



**Sydney International Convention Centre, Exhibition &
Entertainment Precinct (SICEEP)
Darling Harbour**

Statement of Heritage Impact

Prepared for
Darling Harbour Live

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Project number 12 0481

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1 INTRODUCTION

1.1 Purpose of the report

This report supports a State Significant Development Application (SSD 5752– 2012) submitted to the Minister for Planning and Infrastructure pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Application seeks approval for construction of the Public Private Partnership (PPP) component of the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) Project at Darling Harbour.

This report will also be submitted with the Stage 1 Development Application (DA) for The Haymarket Precinct and the DA for the Hotel.

The SICEEP Project will deliver Australia's global city with world class convention, exhibition and entertainment facilities that can compete effectively in the national and international events markets. The SICEEP Project importantly forms a critical element of the NSW Government's aspiration to "make NSW number one again". The SICEEP Project also involves the creation of a new neighbourhood and a community hub.

This report addresses the potential impact of the development proposal on the built cultural heritage of Darling Harbour.

1.2 Background

The existing convention, exhibition and entertainment centre facilities at Darling Harbour were constructed in the 1980s and have provided an excellent service for Sydney and NSW.

The facilities however have limitations in their ability to service the contemporary exhibition and convention industry which has led to a loss in events being held in Sydney.

The NSW Government considers that a precinct-wide renewal and expansion is necessary and is accordingly committed to Sydney reclaiming its position on centre stage for hosting world-class events with the creation of the SICEEP Project.

Following an extensive and rigorous Expressions of Interest and Request for Proposals process, Darling Harbour Live (formerly known as 'Destination Sydney' - a consortium comprising AEG Ogden, Lend Lease, Capella Capital and Spotless) was announced by the NSW Government in December 2012 as the preferred proponent to transform Darling Harbour and create the new Sydney International Convention, Exhibition and Entertainment Precinct.

Key features of the Darling Harbour Live Preferred Master Plan include:

- Delivering world-class convention, exhibition and entertainment facilities, including:
 - Up to 40,000m² exhibition space;
 - Over 8,000m² of meeting rooms space, across 40 rooms;
 - Overall convention space capacity for more than 12,000 people;

- A ballroom capable of accommodating 2,000 people; and
- A premium, red-carpet entertainment facility with a capacity of 8,000 persons.
- Providing up to 900 hotel rooms in a hotel complex at the northern end of the Precinct.
- A vibrant and authentic new neighbourhood at the southern end of the precinct, called 'The Haymarket', home to an IQ Hub focused on the creative industries and high-tech businesses, apartments, student accommodation, shops, cafes and restaurants.
- Renewed and upgraded public domain, including an outdoor event space for up to 25,000 people at an expanded Tumbalong Park.

Improved pedestrian connections linking to the proposed Ultimo Pedestrian Network drawing people between Central, Chinatown and Cockle Bay Wharf as well as east-west between Ultimo/Pymont and the City.

1.3 Site description

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 areas (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 Figure 2.



Figure 1 Location Plan
Source: Google Earth





Figure 2 Site Plan indicating redevelopment areas
Source: JBA

1.4 Overview of proposed development

PPP Development

The proposed development involves construction of the PPP component of the SICEEP Project, containing new, integrated and world-class convention, exhibition and entertainment facilities with associated retail and public domain upgrades.

The application more specifically seeks approval for the following development:

- Demolition of existing improvements on the site, including the existing Sydney Convention Centre (part) and the Sydney Exhibition Centre;
- Associated tree removal and replanting;
- Construction of a new, integrated and world-class Convention, Exhibition and Entertainment Centre;
- Public domain improvements, including:
 - Reinvigorating and expanding Tumbalong Park;
 - Provision (part) of a new active north-south pedestrian connection (known as the Boulevard);
 - Provision of new east-west connections, including Harbourside Place and Tumbalong Place;
 - Provision of a pedestrian bridge link from Quarry Street;
 - Retention of the tidal cascade water feature;
 - Reconfiguration and upgrade of Darling Drive (part);
 - Provision of a new square adjoining the Chinese Garden;
 - Provision of a new “event deck” (connected with the Exhibition Centre);
 - Integrated art, play zones, water play and recreation areas;
 - Provision of retail kiosks.
- Provision of ground level parking within the Exhibition and Entertainment Centre facilities;
- Ground and elevated loading docks (accessed off Darling Drive) for Convention, Exhibition and Entertainment Centre facilities;
- Two vehicle drop-off points along Darling Drive;
- Provision of signage; and
- Extension and augmentation of physical infrastructure/utilities as required.

The Haymarket Precinct

The following development is proposed within The Haymarket Precinct:

- Demolition of existing site improvements, including the existing Sydney Entertainment Centre (SEC), Entertainment car park, and part of the pedestrian footbridge connected to the Entertainment car park and associated tree removal;
- North-west block – construction of a part public car park and part commercial/office building;

- North-east block – construction of a mixed use podium (comprising retail, commercial, above ground parking, and residential);
- South-east block - construction of a mixed use podium (comprising retail, commercial, above ground parking, and residential);
- South-west block - construction of a mixed use podium (comprising retail, commercial, above ground parking, and residential);
- North block – construction of a low rise mixed use building comprising retail, commercial and residential;
- Student housing – construction of two buildings providing for student accommodation;
- Public domain improvements including a new square, water features, new pedestrian streets and laneways, streetscape embellishments, and associated landscaping. (It is intended that a Stage 2 DA seeking approval for parts of the public domain (The Boulevard and Haymarket Square) will be lodged with the first residential stage);
- Remediation strategy; and
- Car parking rates.

Hotel

The third development component is the construction of a hotel complex containing approximately 900 bedrooms.

1.5 Planning Approvals Strategy

In response to separate contractual agreements with the NSW Government and staging requirements, Darling Harbour Live is proposing to submit a number of separate development applications for key elements of the overall Project.

An application will be submitted for the PPP component of the SICEEP project, comprising the convention centre, exhibition centre, entertainment facility, and associated public domain upgrades.

Development of The Haymarket is to be staged and accordingly a staged development application is to be lodged. Detailed development applications will follow seeking approval for specific aspects of The Haymarket.

A separate development application will also be submitted for the Hotel Complex.

This HIA has been prepared to cover the redevelopment of the Precinct in its entirety and accordingly assesses the heritage impacts of all elements of the proposed redevelopment.



1.6 Methodology and terminology

This report follows the general guidelines for Statements of Heritage Impact, set out in the NSW Heritage Manual, Heritage Office and Department of Urban Affairs and Planning (1996).

This report also follows the methodology and terminology described in *The Conservation Plan*, Sydney, National Trust of Australia (NSW), 5th edition 2000 by Dr J. S. Kerr and in the Australia ICOMOS *Burra Charter*, 1999 as described below. The methodology of these documents is combined with the State Heritage Register criteria to formulate an assessment of cultural significance (refer Section 3).

J.S. Kerr's *The Conservation Plan* considers the concept of cultural significance according to three qualities: The ability of a place to demonstrate a process, event, custom or style; associational (historical) links for which there may be no surviving evidence; and formal or aesthetic qualities.

The process of assessment of culturally significant places set out in the Australia ICOMOS *Burra Charter* breaks the concept of significance into "historic", "aesthetic", "technical/scientific" and "social" categories.

1.7 Author identification

This document was prepared by Dr Roy Lumby, Senior Heritage Specialist, of Tanner Kibble Denton Architects. It has been reviewed by Megan Jones, Practice Director, Tanner Kibble Denton Architects.

