



29 November 2011

Our ref: 110621-1

Mr. John Crawford
Crawford Architects
c/o Sydney Heritage Fleet
Suite 100, Jones Bay Wharf,
Pirrama Rd
PYRMONT
NSW 2009

**Re: Heritage Impact Statement & Preliminary Aboriginal and Historical
Archaeological Assessment- Sydney Heritage Fleet Base, Bank Street, Pyrmont NSW.**

Dear Mr. Crawford,

This report provides a Heritage Impact Statement, including a preliminary Aboriginal and historical archaeological assessment, of the proposed Sydney Heritage Fleet Base, Pyrmont, NSW (the 'subject site'). The report has been undertaken for Crawford Architects Pty Ltd on behalf of the Sydney Maritime Museum Ltd trading as the Sydney Heritage Fleet in response to the Director General's Requirements (DGRs) of the proposal. Archaeological and Heritage Management Solutions Pty Ltd (AHMS) understands that the proposed development will provide a permanent home for the Sydney heritage fleet and a not for profit museum.

This report constitutes a preliminary Aboriginal and historic archaeological assessment of the subject site. As the proposal is being considered under Part 3A of the *Environmental Planning and Assessment Act 1979*, the preliminary Aboriginal heritage assessment has been undertaken in accordance with the Department of Environment and Conservation (DEC, now part of the Office of Environment and Heritage, OEH) *Draft Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation for development planning applications considered under Part 3A of the Environmental Planning and Assessment Act (2005)*. It also broadly follows OEH's *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (2010)* as this more detailed Code represents best practice in Aboriginal archaeology in NSW.

This document was written by Laura Matarese (AHMS), Joanne McAuley (AHMS) and was reviewed Lisa Newell (Associate Director, AHMS).



If you have any further questions or enquiries, please contact Laura Matarese or myself on (02) 9555 4000.

Yours sincerely,

A handwritten signature in grey ink that reads "Lisa Newell".

Lisa Newell

Associate Director

AHMS



1. BACKGROUND

1.1 Location

The subject site is located on the northern shore of Blackwattle Bay partly directly beneath the road bed of the Anzac Bridge. The cadastral details for the site are Lot 19 and part of 20 DP 803159 Parish of Alexandria County of Cumberland (Figure 1 and Figure 2). The subject site is bound by Bank Street to the east, Blackwattle Bay to the west and other allotments to the north and south. The subject site's highest point is at its eastern (Bank Street) extent. The topography of the subject site remains level until it reaches its western extent where it slopes sharply downward to the sea wall and access pathway adjacent to Blackwattle Bay. The difference in height between the eastern and western extent of the subject site is several metres.

It is noted that an ANZAC Bridge pylon, within a cadastral boundary owned by the NSW Roads & Traffic Authority (RTA), is located within the subject site (Figure 3). The RTA pylon within the subject site is not part of the proposed development area and excluded from the assessment area of the subject site.

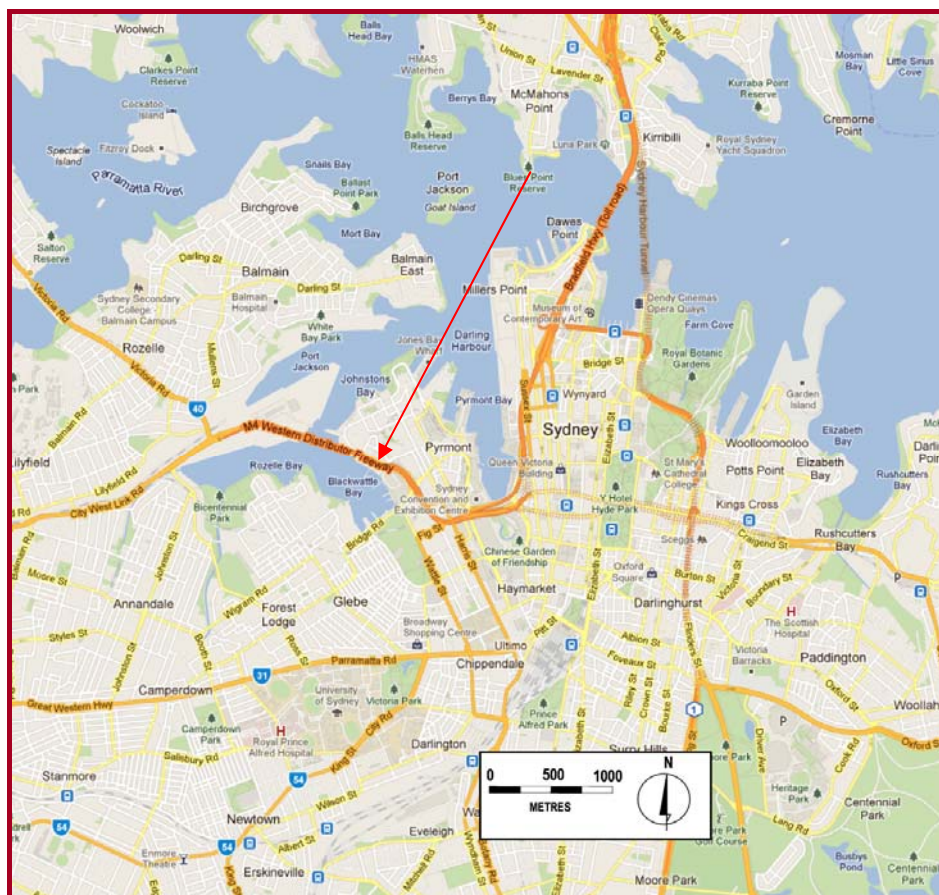


Figure 1 General Location Map with subject site indicated by orange arrow (Source: Google Earth Pro)



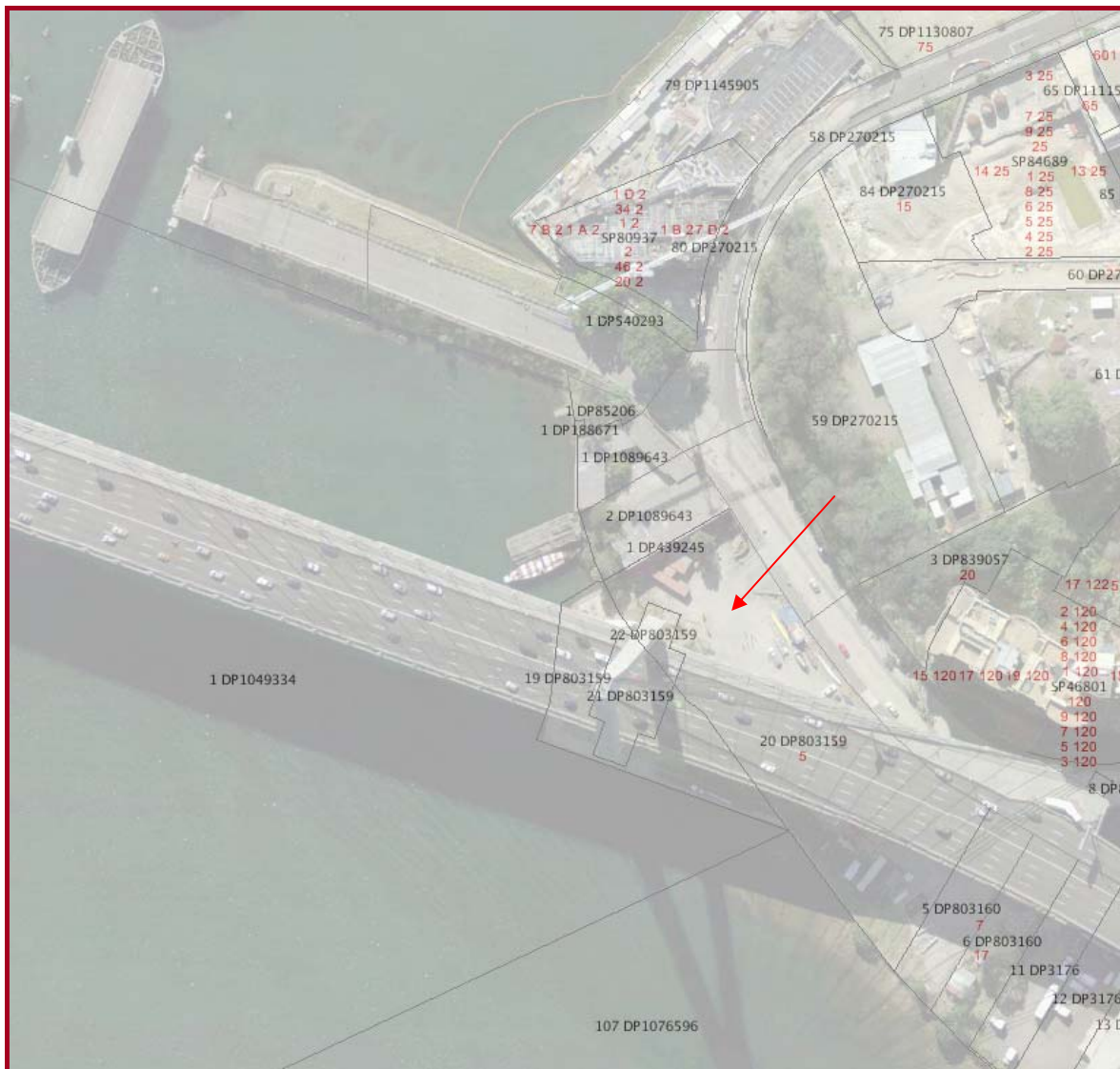


Figure 2 Detailed Location Map with cadastral information. The subject site is shown with an orange arrow (Source: NSW Land and Property Information, SixViewer).

