

# Pymont Peninsula Place Strategy— Final Report

Report prepared for Department of Planning  
and Environment NSW—July 2020



A black and white photograph showing a demolition site. In the foreground, a group of about seven children are sitting on a pile of dirt and debris. Behind them, a row of houses is visible. The house on the left is made of stone with a corrugated metal roof. The house on the right is made of wood with a corrugated metal roof. A large pile of bricks and rubble is on the right side of the image. The text "For Information – Not Government Policy" is overlaid in white on the image.

# For Information – Not Government Policy



# Pymont Place Strategy— Non-Indigenous Cultural Heritage Study

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Job No.	Issue No.	Notes/Description	Issue Date
20-0155	4	Final Report	July 2020

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# Contents

<b>1.0 INTRODUCTION</b>	<b>5</b>	<b>4.0 HERITAGE PLANNING CONTEXT</b>	<b>27</b>
Background	6	Introduction	28
Key Objectives	6	Pymont Heritage Conservation Area	32
Methodology	6	Ultimo Heritage Conservation Area	37
The Study Area	6	Harris Street Heritage Conservation Area	42
Acknowledgements	6	Non-Statutory Heritage Listings	47
<b>2.0 ARCHAEOLOGY—SHAPING THE POINT</b>	<b>7</b>	Pymont Point Locality Statement	49
Rediscovering lost landscapes—Historic maps & GIS	8	Ultimo Locality Statement	50
Settlement over time	9	Pymont Locality Statement	51
Mapping the built environs of a community	9	Summary Overview	53
Improve Accessibility and Infrastructure	10	Statement of Significance	54
Rabbit Proof Fence Vegetable Garden	6	<b>5.0 PLACE STRATEGY RECOMMENDATIONS</b>	<b>54</b>
<b>3.0 HISTORY</b>	<b>12</b>	Introduction	55
Introduction	13	Character and Experience	55
Antipodean Idyll	13	Urban Morphology	55
Full Steam ahead	14	Perceptions of Cultural Heritage	55
Getting Around	16	A Vision for Pymont-Ultimo	56
This Working Life	18	Masterplan Principles	56
A Close-Knit Community	21	Heritage Strategy and Recommendations	57
Removed, Reclaimed and Revitalised	24	<b>ENDNOTES</b>	<b>68</b>
		<b>APPENDICES</b>	<b>69</b>



# INTRODUCTION





# Introduction

## Background

This non-Indigenous cultural heritage study for the Pyrmont Peninsula has been prepared as a technical report to support the development of the Pyrmont Peninsula Place Strategy.

The Pyrmont Place Strategy is being led by the Department of Planning, Industry and Environment (the department). The Strategy follows the Greater Sydney Commission's response to the review of planning for the Western Harbour Precinct, which includes the Pyrmont Peninsula.

## Key Objectives

- Understand the non-Indigenous heritage of the study area and immediate surrounds, particularly the waterfront.
- Gain an appreciation of the roles and value of non-Indigenous heritage for place identity, vision and character today, particularly the role of heritage to create an authentic, attractive and vibrant place (in collaboration with other consultants, such as in economics and urban design).
- Develop an understanding of the characteristics of the study area in relation to non-Indigenous heritage cultural, political, social and related economic significance.
- Prepare an evidence base and provide strategic advice to support the Place Strategy, including urban design framework, master plan and recommendations and changes to deliver a simplified planning control at the sub-precinct and site scale.
- Make recommendations on amendments to planning controls to enable the urban design framework and master plan to be implemented including provision of technical information and other evidence to support change to land use planning controls to satisfy relevant statutory guidelines.
- Make recommendations on how matters of non-Indigenous heritage can be considered as part of ongoing governance of the study area.

## Methodology

The methodology for this non-Indigenous cultural heritage study has been guided by the Statement of Requirements for the project. The key tasks undertaken are outlined below:

- reviewed background documentation including published histories, previous cultural heritage technical studies and reports;
- carried out a high-level review of the current planning framework as it relates to heritage for the study area;
- compiled and reviewed statutory and non-statutory heritage listings;
- undertook targeted online historical research;
- undertook site inspections from public domain areas only;
- liaised with Heritage NSW, National Trust NSW and City of Sydney;
- collaborated with the project team and provided input and advice as required; and
- georeferenced historical and property data to generate a series of mapped overlays.

These tasks were undertaken to establish an evidence base to inform the assessment, analysis and recommendations.

## The Study Area

The study area is the Pyrmont Peninsula, which is within the City of Sydney Local Government Area (LGA).

It is part of the Eastern Harbour City and includes the suburbs of Pyrmont, Ultimo and takes in areas of Darling Harbour and the Bays Precinct.

## Acknowledgements

- Nick Pitt for providing access to Archaeology Near Me data (<http://www.archaeology-near-me.com/>).
- City of Sydney.
- National Trust (NSW) for assistance with access to register listings.

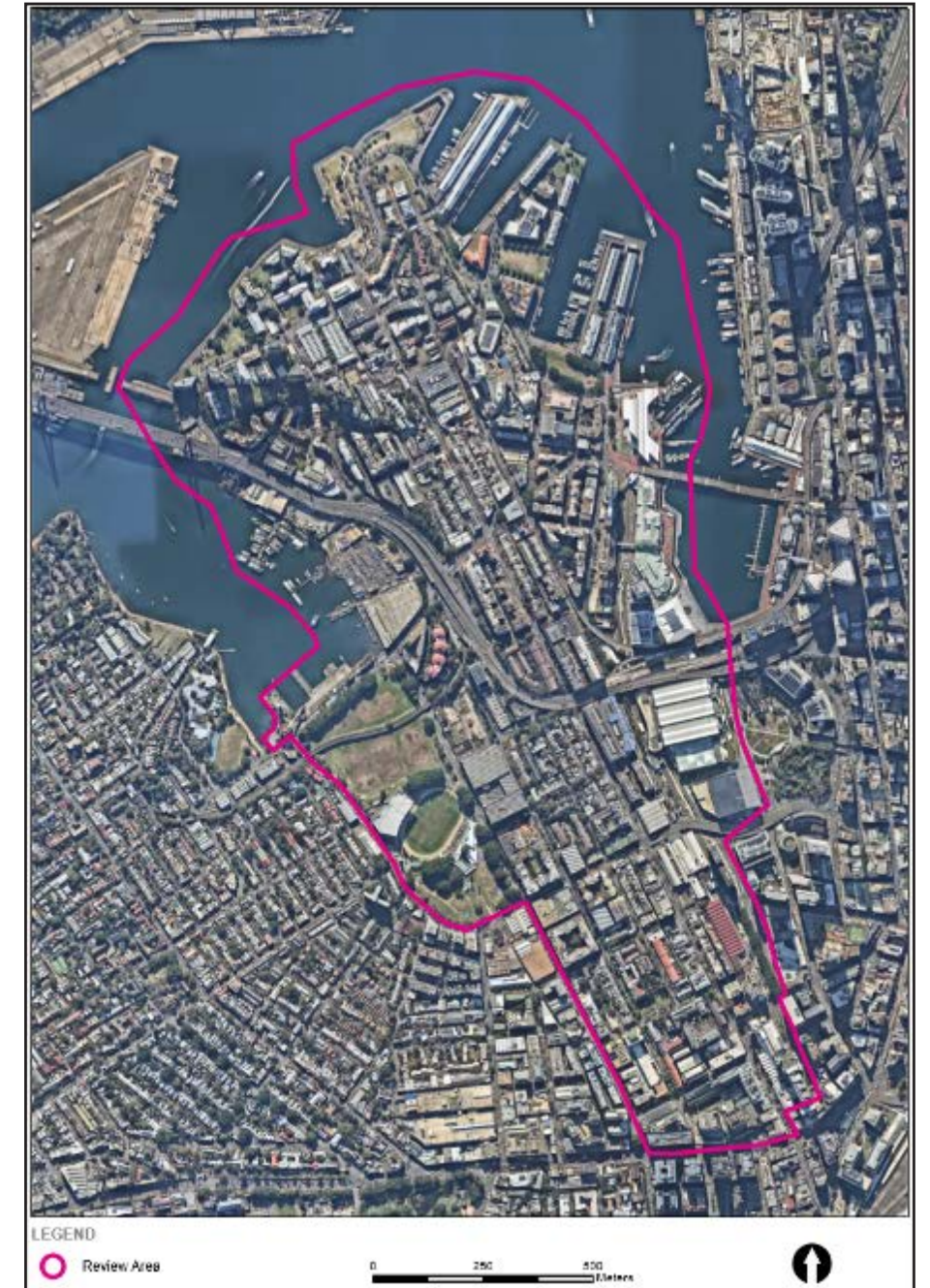


Figure 1 Study area, Pyrmont Place Strategy (Source: DPIE)



# ARCHAEOLOGY: SHAPING THE POINT



# Archaeology: Shaping the Point

The following overlays depict a selection of individual elements and features that make up the archaeological layers of the Pyrmont-Ultimo Precinct. The evidence provides a picture of the diversity and patterning of land use and activities that have shaped the Point over time. The overlays also show how previous configurations have outlasted more recent disturbance and change across the area.

## Rediscovering lost landscapes—Historic maps & GIS

Pyrmont Peninsula has been well mapped over the past 170 years. Although surveyors' chains of old have been replaced by modern lasers and paper has been replaced by digital outputs, all these surveys have the potential to reveal much about the past in the present.

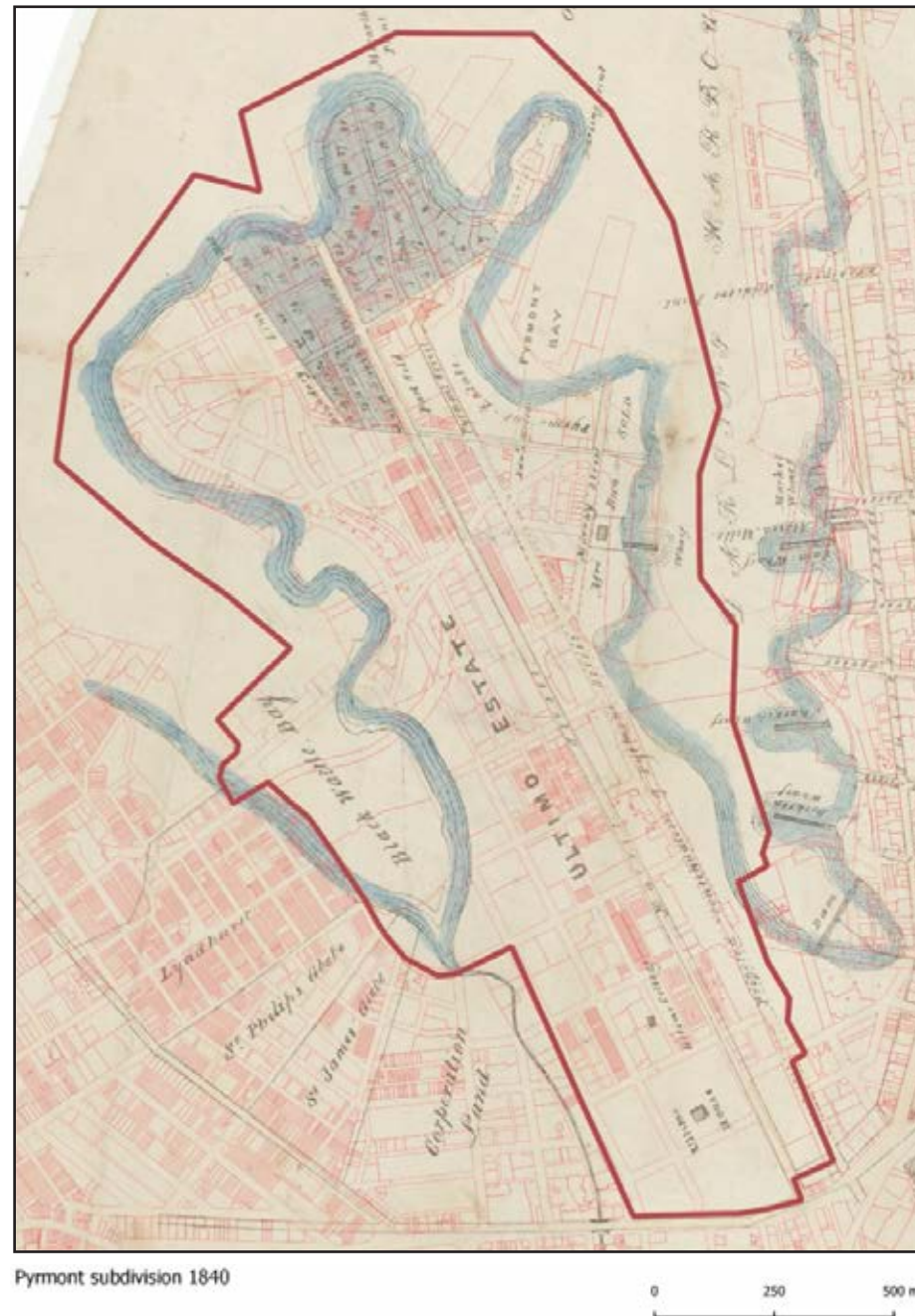
GIS is being used to incorporate disparate datasets such as modern cadastral lot boundaries and digital elevation models with information derived from historic cartography. Selections of these historic maps display development and change across the peninsula. Digitising or tracing relevant features such as roads, boundaries, buildings and shorelines provides a framework for representing and understanding development across the peninsula historically and provides insight into past occupation and land use. Some of these elements, such as early tracks and pathways, may be lost forever. Other elements may survive, to some extent, in the fabric of today's Pyrmont. Modern roads and boundaries sometimes follow the lines of early colonial estate features. In other instances, traces of piers, early shorelines or buildings could be within metres of reclamation fill or within garden soils, as has been found during project works within Sydney's other harbour fingers including Barangaroo and Darling Harbour.

We have applied GIS to compare historic plan data with current layouts on the peninsula. This data helps us to identify the gaps between known and existing heritage areas and sites and those that are long gone and open to new uses. Identifying where potential and existing built and buried heritage opportunities exist provides opportunities to inform the Pyrmont Peninsula Place Strategy.

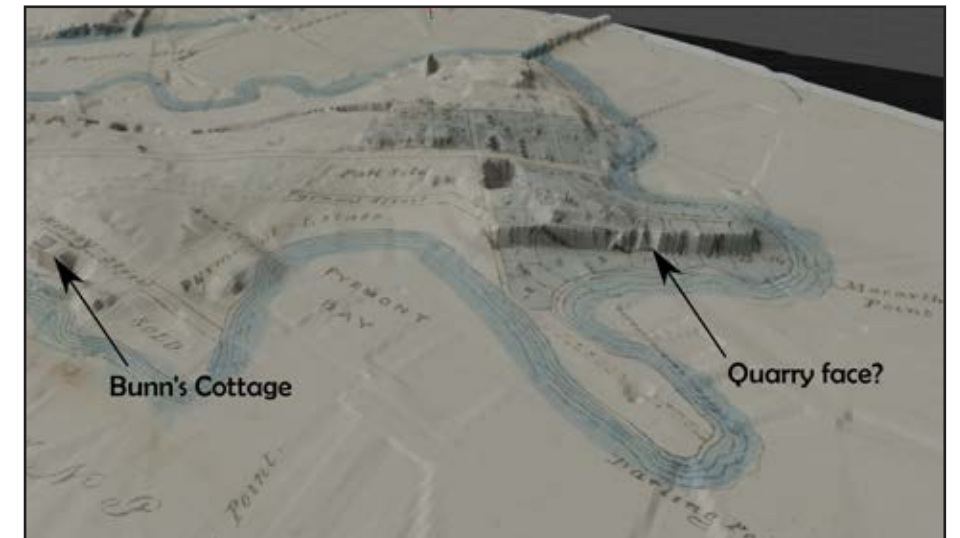
The following maps and images illustrate the sequence of historic cartographic digitisation.

## Mapping historic shorelines

The shores of Pyrmont have been extensively modified over the last 200 years. Phases of industrialisation and manufacturing led to the construction of many new structures including piers and wharfs. Land reclamation has extended the modern waterfront well beyond the



**Figure 2** Pyrmont 1840 subdivision map georeferenced to modern cadastral boundaries. (Source: Plan of 58 allotments, being the second portion of the Pyrmont estate to be sold by auction by Mr. Smart in 1840, State Library of NSW [SLNSW] & Lot boundaries © Dept. Finance, Services and Innovation & GML)



**Figure 3** 3D visualisation of modern topography with historic map. (Source: Plan of 58 allotments, being the second portion of the Pyrmont estate to be sold by auction by Mr. Smart in 1840, SLNSW; DEM & Lot boundaries © Dept. Finance, Services and Innovation & GML)



early shores. The following map shows the incremental expansion of the waterfront between 1840 and the 1930s (Figure 4). It is based on a georeferenced sequence of historic maps including:

- a plan of 58 allotments being the second portion of the Pyrmont estate to be sold by auction by Mr Smart on Monday 29 June 1840;
- Trigonometrical Survey of the City of Sydney, 1865; and
- Civic Survey of Sydney 1932–50.

The Trigonometrical Survey sheets (1865) provide exceptional detail of the many piers and wharfs that were constructed in the preceding 20 years, many since subsumed within the reclaimed waterfront. In the absence of direct physical evidence, the positional accuracy of these items cannot be determined although they are likely to be within a margin of 10 or 20 metres.

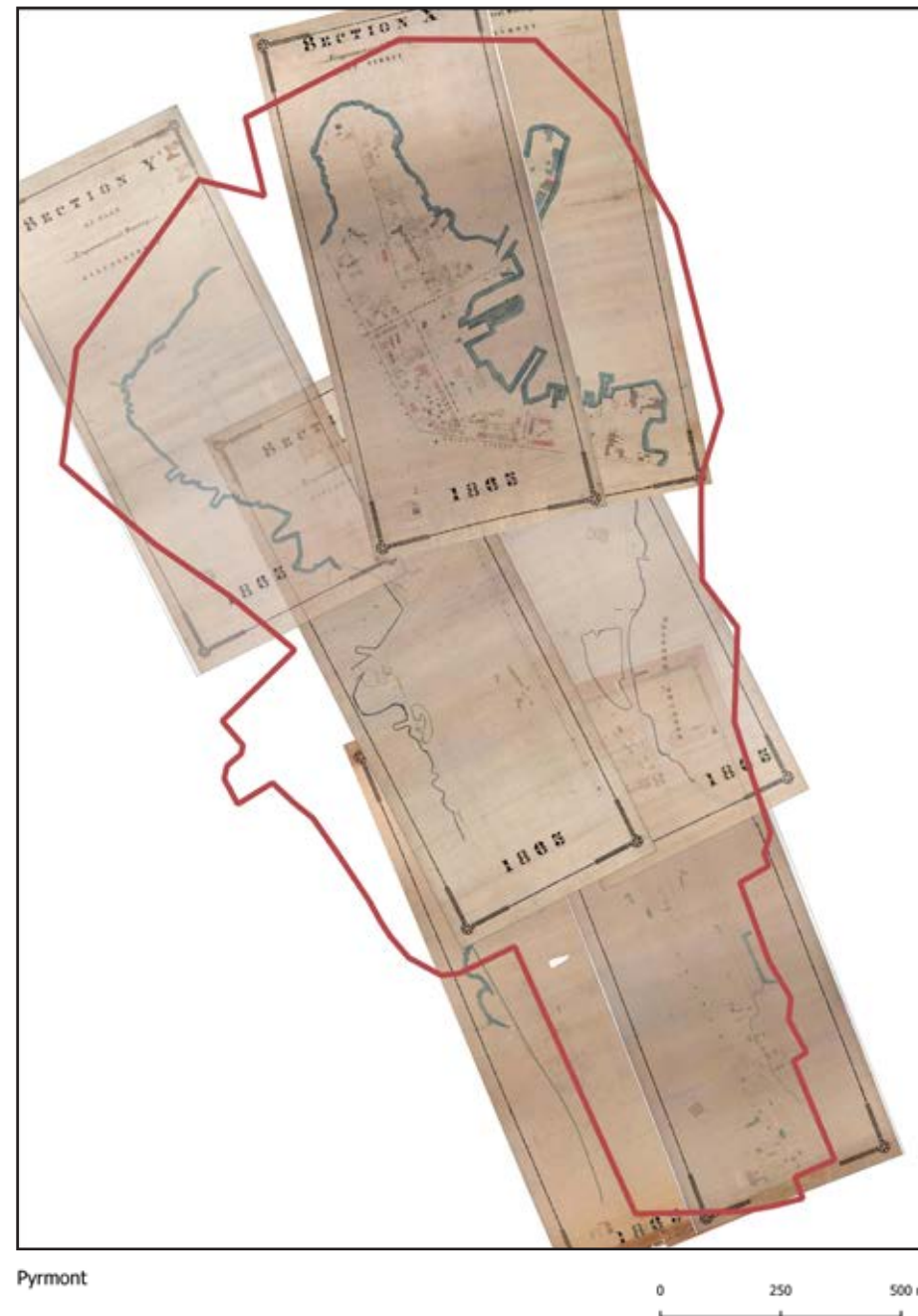
Understanding and mapping the development of waterfront activities informs our understanding of the location of former historic structures and sites and the potential for their survival along with buried deposits relating to those activities.

## Settlement over time

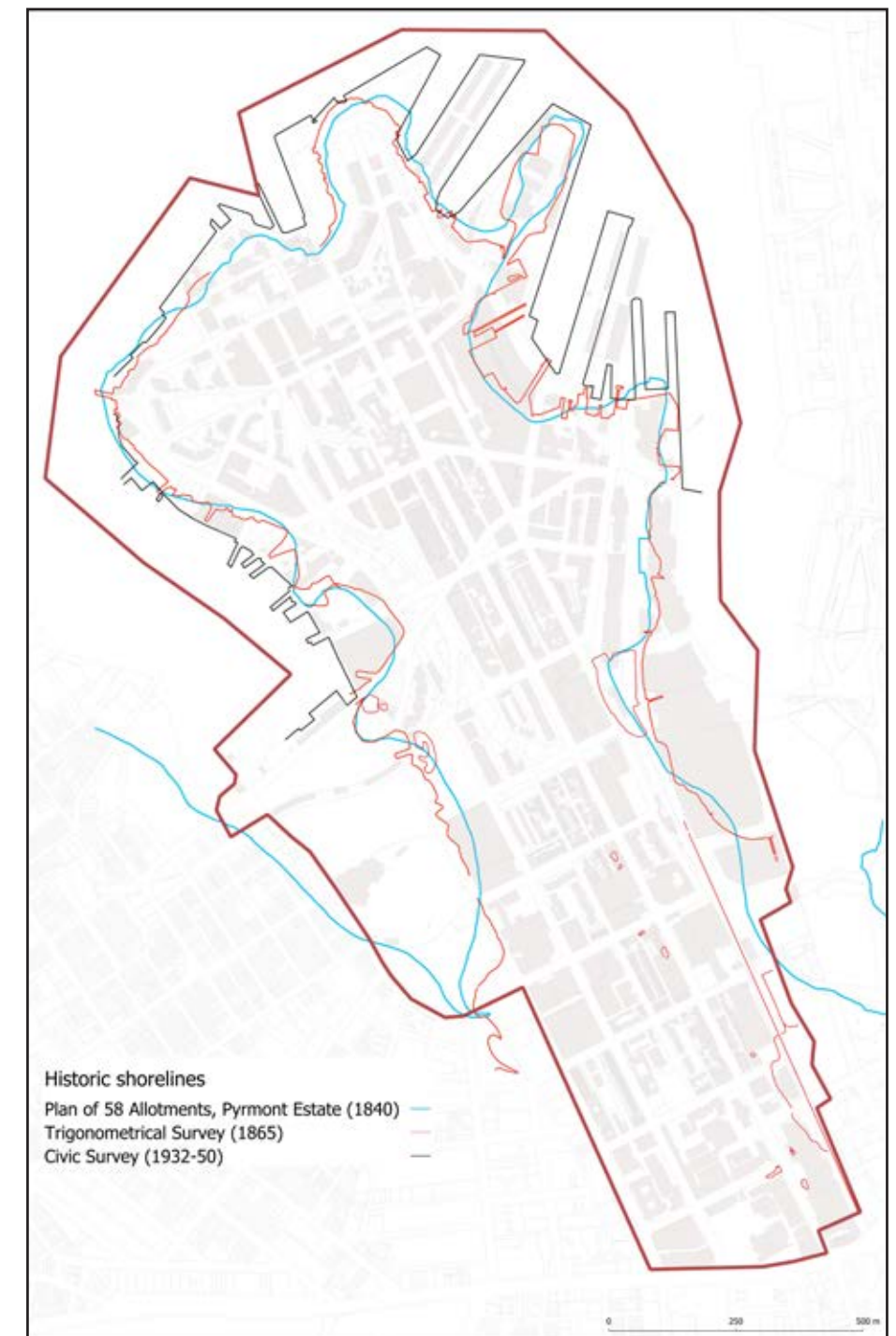
Digitising details from the early maps such as an 1832 map (SLNSW) of a boundary line agreed on between John Harris and James Macarthur reveals a lost topography of historic places (Figure 5). Landmarks including flat rocks, windmills and old roads or tracks no longer define the landscape of Pyrmont, although they were once of significance to the inhabitants of the peninsula. Even places of great historic and architectural importance, such as Ultimo House, are no more. However, Harris Street remains the central artery of the peninsula. Early historic maps provide critical information. Digitising buildings, boundaries, waterbodies and roads recorded on the Trigonometrical Survey section plans (1865) reveals a landscape in transition from semi-rural estate to residential subdivisions and industrial areas (Figure 6).

## Mapping the built environs of a community

Later plans show the steady transformation of land use. By 1865 the concentration of businesses side by side with homes, churches and other local community amenities can be seen in the Pyrmont Point area where subdivision of the Pyrmont estate first occurred (Figure 6). The Ultimo estate remains less developed, retaining pockets of open paddock in place



**Figure 4** Georeferenced 1865 Trigonometrical Survey section plans of Pyrmont. (Source: City of Sydney Archives & GML)



**Figure 5** Plan showing incremental expansion of the waterfront between 1840 and 1930. (Source: Lot boundaries © Dept Finance, Services and Innovation, building outlines, City of Sydney Council & GML)



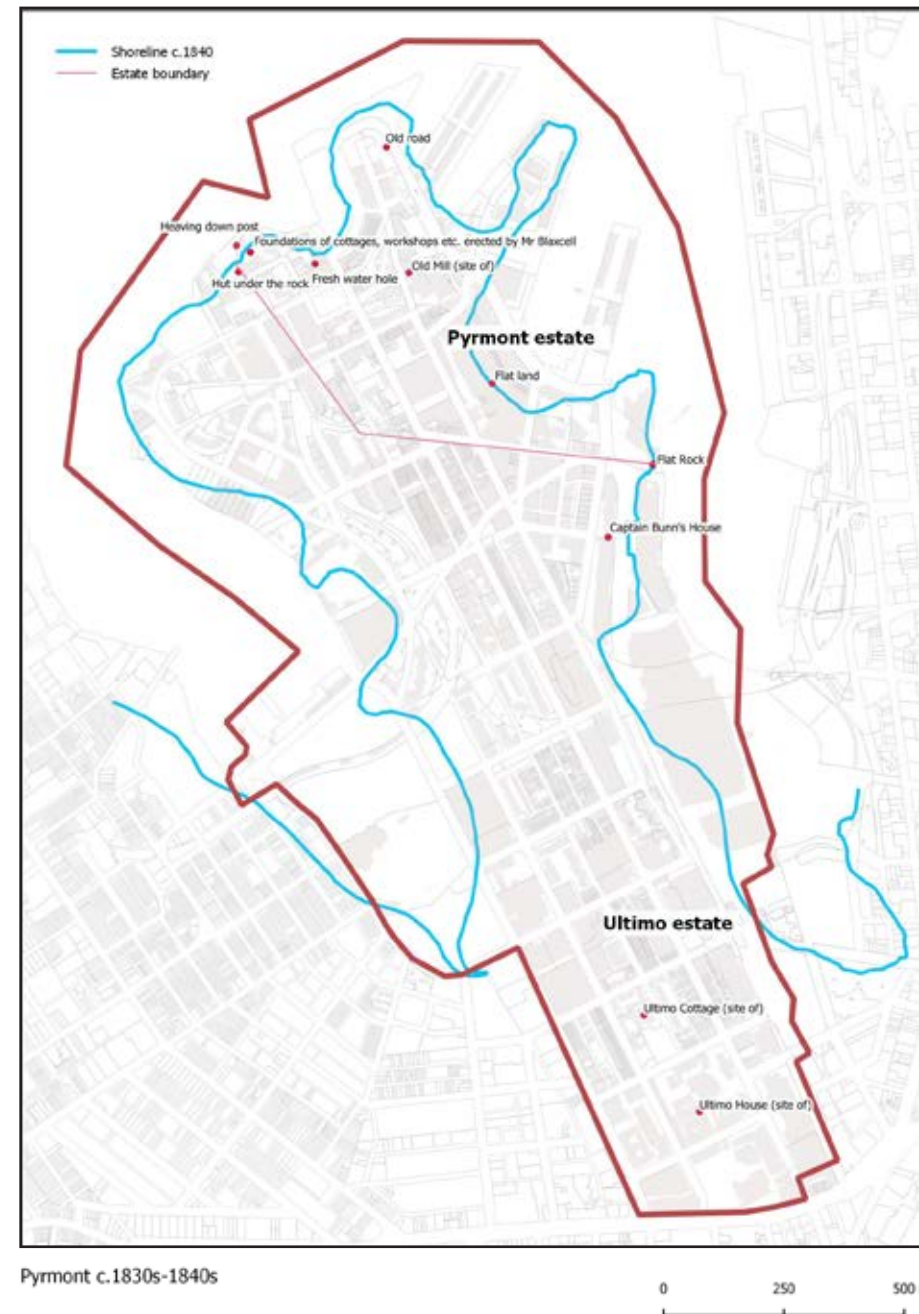
to the south.

A plan of Pyrmont estate, dated 1 May 1892, provides an overview of the Macarthur estate near the end of the century (Figure 7). It is included here as a snapshot of a community before the more extensive twentieth-century industrialisation led to the redevelopment of large parts of the area. The map shows a range of residential and commercial properties. Some key places are highlighted including the parish complexes of Saint Bartholomew's Anglican Church, parsonage and school and Saint Bede's Roman Catholic Church, presbytery and school. Other socially significant sites include the public school, the police station and a range of hotels. The sites of these buildings can be related to modern property boundaries, which is particularly important in a dynamic urban landscape where even once significant major landmarks, such as Saint Bartholomew's Church, have been demolished.

