

4. SITE DESCRIPTION

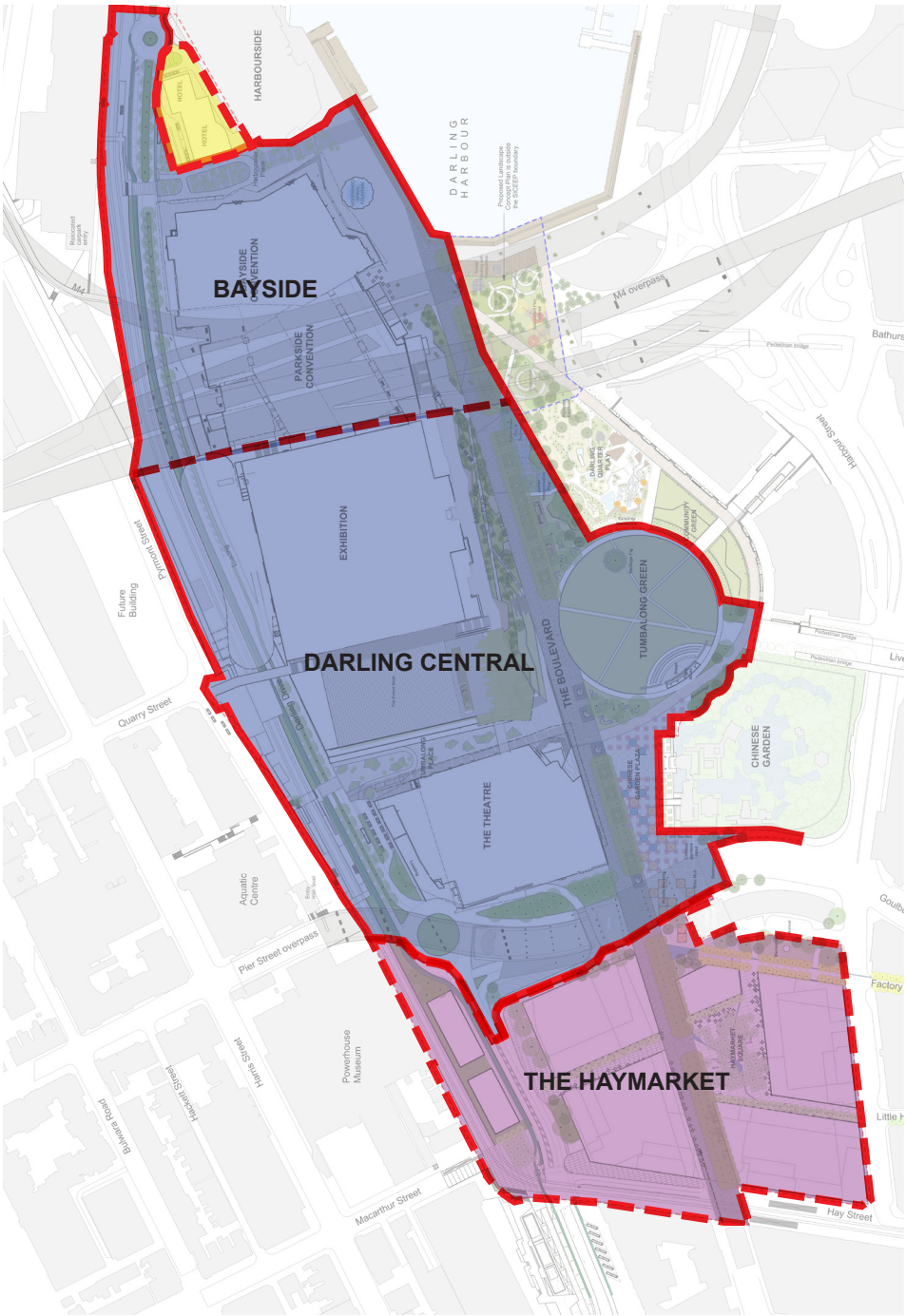
This section provides context to the SICEEP site, within which the PPP - State Significant Site sits.

4.1 COMPONENTS

The SICEEP Site is located within the Darling Harbour precinct. Darling Harbour is a 60 hectare waterfront precinct on the south-western edge of the Sydney Central Business District that provides a mix of functions including recreational, tourist, entertainment and business.

