

5. The Twentieth Century Landscape

Street coping with a metal palisade was completed along the length⁸¹. By 1918 connections were being made to Pier 2/3; these upper level approaches to berths 2 to 6 were said to be “well advanced” in that year⁸².
























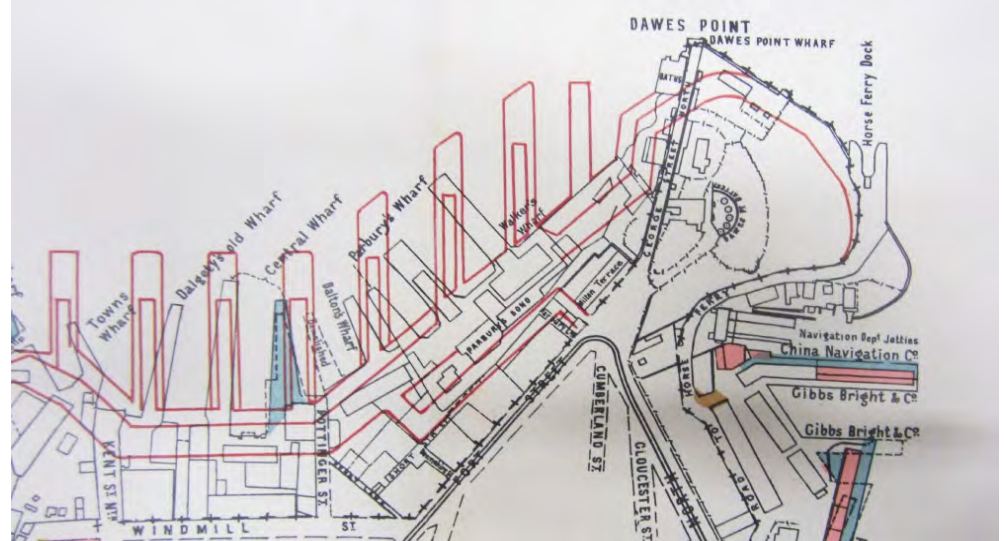
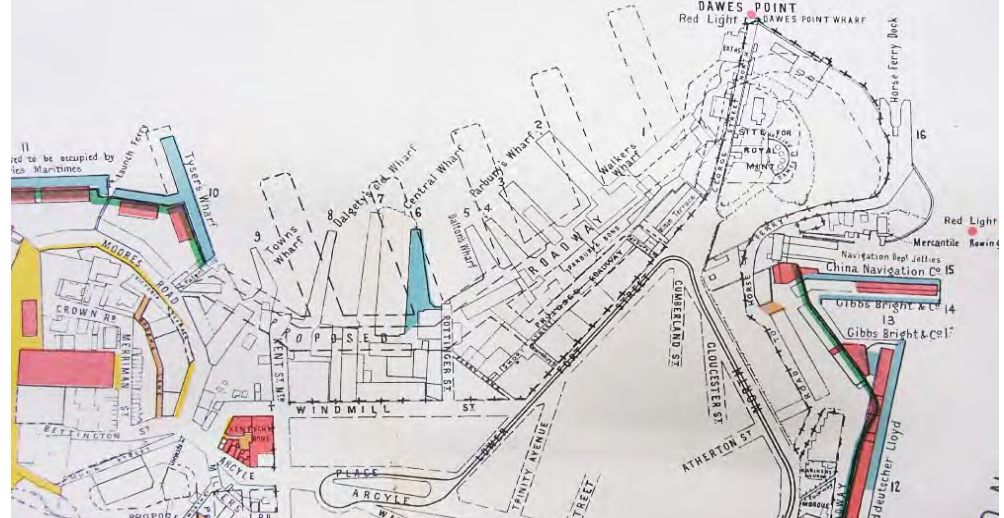
Oblique aerial view of Walsh Bay in 1937 (Source: Fitzgerald and Keating (1991); Millers Point the Urban Village)

The works carried out between 1909 and 1922 completely altered the waterfront between Dawes Point and Millers Point. This development was charted by the Sydney Harbour Trust in its Annual Reports. The graphics prepared for those reports documenting the works of each year are presented in the following table; included are the keys that identify the type of works, such as demolition or construction, in each area.

⁸¹ Annual Report of the SHT 1917

⁸² Annual Report of the SHT 1918










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Date	Progress of Improvements Walsh Bay Waterfront (Source: Sydney Harbour Trust Annual Reports)																																																
	<p>SCHEDULE OF IMPROVEMENTS EFFECTED BY THE SYDNEY HARBOUR TRUST COMMISSIONERS</p> <table><tr><td>Number of buildings erected</td><td>63</td><td>shown by red tint thus</td><td></td></tr><tr><td>do. do. altered</td><td>20</td><td>do. do. do</td><td></td></tr><tr><td>do. do. demolished</td><td>139</td><td></td><td></td></tr><tr><td>do. wharves or jetties erected</td><td>21</td><td>shown by blue tint thus</td><td></td></tr><tr><td>Length of new berthing space provided</td><td>7120 feet</td><td></td><td></td></tr><tr><td>Number of wharves or jetties altered</td><td>11</td><td></td><td></td></tr><tr><td>do. do. do. demolished</td><td>12</td><td></td><td></td></tr><tr><td>Length of rat proof retaining wall erected</td><td>4000 feet</td><td>shown by green band thus</td><td></td></tr><tr><td>do. new streets opened including approaches to wharves</td><td>3000 feet</td><td>shown by brown tint thus</td><td></td></tr><tr><td>Number of streets widened or re-formed</td><td>5</td><td>shown by yellow tint thus</td><td></td></tr><tr><td colspan="4">Boundary of area vested in the Sydney Harbour Trust Commissioners shown thus </td></tr><tr><td colspan="4">Projected Works and Improvements shown by Red Lines.</td></tr></table>	Number of buildings erected	63	shown by red tint thus		do. do. altered	20	do. do. do		do. do. demolished	139			do. wharves or jetties erected	21	shown by blue tint thus		Length of new berthing space provided	7120 feet			Number of wharves or jetties altered	11			do. do. do. demolished	12			Length of rat proof retaining wall erected	4000 feet	shown by green band thus		do. new streets opened including approaches to wharves	3000 feet	shown by brown tint thus		Number of streets widened or re-formed	5	shown by yellow tint thus		Boundary of area vested in the Sydney Harbour Trust Commissioners shown thus 				Projected Works and Improvements shown by Red Lines.			
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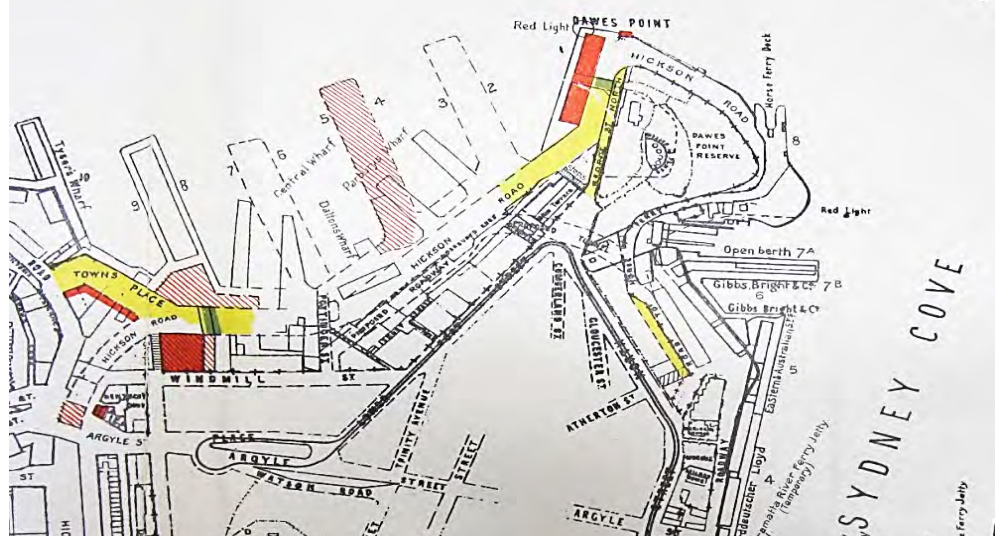
1913

SCHEDULE OF IMPROVEMENTS EFFECTED BY THE SYDNEY HARBOUR TRUST COMMISSIONERS BETWEEN 1ST JULY 1912 & 30TH JUNE 1913

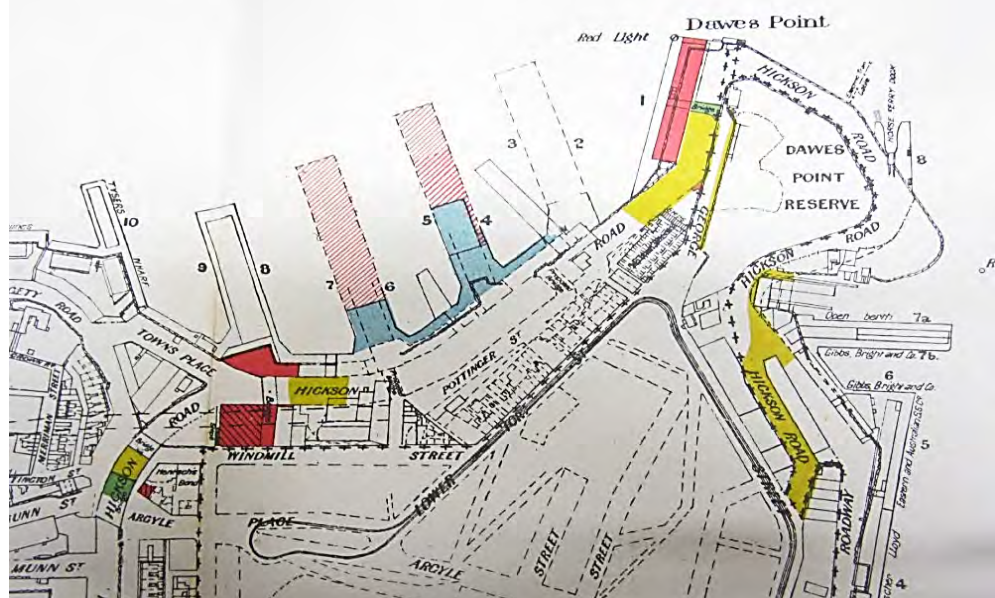
Number of buildings erected	10	shown by red tint	
do do altered	136	do do do hatching	
do do demolished	51		
do wharves or jetties erected	3	shown by blue tint	
Length of new berthing space provided	2832	feet	
Number of wharves or jetties altered	7	shown by Blue tint & hatching	
do do do demolished	-		
do Bridges erected	2	shown by green tint	
Number of streets and roads	5	do yellow tint	
The wharves and jetties proposed to be constructed are shown by broken lines thus 			
Do do in course of construction are shown by Red hatching thus 			
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Engineer-in-Chief

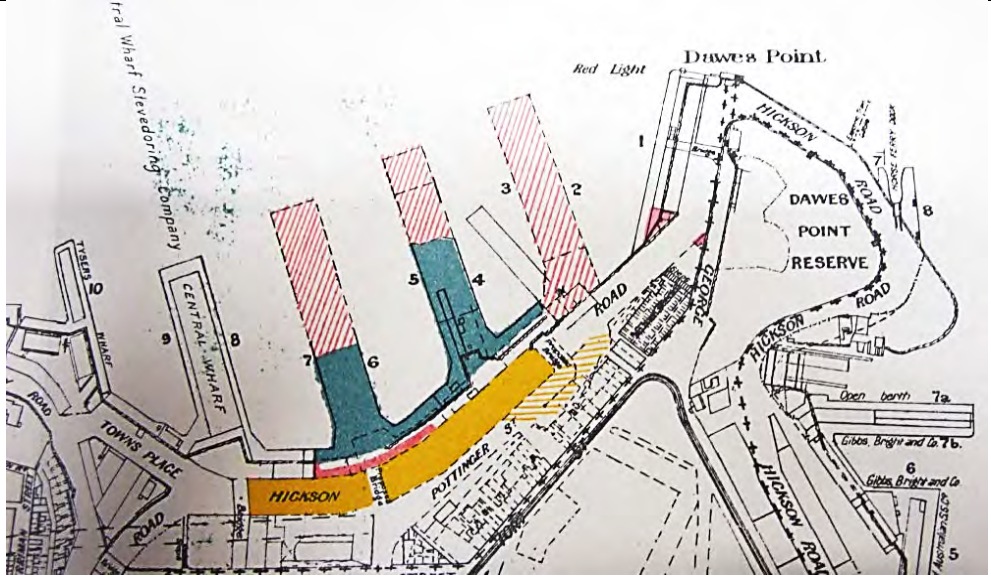
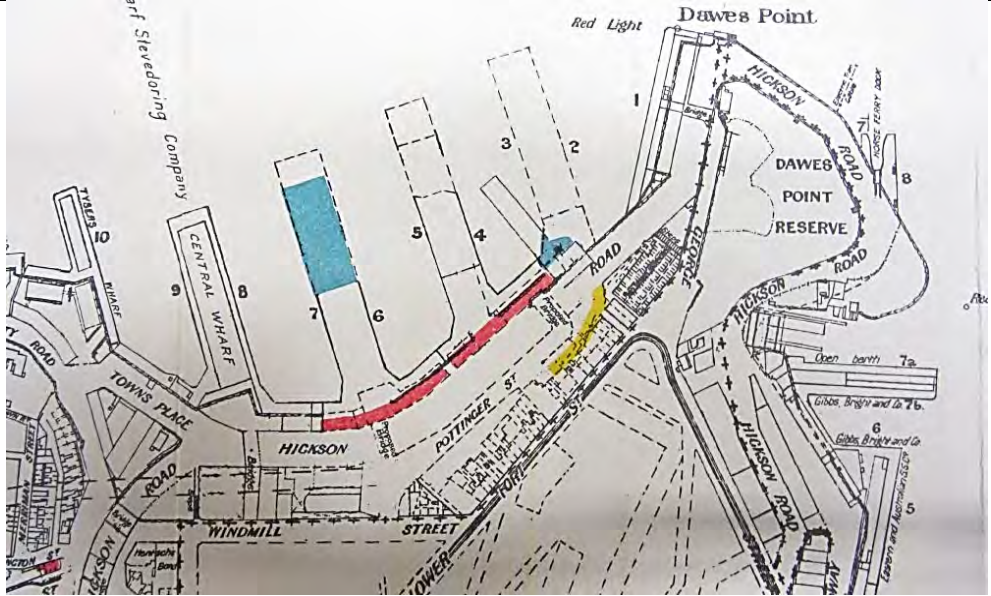
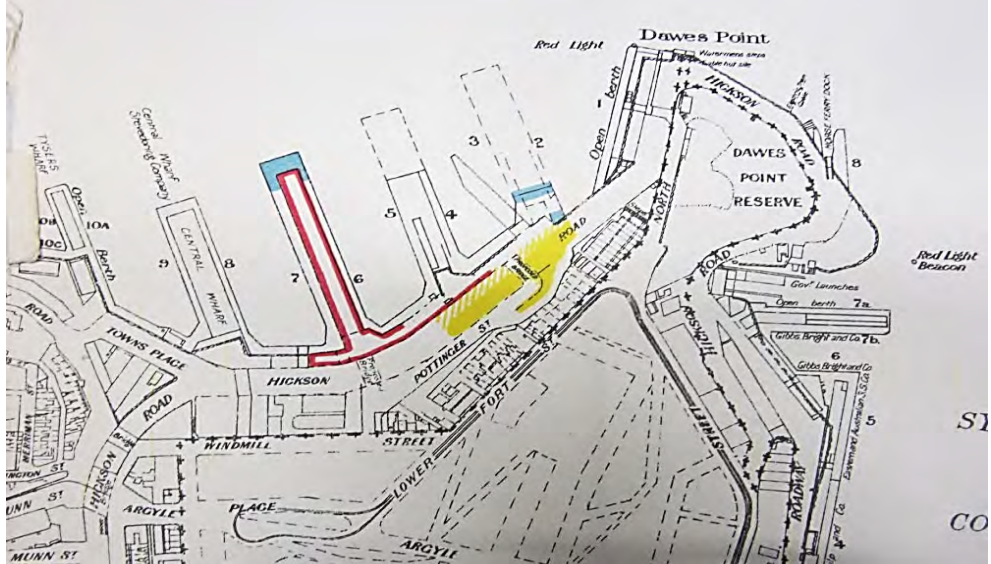
1913