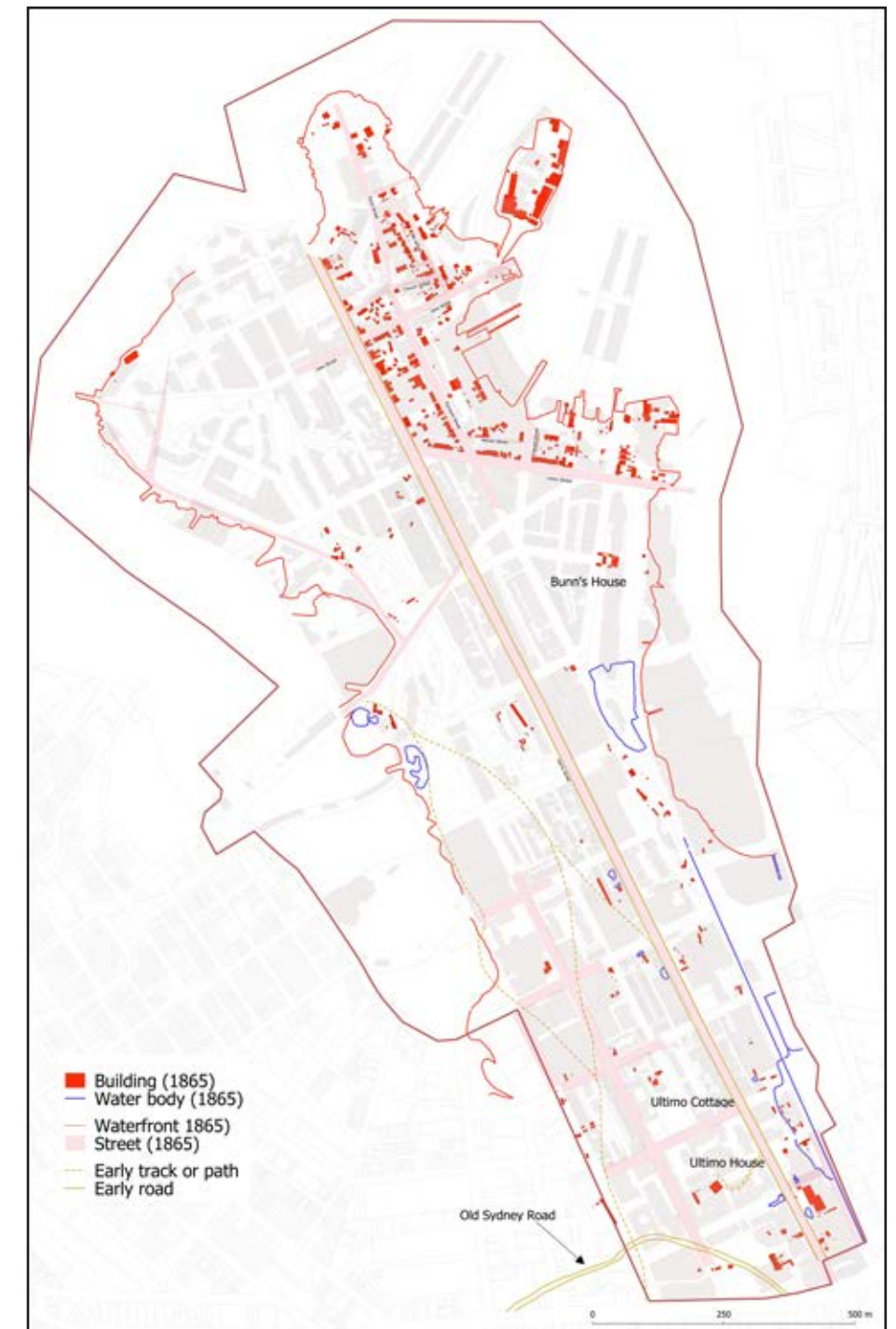
The intense re-shaping of the natural environment, cutting away of the rocky sandstone outcrops and escarpments for quarried stone and easier access via railway lines as well as filling in of foreshores, natural waterholes and swamps is clearly evident in Figure 8.

Analysis of historical maps such as the Trigonometrical Survey (1865), the Metropolitan Series plans (1888) and the Civic Survey (1938–50) has revealed the locations of some of the quarrying activity that took place over an 80-year period. Lidar-derived Digital Elevation Model (DEM) data provides a large-scale overview of the extent to which the contemporary topography of the peninsula has been reshaped by quarrying. Plateaus of high ground defined by sheer rock faces evident at the north end of the peninsula mark the points at which the coastal drive inwards finally ground to a halt.

The 1943 aerial image (Figure 9) shows how activity in the precinct had expanded even further by the early twentieth century, with pockets of earlier houses and terraces hemmed in by larger redeveloped blocks for wharfage and goods yards, wool stores, power houses, mills, sugar refineries and iron foundries.



**Figure 6** Selection of early topographic features and sites on the Ultimo and Pyrmont estates derived from historic maps. (Source: Lot boundaries © Dept Finance, Services and Innovation, building outlines, City of



**Figure 7** Map showing digitised settlement and estate features derived from the Trigonometrical Survey section plans, 1865. (Source: Lot boundaries © Dept Finance, Services and Innovation, building outlines, Sydney Council & GML 2020)



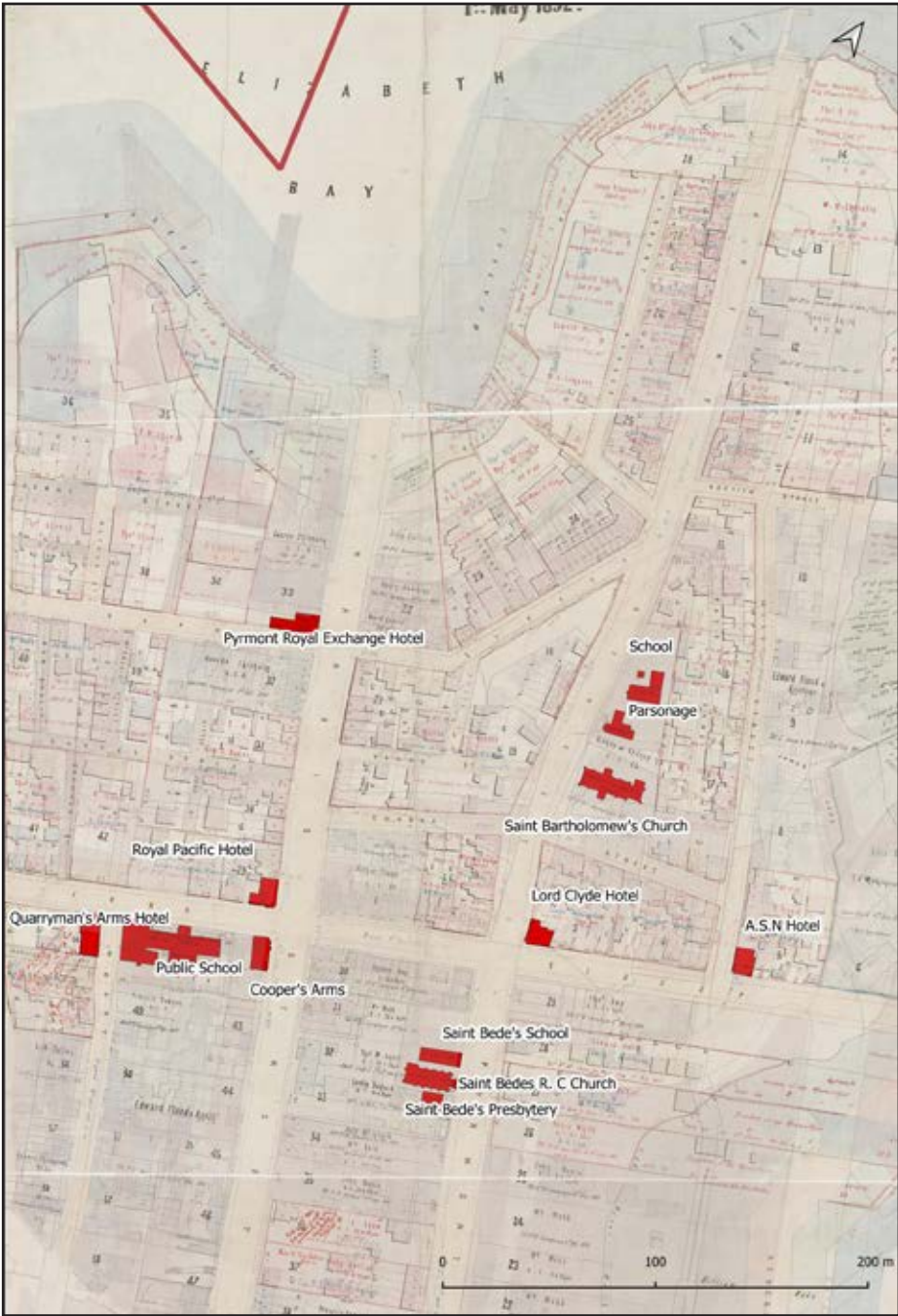


Figure 8 Georeferenced 1892 map of the Pyrmont estate with selected sites highlighted. (Source: Plan of the Pyrmont Estate, Parish of St. Andrew, 1 May 1892)

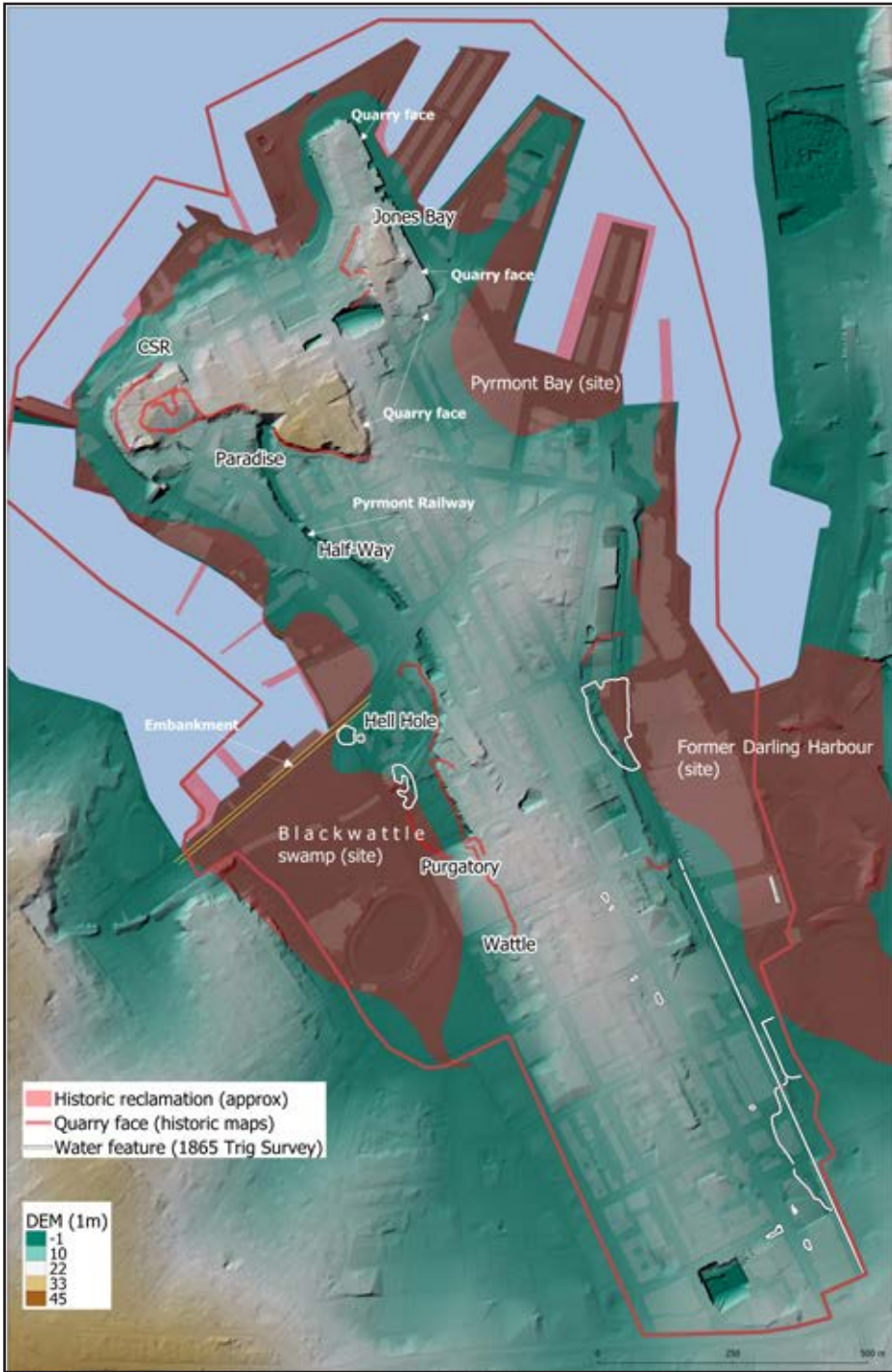


Figure 9 Map showing quarries, quarry faces and reclamation. (Source: Trigonometrical Survey section plans, 1865, Metropolitan Series Plans, 1882. Named quarry locations derived from Pyrmont History Group. DEM © Dept Finance, Services and Innovation)



Figure 10 Aerial image showing extent of industrial activity in 1943. (Source: SIX Maps with additions by GML)



# HISTORY



# HISTORY

## Introduction

This thematic history of the Pyrmont Peninsula has been prepared to assist in an understanding of the European cultural heritage of the area. The scope of this history does not include the continuous Aboriginal occupation of Sydney from 35,000 years to the present day.<sup>1</sup>

## Antipodean idyll

***After examining, with inexpressible satisfaction the picturesque beaches which that romantic scene afforded, a handsome collation ushered in the evening beneath the shelter of a spreading fig tree...one of the young ladies was pleased to give the name of Pyrmont, from its pure and uncontaminated spring, joined to the native beauties of the place.***

– *The Sydney Gazette, 21 December 1806*<sup>2</sup>

## Places:

### The ridge line, salt and fresh water, Carmichael Park, Wentworth Park and Darling Harbour, sandstone.

If you stood on the sandstone spine of the Pyrmont Peninsula in the early 1800s you would have seen an ancient antipodean landscape sprawled out below. The land was forested with smooth bark apples, red bloodwoods, grey and peppermint gums with an understorey of wattle, cheesewood and mock orange. The Blackwattle Creek fed into the swamp subsequently reclaimed for Wentworth Park. Small streams formed a delta at Cockle Bay where later streets would be built over land normally only seen at low tide.<sup>3</sup> Port Jackson fig trees clustered on two high headlands which tumbled down to sandy bays edged by caves and freshwater springs.

The first European colonists of the land, Private Thomas Jones and his wife Elizabeth, took hold of the title in 1795. Soon after convicted for the murder of a missionary, the couple left only one mark on the place in the eponymous Jones Bay and Jones Wharf. The land passed between several soldiers of the NSW Corps and was, according to legend, bought by John Macarthur in 1799 for a gallon of rum.<sup>4</sup> Macarthur idled here with picnic parties, one of whom was so taken with a freshwater spring they named the peninsula after a spa town in Germany (the spring later became known as Tinker’s Well). But as a surveyor noted at the time, the land was ‘rocky

and unprofitable’ in terms of agriculture.<sup>5</sup> Macarthur’s exile after the Rum Rebellion meant he never took full advantage of the peninsula.

The alluvial soils between Cockle and Blackwattle Bays were capitalised on by John Harris, who established Ultimo Farm and eventually came to own 233 acres (the Ultimo estate) of what is now Pyrmont, Ultimo and some of Haymarket. Harris commissioned Francis Greenway to design the first grand house on the peninsula, Ultimo House, and shaped the antipodean landscape into an English parkland replete with deer imported from India.<sup>6</sup>

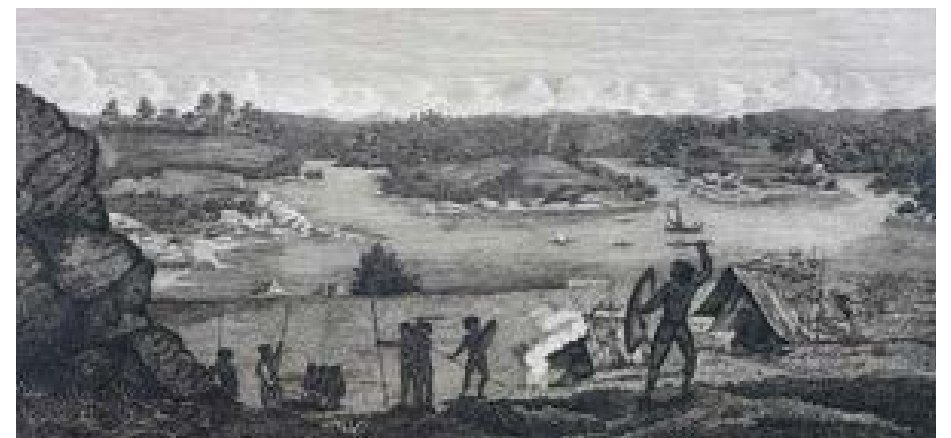
Guests attending lavish events at Harris’ house travelled by road, entering the main gate at the top of Harris Street in Ultimo, then not much more than a dirt track. The limited access to the area meant it was still largely undeveloped swathes of bush in the 1820s.



Native camp near Cockle Bay, 1813, the central headland showing sandy beaches and cliffs of an undeveloped Pyrmont. (Source: State Library of NSW, Call Number a1474013 / PX\*D 65, no 8)



East View of Ultimo in Sydney, New South Wales / the Property of J: Harris Esqre, J.L. pixt, 1820. (Source: State Library of NSW)



Native camp near Cockle Bay, 1813, the central headland showing sandy beaches and cliffs of an undeveloped Pyrmont. (Source: State Library of NSW, Call Number a1474013 / PX\*D 65, no 8)



Full steam ahead

The Engine Room of Australian urban industrialisation and economic development

*A jumble of foundries, workshops and factories, with their attendant smells, smoke, dust and noise, were distributed across the landscape, with lorries and timber jinkers hauling heavy loads through residential streets.<sup>7</sup>*

– Shirley Fitzgerald, historian

Places:

**Former “Farmers and Graziers No 2”, CSR Sugar Works, Pyrmont Powerhouse, Former Woolstore “Winchcombe Carson” including interior, Former Pyrmont Power Station Administrative Building (42 Pyrmont Street) including interiors, Former woolstore “John Taylor Wool Stores” including interiors and industrial artefacts (wool press), Former Industrial Building Elements “Edwin Davey & Sons Flour Millers”, Former warehouse “Festival Records, Former woolstore “Shute, Bell, Badgery and Lumby” including interiors, Escarpment face from former quarry “Saunders Quarry”, Former woolstore “Clarence Bonded and Free Stores” including interiors, Warehouse “Slades Building”, Commonwealth Bank of Australia building, Former Australian Joint Stock Bank including interiors, Former “Millinery House”.**

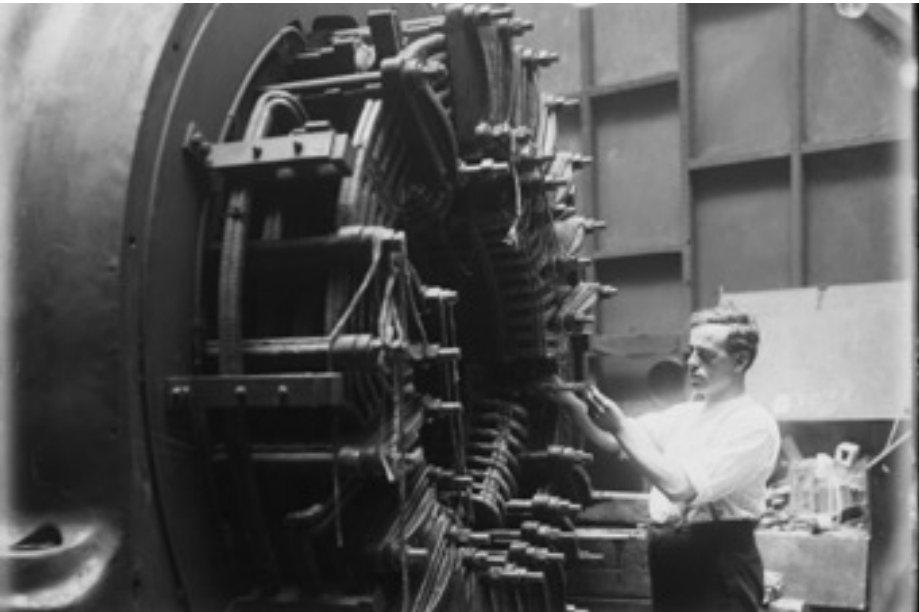
The freshwater streams so appealing to those first picnickers at Pyrmont soon lured industrialists. John Macarthur’s early attempts to profit from the Peninsula used the wood and freshwater for a salt-boiling works to preserve commodities like meat in trade around the Pacific. When this venture failed, Macarthur developed a mill at Church, Mill and Point Streets. This signalled the ‘first time Pyrmont was drawn into Sydney’s economic orbit as customers made short work of the trip across Cockle Bay, rowing grain over to be ground at the competitive rate of ten shillings a bushel.’<sup>8</sup> Later abandoned in favour of mills in the city centre, it became known as the ‘haunted mill’.

By the 1830s the peninsula’s industrial activities increased and it housed a brewery, flour mills and Robert Cooper’s distillery. Cooper’s dam took water from Ultimo turning the creek into a swamp and edging away at the Harris’ estate.

Out of the walls and pits of the peninsula grew the great public institutions of Sydney. The innumerable tons of Pyrmont ‘yellowblock’ sandstone were carved from the western half of the peninsula from the 1840s until the end of the nineteenth century. The largest quarries were run by the Saunders family from 1853 until the 1930s. Scottish workers named them ‘Paradise’, ‘Purgatory’ and ‘Hellhole’, in recognition of the difficulty of working the stone.<sup>9</sup> Along Blackwattle Creek slaughterhouses and piggeries were established; ‘when the killing was on, the sound of their bellows filled the air, and the waters of the harbour ran blood red. At the end of the day, hard men drank to ease the stress of it all at the Quarrymen’s Arms, the Butchers’ Arms, The Greentree, or at Kennedy’s.’<sup>10</sup> Colonial Architect James Barnet saw the power of Pyrmont sandstone, using it to create government buildings with gravitas. From the early 1860s, Barnet used the stone exclusively in building icons of the city including the GPO and extension to the Australian Museum. As stone was exported from the peninsula into public buildings, metal was sent back to Pyrmont from the city to be reworked out of sight on the industrial periphery.

The delay in the development of the Pyrmont Bridge meant larger industries were stymied. As sandstone was lugged into Sydney across old roads by bullock, the argument for infrastructure to link the city to the peninsula became more insistent. The opening of Pyrmont Bridge across Darling Harbour in the 1850s paved the way for the next boom of new businesses including the Colonial Sugar Refinery (CSR) in 1875 and the wool industry signalled by the opening of the Goldsbrough Mort woolstore in 1883.

Ultimo meanwhile lagged behind the industrial boom with land largely still occupied by the Harris estate, small dairies and dire living conditions for residents without decent water supply and on land prone to flooding. Sydney’s harshest commentators condemned them to be ‘born, bred, and ... die in dirt; from the cradle to the grave, they pass through life in filth.’<sup>11</sup> The Harris family complained that Darling Street (present-day Wattle Street) was full of ‘all kinds of filthy rubbish, broken glass, bottles, dead animals.’<sup>12</sup> Only with interest from manufacturers during the 1870s did access to water and amenities in the area improve. By the 1880s most of Ultimo’s residents were evicted in favour of large woolstores.



Man working on the coils at the electric light supply powerhouse, Sydney, c1930. (Source: National Library of Australia)



Pyrmont Powerhouse, c1919 (Source: City of Sydney Archives)



In 1901, the new Pyrmont bridge was built, and the new century of electricity was heralded by the opening of the power stations (Ultimo in 1899 and Pyrmont in 1904).

Key storage infrastructure like the Royal Edward Victualling Yard, built between 1904–1912, became the main facility for the Royal Australian Navy, becoming crucial for the provision of supplies during the Second World War. During the 1920s, wharfage was dominated by bulk-handling for wheat shipments. In 1925, it was recorded that 238 ships took on 517,600 tons of bagged wheat at Pyrmont. This drove the development of flour mills on the peninsula and Ultimo to free up space on the wharves. Landmark modern mills included Edwin Davey’s Flour Mill (1907) and Gillespie’s Mill, which relocated alongside the Pyrmont Powerhouse in 1921.

Industrialisation and commercialisation of the area continued full steam ahead during the twentieth century with the building of additional woolstores, Walter Burley Griffin’s Incinerator (1934), additional power stations (1955) and the Government Printing Office (1960s). The wharfage around the waterfront from Darling Harbour was extended to support the thrum of activity characterising Pyrmont until after the end of the Second World War when industry began to move elsewhere.

**Gillespie Brothers ‘Anchor and Flour Mills’ capacity during the 1940s was 75 x 200 lbs of flour each hour:**

**Wheat milled – 20,000 lbs each hour**

**Flour – 15,000 lbs each hour**

**Bran and Pollard – 5,000 lbs each hour.**<sup>13</sup>

*Before any people around here would wash you’d always go out and see what smoke was coming out of the chimney. If it was white smoke you’d wash, but if it was black smoke you wouldn’t ... because all of your sheets and your whites used to get dirty.*<sup>14</sup>

– Ron Harvey, **born in 1932, lived in Jones Street, Ultimo**



The Tribune negatives Pyrmont Bridge and Pyrmont 1980s (Source: Mitchell Library, State Library of New South Wales and Courtesy SEARCH Foundation)



Industrial Landscape of Pyrmont from Above Pyrmont Street, C1970s (Source: City of Sydney Archives)



The Tribune negatives Pyrmont Bridge and Pyrmont 1980s (Source: Mitchell Library, State Library of New South Wales and Courtesy SEARCH Foundation)



Getting Around

Places:

**Pymont Bridge, Glebe Island Bridge, Anzac Bridge, Pymont Railway Cuttings, Tunnel & Weighbridge; Pymont and Glebe Railway Tunnels, Royal Edward Victualling Yard, ”Jones Bay Wharf” including wharf, sea wall, sheds and interiors, lower and elevated road and industrial artefacts, Ultimo Road Railway Underbridge, Darling Harbour Rail Corridor, Glebe Viaducts (Jubilee Park/Wentworth Park).**

The 1840s economic depression had stalled the connection of a bridge across Darling Harbour, but the following decade saw a transformation in Sydney’s transportation infrastructure. Prior to the first Pymont Bridge the first railway opened connecting Parramatta to Sydney with a branch line to Darling Harbour operating from 1855. The Goods Line was part of the oldest railway alignment in New South Wales, transporting goods from Darling Harbour to the rail yards near Redfern. Built on reclaimed mud flats in Cockle Bay, it was Australia’s largest goods yard and vital to the movement of millions of tonnes of coal, shale, timber, wheat, wool and manufactured products. By 1908, over 1000 carriages were arriving and departing from the goods yard each day.

The Sydney Harbour Trust took over management of the commercial port area of Sydney Harbour in 1901. Wharfs were developed using the best of international design but also considerations of Sydney’s unique conditions. Buildings were modular and scaled to the specific requirements of goods traded at the site. In Pymont the jetties of Berths 19–21 were built between 1911 and 1919. Berths 22/23 were the last to be developed for wharfage due to topographical difficulties. The state rail network connected trains directly to the wharf and new technology such as electric capstans, electric lighting, lifts, cranes and mobile gantries, allowing goods to be loaded to and from upper and lower levels.<sup>15</sup>

These wharves are also embedded with the stories of significant social upheaval in the twentieth century. As a departure and arrival point for overseas travel, the portal was urgently needed and its construction accelerated during the Second World War, when the wharf was adapted to handle the tens of thousands of troops and civilians sailing to and from the front. Jones Bay Wharf was the landing point for great numbers of immigrants and people displaced by the Second World War, including the infamous Dunera ship carrying Jewish refugees deported by the

United Kingdom and the internment of ‘enemy aliens’ like the Formosan Taiwanese civilians forcibly deported back to Japan.

Today the heritage of moving goods and people in and out of Pymont remains tangible in the remnant form of rail and foreshore infrastructure including the warehouses and wharves.

***‘vehicles ... crowding on each other’s heels ... in their haste to get across Sydney before the swing opens ... As the great wool wagons, piled high with top heavy load of bales, rumble by, one can feel every plank vibrate under one’s feet; the piles tremble in their oozy bed, and collapse seems imminent...’<sup>16</sup>***

– Sydney Morning Herald, 1894

**In 1894 a tally was taken of the horse-drawn vehicles crossing the bridge between 10 am and 6 pm. It comprised:**

- 10 horse cabs (Hansom cabs)**
- 386 buggies**
- 10 horse buses**
- 2521 two-wheeled horse-drawn carts**
- 395 four-wheel wagons**
- 40 meat vans**
- 97 horsemen**
- 360 animals alone**
- 7359 pedestrians.<sup>17</sup>**



Birds-eye view of Jones Bay Wharves, 1912, Sydney Harbour Trust. (Source: State Library of NSW)



Harvey, John Henry - Sydney From Pymont: Looking down over a bridge crowded with horse-drawn vehicles, includes the roof Queen Victoria Building, 455 George Street, the Daily Telegraph offices and buildings occupied by Williams Atkins & Co., W. W. Campbell & Co.s, Buzacott & Co., wharf on left, men unloading a cart, pedestrians. C1890-1938 (Source: SLV)





Crowd around wharf No. 19 for the departure of an overseas liner, Pyrmont, c1930s. (Source: National Library of Australia)



Australian military police pushing a Formosan internee onto the Japanese repatriation destroyer Yoizuki, Pyrmont, 1946. The internee was shouting, "I am Chinese, I am not Japanese." (Source: Australian War Memorial)



This Working Life

***‘My eldest sister, Ellen ... held the record for packing so many packs of tablet sugar in a day. Of course, there were other girls just as quick as her, but at one time she held that record.’***

***– Arthur Cox, born in 1918, who worked at the CSR company in Pymont for 45 years<sup>18</sup>***

While the quarrymen, butchers and builders characterised Pymont’s early workforce, the arrival of the CSR factory multiplied the diversity and multitude of work available. From the late nineteenth century and well into the twentieth, the factory hired engineers, blacksmiths, bricklayers, carpenters, patternmakers, plumbers and coppersmiths. The Sands Directory even lists a ‘diver’, who had the grim task of salvaging lost machinery from deep in the mud under the wharves.<sup>19</sup>

Work was hard, fast and dangerous with deaths on site a common occurrence. Work at the Australian Tin Smelting Company involved men and boys wrapping layers of sheepskin around their legs and leather aprons to protect themselves from furnace ovens and red-hot lumps of iron. The unloading and loading of goods yards came with their own risks. Frank Kelso, who worked at Goldsbrough Woolstore, remembers wool bales hurtling down shutters from the tops of buildings: ‘did come down at a decent pace, believe you me. A couple of men went down with them too.’<sup>20</sup>

Other work also took place at the periphery of industrial life. Sydney’s poorest sifted through the waste of the peninsula for anything that could be resold. Paid by Council, young boys collecting manure from places like Pymont Bridge (seen on the right of Pymont Bridge above) became known as ‘sparrow starvers’, reselling the waste as garden fertiliser.

Minority migrant groups such as Chinese merchants were an important part of the working community in Pymont–Ultimo. Their fresh produce came to dominate markets on the outskirts of Ultimo, setting the scene for their ongoing presence in the area.

The burgeoning labour movement of the early twentieth century saw the Pymont Peninsula become part of the Labor heartland. It became the stage for some the largest industrial action of the twentieth century.



Sugar packaging machine at Pymont factory, May 1959 / photographed by Max Dupain (Source: Mitchell Library, State Library of New South Wales and Courtesy CSR Ltd Archives)



Masonite factory at Raymond Terrace, May 1962 / photographed by Max Dupain



A Chinese ‘fancy goods’ hawker carrying feather dusters in his baskets, walking across Pymont Bridge. Photographed by Arthur Syer c1885–1890. (Source: State Library of NSW)



In 1917, rising unemployment, increased costs of living combined with a feeling among workers that the government was using the First World War as an excuse to undermine labour laws culminated in the nationwide Great Strike. Starting at Eveleigh Workshops in Redfern, black bans were instigated by workers, bringing transport, food and power to a grinding halt especially in industrial epicentres like Pyrmont and Ultimo.<sup>21</sup> In 1998, the Australian waterfront dispute saw maritime union workers locked out after the Patrick Corporation restructured operations. Protest once more took over Pyrmont and Darling Harbour in solidarity with ports across Australia. Working life on the peninsula today is far removed from the heat and fight of earlier times, now buoyed by the knowledge economy and new tech industries. Darling Harbour has shifted gear from a working waterfront into a zone of entertainment and leisure overlooked by the bright lights of The Star Casino. But the evidence of labour is indelibly etched on the landscape with the topography forever changed by quarries, warehouses still standing and wharves still looking out to a once hard-working harbour.