1.8 Heritage management context

There are no listed built heritage items on the development site. Archaeological items on the site include the Exhibition Centre Precinct – Archaeological Remains – Iron Wharf, which are directly east of the Exhibition Centre, the Water Cooling System and Manifold, at the northern end of the development site and a section of Hay Street Stormwater Channel in Hay Street. However, there are a number of items close to the site that are listed as statutory heritage items by several authorities:

- Chinese Garden of Friendship, Day and Pier Streets, Darling Harbour;
- Commerce Building, 345B Sussex Street, Sydney;
- Commerce House, 365-375 Sussex Street;
- Darling Harbour Rail Corridor, west side of Darling Harbour to Pyrmont;
- Hydraulic Pumping Station No 1, Pier Street, Ultimo;
- Market City (facade of former Paddy's Markets);
- Pier Street Precinct Archaeological Remains, bounded by Hay, Harbour, Pier Sts and Merino Boulevard, Darling Harbour, NSW;
- Powerhouse Museum, 500, Harris Street, Pyrmont;
- Pyrmont Bridge;
- Sewage Pumping Station 1, William Henry Street, Ultimo;
- Street facades, former Post Office Stores, 64 Harbour Street/Little Hay Street, Sydney;
- Sydney Trades Hall, 4-10 Goulburn Street, Sydney;

- Ultimo Post Office, 494 Harris Street, Ultimo

The Haymarket Precinct is in the vicinity of the Harris Street Conservation Area.

The following heritage items are included in the State Heritage Register:

- Hydraulic Pumping Station No 1;
- Pyrmont Bridge;
- Sewage Pumping Station 1;
- Street facades, former Post Office Stores;
- Sydney Trades Hall;
- The Carousel; and
- Ultimo Post Office.

The NSW Heritage Council agreed to include the Darling Harbour Water Feature in the State Heritage Register in February 2013. Listing has not yet taken place.

The following heritage items are included in Sydney Local Environmental Plan 2012

- Commerce Building;
- Commerce House;
- Pier Street Precinct Archaeological Remains;
- Powerhouse Museum;
- Pyrmont Bridge;
- Street facades, former Post Office Stores;
- Sydney Trades Hall; and
- The Harris Street Conservation Area.

The following heritage items are included in Section 170 Registers

- Chinese Garden of Friendship is included in the SHFA Section 170 Heritage and Conservation Register;
- Exhibition Centre Precinct – Archaeological Remains – Iron Wharf is included in the SHFA Section 170 Heritage and Conservation Register;
- Darling Harbour Rail Corridor is included in the SHFA Section 170 Heritage and Conservation Register;
- Hay Street Stormwater Channel (Hay Lackey Drain) is included in the Sydney Water Section 170 Heritage and Conservation Register;
- Hydraulic Pumping Station No 1 is included in the SHFA Section 170 Heritage and Conservation Register;
- Market City (facade of former Paddy's Markets) is included in the SHFA Section 170 Heritage and Conservation Register;

- Pier Street Precinct Archaeological Remains is included in the SHFA Section 170 Heritage and Conservation Register;
- Sewage Pumping Station 1 is included in the Sydney Water Section 170 Heritage and Conservation Register;
- The Carousel is included in the SHFA Section 170 Heritage and Conservation Register;
- Water Cooling System and Manifold is included in the SHFA Section 170 Heritage and Conservation Register.

1.9 Director General's Requirements

This report has been prepared to fulfil the requirements of the Environmental Impact Statement issued by the Director-General on 21 January 2013, for the preparation of an Environmental Impact Assessment under Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*. The report specifically responds to Key Assessment Requirement 10. Heritage:

- Address the impacts of the proposal on heritage significance of the site and adjacent area including any built and landscape heritage items including places, items or relics of significance to Aboriginal people; and
- Address opportunities for heritage interpretation within the public domain.

The impacts of the proposal on relics of significance to Aboriginal people and European archaeological relics are the subject of reports prepared by other specialist consultants. Casey & Lowe has prepared the Non-Indigenous Archaeological Assessment and Impact Statement. Comber Consultants has prepared the Aboriginal Archaeological Due Diligence Assessment.

2 HISTORICAL BACKGROUND

The following historical overview of the SICEEP site, which is limited to its European occupation, is based on information in Section 4 of the Sydney International Convention, Exhibition and Entertainment Precinct, Darling Harbour - Baseline Heritage Impact Statement prepared by City Plan Heritage for NSW dated May 2012 and Section 2 of the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) Archaeology Heritage Impact Statement (Draft 2), prepared by Casey + Lowe for Lend Lease and dated July 2012. Information has been supplemented by a limited amount of additional historical research.

2.1 Early European Settlement

In 1788 Darling Harbour was given the name Long Cove. However, the name Cockle Bay was quickly adopted instead. The first grants of land on the western side of Cockle Bay were made to John Malone, William Mitchell and Thomas Jones in 1794 and 1795. In 1803 Surgeon John Harris was granted about 13.75 hectares and over the next couple of years built a dwelling that was named Ultimo House. Harris received several more grants of land in the area.

2.2 Dickson's Mill and the Advent of Industrialisation

In October 1813 engineer and millwright John Dickson (1774- 1843) arrived in the colony, Dickson took out a patent for "steam engines, pumps, and other hydraulic machines" in 1798 and began to manufacture steam engines. Dickson arrived with one of his steam engines, tools and equipment. The following year he was granted 6 hectares of land adjoining Harris' estate at the south eastern end of Cockle Bay, along with 1,214 hectares near Camden. Dickson constructed a mill, near the intersection of what are now Goulburn and Harbour Streets. A portion of the grant, at the mouth of a small stream, was dammed to exclude salt water and supply water to the steam engine. Although Dickson initially intended it as a saw mill, he began milling wheat and corn around the middle of 1815.

In 1826, the same year that Governor Darling changed the name of Cockle Bay to Darling Harbour, Dickson went into partnership with John Mackie and established a soap and candle factory near the mill then in 1827 commenced brewing on the site. Dickson and Mackie's partnership was dissolved in October 1829. In 1831 Dickson enlarged his mill and reclaimed land between his jetty and the dam for the construction of a boiler house. However, it was offered for sale in August 1833. The sale included a miscellany of items, including leasehold of a dwelling, brewery and bond store, soap works and town allotments and waterside properties associated with Dickson's estate.¹ Dickson lost a court case and was prosecuted for forgery.

Dickson left New South Wales in 1834 while still on bail. He left his business in the hands of Thomas Barker (1799-1875), who had been articled to Dickson and arrived with him in New South Wales in 1813. Barker established a steam mill to the north of Dickson's establishment, near the intersection of Sussex and Bathurst Streets, and in the 1840s built a textile mill nearby. Industrial activity in the locality diversified around 1860 when Prussian-born Simon Zollner set up a galvanising works in part of Dickson's Mill, near the intersection of Harbour and Dickson Streets. Larger works were established in Harbour Street in 1868.

¹ *The Sydney Herald*, 5 August 1833, p.2.