1914

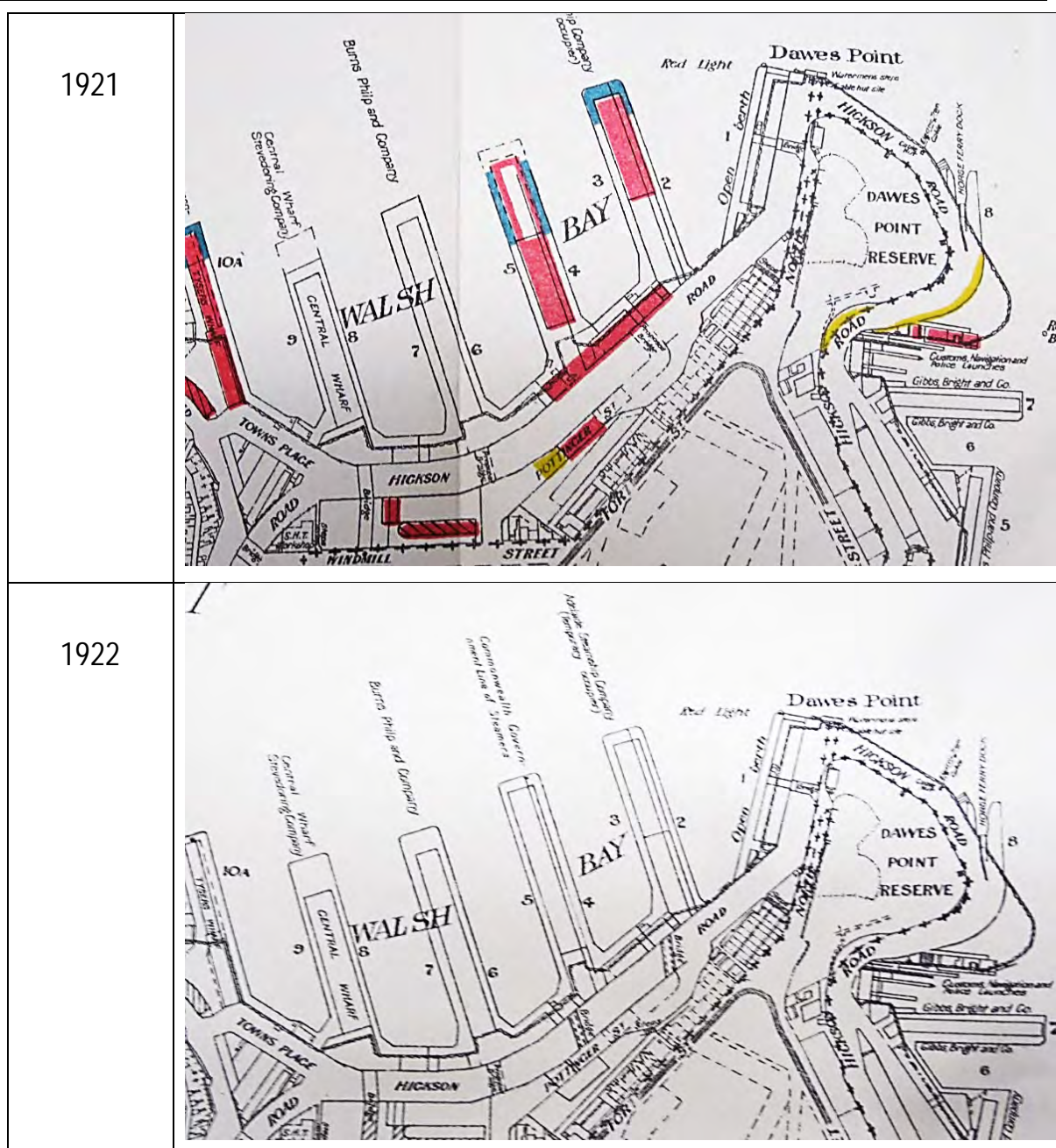


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1915	 <p>This 1915 map shows the Daves Point area with several industrial sites highlighted in color: a large red hatched area (sites 1, 2, 3), a blue area (sites 4, 5, 6), and a yellow area (sites 7, 8). The map includes labels for 'Red Light', 'Daves Point', 'Dawes Point Reserve', 'Hickson', 'Pottinger St', 'Town's Place', 'Central Wharf', 'Towns Road', 'Hickson Road', 'Windmill Street', 'Lower Street', 'Argyle Place', and 'Munn St'. It also shows 'Open berth 7a' and 'Gibbs, Bright and Co'.</p>
1916	 <p>This 1916 map shows the same area with changes in the highlighted sites. The red hatched area is now smaller, and the blue area has expanded. The yellow area remains. The map includes the same labels as the 1915 map, plus 'Hickson' and 'Pottinger St'.</p>
1917	 <p>This 1917 map shows further changes in the highlighted sites. The red hatched area is now a single vertical strip, and the blue area has expanded further. The yellow area remains. The map includes the same labels as the previous years, plus 'Hickson' and 'Pottinger St'.</p>

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1918	
1919	
1920	



5.9 Rebuilding and a New Vision

Following the completion of the Walsh Bay waterfront redevelopment little substantial work was carried out in the area until the 1970s. The replacement of the Sydney Harbour Trust with the Maritime Services Board in 1936 initiated some minor works. Between 1937 and 1940 most work was concerned with the remodelling programme for Wharf 4/5 and the upper level roadway undertaken by the MSB⁸³. In the post-war years to 1960s most works of the MSB in this area were associated with the construction of office block for the Board.

⁸³ Annual Report of the MSB: 1938 – 1940)

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By the 1960s Walsh Bay was considered to be a liability and consideration was given to redeveloping it but nothing eventuated at the time. In 1978 the MSB stated that the wharves were obsolete because of changes in cargo handling methods and demands. At this time the entire Walsh Bay waterfront was handling only 1/7 of the annual tonnage that had previously been managed at these wharves. The structures were failing and maintenance costs were high. A paper was prepared by the MSB to look at future options⁸⁴.

From the 1970s major revitalisation works have been undertaken on Pier One and Wharf 4/5 to serve as theatre space. Since that time Wharf 6/7 and Shore 8/9 have been redeveloped for residential purposes. The current project continues this vision of the former working area as a new cultural precinct for the city.



⁸⁴ MSB (1978); *Walsh Bay Port Jackson Planning for the Future Management of the Area*

6. The Archaeological Profile

6.1 The Site: Characteristics

The project area is entirely a twentieth century landscape largely created between 1909 and 1922 with alterations and additions from the 1930s and later. It encompasses the following elements:

Pier 2/3: a Federation style, two level wharf structure constructed between 1913 and 1922. It consists of timber framed post and beam construction with a regular grid layout. It is clad in weatherboards, has a double-pitched roof and roof lantern. It has concrete aprons that wrap around the eastern western and northern sides. The shore-sheds have a brick facade

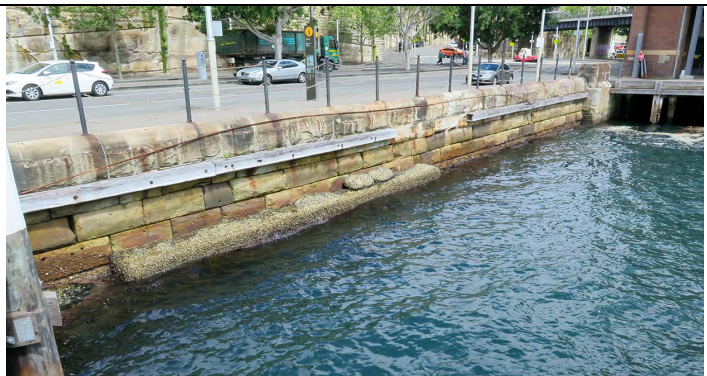


Wharf 4/5: a Federation style, two-level wharf structure similar in construction to Pier 2/3 and also constructed in the years 1913-1922. It has been altered in the 1980s to accommodate performance spaces. It has a brick façade to Hickson Road



The sea wall between the two wharves and behind them is constructed from dressed sandstone and was built between 1918-1919

Sea wall east of Pier 2/3



The original timber bridges between the upper storeys of the piers and Pottinger Street have been replaced with steel bridges set on concrete plinths or steel piers in c. 1940

Bridge to Wharf 4/5



Bridge to Pier 2/3



A number of underground services have been installed below the current footpaths including sewerage, stormwater, power and telecommunications.


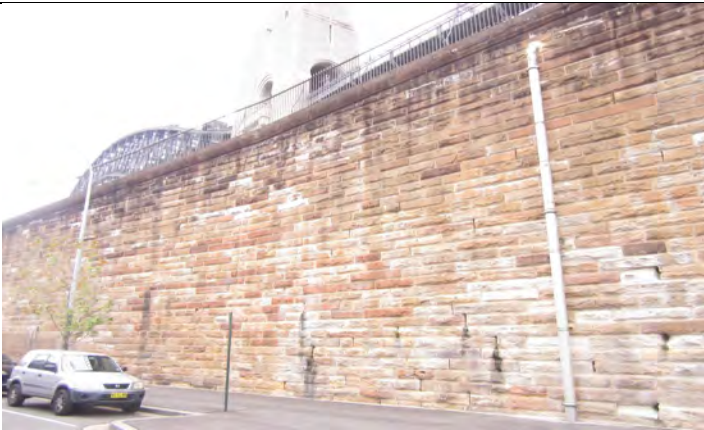

View east along Hickson Road showing light poles along the footpath; the installation would have required excavation



The undulating surface of the former natural topography can be seen in the levels of the sandstone retaining wall which has been constructed on top of the bedrock cliff face; this also demonstrates the steep incline of the original landform as well as the difference in levels of construction of housing at the top of the cliff and the waterfront improvements

View of terraces above Hickson Road, the retaining wall and levels of quarried bedrock at the base of the wall



<p>The extent to which the bedrock has been quarried to provide for the construction of Hickson Road may be seen at the base of the retaining wall on the southern side of that road and in Pottinger Street</p> <p><i>Quarried sandstone bedrock at the junction of Hickson Road and New Pottinger Street</i></p>	
<p>Hickson Road retains its original alignment and width with later twentieth century additions such as a roundabout. The massive stone retaining walls constructed by the SHT remain on the southern side</p> <p><i>Sandstone retaining wall on the southern side of Hickson Road</i></p>	
<p>New Pottinger Street is also preserved in its original form</p> <p><i>View from the junction of New Pottinger Street with Hickson Road</i></p>	

6.2 Aboriginal Archaeology

6.2.1 Distribution of Identified Sites: Aboriginal Heritage Information Management System

The NSW Office of Environment and Heritage (OEH) maintains the Aboriginal Heritage Information Management System (AHIMS), a database of all recorded Aboriginal sites in NSW. A search of the AHIMS database was undertaken on 25 September 2016 for an area between -33.8739°, 151.1885° to -33.8494°, 151.2274° using a buffer of 1000 metres.

A total of ninety-eight recorded Aboriginal sites were returned for the local region. No sites are recorded as existing or having existed within the project area. The following table provides a breakdown of the site types in the region surrounding Walsh Bay. The distribution of identified Aboriginal sites based on the AHIMS records is shown on the accompanying plan.