1.2 Proposed Development Description

The proposed development comprises land and water-based elements and includes facilities for the Sydney Heritage Fleet (**Figure 3**). The water-based components of the proposal include a heavy wharf, floating pontoons and a Sea Heritage Dock.

The land-based components include:

- Boat restoration and storage buildings at the sea wall/water level with exhibition spaces and meeting rooms at first floor level;
- A freestanding single-storey exhibition pavilion with attached kiosk and amenities at the interface of sea wall/water level; and



- A two-storey service building fronting Bank Street that contains workshops and storage areas. With the exception of the freestanding pavilion, the different building components will read as one interconnected built form.

The plans referred to in the preparation of this assessment are listed below. These plans were prepared by Crawford Architects Pty Ltd in September 2010 for a Preliminary Environmental Assessment.

- Masterplan, Ref SK10 - PTL;
- Water Lease Plan, Ref SK11- PTL;
- Perspective 1 Bank Street, Ref SK20-PTL;
- Perspective 2 View from public open space, Ref SK21-PTL;
- Perspective 3 Waterfront South, Ref SKL22-PTL
- Perspective 4 Waterfront West, Ref SKL23 - PTL
- Bank Street Elevation, Ref SKL30-PTL;
- West Elevation, Ref SKL31-PTL;
- South Elevation, Ref SKL32-PTL;
- North Elevation, Ref SKL33-PTL;
- Level 0 Floor Plan, Ref SKL44B;
- Level 1 Floor Plan - Detail, Ref SKL45B;
- Level 2 Floor Plan - Detail, Ref SKL46B; and
- Roof Plan - Detail, Ref SKL47B.



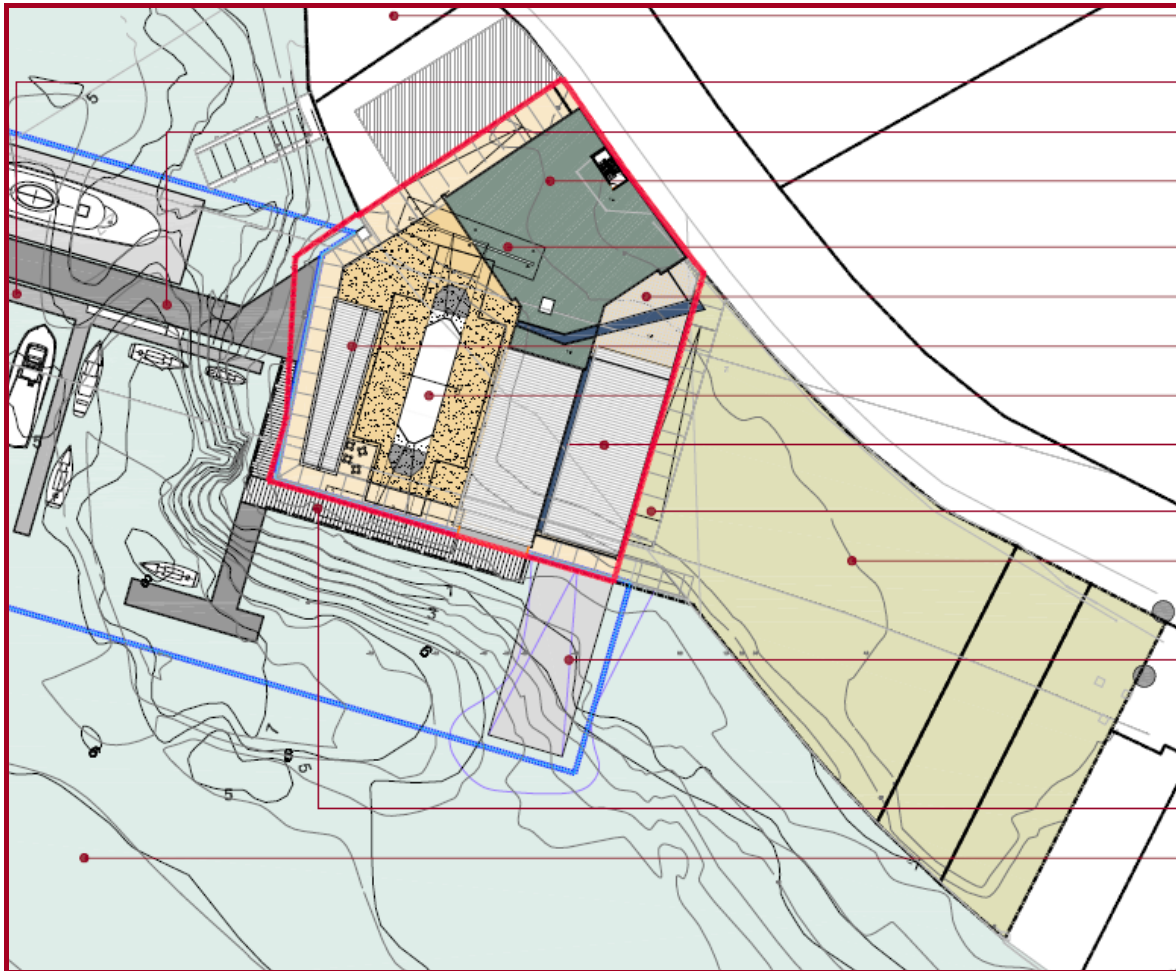


Figure 3 Location of area of proposed development showing the subject site (outlined in red). The proposed community park (in green) is excluded from this assessment. (Source: Drawing SK10, Preliminary Environmental Assessment).

1.3 Planning Approval Context

The proposed works are being considered under the 'Project Approval' provisions of Part 3A of the *Environmental Planning and Assessment Act 1979*. An Aboriginal and historical archaeological assessment and Heritage Impact Statement (HIS) has been requested as part of the Director General Requirements (DGRs) for the Project (Project: "Construction of Sydney Heritage Fleet maritime facility" and Application Number: MP11_0001).



2. STATUTORY CONSIDERATIONS

2.1 Part 3A

The Proposal is subject to the Project Approval provisions of Part 3A of the *Environmental Planning and Assessment Act 1979*.

Under Section 75U 1 (c-d) of the *EP& A Act*, Part 3A Project Approvals do not require approvals, permits and/ or consents of the *National Parks and Wildlife Act 1974* and the *Heritage Act 1977* in relation to Aboriginal or historical heritage, respectively.

2.2 Local and Regional Environmental Plans

The study area falls within the City of Sydney Local Government Area.

The Director General's Requirements (DGRs) (Application Number MP11_0001), identifies a number of environmental planning instruments, policies and guidelines to be addressed in the Environmental Assessment (EA) of the proposed development. They are the *Draft Sydney LEP (2011)*, the *Draft Sydney Development Control Plan (DCP) (2010)*, the *City of Sydney Heritage DCP 2006*, the *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* and the *Sydney Harbour Foreshores and Waterways Area DCP 2005*. In addition, this document also refers to the *City West Regional Environmental Plan (REP) 1992*.

2.3 Heritage Act 1977

The NSW *Heritage Act 1977* is designed to conserve the environmental heritage of New South Wales and regulate development impacts on the state's heritage assets. Significant historical archaeological features are afforded automatic statutory protection by the relics provisions of the Act. A 'relic' is defined as:

any deposit, artefact, object or material evidence that:

a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and

b) is of State or local heritage significance.

It is an offence to disturb or excavate land, where this may affect a relic, without the approval of the Heritage Council of NSW, or an endorsed 'Exemption' or 'Exception' applies. Applications for permits and approvals from the Heritage Council of NSW are not required for Projects considered under the 'Project Approval' provisions of Part 3A of the *Environmental Planning and Assessment Act 1979*.

Heritage Listings

The *Heritage Act 1977* establishes the State Heritage Register (SHR), a list of places and items of State heritage significance. The Act provides statutory protection for items



included on the SHR. Approval from the Heritage Council of NSW is required prior to undertaking work that results in the alteration or modification of a SHR-listed item.

In addition to the SHR, the *Heritage Act 1977* requires that State government agencies maintain registers of heritage assets within land that they own and/or manage. These listings are reproduced on a Section 170 Heritage Conservation Register.

The Heritage Council also administers the State Heritage Inventory, a non-statutory heritage register which lists places and items in State and local heritage schedules.

