**Pyrmont Place Strategy—Non-Indigenous Cultural Heritage Study**

**Report Register**
The following report register documents the development and issue of the report entitled Pyrmont Peninsula—Place Strategy, undertaken by GML Heritage Pty Ltd in accordance with its quality management system.

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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.
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...
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.
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 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

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.

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

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. 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. 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. 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.

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.
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.7
– Shirley Fitzgerald, historian

Places:

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.”8 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.4 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.”10 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.”11 The Harris family complained that Darling Street (present-day Wattle Street) was full of “all kinds of filthy rubbish, broken glass, bottles, dead animals.”12 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.
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, wharfare 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 wharfare 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.

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.

— Ron Harvey, *born in 1932, lived in Jones Street, Ultimo*
Getting Around

Places:
Pyrmont Bridge, Glebe Island Bridge, Anzac Bridge, Pyrmont Railway Cuttings, Tunnel & Weighbridge; Pyrmont 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 Pyrmont 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 Pyrmont 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.

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 Pyrmont 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...’
– 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
- 7359 pedestrians.
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 Yozuki, 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 Pyrmont for 45 years

While the quarrymen, butchers and builders characterised Pyrmont’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.

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 chutes from the tops of buildings: “did come down at a decent pace, believe you me. A couple of men went down with them too.”

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 Pyrmont Bridge (seen on the right of Pyrmont 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 Pyrmont–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 Pyrmont Peninsula become part of the Labor heartland. It became the stage for some the largest industrial action of the twentieth century.
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. 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 flight 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.

**Pymont 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

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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 Pyrmonters, 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 Pyrmont of the early days.  

– Bob Boyle, whose family hardware and plumbing business was an institution in Pyrmont since 1884
A Close-Knit Community
We had nothing, but we all shared it. – Ron Harvey

Places:
Pyrmont Baths, Old Pyrmont Cottages, Terrace Group, Union Square, Woolbrokers Arms Hotel, Corner Shop and residence “Charmelu”, Former Pyrmont Arms Hotel, Point Hotel, Terminus Hotel, Maybanke Kindergarten and playground including interiors and fence, Former public hall including interiors, Former Pyrmont 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, Pyrmont 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 Pyrmont 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.’ In the height of the land boom in 1839, 41 blocks of the first subdivision of the Pyrmont 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 Pyrmont 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 corrallled, politics fought out and deaths announced.

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 1967 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”’. 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 Pyrmont 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.’

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 Pyrmont 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 Pyrmont 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 Pyrmont 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 Pyrmont 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.39

– 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.30

– 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.31

– Anonymous Pyrmont–Ultimo resident, 1980
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)
1981 – 1,586
1991 – 3,132
2001 – 10,949
2004 – 12,764
2021 – 26,000 (est)

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)

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)
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, Goldsborough’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.
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.34

– 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
Formosan families embarking at Pyrmont wharf, Sydney, to the Japanese Destroyer Yuzuki 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 report 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 SPP).

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 relating to 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 from 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.

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

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 Pyrmont, 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.

One item, the Former Pyrmont Post Office, is listed on the Commonwealth Heritage List.
Three Heritage Conservation Areas (HCAs) have been identified under the Sydney LEP 2012 as follows:
  - Pyrmont 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 Pyrmont-Ultimo area.
Pyrmont Heritage Conservation Area

Bounded by Bulwara, Union, Pyrmont Streets, the Pyrmont 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 Pyrmont. Character is demonstrated by the pattern of corner block hotels (The Dunkirk, Quarryman’s Hotel, and institutional buildings such as the former Pyrmont 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 Pyrmont Peninsula.

