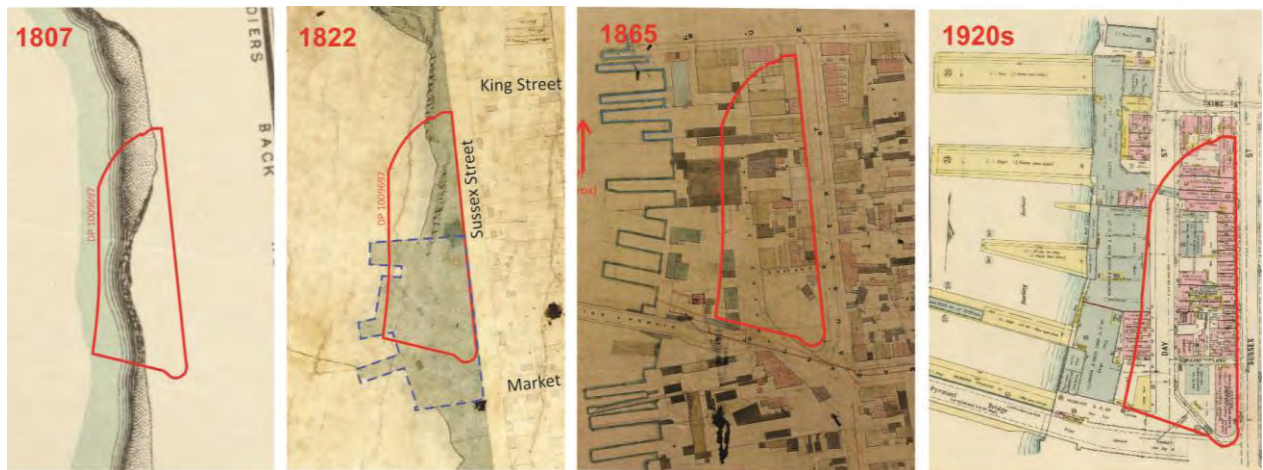


Four Points by Sheraton Hotel Redevelopment 161 Sussex Street, Sydney

Non-Indigenous Archaeological Assessment & Impact Statement





The Four Points by Sheraton site located on four historic plans that depict the 19th-century development of the site

Report to
GL Investment Management Pty Ltd

February 2013

Casey & Lowe Pty Ltd
Archaeology and Heritage Consultants
51 Reuss Street, Leichhardt NSW 2040
ABN: 32 101 370 129

 (02) 9569 1130
 www.caseyandlowe.com.au



Executive Summary

Results

- The site contains areas of low and moderate archaeological potential and areas of no archaeological potential.
- The remains of the potentially State significant Market Wharf survive mostly outside the study area but there is potential within the study area and beneath the Western Distributor.
- In general the impacts identified in the Concept Design are limited but these need to be reviewed following the Detailed Design stage.
- It is acknowledged that the Concept Design has sought to use engineering solutions to minimise the impacts at ground level. The main impact within the site is in an area with limited archaeological potential.
- The subject site is a State Significant Development under Division 4.1 and no approvals are required under S139 or S60 of the *Heritage Act*. Archaeological work undertaken under a SSD Approval needs to comply with Heritage Council guidelines.

Recommended Management Policies

1. If substantial remains of the Market Wharf survive they should be retained *in situ*.
2. Building design needs to minimise impacts on the Market Wharf.
3. The proposed areas of identified impacts in the concept design works should be subject to archaeological testing to refine our understanding of the Market Wharf within the study area and determine if remains survive within the southern area and if there are any impacts on this potentially State significant structure.
4. A research design will need to be written for this testing.
5. The size of the piles to be placed within the Western Distributor should be appropriately designed to reduce potential impacts as much as possible. It is acknowledged that it will not be possible to undertake archaeological testing within the Western Distributor.
6. The results of the archaeological testing will need to be written up to inform the Detailed Design stage of the proposed work. The reporting may take the form of a Testing Results report. If the archaeological testing identifies the need for further archaeological investigation and recording as part of the proposed redevelopment, the Testing Results report will need to include an updated Impact Statement and Research Design for the next stage. Depending upon the results of the testing the report may need to refine our understanding of the survival of the Market Wharf outside the study area and undertake further analysis of its significance.
7. SHFA, and its archaeologists, as the owners of the site will need to be consulted as part of the archaeological testing and results program. The Heritage Branch archaeologists should also be consulted about the results of this Archaeological Assessment and Impact Statement and any proposed testing.

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**Non-Indigenous Archaeological Assessment
Four Points by Sheraton Hotel Redevelopment
161 Sussex Street, Sydney**

1.0 Introduction

1.1 Background

Four Points by Sheraton is located on Sussex Street, Sydney. The existing hotel complex was constructed by 1990 and the hotel site also includes four heritage buildings fronting Sussex Street. The proposed redevelopment will expand the hotel with the construction of a new tower at the southern end of the site. A new structure providing conference, banquet and exhibition facilities will be built over the Western Distributor. The Sussex Street frontage will also be upgraded with works including changes to the hotel porte-cochere. The retail facilities fronting Sussex Street will also be upgraded and the entrance to the new conference and exhibition space will be enlarged.

The hotel site is within the Darling Harbour precinct, identified as a State Significant Site in Schedule 2 of State Environmental Planning Policy (State and Regional Development) 2011. The proposed development is declared to be a State Significant Development for the purposes of the Environmental Planning and Assessment Act 1979.

A Heritage Impact Statement, prepared by City Plan in May 2012, was submitted as part of the Environmental Impact Assessment (EIA) in response to the Director General's Requirements for heritage. This report discusses in detail and assesses the built heritage items within the development site. It also includes both an Indigenous and non-Indigenous archaeological assessment. However, the non-Indigenous archaeological assessment did not conform to current Heritage Council guidelines for assessing historical archaeological potential and significance. The Department of Planning advised that a revised archaeological assessment was necessary to:

Provide a revised archaeological assessment in accordance with the Heritage Council guidelines. The revisions are to include a detailed assessment addressing the potential for archaeological remains to have survived recent development, reference findings of nearby areas of Darling Harbour (Cockle Bay), review of the potential for streets/laneways to contain archaeology in addition to extant heritage buildings, and to provide future management policies.

This report is a Non-Indigenous Archaeological Assessment of the Four Points by Sheraton site. It was commissioned by GL Investment Management Pty Ltd. It conforms to current Heritage Council guidelines and addresses the concerns raised by the Department of Planning.

1.2 Site Location

Located on the western side of Sussex Street, the site consisted of the block between King and Market Streets (Figure 1.1). The Western Distributor is located on the western side of the site, and the City North and Sussex Street exit forms its northern boundary, and the western bound entry from Market Street marks the southern extent of the site. The property consists of Lots 101 and 102 of DP 1009697.

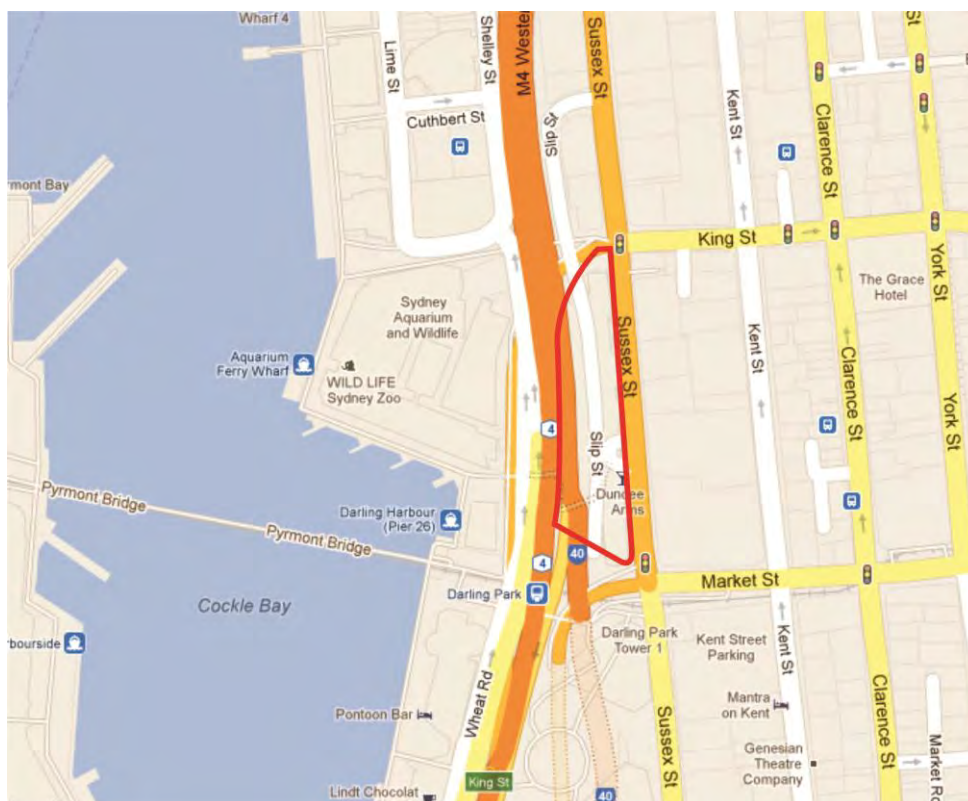


Figure 1.1: Location of the Four Points by Sheraton site is outlined in red. Google Maps.

1.3 Statutory Context

1.3.1 Requirements of the DGRs for SSD-4972

4. Heritage

An heritage impact statement and a statement of significance of the likely impacts of the proposal on heritage and archaeological items, including:

- the relationship to adjoining heritage items, the Corn Exchange and Dundee Arms Hotel and the impacts on the western elevation and setting of the Corn Exchange;
- construction and operational impacts on adjoining heritage items;
- assessment of the impacts on views to and from adjoining heritage listed buildings;
- natural areas and places of Aboriginal, historic or archaeological significance and consideration of wider heritage impacts on the surrounding area; and
- proposed conservation and mitigation measures.

Prepare a Conservation Management Plan for the Corn Exchange and the Dundee Arms Hotel complying with the standards of the NSW Heritage Council.

Relevant Policies and Guidelines:

- NSW Heritage Manual (1996).

Additional requirements identified by Department of Planning & Infrastructure in December 2012

Provide a revised archaeological assessment in accordance with Heritage Council Guidelines. The revisions are to include a detailed assessment addressing the potential for archaeological remains to have survived recent development, reference findings of nearby foreshore areas of Darling Harbour (Cockle Bay), review of the potential for streets/laneways to contain

archaeology in addition to extant heritage buildings, and to provide future management policies.

This current report was written to comply with the above requirements.

1.3.2 Environmental Planning and Assessment Act, 1979

Part 4, Division 4.1

The Four Points Sheraton project is a project application for a State Significant Development under Part 4, Division 4.1. A site being processed under this part of the act does not require approvals under Part 4 (S139) or Part 6 of the *Heritage Act* (S60). In addition, archaeological testing on archaeological sites can be undertaken as part of the Environmental Assessment process and its requirements. Specifics of the legislation are below:

Part 4, Division 4.1

Division 4.1 State significant development

89J Approvals etc legislation that does not apply

- (1) The following authorisations are not required for State significant development that is authorised by a development consent granted after the commencement of this Division (and accordingly the provisions of any Act that prohibit an activity without such an authority do not apply):
 - (c) an approval under Part 4, or an excavation permit under section 139, of the *Heritage Act 1977*,
- (2) Division 8 of Part 6 of the *Heritage Act 1977* does not apply to prevent or interfere with the carrying out of State significant development that is authorised by a development consent granted after the commencement of this Division.
- (3) A reference in this section to State significant development that is authorised by a development consent granted after the commencement of this Division includes a reference to any investigative or other activities that are required to be carried out for the purpose of complying with any environmental assessment requirements under this Part in connection with a development application for any such development.

It is noted that S89J does not come into effect until the proponent received the Director-General's Requirements (DGRs).

1.3.3 New South Wales (NSW) *Heritage Act 1977*

- **Division 9: Section 139, 140-146 - Relics Provisions - Excavation Permit**

The main legislative constraint on archaeological remains is the relics provisions of the *Heritage Act 1977*.

According to Section 139:

- (1) *A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.*
- (2) *A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.*
- (4) *The Heritage Council may by order published in the Gazette create exceptions to this section, either unconditionally or subject to conditions, in respect of any of the following:*

- a. any relic of a specified kind or description,
- b. any disturbance or excavation of a specified kind or description,
- c. any disturbance or excavation of land in a specified location or having specified features or attributes,
- d. any disturbance or excavation of land in respect of which an archaeological assessment approved by the Heritage Council indicates that there is little likelihood of there being any relics in the land.

A 'relic' is an item of 'environmental heritage' defined by the *Heritage Act 1977* (amended) as:

those places, buildings, works, relics, moveable objects, and precincts of State or local heritage significance.

A relic as further defined by the Act is:

*any deposit, object or material evidence -
 (a) which relates to the settlement of the area that comprises New South Wales,
 not being Aboriginal settlement; and
 (b) is of State or local heritage significance.*

Any item identified as an historical archaeological site or relic cannot be impacted upon without an **excavation permit**. An excavation permit forms an approval from the Heritage Council for permission to 'disturb' a relic.

An application for an excavation permit (Section 140) must be made to the Heritage Council of NSW (or its delegate) and it will take approximately eight weeks to be processed. The application for a permit must nominate a qualified archaeologist to manage the disturbance of the relics. There is a processing fee for each excavation permit application the details of which can be obtained from the Heritage Branch, Office of Environment and Heritage website.

Exceptions

An application for an Exception to S139 of the Act, under S139(4), may be made where the impact is considered to be in accordance with the following categories:

- (1A) An archaeological assessment, zoning plan or management plan has been prepared in accordance with Guidelines published by the Heritage Council of NSW which indicates that any relics in the land are unlikely to have State or local heritage significance.
- (1B) The excavation or disturbance of land will have a minor impact on archaeological relics including the testing of land to verify the existence of relics without destroying or removing them.
- (1C) A statement describing the proposed excavation demonstrates that evidence relating to the history or nature of the site, such as its level of disturbance, indicates that the site has little or no archaeological research potential.

There are new significance guidelines which apply to the assessment of the significance of relics or archaeological sites.

1.3.4 Statutory and Non-statutory Guidelines

The management of heritage sites in NSW should conform to the requirements of the *Burra Charter* of Australia ICOMOS. Many of the following guidelines provide for best practice conservation approaches and can be used to inform all the management of the archaeological remains. There are a range of archaeological guidelines which inform the management of the place:

Archaeological Assessment Guidelines, NSW Heritage Office, Department of Urban Affairs & Planning, 1996. A new draft of this has been prepared but is not yet published.

Assessing Significance for Archaeological Sites and 'Relics', Heritage Branch, Department of Planning, 2009.

NSW Heritage Manual, NSW Heritage Office, Department of Urban Affairs & Planning, 1996.

Historical Archaeological Investigations: A Code of Practice, NSW Department of Planning, 2006.

Historical Archaeological Sites, Investigation and Conservation Guidelines, Department of Planning and NSW Heritage Council, 1993.

Excavation Director's Assessment Criteria, NSW Heritage Office.

ICHAM Charter, The ICOMOS Charter for the Protection and Management of Archaeological Heritage, ICOMOS International, 1990.

Recommendation on International Principles Applicable to Archaeological Excavations, UNESCO, 1956.

Heritage Interpretation Policy and Guidelines, Heritage Information Series, NSW Heritage Office, August 2005.

Photographic Recording of Heritage Items, Heritage Information Series, NSW Heritage Office, 2006.

1.4 Report methodology

The report conforms to the Heritage Council *Archaeological Assessment Guidelines* and the 2009 *Assessing significance for historical archaeological sites and 'relics'*. It includes a detailed analysis of the historical development and occupation of the Four Points by Sheraton site. It discusses the archaeological potential and significance of the site. The report addresses the proposed impacts of the concept design and includes recommendations and management policies for the potential archaeological remains in light of the proposed development. This report also addresses the comments received from the Department of Planning in relation to the archaeological assessment of the site included in the EIA submission.

1.5 Authorship

This report has been written by Abi Cryerhall, Associate Director, Casey & Lowe Pty Ltd. Section 2 has been written by Nick Pitt, Project Archaeologist, Casey & Lowe Pty Ltd. It has been reviewed by Dr Mary Casey, Director, and Tony Lowe, Director, Casey & Lowe Pty Ltd.

1.6 Acknowledgements

Ramin Jahromi, Cox Richardson Architects

Jenny Watt, GL Investment Management Pty Ltd

Catherine Percy, GL Investment Management Pty Ltd

1.7 Limitations

There were no particular constraints to producing this report. There was sufficient time and funding to complete this report to a quality standard.

1.8 Glossary

Historical Archaeology (Non-Indigenous/European)

Historical Archaeology (in NSW) is the study of the physical remains of the past, in association with historical documents, since the British occupation of NSW in 1788. As well as identifying these remains the study of this material can help elucidate the processes, historical and otherwise, which have created our present surroundings. Historical archaeology includes an examination of how the

late 18th and 19th-century arrivals lived and coped with a new and alien environment, what they ate, where and how they lived, the consumer items they used and their trade relations, and how gender and cultural groups interacted. The material remains studied include:

- Archaeological Sites:
 - below ground: these contains relics which include building foundations, occupation deposits, rubbish pits, cesspits, wells, other features, and artefacts.
 - above ground: buildings, works, industrial structures and relics that are intact or ruined.
- cultural landscapes: major foreshore reclamation
- maritime sites: infrastructure and shipbuilding, shipwrecks

Archaeological Potential

Archaeological potential is here used and defined as a site's potential to contain archaeological relics which fall under the provisions of the *Heritage Act 1977* (amended). This potential is identified through historical research and by judging whether current building or other activities have removed all evidence of known previous land use.

Archaeological Site

A place that contains evidence of past human activity. Below ground sites include building foundations, occupation deposits, features and artefacts. Above ground archaeological sites include buildings, works, industrial structures and relics that are intact or ruined.

Archaeological Investigation or Excavation

The manual excavation of an archaeological site. This type of excavation on historic sites usually involves the stratigraphic excavation of open areas.

Archaeological Monitoring

Archaeological monitoring is recommended for those areas where the impact of the works is not considered to mean the destruction of significant archaeological fabric but where the disturbance of features both suspected and unsuspected is possible. In order to provide for the proper assessment and recording of these features an archaeologist should inspect the works site at intervals they consider to be adequate and to be 'at call' in case the contractor uncovers remains that should be assessed by the archaeologist. If recording of features is necessary it would be carried out as quickly as possible so that any time delays are minimised.

Monitoring is a regular archaeological practice used on many building and development sites.

Research Design

A set of questions which can be investigated using archaeological evidence and a methodology for addressing them. A research design is intended to ensure that archaeological investigations focus on genuine research needs. It is an important tool that ensures that when archaeological resources are destroyed by excavation, their information content can be preserved and can contribute to current and relevant knowledge.

Research Potential

The ability of archaeological evidence, through analysis and interpretation, to provide information about a site that could not be derived from any other source and which contributes to the archaeological significance of that site and its 'relics'.¹

¹ Taken from *Assessing Significance for Historical Archaeological Sites and 'Relics'*, 2009:11.

Relic

Means any deposit, artefact, object or material evidence that:

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
 - (b) is of State or local heritage significance.
- (NSW *Heritage Act 1977*, Definitions, Part 1.4)

2.0 Historical Background

2.1 Pre-1788 Landscape

The underlying geology of the site is Hawkesbury Sandstone ().² This geology would have given rise to the sandy loam and clayey sand soils typical of has been called a GyMEA soil landscape.³ This would have supported dry sclerophyll woodland and open forest, with common species including Red Bloodwood (*Eucalyptus gummifera*), Blackbutt (*E. pilularis*), Sydney Peppermint (*E. piperita*) and Sydney Red Gum (*Angophora costata*).⁴ The site would have been dominated by a steep westward slope down towards Cockle Bay (Darling Harbour). In the later 19th and 20th century this topography was extensively modified. Historical maps suggest that the original shoreline is within the study area, and consisted of a mixture of rocky waterfront, while to the north it included an area with a gentler slope and an intertidal foreshore (Figure 2.2, cf rocks marked on Figure 2.3 and Figure 2.4). The intertidal zone may have consisted of accumulated sand, silt and mud.

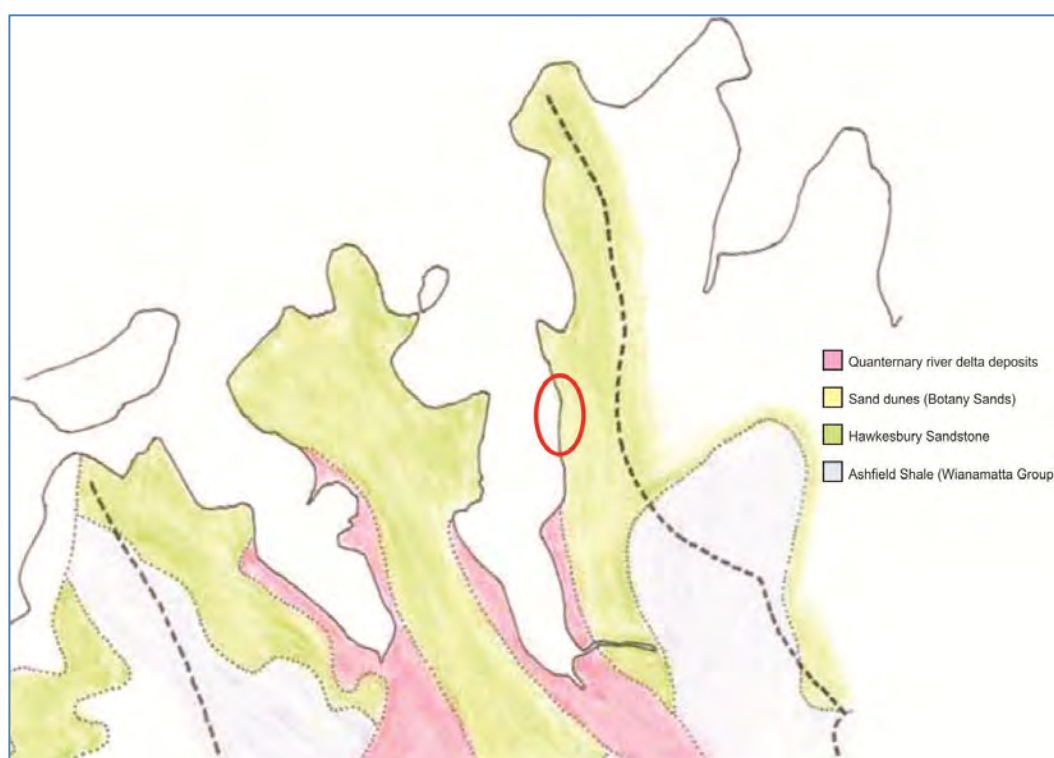


Figure 2.1: This graphic shows the underlying geology surrounding Darling Harbour. The approximate site location is outlined in red. Broadbent 2010: 43, fig. 3.1.