With an area of approximately 20 hectares, the SICEEP Site is generally bound by the Light Rail Line to the west, Harbourside shopping centre and Cockle Bay to the north, Darling Quarter, the Chinese Garden and Harbour Street to the east, and Hay Street to the south.

The SICEEP Site has been divided into three distinct redevelopment sectors (from north to south) – Bayside, Darling Central and The Haymarket. The PPP Application Site area is located within Bayside and Darling Central as shown in the Overall SICEEP Site Boundaries diagram.



- SSDA 1 Site Boundary
- SICEEP Site
- PPP - State Significant DA Boundary
- PDA - State 1 Stage Significant DA Boundary
- Hotel Complex - State Significant DA Boundary

Overall SICEEP Site Boundaries

4.2
HISTORY

Pre-European Settlement

Cadigal people called Darling Harbour
Tumbalong - meaning
‘the place where sea food is found’

The large shell middens left by generations of
Cadigal people gave Cockle Bay it’s name.

1788

Darling Harbour is founded and settlers call
the area Long Cove,
and later becomes known as Cockle Bay for
the **shell middens** that marked it.



(1)



(2)

1800’s

Sydney first deputy surveyor-general of NSW
Charles Grimes completes a plan of Sydney
that depicts the shoreline of Darling Harbour.

Massive middens of shellfish **shells provided
the necessary lime for mortar** used in the
construction of brick houses in the early
colony. Settlers collected the shells and burnt
them in kilns to produce shell-lime, which
became the main ingredient in the mortar for
Sydney brick and stone buildings.

1802

Commissioned by Governor Macquarie, Cockle
Bay developed into a **Market Wharf**, building
two wharves off the east side of the harbour.
The shores of Cockle Bay had previously been
wild bush and scrub. Produce from Parramatta
came in by ship to these wharves. From
Market Wharf (northern wharf) it was carted
up the hill to market grounds.



(2)

1804

Ultimo House is built on the ridge to take
advantage of water views and surrounding
land was manicured to resemble an English
Estate.

1820’s

In Cockle Bay a quiet technological
revolution was underway where the Sydney
Entertainment Centre stands. John Dickson
has begun to grind wheat with a steam-
driven mill grinding 260 bushels a day as
compared to the 20 bushels a week which a
windmill could process.

Industries such as **metal factories,
coppersmiths and paint manufactories**
were attracted to the water courses at
Darling Harbour while abattoirs made use of
the Black Wattle Swamps.



(2)

1826

Governor Ralph Darling **renamed the bay
Darling Harbour**

1836

Pymont had become Sydney’s first
industrial waterfront. Its water location
and deep water anchorages made Pymont
a **port for the unloading of timber and coal**
and by the 1940s shipbuilding for bullock
carts bringing goods into Sydney was
carried there too.



(7)



(2)

1840's

Small industries were becoming well established in Darling Harbour, especially **foundries and metal working establishments**. New wharves were built to handle **increased coastal trade**. Wheat came to Darling Harbour from Van Diemen's Land and farm produce and butter from the Illawarra Region.

Demand for shipping coastal trade stimulated **ship building and engineering works** across Sydney.



(2)

1853's

Sydney Railway Company acquired 3 hectares from the Harris Street Estate (Ultimo House land) to build a **rail and terminus goods yards**. **Sydney's food markets were located in the heart of the city**, all of the meat, fish, fruit and vegetables were delivered either via Pyrmont Bridge, the Darling harbour Rail Yard, or unloaded at a series of nearby wharves.



(2)



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1859's

The opening of **Pyrmont Bridge** made the **peninsular** more **accessible** but also had the effect of allowing traffic to bypass the Ultimo end of Darling Harbour. Local protest persuaded the bridge company to include a central swing span bridge so that ships could access the upper reaches for the Darling Harbour.

Nonetheless most people who lived north of the suburb remained water orientated with frequent steam ferries.

1861

The **world's first freezing works** were built by Thomas Mort, called Fresh Food and Ice Company - established on today's Chinese Garden of Friendship.