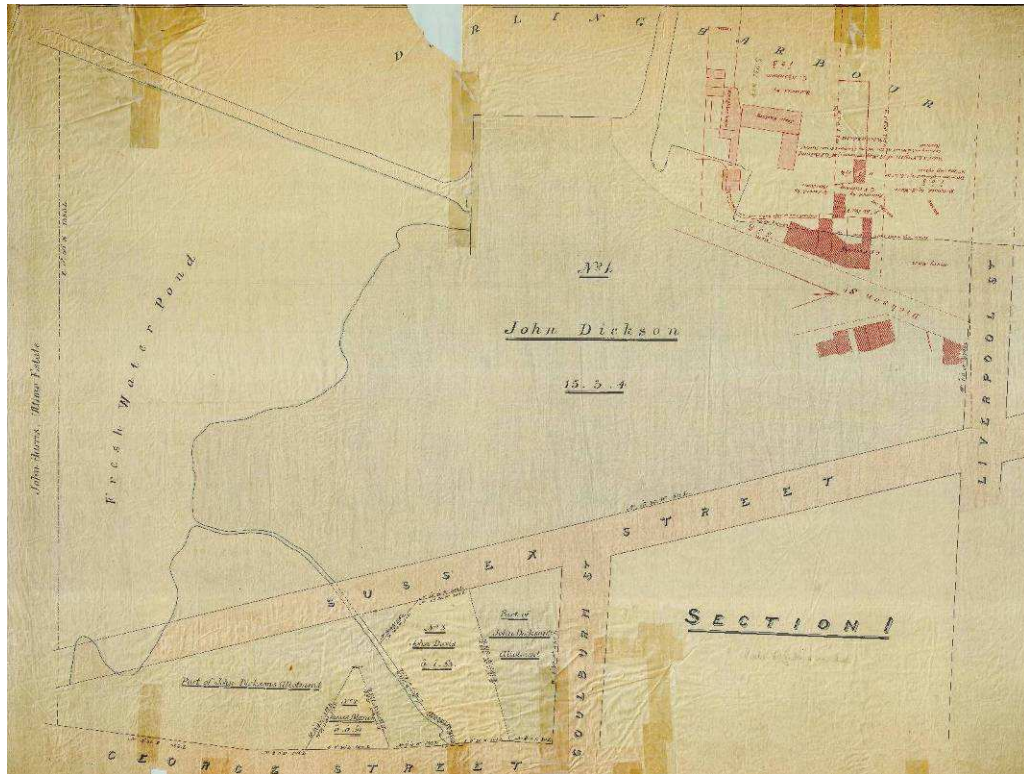


Figure 4 The site of Dickson's Mill at about the time his estate was offered for sale in 1833.
Source: City of Sydney Archives: City Section Survey Plan, Section 01, 1833

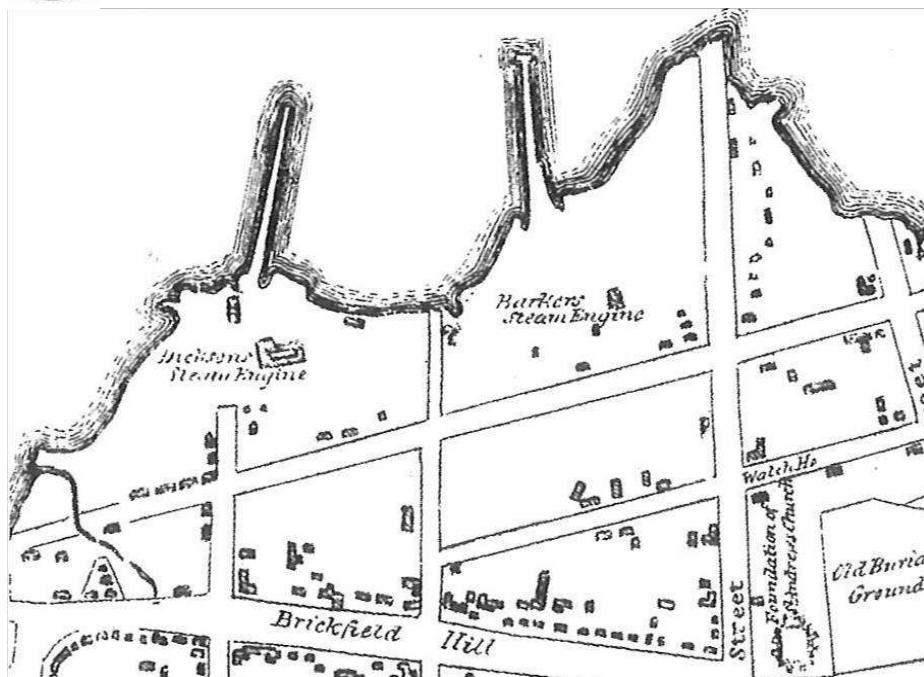


Figure 5 Portion of an 1836 map showing the relationship of Dickson's and Barker's steam mills.
Source: reproduced in Johnson, p.25.

2.3 The Coming of the Railway

In 1853 the recently formed Sydney railway Company acquired land on the western side of Darling Harbour from the Harris family. A railway line, opened on 26 September 1855, was constructed linking Darling Harbour to the Sydney Railway Terminus at Redfern. It was the first connection between shipping and the railway. Fill resulting from excavation to form the Sydney Railway Terminus and associated yards was used to reclaim land to form the goods yard, and a stone dyke, constructed during 1865, joined the reclamation area to the end of Dickson's jetty or wharf. The railway line initially carried spoil from the main suburban line between Sydney and Parramatta, followed by coke and, from 1860, timber.

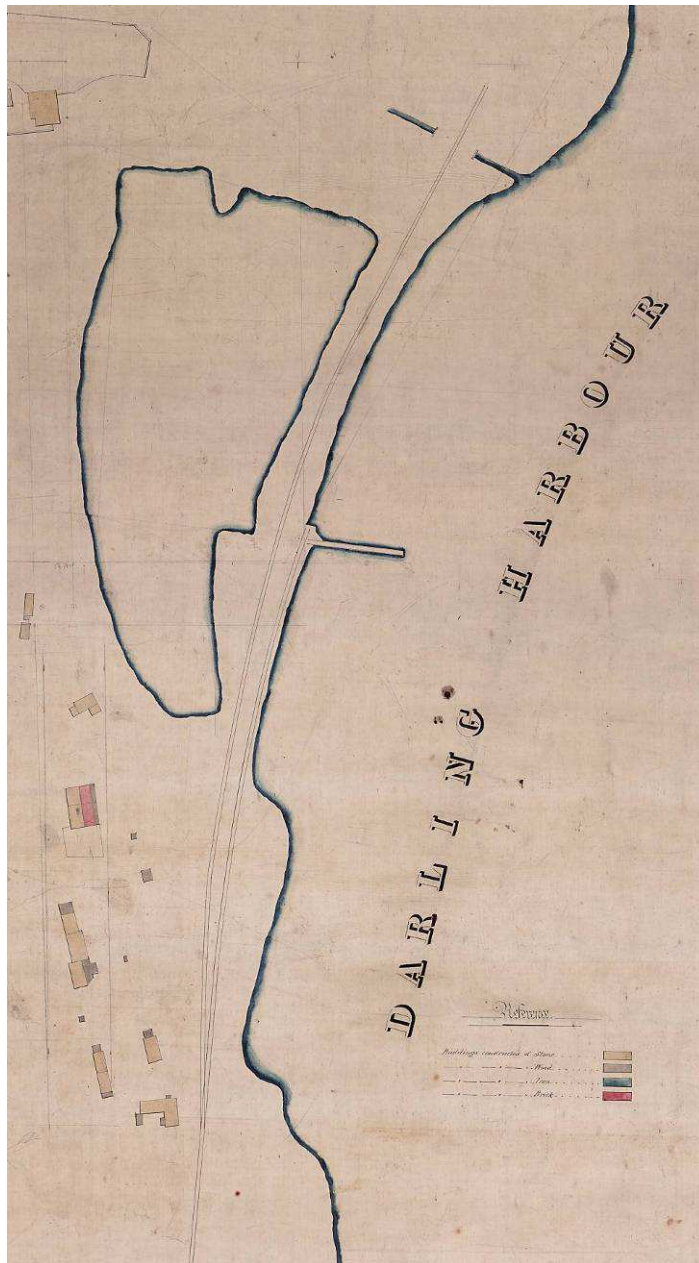


Figure 6 Portion of an 1865 survey showing the extent of the railway line on the western side of Darling Harbour.

