 1888 Map, City of Sydney, National Library of Australia, Map RM 722



Figure 5.14

1888 birdseye view of the City of Sydney. The location of the subject Pitt Street South Metro OSD is indicated with a red arrow.
 Source: "1888 Birdseye drawing of the City of Sydney by M S Hill", National Library of Australia, NK2109, Bib ID 2713110

5.5 CHANGING ERA (1900 - 1930)

The early twentieth century saw the erection of ever taller buildings in the city in a pattern of growth that continues today. This period also marked the introduction of several planning measures to guide the future growth of the city and greater Sydney. A number of properties within the subject site were redeveloped for taller structures, but the location continued as a centre primarily for trades. As time went on, however, the site shifted to hosting more general commercial businesses as the small trades moved elsewhere, ending a long era in this part of the city.

Public transport infrastructure continued to grow through this time. Overcrowding on the tram lines along George and Elizabeth Streets prompted the State government to construct a new city line. In 1901, a line was installed between Circular Quay and the Sydney Railway Terminus (near Redfern) down Pitt Street and back along Castlereagh Street. This was a critical route that brought passengers directly past the subject site. In its first year of operation, the line carried 854,516 people per month, increasing within a decade to 1,165,736.¹⁸ When the new Central Station was completed in 1906, it included ramps to carry the Pitt Street trams up to the platform level. Suburban train lines were also extended into the city, running from Central to St James by 1926 and from Central to Wynyard in 1932, both away from the subject site.

The 1908-09 *Royal Commission for the Improvement of the City of Sydney and Its Suburbs* recommended better thoroughfares, improved port-warehouse connections, dignified civic spaces, and the remodelling of key transport interchanges. While the recommendations were not immediately implemented, they did set the tone for future considerations of the expansion of greater Sydney. In the CBD, concerns of fires in tall buildings lead to the *Height of Buildings Act (NSW) 1912*, which limited building heights to 150 feet (45.7m), approximately 15 storeys, a limit that remained in place until 1957. Precinct planning took hold in the Interwar years, as international leaders in the Arts and Crafts, Home Beautiful, Garden City and City Beautiful movements took residential city living into the suburbs.

The subject site also attracted investment in new multi-storey structures. In 1905, the Australian Workers Union constructed a new main office and printing house for their newspaper 'The Worker'. The building boasted electrical communication between levels and natural lighting, ventilation, and a lavatory on every floor,¹⁹ indicative of the changes to amenities being provided in multi-level commercial structures. At three storeys, the new building complemented the building heights along this section of Bathurst Street (see figure 6.3)

In 1909, the Welsbach Lighting Company redeveloped the former monumental mason's yard on Pitt Street with a six storey building for the manufacture of its gas light mantle.

For a few years the subject site continued to primarily host small trades and manufacturing, but the site began to fall into conformity with other multi-storey commercial business nearby during WWI. The Worker newspaper left their offices in 1915 and the new owners soon extended the building upwards to be five storeys for general commercial purposes (partly visible on the left side of Figure 5.12). Welsbach Lighting Co. left their premises in 1918 and were replaced by Feature Films Ltd. (Paramount). In 1930, work was completed on 'Pacific House', an eight storey structure with a basement, requiring the demolition of the three terraced shopfronts on Pitt Street. The building housed a range of commercial enterprises, including small trades, a college and general commerce.

By the 1930's, the subject site is best understood as a fringe section of the city's major commercial cores.



Figure 5.15
c.1930s photograph of Pacific House (centre), Welsbach House / Druids House (right) and the updated Edinburgh Castle Hotel (left)
Source: State Library of NSW, *Home and Away* - 34930, FL1650639

¹⁸ Trove, *Evening News*, "Sydney's Trams", Friday 29 July 1910, 7.

¹⁹ Trove, *The Worker*, "Our New Offices", 2 September 1905, 1.



Figure 5.16

1932 aerial photograph looking east over Pyrmont (below) and the city showing the increasing height and density of development, particularly to the north (left).

Source: State Library of NSW, photograph by Milton Kent, Call Number ON 447 Box 14, ref: FL8812116