The cultural significance of the Pyrmont 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 Pyrmont 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.
<table>
<thead>
<tr>
<th>Name</th>
<th>Item</th>
<th>Address</th>
<th>Property Description</th>
<th>Collection</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terrace group including interiors</td>
<td>SLEP ID I1226</td>
<td>101–125 Harris Street</td>
<td>Lot 2, DP 844689; Lot 1, DP 556897; 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</td>
<td>Residential buildings (private)</td>
<td>Terrace</td>
</tr>
<tr>
<td>Terrace group including interiors</td>
<td>SLEP ID I1227</td>
<td>135–155 Harris Street</td>
<td>Lot 1, DP 775467; Lots 2–10, DP 231589</td>
<td>Residential buildings (private)</td>
<td>Terrace</td>
</tr>
<tr>
<td>Former Pyrmont Post Office including interiors, side passage and yard</td>
<td>SLEP ID I1228 CHL 105510</td>
<td>146–148 Harris Street</td>
<td>Lot 1, DP 632835</td>
<td>Postal and Telecommunications</td>
<td>Post Office</td>
</tr>
<tr>
<td>Former public hall including interiors</td>
<td>SLEP ID I1229</td>
<td>179 Harris Street</td>
<td>Lot 4, DP 586406</td>
<td>Commercial</td>
<td>Commercial/ Office Building</td>
</tr>
<tr>
<td>Terrace group including interiors</td>
<td>SLEP ID I1230</td>
<td>189–203 Harris Street</td>
<td>Lots 10–17, DP 1007788</td>
<td>Residential buildings (private)</td>
<td>Terrace</td>
</tr>
<tr>
<td>Dunkirk Hotel including interior and courtyard</td>
<td>SLEP ID I1231</td>
<td>205–207 Harris Street</td>
<td>Lot 1, DP 448116</td>
<td>Commercial</td>
<td>Hotel</td>
</tr>
<tr>
<td>Quarryman's Hotel including interior</td>
<td>SLEP ID I1232</td>
<td>214–216 Harris Street</td>
<td>Lot 2, DP 940383</td>
<td>Commercial</td>
<td>Hotel</td>
</tr>
<tr>
<td>Corner shop and terrace group including interiors, front gardens, fences and retaining walls</td>
<td>SLEP ID I1233</td>
<td>224–302 Harris Street</td>
<td>Lots 2–20, DP 31957; Lots 1–20, DP 31956; Lot 1, DP 31957 (SP 63445)</td>
<td>Retail and wholesale</td>
<td>Shop</td>
</tr>
<tr>
<td>Commercial and residential terrace group including interiors and rear yards</td>
<td>SLEP ID I1234</td>
<td>304–308 Harris Street</td>
<td>Lots 41–43, DP 817244</td>
<td>Commercial</td>
<td>Other - Commercial</td>
</tr>
<tr>
<td>Name</td>
<td>SLEP ID</td>
<td>Address</td>
<td>Property Description</td>
<td>Collection</td>
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<td>---------------------------------</td>
</tr>
<tr>
<td>Terrace group including interiors</td>
<td>I1247</td>
<td>1–21 Paternoster Row</td>
<td>Lots 1 and 2, DP 597792; Lots 23–31, DP 109844</td>
<td>Residential buildings (private)</td>
<td>Terrace</td>
</tr>
<tr>
<td>Group of three cottages (two at 93 Pyrmont Street) including interiors and including former shop (93) and courtyard (93)</td>
<td>I1262</td>
<td>91–93 Pyrmont Street</td>
<td>Lots 6 and 7, DP 242530</td>
<td>Residential buildings (private)</td>
<td>House</td>
</tr>
<tr>
<td>Former wool store “John Taylor Wool Stores” including interiors and industrial artifacts (woolpress)</td>
<td>I1263</td>
<td>137 Pyrmont Street</td>
<td>Lot 2, DP 59052</td>
<td>Commercial</td>
<td>Warehouse/ Storage Area</td>
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<tr>
<td>Pyrmont Fire Station including interior</td>
<td>I1265</td>
<td>147 Pyrmont Street</td>
<td>Lot 10, DP 1060282</td>
<td>Utilities – Fire Control</td>
<td>Fire Station</td>
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<tr>
<td>Union Square War Memorial including platform and setting</td>
<td>I1271</td>
<td>Union Street</td>
<td></td>
<td>Monuments and memorials</td>
<td>War Memorial</td>
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<tr>
<td>Commonwealth Bank of Australia building and terrace group including interiors</td>
<td>I1273</td>
<td>2–22 Union Street</td>
<td>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</td>
<td>Urban Area</td>
<td>Streetscape</td>
</tr>
</tbody>
</table>
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/Pyrmont 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 Pyrmont-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).
HERITAGE PLANNING CONTEXT

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

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.
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.
<table>
<thead>
<tr>
<th>Name</th>
<th>Item</th>
<th>Address</th>
<th>Property Description</th>
<th>Collection</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electricity Substation No. 95</td>
<td>S170 Ausgrid Heritage Register</td>
<td>124 Hackett Street</td>
<td>Lot 1, DP 613044</td>
<td>Utilities - Electricity</td>
<td>Electricity Transformer/Substation</td>
</tr>
<tr>
<td>Terrace group including interiors</td>
<td>SLEP 2012 I2034</td>
<td>597–607 Harris Street</td>
<td>Lots 4 and 5, DP 790232; Lots 50–53, DP 827003</td>
<td>Residential buildings (private)</td>
<td>Terrace</td>
</tr>
<tr>
<td>Former “Millinery House” including interior</td>
<td>SLEP 2012 I2035</td>
<td>608–614 Harris Street</td>
<td>Lots 4 and 5, DP 70368</td>
<td>Commercial</td>
<td>Warehouse/storage area</td>
</tr>
<tr>
<td>Terrace group including interiors</td>
<td>SLEP 2012 I2037</td>
<td>629–637 Harris Street</td>
<td>Lots A and B, DP 447392; Lot 1, DP 719295; Lot 1, DP 1103443</td>
<td>Residential buildings (private)</td>
<td>Terrace</td>
</tr>
<tr>
<td>Terrace houses including interiors</td>
<td>SLEP 2012 I2044</td>
<td>77–79 Macarthur Street</td>
<td>Lots 1 and 2, DP 828613</td>
<td>Residential buildings (private)</td>
<td>Terrace</td>
</tr>
<tr>
<td>Terrace group including interiors</td>
<td>SLEP 2012 I2025</td>
<td>348 Bulwarra Road and 68–80 Mary Ann Street</td>
<td>Lots 10–16 and 19, DP 859980</td>
<td>Residential buildings (private)</td>
<td>House</td>
</tr>
<tr>
<td>Terrace group including interiors</td>
<td>SLEP 2012 I2033</td>
<td>578–606 Harris Street</td>
<td>Lots 1–5 and 9–11, DP 234078; Lot 1, DP 709093; Lot 10, DP 749276; Lots 6–8, DP 781341; Lot 1, DP 731661</td>
<td>Commercial</td>
<td>Commercial Office'/Building</td>
</tr>
</tbody>
</table>
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 infill 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.