² Broadbent 2010: 43

³ Broadbent 2010: 44-45; Chapman & Murphy 1989: 64-67

⁴ Benson & Howell 1990: 42-43; cf Chapman & Murphy 1989: 64-65

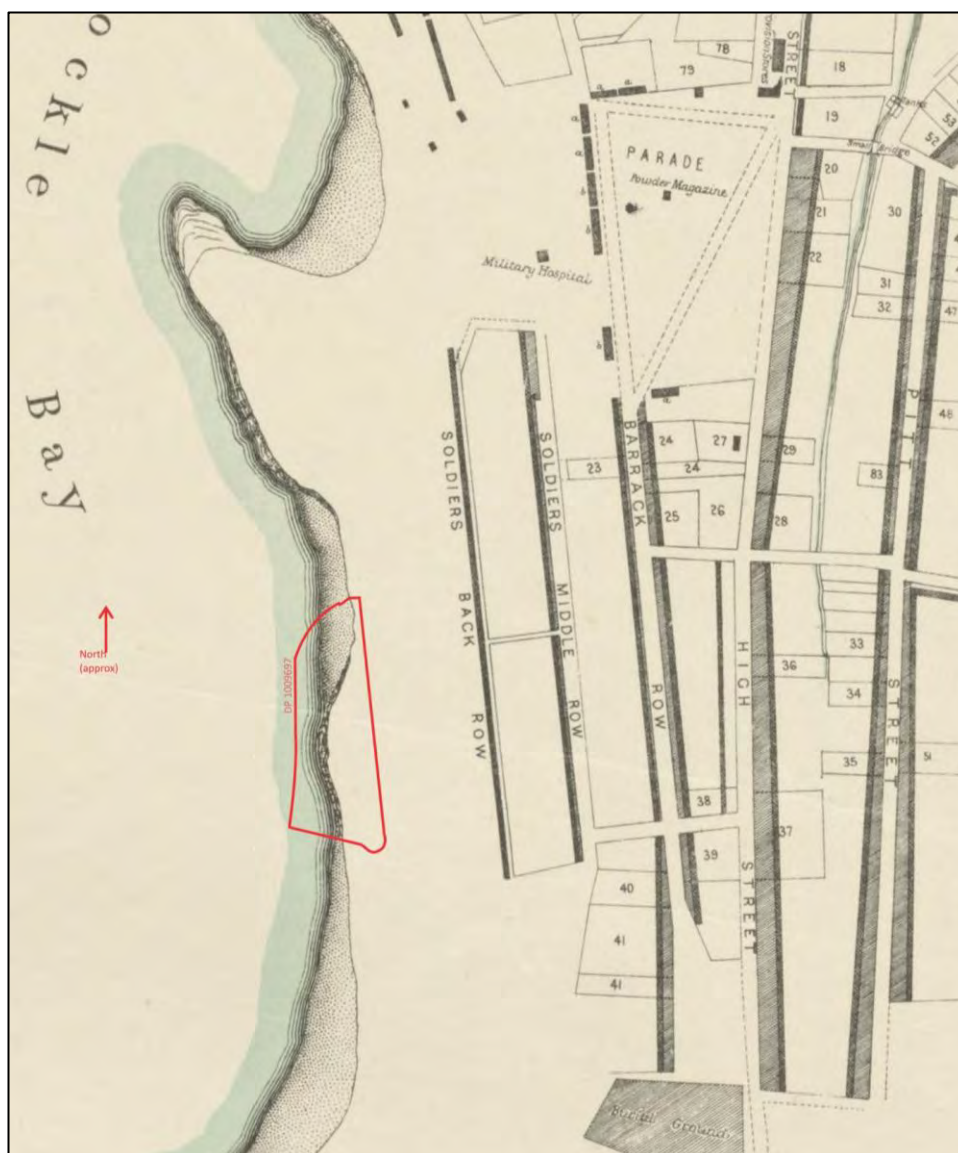


Figure 2.2: Detail of Meehan's 1807 "Plan of the Town of Sydney", with the site outlined in red. This map pre-dates almost all post-1788 modification of the site. Note the depiction of a rocky shoreline at the southern end of the study area and the intertidal zone at the north of the site. NLA

2.2 Aboriginal Occupation

The Aboriginal history of the study area has been previously discussed in the earlier Heritage Impact Statement by City Plan Heritage⁵ and it is from this discussion that the following summary has largely been drawn.

Both historical and archaeological evidence suggests that the main foci of Aboriginal occupation in the Sydney region were in valley bottoms and near shorelines and watercourses, with evidence that occupation was greater in coastal/estuarine environments, compared with hinterland areas.⁶ The traditional people of Darling Harbour (Cockle Bay) are the Cadi people. They lived on the southern shore of Sydney Harbour, extending from South Head to Darling Harbour.⁷

⁵ City Plan Heritage 2012d: 35-40

⁶ Attenbrow 2010: 47-50, 53; City Plan Heritage 2012d: 36

⁷ Comber Consultants 2012: 6

City Plan Heritage undertook three AHIMS (Aboriginal Heritage Information Management System) searches for lot 1 of DP100967, which covers the Four Points development site, with the Office of Environment and Heritage for their Heritage Impact Statement dated May 2012. These searches found no previously registered Aboriginal heritage objects or places within 50m of the site, 1 site within 200m and 9 sites previously recorded within 1km.⁸

Aboriginal sites have been located during archaeological work on other redevelopments around Darling Harbour. In 2008, excavations by Comber Consultants Pty Ltd at the Darling Walk site (now Darling Quarter), roughly located at the southwest corner of Harbour and Bathurst Streets, found 10 stone artefacts in association with a shell deposit. This deposit was the remains of a midden, redeposited by water action. There was also evidence of cooking fires being lit in the area to cook shellfish and fish caught in the area.⁹ Out of the 10 stone artefacts, 8 were chert. As the nearest source for chert is approximately 40km away from the site, at Plumpton Ridge, these artefacts were interpreted as suggesting trade between the local Cadi people and the people from Plumpton Ridge.¹⁰

Excavations at the KENS site, bounded by Kent, Erskine, Napoleon and Sussex Streets, also uncovered evidence of Aboriginal occupation. The archaeologist Dominic Steele identified tool-making areas on the site. A total of 952 artefacts were recovered and analysed. The stone artefacts were mostly silcrete with some tuff and quartz artefacts also recorded. Dominic Steele dated the Aboriginal occupation of the site from 2800 BP to 1788.¹¹

2.3 The Market Wharf and Initial Commercial Development - 1810 to c1835

Development of the site began in 1810 with the construction of the Market Wharf. This wharf was completed by February 1811 and was intended to receive items such as livestock, grain and vegetables for sale at the Market Place, which had been established by Governor Macquarie in October 1810, on the block bounded by Market Street, George Street, Druitt Street and York Street, where the Queen Victoria Building is now located.¹² The establishment of the Market Wharf and the Market Place on George Street was intended to replace Queen's Wharf at Sydney Cove, where an open market previously existed.¹³ It was the first wharf to be located on Cockle Bay (renamed Darling Harbour in 1826) and as such its location influenced the future development of both the waterfront and the city itself. Arguably, the location of the Market Place on George Street and the Market Wharf at the foot of Market Street together acted over time to draw commercial activity away from Sydney Cove.¹⁴

The Market Place and the wharf were mentioned as items 22 and 23 by Governor Macquarie on the list of public works built during his administration. It was recorded that

22. A public "Market Place" in the centre of the town with all the necessary booths, shops and pens, and stores for grain, the area consisting of about four acres of ground, and the whole being enclosed with a strong paling fence

⁸ City Plan Heritage 2012: 37

⁹ Comber Consultants 2012: 14, 32-33

¹⁰ Comber Consultants 2012: 34

¹¹ City Plan Heritage 2012: 38 (citing Dominic Steele's 2006 report on the KENS site)

¹² *Sydney Gazette* 6/10/1810, p 1, 16/2/1811, p 1;

¹³ Tanner Architects 2008: 5

¹⁴ Proudfoot 1996: 21; Tanner Architects 2008: 5

23. Two stone built Quays or Wharfs in "Cockle Bay" and contiguous to the public Market Place for the accommodation of vessels and boats coming with supplies for the market. A street between these Wharfs and the public Market Place having been long since constructed.¹⁵

The construction of the Market Wharf involved reshaping the shoreline, probably with a combination of seawalls, reclamation and levelling fills. Recent excavations to the south and north of the site at Darling Quarter and Barangaroo South uncovered extensive remains of seawalls, timber wharf and reclamation dating from the 1820s.¹⁶ A comparison with the 1807 plan (Figure 2.2) suggests that the construction of the Market Wharf took advantage of what already was a rocky shore, in order to minimise the distance that the wharf would need to be extended to reach deep enough water. By 1822, when the surveyor William Harper produced a detailed map of Sydney, the Market Wharf partly lay within the bounds of the current study area (Figure 2.3). Harper's c1822 plan only shows one small building on the Market Wharf (Figure 2.3), but by May 1828 John Payne was building a 3-storey house 'a little to the north of the Market Wharf'.¹⁷ Later plans show that this property lay within the original boundaries of the Market Wharf (Figure 2.3, Figure 2.4 and Figure 2.5) on what later became known as lot 6, section 30. Payne's property was advertised for sale in October 1828 and included two lots, one with a five-roomed house and outbuildings leased to Mr Fowler, a timber merchant, the other with an eight-roomed stone house under construction.¹⁸ Both lots were located near the Market Wharf and are likely to have been located within the study area. One of Payne's houses near the Market Wharf was bought by Caleb Wilson in November 1831,¹⁹ although possibly the house was owned by Daniel Cooper, a prominent merchant, in the period before, given that Cooper's name appears on Larmer's 1830 plan (Figure 2.4). If this is the case, then Caleb Wilson was involved in expanding the wharfage in front of his block at this time.²⁰

The Market Wharf attracted development to the surrounding area, and by the early 1830s the area contained a number of large developments. These included a range of buildings constructed by the business partnership of John T Hughes and John Hosking, which included a steam engine, flour mill and stores,²¹ and a house, stores and wharf belonging to Thomas Street.²² Both Hughes & Hosking's and Street's properties were located to the south of the present study area. There were also a number of other light industries in the area. Joseph Elliott, a local pipe maker, was based 'near the Market Wharf' in the early 1830s, where he probably manufactured his clay tobacco pipes.²³ In the mid-1830s, one John Campbell was also operating a tin manufactory, that is a place where tin items were made, in the vicinity of the Market Wharf.²⁴ Lime kilns were located on the Market Wharf in the 1820s and early 1830s, despite frequent regulations and public complaints against them.²⁵ These kilns were also reputedly the sleeping places for homeless people.²⁶ It is unclear from the historic records whether any of these industrial activities occurring around the Market Wharf took place within the present study area.

¹⁵ *Public Buildings and Works undertaken during the Administration of Governor Lachlan Macquarie* [1 JANUARY 1810 TO 30 NOVEMBER 1821]

¹⁶ Excavations undertaken by Casey & Lowe Pty Ltd in 2008 to 2010 at the Darling Quarter site and in 2011 to 2012 at Barangaroo South. See www.caseyandlowe.com.au for relevant preliminary archaeological reports for both sites.

¹⁷ *The Monitor* 15/5/1828, p 6

¹⁸ *Sydney Gazette* 22/10/1828, p 3

¹⁹ *The Australian* 25/11/1831, p 3

²⁰ *Sydney Gazette* 22/11/1832, p 2

²¹ *Sydney Monitor* 24/7/1830, p 3; *Sydney Herald* 19/11/1832, p 3; *Sydney Gazette* 5/11/1831, p 2; *The Australian* 25/11/1831, p 3

²² *Sydney Monitor* 1/8/1832, p 4

²³ *Sydney Gazette* 24/11/1831, p 3; *Sydney Herald* 26/12/1831, p 3, 31/5/1832, p 3; Gojak & Stuart 1999

²⁴ *Sydney Herald* 14/7/1836, p 1

²⁵ *The Monitor* 20/1/1827, p 1; *Sydney Herald* 6/12/1832, p 2; *Sydney Gazette* 13/12/1832, p 3

²⁶ *The Australian* 31/5/1833, p 3

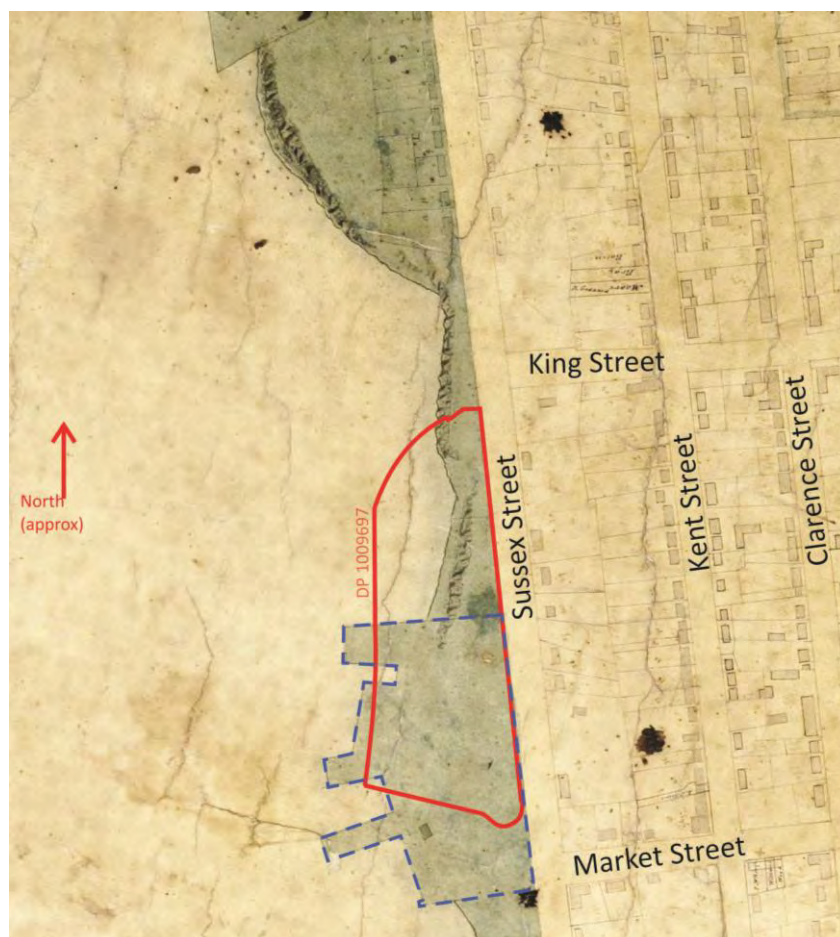


Figure 2.3: Detail of William Harper's *Plan of Sydney*, c1822. The boundaries of the Market Wharf have been outlined in blue, the study area is outlined in red. On this plan, green appears to mark out most government-held land. SRNSW SZ435

The blocks of land immediately to the north of the Market Wharf were initially granted during the government of Governor Macquarie (1809-1821) to Thomas Bray, William Randal and Mary Palmer, but by the mid-1820s Thomas Bray had bought out his neighbours' allotments²⁷ and in 1825 advertised the property as follows:

Commodious waterside premises, situate at the north side of the Market Wharf, well adapted for building or repairing small craft, or as a timber yard, having saw-pits, a good dwelling house, and a well constantly supplied with pure water; the premises may also be made convenient for slaughtering, or carrying on the tanning business.²⁸

Thomas Bray was the son of John Bray, a private in the NSW Corps, and was born in New South Wales in 1792. Thomas' first trade was as a shipwright, which he appears to have learnt while apprenticed to Henry Kable (who was in a business partnership with shipwright James Underwood at the time). Bray also farmed and collected an income from various rental properties. It seems that all Bray's boat building activity must have taken place on his allotment adjacent to the Market Wharf, as this was the only land he held which had an absolute water frontage.²⁹ As no buildings appeared on Harper's c1822 plan, it would appear that Bray constructed the house on this block between 1822 and 1825 when this advertisement was made. The house appeared on later plans from 1827 onwards (Figure 2.4).³⁰ Thomas Bray himself appears to have stopped boat building by 1825, when he turned to developing pastoral interests near Crookwell, north of Goulburn. However, he continued to develop the site, with the deed formally granted in March 1841 as Lot 7,

²⁷ Tanner Architects 2009a: 16

²⁸ *The Australian*, 8/12/1825, p 1

²⁹ Tanner Architects 2009a: 16

³⁰ Tanner Architects 2009a: 16

section 30, of the Town of Sydney.³¹ The Bray family continued to own the land until it was resumed by the NSW Government in 1900.³²

Before the mid-1830s, the land to the north of Bray's land was not intensively developed. Lot 8, Section 30, located to the immediate north, was depicted as being vacant on the section 30 map, c1833 (Figure 2.5) and was later granted to John Struth. Lot 9 section 30, on the south western corner of King and Sussex Streets, was also depicted as being vacant on the c1833 section map (Figure 2.5), but included two small buildings on it on Larmer's 1830 plan (Figure 2.4). Lot 9 was later granted by deed poll to Nicholas Aspinall in December 1836 and then released to Francis J King in 1837.³³

By the mid-1830s the area around Market Wharf, including the study area, had begun to develop into a key centre for shipping and commerce. This was a process that was to continue in the years ahead.

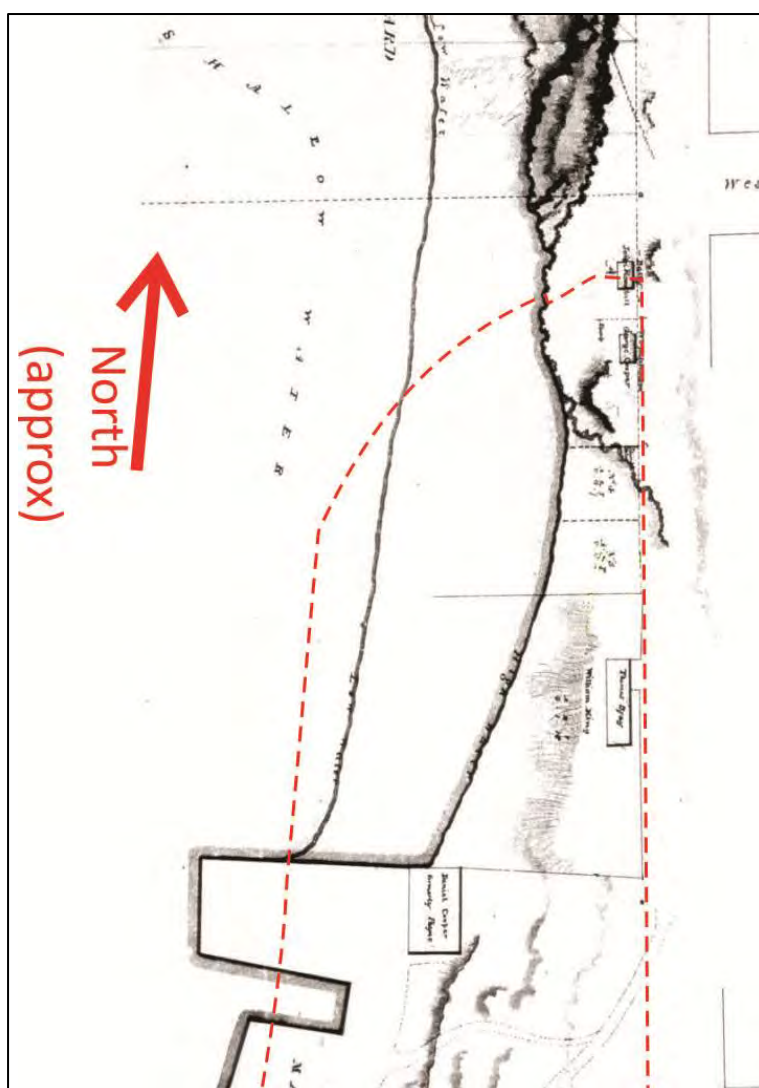


Figure 2.4: Detail from the plan of Darling Harbour by Larmer, dated 1 May 1830. Study area outlined in red. Originally reproduced in Tanner Architects 2009a: 17.

³¹ Tanner Architects 2009a: 15, 17-18

³² Tanner Architects 2009a: 23

³³ Perumal Murphy Alessi 2009: 12

2.4 Private Commerce and Supporting Services - c1835 to 1860s

The usage of the eastern waterfront of Darling Harbour, including the study area, intensified during the 1830s and 1840s. The thematic history included in the Corn Exchange Conservation Management Plan describes the period as follows:

The development of the eastern foreshore of Darling Harbour as a commercial port was initiated in the boom years of the 1830s when expansion of the pastoral sector of the economy both necessitated private investment in ships, wharfs and stores to facilitate the export of the wool and also industry to locally manufacture goods and process food. As Sydney Cove remained the focus for the wool fleet, the demand for suitable berths forced companies associated with the emerging coastal trade to relocate to Darling Harbour. From the 1830s a multitude of finger jetties developed along the foreshore dealing with importing of farm produce, grain, coal and timber where the coastal traders with their shallow draughts berthed. The produce was sold at the nearby, and now demolished, markets maintained by the City Council at George Street (the QVB site) and in the Haymarket (the former Belmore Markets).³⁴

There were several key developments within the study area during this period. The first of these was construction of Wharf Street, which joined Market Street more directly to the Market Wharf. The plans for this were drawn up for the Government by Architect Mortimer Lewis in 1834, a year prior to his appointment in 1835 as Colonial Architect, and completed sometime following this (Figure 2.6),³⁵ perhaps in 1839, when a request for tenders was issued for the removal of stone behind the Market Wharf.³⁶ Prior to the construction of Wharf Street, the wharf appears to have been accessed from a path leading down from Sussex Street (Figure 2.4).

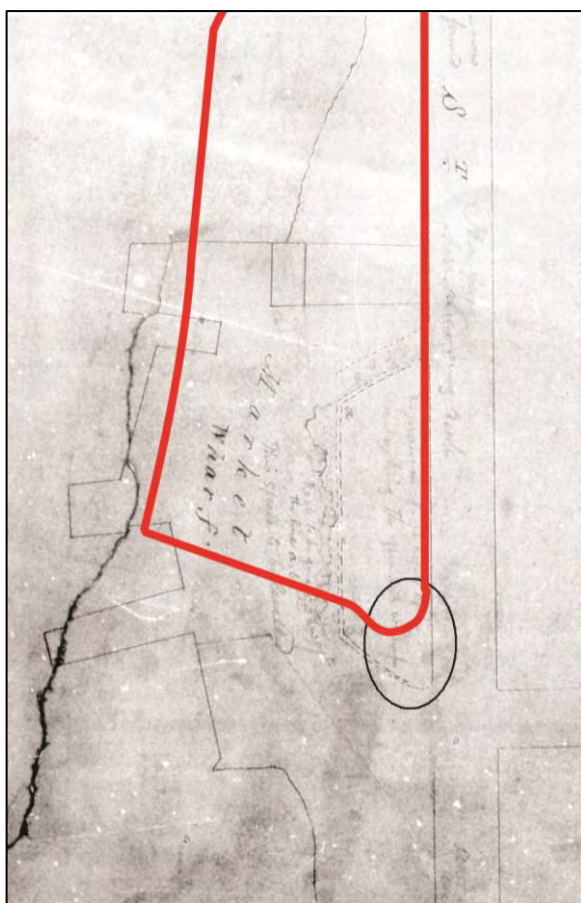


Figure 2.6: Detail of plan for the extension of Wharf Street, produced by Mortimer Lewis in 1834. Study area boundary outlined in red. The black circle indicates the location of the Corn Exchange building. SRNSW Plan 5174, reproduced in Tanner Architects 2008: 8

³⁴ Tanner Architects 2008: 5

³⁵ Tanner Architects 2008: 7

³⁶ *Sydney Monitor* 21/10/1839, p 2

The next major development on the site was Thomas Bray's development of the Union wharf between 1837 and 1839. This involved filling and levelling a large area in front of his original grant and the construction of wharfage and stores claimed to have cost Bray £3000. This area was initially leased to Rupert and Richard Kirk, from 1839 to 1845, and then to William Webb and John Kellick until November 1853. Bray's development was alternatively known as the Union Wharf or as Bray's Wharf.³⁷

Development in lots 8 and 9, located to the north of Bray's property, has not been covered in previous site histories and management plans in great detail, but nevertheless the pattern of newly developed wharves and warehouses appears to have been repeated here. By the mid-1840s, on lot 9, owned by J F King, there was a 3-storey warehouse on Sussex street, occupied by A B Smith, the Commercial Hotel, on the corner of King and Sussex streets (just outside the study area) and the Commercial Wharf, leased by A B Sparke. The neighbouring lot 8 was owned and occupied by John Struth.³⁸

Francis Sheild's 1845 'Map of the City of Sydney' shows the extent of the development within the study area at the time (Figure 2.7). It names the Market Wharf, Bray's Wharf, Struth's Wharf and Smith's Wharf, as well as showing the Parramatta Steamboat Wharf at the foot of King Street. It also shows that the house built by John Payne in the late 1820s had been converted into a hotel by 1845. A hotel was to remain on this site until well into the 20th century (Figure 2.15) and the number of hotels within the study area was to multiply in the years to follow.