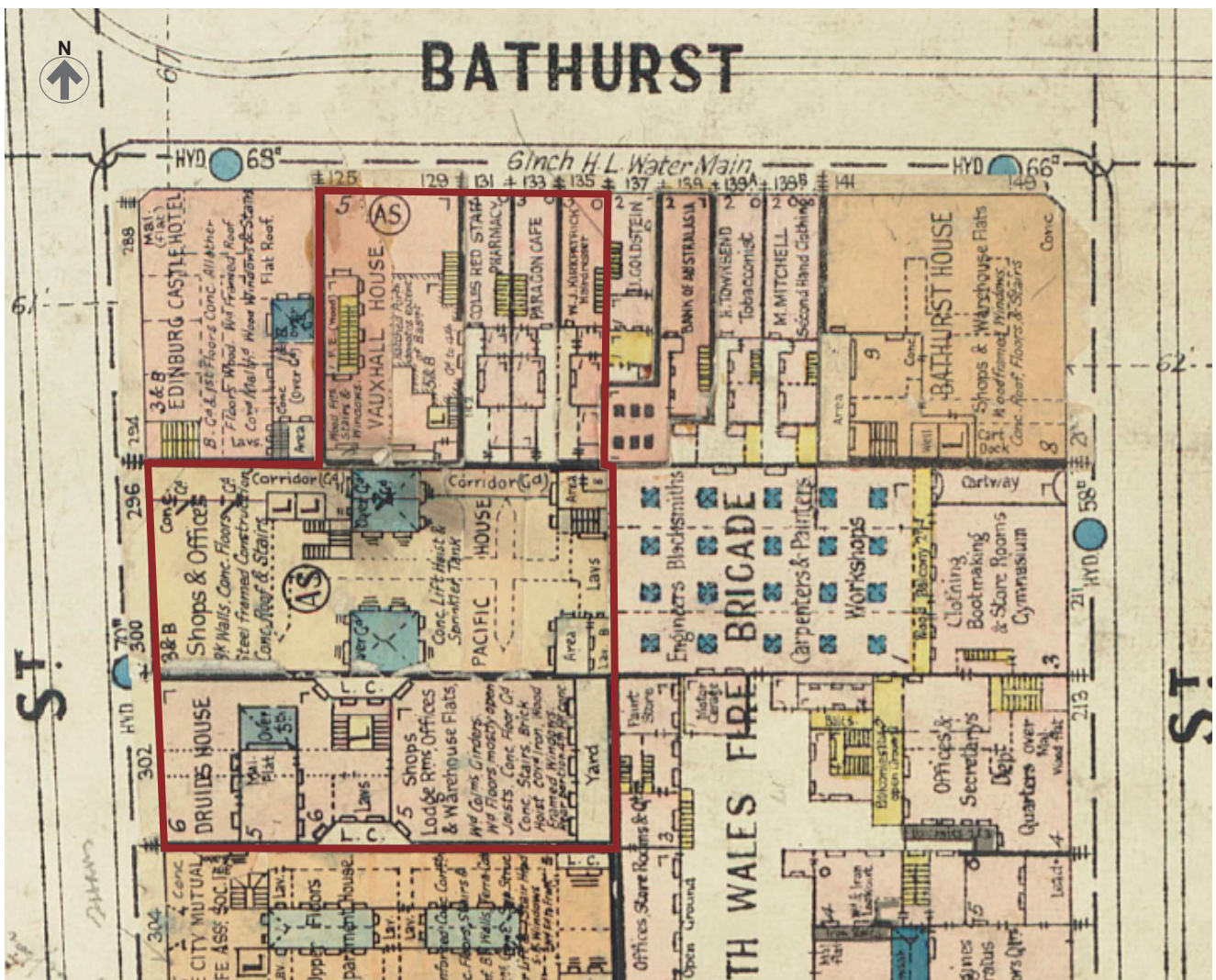


Figure 5.17

Source: c. 1939 Fire Underwriters Survey Map, Block 170, Map 27, City of Sydney website

POSTWAR MODERNIST BUILDINGS (1930s - TODAY)

The mid-twentieth century saw even more expansive transport networks constructed through the city. The completion of the Sydney Harbour Bridge in 1932 provided much greater road and rail access between the city and the North Shore. At the same time, ongoing overcrowding on the George and Elizabeth Street tram lines prompted the State Government to transfer a number of routes off George and Elizabeth streets to Pitt Street. The routes terminated in the south and south-western suburbs, including Botany, St. Peters, Rosebery, Daceyville Junction, Cook's River, Dulwich Hill, Canterbury and Earlwood. By the 1950's, the tram network was viewed by many as choking the road network, so the government successively closed it down up to 1961. At the same time, work recommenced on the city's underground rail lines, and the City Circle Line was completed through Circular Quay in 1956. Discussions over the construction of the Eastern and Western Distributor roads also started in the 1950s, commenced construction in the 1960s and took decades to complete.

Following WWI, many new office buildings were steel or concrete framed with 'curtain walls' of masonry or ceramic tile as a 'façade for decorative effect, a thin covering to keep out the rain and wind.'²⁰ Sydney examples include the Royal Exchange Assurance building in Pitt Street, designed by Seabrook and Fildes, completed in 1937 and clad in primrose-coloured vitrolite. Another example is the MLC Building in Martin Place, designed by Bates Smart McCutcheon, completed in 1938 and featuring porcelain-enamelled corrugated-steel panels. The lifting of building height restrictions in 1957 saw the erection of Sydney's first tall modernist buildings, including the AMP Building in Circular Quay, constructed between 1959 - 62, and Australia Square, constructed between 1961 and 1967.

Sydney's skyline rose in the successive decades, most prominently in the city's northern section and to a lesser degree east of Town Hall, near the subject site. The subject site itself was not developed during this period until commencement of the Sydney Metro project.



Figure 5.18

Source: 1949 aerial photograph, aerial photography surveys, City of Sydney website, map 31

²⁰ Albert Bossom, *Building to the Skies*, 1934, 16.