#### **Pyrmont Occupations in 1875:**

**43 Engineers**  
**14 clerks**  
**24 boiler makers and machinists**  
**20 iron, tin and copper workers**  
**71 ship yard workers**  
**25 builders**  
**30 stone masons**  
**3 dairy men**  
**16 blacksmiths**  
**100 industries**  
**13 butchers<sup>22</sup>**



Factory workers at refinery, Pyrmont, September 1962 / photographed by Clive Kane (Source: Mitchell Library, State Library of New South Wales and Courtesy CSR Ltd)



Well Pyrmonters as I like to call them, the fair dinkum Pyrmonter, was a pretty good type of individual, rough and ready, tough and rough and ready. The male of the family also was a pretty good drinker. He used to work hard when work was available, bearing in mind that their work was seasonal or semi-seasonal. A lot of people living in Pyrmont were tied up in local industry which involved Colonial Sugar, railways, wool stores, those type of industries which were seasonal and created jobs at the right time and there was very little work for them at others.

They were a good decent group of people ... The sort of people that would knock you down at the drop of a hat if you'd misbehaved and then put their hand out to pick you up. If you were broke, they would put sixpence or a shilling in your hand and be insulted if you tried to pay it back. That was a typical Pyrmonter of the early days.<sup>23</sup>

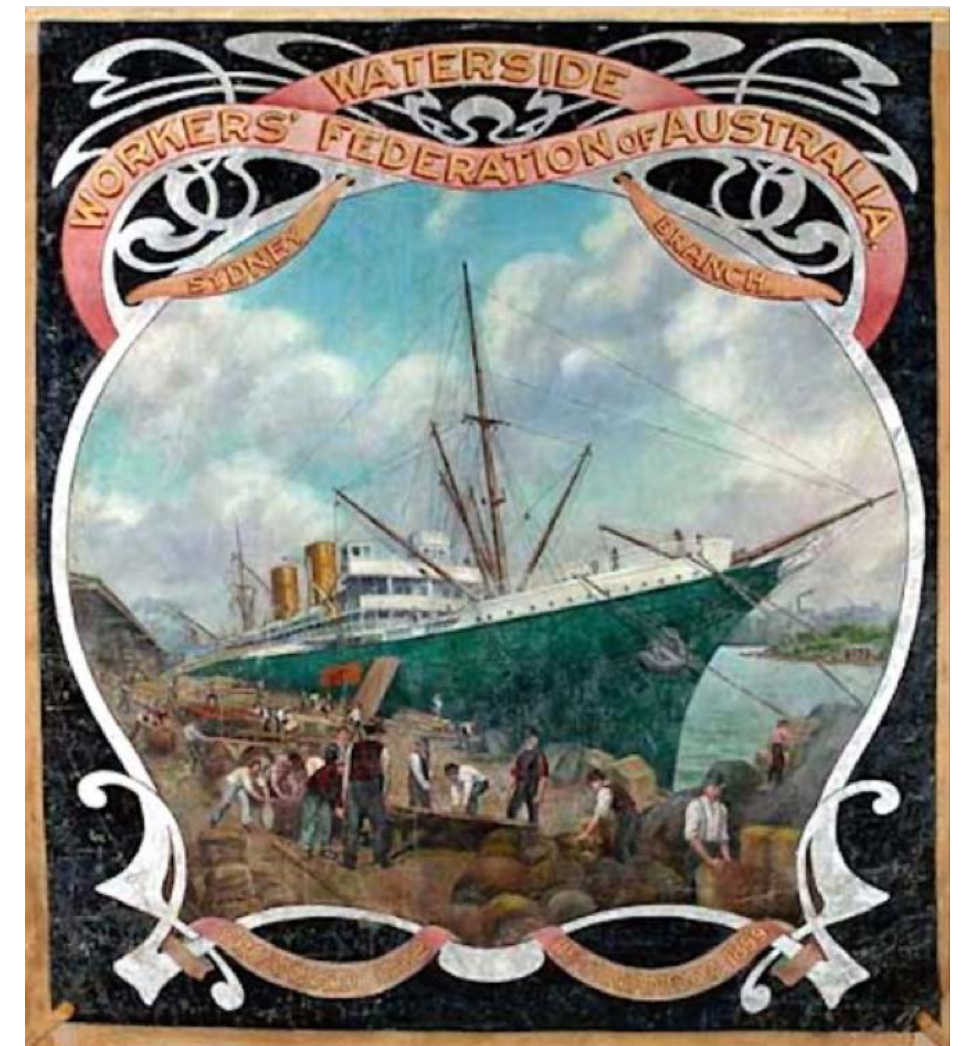
– Bob Boyle, whose family hardware and plumbing business was an institution in Pyrmont since 1884



Group of dockers during the General Strike of Railways and Tramways, October 1917, Edward Stewart Maclean. (Source: National Library of Australia, Call Number PIC Album 1162/1 #PIC/15529/108)



Factory workers at refinery, Pyrmont, September 1962 / photographed by Clive Kane (Source: Mitchell Library, State Library of New South Wales and Courtesy CSR Ltd)



An early banner of the Sydney Branch Waterside Workers' Federation. (Source: National Museum of Australia)



A Close-Knit Community

We had nothing, but we all shared it. – Ron Harvey<sup>24</sup>

Places:

**Pymont Baths, Old Pymont Cottages, Terrace Group, Union Square, Woolbrokers Arms Hotel, Corner Shop and residence “Charmelu”, Former Pymont Arms Hotel, Point Hotel, Terminus Hotel, Maybanke Kindergarten and playground including interiors and fence, Former public hall including interiors, Former Pymont Public School including interiors, fences and grounds, 4 Ways Terrace, Former St Francis Xavier Church group church/school building and terrace houses, including interiors, Ultimo Uniting Church group buildings and grounds, including interiors, Vulcan Hotel, Pymont Bridge Hotel.**

The relative isolation of the peninsula forged community from the early European occupation onwards. The self-sufficiency lent itself to building, business, work and close-knit families looking out for each other. John Macarthur’s son Edward attempted to promote their Pymont estate as a grand residential area. However, investors (wharf owners, ship builders) looking for profit recognised the peninsula as an extension of a commercial/industrial zone. Macarthur revised his plans attempting to contain wharves, warehouses on the shoreline and segregate ‘habitations for the poor and the rich.’<sup>25</sup> In the height of the land boom in 1839, 41 blocks of the first subdivision of the Pymont estate (land bound by John, Union, Harris Streets and Darling Harbour) were successfully auctioned but at the northern end there was less interest in building on the terrain around Pymont Point. The middle-class villas imagined by Macarthur did not materialise and the subsequent division of lots was promoted to the skilled tradesmen and labourers who could already walk to the mills and breweries where they worked.

By 1845, there were 152 houses built, mostly of stone, and despite the dust of the quarries it was considered a pretty village on the water. But the trials of living on a peninsula separated from the city included ferries that wouldn’t deliver domestic goods and queuing for fresh water at Tinker’s Well. Families depended on local shops like Robert Fairweather’s grocer and Buchan’s butcher on Harris Street. The secular heart of community gatherings happened at some of the 25 pubs crowding the peninsula and

were often aligned to a specific industry or woolstore. From these informal headquarters residents gathered, sports teams were corralled, politics fought out and deaths announced.<sup>26</sup>

Public spaces like Wentworth Park were well loved, becoming a focus for community activities including concerts, celebrations, moving pictures and sports such as rugby league and a motorcycle speedway. The Sydney Fish Markets relocated from Haymarket to Blackwattle Bay in 1966, remaining a Sydney institution tied to cultural traditions including Easter.

Places of worship were often rough-hewn and hand built by residents voluntarily. Publican Richard Cripps built the walls while his wife carried the mortar during the construction of St Bartholomew’s Church (now demolished). The Catholic Church of St Bede was built in 1867 by voluntary labour from stone largely quarried on the site or from the Saunders Quarry.

With the arrival of larger factories in the late nineteenth century ‘work expectations militated against lifestyles commonly associated with the idea of “community”.’<sup>27</sup> Seasonal work put pressure on single men and families to move and consequently falling numbers in public institutions like schools were met with reluctance by the government to continue their operation. Industrial expansion of wool but also the CSR factory meant public access to the water was cut off and housing came under threat. Even the much-loved Pymont harbour pool gave way to maritime industrial expansion, ‘leaving only memories of a lost sandy beach, of catching yabbies and fish, a place of local romance and of fearless swimming competitions which the locals always recalled winning.’<sup>28</sup>

In Ultimo, where people lived cheek by jowl in streets like Athlone Place, resumption of housing happened even earlier. Health and sanitation concerns had been apparent since the 1870s with Blackwattle Creek adjacent to an open sewer and Blackwattle Bay prone to flooding basements during rain. The 1901 bubonic plague and floods of 1904–1905 signalled the end of the Athlone Place community.

The decay of cottages in Pymont and living conditions of tenants attracted negative media attention during the 1950s. As a result, City of Sydney Council demolished cottages on Bowman Street and pressure mounted to clear the rest including Old Pymont Cottages.

An agreement reached with Landcom in 1981 slated the old housing for destruction including the blocks bound by Bowman, Cross, Scott and Harris Streets. Further pressure mounted on Pymont and Ultimo residents during the 1970s when the community stared down the threat of expanded roads subsuming their homes as extensive inner-city housing was earmarked by the Department of Main Roads as the site of road linkages



Dwellings in Pymont area, eviction of squatters, 1988. (Source: City of Sydney)



to Western Sydney. Community resistance to the development halted many of the planned works but many tenants, including those in the Old Pyrmont Cottages, had already been evicted in 1978 in anticipation of the redevelopment. Squatters moved in and remained there until 1994 despite a NSW Supreme Court ruling in favour of their eviction in 1984.

The onsale of the land from City Council to State Government and then to City West Development Corporation (CWDC) initially looked like the end of public housing. However, with \$50 million from the federal Better Cities program provision was made within the development for affordable housing for some long-term residents. These three complexes include 61 apartments at 223–229 Harris Street, built in 1997; 57 apartments at 6–10 Wattle Street, built in 2002; and 83 apartments in 56 Harris Street, built in 2007.

***It was a community. You knew everybody in the street. If anybody was in trouble, they'd take up a collection ... everybody knew each other. They didn't live in each other's place, but they were always there if you needed them or they needed you.***<sup>29</sup>

– Joan McNamara, who lived in Ultimo for over 70 years  
***... there was only this bit of wood between their kitchen and ours and my father used to say if you changed your mind in the kitchen the people next door could hear it.***<sup>30</sup>

– Nell Bottomley, who lived on Harris Street and the Point Street Flats

***I lived with constant fear inside of me, a fear that even now I can't get out of my system. Many's the time I was threatened with being put out into the street.***<sup>31</sup>

– Anonymous Pyrmont–Ultimo resident, 1980



Athlone Place, Ultimo, 1906. (Source: City of Sydney Archives)



'Peace of Mind Wall', Pyrmont cottages during the 1980s evictions. (Source: City of Sydney)



View of Murray Street north of Bunn Street showing a two-storey stone house (No. 81) and the rear of houses in Harwood Lane, Pyrmont, 1915. (Source: City of Sydney, Unique ID A-00038985)

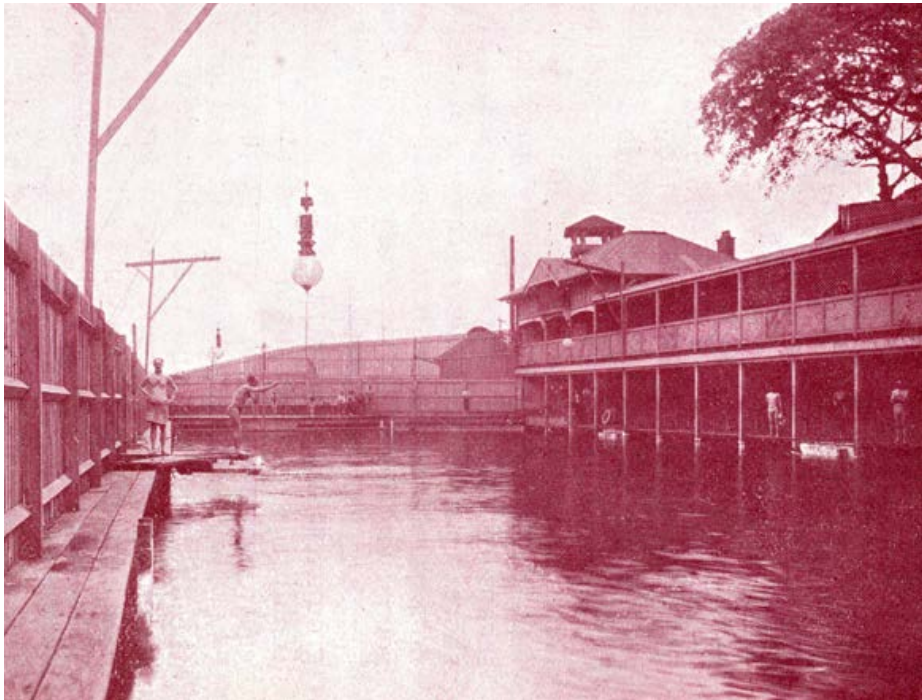


Blackwattle Area resumption (bounded by Bay Street, George Street West (Broadway), William Henry Street, and the 'open sewer'), 1906. (Source: City of Sydney Archives)





Sugar packaging machine at Pyrmont factory, May 1959 / photographed by Max Dupain (Source: Mitchell Library, State Library of New South Wales and Courtesy CSR Ltd)



Point Street, Pyrmont. View of the public swimming baths constructed by the Council, opened in 1902. (Source: City of Sydney Archives)

**Pyrmont Population**

- 1891** – 19,177 people (3,966 dwellings) 5.9 people per dwelling, the highest in NSW
- 1900** – 30,000 people
- 1954** – 5,000 people
- 1971** – 2,000 people (784 dwellings)<sup>32</sup>
- 1981** – 1,586
- 1991** – 3,132
- 2001** – 10,949
- 2004** – 12,764
- 2021** – 26,000 (est)<sup>33</sup>



Looking northeast from the wharf on Blackwattle Bay towards the original fish market buildings on the site where Saxon & Binns and William Hiles Ltd Timber Yard was located, 1975. (Source: City of Sydney Archives)



Removed, Reclaimed and Revitalised

Places:

**Darling Island, The Incinerator, blocks at Point Street, Bulwara Road, Allen Street and Fig Street.**

As each part of the peninsula was used to fuel another part of the city it was reclaimed, buried, excavated, and demolished. Refuse from its industry was used to bolster parts of its landscape. While vestiges of industrial and residential heritage have clung on, others have been felled with each transformation of Pyrmont.

Aboriginal middens were crushed to mortar lime to bind the stone that built the city and carvings likely to have been along the foreshore were subsumed into the bigger European cuts and quarries for sandstone. Freshwater was fuelled into industry and filled with the detritus of abattoirs, distilleries and industry. Some of the earliest land reclamations took place when businessman JW Russell piled rubbish onto the mudflat to build a jetty which by the 1860s would be 367 feet long.

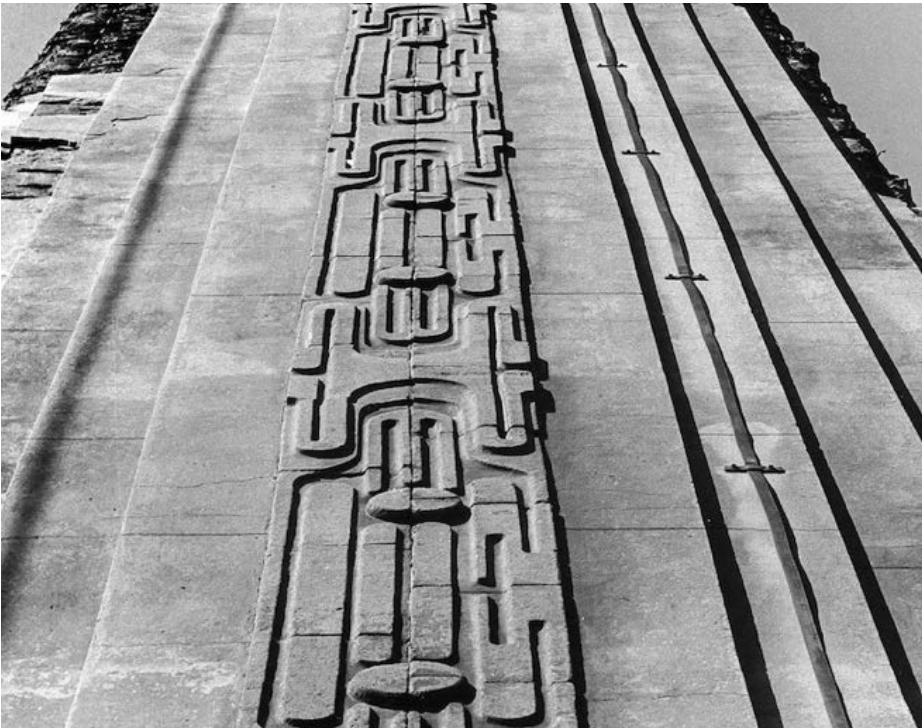
Out of the modern industrial landscape grew beacons on the Sydney horizon. They represented the promise of work, the pulse of a rapidly growing metropolis and its need to dispose of waste.

Scenes of destruction could be dramatic on the peninsula, with lanolin-soaked timbers able to ignite whole woolstores. Goldsbrough’s rafters continued to smoke for two weeks after a fire in 1935. A cauldron of fire in the New Zealand Loan and Mercantile Company woolstore on Bulwara Road in 1946 could allegedly be seen from as far as the Blue Mountains. In 1992, the Australian Mercantile Land & Finance Co woolstore exploded into flames.

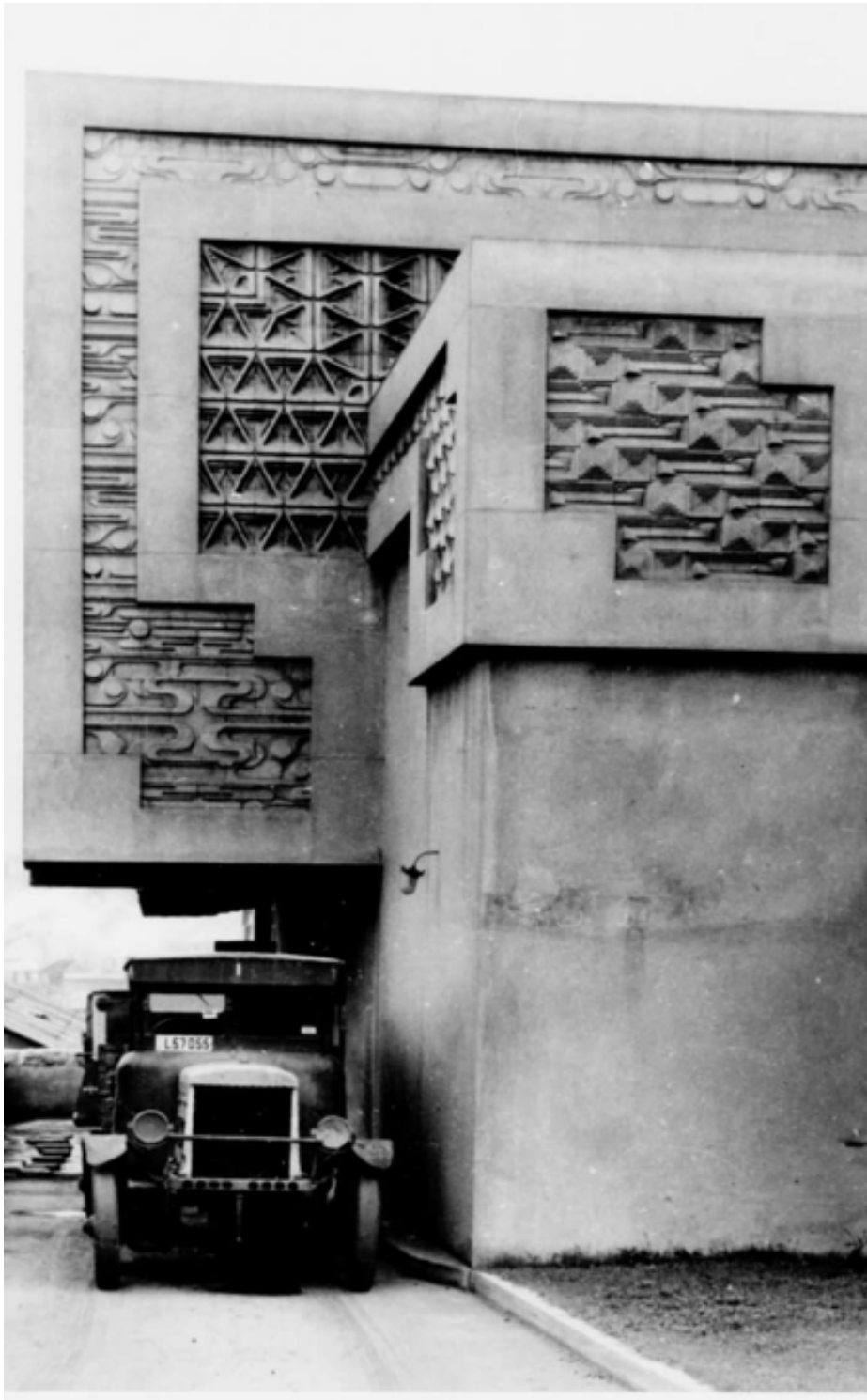
The dominance of industry took precedent over residential areas and the community fought throughout the twentieth century to keep their neighbourhoods and livelihoods connected in the small-scale businesses embedded within them. In order to rejuvenate the area, the government initiated the Better Cities Program. In 1992 the City West Development Corporation set out to renew the precinct, supported by the Better Cities Program. In 1999 this responsibility was transferred to the Sydney Harbour Foreshore Authority. The Pyrmont community rebounded to 13,000 people by 2004 and the last of industry was replaced by residential and commercial high-rises housing 22,000 employees.



Griffin Incinerator stack detail. (Source: City of Sydney Archives)



Griffin Incinerator stack detail. (Source: City of Sydney Archives)



'Pyrmont Incinerator, showing sculptural details', Eric Milton Nicholls, 1935. (Source: National Library of Australia)



The traces of some of Pyrmont's lost landscapes are literally embedded in other parts of Sydney's streets or captured in a moment in time in paintings by artists who lived in its old neighbourhoods.

**... the sandstone that underpins it all will always define the peninsula, and indeed, many other sites of the city. That sandstone, embedded in the Sydney psyche, means that many other places too are Pyrmont.<sup>34</sup>**

– Shirley Fitzgerald, historian

**... we used to play 'hidings' and we used to play marbles at the back of our place. We used to play skippings and we used to play hopscotch. We used to go of a Sunday, go down to the Museum ... we used to go there nearly every Sunday and go up there and see the clock'**

– Shirley Puckeridge, who was born in 1931 in Ultimo, married in the late 1950s and moved to Pyrmont



Restoration of the Sydney Town Hall clock tower, 1982. (Source: City of Sydney Archive)



'Early Morning', Sydney Town Hall, 2008. (Source: Johnny Barker Collection, City of Sydney Archives)



View of Murray Street north of Bunn Street showing a two-storey stone house (No. 81) and the rear of houses in Harwood Lane, Pyrmont, 1915. (Source: City of Sydney, Unique ID A-00038985)



Blackwattle Area resumption (bounded by Bay Street, George Street West (Broadway), William Henry Street, and the 'open sewer'), 1906. (Source: City of Sydney Archives)





Formosan families embarking at Pyrmont wharf, Sydney, to the Japanese Destroyer Yoizuki at the end of World War II, 1945 (Source: State library Vic)



Sam Hood 1927, Two women and a man and two children on shipboard (P&O Moldavia), (Source: SLNSW)



# HERITAGE PLANNING CONTEXT



# Heritage Planning Context

## Introduction

This section of the report provides a summary overview of the heritage planning context as it relates to non-Indigenous heritage.

The statutory planning context for the Pyrmont Peninsula study is complex. Several statutes and many environmental planning instruments apply to the conservation and regulation of cultural heritage within the study area. This section of the provides an overview of this context.

Heritage listings both statutory and non-statutory are discussed. A synthesis of the historical archaeological data for the area is presented in text and plan form. A series of observations are provided related to the statutory and non-statutory listings. The section concludes with a statement of significance for the peninsula.

The key instruments that apply include:

- Sydney Regional Environmental Plan No 26—City West (SREP 26);
- Darling Harbour Development Plan No 1;
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP Sydney Harbour);
- State Environmental Planning Policy (State and Regional Development) 2011 (SEPP SRD); and
- State Environmental Planning Policy (State Significant Precincts) 2005 (SEPP SSP).

Local government environmental planning instruments include the Sydney Local Environmental Plan 2012 (Sydney LEP 2012). The Sydney LEP is supported by the Sydney Development Control Plan 2012. Further, the City of Sydney has recently released its draft Local Strategic Planning Statement (LSPS).

The Heritage Act 1977 (NSW) (the Heritage Act) regulates relics and provides for the identification, protection and adaptive re-use of items of state heritage significance. Items are defined as places, buildings, works, relics, movable objects or precincts. A relic is any deposit, artefact, object or material evidence relating to settlement of NSW, not being Aboriginal and is of state or local significance. The Act encourages the conservation of the state's heritage. It also establishes the Heritage Council of New South Wales.

Heritage places listed on the National Heritage List or the Commonwealth

Heritage List are regulated under the Environmental Protection and Biodiversity Conservation Act 1999 (Cwlth) (EPBC Act). The objectives of the EPBC Act include the protection and management of significant cultural places. National heritage places are regulated as matters of national environmental significance. The EPBC Act also applies to actions that have a significant impact on places on Commonwealth land or are under the care, control and management of a Commonwealth agency.

This section of the report provides a summary overview of the heritage planning context. Heritage listings both statutory and non-statutory are discussed. A synthesis of the historical archaeological data for the area is presented in text and plan form. The section concludes with a series of observations regarding the legislative context for the Peninsula's heritage, and the heritage listings, including the character areas or Heritage Conservation Areas.

## Sydney Regional Environmental Plan No 26—City West (SREP 26)

Development of, or including a heritage item, in the vicinity of a heritage item, or within a conservation area, must be compatible with the conservation of the heritage significance of the item or the character of the conservation area.

### Duty of consent authority

*Before granting consent to any such development, the consent authority must consider—*

- *the heritage significance of the heritage item or conservation area.*
- *the impact that the proposed development will have on the heritage significance of the heritage item and its setting or the conservation area.*
- *the measures proposed to conserve the heritage significance of the heritage item and its setting or the conservation area.*
- *whether any archaeological site or potential archaeological site would be adversely affected.*

### Conservation management plans and heritage impact statements

- *The consent authority must decline to grant consent for development relating to a heritage item or conservation area unless it has taken into consideration a conservation*

*management plan or heritage impact statement which includes an assessment of the matters listed in clause 30.*

### Demolition of heritage items

- *The consent authority must not grant consent for development which will result in the complete or substantial demolition of a heritage item unless it is satisfied that the item, or so much of the item as is proposed to be demolished, does not have such heritage significance as would warrant its retention.*
- *Before granting such a consent, the consent authority must also be satisfied that, after the demolition work has been carried out, redevelopment will be carried out that will result in buildings of a higher architectural and urban design quality (in terms of the principles and other provisions of this plan and of any Master Plan or urban development plan applying to the site) than were exhibited by the heritage item before the work was carried out.*
- *make a positive contribution to the streetscape.*
- *in the case of partial demolition, enhance the adaptive re-use of the residual part of the heritage item.*

### Potential archaeological sites

- *Before determining an application for consent to development on land identified in an urban development plan as a potential archaeological site, the consent authority may request a report on the likely impact of the development on any archaeological material.*

## Darling Harbour Development Plan No 1

This plan promotes the development to Darling Harbour and seeks to control development regarding the area and its context.

Demolition and renovation require a permit.

Development of the heritage listed Corn Exchange building is explicitly addressed and is controlled via a permitting system for conservation and restoration activities, to ensure the heritage significance of the item is maintained. Development in the same street and in the vicinity of the Corn Exchange is also controlled under the plan.



**Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 SEPP Sydney Harbour**

The aims of the plan are strong and clear with respect to the harbour catchment, including the foreshores, waterways and islands. They are to be maintained, protected and enhanced as an outstanding natural asset of national and heritage significance.

Under this plan, within the study area the Glebe Island Bridge, including abutments, is listed as a heritage item.

Regarding heritage conservation, the plan includes the following planning principles:

- *Sydney Harbour and its islands and foreshores should be recognised and protected as places of exceptional heritage significance.*
- *the heritage significance of particular heritage items in and around Sydney Harbour should be recognised and conserved.*
- *an appreciation of the role of Sydney Harbour in the history of Aboriginal and European settlement should be encouraged.*
- *the natural, scenic, environmental and cultural qualities of the Foreshores and Waterways Area should be protected.*
- *significant fabric, settings, relics and views associated with the heritage significance of heritage items should be conserved.*
- *archaeological sites and places of Aboriginal heritage significance should be conserved.*

The Heritage objectives stated in the plan are:

- *to conserve the environmental heritage of the land to which this Part applies.*
- *to conserve the heritage significance of existing significant fabric, relics, settings and views associated with the heritage significance of heritage items.*
- *to ensure that archaeological sites and places of Aboriginal heritage significance are conserved.*
- *to allow for the protection of places which have the potential to have heritage significance but are not identified as heritage items.*

The plan controls development of heritage items and potential heritage items, both Aboriginal and non-Aboriginal, through a series of detailed clauses. Controls are provided in the vicinity. There are also several conservation incentives.

**State Environmental Planning Policy (State and Regional Development) 2011**

Heritage is not a matter covered under this policy.

**State Environmental Planning Policy (State Significant Precincts) 2005**

This policy identifies development that is state significant. It includes state significant infrastructure and critical state significant infrastructure, as well as regionally significant development. The Bays Precinct and Darling Harbour are identified sites in Schedule 2 and development with a capital investment of more than \$10 million is considered as state significant.

Environmentally sensitive areas of state significance are defined under this planning policy. This includes properties inscribed on the World Heritage List under the EPBC Act, or land identified in an environmental planning instrument as being of high Aboriginal cultural significance or high biodiversity significance, or land, places, buildings or structures listed on the State Heritage Register under the Heritage Act.

**City of Sydney Local Strategic Planning Statement**

The City of Sydney Draft LSPS is currently on public exhibition. The LSPS includes a vision for the City to 2030. It provides planning priorities, actions and measures to help the City achieve its vision for a green, global and connected city.

The statement recognises that the City comprises many villages. Each village is understood to have its own character. Historic buildings and landscapes are seen to help tell Sydney’s story and contribute to its liveability, character and culture. The LSPS identifies that the protection of heritage items and conservation areas is part of the unique and diverse, living places and communities that make up the city.

Creating great places is one of the key planning priorities identified in the draft planning statement under the Liveability theme. It recognises the need to protect the character of our heritage neighbourhoods and iconic places and deliver high amenity in the built environment to the benefit of all users.

