Blackwattle Bay

State Significant Precinct

Attachment 24:

European Heritage Assessment and Impact Statement

June 2021

NSW GOVERNMENT

European Heritage Assessment & Impact Statement

A report to support Blackwattle Bay State Significant Precinct Study

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1. EXECUTIVE SUMMARY

This European Heritage Assessment & Impact Statement report has been prepared by City Plan Heritage (CPH) on behalf of Infrastructure NSW to form part of the Blackwattle Bay State Significant Precinct Study (SSP Study). The SSP Study seeks a rezoning for new planning controls for Blackwattle Bay, located on the south-western side of Pyrmont.

This report provides a comprehensive baseline investigation to address the Study Requirements to assist in determining the Precinct Plan and the new planning framework and planning controls for Blackwattle Bay to enable its future urban renewal.

This report incorporates a Thematic History by Dr Terry Kass, an analysis of Built Heritage and Archaeological constraints by City Plan Heritage, and a Cultural Landscapes Study by Chris Betteridge of Musescape.

The study of Built Heritage and Archaeology was conducted in two phases which were shaped by Infrastructure NSW's evolving interests in the Precinct. Phase 1 was a due diligence phase which involved identification of the listed and potential heritage items within Blackwattle Bay Precinct. Phase 2 involved a heritage assessment of eight specific areas that were of interest to INSW based on their evolving plans.

1.1. Methodology

The philosophy and process adopted during the work towards this report is guided by the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (the Burra Charter). The assessments of heritage significance presented in Sections 4 and 5 of this report have been prepared in accordance with the NSW Heritage Manual 'Assessing Heritage Significance' guidelines. The Thematic History was guided by the thematic framework developed by the NSW Heritage Council for use in heritage assessment and management. The Cultural Landscapes Study was conducted according to guidelines presented within the Department of the Environment, Climate Change and Water (DECCW)'s 2010 publication, *Cultural Landscapes: A Practical Guide for Park Management*.

1.2. Findings

The Thematic History identified ten themes that are relevant to the history of Blackwattle Bay:

- Occupying the land
- Establishing transport infrastructure
- Reclaiming land
- Establishing industries
- Transporting and storing goods
- Establishing utility infrastructure
- Providing building materials
- Establishing and maintaining leisure facilities
- Supplying food
- Defending Australia

Phase 1 of the Assessment of Built Heritage and Historical Archaeology identified several heritage items that had been listed on the Sydney Local Environment Plan (LEP) 2012 . During several site surveys additional items were identified that could potentially also be of heritage significance.

Phase 2 focused on eight sites that INSW had identified as being of particular interest to their evolving plans. Historical research informed the assessment of heritage significance. All items were assessed to have heritage significance within the history of the Blackwattle Bay.

The Cultural Landscapes Study identified several landscape items of significance and provided recommendations for management of these items during any proposal for redevelopment.

1.3. Conclusions and Recommendations

Heritage in the Blackwattle Bay presents several opportunities and constraints that Infrastructure NSW should consider as further develops plans for rezoning and redeveloping the Blackwattle Bay State Significant Precinct.

- In particular, it is important to note that listed heritage items within the precinct and in the vicinity of the precinct, and archaeological sites ordinarily have statutory protection under the NSW Heritage Act 1977 and the Environmental Planning and Assessment Act 1979. Therefore, finalised proposals should be assessed for their potential impact on heritage significance in a Heritage Impact Statement at the development application stage. This report provides an overarching assessment of likely heritage impacts only as noted in the tables 10 – 14 in Section 6 of this report. In general, the current Blackwattle Bay State Significant Precinct Proposal considers the heritage values of the existing and potential historic interest sites and allows for the interpretation of the streets and original foreshore line through establishment of Quarry Master Drive, extensions of Miller, Gipps and Wattle Streets along the eastern parts of the precinct. There will be no impact on the identified heritage values of the Heritage Conservation Areas (HCA) located to the south west and north east of the Study Area. These are Glebe Point HCA (C28) and Pyrmont HCA (C52) respectively.
- Items identified as being of potential heritage significance do not have any statutory protection. Nevertheless, City Plan Heritage (CPH) considers that there may be an opportunity for heritage values to be conserved.
- Rezoning with changes in height and FSR should consider impacts on existing heritage items within the vicinity of the Blackwattle Bay SSP, such as overshadowing, removal of view corridors, and alteration of historical subdivision patterns and characters. This may be through appropriate setbacks, and avoidance of subdivision and development in areas of established heritage significance, amongst other strategies.
- There is potential for adaptive re-use of existing buildings and sites along the same principles as their historic uses. This is particularly relevant to the buildings within the site is of 1-3 bank Street as it is assessed as being of local heritage significance as a largely intact remnant of the early twentieth century Blackwattle Bay maritime industry. As a result, demolition may not be supported. The site has high potential for adaptive reuse, incorporating new structures into the existing Inter-War building. The former timber wharf may be reinstated.
- Any proposal for new works is an opportunity to develop a Heritage Interpretation Strategy for a site or precinct and to implement the Strategy through provision of interpretive measures as provided therein. The Heritage Interpretation Strategy/Plan prepared as part of the Blackwattle Bay State Significant Precinct Study should be used as a basis for any future site-specific interpretation within the Precinct and implemented as part of the future development proposals.
- Areas of European archaeological potential should be investigated in detailed archaeological assessments prior to any works that would disturb the ground surface in accordance with the requirements of the Heritage Act NSW
- Landscape items of exceptional and high significance should be retained and conserved.
- Landscape items of moderate significance may be modified.
- Landscape items of little significance may be modified or removed.
- Landscape items considered intrusive should be removed.

2. INTRODUCTION

This European Heritage Assessment & Impact Statement report has been prepared by City Plan Heritage and on behalf of Infrastructure NSW, to form part of the Blackwattle Bay State Significant Precinct Study (SSP Study). The SSP Study seeks a rezoning for new planning controls for Blackwattle Bay, located on the south-western side of Pyrmont.

Blackwattle Bay presents a significant opportunity for urban renewal across 10.4 hectares of predominantly government owned land less than 1km from the Sydney CBD. NSW Government is investigating the delivery of a Metro Station in Pyrmont and has recognised the potential to transform the Pyrmont Peninsula with a new 20-year vision and planning framework through the Pyrmont Peninsula Place Strategy.

In 2015 NSW Government recognised The Bays Precinct as one of the highest potential urban transformation sites in Australia with the release of The Bays Precinct, Sydney Transformation Plan. Following this, the Minister for Planning recognised the renewal of Blackwattle Bay and the broader Bays Precinct as a matter of State planning significance and to be investigated for rezoning through the State Significant Precinct (SSP) process. Study Requirements for the Blackwattle Bay investigation area (formerly known as 'Bays Market District') were issued by the Minister on 28 April 2017.

A critical part of Blackwattle Bay's revitalisation and vision has been NSW Government's decision to relocate the Sydney Fish Market from its existing location on Bank Street to the head of Blackwattle Bay. This was sought through a State Significant Development Application (SSDA) process and approved in June 2020. The new Sydney Fish Market was designed alongside the baseline Blackwattle Bay studies to ensure that key aspects of the project are consistent with the vision and objectives for Blackwattle Bay.

The outcome of the State Significant Precinct process will be a new planning framework that will enable further development applications for the renewal of the Precinct, connected to the harbour and centred around a rejuvenated Sydney Fish Market. The framework will also provide for new public open spaces including a continuous waterfront promenade, community facilities, and other compatible uses.

This report provides a comprehensive investigation of European Heritage to address the Study Requirements and support the development of a new planning framework for Blackwattle Bay.

2.1. Purpose

This report provides a comprehensive baseline investigation to address the Study Requirements to assist in determining the Precinct Plan and the new planning framework and planning controls for Blackwattle Bay to enable its future urban renewal.

This report presents a summary of the findings of new and potential heritage items and areas of archaeological potential within, and in the vicinity of, Blackwattle Bay State Significant Precinct resulting from a desktop study and field survey. It includes a summary of findings in two preliminary stages, which included:

- identification of listed heritage items in the precinct; and
- identification of other items of potential heritage significance within the precinct and assessment of select items in greater detail in order to assess the issues and constraints presented by future development.

A thematic history of Blackwattle Bay and an assessment of the precinct's landscape heritage are also included within the body of this report.

CPH has previously completed a detailed archaeological assessment for Blackwattle Bay with reference to both maritime and terrestrial archaeology in 2013 (Blackwattle Bay Maritime Precinct: Heritage Significance Assessment - Maritime Archaeology, and Blackwattle Bay Maritime Precinct: Heritage Significance Assessment incorporating Heritage Impact Statement - Terrestrial Archaeology) for Blackwattle Bay Marina Pty Ltd (SSD 5227-2012). Following review of this existing documentation, it was decided that the findings of the studies remained relevant.

Figure 1: Axonometric view of the Blackwattle Bay State Significant Precinct outlining the boundaries of the Study area. (Source: Infrastructure NSW, November 2020).

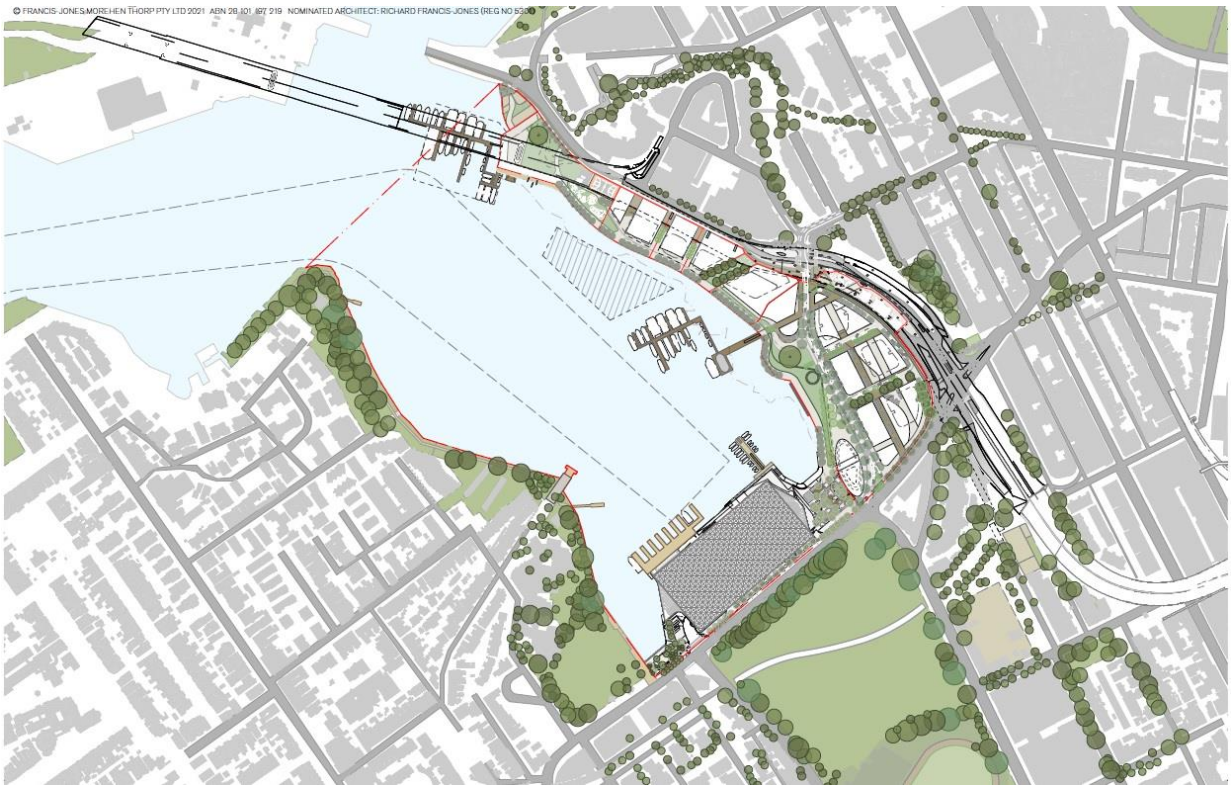


Figure 2: Blackwattle Bay State Significant Precinct map (Source: FJMT).

2.2. Blackwattle Bay State Significant Precinct

The Blackwattle Bay SSP Investigation Area ('Study Area') encompasses the land and water area, known as Blackwattle Bay, between Bank Street and the Glebe foreshore shown in Figure 1. The land is located within the City of Sydney local government area (LGA).

The land within the Study Area is approximately 10.4 hectares (ha) in size. It comprises largely government owned land containing the Sydney Fish Market (wholesale and retail), recreation and boating operations and facilities. There are three privately owned sites including a concrete batching plant operated by Hymix, wholesaler of seafood Poulos Brothers and Celestino. The Blackwattle Bay land area wraps around the southern and eastern edges of Blackwattle Bay and is bounded by Bridge Road to the south and Bank Street to the east. The Western Distributor road / Anzac Bridge is located adjacent to the eastern boundary before traversing over the northern section of the site. The water area of Blackwattle Bay is approximately 21 hectares.

The Blackwattle Bay State Significant Precinct (SSP) investigation area is located less than 2km west of Sydney's CBD (refer Figure 3). The land area is located partially within the City of Sydney local government area (LGA). The water area is within the Sydney Harbour Catchment. Blackwattle Bay land area wraps around the southern and eastern edges of Blackwattle Bay and is bounded by Bridge Road to the south and Bank Street to the east. The Western Distributor road / Anzac Bridge is located adjacent to the eastern boundary before traversing over the northern section of the site. The water area of Blackwattle Bay is approximately 21 hectares.

Figure 3: Location and surrounding urban context of the Precinct. (Source: FJMT)

The location of the existing and proposed Sydney Fish Market site within the Blackwattle Bay investigation area is shown at Figure 2.

2.3. Rezoning Proposal

The SSP Study is proposing to rezone Blackwattle Bay with a new planning framework and planning controls to enable its future urban renewal.

The proposal is based on a Blackwattle Bay Precinct Plan ('Precinct Plan') which provides a conceptual layout to guide development of planning controls for the precinct and has informed this assessment. The Precinct Plan is shown in Figures 1 to 2 above. The Precinct Plan provides overarching guidance about how an area should be developed based on local character and place, current and future demographics, economic and social trends, cultural and environmental considerations, and urban renewal aspirations and needs regarding land use, community recreation, transportation, housing, and jobs. Key characteristics of the Precinct Plan include:

- New homes, jobs and services close to the CBD including:
  - 5,636 jobs / or approximately 5,600 jobs
  - 2,795 residents /or approximately 2,800 residents
  - 1546 dwellings
- A continuous waterfront promenade – the missing link in an otherwise 15km walk from Woolloomooloo to Rozelle.
- New connections to bring the neighbourhood closer to the harbour through new and improved pedestrian and cycling links.
- Improved transport options and minimised vehicle usage strategy including:
  - Minimising car parking spaces, provided in basement and limited on street parking.
  - Ferry wharf
  - Opportunity for buses to service through site link
  - Connections to the existing light rail
  - Access to a future Sydney Metro West Station in Pyrmont.
- New parks and green space with 50% new public domain and 30% new open space
- An authentic, and world class new Sydney Fish Market at the heart of Blackwattle Bay
- An authentic place, by building on Indigenous and industrial stories and celebrating the local character.
- An interactive and inclusive heritage interpretation that will celebrate the long layered cultural history of Blackwattle Bay.

2.4. A Future Blackwattle Bay

NSW Government recognises the extraordinary opportunity in revitalising Blackwattle Bay, to deliver an authentic, vibrant and sustainable place connected to Sydney's iconic harbour.

Urban renewal must be both responsive and complementary to the new Sydney Fish Market as well as the local community and the Bay's rich identity and history. Within the next 15 years, the new Sydney Fish Market is expected to attract 6 million visitors annually, it will be one of Sydney's most visited areas and must have diverse uses and offerings to enhance its interest and vibrancy from day to night. A new foreshore promenade connecting Blackwattle Bay to Rozelle Bay and Woolloomooloo is also a key outcome of the urban renewal of the SSP Study Area.

2.5. Principles and Vision for Blackwattle Bay

Principles for a future Blackwattle Bay were formed through extensive community consultation in August 2017. These were further developed in 2019, together with a vision for the precinct. Both are provided below. These have guided the development of the Precinct Plan and will continue to guide future development proposals within the Study Area.

Vision:

> *"Blackwattle Bay offers an extraordinary opportunity to reconnect the harbour, its surrounding neighbourhoods and the city; to showcase Sydney's living culture and stories of Country; to build an inclusive and iconic waterfront destination that celebrates innovation, diversity and community."*

Principles:

1. Improve access to Blackwattle Bay, the foreshore and water activities for all users
2. Minimise additional shadowing to Wentworth Park and Glebe Foreshore (in mid-winter) and create new places with comfortable conditions for people to enjoy.
3. Pursue leading edge sustainability outcomes including climate change resilience, improved water quality and restoration of natural ecosystems.
4. Prioritise movement by walking, cycling and public transport.
5. Balance diverse traffic movement and parking needs for all users.
6. Link the Blackwattle Bay precinct to the City, Glebe Island and White Bay and other surrounding communities and attractors.
7. Mandate Design Excellence in the public and private domain.
8. Integrate housing, employment and mixed uses to create a vibrant, walkable, mixed use precinct on the city's edge.
9. Maintain and enhance water uses and activities.
10. Allow for co-existence and evolution of land uses over time.
11. A place for everyone that is inviting, unique in character, socially inclusive and affordable.
12. Expand the range of recreational, community and cultural facilities.
13. Plan for the future community's education, health, social and cultural needs.
14. Deliver development that is economically, socially, culturally and environmentally viable.
15. Embed and interpret the morphology, heritage and culture of the site to create an authentic and site responsive place.
16. Foster social and cultural understanding and respect to heal and grow relationships.

2.6. Study Requirements

On 28 April 2017 the Minister issued Study Requirements for the Precinct. Of relevance to this study are the following requirements:

Study Requirement		Response	Location in report
1. Vision, Strategic Context and Justification	1.1 Outline the vision for the proposal 1.4 Consideration of local planning and other relevant strategies and reports including but not limited to: • Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter) 1.6 Outline how the proposal considers the interface with current and known/planned land uses in the surrounding area including, but not limited to, Bays Waterfront Promenade, Wentworth Park, Glebe foreshore walk, Glebe Island Bridge, Sydney Secondary College, Blackwattle Bay Campus, the working port and other maritime uses in the wider area, as well as reinforcing the role of Central Sydney. 1.7 Outline the historical significance of the site and how the proposal intends to be sympathetic to any State and / or local heritage	The key characteristics and vision of the proposal have been summarised. The philosophy and process adopted during the work towards this report is guided by the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (the Burra Charter) and relevant publications and statutory instruments as detailed in the methodology and impact assessment. The assessments of heritage significance presented in Sections 4, 5 and 6 of this report have been prepared in accordance with the NSW Heritage Manual 'Assessing Heritage Significance' guidelines. The Thematic History was guided by the thematic framework developed by the NSW Heritage Council for use in heritage assessment and management. The Cultural Landscapes Study was conducted according to guidelines presented within the Department of the Environment, Climate Change and Water (DECCW)'s 2010 publication, *Cultural*	Section 2 on page 9 and Section 1.1, on page 7 and Section 4 on pages 58 - 60 Section 5 on pages 61 – 81 Section 6 on pages 82 - 91 and

	assets within and adjacent to the Bays Market District and the Conservation Areas located to the north east and south west.	*Landscapes: A Practical Guide for Park Management*. The likely impacts of the proposal has been discussed in tabular form.	Section 7 on pages 92 – 94
11. Heritage	11.1. Prepare a heritage assessment that investigates the history, physical evidence and significance of the features within the study area, based on a site inspection and documentary research, to identify and conserve features of local or greater heritage significance. 11.2. The heritage assessment is to be undertaken in accordance with guidelines set out in the NSW Heritage Manual, the methodology described in "The Conservation Plan' (J S Kerr 1996) and in the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter). 11.3. This assessment is to review, but is not limited to, features of potential heritage significance within the precinct including: □ Buildings: all existing □ Landscaping elements: built and planted □ Waterways □ Monuments or public art installations □ Infrastructure: street patterns and stormwater □ Potential archaeological relics, and □ Places of social significance. 11.6. Provide recommendations for the management of heritage significance – to guide future development or planning to retain the assessed significance of features, including features to retain and re-use, treatment of specific spaces and fabric of significance, view corridors, setbacks and heights for new development in the vicinity, photographic archival recording or oral histories. 11.7. Prepare the required design provisions, in collaboration with CoS and DPE, which are able to be integrated into Sydney DCP 2012 if required.	The complete document responds to the requirements of requirements 11.1, 11.2, 11.3 and 11.6 as well as the guidelines and policies in relation to the assessment and conservation of the heritage places. It has been informed by the findings of the relevant studies and strategies as well inputs from the relevant expert consultants including the following: • Dr Terry Kass (Thematic history) • Chris Betteridge, Musescape (Landscape) • Artefact Heritage (Aboriginal) • Comber Consultants (Maritime Archaeology) The Study Requirements 11.4 and 11.5 are addressed in the *Maritime Archaeological Assessment* prepared by Comber Consultants Pty Ltd[1], with Aboriginal heritage addressed in the *Aboriginal Cultural Heritage Assessment Report (ACHAR)* prepared by Artefact.[2] The Study Requirement 11.8 is addressed in the *Blackwattle Bay: Heritage Interpretation Strategy* prepared by CPH in January 2021.[3] The outcomes of the studies will be used to inform the development of design provisions, as outlined in Study Requirement 11.7. ***Please Note:*** Although the methodology described in 'The Conservation Plan' (J S Kerr 1996 - amended 2013) specifically applies to the preparation of Conservation Management Plans or Strategies as a guide, the assessment of significance and methodology used in the assessment of the existing fabric and significant elements within the Precinct are consistent with the J. Kerr's methodology as defined under the sections of the report noted in the right column and in response to Study Requirement 1 above. Use of the assessment methodology and guidelines set out in the NSW *Heritage Manual*, and in the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (the Burra Charter) 2013 are more applicable for the nature of this Heritage Assessment and Impact Statement.	Section 3 on pages 16 – 57 Section 4 on pages 58 - 60 Section 5 on pages 61 – 81 Section 6 on pages 82 - 91 and Section 7 on pages 92 – 94

1 'Bays Market District: Maritime Archaeological Assessment', September 2017, Comber Consultants Pty Ltd

2 'The Bays Market Precinct Rezoning: Aboriginal Cultural Heritage Assessment Report (ACHAR)', July 2017, Artefact

3 'Heritage Interpretation Strategy: Blackwattle Bay Precinct (including the site of the new Sydney Fish Markets)', July 2019

2.7. Author Identification

The present report has been prepared by Zach Nix (Heritage Consultant) and Kerime Danis (Director - Heritage) in support of the Blackwattle Bay State Significant Precinct Proposal. The thematic history written by Dr Terry Kass (Historian / Kass History), and the landscape study undertaken by Chris Betteridge (Landscape Heritage Consultant / MUSEcape) have been incorporated in this report. The Aboriginal historical input provided by Carolyn MacLulich of Artefact Heritage

3. THEMATIC HISTORY

3.1. Introduction

The historical development of an area or item can be understood as occurring in a thematic way, with different layers representing progressively earlier themes. The NSW Heritage Council developed a thematic framework for use in heritage assessment and management. Thinking about a place in terms of themes can help understanding of its significance as well as establish the interpretative storylines. The organising principle for the thematic framework is the dynamism of human activity.[4] A Thematic History of a site or area is one that is focused on the themes that have shaped it, rather than one that provides a detailed chronological account of all events. This section provides a thematic history for Blackwattle Bay study area. The identified themes are placed in context within the established National and State framework in Section 3.6.

3.2. Authorship

This thematic history has been prepared by Dr Terry Kass, independent historian, with the Aboriginal historical input provided by Carolyn MacLulich of Artefact Heritage.

3.3. Aboriginal Histories of the area

This section has been adapted from the Blackwattle Bay Aboriginal Cultural Heritage Report prepared by Artefact Heritage 2020.and the Blackwattle Bay Aboriginal Cultural Advice and Community Engagement Findings Report prepared by Murawin Consulting, 2020.

Aboriginal people have occupied Australia for tens of thousands of years, through numerous climatic changes. These changes included the rise and fall of sea levels. Areas once occupied by Aboriginal people near ancient shorelines of the Sydney area may now be inundated and form sea and ocean bed (Attenbrow, 2010; C. Everingham pers com 26.05.2017). The archaeological evidence of such potentially old presence is not available. The oldest available indicative dating for Aboriginal occupation in the coastal regions of Sydney is 30,735 years ago at Parramatta (Attenbrow, 2010, p. 18). The archaeological material record provides evidence of this long occupation, but also provides evidence of a dynamic culture that has changed through time.

The Pyrmont area, known as Pirrama to its first inhabitants, was a location of rich resources. It was adjacent to the swamp and wetlands of Blackwattle Swamp, the marine resources of Blackwattle Bay, and contained rocky shores covered in outcrops which included rock shelters. The eastern shore of Blackwattle Bay also contained freshwater springs and wells, including the named Tinkers Well that remained until destroyed through quarrying. The location maintained a distinct Aboriginal presence up to1836 (Ross, 1988), with visits by Aboriginal people noted up to the 1870's (Matthews 1982, Smith 2004).

Aboriginal people observed in the study area at the time of colonisation were seen to traditionally live in small family or clan groups that were associated with particular territories or places. The study area is within the traditional lands of the Wangal and Gadigal groups and is located within the coastal Darug language group area. Attenbrow (2010: 34) describes this area as covering:

> *…the Sydney Peninsula (north of Botany Bay, south of Port Jackson, west to Parramatta), as well as the country to the north of Port Jackson, possibly as far as Broken Bay.*

[4] Both the Australian Heritage Commission (national) and the NSW Heritage Office (state) have identified themes for research relating to places of heritage significance.

The Wangal and Gadigal people had close relationships and many cultural connections. They shared a common language, songlines, cultural practices and a collective connection to Country that was rich in plant, bird and animal life, and the collective story of a strong connection to water (Murawin 2020, p5).

Several creeks ran through the study area, including Blackwattle Creek. The fresh water of Blackwattle Creek, and the coastal area around Blackwattle Swamp would have provided Aboriginal people with abundant resources. The area would have supported a diverse range of mammals, reptiles, insects and birdlife, which would have been utilised by Aboriginal people. Fish, shellfish, crustacea and marine mammals would also have been major food sources. Plants were also an important resource, being used for food or as sources of raw material for manufacture.