Source: City of Sydney Archives, Trigonometric Survey of the City of Sydney, Section W1, 1865.

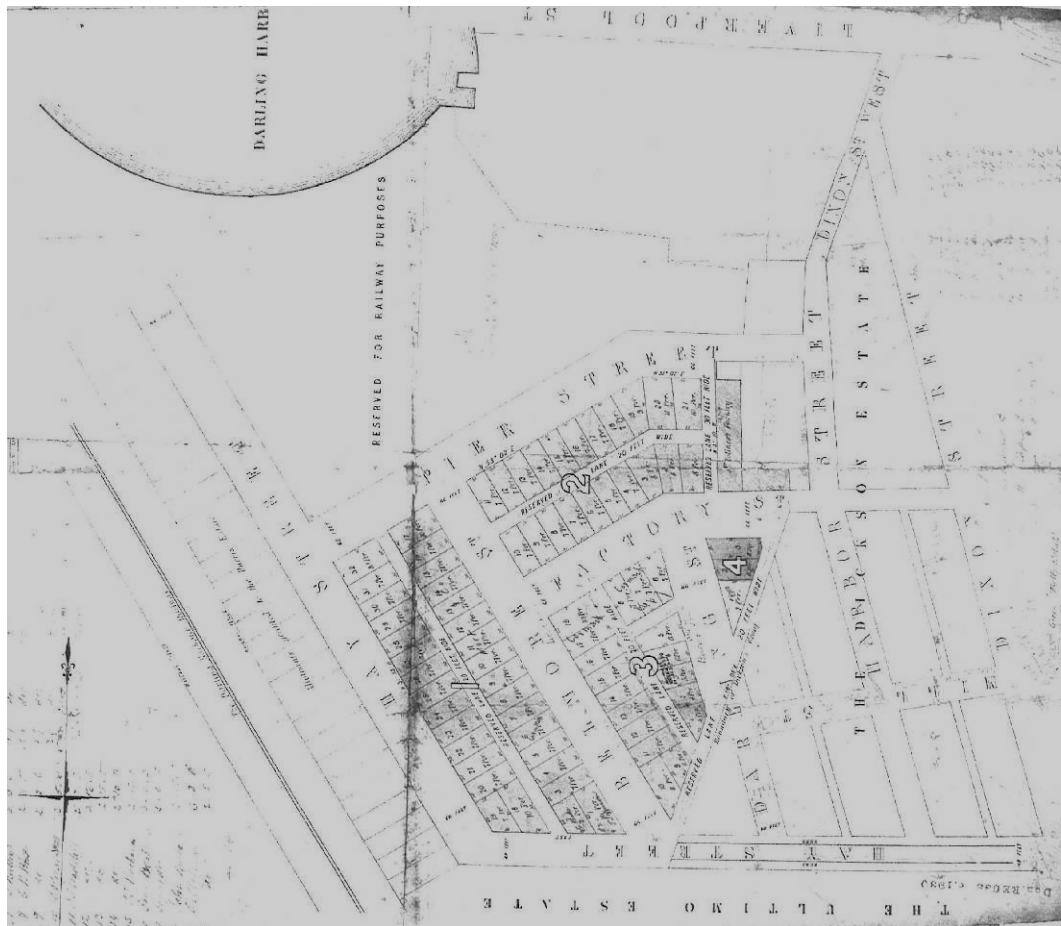


Figure 7 Portion of a drawing describing the subdivision of reclaimed land at the head of Darling Harbour, 1870. Land is reserved for railway purposes. The reclaimed land is presently the site of the Entertainment Centre and adjacent carpark.
Source: State Library of NSW, ZM2 811/1870/1A.

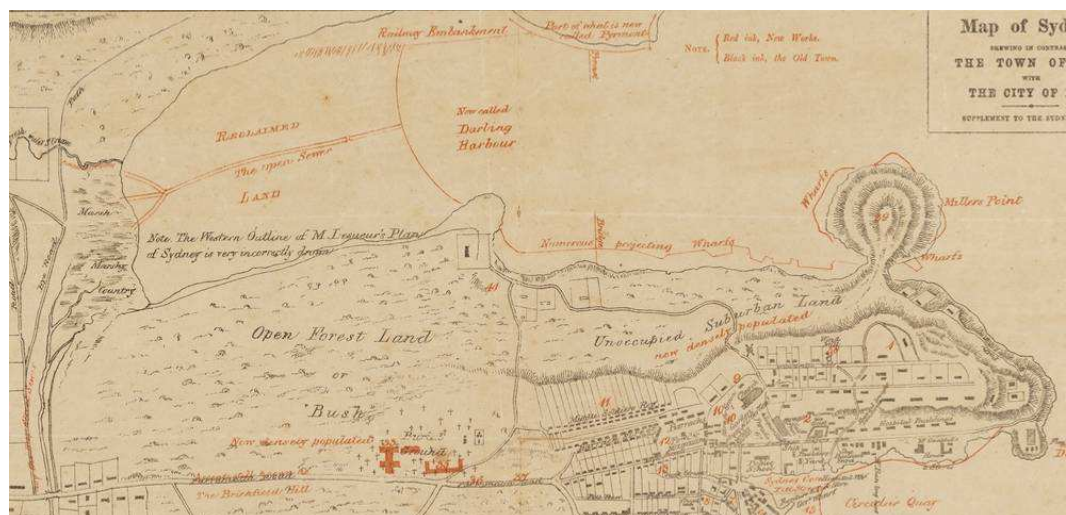


Figure 8 Norman Selfe's 1873 overlay imposed on Leseur's plan of 1802 showing the extent of reclamation at the southern end of Darling Harbour.
Source: State Library of NSW, Map of Sydney shewing in contrast the town of 1802 with the city of 1873.

The first Pyrmont Bridge opened in March 1858 and a railway terminus allowing goods carried across the bridge to be transported by rail was proposed. However, disputes between the Pyrmont Bridge Company and decline in export activity on Darling Harbour effectively blocked the proposal.

However, there was little development following the opening of the Darling Harbour goods line until the 1870s, after which the Darling Harbour goods yards became the centre of Sydney's railway freight network. This coincided with the growth of the wool industry and construction of wool stores above the western shoreline of Darling Harbour. Funding to extend the Darling Harbour railway line to deep water had been allocated in estimates presented to the Legislative Assembly in 1864.² Then, in the first quarter of 1869 the colonial parliament sanctioned the construction of a railway wharf at the head of Darling Harbour to facilitate the movement of goods from Darling Harbour to Redfern – at that time the nearest wharf was about 1 mile from the railway line. It was recognised that produce from the central west and south western parts of the colony should be transported to Sydney by rail. A tender was accepted early in 1870 and construction of the semi-circular wharf was finally completed in 1876, although it was in use from 1874. The wharf was intended to serve larger steam ships, which required deeper water.