4.1 National Trust Non-Statutory Listings

<table>
<thead>
<tr>
<th>Item Name</th>
<th>National Trust (NSW) Register Item ID</th>
<th>Address</th>
<th>Conclusion and Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mill Building</td>
<td>9006</td>
<td>Bowman Street off in CSR Grounds</td>
<td>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.</td>
</tr>
<tr>
<td>Duke of Edinburgh Hotel</td>
<td>7337</td>
<td>152–154 Harris Street, Pyrmont</td>
<td>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.</td>
</tr>
<tr>
<td>Pitt Son &amp; Badgery Woolstore</td>
<td>9276</td>
<td>320–348 Harris Street with frontages to Allen &amp; Pyrmont Streets</td>
<td>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.</td>
</tr>
<tr>
<td>Elder Smith, Goldsborough Mort No1 Woolstore</td>
<td>7396</td>
<td>350–384 Harris Street with frontages to Fig &amp; Pyrmont Streets</td>
<td>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.</td>
</tr>
</tbody>
</table>

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/Ulumbo 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.
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 EPs.

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.
Pyrmont Point Locality Statement

This locality includes the foreshore areas of the peninsula and is bounded by Union Street, Pyrmont Street, John Street, Jones Street, Miller Street and the harbour foreshore. Pyrmont’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 Pyrmont 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.
Pyrmont 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, Pyrmont 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.
Pyrmont Locality Statement

The potential for disturbed or removed archaeological sites within the Pyrmont-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 Pyrmont 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.
Pyrmont Place Strategy — Final Report, July 2020

Summary Overview

Commentary on Heritage Listings

The working class industrial, residential and social history of Pyrmont-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 Pyrmont-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 Pyrmont-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 Pyrmont. 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.
Pyrmont Peninsula—Statement of Significance

Set in Sydney Harbour, between Blackwattle Bay, Johnson Bay and Darling Harbour, Pyrmont 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.

Pyrmont-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, Pyrmont-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. Pyrmont-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 technical college in the NSW public education system, now collocated with national media and university facilities.

The aesthetic qualities of Pyrmont 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.

Pyrmont-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.

Pyrmont-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’.

Pyrmont-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 Pyrmont 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 Pyrmont 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 Pyrmont 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.

Pyrmont Place Strategy—Final Report, July 2020

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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 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 landscape 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 Pyrmont-Ultimo.

Heritage shapes place perception and experience

• Heritage should be integral to the vision, place identity and brand for Pyrmont 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 Pyrmont Peninsula

Distinctiveness is what sets Pyrmont 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 Pyrmont 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 Pyrmont 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 Pyrmont 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 focus 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:

- 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:

Potential and known historical archaeological sites and relics are located across the peninsula.

Future development on these sites has the potential to impact upon their archaeological heritage significance.

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.

The area's archaeological resource can contribute to and inform more meaningful future uses and understanding of places in this neighbourhood.

### Objectives:

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.

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.

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.

### Standard Statutory Controls:

- 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.
- 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.
- 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.

### Innovative Provisions:

- 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.
- Integrate archaeological remains into larger scale developments/amalgamated sites.
- 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.
- 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.
## Historic Built Form Character

Pyrmont 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 Pyrmont-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 Pyrmont 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

<table>
<thead>
<tr>
<th>Rationale:</th>
<th>Heritage items are located across the peninsula and within several sub-precincts. Future development in the vicinity of these heritage items has the potential to impact upon the heritage significance of the items and their setting.</th>
</tr>
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<tbody>
<tr>
<td>Objectives:</td>
<td>• Ensure that development in the vicinity of heritage items is designed to protect the heritage significance of item.</td>
</tr>
</tbody>
</table>
| Standard Statutory Controls: | • 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.  
• 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. |
| Innovative Provisions: | • 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.  
• 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.  
• Heritage items could be integrated into larger scale developments/amalgamated sites provided legibility/prominence and appropriate setting is maintained.  
• 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. |
Heritage Conservation Areas

Rationale:
Future development within the HCAs has the potential to impact upon the heritage significance of the HCA, streetscapes and contributory items.

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:
• 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.

Innovative Provisions:
• 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.

Contributory Items

Rationale:
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. 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.

Objectives:
Maintain the architectural, streetscape and interpretive contribution these buildings provide to the HCA.

Standard Statutory Controls:
• Contributory buildings are to be retained unless the consent authority determines the replacement is justified in exceptional circumstances.
• 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).
• 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.
• Where an addition to a contributory building is proposed, significant external elements are to be reinstated.
• 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.