2.3 National Parks and Wildlife Act 1974

The *National Parks & Wildlife Act 1974* (NPW Act) is State legislation that provides blanket protection for Aboriginal objects (material evidence of indigenous occupation) and Aboriginal places (areas of cultural significance to the Aboriginal community) across NSW. An Aboriginal object is defined as:

any deposit, object or material evidence (not being a handicraft made for sale) relating to the Aboriginal habitation of the area that comprises New South Wales, being habitation before or concurrent with (or both) the occupation of that area by persons of non-Aboriginal extraction, and includes Aboriginal remains.

An Aboriginal place is any place declared to be an Aboriginal place by the Minister for Climate Change and the Environment, under Section 84 of the Act.

It is an offence, except in Part 3A Project approval contexts and some other contexts, to disturb Aboriginal objects or places without a permit authorised by the Office of Environment and Heritage (OEH). In addition, anyone who discovers an Aboriginal object is obliged to report the discovery to OEH.



3. HERITAGE LISTINGS

The following registers of heritage items were searched in August 2011:

- National Heritage List (NHL),
- Commonwealth Heritage List (CHL),
- Register of the National Estate (RNE),
- State Heritage Register (SHR),
- State Heritage Inventory (SHI),
- Sydney Port Corporation Section 170 Conservation Register,
- RTA Section 170 Conservation Register,
- *Sydney Local Environmental Plan (LEP) (2005)*;
- *Leichardt LEP (2000)*;
- *Draft Sydney Local Environmental Plan (2011)*; and
- *Aboriginal Heritage Information Management System (AHIMS)* (see Section 7 and Appendix 1).

The subject site is not listed on heritage registers outlined above, however the subject site is within or in the vicinity of heritage items listed on local and/or State heritage registers. Heritage items within the vicinity of the subject site are listed below and shown in Figure 4. It is noted there are several examples of the same heritage items are listed on several heritage registers.

Sydney LEP 2005

- ID # 100 Escarpment Face; and
- ID #103 Railway Cutting.

Draft Sydney LEP 2011 (currently on exhibition)

- ID # I1203 Pyrmont Railway Cutting, Lot 94 DP 858635, State heritage significance;
- ID # I649 Glebe Blackwattle Bay Park, Local heritage significance;
- ID # I683 Glebe Former incinerator and semi-circular stone structure, Forsyth Street Lot 291, Local heritage significance; and
- ID # I792 Glebe House "Bellevue" 55 Leichhardt Street, State heritage significance.

Leichhardt LEP 2000

- 43-53 Forsyth St Glebe, Council Depot, incinerator and stone structure, Regional Significance; and
- 55 Leichhardt Street, Glebe, Bellevue House, State Significance.



SHI

- SHI ID # 2427731- Blackwattle Bay Park;
- SHI ID # 2424701 Escarpment (former Quarry);
- SHI ID # 4301666 - Glebe Island Bridge;
- SHI ID # 2427880 - Bellevue House;
- SHI ID # 4560013- Glebe Island Plaque;
- SHI ID # 4560014 - Glebe Island Sandstone Quarry Sample;
- SHI ID # 4560016 - Glebe Island Silos;
- SHI ID 4305018 - ANZAC Bridge; and
- SHI ID # 2427858 - Council depot, incinerator and semi-circular stone structure.

SHR

- Bellevue SHR# 5045302.

RTA Section 170 Conservation Register

- ANZAC Bridge ID 4305018; and
- Glebe Island Bridge ID 4301666.

Sydney Port Corporation (formerly Authority) Section 170 Conservation Register

- ID # 16 - Glebe Island Bridge Approach;
- ID # 17 - Glebe Island Dyke Exposures
- ID # 18 - Glebe Island Plaque - Opening of Container Terminal ID;
- ID # 19 - Glebe Island Sandstone Quarry Sample; and
- ID # 20 - Glebe Island Silos.



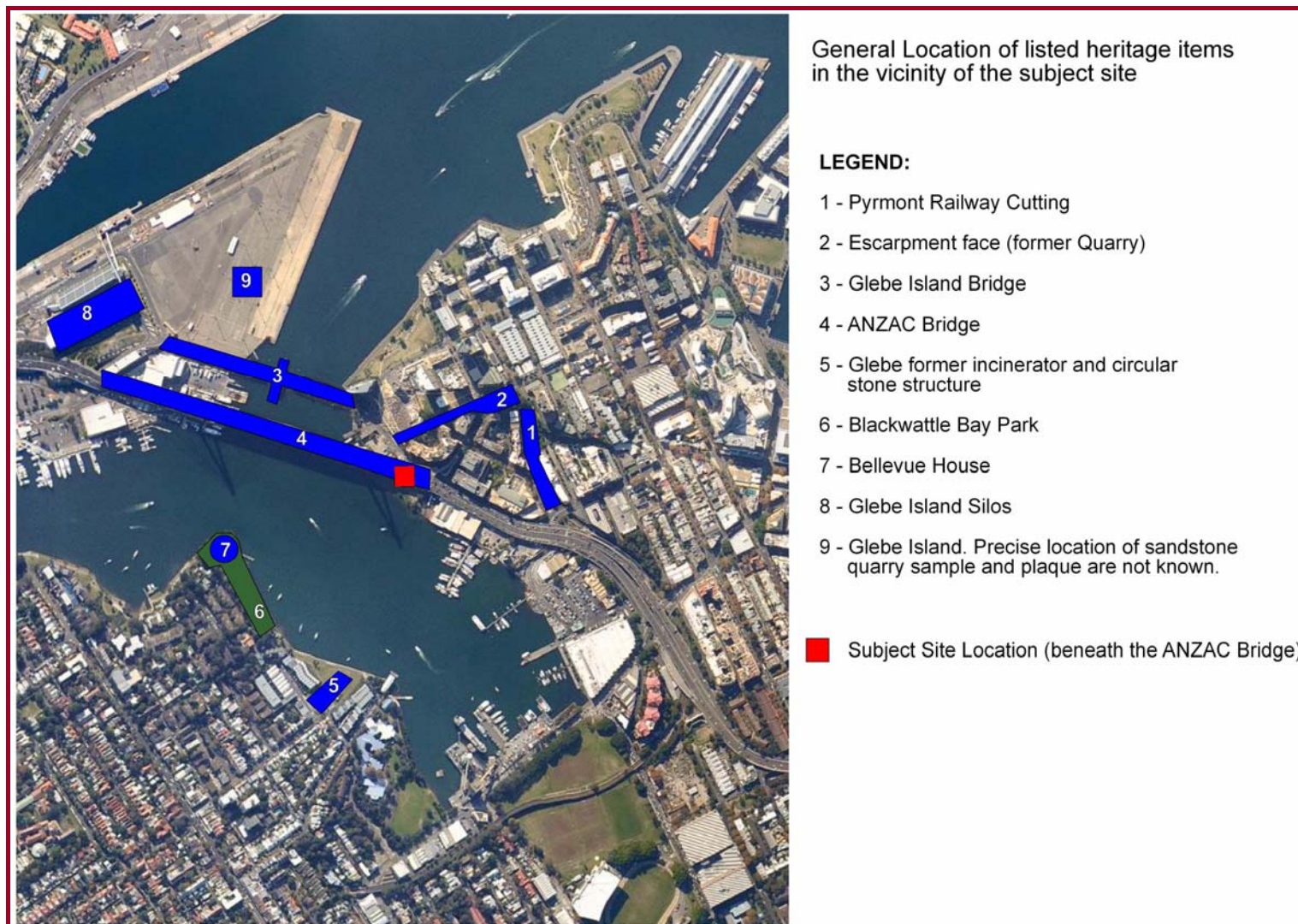


Figure 4 General Location of heritage listed items within the vicinity of the subject site



4. HISTORICAL BACKGROUND

The site specific history was written using historical maps and plans and secondary source materials.

The north-west corner of the Pyrmont peninsula originally formed part of John Harris' 'Ultimo' Estate (see **Figure 5** and **Figure 6**). This estate developed over a number of years to cover almost the entire peninsula. After Harris died in 1838 and as a result of legal problems with his will, the estate remained largely undeveloped into the late 1870s. An 1843 map shows little development had occurred on the western side of the peninsula, which is characterised by a crest landscape feature (**Figure 7**).

The first major development near the study area was the establishment, in 1853 by Charles Saunders, of the Pyrmont sandstone quarry on the north-west part of Pyrmont. This quarry was known as the 'Paradise' quarry due to the high quality of the sandstone and the ease of excavating the rock face and it was to dominate the north end of Pyrmont. The sandstone was sourced from the rock outcrop feature shown in **Figure 7-8**. The quarry operated under his sons and grandson, until 1931 (**Figure 9-10**). The works relating to the quarry resulted in the removal of a substantial amount of sandstone from the peninsula and disturbance of landscape features in the vicinity of the quarry face.

The operation of slaughterhouses, in the 1830s and 1840s along the line of Blackwattle Creek resulted in petitions to close these facilities from neighbouring residents. These were ultimately successful and the operations were centralised at a new abattoir on Glebe Island, which opened in 1860. As part of this development the first Glebe Island Bridge was also constructed, along with Abattoir Road (renamed Bank Street in 1905) in the 1857, known as Blackbutt Bridge. The bridge was replaced with the Glebe Island Bridge, which is still in situ, which opened in 1903 and ceased operations in 1995.