Figure 2.7: Detail of Francis Sheild's 1845 'Map of the City of Sydney'. The study area has been outlined in red. Historical Atlas of Sydney, City of Sydney Archives.

³⁷ Tanner Architects 2009a: 18-20

³⁸ Perumal Murphy Alessi 2009: 12

Control of the Market Wharf passed to the Corporation of Sydney following the *Sydney Corporation Act* of 1842. In August 1847 part of the Crown Land at the Market Wharf was subdivided and offered for sale in seven allotments. This subdivision laid out Wharf Lane, which linked Sussex and Wharf Streets (Figure 2.8).³⁹ After this subdivision, the remainder of the Market Wharf was granted to the City of Sydney Corporation, including the land which later was developed into the Corn Exchange Building.⁴⁰ The City Council proceeded to subdivide its own land, which appears to have been intended for sale but instead was leased out on an annual basis.⁴¹ The site which became the Corn Exchange was initially leased out to Timber Merchants but from 1877 to around 1880 it was the site of the main metropolitan cattle sale yards.⁴²

By 1854, the site had developed only a little compared to Shield's plan of nine years earlier (Figure 2.9, Figure 2.7). The main development in this interval was the construction of several buildings on the land sold by the government in 1847 (marked by the green arrows in Figure 2.9). These buildings were constructed by John Robertson who purchased lots 2 and 4 of the 1847 Market Wharf subdivision at the original auction, and soon after acquired lot 3. Robertson built several buildings on the site, the last of which was the Dundee Arms Hotel, which appears to have been constructed around 1860.⁴³ Also in the 1850s, Robertson sold lot 4, on the corner of Wharf Street and Wharf Lane to Matthew Charlton, who constructed the Charlton Hotel on the site. This hotel was open by 1848 and a hotel continued to operate on the site until well into the 20th century (Figure 2.15).⁴⁴

The 1850s, following the 1840s economic depression, was generally a time when the colonial economy was expanding and the coastal shipping trade, that is trade up and down the NSW coast, was developing.⁴⁵ The Hunter River New Steam Navigation Company took up a new lease of Thomas Bray's Union Wharf in June 1847. This lease was initially for ten years, but the company's association with the site lasted until well into the 20th century.⁴⁶ Around the time of that the company took up the lease on Bray's land, a large timber structure was constructed, labelled as 'produce stores' on Dove's 1880 plan (Figure 2.12), although it is unclear if the function of this building changed over time.⁴⁷ This shed and surrounding warehouses were photographed in March 1870 (Figure 2.10).

Another key development for the area was the construction of the first Pyrmont Bridge in 1857.⁴⁸ This joined Market Street, just to the south of the study area.

³⁹ *The Australian* 15/7/1847, p 3; *Sydney Morning Herald* 21/7/1847, p 4; Tanner Architects 2009b: 11

⁴⁰ *Sydney Chronicle* 4/9/1847, p 4

⁴¹ Tanner Architects 2008: 7; *Sydney Morning Herald* 4/12/1849, p 2

⁴² Tanner Architects 2008: 7

⁴³ Tanner Architects 2009b: 11-13

⁴⁴ Tanner Architects 2009b: 12; City of Sydney Rate Assessment Books, Brisbane Ward 1858, Vol: CSA027182, p: 59, line: 6

⁴⁵ Tanner Architects 2009a: 14

⁴⁶ Tanner Architects 2009a: 20

⁴⁷ The shed first appears on Bennett's 1863 plan of Darling Harbour

⁴⁸ Ludlow 2010

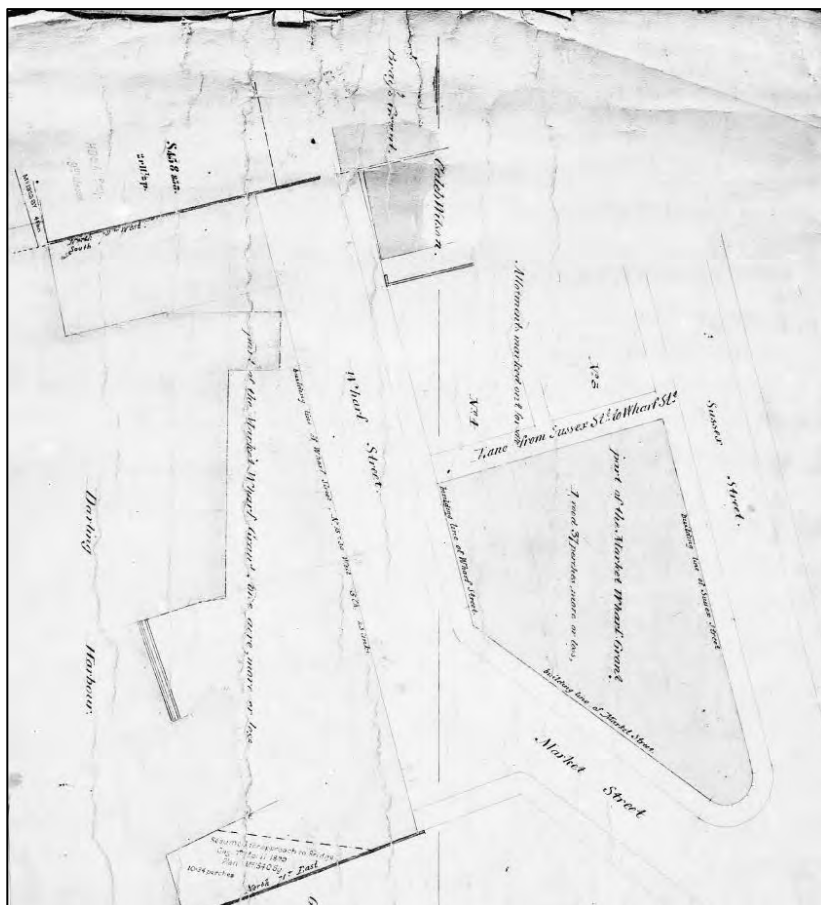


Figure 2.8: Detail of Crown Plan 146.858 (c 1847), showing allotments 3 and 4 of those sold in 1847, and the parts of the Market Wharf granted to the City of Sydney Corporation. Allotment 3 became the site of the Dundee Arms Hotel. Tanner Architects 2009b: 12.

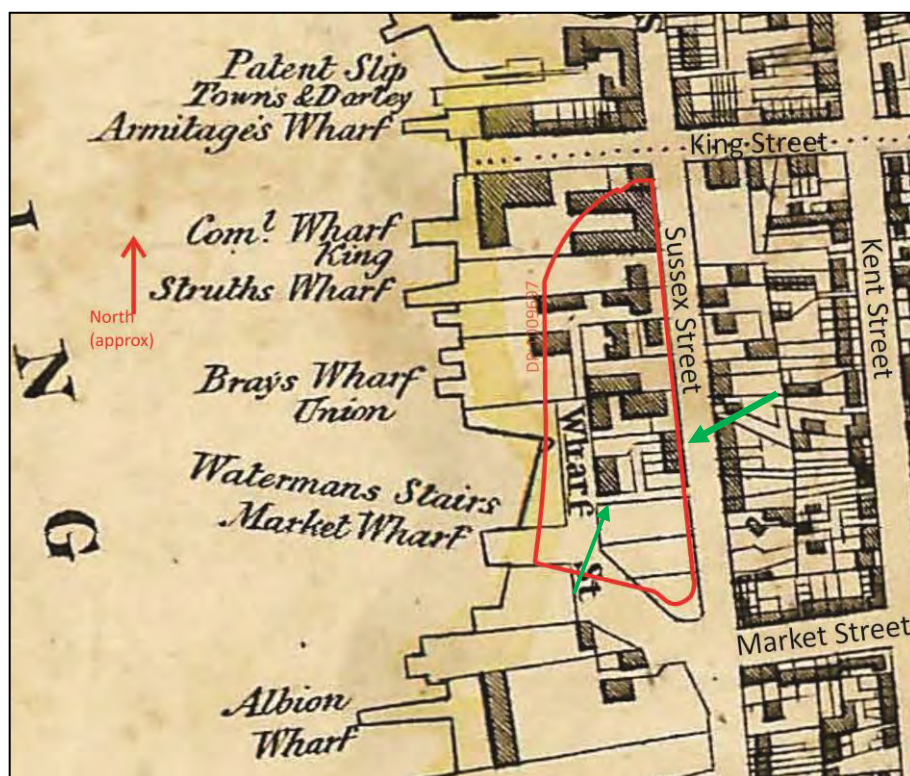


Figure 2.9: Detail of Woolcott & Clarke's Map of the City of Sydney (1854). The green arrows point to buildings constructed on the land sold by the government in 1847. Historical Atlas of Sydney, City of Sydney Archives.



Figure 2.10: Hunter River New Steam Navigation Company shed on Bray's property, Darling Harbour. Photo taken March 1871. ML SPF / 829, digital order no. a089829.

2.5 Intensification of Commercial Development - 1860s to 1900

From the 1860s to the turn of the 20th century, the study area continued to develop on the same trajectory as it had been developing on in the 1840s and 1850s, with continued commercial wharf development and the construction of associated buildings, including stores and hotels. The thematic history used in several Tanner Architects reports describes the period as follows:

The demand for berths in this area intensified further in the 1860s and 1870s as the overseas shipping companies settled along Walsh Bay and in this period the warehousing precinct along the western side of the Sydney CBD developed. Most of the great colonial shipping firms developed wharves along the eastern shore of the bay, commencing at Liverpool Street and continuing up to Millers Point. The long standing historic association of the wharves with importing by these coastal shipping companies of produce to feed the metropolis was developed further in the 1880s by the City Council in the building of its main produce market (now known erroneously as the Corn Exchange) in Sussex Street in 1887.⁴⁹

The pace of development in the early 1860s was quite rapid. Detailed trigonometric surveys of the site were undertaken in 1863 and 1865. In the intervening interval, at least eight buildings were constructed or expanded within the study area, as well as several others in the surrounding area (Figure 2.11). These new buildings included the stores at 147-151 Sussex Street, which are still

⁴⁹ Tanner Architects 2009a: 14

standing and are part of the stores at 139-151 Sussex Street, which are listed on the State Heritage Register (No. 00413).⁵⁰

The Dundee Arms Hotel was also built around 1860 and was one of the last buildings built by John Robertson on his land.⁵¹ It was one of several hotels operating on the block between King and Market Streets. On Percy Dove's 1880 plan, which is labelled (Figure 2.12), other hotels in the study area included the Charlton Hotel (on the corner of Wharf Lane and Wharf Street) and the Maitland and Morpeth Hotel (on Wharf Street). The Commercial Hotel (on the corner of Sussex and King Streets) and the Caledonian Hotel (on the corner of King Street and an unnamed right-of-way) were also on the same city block as the study area, but lay outside it. The buildings of all these hotels were shown on the 1865 trigonometric survey (Figure 2.11), suggesting that they were all open by that time.

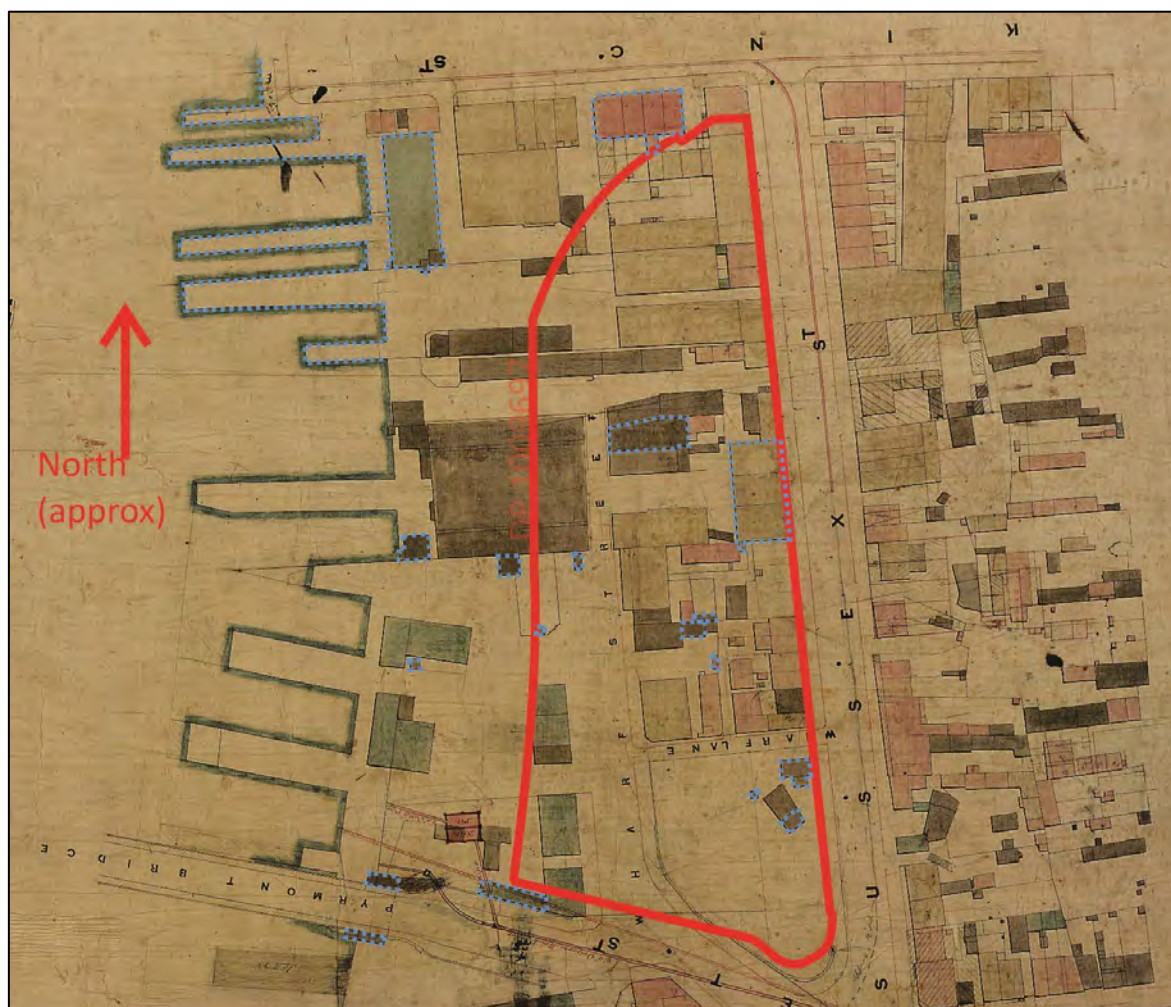


Figure 2.11: Detail of 1865 Trigonometric Survey, sheet E2. Study area outlined in red. Buildings and wharfeage which appear on the 1865 survey, but not on the 1863 survey, are outlined in dashed blue lines. Historical Atlas of Sydney, City of Sydney Archives.

⁵⁰ Tanner Architects 2009a: 21

⁵¹ Tanner Architects 2009b: 13

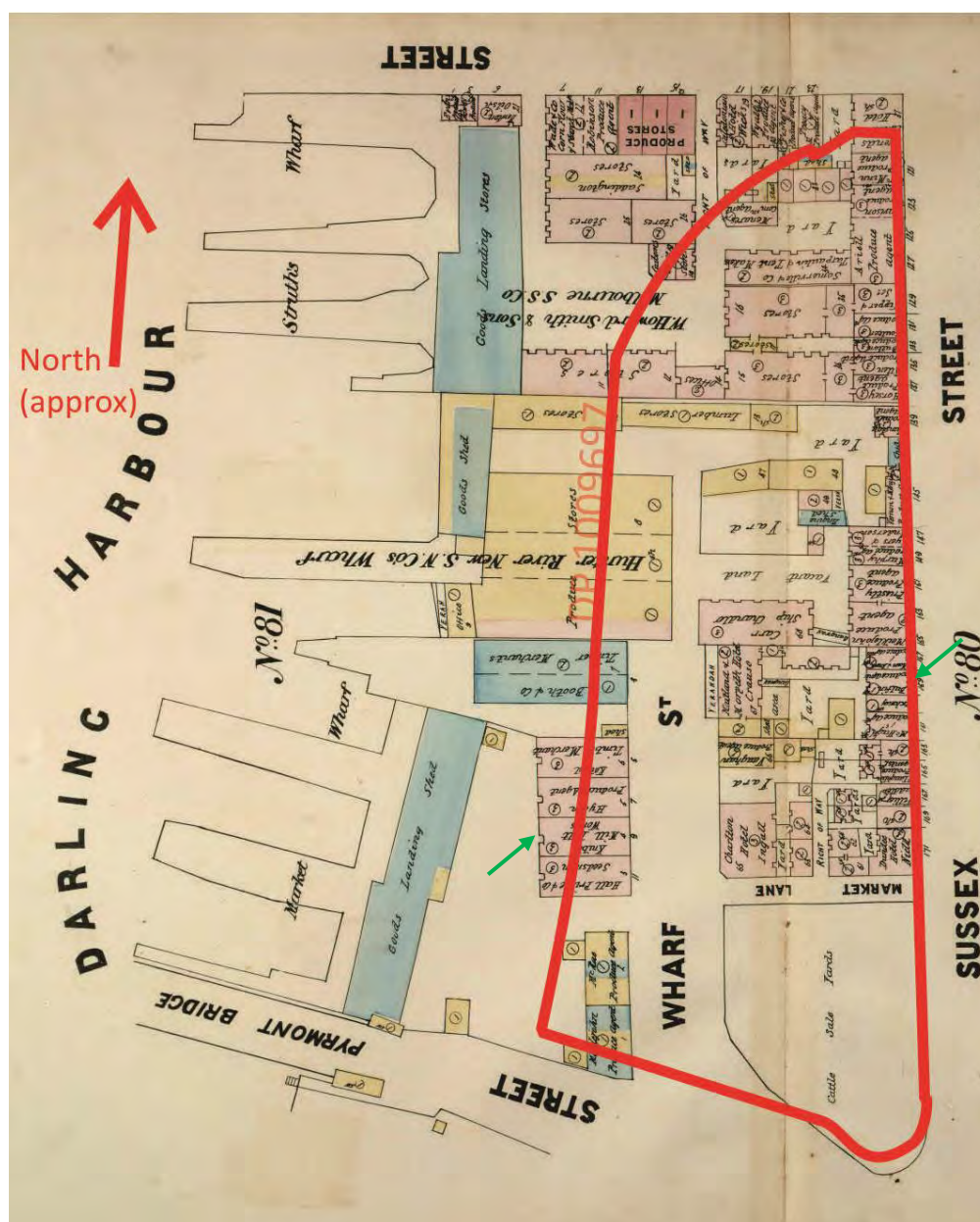


Figure 2.12: Detail of Dove's 1880 plan of Sydney, block 81. The study area is outlined in red and the green arrows point to buildings constructed within the study area between 1865 and 1880. Historical Atlas of Sydney, City of Sydney Archives.

Development continued across the site during the 1870s, albeit at a slower pace. A comparison of the 1865 trigonometric survey (Figure 2.11) and Percy Dove's 1880 plan (Figure 2.12) shows that only two major new buildings were constructed within the study area in the intervening 15 years. There were three single-storey terraces on the Sussex Street frontage of lot 6 of section 30, with an archway between two of them, in order to maintain street access to the yard between these terraces and the Maitland and Morpeth Hotel. Also new was a complex of four 3-storey warehouses on the western side of Wharf Street. These were known as the Market Wharf Stores and were completed in 1878 by Alexander Kethel, while he was the lessee of the Market Wharf (Figure 2.13).⁵²

⁵² Sydney Morning Herald 25/6/1878, p 1

Dove's 1880 plan also gives an insight into the types of businesses operating in the study area and the larger city block it is located on (Figure 2.12). The most common businesses on the site were produce agents, which dominated the Sussex, Wharf and King Street frontages. Behind these smaller buildings, stores (ie warehouses) of different kinds were common. Some of these were named as being for a specific type of item, such as timber or produce, but most were not. Apart from the stores and agents, there were also a number of light industries – cornflour and starch making, a saddler, a tent maker. There also were a few other merchants, for timber, seeds and a ship chandler, and there were the five hotels on the city block. Finally there was a Customs Office, presumably in response to the adjoining wharves.



Figure 2.13: Detail of photo by the Charles Kerry Studio showing the Market Wharf Stores, looking northwest down Wharf Street, from its intersection with Market Street, taken between 1891-1900. Tanner Architects 2008: 18, from City of Sydney Archives, SRC12161 Image 38558.

The 1880s saw two major developments within the study area: the stores at 139-145 Sussex Street were constructed in 1883,⁵³ and the Corn Exchange Building at 173-185 Sussex Street was constructed in 1887.⁵⁴ The stores at 139-145 Sussex Street completed the complex of stores owned by the Bray family at 139-151 Sussex Street. These stores were intended for leasing to produce and commission agents. They had access at the rear for receiving goods from the wharves, room for storage and shop/office space accessible from Sussex Street for selling goods.⁵⁵

The Corn Exchange Building at 173-185 Sussex Street was approved by the City of Sydney Council in April 1886 as a new fruit and vegetable market. It was one of several markets the council

⁵³ Tanner Architects 2009a: 21

⁵⁴ Tanner Architects 2008: 17

⁵⁵ Tanner Architects 2009a: 21

constructed in the late 1880s and early 1890s in response to the poor condition of existing market buildings. Site preparations began in January 1887, the foundation stone was laid on 30 May 1887, and the building was officially opened on 20 December 1887.⁵⁶ The *Sydney Morning Herald* described the new buildings as follows:

The Queen Anne style of architecture has been followed in the treatment of the exterior. The markets are constructed of brick, faced with cement and divided into five bays by piers and elliptical arches. To reach these bays there are two entrances on the ground floor making in all ten entrances to the lower market, all being provided with iron gates made to slide down into the basement. The building is two stories in height, with a length of 162 feet (49 m) by 53 feet (16 m). The ground and upper floors will be used as markets – there being a wide staircase at each end of the building for access to the first floor, and hoists for the goods are to be constructed. The floors are made of curved Traeger-Wellbleck corrugated plates, with concrete on top, finished with a layer of Trinidad asphaltum. The southern end of the building will be used as an exchange or auction mart for the wholesale trade.⁵⁷

The building also had a basement area with holding pens and a probable auction area associated with a small livestock yard.⁵⁸

The building only functioned as a fruit market for a short period, as in January 1889 the council resolved to put the building to other uses. After difficulty in finding a tenant, the council itself converted the building into shops and offices, with the work completed by mid 1892.⁵⁹

By the end of the 19th century the study area was a busy commercial and shipping district, with particularly strong connections with the arrival of produce into Sydney. Many of the buildings had been standing since at least the early 1860s, although new building had continued to be constructed in the 1870s and 1880s. However, the area was to be transformed by government resumptions in 1900.

2.6 Resumptions and Government Ownership – 1900 to 1939

The outbreak of plague in Sydney in January 1900 resulted in the resumption of wharves surrounding Darling Harbour and houses in The Rocks and Millers Point by the New South Wales Government. A previous report by Casey & Lowe described the process as follows:

Plague was by no means the only disease of potentially epidemic proportions to frequent the city during the 19th century. Epidemics of smallpox and typhus were common and caused many more deaths. But in the public mind plague, the 'Black Death' was different. The very name aroused fear. The devastating effects of the disease were legendary, even at such great remove from the events of centuries before in Europe. By March panic was rising, as inoculation began. On 27 March members of the Legislative Assembly petitioned the Premier to resume the whole of the wharfage from Darling Harbour to Circular Quay. The Darling Harbour Wharves Resumption Act was passed as an 'emergency scheme' with the promise of larger things to come. The move was not primarily a public health measure, but was intended to make Darling Harbour the finest harbour in Australia.