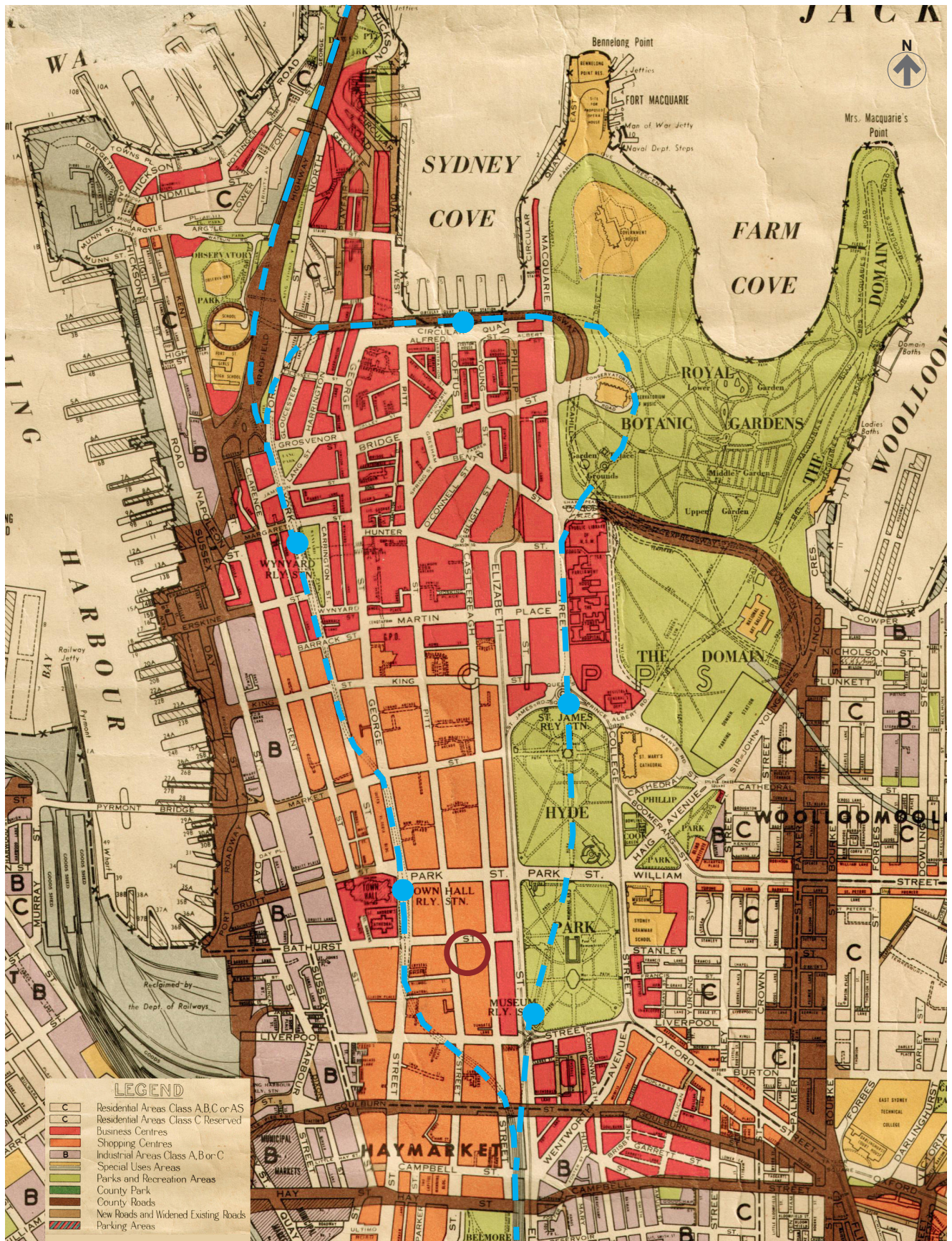


Figure 5.19

1958 planning scheme for the City of Sydney. Note that the subject site is located within a 'shopping centres' zone while the northern end of the city is zoned 'Business Centres'. Also note the early concept drawings for the Eastern and Western Distributor. The City Circle and Northern rail lines, and the city stations have been marked in blue, and the subject site is circled in red (GBA Heritage).

Source: 1958 City of Sydney Planning Scheme. The legend has been moved for clarity



Figure 5.20

Portion of a 1957 oblique aerial photograph of the city, looking south. The photograph was taken in the same year as maximum building heights were raised. The approximate location of the subject site is indicated with the red arrow.

Source: 1957 photograph by Milton Kent, State Library of NSW, Call No ON 447 Box 070, Ref: FL8818565



Figure 5.21

1968 aerial photograph looking southward to the vicinity around the subject site.

Source: 1968 photograph by Milton Kent, State Library of NSW, Call No ON 447 Box 126, Ref: FL8818565



Figure 5.22
 Source: 1979 aerial photograph, Spatial Services, 2327_06_085



Figure 5.23

Source: 2018 aerial photograph of the City of Sydney, Nearmap.com.au

6.0

INTERPRETATION CONCEPTS

6.1 INTERPRETIVE CONCEPT #1

Theme: The Pitt Street Trades

Interpretation of the long-lived former character of the site and surrounding area, as a place for small trades and working class people from the 1830s – c.1920s.

Location: Core OSD Space #1 – Private Residential Lobby

Theme Historical Background:

Long considered a peripheral section of the city, the subject site was primarily characterised by the small trades and tradespeople living and working there for around a century.

In the 1830s and 40s, the Pitt Street site was the location of a marble sculptor / monumental mason and cedar supply business. The mason was a long-lived business in the area, operating here under different owners from 1833 - 1909.

In the early-1850s, the cedar business was redeveloped for three terraced two-storey shopfronts fronting Pitt Street. An arched cartway led to a rear yard where another three two-storey terraced structures would be built. These yards were once a common feature of early Sydney city and provided space for the activities associated with the surrounding businesses and residences. A baker's oven operated on the southern side of the yard for around 35 years (c.1852-1887). The yard was used for the loading and unloading of goods and was likely a convenient place for the adjacent businesses to undertake work, for residents to talk and for children to play.

Over the years, these structures housed a great number of small trades, businesses and working-class people until c.1828, when the block was redeveloped for the construction of Pacific House (later the Metro Hotel).

Interpretation Concept:

- To reintroduce the once dominant character of the Pitt Street site, dominated by trades, tradespeople and small goods.