Innovative Provisions:
• It is recognised that in some cases, the contribution of a contributory building makes a significant contribution 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.
• 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.
### 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:**
- 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.
- Lot consolidation should not compromise the setting of the heritage item or contributory building on the site, or within the vicinity.
- Retain the relationship/s between the heritage item or contributory building and its associated features such as landscaping trees, fences, and outbuildings.
- Interpret the historic fine grain and pattern of development through layout, composition and arrangement of new built form.
- Interpret historically significant subdivision pattern/s in new development.

**Innovative Provisions:**
- 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 (e.g., modulation, vertical fenestrations) while allowing development of the site.

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### 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:**
- Be responsive to existing site conditions such as topography and predominant building lines.
- Be compatible with the prevailing character of the neighbourhood.
- 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 (e.g., zero setback at ground level in the historic Victorian shopping strip).
- 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.
- 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.
- Additions are usually best sited towards the rear or side, to allow the character and legibility of the original building to be maintained.
- 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.

**Innovative Provisions:**
- 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.
Scale

Rationale:
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. 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 (i.e., HCA or streetscape).

Objectives:
Ensure that new developments are of a compatible scale with the surrounding heritage items, contributory buildings and for the HCA.

Standard Statutory Controls:
• Ensure the proposed new development relates in scale to its site and setting.
• 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).
• Use heights, scale and bulk of original existing buildings as reference points.
• Make sure the parts are in scale with the whole.

Innovative Provisions:
• 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.

Transition Zones

Transition

Rationale:
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. Any potential future development must consider and include appropriate transitions between existing and new building stock and land uses.

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:
• Incorporate appropriate setbacks, modulation, and articulation as part of proposed redevelopment.
• Ensure a transition is appropriate and sensitive to adjoining residential areas at zoning boundaries.
• 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.

Innovative Provisions:
• 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.
# Building Articulation

## Form and Massing

**Rationale:**
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. The overall form and massing of historic buildings typically evidences the historic development of the area and characterises a building typology (eg terrace housing).

**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:**
- Respect adjacent scale, heights, forms, massing and predominant fine grain of the locale.
- Modulate building façades and maintain rhythm of fenestration.
- 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.
- 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.
- New infill buildings in heritage areas should preserve the proportions of the surrounding development, even when using modern materials, technology and construction techniques.

**Innovative Provisions:**
- 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.

## Character

**Rationale:**
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.

**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:**
- To maintain and enhance the distinct character/identity of each area.
- To be compatible with the character of the neighbourhood, in particular historic streetscapes.
- 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.
- On corner sites, development should reinforce the visual prominence of corner sites through built form, massing and strong architectural design and merit.
- Do not interrupt skyline views above parapets when viewed from across the street or when viewed obliquely from the footpath/road.
- 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.

**Innovative Provisions:**
- Ensure community engagement and participation in mapping and identifying character areas and the significant values and attributes.
- 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.
- In some cases, juxtaposing architectural languages can complement heritage items or contributory buildings.
**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:**
- 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.
- Encourage coordinated paint colour schemes in rows of attached/semi-attached shops, terraces, etc.
- Materials and details of surrounding buildings need not be copied but can be used as a reference point for infill development.
- Use simple, sympathetic but contemporary detailing. There is no need to slavishly follow past styles (except in heritage restoration projects).
- Avoid fake or synthetic detailing—do not create faux-heritage.

**Innovative Provisions:**
- 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.
- The selective use of contrasting colours or modern materials can be used to subtly distinguish new from old.
- 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.

**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 more slowly along streets and past development.

**Objectives:** To ensure design resolution is considered in totality, especially at the pedestrian scale.

**Standard Statutory Controls:**
- 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).
- 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.

**Innovative Provisions:**
- 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.

**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:**
- 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.
- For restoration projects of heritage buildings, where evidence is available for original shopfronts, these should be reinstated to the original details.
- If a contributory building has an altered shopfront, it should be restored to original, or sympathetically represented in any proposed development of the site.

**Innovative Provisions:**
- Encourage design excellence and innovation in shopfront design to enhance the character and visual amenity of the retail environment/s.
## 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:**
- Existing signs on heritage items and existing buildings where they have heritage value are to be retained.
- Any new sign is to be designed to be complementary and sympathetic to any original heritage sign, not imitate it.
- Avoid the concentration and visual clutter associated with the introduction of new signage in one location.

**Innovative Provisions:**
- 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.

### 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:**
- 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.
- Signs are to be compatible with the heritage significance of the area, constructed from high quality materials.
- An integrated approach is required for multiple signs on new buildings, major refurbishments of existing buildings, and heritage items.
- 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.
- 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).

**Innovative Provisions:**
- 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.
## Amenity

### Views

**Rationale:** 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:

- Views along road alignments, historic building forms with pediments and parapet features and their silhouettes against the skyline;
- Views towards the CBD from elevated positions along the ridgelines and from the foreshore areas;
- Views off Harris Street into tree-lined streets, residential areas, into parks; and
- Views to key junctions and landmark buildings

**Objectives:** Retaining and respecting significant views to and from heritage items, streetscapes, of contributory buildings in HCAs.

**Standard Statutory Controls:**
- 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.
- 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.