The most common type of sites recorded in the local area are shell middens followed by rock shelters containing shell middens. These are located primarily within foreshore environments; close to the shore and in locations where the topography is likely to provide rocky overhangs. Other common site

6. The Archaeological Profile

types that have been recorded in this area include concentrations of stone artefacts and rock engravings.

The following three AHIMS site are located within 300-400 metres of the study site; they are not within it.

AHIMS Site 45-6-0519 Moore's Wharf – Artefact Concentration (Destroyed)

This site comprised a concentration of artefacts identified during excavations for the relocation of the former Moore's Wharf Bond Store in 1981. The warehouses under which the artefacts were located extended over the original shoreline. This area was not excavated or levelled as part of the Hickson Road construction program in the early 20th century.

AHIMS Site 45-6-0030 Dawes Point Park – Rock Engraving (Destroyed)

This site is recorded within the AHIMS based on historical records. An engraving of a large whale or possibly a shark was reported to have existed on a sandstone outcrop within the present day Dawes Point Park. It is no longer visible and it is assumed that the site was destroyed during the construction of the Sydney Harbour Bridge.

AHIMS Site 45-6-1939 MSB Tower – Rock Engraving (Destroyed)

This site is recorded within the AHIMS based on the oral testimony of a plant operator who observed engravings on a rock ledge below Merriman Street. These engravings were reportedly destroyed in 1970 during the construction of the Harbour Control Tower.

Site Type	Site Sub-Type	Quantity	Percentage of Sample	
Rock Shelter	Shelter with Art	6	6.2%	29.7%
	Shelter with Midden	18	18.5%	
	Shelter with Art and Middens	5	5.1%	
Midden		26		26.5%
Artefact Concentration (Open Camp Site)		11		11.2%
Rock Engraving		8		8.1%
Historic Place / Burial		3		3.0%
Potential Archaeological Deposit (PAD)		21		21.4%
Total		98		100%

Table 1 Recorded Aboriginal site in the vicinity of the subject site. (Source: AHIMS 08 August 2017)

Based on the patterning of recorded Aboriginal sites within the immediate region of the project area and the nature of those sites it can be determined that the most likely type of archaeological evidence that may have formed along the Walsh Bay foreshore would include shell middens, rock shelters and rock engravings.

6.2.2 Impacts

It is unlikely that any evidence for human occupation predating the stabilisation of the current sea levels would have existed within the subject site including former ground levels now submerged. Prior to 7000 years ago this site would have made an unlikely camping place, being almost on an exposed hill top and far from the closest source of fresh water in the river below. Subsequent erosion and decay of organic materials over the last 6000 years would likely have removed all trace of pre-mid Holocene occupation of the area.

Since the stabilisation of sea levels and the creation of Port Jackson, it is likely that the study area was used by Aboriginal people for fishing, camping, processing shellfish and other marine fauna. This is supported by contemporary European observations and evidence from similar environments. This type of occupation and use would have led to the creation of shell middens along this section of shoreline much the same as other, similar areas along Sydney Harbour foreshore. Other artefactual material such as stone tools and bones of marine and possibly terrestrial fauna would also likely to have been discarded amongst shell middens. This is supported by archaeological evidence from the foreshore zone around Sydney Harbour.

Shell middens along the foreshore zone are would have been highly susceptible to erosion from wind and waves. The rocky nature of this foreshore area would have resulted in relatively shallow pockets of sandy sediment, unsuitable for containing deep stratified archaeological deposits. Any shell middens or other artefactual deposits are likely to have built up directly on top of rock platforms making them highly susceptible to destruction.

The majority of the study area comprises the finger wharf structures which extend into the harbour. Only a small portion of the site is located on the former foreshore. Unlike nearby AHIMS site 45-5-0519, the current study area comprises only a very small portion of the former foreshore zone and this is buried below reclamation fill behind the seawall.

The extensive development of wharves, buildings and reclamation work at Walsh Bay during the nineteenth century is likely to have significantly impacted if not entirely destroyed any Aboriginal archaeological deposits such as middens or artefact concentrations which may once have existed along this foreshore.

The demolition of the nineteenth century maritime landscape and particularly the excavation and levelling of the foreshore for the construction of Hickson Road between 1909 and 1920 would have further compounded the removal of any remaining pockets of natural soil profiles with the potential to contain Aboriginal archaeological material or natural ground levels.

6.2.3 The Potential Aboriginal Archaeological Resource: Cultural Significance

Based on the above assessment of likely Aboriginal sites, site taphonomy and historical impacts, it is considered highly unlikely that the project area would contain any Aboriginal archaeological deposits or objects. The study area is assessed to have no potential to contain Aboriginal sites or objects and for this reason it has no cultural value for its potential research values. The project area has not been assessed for Aboriginal cultural heritage values or significance.

6.3 Historical Archaeology

6.3.1 Identified Sites and Impacts

None of the reports or the statutory listings that have addressed the Walsh Bay precinct or the project area have specifically identified any historical archaeological sites. Several places have been the subject of archaeological investigation in the near vicinity including the bond store at Moore's Wharf, west of the project area⁸⁵ and various sites in Pottinger Street, Ferry Lane and Downshire Street⁸⁶. All have revealed intact archaeological deposits and features. These are sites that still retained buildings and other works above the archaeological profile that were either nineteenth or early twentieth century in origin and not subject to the massive land-forming and construction works associated with the redevelopment of Walsh Bay.

A number of excavations have been undertaken in parts of Hickson Road to the west of the project area and further east for example at 16 Hickson Road⁸⁷, near the ASN Co building in The Rocks⁸⁸, at 38 Hickson Road near the former gas works site⁸⁹. Several of these sites have uncovered archaeological features and deposits including earlier road surfaces and, in the case of the former AGL site, deeply cut features including a barrel drain and brick shaft from the industrial period of use. The point of difference with these portions of the road is that the extent of excavation required to create it was less than the extensive quarrying carried out at Walsh Bay.

The most relevant archaeological programme was a small area of monitoring adjoining the shore-sheds of Wharves 6/7 and 8/9 at Walsh Bay. The work was undertaken in 2001 and no report has been found for the outcomes. However, notes were available for the work and conversations with the excavators reveal that the work uncovered metres of fill in an area that was between the sea-wall constructed by the Sydney Harbour Trust and the quarried bedrock of Hickson Road⁹⁰. The work, which was carried to an approximate depth of two metres, revealed the following features and profile:

- Fill deposited by the SHT programme of 1909-1920 encompassing sand, silt, sandstone blocks and sandstone rubble
- Miscellaneous nineteenth century artefacts including ceramics, glass and building materials
- Substantial numbers of jetty piles from older wharves buried in the fill
- Stone sea-wall, a concrete sea wall
- Services including pipes
- A brick furnace associated with wharf 8/9 as well as deposits and surfaces

The conclusions to be drawn from this information are as follows:

- In areas where quarrying to create Hickson Road has been limited deeply cut features such as drains, wells or industrial features such as the shaft revealed at the former AGL site can survive
- In areas of minimal excavation for the road more fragile elements such as older road surfaces can also survive

⁸⁵ Lampert and Truscott (1984); *Investigation of the Bond Store Moore's Wharf*

⁸⁶ R.J. Varman various 1999-2007

⁸⁷ R.J. Varman (2000); *16 Hickson Road The Rocks Archaeological Assessment and Test Excavation*

⁸⁸ CRM (1991); *Archaeological Excavations in Hickson Road at the ASN Co Building*

⁸⁹ A. Bickford (2003); *Archaeological Recording and Excavation Former AGL Site 38 Hickson Road Sydney*

⁹⁰ Pers com. Dr Ian Stuart and Dr Louise Stedding also *Monitoring Bulk Excavations at Walsh Bay Wharves 6/7 and 8/9 Field Notes* (L. Stedding)

- In the areas of extensive and deep quarrying into bedrock it is unlikely that any intact archaeology will survive except very deeply cut features such as wells
- In the area between the sea-wall and the quarried ground surface elements of the nineteenth century landscape may survive buried in the fill that was used to rat-proof the new waterfront created between 1909 and 1922. These elements include jetty piles and sea-walls

6.3.2 Potential Archaeological Profile

It can be shown from archival sources that from the 1820s onwards the bay was progressively developed to accommodate privately owned wharves, jetties, slips, bond stores, sheds, sea walls, cottages and other buildings. At the same time the foreshore was slowly reclaimed and regularised to support this development. By the end of the nineteenth century the Walsh Bay precinct was extensively occupied and used for maritime activities after a second programme of rebuilding in the 1880s. The original foreshore had been subsumed by these developments.

The spread of plague traced to the wharves caused a massive programme of urban renewal designed to rid the waterfront of the unsanitary conditions which had given rise to the disease. The SHT removed all the buildings and other improvements and then massively redeveloped and reshaped the waterfront. There were three major influences on the archaeological profile of this area:

- more land was reclaimed meaning that any portion of the original shore or the improvements at the water's edge would be encompassed in material either used to reclaim the land or fill in the space between the old shore and the new edge of the reclaimed land defined by the sea walls constructed between 1910 and 1920
- all the existing wharves, shore buildings and other works were demolished
- extensive excavation into the bedrock was carried out to create Hickson Road.

The outcome of these combined works with respect to archaeology is that there are limited opportunities for the preservation of archaeological evidence. Essentially these are confined to the base of very deeply cut features such as wells that might have survived the excavation of the bedrock to create Hickson Road. Secondly, the band of fill behind the sea-walls and up to the excavated bedrock is the only area that may preserve more intact elements of the nineteenth century landscape.

This has been demonstrated to be the case at Wharf 6/7 and Wharf 8/9. If any archaeological evidence is preserved in the project area it is likely to encompass similar elements including piles and sea-walls and possibly fragmentary elements of different buildings or works. It is very unlikely that this area will preserve entire archaeological works or relics. The scope of evidence that could be preserved in this area could encompass any of the following categories:

- Environmental evidence including remnant but probably modified land-forms and soils representative of the interface of terrestrial and maritime environments
- Elements of nineteenth century sea-walls or property boundaries
- Fragmentary building components of the nineteenth century waterfront
- Piles from nineteenth century shore-wharves or finger wharves
- Demolition debris from several phases of building
- Soil and rubble removed from the Hickson Road excavation to fill in the gap between the old shoreline and the reclaimed land of c.1909-1922. This is likely to be of several metres depth to accommodate the difference in height between the falling ground of the nineteenth century topography and the regularised twentieth century terrain
- Artefact scatters that encompass domestic material as well as components of demolished structures. They are likely to represent waste materials accumulated during demolition and their random disposal in the fill.

Apart from the twentieth century fill it is highly unlikely that elements that may be preserved within this zone are complete; this would be a fragmentary resource of disparate elements.

6.3.3 Industrial Relics

The scope of the present evaluation did not encompass industrial relics or technology preserved within the wharves and sheds. In 2010 Godden Mackay Logan Heritage Consultants undertook a catalogue and cultural significance assessment of the moveable heritage that remained in Pier 2/3. The results of this investigation were as follows:

- A collection of industrial items is contained within the upper and lower levels of Pier 2/3 and on the apron
- The items are derived from the Walsh Bay Wharves Precinct as well as other sites within the precinct
- The items contribute to the state significance assessment of cultural value of the Walsh Bay wharves in varying levels ranging from exceptional to low
- Management recommendations varied according to the level of cultural significance with those of exceptional significance to be retained, reinstated and interpreted in place; those of high significance should also be retained, reinstated and interpreted; items of moderate significance should be considered for interpretation and retained on site or maintained at another location and some elements could be discarded; items of low significance to be managed as those for moderate significance but there were more opportunities for discarding elements
- A Walsh Bay Moveable Collection store should be established but not necessarily on site
- Items of exceptional significance include a bag chute, overhead sheaths for a goods hoist, electric overhead travelling crane, hydraulic ram
- Items of high significance include a hand jacked wool press, a keg trolley, hydraulic wool press, components of a jib crane, components of a bale chute
- Items of moderate significance include timber slat gates, wooden pile with iron casing, trolleys, bollard
- Items of low significance include metal gates and fencing from an unknown source, window frames, green pendant lamps
- 124 individual or groups of items were identified in the inventory
- Of the 124 inventory items five were assessed to be of exceptional significance
- Seventeen inventory items were of high significance
- Thirty-three inventory items were assessed to be of moderate significance
- Sixty-eight inventory items were of low significance
- One item was assessed to be of no significance (unused interpretation signage)

As part of the current project a new evaluation of this resource of moveable heritage is being prepared with recommendations for management.

6.3.4 Cultural Significance

Walsh Bay Wharves and their environs have been the subjects of several heritage evaluations⁹¹. The conclusions of these independent assessments may be summarised as follows:

- The Walsh Bay Wharves are of state cultural significance primarily because of their documentation and illustration of the importance of port trade at the beginning of the twentieth century and the role and vision of the Sydney Harbour Trust in its programme of waterfront renewal to meet the demands of this industry. The wharves have historical, technological, social, aesthetic and architectural values that derive from this association
- The wharves and sheds have a very distinctive character and valued aesthetic qualities
- The wharves and sheds encompass innovative technology and industrial practices of the early twentieth century
- Pier 2/3 is the only unaltered wharf and shore shed and thus evokes these qualities in the most intact way; this is also a rare example of its type
- Wharf 4/5 is a successful and highly regarded example of the adaptation of this type of structure for new purposes and was the first project of its type undertaken in Sydney
- The wharves and their environs provide evidence of the changing maritime landscape encompassing not only the twentieth century waterfront but also mid-later Victorian and Edwardian housing and Victorian period bond stores
- The topography of the area reflects the original environmental context although it is much adapted and altered
- The precinct has strong associations with the communities of Millers Point and Dawes Point and is greatly valued by them

6.3.4.1 Archaeological Significance: Contributory

An archaeological assessment determines whether a place is likely to or does encompass an archaeological resource (deposit, feature or assemblage) and whether that resource has cultural value as “relics”. Understanding the significance or values of those relics determines appropriate management options for this resource. In the publication *“Assessing Significance for Historical Archaeological Sites and Relics”* (Heritage Branch Department of Planning 2009) the discussion makes clear that apart from the contribution of physical evidence to the NSW Heritage Criterion E “Archaeological Research Potential” a comprehensive evaluation of the value of an archaeological resource must consider this evidence as a contributory element *“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”*.