Interpretation Plan:

- The interpretive device should be primarily visual in nature. While text may certainly be used, the device should not primarily be constituted by a historical narrative. Rather, it should aim to give the audience a visual impression of the site's former character and the personalities that inhabited it.
- Consideration might be given to adopting the former yard as the 'scene' for an interpretive device. The proposed residential lobby is in the same general location of the former yard. Focusing on the former yard may offer a convenient approach to engaging with the former characters on this site.
- The interpretive device should be an artistic and/or creative expression of the Interpretive Theme, using and adapting the supporting material as required to inspire the design process.
- The refined design of the interpretive device should be led by an artist that is experienced in the design of large public displays or art pieces.
- Refinement of this broad Interpretation Concept into a specific design proposal may require the collaboration of a heritage professional experienced in the preparation of Heritage Interpretation Plans, and the project architects.
- The reproduction of historic materials, such as photographs and maps, is not required in the interpretive device. The historic characteristics of the site may be expressed creatively.
- Notwithstanding the artistic approach recommended, the interpretation device should include accurate historical details that are applicable to the subject site, where relevant. The historic theme should be discernable by a casual audience.
- Further historical research may be required to appropriately portray this Interpretation Theme.
- The media used for the interpretive device is to be chosen by the designer once the design and materiality of the residential foyer is better known. The use of paintwork, sculpture, digital media and other interpretive media are acceptable. The interpretive device should not be a plaque or sign.
- Consideration might be given to depicting historic characters and/or a historic 'scene' in relief on the lobby's wall/s.
- The interpretation device should be designed to enhance the character and presentation of the residential lobby.

Supporting Material:

The following text and images are intended to support a creative design approach and are not required to be included in the final design.

Former Trades on the Pitt Street section of the subject site: Between 1832-1928, the trades and tradespeople located on the Pitt Street site (residential tower site) included:

Advertising Contractors, Ale and Porter Bottler, Billiard-Table Maker, Biscuit Manufacturers, Bookbinders, Bookseller, Bootmaker, Brick Salesmen, Bricklayer, Cabinet Maker, Carpenter, Cedar Yard, Confectioner, Dealer, Electrical Contractors, Electrical Engineers, Engineers, Engraver, Die Sinker, Figure Maker, Financial Agent, Fruiterer, Furniture Broker, General Contractors, Grocer, Hairdresser, Jeweller, Joiner and Office Fitter, Locksmith and Saw Sharpener, Manufacture Chemist, Marble Mason, Metal Spinner and Reflector Maker, Monumental Mason, Motor Repairs, Painters & Decorators, Paramount Pictures, Pawnbroker, Photographer, Pipe and Stick Maker, Plumbers, Publisher, Store for Patent Safety Inner Covers for Pneumatic Tyres, Scale makers and Adjusters, Show Card Writers and Gold Blockers, Stockman, Tailor and Clothier, Tent, Sail, Flag, Blind, Tarpaulin, Marquee and Sail Maker, Tie Frames Store, Tin-Plate Worker, Undertaker, Upholsterer, Van Proprietor, Veterinary Surgeon, Walsbach Gas Mantles, Watchmaker and Jeweller, Welding Co., Wheelwright, Wire Worker, Wood Turner & Woodcarver.

Notable Personalities on the subject Pitt Street site:**The Baker**

In 1853, Robert May erected a new oven measuring 9' X 10' at the rear of his Pitt Street shop. With it, he baked 1 ½ ton of bread a week, while looking after four children. The bakery passed through a number of hands before it closed in 1887.

The Tent and Sailmaker

From 1871 – 1910, William R Walder, his son Samuel Walder, and eventually his grandson, (Sir) Sam Walder, made and sold marquees tents, tarpaulins, sails, flags largely on this site or, for a few years, across the road. Amongst their more notable sales were large circus tents, for Woodyear's Circus and later the Wirth Bros Circus.