In the mid 1860s there was only sparse evidence of development in the vicinity of the subject site and the western part of the peninsula. The 1865 map shows the south end of the Blackbutt Bridge with its attendant toll house (see **Figure 6**).

By 1867 the City Iron Works Company had built a foundry and engineering shop to the north of the site. In 1875 the Colonial Sugar Refinery (CSR) built a complex at northern point of the peninsula adjacent to the Saunders quarry. This complex was expanded over the years and it is likely that CSR purchased the majority of the land down to the water.

The study area in the late nineteenth century remained relatively undeveloped. The western side of the peninsula was not really developed until the opening, in 1905, of the second Glebe Island Bridge.

By 1911 narrow allotments had been established between Blackwattle Bay and Bank Street and there is evidence of wharf structures constructed by this time at the study area. By 1913 a tramline ran along Bank Street that linked Glebe Island to Central Sydney via Miller Street (**Figure 11**).



Historical aerial photographs indicate an increase in land use and activities at the western side of the Pyrmont peninsula in the 1920s. The area was favoured by timber handling companies that prospered in Blackwattle Bay and the major constructions along the shore line consisted of wharves into Blackwattle Bay and storage sheds. At this time, the subject site appears to be occupied by Allen Taylor & Co (Figure 12).

On the former site of the Saunders quarry, Sydney City Council constructed a garbage incinerator within a structure designed by Walter Burley Griffin known as the Pyrmont incinerator (see Figure 13-14). Another incinerator was built on the opposite side of Blackwattle Bay from the subject site, also designed by Walter Burley Griffin, known as the Glebe incinerator which operated until the 1960s.

Through the mid twentieth century, the subject site appears to be, in part, vacant albeit with a boundary fence adjacent to Bank Street (see Figures 15-18). Part of the subject site was occupied by the Colonial Sugar Refining Co. Ltd, which occupied the entire subject site by the 1980s.

The ANZAC Bridge was opened in 1995. Construction of the bridge required the extension of the shoreline to the west to accommodate the footing for the eastern pylon. Additional land was reclaimed for the ANZAC Bridge footing. At that stage the alignment of the former seawall in this area was altered.

It is noted that substantial land reclamation was undertaken on the western side of the peninsula in the late nineteenth century and during the twentieth century for the construction of Bank Street, the earlier Glebe Island bridges and the development of wharf fronts for the timber and other industries. The subject site is situated within an area of land reclamation.

Several sections of an original sandstone block sea wall remain on the foreshore of Blackwattle Bay. Their date is unknown however they are indicative of the progressive use of the foreshore of Blackwattle Bay where few other archaeological resources remain of the expansion of the foreshore and industrial use of the area.





Figure 5 19th Century Plan of Pyrmont and Ultimo showing the position of the study area (red arrow) and the approximate alignment of the Glebe Island Bridge (blue line). The relatively undeveloped Ultimo Estate ran from Parramatta Street in the south to the top of the peninsula, excluding the developed area of Macarthur's Pyrmont between Jones Bay and Pyrmont Bay. The Ultimo Estate was to remain largely undeveloped until the late 1870s. (NLA)

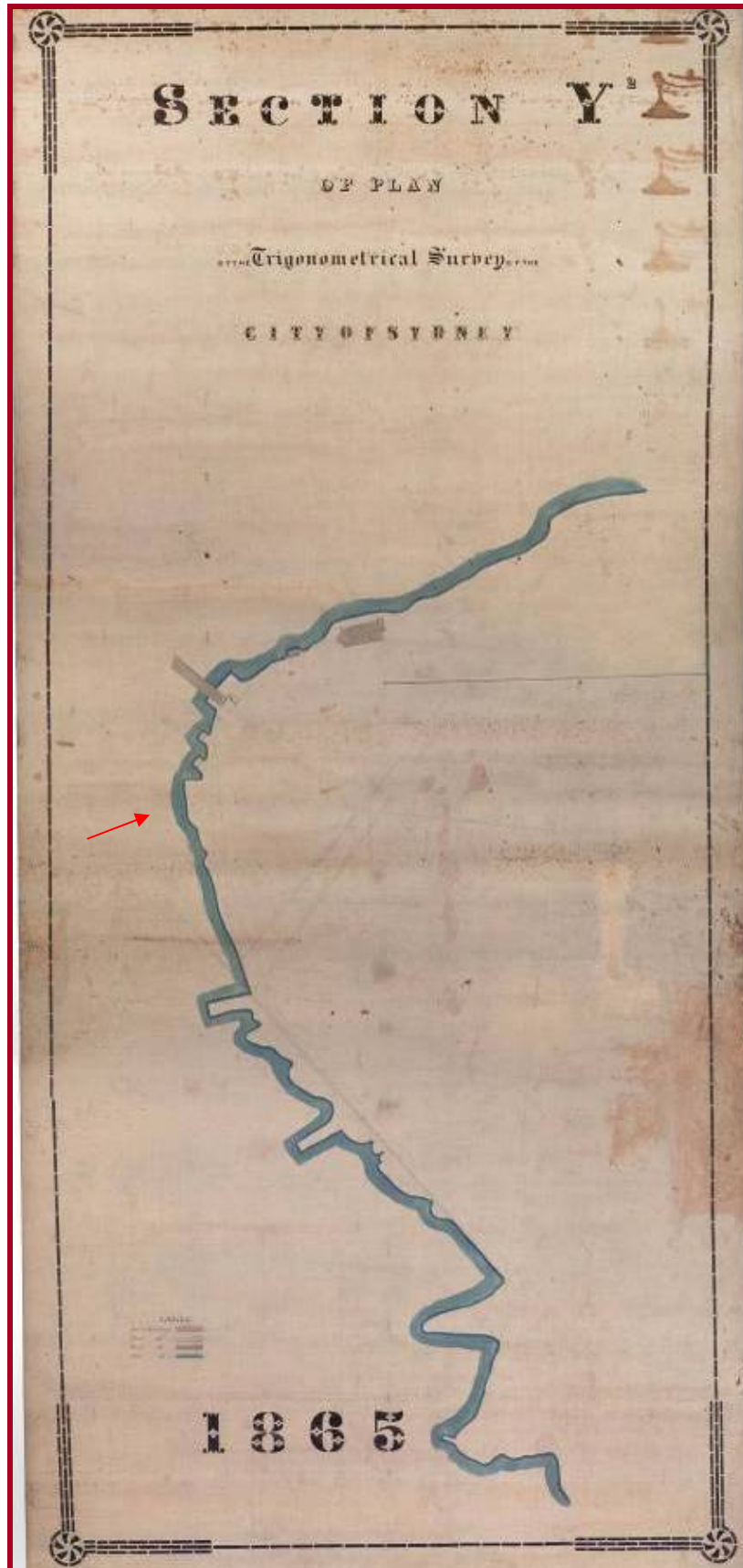


Figure 6 The "Trigonometrical Plan of Sydney", 1865 showing this portion of the peninsula still undeveloped. Site indicated by red arrow. (Sydney City Archives)





Figure 7 A Portion of Well's 1843 Map of Sydney showing Pymont's development at this time and distinctive landscape features. The approximate location of the subject site is indicated by an arrow (Source: Mitchell Library MP ML A4244/1)