In this case the value of any archaeological resource preserved within the project area must be evaluated in terms of its contribution to the overall cultural importance of this place; those state significant values outlined in Section 6.3.4.

The evaluation of the composition or profile of this historic period resource described in Section 6.3.2 of this report is that it is likely to encompass fragmented nineteenth century components. In this respect the potential archaeological resource has no contribution to make towards the identified cultural values of the place which are largely concerned with the twentieth century landscape.

⁹¹ A summary analysis of the several listings was included in Design 5 Architects (2014); *Walsh Bay Arts Precinct Heritage Impact Assessment*: 34-40

However, it can also be considered that this resource, apart from the intact domestic buildings above the precinct, is the only reference point to the nearly century-long tradition and maritime landscape of the nineteenth century. It could provide physical evidence of the continuity and importance of this place in the maritime role of Sydney. The twentieth century landscape owes much to limitations of the nineteenth century technology employed here and the environment created by it. It was a repudiation of the limitations and inherent problems of that older environment that gave rise to the sweeping changes of the twentieth century.

Therefore, while the potential archaeological evidence of the historic period does not make a direct contribution to the principal identified cultural values of the Walsh Bay Wharves it could provide physical expressions of the older nineteenth century waterfront and the circumstances and technologies that were the impetus for the massive programme of waterfront renewal undertaken here in the first decades of the twentieth century. These nineteenth century elements, if found, would also be rare survivors; the scale of the SHT programme removed all visible evidence of the older landscape.

The possible presence of preserved environmental evidence of the nineteenth century and, possibly, of some aspects of the pre-settlement landscape would also make a contribution to the narrative of the relationship between the specific environmental conditions of this place and its subsequent development for historic period use.

6.3.4.2 Archaeological Significance: Specific (NSW Heritage Criterion E)

The specific importance of the cultural profile identified for the project area refers to the usual heritage criterion value used to address archaeological evidence; that is, Criterion E, “archaeological research potential”. This is defined as *“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”*. To address this value the Department of Planning Heritage Branch determined a number of questions that could be applied to the resource:

- *To which contexts is it anticipated that the site (resource) will yield important information?*

Any archaeological relics within the project area are likely to derive from the nineteenth century maritime development of this waterfront, however, they are likely to be fragmented and limited both in scope and location

- *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 of a short time period*

If preserved the archaeological evidence could relate to several periods although an association with the period of redevelopment in the 1880s is the most likely source. It could derive from several different properties and owners.

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

The potential resource could be representative of nineteenth century technologies but within this context of Walsh Bay and the broader harbour context these may be rare depending on the nature of the evidence and its integrity. All relics are likely to be fragmented.

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

No

- *Is this type of site well –documented in the historic record?*

No, but the ability of the resource to document its context, use and association will be limited because it is likely to be fragmented

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

Several waterfront or former waterfront sites have been investigated and documented including the KENS site and Barangaroo and these places have yielded large and intact samples of the type of relics that may be partly preserved within a limited area of the Walsh Bay Wharves precinct.

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

No, its primary value would be the demonstration and link to the nineteenth century landscape but it is unlikely to be informative in respect of technology in the manner of other excavated sites.

6.3.4.3 Archaeological Significance: Associations (NSW Heritage Criteria A, B and D)

These criteria are concerned with the potential of archaeological evidence to provide links to specific people (individuals or groups) or historical events. The following questions have been posed as a means of evaluating the value of potential archaeological evidence in these aspects.

- *Will the site contain relics and remains which may illustrate a significant pattern in state or local history?*

The nineteenth century archaeological profile will provide evidence of an important place and industry but the integrity and scope of that resource is unlikely to do more than establish that continuity of tradition

- *Is the site widely recognised?*

Walsh Bay is a state significant and widely recognised place primarily for its twentieth century history and landscape; the potential archaeological profile is not well known

- *Does the site have symbolic value?*

Walsh Bay is representative of the importance of maritime trades and industry in the city and country but remnant archaeological evidence will only be able to make a small contribution to this value

- *Is there a community that values this place and identifies with it?*

Yes

- *Is the site associated with a specific person?*

The site has stronger associations with specific companies; the archaeological profile is unlikely to evoke these associations. It also has an association with the Sydney Harbour Trust; this is evoked in the built environment.

- *Did a significant event take place at the site and can archaeological evidence help to define that event?*

The significance of the place is most closely associated with the development of an industry and its technology; the archaeological profile could provide some evidence of the nineteenth period of this development but this would be constrained by the integrity of the resource

6.3.4.4 Archaeological Significance: Aesthetic or Technical Values (NSW Heritage Criterion C)

In terms of archaeological evidence this criterion is understood to mean intact or legible remains or artefacts, aged or worked fabric that may allow the community to connect with the past through tangible physical evidence.

- *Does the site likely to have aesthetic values?*

There may be fragmentary evidence of the nineteenth century landscape which would have some appeal but it would be limited by the likely integrity of the resource

- *Is the site likely to embody distinctive characteristics?*

The fabric that may be preserved in the project area would be of identifiable nineteenth century origin which would contrast with the above ground twentieth century landscape

- *Is the site likely to embody a distinctive architecture, engineering style or layout?*

No, and it will be constrained by integrity

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

It is very unlikely to do so

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

Possibly, but again constrained by integrity.

6.3.5 Statement of Cultural Significance Historic Period Archaeology

The archaeological profile that may be preserved within the project area will be found in the area of reclamation between the excavated landform of Hickson Road and the sea-wall erected by the SHT between 1909 and 1922. This area may preserve environmental evidence of the pre-settlement period and of the nineteenth century as well as structural components that derive from the nineteenth century landscape, most likely from the later years associated with the redevelopment of the 1880s. It is also likely to contain randomly distributed artefacts probably accumulated by the demolition and cleansing programmes of the SHT and discarded in the large quantities of fill that encompasses rubble from the excavation of Hickson Road and, possibly, elements such as cut sandstone and other building debris from demolished structures. There is the potential for fragmented elements of nineteenth century buildings but the most intact components are likely to be jetty piles from nineteenth century wharves.

This resource does not directly relate to the evaluated cultural significance of the Walsh Bay Wharves precinct; this is largely concerned with the twentieth century landscape created between 1909 and 1922, the aesthetic and industrial values associated with it and the demonstration of the importance of the maritime industry to Sydney in this period. However, the archaeological resource is the only direct reference point and physical demonstration of the nearly century-long tradition and maritime landscape of the nineteenth century that preceded this redevelopment. It could provide evidence of the continuity and importance of this place in the maritime role of Sydney. It may be a physical expression of the older nineteenth century waterfront and the circumstances and technologies that were the impetus for the massive programme of waterfront renewal undertaken here in the first decades of the twentieth century. These nineteenth century elements, if found, would also be rare survivors; the scale of the SHT programme removed all visible evidence of the older landscape.

The possible presence of preserved environmental evidence of the nineteenth century and, perhaps, of some aspects of the pre-settlement landscape would also make a contribution to the narrative of the relationship between the specific environmental conditions of this place and its subsequent development for historic period use.

This is not the only place that evidence of the working waterfront of nineteenth century Sydney has been exposed and documented as an archaeological resource; extensive samples have been recorded elsewhere at Darling Harbour. The value of the potential archaeological resource is not in the specific evidence of technology or association with specific people or firms. Its principal cultural significance is the relationship between the nineteenth century buried landscape evoked by this resource and the visible twentieth century landscape at Walsh Bay Wharves. It describes the environment that gave rise to the programme of renewal and provides the context that explains the need for this work. On this basis as a contributor to the assessed cultural values of the Walsh Bay Wharves precinct the archaeological resource is also assessed to have state significance.

7. Management

7.1 The Project

The development application seeks approval for the construction and operation of Pier 2/3 and Wharf 4/5 and the Wharf 4/5 shore sheds for arts and cultural uses including complimentary commercial and retail spaces to activate the precinct. These works include:

- The adaptive reuse of Pier 2/3 to provide new arts facilities; this includes works to create stairs, an external lift and balconies and modification to the roof
- Refurbishment of wharf 4/5 and the associated shore sheds including new commercial spaces and stairs, external lifts and balconies and modifications to the roof

The WBAP State Significance Development Application seeks consent for construction works to realise the WBAP project. Key aspects of the proposed development are described in the following sections.

7.1.1 Early Works

- Early construction works comprising infrastructure upgrades, demolition, hazmat removal and sub structure works.

7.1.2 Pier 2/3

- The adaptive re-use providing for new arts facilities including performance venues for the Australian Chamber Orchestra, Bell Shakespeare and Australian Theatre for Young People;
- Retaining a large heritage commercial events/art space for events such as Sydney Writers Festival, Biennale of Sydney and a wide range of commercial and artistic events;
- A series of stairs, external lift and balconies designed as a contemporary interpretation of the original gantries reflecting the precinct's former industrial heritage
- Modifications to the roof

7.1.3 Wharf 4/5 Including Shore Sheds

- Refurbishment of the ground floor arts facilities and its associated Shore Sheds for Bangarra Dance Theatre, Sydney Dance Company, Sydney Philharmonia, Gondwana and Song Company;
- New commercial retail opportunities; and
- A series of stairs, external lifts and balconies designed as a contemporary interpretation of the original gantries reflecting the precinct's former industrial heritage
- Modifications to the roof

7.2 Impact Assessment Indigenous Archaeology

Although the project area is located within a region in which a substantial number of Aboriginal archaeological sites or potential sites have been identified there are no specific sites recorded within the project area. It has been concluded that the project area may have once contained Aboriginal archaeological deposits, however due to the extensive levelling and remodelling of the natural foreshore environment any former Aboriginal sites are likely to have been entirely removed and destroyed by the early 20th century. The proposed works will have no impact on potential Aboriginal archaeological evidence.

7.3 Impact Assessment Historic Period Archaeology

The assessment presented in this report has concluded that in the zone between the present sea-wall and the original shoreline, reclaimed in the period 1909 -1922 there is the potential for a fragmented archaeological resource that derives from the nineteenth century maritime landscape (primarily jetty piles), debris from the demolition and clean-up carried out by the SHT in 1909-1922 and the reclamation of the same period. This zone of potential archaeological evidence is at the southern end of the shore-sheds. The area adjoining on Hickson Road is unlikely to have an extensive archaeological profile because of the level of quarrying required to construct that road and subsequent disturbance for the installation of services. At most it could contain the base of deeply excavated features such as wells.

The resource has been evaluated as state significant based on its contributory values. It provides physical evidence of the environment and circumstances that led to the massive programme of early twentieth century waterfront renewal. It also provides components that demonstrate the longevity and continuity of the maritime industry in this part of the city; the archaeological resource is the only direct physical evidence of nearly a century of trade and waterfront development.

There is some potential for the proposed works to disturb this resource; evidence from excavations carried out at Wharf 6/7 and Wharf 8/9 demonstrate that some components, primarily remnant jetty piles, are close to the surface of the rubble and wastes that fill this reclaimed land. Excavations for services are unlikely to remove or displace this structural evidence but may expose some components and will also displace artefacts and demolition debris contained in the fill. This work will not substantially effect the cultural value of this resource.

Most works will be concerned with the above ground structures and will have no impact on any in-ground archaeological resource. The only identified potential impacts are trenching associated with utilities; the renewal of existing services or the possible provision of new connections as part of the infrastructure requirements in the early works package. These works would only disturb deposits to shallow depths and in discrete areas.

7.4 Management

7.4.1 Aboriginal Archaeology

- Based on the above assessment it is concluded that no further archaeological investigation in regard to Aboriginal archaeological sites is necessary. It is recommended that the proponent proceed with the proposed works with caution.
- In the unlikely event that suspected Aboriginal objects are discovered during the course of the proposed works then work should stop in the area, the object is safeguarded and a suitably qualified archaeologist contacted to record the find prior to work continuing.
- The Office of Environment and Heritage (OEH) and the Metropolitan Local Aboriginal Land Council should also be contacted and informed of any finds as soon as possible and prior to work in that location continuing.