1874

The world's first iron wharf was built where Tumbalong Park stands. The **curved Iron Wharf in Darling Harbour** was built in 1869-1875 to designs by Edward Orpen Moriarty of the Public Works Department using both imported and colonial materials. The technologically advanced Iron Wharf was constructed of imported lattice girders and employed concrete in the foundations and hardwood for the decking.



(5)

1875

From 1875 **Colonial Sugar Refinery (CSR)** dominated the northern tip of the peninsula. The company created work, controlled housing and polluted the air and water. **Horse and drays, ships and trains** transported goods in and out of the peninsula. The sweet smell of molasses and sugar is burnt into the memories of everyone who lived in Pyrmont and Ultimo.

1883

Sydney's **first wool store** opened the Richard Goldsbrough warehouse built on the corner of Pyrmont and Fig streets.

1885

"The overflow of bricks and mortar has spread like lava flow...til the houses now lie, pile on pile, tier on tier, and succeed each other row after row, street after street...Everywhere the sound of the workmen's tool is heard, all through the busy day. Brickyards are worked to their utmost capacity; iron foundries are taxed to their greatest powers, saw-mills and joinery establishments are in full activity, and at the present the building trades are in constant and vigorous employment" James Inglis from 'Our Australian Cousins'



(7)



(5)



(2)



(7)

1900's

1890

Darling Harbour and Pyrmont are **thriving industrial suburbs** with a population of 18,177. The area is **served by rail, port and tram** connections and characterised by **railway yards, wharves, wool stores, power stations and mills**.



(6)

The **Pump House** was designed and built as a pumping station for Sydney by the Hydraulic Power Company. Water was pumped from Darling Harbour to the station, stored and pumped across the city.

The **Ultimo power station** commences operation. Darling Harbour continues to thrive as coastal steamers piled their trade along the coast. The area is producing **wool, flour, milk and sugar**.

1902

The Pyrmont Bridge opened, replacing a smaller bridge. The **swingspan bridge is powered by electricity supplied from the nearby Ultimo Powerhouse**. The bridge can open and shut in 45 seconds and now remains the oldest electrically powered swingspan bridge still operating in the world.



(7)

1906

As a direct result of the bubonic plague the city council commercial waterfront areas at **Darling Harbour** were resumed, **transforming the inner city suburbs to profitable commercial premises**.



(7)

1920

The Darling Harbour goods **yards**, with their cold related stores and bulk handling facilities, were ever **expanding**.



(7)

The **headwaters of Darling Harbour shrank**, especially during this period as rock tunnelled out for the city's new railway was dumped there.

1935

From World War II until the 1960s, wool stores on the peninsula employed thousands of men. With lanolin oil soaked into thousands of feet of wood, fires were a constant hazard. In 1935 the Goldsbrough and Mort store went up in a blaze lasting two weeks, filling the suburb with the smell of burning wool and grease.



(7)

1950

The **harbour's economic success decreased** when road and rail transport took much of the trade from shipping



(7)

1970

Darling Harbour was a series of **empty warehouses, wharfs and rarely used train tracks**.

Since electric power took over, the Pump House became disused and was saved from demolition. The building became The Pump House Brewery and Tavern.

1976-1977

The **Western Distributor** is built over Darling Harbour

1981

Pymont Bridge closes to vehicles and its functions are taken over by the Western Distributor

1982

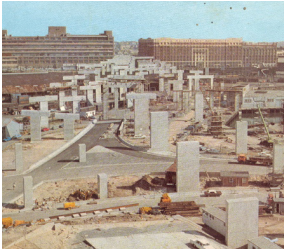
Sydney Entertainment Centre opens

1983

Feasibility works studies for Darling Harbour, coordinated by the Public Works Department were prepared, followed by an Exhibition and Convention Centre market study.

1984

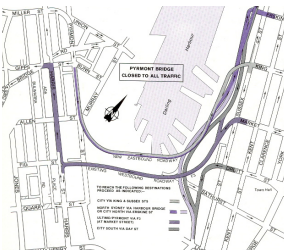
The master plan for the proposed redevelopment was exhibited in the Parliament House and a new agency, the Darling Harbour Authority was created to manage the process and the project.



(3)



(3)



(3)



1984

The **last train leaves Darling Harbour** and a program is launched to clear railway goods yard sheds.

The NSW State Government under Labor premier Neville Wran, announced the redevelopment of the area and a decision to “return it to the people of Sydney after 150 years of industrial use”.