Fishing has been an important part of the cultural and economic life of Aboriginal communities around the shoreline. Around Sydney harbour both men and women caught fish, but each used different equipment. Men fished both from the shore and from canoes using spears made from wood with three-to-four-prongs tipped with bone, stingray spines, shell, fish teeth or hardwood. Women fished from canoes, using hooks fashioned from shells and lines made from bark twine. Canoes and paddles were made of bark and were used for travelling around Sydney Harbour and its tributaries as well as out beyond the Harbour heads.

> *'*While fishing, the women generally sing; and I have often seen them in their canoes chewing mussels or cockles, or boiled fish, which they spit into the water as a bait.*' Collins, 1798 [1975:461]*

> *'*Their dexterous management of them [canoes], added to the swiftness with which they paddle and the boldness that leads them several miles in the open sea, are, nevertheless, highly deserving of admiration. A canoe is seldom seen without a fire in it, to dress the fish by as soon as caught.*' Captain Watkin Tench, 1788*

Figure 4: A watercolour illustration of Aboriginal people fishing c.1790s. (Source: State Library of NSW)

Figure 5: Fish of NSW from an album of drawings by Captain James Wallis and Joseph Lycett c.1817-1818. (Source: State Library of NSW)

Figure 6: North and South Heads in Port Jackson, NSW, c.1818, by Joseph Lycett. (Source: State Library of NSW)

Figure 7: Five Aboriginal people, Black Wattle Bay Sydney, 1979 by Mickey Allen (Source: National Gallery of Australia - NGA 2014.884)

With the establishment of European settlement at Sydney Cove, Aboriginal people rapidly became alienated from their land and resources. A major epidemic of an introduced disease, probably smallpox, which broke out in 1789, had a devastating effect on the Aboriginal population. Historical records indicate that in just over one year the Aboriginal population of Sydney had decreased by more than a half (Attenbrow 2010: 22). The activities of European colonists including violent attacks on Aboriginal people compounded the dislocation and destruction of the traditional life ways of Aboriginal people throughout the 1800s.

Aboriginal people have had a continuous connection to the Blackwattle Bay area through ongoing involvement in fishing activities, working at the wharves and at nearby light industries/factories, such as the abattoirs and tannery. A number of orphanages/children's homes in nearby Glebe, operating from the 1890s till the 1980s, such as Bidura, Strathmore and Rylstone, had many Aboriginal children as inmates. More recently, Aboriginal run educational and cultural organisations in nearby Glebe, such as Tranby National Indigenous Adult Education and Training College since 1957 and the Aboriginal and Islander Dance Theatre since 1975, have provided support, training and a cultural focus for Aboriginal people locally and nationally. In the context of Aboriginal governance, the Blackwattle Bay area falls within the boundaries of the Metropolitan Local Aboriginal Land Council.

Today, the study area continues to have great cultural significance for Aboriginal people. This is encapsulated by the statement by one of the Registered Aboriginal Parties, Mr. Philip Khan (Artefact 2020) about the wider foreshore area:

> *This whole area is highly significant to the Aboriginal People of the past and present, it has been lived on for over Thousands and Thousands of years by the First People, Aboriginal People and the Spirituality of the land is so overpowering it gives me Goosebumps just thinking about what those old people think of how we disrespect their ways of life and Spirituality given to them by the Great Creator, we have let them down. Also, it is part of the first contact area of Europeans and Aboriginal People.*

3.4. Chronological Overview

Blackwattle Bay was originally a shoreline with abrupt sandstone cliffs on its eastern shore and a low-lying swamp at its southern end extending towards Parramatta Road. Demand for additional wharfs and jetties inspired infilling of the shore along its eastern edge. Construction of a causeway across the bay and subsequent reclamation of the swamp south of that artery created a large public park. Wharfs developed to serve bulk handling of coal and blue metal. In addition, Blackwattle Bay became a major centre for the timber industry, which obtained its raw materials from oceangoing vessels tying up at wharfs operated exclusively by timber companies.

3.5. Thematic History of Blackwattle Bay

3.5.1. Establishing Transport Infrastructure

In 1853, a private company was offered by promoters to build a bridge at Pyrmont. As part of the scheme, the construction of a causeway and bridge over Blackwattle Swamp to Glebe, on the line of the current Pyrmont Bridge Road, was also proposed.[5] An act of parliament was required to form a private company. So, on 15 December 1855, an act to incorporate the Pyrmont Bridge Company (19 Vic) was passed in parliament. By 1859, the causeway across the swamp built of fill with rock rubble on the seaward side along the line of Pyrmont Bridge Road was under construction by railway contractor William Randle but not yet complete.[6] By April 1860, the causeway was in public use.[7] In addition, in 1857, the company built a wooden bridge from Glebe Island (abattoirs) to Pyrmont, as the first Glebe Island Bridge.[8] A later plan provided details of the causeway.[9]

[5] SMH, 17 December 1853, p 6.

[6] SMH, 11 February 1859, p 8.

[7] Empire, 6 April 1860, p 8.

[8] W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 10

[9] SR Map 626

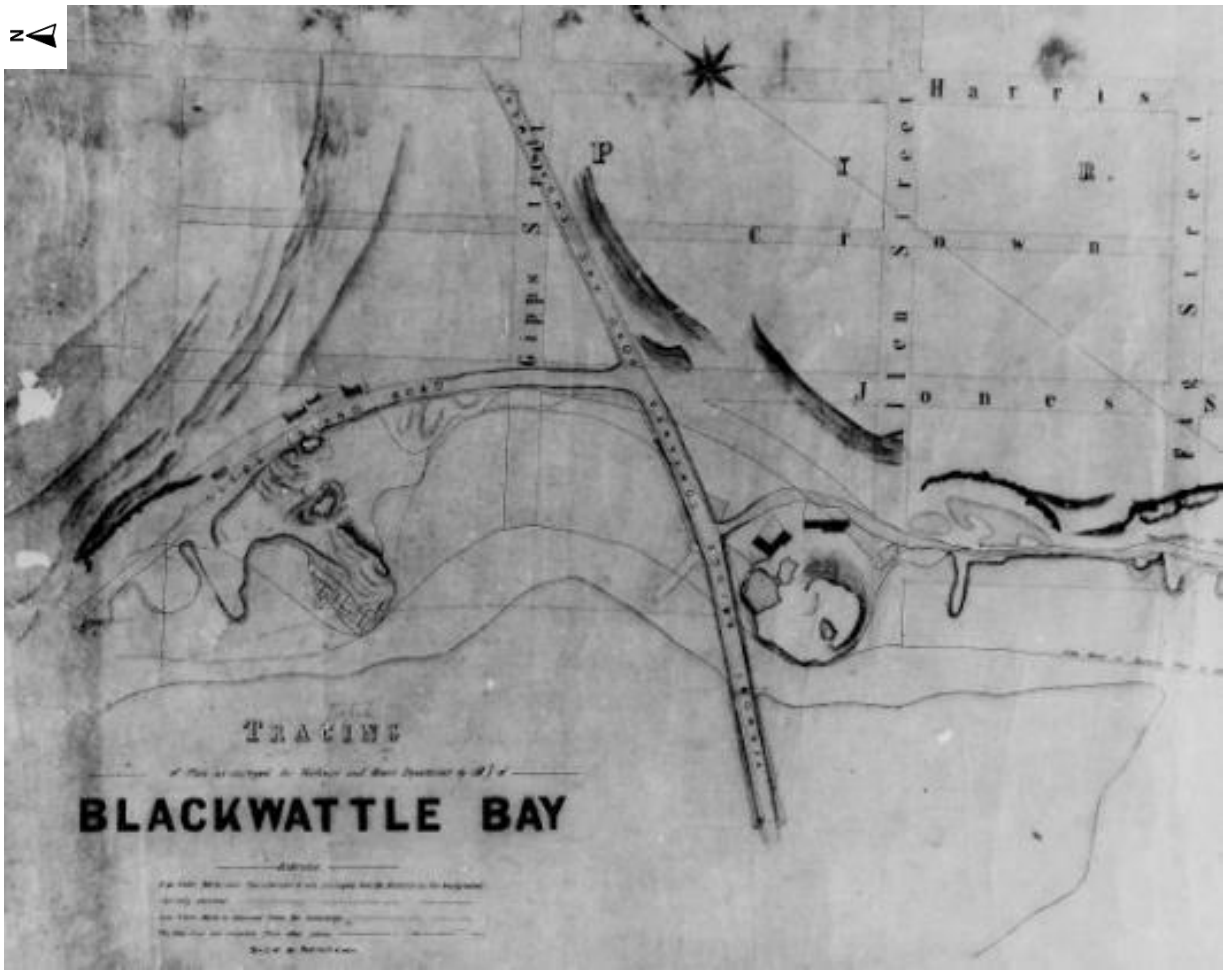


Figure 8: The causeway as shown in a later undated map prior to the reclamation of the swamp (Source: SA Map 626).

Though these improvements established lines of communication through Pyrmont and across Blackwattle Bay to Glebe, maritime transport facilities were slow to develop. During the 1880s, reclamation of the swamp at the head of Blackwattle Bay with material dredged from the bay established deep-water berths replacing less convenient timber jetties[10] In 1885-1886, a seawall was constructed along the north side of Pyrmont Bridge Road and a wharf constructed with timber piles.[11] A map of 1886 showed the planned wharf.[12]

[10] Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 23

[11] City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, For Blackwattle Bay Marina Pty Ltd, May 2013, p 28

[12] SA Map 580, 581

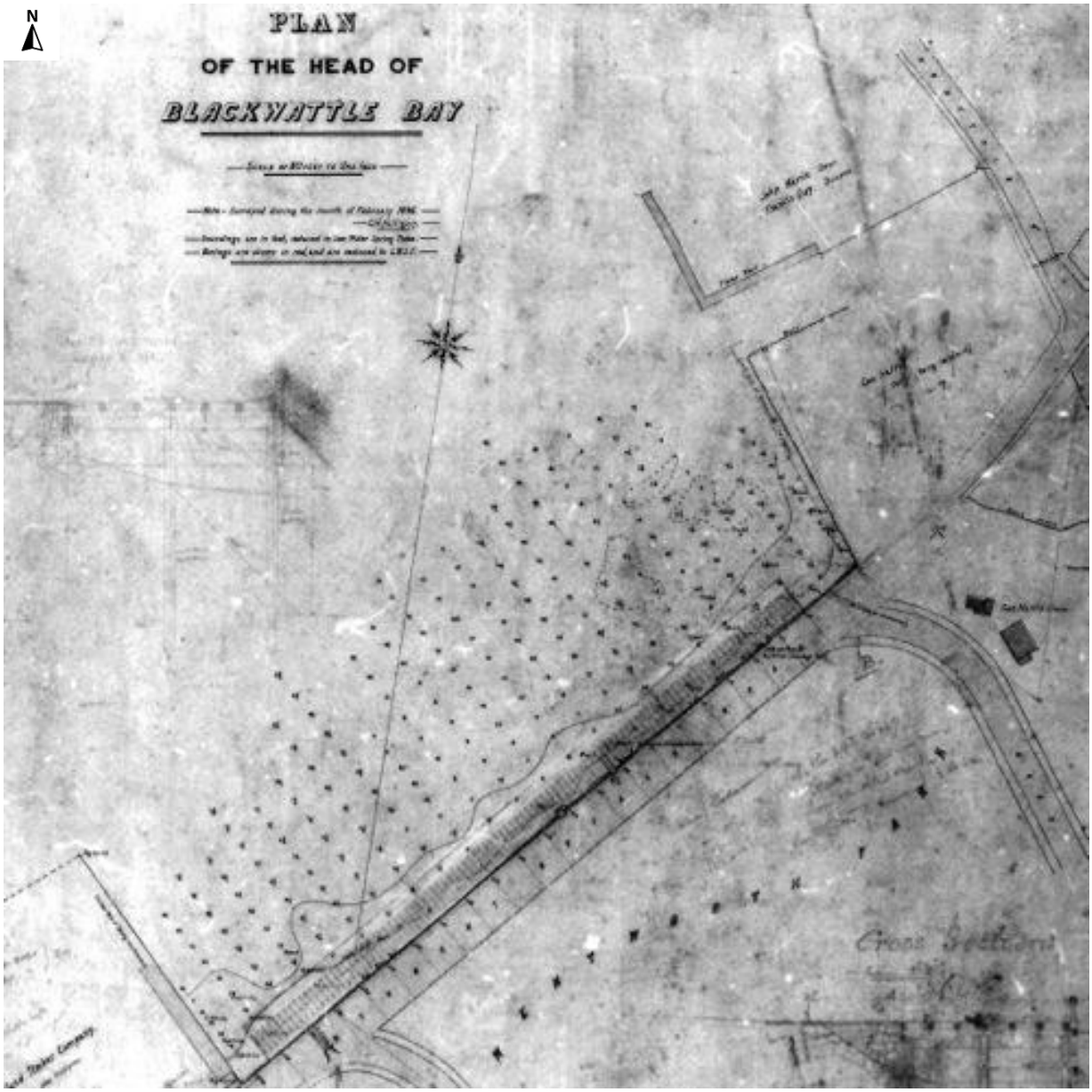


Figure 9:The wharf planned for the southern shore of the Bay along Pyrmont Bridge Road (Source: SA Map 580).

In 1901, construction of a new Glebe Island Bridge commenced.[13] Wharfs were also upgraded. The establishment of the Sydney Harbour Trust in 1901 brought the management of wharfs under a single government agency. In 1904, improvements were made to the wharf at the head of Blackwattle Bay by the Sydney Harbour Trust for coal shipping.[14] These wharfs served coastal ships bringing coal to Sydney from Newcastle and Port Kembla.[15] By 1908, there were fifteen wharfs around Blackwattle Bay.[16]

[13] W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

[14] Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, May 2013, CPH, p.29

[15] Perumal Murphy Wu Pty Ltd, Hughes Trueman Reinhold Pty Ltd and Judy Wing, Conservation Management Plan, Coal Bins and Associated Structures, Pyrmont Bridge Road, Blackwattle Bay, For Office of Marine Administration, July 1997, p 29

[16] Stephen Edward Perdriau, Map of part of the water frontage of the Port of Sydney showing parts of the land and wharfage vested in the Sydney Harbour Trust Commissioners, 1908, NLA Map G8974.S9P55 1908

Along the east side of Blackwattle Bay, wharfs included Allen Taylor & Co, Holdship and Co Ltd and A & E Elis Ltd [timber merchants]. Wharfs extended into the bay from the long narrow blocks on the 1895 Harris subdivision. During 1910 and 1911, the wharf along Pyrmont Bridge Road was reconstructed with a seawall and Monier piling increasing the wharf area and permitting infill for coal yards and bulk material handling including blue metal.[17] A Bird's eye view of Sydney's wharfs in 1912 provided a picture of the proposed form of wharfs in Sydney Harbour.[18] Nevertheless, the scheme was not implemented at Blackwattle Bay. The Sydney Harbour Trust map of 1913 showed wharfs as they existed along the Bay (Figure 11).[19]

In 1915, the Sydney Harbour Trust proposed a scheme to resume the foreshores of Johnsons, Blackwattle and Rozelle bays for the future extension of wharfs.[20] Developments nearby included in the demolition of the Glebe Island Abattoirs and construction of grain silos in 1917-1919.[21] The 1924 Sydney Harbour Trust of Sydney map (Figure 12) showed wharfs along the east side of the Bay as Allen Taylor and Co Ltd (2 wharfs), Holdship and Co Ltd, A & E Ellis Ltd, Buckle & Sons, City Council and along the southern side, Public Works Department wharf, State Metal Quarries and Howard Smith Ltd.[22]

[17] City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, May 2013, p 29

[18] H D Walsh, Bird's eye view of general wharfage scheme west of Dawes Point as it will appear when completed, 1912, ML M2 811.15/1912/1

[19] Sydney Harbour Trust, Map of the wharf accommodation of the Port of Sydney, in The Port of Sydney: Official handbook, 1913, NLA

[20] W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 34

[21] Ibid, p 14

[22] Sydney Harbour Trust, Map of the wharf accommodation of the Port of Sydney, 1924, NLA Map F 273/2

Figure 10: The 1908 Sydney Harbour Trust map of Port Jackson showed the Blackwattle Bay wharfs.

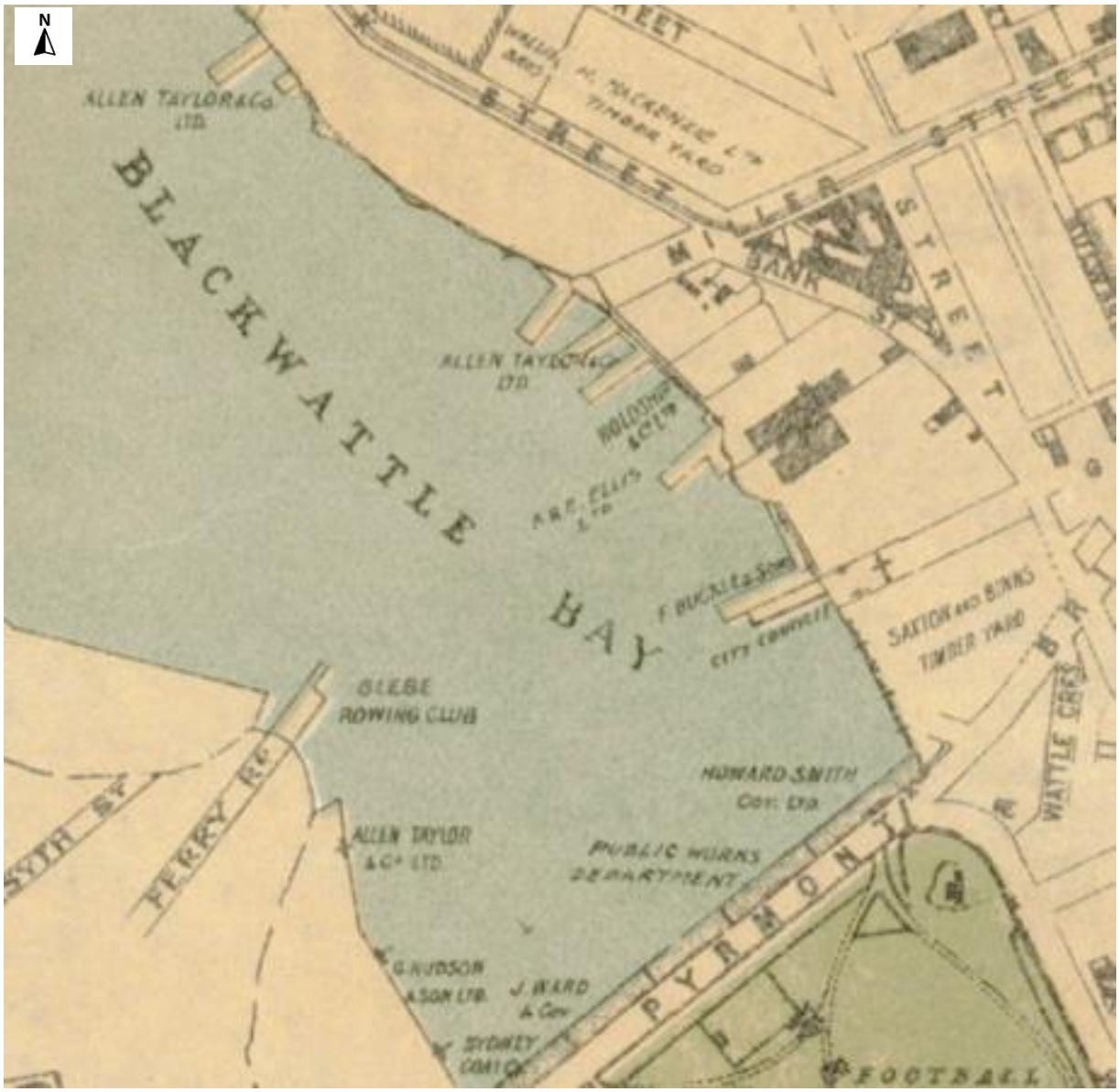


Figure 11: The 1913 Sydney Harbour Trust map of Port Jackson showing wharfs in Blackwattle Bay.

Figure 12:The 1924 Sydney Harbour Trust map showed wharfs as they then existed (Source: Sydney Harbour Trust, Map of the wharf accommodation of the Port of Sydney, 1924, NLA Map F 273/2).

The Rozelle to Darling Harbour Goods Railway line opened on 23 January 1922. Works included erection of a railway viaduct across Wentworth Park.[23]

Upgrading of the wharfage along Pyrmont Bridge Road continued. In 1926, the Monier plate seawall was demolished for a new Monier plate and trestle wall and new timber wharf, which became Jones Brothers

[23] Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, pp 25-6

coal wharf; now known as Berth 21.[24] In 1936-1937, a wharf 300 feet long was also constructed along Pyrmont Bridge Road for R W Miller and Co. It became known as Berth 24.[25] Jones Bros coal bins were reconstructed in 1950-1953.[26]

In 1983, sites along the eastern side of the bay included Fork Lift Pty Ltd (No 1 Bank Street), Colonial Sugar Refining Co Ltd, Sydney County Council (later Poulos site), a Shell service station, E A Watts Pty Ltd (later Hymix North) and Hymix Concrete (Hymix South).[27]

Both halves of the new Glebe Island Bridge were joined on 24 July 1995, establishing a new stronger transport link into the area. On 11 November 1998, the new Glebe Island Bridge was renamed Anzac Bridge.[28]

3.5.2. Occupying the land

In 1790, Reverend Richard Johnson was permitted to occupy a large area of 440 acres facing Blackwattle and Rozelle Bays, today known as Glebe. This land was set aside for the maintenance of a minister of religion.[29]

John Harris commenced his process acquiring land on the peninsula immediately west of Cockle Bay, later renamed Darling Harbour. The whole land parcel was eventually known as Ultimo, as the result of a legal technicality involving the terms ‘proximo’ and ‘ultimo’ in a court case (Figure 13).[30]

On 31 December 1803, thirty-four acres of land was granted to John Harris.[31] On 1 January 1806 John Harris was granted 9 acres 1 rood plus 135 acres so he acquired most of Ultimo.[32] The Eastern part of the study area, running along the eastern shore of Blackwattle Bay is located on the 135 acre grant to John Harris. The following image of the parish map from about the 1830s shows this area. The parish map of parish Petersham from the 1830s shows the boundaries of Blackwattle Bay (Figure 14).[33]

[24] Perumal Murphy Wu Pty Ltd, Hughes Trueman Reinhold Pty Ltd and Judy Wing, Conservation Management Plan, Coal Bins and Associated Structures, Pyrmont Bridge Road, Blackwattle Bay, July 1997, p 30

[25] Ibid, p 31

[26] Ibid

[27] Bank Street, Pyrmont Master Plan, October 2004, p 10

[28] Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 60

[29] W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 31

[30] S Fitzgerald and H Golder, Pyrmont & Ultimo Under Siege, Hale & Iremonger, Sydney, 1994, pp 17, 19

[31] Grants, Volume 3C, No 124

[32] Grants, Volume 3C, No 200, Volume 3C No 196

[33] Parish Petersham, County Cumberland, SR Map 341

Figure 13: The parish map of parish St Andrew shows the land granted John Harris (Source: SR Map 273).

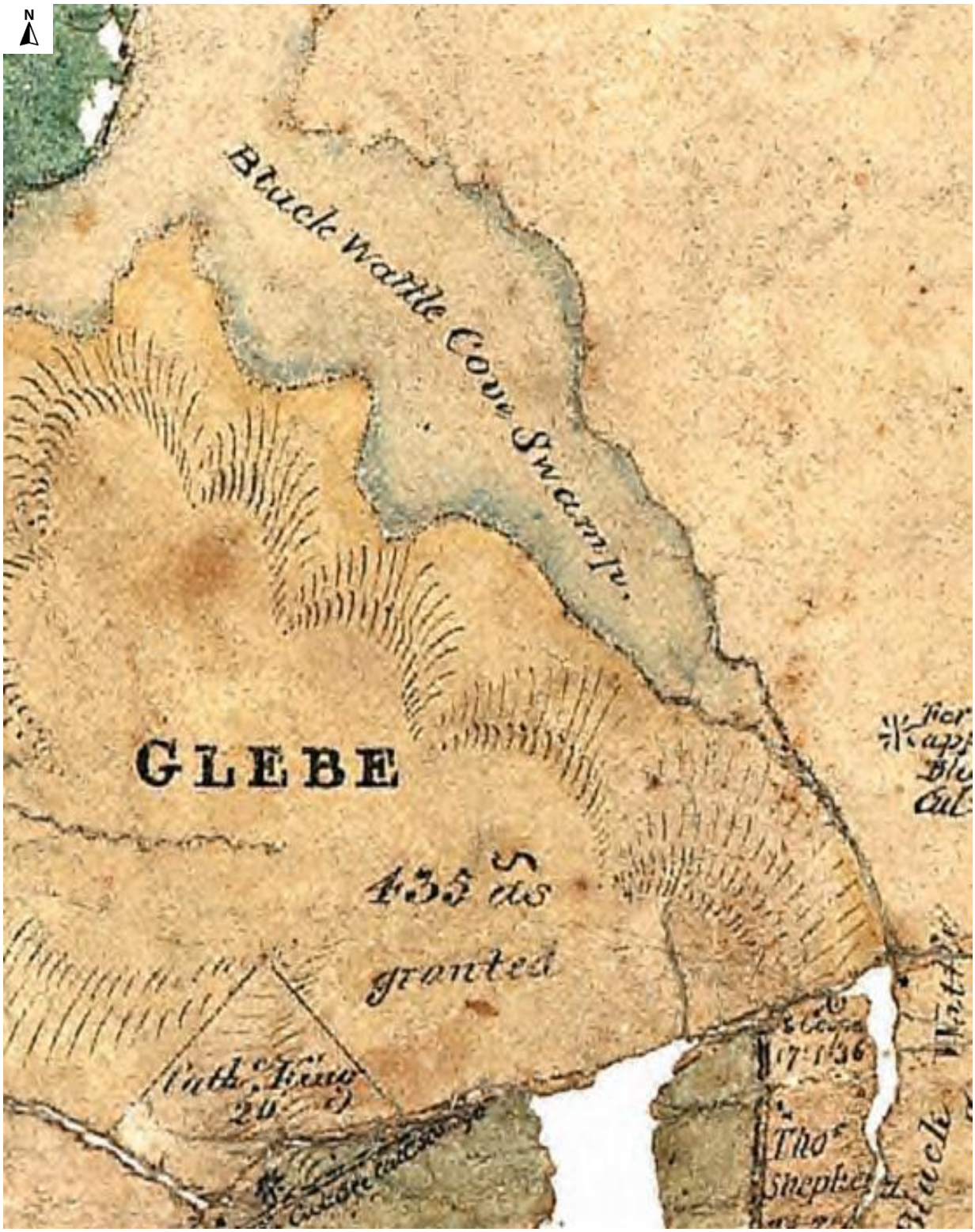


Figure 14: The outline of Blackwattle Bay shown on the 1830s parish map (Source: SR Map 341).