7.4.2 Historic Period Archaeology

- Excavation works for utilities should be monitored for the purpose of documenting the archaeological profile and any relics or features that are revealed by that work.
- The results of this work will be documented in report made available to the Department of Planning within twelve months of completion on site.
- This work will not require an excavation permit to be issued by the Heritage Division of OEH, however, a statement of methodology and research design should be prepared to define the scope of works and outcomes for monitoring programmes.
- Archaeological works must be carried out by a nominated Excavation Director who satisfies the Heritage Council's Excavation Director Criteria for undertaking works at state significant historical archaeological sites in NSW.
- The interpretation strategy currently being prepared for the precinct should address any evidence that may be recovered from monitoring works. Evidence from maritime archaeological work should also be featured in this strategy.
- Moveable heritage will be managed according to the current interpretation strategy

REFERENCES

- | | |
|--|--|
| City Plan (2011) | <i>Walsh Bay Pier 2/3 Moveable Heritage Use and Interpretation Plan</i> |
| Clive Lucas, Stapleton & Partners (1998) | <i>Walsh Bay Precinct Conservation Plan</i> |
| Paul Davies Pty Ltd (2007) | <i>Millers Point and Walsh Bay Heritage Review</i> |
| Design 5 Architects (2014) | <i>Walsh Bay Arts Precinct Heritage Impact Assessment</i> |
| Godden Mackay Logan (2010) | <i>Walsh Bay Pier 2/3 Moveable Heritage Catalogue and Significance Assessment</i> |
| Grahame Brooks & Associates (2007) | <i>Wharf 4/5 Walsh Bay Conservation Management Plan</i> |
| Higginbotham, Kass and Walker (1991) | <i>The Rocks and Millers Point Archaeological Management Plan</i> |
| Dana Mider (1991) | <i>The Rocks Millers Point Archaeological Management Plan</i> |
| NSW Government Architect (2012) | <i>Walsh Bay Master Plan</i> |
| Planning Workshop (1989) | <i>Walsh Bay Redevelopment Statement of Environmental Effects</i> |
| Sydney Harbour Trust | <i>Annual Reports 1900 – 1955</i> |
| Wendy Thorp (1988) | <i>Walsh Bay EIS Historical and Archaeological Assessment</i> |
| Wendy Thorp (1997) | <i>Archaeological Assessment Wharves 6/7 and 8/9 Walsh Bay</i> |
| Tropman and Tropman Pty Ltd (1999) | <i>Heritage Technology Walsh Bay Conservation Management Plan</i> |
| Tropman and Tropman (2000) | <i>Wharf 2/3 (Pier and Shore Shed) Walsh Bay Precinct Conservation Management Plan</i> |
| R.J. Varman (1998) | <i>Walsh Bay Redevelopment Archaeological Assessment and Investigation of Development of Pottinger Street and Adjacent Areas</i> |
| R.J. Varman (2007) | <i>Ferry Lane, Downshire and Pottinger Streets Walsh Bay Excavation Report</i> |

Appendix: Aboriginal Due Diligence Assessment

ABORIGINAL ARCHAEOLOGICAL ASSESSMENT WALSH BAY ARTS and CULTURAL PRECINCT

PIER 2/3 & WHARF 4/5
WALSH BAY

SEPTEMBER 2017



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INTRODUCTION

Project Background

It is proposed to develop the Walsh Bay Arts and Culture Precinct by expanding the existing group of cultural institutions and attractions. The work will include the construction of new stairs, external lifts and balconies and modifications to the roofs of Pier 2/3 and Wharf 4/5. This project aims to create flexible and adaptable spaces in Pier 2/3 and Wharf 4/5.

Cultural Resources Management (CRM) was engaged to prepare an Archaeological Assessment and Management Plan in accordance with the Secretary's Environmental Assessment Requirements (SEARs) issued on 1 September 2017. The archaeological assessment and management plan is required to assess the likelihood of the preservation of significant historical and aboriginal archaeology on the site, how this may be impacted by the project and measures to mitigate impacts. This report addresses the Aboriginal archaeological potential of the project area.

Approvals

Approval for the Walsh Bay Arts Precinct project is sought as a State Significant Development under Part 4 of the *Environmental Planning and Assessment Act 1979* (EPA Act). The Walsh Bay Arts Precinct project is considered to be a SSD under Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* as it is a cultural facility with a capital investment value of over \$30 million.

This report has been prepared in response to the Secretary's Environmental Assessment Requirements (SEARS) and forms part of the Environmental Impact Statement.

As this project is SSD, the provisions of the *National Parks and Wildlife Act 1974* (NPW Act) relating to Aboriginal heritage do not apply.

The Study Area

The study area comprises Wharf 2/3 and Wharf 4/5 in Walsh Bay and includes the associated shore-sheds of Wharf 4/5. The study area is located on Sydney Harbour and forms part of the Walsh Bay Wharves Precinct Conservation Area. The Conservation Area is adjacent to the Millers Point and Dawes Point Village Precinct and The Rocks Conservation Area (*Figure 1, 2*).



Figure 1 The study site in its broader context within the Sydney CBD and Sydney Harbour. (Source: Aerial imagery supplied by Land and Property Information with additions CRM)

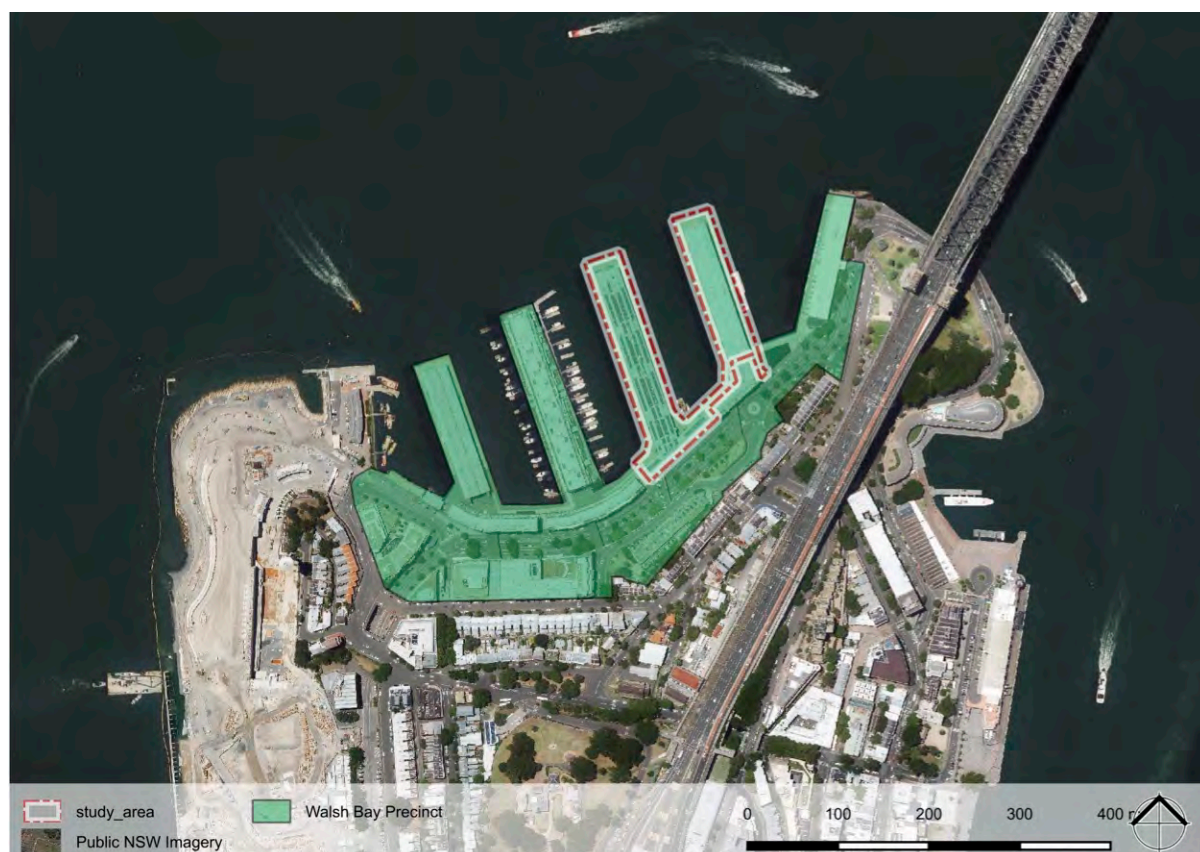


Figure 2 Aerial photograph of the study site within the Walsh Bay Wharves Precinct. (Source: Aerial imagery supplied by Land and Property Information with additions CRM)

Limitations of the Assessment

This report provides an assessment of the Aboriginal archaeological potential of the study area. The assessment has been undertaken in accordance with current best practice guidelines which include the following:

- Department of Environment, Climate Change & Water, 2010, *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales (September)*, Department of Environment, Climate Change and Water, Sydney.
- Department of Environment, Climate Change & Water, 2010, *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (September)*, Department of Environment, Climate Change and Water, Sydney.

CRM recognises that Aboriginal people are the primary determinants of the cultural significance of their heritage. Cultural heritage can include social, cultural, historic, aesthetic values as well as scientific values associated with archaeological sites. Cultural heritage is not restricted to tangible objects or sites it 'also includes peoples' memories, story-lines, ceremonies, language and 'ways of doing things' that continue to enrich local knowledge about the cultural landscape'.¹

CRM was not commissioned to undertake consultation with Aboriginal stakeholders regarding cultural heritage values for this project. This report does not include an assessment of Aboriginal cultural heritage values or significance; this is due to the assessed absence of material evidence. Consultation with relevant Aboriginal stakeholders could be undertaken to determine the Aboriginal cultural heritage values and significance of the study area.

¹ Department of Environment, Climate Change & Water, 2010, *Aboriginal cultural heritage requirements for proponents 2010 (April)*, Department of Environment, Climate Change & Water, Sydney.

ENVIRONMENTAL CONTEXT

Assessment of the Aboriginal archaeological potential of any area must incorporate an assessment of the environmental context of the area. This is used to determine how this environment may have influenced the lives of Aboriginal people and how they may have used or occupied an area. Understanding the environmental context also aids an analysis of archaeological site formation and subsequent processes affecting site preservation.

Geology and Geomorphology

Prior to European settlement, reclamation and construction along Walsh Bay, the study area consisted of a steep, rocky sandstone headland overlooking the deep waters of Sydney Harbour. Early plans of the town of Sydney indicate that this area comprised steep-sided cliffs leading down to a narrow rocky foreshore (*Figure 3*).

The Sydney soil landscape 1:100 000 sheet indicates that the area in the vicinity of the study site is overlain with Gynea soils (*Figure 34, 5*). These shallow, loose, sandy soils are formed by the weathering of the underlying sandstone bedrock and are highly prone to erosion.² The original unaltered foreshore is likely to have been rocky with small pockets of sandy beach deposits.

Fauna and Flora

The area surrounding the study area once comprised a rich mosaic of ecological environments that were economically and culturally important to Aboriginal people. The subject site is located at the junction of a range of environments including the marine resources of the harbour, freshwater resources of local streams, stands of nearby mangroves and open eucalypt woodlands along the ridgelines.

The rocky foreshore likely would have been a rich source of shellfish for Aboriginal people including species such as Sydney rock oysters, cockles, whelks, turban shells and mussels.³ The headland may also have provided a launching point for fishing in the harbour using canoes as well as a processing location where the spoils of a fishing expedition were cooked, shared and consumed (*Figure 5*).

Early European descriptions of the area around Sydney Cove indicate that the ridgelines such as Bennelong Point and Millers Point were covered in open eucalypt woodland with a grassy understorey.⁴ The open understorey described in the historical records is suggestive of active fire stick management by Aboriginal people. Regular burning of the understorey was used by Aboriginal people to keep the forest clear and encourage new growth which was attractive to grazing animals such as kangaroos. The open landscape made it easier to hunt the animals. Other terrestrial animals such as possum were

² Chapman, G. & C Murphy, *Soil Landscapes of the Sydney 1:100 000 Sheet*, Sydney, Soil Conservation Service of NSW, 1989 <<http://www.environment.nsw.gov.au/Salisapp/resources/spade/reports/9030gy.pdf>>

³ Attenbrow, V, 2010, *Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records*, Sydney, University of New South Wales Press.

⁴ Nagle, J., 1829, Jacob Nagle his book AD 19 May 1829, Canton, Stark County Ohio, 1775-1802; Collins, D, *An Account of the English Colony in New South Wales: With Remarks on the Dispositions, Customs, Manners &c. of the Native Inhabitants of that Country. To Which are Added, Some Particulars of New Zealand: Compiled by Permission, From the Mss. of Lieutenant Sydney*, University of Sydney Library Prepared from the print edition published by T. Cadell Jun. and W. Davies 1798, 1798, <http://purl.library.usyd.edu.au/setis/id/colacc1>; Attenbrow, V, 2010, *Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records*, Sydney, University of New South Wales Press.

also important economically to Aboriginal people around Sydney both for their meat and thick fur which was used for making waist belts and cloaks.⁵

Stands of mangroves are also reported by historical observers around the Pyrmont peninsula and today's Cockle Bay.⁶ These additional ecological communities would have provided further economically important fauna and flora.



Figure 3: Detail of Milbert, Cloquet and Walker's 1802 Plan de la Ville de Sydney showing the steep rocky headlands of Millers Point and Walsh Bay. (Source: NLA <http://trove.nla.gov.au/version/209669543>)

⁵ Attenbrow, V, 2010, Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records, Sydney, University of New South Wales Press.

⁶ Attenbrow, V, 2010, Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records, Sydney, University of New South Wales Press.