The redevelopment was one of the most ambitious **urban renewal** projects undertaken in Australia.

A conservation study coordinated by the Special Projects Section of the NSW Government Architects Branch identified the individual heritage items of cultural significance. The report was placed under lock and key by Laurie Brereton, then State Labor Minister for Public Works and was not circulated.

1985

First phase of construction is launched and four major concept designs are launched; **harbourside park, waterfront promenade and the Exhibition and Convention Centres**. The exhibition centre is designed by Philip Cox and the Convention Centre designed by John Andrews.



(8)

1986

Construction commences on the **Chinese Garden of Friendship, Harbourside Festival Marketplace and the Pymont Bridge restoration**. The Chinese Garden design was inspired by traditional Chinese art dating back to the fifth century. It is the only authentic southern-style Chinese garden of it’s size outside mainland China.

1987

Port Jackson tree ‘Fred’ is planted at Tumbalong Park.

Construction of Sydney Aquarium commences.



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1988

The harbour is redeveloped and opened during Australia’s Bicentennial celebrations. Only the hydraulic pumping station (owned by the Sydney & Suburban Hydraulic Power Company) and a truncated section of the Pyrmont Bridge were retained.



(10)



(10)

The Market Street approach to Pyrmont Bridge was conserved and returned to working order. Salvaged stone elements from the eastern approach have been utilized in public parks and squares in Pyrmont. A **pedestrian link was built from Market Street up to the bridge deck.**

A section of the semi-circular wharf was discovered during construction. Part of this structure remains buried and is listed on the Sydney Foreshore Authority’s (SHFA) Heritage Conservation Register, another part was placed in the collection of the Powerhouse Museum.

A number of iconic structures were erected including; the **Australian National Maritime Museum** and the **Sydney Exhibition Centre** (Cox Richardson Taylor);

the **Sydney Convention Centre** design by John Andrews International (later with additions from Anchor, Mortlock Woolley); and the **harbourside complex** (which was based on a similar example from Baltimore).

Landscape Architecture works were also undertaken, including **Tumbalong Park** and surrounding stream by MSJ Group, connecting **Darling Walk, Darling Harbour Bowl fountain** (designed by the late Robert Woodward in 1988).

1989

Philip Cox Richardson Taylor and Partners received the Sulman Award for the Sydney Exhibition Centre.

1992

Woodward’s Darling Harbour Bowl water feature received the Walter Burley Griffin Award for Urban Design and the National Award for Landscape Architecture Civic Design award.



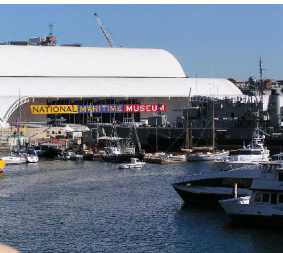
(9)



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(9)

Text source:

Paul Ashton & Duncan Waterson ‘Sydney takes Shape: A History in Maps.’

Powerhouse Museum
<<http://www.powerhousemuseum.com/collection/database/>> (Sourced 08.2012)

SHFA ‘Darling Harbour’
<http://www.darlingharbour.com/sydney-Education-Heritage_and_History.htm> (Sourced 08.2012)

Images source:

(1) (artist unknown)
<<http://www.fineframing.com.au/bay.html>> (Sourced 08.2012)

(2) Paul Ashton & Duncan Waterson ‘Sydney takes Shape: A History in Maps.’

(3) Paul Rands & Viseth Uch ‘Ozroads: The Australian Roads Website - Western Distributor’
<<http://www.ozroads.com.au/NSW/Freeways/WesternDistributor/Historic%20Photos/historicpics.htm>> (Sourced 08.2012)

(4) Mark Aarons ‘A place for people: The transformation of Sydney’s Darling Harbour’

(5) Powerhouse Museum
<<http://www.powerhousemuseum.com/collection/database/>> (Sourced 08.2012)

(6) NSW State Library ‘Dockside: Sydney’s working harbour 1840-1875’ Collection

(7) NSW State Library ‘Photography: Sydney exposed’ Collection’

(8) Geoff Allcock NSW Rail ‘NSW Railway Photos’
<<http://www.nswrail.net/photos/owner.php?owner=Geoff+Allcock>> (Sourced 08.2012)