In 1828, the Glebe lands were first offered at auction.[34] Over the years, these lots as well as additional land from the Glebe were further subdivided, creating the suburb known as Glebe. After the death of John

[34] W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 9.

Harris, his Ultimo estate remained in the hands of his family. Parts of the estate were leased, most notably for sandstone quarries. In the 1870s, subdivision of the Ultimo estate commenced.[35] However, the land along Blackwattle Bay was not initially attractive and no attempt was made to subdivide it. Land on the eastern side of the bay was unattractive due to steep sandstone cliffs with small streams and springs.[36] However, the growth of industry and the demands for wharf space near the city eventually overrode any impediments to subdivision. The layout of Ultimo before the major changes made by reclamation during the 1870s is shown in a pre-1871 plan of Ultimo dating from before 1871 (Figure 15).[37]

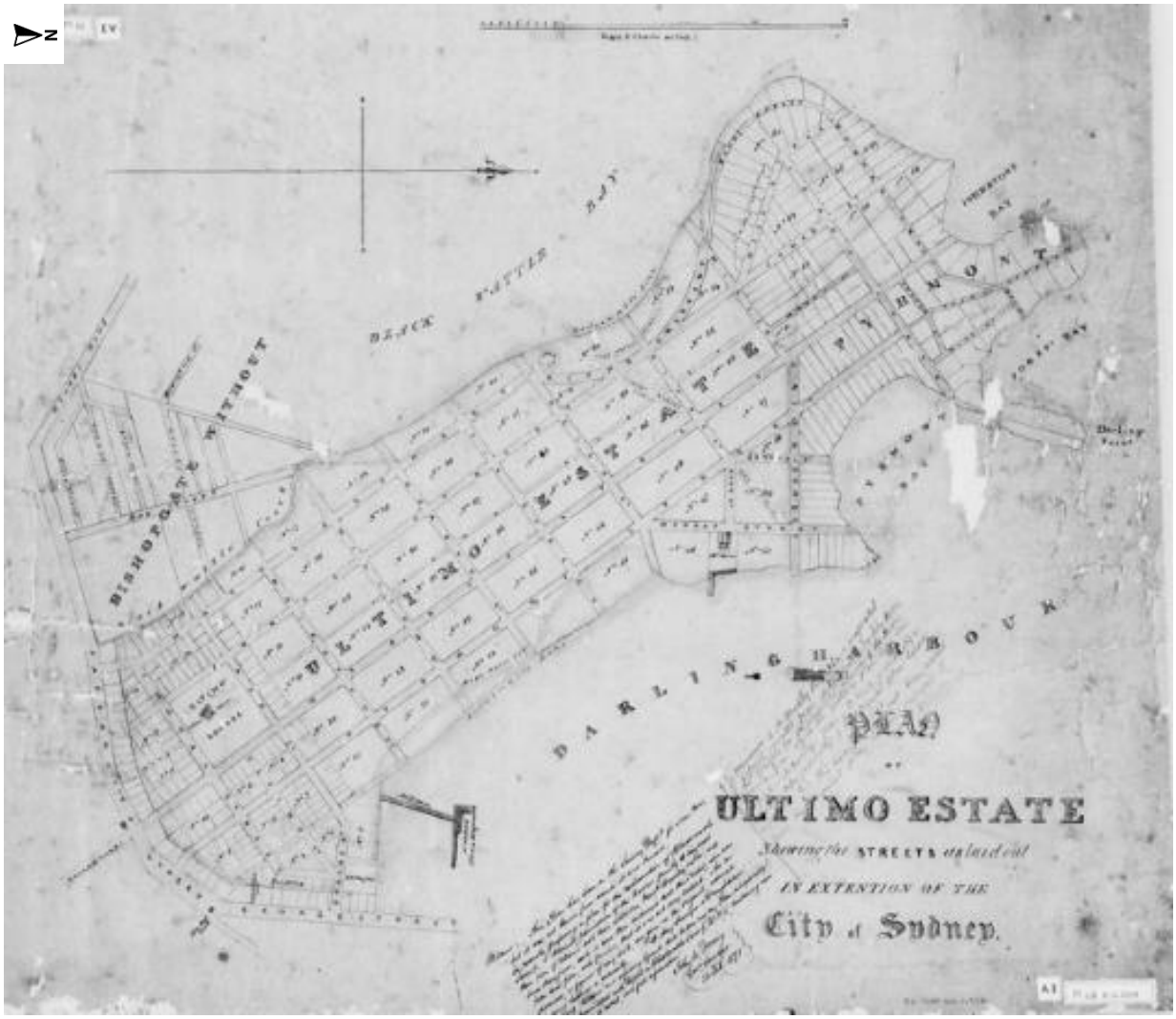


Figure 15: This map from 1871 based on an earlier undated map shows how Ultimo was divided for sale. Note the area along Blackwattle Bay was identified as a site for reclamation (Source SR Map 4923).

35 Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 25.

36 W Thorp, January 1994, p 7.

37 SA Map 4923.

3.5.3. **Reclaiming land**

A map signed by the head of the Harbours and Rivers Branch of the Public Works Department, E O Moriarty dated 1871 showed Blackwattle Bay immediately before major reclamation commenced (Figure 16).[38]

Figure 16: Blackwattle Bay in 1871 before the reclamation of the bay commenced (Source: SR Map 59)

Another plan from 1873 signed by Moriarty showed details of the causeway and the area around it (Figure 17).[39]

The Harris Family also reclaimed land from the bay. In 1886 and 1889, land along the eastern shore measuring 1 acre 2 roods 14 perches and 3 acres 2 roods 21 ½ perches plus 2 acres 2 roods 29 perches was granted to them.[40] These parcels include the current site of the Fish Market. Due to the proximity of Saunders stone quarry to this reclamation, it is likely that at least some of the fill was quarry waste. The Harris family reclaimed other parts of the Bay adjoining Pyrmont as can be seen in the following map. Portions 8 to 11 and 13 were reclaimed by the family, whilst portion 12 was reclaimed by F Buckle (Figure 18).

[38] SA Map 59

[39] SA Plan 2026

[40] CT 819 f 200; CT 929 f 236

Figure 17: Greater detail of the causeway was shown in another map by Moriarty of 1873 (Source: SA Plan 2026).

Figure 18: The parish map of parish Petersham provides the clearest image showing reclamations along the eastern side of the bay - Portions 8 to 13 (Source: Parish Petersham, Regional Charting map, LPI)

The major reclamation was the filling in of the swamp at the head of the bay extending south from what is now known as Pyrmont Bridge Road. Noxious waste and effluent made the swamp an odorous sludge, which residents feared was extremely unhealthy. The Blackwattle Bay Land Reclamation Act (36 Vic, No 10) was passed in 1873.[41] Work reclaiming the swamp commenced soon after. A sewerage system was planned for the bay area in 1875, which included extension of the Blackwattle Bay channel from the swamp into the harbour plus additional piping along the bed of Blackwattle Creek.[42] Blackwattle Cove and swamp was filled in during 1876-1880. Numerous sea walls and dykes were constructed as part of the scheme to retain the fill and maintain stability.[43] The Blackwattle Swamp Land Reclamation Amendment

[41] W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 11

[42] Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, May 2013, CPH, p 27

[43] Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 23

Act (41 Vic No 20) of 1878 specified that the reclaimed land be used as park.[44] In 1885-1886, a seawall was constructed along the north edge of Pyrmont Bridge Road.[45] In 1889, tidal swamp along the shores of Glebe and Annandale was also reclaimed.[46] The extent of the reclamation creating Wentworth Park can be seen in maps of the parish of Petersham of 1835 and 1899 (Figure 19).[47]

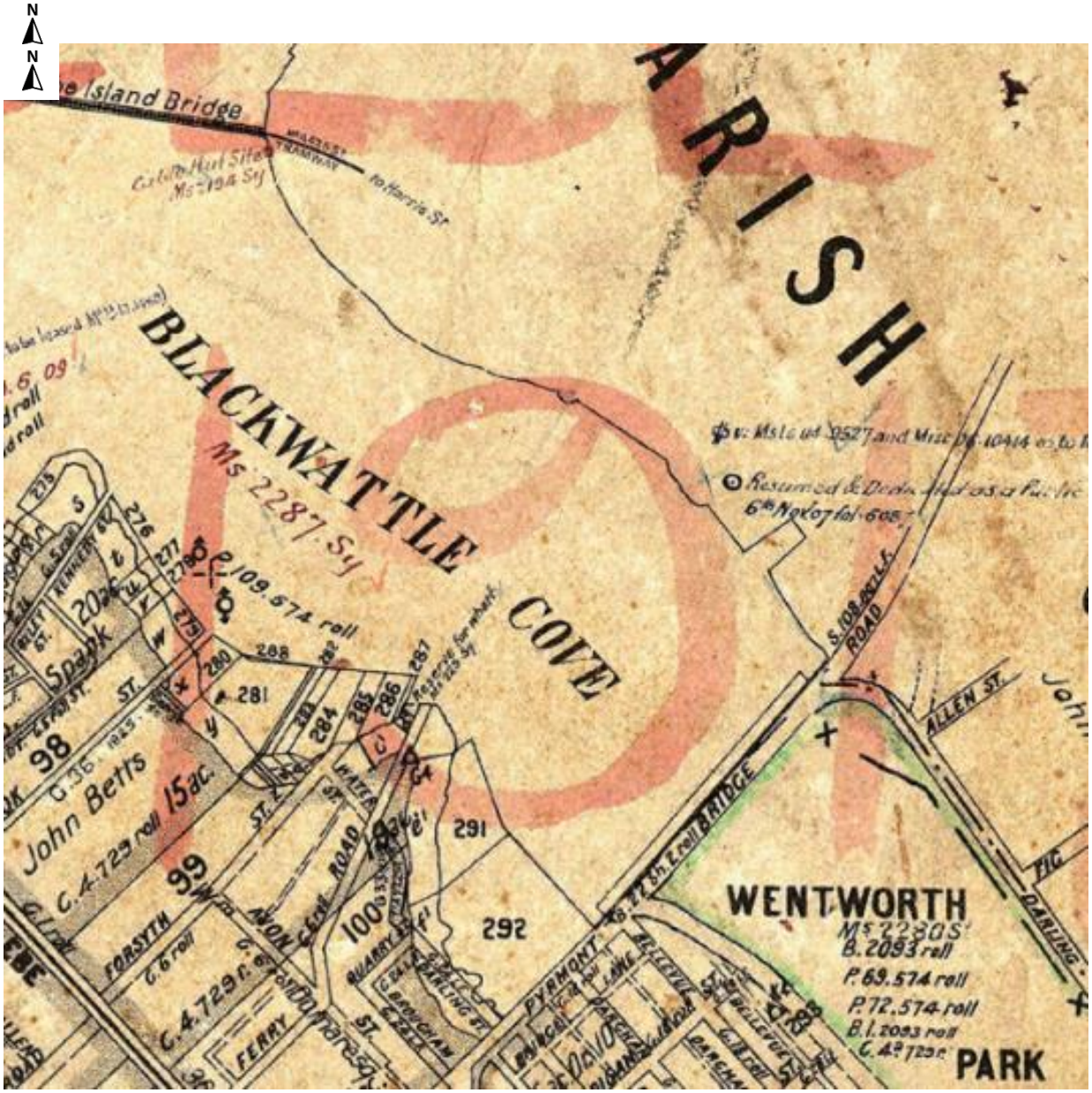


Figure 19: Parish Petersham in 1899 showing the extent of reclamation of the Bay (Source: Parish Petersham, 1899 edition, LPI)

[44] Ibid, 23

[45] City Plan Heritage, May 2013, p 28

[46] W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, 1990, p 12

[47] SR Map 341 and Parish Map, Petersham, County Cumberland, 1899

Pumping stations were constructed to handle drainage through Wentworth Park including one at 103 Pyrmont Bridge Road. Existing systems were expanded to handle flooding during the twentieth century. The scheme is now known as Blackwattle Bay Stormwater System (SWC No 17).[48]

3.5.4. Establishing industries

South of the study area, close to Parramatta Road and Chippendale, industry began to develop in the 1830s and 1840s. Low lying land near the Blackwattle swamp attracted noxious and unsavoury industries. By the 1830s, industries on Blackwattle Bay included slaughter yards, boiling down works, piggeries and tanneries.[49] In 1844 W Bell Allen established a boiling down works at Blackwattle Bay.[50] Other industries along the catchment of Blackwattle Creek included Tooth's brewery and the sugar refinery on Blackfriars estate.[51]

Moves to remove animal slaughter from the city centre resulted in an act of 1850 establishing Abattoirs on Glebe Island.[52] However, it took some time to establish the works and the abattoirs did not commence operations until 1860.[53]

Though the Glebe Island abattoirs were intended to remove noxious industries such as animal slaughter from the immediate vicinity of the town centre problems arose. In 1879, a commission of inquiry reported on the management of the Glebe Island abattoirs.[54] It recommended that Homebush be considered as a site for a new abattoir. In 1887, a petition demanded that the abattoirs be moved to Homebush.[55]

About 1853, Charles Saunders commenced quarrying at Ultimo on land leased from the Harris family.[56] Meanwhile, land along the eastern shore of the bay had become more attractive to industry and shipping. As early as the 1860s, jetties had appeared along the eastern shore. The 1865 Trigonometrical survey showed two jetties along the eastern side of the bay (Figure 20).[57]

[48] City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, May 2013, p 27

[49] W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 10

[50] W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 31

[51] City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, May 2013, p 25

[52] W Thorp, May 1990, p 10

[53] Ibid

[54] Ibid, p.11

[55] Ibid, p.12

[56] S Fitzgerald and H Golder, Pyrmont & Ultimo Under Siege, Hale & Iremonger, Sydney, 1994, p 45

[57] Trigonometrical survey, 1865, City of Sydney, Sheet Y2

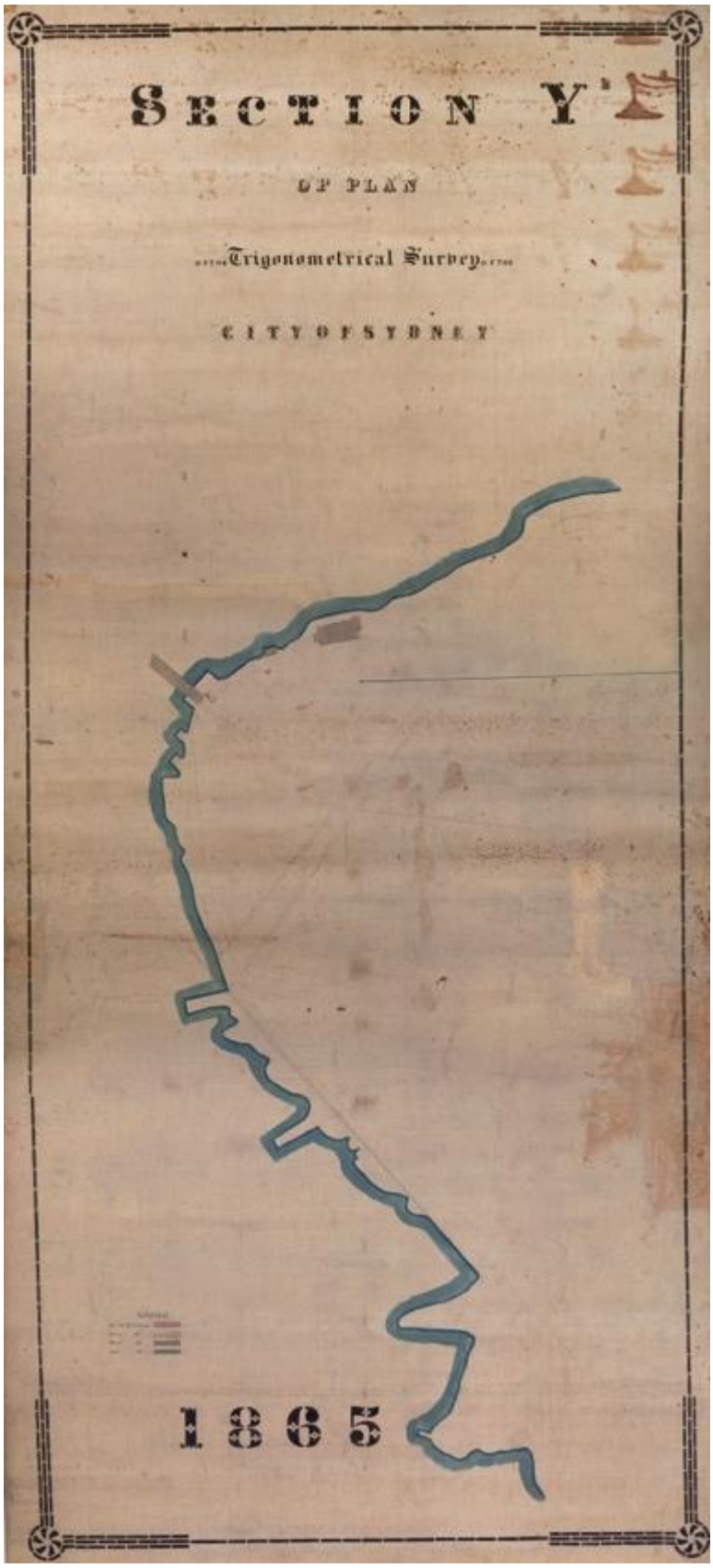


Figure 20: The 1865 Trigonometrical Survey showed two nascent wharfs protruding into the Bay. (Source: Trig Survey, 1865, SCC Archives, Sheet Y2)

Industry, which had spread into Ultimo, crept down toward Blackwattle Bay. In 1885, industries on the east side of the bay along Abattoir Road (later Gipps Crescent) were: Maze Bros, fuel merchants; Thomas Davis and Co, timber merchants (Bowra wharf); D and W Robertson, ship builders 'Blackwattle works'; and Francis Guy, timber merchant.[58] The 1888 Metropolitan Detail Survey (Figure 19) showed the Blackwattle Iron Works on the current Fish Market site.[59]

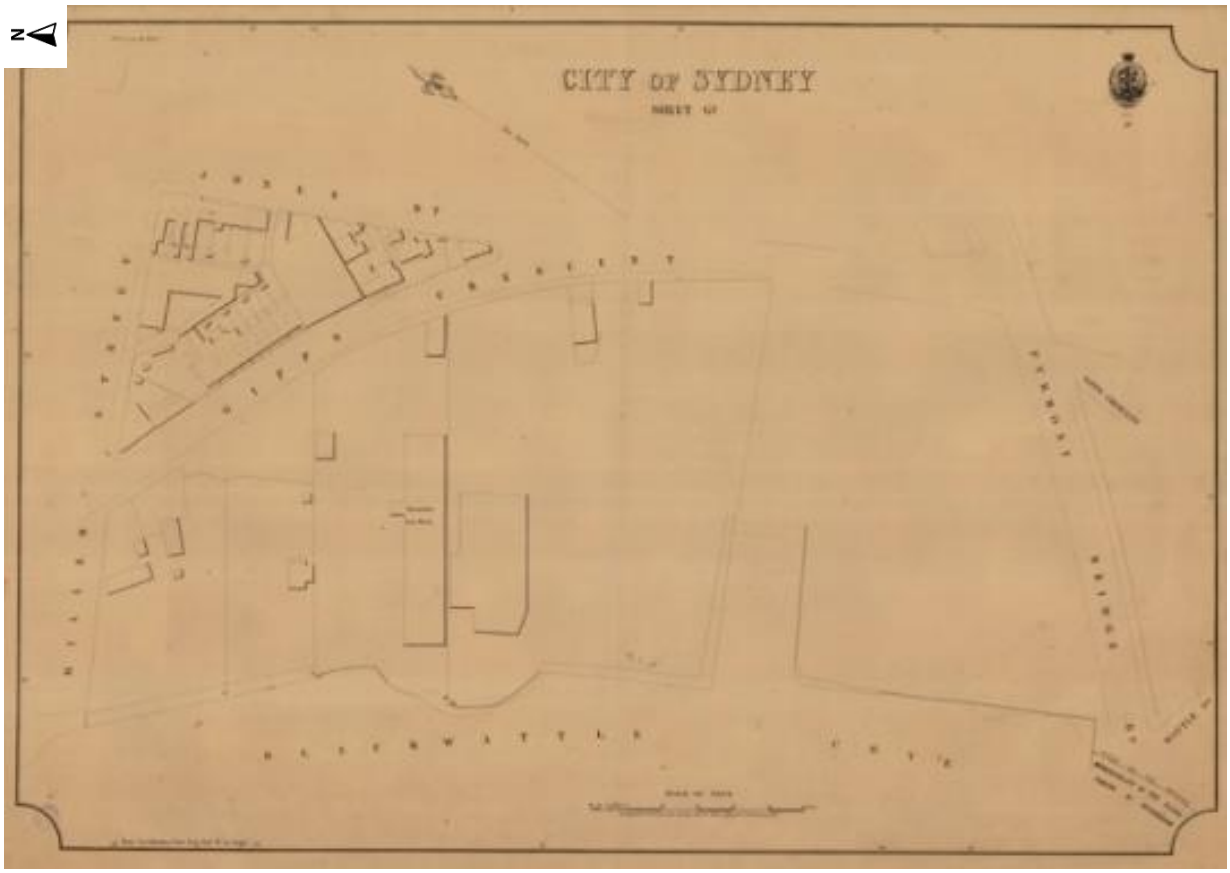


Figure 21: The 1888 Metropolitan Detail Survey sheet depicting the area now known as the Sydney Fish Market (Source: Metropolitan Detail Survey, City of Sydney, Sheet G3, ML Map)

During the 1890s, imports of softwood timber increased as the supply of native softwoods declined. It started with Baltic pine, followed by Oregon pine from Canada and the United States, and then kauri from New Zealand and the New Hebrides.[60] Timber importers, merchants and sawmills developed along the eastern side of Blackwattle Bay.[61]

In 1891, on the eastern side of the bay along Abattoir Road, the occupiers were J E Handcock, timber merchant, 151-167 Mazes Wharf, Maze Bros; No 169-179 Thomas Davis and Co, timber merchants Bowra wharf; No 181-199 James Dunn & Co, iron merchants; No 201-203 Parke and Lacy Co, ore treating works; and No 207-243 Francis Guy, timber merchant.[62]

[58] Sands, Directory, 1886, p 1

[59] Lands, Metropolitan Detail Survey, Sheet Sydney G3

[60] Heritage Design Services, Department of Public Works and Services, Glebe Island Bridge, Conservation Management Plan, Final Report, December 2000, p 32

[61] Ibid, p 33

[62] Sands, Directory, 1891, p 1

In 1895, the Harris family subdivided land along the eastern side of the bay north of Miller Street into allotments (Figure 22).[63] Much of this land was originally leased rather than sold. Most leases were granted in 1898, mostly to timber merchants as well as wharfage contractors.[64]

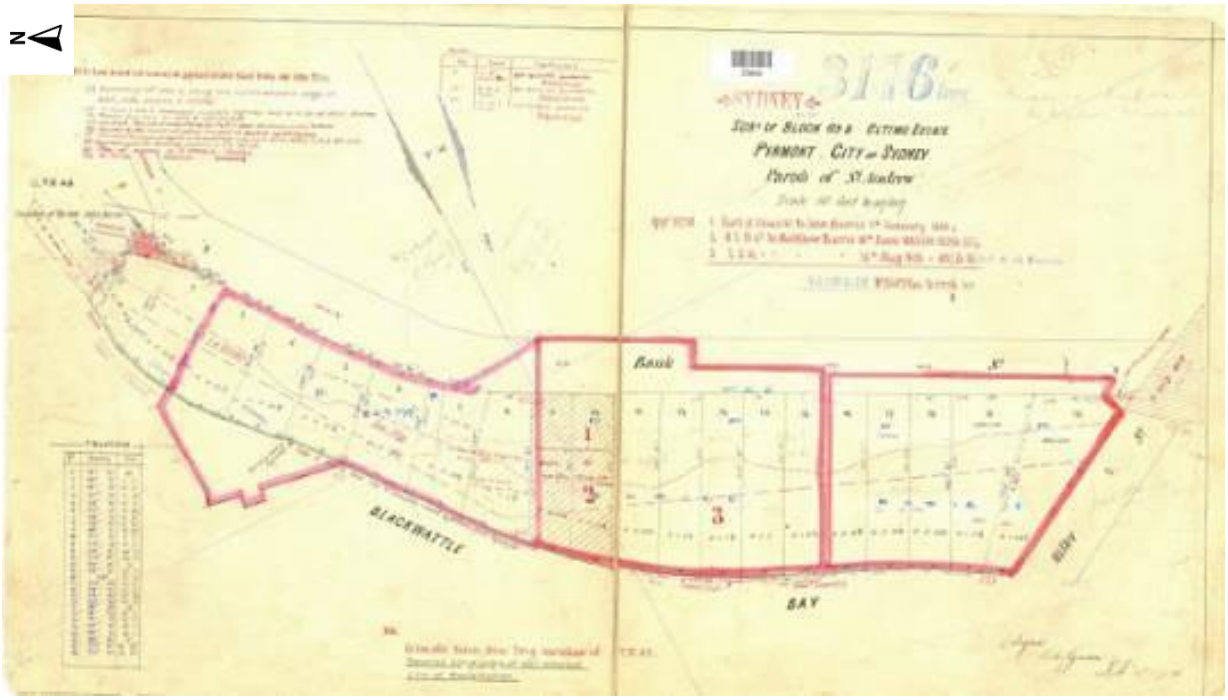


Figure 22: The subdivision of the land along the eastern shore of the Bay enabled those seeking wharf access to lease sites along the Bay. Source: DP 3176, LPI

On 25 April 1895, lots 19 and 20 immediately north of Miller Street were leased to Alexander Charles Saxton and Jabez Henry Binns, timber merchants of Ultimo.[65] On 7 May 1898, an area of 2½ acres south of Gipps Street was also leased to the firm.[66] Saxton & Binns were originally timber merchants but by 1904, they were offering prefabricated timber cottages (Figure 23 & Figure 24).