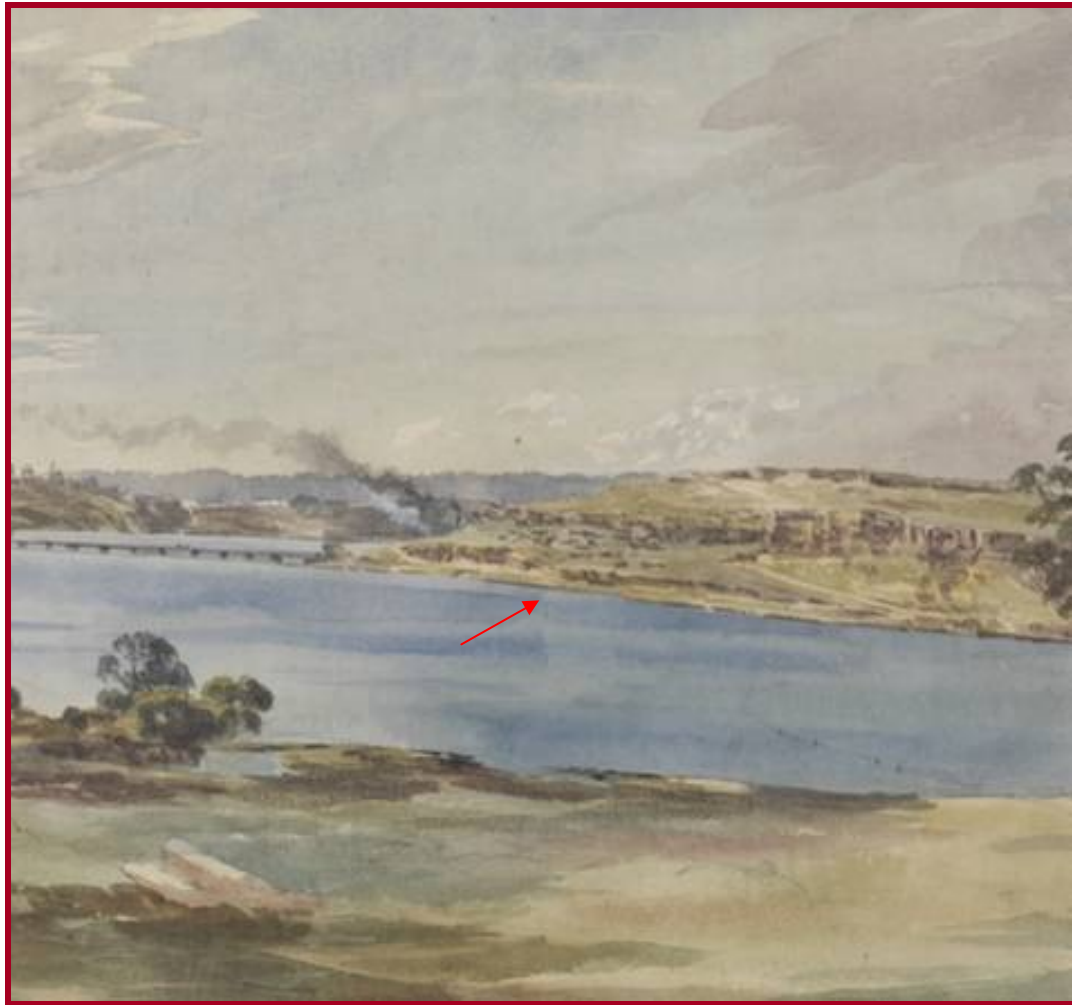


Figure 8 Portion of Elyard's "Glebe Island Bridge", n.d. showing the rocky nature of the shoreline in the vicinity of the site which discouraged development until the early 20th Century. (State Library)





Figure 9 Saunders Quarry, Pyrmont, in 1916. (State Library)

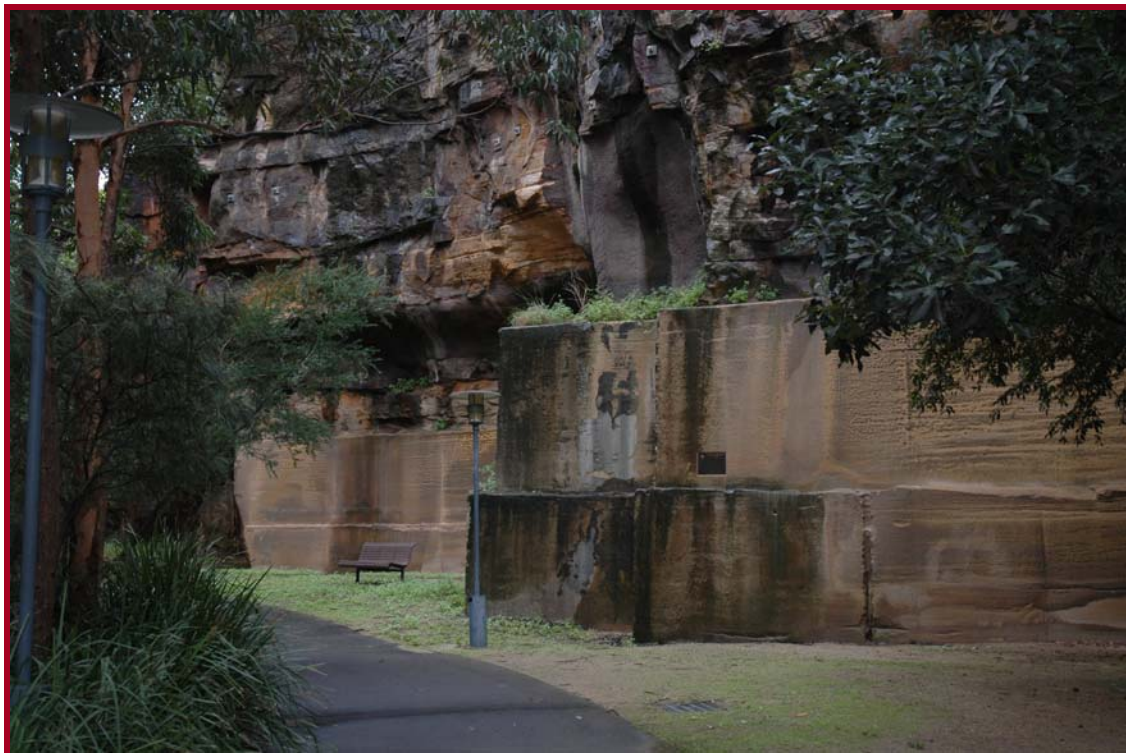


Figure 10 Remnant quarry face of 'Paradise' pit in Saunder's Quarry 150m from the study area.





Figure 11 Portion of "Map of the City of Sydney and environs, New South Wales", 1917 with the study area indicated. Note the wharfage now part of the facilities here but the quarry still dominates the surrounding landscape. (NLA)



Figure 12 Portion of "Robinson's Aeroplane Map of Sydney", 1922 with the study area indicated by a red arrow, occupied by Allen Taylor and Co. Note the wharfage now part of the facilities here but the quarry still dominates the surrounding landscape. (NLA)





Figure 13 The Walter Burley Griffin Pyrmont incinerator. (NLA)





Figure 14 The Walter Burley Griffin Pyrmont incinerator (foreground) and timber yards and wharves adjacent to Banks Street (background), c. 1938. (City of Sydney Archives File 020\020202)





Figure 15 View to west down Bank Street in 1932, north of the subject site with the site behind the rock wall at left of photo. Note the narrowness of Bank/Bowman Street at this point and the nature of the wharfage and facilities in this area. (Sydney City Archives)



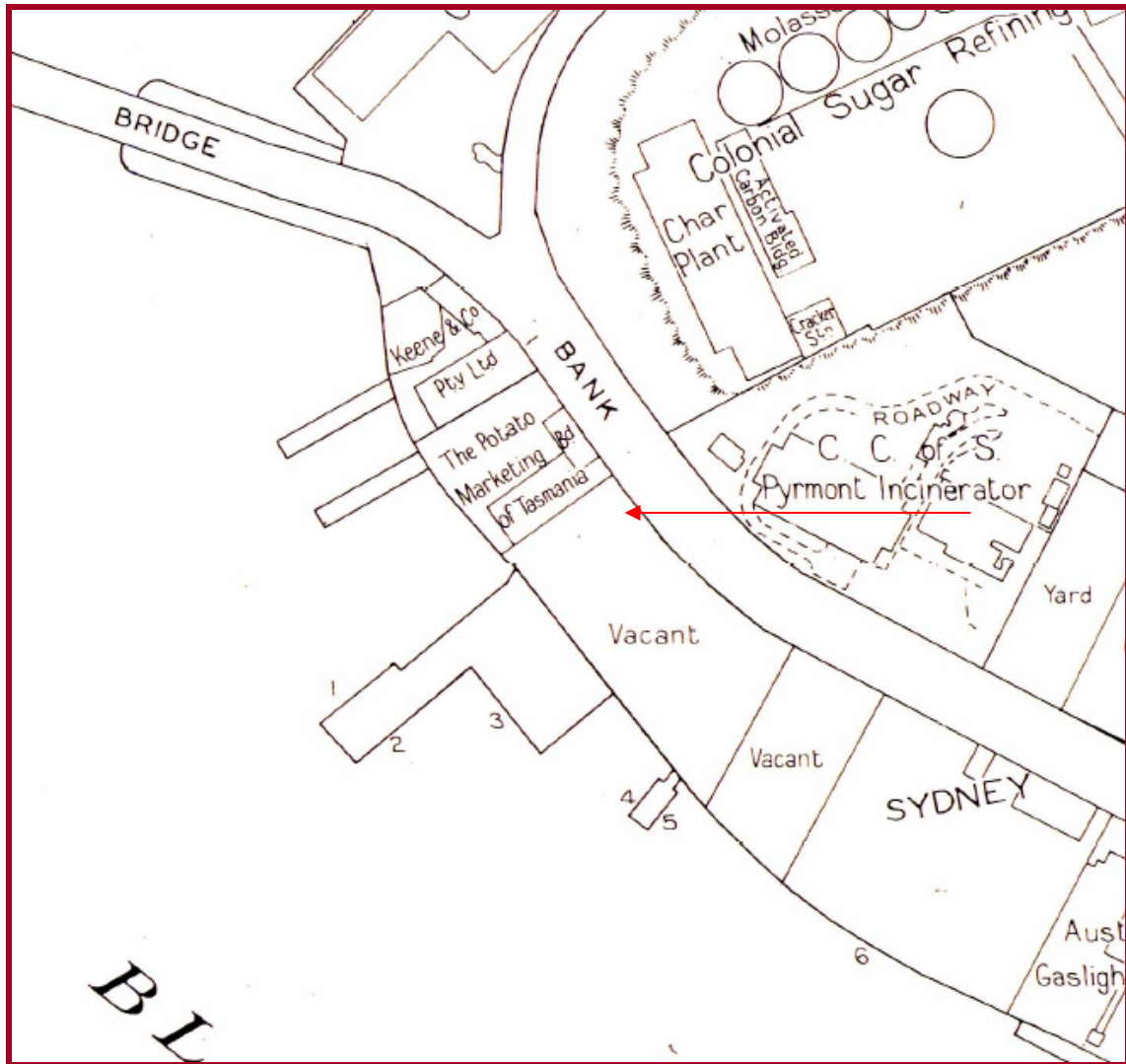


Figure 16 Portion of Sydney "Civic Survey Map 1939-1950". (Sydney City Archives)