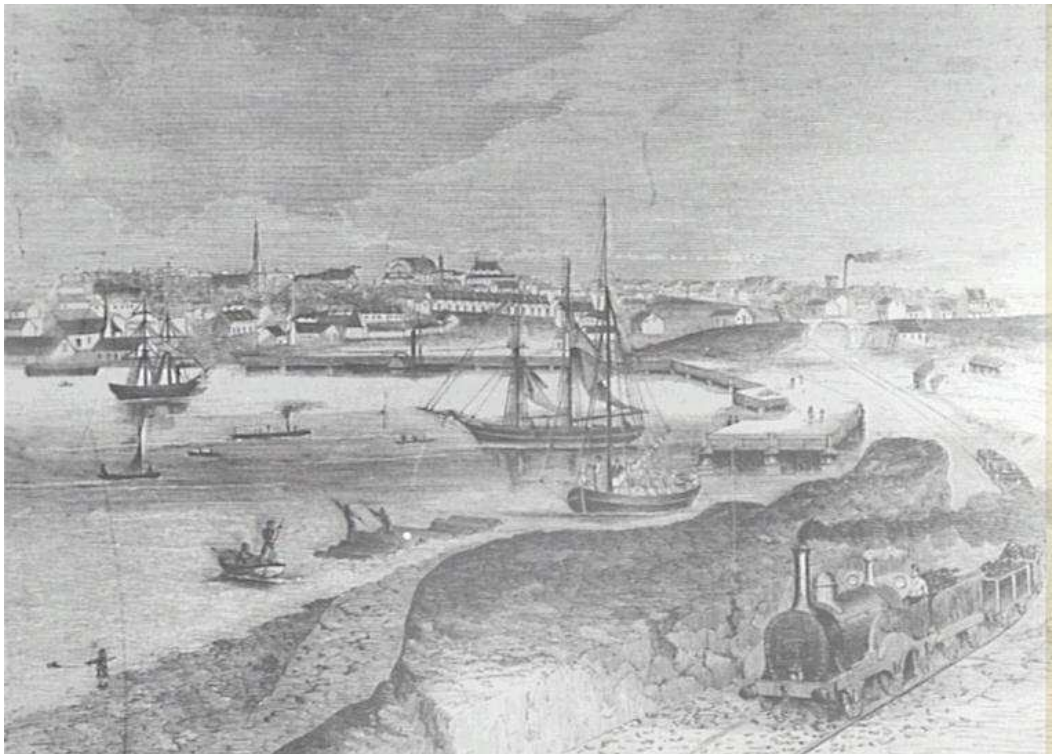


Figure 9 Engraving of the Iron Wharf that was reproduced on the front cover of the *Illustrated Sydney News*, 30 January 1874.

Source: City of Sydney Archives CRS 1819.

Work commenced on the extension of the goods line to Darling Island and establishment of the Darling Harbour Goods Yard in 1874. The Goods Yard was fully operational by 1878. Initially most traffic consisted of firewood, hay and chaff for use in Sydney. However, the first load of wool was delivered to it in November 1878. As the focus of the wool trade shifted from London to Sydney and other major Australian cities local sales rose dramatically.

² John Gunn, *Along Parallel Lines: a history of the Railways of New South Wales*, p.92.

2.4 Consolidation

In 1881 the colonial government carried a proposal for extending the Darling Harbour line along the western side of Darling Harbour to deep water and resumed about 5 hectares of land for wharfage and stores.³

By 1882 Sydney was linked by rail to Albury, Hay and Dubbo, and after the completion of the Hawkesbury River Bridge in 1889 with the Queensland border. By that time all the major primary production regions of New South Wales had been connected with Sydney, and therefore with the Darling Harbour goods line. As might be expected, the Darling Harbour Goods Yard expanded throughout the 1880s and 1890s, relieving the Redfern railway yards. Some major facilities were constructed as industrial developments saw Darling Harbour emerge as an important intercolonial and international transport and manufacturing centre.

One such facility was a refrigerated meat market, a response to the export trade established by businessman Thomas Sutcliffe Mort, who established an abattoir and chilling works at Bowenfels in 1875, transporting the meat by rail to Darling Harbour in refrigerated wagons. He established his NSW Fresh Frozen Food and Ice Company on what is now the site of the Chinese Gardens at the same time. The refrigerated meat market was designed by A G Kenway, superintendent of the Glebe abattoirs, and was completed at the beginning of 1887. It was located on the western side of Darling Harbour in the vicinity of Goldsbrough Mort's large woolstore and close to the railway lines. It was intended to house Sydney's daily meat supply. A large engine and boiler house were erected nearby to supply power to the market.⁴ Livestock was also brought to Darling Harbour by rail for export. An 1888 map of the site indicates animal pens located within and adjacent to the study area south of Thomas Street.

Sydney's first hydraulic pumping station, just outside the study area, was constructed between 1889 and 1891 by the Sydney and Suburban Hydraulic Power Company, the facility was officially opened on 26 August 1891⁵. The pumping station provided power for passenger and goods lifts, cranes, capstans for drawing wagons, railway traversers, wool presses, driving ventilation fans and various other devices. The goods yard was an obvious beneficiary.

The Darling Harbour Goods Yard extended northwards in the 1890s following the government's acquisition of Darling Island in April 1889. In 1891 a large forwarding shed, fitted with the latest hydraulic cranes and appliances was completed on what had been the Darling Harbour produce saleyard. Not far away was a massive shed for receiving wool, a 320 metre long by 21 metre wide "boomerang" with enough capacity to hold 120 railway wagons loaded with 4,000 bales of wool. Near the wool shed and south of Pyrmont Bridge 335 metre long wharf was constructed to facilitate unloading of goods from ship to rail for transportation to country districts. Electric lighting was installed in the forwarding shed and the expansive open areas of the Goods Yard.⁶

During the 1880s Goldsbrough & Co built a woolstore near the railway on the corner of Fig and Pyrmont Streets. Other concerns erected woolstores in the following decades, all conveniently located close by the railway. The Ultimo Power House was built in 1898-99 close to the railway line.

³ "1881", *Sydney Morning Herald*, 31 December 1881, p.5.

⁴ "The New Meat Market at Darling Harbour", *Sydney Morning Herald*, 26 January 1887, p.3.

⁵

⁶ "The Development of the Railways", *Sydney Morning Herald*, 1 August 1891, p.7.



Figure 10 Wool train at Darling Harbour, circa 1885-1895
Source: National Library of Australia, nla.pic-an23378106-v

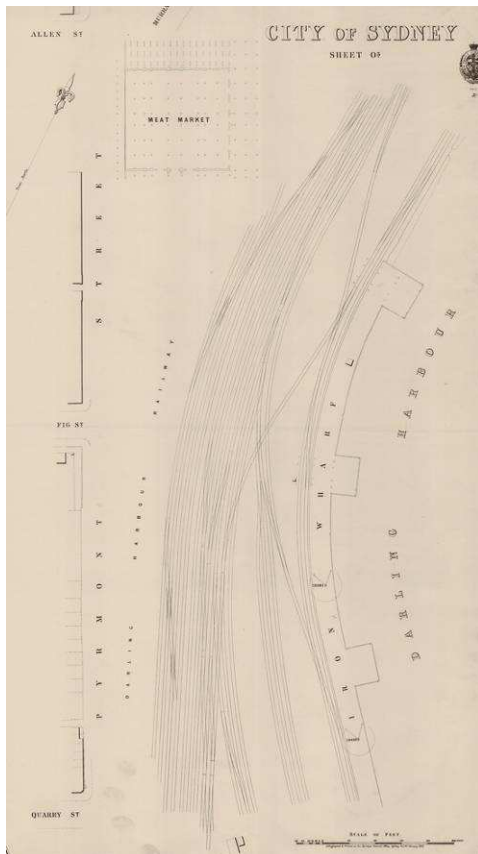


Figure 11 Development on the western side of Darling Harbour in 1888 (left) and 1892 (right).
Source: State Library of NSW – NSW Department of Lands Metropolitan Detail Series Sheet O3, 1888 and 1892.