[63] DP 3176

[64] CT 1148 f 218; CT 1297 f 143

[65] CT 1148 f 218

[66] CT 929 f 236

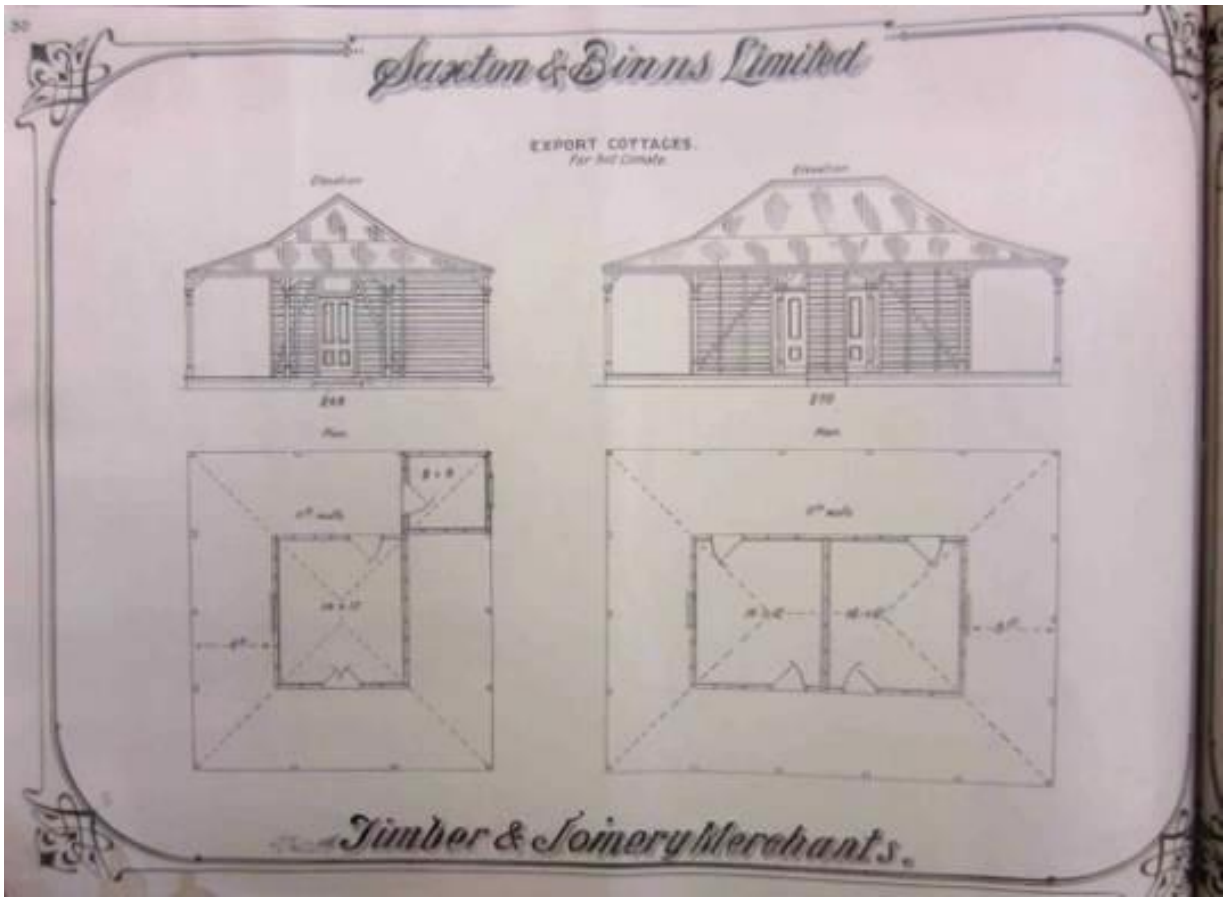


Figure 23: Saxton and Binns catalogue of 1904 offered pre-fabricated cottages.

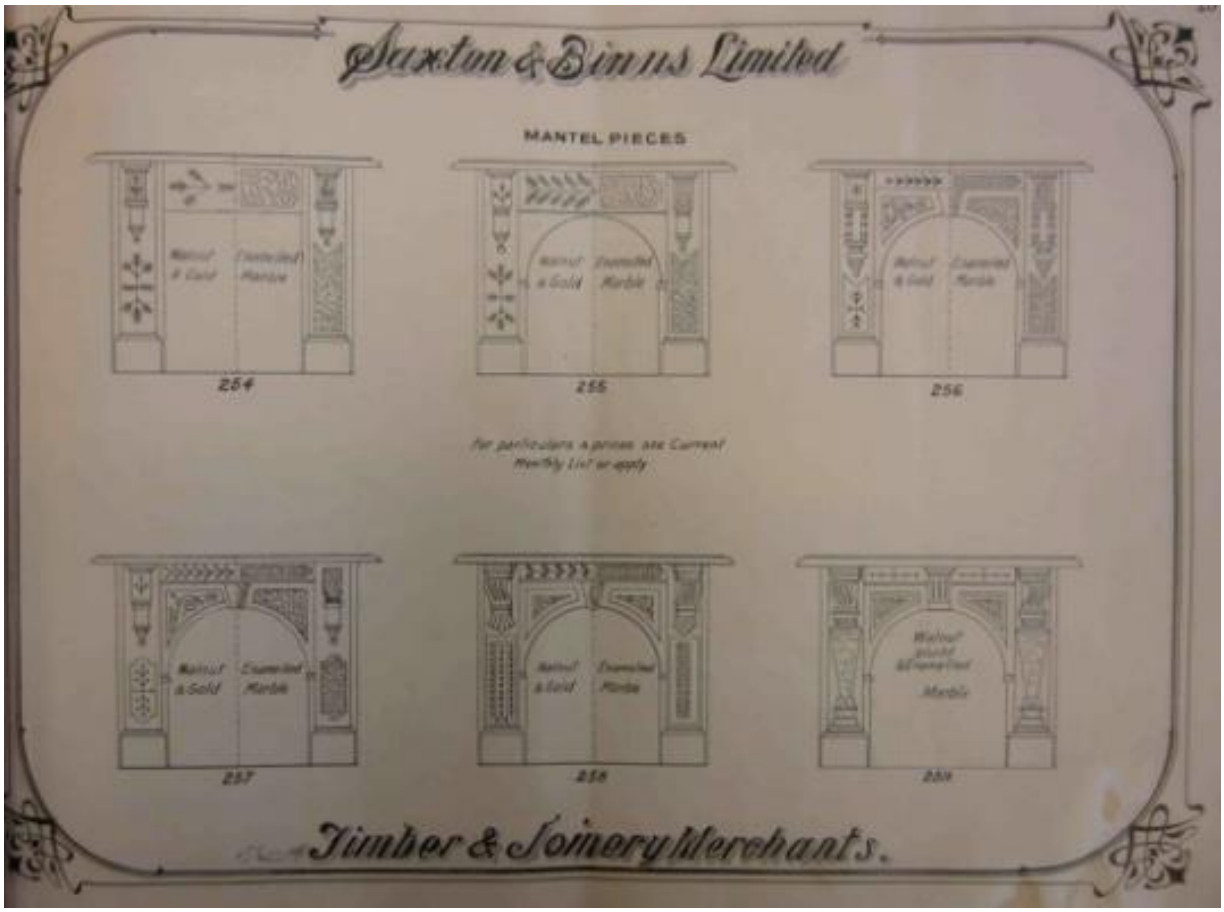


Figure 24: Saxton and Binns catalogue of 1904 also offered other items of timber joinery.

In 1896, the area south of Miller Street was occupied by Parke and Lacy Ore Treating Works, Attwood and Overall Iron Works, Maze Brothers fuel and timber merchants; Holdship and Co. timber merchants; H. Dose, cooper and F. Guy, timber merchant.[67] Allen Taylor and Co. timber merchants were also on the eastern side of the bay.[68] Thomas Buckle, shipowner, also acquired land in that area.[69]

The 1900 Sands Directory listed the following firms along Abattoir Road (west side along Blackwattle Bay) A. Gilhou, skin merchant; The Lingham Timber Co.; The Austral Timber Co.; H. Mackenzie, timber wharf and storage yard; Taylor's Wharf; No 151-167 Allen Taylor & Co Ltd, timber merchants; Bowra Wharf; Henry Dose, cooperage; No 203 Thomas Buckle, shipowner; Buckle's wharf; Saint Helen's Coal-mining Co.[70] Most of them occupied land leased from the Harris family. On 30 July 1902, Thomas Buckle leased part of his land to The Shell Transport and Trading Co Ltd.[71] By 1909, the British Imperial Oil Company and the Vacuum Oil Company had bulk oil stores on the Fish Market site. Other users included the Telegraph Construction Branch of the Postmaster-General's Department and the Australasian Road Metal and Gravel Company. The 1909 Sands Directory demonstrated how the area along the east side

[67] W Thorp, City West Development Project Master Plan Area Pyrmont Fish Market Heritage Assessment and Strategy Report, January 1994, p 12

[68] Ibid

[69] CT 1232 f 144

[70] Sands, Directory, 1900, p 1

[71] CT 1232 f 144

of Blackwattle Bay, along Abattoirs Road (before its change of name) had become a significant area of wharfs, timber merchants, oil shipment and blue metal.[72]

Abattoirs Road—East side
Island bridge to Pyrmont Bridge road

Glebe Island bridge
Brown and Brown, City Iron Works. Tel. 1427
Saunders Robert, quarry owner
Wallis Brothers' storage yard
Miller street
Half-way House hotel—Jno. O'Flaherty
152 Garrett Matthew
154 Mann James Henry
156 Ritzwood Charles
158 Knox John
162 Larkin James
164 Andrews Henry
166 Kerr Alexander
168 Smith Thomas
170 Hormann & Wormald, skin store
Jones street

West side

McKenzie H. and Sons, contractors
Cowlishaw's wharf
Cowlishaw Brothers, timber merchants
Taylor Allen & Co., Ltd., timber store yard
Wallis Brothers, Limited, sawmills and timber merchants
Pinch & Lenroyd, skin store
Koerstz Christian, implement importer and maker woolpresses, pumps, and quartz crushers
The Austral Box & Timber Co., Ltd.—J. Leigh Jones & W. H. Scott, managing directors

McKENZIE H.
LIMITED.
Hepburn McKenzie, Managing Director. Storage Yards, Electric Saw Mills, Glebe Island. (See advt. facing Timber Merchants)

Taylor's Wharf
151-167 Taylor Allen and Co., Ltd., timber merchants, shipowners — Allen Taylor and R. M. McO. Anderson, managing directors
Holdship Timber Co., Ltd., timber merchants
Holdship's wharf
Ellis A. & E., Ltd., timber merchants and ship owners
205 Buckle Thomas, resident wharfinger
Buckle's wharf
Buckle F. and Sons, Ltd., free stores, warehousemen and shipowners — F. Buckle, jun., J.P., director
Telegraph Construction Branch—Frederick Golding, engineer of lines
1

The British Imperial Oil Co., Ltd.
Vacuum Oil Co.'s bulk store
Australian Road Metal & Gravel Co. (depôt)
Gipps street
Saxton & Binns, Limited, Enterprise Saw-mills, timber merchants and wharf
(*For remainder, see Balmain*)

Abercrombie Lane
Off 252 George street
Holdsworth, Macpherson and Co.'s stores and marble works
Turner and Henderson (side entrance)

Abercrombie Street—East side
102 George street west to Cleveland street
2 Beatton Frederick
4 Paolicchi Ranieri, woodcarver
8 Dent E. Lambourne, masseur
10 McNamara Miss Maria, dressmaker
12 Gillespie John
14 Elliot James and Co., stables
26 McInerney Mrs. T.
28 Howe Mrs. H. M.
30 Kelly John
32 Rylands Frank
34 Donnellan J.
36 *Q.C.E. hotel*—Victor L. Nelson
Irving street
40 Trevitt Walter, blacksmith
40½ Hutchinson Henry
42 Lynch Richard
44 Kelly Mrs. Annie
46 McAuliff Thomas
50 Krieger G. E., fruiterer
52 Horne Charles, bootmaker
54 Glynn Arthur, fruiterer
56 Moynihan Miss N., grocer
O'Connor street
58 *Club House hotel*—Norah Weekes
66 Gillfeather Mrs. J., greengrocer
68 Arnot Harris, tailor
Dick street
72 King William, fruiterer
74 Ashworth Richard, fuel merchant
76 Andersen F., ham and beef shop
78½ Harper Henry, fruiterer
80 Egan James F., photographer
80½ Wales Mrs. Alice, laundry
82 Ryan Michael, carrier
84 Woods and Spinks, carriage builders
86 Koosache Mrs. E., dealer old wares
88 Aikins F., smallgoods
Wilson Miss Harriet, confectioner
90 Divoli Bros., fruiterers
92 Elliott Chas., butcher
Meagher street
98 Bettridge Robert
Bettridge Mrs. Teresa, general store
100 Brown J.
Brown Miss N., A.Mus., L.C.M., A.L.C.M., teacher of music
102 Davis Mrs. Jane

104 Ball George Alfred
106 Jones Mrs. Florence
108 Sheehan Thomas
1 2 Holmes Mrs. H., greengrocer
114 McFarlan Campbell, pawnbroker
O'Callaghan Francis
Bartley street
116 Mitchell and Cranston, auctioneers and estate agents
Mitchell A., J.P.
120-130 Clifton Steam Meat-chopping Works and Wholesale Smallgoods Manufactory—A. Clifton, proprietor
132 Cranston John
Cranston Bros., grocers and provision merchants
Cleveland street

West side

St. Benedict's Church (R.C.)—Father James Furlong
St. Benedict's Boys' School (R.C.)—Brother Michael
St. Benedict's Girls' School (R.C.)—Sister Maurus
Hibernian Society—P. O'Loughlin, secretary
St. Edward's Convent of the Good Samaritan—Mother Laurentia
7 Oldsholm Mrs. Elizabeth
9 Gilland Mrs. Maria
11 Whiting Mrs. Annie
13 Granville Michael
15 Banks Miss Mary, dressmaker
17 Turner Henry
19 Wallace Geo ge
Blackfriars street
23 Murphy Patrick, hairdresser
25 Higgs D. V., newsagent
27 Parkes John
31 Murphy Miss Lily
33 Ryan John
35 O'Connell Daniel
Thomas Mrs. Ann
37 Riley Miss K., grocer
39 Hayes William, butcher
O'Connor street
41 Macnamara Mrs. M. A.
43 Warren Joseph
45 Graham Mrs. Jessie
47 Middleton George
49 Cromberg Mrs. Nora
51 Gallagher William G.
53 Cooney Miss Margaret
55 Stephenson R. J.
57 Wood A. J.
59 Rudd James
61 Probert Mrs. Emma
63 Macpherson Reynold A.
65 Balmaves James
67 Barry William J., hairdresser
Levy street
71 O'Connor James
73 Aaron Mrs. Annie
Cook Edward

WOOD & COMPANY: CONDUCT HIGH-GRADE FUNERAL WORK 10% LOWER THAN OTHER FIRMS.

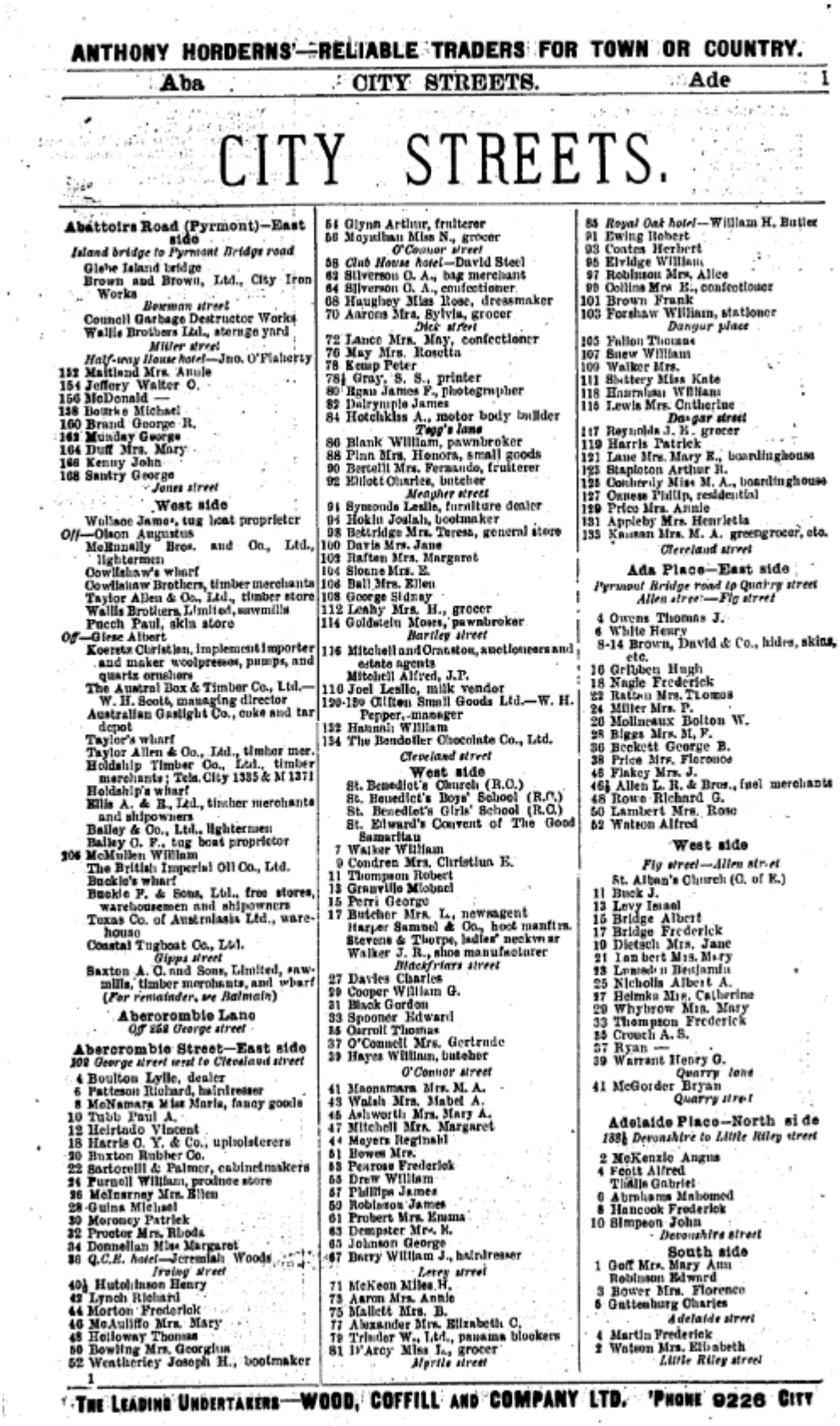
Figure 25: Sands 1909 Directory demonstrates how timber firms and others seeking wharf space were attracted to Blackwattle Bay (Source: Sands Directory, 1909, p 1).

[72] Sands, Directory, 1909, p 1

Figure 26: A & E Ellis were proud of their fleet of ships like Our Elsie bringing timber to their wharf at Blackwattle Bay (Source: S A Mills, The firm that has reduced the Australian timber trade … to a science, p 6).

The 1920 Sands Directory demonstrates how timber firms had been joined by warehousing, shipping and oil companies plus machinery manufacturers and importers (Figure 27).[73]

[73] Sands, Directory, 1920, p 1



ANTHONY HORDERNS'—RELIABLE TRADERS FOR TOWN OR COUNTRY.

Aba CITY STREETS. Ade

CITY STREETS.

Abattoirs Road (Pyrmont)—East side
Island bridge to Pyrmont Bridge road
Glebe Island bridge
Brown and Brown, Ltd., City Iron Works
Bowman street
Council Garbage Destructor Works
Wallis Brothers Ltd., storage yard
Miller street
Half-way House hotel—Jno. O'Flaherty
152 Maitland Mrs. Annie
154 Jeffery Walter C.
156 McDonald —
158 Bourke Michael
160 Brand George R.
162 Munday George
164 Duff Mrs. Mary
166 Kenny John
168 Santry George
Jones street

West side
Wallace James, tug boat proprietor
Off—Olson Augustus
McEunally Bros. and Co., Ltd., lightermen
Cowlishaw's wharf
Cowlishaw Brothers, timber merchants
Taylor Allen & Co., Ltd., timber store
Wallis Brothers, Limited, sawmills
Pucch Paul, skin store
Off—Giese Albert
Koertz Christian, implement importer and maker woolpresses, pumps, and quartz crushers
The Austral Box & Timber Co., Ltd.—W. H. Scott, managing director
Australian Gaslight Co., coke and tar depot
Taylor's wharf
Taylor Allen & Co., Ltd., timber mer.
Holdship Timber Co., Ltd., timber merchants; Tels. City 1335 & M 1371
Holdship's wharf
Ellis A. & R., Ltd., timber merchants and shipowners
Bailey & Co., Ltd., lightermen
Bailey G. F., tug boat proprietor
206 McMullen William
The British Imperial Oil Co., Ltd.
Buckle's wharf
Buckle F. & Sons, Ltd., free stores, warehousemen and shipowners
Texas Co. of Australasia Ltd., warehouse
Coastal Tugboat Co., Ltd.
Gipps street
Saxton A. C. and Sons, Limited, sawmills, timber merchants, and wharf
(*For remainder, see Balmain*)

Abercrombie Lane
Off 252 George street

Abercrombie Street—East side
302 George street west to Cleveland street
4 Boulton Lylle, dealer
6 Patteson Richard, hairdresser
8 McNamara Miss Maria, fancy goods
10 Tubb Paul A.
12 Heirtado Vincent
16 Harris C. Y. & Co., upholsterers
20 Buxton Rubber Co.
22 Sartorelli & Palmer, cabinetmakers
24 Furnell William, produce store
26 McInarney Mrs. Ellen
28 Guina Michael
30 Moroney Patrick
32 Proctor Mrs. Rhoda
34 Donnellan Miss Margaret
36 *Q.C.E. hotel*—Jeremiah Woods
Irving street
40½ Hutchinson Henry
42 Lynch Richard
44 Morton Frederick
46 McAuliffe Mrs. Mary
48 Holloway Thomas
50 Bowling Mrs. Georgina
52 Weatherley Joseph H., bootmaker
54 Glynn Arthur, fruiterer
56 Moynihan Miss N., grocer
O'Connor street
58 *Club House hotel*—David Steel
62 Silverson C. A., bag merchant
64 Silverson C. A., confectioner
68 Haughey Miss Rose, dressmaker
70 Aarons Mrs. Sylvia, grocer
Dick street
72 Lance Mrs. May, confectioner
76 May Mrs. Rosetta
78 Kemp Peter
78½ Gray, S. S., printer
80 Ryan James F., photographer
82 Dalrymple James
84 Hotchkiss A., motor body builder
Tapp's lane
86 Blank William, pawnbroker
88 Plan Mrs. Honora, small goods
90 Bertelli Mrs. Fernando, fruiterer
92 Elliott Charles, butcher
Meagher street
94 Symonds Leslie, furniture dealer
96 Hokin Josiah, bootmaker
98 Bettridge Mrs. Teresa, general store
100 Davis Mrs. Jane
102 Rafton Mrs. Margaret
104 Sloane Mrs. E.
106 Ball Mrs. Ellen
108 George Sidney
112 Leahy Mrs. H., grocer
114 Goldstein Moses, pawnbroker
Bartley street
116 Mitchell and Ornston, auctioneers and estate agents
Mitchell Alfred, J.P.
118 Joel Leslie, milk vendor
120-130 Clifton Small Goods Ltd.—W. H. Pepper, manager
132 Hannah William
134 The Bendoffer Chocolate Co., Ltd.
Cleveland street

West side
St. Benedict's Church (R.C.)
St. Benedict's Boys' School (R.C.)
St. Benedict's Girls' School (R.C.)
St. Edward's Convent of The Good Samaritan
7 Walker William
9 Condren Mrs. Christina E.
11 Thompson Robert
13 Granville Mounci
15 Perri George
17 Butcher Mrs. L., newsagent
Harper Samuel & Co., hosiery manfrs.
Stevens & Thorpe, ladies' neckwear
Walker J. R., shoe manufacturer
Blackfriars street
27 Davies Charles
29 Cooper William G.
31 Black Gordon
33 Spooner Edward
35 Carroll Thomas
37 O'Connell Mrs. Gertrude
39 Hayes William, butcher
O'Connor street
41 Macnamara Mrs. M. A.
43 Walsh Mrs. Mabel A.
45 Ashworth Mrs. Mary A.
47 Mitchell Mrs. Margaret
49 Mayers Reginald
51 Bowes Mrs.
53 Pearose Frederick
55 Drew William
57 Phillips James
59 Robinson James
61 Probert Mrs. Emma
63 Dempster Mrs. E.
65 Johnson George
67 Barry William J., hairdresser
Levey street
71 McKeon Miles H.
73 Aaron Mrs. Annie
75 Mallett Mrs. B.
77 Alexander Mrs. Elizabeth C.
79 Trissler W., Ltd., panama blockers
81 D'Arcy Miss L., grocer
Myrtle street
85 *Royal Oak hotel*—William H. Butler
91 Ewing Robert
93 Coates Herbert
95 Elridge William
97 Robinson Mrs. Alice
99 Collins Mrs. E., confectioner
101 Brown Frank
103 Forshaw William, stationer
Dangar place
105 Fallon Thomas
107 Snow William
109 Walker Mrs.
111 Slattery Miss Kate
113 Hanrahan William
115 Lewis Mrs. Catherine
Dangar street
117 Reynolds J. E., grocer
119 Harris Patrick
121 Lane Mrs. Mary E., boardinghouse
123 Stapleton Arthur R.
125 Cotterell Miss M. A., boardinghouse
127 Quess Philip, residential
129 Price Mrs. Annie
131 Appleby Mrs. Henrietta
133 Kassan Mrs. M. A., greengrocer, etc.
Cleveland street

Ada Place—East side
Pyrmont Bridge road to Quarry street
Allen street—Fig street
4 Owens Thomas J.
6 White Henry
8-14 Brown, David & Co., hides, skins, etc.
10 Griffiths Hugh
18 Nagle Frederick
22 Ratten Mrs. Thomas
24 Miller Mrs. P.
26 Molineaux Bolton W.
28 Biggs Mrs. M. F.
30 Beckett George B.
38 Price Mrs. Florence
46 Flakey Mrs. J.
46½ Allen L. R. & Bros., fuel merchants
48 Rowe Richard G.
50 Lambert Mrs. Rose
52 Watson Alfred

West side
Fig street—Allen street
St. Alban's Church (C. of E.)
11 Buck J.
13 Levy Israel
15 Bridge Albert
17 Bridge Frederick
19 Dietsch Mrs. Jane
21 Lambert Mrs. Mary
23 Lamsdon Benjamin
25 Nicholls Albert A.
27 Helmka Mrs. Catherine
29 Whybrow Mrs. Mary
33 Thompson Frederick
35 Crouch A. S.
37 Ryan —
39 Warrant Henry G.
Quarry lane
41 McGorder Bryan
Quarry street

Adelaide Place—North side
188½ Devonshire to Little Riley street
2 McKenzie Angus
4 Feott Alfred
Thallis Gabriel
6 Abrahams Mahomed
8 Hancock Frederick
10 Simpson John
Devonshire street

South side
1 Goff Mrs. Mary Ann
Robinson Edward
3 Bower Mrs. Florence
5 Guttenburg Charles
Adelaide street
4 Martin Frederick
2 Watson Mrs. Elizabeth
Little Riley street

THE LEADING UNDERTAKERS—WOOD, COFFILL AND COMPANY LTD. 'PHONE 9226 CITY

Figure 27: Sands 1920 catalogue showed the changing composition of the area (Source: Sands, Sydney Directory, 1920, p 1).