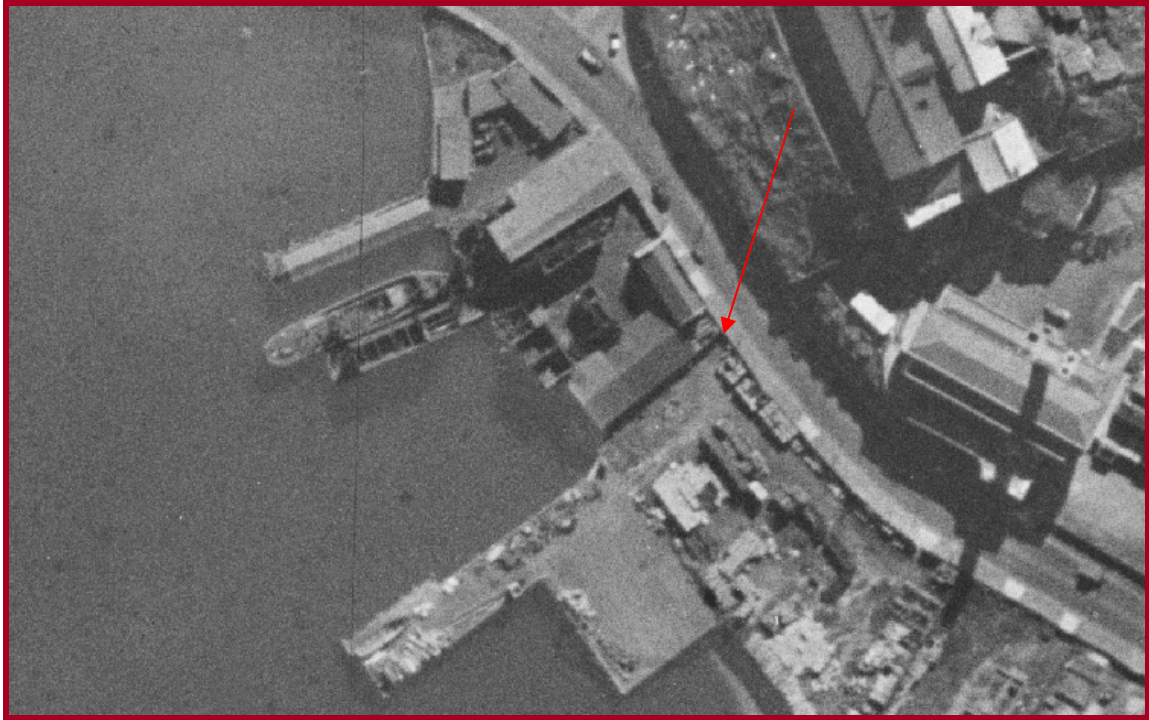


Figure 17 1943 Aerial photo of the site during its use by Cam and Sons Pty Ltd. Note the lack of structures and the use of the site for storage. (NSW RTA)



Figure 18 1949 Aerial photo of the site. The study area remains vacant. (Sydney City Archives)



5. HISTORICAL ARCHAEOLOGY

5.1 Historical archaeological potential at the subject site

The subject site remained largely undeveloped during the nineteenth century. Activities in the area during this period included the construction of Abattoir Road, two Glebe Island Bridges and the Saunder's Quarry. The majority of the subject site is situated on reclaimed land. Reclamation began in the late nineteenth century and continued in intervening periods up to the late twentieth century for the construction of the ANZAC Bridge. During parts of the twentieth century the subject site was occupied by timber mills and Colonial Sugar Refinery. Material evidence from this period of occupation may survive at the subject site.

There is high potential for remains of the former seawall to remain on the site. However it is also highly likely that parts, if not all of seawall has been removed, or heavily disturbed in the subject site due to past historical activities and possible most recently due to works for maintenance ANZAC Bridge's eastern pylon footing.

Site Inspection

A visual inspection was undertaken on 13 September 2011. Currently, works at the subject site are being undertaken by the RTA for routine maintenance of the ANZAC Bridge. The works by the RTA include excavation, cutting and filling around the ANZAC bridge pylon, and the construction of temporary storage and work sheds on the subject site.

It was noted during the site inspection that the subject site is situated in an area of land reclamation and fill. The historical fill comprised of imported soils and stone rubble.

RTA personnel at the site, however, indicated that part of the sandstone sea wall had been discovered during excavation works and that an archaeologist had been called to the site to record the feature prior to the sandstone wall being covered over with fill. The precise location of the former sea wall is not known and may be located within the subject site and/or the RTA-owned land. In addition, RTA personnel informed AHMS that part of two sandstone walls had been uncovered during excavation works for a service trench at the subject site adjacent to Bank Street. Stedinger Archaeological Consultants recorded the feature and provided written recommendations to the RTA.¹

¹ Letter from L. Stedinger to Joseph Fanous, Senior Environmental Officer, RTA "Re: Archaeological Exception, 5 Bank Street Pyrmont" dated 18 August 2011.



5.2 Potential Impacts

The proposed development may impact the former sea wall, should it survive, within the subject site. In addition, the proposed works may impact the sandstone walls discovered during excavation works by the RTA at the eastern extent of the subject site adjacent to Bank Street.

It is unlikely that these archaeological features are of heritage significance, and they are unlikely to be defined as 'relics' in accordance with the *Heritage Act 1977*. It is unlikely that any other potential historical archaeological resources or 'relics' survive at the subject site.

It is unlikely that Aboriginal sites and/or objects survive at the subject due to extensive modifications during the historical period.



7. ABORIGINAL ARCHAEOLOGY

The following preliminary Aboriginal archaeology assessment is based on the requirements of the Office of Environment and Heritage, OEH) *Draft Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation for development planning applications considered under Part 3A of the Environmental Planning and Assessment Act* (2005).

The draft *HIS and Preliminary Aboriginal and Historic Archaeological Assessment of the Sydney Heritage Fleet Base* was provided to the Metropolitan Local Aboriginal Land Council on the 26 October 2011. As of 29 November 2011, no comments have been received from the Council regarding the preliminary assessment.

To determine the potential for Aboriginal object and/or sites to occur in the subject site, background research was undertaken, and includes a summary of the environmental and landscape context of the subject site, heritage database search results and a visual inspection. The background research is located in **Appendix 1** and the results are summarised below.

Aboriginal Archaeological Potential

Refer to Appendix 1

Certain factors are generally considered when predicting Aboriginal heritage site types and locations across the landscape. The DECCW *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW, 2010* (due diligence code) provides a useful list of landforms that are likely to retain Aboriginal objects or sites. While the due diligence code is not required as part of a Part 3A development, it provides a useful list of considerations when used in conjunction with additional background research. The due diligence code considers the following areas to have high Aboriginal archaeological potential:

- Areas within 200 m of waters;
- Areas located within a sand dune system;
- Areas located on a ridge top, ridge line or headland;
- Areas located within 200 m above or below a cliff face; or
- Areas within 20 m of or in a cave, rock shelter or a cave mouth.

The subject site is located within the vicinity of the following culturally sensitive landforms:

- Within 200 m of waters; and
- Within the vicinity of sandstone rock shelters and cliff face.

The Pyrmont peninsula would have had abundant food resources available to Aboriginal people in the past, including fish and shell fish sourced from Blackwattle Bay. A registered Aboriginal site (AHIMS Site 45-6-2960) located north of the subject site,



reflects the use and occupation of the peninsula by Aboriginal people to obtain these resources.

The Aboriginal site is registered as a 'Potential Archaeological Deposit'. It is located within a sandstone shelter near Distillery Drive, Pyrmont. The deposit consists of a grey sand deposit with evidence of fragments of cockle shell (*Andara trapezia* and whelk shell *Pyrazus ebeninus*), which were food sources available from Blackwattle Bay to Aboriginal people in the past. In addition, the site is located in an area that has remained undisturbed by historical activities.

The majority of the subject site is located on reclaimed land, however it would have originally been situated within the mud flats of Blackwattle Bay. Part of the eastern extent of the subject site, adjacent to Bank Street, may have originally been on, or near, the rocky shoreline of the Pyrmont peninsula. The rocky shoreline, should it have existed within the subject site, may have been used by Aboriginal people in the past.