**Innovative Provisions:**
- 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.

## Landscape

### Public Domain Features

**Rationale:** 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.

**Objectives:** Retain, conserve and/or reuse historic fabric in historic areas, where appropriate.

**Standard Statutory Controls:**
- Retention in situ is the preferred option.
- 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.
- 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.

**Innovative Provisions:**
- Consider provision of incentives for public domain or civic gestures that contribute to the quality and character of the public domain.
- 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.
### Landscape Elements

**Rationale:**
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.

**Objectives:**
Promote a characteristic and well considered landscape treatment that responds to different character areas.

**Standard Statutory Controls:**
- All development proposals should be designed to minimise the impact on significant trees on site, street trees and trees on adjoining land.
- 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.
- 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.

**Innovative Provisions:**
- Where appropriate, innovate through introduction of green walls and roof gardens to introduce soft landscape elements.

### Public Art and Interpretation

**Rationale:**
Heritage interpretation and public art can enrich space and place communicating stories, meanings and values with creativity. 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.

**Objectives:**
- Respect, celebrate and showcase Pyrmont Ultimo’s unique history and heritage through a dynamic and creative program of interpretation and public art.
- Ensure planning and development of public art and interpretation is integrated into the planning design of new development.
- Public Art and interpretation should be innovative, contemporary and demonstrate quality and excellence.
- Public art and interpretation will be site specific, enhance public experience and contribute to belonging, wellbeing and identity.
- Commemorate ‘lost’ places and create new memories through naming new places and public facilities.

**Standard Statutory Controls:**
- Interpretation planning and programming will be integrated into the design of new development to celebrate the history and heritage of Pyrmont Ultimo.
- Ensure history and heritage feature in the life of the Peninsula through festival, event programs, etc.
- Provide opportunities for artists in creative place activation projects using ephemeral, temporary or permanent public art.
- Encourage artistic/ creative response to place and history throughout the Peninsula that are visually appealing, create new meanings and connect with our emotions.
- Create partnerships between property owners and artists/creatives for the occupation of vacant historic spaces.

**Innovative Provisions:**
- Provide incentives to the community to create and contribute to cultural and creative life within Pyrmont Ultimo.
- Provide opportunities for artists and designers to enhance the legibility and appearance of places and spaces.
14. Park, M 1997, Doors were always open: recollections of Pyrmont and Ultimo, City West Development Corporation, Pyrmont, NSW, p 48.
18. Park, M 1997, Doors were always open: recollections of Pyrmont and Ultimo, City West Development Corporation, Pyrmont, NSW, p 70.
23. Park, M 1997, Doors were always open: recollections of Pyrmont and Ultimo, City West Development Corporation, Pyrmont, NSW, p 87.
24. Park, M 1997, Doors were always open: recollections of Pyrmont and Ultimo, City West Development Corporation, Pyrmont, NSW, p 59.
29. Park, M 1997, Doors were always open: recollections of Pyrmont and Ultimo, City West Development Corporation, Pyrmont, NSW, p 26.
30. Park, M 1997, Doors were always open: recollections of Pyrmont and Ultimo, City West Development Corporation, Pyrmont, NSW, p 26.
A woman stands next to a timber lean-to at the back of a 5-roomed stone cottage at 1 Church Street, Pyrmont. (Source: Sydney City Archives)
## Appendix 1—Heritage Item Master Database