Following the Government resumptions after 1901 and subsequent wharfage developments at Jones Bay and Darling Island, the railway and associated infrastructure expanded. Between 1903 and 1908 a wheat store, coal handling plant and feeder sidings were constructed. By 1908, goods traffic on the line to Darling Harbour and the neighbouring suburban lines had become excessive, with 592 wagons arriving each day and 512 being dispatched, so, during the following decade an additional goods line was constructed to connect Darling Harbour and Rozelle. The purpose of the line was to assist in separating the Darling Harbour goods service from the main suburban lines. It was part of an overall upgrading of Sydney's goods railway lines at this period.

By the 1910s Darling Harbour south of Pyrmont Bridge was becoming too shallow for large vessels and was largely reclaimed in the 1920s using fill from Sydney's underground railway excavation. About 23 acres were reclaimed and the Iron Wharf was demolished and operations concentrated further to the north. By this time the subject site had become the location of rail lines with no need for buildings associated with the loading or unloading of goods. Thus it was to remain for the rest of the active life of the goods line.

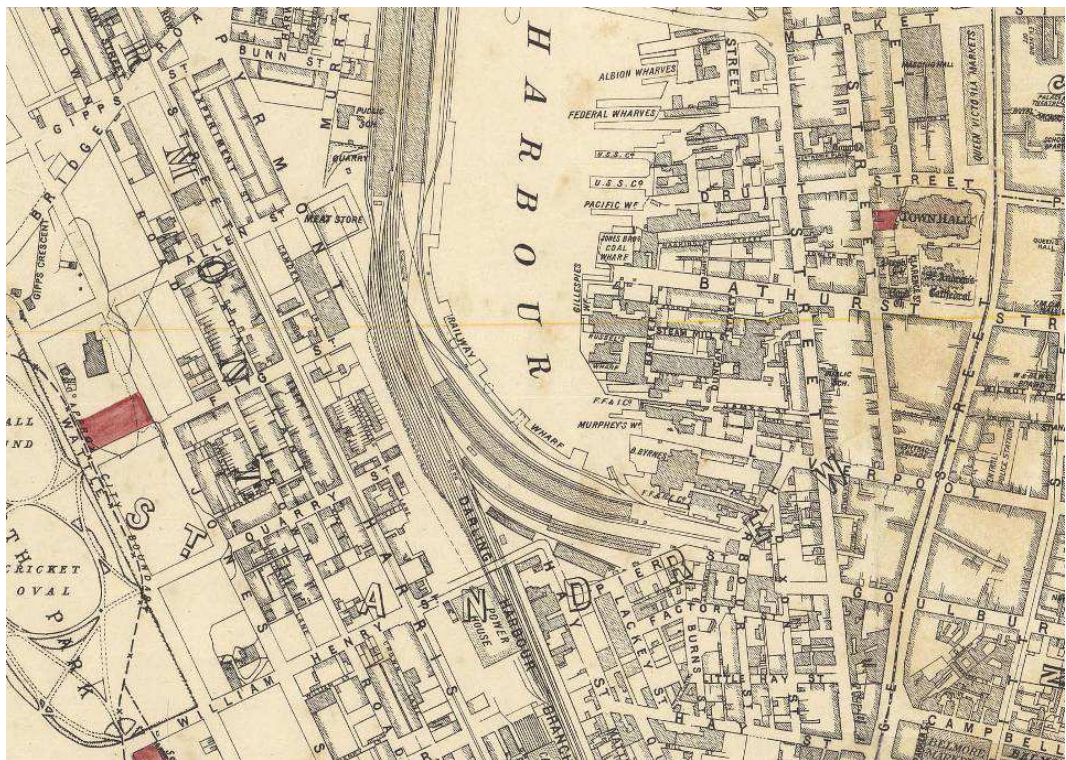


Figure 12 Development at Darling Harbour is recorded on this 1903 map of the City of Sydney.
Source: City of Sydney Archives

A double tier goods shed was put into service at the beginning of January 1923. It was "said to comprise one of the most up-to-date railway goods handling depots in the world, and it is expected to meet the requirements of the State for some considerable time. ... The shed has both a top and bottom deck, with double lines of railway on either side, and is fully equipped with the most up-to date goods handling appliances."⁷ During the 1930s a new Vegetable Market building was erected on what

⁷ "New Goods Shed. Darling Harbour", Sydney Morning Herald, 29 December 1922, p.6.

is now the site of the Entertainment Centre in 1936, while an Inward Goods Building was constructed circa 1943.

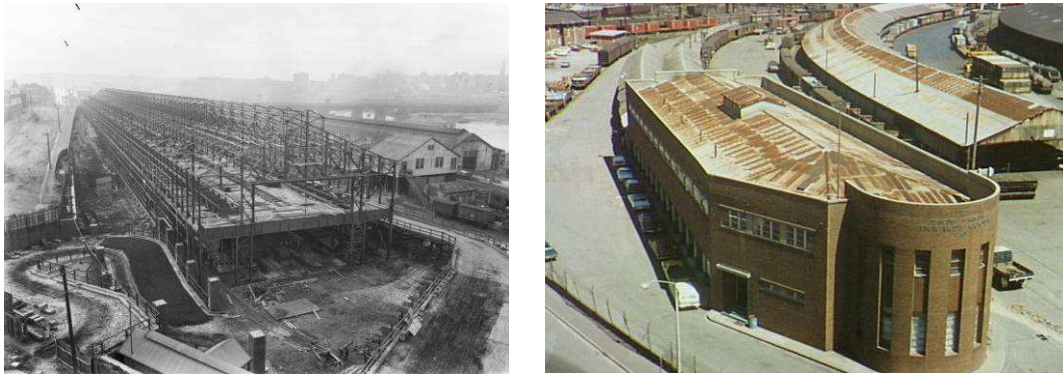


Figure 13 Initiatives from the interwar period: the double tier goods shed under construction in 1922 (left) and the Inward Goods Handling Building.
Source: National Library of Australia; City of Sydney Archives.



Figure 14 Aerial photograph of Darling Harbour Goods Yard, 1949
Source: City of Sydney Archives.

2.5 Darling Harbour Redevelopment

By the 1960s many of the woolstores and other port functions were moving out of Sydney. Road transport was often less expensive than rail for moving goods so the functions of the railway significantly decreased. Finally in the 1980s the Darling Harbour Redevelopment spelt out the final chapter of the Darling Harbour goods yards, which were demolished and redeveloped in 1985-88. Trains have not generally used the Ultimo railway line since the 1980s – the last train loaded with freight left Darling Harbour at the end of October 1984 - with the exception of occasional use to bring steam engines to the siding at the Powerhouse Museum.

To the south construction of the Sydney Entertainment Centre commenced in July 1979. The doors were opened to the public on 1 May 1983. The building was designed by Edwards Madigan Torzillo & Briggs.

In the 1990s the line north of Hay Street was utilised for the light railway through Pyrmont, accessed from Hay Street, and thus continuing the traditional use of this corridor.



Figure 15 The Goods Yard in 1984 – looking south along the Darling Harbour Rail Corridor (left) and the last loaded goods train to leave Darling Harbour, in October 1984.

Source: State Library of NSW

The redevelopment of the railway yards at Darling Harbour was only one of a number of projects undertaken under the auspices of the State Government in the years leading up to the Bicentennial of European settlement in New South Wales in 1988. A vast program of works within the City of Sydney and its environs were initiated by government and private instrumentalities. A number of prominent and influential architects were involved in these projects, which included major civic improvements to three precincts – Macquarie Street, Circular Quay and the western side of Darling Harbour. Other projects included the Powerhouse Museum, Sydney Aquarium, the Overseas Passenger Terminal at Circular Quay and Sydney Football Stadium.