The site occupied by Saxton and Binns was transferred to their ownership on 13 October 1920.[74] The Fire Underwriters' Association map of December 1923 showed detail of the oil company buildings on the current Fish Market site (Figure 28).[75]

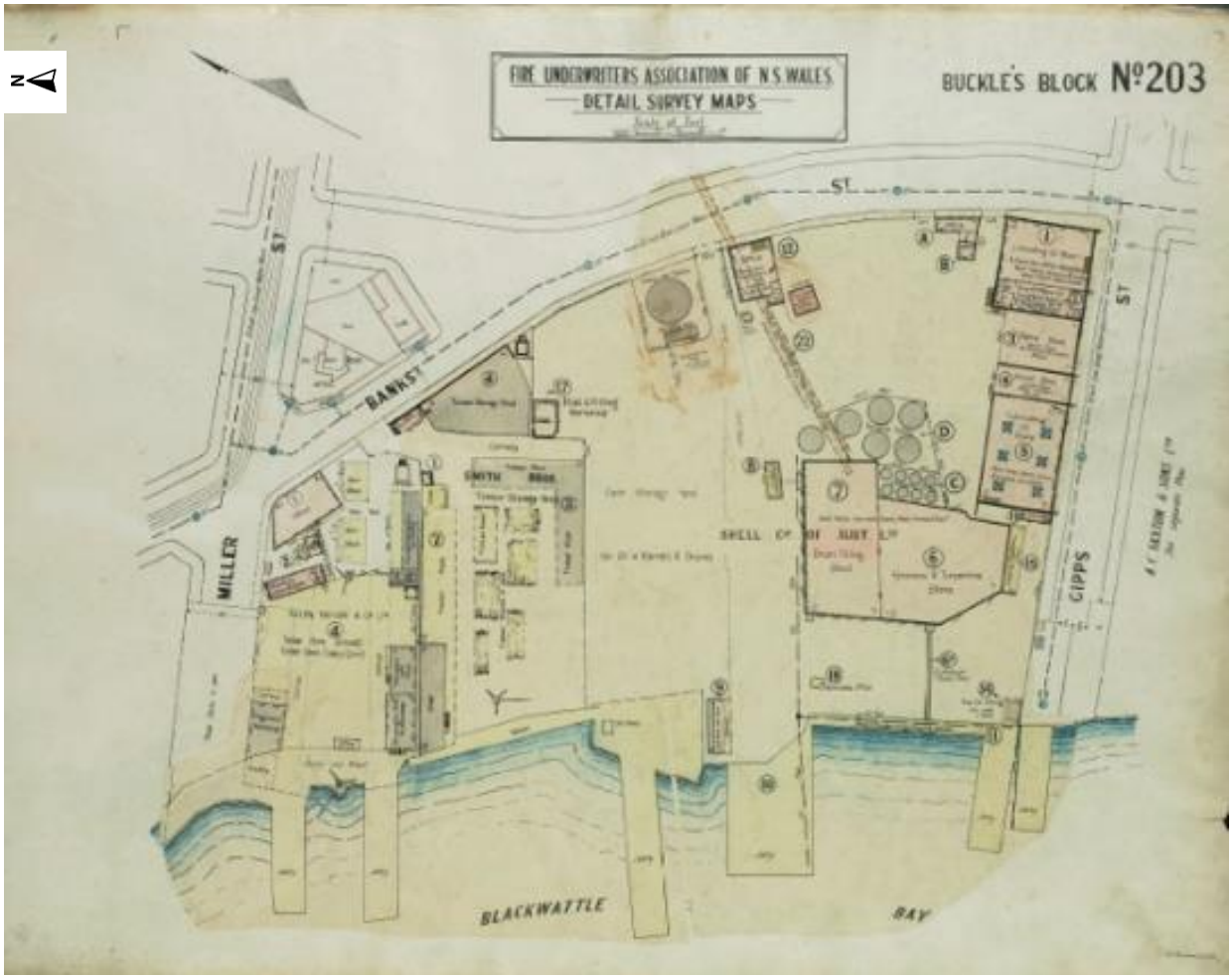


Figure 28: The Fire Underwriters' map showed development on the sites occupied by Allen Taylor and Co, Smith Brothers and the Shell Oil Company, now occupied by the Fish Market (Source; Fire Underwriters' Association of NSW, Detail Survey, Block 203)

The Sands Directory of 1932 listed occupants on the west side of Banks Street along Blackwattle Bay, running south from the Glebe Island Bridge as: Cowlishaw's Wharf; Pyrmont Timber Handling & Storage Co; Allen Taylor & Co, timber store; Wallis Bros Ltd, sawmills; Paul Poech, skin store; Albert Giese; Austral Box Timber Co Ltd; Australian Gaslight Co, coke and tar depot; Taylor's Wharf; Allen Taylor & Co Ltd, timber merchants, main office; and Smith Bros, stevedores & lighterage contractors.[76] A process of amalgamation of sites, which had been under way during the 1920s, accelerated in later years. The City of Sydney Building Surveyors' maps dated about 1950 showed the occupants along the shore (Figure 29).

[74] CT 929 f 236

[75] Fire Underwriters' Association of NSW, Detail Survey, Block 203

[76] Sands, Directory, 1932-3, p 4

Figure 29: The City Building Surveyors' sheet showing the eastern side of the bay. (Source: City of Sydney Building Surveyors Maps, SCC, Sheet 5)

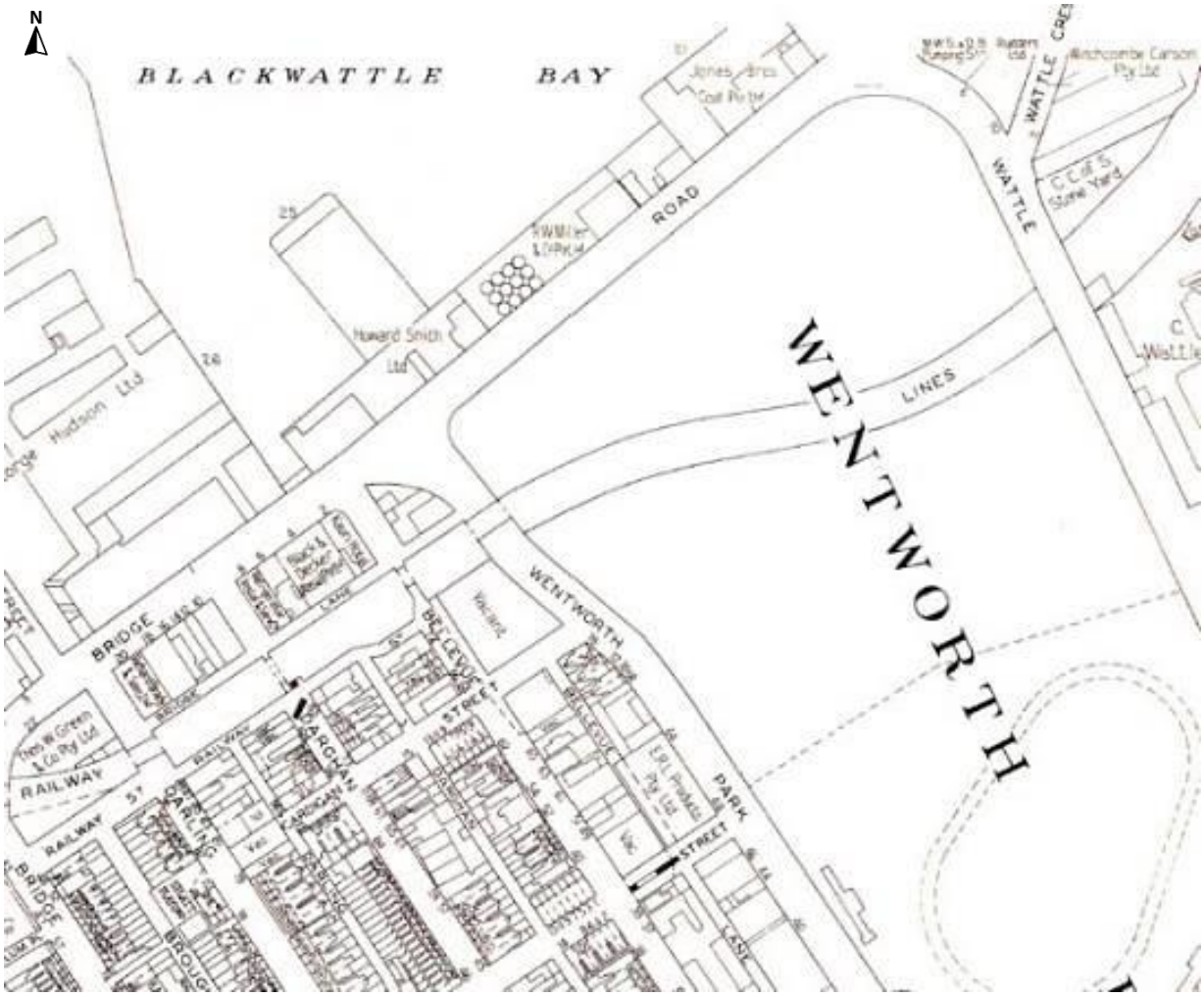


Figure 30: The City Building Surveyors' sheet showing the southern shore of the bay (Source: City of Sydney Building Surveyors Maps, SCC, Sheet 9)

From the 1960s until the 1980s, sites along the eastern side of Blackwattle Bay were amalgamated into larger sites.[77]

3.5.5. Transporting and storing goods

Transporting and storing goods became a major activity in the area from the late nineteenth century onwards. During the 1890s, imports of softwood timber from overseas became a major activity when the supply of native softwoods declined.[78] Wharfs serving the timberyards and mills along the eastern shore multiplied. Additionally, wharfs along the southern shore of the Bay, adjoining Pyrmont Bridge Road were developed for bulk handling, notably of coal and blue metal.

During World War 1, Wentworth Park was used as woolsheds by the Central Wool Committee for goods handling and storage. In 1926, Jones Bros, a company formed in 1913, moved to berth No 21 adjoining

[77] Bank Street, Pyrmont Master Plan, October 2004, p 11

78 Heritage Design Services, Department of Public Works and Services, Glebe Island Bridge, Conservation Management Plan, Final Report, December 2000, p 32

Pyrmont Bridge Road from Darling Harbour in order to ship coal. Various improvements were added to the site.[79]

An additional wharf was constructed in 1936 adjacent to the Howard Smith coal depot for R W Miller and Co Pty Ltd, a company established in 1919. The wharf consisted of a Monier trestle and plate seawall and timber wharf with reinforced concrete deck becoming berth Nos 23 and 24.[80] By the 1940s, J Norris & Co, ship painters, occupied some of the other wharfage.[81]

Coal and Allied Operations Pty Ltd took over berth No 24 from R W Miller and Co in 1960 and bought out Jones Bros to commence using berth No 21 from 1972.[82] From the 1980s, development of coal port facilities at Port Kembla drew coal exports away from Blackwattle Bay.[83] In 1995 Coal and Allied Operations Pty Ltd gave up their lease of the coal wharfs.[84] All Occasion Cruises briefly leased the wharfs.[85] By 2000, Pioneer Concrete was operating a ready mixed concrete plant on the former coal wharfs.[86] Berths 22-24 were extended at the western end in 2001.[87]

3.5.6. Establishing utility infrastructure

Major utility construction occurred near this area from 1912 to 1917 when the first stage of the White Bay power station was constructed.[88] The addition of the second stage commenced in 1923.[89]

Electric substations were built on the bulk handling wharf area joining Pyrmont Bridge Road. In 1953 Substation Number 405 underneath the coal bins on Berth 21 was constructed.[90] In 1960, substation number 1608 at the western end of Berth 21 was constructed.[91] White Bay power station ceased generating electricity on 25 December 1983.[92]

3.5.7. Providing building materials

From the 1890s, as commercial development commenced along the eastern side of the Bay, a significant component was major expansion amongst timber firms in that area. It quickly became a major focus for timber imports, shipment and timber milling.

[79] City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, May 2013, p 31

[80] City Plan Heritage, Blackwattle Bay Maritime Precinct, Heritage Significance Assessment incorporating Heritage Impact Statement, Terrestrial Archaeology, May 2013, p 32

[81] Ibid, p 33

[82] Ibid, p 36

[83] Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 73

[84] City Plan Heritage, May 2013, p 36

[85] Ibid

[86] Heritage Design Services, Department of Public Works and Services, Glebe Island Bridge, Conservation Management Plan, Final Report, December 2000, p 34 you

[87] City Plan Heritage, May 2013, p 36

[88] Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 71

[89] W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

[90] Perumal Murphy Wu Pty Ltd, Hughes Trueman Reinhold Pty Ltd and Judy Wing, Conservation Management Plan, Coal Bins and Associated Structures, Pyrmont Bridge Road, Blackwattle Bay, July 1997, p 28

[91] Ibid, p 31

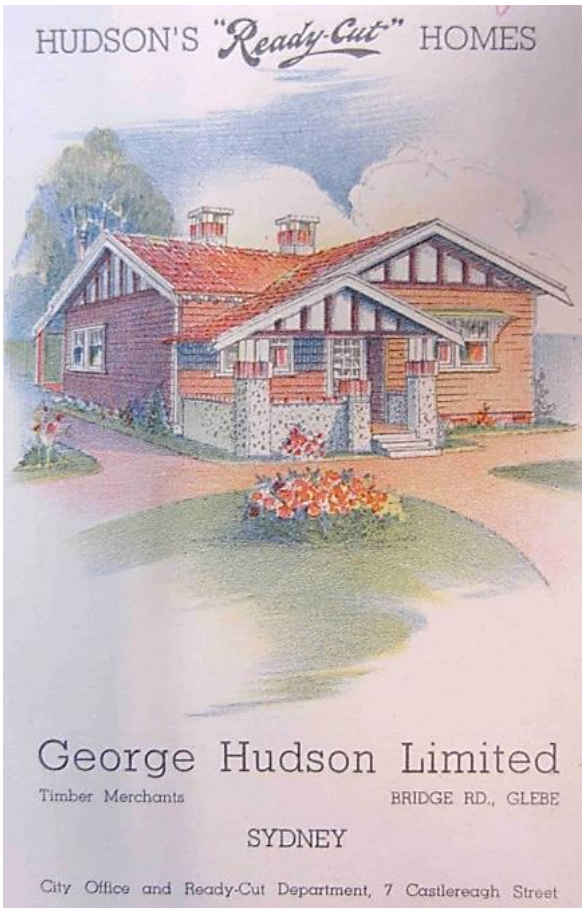
[92] Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 73

In 1909, Blackwattle Bay was described as 'the very core, life, and being of Sydney's Timber Industry, where timber is piled in stacks and supine forests along the water's edge for near a two mile stretch; in a locality and atmosphere, that talks, eats, drinks, and thinks timber for 14 hours out of the 24; where the workmen at the machines all carry shavings in their hair'.[93]

Figure 31: Ellis timber yard in 1909 showing the adjacent Buckle' s store (Source: S A Mills, The firm that has reduced the Australian timber trade … to a science, p 12)

A number of the firms at Blackwattle Bay, including the Kauri Timber Company, Saxton and Binns (later A C Saxton and Co) and particularly Hudson and Sons were significant suppliers of prefabricated timber cottages as well as other timber building products such as windows, doors and mantle pieces. Not all work of cutting, measuring and assembling timber kit homes occurred at Blackwattle Bay. Nevertheless, the catalogues issued by these companies demonstrate the range of ready cut houses available. Much of the softwood timber from overseas used in those ready cut homes, was landed at the timber company's wharfs at Blackwattle Bay.

[93] S A Mills, The firm that has reduced the Australian timber trade … to a science, A & E Ellis Ltd, Sydney, 1909, p 2



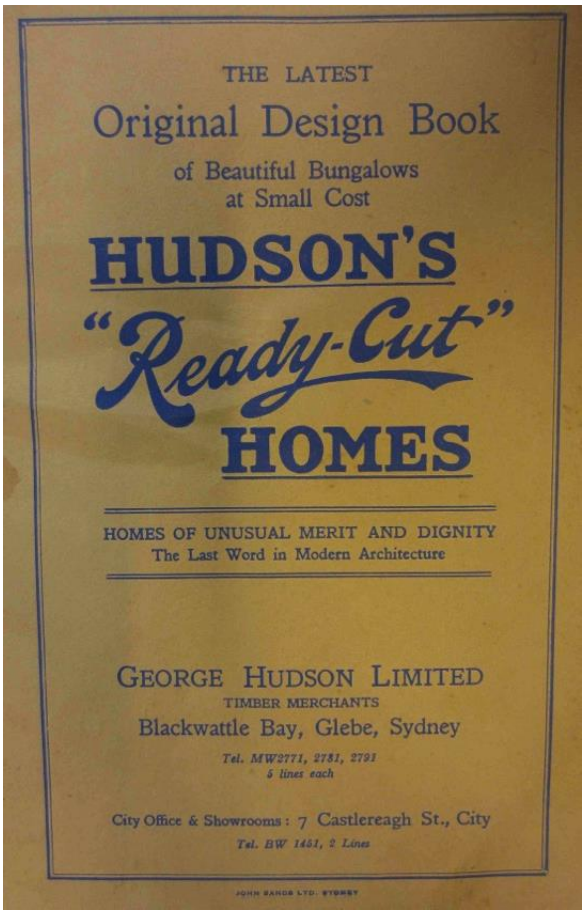


Figure 32: Hudson's advertising was aimed at the aspiring home buyer (left) and the cover of Hudson's 1930s catalogue outlines the firm's activities (right) (Source: Hudson's pamphlet, c. 1920s, Sydney Living Museums)

Due to the concentration of timber, fires could threaten the district. In 1914, a large fire at S A Burns timberyard on Blackwattle Bay threatened the adjoining Hudson's yards.[94] In 1928, there was a large fire at Hudson's yard.[95] Both of these fires were on the Glebe side of the bay. The 1928 fire caused significant damage including the ready cut cottage mill.[96]

During the 1960s, the timber industry started to move to Homebush Bay, where larger less constricted sites were available.[97]

3.5.8. Establishing and maintaining leisure facilities

Reclamation of the Blackwattle swamp was planned in the 1870s, though no purpose was proposed for the reclaimed area. In 1878, the Blackwattle Swamp Land Reclamation Amendment Act (41 Vic, No 20) specified that the reclaimed land would be used as a public park.[98] This established what became known as Wentworth Park. During the 1880s, Wentworth Park was created as a picturesque garden layout with

[94] W Thorp, Draft Report Thematic History White Bay, Glebe Island, Central Railway to Eveleigh Heritage Study, For Department of Planning, May 1990, p 14

[95] Ibid

[96] Sun, 8 March 1928, p 15

[97] W Thorp, May 1990, p 35

[98] Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 23

playing fields.[99] A bowling green opened in 1884.[100] On 10 November 1885 Wentworth Park was formally gazetted.[101] The 1890s Higinbotham and Robinson municipal map provided a clear view of the park's layout (Figure 33).[102]

Figure 33: The original layout of Wentworth Park was shown in this 1890s map (Source: Higinbotham and Robinson, Municipal map, The Glebe, c 1890s)

[99] Ibid, p 24

[100] W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 11

[101] NSW Government Gazette, 10 Nov 1885, p 7218

[102] Higinbotham and Robinson, Municipal map, The Glebe, c 1890s

Local cricket clubs commenced playing in the park during the 1880s. During the 1890s, Wentworth Park became a centre for District cricket competitions.[103] Baseball and lacrosse were played on the oval in the 1890s.[104] Works continued to enhance park facilities. In August 1907, the reconstructed oval opened.[105] Hudson & Son constructed a new grandstand in 1909.[106] In 1908 Wentworth Park was the venue for the first day of rugby league football in Australia.[107] It became a major centre for games between rival teams.[108]

The ornamental lakes were filled in during 1910.[109] In 1925, the old tennis courts were demolished and refurbished.[110] A cycle track commenced operating on the park in 1928.[111] During the 1930s, licences were granted to speedway operators in 1932 and 1934 and 1936.[112] The greyhound track that became a major feature opened on Wentworth Park on 28 October 1939, attracting numerous enthusiasts as well as persistent opposition from local residents affected by its operation.[113] A new totalisator was built at the oval in 1963 whilst a new grandstand was completed in 1985.[114]

3.5.9. Supplying food

A significant occupier of land in the area standing upon large parcel of land is the Sydney Fish Market. Its genesis arose from the 1949 Co-operation Act that established legislation permitting fishing co-operatives along the coast.[115] A committee investigating fish marketing in 1953 recommended the establishment of a Fish Authority to manage the Sydney Fish Market.[116] In its wake, in 1963 the New South Wales Fish Authority was established under the Fisheries and Oyster Farms (Amended) Act (Act No 20, 1963).[117] The new Fish Authority took control of the existing Fish Market previously on a site at the corner of Thomas and Quay Streets in April 1964.[118]

An area of 2 acres north of Gipps Street was transferred to the New South Wales Fish Authority on 26 March 1965.[119] On 18 July 1966, the Fish Marketing Authority moved to its new site at Blackwattle Bay.[120] A map compiled in 1966 showed the site as it then existed (Figure 34).[121]

103 W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 11

104 Ibid

105 Ibid, p 12

106 Ibid, p 13

107 Urbis, Bays Precinct Constraints Assessment Report, Draft, August 2014, p 24

108 W Thorp, August 1990, p 11

109 Ibid, p 13

110 Ibid, p 16

111 Ibid, p 17

112 Ibid, p 19

113 Ibid

114 Ibid, p 24

115 Fish Marketing Authority, Fish Marketing in New South Wales – Historical summary as at November 1971, p 3

116 Ibid, p 4

117 Ibid, p 5

118 W Thorp, City West Development Project Master Plan Area Pyrmont Fish Market Heritage Assessment and Strategy Report, For City West Development Corporation, January 1994, p 14

119 CT 3552 f 17

120 Fish Marketing Authority, Fish Marketing in New South Wales – Historical summary as at November 1971, p 6

121 DP 233350

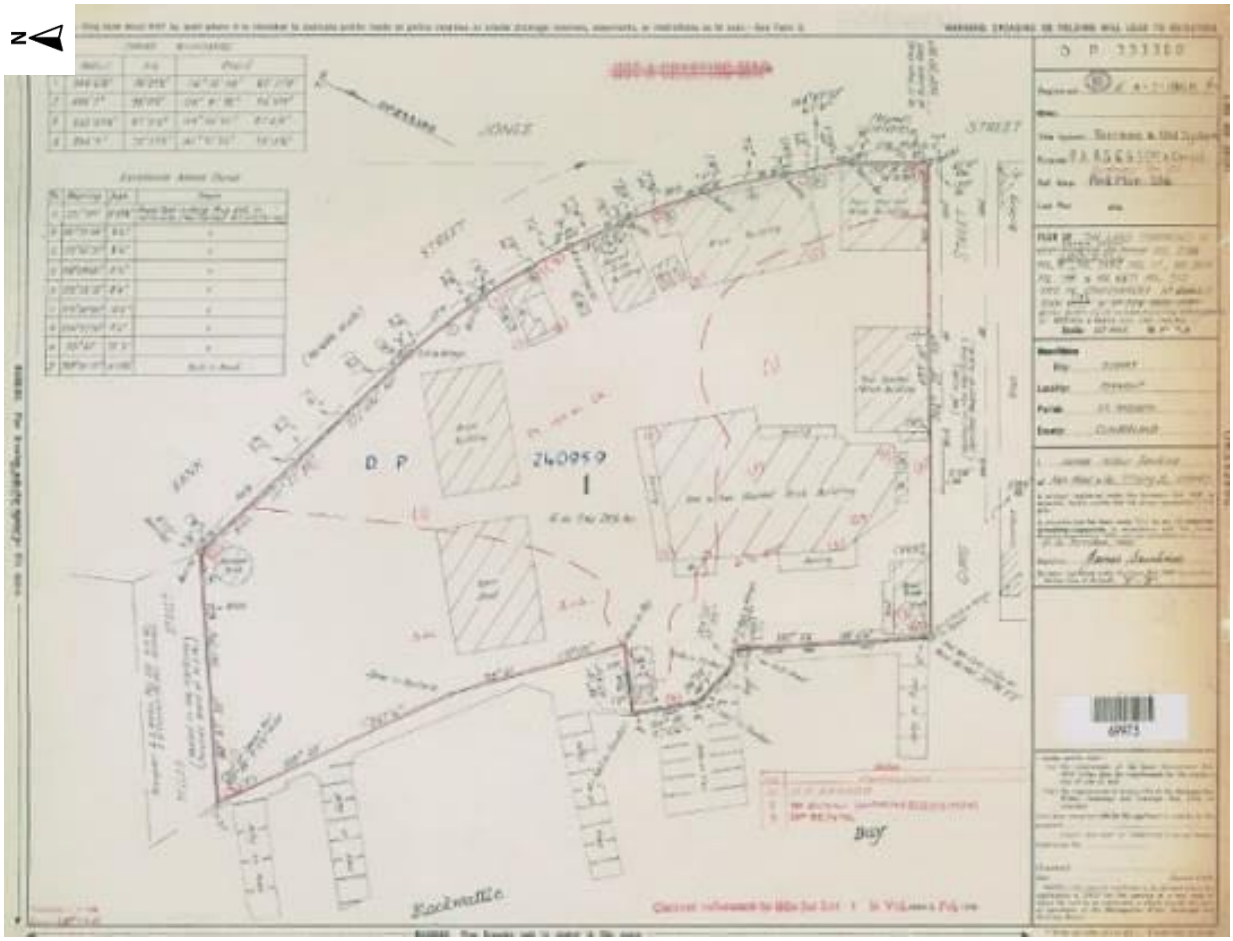


Figure 34: The structures standing on the Fish Market site when it was acquired by the Authority were clearly shown on this map of 1966 (Source: DP 233350).