In 1900 the Sydney Harbour Trust, a powerful, semi-autonomous government body, was established to manage the whole of Sydney harbour. Its jurisdiction included the waterfront but extended only a short distance back from the wharves. Its task was to redesign and modernise the commercial waterfront. In 1901 the State government found itself in funds. Transitional financial arrangements during the early years of federation gave the states considerably more

⁵⁶ Tanner Architects 2008: 16-17

⁵⁷ *Sydney Morning Herald* 21/12/1887, quoted in Tanner Architects 2008: 17

⁵⁸ Tanner Architects 2008: 17

⁵⁹ Tanner Architects 2008: 20

income than they had enjoyed previously. In New South Wales large-scale reform began in a number of areas including city improvement, transport and the creation of new facilities on many of the waterfronts around Sydney Harbour. From 1902 with the depression and drought ended, regeneration began on a large scale to meet the needs and changing technology of a new century.

The work of the Sydney Harbour Trust in modernising the facilities of Port Jackson was impressive. Between Dawes Point and the original Millers Point it constructed Walsh Bay, named for its Engineer-in-Chief, with its ten wharves, seawall, stores and associated roads and hydraulic systems, designed to accommodate new mechanised transportation technology. Wharf No. 1 was designed as a high profile international passenger terminal, a considerable change from the harbour ferries that had once plied from the foot of Ferry Lane. Hickson Road, excavated around the foreshore, provided road access to two tier store sheds, finally overcoming the problem of the steep topography. Elements of the total plan, notably the continuation of Hickson Road together with a rail connection around Dawes Point to George Street were never completed, leaving problems for future generations. But even so the works were impressive. The east side of Darling Harbour was straightened, further reclamation was undertaken with fill excavated from the city railway and with this completed, new wharves were constructed at the head of Darling Harbour.⁶⁰

Within the study area, the changes made following government resumptions were dramatic in some areas, and minor in others, as a comparison of maps made at time of the resumptions (Figure 2.14) and about 20 years later (Figure 2.15) demonstrates.

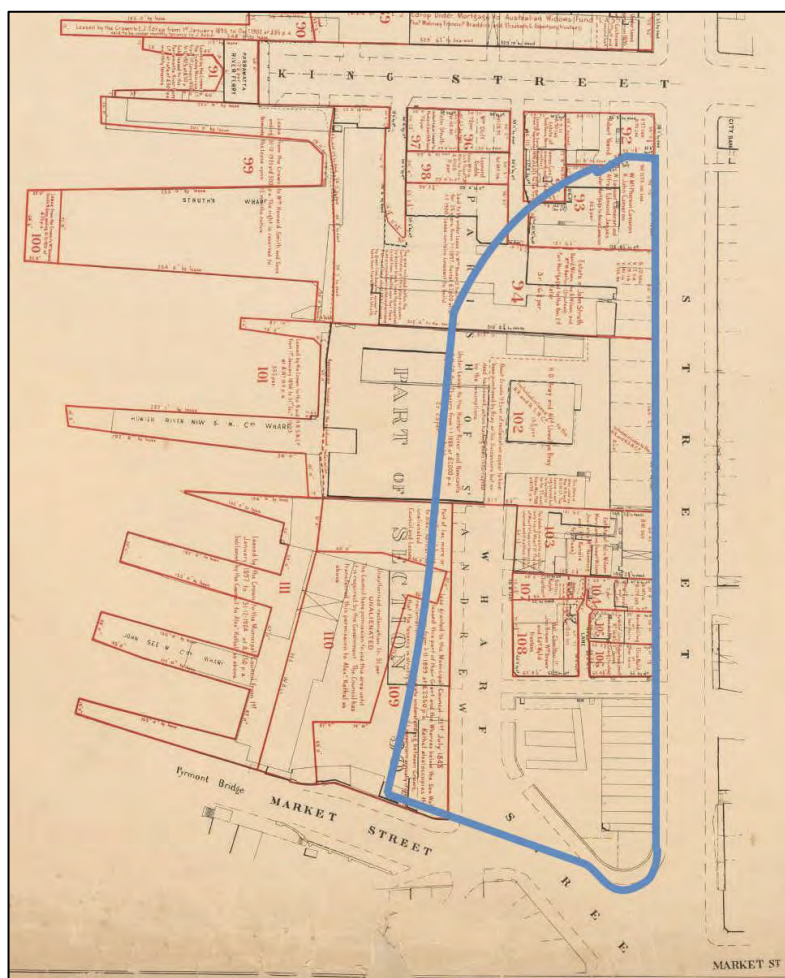


Figure 2.14: Detail of Plan J of the maps showing the Darling Harbour Resumptions. Map dated 3 May 1900. Study area outlined in blue. Historical Atlas of Sydney, City of Sydney Archives.

⁶⁰ Casey & Lowe 2002

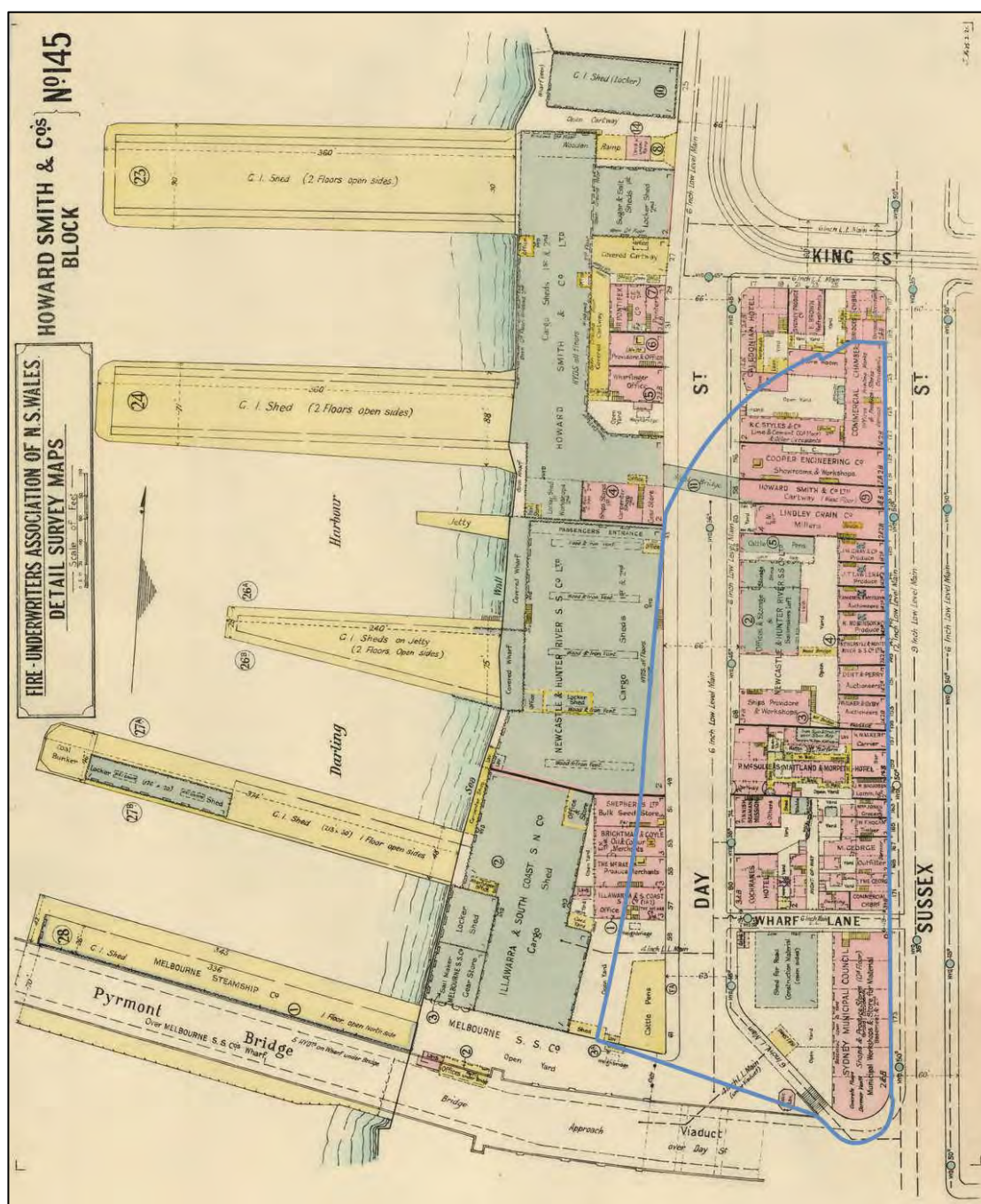


Figure 2.15: Sheet 145 of the detail survey maps of the Fire Underwriters' Association of NSW. These maps were produced between 1917 and 1940, although this particular map is likely to date to the 1920s or early 1930s, as it has not been updated (by pasting on changes). Study area outlined in blue. Mitchell Library Copy, Z/M Ser 2 811.17/1, digital order no. a1358043.

The comparison of maps made before and after the resumptions shows that most of the major changes to the city block were made along the waterfront, outside the study area. Most of the buildings within the study area remained. The most dramatic change within the study area was the extension of Wharf Street to join King Street, forming Day Street, which previously had been a small access road off Erskine Street in the neighbouring block. Day Street was eventually extended all the

way to Liverpool Street, in an effort to relieve traffic congestion.⁶¹ The changes required to turn Wharf Street of the 1890s into the Day Street of the 1910s were minimal compared to other blocks, as all that was required was to join Wharf Street to the small right-of-way off King Street. The buildings that were demolished were several stores which were close to the waterfront (Figure 2.16).



Figure 2.16: Demolition work for extension of Day Street (c1906). The building in the centre of the photo, under demolition, was the store constructed for the Hunter River New Steam Navigation Company in the late 1850s. State Library of NSW Government Printing Office 1 – 47740, digital call no. d1_47740.

It is worth noting that the NSW Government resumptions of 1900 did not include the Corn Exchange building at 173-185 Sussex Street (Figure 2.14). Although the site was flagged for resumption in 1902, this never appears to have occurred. The City of Sydney Council leased the building to a consortium of produce merchants trading at the 'Sydney Corn Exchange Proprietary', who were trying to establish a grain market for the city. This venture failed, and the lease was not renewed after the initial 12 months. After the Corn Exchange closed, a succession of other tenants leased the shops and offices from the City. The City Council itself also used the site for various purposes such as workshops and as a depot.⁶²

The other major development near the site in the early 20th century was the rebuilding of Pyrmont Bridge as an Allan timber truss bridge with a steel swing span. The bridge opened on 28 June 1902.⁶³

⁶¹ Casey & Lowe 2002

⁶² Tanner Architects 2008: 24-25

⁶³ Ludlow 2010

3.0 Archaeological Potential

3.1 Summary of Historic Land Use

The Four Points by Sheraton site is located on the eastern side of Darling Harbour. The changes to the site throughout the 19th century and early 20th century are illustrated in Figure 3.1. The natural topography consisted of a steep gradient from east to west. Originally the harbour's natural foreshore was located within the site. To the south this consisted of steep rocky shoreline and to the north, beach or intertidal sandflats. The subsequent development of the site was influenced by its natural attributes and topography.

Development began in 1810 with the construction of the Market Wharf. This was the first formal wharf facility to be located on Darling Harbour. By the 1840s the entire foreshore within the site had been reclaimed, and wharfs and jetties constructed. This moved the waterfront further west beyond the site boundary. A new street, Wharf Street, had also been constructed between the waterfront and higher elevated Sussex Street. This provided better access to the wharf and the various warehouses from Market and Sussex Streets.

Throughout the 19th century development of wharf facilities continued, along with associated warehouses, produce stores and commercial premises. A number of hotels were also constructed on the Sussex Street frontage. These buildings responded to the topography and were constructed down the sloping ground from Sussex Street. It is unknown as to how much landscape manipulation in the form of quarrying or terracing occurred in order to construct the various buildings during the 19th century.

The southeast corner of the site remained undeveloped, used at one stage as a cattle market, until the late 1880s when the Corn Exchange building was constructed. Further changes to the site occurred following the government resumptions in 1900. Providing better access to the upgraded wharf, Day Street was constructed. Located along the western side of the site, Day Street was formed by extended the existing Wharf Street northward. There had been some modifications to the buildings fronting Sussex Street by the early to mid 20th century.

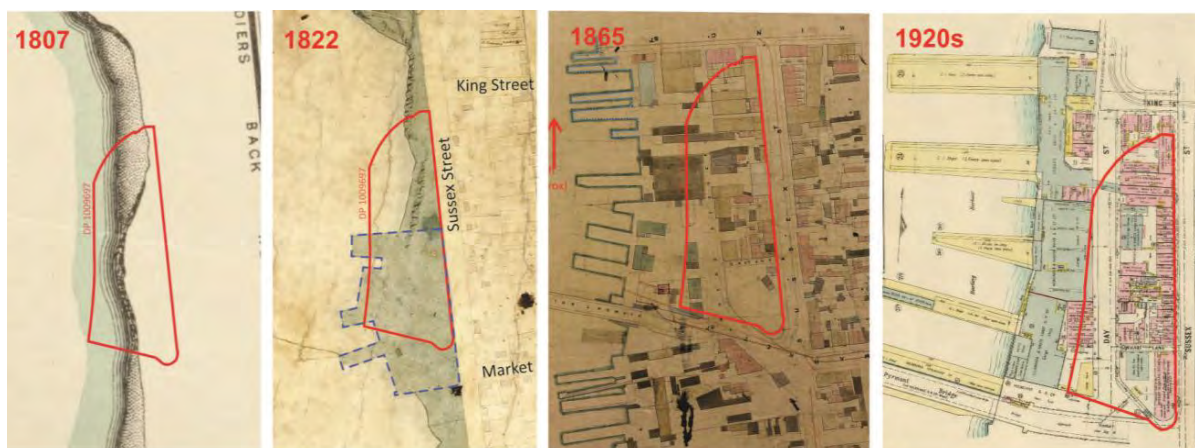


Figure 3.1: These historic plans illustrate the development of the site throughout the 19th and early 20th centuries. The natural foreshore consisting of both rocky shoreline and intertidal sandflat (as illustrated on the 1807 plan) was transformed by phases of wharf development. The site initially contained an open wharf and by the mid 19th century a number of warehouses and commercial premises associated with the wharf activities had been constructed. By the early twentieth century the wharf had been modernised, and within the site further building, including the construction of Day Street and commercial development had taken place.

3.2 Discussion of Archaeological Potential

Analysis of the site's 19th-century development, land use, historic plans and impacts from 20th-century buildings provides the basis for formulating its archaeological potential. Though there were a number of phases of historic development, the site was predominately associated with the commercial and shipping activities of the wharf located just to the west. Recent excavations at Darling Quarter and Barangaroo South uncovered extensive archaeological remains associated with Darling Harbour's 19th-century waterfront. These can be used to illustrate the types of archaeological deposits and features that potentially survive along the eastern side of Darling Harbour, including the Four Points by Sheraton site. The findings from both these excavations are discussed below in Section 3.2.2 and Section 4.1. At this site, there is potential for archaeological remains of reclamation and wharf construction, various warehouses and stores, industry and commercial activities dating from 1810. However, this potential has been limited by impacts from previous developments, particularly those undertaken in the 20th century.

3.2.1 Phases of Historic Development

The site's archaeological potential can be framed within the phases of historic development. These are:

- Phase 1 – Natural Landscape and Early Land Use – pre 1788 to 1810
- Phase 2 – The Market Wharf – 1810 to 1830s
- Phase 3 – Private Commerce and Wharf Development – 1830s to 1860s
- Phase 4 – Intensification of Commercial Development – 1860s to 1900
- Phase 5 – Government Resumptions and Renewal – 1900 to 1930s

3.2.2 Previous Archaeological Excavations in Darling Harbour

Two recent excavations at Darling Quarter in 2008/2009 and Barangaroo South in 2011/2012 illustrate the archaeological potential of similar sites on Darling Harbour.⁶⁴ Darling Quarter is located just to the south of the Four Points by Sheraton site. Remains of the original shoreline and intertidal foreshore, Thomas Barker's 1825 jetty and millpond, 1830s to 1840s reclamation, workers' housing, industrial buildings and various subsequent phases of land consolidation associated with waterfront development were recorded during the archaeological excavation.

To the north of the site, the Barangaroo South development site also contained extensive archaeological remains. These included some original rocky shoreline, reclamation events, sandstone seawalls, timber jetty and wharf piles and headstocks dating from the 1820s to 1840s. The site also contained evidence of subsequent phases of wharf development throughout the later 19th and early 20th centuries. Archaeological remains of a number of warehouses and stores, including occupation-related deposits and artefacts, dating from the 1850s to 1920s, were present at the site.

The survival of the archaeology at both of these sites was due to the pattern of reclamation and land consolidation associated with the Darling Harbour foreshore and wharf development in the 19th and early 20th centuries. Both these sites were mostly located on land that had been reclaimed, and not above the high water mark on solid sandstone bedrock. Development in the later 20th century at both these sites also did not include extensive excavation work, such as for large buildings, basements and car parks.

⁶⁴ Both these excavations were undertaken by Casey & Lowe Pty Ltd. Various reports, including the preliminary excavation results, can be accessed at www.caseyandlowe.com.au

3.2.3 Potential Archaeological Remains

Considering the historic development and occupation of the site, the potential archaeological resource consists of evidence of the natural shoreline, remains associated with reclamation and the development of maritime infrastructure, warehouse and store buildings, and the various commercial activities associated with the Sussex Street frontage, including produce stores and hotels.

The following is a discussion of the types of archaeological remains that have the potential to survive without considering the impact of 20th-century development within the site.

Phase 1 - Natural Landscape and Early Land Use – 1788 to 1810

According to historic plans, the natural shoreline was once located within the site boundary (Figure 2.2). There are no recorded structures or specific activities associated with this site during this phase. However, the natural shell resource and remains of Aboriginal shell middens of Darling Harbour were used for the production of lime in the early years of British settlement. There is potential for the archaeological remains of this process, such as burnt shell deposits or the remains of lime kilns, within the site. There is also potential for remains of unrecorded and informal use of the foreshore prior to the first recorded development. At Darling Quarter, the remains of a timber boat ramp pre-dating the first recorded development was uncovered.

Phase 2 – The Market Wharf – 1810 to 1830s

Construction of the Market Wharf is the first recorded development associated with the site. The wharf was constructed under the orders of Governor Macquarie and was intended to receive produce, goods and livestock shipped from the hinterland and coastal settlements to Sydney. Part of this wharf is located within the southern half of the site (Figure 2.3). Most of the waterfront proper is located to the west of the site boundary. The natural attributes of the site would have influenced the choice in locating the wharf here. The shoreline of the southern part of the site is depicted on an early plan as being relatively steep with little or no intertidal sandflat (Figure 2.2). This would suggest that deep harbour water was located close to the shoreline at this location. Building a wharf at such a location would include reclamation of part of the foreshore using bulk fills, constructing a retention system for the reclaimed land, and construction of a wharf structure. A flat surfaced yard area with some form of surfacing could also be associated with the wharf. As the site is located on steeply sloping ground and the wharf was at the base of this slope, a drainage system may also have been constructed to manage and direct stormwater into the harbour.

Phase 3 – Private Commerce and Wharf Development – 1830s to 1860s

Located in the southern half of the site, the Market Wharf appeared to be the only development on the site between 1810 and the late 1820s. In the later 1830s Wharf Street was constructed within the site (Figure 2.6). This may have been surfaced with cobbles and delineated with kerbing. Wharf Street continued from Market Street and was located between the wharf and Sussex Street. The construction of the street may have included quarrying of the natural sandstone slope west of Sussex Street. In the early 1840s, the Market Wharf came under the control of the City of Sydney and later that decade it was subdivided for sale. Following the sales, a new access, Wharf Lane was created between Sussex Street and Wharf Street. The eastern part of Wharf Lane survives on the site today. On the Sussex Street frontage a number of structures were built, including the Dundee Arms by 1860. The Dundee Arms is still operating today. Another hotel, the Charlton Hotel was built at the corner of Wharf Street and Wharf Lane by the late 1840s (Figure 2.9). Archaeological remains of these could include footings, cesspits and occupation deposits. The wharf and the southern part of the site remained in council hands. Historic plans from this phase indicate that there were alterations to the wharf frontage (outside the site boundary). Wharf alterations are

likely to have led to levelling and resurfacing events on the land, and the installation of new drains. The southern part of the site remained undeveloped and was leased out to a timber merchant.

The northern part of the site was owned by Thomas Bray. In the 1830s the foreshore was reclaimed and the Union, or Bray's, Wharf was constructed. Fills, wharf structures and yard surfaces are likely archaeological remains associated with this type of development. The new wharf frontage was located to the west of the site boundary. The wharf was leased to the Hunter River New Steam Navigation Company in 1847 and around this time a large timber warehouse, later labelled in 1880 as a 'produce store' was constructed (Figure 2.11, Figure 2.12). This building is partly within the northern part of the site and footings or occupation deposits may survive. A number of other structures were also constructed within the northern part of the site during this phase and recorded on the historic plans. These were likely sheds, warehouses and stores associated with the commercial activities of the wharf. At the very northern part of the site and on the Sussex Street frontage a long building within two east-west 'wings' is recorded on the 1845 and 1854 plans (Figure 2.7, Figure 2.9). A similar set of buildings is recorded on the 1865 and 1880 plans (Figure 2.11, Figure 2.12). These warehouses still exist today and are heritage listed as 121-127 Sussex Street.

Phase 4 - Intensification of Commercial Development – 1860s to 1900

The wharf frontage, located outside the site, was altered, modified and extended during this phase. This may have led to levelling and resurfacing of the associated land, including the installation of new drains. In the southern part of the site, several structures had been built on the western side of Wharf Street (Figure 2.11, Figure 2.12). These were likely warehouses or stores and are just within the site boundary and may have footings and associated occupation deposits surviving as archaeological remains. On the Sussex Street frontage two small buildings are recorded on the 1865 plan (Figure 2.11) but are later demolished with the construction of the Corn Exchange in the late 1880s. This part of the site also operated as a cattle market prior to the construction of the Corn Exchange in the late 1880s. Archaeological features associated with this may include fence or cattle pen postholes, and yard surfacing. The Charlton Hotel and the Dundee Arms continued to operate. The vacant land on the Sussex Street frontage between nos. 139 and 145 was developed in the 1880s. These store buildings exist today and are heritage listed.

Several new buildings were also constructed during this phase in the northern part of the site. Most of the warehouses and stores recorded on the 1865 and 1880 plans had been constructed by the 1850s. Some new additions and alterations are evident on the 1865 plan (Figure 2.11). There may be structural remains and occupation deposits associated with these buildings. The vacant land on the Sussex Street frontage was developed during this phase. In the 1860s, 147 to 151 Sussex Street was constructed. These stores exist today and are heritage listed.

3.3 Twentieth-Century Impacts

Development in the 20th century has had a significant impact on the archaeological potential of this site. A major phase of redevelopment occurred in the early 20th century following the resumptions and wharf upgrades on the eastern side of Darling Harbour. In the 1980s, the Western Distributor, located on the western side of the site, was constructed (Figure 1.1, Figure 3.2). In the late 1980s and early 1990s, the current hotel complex was constructed.

The western part of the site was within the limits of the government resumptions of 1900. In the following decades the wharf facilities along the eastern side of Darling Harbour were remodelled and upgraded. Structures recorded on the 1865 and 1880 plan were mostly demolished and replaced. A new street was also constructed. Day Street was built through the site by extending

Wharf Street northward. The construction of Day Street led to the demolition, at least in part, of the Hunter River New Steam Navigation Company's large warehouse.