(9) SHFA ‘Darling Harbour’
<http://www.darlingharbour.com/sydney-Education-Heritage_and_History.htm> (Sourced 08.2012)

(10) The University of Sydney ‘Celebrating 125 years of engineering education’
<<http://sydney.edu.au/engineering/civil/about/history.shtml>> (Sourced 08.2012)

(11) Philip Johnson ‘Pyrmont Bridge’

(12) (author unknown) ‘Darling Harbour showing Harbourside’
< <http://www.commonswikimedia.org>> (Sourced 08.2012)

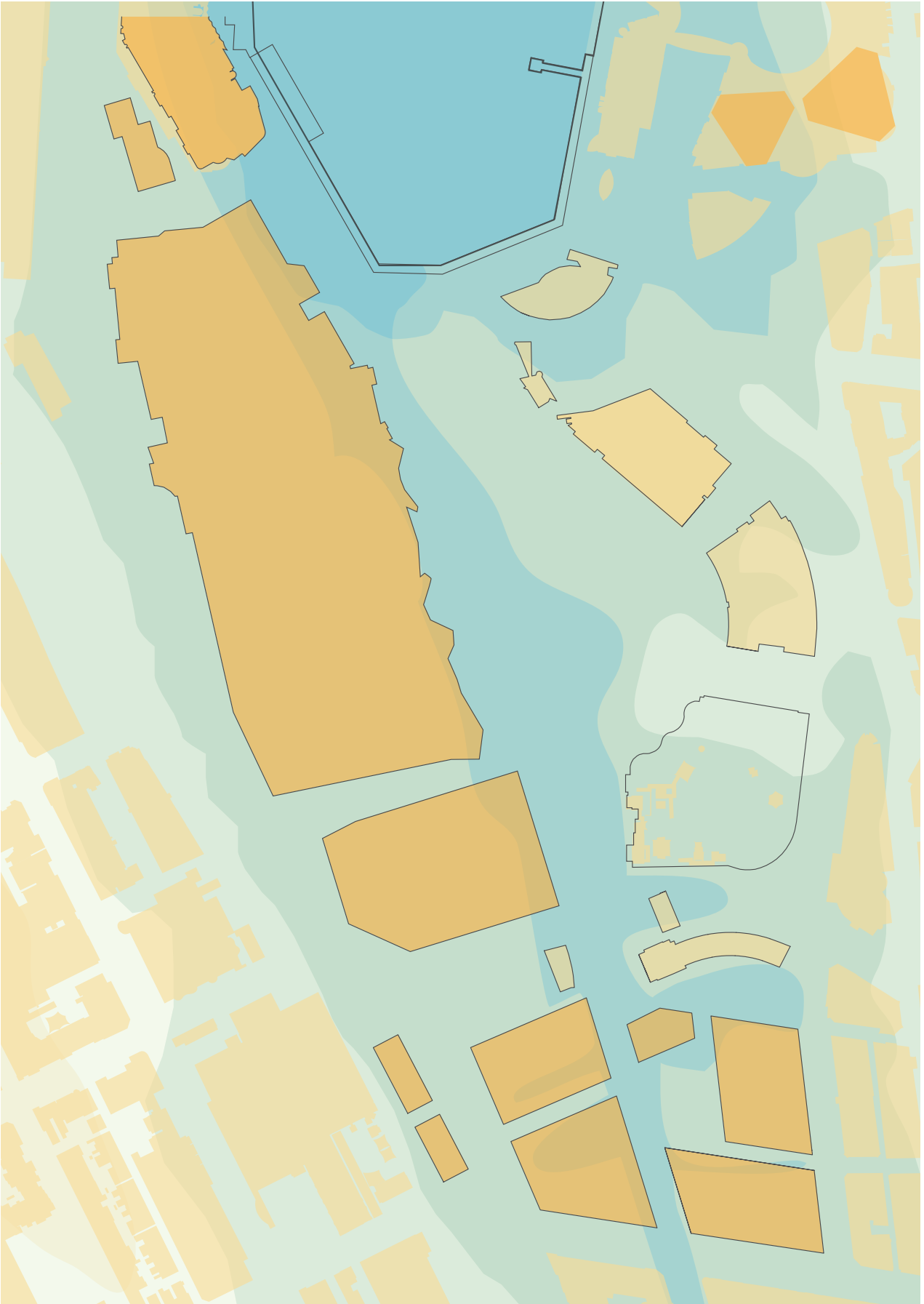
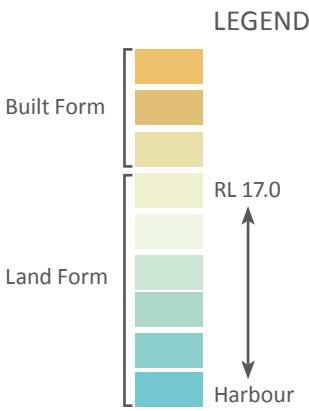
4.3