Conservation of local heritage items and conservation areas is to be continued into the future, as their ‘historical origins and relationships to places contribute to the local character and strengthen each community’s sense of place’.

**Sydney Local Environmental Plan 2012**

The Sydney LEP 2012 sets out to conserve the environmental heritage of the City of Sydney. Other objectives include enhancing the amenity and quality of life of local communities and achieving high quality urban form with new development that demonstrates design excellence and reflects the existing or desired future character of a locality. Specific provisions relevant to heritage set out to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views. Conservation of archaeological sites, Aboriginal objects and Aboriginal places of heritage significance are also covered within the provisions. Consent is required for the demolition or relocation of a heritage item, an Aboriginal object, a building, work, relic or tree within a heritage conservation area. Subject consent is not required if Council has advised in writing that work to be carried out is of a minor nature and an action would not adversely affect the heritage significance. Prior to consent the City of Sydney may require a heritage conservation management plan or heritage assessment. Development of archaeological sites and State Heritage Register listed items may also now be done under delegation, but the Heritage Council must be notified.

**Heritage Listings—Statutory and Non-Statutory**

The statutory and non-statutory heritage listings in Pyrmont-Ultimo include a diverse range of items and areas. Statutory listings are included under the EPBC Act, the Heritage Act and the Environmental Planning and Assessment Act 1979 (NSW). Several items are included under the heritage schedules within the multiple environmental planning instruments (EPIs) that apply to the study area, being the Sydney LEP 2012, Sydney Regional Environmental Plan No 26 – City West (SREP 26) and Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP Sydney Harbour).

A brief overview of heritage listings within the Pyrmont Peninsula Study Area is provided below. Details and item identifications of the statutory and non-statutory listed heritage items are included at Appendix 1 (master database).



Summary of statutory listed heritage items and heritage conservation areas, including item type and category.

Heritage Item Category	Approximate Count of Items	Category Keywords
Residential	65	Terrace, cottage, house
Industrial	33	Former woolstore, warehouse, powerhouse
Hotels	16	Hotel
Transport	13	Rail, wharf
Education	10	School, college
Landscape	5	Escarpment, quarry, stormwater channel, park
Churches	3	Church
Bridges	3	Bridge
Post Office	2	Post office
Heritage Conservation Areas	3	Harris Street C67 Ultimo C69 Pymont C52

Statutory Heritage Listings

State Heritage Register, Heritage Act 1977 (10 items).

Sydney Regional Environmental Plan No 26 – City West (15 items).

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (one listing: Glebe Island Bridge).

Sydney Local Environment Plan 2012 (128 items including Pymont, Ultimo and Harris Street Heritage Conservation Areas).

Section 170 Heritage and Conservation Registers (15 items between Ausgrid, RMS, SHFA, Sydney Water, NSW Fire and Rescue and Railcorp).

No items are listed on the National Heritage List.



Heritage items within the study area. (Source: SHI data with GML Heritage graphic)



Heritage conservation areas study area hatched in red. (Source: ePlanning Portal)

One item, the Former Pymont Post Office, is listed on the Commonwealth Heritage List.

Three Heritage Conservation Areas (HCAs) have been identified under the Sydney LEP 2012 as follows:

- Pymont Heritage Conservation Area (C52);
- Ultimo Heritage Conservation Area (C69); and
- Harris Street Heritage Conservation Area (C67).

The three HCAs listed above are identified as significant at a local level as they represent and demonstrate good, largely intact examples of key period layers of residential, commercial and—in the case of the Harris Street HCA—institutional development in the Pymont-Ultimo area.



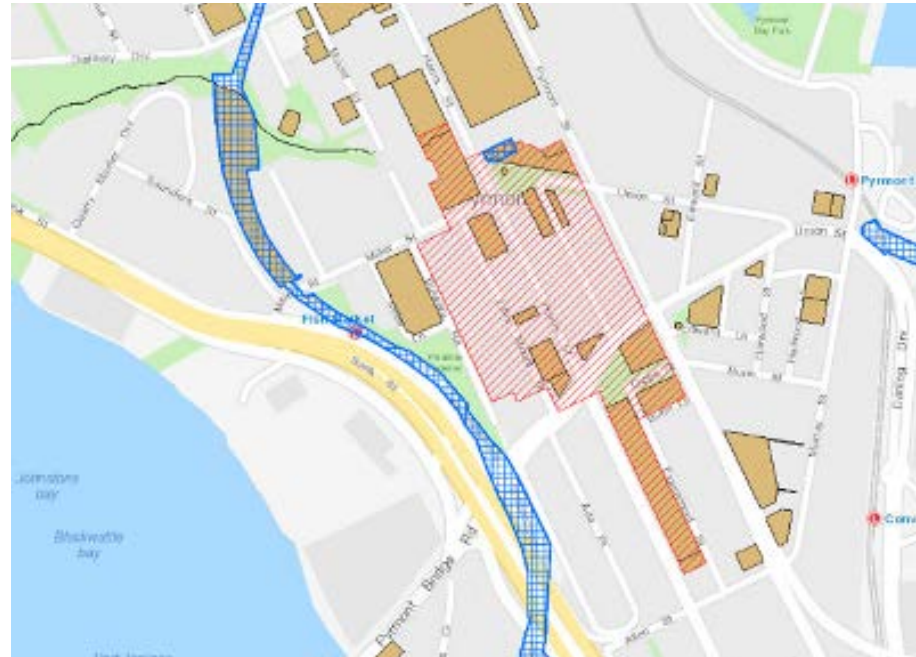
## Pymont Heritage Conservation Area

Bounded by Bulwara, Union, Pymont Streets, the Pymont Heritage Conservation Area, is an historic area that includes a mix of nineteenth century 2 storey residential and commercial streetscapes. These streetscapes are largely intact and range in pattern and form. They have the ability to demonstrate the 1860s and 1870s development of Pymont. Character is demonstrated by the pattern of corner block hotels (The Dunkirk, Quarryman's Hotel, and institutional buildings such as the former Pymont Post Office).

Illustrates the historic evolution and growth of the Victorian working class population with large blocks of terraces on Bulwara, Mount and Harris Streets, adjacent to the main retail node at Harris, Miller and Union Streets. Comprises retail shops, hotel, bank and Post Office centred on a public square (Union Square) which is the historic urban 'heart' of the area. Other historic elements include sandstone kerbing, sandstone cutting and stairs cut into rock that repeat themes throughout the Pymont Peninsula.

The cultural significance of the Pymont Heritage Conservation Area is described as follows on the State Heritage Inventory form:

*The area dates from one of the key period of layers for the development of Pymont as a direct result of subdivision of the Harris and Macarthur Estates. It is a good example of a mid to late Victorian working class community consisting of both residential and commercial buildings which are largely intact and make a positive contribution to the streetscape.*



Pymont Conservation Area (Planning Portal NSW 2020)







Western side of Harris Street facing towards Miller Street.



Union Square with war memorial in foreground.



View south along Experiment Street showing rear of terraces fronting Harris Street.



View north of eastern side of Harris Street towards Miller Street.



Harris Street facing north towards Miller Street.



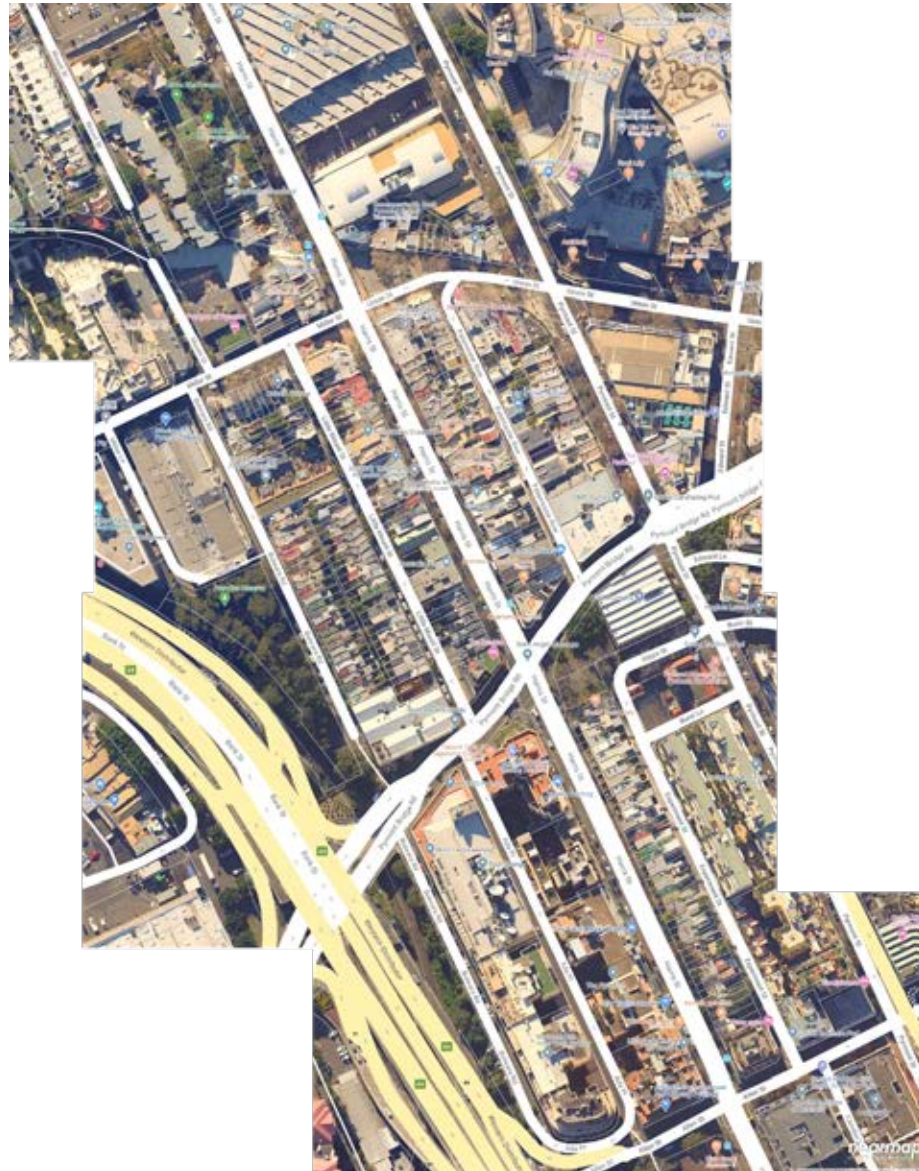
## Heritage Items within Pyrmont HCA

Name	Item	Address	Property Description	Collection	Category
Terrace group including interiors	SLEP ID I1226	101–125 Harris Street	Lot 2, DP 844689; Lot 1, DP 556887; Lot 113, DP 1097637; Lot 3, DP 742000; Lot 2, DP 741187; Lot 1, DP 162365; Lot 1, DP 770106; Lot 1, DP 714567; Lot 23, DP 611085 (SP 57824); Lot 100, DP 827917; Lot 1, DP 1047124	Residential buildings (private)	Terrace
Terrace group including interiors	SLEP ID I1227	135–155 Harris Street	Lot 1, DP 775467; Lots 2–10, DP 231589	Residential buildings (private)	Terrace
Former Pyrmont Post Office including interiors, side passage and yard	SLEP ID I1228 CHL 105510	146–148 Harris Street	Lot 1, DP 632835	Postal and Telecommunications	Post Office
Former public hall including interiors	SLEP ID I1229	179 Harris Street	Lot 4, DP 586406	Commercial	Commercial/ Office Building
Terrace group including interiors	SLEP ID I1230	189–203 Harris Street	Lots 10–17, DP 1007788	Residential buildings (private)	Terrace
Dunkirk Hotel including interior and courtyard	SLEP ID I1231	205–207 Harris Street	Lot 1, DP 448116	Commercial	Hotel
Quarryman’s Hotel including interior	SLEP ID I1232	214–216 Harris Street	Lot 2, DP 940383	Commercial	Hotel
Corner shop and terrace group including interiors, front gardens, fences and retaining walls	SLEP ID I1233	224–302 Harris Street	Lots 2–20, DP 31957; Lots 1–20, DP 31956; Lot 1, DP 31957 (SP 63445)	Retail and wholesale	Shop
Commercial and residential terrace group including interiors and rear yards	SLEP ID I1234	304–308 Harris Street	Lots 41–43, DP 817244	Commercial	Other - Commercial



Name	Item	Address	Property Description	Collection	Category
Terrace group including interiors	SLEP ID I1247	1–21 Paternoster Row	Lots 1 and 2, DP 597792; Lots 23–31, DP 109844	Residential buildings (private)	Terrace
Group of three cottages (two at 93 Pyrmont Street) including interiors and including former shop (93) and courtyard (93)	SLEP ID I1262	91–93 Pyrmont Street	Lots 6 and 7, DP 242530	Residential buildings (private)	House
Former wool store “John Taylor Wool Stores” including interiors and industrial artifacts (woolpress)	SLEP ID I1263	137 Pyrmont Street	Lot 2, DP 59052	Commercial	Warehouse/ Storage Area
Pyrmont Fire Station including interior	SLEP ID I1265 S170 Fire and Rescue	147 Pyrmont Street	Lot 10, DP 1060282	Utilities – Fire Control	Fire Station
Union Square War Memorial including platform and setting	SLEP ID I1271	Union Street		Monuments and memorials	War Memorial
Commonwealth Bank of Australia building and terrace group including interiors	SLEP ID I1273	2–22 Union Street	Lot 1, DP 68237; Lot 1, DP 73017; Lot 14, DP 66556; Lots 1–5, DP 242530; Lots 11 and 12, DP 869392; Lot 1, DP 75877; Lot 100, DP 1109111	Urban Area	Streetscape





Key Opportunity Sites within Pyrmont HCA (Sixmaps 2020 amended by GML)

### Pyrmont HCA - Observations:

- Heritage items seem to be generally intact and in good condition except for along Bulwara Road.
- Some houses seem to be quite run down.
- East side of Bulwara Road generally intact residential houses with consistent streetscape.
- Harris Street between Union Street and Miller Street are generally shop top housing.
- Paternoster Row is mostly like a laneway, little to no pedestrian amenity and largely rear lane car access for developments. A few houses have frontage to Paternoster, being located on the western side towards Miller Street.
- Apartment block on the east of Experiment Street (not within HCA) is largely intrusive and does not have sympathetic interface with heritage items located on western side.
- Australia Post shop at 183-185 Harris Street is largely intrusive on the streetscape.

### Conclusion and Recommendations:

- HCA generally has a low to medium rise residential village feel.
- Heritage Items located at Union Street Square very important to retain and future development must be sympathetic.
- Noted the presence of original kerbstones which indicate original street alignments.
- Laneway activation possibilities along Paternoster Row and Experiment Street.
- Retention or redevelopment of existing development along Harris Street (esp. between Union Street and Miller Street) for adaptive reuse, creative industries or shop top housing.



Ultimo Heritage Conservation Area

Bounded by Harris, Quarry, Fig, Jones Streets, the Ultimo Heritage Conservation Area this area has the ability to demonstrate the Victorian character of Ultimo. Comprising a dense pattern of two storey Victorian terrace houses with shops, hotels and a church. It exemplifies typical characteristics of the working class housing on allotments of varying sizes, that are in continuing use for residential purposes. Sandstone kerb and flagstones form the street edges. 1970s plantings are evident on Bulwara, Jones and Quarry Streets. Overall, the area is in good condition with a high degree of original fabric intact and potential for revitalisation.

The statement of significance for the Ultimo Heritage Conservation Area as included in the State Heritage Inventory forms is quoted below:

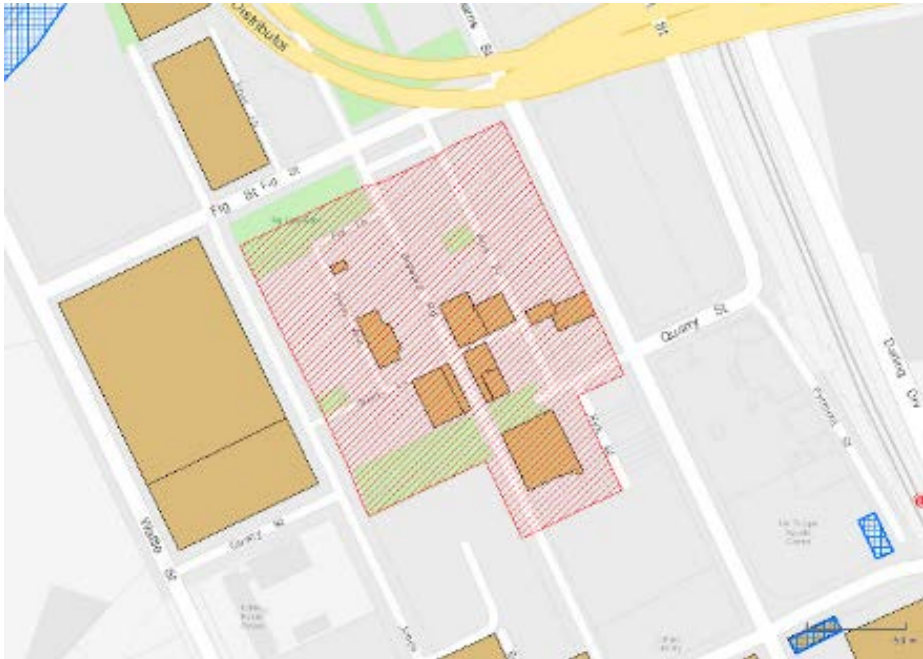
*The Ultimo Heritage Conservation Area area dates from one of the key period layers for the development of Ultimo/Pymont as a direct result of the Harris & Macarthur Estate subdivisions. It contains good examples of mid Victorian residential, commercial and institutional development.*

*The combination of buildings in the Ultimo Conservation Area form an exemplary group of modest and functional late-nineteenth and early-twentieth century civic, commercial and residential buildings which are clustered around the Church and Hotel at the intersection of the two main streets of the area. It comprises several blocks centred around the intersection of Quarry Street and Bulwara Road, which contains the Uniting (former Presbyterian) Church and the Lord Wolseley Hotel on opposite corners. It records the development of Ultimo as an industrial and warehouse district on the southern fringe of the CBD which began in the latter half of the nineteenth century. This pattern of development is not only relevant to the locality but forms a crucial part of the historic pattern of the development of Sydney as the capital city and commercial centre of NSW, based on the industrial and transport opportunities created by the waterfrontages of this and other peninsulas in Sydney Harbour (Criterion A.4).*

*This Victorian commercial and residential area is part of the civic centre of Ultimo and the buildings and their architecture, as well as their location and the street layout, are a product of the historic development of Ultimo through the nineteenth and twentieth centuries. The relative homogeneity of the buildings reflects the boom period of development in the vicinity and their survival with only minimal redevelopment illustrates the lack of residential development in Pymont-Ultimo from the turn of the century until the 1970s and contrasts with the current major redevelopment of*

*large-scale industrial and commercial sites in the area (Criterion A.4).*

*The Ultimo Conservation Area includes a relatively homogeneous group of working class houses and commercial buildings from the nineteenth century, a class of buildings which have rarely survived in Sydney. The residential buildings are low scale and austere in their presentation and show another face to the Victorian period than that which is most popularly remembered. Their form, layout and location record the urban forms of the pre-motor car, pre-electricity era for working class people in Sydney (Criterion B.2). The group has few unsympathetic intrusions and the twentieth century buildings do not detract from the character of the earlier buildings. It has significance as an area which is a relic of the late Victorian and Edwardian periods and illustrates the built form of this class of district in this period (Criterion D.2). The buildings contained within the Ultimo Conservation Area are the fabric and visual façade of Ultimo to visitors to the area and hence are the public image of the area for its residents. The traditional building types in this area are highly valued by the local community, especially during the current phase of redevelopment of the area, when many of the traditional activities and their structures are being replaced (Criterion G.1).*



Ultimo Heritage Conservation Area (Planning Portal NSW 2020)



Excerpt of SLEP 2012 Map\_008 showing Ultimo Heritage Conservation Area (SLEP 2012)





View northwest across Quarry Green.



View east across Quarry Green towards Harris Street.



View north of Henry Place towards Fig Lane.



View north of Ada Place.





View of Kirk Street towards Quarry Street.



View of western side of Harris Street.



View south of Ada Place.



View south of Harris Street towards Quarry Street.



Heritage Items within Ultimo HCA

Name	Item	Address	Property Description	Collection	Category
Terrace group including interiors	I2001	33–39 Ada Place	Lots 68–71, DP 255554	Residential buildings (private)	Terrace
Semi-detached cottages including interiors	I2002	20–52 Ada Place	Lots 30 and 38, DP 255551	Residential buildings (private)	Semi-detached house
Terrace group including interiors	I2020	242–262 Bulwara Road	Lots 72–79, DP 255554; Lots 43–45, DP 255552	Residential buildings (private)	Terrace
Former St Francis Xavier Church group church/school building and terrace houses, including interiors	I2021	247–257 Bulwara Road	Lot 1, DP 818442	Education	School - Private
Lord Wolseley Hotel including interior	I2022	265 Bulwara Road	Lot 1, DP 66697	Commercial	Hotel
Terrace group including interiors	I2029	451–455 Harris Street	Lots 31–33, DP 255551	Retail and wholesale	Shops
Electrical substation including interior	I2039	214–216 Harris Street	Lot 2, DP 940383	Commercial	Hotel
Cottage and terrace group including interiors	I2056	92–98 Quarry Street	Lot C, DP 715516; Lots 1–3, DP 608555	Residential buildings (private)	House
Cottage and terrace group including interiors	I2056	92–98 Quarry Street	Lot C, DP 715516; Lots 1–3, DP 608555	Residential buildings (private)	House
Ultimo Uniting Church group buildings and grounds, including interiors	I2057	97 Quarry Street	Lot 12, DP 852646	Religion	Presbytery/ Rectory/ Vicarage/ Manse
Terrace houses including interiors	I2058	102–104 Quarry Street	Lots 41 and 42, DP 255552	Residential buildings (private)	Terrace





Key Opportunity Sites within Harris Street HCA (Sixmaps 2020 amended by GML)

### Ultimo HCA - Observations:

- Heritage items seem to be in generally good condition with intact fabric (external assessments).
- Has a residential community vibe with large established street trees.
- Interface with sizeable green spaces, being those on Fig Street and Quarry Street.
- Henry Avenue is rear lane access for houses generally fronting Bulwara Road (one remaining terrace fronts the eastern side of Henry Avenue), and provides access to the affordable housing (RFB) on the western side. The RFB is intrusive and detracts from the feel of the HCA. There is little pedestrian amenity.
- Original kerbstones the indicate original street alignments.
- Western street frontage along Harris Street mix of commercial and residential uses. These existing houses and shops have direct interface with a 5 storey modern commercial building across the road on Harris Street which largely detracts from the HCA.
- Across Jones Street on the western boundary of the HCA are heritage listed warehouse light industrial storage sites. These developments generally have frontage to Wattle Street.
- Quarry Green is a pedestrian only green space that has frontage to a RFB and terrace housing. Ultimo Public School is located directly south west of the park.
- Opportunity for through-site link from Harris Street to Ada Place at 421 Harris Street to link with Ada Place Park and future developments.
- Removal of affordable housing RDB fronting Henry Avenue for better designed affordable housing, or innovative commercial use. Interface with Fig Lane Park.
- Cafes and adaptive reuse of terraces fronting Quarry Green. More landscaping for community and group uses due to close proximity to Ultimo Public School and to extend adaptive reuse on western side of Quarry Lane until Harris Street.

### Conclusion and Recommendations:

- HCA is generally residential with opportunity for influx of creative industry and adaptive reuse.
- Noted the presence of original kerbstones which indicate original street alignments.
- Laneway activation along Ada Place due to disused and underutilised street.



Harris Street Heritage Conservation Area

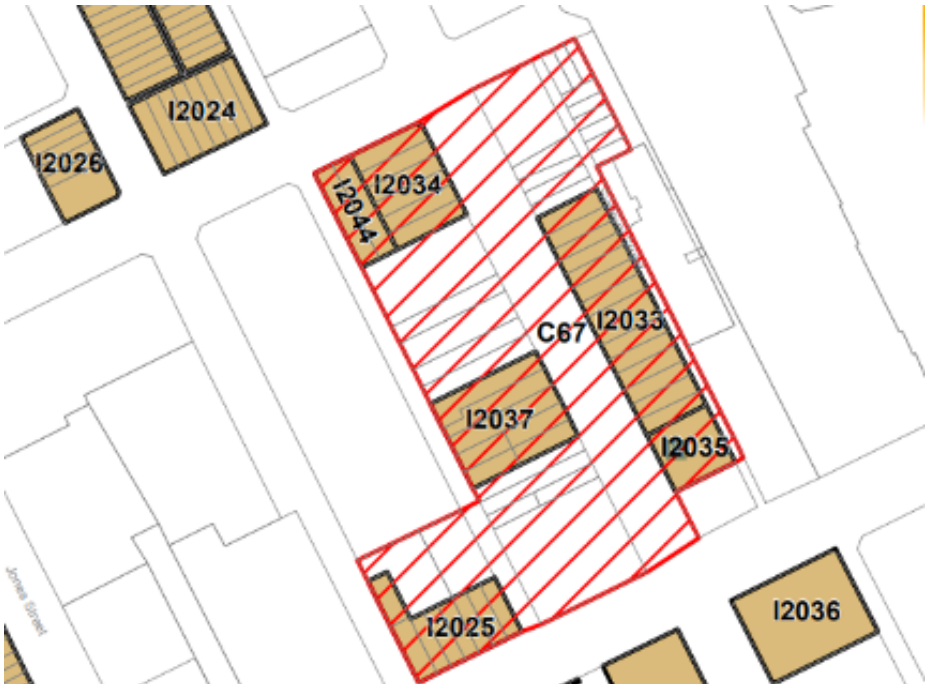
The Harris Street Heritage Conservation Area is bounded by Systrum Street to the east, Macarthur Street to the north, Hacket Street and Bulwara Road to the west and Mary Ann Street to the south. It is located in close proximity to the Powerhouse, the Goods Line and UTS. It is predominately residential in character, comprised mainly of Victorian terrace housing with some later infill development. The terrace housing is mostly bald fronted workers housing, but there are some intact examples of grander Victorian terraces.

The significance of the Harris Street Heritage Conservation Area can be expressed as:

*The Harris Street Heritage Conservation Area has the ability to demonstrate the Victorian pattern of residential subdivision and layout, including a hierarchy of streets and laneways. The area was created as part of the subdivision of the Harris and Macarthur estates and includes later industrial and commercial infill development evidencing the historic pattern of growth and development of the area.*



Harris Street Conservation Area (Planning Portal NSW 2020)



Excerpt of SLEP 2012 Map\_008 showing Harris Street Conservation Area (SLEP 2012)



Harris Street Conservation Area (Planning Portal NSW 2020)





View of rear of houses fronting Systrum Street from Omnibus Lane.



View of rear of properties fronting Harris Street from Hackett Street facing south.



View south of Hackett Street showing new development adjacent to a s170 listed substation.





348 Bulwara Street viewed from pedestrian thoroughfare from Hackett Street.



View of terrace houses fronting Mary Ann Street.



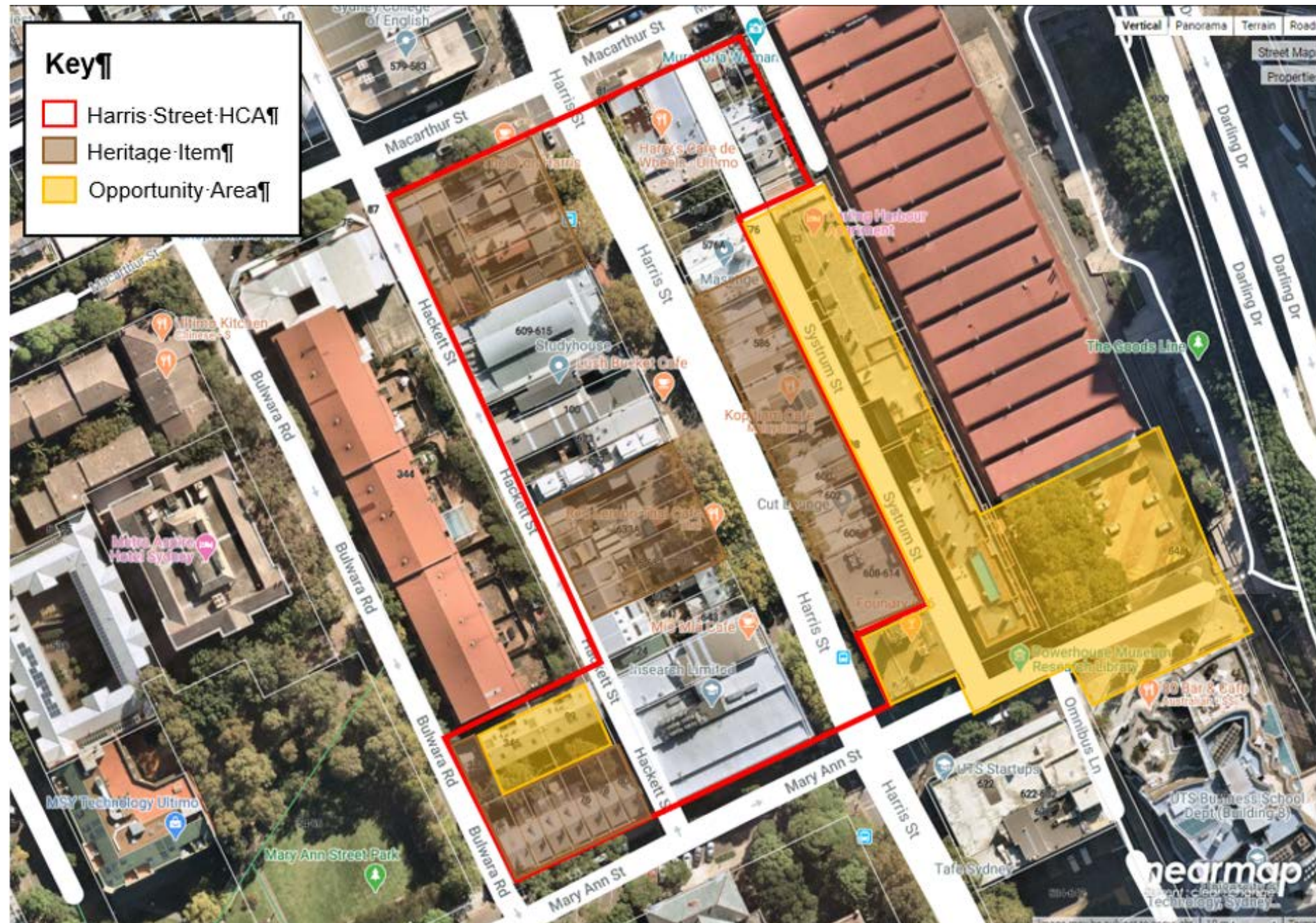
Eastern side of Harris Street facing north.