Aerial photographs from the mid to late 20th century show little change to the site during this period (Figure 3.2).



Figure 3.2: Aerial photographs of the site showing little change to the site in the mid 20th century. By the early 1990s the Western Distributor and the current hotel complex had been constructed.

However, by the early 1990s the site had been extensively redeveloped with the construction of the current hotel complex and the Western Distributor (Figure 3.3, Figure 3.6). The Western Distributor is located on the western side of the site and is partly within the study area. Its construction led to the removal of Day Street and the demolition of many buildings recorded on the 1865 and 1917-1939 plans within the western half of the site (Figure 3.4).

The construction of the hotel complex also led to the demolition of 19th-century buildings within the site (Figure 3.5). The level of the Western Distributor and Darling Harbour was extended eastwards to form the lower ground floor and service road, Slip Street, below the hotel and the Sussex Street frontage. This led to the demolition of the rear and basement levels of the Sussex Street buildings, and also several entire buildings. The rear kitchen wing of the Dundee Arms was also demolished.

The construction of the Western Distributor and the lower ground level of the hotel complex are likely to have removed all archaeological remains of the various 19th-century warehouses, stores and other buildings. Several buildings on the Sussex Street frontage were also demolished during the hotel construction phase. These were 161 and 163 to 169 Sussex Street, and there is no potential for archaeological remains associated with these structures. The heritage buildings still extant on the Sussex Street frontage underwent extensive modifications and refurbishment during the hotel construction phase and the 1990s. Such works would have impacted on the archaeological potential associated with these structures.

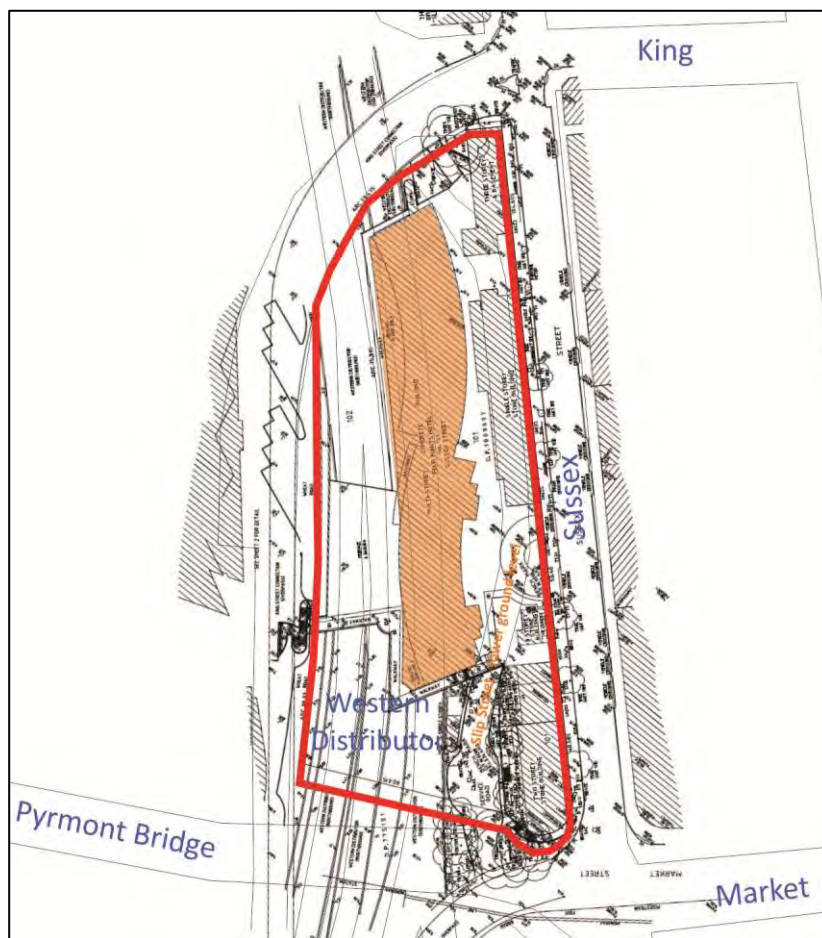


Figure 3.3: Current site survey with the Western Distributor, the hotel building and service road (Slip Street) highlighted.

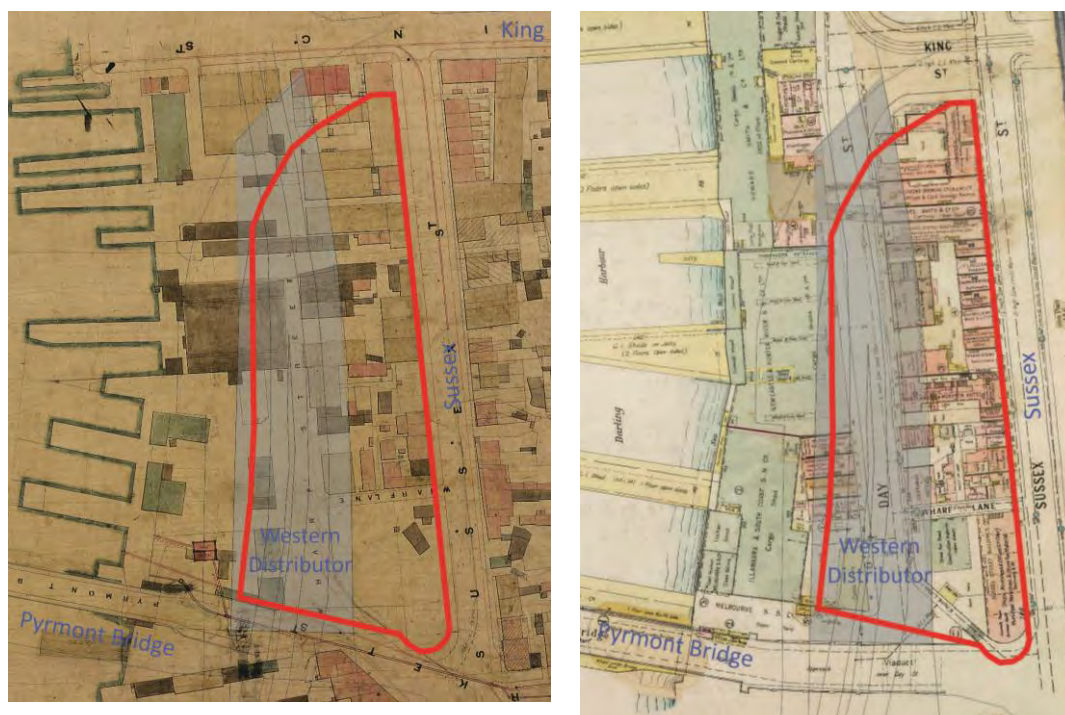


Figure 3.4: On the left is the Western Distributor (shaded grey within the site) located on the 1865 plan and on the right the 1917-1939 plan. This illustration demonstrates the construction of the Western Distributor led to the removal of Day Street and the demolition of many 19th-century buildings within the study area.



Figure 3.5: Impacts (shaded orange and pink) from the construction of the hotel and the lower ground level including the service road Slip Street are highlighted on the 1865 and 1917-1939 plans.

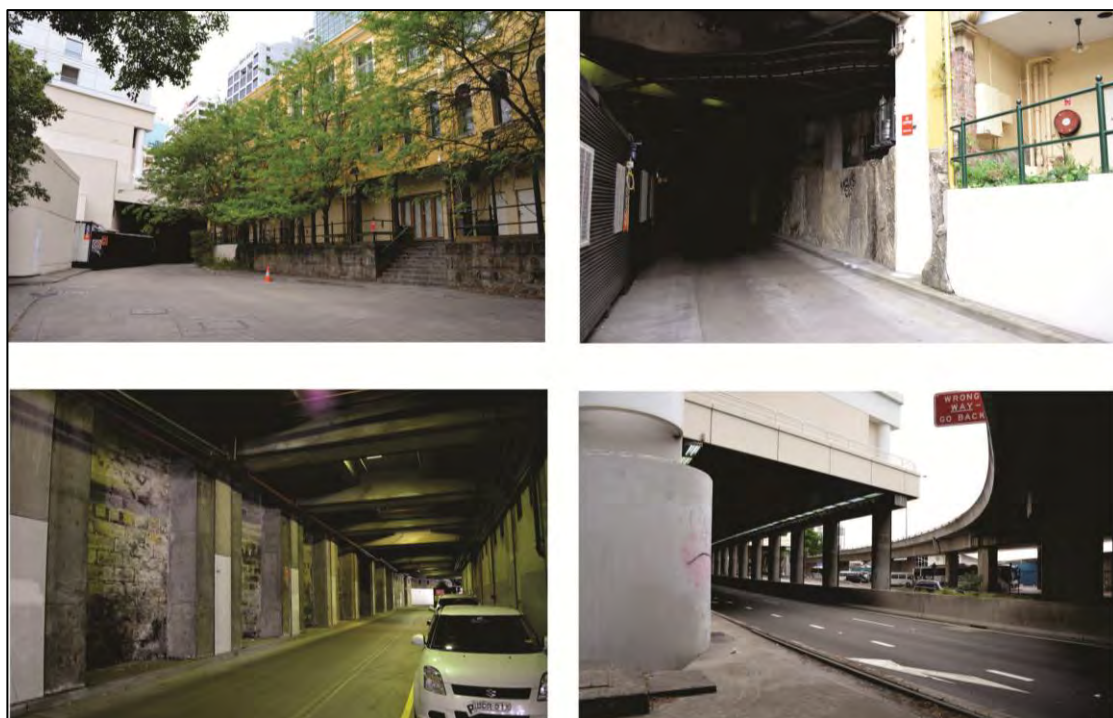


Figure 3.6: Photos showing elements of the late 20th-century developments. Top left: view north down the service road with the hotel on the left and the Corn Exchange on the right. Top right: detail of the service road and evidence for the quarrying/excavation of the bedrock that occurred during the hotel and service road construction. Bottom left: view south down the service road showing the lower ground level of the hotel and the remains of the basement level of the former warehouse fronting Sussex Street. Bottom right: the Western Distributor and the hotel building on piles.

3.4 Assessment of Archaeological Potential

Analysis of the historic records and plans from the 19th and early 20th centuries, and results from the archaeological excavations of similar sites, enable a prediction of the type of archaeological remains that have the potential to survive within the site (Section 3.2). However, the 20th-century development of this site has considerably reduced this potential (Section 3.3).

The construction of the Western Distributor and the hotel complex, including the service road by the early 1990s is likely to have removed most of the potential archaeological remains associated with the 19th-century buildings and occupation of the site (Figure 3.5). Demolition and excavation into the slope below Sussex Street was undertaken during the construction of the Western Distributor and the hotel complex, including the service road, Slip Street (Figure 3.6). There is no potential for archaeological remains to have survived this process.

Potential archaeological remains, such as underfloor deposits, associated with the occupation and use of the heritage listed buildings fronting Sussex Street would not have survived the extensive refurbishment and upgrades in the 1990s. Any associated external features such as cesspits and rubbish pits are also unlikely to have survived the hotel construction phase. To the south of the Dundee Arms, the truncated remains of Wharf Lane survive below modern decking. The lane is surfaced with sandstone pavers (Figure 3.7).

However, there is a small area in the southern part of the site that has not been significantly developed in the later 20th century (Figure 3.8). This area of the site was initially part the Market Wharf. Analysis of the historic plans suggest that this part of the site was above the high water level, and therefore it is unlikely that evidence for reclamation and wharf structures dating from 1810 survive in this location (Figure 3.9). There is however some limited potential for remains of earlier surfacing and landscape modification associated with the Market Wharf and later uses.



Figure 3.7: Photograph of Wharf Lane located to the south of the Dundee Arms and below modern decking. Photo taken looking east towards Sussex Street.

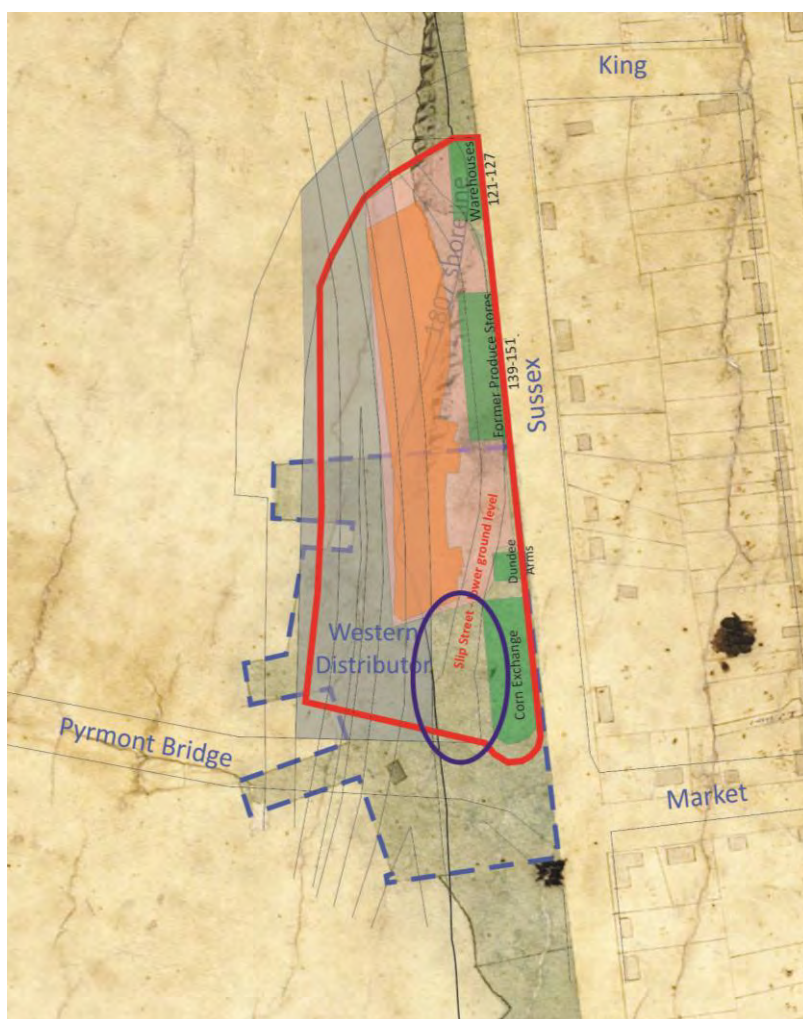


Figure 3.8: The small area to the south of the site that appears unaffected by significant later 20th-century development is circled. The location of the Market Wharf (1810s construction) is outlined in blue. The hotel (orange/pink), heritage buildings (green) and the Western Distributor (grey) are also located on this graphic.

The original shoreline appears to have been located along the western part of the site (Figure 3.9). Archaeological remains of the original foreshore, early reclamation and wharf or jetty developments have been proven to survive on Darling Harbour during recent archaeological investigations at KENS site, Darling Quarter and Barangaroo South. The pattern of development throughout the 19th and early 20th centuries on the eastern side of the harbour has been one of demolition and levelling rather than excavation. The current ground level of the Western Distributor and the hotel lower ground floor and service road is similar to that of the harbour frontage, at around 3m RL. Therefore, there is potential for deeper archaeological deposits and features associated with reclamation and wharf construction to have survived the 20th-century development. The Western Distributor is built over the location of the Market Wharf. The Market Wharf included an area of reclamation and wharf structures from below the low tide level, at -0.5m RL. There is a small area in the north of the site that appears to have been intertidal foreshore and reclaimed during the 1830s by Thomas Bray (Figure 3.9). There is potential for the survival of reclamation and former surfaces below the hotel lower ground floor level and service road (Slip Street) in this location.

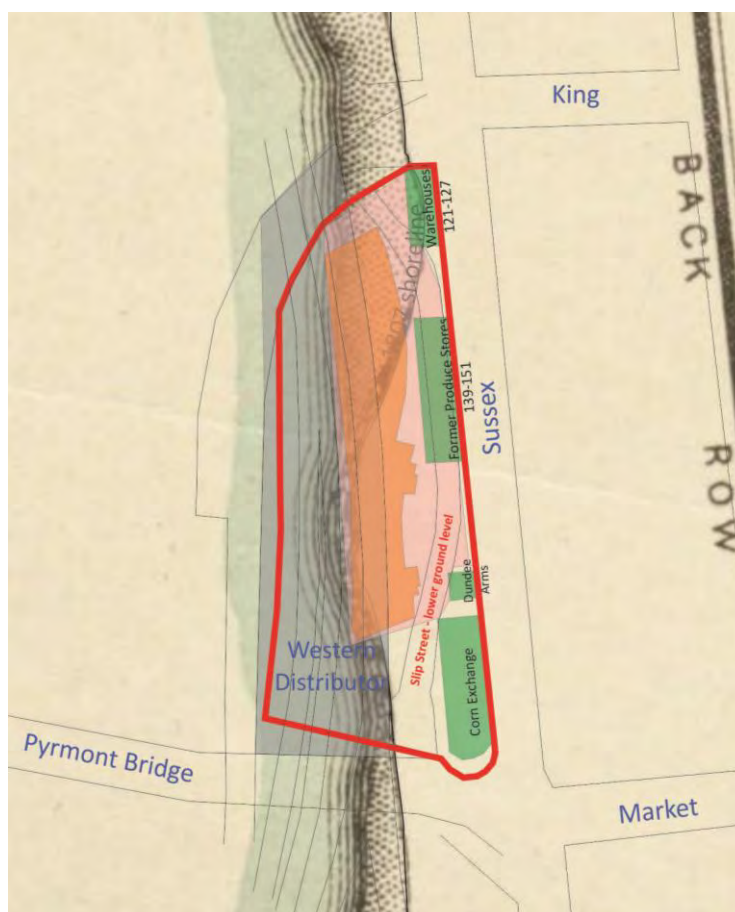


Figure 3.9: Location of the hotel (pink/orange), the Western Distributor (grey) and the heritage buildings (green) in relation to the 1807 plan that depicts the original shoreline. The foreshore was reclaimed between 1810 and the 1830s for the construction of Market Wharf and Union or Bray's Wharf.

3.5 Summary of Archaeological Potential

This site is assessed as containing areas of some archaeological potential and other areas with no archaeological potential (Figure 3.10, Figure 3.11). The archaeological potential corresponds to the division of the site between land to the west and east of the original shoreline. Land to the west appears to have consisted of intertidal foreshore that underwent several phases of reclamation and land consolidation by levelling and filling. Therefore there is potential for archaeological remains in the western part of the site to have survived 20th-century redevelopment. Land to the east consisted of sandstone bedrock with a steep gradient from Sussex Street to the shoreline. Phases of development in this part of the site are more likely to have included demolition, excavation, including some quarrying and removal. It is therefore very unlikely that archaeological remains have survived these phases of development, including the late 20th-century hotel construction.

Figure 3.10 illustrates the sites differing areas of archaeological potential. The areas of no archaeological potential are shaded orange, areas with low archaeological potential are shaded blue. Areas with moderate archaeological potential are shaded purple. The areas with no archaeological potential are the centre of the site and the eastern side of the site along the Sussex Street frontage, including the heritage buildings (Figure 3.10, Figure 3.11 **Error! Reference source not found.**). These parts of the site are located east of the original shoreline and are considered likely to have been significantly impacted on by the late 20th-century development. There are two areas to the east of the original shoreline that have some limited archaeological potential. These

are a small area in the south of the site and to the west of the Corn Exchange building, and a small truncated section of Wharf Lane, located below modern decking to the south of the Dundee Arms. The areas with moderate archaeological potential are located along the western boundary (below the Western Distributor) and a small area at the north of the site to the west of the existing heritage building (former warehouses 121-127 Sussex Street) and below the service road, Slip Street.

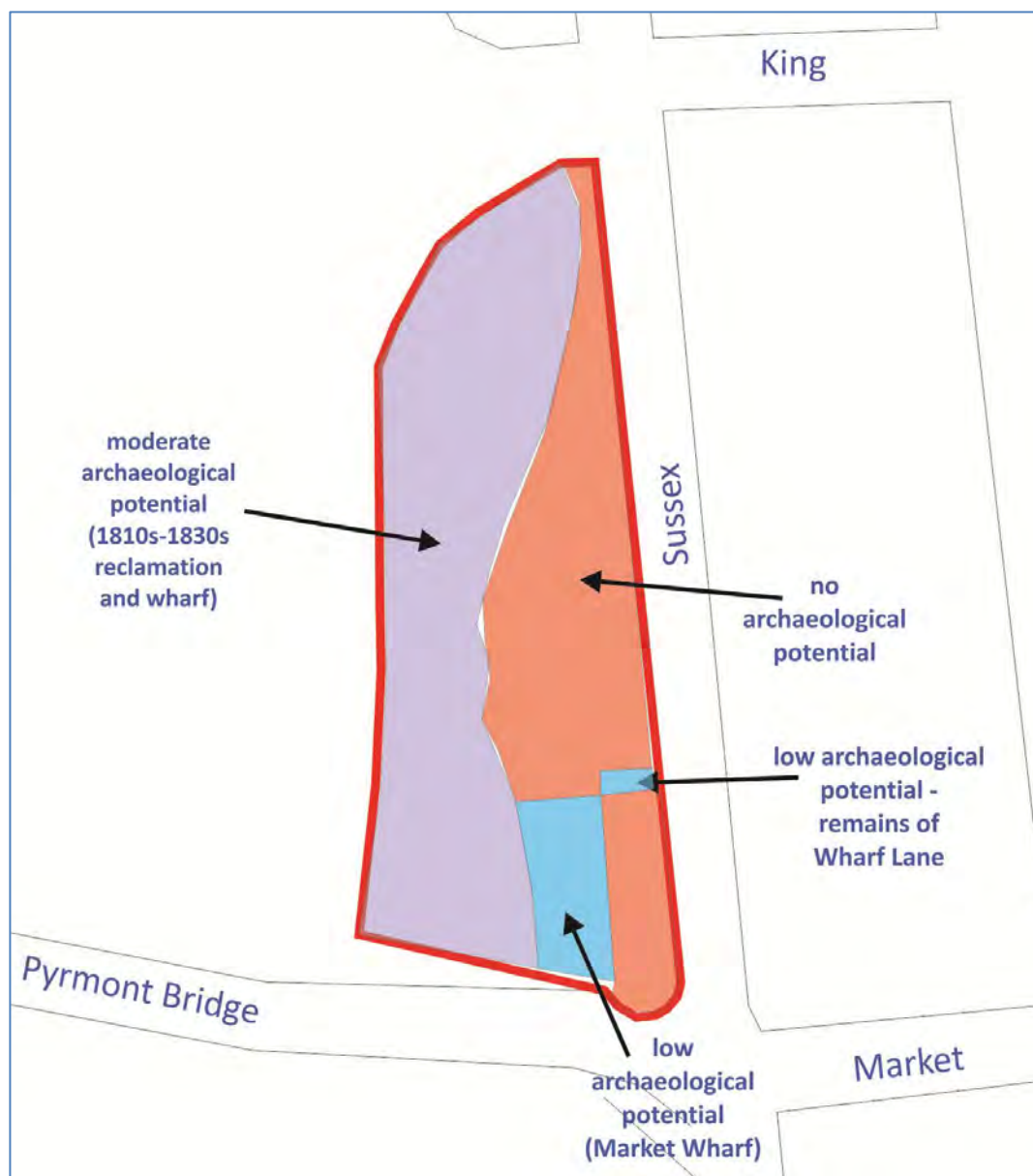


Figure 3.10: This graphic illustrates the archaeological potential of the site. Areas with archaeological potential are shaded in purple and blue. The purple area represents the potential for reclamation and wharf construction dated to 1810 (south) and 1830s (north). The blue area represents an area above the high water mark that was once part of the Market Wharf (1810) and with little recent development. The area with no archaeological potential due to 20th-century development is depicted in orange.