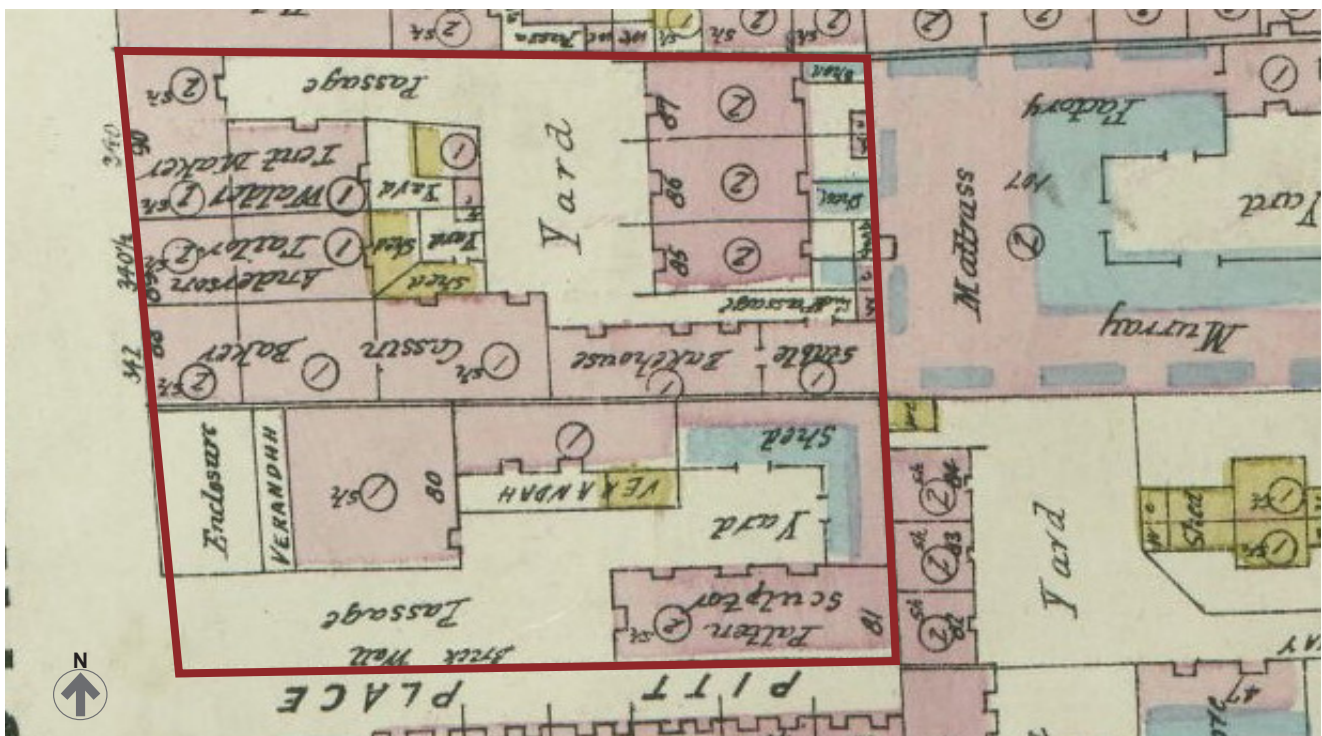
Marble Sculpture and Monumental Masonry

A marble works operated on this site from 1832, producing chimneypieces, tables, marble sculpture the colonies first portrait sculpture with the assistance of convict labour. His successor John Pearson was the colonies first portrait sculptor. William Patten operated The Australian Marble Works there from the mid-19th century, generally in the production of monumental masonry, which continued to be produced here until 1910.

This is a high-angle, black and white aerial photograph of a densely populated urban area. The foreground is dominated by a large, open, light-colored rectangular area, possibly a park or a large square. Surrounding this central space are numerous buildings of varying heights and architectural styles. Some buildings have flat roofs, while others have gabled or hipped roofs. There are many windows visible on the facades of the buildings. In the background, the city continues to rise, with more buildings and what appears to be a hillside or elevated area. The overall impression is one of a well-developed, historic city center.

Source: University of Queensland, taken by Francis W. Robinson,
Series F3463 p0006

Source: City of Sydney website, 1880 Dove's map, map 12



6.2 INTERPRETIVE CONCEPT #2

Theme: 'The Worker' Newspaper

Location: Core OSD Space #2 – Co-working and Social Lounge, level 2

Historical Background to the Theme:

The Newspaper

The Australian Workers' Union published 'The Worker' newspaper from 1890 to 1950. The name was changed to 'The Australian Worker' in c.1913. The newspaper was originally based in Wagga but in 1905 it moved its new state of the art printing office to 129 Bathurst Street Sydney (the location of the ground floor public access off Bathurst Street to the level 2 restaurant). The paper originated as part of the Union movement, which aimed to persuade readers with dynamic illustrated front pages of the most contested social and political topics of the times.

Notable Journalist: (Dame) Mary Gilmore

Mary Gilmore was known as a social journalist, poet and social justice campaigner. After requesting the newspaper devote a page to women in 1908, editor Hector Lamond invited her to write the page herself. She used the page to campaign for social and economic reforms, such as women voting rights, old-age and invalid pensions, child endowment and improved treatment of returned service members, the poor and deprived and, above all, of Aboriginal peoples. In 1914, she compiled and collated one of the most widely published cookbooks in Australia, which was published on-site. The cookbook was sold through women's page, which often displayed recipes from the book.

She remained editor of the 'Women's Page' until 1931. Gilmore accepted an appointment as a Dame Commander of the Order of the British Empire in 1937.

Mary Gilmore is currently honoured on the \$10 bill.

Interpretation Concept:

- To reproduce published elements from a once prominent newspaper printed on this site.

Interpretation Plan:

- The interpretive device should be primarily visual in nature. Limited text should be used to provide a historical context to *The Worker* newspaper and to prominent journalist and notable female Australian personage, (Dame) Mary Gilmore.
- The interpretive device involves the display of number of pages from *The Worker* Newspaper as well as the front cover to (Dame) Mary Gilmore's Cookbook, dated between 1905-1915, when the newspaper was published at the subject site.
- The reproduction of historic materials is encouraged.
- Minor touching up of the historic images to improve their visual quality is acceptable.
- The media used for the interpretive device should be printed and framed copies of the images provided on the following pages, and / or additional images related to the newspaper dated between 1905-1915.
- The interpretation device should be designed to enhance the character and presentation of the Co-working (including meeting rooms) and Social Lounge.
- The interpretive device shall be located in Core OSD Space #2, the Co-working and Social Lounge on level 2. The specific location and layout of the device should be chosen in consultation with the project architects, to ensure the device compliments the design and use of the space.

Supporting Images:

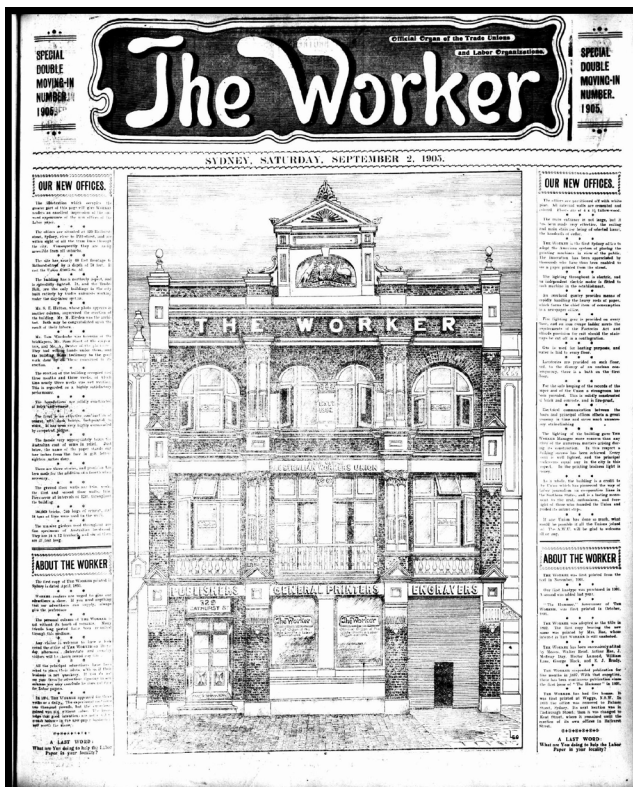


Figure 6.3
The new offices of *The Worker* newspaper
Source: Trove, *The Worker*, Saturday 2 September 1908, 9