TOPOGRAPHY

The site is located within the valley floor which is an extension of Cockle Bay.

Pymont / Ultimo to the West sits on a ridge, while the adjacent CBD to the East is also above the general level of the site, but with less elevation.

The existing built form within Darling Harbour and its surrounds generally reinforces the topography.



4.4
FLORA

Native flora of the Sydney basin originally occupied the site. Little of this remains as a result of the urban development.

- A

Mudflat and associated flora
- B

Ashfield Shale slopes with swamp forest of *Casuarina glauca* and *Eucalyptus robusta*
- C

Hawkesbury sandstone slopes
_Lower slopes: *Eucalyptus racemosa* with understorey *Acacia suaveolens*, *Banksia spinulosa*, *Leptospermum attenuatum*, *Leptospermum flavescens*
_Upper slopes/ ridges: *Eucalyptus pilularis*, *Angophora costata* with understorey *Ceratopetalum gummiferum*, *Kunzea ambigua*, *Platysace lanceolata*, *leptospermum attenuatum*, *Dianella caerulea*, *Themeda australis*.
_*Eucalyptus gummifera*, *Eucalyptus piperita*
- D

Sand dunes with eastern *Banksia* scrub
- E

Forest of *Angphora costata* and *Eucalyptus pilularis*. Small pockets of Turpentine-Ironbark forest
- F

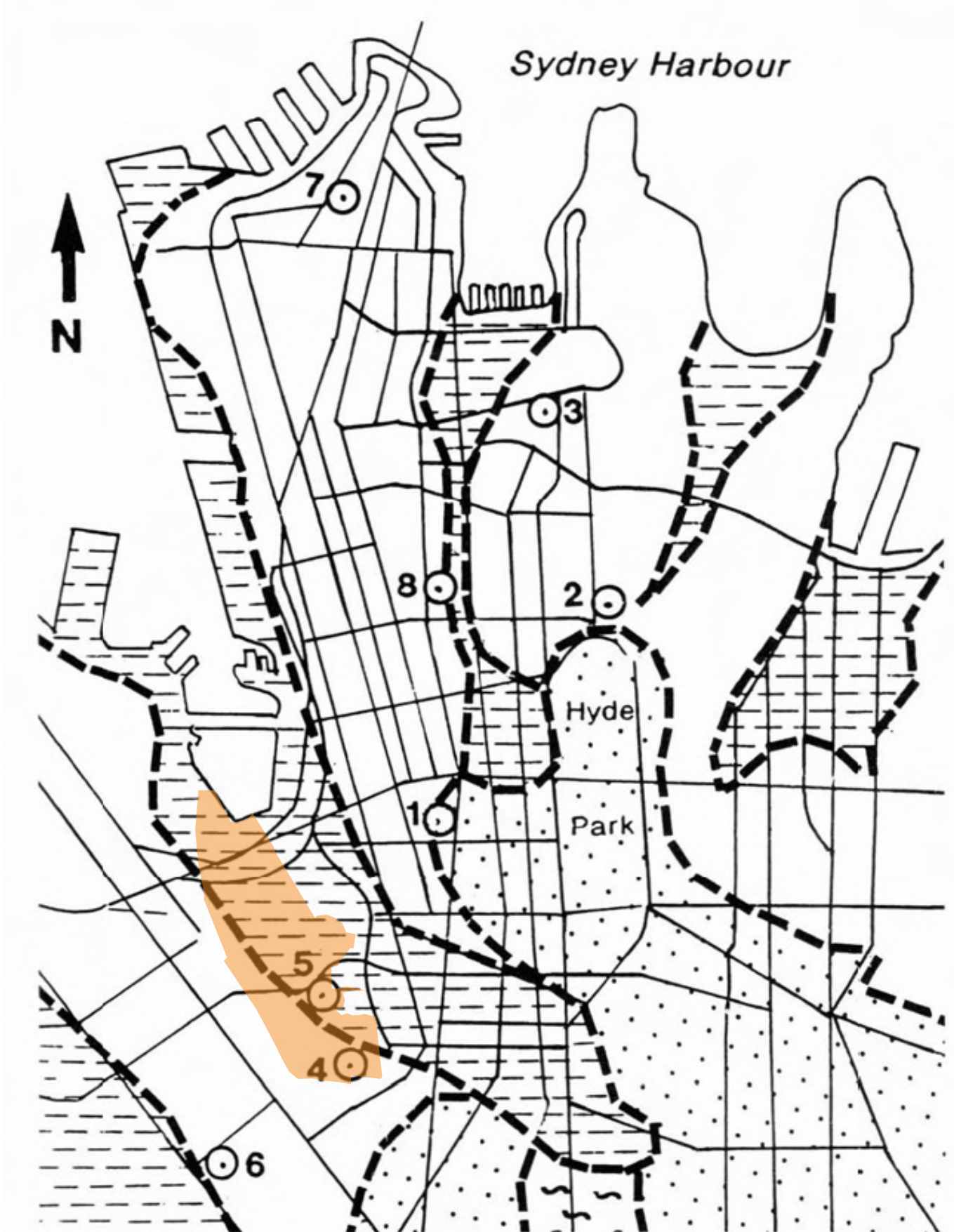
Swamp woodland with *Eucalyptus racemosa*