A new fish market was constructed on the site in 1966.[122] The site was extended in July 1982 when an area of 2½ acres south of Gipps Street was transferred to the Fish Marketing Authority.[123]

3.5.10. **Defending Australia**

Once the area around Blackwattle Bay became a significant shipping area, it acquired a strategic importance vital in wartime, since people and goods moved almost exclusively by sea until the 1960s. In 1918, the trustees of Wentworth Park accepted a proposal permitting the construction of sheds for wool storage on about 15 acres at the north-western part of Wentworth Park for the Central Wool Committee. The term of occupation would last five years.[124] Occupation ceased in 1921 but the sheds remained for some years.[125] By the middle of 1923, the wool sheds were being demolished clearing the site.[126]

[122] Fish Marketing Authority, Fish Marketing in New South Wales – Historical summary as at November 1971, p 6

[123] CT 3200 f 167

[124] W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 14

[125] Ibid

[126] Ibid, p 15

During World War II, Glebe Island at the north-western corner of Blackwattle Bay was the main depot for troop movements and supplies for the United States Army.[127] In 1940, the Wool Committee was again given the right to occupy 4½ acres but its site was at the southern end of Wentworth Park.[128] Further north, Wentworth Park became a significant base for United States forces. On 25 April 1943 Wentworth Park became a United States army camp with actual occupation commencing in June.[129] After the war, the material and buildings were auctioned on 19 June 1946.[130]

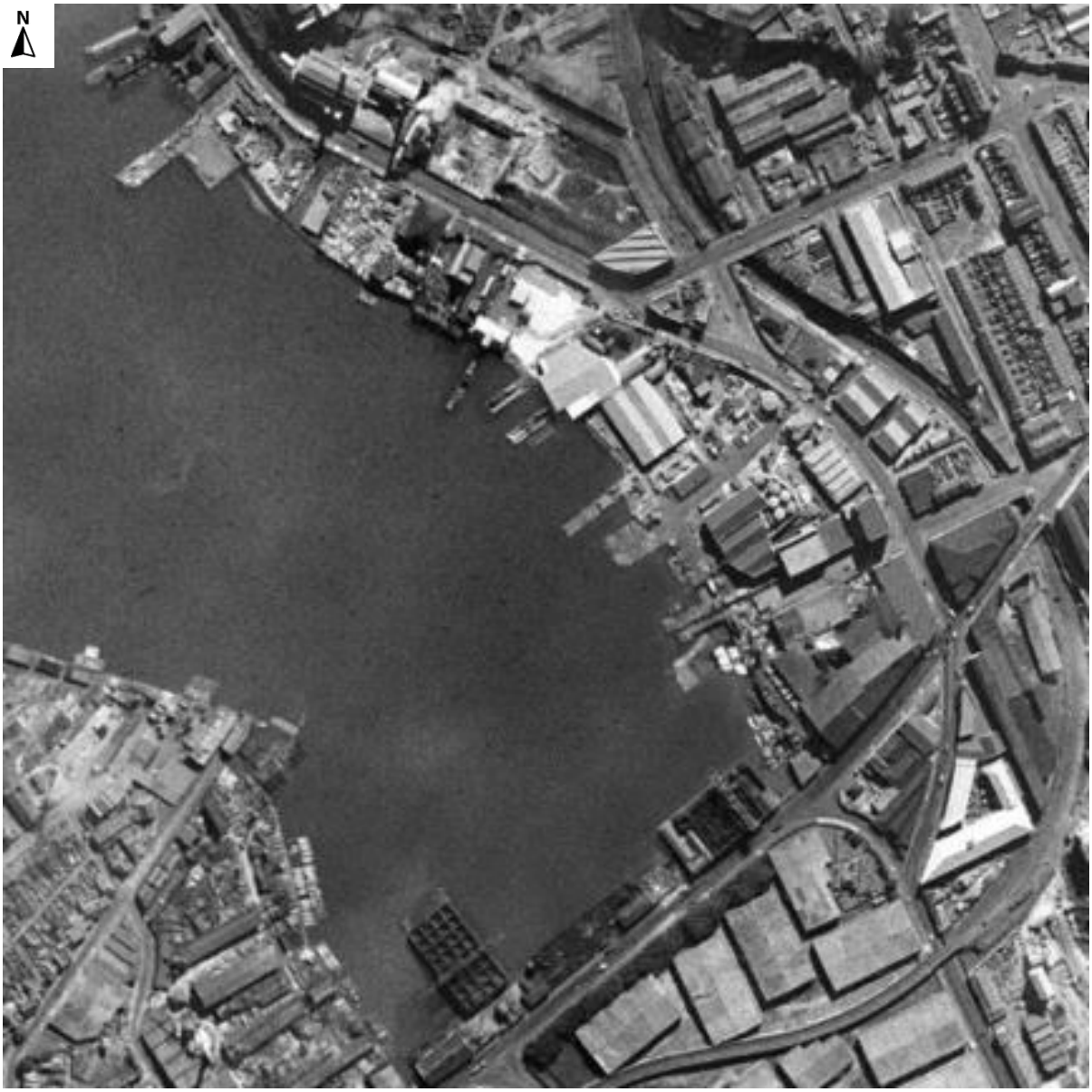


Figure 35: The wharfs and their accompanying warehouses and other facilities tightly clustering around Blackwattle Bay are clearly shown in the 1943 aerial photograph. Note also the military buildings huddled together on the northern part of Wentworth Park (Source: SIX LPI).

[127] Ibid, p 14

[128] W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 21

[129] Ibid

[130] Ibid, p 23

During World War Two, the Royal Australian Navy occupied lots 5-8 of the Harris subdivision and the United States Army occupied part of the land owned by Quarries Pty Ltd (lots 19-20) and land held by the NSW Maritime Services Board.[131] Wentworth Park was not the only part of the area affected by military occupation. Wharfs near Bank Street previously used for fishing boats including the wharf at Number 1 Bank Street (then known as Cam's Wharf) were used to dock minesweeping vessels. What later became the Poulos wharf was used as a Navy depot.[132] It was not until 1954 that the last wool store was removed from Wentworth Park.[133]

[131] Rate Assessment Books, Phillip Ward, 1945, Sydney City Council Archives, Numbers 33003, 33008, 33010; CT 4878 f 131

[132] Bank Street, Pyrmont Master Plan, October 2004, p 6

[133] W Thorp, Historical Context Report Wentworth Park Sydney, August 1990, p 23

3.6. National, New South Wales and Blackwattle Bay Historical Themes

The historical development of an area or item can be understood as occurring in a thematic way, with different layers representing progressively earlier themes. The NSW Heritage Council developed a thematic framework for use in heritage assessment and management. Thinking about a place in terms of themes can help understanding of its significance as well as establish the interpretative storylines. The organising principle for the thematic framework is the dynamism of human activity.[134] The following table identifies a number of historical themes within the National and State framework and organises them by relevance to the Blackwattle Bay State Significant Precinct.

Table 1: Comparative Table of National, New South Wales and Blackwattle Bay Historical Themes

National Theme	State Theme	Blackwattle Bay Themes	Notes	Examples
3 Developing local, regional and national economies	Commerce	Establishing transport infrastructure Transporting and storing goods	Activities relating to buying, selling and exchanging goods and services	Bank, shop, inn, stock exchange, marketplace, mall, coin collection, consumer wares, bond store, customs house, trade routes, mint.
3 Developing local, regional and national economies	Communication	Establishing transport infrastructure Transporting and storing goods	Activities relating to the creation and conveyance of information	Post office, telephone exchange, printery, radio studio, newspaper office, telegraph equipment, network of telegraph poles, mail boat shipwreck, track, airstrip, lighthouse, stamp collection.
3 Developing local, regional and national economies	Environment - cultural landscape	Reclaiming land	Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings	A landscape type, bushfire fighting equipment, soil conservation structures, national park, nature reserve, market garden, land clearing tools, evidence of Aboriginal land management, avenue of trees, surf beach, fishing spot, plantation, place important in arguments for nature or cultural heritage conservation.

134 Both the Australian Heritage Commission (national) and the NSW Heritage Office (state) have identified themes for research relating to places of heritage significance. www.heritage.nsw.gov.au

3 Developing local, regional and national economies	Fishing	Supplying food	Activities associated with gathering, producing, distributing, and consuming resources from aquatic environments useful to humans.	Fishing boat, whaling station, marine reserve, fisher camp, seafood factory, fish shop, oyster lease, artificial reef, fishing boat wreck, mooring, dock, marina, wharf, fish farm, fish trap
3 Developing local, regional and national economies	Industry	Establishing industries Providing building materials	Activities associated with the manufacture, production and distribution of goods	Factory, workshop, depot, industrial machinery, timber mill, quarry, private railway or wharf, shipbuilding yard, slipway, blacksmithy, cannery, foundry, kiln, smelter, tannery, brewery, factory office, company records.
3 Developing local, regional and national economies	Transport	Establishing transport infrastructure Transporting and storing goods	Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Railway station, highway, lane, train, ferry, wharf, tickets, carriage, dray, stock route, canal, bridge, footpath, aerodrome, barge, harbour, lighthouse, shipwreck, canal, radar station, toll gate, horse yard, coach stop.
4 Building settlements, towns and cities	Land tenure	Occupying the land	Activities and processes for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal	Fence, survey mark, subdivision pattern, land title document, boundary hedge, place name, stone wall, shelterbelt, cliff, river, seawall, rock engravings, shelters & habitation sites, cairn, survey mark, trig station, colonial/state border markers.
4 Building settlements, towns and cities	Utilities	Establishing utility infrastructure	Activities associated with the provision of services, especially on a communal basis	Water pipeline, sewage tunnel, gas retort, powerhouse, County Council office, garbage dump, windmill, radio tower, bridge, culvert, weir, well, cess pit, reservoir, dam.
7 Governing	Defence	Defending Australia	Activities associated with defending places from hostile takeover and occupation	Battle ground, fortification, RAAF base, barracks, uniforms, military maps and documents, war memorials, shipwreck lost to mines, scuttled naval vessel, POW camp, bomb practice

				ground, parade ground, massacre site, air raid shelter, drill hall,
8 Developing Australia's cultural life	Leisure	Establishing and maintaining leisure facilities	Activities associated with recreation and relaxation	Resort, ski lodge, chalet, cruise ship, passenger rail carriage, swimming pool, dance hall, hotel, caravan park, tourist brochures, park, beach, clubhouse, lookout, common, bush walking track

4. BUILT HERITAGE & HISTORICAL ARCHAEOLOGY

4.1. Phase 1: Heritage Due Diligence

Phase 1 consisted of two stages:

- a review of existing listed heritage items
- a field survey of the Blackwattle Bay Precinct to determine whether there were other items of potential heritage significance that had not yet been assessed or listed

The following sections (4.1.1 - 4.1.3) present a summary of the findings of Phase 1. Built Heritage

4.1.1. Potentially Significant Buildings in the Precinct and in the Vicinity

- **Boat sheds: University of Sydney Rowing Club and Glebe Rowing Club**

  end of Ferry Road, Glebe (Not within the Blackwattle Bay Precinct)

  Although these buildings are relatively modern, they may have significance associated with their use by the University of Sydney Rowing Club (founded in 1860) and the Glebe Rowing Club (founded in 1879). The boat sheds are not located in any HCA, nor have they been assessed for their level of contribution to the area.

- **Wharf-front warehouse**

  1-3 Bank Street, Pyrmont (Within the Blackwattle Bay Precinct)

  This brick warehouse has been constructed in a style typical of the Inter-War period and appears on aerial imagery from 1943. The building is not in any HCA, nor has it been assessed for its level of contribution to the area. This item has had a long association with the Blackwattle Bay timber industry and later as the base of the Cam and Sons fishing trawler fleet, where it continuously operated for over thirty years. Besides the recent removal of the finger wharf, the site is largely intact from its 1932 construction. It is a rare, extant example of the early-twentieth century maritime industry within Blackwattle Bay.

4.1.2. Archaeological Heritage

Blackwattle Bay Marina/Fish Market

Bridge Road, Glebe (border of Blackwattle Bay Precinct)

The group of structures on the waterfront north of Wentworth Park are highly significant to the history of Glebe and are important for their archaeological potential. The entire Blackwattle Bay Precinct has previously been the subject of detailed archaeological studies undertaken by City Plan Heritage in 2013, with regard to both maritime and terrestrial archaeology as part of SSD 5227-2012.[135] Findings of these studies are still relevant for the precinct. In addition, a comprehensive Maritime Archaeological Assessment has been undertaken by Comber Consultants to support the Blackwattle Bay SSP proposal.[136] The archaeological potential of the precinct is summarised as follows:

[135] City Plan Heritage 2013. Blackwattle Bay Maritime Precinct: Heritage Significance Assessment incorporating Heritage Impact Statement - Terrestrial Archaeology; City Plan Heritage 2013. Blackwattle Bay Maritime Precinct: Heritage Significance Assessment - Maritime Archaeology.

136 Comber Consultants, 2021. *Maritime Archaeological Assessment: A report to support the Blackwattle Bay State Significant Proposal*, Version: D.2020.

Table 2: Archaeological Potential of the Blackwattle Bay Precinct

Pyrmont Bridge Road		
Dating/phase	Nature of potential remains	Degree of likelihood for survival
Early European settlement (1788-1815)	Causeway	High
Reclamation of the Bay (1859-1909)	Wall constructed for reclamation	High
	Stone sea wall	High
	Wharf and associated piling	High
Industry - government coal depots (1910-1925)	First Monier plate sea wall piling	Moderate
	Reclamation and fill	High
Industry - government coal depots (1910-1925) (continued)	Coal depots	Moderate
Industry – Commercial Coal Depot (1926-1943)	Second Monier plate sea wall	High
	Coal depot	Moderate to high
	Timber wharf	Moderate
Redevelopment of wharfage (1945-1950)	Completion of sea wall	High
	R.W. Miller structures	Moderate
1959-1975	Coal silos, office buildings and sheds	Moderate
	Conveyor wharf	High

4.1.3. **Landscape items**

In addition to the built heritage and archaeological heritage items identified above, one heritage listed landscape item is located within the Blackwattle Bay Precinct, summarised as follows (see Section 5 for detailed analysis)

- **'Escarpment Face from Former "Saunders' Quarry"'**

  Pyrmont (Bank Street and beyond)

  SLEP 2012 item no. I1199

  This long and tall sandstone escarpment is a testament to the works carried out in Saunders' Quarry. The quarry was the source of the sandstone used to construct many iconic buildings in Sydney and in cities in neighbouring countries (see the brief history for 10A Wattle Street in Section 5 below). A large part of the escarpment faces Bank Street, adjacent to the precinct boundary.

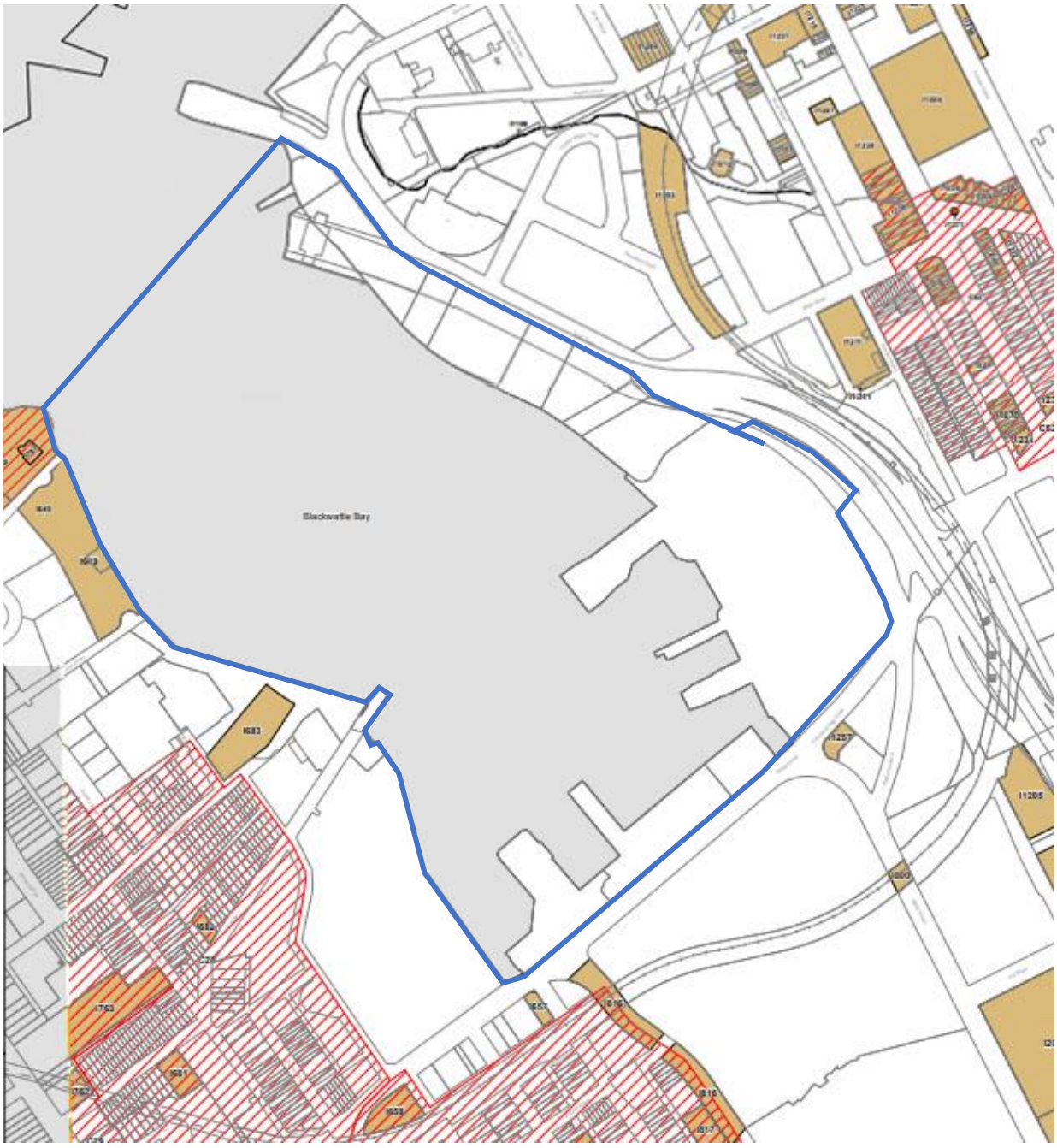


Figure 36: Sydney LEP heritage maps showing the heritage items and HCAs located within proximity to Blackwattle Bay, outlined in blue. (Source: Sydney LEP Heritage Maps 007 and 008)

Anzac Bridge, which is listed as an item of State significance on the section 170 Heritage & Conservation Register of the Transport for NSW, is an important landmark within the context of the area. However, it is outside of the Blackwattle Bay Study Area and there will be no impact as a result of the proposed renewal.

5. BLACKWATTLE BAY HERITAGE STUDY

5.1. Phase 1: Listed & Potential Heritage Items in the vicinity of Blackwattle Bay State Significant State Significant Precinct

Table 3: Listed Items in the vicinity of Blackwattle Bay Precinct

No	Name, address	Listing	HCA	Building Contribution	Comments & photographs
1	House group, comprising: ▪ House "Florence Villa" including interior (49 Leichhardt Street, Glebe) ▪ House "Drayton Lodge" including interior and front fence (51–51B Leichhardt Street) ▪ House "The Retreat" including interior (53 Leichhardt Street) ▪ House including interior and front fencing (14 Oxley Street) ▪ House "Eurimbla House" including interior (16 Oxley Street) (Blackwattle Bay Precinct map)	Sydney LEP 2012: I789 I790 I791 I797 I798	Glebe Point	Contributing	▪ Victorian period cottages of high local historical and aesthetic significance ▪ Exemplary of various Victorian styles of architectural design ▪ Recorded here to accompany the suggested precinct boundary extension

Table 4: Other Potentially Significant Buildings in the Precinct and in the Vicinity

No	Name, address	Listing	HCA	Building Contribution	Comments & photographs
2	Boat sheds: University of Sydney Rowing Club, and Glebe Rowing Club End of Ferry Road, Glebe (Outside of the Blackwattle Bay Precinct)	N/A	Not in HCA	N/A	▪ While the buildings are relatively modern, they hold historical significance associated with their use by the University of Sydney Rowing Club (founded in 1860) and the Glebe Rowing Club (founded in 1879)
3	Wharf-front warehouse 1-3 Bank Street, Pyrmont (Within the Blackwattle Bay Precinct)				▪ Inter-War style brick warehouse building ▪ Appears in 1943 aerial imagery ▪ Currently used by the NSW Department of Planning and Infrastructure

Table 5: Areas with potential for Archaeological Remains

No.	Address	Dating / Phase	Nature of potential remains	Degree of likelihood for survival	Photographs
4	Wentworth Park (Outside of the Blackwattle Bay Precinct)	Reclamation of the Bay (1859-1909)	Stormwater channels* *Please note that locations indicated on the map are approximate, as found on historical documentation	High	*Photograph shows outlets 17A and 17E&F only (17B – 17D are not presently visible)*
5	Wentworth Park Corner of Pyrmont Bridge Road & Wattle Street (Outside of the Blackwattle Bay Precinct)	Reclamation of the Bay (1859-1909)	Foundations of caretaker's cottage and curtilage	High	*Photograph shows a rise which may indicate archaeological remains*

Table 6: Landscape Items in the Vicinity.

No.	Name, address	Listing	Comments	Photographs
6	'Escarpment Face from Former "Saunders' Quarry"' Pyrmont (Bank Street and beyond) (Outside of the Blackwattle Bay Precinct)	Sydney LEP 2012, I1199	Recalls Saunders' Quarry, which was the source of the sandstone used to construct many iconic buildings in Sydney and in cities in neighbouring countries A large part of the escarpment faces Bank Street, adjacent to the precinct boundary	

5.1.1. Conclusions and Recommendations

As noted in the tables above there are a few listed or potential built and landscape heritage items within the vicinity of the Blackwattle Bay State Significant Study Area and a few potential built and archaeological items within the precinct.

Heritage items listed on the State Register, as well as archaeological sites, are ordinarily afforded statutory protection under the *Heritage Act, 1977*. This means that any development proposals for State Heritage items or on archaeological sites must be considered and assessed by the NSW Heritage Council for their potential impact on the heritage significance and values of the item/site.

Heritage items listed on the Sydney LEP 2012 and on Section 170 Registers are ordinarily afforded statutory protection under Clause 5.10 of the Sydney LEP 2012. This means that any development proposals for the heritage items or in the vicinity of them, must be considered and assessed by the City of Sydney Council for their potential impact on the heritage significance and values of the item. As a result, any Development Application (DA) must be accompanied by a Heritage Impact Statement (HIS) to Council.

Rezoning with changes in height and FSR should consider impacts on existing heritage items, such as overshadowing, removal of view corridors, and alteration of historical subdivision patterns and characters. This may be through, amongst other strategies, appropriate setbacks, and avoidance of subdivision and development in areas of established heritage significance.

Items identified by CPH as being of potential heritage significance in this section are not afforded any statutory protection until and unless they are listed as heritage items. However, CPH recommends that the buildings at 1 - 3 Bank Street should be considered for retention. These buildings have potential for adaptive re-use incorporating new structures into the existing buildings.

5.2. Phase 2: Heritage Assessment

Phase 2 involved a detailed desktop Heritage Assessment which found one site of potential historical interest in the identified study area: the Inter-War building at 1-3 Bank Street. The findings are presented below with regard to their history and the issues and constraints they present to potential development.

5.2.1. The Fish Market and Bank Street

5.2.1.1. Brief History

Historical maps and research show that the Fish Market precinct, on the eastern shore of Blackwattle Bay up to Bank Street (originally Abattoirs Road) (Figure 37), had always been reserved for industry of various natures along with shipping. In the 1830s and 1840s, abattoirs and related industries were established on the shores of Blackwattle Swamp. The pollution these activities caused in the waterway and surrounds led to their removal in the 1850s.

As early as the 1860s, Jetties had appeared on the eastern shore of Blackwattle Bay, shown in the Trigonometrical Survey of 1865. The Metropolitan Detail Sheet of 1880 shows early structures on the site (Figure 38), During the 1890s, native softwood timber was in decline, which led to an increase in imports of softwood timber from North America and the Pacific and the establishment of timber merchants, importers, and sawmills along the eastern shore of the Bay. Timber works were accompanied by other

industries, as evidenced by the entries in Sands' Directory of 1891, which showed also iron merchants and ore treating works.[137]

In 1895 the Harris family subdivided the land into allotments that were then leased out mostly to timber merchants but also to wharfage contractors.[138] In the first decade of the 1900s the Fish Market site was occupied also by the Shell Transport and Trading Company, the British Imperial Oil Company and Vacuum Oil Company, who used the land for oil stores. Sands' Directory of 1909 shows that the eastern shore of the Bay was then a significant area for wharves, timber merchants, oil shipment and blue metal.[139]

Sands' Directory listings of the 1920s show that machinery manufacturers and importers had joined the ranks of traders on the eastern shore of the Bay. The Fire Underwriters' Association map of December 1923 (Figure 39) shows outlines of the oil company buildings on the current Fish Market site.[140] During the 1920s the amalgamation of sites was under way. In 1932, Sands' Directory listed the occupiers as follows: Cowlishaw's Wharf; Pyrmont Timber Handling & Storage Co; Allen Taylor & Co, timber store; Wallis Bros Ltd, sawmills; Paul Poech, skin store; Albert Giese; Austral Box Timber Co Ltd; Australian Gaslight Co, coke and tar depot; Taylor's Wharf; Allen Taylor & Co Ltd, timber merchants, main office; and Smith Bros, stevedores & lighterage contractors.[141] The City of Sydney Building Surveyors' maps (Figure 40), dated to around 1950, show the occupiers along the eastern shore of Blackwattle Bay.