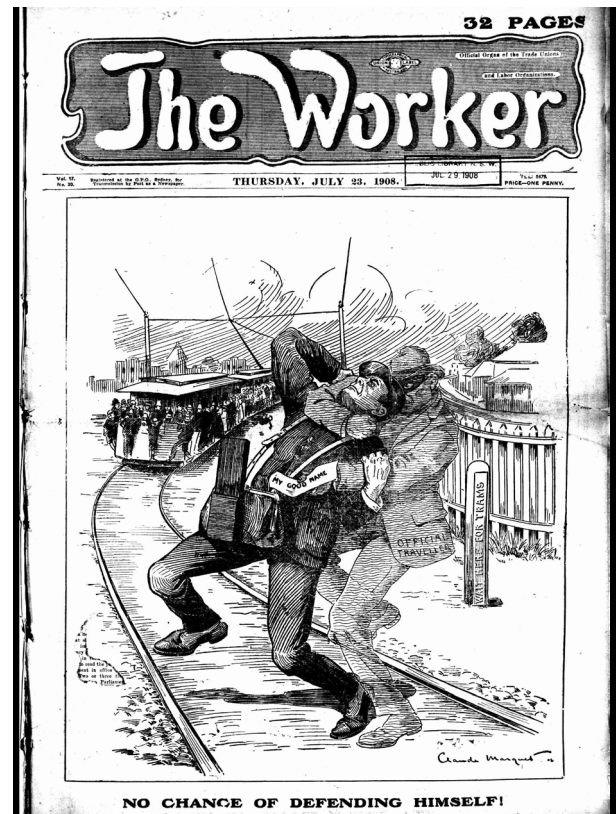


Figure 6.5
Graphic illustration on the front page of *The Worker*
Source: Trove, *The Worker*, Thursday 23 July 1908, 1

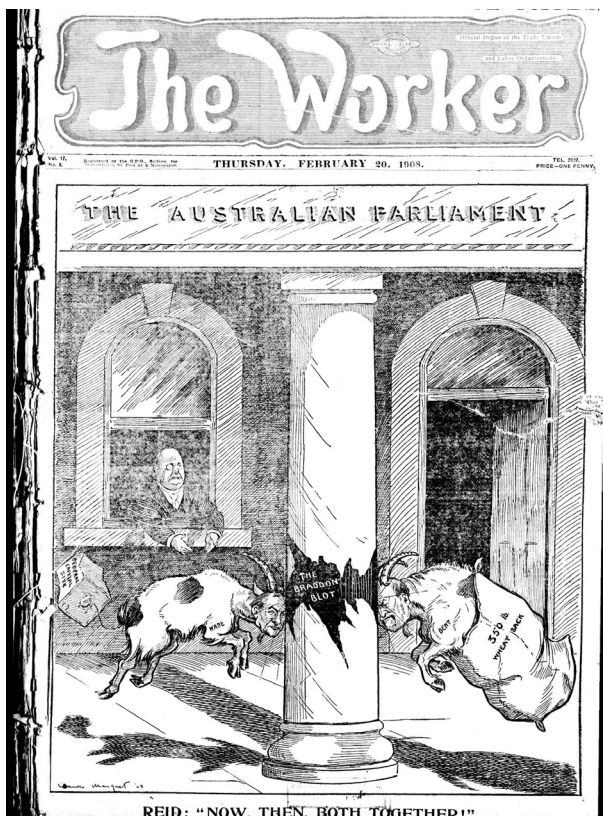


Figure 6.4
Graphic illustration on the front page of *The Worker*
Source: Trove, *The Worker*, Thursday 20 February 1908, 1

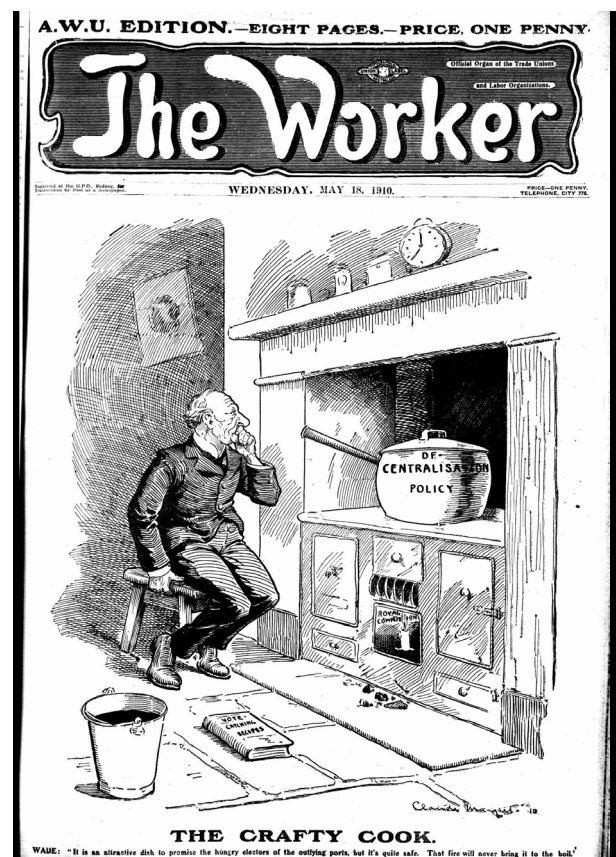


Figure 6.6
Graphic illustration on the front page of *The Worker*
Source: Trove, *The Worker*, Wednesday 18 May 1910