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Suburb</th>
<th>Lot/Section/DP</th>
<th>SLEP 2012 ID</th>
<th>SREP 26 ID</th>
<th>Shire</th>
<th>Shire ID</th>
<th>Former Name</th>
<th>National Trust</th>
<th>AIA</th>
<th>ENG</th>
<th>Aus</th>
<th>Integrity and Condition (Poor/Fair/Good)</th>
<th>Surrounding Items of Significance (Y/N)</th>
<th>Priority Item (Y/N)</th>
<th>Notes—Further Inventory Notes/Address of Item of Interest</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railway viaduct</td>
<td>Railway Street</td>
<td>Glebe</td>
<td>Lot 8, DP 1033151</td>
<td>—</td>
<td>—</td>
<td>Railcorp</td>
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<td>I800  — on border of site boundary</td>
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<td>Shown in above map, but looks lost or been filled in recently</td>
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<tr>
<td>Former face from former quarry &quot;Sandlers quarry&quot;</td>
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<td>Pyrmont</td>
<td>Lot 3, DP 60100; Lot 29, DP 60101; Lot 26, DP 60102; Lot 20, DP 60103; Lot 17, DP 60104</td>
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<td>—</td>
<td>Railcorp</td>
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<td>Shown in above map, but looks lost or been filled in recently</td>
</tr>
<tr>
<td>Railway viaduct and palisade fence, above Railway Bridge</td>
<td>—</td>
<td>Pyrmont</td>
<td>Lot 3, DP 80600; Lot 3, DP 80601; Lots 1 and 4, DP 80602</td>
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<td>—</td>
<td>Railcorp</td>
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<td>Western and north-eastern escarpment, undamaged wall and steps, and palisade fence, above Railway Bridge</td>
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<td>Cast iron palisade fence fronting Bowman and Cross Streets</td>
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<td>Shown in above map, but looks lost or been filled in recently</td>
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<tr>
<td>Former industrial building elements and associated components, &quot;Woolmers &amp; Sons Main Office Block&quot;</td>
<td>22 Allen Street</td>
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<td>Woolmers Arms Hotel including interior and courtyard</td>
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<td>INTACT (Y/N)</td>
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<td>Former woolstore “Shute, Bell, Badgery and Lumby” including interiors</td>
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<td>Commercial and residential terrace group including interiors and rear yards</td>
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<td>8-18 Mount Street</td>
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<td>Former CSR Manager's House (79-85 Harris Street) including interiors and grounds</td>
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<td>Former CSR Rum Store including interiors</td>
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<td>Former warehouse &quot;Harry Lesnie Pty Ltd&quot; including interiors</td>
<td>47-49 Murray Street</td>
<td>Pyrmont</td>
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<td>Former warehouse &quot;HS Bird &amp; Co&quot; including interiors</td>
<td>51-53 Murray Street</td>
<td>Pyrmont</td>
<td>Lots 17 and 18, DP #72176</td>
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Pyrmont Place Strategy—Final Report, July 2020
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<th>PRIORITY ITEM (Y/N)</th>
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<td>139 Murray Street</td>
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<td>Former Parkes Pyrmont Baths including rock outcrop, fenceline and piles visible at low tide</td>
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<td>&quot;Jones Bay Wharf&quot; (Wharf 60, Berths 19–20) including wharf, sea wall, shed interiors, lower and elevated road and industrial artefacts</td>
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<td>Pyrmont</td>
<td>Lot 1 and 2, DP 1082540, DP 108255, DP 76611</td>
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<td>12–20 Point Streetwalls</td>
<td>Pyrmont</td>
<td>Lot 5, DP 839315</td>
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<td>Former Royal Edward Victualling Yard warehouses &quot;A&quot; and &quot;B&quot; including interiors, wharf, sea wall, yard and industrial archaeology</td>
<td>38–42 Pirrama Road</td>
<td>Pyrmont</td>
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<td>Naval Workshops, Building Island Pyrmont Royal Edward Victualling Yard including artefacts, wharf, sea wall, yard and industrial archaeology</td>
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<td>Residential flat building &quot;Ways Terrace&quot; including interiors, grounds, sandstone retaining walls</td>
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<td>Former warehouse &quot;Bank of NSW Stores&quot; including interiors</td>
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Pyrmont Place Strategy — Final Report, July 2020
Warehouse "Slades Building" and terrace group including interiors
12-18 Pyrmont Street
Pyrmont
Lots 1–8, DP 1118495; Lots 2–4, DP 714887

Former Pyrmont Power Station Administrative building (1st Pyrmont Street) including interiors
20–80 Pyrmont Street
Pyrmont
Lot 300, DP 873212

Cottage group including interiors
27–29 Pyrmont Street
Pyrmont

St Saviour’s Church group including church, presbytery, school and their interiors, ground and fence
33–43 Pyrmont Street
Pyrmont
Lot 2, DP 791724

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

Former wool store “John Taylor Wool Stores” including interiors and industrial artifacts (woolpress)
137 Pyrmont Street
Pyrmont
Lot 2, DP 59052

Terrace group including interiors
142–168 Pyrmont Street
Pyrmont
Lots 1–14, DP 33491

Pyrmont Fire Station including interior
147 Pyrmont Street
Pyrmont
Lot 10, DP 1060282

Samuel Hordern Fountain including base and setting
Pyrmont Street, corner Pyrmont Bridge Road

Remnants of former CSR Laboratory B building including retaining walls and industrial artefacts
25 Refinery Drive
Pyrmont
Lot 39, DP 270215 (SP 72677)

Former CSR Tablet House including interiors
29 Refinery Drive
Pyrmont
Lot 27, DP 270215 (SP 73749)

Semi-detached house group including interiors and grounds
2–8 Scott Street
Pyrmont