Heritage Items within Harris Street HCA

Name	Item	Address	Property Description	Collection	Category
Electricity Substation No. 95	S170 Ausgrid Heritage Register	124 Hackett Street	Lot 1, DP 613044	Utilities - Electricity	Electricity Transformer/ Substation
Terrace group including interiors	SLEP 2012 I2034	597–607 Harris Street	Lots 4 and 5, DP 790232; Lots 50–53, DP 827003	Residential buildings (private)	Terrace
Former “Millinery House” including interior	SLEP 2012 I2035	608–614 Harris Street	Lots 4 and 5, DP 70368	Commercial	Warehouse/storage area
Terrace group including interiors	SLEP 2012 I2037	629–637 Harris Street	Lots A and B, DP 447392; Lot 1, DP 719295; Lot 1, DP 1103443	Residential buildings (private)	Terrace
Terrace houses including interiors	SLEP 2012 I2044	77–79 Macarthur Street	Lots 1 and 2, DP 828613	Residential buildings (private)	Terrace
Terrace group including interiors	SLEP 2012 I2025	348 Bulwarra Road and 68-80 Mary Ann Street	Lots 10-16 and 19. DP 859980	Residential buildings (private)	House
Terrace group including interiors	SLEP 2012 I2033	578-606 Harris Street	Lots 1–5 and 9–11, DP 234078; Lot 1, DP 709093; Lot 10, DP 749276; Lots 6–8, DP 791341; Lot 1, DP 731661	Commercial	Commercial Office’/Building





Key Opportunity Sites within Harris Street HCA (Nearmap 2020 amended by GML)

## Harris Street HCA—Observations

- Heritage items present in varying condition.
- Systrum Street has a laneway character, little pedestrian amenity and largely rear lane access to terraces fronting Harris Street.
- Original kerbstones along Macarthur Street.
- Eastern street frontage along Harris Street mix of commercial and residential uses.
- Hackett Street predominantly used for vehicular access for properties fronting Bulwara or Harris Streets.
- New in-fill terrace type dwellings to the south of SLEP item I2037 that detract from the character of the HCA, immediately adjacent to s170 listed Substation.

## Conclusion and Recommendations:

- HCA is “mixed-bag” of heritage items. Some consistency in terraces, however, unsympathetic alterations and additions to the rear of several terraces have created visual intrusions and impacts.
- Laneway activation through mixed use could be considered along Systrum Street. Located in close proximity to Central Station, Chinatown, Powerhouse, UTS and TAFE Education Precinct and offers alternative route and finer grain and pattern to Harris Street.
- New infill development along Hackett Street to the rear of the Harris Street terraces is intrusive. Streetscape and street wall modified, visual form, pattern and materiality of historic built form impacted. Finer grain street pattern.
- Pedestrian throughlink from Bulwara Road to Hackett Street has infill affordable housing. Effort has been made in terms of materiality, height, scale and materiality but presents an opportunity for a higher quality architectural/design response. better design/ that can be repurposed mixed use development but must be sympathetic to street height wall of existing



commercial development on Hackett Street and Mary Ann Street and not to impact SHR Substation.

- Retention of listed terrace houses for adaptive reuse, creative industries or shop top housing.
- Building on the corner of Hackett and Mary Ann streets presents an opportunity for creative adaption.
- Multi-storey housing unit development fronting Bulwarra Road and Macarthur Street presents an opportunity for design excellence and architecture. Endeavours to respond to surrounding development in scale and materiality but poor form and composition with little civic generosity.

Non-Statutory Heritage Listings

There are several non-statutory heritage lists that include items within the Peninsula study area.

The National Trust of Australia (NSW) provided a list of registered items within its database that totalled 94 items inclusive of the Pyrmont/Ultimo Urban Conservation Area as discussed above. Of the 94 items under the National Trust Register, 72 items are consistent with, and are protected under current statutory item listings, six items have been demolished, 12 group listings that encompass individual items within the Register have not been considered as the individual items are listed separately, three items are not protected under statutory listings and one item cannot be identified against existing buildings and documentation. The National Trust items that are not formally listed are listed and discussed in Table 4.1 below.

**Australian Institute of Architects** (one item)—The Australian Institute of Architects has identified the Mechanical and Automotive Engineering Trades Building – Sydney Technical College as ‘an excellent example of the Inter-War Functionalist style of architecture designed by Harry Rembert of the NSW Government Architects Branch.’ This item is protected under an existing statutory listing under the Sydney LEP 2012.

**Institute of Engineers** (Engineers Australia) (three items)—Engineers Australia have identified three items in the study area as engineering works that are of historic or heritage significance. These sites correspond to existing statutory protected items, namely Pyrmont Bridge, Saunders Quarrying Operations in Pyrmont and the Ultimo Power House.

4.1 National Trust Non-Statutory Listings

Item Name	National Trust (NSW) Register Item ID	Address	Conclusion and Recommendations
Mill Building	9006	Bowman Street off in CSR Grounds	Have cross-referenced the image provided on National Trust (NT) register sheet against State Heritage Inventory (SHI) items. Item does not seem to match any existing CSR items listed on SHI. Further investigation required to determine whether item is still intact or has subsequently been demolished.
Duke of Edinburgh Hotel	7337	152–154 Harris Street, Pyrmont	Duke of Edinburgh Hotel is now Harlequin Inn. The façade of the Harlequin Inn resembles the image on the listing sheet, being Victorian in style, and as such the external fabric could be original, yet has been painted and ground floor windows have been replaced. This detailing is not consistent with the surrounding heritage items. Further investigation is required.
Pitt Son & Badgery Woolstore	9276	320–348 Harris Street with frontages to Allen & Pyrmont Streets	Original façade seems to be intact and in good condition but repainted in contemporary style. The interior looks to be currently adaptively re-used. The item looks to still be consistent with NT reasons for listing. It is recommended that this item be included in Schedule 5 of the Sydney LEP 2012.
Elder Smith Goldsbrough Mort No1 Woolstore	7396	350–384 Harris Street with frontages to Fig & Pyrmont Streets	Original façade appears to be intact and in good condition but repainted in contemporary style. The interior looks to be currently adaptively re-used. The item looks to still be consistent with NT reasons for listing. It is recommended that this item be included in Schedule 5 of the Sydney LEP 2012.



**Register of the National Estate** (archived and now a publicly accessible database) (153 items) —The Register of National Estate (RNE) was closed in 2007 and no longer provides statutory protection to the items listed. There was a significant level of overlap between the RNE and statutory heritage lists at all government levels. A total of 153 items were listed on the RNE within the study area, with 123 of those items afforded statutory protection under current EPIs.

**Significant Tree Register**

Within the study area we note that the City of Sydney Significant Trees Register includes a Hills weeping fig, c1930s, on Wattle Street, Ultimo. In Carmichael Park, Pyrmont, there are several trees of various species dating from the 1970–1980s that are considered significant. Within Wentworth Park there are a number of Moreton Bay figs and weeping figs of significance. In Darling Harbour there are five such species, including a Port Jackson fig and several species of palms.

**City of Sydney Locality Statements**

City of Sydney 2012 DCP provides locality statements and supporting principles for development within all areas and neighbourhoods of the City including Pyrmont and Ultimo. The statements are place-specific and draw on the unique qualities of each neighbourhood and provide an important direction for the development controls and built form guidelines.

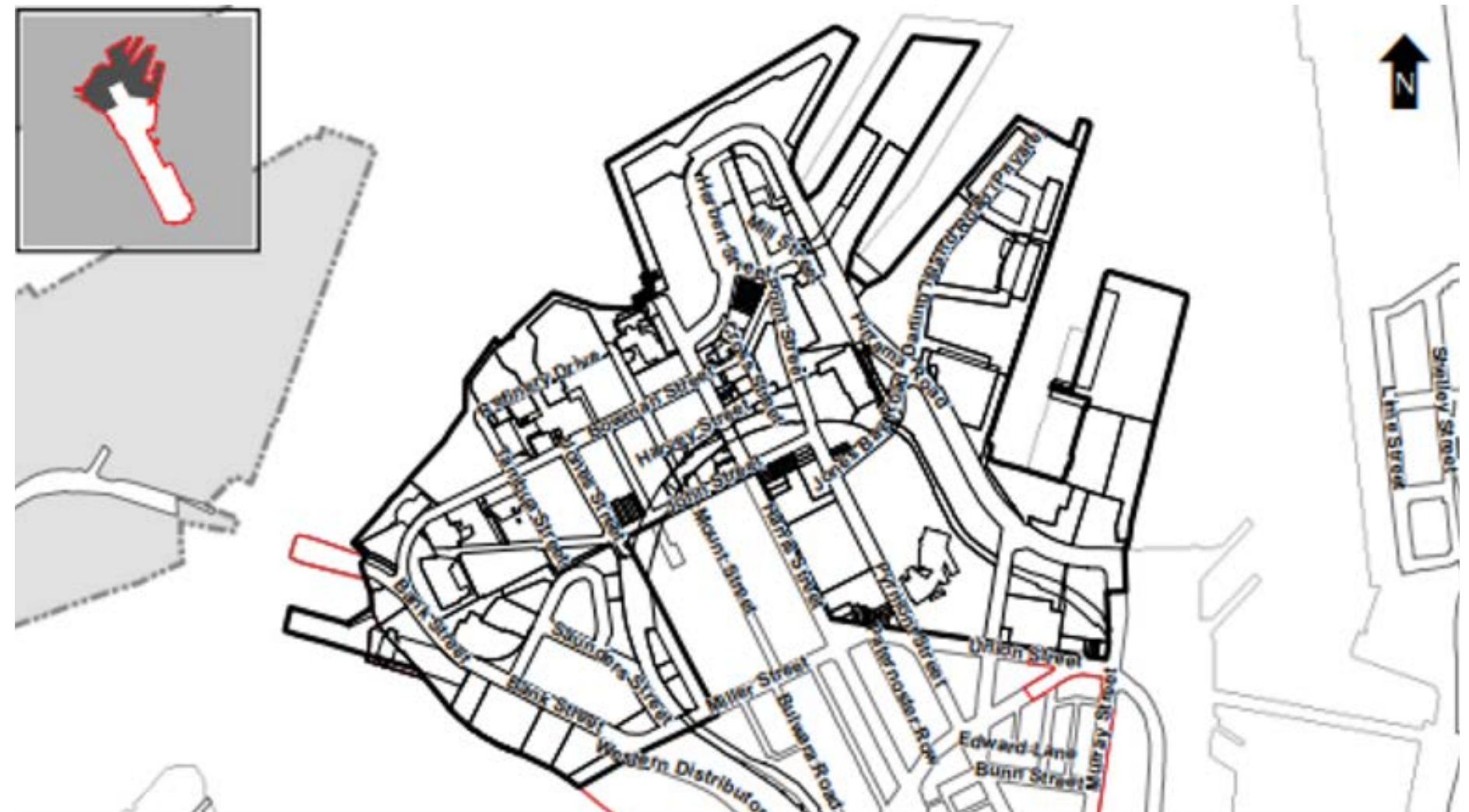


## Pymont Point Locality Statement

This locality includes the foreshore areas of the peninsula and is bounded by Union Street, Pymont Street, John Street, Jones Street, Miller Street and the harbour foreshore. Pymont's mixed use character is to be maintained. The area is to function as a combined living and working precinct while protecting historic buildings and topography. The striking cliff faces are important to remain as exposed landmarks visible from within the area and from the Harbour. Views of Central Sydney and surrounding suburbs from the public domain are to be maintained. Active ground floor uses such as shops and cafés and restaurants are encouraged.

### Principles

- (a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.
- (b) Retain the dramatic topography created by excavated sandstone cliffs visible from the public domain.
- (c) Conserve views and vistas within and beyond the neighbourhood, particularly from the public domain.
- (d) Maintain the distinctive character created by the built form on the central ridge and the water front edges.
- (e) Provide active ground floor uses in locations and maintain the high quality and amenity of the public domain.
- (f) Historical buildings are to be retained and adaptively reused.
- (g) Continue the mix of small scale retail and café uses with large scale commercial uses in certain areas.
- (h) Encourage café and restaurants to offer street dining where footpath width Permits



City of Sydney Locality statement Pymont Point map. (Source: Sydney DCP 2012)



## Ultimo Locality Statement

This locality is bounded by Mary Ann Street, Harris Street and Ultimo Road to the south, Darling Drive, William Henry Street and Harris Street to the east, Fig Street to the north and Wattle Street to the west. Ultimo is to continue its existing mixed-use character comprising residential, cultural, retail and commercial uses. The historic low scale housing and large scale historical and industrial buildings are to be protected. Changes to the built form are to respect the scale and character in the vicinity including street scale, proportions and rhythms of existing buildings and materials. Streets and public spaces will feature strong linear edges. New development is to provide street legibility and improved pedestrian amenity by aligning buildings with the street, entries that address the footway and awnings where required. Ground floor uses that create a lively streetscape and street surveillance are to be provided in locations shown on the Active street frontages map. Sites are to provide improved pedestrian and bike links.

### Principles

- (a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.
- (b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.
- (c) Encourage street legibility and orientation by retaining street vistas and district views from the public domain.
- (d) The height of buildings are to respect and complement existing buildings that contribute to the areas character in terms of scale, elevation detail and proportions and materials.
- (e) Development is to address the street and have easily identifiable building entries and create a high quality public domain including awnings in locations shown on the Active street frontages map.
- (f) Encourage café and restaurants to offer street dining where footpath width permits.
- (g) Adaptively re-use historical buildings providing a mix of land uses in the distinctive built forms.
- (h) Improve pedestrian and bike connections through sites between Darling Harbour, the proposed extension of the Ultimo Pedestrian Network, Central Sydney, Wentworth Park and Blackwattle Bay.



City of Sydney Locality statement Ultimo map. (Source: Sydney DCP 2012)



## Pymont Locality Statement

This locality is bounded by Fig Street to the south, Harris Street, Allen Street and Murray Street to the east and Union Street, Pymont Street and John Street to the north. The neighbourhood is bounded to the east by John Street in the north and the foreshore and Wattle Street in the south. A strong physical definition of streets and public spaces by buildings is a predominant characteristic of the area and is to be maintained. New development is to align with the street, address the street and respond to the detail and character of existing historic buildings. A high quality public domain is encouraged with awnings and easily identifiable building entrances seen from the street. Driveways are to be minimised and located to not conflict with pedestrians.

### Principles

- (a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.
- (b) Development is to respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.
- (c) Maintain views and vistas from the public domain to the harbour, Central Sydney and surrounding areas.
- (d) Define and enhance the amenity of the public domain with awnings and buildings that align and address the street.
- (e) Retain historical low scale housing and large scale industrial buildings.
- (f) Use compatible materials including sandstone (where sustainable) and face brick.
- (g) Encourage café and restaurant street dining where footpath width permits.
- (h) Adaptively re-use historical buildings providing a mix of land uses in the distinctive built forms.



City of Sydney Locality statement Pymont map. (Source: Sydney DCP 2012)



Pymont Locality Statement

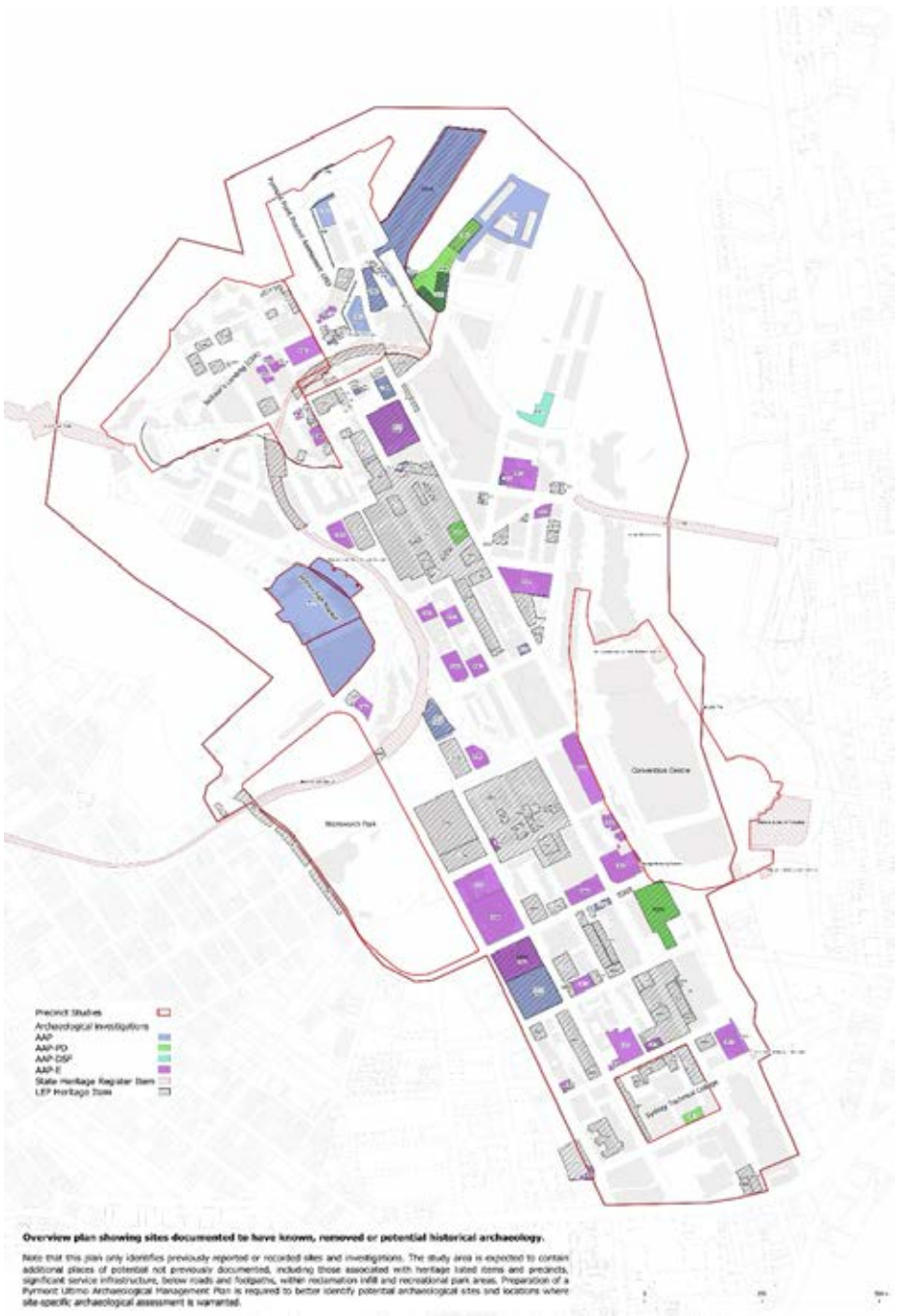
The potential for disturbed or removed archaeological sites within the Pymont-Ultimo study area is illustrated in Figure 4.1. The plan is derived from a summary desktop search of secondary source material including existing archaeological reports for sites and precincts that have been assessed and/or investigated, in part or whole. The categories of archaeological potential in the plan represent the various site conditions described in those reports. They adopt or adapt terminology in the City of Sydney Central Sydney Archaeological Zoning Plan, 1997 as follows:

- AAP**—Area of archaeological potential.
- AAP-PD**—Area with archaeological potential that is partially disturbed or destroyed.
- AAP-DSF**—Area with archaeological potential that is of a deeper nature such as cesspits, wells, cisterns, service infrastructure and former water courses and associated infill.
- AAP-E**—Area with archaeological remains removed.

A preliminary overview of sites that have been destroyed or archaeologically investigated, based on existing documentation, is illustrated in Figure 4.1. A significant amount of additional background research is required to provide a study or plan that can identify sites and precincts with potential to retain historical archaeological remains.

The study area is expected to contain many places of archaeological potential not previously documented and therefore not identified on this plan, including those associated with heritage listed items and precincts, significant service and transport infrastructure, those now below roads and footpaths, within reclamation infill and below recreational park areas. Figure 4.1 also identifies the boundaries of precinct based archaeological and heritage studies undertaken for larger areas such as Pymont Point Precinct, Jacksons Landing (the former CSR site), the Fish Markets, Wentworth Park and the former Sydney Technical College, now part of the University of Technology (UTS). These precincts include a range of sites with archaeological potential, including those protected as part of heritage listings with ongoing heritage requirements.

A detailed, area-wide Archaeological Zoning or Management Plan is required to better identify potential archaeological sites and locations where more area-specific archaeological assessment is warranted.



Overview plan showing documented archaeological sites and heritage listed items in the study area. (Source: GML 2020)



Summary Overview

Commentary on Heritage Listings

The working class industrial, residential and social history of Pymont-Ultimo is interwoven through the physical form and fabric of the Peninsula. This is represented in the heritage listings of nineteenth and early twentieth-century residential and industrial building stock. Transport infrastructure, warehouses, woolstores, and other workplaces and pubs were all an integral part of industrial working life, while places of worship and educational establishments such as the Technical College and Maybanke Kindergarten indicated the evolution and growth of the working community and support other significant aspects of life. The listings are a product of their time. They are largely the result of successive commissioned heritage studies and investigation, community engagement and the political planning economy of the 1980s and 1990s. The emphasis at that point was on the Victorian working class industrial history of the area as it was represented through its built form. At the same time, despite projects that mapped cultural places to which the community had strong attachments and connections, few of those places were formally protected.

- Statutory items reflect the historical evolution of Pymont-Ultimo from a gentleman’s antipodean idyll to the ‘engine room’ of Australian urban industrialisation and economic development to the early twentieth century.
- The listed items provide some evidence of the slicing and dicing of the ‘difficult and actually dangerous’ sandstone peninsula originally fringed by low-lying muddy shoals and tidal flats, with swamps, creeks and ponds.
- The evolving street pattern layout, including new and removed streets, has also left the archaeological remains of earlier structures and deposits under pathways and streets, below grassy parks and within landfilled former creeks, swamps and foreshores (See 1865 Trig plan).
- The historical pattern and layout of streets and allotments reflects the Peninsula’s topography with finer grain development centred in ribbons along the ridge line, with larger industrial blocks fringing the harbour.

- The Victorian working class suburban pattern and form of development, densely arranged including terrace housing on allotments of varying scales, and associated ancillary characteristics of community life including shops, churches, schools, pubs, and post offices are well represented.
- Listings associated with Pymont-Ultimo’s urban renewal as a master planned inner-city residential and commercial centre boasting providing education, health, tourism, leisure, entertainment and cultural activities are not well represented, though many former industrial buildings have been adaptively re-used for these purposes.
- ‘Loss’ is a key theme when reviewing the heritage listings in the context of the history of Pymont. Digital mapping of old historic plans has enabled us to layer the Peninsula’s gradual shaping to find the lost landscapes that have evolved into heritage and archaeological sites so that they may be recognised, protected and featured in future planning.
- Ultimo’s lost places and collective memory are not formally recognised.
- The history and heritage of gender, class and culture are largely silent, and emphasis is largely on built form character as opposed to those places with social spiritual value to the community.

Today gaps remain in the heritage listings, including:

- places of social value.
- twentieth-century heritage; and streetscapes and features such as kerb and gutter stones (though noted in heritage conservation areas).

Perhaps one of the most interesting omissions, particularly given the industrial history and significance of the Peninsula is the fact that the Powerhouse remains without statutory heritage protection at State level. The Powerhouse Museum, and former warehouse buildings are listed on Schedule 5 of the Sydney LEP 2012. The listing does not Wran Building. The Powerhouse Museum is listed on the Australian Institute of Architects Register of Significant Architecture in NSW.

Commentary on Statutory Heritage Planning Context

The many statues that are applicable to the Peninsula reflect the varying aims and objectives of each. Across the suite of plans there is considerable overlap. If there is an opportunity to refine and simplify the controls into an overarching strategic planning document for the Peninsula some preliminary directions are suggested below.

- Ensure the natural, scenic, environmental, social and cultural heritage qualities of the Peninsula should be conserved in its harbour setting.
- Retain the dramatic topography created by excavated sandstone cliffs visible from the public domain.
- Conserve and promote the heritage of the Peninsula as a distinctive historic urban landscape.
- Maintain the distinctive character created by the built form on the central ridge and the waterfront edges.
- Conserve the heritage significance of heritage items and heritage conservation areas and their settings.
- Adapt and re-use historical buildings providing a diverse and creative mix of land uses while remaining respectful of distinctive built forms and historic fabric.
- Development will respond to and complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes.
- Building height will respect and complement existing buildings that contribute to the areas character in terms of scale, elevation detail and proportions and materials.
- Street legibility and orientation will retain street vistas and views from the public domain.
- Conserve views and vistas within and to and from the Peninsula, particularly from the public domain.
- Strengthen the community’s ‘sense of place’ by recognising and celebrating places they value and providing opportunities to tell their stories.



## Pymont Peninsula—Statement of Significance

Set in Sydney Harbour, between Blackwattle Bay, Johnson Bay and Darling Harbour, Pymont Peninsula is significant as a dramatic natural landform characterised by rich Hawkesbury sandstone ridges with dramatic bluffs created between 500–700 million years ago as part of an immense river delta across the Sydney basin. To the south of the peninsula, Wianamatta shale underlies Cockle and Blackwattle bays once characterised by rich alluvial soils.

Pymont-Ultimo has outstanding heritage significance for its ability to demonstrate human intervention and modification of a visually prominent, distinctive harbour landform. Since colonisation the peninsula has been modified and transformed, it is a significant historic cultural landscape that demonstrates a distinctive evolutionary pattern of large land grants, subdivision, agriculture and industrial development, quarrying, land reclamations, industry, rail lines and wharf construction, urbanisation, technological development, industrial decline, and government led urban planning, consolidation and renewal writ large. Associated with major shifts in Australia’s industrial and political economy, these significant historical shaping forces have resulted in dramatic and significant changes in community and working life expressed through an urban landscape and a complex amalgam of significant public infrastructure, industrial, residential and commercial development and public space.

In the history of NSW, Pymont-Ultimo is of state significance as an ‘engine room’ of Australian urban industrialisation and economic development. The quarry walls, wharfage and goods yards, wool stores, power houses, mills, and sugar refineries demonstrate these historical forces. Following de-industrialisation, major economic and social transformations combined with urban renewal and revitalisation are evidenced across the peninsula and demonstrate a key phase in the history of city planning and urbanism.

Pymont-Ultimo a thriving centre of industrial and technological development, associated with Australian primary production, industry and working life. TAFE NSW Ultimo buildings are historically significant for their role in the provision of education and training since 1891 and as the first technical college in the NSW public education system, now collocated with national media and university facilities.

The aesthetic qualities of Pymont sandstone, including its texture and warm golden colour, are significant in the sensory appeal and experience of Sydney’s historic built form as the primary material used in many of the city’s finest public buildings. The terracing of the Peninsula provides

dramatic, expansive vistas and views from various vantage points, including easterly to the Sydney CBD, and northeasterly to The Rocks and Observatory Hill, backgrounded by the arch of the Sydney Harbour Bridge. There are northerly views across Sydney Harbour and to East Balmain, and to the southwest to Glebe. The light and shade, and movement of boating activities on the harbour, contribute to the visual interest in a kinetic and complex environment.

Pymont-Ultimo has substantial potential to yield archaeological information that will contribute to an understanding of NSW’s cultural and natural history fabric and Sydney’s early development and industrial history, along with buried deposits relating to those activities. Phases of industrialisation and manufacturing led to the construction of many new structures and land reclamation extended the modern waterfront beyond the natural shores. Modern roads and boundaries sometimes follow the lines of early colonial estate features such as Harris Street, which remains the central artery of the peninsula. In other instances, traces of piers, early shorelines or buildings could be within metres of reclamation fill or within garden soils, as has been found during project works within Sydney’s other harbour fingers including Barangaroo and Darling Harbour. The reconfiguration of the original shoreline has been explored at only a few Sydney foreshore sites including Barangaroo, the KENS site and Darling Walk and there is potential for archaeological investigation to yield new information.

Pymont-Ultimo has a strong association with colonial people of influence, including Surgeon John Harris, who established Ultimo Estate and after whom Harris Street is named, and John Macarthur and his son Edward who subdivided the peninsula; early industrialists such as quarryman Charles Saunders; social pioneer Maybanke Anderson; and, in the twentieth century, humble residents like pavement scribe Arthur Stace, ‘the Eternity Man’.

Pymont-Ultimo has strong and special associations with residential and working communities over generations since the nineteenth century, including those that worked in the wool, sugar, power supply, government printing and transport industries; the Pymont Squat and communities of artists from the mid-twentieth century until the 1970s–1980s. The present-day community has strong associations with particular places including the natural landscape, industrial heritage, public and parkland spaces as well as social venues that are integral to their identity. Key built heritage items such as the Powerhouse Museum, located in the former Ultimo Power House, and the Old Pymont Cottages are of outstanding value to

the community of NSW as demonstrated by recurring public debate, news headlines, protests and petitions calling on government to protect these sites. Places like the Pymont wharves are also embedded with the stories of significant social upheaval in the twentieth century, including the world wars and the migration of thousands of people to Australia. Wentworth Park has been a well-loved focal point for community for over a century with activities including concerts, celebrations, early moving pictures and sports such as rugby league and a motorcycle speedway and greyhound races from the 1930s.



# HERITAGE STRATEGY AND RECOMMENDATIONS



# 5. Heritage Strategy and Recommendations

## Introduction

Cities are restless entities. Sydney is no exception. As today’s economic and physical renaissance takes place across the City of Sydney, we have some critical decisions to make. What kind of city do we want to plan for and live in the future? What do we value and how do we ensure balanced environmental, economic, and social outcomes?

Modelling and remodelling of cities are not new ideas. Colonial enterprise, manifest through land shaping and city making processes, combined with aspirations for social order, civility and progress were overlaid on Aboriginal Country and culture that was not recognised, nor regarded as successful and sophisticated.

The Pyrmont Peninsula is a complex place. It has experienced the dramatic decline of the industrial working harbour, and State government led urban renewal that rebirthed not only the landscape and built form of the neighbourhood but its economy. More than a decade on, attention has turned to the Peninsula again.

Global capital is mobile and largely unsentimental; however, it generally flows to places where underlying costs are low and money can be made, or power and status can be expressed. While this is overly simplistic, as part of the Harbour CBD, Pyrmont Peninsula has been identified as a location that can enhance financial growth and development of Sydney as an attractive, strong and competitive global city. The government’s objective is to deliver a vibrant mixed-use precinct through CBD capital expansion, providing a diverse and distinct range of assets that deliver on residential density and amenity, culture, entertainment, education, health, technology, and connectivity.

## Character and Experience

A walk through the Pyrmont Peninsula area rapidly establishes history and heritage as core elements of its character, appeal and experience. Any kind of appreciation and sense of adventure in the place is due to its harbourside location, sandstone rock faces and random outcrops both natural and worked. The terrain leads into meandering streets split high and low by the original rocky topography nearer the original shoreline, now buried beneath wharves adapted into apartments and expressways going somewhere else. Small cottages and corner shops, rows of Victorian terraces wedged between high rise apartments and commercially adapted old warehouses and wool store facades are dwarfed by modern wrap around buildings. The area is a hybrid mix of high density, high-rise, green,

grassy parks, tiny sandstone cottages, foreshore fish market, rail trackways curved into sandstone corridors, houses teetering above, clutching onto carved outcrops and steps carved into the natural caramel sandstone of the Point. Wharves stand with pylons deep in reclaimed infill, beach and island infilled and no longer visible. Wind rushes through corridors between the convention centres and converted, power houses!

The driving character of the area and focus for any successful and inviting future use strategy in Pyrmont Peninsula is that which preceded and survived its reputation as the city’s ‘Sink’. Its legacy is and remains readable in its surviving building stock, early estate roadways still veining through from harbour to city, likely forged by Aboriginals walking to their harbour spots. Its aspect, the views north, east and west across harbour or south toward the surrounding Sydney metropolis would have to acknowledge the slow building up around the Point after its early European property owners, Macarthur and Harris, Bunn and others gave over to more intense land use change of their Pyrmont and Ultimo estates.