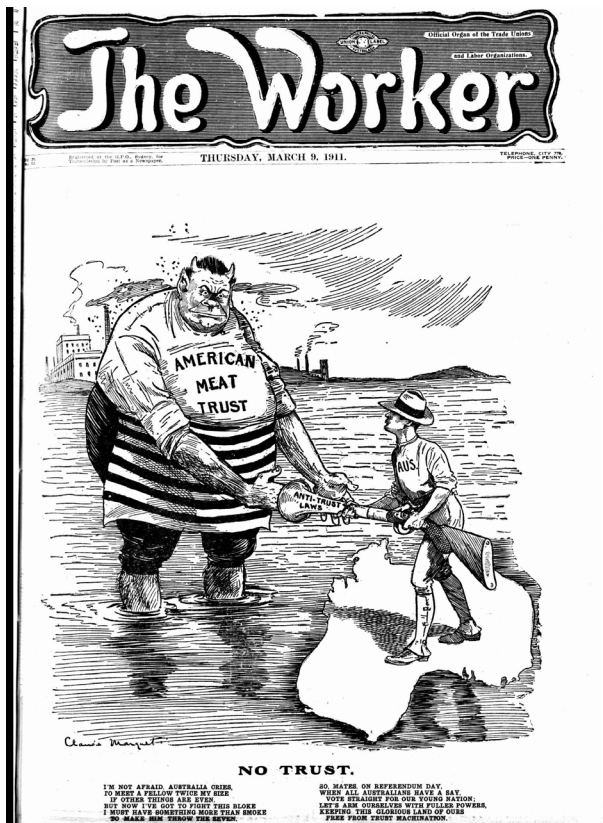


Figure 6.7
Graphic illustration on the front page of *The Worker*
Source: Trove, *The Worker*, 9 March 1911, 1

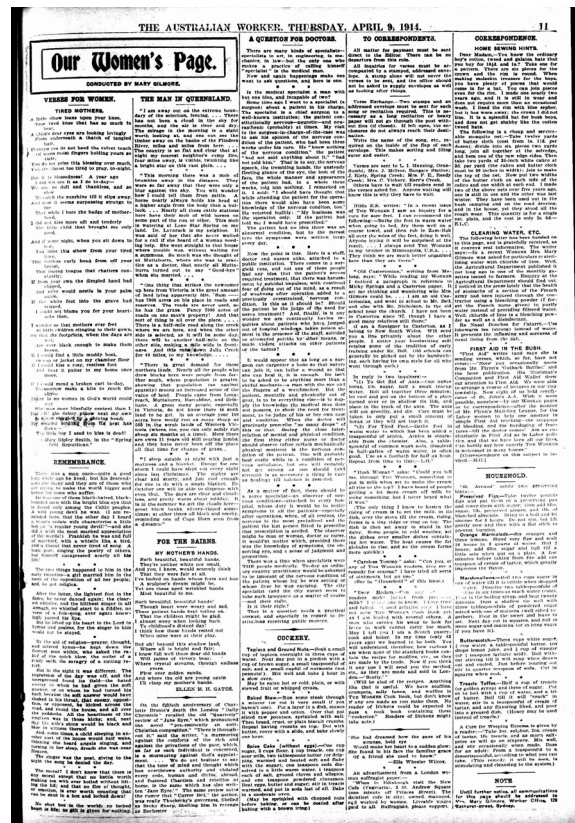


Figure 6.9
'Our Women's Page', edited by (Dame) Mary Gilmore in *The Worker*
Source: Trove, *The Australian Worker*, 9 April 1914, 11



Figure 6.8
Graphic illustration on the front page of *The Worker*
Source: Trove, *The Worker*, Thursday 12 November 1914, 1

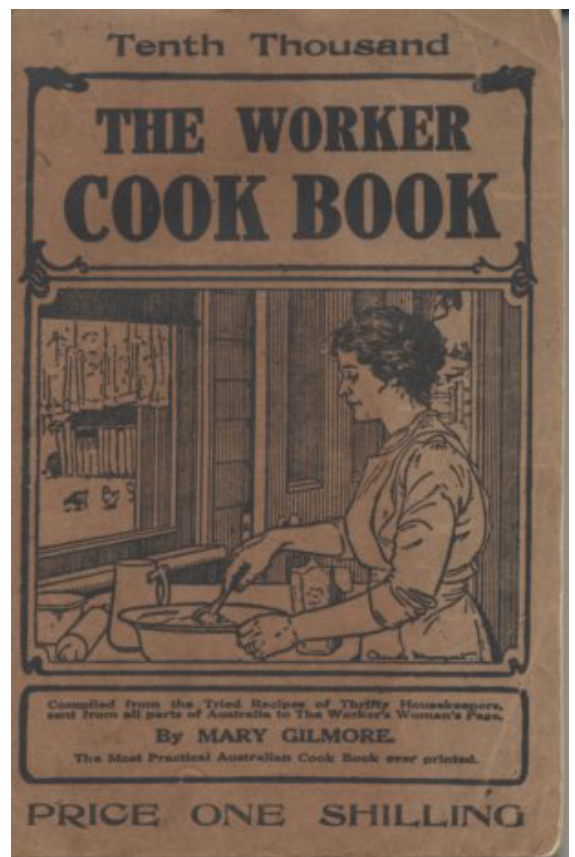


Figure 6.10
Front cover of 'The Worker Cook Book' by (Dame) Mary Gilmore
Source: 1914, Monash University, 641 5994 G448W