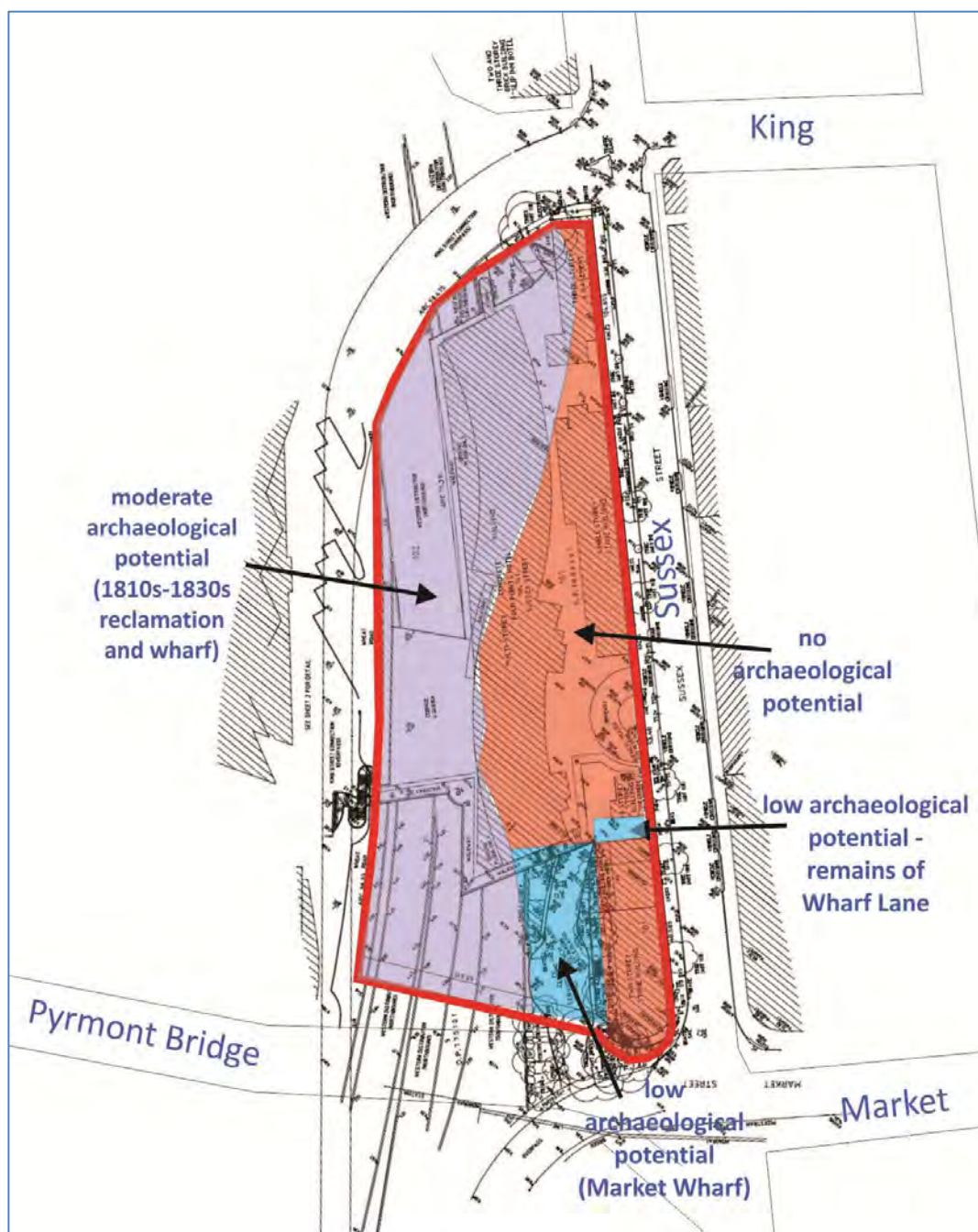


Figure 3.11: The areas of no archaeological potential (orange), low archaeological potential (blue) and moderate archaeological potential (purple) in relation to the current site survey that shows the location of the hotel building (hatched), heritage buildings (hatched) and the Western Distributor.

Areas of Low Archaeological Potential

In the southern part of the site and to the west of the Corn Exchange Building and below the hotel service road, Slip Street, there is potential for archaeological remains below present day ground level. These include:

- Evidence of landscape modification associated with the construction of the Market Wharf in 1810.
- Former yard surfaces of the Market Wharf.

- Levelling fills and subsequent yard surfaces associated with development throughout the 19th century.
- Ephemeral remains associated with its use as a cattle market, such as fencing postholes from cattle pens or other temporary and informal structures.
- Sandstone, brick or ceramic drains used to manage and direct stormwater and sewerage from the surrounding area into the harbour.

On the Sussex Street frontage to the south of the Dundee Arms are the truncated remains of Wharf Lane. This was constructed in the 1840s. It is located below a modern decking and consists of sandstone pavers. There is potential for the remains of earlier surfacing below the sandstone pavers.

Areas of Moderate Archaeological Potential

The western side of the site consists of land that was reclaimed from Darling Harbour. The Western Distributor is located in this area. To the north of the site and the hotel building there is a small area that may have once been within the foreshore and therefore reclaimed. Below the Western Distributor and the service road to the north of the site there is potential for archaeological remains. These include:

- Reclamation and structures such as sandstone seawalls and timber piles associated with the Market Wharf constructed in 1810 (southern half of the site).
- Former yard surfaces of the Market Wharf.
- Reclamation associated with the construction of the Union Wharf by Thomas Bray in the 1830s.
- Levelling fills and subsequent yard surfaces associated with development throughout the 19th century.
- Sandstone and brick footings, postholes and occupation-related deposits associated with the various warehouses and stores associated with the wharf.
- Sandstone, brick or ceramic drains used to manage and direct stormwater and sewerage from the surrounding area into the harbour.

4.0 Archaeological Context & Research Questions

4.1 Archaeological Sites⁶⁵

There have been a number of archaeological projects in the western and southern parts of the CBD, in the vicinity of the study area which would relate to the potential archaeological resource within the study area.

Sites in **Pymont** and **Ultimo** have been the subject of a number of archaeological projects, including the following:

1991	Paddy's Market Site ⁶⁶
1994	Bowman Street, Pymont Point ⁶⁷
1994	Paragon Iron foundry, Bulwara Rd, Pymont ⁶⁸
1996	CSR site, Pymont ⁶⁹
1996	Grace Bros., Broadway ⁷⁰
2001-02	Quadrant site, Broadway ⁷¹
2002	Bullecourt Place, Ultimo ⁷²
2005	Union & Edward Street, Pymont ⁷³

The reports from the Quadrant Site is currently being written up and the Union and Edward Street Site has been completed and should be released on Casey & Lowe's webpage within the next month. The remains at these sites were associated with mid-19th-century housing as well as industrial and commercial remains which were an integral part of 19th- and 20th-century life on the peninsula. Sites with similar period remains would include those at the Quadrant site. Some of the remains from Union and Edward Street are fairly early, dating from the 1850s. This range of later house sites is similar to those found at most of the above archaeological sites. This was also the site of the later Gillespie flour mill, when it moved from the Anchor flour mill buildings in Darling Harbour. The Paddy's Market site contained a mix of residential and commercial buildings built on the site of extensive reclamation on the shores of Darling Harbour. The Grace Bros site, like the Quadrant site, had the remains of various mid to late 19th-century housing as well as some evidence of commercial activities, such as slaughter houses.

Darling Harbour & Walsh Bay Sites

1992	Little Pier Street Precinct (Dickson's Mill) ⁷⁴
2003	30-34 and 38 Hickson Rd (The Bond) ⁷⁵
2003/04	Towns Wharf, Walsh Bay ⁷⁶
2005	KENS Site, Darling Harbour ⁷⁷

⁶⁵ Please note this is not an exhaustive list of sites in these places. Further research into other archaeological projects would be undertaken as part of the next stages of the archaeological program.

⁶⁶ Godden Mackay with Wendy Thorp. Tony Lowe and Mary Casey worked on this site.

⁶⁷ Higginbotham 1995 *Report on the archaeological excavation of the site of proposed community and public housing, Bowman & Harris Streets, Pymont, NSW.*

⁶⁸ Casey & Lowe 1995.

⁶⁹ Casey & Lowe 2000.

⁷⁰ Damaris Bairstow and Dana Mider.

⁷¹ Quadrant web page: www.australand.com.au/apart/syd/broadway/thequadrant/archaeology.cfm.

⁷² Conference paper given at combined ASHA/AIMA/AAA conference, Townsville, 2002.

⁷³ Casey & Lowe, excavation in 2005 and report currently in preparation.

⁷⁴ Godden Mackay 1992

⁷⁵ Archaeology & Heritage Pty Ltd 2004 *Archaeological recording of annulus of 1882 gasholder and details of 19th century gasmaing, part of former AGL site 30-34 Hickson Road*, for Bovis Lend Lease; Archaeology & Heritage Pty Ltd 2003 *Archaeological recording and excavation, former AGL site 38 Hickson Road, Sydney, rock shelf at rear*, for Bovis Lend Lease.

⁷⁶ Austral Archaeology & Mirvac. http://www.mirvac.com.au/forsale/NSW/walshbay/about_heritage_history.htm.

2008/2009 Darling Walk, Darling Harbour⁷⁸
 2011/2012 Barangaroo South

The **Little Pier Site** contains the remains of Dickson's later mill (1833), rather than the original mill. His original mill was the first steam mill in the colony of NSW and ground wheat for flour and opened in May 1815.⁷⁹ In the 1820s Dickson opened a candle and soap factory and a brewery on the site to diversify his interests. This site has been retained *in situ*.

The **Towns Wharf Site** at Walsh Bay appears to have similarities to the Darling Walk site in that it is wharfage located on the waterfront. While we have not found an excavation report has been written for this there is some information available on the internet. There was major filling over substantial remains of buildings (Fig. 4.1). There was up to 3.5 m of fill within this site.

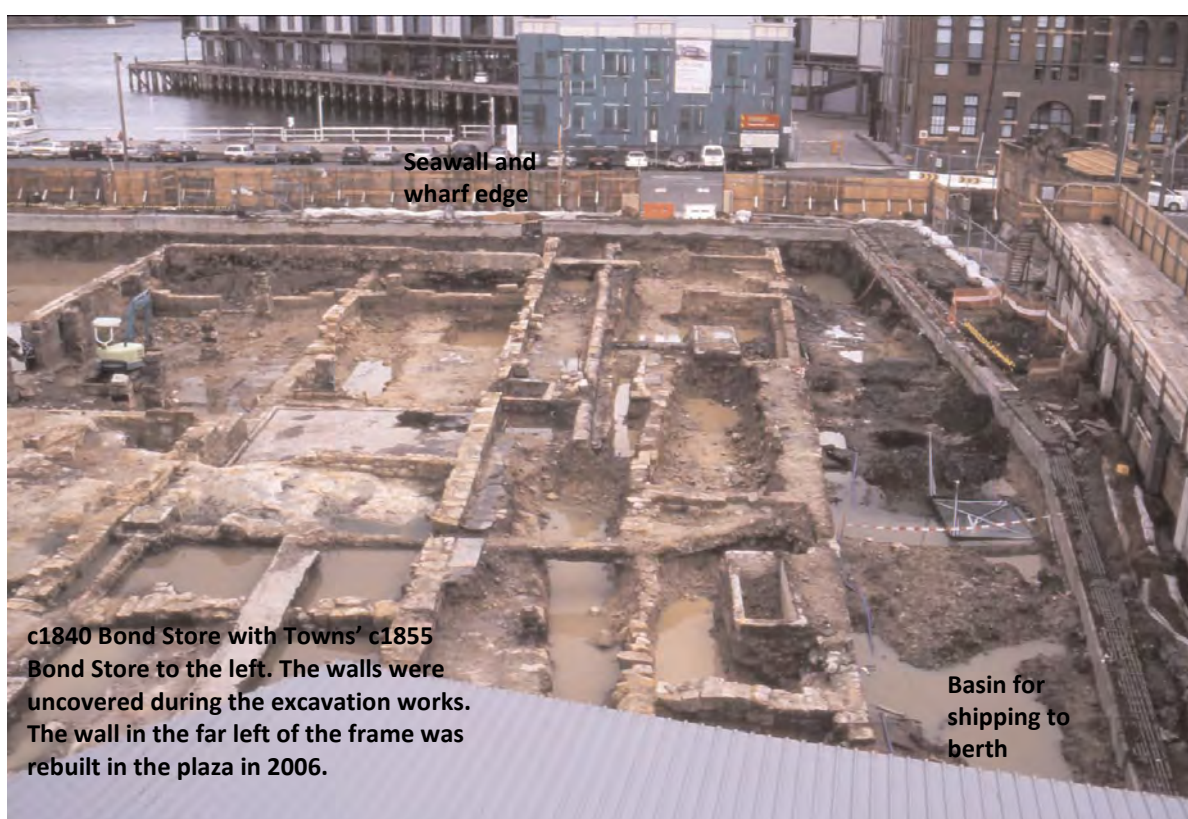


Figure 4.1: This photograph was taken as the Towns Wharf site excavation works progressed. The cellar levels of the former bond stores that existed on the site are visible, as well as the sea wall and the later MSB overlay. These wall alignments are represented by the lines in the paving you can see in the plaza today.⁸⁰

⁷⁷ Wendy Thorp; talk at Sydney Practitioners Workshop, November 2004;
<http://www.aacai.com.au/newsletter/101.html#summary>

⁷⁸ <http://www.caseyandlowe.com.au/sitedw.htm>

⁷⁹ Godden Mackay 1992, Vol. 1: 7

⁸⁰ <http://www.mirvac.com.au/forsale/NSW/walshbay/pdf/tp.All.pdf>

The KENS Site was excavated over six months in 2005. According to an interview given by Wendy Thorp:

“We excavated the best part of the city block minus the terraces at the southern end of the site,” archaeological director Wendy Thorp explains. “It was an extraordinary site as it had some unusual circumstances that led to the depth of preservation. We were excavating down on an average of 5m and in places up to 12m and all of that was European occupation. It was like city on city on city, so we excavated through 20th century levels right through to the various early years of the settlement.

“One of the most interesting finds was that in one part of the site along Sussex Street which was originally part of Darling Harbour, we found remnants of private dockyards, there was an area for boats to come in, seawalls all around it, steps leading down and part of the beach was intact. Along the rest of that frontage we also found other docks, slips and landing places.

“Higher above that, after the reclamation, we found essentially quite a rural landscape. On the newly formed land they had extended the boundaries of the land property out with fences. The fences had been buried in the fill and were still standing, and that was from about 1839. We found evidence of small wooden, stone and brick cottages and a lot of animal pens and paddocks.”

It wasn’t just pieces of rubble that were uncovered, Thorp says. “We found the foundations, then in places as we got further up the hill the buildings were up to shoulder height - you could walk into them. In Kent Street there were buildings of that height and they were a mixture of 1830s, 1840s and later – you could walk in the back door, you could see where the window ledges were.”

The earliest evidence of European settlement was located on the corner of Kent and Napoleon Streets, according to Thorp. “We found the remains of a building that certainly went back to the very settlement of Sydney around the 1790s and early 1800s, and that lay under another house and that in turn was expanded and became a hotel and the hotel remained up till the 1950s.”

Although the archaeological team had an idea of what they would find, they were surprised by just how much original material remained. Thorp says the reasons for this are twofold. “Firstly, there was the unusual circumstances of the site that allowed preservation: topography – there was a slight slope in places, then it jumped over a rock cliff which we also found had come to Kent Street, so people had built up the slope but instead of knocking things down they simply knocked them to a certain level and then filled over the top to level the slope out. Secondly because the site hasn’t really been touched - all the later 19th century material was demolished in about 1913, so this combination of circumstances led to an extraordinary state of preservation.”

The original profile has changed in that most of Sussex Street up to 1839 was part of the bay, Thorp says. “We found that shoreline, then the bay was reclaimed, then Sussex Street was extended, so we went from the shoreline to a street frontage, then a topographic change from going from a fairly gentle slope with one rock face to what it is now.”

Although none of the remnants have been kept physically on the site, Thorp says the artifacts recovered have been catalogued and will be accommodated in the completed development and the information retrieved from them will become part of a prepared interpretation package that will be incorporated into the development so there is a link between the new and the old. “There are lots of ways to do this,” she says. “It’s not been firmly decided on what shape it will take, but there’s the potential for signage or for some of the objects to be displayed. Some of the public art may reflect some of the older occupation on the site.”

In addition to the wealth of evidence of European occupation, Aboriginal archaeology was also found on the site. “In a couple of places there were tool-making areas where Aboriginal people had sat upon the cove and made tools,” says Thorp. While the exact dates of this pre-European settlement have not been finalised, they go back at least a few thousand years.⁸¹

⁸¹ http://www.infolink.com.au/articles/Digging-up-the-past_z159548.htm

The KENS site is also similar to Darling Walk as it was the subject of major reclamation after 1839 when Sussex Street was extended northwards into that area. This reclamation phase is generally later than that undertaken at Darling Walk where major sections of it appears to have been reclaimed by Thomas Barker in the early 1830s. The KENS site indicates that reclamation can be much more extensive than perhaps previously understood. Notably there was up to 1 m of fill within this site and remains of buildings were occasionally up to shoulder height.

The **Darling Walk/Quarter Site** was an extensive remnant industrial landscape associated with important industrial precincts:

- Barker's Mill – remains of the millpond and early jetty.
- Workers' Housing.
- PN Russell Foundry and Carriage Works.
- Small foundries and soap factories.
- Extensive incremental reclamation and pre-reclamation use of the foreshore, including timber fences and environmental archaeology associated with the reclamation fills.
- Aboriginal archaeology – remains of a midden.
- Evidence of the original foreshore, rocky outcrops and sandy beaches with remnant cockle beds beneath the sandy beach.

A preliminary results report is found at: <http://www.caseyandlowe.com.au/sitedw.htm>

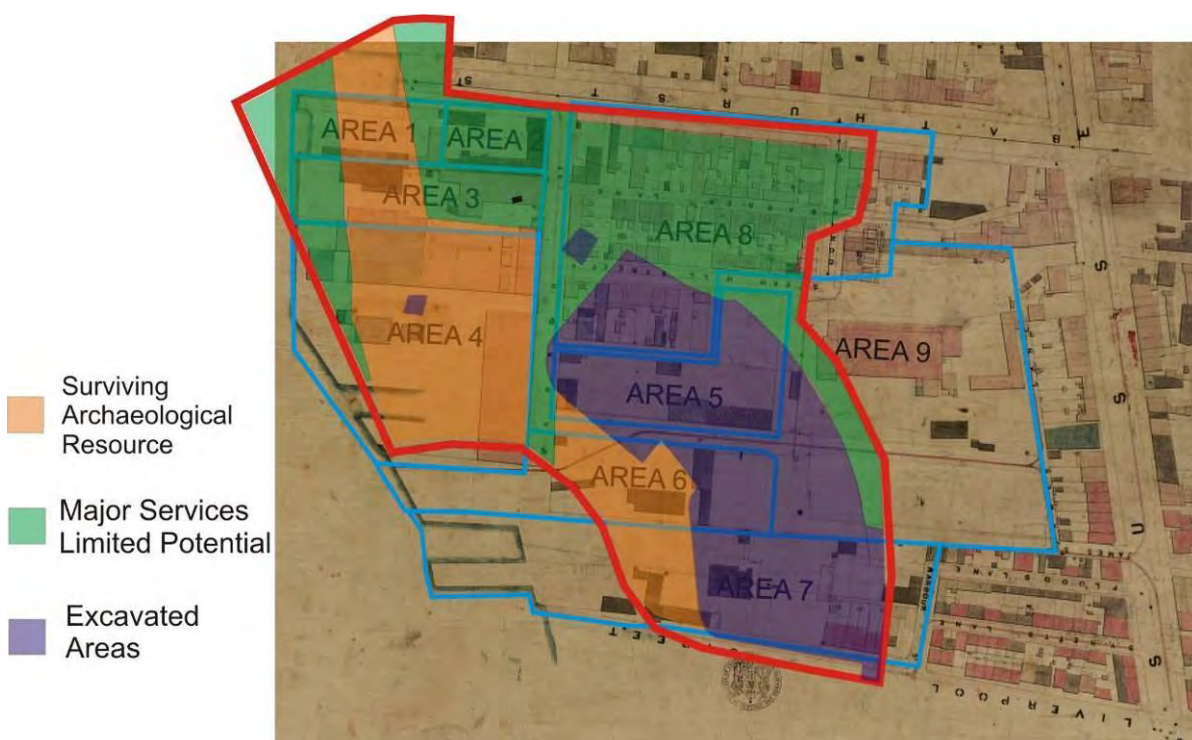


Figure 4.2: Plan of the area assessed for the Darling Walk project. Note that substantial areas of significant archaeology still survive within this area.

Surry Hills and Haymarket

Casey & Lowe have excavated remains of the Haymarket brickfield on three separate sites between Elizabeth, Albion and Reservoir Streets in Surry Hills and part of an early pottery manufacturing site, Thomas Ball Pottery (c1801-1823).⁸² The remains of the brickfield were quite extensive, with the base of a clamp kiln as well as cart tracks. There was limited evidence for additional activities areas other than the clamp kiln remains. Casey & Lowe have also excavated the remains of houses on the 19-41 Reservoir Street site.

There was also an excavation at Cunningham Street, Haymarket by Austral Archaeology in 2009 which found remains of early industrial/commercial enterprises as well as residential housing.

4.2 Research Questions

This section provides a preliminary indication of the type of research questions that might be pursued to investigate the archaeological remains at the site so as to inform the assessment of heritage significance.

4.2.1 Maritime infrastructure

Prior to Federation the overwhelming majority of maritime infrastructure in Darling Harbour was in private hands. They were built to suit the individual requirements of the private firms that owned them 'without system and without regard to future expansion'.⁸³ This cacophony of odd shapes and sizes led to congestion and inefficiencies on the waterfront. Though some individual larger firms may have fared well in this system, the economic benefits of the seaborne trade to the wider society were not fully exploited. With the rapidly increasing dimensions of vessels, the capital needed to construct larger jetties with deeper berths was beyond the means of most of the jetty owners. The required sizes of these new jetties were such that a number of earlier ones would need to be demolished before being replaced by a single jetty and the necessary cooperation between jetty owners was not automatic. The inability to react quickly to changes in shipping technology would eventually see Sydney become a less competitive port of trade.

The opportunity for change and direct government takeover of the waterfront came with the appearance of the bubonic plague in 1900 (Section 2.6). The porous state of the seawalls and fences along the water front created a portal for plague carrying rats to enter the city. The traditional design of seawalls in Sydney in the 19th century was the laying of ballast (rock fill) up to the low water mark, which formed a foundation. Upon this foundation the seawall was constructed either from masonry or hand-packed rubble. In some locations of Darling Harbour where the silt was soft and deep, sheet piling composed of turpentine was employed instead of ballast and masonry. Piles were driven deep into the silt, tied back at the top with timber beams and filled in with rubble and soil to wharf level. The piles however were not sided as it was believed that the bark and sapwood provided good protection against marine borers. This method of construction however meant that there were gaps between the piles. With the sea washing in amongst the piles there was continuous subsidence as the reclamation fill was washed out. Furthermore 'the wide interstices and the hollows that formed behind the piles became rat warrens'.⁸⁴

The resumption of the Sydney waterfront in 1900 was a momentous event, which defined the character of shipping, commerce, the lives of those who worked on the waterfront and of Sydney Harbour itself for the new century. The catalyst for this change was the poor condition of the waterfront and the health risk it posed for the city's inhabitants.

⁸² Casey & Lowe reports in progress, see <http://www.caseyandlowe.com.au/site710.htm>.

⁸³ Walsh 1911:79.

⁸⁴ Walsh 1911:87.