APPENDIX 1

GML Heritage

Pyrmont Place Strategy—Final Report, July 2020

75
<table>
<thead>
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<th>PRIORITY ITEM (Y/N)</th>
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Pyrmont Place Strategy—Final Report, July 2020
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<td>Glasgow Arms Hotel including interior</td>
<td>527–529 Harris St</td>
<td>Ultimo</td>
<td>Lot 1, SP 733932</td>
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<td>–</td>
<td>–</td>
<td>–</td>
<td>27100</td>
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<td>–</td>
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<td>Y</td>
<td>Y</td>
<td>Good</td>
<td>Y</td>
<td>Normal small detail</td>
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<td>Terrace group including interiors</td>
<td>578–606 Harris St</td>
<td>Ultimo</td>
<td>Lot 4–9, SP 791340; Lot 10, SP 719295; Lot 11, SP 761486; Lot 12, SP 749276; Lot 1, SP 709093</td>
<td>–</td>
<td>–</td>
<td>–</td>
<td>CBT</td>
<td>23100</td>
<td>12</td>
<td>–</td>
<td>100660</td>
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<td>–</td>
<td>Y</td>
<td>Good</td>
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<td>Terrace group including interiors</td>
<td>597–607 Harris St</td>
<td>Ultimo</td>
<td>Lot 1, SP 731661</td>
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<td>–</td>
<td>–</td>
<td>CBT</td>
<td>23100</td>
<td>13</td>
<td>–</td>
<td>100665</td>
<td>–</td>
<td>Y</td>
<td>Y</td>
<td>Fair</td>
<td>Y</td>
<td>Small renovations, mainly cool rooms, new rail lines 95-102</td>
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<td>Former &quot;Military House&quot; including interior</td>
<td>625–629 Harris St</td>
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<td>Lot 4–5, SP 725645</td>
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<td>Y</td>
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<td>Former National Cash Register Co. Building including interior</td>
<td>632–637 Harris St</td>
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<td>Lot 1, SP 740238</td>
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<td>–</td>
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<td>–</td>
<td>–</td>
<td>Y</td>
<td>Y</td>
<td>Fair</td>
<td>Y</td>
<td>New paint job and what looks like interior modifications</td>
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<td>Terrace group including interiors</td>
<td>689–697 Harris St</td>
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<td>Commercial building (SHH-108 Design Streets) including interior</td>
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<td>–</td>
<td>Y</td>
<td>Fair</td>
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<td>Electrical substation including interior</td>
<td>9 Henry Avenue</td>
<td>Ultimo</td>
<td>Lot 1, SP 76098</td>
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<td>–</td>
<td>–</td>
<td>Y</td>
<td>Y</td>
<td>Good</td>
<td>Y</td>
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<td>Former smithy facades</td>
<td>80–82 Jones Street (and 60–62 North Street)</td>
<td>Ultimo</td>
<td>Lot 1, SP 79564</td>
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<td>–</td>
<td>–</td>
<td>Y</td>
<td>Y</td>
<td>Fair</td>
<td>Y</td>
<td>Large amount of changes to exterior of building</td>
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<td>Terrace group including interiors</td>
<td>111–135 Jones St</td>
<td>Ultimo</td>
<td>Lot 1–8, SP 802110; Lot 1–3, SP 802113; Lot 4, SP 813690; Lot 5–6, SP 801369; Lot 1–2, SP 802113</td>
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<td>–</td>
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<td>–</td>
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<td>–</td>
<td>100683</td>
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<td>–</td>
<td>–</td>
<td>Y</td>
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<td>Former &quot;Farmers &amp; Graziers No 2&quot; including interior</td>
<td>360–364 Jones Street</td>
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<td>Lot 1, SP 802181</td>
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<td>–</td>
<td>Y</td>
<td>Y</td>
<td>Fair</td>
<td>Y</td>
<td>It is a change of planning and orientation of the site or changes to the interior</td>
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<td>50–52 Main Flats</td>
<td>Ultimo</td>
<td>Lot 3, SP 733932; Lot 8, SP 733933</td>
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<td>ENG AGS</td>
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<td>SURROUNDING ITEMS OF SIGNIFICANCE (Y/N)</td>
<td>PRIORITY ITEM (Y/N)</td>
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<td>Terrace houses including interiors</td>
<td>77–99 Macarthur Street</td>
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<td>Lots 1 and 2, DP 828613</td>
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<td>Y</td>
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<td>Former School of Mechanical &amp; Automotive Engineering, Sydney Technical College (Building P) including interior</td>
<td>1–17 Mary Ann Street</td>
<td>Ultimo</td>
<td>Lot 1, DP 544256</td>
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<td>2086, 10471, 7981</td>
<td>97%</td>
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<td>12–23 Mary Ann Street</td>
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<td>Lots 60–65, DP 30687</td>
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<td>Former Sydney Technical College building (Building C) including interior</td>
<td>10 Mary Ann Street</td>
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<td>Lot 1, DP 594621</td>
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<td>Y</td>
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<td>Good</td>
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<td>Former administrative Building, Sydney Technical College (Building A) including interior</td>
<td>10 Mary Ann Street</td>
<td>Ultimo</td>
<td>Lot 1, DP 594621</td>
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<td>9</td>
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<td>2086</td>
<td>97%</td>
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<td>Y</td>
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<tr>
<td>Former Turner Hall, Sydney Technical College (Building G) including interior, iron box shelter and grounds</td>
<td>19 Mary Ann Street</td>
<td>Ultimo</td>
<td>Lot 1, DP 594621</td>
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<td>OS69</td>
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<td>2086, 2085</td>
<td>98%</td>
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<tr>
<td>Former Museum of Applied Arts and Sciences, Sydney Technical College (Building C) including shelter</td>
<td>21 May Ann Street</td>
<td>Ultimo</td>
<td>Lot 1, DP 594621</td>
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<td>OS61</td>
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<td>2086, 2085</td>
<td>92%</td>
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<td>Cottage and terrace group including interiors</td>
<td>92-96 Quarry Street</td>
<td>Ultimo</td>
<td>Lot C, DP 776391, lots 1–8, DP 600530</td>
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<td>C99</td>
<td>OS62</td>
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<td>Ultimo Uniting Church group buildings and grounds, including interiors</td>
<td>97 Quarry Street</td>
<td>Ultimo</td>
<td>Lot 12, DP 806286</td>
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<td>C99</td>
<td>OS67</td>
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<td>2086</td>
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<td>Terrace houses including interiors</td>
<td>130–150 Quarry Street</td>
<td>Ultimo</td>
<td>Lots and 65, DP 600530</td>
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<td>C99</td>
<td>OS68</td>
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<td>—</td>
<td>2086</td>
<td>97%</td>
<td></td>
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<tr>
<td>Former residence “Windsor Castle” including interior</td>
<td>28–38 Allora Street</td>
<td>Ultimo</td>
<td>Lot 1, DP 577 695</td>
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<td>—</td>
<td>—</td>
<td>C99</td>
<td>OS68</td>
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<td>2085, 2089</td>
<td>93%</td>
<td></td>
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Pyrmont Place Strategy—Final Report, July 2020
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<th>PRIORITY ITEM (Y/N)</th>
<th>NOTES &amp; FURTHER INTEGRITY NOTES/ADDRESS OF ITEM OF INTEREST</th>
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<tbody>
<tr>
<td>Former woolstore “ESGM &amp; Co” including interior</td>
<td>56–60 Malabar Street</td>
<td>Ultimo</td>
<td>Lot 1, DP 62097</td>
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<td>2001.2000, 2001</td>
<td>7870</td>
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<td>Former woolstore “Farmers &amp; Graziers No 1” including interior</td>
<td>372–428 Wattle Street</td>
<td>Ultimo</td>
<td>Lot 100, DP 880315 (SP 57895, SP 58945)</td>
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<td>2100.2100</td>
<td>2303</td>
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<td>Y</td>
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<td>Y</td>
<td>Fair-Road</td>
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<td>Former woolstore including interior</td>
<td>13–15 William Henry Street</td>
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<td>Lot 1, DP 229755</td>
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<td>Terrace group including interiors</td>
<td>19–49 William Henry Street</td>
<td>Ultimo</td>
<td>Lot 1, DP 230706; Lot 1, DP 190220; Lot 12, DP 190220</td>
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<td>Terrace group including interiors</td>
<td>37–43 William Henry Street</td>
<td>Ultimo</td>
<td>Lot 1, DP 270209</td>
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**Pyrmont Heritage Conservation Area**