In 1965 the area on the eastern shore of Blackwattle Bay was transferred to the New South Wales Fish Authority,[142] and in 1966 the Fish Marketing Authority moved to its new site.[143] A survey map of 1966 showed the site as was then configured (Figure 41).[144] In 1982 the Fish Market site was extended towards the north.[145]

[137] Sands' Directory, 1891, p 1.

[138] CT 1148 f 218; CT 1297 f 143.

[139] Sands, Directory, 1909, p 1.

[140] Fire Underwriters' Association of NSW, Detail Survey, Block 203.

[141] Sands, Directory, 1932-3, p 4

[142] CT 3552 f 17.

[143] Fish Marketing Authority, Fish Marketing in New South Wales – Historical summary as at November 1971, p 6.

[144] DP 233350.

[145] CT 3200 f 167.

Figure 37: Location of the Fish Market, between the eastern shore of Blackwattle Bay and Bank Street, outlined in red. (Source: SIX Maps NSW with overlay by City Plan Heritage).

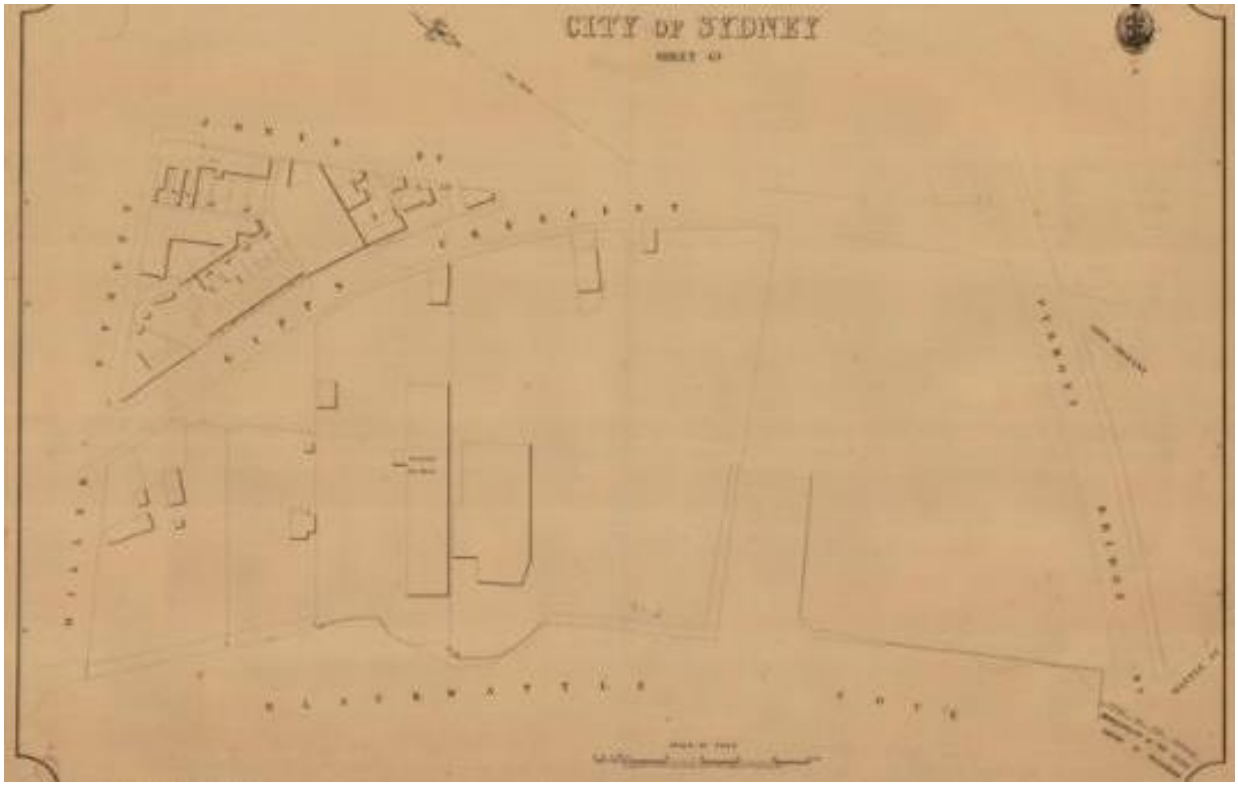


Figure 38: The 1888 Metropolitan Detail Survey sheet depicting the area now known as the Sydney Fish Market. (Source: Metropolitan Detail Survey, City of Sydney, Sheet G3, ML Map).

Figure 39: The Fire Underwriters' map showed development on the sites occupied by Allen Taylor and Co, Smith Brothers and the Shell Oil Company, now occupied by the Fish Market. (Source: Fire Underwriters' Association of NSW, Detail Survey, Block 203).

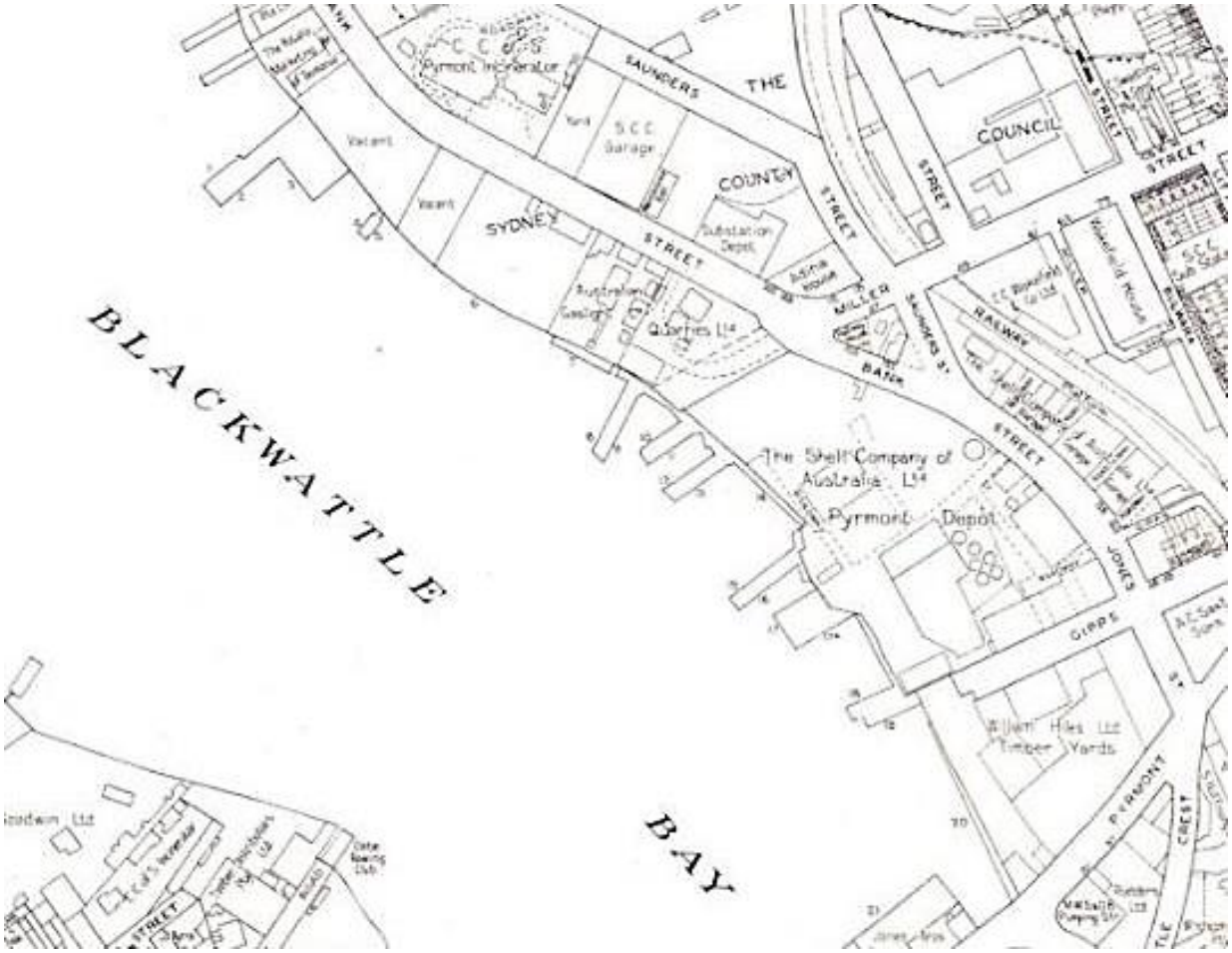


Figure 40: The City Building Surveyors' sheet showing the eastern side of the bay. (Source: City of Sydney Building Surveyors Maps, SCC, Sheet 5).

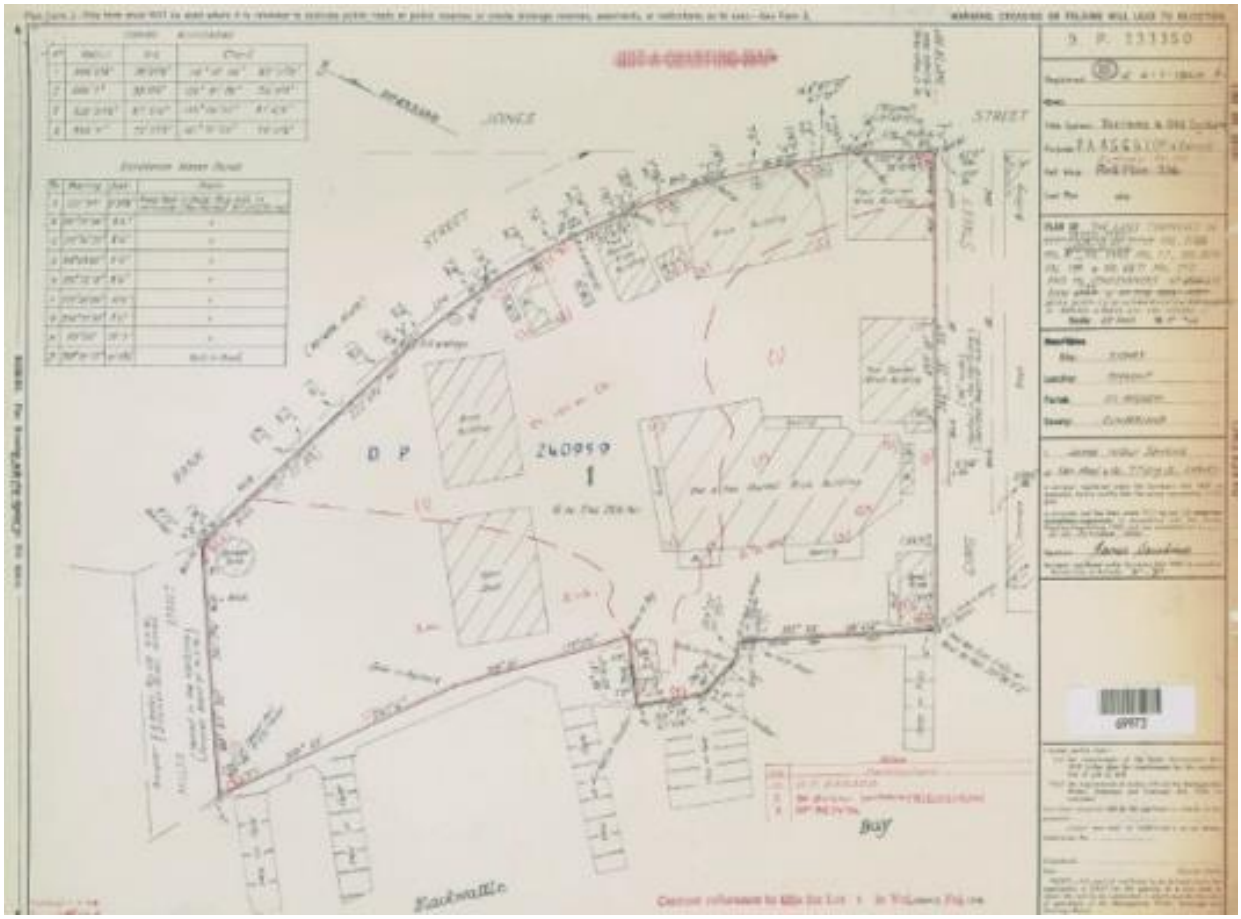


Figure 41: The structures standing on the Fish Market site when it was acquired by the Authority were clearly shown on this map of 1966. Source: DP 233350.

5.2.1.2. Assessment of Significance Criteria

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

The Fish Market site along Bank Street is currently an important commercial and leisure/entertainment site in Sydney and bore witness to the early development of industry in Sydney including abattoirs, timber yards, shipping, metal manufacture and oil storage.

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

The site is not known to have strong associations with any person or group of persons.

(c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area

The site is currently occupied by a number of common and utilitarian shed buildings that contain the Fish Market, which do not show any aesthetic characteristics or technical achievement.

Formerly on the site there were numerous buildings related to a variety of industries. Should archaeological remains of these buildings exist, they would not be expected to demonstrate either aesthetic characteristics or technical achievement.

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

The site has been used as the Fish Market for many decades, since the 1960s, and therefore holds a special association for the numerous fish merchants that have operated there during that time. Additionally, the Fish Market site has functioned as a place of leisure and entertainment for the wider Sydney community for as long, and therefore holds a special status in Sydney for socio-cultural reasons.

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

The site may contain archaeological resources relating to earlier industrial activity on the site, which may include footings of buildings. The locations and functions of these structures have already been well-documented in a series of maps and plans prepared throughout the period of use of the site. Therefore, although the site has potential to yield archaeological resources, these are unlikely to be significant for understanding the area's cultural history beyond what is already known from documentary evidence.

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

The Fish Market site is the primary market dedicated to fish and seafood in Sydney and functions also as an important site of leisure and entertainment for inhabitants of wider Sydney. It, therefore, possesses uncommon and rare aspects of Sydney's cultural history.

(g) an item is important in demonstrating the principal characteristics of a class of the local area's

- ***cultural or natural places; or***
- ***cultural or natural environments***

The Fish Market site does not currently demonstrate the principal characteristics of Pyrmont, but once was a centre of industrial development in early Sydney. Some physical evidence of early industrial activities is potentially present in the archaeological record.

5.2.1.3. Statement of Significance

The Fish Market site along Bank Street, Pyrmont, is significant primarily for its current importance as a leisure/entertainment site for inhabitants of and visitors to Sydney. It also once bore witness to the development of industry in early Sydney. The site has the potential to contain archaeological resources related to early industrial activities, but these are already documented well through historical evidence.

5.2.1.4. Opportunities and Constraints

The Fish Market site is of local heritage significance as the primary market dedicated to fish and seafood in Sydney since the 1960s, which also functions as a site of leisure and entertainment for the wider Sydney community. Historically it has been the site of a wide range of industrial activities, traces of which may remain in the archaeological record. The site has high potential for redevelopment and renewal as an updated Fish Market precinct, or otherwise for adaptive reuse as an industrial site. Archaeological resources relating to earlier industrial activity on the site may be present beneath the ground surface. A detailed archaeological assessment must be undertaken to clarify their nature and extent prior to any works being conducted on the site. Depending on the findings of the detailed assessment, it may be necessary to apply for an excavation permit under section 140 of the Heritage Act.

5.2.2. 1-3 Bank Street, Pyrmont

Beyond the Fish Market site to the north, a brick building constructed in a style typical of the Inter-War period stands at 1-3 Bank Street, overlooking the water from the rear (Figure 42 and Figure 43). When the Bank Street, Pyrmont Master Plan was in preparation in 2004, the building was owned and occupied by Ms Ann Forrester, who had lived there for some years. At that time, Ms Forrester was able to provide some information about the history of the building and its associated wharf in correspondence to the Minister for Waterways.[146]

Figure 42: Brick building at 1-3 Bank Street, Pyrmont.

Figure 43: 1-3 Bank Street, Pyrmont, outlined in red. The extent of the Blackwattle Bay Precinct is indicated by the blue line (Source: SIX Maps 2016).

[146] Maunsell Australia Pty. Ltd.. 2004. Bank Street Pyrmont, Master Plan: Appendix C - Heritage Assessment.

5.2.2.1. Brief History

A wharfage plan of Blackwattle Bay from 1919 shows that the Bay's eastern shoreline, including Bank Street, was taken up by wharves associated with the Allen Taylor & Co. Ltd. timber yards (Figure 44). As a part of the company's timber business, it also owned a number of ships.

In the 1930s ownership changed hands. Low land values following the stock market crash in 1929 enabled Italian immigrant fisherman Carlo Caminiti (later anglicised to Charles Cam) to purchase the land at 1 Bank Street, Pyrmont and erect the appropriate structures for fishing wharves and ship maintenance in 1932.[147] An aerial photograph from 1943 (Figure 45) shows their alignment and the outline of the structures present at that time.

For some years previously the NSW State Government had been attempting to establish a State Fishery, however, during the Depression the established fishery fleet was placed on the market.[148] Charles Cam purchased one trawler, the Goonambee, in 1923 and a second ship the year after. From these he was able to develop a fishing fleet that he operated out of the 1 Bank Street, Pyrmont site for approximately 30 years.[149] The company, Cam and Sons Ltd., was established in 1934; the fleet at this time included the Beryl II, Alfie Cam, Olive Cam, Mary Cam and the Goorangai (see Figure 46 and Figure 47). Following the outbreak of WWII, Cam offered some of his fleet to the Royal Australian Navy to be used as coastal patrol ships.[150] During the war, one of the ships was sunk by a Japanese submarine and one was acquired by the United States Navy.[151] Following Charles' death in 1947 the Cam and Sons operations began winding down and the company officially ceased operating in 1961.[152]

An analysis of the Sands Directory and assessment/rates books has indicated that the site was occupied by a number of industries following the end of Cam and Sons' operation. In 1950, the City of Sydney building surveyor's department indicated an amenities room was constructed by Keene and Co., a company associated with the poultry industry on site.[153]

[147] Graeme Andrews 2006. 'Do you remember … Cam's Trawlers', Afloat: The Spirit of Australia's Waterways magazine, p.21.

[148] Ibid. p.21.

[149] Ibid. p.21-23.

[150] Ibid. p.22.

[151] Ibid. p.22.

[152] Ibid. p.23.

[153] Building Inspector's Card no. 1950/0390, Container 43360 (City of Sydney Archives Investigator online).

Figure 44: Extract from a map of the wharfage accommodation plan of the Port of Sydney, 1919 with the area of 1-3 Bank Street circled in red. (Source: Sydney Harbour Trust. State Library New South Wales file no. a5447001).

By 1975 the Bank Street wharf was occupied by the Forklift Hire Co. A photograph of the site may be seen in Figure 48 below. At this time the wharf was still intact with the boat shed above the wharf retained as a complete building from Cam and Sons' operating days.

The Bank Street, Pyrmont Management Plan concluded that the wharf may have some significance, "due to the fact that this wharf may be one of the few (if any) remaining wharves of this scale in Sydney Harbour, with a strong association with the zenith of harbour activity."[154]

By March 2016, the wharf had been removed.

[154] Maunsell Australia Pty. Ltd. 2006. Bank Street, Pyrmont Master Plan. Appendix C: Heritage. p. 13.

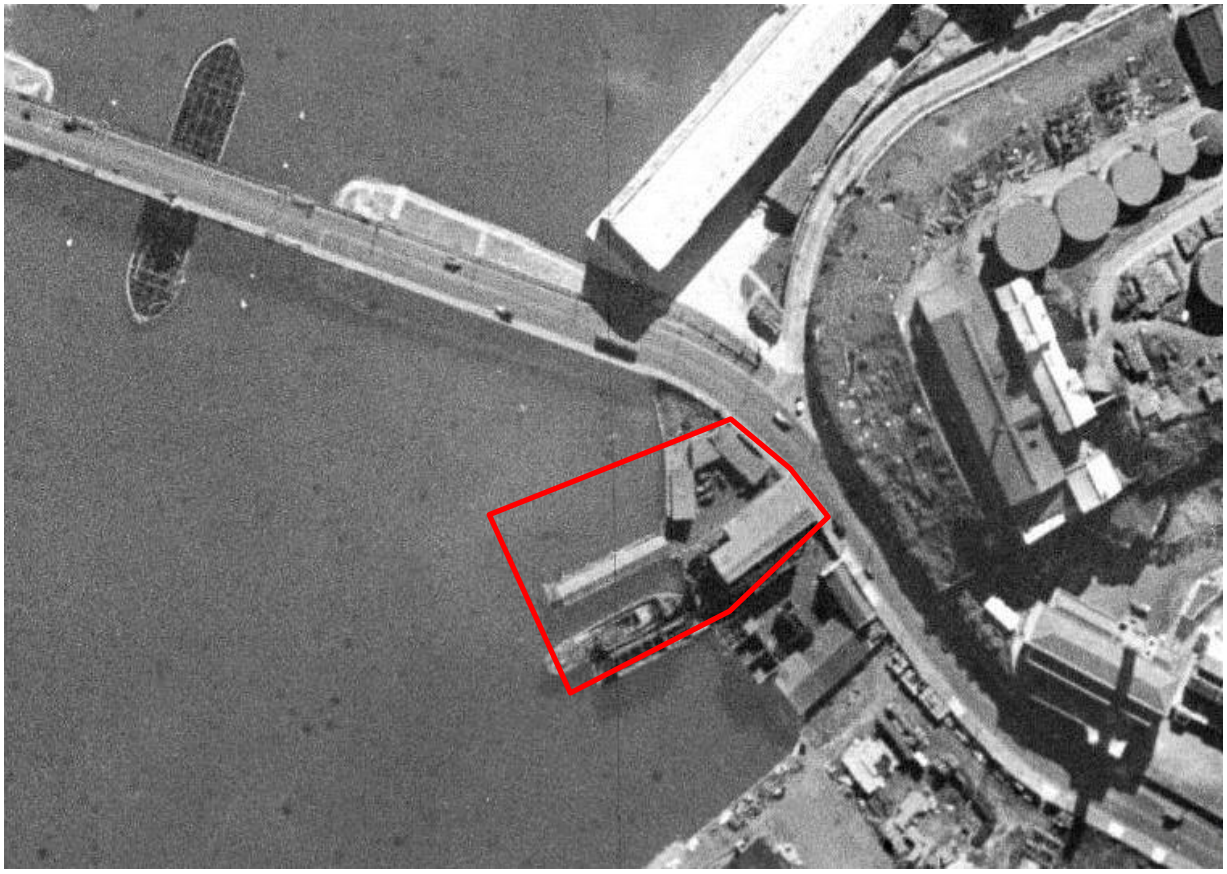


Figure 45: 1943 aerial photograph of Pyrmont, with 1-3 Bank Street outlined in red (Source: SIX Maps 2016).

Figure 46: The Goorangai, the first of Cam and Co.'s fleet was sunk by the Japanese in 1940 (Source: Andrews 2006).

Figure 47: The Cam and Co. Fleet at the Bank Street Wharf in 1956 (Source: Andrews 2006).

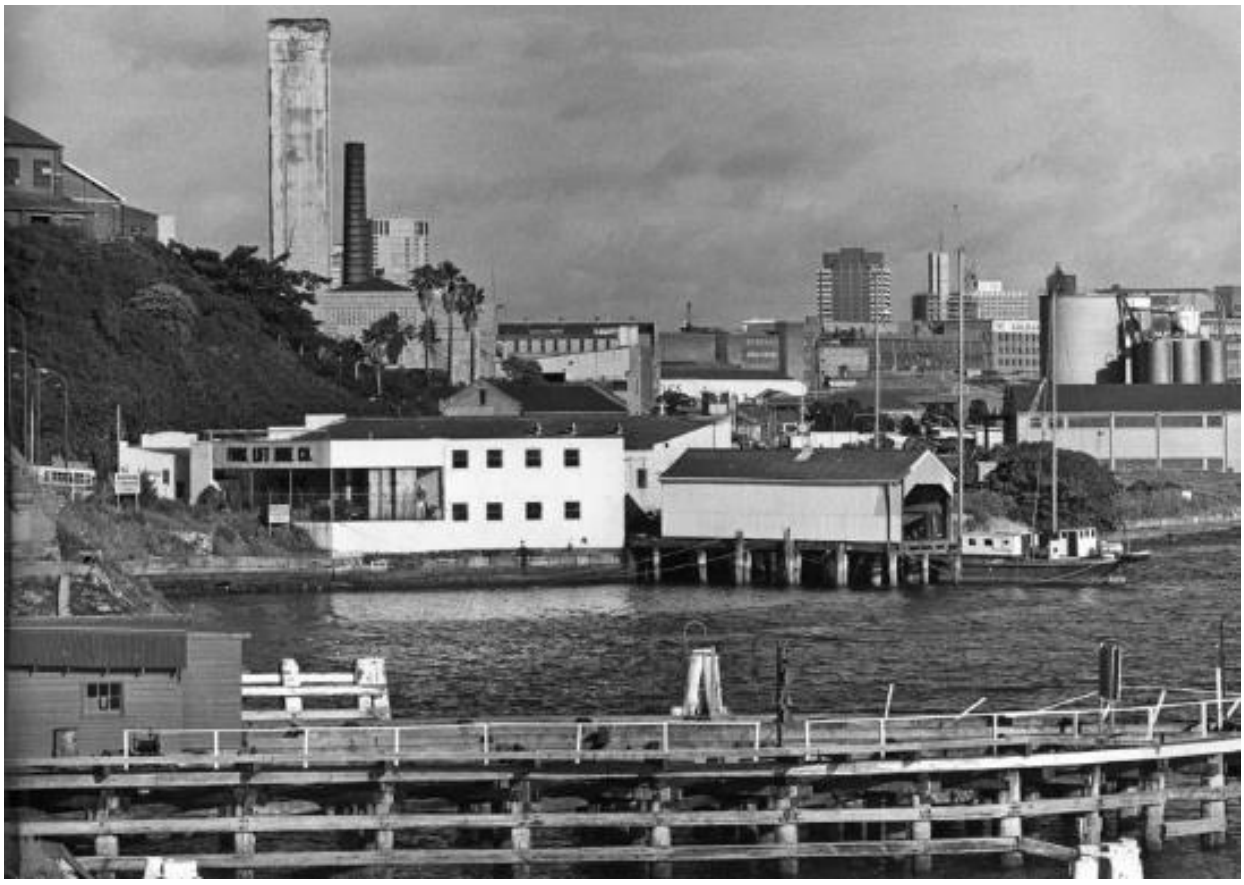


Figure 48: A view of the site taken from the Glebe Island Bridge in 1976. At this time the Forklift Hire Co. occupied the site (Source: City of Sydney Archives online, 067/067929).