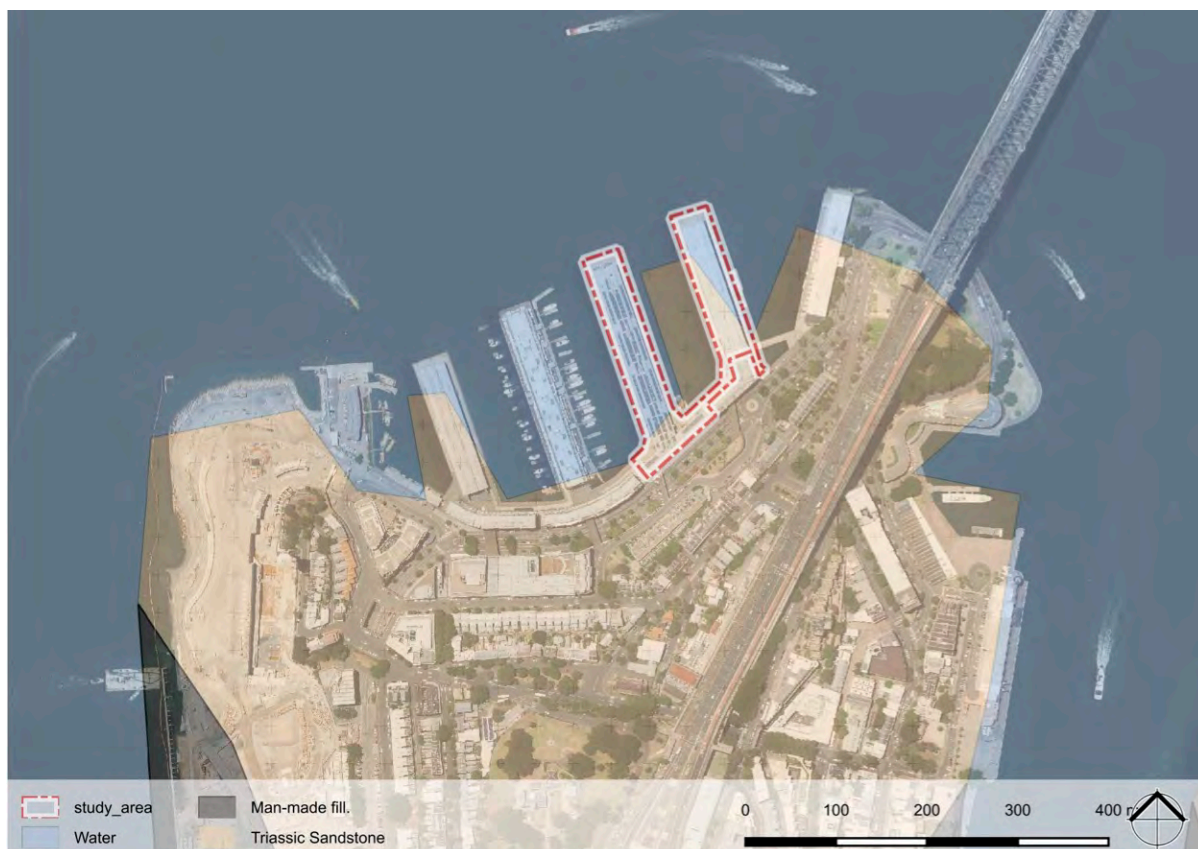


Figure 4: Map of the local underlying geology of the study site. (Source: NSW Geological Survey with CRM additions)



Figure 3 Map of the soil landscapes in the vicinity of the study site. (Source: Soil Landscapes of the Sydney 1:100,000 Sheet, NSW Department of Environment, Climate Change and Water with CRM additions)

ABORIGINAL OCCUPATION

Archaeological evidence from the Sydney Basin has demonstrated that Aboriginal people have lived in this region for at least 30,000 years.⁷ Over that time the environment and landscape of the Basin has changed dramatically. During the peak of the last Ice Age approximately 20,000 years ago, sea levels would have been up to 110m to 130m lower than the present day and the coast line would have lain approximately 15km kilometres further east.⁸ At this time Sydney Harbour would have been a steep-sided river valley. Sea levels began to rise following the end of the last glacial maximum forming estuaries in formerly freshwater rivers and streams. During the current Holocene period sea levels fluctuated, finally stabilising to their current levels around 7000 years ago.⁹

Aboriginal people who lived along the shores of Port Jackson near Sydney Cove) in 1788 were known as the Cadigal people. The Cadigal were some of the first tribes of the Sydney Basin to be encountered by European settlers and a substantial body of information regarding their appearance, subsistence and cultural practices was recorded by the colonisers during the first years of contact.¹⁰ Ethnographic recording of the Aboriginal people in the Sydney Basin indicates that the area from the coast into the Blue Mountains was occupied by the Darug. This group was made up of a number of smaller familial clans or tribes. Historical records suggest there was a linguistic and cultural divide between the Darug people of the coastal areas such as the Cadigal and those who lived in the hinterland of the Cumberland Plain and Blue Mountains.¹¹ The Darug are neighboured by the Darkinjung and Guringai to the north, the Gundungurra and Tharawal to the south and the Wuradjuri to the east.¹²

Coastal Darug peoples relied heavily on marine resources for their subsistence, catching fish and other marine fauna from bark canoes using nets, spears and lines as well as harvesting shellfish along the shoreline.¹³ Records indicate that Aboriginal women made use of nets and fishing line while men fished using pronged and barbed spears. Large shell middens were reported to have lined the Port Jackson foreshore in the late 1700s however many were destroyed through the settlers who collected and burnt the shell from the middens to produce lime for mortar.¹⁴

Aboriginal people who lived around Port Jackson had strong links to neighbouring tribes who shared common spiritual and cultural belief systems. These links were further cemented through marriage ties, trade and complex kinship systems. Aboriginal people from far reaching areas would regularly come together to undertake ceremony such as initiation ceremonies, arrange marriages, share information and trade materials such as basalt from the Blue Mountains, shell for tool production, spears, possum skins, ochre, etc.¹⁵ One such ceremony is recorded by Collins who observed in on a site in the present day Royal Botanic Garden and Domains. In 1795, Collins observed a 'Yurong' ceremony in which local

⁷ JMcDCHM, Archaeological Salvage Excavation of Site RTA-G1, 109-113 George Street, Parramatta, NSW. report prepared for Landcom, October 2005.

⁸ Attenbrow, V, 2010, Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records, Sydney, University of New South Wales Press.

⁹ Attenbrow, V, 2010, Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records, Sydney, University of New South Wales Press.

¹⁰ Attenbrow, V, 2010, Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records, Sydney, University of New South Wales Press.

¹¹ Kohen, J, 1995 'Mapping Aboriginal Linguistic and Clan Boundaries in the Sydney Region' in *The Globe*, pp. 32–39; Kohen, J., 1993, *The Dharug and Their Neighbours. The traditional Aboriginal Owners of the Sydney Region*, Darug Link in association with Blacktown & District Historical Society, Sydney.

¹² Tindale, N.B., 1974, *Aboriginal tribes of Australia : their terrain, environmental controls, distribution, limits, and proper names*, University of California Press, Berkeley; Attenbrow, V, 2010, Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records, Sydney, University of New South Wales Press.

¹³ Attenbrow, V, 2010, Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records, Sydney, University of New South Wales Press.

¹⁴ Attenbrow, V, 2010, Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records, Sydney, University of New South Wales Press.

¹⁵ Threkeld, LE, 1974, *Australian reminiscences and papers of L.E. Threkeld, missionary to the Aborigines 1824-1859*, WN Gunson (ed), Australian Institute of Aboriginal Studies, Canberra.

and Guringai boys were initiated in a multi-day ceremony on the peninsula at Farm Cove.¹⁶ The strong links and shared cultural beliefs between the Aboriginal people of the wider Sydney region is also reflected in the rock art of the region which shares a common graphic vocabulary both in style and motif production.¹⁷



Figure 4: 'View of Part of Sydney' circa 1804 showing Aboriginal people fishing in a traditional way within the European landscape (Source: *National Library of Australia* <http://nla.gov.au/nla.obj-135178991>)



Figure 5 Engraving of Aboriginal people fishing in Port Jackson circa 1824 (Source: Lesueur, C.A, 'Nouvelle-Hollande, Nouvelle Galles du Sud, grottes, chasse et peche des sauvages du Port-Jackson', *National Library of Australia* < <http://nla.gov.au/nla.obj-135686453>>)

¹⁶ Collins, D, 1798, *An Account of the English Colony in New South Wales: With Remarks on the Dispositions, Customs, Manners &c. of the Native Inhabitants of that Country. To Which are Added, Some Particulars of New Zealand: Compiled by Permission, From the Mss. of Lieutenant Sydney*, University of Sydney Library prepared from the print edition published by T. Cadell Jun. and W. Davies, <<http://purl.library.usyd.edu.au/setis/id/colacc1>>.

¹⁷ McDonald, J, *Dreamtime Superhighway: Sydney Basin Rock Art and Prehistoric Information Exchange*, Terra Australis 27, Canberra, Australian University Press, 2008.

Aboriginal Heritage Information Management System & Local Archaeological Context

The NSW Office of Environment and Heritage (OEH) maintains the Aboriginal Heritage Information Management System (AHIMS), a database of all recorded Aboriginal sites in NSW. A search of the AHIMS database was undertaken on 08 August 2017 for an area between -33.8739, 151.1885 – Lat, Long to -33.8494, 151.2274 using a buffer of 1000 meters.

A total of 98 recorded Aboriginal sites were returned for the local region. No sites are recorded as existing or having existed within the subject site itself. Table 1 provides a breakdown of the site types in the local region surrounding Walsh Bay. The most common type of site recorded in the local area are shell middens followed by rock shelters containing shell middens. These are located primarily within foreshore environments; close to the shore and in locations where the topography is likely to provide rocky overhangs. Other common site types which have been recorded in this area include concentrations of stone artefacts and rock engravings. The following three AHIMS site fall within 400m of the study site; none are with the project area.

AHIMS Site 45-6-0519 Moore's Wharf – Artefact Concentration (Destroyed)

This site encompassed a concentration of artefacts identified during excavations for the relocation of the former Moore's Wharf Bond Store in 1981. The warehouses under which the artefacts were located extended onto the original shoreline. This area was not excavated or levelled as part of the Hickson Road construction program in the early 20th century.

AHIMS Site 45-6-0030 Dawes Point Park – Rock Engraving (Destroyed)

This site is recorded on the AHIMS based on historical records. An engraving of a large whale or possibly a shark was reported to have existed on a sandstone outcrop within the present day Dawes Point Park. It is no longer visible and it is assumed that the site was destroyed during the construction of the Sydney Harbour Bridge.

AHIMS Site 45-6-1939 MSB Tower – Rock Engraving (Destroyed)

This site is recorded on AHIMS based on oral testimony of a plant operator who observed engravings on a rock ledge below Merriman Street. These engravings were reportedly destroyed in 1970 during the construction of the Harbour Control Tower.

Based on the patterning of recorded Aboriginal sites within the study area the most likely sites which may have formed along the Walsh Bay foreshore include shell middens, rock shelters and rock engravings.

Table 1 Recorded Aboriginal site in the vicinity of the subject site. (Source: AHIMS 08 August 2017)

Site Type	Site Sub-Type	Quantity	Percentage of Sample
Rock Shelter	Shelter with Art	6	6.2%
	Shelter with Midden	18	18.5%
	Shelter with Art and Middens	5	5.1%
Midden		26	26.5%
Artefact Concentration (Open Camp Site)		11	11.2%
Rock Engraving		8	8.1%
Historic Place / Burial		3	3.0%
Potential Archaeological Deposit (PAD)		21	21.4%
Total		98	100%

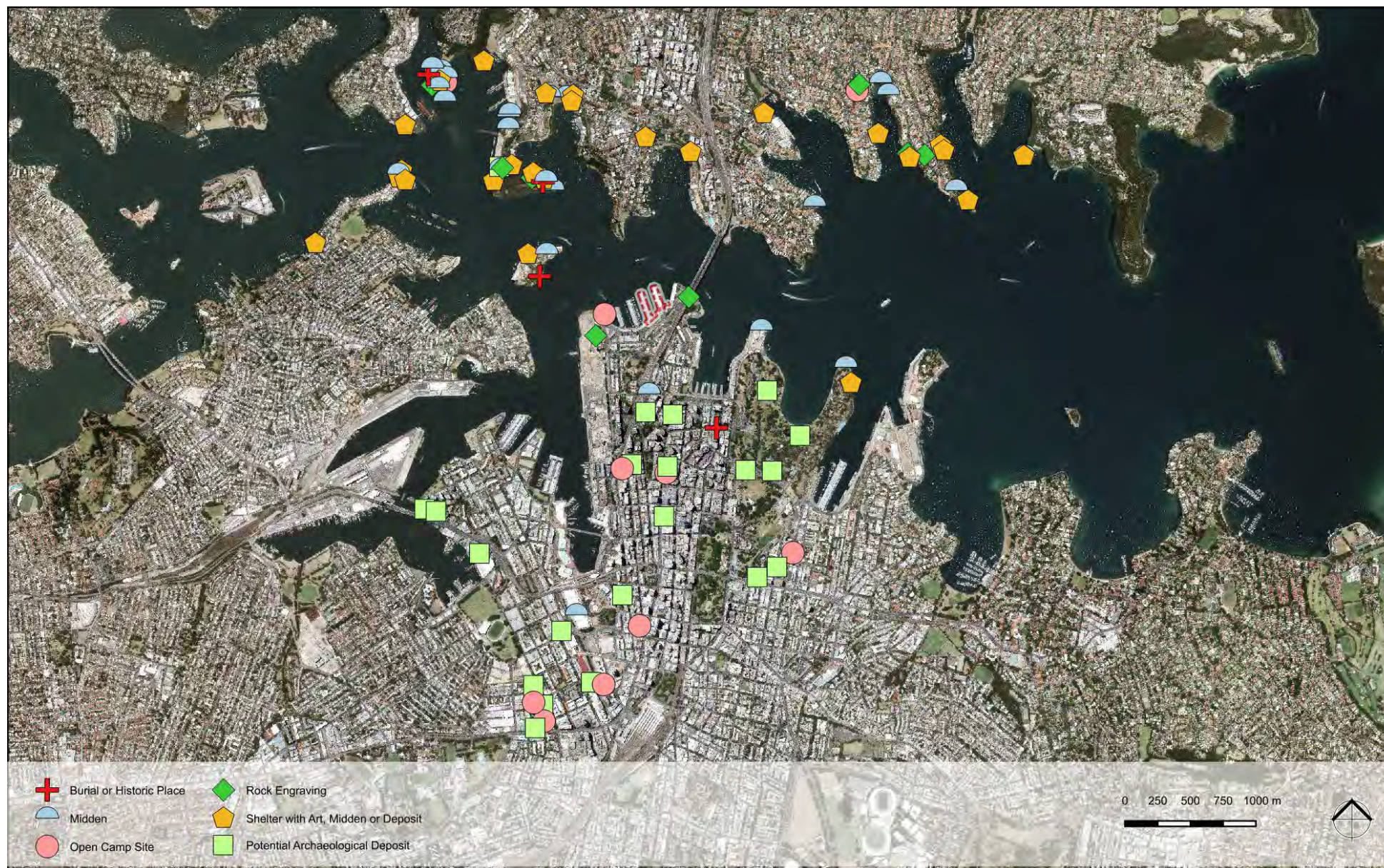


Figure 6 Map of known Aboriginal sites in the vicinity of the subject site recorded on AHIMS. (Source: Aerial imagery Land and Property Information with additions by CRM)

HISTORICAL DEVELOPMENT

A Fringe Area

During the earliest years of the NSW colony the steep, rocky terrain of Walsh Bay and Millers Point discouraged extensive development along the foreshore in these locations. A town plan of 1800 shows no development here and the 1802 plan of the town of Sydney shows only a few structures along the foreshore, outside the project area, with much more dense development occurring along the Observatory Hill ridgeline aided by a track that ran from Dawes Point to Millers Point. Some early uses of the foreshore include anchorage for whaling vessels and a battery at Dawes Point to the east.¹⁸

Earliest Development

As Sydney Cove became more crowded the land west from Dawes Point became more attractive for development. By 1822 at least three small buildings, probably cottages, had been constructed in the area of the later Towns Place, west of the project area. A wharf and boat shed were built here by the 1820s. In the same period the sheltered area between Dawes Point and Millers Point was used as an anchorage for whaling vessels.