Specific Research Questions

Sites in Darling Harbour provide an excellent opportunity to explore the transformation of a section of the Darling Harbour waterfront from the early 19th century to the government takeover in 1900 and then into the 20th century. Avenues of enquiry include:

- Nature for the construction materials of the Market Street Wharf.
- Of interest would be the comparison between the quality of public versus private infrastructure, quality both in materials and construction. An example was turpentine, an excellent hardwood resistant to marine borers, consistently used. If lesser quality timbers such as ironbark were used as piles, were they copper sheathed (a protection against marine borers)?
 - Documenting the quality of the jetties, seawalls and other maritime infrastructure constructed by private firms would provide insight into the attitudes of those firms.
 - Did high quality structures indicate confidence and a willingness to invest for the long term?
 - Did poor quality and poorly maintained structures reflect a struggling owner or one that did not see it economically beneficial to build durable infrastructure on their property or lease? Did the maintenance and condition of the waterfront infrastructure drop off towards the start of the 20th century?
 - If so, how much was this due to the 1890s depression and/or to owners realising that the government was looking at resumptions cause them to reduce expenditures in maintaining their structures; thereby providing the government more justification for taking over.

4.2.2 Landscape Archaeology

The exploration of how the landform of Darling Harbour was altered between c.1810 and 1980s is fascinating as it testifies to the need for more land in specific locations and to provide adequate drafts for shipping. This represents the development of urban pressures as early as the 1830s to concentrate local industry around the main transport network, shipping, so as to aid distribution of their products and the importation of the goods as needed. The ability of entrepreneurs to transform mud flats into useful land and build wharfage far enough into the harbour to provide safe mooring for ships bringing in cargo and taking away goods. The alteration and manipulation of the landform of Darling Harbour has been part of its story for the last 212 years. The methods and means by which the landform was altered can tell us much about attitudes to waste and rubbish disposal, particularly the deposition of waste from other construction projects, such as the reclamation of nearby areas in the 1920s and the study area in the 1950s and 1960s with material excavated from elsewhere and dredged from the harbour.

Specific Research Questions

- What was the nature of the original landform?
- Evidence for shells, such as cockles and oysters, and what plant species were found in this area?
- How has this part of Darling Harbour evolved over time?
- How many times was the landform remade within the study area?
- What different materials and means were used, and what was the depth of the reclamation at each stage? How different was this to the practices at the Darling Walk and KENS sites.
- Were the phases of reclamation successful or not?
- Were the different properties reclaimed at different times?
- Where did the reclamation fill come from?
- How was the new landform used?
- What was the relationship between the reclaimed land and the wharfage?
- Other relevant questions will be addressed as they arise.

5.0 Heritage Significance

5.1 Heritage Significance

This section has been updated to be in accordance with the Heritage Branch 2009 guidelines: *Assessing significance for historical archaeological site*.

Apart from NSW State guidelines, the nationally recognised Australia ICOMOS Charter for the Conservation of Places of Significance (*The Burra Charter*) also defines 'cultural significance' as meaning:

'aesthetic, historic, scientific and social value for past, present and future generations.'

Significance is therefore an expression of the cultural value afforded a place, site or item.

Understanding what is meant by value in a heritage sense is fundamental, since any society will only make an effort to conserve things it values. In terms of built heritage, what we have inherited from the past is usually places that have been continuously cared for. Conversely, many archaeological sites will comprise places which, for whatever reason, have not been cared for until the relatively recent period.

Our society considers that many places and items we have inherited from the past have heritage significance because they embody, demonstrate, represent or are tangible expressions of values society recognises and supports. Our future heritage will be what we keep from our inheritance to pass on to the following generations.⁸⁵

5.2 Basis of Assessment of Heritage Significance

To identify the heritage significance of an archaeological site it is necessary to discuss and assess the significance of the study area. This process allowed for the analysis of the site's manifold values. These criteria are part of the system of assessment which is centred on the *Burra Charter* of Australia ICOMOS. The Burra Charter principles are important to the assessment, conservation and management of sites and relics. The assessment of heritage significance is enshrined through legislation in the NSW *Heritage Act 1977* and implemented through the *NSW Heritage Manual* and the *Archaeological Assessment Guidelines* and *Assessing significance for historical archaeological sites*.⁸⁶

The nature of heritage values and the degree of this value will be appraised according to the following criteria:⁸⁷

5.2.1 Nature of Significance Criteria:

Criterion (a): *Historic Significance - (evolution)*

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

Criterion (b): *Associative Significance – (association)*

⁸⁵ This section is an extract based on the Heritage Office *Assessing significance for historical archaeological site*, 2009:1

⁸⁶ NSW Heritage Office 1996:25-27; 'Assessing Heritage Significance', a NSW Heritage Manual update from the Heritage Office website (July 2001); Heritage Branch 2009 *Assessing Significance for Historical Archaeological Sites and Relics*.

⁸⁷ NSW Heritage Office 2001, NSW Heritage Office 2009.

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

Criterion (c): *Aesthetic Significance - (scenic qualities / creative accomplishments)*

an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the cultural or natural history of the local area);

Criterion (d): *Social Significance - (contemporary community esteem)*

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

Criterion (e): *Technical/Research Significance - (archaeological, educational, research potential and scientific values)*

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

Criterion (f): *Rarity*

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

Criterion (g): *Representativeness*

an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area).

To be assessed as having heritage significance an item must:

- meet at least one of the one of the seven significance criteria
- retain the integrity of its key attributes

If an item is to be considered to be of State significance it should meet more than one criterion, namely in the case of relics, its research potential.⁸⁸ Archaeological Significance:

may be linked to other significance categories especially where sites were created as a result of a specific historic event or decision, or when sites have been the actual location of particular incidents, events or occupancies.

Other relevant factors may be comparative values related to the intactness and rarity of individual items. The rarity of individual site types is an important factor, which should inform management decisions.

Relics must also be ranked according to their heritage significance as having:

- Local Significance
- State Significance

If a potential relic is not considered to reach the local or State significance threshold then it is not a relic under the NSW Heritage Act.

⁸⁸ Heritage Branch, *Assessing Significance for Historical Archaeological Sites and Relics* 2009:9

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

Local heritage significance, in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.⁸⁹

5.2.2 Research Potential

*Research potential is the most relevant criterion for assessing archaeological sites. However, assessing research potential for archaeological sites can be difficult as the nature or extent of features is sometimes unknown, therefore judgements must be formed on the basis of expected or potential attributes. One benefit of a detailed archaeological assessment is that the element of judgement can be made more rigorous by historical or other research.*⁹⁰

Assessment of Research Potential

Once the archaeological potential of a site has been determined, research themes and likely research questions identified, as addressed through archaeological investigation and analysis, the following inclusion guidelines should be applied:

Does the site:

- (a) contribute knowledge which no other resource can?*
- (b) contribute knowledge which no other site can?*
- (c) is the knowledge relevant to general questions about human history or other substantive problems relating to Australian History, or does it contribute to other major research questions?*⁹¹

If the answer to these questions is yes then the site will have archaeological research potential. The new significance guidelines have taken a broader approach

5.2.3 Level of Heritage Significance

New criteria were developed in 2009 to identify whether the archaeological resource is of Local or State significance.⁹² The new significance guidelines were designed to assess significance in light of the amendments to the definition of relics needing to be of either local or State significance. These guidelines are dealt with in detail below.

⁸⁹ This section is an extract based on the Heritage Office *Assessing Significance for Historical Archaeological Sites and Relics* 2009:6

⁹⁰ NSW Heritage Office 1996:26.

⁹¹ Bickford, A. & S. Sullivan 1984:23.

⁹² Heritage Branch, Dept of Planning 2009.

5.3 Discussion of Heritage Significance

This discussion of heritage significance specifically relates to the potential archaeological remains within the Four Points by Sheraton site.

Criterion (a): *Historic Significance - (evolution)*

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

The historic development of the Four Points by Sheraton site is part of the evolution of Darling Harbour from a natural environment to a major hub for 19th-century maritime industry and commerce. The natural landscape of the harbour was transformed by reclamation and the construction of maritime infrastructure. Part of the first wharf on Darling Harbour is within the site. The Market Wharf was constructed under the orders of Governor Macquarie in 1810 to provide wharf facilities for the transport of produce and goods to Sydney from the hinterland and coastal settlements. To the north of the Market Wharf and partly within the development site was the Union Wharf. The reclamation and wharf construction was undertaken by Thomas Bray in the 1830s and is part of the strong history of private development and enterprise associated with the eastern side of Darling Harbour prior to resumptions in 1900. Within the site, the potential archaeological remains of reclamation and wharf construction can illustrate this pattern of development of the eastern side of Darling Harbour.

Criterion (b): *Associative Significance – (association)*

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

The potential archaeological remains within the site are associated with two significant persons. The Market Wharf was constructed under the orders of Governor Macquarie and is part of the program of development and improvements to the city undertaken by him. His contribution to the early development of NSW is considered to have changed the penal colony into a place suitable for free settlers. His program of buildings works were a major contribution to the development and sustainability of the colony. Recently a number of items associated with Governor Macquarie's administration were listed on the State Heritage Register (SHR) and still others are being considered for nomination onto the SHR. The Union Wharf was constructed and developed by Thomas Bray, a successful private entrepreneur, property owner, one-time shipwright and pastoralist. The Bray family continued to own property within the site until the government resumptions in 1900.

Criterion (c): *Aesthetic Significance - (scenic qualities / creative accomplishments)*

an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the cultural or natural history of the local area);

The archaeological remains of early 19th-century reclamation and wharfage may be able to demonstrate the technical achievements of early colonial maritime engineering and construction abilities, notably the Market Wharf.

Criterion (d): *Social Significance - (contemporary community esteem)*

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

No community consultation has been undertaken for this report. The maritime archaeology and heritage of NSW have strong community interest and support. These places not only represent the success of the entrepreneur and owner but also the workers and engineers whose labour, skills,

technical expertise and adaptability helped create and develop Darling Harbour's maritime infrastructure and industries. Sites and structures associated with Governor Macquarie are considered to have substantial significance to the NSW community.

Criterion (e): *Technical/Research Significance - (archaeological, educational, research potential and scientific values)*

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

The maritime infrastructure and industries of 19th-century Darling Harbour were crucial in the economic development and success of Sydney and NSW. The recording, analysis and interpretation of the potential archaeological remains within the site have the ability to yield information about the transformation, by reclamation and landscape modification, of the natural environment of Darling Harbour to one with well developed and extensive wharf facilities that supported numerous maritime-related businesses. It is noted that between 40 to 50 per cent of the site has no archaeological potential.

Criterion (f): *Rarity*

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

Archaeological remains of the 1810 Market Wharf, a government-constructed wharf, are considered rare in the context of Sydney and NSW. The Market Wharf was one of the first substantial developments undertaken by Governor Macquarie and was one of the earliest elements of his building program. If substantial remains of the Market Wharf survive they would be 202 years old and among the oldest surviving Macquarie-period archaeology in Australia. Other potential archaeological remains within the site are associated with the private development of wharf facilities and businesses on Darling Harbour from the early 19th century. Recent archaeological investigations at Darling Quarter and Barangaroo South recorded similar remains. The archaeological remains of the Market Wharf are considered rare and a diminishing resource in the context of NSW and what survives within Darling Harbour. The remains of the 1830s Bray wharf are also diminishing but are more representation of the mid-century expansion of industry in Darling Harbour.

Criterion (g): *Representativeness*

an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area).

Within the site, the potential archaeological remains consist of reclamation fills and wharf-related structures dating from the early 19th century. This archaeology is representative of the landscape modification associated with the 19th-century maritime development of Darling Harbour.

Integrity/Intactness

There have been two types of historic development processes on this site that have influenced the level of archaeological intactness and integrity. In the early 19th century the western part of the site was within the harbour zone. This part of the site underwent reclamation and successive phases of ground levelling and consolidation. Essentially this process leads to each phase of occupation being buried by the next, and therefore there is a higher potential for the survival of archaeological remains. The eastern side of the site was above the shoreline on steeply sloping sandstone bedrock. Development of this part of the site was influenced by this topography and phases of demolition and excavation are more characteristic. Therefore there is less potential for archaeological remains to survive through this type of development process.

Major development in the 1980s of the Western Distributor and the hotel complex would have had significant impact on the intactness of the upper strata of the potential archaeological remains. On the eastern side of the site, the intactness of the potential archaeological remains is greatly diminished. On the western side of the site, while the upper levels were significantly impacted on by the Western Distributor, potential archaeological material at lower depths (such as the Market Wharf), sealed by successive phases of reclamation and levelling fills may be relatively intact.

5.3.1 Levels of Significance

The 2009 significance guidelines identified a series of questions that could address this level of significance for archaeological sites and relics. Many of these have been addressed within the discussion of significance but are further discussed below:

5.3.1.1 Archaeological Research Potential (Criterion E)

- **To which contexts (historical, archaeological and research-based) is it anticipated that the site will yield important information?**

Parts of the study area are considered to have a moderate ability to yield archaeological information but this can also be relevant to both historical and research-based contexts.

- **Is the site likely to contain the mixed remains of several occupations and eras, or is it expected that the site has the remains of a single occupation or a short time-period?**

The site has several phases of occupation dating from the early 19th to the early 20th century. However, the late 20th-century developments have been assessed as having a significant impact on the survival of potential archaeological remains of the later occupation phases. The potential for archaeological remains of this site is mostly concerned with the construction and early occupation of the Market Wharf (1810 to 1840s) and the Union Wharf (1830s to c1860s).

- **Is the site rare or representative in terms of the extent, nature, integrity and preservation of the deposits (if known)?**

The potential archaeology of the site is associated with the development of maritime infrastructure and is considered a rare or diminishing resource, especially the Macquarie-period Market Wharf.

- **Are there a large number of similar sites?**

There have been two similar sites on Darling Harbour (Darling Quarter and Barangaroo South) excavated as part of redevelopments. The KENS site contains some similar elements but was much more residential in nature. There may be more sites with surviving archaeological remains similar to the potential archaeology of the study area but as there is no zoning plan for the harbour the extent of survival is unclear.

- **Is this type of site already well-documented in the historical record?**

The detailed historical research in Section 2 indicates that there is considerable historical information about who owned land and who may have lived on properties but this information is not really about the site itself.

- **Has this site type already been previously investigated with results available?**

Yes, this type of site has previously been investigated.

- The maritime and industrial archaeology of Darling Harbour dating from the early 19th century has been excavated and recorded at Darling Quarter and Barangaroo South.
- The assessment reports and preliminary excavation results for both these sites are available on the Casey & Lowe website. Work on the final excavation reports is currently on-going, and when complete, these will also be available online.

▪ **Is the excavation of this site likely to enhance or duplicate the data set?**

The development of maritime infrastructure of the eastern side of Darling Harbour was ad hoc and varied. As these developments were mostly the result of private enterprise, the construction techniques, building materials and success of the wharf facilities varied greatly. The differing attributes of the natural shoreline also greatly influenced how the land was developed, and each site will be different and augment or enhance the data.

5.3.1.2 Associations with individuals, events or groups of historical importance (Criteria A, B & D)

▪ **Does the archaeological site link to any NSW Historic Themes? Will the site contain 'relics' and remains which may illustrate a significant pattern in State or local history?**

Yes, the key historic themes relating to the study area are listed below:

Australian Theme	NSW Theme	Notes	
Developing local, regional and national economies	Commerce	Activities relating to buying, selling and exchanging goods and services	Bank, shop, inn, stock exchange, market place, consumer wares, bond store, customs house, trade routes, etc
Developing local, regional and national economies	Environment – cultural landscape	Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings	A landscape type
Developing local, regional and national economies	Transport	Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Wharf

▪ **Is the site widely recognised?**

Darling Harbour is recognised as the location of the former 19th-century wharves, maritime commerce and industry. The 1810 Market Wharf is alluded to with the name of Market Street that once led from the wharf to the markets. However, the location of the Market Wharf partly within the site is not widely known.

▪ **Does the site have symbolic value?**

The site itself does not have symbolic value.

▪ **Is there a community of interest (past or present) which identifies with, and values the specific site?**

The site will be of interest to those interested in the maritime archaeology and history of Darling Harbour and NSW.

▪ **Is the site likely to provide material expression of a particular event or cultural identity?**

It is unlikely the study area will provide material expression of a particular event or cultural identity.

- **Is the site associated with an important person? (the role of the person in State or local history must be demonstrated/known)**

The Market Wharf is associated with Governor Macquarie who was an important and influential person in the early governance and development of Sydney and NSW.

- **What is the strength of association between the person and the site?**

The Market Wharf is one of many of sites and buildings associated with Governor Macquarie, it does not have a personal connection, such as he lived there. Market Wharf may represent one of the first major works undertaken by Governor Macquarie.

- **Did the person live or work at the site? During the phase of their career for which they are most recognised? Is that likely to be evident in the archaeology /physical evidence of the site?**

Governor Macquarie did not live or work at the site.

- **Did a significant event or discovery take place at the site? Is that evident/or likely to be evident in the archaeology/physical evidence of the site?**

No significant events or discoveries have taken place within the study area.

5.3.1.3 Aesthetic or technical significance (NSW Criterion C):

- **Does the site/is the site likely to have aesthetic value?**

All archaeological sites can have incidental aesthetic values, notably in relation to the process of ruination but this cannot be determined until a site is tested or excavated. We consider this to be an incidental part of any site, meaning there is no intentionality involved in such an aesthetic outcome.

- **Does the site/is the site likely to embody distinctive characteristic?**

It is considered that the archaeological potential of this site and its characteristics are similar to other archaeological sites in Darling Harbour. All are part of the developing maritime landscape of 19th-century wharves which were superseded during the 20th century.

- **Does the site/is the site likely to embody a distinctive architectural or engineering style or pattern/layout?**

The potential archaeology of the site may yield specific information regarding maritime engineering and technological improvements throughout the 19th century. It is not expected to be distinctive.

- **Does the site demonstrate a technology which is the first or last of its kind?**

Such remains are not anticipated.

- **Does the site demonstrate a range of, or change in, technology?**

The potential archaeological remains of the site are associated with the 19th-century development of maritime infrastructure. Maritime and shipping technology changed throughout the 19th century, most notably the change from sail to steam-powered ships. This is reflected in the development and redevelopment of the wharfage as it adapts to the needs of larger vessels.

5.3.1.4 Ability to demonstrate the past through archaeological remains (NSW Heritage Criteria A, C, F & G).

- **Does the site contain well-preserved or rare examples of technologies or occupations which are typical of particular historic periods or eras of particular significance?**

There is potential for this site to contain well-preserved remains of a small part of the early Market Wharf and Union Wharf. However, this will not be known prior to testing for or uncovering such remains.

- **Was it a long-term or short-term use?**

The study area was used as a wharf, with associated buildings, warehouses, produce stores and associated commercial businesses such as hotels and shops throughout the 19th century and into the 20th century.

- **Does the site demonstrate a short period of occupation and therefore represents only a limited phase of the operations of a site or technology or site? Or does the site reflect occupation over a long period?**

In general the site represents the long-term use of the area as a working wharf with associated buildings and businesses. There were several phases of redevelopment throughout the history of the site.

- **Does the site demonstrate continuity or change?**

The study area is expected to demonstrate a mixture of continuity and change.

- **Are the remains at the site highly intact, legible and readily able to be interpreted?**

This is unclear. It is possible and likely that some of the archaeology within the study area will be intact and legible and readily able to be interpreted.

Archaeological remains of Local Significance within the Four Points by Sheraton Site

The potential archaeological remains of local significance within the study area include:

- The remains of the Union Wharf in the north of the site. Such remains may include reclamation fills, wharf structures, surfacing, drains and footings associated with the various sheds and warehouses partly within the site.
- Former drains that were part of drainage systems that managed and directed stormwater and sewerage from the surrounding area through the site and into the harbour.
- Surfaces and other features associated with the mid to late 19th-century construction, use and occupation of yard spaces and road/laneways.

Archaeological remains of Potential State Significance within the Four Points by Sheraton Site

Archaeological remains of the Market Wharf, should they survive, have the potential to be of State significance. The wharf is the first wharf to be constructed on Darling Harbour, a place that was to become crucial to the development, trade and economy of Sydney and NSW in the 19th century. The wharf is also associated with Governor Macquarie as it was constructed under his orders. It must be noted that the harbour frontage of the wharf is outside the site. Within the site, the potential remains of the wharf consist of:

- To the west below the Western Distributor – once within the intertidal foreshore - reclamation fills, retention structures such as seawalls and timber piles.
- In the south of the site, east of the Distributor and west of the Corn Exchange – above shoreline on sandstone bedrock - wharf fills and surfacing above the bedrock.

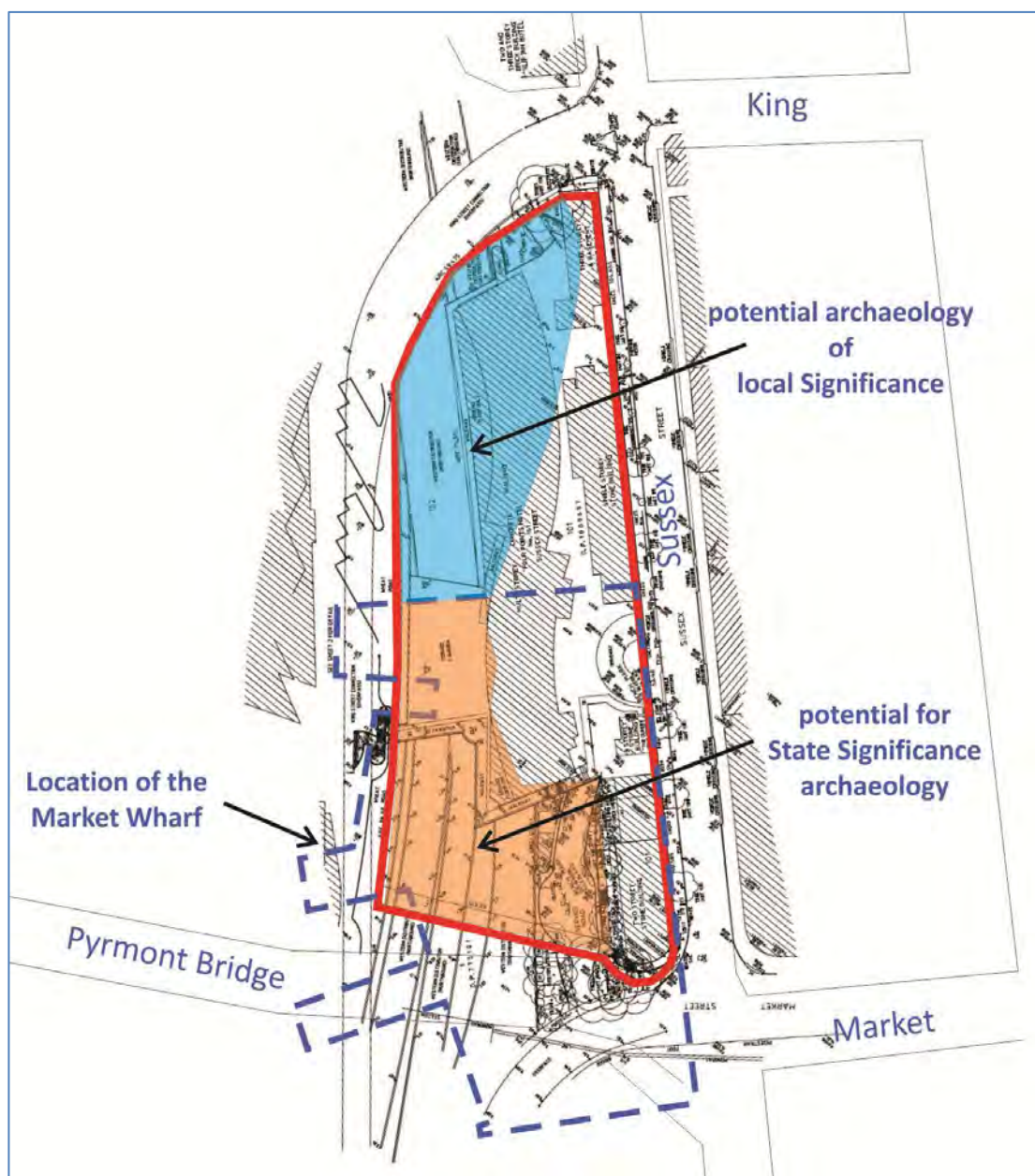


Figure 5.1: Graphic to illustrate the significance of the potential archaeological remains of the study area. The location of the Market Wharf is indicated with the dashed blue line.