## Urban Morphology

Pyrmont Peninsula has been sliced and diced many times over. Most dramatically since colonial occupation. Initially, tons of sandstone were cleaved from the Peninsula. Reshaped as polite architecture, the sandstone was used symbolically to express the solid and sanguine prospects of colonial enterprise. From the 1860 until the 1950s, the Peninsula was further transformed into an ‘engine room’ of Australian industry and economic production. A cacophonous place. Where sugar was refined, wheat, wool, meat, timber, iron and steel were made or stored and hauled across Australia and the world, by road, rail and water. Pyrmont’s Powerhouses electrified Sydney. Lighting up Sydney’s streets and powering its trams. Industrial and economic change transformed Pyrmont-Ultimo and community life during the later decades of the twentieth century. The 1980s witnessed the end of industrial activity and ushered in new forms of economic and residential development. Entertainment, leisure and innovation took root.

The history of Pyrmont-Ultimo can be interpreted through the remnant historic cultural landscape, it is expressed in the general arrangement and pattern, form and layout of the peninsula, its shoreline, reclamation, streets, allotments, built environment, public open spaces and the community’s engagement and attachment to the place. In Sydney, the landform and topography, has both enhanced and hindered development. Pyrmont Peninsula is no exception. The circuitous route and relative

isolation of the peninsula has been both lamented and celebrated. It is a place that is at once, near and far. The obstacles and impediments, as well as the solutions to movement of goods and people, on foot, by cart and horse, by tram and train, by cars and trucks and by water, are layered and expressed by the texture and grain of the historic urban landscape. The infrastructure including wharves, bridges, rail tunnels, sewerage pumping stations and powerhouses demonstrates the diversity of enterprise and technological change that was required to support the sweat and toil of Australian manufacturing and industry. Interwoven, is the pattern and form of housing, from stone workers cottages and long orderly terrace rows, to finer Victorian terraces, pocket parks, and model social housing. Together this expresses a community and neighbourhood life that was supported by shops, schools, sea baths, pubs, and churches.

Over recent decades, the fabric and community of the peninsula has been transformed. Replaced by new workers and new economies of knowledge, leisure, and consumption. Cheek by jowl, recent multistorey residential development looms large, though largely devoid of a pattern language or unique sense of place. Modern apartments jostle alongside of adapted buildings, new commercial development, and the roar of cars on the flyovers and off ramps. Former icons of industry are now tourist and cultural attractions such as the Powerhouse Museum. The Star Casino, Australian National Maritime Museum, the International Convention Centre and Darling Harbour, attract local and international visitors, reinforcing the area as a tourism destination.

## Perceptions of Cultural Heritage

Heritage is often seen as a handbrake on economic growth and development. In a recent report by Historic England, heritage was found to be an important source of economic prosperity and growth with a significant number of interdependent economic activities. In short, heritage counts. In England, heritage employs 464,000 people directly and indirectly. It generates 1.9% of GVA, a total of 31 billion pounds. Research shows investment in heritage creates places for businesses and communities to thrive. Heritage shapes place-based experiences that are typically characterised as unique and distinctive. Heritage also impacts price and attracts premiums.

It is our view, that heritage has manifold positive impacts on our economy, culture, society and the environment. It can contribute to social cohesion, sustainable development, job creation, health and well-being as well as contribute positively to addressing climate change. Some key place-based



ideas that reflect recent research and thinking for urban heritage are included below for Pymont-Ultimo.

**Heritage shapes place perception and experience**

- Heritage should be integral to the vision, place identity and brand for Pymont Peninsula, it provides a competitive edge and a unique selling point.
- Beauty and the sensory experience of heritage creates strong place based attachments and fosters belonging.
- Heritage is a unique attractor for domestic and international visitors and can play a key role in the visitor economy, it supports jobs and growth.

**Heritage must be protected as a key resource for emerging and existing economic and creative activities**

- Heritage assets have inherent ‘public good’ characteristics, that can deliver benefits to owners and the community.
- Creative and cultural industries are more likely to be found in listed buildings.
- Cultural heritage is cited as a source of inspiration that fosters scientific and creative artistry and innovation.
- As places change, economic development policies must prioritise heritage to promote economic and community prosperity.

**Heritage is linked to the economics of uniqueness**

- Over the long term, places with strong distinctive identities are more likely to sustainably prosper than places without them.
- Places need strong distinctive features, otherwise they run the risk of being all things to all people and nothing special to any.
- An historic environment provides character and distinctiveness. This attracts people, businesses, and investment, and can provide places with their competitive advantage.
- Heritage is more than an economic asset it delivers social and cultural capital, and to sustainability beyond embodied energy.

**A Vision for Pymont Peninsula**

Distinctiveness is what sets Pymont Peninsula apart. The peninsula is a dramatic landform, unique, topographically and historically. The historic masterplan of the Peninsula laid down by Harris in 1859 is resilient. It has stood the test of time. The subdivision pattern and streetscapes, with intimate finely grained character areas, built form and the life in the community today contributes to the experience of the Peninsula’s significant cultural landscape. The area is of modest size, with various precincts of markedly different character reflecting the distinctions between location, historic function, working life and home.

Today, history and heritage of Pymont continues to provide vital anchor points for those who live and work in the area, connecting them to a sense of place and community. These unique attributes of the place should be the springboard for urban renewal and revitalisation.

The vision for Pymont Peninsula should be to conserve and celebrate the peninsula’s history and heritage as a source of inspiration and as an integral part of a socially vibrant and economically sustainable inner-city neighbourhood.

**Masterplan Principles**

Heritage is interdependent and is connected to the natural environment; public domain; streetscapes; built form; culture and community; access and movement; and governance.

A distinct narrative and unique character are part of the narrative of Pymont Ultimo. The strategic direction for the Peninsula needs to honour the place’s history and heritage, and its community. It is evident to those who live and work in the area, but less visible to ‘outsiders’. The master plan needs to address the following and ensure heritage is not only re-imagined through controls, but rather is part of life in the community.

**Historic Cultural Landscape**

- The unique topography, including the sandstone cliffs and escarpment should be conserved to enable public enjoyment and appreciation.
- Retain the dramatic topography created by excavated sandstone cliffs visible from the public domain.
- Conserve the natural, scenic, environmental, social and cultural heritage qualities of the Peninsula and its waterfront edges.

- Conserve and promote the heritage of the peninsula as a distinctive historic urban landscape. The strong interrelationships between the harbour, the landform, and patterns of human settlement should be retained.
- Maintain the distinctive character created by the built form on the central ridge and the waterfront edges.
- Pedestrian movements should be linked along the peninsula through an interconnected system of topographical features, open spaces, public squares, neighbourhood streets, and characterful local places that are centres of life in the community.

**Precincts and Places**

- Conserve the heritage significance of heritage items and heritage conservation areas and their settings.
- The cultural identity of the peninsula, including the Heritage Conservation Areas, Heritage Items and significant archaeological deposits should be conserved.
- The distinctive and varied character and patterns of the Sub-precincts including the Harris Street/ridge line, the waterfront, the western and eastern slopes and will be enhanced and conserved.
- Street legibility and orientation will retain street vistas and views from the public domain.
- Conserve views and vistas within and to and from the peninsula, particularly from the public domain.
- Strengthen the community’s ‘sense of place’ by creatively interpreting and celebrating places they value and providing opportunities to tell their stories.

**Renewal**

- New development should not dominate or compete with the horizontal landform of the peninsula.
- Respect the existing pattern and character of historical development and the community’s values and attachments to place as part of any proposed redevelopment.



- Complement heritage items and contributory buildings within heritage conservation areas, including streetscapes and lanes with contemporary architecture that demonstrates design excellence and civic generosity.
- Be respectful of and consistent with the character of the area in terms of scale, form, rhythm, and materiality, whilst ensuring excellence in design and sustainability.
- New built form will respect and complement heritage items that contribute to the area’s character in terms of scale, elevation detail and proportions and materials.
- New development should not give rise to adverse or material impacts on the significant historic character and heritage significance of the peninsula, heritage items or heritage conservation areas.
- Adapt and re-use historical buildings providing a diverse and creative mix of land uses while remaining respectful to cultural significance, distinctive built forms and historic fabric.
- The cumulative impact of development on the cultural significance of the Peninsula and its historic urban landscape should be monitored and subject to periodic assessment

Heritage Strategy and Recommendations

Historical Archaeology

A Pyrmont Ultimo Research Framework and Archaeological Management Plan (AMP)

Now 30 years old, the Map of Potential Archaeological Sites included in the 1990 Pyrmont and Ultimo Heritage Study is outdated and unreliable. It was integrated into the Pyrmont Ultimo Urban Development Plan (UDP) as adopted by the City West Regional Environmental Plan (gazetted 1992) but is no longer used by consent authorities to identify potential sites within the precinct. This lack of early detection is resulting in the loss of historic remains at many sites on the peninsula in the path of rapid area development. Background research undertaken for this study to identify recorded sites, areas with potential sensitivity and those without archaeology revealed that the majority of modern developments on the peninsula do not seem to have any record of a determination for the likely presence or absence of archaeological remains. An effective management tool is needed to assist consent authorities to determine early presence or absence of potential remains to better guide effective management of the area’s diminishing historical archaeological resource.

A research framework is a coordinated, overarching approach to archaeological research and investigation developed for a large area such as the Pyrmont Ultimo precinct. These frameworks incorporate research questions and themes that apply to a number of sites and land uses common across the precinct such as early roads and estates, shaping the land, reclamation, wharfage, quarries, home and community, warehousing and manufacture and industry. Like research designs prepared for individual sites as part of NSW statutory process, research frameworks provide a practical and effective basis to guide both research questions and management decisions for sites and new projects. They encourage maximum research benefit for public engagement and by taking advantage of what already exists in Pyrmont Ultimo to strengthen its character and encourage continued economic, social and environmental vitality.

Preparation of an AMP and overarching research framework would enable a range of outcomes for the Pyrmont Peninsula precinct including:

- refinement of requirements for individual sites to provide up-front yes/no identification of whether a site needs further archaeological consideration for development purposes.

- a clear pathway to define any future archaeological requirements for individual sites and areas.
- coordinated research and investigation of the surviving archaeological resource in the Pyrmont Peninsula. These broad-scope studies include research questions and themes that guide to contextualise individual sites and enable more meaningful, broader synthesis and understanding of the area as a whole rather than through keyhole site by site investigation.
- bringing together cumulative data from a range of existing assessments and investigations across the precinct to provide broader regional implications for site-specific projects in the area.
- An opportunity to gain maximum benefit from archaeological projects to assist inter-site analyses and promote broader synthesis for interpretation and public delivery.



Rationale:	<p><b>Potential and known historical archaeological sites and relics are located across the peninsula.</b></p> <p><b>Future development on these sites has the potential to impact upon their archaeological heritage significance.</b></p> <p><b>No clear archaeological guidance currently exists to assist Council in determining the likelihood of impact to potential archaeological sites by development and other land use changes.</b></p> <p><b>The area's archaeological resource can contribute to and inform more meaningful future uses and understanding of places in this neighbourhood</b></p>
Objectives:	<p>An AMP and overarching research framework to enable early identification of sites with potential archaeology, coordinated archaeological research and investigation, guide management decisions and inform future use and presentation of sites in the Pyrmont Ultimo precinct.</p> <p>Ensure that any proposed development within the study area requires a preliminary assessment to identify if potential for historical archaeological sites and relics may survive in those places, including public paths and roadways.</p> <p>Preliminary identification of potential archaeological resources identifies where more detailed, site-specific assessment and research is required to effectively manage the resource, mitigate unnecessary impact and. protect and enhance the heritage significance of the site.</p>
Standard Statutory Controls:	<ul style="list-style-type: none"> <li>• In the current absence of a guiding mechanism to identify and manage potential archaeological resources in the Pyrmont Ultimo area, City of Sydney should require a preliminary assessment of each site prior to determination of development consents where these propose sub surface disturbance.</li> <li>• A research design and mitigation methodology is required to manage proposed impacts to sites with known/potential archaeology, including those within public paths and roadways.</li> <li>• Archaeological investigation is required for any areas where future impacts will remove or disturb the known/potential archaeological resource surviving there, including those within public paths and roadways.</li> </ul>
Innovative Provisions:	<ul style="list-style-type: none"> <li>• Provision of an AMP to guide future archaeology and proposed development in a manner that respects and enhances the precinct's existing heritage character, recognising that heritage is a core element driving any successful future use strategy in Pyrmont Ultimo.</li> <li>• Integrate archaeological remains into larger scale developments/amalgamated sites.</li> <li>• To enhance and contribute to the precinct's heritage character, archaeological investigations should be undertaken with consideration for their ability to inform and inspire project design. Where appropriate, consider integration and/or interpretation of archaeological elements into proposed adaption, reuse or development projects.</li> <li>• Incentives to encourage proponents to strive for and achieve design excellence that incorporates archaeological heritage elements could include the awarding of additional building height, floor space or heritage floor space to transfer.</li> </ul>



Historic Built Form Character

Pymont and Ultimo provide areas of considerable charm and character that are derived from the historic pattern, layout and form of development. Change over time in Pymont-Ultimo has given rise to cumulative impacts. Visual patterns and forms have been broken up. Character of much contemporary residential has a speculative quality and aesthetics are variable. Much of the more contemporary urban form, particularly multi-unit residential endeavours to reference the character, scale and materiality of adjacent historic built form but typically lacks creativity, compositional elegance and or civic generosity. Much of the multi-unit residential stock does not exemplify design excellence or genius loci.

As part of the Pymont Peninsula Place Strategy there is an opportunity to create and imagine a new protective spirit of place. This new spirit should respectively respond to the past but creatively imagine a future. Design needs to be sophisticated and with excellence in architectural design and detailing. Controls and incentives need to be orientated towards, creative respectful relationships to the historic context and setting.

In the design of a new future the fine grain and walkability of the Historic Conservation Areas, as the heart and soul, of the peninsula, running along and off the ridgeline needs to be contextual, connected and cohered. The ‘genius loci’ needs to reconnect the physical realm to civic life and urban experience. Granular nuanced responses are required to provide high quality civic amenity and activation.

Design and Architectural Diversity

Heritage Items

Rationale:	<p><b>Heritage items are located across the peninsula and within several sub-precincts.</b></p> <p><b>Future development in the vicinity of these heritage items has the potential to impact upon the heritage significance of the items and their setting.</b></p>
Objectives:	<ul style="list-style-type: none"><li>• Ensure that development in the vicinity of heritage items is designed to protect the heritage significance of item.</li></ul>
Standard Statutory Controls:	<ul style="list-style-type: none"><li>• Alterations and additions to buildings and structures and new development of sites in the vicinity of a heritage item are to be designed to respect and complement the heritage item in terms of the: (a) building envelope; (b) proportions; (c) materials, colours and finishes; and (d) building and street alignment.</li><li>• Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by: (a) providing an adequate area around the building to allow interpretation of the heritage item; (b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item); (c) protecting, where possible and allowing the interpretation of archaeological features; and (d) retaining and respecting significant views to and from the heritage item.</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>• Inventive civic interfaces/connections/activations with heritage items (in terms of siting, form, character, materiality, adaption, use) may be considered, provided the scheme demonstrates excellence in design, well integrated heritage interpretation initiatives and a high quality response to the public domain.</li><li>• Incentives to encourage proponents to strive for and achieve design excellence could include the awarding of additional building height, floor space or heritage floor space to transfer.</li><li>• Heritage items could be integrated into larger scale developments/amalgamated sites provided legibility/prominence and appropriate setting is maintained.</li><li>• As with any planning controls, the permissible maximum heights are not guaranteed. Existing heritage context and proposed development will be based on merit and assessed on a case-by-case basis.</li></ul>



Heritage Conservation Areas

Rationale:	<b>Future development within the HCAs has the potential to impact upon the heritage significance of the HCA, streetscapes and contributory items.</b>
Objectives:	New development in HCAs must be designed to respect neighbouring buildings and the character of the area. Infill development should enhance and complement existing character but not replicate or mimic the architectural style, detailing or materiality of listed heritage/historic buildings.
Standard Statutory Controls:	<ul style="list-style-type: none"><li>Development within a heritage conservation area is to be compatible with the surrounding built form and urban pattern by addressing the heritage conservation area statement of significance and responding sympathetically to: (a) topography and landscape; (b) views to and from the site; (c) significant subdivision patterns and layout, and front and side setbacks; (d) the type, siting, form, height, bulk, roofscape, scale, materials and details of adjoining or nearby contributory buildings; (e) the interface between the public domain and building alignments and property boundaries; and (f) colour schemes that complement traditional colour schemes/materiality.</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>Demolition of neutral and detracting buildings within HCAs, amalgamation of adjacent sites and sympathetic development may be considered where proposals demonstrate design excellence and sustainability, so as to selectively increase density/diversity of use within HCAs.</li><li>Sites containing neutral and detracting buildings could also be altered (ie demolished or adapted) to create new open space and/or through site connections.</li></ul>

Contributory Items

Rationale:	<p><b>Contributory buildings are buildings that make an important and significant contribution to the character and significance of the HCA. They have a reasonable to high degree of integrity and date from a period of historical significance to the HCA.</b></p> <p><b>Contributory buildings are identified in the DCPs of an LGA (ie Building Contributions Maps), or in separate heritage studies for HCAs. If these are not available, the contributory status is determined on a case-by-case basis with regard to the contribution the building makes to the heritage values of the HCA.</b></p> <p><b>There are numerous contributory buildings within each HCA.</b></p>
Objectives:	Maintain the architectural, streetscape and interpretive contribution these buildings provide to the HCA.
Standard Statutory Controls:	<ul style="list-style-type: none"><li>Contributory buildings are to be retained unless the consent authority determines the replacement is justified in exceptional circumstances.</li><li>Alterations and additions must not significantly alter the appearance of principal and significant façades of a contributory building, except to remove detracting elements (eg altered shopfronts, closed in verandahs).</li><li>Alterations and additions to a contributory building are to: (a) respect significant original or characteristic built form; (b) respect significant traditional or characteristic subdivision patterns; (c) retain significant fabric; (d) retain, and where possible reinstate, significant features and building elements, including but not limited to original balconies and verandahs, fences, chimneys, joinery and shop front detailing; (e) remove unsympathetic alterations and additions, including inappropriate building elements; (f) use appropriate materials, finishes and colours; and (g) respect the pattern, style and dimensions of original windows and doors.</li><li>Where an addition to a contributory building is proposed, significant external elements are to be reinstated.</li><li>Foyers or other significant interior features, including hallway detailing, panelling and stairs, balustrades, historic finishes and joinery designed to be visible from the street, are to be retained, especially where they form part of the building’s contribution to the character of the heritage conservation area</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>It is recognised that in some cases, the contribution contributory building makes is simply in terms of scale, window/door arrangements on the primary façade, and/or fenestrations/modulation. In some cases, consideration may be given to potentially allowing the façade or a representative portion of the contributory building to be retained so as to enable a new development to be sited directly behind the façade (and set back at the higher levels), provided the streetscape contribution is retained.</li><li>When adjacent to each other, a series of contributory building façades/portions of contributory buildings could be retained, whilst the remainder of the site is amalgamated and developed as one larger parcel of land.</li></ul>



Place Planning

Lot Consolidation

Rationale:	Individual lots can evidence the historic layout and pattern of subdivision or commercial development pattern. (Higher density development in critical growth areas may be considered through lot consolidation where this will not give rise to an adverse material impact on significant heritage values or area character.
Objectives:	Enable the consolidation of small individual lots into larger lots, but ensure the original subdivision pattern is represented/interpreted where it is assessed as significant. Encourage fine grain subdivision for large sites in urban renewal areas.
Standard Statutory Controls:	<ul style="list-style-type: none"><li>Lot consolidation is not to occur where the original subdivision pattern is still in evidence and contributes to the significance of the heritage item or HCA.</li><li>Lot consolidation should not compromise the setting of the heritage item or contributory building on the site, or within the vicinity.</li><li>Retain the relationship/s between the heritage item or contributory building and its associated features such as landscaping trees, fences, and outbuildings.</li><li>Interpret the historic fine grain and pattern of development through layout, composition and arrangement of new built form.</li><li>Interpret historically significant subdivision pattern/s in new development.</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>If the subdivision pattern is significant and lot consolidation is appropriate, allowances should be made to interpret the subdivision pattern/fine grain innovatively in the layout and pattern of built form and in the architectural treatment of the façades (eg modulation, vertical fenestrations) while allowing development of the site.</li></ul>

Building Form and Setback

Siting and Setbacks

Rationale:	The siting and setback of buildings and building elements is important in forming and/or enhancing the character of the streetscape and the relationship between adjoining buildings. Consider the siting, orientation, modulation and visibility of new development with regard to existing streetscape/neighbourhood contexts.
Objectives:	Maintain the prominence/legibility of heritage items, contributory buildings and streetscapes while appropriately siting and designing new development.
Standard Statutory Controls:	<ul style="list-style-type: none"><li>Be responsive to existing site conditions such as topography and predominant building lines.</li><li>Be compatible with the prevailing character of the neighbourhood.</li><li>New buildings should be sited to correspond with the existing pattern of buildings and their sites. Front boundary setbacks should be equivalent to those of neighbouring buildings (eg zero setback at ground level in the historic Victorian shopping strip).</li><li>Where existing buildings observe formal setbacks, or have historically been placed in a certain pattern relative to adjoining streets, the pattern must be considered in the location of any new building.</li><li>Setback and alignment of upper levels must be consistent with adjoining buildings to allow the predominant street wall to be read. When the setback or alignment varies, either the adjacent or average front setback or alignment is to be adopted.</li><li>Additions are usually best sited towards the rear or side, to allow the character and legibility of the original building to be maintained.</li><li>Where additional storeys are proposed above an original significant building, the front wall should be set back from the existing parapet/front building line to minimise its visibility from the street.</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>Where design excellence and/or the architectural merit of a proposal is such that it demonstrates a significant contribution to the public/civic realm, variations to these controls may be considered (e.g. additions or additional storeys may follow the line of the existing building). Such variations should demonstrate consistency with relevant objectives for heritage items, heritage conservation areas and local/desired future character objectives, and should identify the long term benefits and improvements to the public/civic realm.</li></ul>



Scale

Rationale:	<p>The scale (size, height and bulk) of a new building should not dominate or compete with its adjacent buildings or heritage items in the vicinity, or impact a historically significant pattern of development or character of a heritage conservation area.</p> <p>New development, including alterations or additions, should not be of a size or scale that dominates the original heritage item/contributory building, or impacts on the significance of a historic context and setting (ie HCA or streetscape).</p>
Objectives:	Ensure that new developments are of a compatible scale with the surrounding heritage items, contributory buildings and for the HCA.
Standard Statutory Controls:	<ul style="list-style-type: none"><li>• Ensure the proposed new development relates in scale to its site and setting.</li><li>• The relative scale of new buildings should consider the profile of historic buildings—that is, the heights of the main ridgelines, or perhaps parapets in the case of commercial buildings, top plates/eaves level (or awnings of commercial buildings) and ground floor levels (street or natural ground levels).</li><li>• Use heights, scale and bulk of original existing buildings as reference points.</li><li>• Make sure the parts are in scale with the whole.</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>• Alternative height and scale of new development may be considered where architectural merit and design excellence of a proposal are demonstrated. New development should make an outstanding contribution to the quality of the public/civic realm. Such alternatives should demonstrate consistency with relevant objectives for heritage items, heritage conservation areas and local/ desired future character objectives, and should identify the sustainable long term benefits and improvements to the public/civic realm.</li></ul>

Transition Zones

Transition

Rationale:	<p>Transition refers to changes in scale, form, massing, materiality, etc between buildings—with an area, within a streetscape, as well as from one block to the next.</p> <p>Any potential future development must consider and include appropriate transitions between existing and new building stock and land uses.</p>
Objectives:	Ensure appropriate transitions from new development sites to existing buildings, blocks and areas are incorporated, and that new development does not physically overwhelm/dominate adjacent lands.
Standard Statutory Controls:	<ul style="list-style-type: none"><li>• Incorporate appropriate setbacks, modulation, and articulation as part of proposed redevelopment.</li><li>• Ensure a transition is appropriate and sensitive to adjoining residential areas at zoning boundaries.</li><li>• Where adjoining a building that is substantially taller than the prevailing streetscape height, the new development should provide appropriate transition between the taller building and the prevailing streetscape height.</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>• Treatments of exposed side elevations present opportunities for street/ public art and interpretation potential. Proponents should be encouraged to innovatively/creatively address that and not leave a blank visually intrusive façade.</li></ul>



Building Articulation

Form and Massing

Rationale:	<p>Refers to a building’s overall shape and the arrangements of its parts. Roofs, parapets, façades and verandahs/awnings are the primary elements of mass in heritage buildings.</p> <p>The overall form and massing of historic buildings typically evidences the historic development of the area and characterises a building typology (eg terrace housing).</p>
Objectives:	Ensure that new developments are of an appropriate form and mass adjacent to or in the vicinity of heritage items, contributory buildings or HCAs.
Standard Statutory Controls:	<ul style="list-style-type: none"><li>• Respect adjacent scale, heights, forms, massing and predominant fine grain of the locale.</li><li>• Modulate building façades and maintain rhythm of fenestration.</li><li>• Where an addition is proposed, the characteristic form and massing of the existing building or of the locality should be considered and referenced in the new work.</li><li>• Infill design should identify the predominant form and massing and then design in sympathy with these forms. For example, the apparent bulk of a new building may be reduced by breaking the primary façades into smaller components that reflect the character of their neighbours.</li><li>• New infill buildings in heritage areas should preserve the proportions of the surrounding development, even when using modern materials, technology and construction techniques.</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>• Creative interpretations of form and massing may be considered where a proposal demonstrates a new and innovative design response that contributes to and enhances the quality and experience of an area’s urban character.</li></ul>

Character

Rationale:	<p>There are numerous distinctions within character areas (eg multi-storey commercial/ residential properties, to the low scale character of residential/commercial streets). These character areas are important to the community’s sense of identity and place. Most buildings contribute in some way to the urban and public domain character of the area in which they are located.</p>
Objectives:	The aim is to harmonise with and complement the existing streetscape or fabric of individual heritage buildings. Development should not dominate surroundings but should relate sympathetically to its existing architecture, scale, mass, proportion, materiality, etc.
Standard Statutory Controls:	<ul style="list-style-type: none"><li>• To maintain and enhance the distinct character/identity of each area.</li><li>• To be compatible with the character of the neighbourhood, in particular historic streetscapes.</li><li>• Incorporate design elements which may be important contributions to the character of particular HCA, such as verandahs, awnings, chimneys, etc. This need not make a direct reference to an architectural style, but establish a designed connection with other buildings and interpret the character of the HCA.</li><li>• On corner sites, development should reinforce the visual prominence of corner sites through built form, massing and strong architectural design and merit.</li><li>• Do not interrupt skyline views above parapets when viewed from across the street or when viewed obliquely from the footpath/road.</li><li>• The public domain and pedestrian environments should be characterised by excellence in design and detailing, high quality materials, furnishings, features, public art and where appropriate, heritage interpretation.</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>• Ensure community engagement and participation in mapping and identifying character areas and the significant values and attributes.</li><li>• Contrasting architectural can be acceptable side by side/in close proximity to historic buildings provided there is appropriate resolutions in fabric, finish and colour, and it is well detailed and executed.</li><li>• In some cases, juxtaposing architectural languages can complement heritage items or contributory buildings.</li></ul>



Materials, Colours and Finishes

Rationale:	Materials and colours will influence the degree to which any new building will blend with or intrude on the general streetscape or character of the area. The materials used in a new building might be completely different from those around it, but can be brought into an overall picture of harmony by careful colour and selection of materials and finishes.
Objectives:	Use materials, colours and finishes that visually harmonise with original materials to maintain the character of heritage items and contributory buildings. They should respond to but not imitate the original palette of materials in the locality.
Standard Statutory Controls:	<ul style="list-style-type: none"><li>Use the appropriate heritage palette from paint suppliers as the basis of colour choice decisions, based on the era of development in the specific locale.</li><li>Encourage coordinated paint colour schemes in rows of attached/semi-attached shops, terraces, etc.</li><li>Materials and details of surrounding buildings need not be copied but can be used as a reference point for infill development.</li><li>Use simple, sympathetic but contemporary detailing. There is no need to slavishly follow past styles (except in heritage restoration projects).</li><li>Avoid fake or synthetic detailing—do not create faux-heritage.</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>The preferred approach when adding to an existing building of heritage significance, or streetscape, is to keep the original fabric intact and distinct, whilst subtly yet clearly distinguishing new work to avoid confusion in reading the history of the building.</li><li>The selective use of contrasting colours or modern materials can be used to subtly distinguish new from old.</li><li>It may be appropriate to use materials/colours that from afar, make the infill/ addition development read as part of a consistent streetscape, but it is not only until closer inspection that the observer can identify it is a new build.</li></ul>

Speed of Appreciation

Rationale:	New development needs to consider the speeds at which people will be viewing the development and design. Some people will be in vehicles and catch fleeting glimpses of the development from afar, or as they travel past, while others will be on foot or cycling and view an area in greater detail as they move more slowly along streets and past development.
Objectives:	To ensure design resolution is considered in totality, especially at the pedestrian scale.
Standard Statutory Controls:	<ul style="list-style-type: none"><li>There should be well-detailed and executed finishes at levels that people can closely see (eg the ground floor and first few storeys above awnings).</li><li>The view angle and distance at which people can see new development is also critical in determining the appropriateness of setbacks for upper storey additions</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>Ensure in determining proposals for new infill development, consideration is given to detailed design, materiality, colour, composition and form to ensure quality is evident and visual sensory appeal and interest is stimulated and experienced at different speeds when moving along and across the Peninsula.</li></ul>

Shopfronts

Rationale:	There are properties along Harris Street and Union Square which have original, restored, or some intact evidence of historic shopfronts. The design, form and character of shopfronts can convey a distinctive identity within commercial areas. Historic shopfronts should be conserved, restored or reinstated. They evidence the historical pattern of commercial development along the road.
Objectives:	To reinforce and enhance the distinctive character of the historic retail strips.
Standard Statutory Controls:	<ul style="list-style-type: none"><li>If in existence, maintain original shopfronts. Particularly where they are part of a consistent row or harmonious design, as this gives a distinctive identity to the commercial tenancies.</li><li>For restoration projects of heritage buildings, where evidence is available for original shopfronts, these should be reinstated to the original details.</li><li>If a contributory building has an altered shopfront, it should be restored to original, or sympathetically represented in any proposed development of the site.</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>Encourage design excellence and innovation in shopfront design to enhance the character and visual amenity of the retail environment/s.</li></ul>



Signage

Historic Signs

Rationale:	Historic signs evidence the historic commercial use and add to the character, visual interest and experience of Pyrmont Peninsula.
Objectives:	Retain, conserve and interpret significant historic signs.
Standard Statutory Controls:	<ul style="list-style-type: none"><li>Existing signs on heritage items and existing buildings where they have heritage value are to be retained.</li><li>Any new sign is to be designed to be complementary and sympathetic to any original heritage sign, not imitate it.</li><li>Avoid the concentration and visual clutter associated with the introduction of new signage in one location.</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>If illegible, historic painted signs could be repainted (in the original location, font, colours and detailing) to retain the historic commercial character of the roadway.</li></ul>