First Grants

By the early 1820s the waterfront that encompasses the project area was divided between several grants. These are first recorded in detail on a survey of 1833 (*Figure 9*). The principal owners were William Walker, (at the eastern end of the project area), John Lamb (encompassing the shore line and ground beyond in the area of present-day Hickson Road and Pier 2/3), Timothy Pitman (the shoreline and land associated with Wharf 4/5 and Hickson Road) and William Davis (western portion of the project area). By the mid-1830s there were a substantial number of buildings and the shoreline had been regularised; this is recorded on several contemporary surveys.

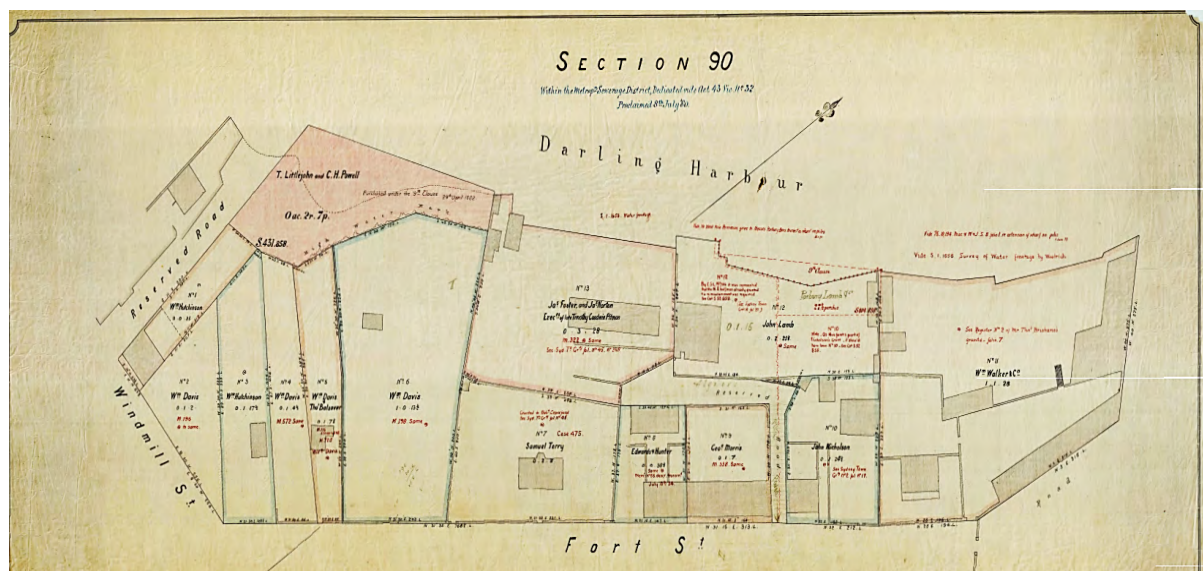


Figure 9: Section 90 of the town of Sydney in 1833 showing the principal grants that are encompassed within the project area (Source: Sydney City Archives Plan Atlas)

Growth

Until the 1830s and 1840s access to the properties along Darling Harbour, particularly at the northern end was limited; both Kent Street and Sussex Street terminated well before the area. Kent Street was extended in this period and this greater accessibility along with an aggressive economy and the need for more waterfront development led to a period of extensive building, extension and redevelopment along the waterfront and the land adjoining. However, even by the later 1830s access to Millers Point was still a limiting factor in realising the potential of the place. Improved access was accompanied by a time of extreme economic change.

In the 1830s as coastal shipping boomed and whaling was still an important industry the need was critical for more wharfage and warehouse facilities. All of the established firms within the project area, William Walker, Thomas Lamb and Pitman's property substantially added to their yards in this period and a major component of these works was the construction of wharves or jetties on reclaimed land. Even in the economic recession of the 1840s more substantial works were carried out on the properties within the project area.



Figure 10: Detail from Shield's plan of the city in 1845 showing the improvements on the land within the project area; this is the foreshore between the arrows encompassing just the extreme ends of those buildings adjacent (Source: Sydney City Archives Plan Atlas: Francis Shield, Map of the city of Sydney New South Wales)

Deepwater Construction

From the 1840s onwards the deep waters near Dawes Point were progressively developed for ocean going vessels such as the China clippers and mail boats. This required structures to be built out from the land. From the 1850s onwards the area around the wharves became one of the most densely populated of the city particularly by people directly associated with the maritime trade such as sail

makers, boat builders, wharfingers and mast-makers¹⁹. During this period almost all vestiges of the former shoreline were lost through even more extensive development of wharves, jetties, stores and sea-walls although some small areas of the original shore and mud flats were still exposed particularly near Kent Street. The present street pattern had been established by 1865. A survey of this year shows how the existing properties had been more closely developed in the preceding twenty years (*Figure 10*).

Proposals were first made in 1877 to extend some of the wharves into deeper water, a trend which culminated at the turn of the new century. The principal catalyst for change came from the vast wealth generated by the wool industry. The reconstruction of the area allowed for new methods and styles of wharf building to be introduced to the waterfront. During the mid-1880s a major programme of redevelopment was undertaken along Dawes Point and beyond to make available deep sea berths where even the largest steamers of the time would be able to tie up. All of the wharves and stores from Moore's through to Dalgetty's Wharf underwent massive change. By 1892 the project area was the site of two large finger wharves, a small part of a jetty occupied the western part of the project area and at the eastern end were long-side wharves. Hydraulic equipment was employed at Walsh Bay in order to overcome the steep change in elevation between the foreshore and the roads on the hillslope.

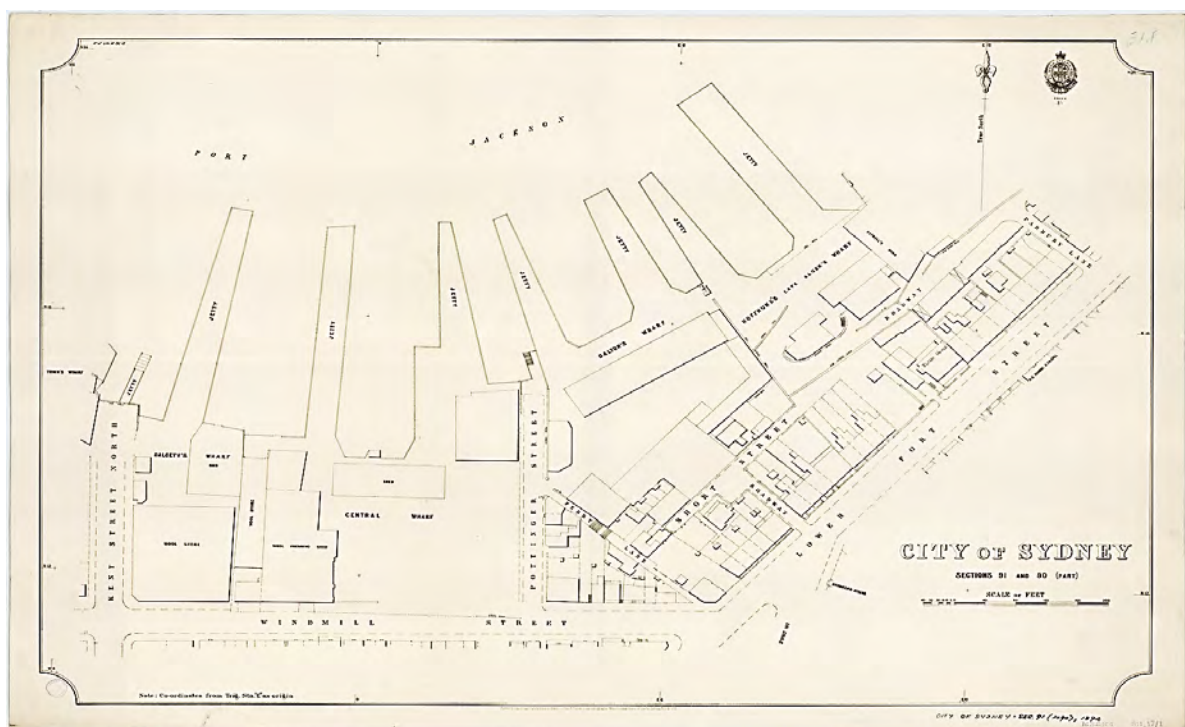


Figure 11: Survey of part of the project area in 1892 showing new finger and land wharves constructed during the 1880s (Source: NSW Department of Lands, *Metropolitan Detail Series Sydney Section 90*)

Plague

In 1900 an outbreak of bubonic plague swept through Sydney, reportedly having started amongst the sub-standard houses of the Rocks and Millers Point. The wharves, by then fourteen along Walsh Bay, were found to be poorly maintained and harbouring large quantities of rubbish and rats. After the formation of the Sydney Harbour Trust in 1901, the express responsibility of which was the

¹⁹ W. Forde; *Sydney Directory* 1851; 42

modernisation and control of the harbour and its various works and movements, the Walsh Bay Wharves were resumed by the government. Immediately a comprehensive cleansing programme was put into action and the opportunity was taken to modernise and extend the deep water berths.

By 1906 a comprehensive plan for the reconstruction of the wharves along Millers Point, Darling Harbour and elsewhere had been devised and a plan prepared that described the proposed new wharves in relation to the existing waterfront. Several schemes were considered before the final plan was selected of five finger wharves, two longshore wharves, a low level and upper level roadway.



Figure 7 Walsh Bay Wharves circa 1900 before the Sydney Harbour Trust redevelopment. (Source: City of Sydney Archives, Graeme Andrews 'Working Harbour' Collection: 77950)

Redevelopment

The redevelopment of the waterfront spanned the period from 1910 to 1927. The earliest work undertaken as part of the new improvements close to the project area was the construction of Pier One. This was commenced in 1910. It had been largely completed by 1913. The sea wall from this berth was extended to No 2 Berth in 1913. Pier 2/3 was commenced in 1913 and it and the shore sheds were completed in 1922.

Work on Wharf 4/5 commenced at the same time as that at Pier 2/3 but the second wharf encountered more difficulties in respect of the existing structures and environmental issues but it and the shore sheds were effectively completed in 1922.

Apart from the construction of the wharves and sheds redevelopment of the waterfront also entailed the creation of Hickson Road. The road would connect the new wharves at Darling Harbour with those at Millers Point and Dawes Point. The scheme required demolition of existing buildings and substantial excavation back into the face of the sandstone cliffs that bounded this waterfront. Work on Hickson Road commenced in 1909. The excavation commenced close to the gas works on Darling Harbour; the sandstone rubble removed as part of the excavation was used as fill behind the trestle walls being built on the shore. It was completed in 1916. New Pottinger Street was constructed at the same time



Figure 12: View west along Hickson Road showing the new bridge that spanned what was described as “deep rock cutting” through Millers Point. Wharf 8/9 is in the background and in the foreground can be seen some of the sandstone that has been extracted as dimension stone (Source: *SHT Annual Report 1913*)



Figure 13: Looking southwest along Hickson Road opposite Walsh Bay Wharves 6-9, circa 1933 (Source: *City of Sydney Archives SRC6609*)

THE SITE

A site visit was undertaken but due to the urban nature of the study site it was not expected that Aboriginal sites would be observed. However the following site conditions were noted.

- Pier 2/3 and Wharf 4/5 are constructed on a series of timber piles and comprise of a two storey warehouse structures (*Figure 17*).
- The current sea wall comprises a dressed sandstone wall running below the wharves (*Figure 18*).
- The quarried sandstone bedrock can be seen on the south side of Hickson Road and Pottinger Street (*Figure 19*).
- The undulating surface of the former natural topography can be seen in the undulating levels of the sandstone retaining wall which has been constructed on top of the bedrock cliff face (*Figure 19*).
- The original timber bridges between the upper storeys of the piers and Pottinger Street have been replaced with steel bridges set on concrete plinths or steel piers (*Figure 21*).
- A number of underground services have been installed below the current footpaths including sewerage, stormwater and telecommunications.

Inspection of the study site confirms the historical evidence for quarrying the sandstone headland and levelling of the Walsh Bay foreshore. This is evident at the base of the retaining wall on Hickson Road.