5.4 Statement of Heritage Significance

5.4.1 Western Part of the Study Area

The western part of the study area has potential to contain part of the remains of the 1810 Market Wharf which was one of the earliest elements in Governor Macquarie's (1810-1821) building program and the Brays Wharf, later the Union Wharf (1830s-1860s).

The Market Wharf

- The Market Wharf was the first wharf built in Cockle Bay (Darling Harbour) and was an early component of the Macquarie-building program and is 202 years old. It was part of the governor's reorganising of the distribution of crops and supplies within the colony.

- Archaeology and heritage associated with the Macquarie-period has important to those interested in the heritage and history of NSW. The Bicentenary of the arrival of Governor Macquarie in 2010 raised the profile of their contribution to the history of NSW. The Market Wharf is part of an important group of structures and archaeological sites associated with Governor Macquarie which has exceptional value to the NSW and Australian communities. For example, as shown by the recent World Heritage listing of convict sites Macquarie-period structures.
- The survival of the wharf is considered highly likely in the reclaimed land section based on RLs and understanding of other sites in Darling Harbour. The wharf is considered to be a rare surviving structure rather than just a significant potential archaeological relic.
- The remains of the Market Wharf both inside and outside the study area are considered to potentially have State heritage significance.

Brays/Union Wharf

- This wharf is part of the expansion of mid-19th-century maritime infrastructure in Darling Harbour. The archaeological remains of this wharf have the ability to be representative of typical reclamation and wharfage process of Darling Harbour and add to our understanding of the development of private wharfage. It is noted that this resource is diminishing due to the extensive redevelopment of Darling Harbour in recent years. These remains are considered to be of local heritage significance.

5.4.2 Eastern Part of the Study Area

The eastern section of the study area is considered to be highly impacted by 20th-century development and have little surviving archaeological resource. This area is considered to have no significance archaeological resource.

6.0 Impacts of the Proposed Design

6.1 Description of the Proposed Development

The proposed development aims to expand the hotel capacity and facilities (Figure 6.2, Figure 6.3 and Figure 6.3). The designs and plans consulted for this impact assessment on the potential archaeological resource are from the concept design submitted as part of the Environmental Impact Assessment (EIA). Detailed plans and engineering drawings are not available at this stage. However, the concept design provides adequate information on the location and type of impacts expected. The proposed development includes:

- The construction of a 25-storey tower with 231 new hotel rooms and commercial office space in the southern part of the site and spanning over the Western Distributor. The tower will be supported on footings.
- The extension of the existing podium over the Western Distributor to provide new convention space, meeting and function rooms. New piles/columns will be used to support this structure.
- Upgrades to the porte cochere, building entries and lobby areas.
- New and upgraded kitchens.
- Public domain works on Slip Street.
- Relocation of the existing through link to provide a direct connection between Sussex Street and Darling Harbour.

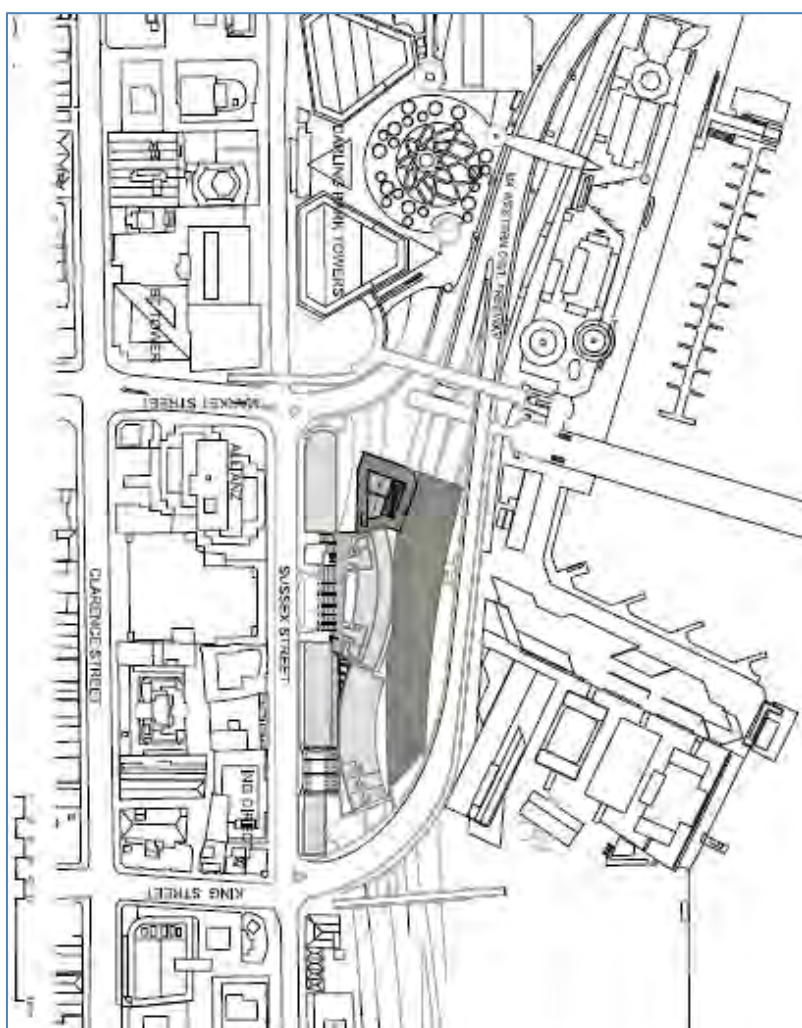


Figure 6.1: Plan of the proposed development showing the location of the tower and podium (dark shading).

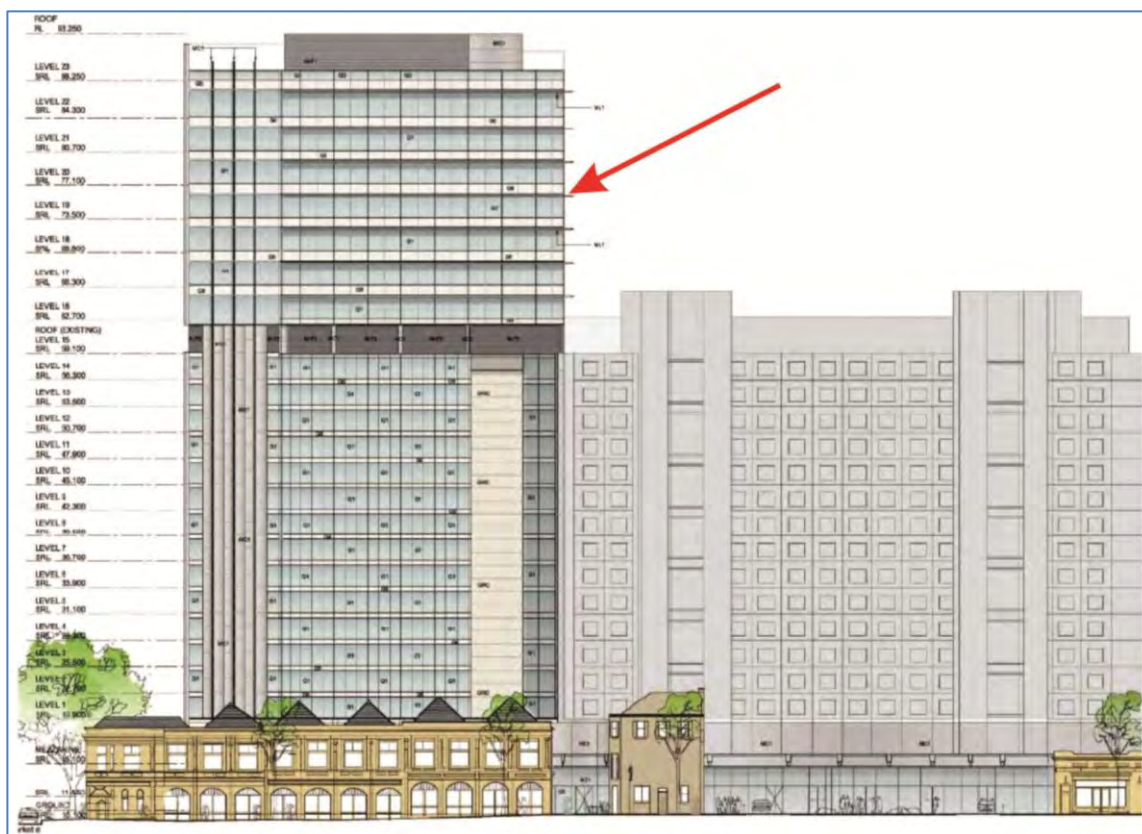


Figure 6.2: Illustration of the eastern elevation of the proposed design showing the location of the new tower (arrow) in relation to the existing hotel and heritage buildings. The Corn Exchange is on the left, street level.

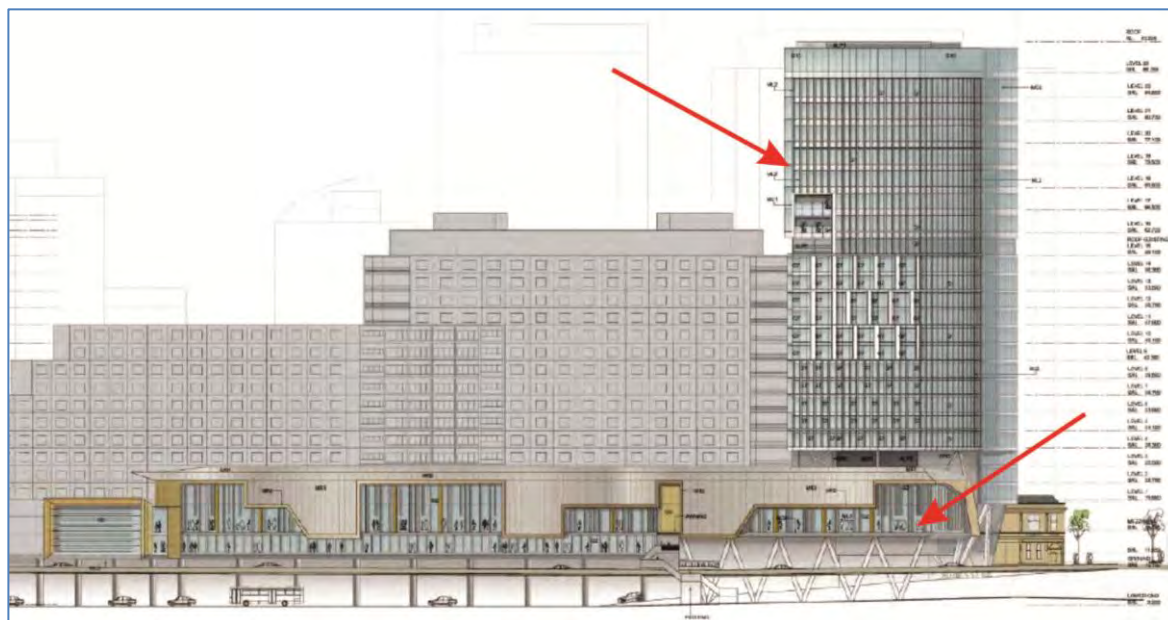


Figure 6.3: Illustration of the western elevation showing the proposed tower and podium extension (arrows) in relation to the existing hotel and the Western Distributor.

6.2 Impacts of the Proposed Development on Archaeological Potential

It is noted that this assessment is based on the Concept Design and not the Detailed Design. This impact assessment will need to be reviewed as part of the detailed design process and included in a Research Design for the proposed development. The extent of impacts also needs to be refined by some targeted archaeological testing in accessible areas.

6.2.1 Development Works with No Impacts

The proposed development will include some demolition on the lower ground floor and subsequent levels including the Sussex Street level and around the heritage buildings. The demolition will remove some existing 20th-century structures and is unlikely to impact on the potential archaeological resource. The reactivation of Wharf Lane will include the construction of a new decking-type structure level with Sussex Street over the lane. It is intended that this structure will be affixed to existing piers and therefore unlikely to impact on the lane or potential archaeological remains of earlier surfacing below.

6.2.2 Development Works Likely to Impact on Archaeological Potential

The proposed development also includes work that involves excavation and other below present-day ground levels impacts (Figure 6.4, Figure 6.5). This work may impact on the potential archaeological resource identified within the site. The elements of the development that have been identified as potentially impacting on the archaeological resource are:

- Footing excavations (1) for the proposed tower is to the south of the site (Figure 6.4)
- Excavations for the hoist, lift shaft and other services (2) associated with the proposed tower (Figure 6.4)
- Excavation for the resurfacing and public domain works (3) on Slip Street (service road) in the south of the site. This involves reducing the existing level by c.500mm (Figure 6.4).
- Piling/columns associated with the construction of the new podium across the Western Distributor (Figure 6.5).

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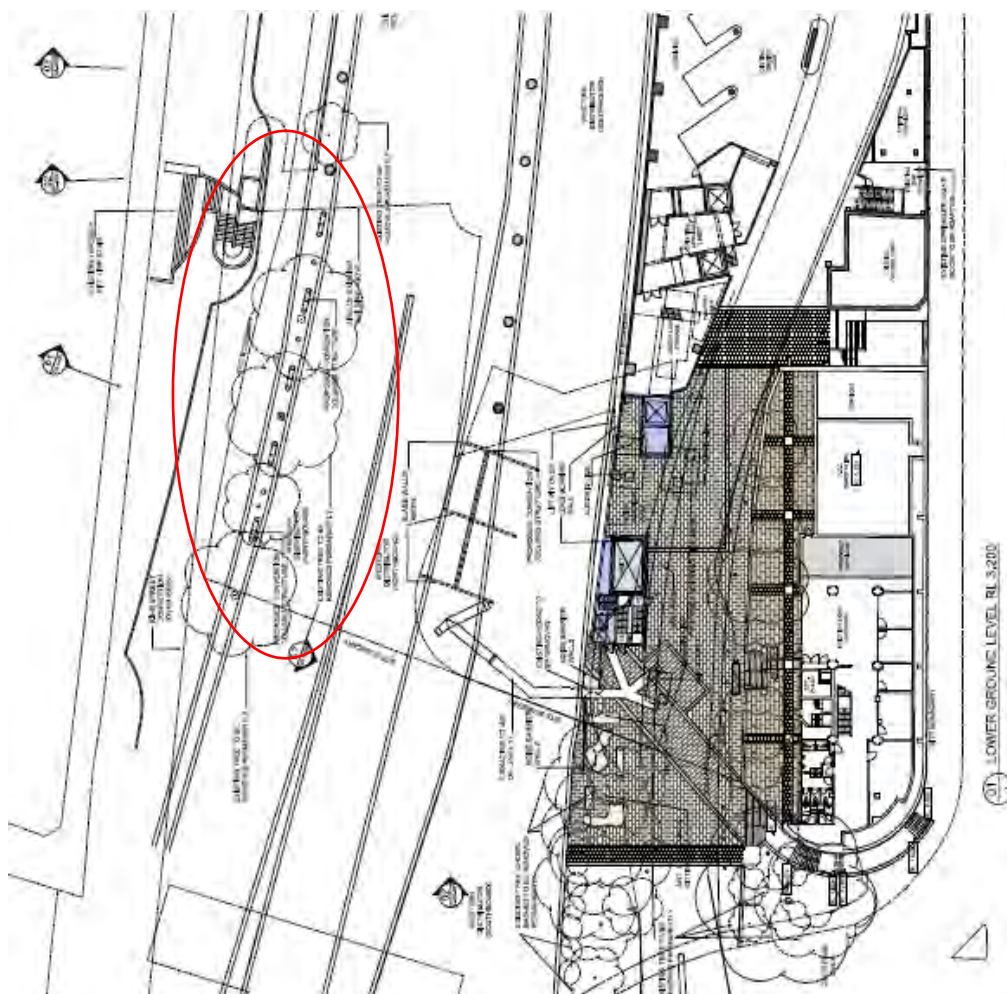


Figure 6.5: The circle illustrates the location of the proposed podium columns within the Western Distributor median strip at the southern end of the site. North is to the right.

6.2.3 Impact Assessment on Potential Archaeological Resource

This analysis is based on a Concept Design and the assessment and mitigation strategies need to influence the detailed design to reduce potential impacts. The impacts of the proposed development are located to the south of the current hotel building and in the southwest of the site within the median strip of the Western Distributor. Both these areas have been assessed as having the potential for archaeological remains associated with the 19th-century development and occupation of the site, including the buried remains of the potentially State-significant Market Wharf (Figure 6.6). It is noted that most of the Market Wharf structure is outside the current study area.

- Excavation work for the proposed tower has the potential to impact on an area of low archaeological potential. This part of the site may contain remains associated with the Market Wharf constructed in 1810 and subsequent historic developments and uses.
- Ground reduction for the resurfacing of the service road and open area to the south of the hotel and west of the Corn Exchange building also has the potential to impact on the potential archaeological remains of the Market Wharf and subsequent historic developments.
- Piling and construction of columns for the new podium structure within the median strip of the Western Distributor has the potential to impact on an area of moderate archaeological

potential. This area is likely to contain the archaeological remains of reclamation and wharf structures associated with the Market Wharf, building footings and other features.

Excavation works associated with the construction of the tower and resurfacing/upgrading of the southern public domain area are considered to have the potential for significant impact on the archaeological resource.

Piling/column construction for the new podium is considered to have a negligible or minor impact on the potential archaeological resource (Figure 6.5). It is noted that we do not know the size of the piles and need to confirm this as part of the detailed design.

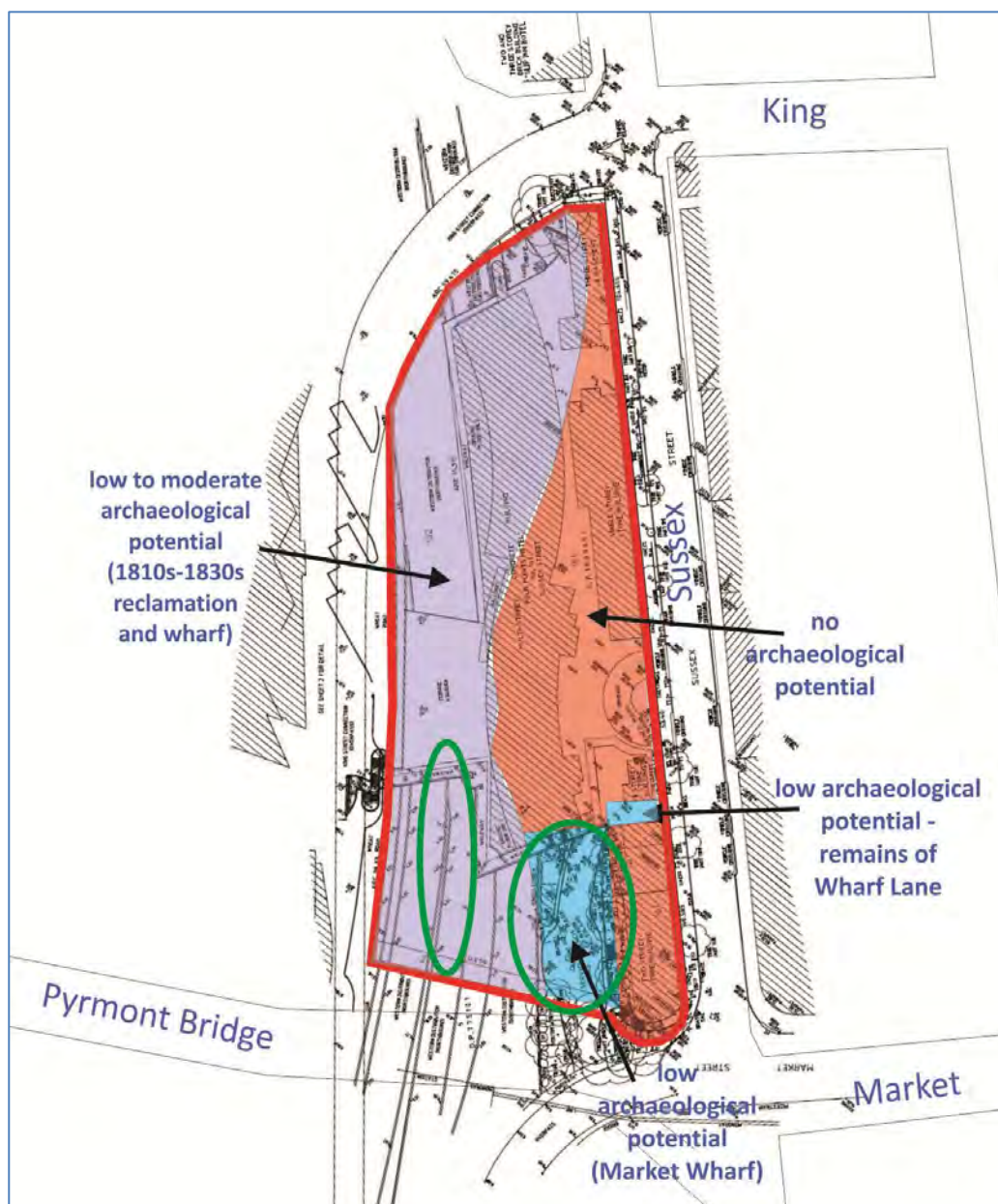


Figure 6.6: Location of the two areas of potential impacts on the archaeological resource are circled in green. On the left is the location of the piles associated with the proposed podium. These are considered to have little impact. On the right is the area to be excavated and landscaped for the proposed tower and resurfacing of the surrounding public domain.

7.0 Results and Recommended Management Policies

7.1 Results

- The site contains areas of low and moderate archaeological potential and areas of no archaeological potential.
- The remains of the potentially State significant Market Wharf survive mostly outside the study area but there is potential within the study area and beneath the Western Distributor.
- In general the impacts identified in the Concept Design are limited but these need to be reviewed following the Detailed Design stage.
- It is acknowledged that the Concept Design has sought to use engineering solutions to minimise the impacts at ground level. The main impact within the site is in an area with limited archaeological potential.
- The subject site is a State Significant Development under Division 4.1 and no approvals are required under S139 or S60 of the *Heritage Act*. Archaeological work undertaken under a SSD Approval needs to comply with Heritage Council guidelines.

7.2 Recommended Management Policies

1. If substantial remains of the Market Wharf survive they should be retained *in situ*.
2. Building design needs to minimise impacts on the Market Wharf.
3. The proposed areas of identified impacts in the concept design works should be subject to archaeological testing to refine our understanding of the Market Wharf within the study area and determine if remains survive within the southern area and if there are any impacts on this potentially State significant structure.
4. A research design will need to be written for this testing.
5. The size of the piles to be placed within the Western Distributor should be appropriately designed to reduce potential impacts as much as possible. It is acknowledged that it will not be possible to undertake archaeological testing within the Western Distributor.
6. The results of the archaeological testing will need to be written up to inform the Detailed Design stage of the proposed work. The reporting may take the form of a Testing Results report. If the archaeological testing identifies the need for further archaeological investigation and recording as part of the proposed redevelopment, the Testing Results report will need to include an updated Impact Statement and Research Design for the next stage. Depending upon the results of the testing the report may need to refine our understanding of the survival of the Market Wharf outside the study area and undertake further analysis of its significance.
7. SHFA, and its archaeologists, as the owners of the site will need to be consulted as part of the archaeological testing and results program. The Heritage Branch archaeologists should also be consulted about the results of this Archaeological Assessment and Impact Statement and any proposed testing.

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