New Signage

Rationale:	Signage is a necessity in any development (commercial, retail, hospitality, educational, recreation, etc). However, signage should be carefully designed so that it is integrated with and does not overwhelm the building's form, respects the amenity of residents and pedestrians, the safety of motorists, and does not adversely affect the character of significant areas/items.
Objectives:	Protect the significant characteristics of buildings, streetscapes, vistas and the city skyline, while encouraging well-designed and well-positioned signs which contribute to the vitality of the roadway and locale. Signage design and location must conserve the heritage significance of an item or heritage conservation area.
Standard Statutory Controls:	<ul style="list-style-type: none"><li>Encourage well-designed and suitably located signs which: (i) achieve a high level of design quality; (ii) complement the architectural design and use of buildings and the character of streetscapes; (iii) do not contribute to a cumulative visual clutter on and around buildings; and (iv) do not detrimentally impact on the skyline, streetscape and residential amenity.</li><li>Signs are to be compatible with the heritage significance of the area, constructed from high quality materials.</li><li>An integrated approach is required for multiple signs on new buildings, major refurbishments of existing buildings, and heritage items.</li><li>Signs are to be respectful and not detracting from the residential amenity of an area where the heritage conservation area's dominant use is residential.</li><li>New signage should be in accordance with any specific signage strategy developed for this project, and comply with State Environmental Planning Policy (SEPP) No. 64 (Advertising and Signage).</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>Encourage excellence and creativity in signage design to provide a visually distinctive, engaging and high quality public domain that reflects the character of place and precinct.</li></ul>



Amenity

Views

Rationale:	<p>Development plays an important role in defining an attractive, interesting, and culturally diverse public domain. Development is to protect sunlight to parks and streets and high quality views to the built and landscape heritage features, and of important view lines and view types including:</p> <ul style="list-style-type: none"><li>• Views along road alignments, historic building forms with pediments and parapet features and their silhouettes against the skyline;</li><li>• Views towards the CBD from elevated positions along the ridgelines and from the foreshore areas;</li><li>• views off Harris Street into tree-lined streets, residential areas, into parks; and</li><li>• views to key junctions and landmark buildings</li></ul>
Objectives:	<p>Retaining and respecting significant views to and from heritage items, streetscapes, of contributory buildings in HCAs.</p>
Standard Statutory Controls:	<ul style="list-style-type: none"><li>• Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by: (a) providing an adequate area around the building to allow interpretation of the heritage item; (b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item); (c) protecting, where possible, and allowing the interpretation of archaeological features; and (d) retaining and respecting significant views to and from the heritage item.</li><li>• Development within a heritage conservation area is to be compatible with the surrounding built form and urban pattern by addressing the heritage conservation area statement of significance and responding sympathetically to: (a) topography and landscape; (b) views to and from the site; (c) significant subdivision patterns and layout, and front and side setbacks; (d) the type, siting, form, height, bulk, roofscape, scale, materials and details of adjoining or nearby contributory buildings; (e) the interface between the public domain and building alignments and property boundaries; and (f) colour schemes that have a hue and tonal relationship with traditional colour schemes.</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>• Develop a view management framework to ensure the protection of significant views and vistas including of skyline features, views to and from listed heritage items, heritage conservation areas and other landmarks.</li></ul>

Landscape

Public Domain Features

Rationale:	<p>Elements of streets, lanes, parks and other areas of the public domain (such as early road surfaces, sandstone guttering, kerbing and paving, sandstone steps and retaining walls, milestones or ward markers, etc) contribute to the heritage significance of the HCAs and/or the locale.</p>
Objectives:	<p>Retain, conserve and/or reuse historic fabric in historic areas, where appropriate.</p>
Standard Statutory Controls:	<ul style="list-style-type: none"><li>• Retention in situ is the preferred option.</li><li>• The removal of significant public domain features will only be considered if their retention in situ is not feasible, however, options to reuse the material should be prioritised.</li><li>• If significant public domain features are to be removed, they are to be replaced in one of the following ways: (a) detailed and made of materials to match the period and character of the street or park in which they are located; or (b) a contemporary interpretation of traditional elements.</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>• Consider provision of incentives for public domain or civic gestures that contribute to the quality and character of the public domain.</li><li>• Consider introducing public art provisions which require proponents to commission artists to draw inspiration from the history and significant heritage values of an item or an area.</li></ul>



Landscape Elements

Rationale:	<b>Landscaping in historic areas generally lacks coherence and distinctive response to place and character. However, in some areas landscape treatments are discernible and contribute to the character.</b>
Objectives:	Promote a characteristic and well considered landscape treatment that responds to different character areas.
Standard Statutory Controls:	<ul style="list-style-type: none"><li>• All development proposals should be designed to minimise the impact on significant trees on site, street trees and trees on adjoining land.</li><li>• Landscape design is to be high quality and create interest and character through measures such as indigenous tree species, well integrated public art, pavement design and other appropriate elements.</li><li>• Retain original and/or significant landscaping (including plants with direct links or association with heritage items). Where possible, reinstate significant landscape features and plantings that have been removed. Ensure new plantings retain significant views to and from any heritage item.</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>• Where appropriate, innovate through introduction of green walls and roof gardens to introduce soft landscape elements.</li></ul>

Public Art and Interpretation

Rationale:	<b>Heritage interpretation and public art can enrich space and place communicating stories, meanings and values with creativity.</b> <b>Communities and visitors can be inspired by art and there is abundant research that demonstrates public art, interpretation and good design adds value to the cultural, social and economic life of places.</b>
Objectives:	<ul style="list-style-type: none"><li>• Respect, celebrate and showcase Pymont Ultimo’s unique history and heritage through a dynamic and creative program of interpretation and public art.</li><li>• Ensure planning and development of public art and interpretation is integrated into the planning design of new development</li><li>• Public Art and interpretation should be innovative, contemporary and demonstrate quality and excellence</li><li>• Public art and interpretation will be site specific, enhance public experience and contribute to belonging, wellbeing and identity</li><li>• Commemorate ‘lost’ places and create new memories through naming new places and public facilities</li></ul>
Standard Statutory Controls:	<ul style="list-style-type: none"><li>• Interpretation planning and programming will be integrated into the design of new development to celebrate the history and heritage of Pymont Ultimo.</li><li>• Ensure history and heritage feature in the life of the Peninsula through festival, event programs, etc</li><li>• Provide opportunities for artists in creative place activation projects using ephemeral, temporary or permanent public art</li><li>• Encourage artistic/ creative response to place and history throughout the Peninsula that are visually appealing, create new meanings and connect with our emotions</li><li>• Create partnerships between property owners and artists/creatives for the occupation of vacant historic spaces</li></ul>
Innovative Provisions:	<ul style="list-style-type: none"><li>• Provide incentives to the community to create and contribute to cultural and creative life within Pymont Ultimo.</li><li>• Provide opportunities for artists and designers to enhance the legibility and appearance of places and spaces</li></ul>



# Endnotes

- <sup>1</sup> Attenbrow, V 2010, Sydney's Aboriginal Past: Investigating the Archaeological and Historical Record, UNSW Press, Sydney, p 153.
- <sup>2</sup> The Sydney Gazette, 21 December 1806, quoted in Matthews, M R 1982, Pyrmont and Ultimo: A History, Pyrmont Ultimo History Project, Ultimo, NSW. p 8.
- <sup>3</sup> Fitzgerald, S a G, Hillary 1994, Pyrmont & Ultimo under siege, Hale & Iremonger, Sydney., p 10.
- <sup>4</sup> Matthews, M R 1982, Pyrmont Ultimo History Project, Ultimo, NSW, p 8.
- <sup>5</sup> Fitzgerald, S a G, Hillary 1994, Hale & Iremonger, Sydney., p 13.
- <sup>6</sup> Fitzgerald, S a G, Hillary 1994, Hale & Iremonger, Sydney.
- <sup>7</sup> Fitzgerald, S 2008, 'Pyrmont', Dictionary of Sydney, viewed 12 May 2020 <<http://dictionaryofsydney.org/entry/pyrmont>>.
- <sup>8</sup> Fitzgerald, S and G, Hillary 1994, Pyrmont & Ultimo under siege, Hale & Iremonger, Sydney, p 15.
- <sup>9</sup> Fitzgerald, S 2008, 'Pyrmont', Dictionary of Sydney, viewed 12 May 2020 <<http://dictionaryofsydney.org/entry/pyrmont>>.
- <sup>10</sup> Fitzgerald, S 2008, 'Pyrmont', Dictionary of Sydney, viewed 12 May 2020 <<http://dictionaryofsydney.org/entry/pyrmont>>.
- <sup>11</sup> Matthews, M R 1982, Pyrmont Ultimo History Project, Ultimo, NSW, p 36.
- <sup>12</sup> Fitzgerald, S and G, Hillary 1994, Pyrmont & Ultimo under siege, Hale & Iremonger, Sydney, p 47.
- <sup>13</sup> Matthews, M R 1982, Pyrmont Ultimo History Project, Ultimo, NSW, p 61.
- <sup>14</sup> Park, M 1997, Doors were always open: recollections of Pyrmont and Ultimo, City West Development Corporation, Pyrmont, NSW. p 48.
- <sup>15</sup> NSW Office of Environment and Heritage, 'Jones Bay Wharves 22/23 Site (Pyrmont Point Park)', viewed 18 May 2020 <<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4920066>>.
- <sup>16</sup> Sydney Morning Herald, 24 March 1894, as quoted in Pyrmont Bridge History, Hughes Trueman Ludlow, 1986.
- <sup>17</sup> McEwen, S 2008, 'Pyrmont Bridge', viewed 17 May 2020 <<https://collection.maas.museum/object/28788>>.
- <sup>18</sup> Park, M 1997, Doors were always open: recollections of Pyrmont and Ultimo, City West Development Corporation, Pyrmont, NSW.p 70.
- <sup>19</sup> Fitzgerald, S a G, Hillary 1994, Hale & Iremonger, Sydney., p 56.
- <sup>20</sup> Fitzgerald, S and G, Hillary 1994, Pyrmont & Ultimo under siege, Hale & Iremonger, Sydney, p 30.
- <sup>21</sup> Dictionary of Sydney, 'The Great Strike of 1917', 2017, viewed 17 May 2020 <<http://home.dictionaryofsydney.org/the-great-strike-of-1917/>>.
- <sup>22</sup> Matthews, M R 1982, Pyrmont Ultimo History Project, Ultimo, NSW, p 26.
- <sup>23</sup> Park, M 1997, Doors were always open: recollections of Pyrmont and Ultimo, City West Development Corporation, Pyrmont, NSW.p 87.
- <sup>24</sup> Park, M 1997, Doors were always open: recollections of Pyrmont and Ultimo, City West Development Corporation, Pyrmont, NSW, p59.
- <sup>25</sup> Fitzgerald, S a G, Hillary 1994, Hale & Iremonger, Sydney., p 25.
- <sup>26</sup> Matthews, M R 1982, Pyrmont Ultimo History Project, Ultimo, NSW, p 32.
- <sup>27</sup> Fitzgerald, S and G, Hillary 1994, Pyrmont & Ultimo under siege, Hale & Iremonger, Sydney, p 64.
- <sup>28</sup> Fitzgerald, S 2008, 'Pyrmont', Dictionary of Sydney, viewed 12 May 2020 <<http://dictionaryofsydney.org/entry/pyrmont>>.
- <sup>29</sup> Park, M 1997, Doors were always open: recollections of Pyrmont and Ultimo, City West Development Corporation, Pyrmont, NSW.p26
- <sup>30</sup> Park, M 1997, Doors were always open: recollections of Pyrmont and Ultimo, City West Development Corporation, Pyrmont, NSW, p 25.
- <sup>31</sup> Unacknowledged source, 'Thinking Back: Some Memories of Ultimo and Pyrmont', 1980.
- <sup>32</sup> Matthews, M R 1982, Pyrmont Ultimo History Project, Ultimo, NSW, p 26.
- <sup>33</sup> Broadbent, J 2010 'Transformations: Ecology of Pyrmont peninsula 1788-2008', City of Sydney, p573.
- <sup>34</sup> Fitzgerald, S 2008, 'Pyrmont', Dictionary of Sydney, viewed 12 May 2020 <<http://dictionaryofsydney.org/entry/pyrmont>>.



# APPENDICES



# Appendix 1—Heritage Item Master Database

NAME (SLEP 2012 OR SHR)	ADDRESS	SURBURB	LOT/SECTION/DP	CHL ID	SHR ID	s170	SLEP 2012 HCA ID	SLEP 2012 ID	SREP 26 ID	SREP HARBOUR ID	FORMER RNE	NATIONAL TRUST	AIA	ENG AUS	ITEM IN PLACE (Y/N)	INTACT (Y/N)	INTEGRITY AND CONDITION (POOR/FAIR/GOOD)	SURROUNDING ITEM(S) OF SIGNIFICANCE (Y/N)	PRIORITY ITEM (Y/N)	NOTES IE. FURTHER INTEGRITY NOTES/ADDRESS OF ITEM OF INTEREST
Railway viaduct	Railway Street	Glebe	Lot 8, DP 1033151	—	—	Railcorp	—	I800 - on border of site boundary	—	—	1703	—	—	—	Y	Y	Fair	N	—	Unable to view on google maps, but looks like it is still there from aerial views
Escarpment face from former quarry “Saunders’ Quarry”	—	Pymont	Lot 3, DP 839057; Lot 22, DP 1008425; Lot 100, DP 1013159; Lots 602 and 603, DP 1010086; Lot 37, DP 1071670; Lots 59, 61 and 62, DP 270215	—	—	—	—	I1199	100	—	—	—	—	Listed	Y	—	—	—	Y	Unable to view on google maps, but looks like it is still there from aerial views
Eastern escarpment and palisade fence, above Pirrama Road	—	Pymont	Lot 50, DP 867853; Lot 13, DP 883135; Lots 1 and 4, DP 867854	—	—	—	—	I1200	102	—	100742	—	—	—	Y	—	—	Y	Y	Unable to view on google maps, but looks like it is still there from aerial views
Western and northern escarpment, sandstone wall and steps, and palisade fence, above Pirrama road	—	Pymont	Lots 116 and 118, DP 872490	—	—	—	—	I1201	129	—	100740	—	—	—	Y	—	—	Y	Y	Unable to view on google maps, but looks like it is still there from aerial views
Cast iron palisade fence fronting Bowman and Cross Streets	—	Pymont	Lot 21, DP 873431	—	—	—	—	I1202	101	—	100741	—	—	—	N	—	—	Y	Y	Unable to view on google maps
Railway cutting	—	Pymont	Lot 94, DP 858635	—	—	—	—	I1203	103	—	—	—	—	—	Y	—	—	—	Y	Unable to view on google maps, but looks like it is still there from aerial views
Railway cutting and bridge	—	Pymont	Pymont	—	—	—	—	I1204	—	—	—	—	—	—	N	—	—	—	—	Unsure about this, Lots not coming up on near maps/lots that are visible are under a building/road
Former industrial building elements and industrial components “Edwin Davey & Sons Flour Mill”	2A Allen Street	Pymont	Lot 1, DP 848441	—	—	—	—	I1205	45	—	100700	7389	—	—	N	—	—	—	—	—
Woolbrokers Arms Hotel including interior and courtyard	22 Allen Street	Pymont	Lot 1, DP 79202	—	—	—	—	I1206	46	—	100701	7671	—	—	Y	Y	Fair	N	—	—
Former CSR Cooperage Building including interiors	56 Bowman Street	Pymont	Lots 40 and 41, DP 270215 (SP 75963)	—	—	—	—	I1207	88	—	100730	—	—	—	Y	Y	Good	Y	—	—
Former CSR Main Office including interiors	58 Bowman Street	Pymont	Lot 1, DP 270215	—	—	—	—	I1208	89	—	100731	—	—	—	Y	Y	Good	Y	—	—

NAME (SLEP 2012 OR SHR)	ADDRESS	SURBURB	LOT/SECTION/DP	CHL ID	SHR ID	s170	SLEP 2012 HCA ID	SLEP 2012 ID	SREP 26 ID	SREP HARBOUR ID	FORMER RNE	NATIONAL TRUST	AIA	ENG AUS	ITEM IN PLACE (Y/N)	INTACT (Y/N)	INTEGRITY AND CONDITION (POOR/FAIR/GOOD)	SURROUNDING ITEM(S) OF SIGNIFICANCE (Y/N)	PRIORITY ITEM (Y/N)	NOTES IE. FURTHER INTEGRITY NOTES/ADDRESS OF ITEM OF INTEREST
Former CSR Gate House including interiors	58B Bowman Street	Pymont	Lot 1, DP 270215	—	—	—	—	I1209	92	—	100734	—	—	—	Y	Y	Good	Y	—	—
Former Caledonian Hotel and terrace group including interiors	120–140 Bowman Street (and 83 Point Street)	Pymont	Lots 2–11, DP 226368; Lots 14 and 15, DP 846347	—	—	—	—	I1210	94	—	100736	10232, 10596, 10595	—	—	Y/N	—	—	—	Y	The hotel looks to be gone, however the group of terraces is together
Former warehouse “Festival Records” including interiors	1–3 Bulwara Road (and 63–79 Miller Street)	Pymont	Lots 1–3, DP 1116503	—	—	—	—	I1211	69	—	100711	11026	—	—	Y	Y	Fair	N	—	—
Woolbrokers Arms Hotel including interior and courtyard	23 Allen Street	Pymont	Lot 1, DP 79203	—	—	—	—	I1212	93.26666667	—	100716	8909	—	—	N	—	—	N	—	Looks to be a completely new building
Former CSR Cooperage Building including interiors	60 Bowman Street	Pymont	Lots 40 and 41, DP 270215 (SP 75963)	—	—	—	—	I1213	97.15238095	—	100710	—	—	—	Y	Y	Good	N	—	—
Former CSR Main Office including interiors	62 Bowman Street	Pymont	Lot 1, DP 270215	—	—	—	—	I1214	101.0380952	—	—	—	—	—	Y	—	—	Y	Y	Cannot tell from google what state it is in — this group of yellow is all on the same street, I wasn't sure what was priority so they have all been marked.
Former CSR Gate House including interiors	58B Bowman Street	Pymont	Lot 1, DP 270215	—	—	—	—	I1215	104.9238095	—	—	—	—	—	Y	Y	Good	Y	Y	—
Former Caledonian Hotel and terrace group including interiors	120–140 Bowman Street (and 83 Point Street)	Pymont	Lots 2–11, DP 226368; Lots 14 and 15, DP 846348	—	—	—	—	I1216	108.8095238	—	—	6877	—	—	Y	Y	Fair	Y	Y	—
Former warehouse “Festival Records” including interiors	1–3 Bulwara Road (and 63–79 Miller Street)	Pymont	Lots 1–3, DP 1116504	—	—	—	—	I1217	112.6952381	—	100744	6876	—	—	Y	Y	Fair-Good	Y	Y	—
Woolbrokers Arms Hotel including interior and courtyard	24 Allen Street	Pymont	Lot 1, DP 79204	—	—	—	—	I1218	116.5809524	—	100726	—	—	—	Y	Y	Poor-Fair	Y	Y	Rust around awning
Former CSR Cooperage Building including interiors	64 Bowman Street	Pymont	Lots 40 and 41, DP 270215 (SP 75963)	—	—	—	—	I1219	120.4666667	—	100719	—	—	—	Y	Y	Good	Y	Y	—
Former CSR Main Office including interiors	66 Bowman Street	Pymont	Lot 1, DP 270215	—	—	—	—	I1220	124.352381	—	100720	—	—	—	Y	N	—	Y	Y	Currently has scaffolding up around it, so cannot see state of the buildings
Former CSR Gate House including interiors	58B Bowman Street	Pymont	Lot 1, DP 270215	—	—	—	—	I1221	128.2380952	—	100721	8376	—	—	Y	Y	Fair	Y	Y	—



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Corner shop and terrace group including interiors	74–80 Harris Street	Pymont	Lots A–D, DP 50010	—	—	—	—	I1222	82	—	100723	—	—	—	Y	Y	Good	Y	Y	—
Former bakery including interiors, cartway and courtyard	82 Harris Street	Pymont	Lot 1, DP 131342	—	—	—	—	I1223	81	—	100722	—	—	—	Y	Y	Good	Y	Y	Some additions made to exterior
Maybanke Kindergarten and playground including interiors and fence	87–99 Harris Street	Pymont	Lots 3, 5 and 6, DP 576037; Lot 1, DP 844689	—	—	—	—	I1224	118	—	2050, 2039	—	—	—	Y	Y	Good	Y	Y	Additions made to playground, such as what looks like a composite rubber/ asphalt flooring for basketball court and fwncing changed
Former woolstore “Shute, Bell, Badgery and Lumby” including interiors	94–136 Harris Street	Pymont	Lot 1, DP 62184; Lot 37, DP 77013; Lot 1, DP 555734; Lot 34, DP 85554; Lot 1, DP 66729	—	—	—	—	I1225	71	—	13836	—	—	—	Y	Y	Mixed	Y	Y	Large section of item altered
Terrace group including interiors	101–125 Harris Street	Pymont	Lot 2, DP 844689; Lot 1, DP 556887; Lot 113, DP 1097637; Lot 3, DP 742000; Lot 2, DP 741187; Lot 1, DP 162365; Lot 1, DP 770106; Lot 1, DP 714567; Lot 23, DP 611085 (SP 57824); Lot 100, DP 827917; Lot 1, DP 1047124	—	—	—	C52	I1226	65	—	2052, 2051, 2054, 2039	10415, 11422, 10230	—	—	Y	Y	Fair–Good	Y	Y	—
Terrace group including interiors	135–155 Harris Street	Pymont	Lot 1, DP 775467; Lots 2–10, DP 231589	—	—	—	C52	I1227	60	—	2053, 100681, 2039	10229	—	—	Y	Y	Mixed	Y	Y	—
Former Pymont Post Office including interiors, side passage and yard	146–148 Harris Street	Pymont	Lot 1, DP 632835	105510	01440	—	C52	I1228	64	—	2040, 2039	9322	—	—	Y	Y	Good	Y	Y	Additions to façade ie atm
Former public hall including interiors	179 Harris Street	Pymont	Lot 4, DP 586406	—	—	—	C52	I1229	59	—	100707	—	—	—	Y	Y	Fair	Y	Y	Exterior painted unsure about interior, possibly renovated
Terrace group including interiors	189–203 Harris Street	Pymont	Lots 10–17, DP 1007788	—	—	—	C52	I1230	58	—	100682	—	—	—	Y	Y	Mixed	Y	Y	—
Dunkirk Hotel including interior and courtyard	205–207 Harris Street	Pymont	Lot 1, DP 448116	—	—	—	C52	I1231	57	—	100683	—	—	—	Y	Y	Good	Y	Y	—
Quarryman’s Hotel including interior	214–216 Harris Street	Pymont	Lot 2, DP 940383	—	—	—	C52	I1232	56	—	100706	—	—	—	Y	Y	Good	Y	Y	—
Corner shop and terrace group including interiors, front gardens, fences and retaining walls	224–302 Harris Street	Pymont	Lots 2–20, DP 31957; Lots 1–20, DP 31956; Lot 1, DP 31957 (SP 63445)	—	—	—	C52	I1233	48	—	100686	—	—	—	Y	Y	Mixed	Y	Y	Items in group of varying integrity and condition.

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Commercial and residential terrace group including interiors and rear yards	304–308 Harris Street	Pymont	Lots 41–43, DP 817244	—	—	—	C52	I1234	49	—	100699	—	—	—	Y	Y	Fair	Y	Y	apartment blocks added on the corner of Harris and Allen St
Terrace group including interiors, front gardens and fences	54–66 John Street	Pymont	Lots 46–52, DP 270215	—	—	—	—	I1235	86	—	100729	I1235	—	—	Y	Y	Fair	N	—	—
Former Quarryman's Arms Hotel including interiors and courtyard	75–77 John Street	Pymont	Lots 1–2, DP 1010016	—	—	—	—	I1236	76	—	100718	—	—	—	Y	Y	Fair	Y	—	Item 41 next door
Former Pymont Public School including interiors, fences and grounds	79A John Street	Pymont	Lot 2, DP 230424	—	—	—	—	I1237	77	—	2038	10075	—	—	Y	Y	Good	Y	—	The former school looks in good shape — item 40 next door
Terrace group (286–318 Jones Street) including interiors	282–318 Jones Street	Pymont	Lots 1 and 2, DP 564098	—	—	—	—	I1238	44	—	100729	—	—	—	Y	Y	Fair–Good	N	—	—
Cottage (4 Ways Terrace) including interior and grounds	1 Mill Street	Pymont	Lot 12, DP 856207	—	—	—	—	I1239	96	—	100738	7199	—	—	Y	N	Mixed	N	—	Possible significant renovtions made, hard to tell from google, Original Sandstone steps look signifcant heritage wise
Terrace group including interiors	5–15 Mount Street	Pymont	Lots 103 and 104, DP 1124659; Lots 5–8, DP 1010016	—	—	—	—	I1240	75	—	100717	10417,10416	—	—	Y	Mixed	Mixed	N	—	Townhouses ranging in styles and condition — some bveautiufll sandstone
Former CSR Manager's House (79–85 Harris Street) including interiors and grounds	30–52 Mount Street	Pymont	Lot 1, DP 633390	—	—	—	—	I1241	72	—	100712	—	—	—	N	N	N/A	Y	—	Item 46 across the road
Terrace group (31–41 Mount Street) including interiors	31–45 Mount Street	Pymont	Lots 12–17, DP 1010016	—	—	—	—	I1242	73	—	100715	—	—	—	Y	Y	Fair	Y	—	Possible item of significance - down street South - Group of Townhouses - possibly 45-47 Mount St
Former CSR Rum Store including interiors	6–8 Mount Street Walk	Pymont	Lot 25, DP 270215 (SP 63595)	—	—	—	—	I1243	93	—	100735	—	—	—	Y	Y	Good	N	—	Renovations made interior + additions of balconies to exterior
Former warehouse "Harry Lesnie Pty Ltd" including interiors	47–49 Murray Street	Pymont	Lots 19 and 20, DP 87656	—	—	—	—	I1244	51	—	100702	—	—	—	Y	Y	Good	Y	—	Item 49 - Former Warehouse "HS Bird & Co" Next door
Former warehouse "HS Bird & Co" including interiors	51–53 Murray Street	Pymont	Lots 17 and 18, DP 32575	—	—	—	—	I1245	116	—	—	—	—	—	Y	Y	Good	Y	—	Item 48 - Former Warehouse "Harry Lesnie Pty Ltd Next door



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Former woolstore “Clarence Bonded and Free Stores” including interiors	139 Murray Street	Pymont	Lot 16, DP 33491	—	—	—	—	I1246	—	—	2397	10877	—	—	Y	Y	Good	N	—	—
Terrace group including interiors	1–21 Paternoster Row	Pymont	Lots 1 and 2, DP 597792; Lots 23–31, DP 109844	—	—	—	C52	I1247	61	—	2056, 2055, 2039	10254, 10228	—	—	Y	Y	Good	N	—	—
Remnant Former Pymont Baths including rock outcrop, hewn steps and piles visible at low tide	22–24 Pirrama Road	Pymont	Lot 115, DP 872490	—	—	—	—	I1248	119	—	—	—	—	—	—	—	—	—	Y	Not visible in Maps
“Jones Bay Wharf” (Wharf 60, Berths 19–20) including wharf, sea wall, sheds and interiors, lower and elevated road and industrial artefacts	26–32 Pirrama Road	Pymont	Lots 1 and 2, DP 1050360 (SP 69950, SP 69951, SP 70641)	—	—	—	—	I1249	—	—	100728	11563	—	—	Y	Y	Fair	—	—	Near items 52-56. Appears to be quite heavily rennoated interior and exterior
Former garage including interiors, yard, wharf and seawall (formerly 17A Pirrama Road)	34 Pirrama Road	Pymont	Lot 11, DP 883135	—	—	RMS	—	I1250	130	—	—	—	—	—	—	—	—	—	—	Near items 52-56
Former Royal Edward Victualling Yard warehouses “A” and “B” including interiors, wharf, sea wall, yard and industrial archaeology	38–42 Pirrama Road	Pymont	Lot 1, DP 218445	—	01855	—	—	I1251	97	—	2057	9569	—	—	—	—	—	—	—	Roller doors added, no yard, surrounded by car park, near items 52-56
Naval Warehouse, Darling Island Former Royal Edward Victualling Yard warehouse “C” including interiors, wharf, seawall, yard and industrial artefacts	38–42 Pirrama Road	Pymont	Lot 1, DP 218445	—	—	—	—	I1252	98, 99	—	—	—	—	—	Y	Y	Fair-Good	Y	—	Roller doors added, no yard, surrounded by car park, near items 52-56
Terrace group (2A–2B Mill Street) including interiors	10 Point Street	Pymont	Lot 2, DP 218445	—	—	—	—	I1253	125	—	—	—	—	—	Y	Y	Good	Y	—	Item 58
Residential flat building “Ways Terrace” including interiors, grounds, sandstone retaining walls	12–20 Point Streetwalls	Pymont	Lot 5, DP 839315	—	—	—	—	I1254	95	—	13869	10768	—	—	Y	Y	Fair	Y	—	Item 57
Pymont Bridge Road Hotel including interior and courtyard	11 Pymont Bridge Road	Pymont	Lot 1, DP 83296	—	—	—	—	I1255	52	—	100703	—	—	—	Y	Y	Good	Y	—	near Items 59-70
Former warehouse “Bank of NSW Stores” including interiors	17–21 Pymont Bridge Road	Pymont	Lot 1, DP 81832	—	—	—	—	I1256	53	—	100704	—	—	—	Y	Y	Fair-Good	Y	—	near Items 59-71, renovated exterior
Former MWS&DB Sewage Pumping Station No 2 including interior	103 Pymont Bridge Road	Pymont	Lot 1, DP 1012251	—	—	Sydney Water	—	I1257	—	—	100705	—	—	—	Y	Y	Fair	N	—	—

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Warehouse “Slades Building” and terrace group including interiors	12–18 Pyrmont Street	Pyrmont	Lots 1–8, DP 1118495; Lots 1–7, DP 4520; Lots 2–4, DP 714887	—	—	—	—	I1258	132	—	—	—	—	—	Y	Y	Poor	Y	Y	near Items 59-73, broken windows, added roller doors
Former Pyrmont Power Station Administrative building (42 Pyrmont Street) including interiors	20–80 Pyrmont Street	Pyrmont	Lot 300, DP 873212	—	—	—	—	I1259	70	—	100714	10063	—	—	Y	Y	Fair	Y	Y	near Items 59-74
Cottage group including interiors	27–29 Pyrmont Street	Pyrmont	Lot 1, DP 716793; Lot 1, DP 745182	—	—	—	—	I1260	83	—	100724	7218	—	—	Y	Y	Poor	Y	Y	near Items 59-75
St Bede’s Church group including church, presbytery, school and their interiors, ground and fence	33–43 Pyrmont Street	Pyrmont	Lot 2, DP 791724	—	—	—	—	I1261	84	—	100725	9800	—	—	Y	Y	Good	Y	Y	near Items 59-76
Group of three cottages (two at 93 Pyrmont Street) including interiors and including former shop (93) and courtyard (93)	91–93 Pyrmont Street	Pyrmont	Lots 6 and 7, DP 242530	—	—	—	C52	I1262	124	—	—	—	—	—	Y	Y	Good	Y	Y	near Items 59-77
Former wool store “John Taylor Wool Stores” including interiors and industrial artifacts (woolpress)	137 Pyrmont Street	Pyrmont	Lot 2, DP 59052	—	—	—	C52	I1263	54	—	2036, 2035	10858, 10706	—	—	Y	Y	—	—	Y	near Items 59-78- Heavily renovated interior
Terrace group including interiors	142–168 Pyrmont Street	Pyrmont	Lots 1–14, DP 33491	—	—	—	—	I1264	117	—	—	10877	—	—	Y	Y	Fair	Y	Y	near Items 59-79
Pyrmont Fire Station including interior	147 Pyrmont Street	Pyrmont	Lot 10, DP 1060282	—	—	Fire and Rescue NSW	C52	I1265	50	—	2058	7540	—	—	Y	Y	Good	Y	Y	New signage, would have renocated interior to continue use as fire station. near Items 59-70
Samuel Hordern Fountain including base and setting	Pyrmont Street, corner Pyrmont Bridge Road	Pyrmont		—	—	—	—	I1266	121	—	—	9600	—	—	Y	Y	Good	Y	Y	Front door renovated, near item 59-70
Remnants of former CSR Laboratory B building including retaining walls and industrial artefacts	25 Refinery Drive	Pyrmont	Lot 39, DP 270215 (SP 72677)	—	—	—	—	I1267	90	—	100732	—	—	—	—	—	—	Y	Y	Hard to see changes on google, almost looks like its been torn down but I dont believe it has
Former CSR Tablet House including interiors	29 Refinery Drive	Pyrmont	Lot 27, DP 270215 (SP 73749)	—	—	—	—	I1268	91	—	100733	—	—	—	Y	Y	Good	Y	—	Some exterior renovations Item 71- Hard to see exact exstent of changes to building
Semi-detached house group including interiors and grounds	2–8 Scott Street	Pyrmont	Lots 100–102, DP 881053; Lot 5, DP 860510	—	—	—	—	I1269	105	—	100745	6875	—	—	Y	Y	Good	Y	—	Item 74