The Darling Harbour development of the 1980s has been termed “possibly the most controversial urban project in our short history”.⁸ Nevertheless it can be related to an international context, as during the 1980s cities around the world were undertaking rehabilitation of inner city precincts that combined residential, recreational and commercial uses. Major waterfront developments were undertaken in Europe and North America. Amongst the most spectacular were Docklands in London and Battery Park City in New York, both of which were undertaken as private rather than public initiatives. Others

⁸ Roger Pegrum, “From Yulara to Darling Harbour”, *Australian Architects: Philip Cox, Richardson, Taylor and Partners* (2nd edition, Manuka, 1988), p.56.

included South Street Seaport in New York, the development of the Boston Waterfront, Granville Island in Vancouver and Harbour Place in Baltimore. A great deal of this development was promoted by governments.

In 1971 the City of Sydney proposed to turn Darling Harbour into a recreational and residential precinct. By 1982 a management plan prepared by the Department of Environment and Planning was endorsed as a statement of Government intent, which was followed by a study undertaken by the Premier's department and Department of Environment and Planning in 1983.⁹ It has been suggested that the notion of developing Darling Harbour as a tourist and recreation project allied to the Bicentennial originated towards the end of 1983 with Premier Neville Wran, with the possible influence of architect Neville Gruzman, then Professor of Architecture at the University of New South Wales. There may also have been some incentive from property developers acquiring disused buildings to the immediate west with a view to revitalisation¹⁰ Both State and Federal Governments also saw an opportunity to redevelop Darling Harbour as a World Expo site, which proved to be a catalyst for development.



Figure 16 Model of unrealised scheme for Darling Harbour, circa 1982.
Source: State Library of NSW.

In the event the Expo ended up in Brisbane but the redevelopment of Darling Harbour was handed over to the Darling Harbour Authority (1984-2000). According to archaeologist Wayne Johnson,

“At the end of 1982 a development plan was prepared by the Department of Planning, endorsed by the NSW Government and announced on 1 May 1984. This effectively

⁹ Barry Young, “Darling Harbour: A New City Precinct” in G P Webber (editor), *The Design of Sydney: three decades of change in the city centre* (Sydney, 1988), p.193.

¹⁰ Margo Huxley and Kate Kerkin, “What Price The Bicentennial? A Political Economy of Darling Harbour”, *Transition*, Spring 1988, p.58.

gave Darling Harbour Authority, the new body formed to deliver the project, less than four years to complete the redevelopment.”¹¹

The scheme was intended to embrace a rich array of attractions: a high technology family entertainment Discovery Village; an aquarium; a hotel/casino complex; Exhibition Centre; Convention Centre; Harbourside Festival Retail Marketplace; waterfront promenade; and parks and gardens. It was also intended to incorporate a maritime museum and the Powerhouse Museum, and was to be entirely publicly funded. An Act to establish the Darling Harbour Authority was enacted by September 1984 and the Authority was fully operational by the end of the year. It was made exempt from development control legislation involving state and local government agencies to save time. Possible heritage impediments were removed by excluding provisions of the NSW Heritage Act from the Darling Harbour Act.¹² In December 1984 Premier Wran announced the Government’s decision to redevelop Darling Harbour as the State’s major contribution to the 1988 Bicentennial.



Figure 17 Works in progress – the Entertainment Centre is complete but demolition for the northern section of the project has not commenced.
Source: City of Sydney Archives, SRC 2236. The photograph is dated 26 June 1983.

¹¹ Wayne Johnson, Roger Parris and Aedeen Cremin (editor), *A History of Sydney’s Darling Harbour* (Sydney, 2008), p.123.

¹² Young, pp.193, 195.

The architectural firm McConnel Smith & Johnson (MSJ Group) were responsible for overall design direction and development control. The design of the buildings, which were based on approved design concepts passed to the contractor for implementation, was driven by the demands of the construction program – construction deadlines were given precedence. Basic principles were established. For instance, in the case of the Exhibition Hall the footprint of the building was determined to enable other aspects of the project to proceed. The building itself “was envisaged as a series of halls staggered in plan and terraced in section to break down the visual bulk of this enormous building and help ensure a sympathetic relationship with the adjacent park environment.”¹³ The outcome was thus directed from the beginning. The complex has American inspiration, perhaps most obviously seen in the precedent of Baltimore’s Harbour Place reflected in the Festival Marketplace.¹⁴

The Darling Harbour development as initially built comprised:

- The Sydney Exhibition Centre, designed by Philip Cox, Richardson, Taylor & Partners Pty Ltd ;
- The Convention Centre, designed by John Andrews International;
- Sydney Entertainment Centre, designed by Edwards Madigan Torzillo & Briggs;
- Harbourside, designed by RTKL Associates and Clarke Perry Blackmore;
- Tumbalong Park; and
- The Chinese Garden of Friendship.

On Australia Day, 26 January 1988 Darling Harbour played host to a fleet of international Tall Ships, most of which participated in the First Fleet re-enactment. In the following six weeks over two million visitors flocked to Darling Harbour. The Darling Harbour Development was officially opened by Her Majesty the Queen on 4 May 1988. Then the Queen and Duke of Edinburgh inspected the First State ’88 Exhibition and attended a banquet with 1,500 guests in the Convention Centre.

The 1988 redevelopment incorporated a water feature known as the “Urban Stream” designed by McConnel Smith & Johnson in Tumbalong Park and in the waterfront promenade noted fountain designer Robert Woodward’s saucer-shaped inwardly spiralling rippling cascades on stepped black granite (called Darling Harbour Bowl by Woodward). This “Water Feature” is bounded by the Sydney Convention Centre to the West, the Western Distributor to the south and Cockle Bay to the east.

¹³ Young, pp196-197

¹⁴ Karen Burns, *Seeing the Sites: Sydney’s Darling Harbour, Transition*, Spring 1988, p.67.

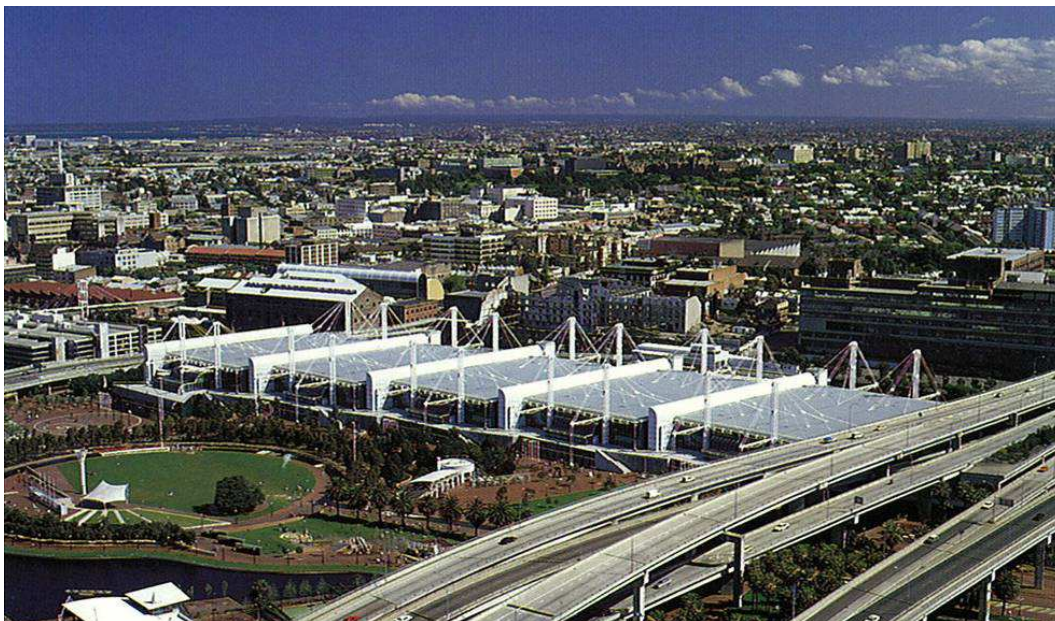


Figure 18 Sydney Exhibition Centre.
Source: *Cox Architects: selected and current works*, p.14.