However, historical occupation of the subject site and the peninsula from the late nineteenth century onwards indicates the subject site has been heavily modified and disturbed. The quarrying of the general area from the 1850s, construction of Bank (formerly Abattoir) Road, the sea wall and three successive bridges to Glebe Island, industrial uses of the site throughout the twentieth century and reclamation would have disturbed and/or removed Aboriginal archaeological features, should they have existed at the subject site.

In summary, the subject site is not considered likely to retain Aboriginal archaeological sites due to extensive historical disturbance.



8. HERITAGE SIGNIFICANCE (NON-ARCHAEOLOGICAL) OF THE SUBJECT SITE AND SURROUNDING CONTEXT

8.1 The Subject Site

The subject site has a prominent position on the bay and is highly visible from nearby heritage items/places discussed in **Section 6**. The subject site does not, however, contain any registered heritage items. One pylon of the Anzac Bridge is located within the site's boundaries but is not part of the Sydney Heritage Fleet development site. The Anzac Bridge is included on the Section 170 NSW State Agency heritage register as being of state significance.

The ANZAC Bridge

The Anzac Bridge was designed and built in three stages between 1989 and 1995 by the Roads and Traffic Authority (RTA) and its predecessor the Department of Main Roads (DMR). It replaced the Glebe Island Bridge of 1903 which was designed by Percy Allen (who was also responsible for the design of the Pyrmont Bridge). The Glebe Island Bridge was historically part of the five bridges route connecting Sydney to the north shore. The old bridge remains extant adjacent to the Anzac Bridge and is recognised as a heritage item in the City of Sydney LEP (2005 and Draft 2011 versions). The ANZAC Bridge provides a contemporary solution for NSW government agencies keen to reduce commuter travelling time and traffic congestion and it forms an essential part of Sydney's road infrastructure.

The ANZAC Bridge is the largest cable stayed bridge in NSW and Australia with a central span of 345m. A tower at each end supports two fans of stay cables (128 in all) which create a distinctive and dramatic structural form. The bridge was named the ANZAC Bridge in 1998. At this time, a coat of arms was added to the mid-span tower and a statue of an ANZAC soldier and memorial was constructed at the bridge's western abutment.

Beyond the ANZAC Bridge's significance in rarity and technological terms, its heritage value is summarised below.

- Historical interest as a contemporary solution to carrying traffic over Johnston's Bay replacing an earlier structure;
- Associative value to the Anzac legend by virtue of its name and illustrated through incorporated memorials; and
- Aesthetic significance as a dramatic and well-resolved piece of design and engineering with its 'cathedral like' canopy of stay cables.

The physical features which embody the significance of the bridge are its principal components visible above road deck level including the towers at either end, the configuration of cable stays and the Anzac memorials. It is this form which has made



the bridge a well-known Sydney landmark and given a strong sense of place to the locality.

8.2 Surrounding Context

There are no heritage items (or conservation areas) within the immediate vicinity of the subject site. According to the *Draft City of Sydney LEP 2011* and the *City of Sydney LEP 2005*, the nearest heritage items within the Ultimo/Pyrmont area are an escarpment face from a former quarry and a railway cutting (**Figure 4**). These currently protected features are of historic interest and are an important remnant of the area's industrial past. They are, however, some distance from the subject site and are not visible from its boundary because of intervening development, as the area to the north of Bank Street is densely developed with multi-storey commercial and residential buildings.

There are a number of prominent heritage items on the opposite side of Blackwattle Bay where views towards the development site would be altered as a result of the proposals. These items are discussed by location as follows:

Glebe Island

There are a number of heritage items on Sydney Ports Corporation land and included on the s.170 NSW State agency heritage register including Glebe Island Sandstone Quarry Sample (movable/collection), Glebe Island Plaque (movable collection), Glebe Island Silos and Glebe Island World War II Monument. There is also a Glebe Island monument included in Schedule 4 of the *City West Regional Environmental Plan (REP) 1992*. With the exception of the grain silos, the other items are modest in scale or moveable heritage.

The register entry for the Glebe Island Grain Terminal notes that it is historically and aesthetically significant. It is part of the first bulk handling system for grain built in Australia. The remaining substantial built form is shrouded in a decorated hoarding and is a local landmark. It is an important survivor of an industrial process and a distinctive feature in the townscape. Given its industrial nature and current screening, it is not considered to have a particularly sensitive visual setting.

Blackwattle Bay Park

Blackwattle Bay Park is an extensive waterside park included on Schedule 5 (Environmental Heritage) of the *Draft Sydney LEP 2011* as being of local significance. The park comprises mostly native plantings and grassed areas with paths. It was designed by Stuart Pittendrigh and Associates in the 1980s (in consultation with the Glebe Society and Leichhardt Municipal Council) and is recognised as being of aesthetic significance for its landmark and townscape values. It is also noted as being culturally significant and representative.

Two prominent heritage items are located within the park, namely the former Glebe Incinerator (and semi-circular stone structure) and Bellevue House. The former incinerator and associated structure is listed as a heritage item in the *Draft City of*



Sydney LEP 2011 and the *Leichhardt LEP 2000*. It was designed by Walter Burley Griffin as a municipal incinerator and was built in 1933. It is recognised as being architecturally/aesthetically significant, scientifically and technologically significant as well as having value in rarity and representative terms. The structure has recently been conserved as part of a wider mixed use development in the vicinity. It is a distinctive feature within its parkland setting where views can be obtained across Blackwattle Bay.

'Bellevue' is included on the *NSW State Heritage Register* as well as the heritage schedules within the *Draft City of Sydney LEP 2011* and the *Leichhardt LEP 2000*. This stucco villa was constructed c.1896 and was designed by local architect Ambrose Thornley. It is a modest but compromised (through dilapidation and fabric loss) late-Victorian dwelling with some characteristics of the Italianate style. The remains of an earlier villa named Venetia are understood to remain adjacent to the building. Bellevue is a rare survivor of the numerous dwellings of this period which at one time characterised Jarrett's Point on the Blackwattle Bay foreshore. The villa is significant for its landmark aesthetic values by virtue of its prominent siting on the bay and its open setting within the park. The building is highly visible in the immediate and wider surroundings including the opposite side of the bay.

In summary, Bellevue's cultural significance lies in its architectural/aesthetic value, its social and historical importance as well as its rarity, representative and associative values.

8.3 Views and Heritage Items - Planning Policy Requirements

Relevant planning policy with regard to heritage matters for the subject site is contained within the *Draft Sydney LEP 2011*, the *City of Sydney Heritage DCP 2006* and the *Sydney REP (Sydney Harbour Catchment) 2005*. It is noted that although the proposed development is being considered under the 'Project Approval' provisions of Part 3A of the *Environmental Planning and Assessment Act 1979*, the DGRs have required these, and other, local and regional planning instruments be addressed in the Environmental Assessment.

An objective of *Draft Sydney LEP (2011)* Clause 5.10 'Heritage Conservation' is to 'conserve the heritage significance of heritage items and heritage conservation areas including associated fabric, settings and views'. Under Clause 5.10 (5), the authority may require a heritage impact statement (HIS) before granting consent for development on land on which a heritage item is situated or within its vicinity.

Within Part 2 'Vicinity Controls' of the *City of Sydney Heritage DCP*, Clause 2.2 (2)(d) states that 'Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by retaining and respecting significant views to and from the heritage item'.

Regulation 59 (1) of the *Sydney REP (Sydney Harbour Catchment) 2005* requires that before granting development in the vicinity of a heritage item, the consent authority



must assess the impact on the heritage significance of the item in question including development 'that may have an impact on the setting of a heritage item, for example, by affecting a significant view to or from the item...' (Reg 59 (2)(a)).

Although not directly relevant to assessment of heritage impacts, note is also made of guidance on the visual impact assessment of new marina developments contained within Appendix D of the *Sydney Harbour Foreshores and Waterways Area DCP 2005*.

9. HERITAGE IMPACT ASSESSMENT (NON-ARCHAEOLOGICAL)

9.1 New Building and Landscaping - Bulk and Footprint

There is a distinct change in level from Bank Street to the lower part of the site at the water's edge. The proposed built form works with this topography to ensure that structure's height is lowest facing the bay although three storeys are accommodated. Two 2-storey boat storage buildings are interconnected with a single storey workshop building facing Bank Street. A modest freestanding single storey pavilion building sits apart from the other buildings and faces onto the water.

Built form is arranged around the Anzac Bridge pylon within the site (the pylon is excluded from this assessment and set within its own serviceable area) and the footprints read as relatively modest within the wider context. The wider context of the development includes access ways including a foreshore walkway and a proposed public park (excluded from this assessment) dominates the master plan area.

The three interconnected built elements have distinct façade treatments particularly at first floor level which often projects slightly beyond the plane of the first floor. Generous areas of glazing at first floor level on waterfront elevations have been given various treatments including a projecting balcony and a screen of vertically orientated fins. This openness and articulation creates active frontages and ensure that there are no areas of large unrelieved façade. At ground floor there are generous openings also providing visual interest and activity. The roof form is flat with distinct overhanging eaves in areas, particularly on waterfront elevations.

The single storey pavilion is modest in scale and with its inverted roof form and extended overhanging eaves will create a visually interesting and distinctive water-side feature.