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Terrace group (1–5 Cross Street) including interiors and grounds	6–8 Scott Street	Pymont	Lots 100–102, DP 881053	—	01986	SHFA	—	I1270	106	—	100746	6878	—	—	Y	Y	Good	Y	—	item 73
Union Square War Memorial including platform and setting	Union Street	Pymont	—	—	—	—	C52	I1271	120	—	2049, 2039	8935	—	—	Y	Y	Good	Y	—	Items 51, 77 and 76
Former Australian Joint Stock Bank including interiors	1 Union Street	Pymont	Lot 23, DP 32232	—	—	—	C52	I1272	62	—	2042, 2039	7571	—	—	Y	Y	Fair–Good	Y	—	Some renovations to exteriors, near item 51, 75 and 77
Commonwealth Bank of Australia building and terrace group including interiors	2–22 Union Street	Pymont	Lot 1, DP 68237; Lot 1, DP 73017; Lot 14, DP 66556; Lots 1–5, DP 242530; Lots 11 and 12, DP 869392; Lot 1, DP 75877; Lot 100, DP 1109111	—	—	—	C52	I1273	63	—	2043, 2047, 2045, 2048, 2044, 2046, 100708, 2039	7101, 11419, 11420, 8522, 11417, 11418	—	—	Y	Y	Good	Y	—	Some renovations to exteriors and interiors, near item 76, 75 and 51
Terrace group including interiors	31–33 Union Street	Pymont	Lots 1, 2 and 5, DP 1087461	—	—	—	—	I1274	122	—	—	—	—	—	Y	Y	Good	—	—	Some renovations to exteriors
Former New York Hotel including interiors	50 Union Street	Pymont	Lot 2005, DP 1103434	—	—	—	—	I1275	67	—	100709	—	—	—	Y	Y	Good	N	—	—
Terrace group including interiors	86–92 Union Street	Pymont	Lot 3, DP 77166	—	—	—	—	I1276	123	—	—	—	—	—	Y	Y	Fair–Good	Y	—	Heavily renovated to convert to restrautns, full glass store fronts
Pymont Bridge Hotel including interior	94–96 Union Street	Pymont	Lot 1, DP 66698	—	—	—	—	I1277	66	—	100808	—	—	—	Y	Y	Good	—	—	Some renovations to exteriors
Terrace group including interiors	33–39 Ada Place	Ultimo	Lots 68–71, DP 255554	—	—	—	C69	I2001	36	—	100678	—	—	—	Y	Y	Good	Y	—	Some renovations to exteriors, near item 83
Semi-detached cottages including interiors	50–52 Ada Place	Ultimo	Lots 30 and 38, DP 255551	—	—	—	C69	I2002	38	—	100679	—	—	—	Y	Y	Good	Y	—	Some renovations to exteriors: new roof. Near item 82
Commercial building including interior	9–13 Broadway	Ultimo	Lot 1, DP 1079855	—	—	—	—	I2004	2	—	100659	—	—	—	Y	Y	Good	Y	—	Near item 85 and 93
Commercial building (1–7 Broadway) including interior	15–73 Broadway	Ultimo	Lot 2004, DP 1053548	—	—	—	—	I2005	3	—	—	—	—	—	N	—	—	—	—	Item Near item 84 and 93, UTS

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Terrace group including interiors	242–262 Bulwara Road	Ultimo	Lots 72–79, DP 255554; Lots 43–45, DP 255552	—	—	—	C69	I2020	35	—	100676	10014, 8377, 8516, 8377	—	—	Y	Y	Good	Y	—	—
Former St Francis Xavier Church group church/school building and terrace houses, including interiors	247–257 Bulwara Road	Ultimo	Lot 1, DP 818442	—	—	—	C69	I2021	114	—	—	7017,7352	—	—	N	—	—	—	—	Looks like the Church has been knocked down
Lord Wolseley Hotel including interior	Lot 1, DP 66697	Ultimo	Lot 1, DP 66697	—	—	—	C69	I2022	40	—	100696	—	—	—	Y	Y	Good	Y	—	—
Terrace group including interiors	286–340 Bulwara Road	Ultimo	Lots 14–26, DP 32294; Lots 1–13, DP 32295; Lots 62–63, DP 32293	—	—	—	—	I2023	23	—	100674	—	—	—	Y	Y	Fair	Y	—	—
Terrace group including interiors	342 Bulwara Road and 68–80 Macarthur Street	Ultimo	Lots 54–61, DP 32293	—	—	—	—	I2024	21	—	—	—	—	—	Y	Y	Good	Y	—	Near item 91
Terrace group including interiors	348 Bulwara Road and 68–80 Mary Ann Street	Ultimo	Lots 10–16 and 19, DP 859980	—	—	—	C67	I2025	11	—	—	10120	—	—	Y	Y	Good	Y	—	Near item 90
Former Crown Hotel and terrace group including interiors	363–375 Bulwara Road	Ultimo	Lots 1–6, DP 239225	—	—	—	—	I2026	110	—	—	—	—	—	Y	Y	Fair	Y	—	Some renovations to exteriors
Agincourt Hotel including interior	871 George Street	Ultimo	Lot 7, DP 208902	—	—	—	—	I2027* - west of Harris St HAS ASTERIX CHECK	—	—	—	—	—	—	Y	Y	Good	N	—	—
Terrace group including interiors	11–63 Hackett Street	Ultimo	Lots 27–38, DP 32294; Lots 39–44, 46 and 47, DP 32295; Lot 45, DP 27321; Lots 48–53, DP 32293; Lot 1, DP 625549	—	—	—	—	I2028	24	—	100675	—	—	—	Y	Y	Fair	N	—	Some renovations to exteriors
Terrace group including interiors	451–455 Harris Street	Ultimo	Lots 31–33, DP 255551	—	—	—	C69	I2029	37	—	100688	—	—	—	Y	Y	Good	N	—	Near sites 96-101
Former Ultimo Post Office including interior	494 Harris Street	Ultimo	Lot 1, DP 770031	—	00502	—	—	I2030	26	—	2381	9302	—	—	Y	Y	Good	Y	—	Near sites95-101
Powerhouse Museum former warehouse buildings, including interiors	500 Harris Street	Ultimo	Lot 1, DP 631345	—	—	—	—	I2031	25	—	100691, 100690	11648,10611	—	Listed	Y	Y	Good	Y	—	Near sites 95-102



NAME (SLEP 2012 OR SHR)	ADDRESS	SURBURB	LOT/SECTION/DP	CHL ID	SHR ID	s170	SLEP 2012 HCA ID	SLEP 2012 ID	SREP 26 ID	SREP HARBOUR ID	FORMER RNE	NATIONAL TRUST	AIA	ENG AUS	ITEM IN PLACE (Y/N)	INTACT (Y/N)	INTEGRITY AND CONDITION (POOR/FAIR/GOOD)	SURROUNDING ITEM(S) OF SIGNIFICANCE (Y/N)	PRIORITY ITEM (Y/N)	NOTES IE. FURTHER INTEGRITY NOTES/ADDRESS OF ITEM OF INTEREST
Glasgow Arms Hotel including interior	527–529 Harris Street	Ultimo	Lot 1, DP 733932	—	—	—	—	I2032	27	—	100692	—	—	—	Y	Y	Good	y	—	Near sites95-103
Terrace group including interiors	578–606 Harris Street	Ultimo	Lots 1–5 and 9–11, DP 234078; Lot 1, DP 709093; Lot 10, DP 749276; Lots 6–8, DP 791341; Lot 1, DP 731661	—	—	—	C67	I2033	9	—	100660	—	—	—	Y	Y	Good	Y	—	Small renovations,Near sites 95-102
Terrace group including interiors	597–607 Harris Street	Ultimo	Lots 4 and 5, DP 790232; Lots 50–53, DP 827003	—	—	—	C67	I2034	13	—	100665	—	—	—	Y	Y	Good	Y	—	Small renovations, mainly staircases, Near sites 95-102
Former “Millinery House” including interior	608–614 Harris Street	Ultimo	Lots 4 and 5, DP 70368	—	—	—	C67	I2035	—	—	100662	—	—	—	y	y	Good	Y	—	—
Former National Cash Register Co, Building including interior	622–632 Harris Street	Ultimo	Lot A, DP 155003	—	—	—	—	I2036	107	—	—	—	—	—	Y	Y	Fair	Y	—	New paint job and what looks like interior renovations
Terrace group including interiors	629–637 Harris Street	Ultimo	Lots A and B, DP 447392; Lot 1, DP 719295; Lot 1, DP 1103443	—	—	—	C67	I2037	12	—	100664	—	—	—	Y	Y	Fair	Y	—	Terraces at varying levels of conditions — slightly down the road from item 102
Commercial building (851–855 George Street) including interior	732 Harris Street	Ultimo	Lot 1, DP 1087479 (SP 79678)	—	—	—	—	I2038* - west of harris	—	—	—	—	—	—	Y	N	Fair	N	—	Looks to be large amounts of changes to the exterior of the building
Electrical substation including interior	8 Henry Avenue	Ultimo	Lot 1, DP 78555	—	—	Ausgrid	C69	I2039	43	—	100698	—	—	—	Y	Y	Good	N	—	—
Former woolstore facades	89–97 Jones Street (and 330–370 Wattle Street)	Ultimo	Lot 1, DP 809554 (SP 38979, SP 45077, SP 56149); Lot 2, DP 809554 (SP 42936, SP 49783)	—	—	—	—	I2040	—	—	2342	10472	—	—	Y	N	Fair	Y	—	Large amounts of changes to exterior of building
Terrace group including interiors	111–187 Jones Street	Ultimo	Lot 1, DP 802114; Lots 2–28 and 30–39, DP 913681; Lot 1, DP 580785	—	—	—	—	I2041	16	—	100668	—	—	—	Y	Y	Fair	Y	—	—
Former “Farmers & Graziers No 2” including interior	492–516 Jones Street	Ultimo	Lot 1, DP 624161	—	—	—	—	I2042	22	—	100689	—	—	—	Y	Y	Fair-Good	Y	—	It is a storage centre so unsure about the state or degree of changes to the interior
Terrace houses including interiors	50–52 Macarthur Street	Ultimo	Lot A, DP 72445; Lot 2, DP 72444	—	—	—	—	I2043	20	—	100672	—	—	—	Y	Y	Fair	Y	—	Near Item 110

NAME (SLEP 2012 OR SHR)	ADDRESS	SURBURB	LOT/SECTION/DP	CHL ID	SHR ID	s170	SLEP 2012 HCA ID	SLEP 2012 ID	SREP 26 ID	SREP HARBOUR ID	FORMER RNE	NATIONAL TRUST	AIA	ENG AUS	ITEM IN PLACE (Y/N)	INTACT (Y/N)	INTEGRITY AND CONDITION (POOR/FAIR/GOOD)	SURROUNDING ITEM(S) OF SIGNIFICANCE (Y/N)	PRIORITY ITEM (Y/N)	NOTES IE. FURTHER INTEGRITY NOTES/ADDRESS OF ITEM OF INTEREST
Terrace houses including interiors	77–79 Macarthur Street	Ultimo	Lots 1 and 2, DP 828613	—	—	—	C67	I2044	14	—	—	—	—	—	Y	Y	Good	Y	—	Near Item 109
Former School of Mechanical & Automotive Engineering, Sydney Technical College (Building P) including interior	1–17 Mary Ann Street	Ultimo	Lot 1, DP 544256	—	—	—	—	I2045	4	—	2088, 13877, 2084	9615	Listed	—	Y	Y	Good	Y	—	Near Item 112
Terrace group including interiors	12–22 Mary Ann Street	Ultimo	Lots 40–45, DP 913681	—	—	—	—	I2046	17	—	100670	—	—	—	Y	Y	Fair-Good	Y	—	Near Item 111
Former Sydney Technical College building (Building H including interior)	19 Mary Ann Street	Ultimo	Lot 1, DP 594621	—	—	—	—	I2047	108	—	2084	—	—	—	Y	Y	Good	Y	—	Items 113–117 are all next to each other
Former Counselling Building, Sydney Technical College (Building I) including interior	19 Mary Ann Street	Ultimo	Lot 1, DP 594621	—	—	—	—	I2048	5	—	2084	6578	—	—	Y	Y	Good	Y	—	Items 113–117 are all next to each other
Former Administration Building, Sydney Technical College (Building A) including interior	19 Mary Ann Street	Ultimo	Lot 1, DP 594621	—	—	—	—	I2049	6	—	2087, 2084	6572	—	—	Y	Y	Good	Y	—	Items 113–117 are all next to each other
Former Turner Hall, Sydney Technical College (Building B) including interior, fence, bus shelter and grounds	19 Mary Ann Street	Ultimo	Lot 1, DP 594621	—	—	—	—	I2050	7	—	2086, 2084	7667	—	—	Y	Y	Good	Y	—	Items 113–117 are all next to each other
Former Museum of Applied Arts and Sciences, Sydney Technical College (Building C) including interior	21 Mary Ann Street	Ultimo	Lot 1, DP 594621	—	—	—	—	I2051	8	—	2084, 2085	9071	—	—	Y	Y	Good	Y	—	Items 113–117 are all next to each other
Cottage and terrace group including interiors	92–98 Quarry Street	Ultimo	Lot C, DP 715516; Lots 1–3, DP 608555	—	—	—	C69	I2056	39	—	100680	—	—	—	Y	Y	Fair	Y	—	Quarry St items are all near each other (118–120)
Ultimo Uniting Church group buildings and grounds, including interiors	97 Quarry Street	Ultimo	Lot 12, DP 852646	—	—	—	C69	I2057	33	—	100695	—	—	—	Y	Y	Fair-Good	Y	—	Quarry St items are all near each other (118–120)
Terrace houses including interiors	102–104 Quarry Street	Ultimo	Lots 41 and 42, DP 255552	—	—	—	C69	I2058	34	—	100677	8515	—	—	Y	Y	Good	Y	—	Quarry St items are all near each other (118–120)
Former woolstore “Winchcombe Carson” including interior	28–48 Wattle Street	Ultimo	Lot 1, DP 571484	—	—	—	—	I2059	42	—	2344, 2340	9390	—	—	Y	Y	Good	Y	—	Near item 122



NAME (SLEP 2012 OR SHR)	ADDRESS	SURBURB	LOT/SECTION/DP	CHL ID	SHR ID	s170	SLEP 2012 HCA ID	SLEP 2012 ID	SREP 26 ID	SREP HARBOUR ID	FORMER RNE	NATIONAL TRUST	AIA	ENG AUS	ITEM IN PLACE (Y/N)	INTACT (Y/N)	INTEGRITY AND CONDITION (POOR/FAIR/GOOD)	SURROUNDING ITEM(S) OF SIGNIFICANCE (Y/N)	PRIORITY ITEM (Y/N)	NOTES IE. FURTHER INTEGRITY NOTES/ADDRESS OF ITEM OF INTEREST
Former woolstore “ESGM & Co” including interior	50–54 Wattle Street	Ultimo	Lot 1, DP 62297	—	—	—	—	I2060	—	—	2341, 2340, 2250	7395	—	—	Y	Y	Good	Y	—	Near item 121
Former woolstore “Farmers & Graziers No 1” including interior	372–428 Wattle Street	Ultimo	Lot 100, DP 880315 (SP 57895, SP 58945)	—	—	—	—	I2061	—	—	2343, 2340	7483	—	—	Y	Y	Fair	Y	—	—
Terrace group including interiors	430–444 Wattle Street	Ultimo	Lots 1–8, DP 260374	—	—	—	—	I2062	18	—	100671	—	—	—	Y	Y	Fair–Good	Y	—	—
Vulcan Hotel including interior	494–500 Wattle Street	Ultimo	Lot 12, DP 1106916	—	—	—	—	I2064	15	—	100667	—	—	—	Y	Y	Fair	Y	—	Fair chance of interior changes—exterior painted
Former woolstore including interior	14–18 William Henry Street	Ultimo	Lot 1, DP 82697	—	—	—	—	I2065	111	—	—	—	—	—	Y	Y	Fair	Y	—	Now storage centre so unsure about state of the interior, also has ‘flashy’ bright orange and blue paint job — Near item 127-128
Terrace group including interiors	20–36 William Henry Street	Ultimo	Lots 1–9, DP 229755	—	—	—	—	I2066	112	—	—	—	—	—	Y	Y	Fair	Y	—	Near Item 126 and 128
Terrace group including interiors	91–97 William Henry Street	Ultimo	Lot 1, DP 136903; Lot 1, DP 195661; Lot 1, DP 995930; Lot 14, DP 785053	—	—	—	—	I2067	113	—	—	—	—	—	Y	Y	Poor–Fair	Y	—	near Item 126-127
House including interior and fence	103–103A William Henry Street	Ultimo	Lot 1, DP 572026	—	—	—	—	I2068	28	—	100693	—	—	—	Y	Y	Good	Y	—	Near items 126-128
Pymont Heritage Conservation Area	—	Pymont	—	—	—	—	C52	—	—	—	100653	9391	—	—	—	—	—	—	Y	—
Harris Street Heritage Conservation Area	—	Ultimo	—	—	—	—	C67	—	—	—	100654	9391	—	—	—	—	—	—	Y	—
Ultimo Heritage Conservation Area	—	Ultimo	—	—	—	—	C69	—	—	—	100655	9391	—	—	—	—	—	—	Y	—
81 Broadway	81 Broadway	Ultimo-Pymont	—	—	—	—	—	—	Precinct 1 Item 1	—	100658	—	—	—	N	—	—	—	—	This is Building 11 of the UTS, only a couple of years old

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Warehouse	99-109 Jones Street	Ultimo-Pymont	—	—	—	—	—	—	Precinct 1 Item 19	—	—	—	—	—	Y	Y	Good	N	—	—
Former Woolstore (façade)	17-59 William Henry Street	Ultimo-Pymont	—	—	—	—	—	—	Precinct 1 Item 29	—	—	—	—	—	Y	Y	Good	Y	—	Bit of a paint job over the original brick/sandstone
Former Woolstore	41-45 Jones Street	Ultimo-Pymont	—	—	—	—	—	—	Precinct 1 Item 41	—	—	—	—	—	Y	Y	Good	N	—	Not sure if 41 has been knocked down or is technically part of 45. I think it's the latter.
Former Woolstore	24 Allen Street	Ultimo-Pymont	—	—	—	—	—	—	Precinct 1 Item 47	—	—	10867,10877	—	—	Y	Y	Fair	N	—	—
Water Board Pumping Station	10A Wattle Street	Ultimo-Pymont	—	—	—	—	—	—	Precinct 1 Item 55	—	—	—	—	—	Y	Y	Poor-Fair	N	—	looks like there are a couple broken windows
Residence	238 Bulwara Road	Ultimo-Pymont	—	—	—	—	—	—	Precinct 1 Item 109	—	—	—	—	—	Y	Y	Poor-Fair	N	—	Looks like damage to the roof
Rail cutting and Rail Bridge	Harris Street	Ultimo-Pymont	—	—	—	Railcorp	—	—	Precinct 1 Item 126	—	—	—	—	—	—	—	—	—	—	—
Wattle Street Railway Viaduct	Wattle Street	Ultimo-Pymont	—	—	—	Railcorp	—	—	Precinct 1 Item 131	—	1703	—	—	—	—	—	—	—	—	—
Wentworth Park rail viaduct		Bays Precinct	—	—	—	—	—	—	Precinct 3 Built Item 10	—	—	10590	—	—	—	—	—	—	—	—
NCA Steward's Building, Wentworth Park		Bays Precinct	—	—	—	—	—	—	Precinct 3 Built Item 13	—	—	—	—	—	—	—	—	—	—	—
Store Building, Wentworth Park		Bays Precinct	—	—	—	—	—	—	Precinct 3 Built Item 14	—	—	—	—	—	—	—	—	—	—	—
NCA Entry tower, Wentworth Park		Bays Precinct	—	—	—	—	—	—	Precinct 3 Built Item 15	—	—	—	—	—	—	—	—	—	—	—



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Wentworth Park	—	Bays Precinct	—	—	—	—	—	—	Precinct 3 Landscape Item 16	—	—	Listed	—	—	—	—	—	—	—	—
Glebe Island Bridge	Bank Street, Victoria Road	Pymont	—	—	01914	—	—	—	—	Area 4 Item 2	15949	7749	—	—	Y	Y	Fair-Good	Y	N	I1199 - Escarpment farce opposite Bowman Street
Sewage Pumping Station 1	William Henry Street (303 Pymont Street)	Ultimo	Lot 3 DP 919220	—	01336	—	—	—	—	—	100809	11435	—	—	Y	Y	Good	N	N	—
Ultimo Road Railway Underbridge	Darling Harbour goods railway	Ultimo	—	—	01062	Railcorp	—	—	—	—	—	—	—	—	Y	Y	Good	N	N	—
Darling Harbour Woodward Water Feature	Harbour Promenade	Darling Harbour	Part Lot 1010 DP 1147364	—	01933	—	—	—	—	—	—	—	—	—	Y	Y	Good	N	N	Looks like lots have changed - Lot 2015 in DP 1234971
Pymont Bridge	Sydney, Darling Harbour	Sydney, Darling Harbour	Part Lot 501 DP 1031387, Part Lot 1010 DP 1147364	—	01618	—	—	—	—	—	1835	—	—	Listed	Y	Y	Fair-Good	Y	Y	Looks like lots have changed - Lot 2015 in DP 1234971, west end of bridge opposite 92 Union, 92-96 Union Street, unable to see underside of bridge
South Steyne (S.S)	Port Jackson, NSW (Primary Address)	—	—	—	00755	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Movable item
Anzac Bridge	Victoria Road, Pymont, NSW 2009	Pymont	—	—	—	RMS	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Arrow Marine Building	17a Pirrama Road, Jones Bay Road, Pymont, NSW 2009	Pymont	—	—	—	SHFA	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Blackwattle Bay Stormwater Channel No 17	Pymont Bridge Road, Pymont / Glebe, NSW	Glebe	—	—	—	Sydney Water	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Darling Harbour Rail Corridor	West Side of Darling Harbour To Pymont, Darling Harbour & Pymont, NSW		—	—	—	SHFA	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Jones Bay Wharves 22/23 Site (Pymont Point Park)	22 Jones Bay Road, Pymont, NSW 2009	Pymont	—	—	—	RMS	—	—	—	—	—	10806	—	—	—	—	—	—	—	—

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Electricity Substation No. 95	124 Hackett Street, Ultimo, NSW 2007	Ultimo	—	—	—	Ausgrid	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-----																			Total Priority Items	33
			No. Listings	1	10	15	35	128	15	1	53	44	1	3						

Search key word	Manual count
Warehouse	10
Woolstores	10
CSR	13
Schools	4
College	6
Hotels	16
Churches	3
Post Office	2
Residential (Terrace)	43
Residential (House)	22
Transport (Rail)	8
Transport (Wharves)	5
-----	
	HCA
-----	
Total	
150	



# Appendix 2—Non-statutory Item Review

ITEM NAME	ADDRESS	LOCALITY	ID	EPI Assessment	Item in place	Integrity and Condition	NTA NSW Card Reasons for listing	Conclusion	Recommendation	Further Action Required
WOOLSTORE GROUP:	ALLEN STREET 22-24 (WOOLSTORE GROUP)	PYRMONT	10868	N/A GROUP	—	—	—	Protected under individual listings	—	N
BOWMAN STREET GROUP:	BOWMAN STREET CORNER POINT STREET (BOWMAN STREET GROUP)	PYRMONT	6818	N/A GROUP	—	—	—	Protected under individual listings	—	N
MILL BUILDING	BOWMAN STREET OFF IN CSR GROUNDS	PYRMONT	9006	UNSURE - likely CSR "brick and stone mill building"	—	—	—	Have cross-referenced the image provided on NTA register sheet. Does not seem to match any existing CSR items.	Further investigation	Y
STONE HOUSES GROUP:	BULWARA ROAD & QUARRY STREET (STONE HOUSES GROUP)	PYRMONT	10014	N/A GROUP	—	—	—	Protected under individual listings	—	N
DUTCH CHURCH GROUP:	BULWARA ROAD CORNER QUARRY STREET (DUTCH CHURCH GROUP)	PYRMONT	7351	N/A GROUP	—	—	—	Protected under individual listings	—	N
CROSS STREET GROUP:	CROSS STREET CORNERS BOWMAN/HARRIS/SCOTT STREETS (CROSS STREET GROUP)	PYRMONT	7256	N/A GROUP	—	—	—	Protected under individual listings	—	N
DUKE OF EDINBURGH HOTEL	HARRIS STREET 152-154 (PART OF PYRMONT SQUARE GROUP)	PYRMONT	7337	NO STAT LISTING	Yes	Has undergone renovation works	—	Façade of existing Harlquin Inn resembles image on listing sheet, being Victorian in style - could be original, however has been painted and ground floor windows replaced.	Further investigation.	Y
PITT SON & BADGERY WOOLSTORE	HARRIS STREET 320-348 WITH FRONTAGES TO ALLEN & PYRMONT STREETS (PART OF WOOLSTORES NO 1 GROUP)	PYRMONT	9276	NO STAT LISTING	Yes	Original façade seems to be intact and in good condition	A fine example of wool warehouse architecture with a particularly good arcaded façade featuring strong vertical pilasters to Allen Street. An essential element in the series of woolstores extending along Harris Street and dominating the industrial view from Darling Harbour.	Still consistent with NTA reasons for listing. Façade is intact and currently adaptively reused.	Recommend listing through amendment to SLEP 2012	Y
WOOLSTORES NO 1 GROUP:	HARRIS STREET 320-384 (WOOLSTORES NO 1 GROUP)	PYRMONT	10869	N/A GROUP	—	—	—	These items are not currently protected under statutory listings.	—	N
ELDER SMITH GOLDSBROUGH MORT NO 1 WOOLSTORE	HARRIS STREET 350-384 WITH FRONTAGES TO FIG & PYRMONT STREETS (PART OF WOOLSTORES NO 1 GROUP)	PYRMONT	7396	NO STAT LISTING	Yes	Original façade seems to be intact and in good condition but painted	The 1936 section of this massive woolstore is the last of the multi-level timber framed stores built in Sydney. It was the site of Richard Goldsborough's 1883 woolstore and, with the two adjacent stores, forms an essential element in the integrated industrial townscape of the eastern side of Pyrmont.	Still consistent with NTA reasons for listing. Façade is intact and currently adaptively reused.	Recommend listing through amendment to SLEP 2012	Y
HOUSES	JOHN STREET 28-34	PYRMONT	8450	demolished	—	—	—	—	—	N

ITEM NAME	ADDRESS	LOCALITY	ID	EPI Assessment	Item in place	Integrity and Condition	NTA NSW Card Reasons for listing	Conclusion	Recommendation	Further Action Required
HOUSES	JOHN STREET 35-39	PYRMONT	8449	demolished	—	—	—	—	—	N
MOUNT STREET GROUP:	MOUNT STREET 5-15 (MOUNT STREET GROUP)	PYRMONT	9055	N/A GROUP	—	—	—	Protected under individual listings	—	N
PYRMONT SQUARE GROUP:	PYRMONT SQUARE, HARRIS ST, UNION ST, PATERNOSTER ROW (PYRMONT SQUARE GROUP)	PYRMONT	9389	N/A GROUP	—	—	—	Protected under individual listings	—	N
HOUSE	PYRMONT STREET 45	PYRMONT	7964	demolished	No	Demolished.	—	—	—	N
WORKERS' COTTAGES & FORMER WOOLSTORE	PYRMONT STREET 142-170 CORNER ALLEN STREET 24	PYRMONT	10877	protected under SLEP 2012 but No. 170 is demolished	Mostly	170 Pyrmont Street demolished. Remainder in good condition.	—	142-168 Pyrmont protected. 24 Allen Street is now 139 Murray Street and protected under individual listing.	—	N
INCINERATOR	SAUNDERS LANE	PYRMONT	8570	demolished 1992	—	—	—	—	—	N
BULWARA ROAD GROUP:	BULWARA ROAD & MARY ANN STREET (BULWARA ROAD GROUP)	ULTIMO	6880	N/A GROUP	—	—	—	Protected under individual listings	—	N
HOUSE	BULWARA ROAD 346 (PART OF BULWARA ROAD GROUP)	ULTIMO	8035	demolished	No	Item demolished.	—	—	—	N
SYDNEY TECHNICAL COLLEGE GROUP:	HARRIS STREET CORNER MARY ANN STREET (SYDNEY TECHNICAL COLLEGE GROUP)	ULTIMO	10076	N/A GROUP	—	—	—	Protected under individual listings	—	N
BRIDGES & SIGNAL HUTS	JONES LANE (PART OF ULTIMO ANNANDALE RAILWAY GOODS LINE GROUP)	ULTIMO	6844	unsure	—	We do not have the listing sheet.	—	Part of The Goods Line Ultimo Underbridge is SHR listed	—	acquire listing sheet
OTHER FEATURES	JONES LANE (PART OF ULTIMO ANNANDALE RAILWAY GOODS LINE GROUP)	ULTIMO	9187	unsure	—	We do not have the listing sheet.	—	—	—	acquire listing sheet
TUNNEL	JONES LANE (PART OF ULTIMO ANNANDALE RAILWAY GOODS LINE GROUP)	ULTIMO	10586	unsure	—	We do not have the listing sheet.	—	—	—	acquire listing sheet



ITEM NAME	ADDRESS	LOCALITY	ID	EPI Assessment	Item in place	Integrity and Condition	NTA NSW Card Reasons for listing	Conclusion	Recommendation	Further Action Required
ULTIMO-ANNANDALE RAILWAY GOODS LINE GROUP:	JONES LANE (ULTIMO ANNANDALE RAILWAY GOODS LINE GROUP)	ULTIMO	10612	N/A GROUP	—	—	—	Protected under individual listings	—	N
AML & F WOOLSTORE NO 1 & SOUTHERN ANNEX (WOOLSTORE NO 2)	PYRMONT STREET, WITH FRONTAGES TO BULLECOURT LANE, QUARRY & WILLIAM HENRY STREETS, also covers 424 Harris St, Ultimo	ULTIMO	6608	NO STAT LISTING	No	Item demolished.	—	—	—	N
WOOLSTORES NO 2 GROUP:	WATTLE JONES QUARRY WILLIAM HENRY STREETS (WOOLSTORES NO 2 GROUP)	ULTIMO	10870	N/A GROUP	—	—	—	Protected under individual listings	—	N