Figure 19 Sydney Convention Centre.
Source TKD Architects, July 2012.



Figure 20 Sydney Entertainment Centre.
Source: City of Sydney Archives, CRS 422/1/654. The photograph is dated 25 January 1984.

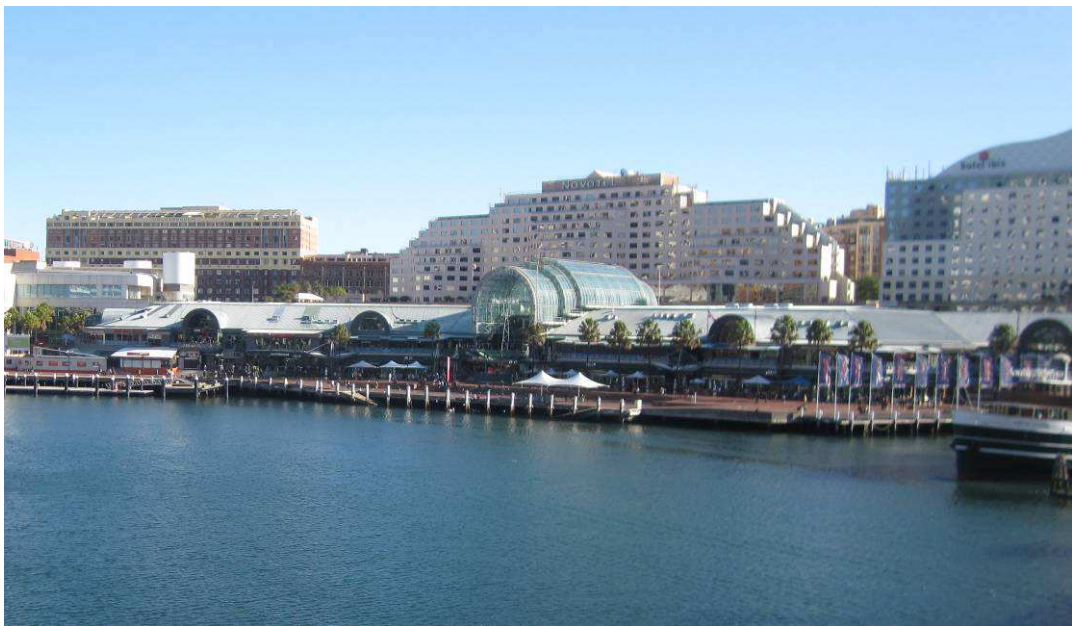


Figure 21 Harbourside (the Festival Marketplace).
Source: TKD Architects, July 2012.

3 HERITAGE SIGNIFICANCE

With the exception of the Carousel and the Chinese Garden of Friendship, there are no listed heritage items within the area of the 1980s development of Darling Harbour. Only the Carousel and two European archaeological sites occur within the subject development site.

The Statements of Significance in the following sections have been extracted from the State Heritage Register Database or State Heritage Inventory Database entries as applicable to each item.

3.1 Chinese Garden of Friendship, Day and Pier Streets



Statement of Significance

The Chinese Garden of Friendship celebrates the sister state relationship between the people of Guangdong province and the people of NSW. It was a gift for the celebrations of Australia's Bicentennial and maintains a cultural and visual link with Chinatown. As such it is an important cultural site for the Chinese community, who's association with the area extends until before the 1870s. It is also an important cultural and leisure site for the wider community and international visitors. The Chinese Garden has landmark qualities as an authentic Chinese Garden which was a co-operative effort between the Guangdong Province of the People's Republic of China and the New South Wales Government. Archaeological deposits from the former Freezing and Refrigeration works may be undisturbed under the garden. Historically this site is significant as the development of refrigeration and freezing occurred here. This had a profound effect on the eating habits and health of the city and the nation. Large quantities of frozen meat were shipped from the site to Britain, an important export industry. The site had an effect on the development of the pastoral industry, especially the dairy and meat industry. The Chinese Garden has been constructed over the site of the NSW Fresh Food and Ice Co, but as the disturbance to the ground is minimal there may be large archaeological deposits still extant. The site offers research potential into the invention and development of refrigeration and freezing technology in Australia.

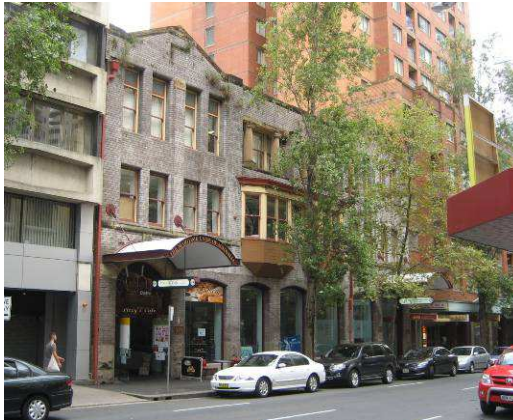
3.2 Commerce Building, 345B Sussex Street



Statement of Significance

Commerce Buildings is a five storey commercial warehouse building in the Federation Free style and forms part of the Sussex Street warehouse precinct. The building has medium historic significance for its ability to reflect the importance of this part of the city as an industrial area. It has aesthetic significance due to the high level of exterior and interior detailing in particular the arched parapets and decorative brickwork.

3.3 Commerce House, 365-375 Sussex Street



Statement of Significance

365 - 375 Sussex Street is a good representative example of Federation Warehouse building which has been successfully and sensitively adapted for a new use. The building has some aesthetic significance for its strong facade design to Sussex St which is one of the more significant buildings in that section of the street, including the nearby Trades Hall Building. It has some historical significance for its association with produce and dairy production, once a key industry on the outskirts of the city. Medium Significance: Sussex Street façade dating to c1911.

3.4 Darling Harbour Rail Corridor



Statement of Significance

The Darling Harbour goods line was part of the first railway opened in New South Wales in 1855, the current corridor corresponds with that purchased from the Harris family in 1853 for this purpose. It therefore has a high degree of significance as a place. The Ultimo Road Bridge is believed to be constructed in the 1850s, and is therefore one of the only remaining features of the original railway which joined Darling Harbour and Granville (Parramatta Junction) in 1855. The siting of the railway along what was the edge of Darling Harbour strongly influenced the development of Pyrmont and Ultimo. Because of it, wool stores, engineering works and other industries were built here after the 1870s, giving this part of Ultimo its industrial, rather than residential, flavour. The site also contains two railway bridges. The Railway Square road overbridge (outside the curtilage of this listing) built in 1855 is historically significant as the oldest railway bridge to be constructed and still in use in New South Wales. It is a strong connection to the first railway construction and the original Redfern (Sydney) Station. The Ultimo railway underbridge is a mid 19th century construction with classic revival inspired cast iron columns and mid 19th century sandstock brick abutments. Both items are assessed individually as historically rare, scientifically rare, archaeologically rare and socially rare.

3.5 Darling Harbour Water Feature



Statement of Significance

The Darling Harbour Water Feature is not currently listed as a heritage item. However, the NSW Heritage Council has advised that it has agreed to include the item in the NSW State Heritage Register.