Source: Doug Benson & Jocelyn Howell 'Taken for Granted: The bushland of Sydney and its suburbs.'

4.5
GEOLOGY

While surrounded by underlying Hawkesbury Sandstone, the site sits predominantly over alluvium and fill.



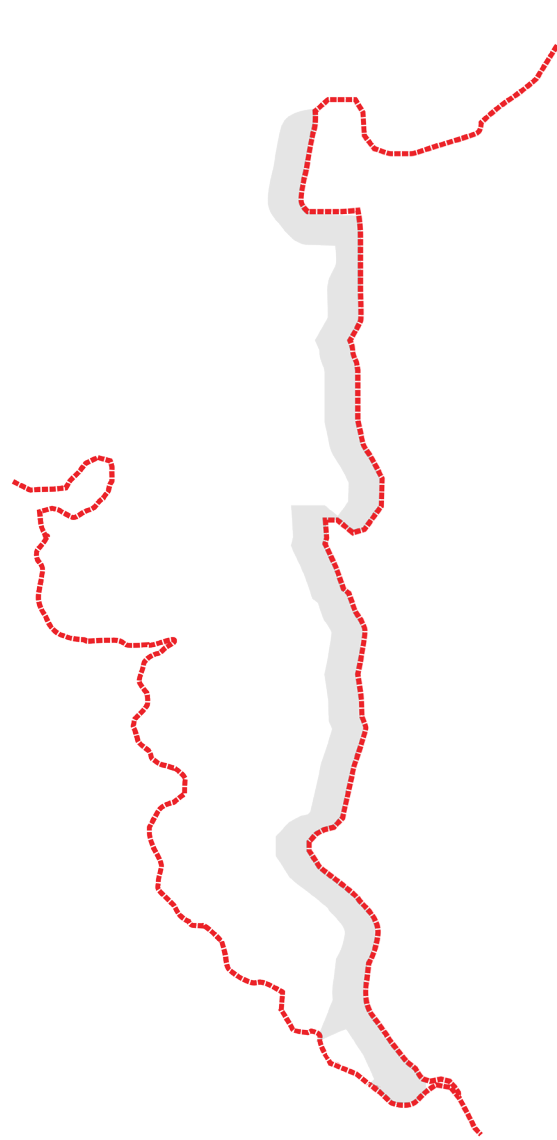
Source: Doug Benson & Jocelyn Howell 'Taken for Granted: The bushland of Sydney and its suburbs.'