9.2 New Building and Landscaping - Design, Fabric and Finishes

The design of the buildings, particularly with regards to elevations visible from the water, is considered to be well handled. Although interconnected, each building has been given its own treatment and design features to enable differentiation and modelling of the overall mass of development. The elevations would provide visual interest and movement.

It is understood that the materials schedule for the finishes and cladding of the buildings has not been finalised. The design appears to lend itself to areas of timber



cladding and expressed timber framing is noted on the west elevation plan (ref SK31-PTL). There are also expansive areas of glazing. It is recommended that the colour palette for other cladding materials to be employed be kept neutral in colour and that stark colours which draw the eye such as white be avoided. The subject site is a highly visible one from a number of heritage receptors (as discussed above) and the use of a neutral colour palette should help ensure that the new buildings do not read as stark new additions to the waterside.

10. STATEMENT OF HERITAGE IMPACT (NON-ARCHAEOLOGICAL)

The immediate context to the subject site in Pyrmont is not sensitive in built heritage terms. The nearest local heritage items are physically separate from the site and its context. They are the remains of the former quarry and railway cutting and are located within dense modern development for the most part. Their heritage significance is not considered to be impacted by the proposal.

With respect to the ANZAC Bridge, its heritage significance is considered to be embodied by its overall structural form and integral memorials which is legible above road deck level. As such, it is considered that the arrangement of modestly scaled new development around one of its pylons would be innocuous in heritage impact terms. Furthermore, a generous area around the base of the pylon has been annexed off to enable easy access for servicing.

With regard to the likely impact of the proposals on the heritage significance of identified heritage items, the main issue is considered to be the impact on views from heritage items across the bay including Blackwattle Bay Park, the former Walter Burley Griffin incinerator and associated structures and Bellevue. In order to fully understand and assess the visual impact of the proposals from these heritage receptors, it is recommended that a comprehensive visual impact assessment be carried out. This is in line with the recommended carrying out of a visual impact assessment for new marina developments within the *Sydney Harbour Foreshores and Waterways Area DCP 2005*. This would entail the preparation of accurate visual representations of the proposals including renderings of proposed fabric and materials.



11. CONCLUSIONS AND RECOMMENDATIONS

11.1 Aboriginal Cultural Heritage Values

The preliminary Aboriginal heritage assessment has identified that:

1. No known Aboriginal sites/places are located within the subject site;
2. It is unlikely that potential Aboriginal sites and/or objects survive within the subject site; and

It is recommended that:

3. No further investigation or Aboriginal cultural heritage assessment of the subject site is warranted.

11.2 Historical Archaeology

The preliminary historical archaeological assessment has identified that:

4. There is potential for parts of the former sea wall to survive within the subject site;
5. Should the sea wall survive within the subject site, there is potential it would be impacted by the proposed development;
6. A sandstone wall has been identified adjacent to Bank Street within the subject site during works by the RTA;
7. There is potential for the sandstone wall to be impacted by the proposed development.
8. It is unlikely that other archaeological features or resources survive within the subject site.

It is recommended that:

9. If the former sea wall is exposed during excavation works for the proposed development, an archaeologist should be called out to record the location and the extent of the feature and prior to its removal. A brief letter report should be written and submitted to the Heritage Branch at the Office of Environment and Heritage regarding the recording.
10. At this stage, it is unknown if the RTA intend to disturb or remove the sandstone walls discovered adjacent to Bank Street at the subject site. Information should be sought from the RTA prior to undertaking works for the proposed development to identify whether or not any of the sandstone wall remains at the subject site.



11. If the RTA has removed the sandstone walls adjacent to Banks Street, and any other associated features, no further assessment, monitoring or recording works would be required prior to works for the proposed development.
12. If the RTA has not disturbed or removed the sandstone walls discovered adjacent to Banks Street, and the construction works for the proposed development is likely to impact the feature, it is recommended that an archaeologist be called in to record the location, fabric and extent of the sandstone wall and any other associated features, during construction works. A brief letter report should be written and submitted to the Heritage Branch at the Office of Environment and Heritage regarding the recording.
13. No approvals or permits are required from the NSW Heritage Office prior to the disturbance or removal of the former sea wall, sandstone wall or any other potential archaeological features and/or deposits, as the proposed development is subject to the Project Approval provisions under Part 3A of the *Environmental Planning and Assessment Act 1979*; and
14. No further historical archaeological assessment of the subject site appears warranted prior to redevelopment.

11.2 HIS

15. It is considered that the proposals would not impact on and therefore conserve the heritage significance of items in the immediate Pyrmont context. These items include the remains of the former quarry and railway embankment listed on the heritage schedules within the Draft and current City of Sydney LEPs as well as the Anzac Bridge listed on the s170 registers;
16. The proposals will impact on views from heritage items on the opposite side of Blackwattle Bay including the locally listed Blackwattle Bay Park and former Glebe incinerator and the state registered Bellevue;
17. In order to fully understand and assess the impact of the proposals on the significance (including visual setting) of the heritage items on the opposite side of Blackwattle Bay to the subject site, it is recommended that a visual impact assessment exercise be carried out.



APPENDIX 1 - Aboriginal Archaeological Preliminary Assessment Background Research

Background research into the potential for Aboriginal heritage items to occur in the subject area was conducted in several ways. Database searches were carried out, firstly to ascertain whether the subject area was heritage listed, and secondly to investigate the types of sites that have been found in the area. The geology and soils of the site were assessed by investigating soil landscape maps for the site. This information was used to inform the site investigation, in terms of predicting where items of Aboriginal heritage may be located, based on landform and environmental characteristics of other nearby sites. The history of the site, as outlined above, was used to inform the assessment of the degree of disturbance at the subject site.

Soils and Geology

The subject site is located within a 'Disturbed' soil landscape and the Gynea soil landscape, as characterised by the *Soil Landscapes of the Sydney 1:100,000 map sheet*.²

The Disturbed soil landscape is characterised as terrain disturbed by human activity, including the addition of fill for reclamation. The fill comprises of sandy loam overlying clay or waste materials including demolition rubble, dredged estuarine sand and mud and industrial or household waste.³

Part of the subject site, adjacent to Bank Street, may be located within the Gynea soil landscape. This landscape is characterised by undulating rolling rises and low hills on Hawkesbury sandstone with a frequent rock out cropping. Soils are generally earth sands and are shallow on crests and benches.

Disturbance

The subject site has undergone significant disturbance during the late nineteenth and early twentieth centuries. Historical activities that would have caused disturbance at the subject site includes quarrying, the construction of Bank Street, cutting and filling for the construction of wharf frontages, industrial activities including the construction of wharves, timber yards and use by the Colonial Sugar Refinery Company. The construction of the ANZAC bridge cause disturbance and further land reclamation as one of the bridge pylons is located within the subject site.

AHIMS Register

A search of the Aboriginal Heritage Information Management System (AHIMS) database, maintained by the Office of Environment and Heritage (OEH), was carried out on 30

² Chapman, G.A and Murphy, C.L. Tille, P.J. Atkinson G. and Morse, R.J. 1989. *Soil Landscapes of the Sydney 1:100 000 Sheet*. Map. Soil Conservation Service of NSW, Sydney.

³ Chapman G.A and Murphy, C.L. 1990. *Soil Landscapes of the Sydney 1:100 000 Sheet*, pp.132



August 2011. No registered Aboriginal sites listed on the Office of Environment and Heritage (OEH) Aboriginal Heritage Information Management System (AHIMS) are located at the subject site.

The results of the search indicated two registered Aboriginal sites are located within a 1 km radius of the subject site, both are categorised as Potential Archaeological Deposits (PADs). These sites are:

- AHIMS # 45-6-2960, Jacksons Landing, located 80 m north of the subject site; and
- AHIMS # 45-6-2652, Ultimo PAD 1, located 1.25 km south-east of the subject site.

One of the registered AHIMS site is located in the vicinity of the subject site (AHIMS # 45-6-2960, Jacksons Landing). This site will not be affected by the proposed development.

Visual Inspection

A visual inspection of the subject area was undertaken on 13 September 2011. It was noted that the subject site is comprised of historical fill and reclamation

It is unlikely that deposits below the fill layers retain evidence of Aboriginal occupation, as the subject site is located on an area of reclaimed land comprised of fill deposits.





 Scale 1:10,000			Legend		 ARCHAEOLOGICAL & HERITAGE MANAGEMENT SOLUTIONS PTY LTD ACN: 088 058 388 ABN: 45 088 058 388
GDA 94 MGA Zone 56			Subject Site		
DRAWN BY: Laura Matarese 31/08/2011		AHIMS Site- Potential Archaeological Deposit		PERTH SYDNEY MELBOURNE BRISBANE	
AHIMS Results for Sydney Heritage Fleet Base				No. 13/336 Churchill Ave Subiaco W.A 6008 349 Annandale St Annandale NSW 2038 7/11 Merrifield Rd Brunswick VIC 3032 South Brisbane Bus. Centre PO Box 6048 South Brisbane QLD 4101	
TopoView base map and AHIMS data 30.08.2011					