5.2.2.2. Assessment of Criteria

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

The site at 1-3 Bank Street is representative of Sydney Harbour's working port past. Originally used as a timber yard and later as a fishing depot by Cam and Co., the site is one of the few remaining relics in Blackwattle Bay of the maritime industry.

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

The site has strong associations with Cam and Sons, a fishing trawling company that operated out of the 1-3 Bank Street location for approximately thirty years.

(c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area

The site is largely intact from the 1932 construction by the Cam and Sons company, however, more recently the site has fallen into disrepair and the finger wharf has been removed. The Inter-War utilitarian construction is relatively common and is not considered aesthetically significant.

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

Although originally associated with the Cam and Sons Company, the company has been out of operation for over fifty years and does not form part of general community recollections. Therefore, the site is not considered to have a particularly strong association with any community or cultural group in the local area.

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

The history associated with the Cam and Sons Company is not well documented, and further research has the potential to illuminate the history of this aspect of Blackwattle Bay further.

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

The extant maritime industrial features of the site are rare within the Blackwattle Bay area. Much of the area has been redeveloped, leaving few remnants of the early twentieth century industrial maritime operations. The site and its buildings therefore constitute rare elements in Blackwattle Bay.

(g) an item is important in demonstrating the principal characteristics of a class of the local area's

- ***cultural or natural places; or***
- ***cultural or natural environments***

The subject site does not satisfy this criterion.

5.2.2.3. Statement of Significance

1-3 Bank Street, Pyrmont has had a long association with Sydney as a working port. Originally associated with the Blackwattle Bay timber industry, the site was soon redeveloped for use as the base of the Cam and Sons fishing trawler fleet, where it continuously operated for over thirty years. Besides the recent removal of the finger wharf, the site is largely intact from its 1932 construction. It is a rare, extant example of the early-twentieth century maritime industry within Blackwattle Bay.

5.2.2.4. Opportunities and Constraints

The site is of local heritage significance as it is a largely intact remnant of the early twentieth century Blackwattle Bay maritime industry. As a result, demolition may not be supported. The site has high potential for adaptive reuse, incorporating new structures into the existing Inter-War building. The former timber wharf may be reinstated.

5.2.3. **Areas of Archaeological Potential**

Research undertaken for this report has indicated that there is potential for archaeological resources to be found across the Blackwattle Bay Precinct. CPH undertook a detailed assessment of the archaeological potential of Blackwattle Bay, with regard to both maritime and terrestrial archaeology, in 2013 to support of SSD 5227-2012. Following review of these studies, we consider that their findings remain relevant for European archaeological potential. The maritime archaeological assessment has been undertaken by Comber Consultants and their study forms part of the documentation for the Blackwattle Bay SSP Proposal. The following table (Table 7) indicates the specific locations and nature of potential archaeological deposits throughout the study area, and their locations are also shown on the map in Figure 49.

Table 7: Areas of Archaeological Potential

Map Reference	Location	Nature of Deposit	Reference within this report
1	Blackwattle Bay foreshore (Pyrmont Bridge Road)	potential for extant: causeway sea walls and pilings coal depots timber wharves	Figure 49
2	Blackwattle Bay waters	potential for extant: sea walls pilings for wharves	Figure 49. For detailed study refer to Comber Consultants Maritime Archaeological Assessment (Version D.2020 dated 12 January 2021)
3	Fish Market site and Bank Street	potential for archaeology related to early industrial activities	Section 5.2.1

Figure 49: Study area map showing Blackwattle Bay with overlays showing areas of archaeological potential (Source: FJMT with overlays by City Plan Heritage).

5.2.4. Conclusions and Recommendations

Heritage assessment of those buildings and sites identified within the Study Area to be of interest has identified a number of heritage constraints but has also shown that there is opportunity for redevelopment within these constraints. These constraints and opportunities may be summarised as follows:

5.2.4.1. Fish Market site and Bank Street

- renewal and redevelopment of the site is supported
- adaptive reuse in ways that feature industrial activities to be explored during design development
- some archaeological remains relating to earlier industries may exist beneath the ground surface. As the development history of the site is known from documentary evidence, any potential remains may not be of significance to the local history, but should be further investigated by a qualified archaeologist prior to any works that would involve disturbance of the ground surface
- it would be prudent to undertake an archaeological assessment prior to any physical site works taking place to understand the extent of any constraints presented by archaeological deposits

5.2.4.2. 1-3 Bank Street:

- as the site has been assessed in this report as being of local heritage significance, the buildings should be considered for retention
- the site has high potential for adaptive reuse, incorporating new structures into the existing Inter-War building
- the former timber wharf may be reinstated as an interpretive measure
- the site should be considered in any proposed Heritage Interpretation Plan for the site

5.2.4.3. Areas of Archaeological Potential:

- several areas of archaeological potential have been identified across the Blackwattle Bay precinct;
- As rezoning will not impact upon archaeological resources, there will be no associated physical works. There is no requirement to undertake detailed archaeological assessments prior to rezoning as future applications may require preparation of a detailed archaeological assessment if any development involves disturbance of the ground surface within these in areas of archaeological potential
- where known or potential archaeological resources are determined to be of high significance, archaeological excavation will be required prior to any development works, subject to the approval of a s140 permit application which would be accompanied by the detailed archaeological assessment and a research design

6. CULTURAL LANDSCAPES

6.1. Authorship

This section of the report has been prepared by Chris Betteridge, Landscape Heritage Consultant of MUSEcape. Where changes occurred due to demolition of structures since the preparation of the 2017 MUSEcape study the information has been amended accordingly by CPH without any adverse implications to the findings of the MUSEcape study.

6.2. Blackwattle Bay as a cultural landscape

6.2.1. Some definitions

This report applies to the entire cultural landscape of the Blackwattle Bay. A total cultural landscape management approach enables identification and assessment of potential heritage items in their historical and environmental context, rather than as stand-alone items. The following text provides some definitions of cultural landscape and the benefits of adopting a cultural landscape management approach.

> *"A cultural landscape is fashioned from a natural landscape by a culture group. Culture is the agent: the natural area is the medium. The cultural landscape the result."*

Carl Sauer[155]

> *"Landscape is never simply a natural space, a feature of the natural environment. Every landscape is the place where we establish our own human organization of space and time".*

John B. Jackson[156]

Cultural landscapes by their name imply human intervention but they may also include substantial natural elements.

> *"They can present a cumulative record of human activity and land use in the landscape, and as such can offer insights into the values, ideals and philosophies of the communities forming them, and of their relationship to the place. Cultural landscapes have a strong role in providing the distinguishing character of a locale, a character that might have varying degrees of aesthetic quality, but, regardless, is considered important in establishing the communities' sense of place."*[157]

A 2010 publication by the then NSW Department of Environment, Climate Change and Water (DECCW) provides guidelines for managing cultural landscapes. It defines the cultural landscape concept as emphasising "the landscape-scale of history and the connectivity between people, places and heritage items". It recognises the present landscape is the product of long-term and complex relationships between people and the environment.

On any given area of land, it is likely that some historical activity will have taken place. Evidence of that activity may be detectable in the vegetation or in landscape modifications as well as in archaeological evidence, historical documents or people's stories. Some pasts have 'touched the landscape only lightly',

155 Sauer 1963, p.343

156 Jackson 1984, p.156

157 Pearson and Sullivan 1995

while some places of historical activity are marked by imposing built structures or are commemorated for their association with important events or people.

For the purposes of the DECCW guidelines, cultural landscapes are defined as:

> *'… those areas which clearly represent or reflect the patterns of settlement or use of the landscape over a long time, as well as the evolution of cultural values, norms and attitudes toward the land.'*

The elements of a cultural landscape are illustrated below;

Landscape = Nature + People
Landscape = The Past + The Present
Landscape = Places + Values

Figure 50: The Elements of a Cultural Landscape (Source: Diagram after Guilfoyle 2006:2, based on Phillips 2002:5)

The DECCW Guidelines emphasise that cultural heritage management has, until recently, conceptualised heritage mainly as isolated sites or objects. For example, a hut, woolshed, fence, ground tank, bridge, scarred tree, grave, orchard or piece of machinery. A site-based approach is thus an 'easy' concept for land managers and heritage practitioners as it supports separating the natural and cultural for management purposes. However, this site-based approach has the unfortunate effect of reinforcing the notion of culture and nature as spatially separate and thus able to be managed independently. In a national park or nature reserve context, cultural heritage sites are seen as isolated points or pathways that are set in a natural landscape. The work of nature conservation can go on around these sites. The authors of the guidelines argue that the natural environment is part of these sites.

Similarly, in an environment such as Blackwattle Bay that has been highly modified by land reclamation and industrial activity in the past, the natural values may have been almost obliterated but can be recovered through well-planned rehabilitation measures or interpreted by appropriate landscaping. A cultural landscape approach offers an opportunity to integrate natural and cultural heritage conservation by seeing culture and nature as interconnected dimensions of the same space.

6.2.2. Site history and historical themes

The history of the study area is covered in the thematic history by Dr Terry Kass. Those historical themes relevant to the evolution and interpretation of the cultural landscape are shown in the table below (Table 8). A third column presents examples, derived from the history of the study area, of the ability of the area to demonstrate those themes.

Table 8: Historical Themes relevant to the cultural landscape within and in the vicinity of the Blackwattle Bay

Australian Theme	NSW Theme	Ability for Blackwattle Bay to demonstrate theme
1 Tracing the natural evolution of Australia	Environment – naturally evolved (including natural features which have shaped or influenced human life and culture)	The original Blackwattle Swamp was reclaimed, allowing increased land for various uses and improved access for vessels. The natural history of the area can be interpreted through landscaping

Australian Theme	NSW Theme	Ability for Blackwattle Bay to demonstrate theme
		and appropriate interpretation measures.
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	The Aboriginal occupation and use of the area prior to and after European settlement can be interpreted. Were Aboriginal people employed in the various industries which operated within the precinct?
2 Peopling Australia	Convict	Were there any convict associations with early clearing and use of the site?
2 Peopling Australia	Ethnic influences	Which ethnic groups were employed in the timber industry, slaughterhouses, Sydney Fish Market?
3 Developing local, regional and national economies	Commerce	Sydney Fish Market is a major hub for commerce and a meeting place for the community.
3 Developing local, regional and national economies	Environment – cultural landscape (activities associated with the interactions between humans, human societies and the shaping of their physical surroundings)	The landscape resulting from swamp clearing and land reclamation and the evolving cultural landscape arising from changing uses over time can be interpreted by design and a range of communication measures.
3 Developing local, regional and national economies	Fishing (activities associated with gathering, producing, distributing and consuming resources from aquatic environments useful to humans	Possible Aboriginal uses of the area for fishing and gathering food; fishing boats; seafood processing and marketing; wharves; seafood cafes and restaurants
3 Developing local, regional and national economies	Industry (activities associated with the manufacture, production and distribution of goods)	Slaughter yards; boiling down works; piggeries and tanneries; Timber industry (importing, milling, merchants); Glebe Island Abattoirs; Blackwattle Iron Works; oil storage and shipment; blue metal processing; wharves; shipbuilding yards; Saunders stone quarry; Saxton & Binns and Hudson & Sons prefabricated homes; cement batching plants; former wool stores on Wentworth Park
3 Developing local, regional and national economies	Transport (activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Former timber wharves; coal loader; fishing docks; roads; Rozelle to Darling Harbour goods railway line; railway viaduct; former Glebe Island bridges; Anzac Bridge
4 Building settlements, towns and cities	Towns, suburbs and villages (activities associated with creating, planning and managing urban functions,	Public park; streetscape of Pyrmont Bridge Road; marketplace (Sydney Fish Market); abandoned wharf remnants

Australian Theme	NSW Theme	Ability for Blackwattle Bay to demonstrate theme
	landscapes and lifestyles in towns. suburbs and villages)	
4 Building settlements, towns and cities	Land tenure (activities and processes for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal	The land-water interface; early land grants; subdivision; land reclamation; seawall along edge of Pyrmont Bridge Road, boundary between State and privately-owned land holdings
4 Building settlements, towns and cities	Utilities (activities associated with the provision of services, especially on a communal basis)	Sewage tunnel; Blackwattle Bay Stormwater System; electricity substations
5 Working	Labour (activities associated with work practices and organised and unorganised labour)	Wharves; labour records
7 Governing	Defence (activities associated with defending places from hostile takeover and occupation)	Use of northern part of Wentworth Park by US forces during World War II; use of other sites by US Army and Royal Australian Navy
7 Governing	Government and administration (activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs – includes both principled and corrupt activities	Blackwattle Bay Land Reclamation Act 1873 and subsequent amendment 1878; commission of Inquiry into the management of Glebe Island abattoirs; Creation of Wentworth Park; Establishment of Sydney Harbour Trust in 1901; NSW Fish authority in 1963; Fish Marketing Authority move to Blackwattle Bay in 1966;
7 Governing	Welfare (activities and process associated with the provision of social services by the state or philanthropic organisations)	Recent use of arches under railway viaduct by homeless people and the City of Sydney policy for dealing with welfare related issues.
8 Developing Australia's cultural life	Creative endeavour (activities associated with the production of literary, artistic, architectural and other imaginative, interpretive or inventive works)	Design and construction of railway viaduct; design and planting of Wentworth Park including association with Charles Moore, Director, Botanic Gardens Sydney
8 Developing Australia's cultural life	Leisure	Recreational boating; hiring of cruise vessels; visiting the Fish Market; gazettal of Wentworth Park in 1885
8 Developing Australia's cultural life	Sport (activities associated with organised recreational and health promotional activities)	Use of north part of Wentworth Park for sporting activities including former football ground; First Rugby League in Australia in 1908; yacht pens in bay
9 Marking the phases of life	Persons (activities of, and associations with identifiable	Association of fig plantings in Wentworth Park with Charles Moore, Director, Sydney Botanic Gardens;

Australian Theme	NSW Theme	Ability for Blackwattle Bay to demonstrate theme
	individuals, families and communal groups)	associations with other significant individuals in past and present industries in the study area.

6.2.3. The present cultural landscape in the context of the Blackwattle Bay Precinct

The landscape character of the study area varies considerably from south to north and west to east. At the southern end is the elegant curved brick structure of the railway viaduct (Figure 51) and the open space of the northern part of Wentworth Park, bounded on its northern side by the magnificent double row of Ficus macrophylla (Moreton Bay Fig) planted at the direction of Charles Moore, director of Sydney's Botanic Garden (Figure 52). Among the figs are a few specimens of Eucalyptus microcorys (Tallow Wood).

Figure 51: View across the northern part of Wentworth Park from its northeast corner showing the railway viaduct. Outside of the Blackwattle Bay SSP.

Figure 52: View southwest along the double row of Ficus macrophylla (Moreton Bay Fig) on the Pyrmont Bridge Road edge of Wentworth Park, with some of the arches of the railway viaduct visible at left. Outside of the Blackwattle Bay SSP.

On the northern side of Pyrmont Bridge Road is a narrow strip of reclaimed land and wharves formerly occupied by the Hanson Heidelberg Cement concrete batching plant and the marina for charter vessels. This area included the visually intrusive cement plant structures, expanses of hard stand car parking and the remains of former coal loading facilities (since demolished). Vegetation is limited to scattered specimens of Lophostemon confertus (Brush Box) street trees and some casuarinas and urban weeds adjoining the property boundaries .

On the western side of Blackwattle Bay, former industrial land uses have been replaced by the urban parkland of the Glebe Foreshore with its Blackwattle Track along the foreshore (Figure 53). Structures include the University of Sydney Boathouse and the buildings of Sydney Secondary College.

Figure 53: Panorama looking north along the Blackwattle Track in the Glebe Foreshore park, with the former Hanson concrete batching plant at right and the pylons of the Anzac Bridge and the high-rise buildings of Pyrmont visible in the distance. Outside of the Blackwattle Bay SSP.

The south-eastern corner of the study area is dominated by the bulky main building of the Sydney Fish Market, associated smaller structures used by retail and wholesale fish sellers, wharves for fishing trawlers and large expanses of car park and delivery bays. Landscaping is restricted to mature specimens

of Ficus microcarpa var. hillii (Hills Fig) with under-plantings of shade-loving ornamentals Schefflera cultivars, cordylines and Philodendron 'Xanadu' between the Fish Market building and the exit ramp from Pyrmont Bridge Road to the Western Distributor. This part of the site is regularly criticised for its ugliness and apparent lack of planning but probably has social significance to many groups as a meeting place and for purchase of seafood, particularly at times such as Christmas and Easter (Figure 54 - Figure 57).

Figure 54: View of the western façade of the main building of the Sydney Fish Market showing a row of Phoenix canariensis (Canary Island Date Palm), with moored fishing trawlers in the foreground.

Figure 55: View south along the western edge of the Sydney Fish Market site showing the outdoor eating area, with the remains of the coal loader and the canopies of the double row of Ficus macrophylla (Moreton Bay Fig) in Wentworth Park forming a backdrop.

Figure 56: Panorama looking south across the Sydney Fish Market site showing the broad expanse of car park edged with wholesale and retail fish and other produce outlets.

Figure 57: View south along the Bank Street edge of the main Sydney Fish Market building showing the row of mature specimens of Ficus microcarpa var. hillii (Hills Fig) with under-plantings of shade-loving ornamentals.

Immediately to the northwest of the Sydney Fish Market site is the Hymix cement batching plant, with casuarinas, grasses and a few scattered eucalypts along the foreshore. Further to the northwest is the marina facility for Blackwattle Bay Marine Operatives and Vagabond Cruises. Next, to the northwest, the area between the Western distributor and the foreshore is completely covered by the buildings of Poulos Bros Seafoods Pty Ltd (Figure 58).

Figure 58: Street view across the study area from the on-ramp from Pyrmont Bridge Road to the Western Distributor, with the Sydney fish Market at left and the Hymix concrete batching plant at right (Source: nearmap imagery, 11 February 2017).

The northernmost part of the study area, dominated by the imposing structure of the Anzac Bridge, includes the western end of Quarry Masters Drive, parking areas and an area being landscaped for the Bays Waterfront Promenade (Figure 59).

Figure 59: Street view looking northwest under the Anzac Bridge, with Bank Street at right and the area being developed for the Bays Waterfront Promenade at left and centre (Source: nearmap imagery, 11 February 2017).

6.2.4. Assessment of Landscape Significance

The cultural landscape elements of the Blackwattle Bay SSP study area have been assessed against the Heritage Council criteria in the table below (Table 9).

Table 9: Assessment of Landscape Significance

Landscape Element	Significance criteria satisfied	Level of significance
Ornamental plantings along boundary between Bank street and Sydney Fish Market	Local amenity values	Little
First Sydney Corporation sewer	Historical, technical, rarity	High
Sydney Fish Market	Possible social significance	Many of the structures are intrusive or of no heritage significance. Social values have not been assessed by

Landscape Element	Significance criteria satisfied	Level of significance
		survey but many users of the market probably have strong views about it, some positive, some negative
Fishing boat wharves	Aesthetic	Continuing maritime use and opportunities to see fishing vessels at close quarters.
Panoramic views north across Blackwattle Bay to the Anzac Bridge from the northern side of Pyrmont Bridge Road and various points in the Fish Market site	Aesthetic	Exceptional

6.2.5. Landscape management and interpretation recommendations

Landscape elements and significant views of exceptional and high significance should be retained and managed to conserve their heritage values. There are no identified landscape elements of significance within the study area. However, the panoramic views north across Blackwattle Bay to the Anzac Bridge from the northern side of Pyrmont Bridge Road and various points in the Fish Market site are assessed being of aesthetically exceptional significance.

7. SUMMARY OF IMPACTS, CONCLUSIONS AND RECOMMENDATIONS

The current Blackwattle Bay State Significant Precinct Proposal in general considers the heritage values of the existing and potential historic interest sites and allows for the interpretation of the streets and original foreshore line through establishment of Quarry Master Drive, extensions of Miller, Gipps and Wattle Streets along the eastern parts of the precinct. There will be no impact on the identified heritage values of the Heritage Conservation Areas (HCA) located to the south west and north east of the Study Area. These are Glebe Point HCA (C28) and Pyrmont HCA (C52) respectively as defined under Part 2 of Schedule 5 of the Sydney LEP 2012.

Heritage within the Blackwattle Bay presents several opportunities and constraints that Infrastructure NSW should consider during further design development.

- In particular, it is important to note that listed heritage items within the precinct and in the vicinity of the precinct, and archaeological sites ordinarily have statutory protection under the NSW *Heritage Act 1977* and the *Environmental Planning and Assessment Act 1979*. Therefore, finalised proposals should be assessed for their potential impact on heritage significance in a Heritage Impact Statement at the development application stage. This report provides an overarching assessment of likely heritage impacts only as noted in the table below:

Table 10: Likely heritage impact on the listed Items in the vicinity of Blackwattle Bay Precinct

No	Name, address	Listing	Likely heritage impact
1	House group, comprising: ▪ House "Florence Villa" including interior (49 Leichhardt Street, Glebe) ▪ House "Drayton Lodge" including interior and front fence (51–51B Leichhardt Street) ▪ House "The Retreat" including interior (53 Leichhardt Street) ▪ House including interior and front fencing (14 Oxley Street) ▪ House "Eurimbla House" including interior (16 Oxley Street) ▪ Former warehouse "Festival Records" including interiors (1-3 Bulwara Road)	Sydney LEP 2012: I789 I790 I791 I797 I798 I1211	These heritage items are within the vicinity of the Study Area visually and therefore the likely impact of any development is required to be considered in relation to Clause 5.10 (5) of the Sydney LEP 2012. The Blackwattle Bay State Significant Precinct proposal will have no physical impact on these heritage items. Views to and from these items across Blackwattle Bay will remain uninterrupted regardless of the development's form, scale and layout.

*Table 11: Likely heritage impact on the o*ther Potentially Significant Buildings in the Precinct and in the Vicinity

No	Name, address	Listing	Likely heritage impact
2	Boat sheds: University of Sydney Rowing Club, and Glebe Rowing Club End of Ferry Road, Glebe	N/A	The Boat Sheds are outside of the Blackwattle Bay State Significant Study Area. There will be no impact on these potentially significant items.

No	Name, address	Listing	Likely heritage impact
3	Wharf-front warehouse 1-3 Bank Street, Pyrmont	N/A	As assessed in this report, the Inter-War building on the northern portion of the site with curved arch parapet has historical significance as an intact remnant example of maritime industry within Blackwattle Bay. Therefore, its demolition will have some impact on the historic and representative value of this building. Its adaptive reuse and incorporation into future development should be explored and appropriate mitigation measures should be undertaken in the case of its demolition through heritage interpretation including its previously removed wharf, and photographic archival recording.

Table 12: Likely heritage impact on the areas with potential for Archaeological Remains

No.	Address	Dating / Phase	Nature of potential remains	Likely heritage impact
4	Wentworth Park	Reclamation of the Bay (1859-1909)	Stormwater channels* *Please note that locations indicated on the map are approximate, as found on historical documentation	No impact would occur on the Wentworth Park parts of the stormwater channel.
5	Wentworth Park Corner of Pyrmont Bridge Road & Wattle Street	Reclamation of the Bay (1859-1909)	Foundations of caretaker's cottage and curtilage	Given the item is not within the Blackwattle Bay Study Area, there will be no impact as a result of the proposed renewal.

Table 13: Likely heritage impact on the landscape items in the vicinity

No.	Name, address	Listing	Likely heritage impact
6	'Escarpment Face from Former "Saunders' Quarry"' Pyrmont (Bank Street and beyond)	Sydney LEP 2012, I1199	Although a large part of the escarpment faces Bank Street adjacent to the precinct boundary, the proposal will have no physical impact on the escapement. In fact, activation of the eastern part of the precinct through new streets and extension of existing streets will allow for increased appreciation of the evidence of the former "Saunders' Quarry".

- Items identified as being of potential heritage significance do not have any statutory protection. Nevertheless, CPH considers that there may be an opportunity for heritage values to be conserved

- Rezoning with changes in height and FSR should consider impacts on existing heritage items within the vicinity of the Blackwattle Bay SSP, such as overshadowing, removal of view corridors, and alteration of historical subdivision patterns and characters. This may be through appropriate setbacks, and avoidance of subdivision and development in areas of established heritage significance, amongst other strategies
- There is potential for adaptive re-use of existing buildings and sites along the same principles as their historic uses. This is particularly relevant to the buildings within the site is of 1-3 bank Street as it is assessed as being of local heritage significance as a largely intact remnant of the early twentieth century Blackwattle Bay maritime industry. As a result, demolition may not be supported. The site has high potential for adaptive reuse, incorporating new structures into the existing Inter-War building. The former timber wharf may be reinstated
- Any proposal for new works is an opportunity to develop a Heritage Interpretation Strategy for a site precinct and to implement the Strategy through provision of interpretive measures as provided therein. The Heritage Interpretation Strategy/Plan prepared as part of the Blackwattle Bay State Significant Precinct Study should be used as a basis for any future site-specific interpretation within the Precinct and implemented as part of the future development proposals
- Areas of European archaeological potential should be investigated in detailed archaeological assessments prior to any works that would disturb the ground surface in accordance with the requirements of the Heritage Act NSW
- Landscape items of exceptional and high significance should be retained and conserved
- Landscape items of moderate significance may be modified
- Landscape items of little significance may be modified or removed
- Landscape items considered intrusive should be removed

8. REFERENCES

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