Figure 14: Western side of Wharf 4/5. (Source: CRM 2016)



Figure 15: Eastern side of Pier 2/3. (Source: CRM 2016)

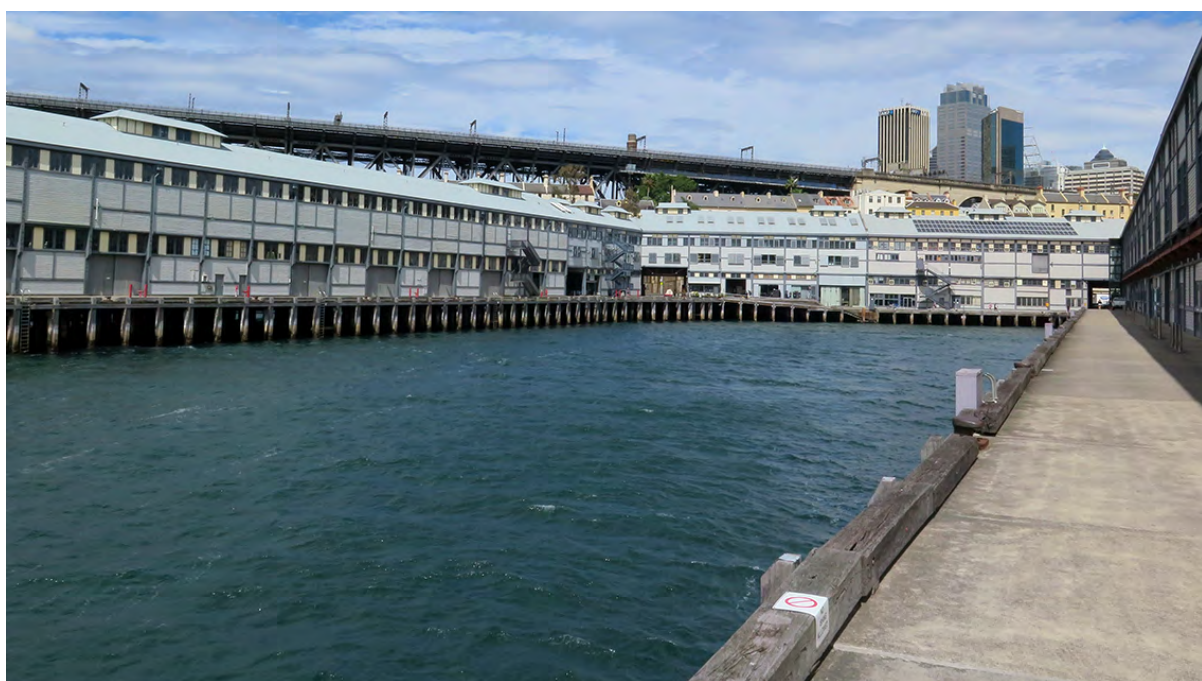


Figure 16: View of area between Pier 2/3 and Wharf 4/5 and shore sheds (Source: CRM 2016)

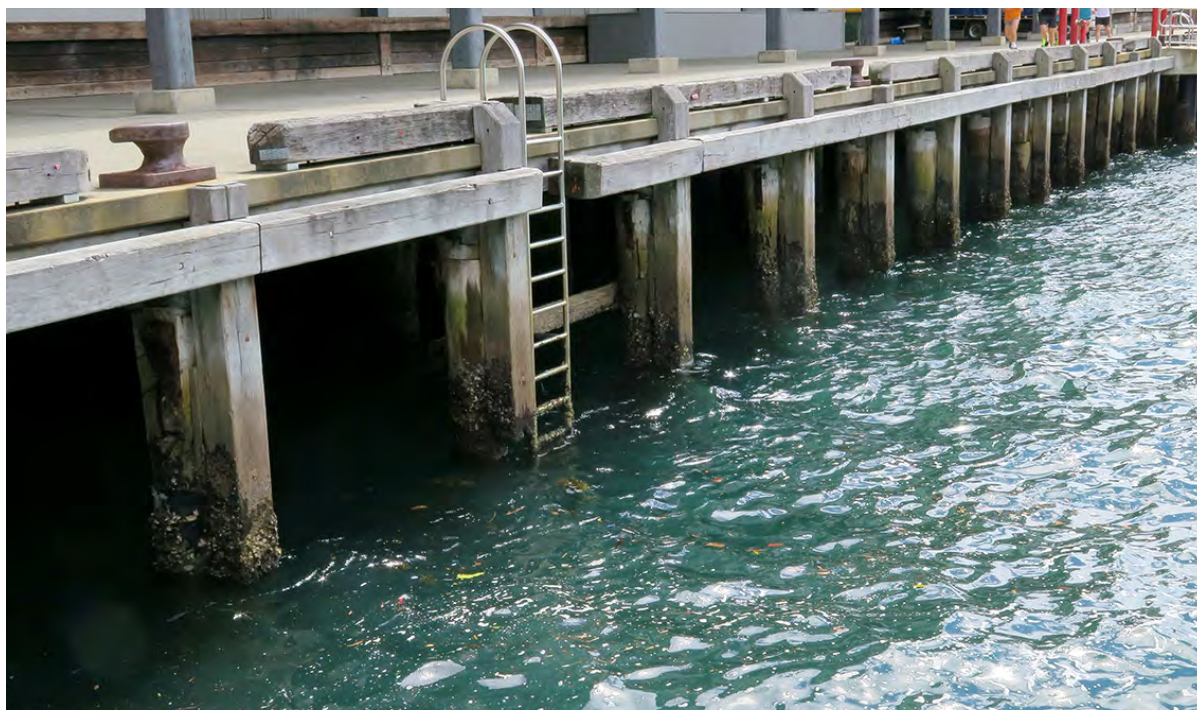


Figure 17: Photograph of timber piers of Pier 2/3. (Source: CRM 2016)

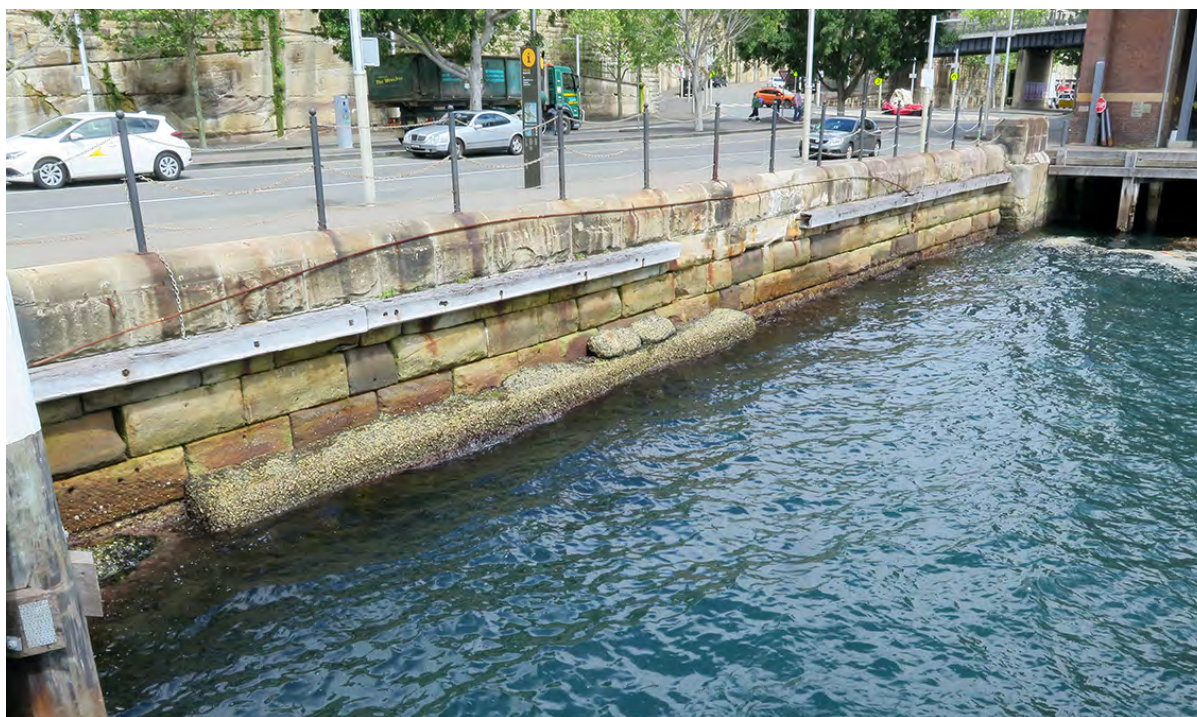


Figure 18: Section of sandstone sea wall to east of Pier 2/3. (Source: CRM 2016)

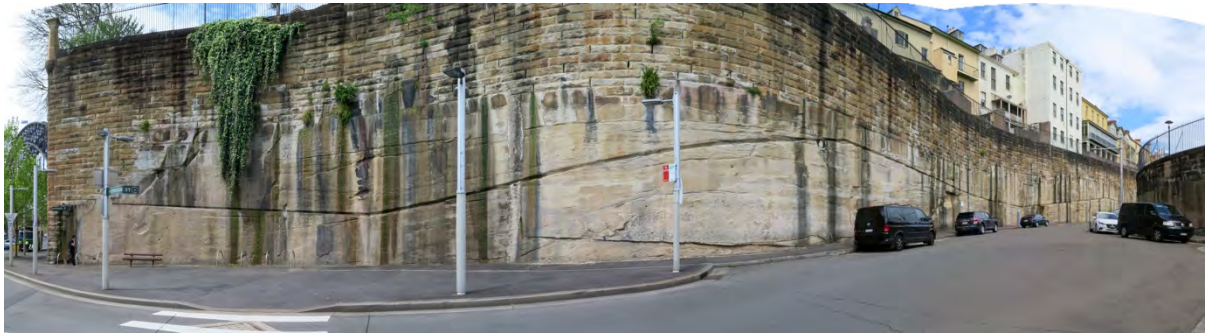


Figure 19: Panorama of quarried sandstone cliff face looking up Pottinger Street. (Source: CRM 2016)



Figure 80: View east along Hickson Road. (Source: CRM 2016)



Figure 21: Bridges from Pottinger Street to Wharf 4/5 (L) and Pier 2/3 (R). (Source: CRM 2016)

ABORIGINAL ARCHAEOLOGICAL POTENTIAL

It is unlikely that any evidence for human occupation predating the stabilisation of the current sea levels would have existed within the subject site including within the areas currently submerged. Prior to 7000 years ago this site would have made an unlikely camping place, being almost on a hill top, far from fresh water in the Parramatta River below. Subsequent erosion and decay of organic materials over the last 6000 years would likely have removed all trace of pre-mid Holocene occupation of the area.

Since the stabilisation of sea levels and the creation of Port Jackson, it is likely that the study site was used by Aboriginal people for fishing, camping, processing shellfish and other marine fauna. It is likely that shell middens would have built up along this section of shoreline much the same as other areas along Sydney Harbour foreshore. Other artefactual material such as stone tools and bones of marine and possibly terrestrial fauna would also likely to have been discarded amongst shell middens. This is supported by archaeological evidence from the foreshore zone around Sydney Harbour.

Shell middens along the foreshore zone are would have been highly susceptible to erosion from wind and waves. The rocky nature of this foreshore area would have resulted in relatively shallow pockets of sandy sediment, unsuitable for containing deep, stratified archaeological deposits. Any shell middens or other artefactual deposits are likely to have built up directly on top of rock platforms making them highly susceptible to destruction.

The majority of the study area comprises the finger wharf structures which extend into the harbour. Only a small portion of the study site is located on the foreshore itself. Development of the original wharves at Walsh Bay during the nineteenth century is likely to have significantly impacted if not entirely destroyed any Aboriginal archaeological deposits such as middens or artefact concentrations which may once have existed along this foreshore. Unlike nearby AHIMS site 45-5-0519, the current study area comprises only a very small portion of the foreshore which partially consists of reclamation fill behind the seawall.

The demolition of the nineteenth century wharf and excavation and levelling of the foreshore for the construction of Hickson Road would have further compounded the removal of any remaining pockets of natural soil profiles with the potential to contain Aboriginal archaeological material.

Based on the above assessment of likely Aboriginal sites, site taphonomy and historical impacts, it is considered highly unlikely that the study site would contain any Aboriginal archaeological deposits or objects. The study area is considered to have no potential to contain Aboriginal sites or objects.

IMPACT ASSESSMENT

Stage Two of the proposed Walsh Bay Arts Precinct redevelopment involves:

- The adaptive reuse of Pier 2/3 to provide new arts facilities; this includes works to create stairs, an external lift and balconies and modification to the roof
- Refurbishment of wharf 4/5 and the associated shore sheds including new commercial spaces and stairs, external lifts and balconies and modifications to the roof
- The use of the precinct for arts festivals, events, pop-ups and associated uses including restaurants, café and bars

There are no sites recorded on AHIMS that exist within the study area. It is considered highly unlikely that the study area would contain any Aboriginal sites or objects due to the degree of historical impacts which have already occurred along the foreshore in this location. Therefore the proposed works are unlikely to have an impact on Aboriginal archaeological sites or objects.

CONCLUSIONS AND RECOMMENDATIONS

This report has assessed the environmental, archaeological and historical context of the study site; Pier 2/3 and Wharf 4/5 and associated shore sheds. Based on the assessment presented in this report it is concluded that the study area may have once contained Aboriginal archaeological deposits. However, due to the extensive levelling and remodelling of the natural foreshore environment that has occurred northwest of the sandstone cliff faces on Hickson Road, any former Aboriginal sites are likely to have been entirely removed and destroyed by the early 20th century. The study site is considered to have no potential to contain Aboriginal sites or objects.

The proposed stage two works consist primarily of alterations to the existing wharf structures of Pier 2/3 and Wharf 4/5. The proposed stage two works would likely have no impact on Aboriginal archaeological deposits or objects.

On the basis of this assessment it is concluded that no further archaeological investigation in regard to Aboriginal archaeological sites is necessary. It is recommended that the proponent proceed with the proposed works with caution.

In the highly unlikely event that suspected Aboriginal objects are discovered during the course of the proposed works then measures should be enacted to preserve and protect the object while a suitably qualified archaeologist is contacted to record the find prior to work continuing. The Office of Environment and Heritage (OEH) and the Metropolitan Local Aboriginal Land Council should also be contacted and informed of any finds as soon as possible and prior to work in that location continuing.