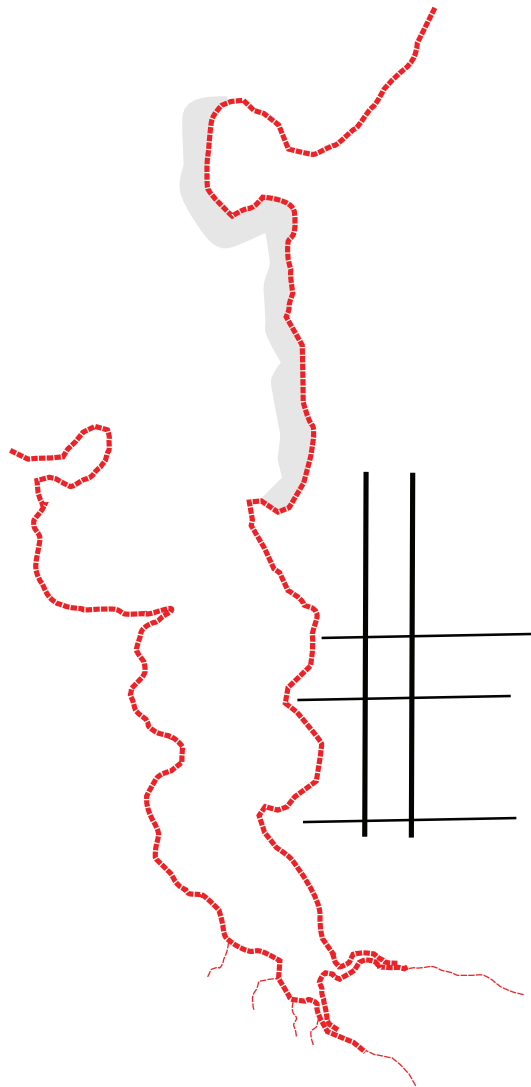
4.6
SHORELINE

Time has exposed an ever changing waters edge to Darling Harbour and the grid of the cities street structure has evolved with this varied shoreline.

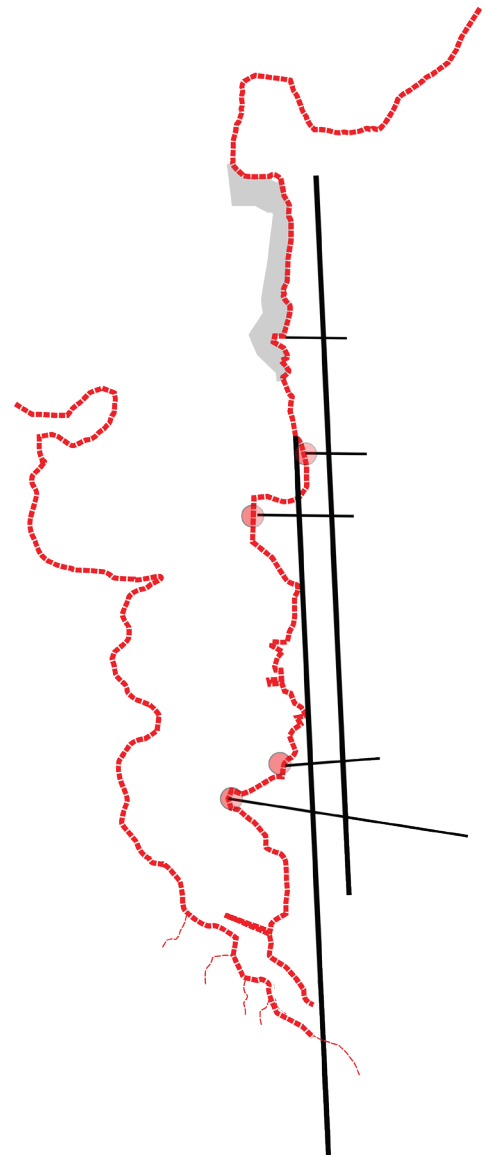
What was once an active land and water foreshore has become a precinct that is less dynamically engaged and increasingly disconnected.



1801
_A cockle bay
_A natural edge and ecology



1822
_A cockle bay
_A place of food
_A place of ecology



1831
_A transformed edge
_Industry
_Wharfs