7.0

RECOMMENDATIONS

- This report recommends two Interpretation Concepts for interpretation devices in the Pitt Street South OSD. These two themes have been selected to optimise the potential interpretation outcomes for this particular OSD:
 - #1: Pitt Street's Trades
Located in the private residential lobby
 - #2 'The Worker' newspaper,
Located in the Co-working and Social Lounge on level 2
- These concepts shall be refined through a process of design development conducted in consultation with Pitt Street South Developer Pty Ltd., Bates Smart, and relevant regulatory agencies.
- The design of interpretation device #1 is to be undertaken by a professional artist experienced in the design of large public displays, artistic heritage interpretation, or art pieces.
- The manufacture or fabrication of interpretation device #1 should be undertaken by a professional/s that is skilled in the appropriate fabrication techniques.
- The design and manufacture of interpretation device #2 is to be prepared by professional graphic designers and manufacturers experienced in heritage interpretation.
- The design and choice of final location for the two proposed interpretation devices should be undertaken once the design of the relevant spaces is at a more advanced stage, in consultation with the project architects.
- A mock-up of the proposed interpretation devices should be reviewed by Pitt Street South Developer Pty Ltd.
- The interpretation outcomes of this Heritage Interpretation Plan should be generally accordant with any interpretation proposals for the Pitt Street Metro North OSD, Pitt Street Metro Station, and any interpretation proposal for the archaeological remains identified at the subject site.

8.0

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APPENDIX ONE: GLOSSARY

The definitions adopted in this report are those defined in the *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance*, 2013, also known by its more common title *The Burra Charter*, and the NSW Heritage Office publication *Interpreting Heritage Places and Items Guidelines* (2005).

The Burra Charter Definitions

Place means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the *place* itself, its *fabric*, *setting*, *use*, *associations*, *meanings*, records, *related places* and *related objects*. Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the *place* including elements, fixtures, contents, and objects.

Conservation means all the processes of looking after a *place* so as to retain its *cultural significance*.

Maintenance means the continuous protective care of a *place*, and its *setting*. Maintenance is to be distinguished from repair which involves *restoration* or *reconstruction*.

Preservation means maintaining a *place* in its existing state and retarding deterioration.

Restoration means returning a *place* to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.

Reconstruction means returning a *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material.

Adaptation means changing a *place* to suit the existing use or a proposed use.

Use means the functions of a *place*, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.

Compatible use means a *use* which respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Setting means the immediate and extended environment of a *place* that is part of or contributes to its *cultural significance* and distinctive character.

Related place means a *place* that contributes to the *cultural significance* of another place.

Related object means an object that contributes to the *cultural significance* of a *place* but is not at the place.

Associations mean the connections that exist between people and a *place*.

Meanings denote what a *place* signifies, indicates, evokes or expresses to people.

Interpretation means all the ways of presenting the *cultural significance* of a *place*.

Heritage Office Definitions

Aboriginal people(s) with cultural association – means Aboriginal people(s) with a cultural or historical association with an area not necessarily deriving from descent from original inhabitants. Consideration must also be given to Aboriginal people who reside in an area where there are no identified traditional owners or Aboriginal people who have traditional association to that country (see also Traditional owner).

Aboriginal Culture – The culture of a group of people or groups of peoples comprising of the total ways of living built up and passed on from one generation to the next, and evolving over time.

Aboriginal Heritage – The heritage of a group of people or groups of peoples is represented in all that comes or belongs to them by reason of birth and includes their spirituality, language and relationship to land.

Associations mean the special connections that exist between people and an item.

Conservation management plan (CMP) means a document that identifies the heritage significance of an item and sets out policies for retaining that significance and is prepared in accordance with Heritage Council guidelines.

Conservation Management Strategy (CMS) means a document that identifies the impact an activity may have on a heritage significance of an item and sets out measures to minimise the impact of a proposed activity on the heritage significance of the item and is prepared in accordance with Heritage Council guidelines.

Environmental heritage means those places, buildings, works, relics, infrastructure, movable objects, landscapes and precincts, of State or local heritage significance.

Fabric means the physical material of the item including components, features, objects and spaces.

Heritage Impact Statement (HIS) means a document that records the heritage significance of an item by using a Heritage Data form and sets out broad strategies for retaining that significance and is prepared in accordance with Heritage Council guidelines.

Heritage significance refers to meanings and values in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic importance of the item. Heritage significance is reflected in the fabric of the item, its setting, use, associations, meanings, records, related places and related objects. Items may have a range of values and meanings for different individuals or groups, over time.

Interpretation means all the ways of presenting the significance of an item. Interpretation may be a combination of the treatment and fabric of the item; the use of the item; the use of interpretive media, such as events, activities, signs and publications, or activities, but is not limited to these.

Interpretation plan is a document that provides the policies, strategies and detailed advice for interpreting a heritage item. It is based on research and analysis and plans to communicate the significance of the item, both during a conservation project and in the ongoing life of the item. The plan identifies key themes, storylines and audiences and provides recommendations about interpretation media. It includes practical and specific advice about how to implement the plan.

Interpretation policy: consists of clauses and guidelines that provide an intellectual and conceptual framework for communicating the significance of an item. Policies may deal with fabric, setting, history, archaeology audiences and other people, contents, related places and objects, disturbance of fabric, research, records.

Meanings denote what an item signifies, indicates, evokes or expresses.

Media means the tools, techniques and technologies used to convey the interpretation. These can include signs, orientation, notices, guided and self guided walks, audio guides, installations, displays, models, dioramas, exhibitions, lighting, street naming, holograms, films, video, soundscapes, oral history, maps, brochures, books and catalogues, public art, writers and artists in residence programs, events, activities, role play, demonstrations, educational programs, websites, CD ROM programs, reconstructions, sets, and replicas and other means of communication.

Traditional owner – an Aboriginal person directly descendent from the original inhabitants of an area who has cultural association with the area deriving from traditions, observances, customs, beliefs or history of the original Aboriginal inhabitants of the area. Authorisation to obtain or document information about Aboriginal heritage may be obtained from an Aboriginal person or people who have traditional association to country; these may include traditional owners.