**Holyoke Street Heritage Conservation Area**

**Cochrane Street Heritage Conservation Area**

**81 Broadway**

Pyrmont Place Strategy—Final Report, July 2020
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<td>Moonhouse</td>
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<td>Y</td>
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<td>Main 46</td>
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### Pyrmont Place Strategy — Final Report, July 2020

### APPENDIX 1

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<td>Post Office</td>
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<td>Residential (House)</td>
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<tr>
<td>Residential (Terrace)</td>
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<tr>
<td>Transport (Rail)</td>
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<tr>
<td>Transport (Road)</td>
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</tr>
<tr>
<td>Landscape features</td>
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**Total** 150
## Appendix 2—Non-statutory Item Review

<table>
<thead>
<tr>
<th>ITEM NAME</th>
<th>ADDRESS</th>
<th>LOCALITY</th>
<th>ID</th>
<th>VP Assessment</th>
<th>Integrity and Condition</th>
<th>NRSW Card Reasons for Listing</th>
<th>Conclusions</th>
<th>Recommendations</th>
<th>Further Action Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>WOOLSTORE GROUP:</td>
<td>ALLEN STREET 22-30 (WOOLSTORE GROUP)</td>
<td>PYRMONT</td>
<td>10868</td>
<td>N/A GROUP</td>
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<td>—</td>
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<tr>
<td>BOWMAN STREET GROUP:</td>
<td>BOWMAN STREET CORNER POINT STREET (BOWMAN STREET GROUP)</td>
<td>PYRMONT</td>
<td>6836</td>
<td>N/A GROUP</td>
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<td>MILL BUILDING:</td>
<td>BOWMAN STREET OFF WOOLSTORE GROUNDS</td>
<td>PYRMONT</td>
<td>9268</td>
<td>N/A GROUP</td>
<td>—</td>
<td>—</td>
<td>Have cross-referenced the image provided on NTA register sheet. Does not seem to match any existing core ten.</td>
<td>Further investigation</td>
<td>Y</td>
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<tr>
<td>STEVES HOUSES GROUP:</td>
<td>ILUANA ROAD &amp; GUMP STREETS (STONE HOUSES GROUP)</td>
<td>PYRMONT</td>
<td>1015</td>
<td>N/A GROUP</td>
<td>—</td>
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<td>DUTCH CHURCH GROUP:</td>
<td>ILUANA ROSE CORNER MARTIN STREET (DUTCH CHURCH GROUP)</td>
<td>PYRMONT</td>
<td>7351</td>
<td>N/A GROUP</td>
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<td>CROSS STREET GROUP:</td>
<td>CROSS STREET CORNER MARTIN STREET (CROSS STREET GROUP)</td>
<td>PYRMONT</td>
<td>7256</td>
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<td>ELDER SMITH GOLDSBROUGH MORT NO 1 WOOLSTORE:</td>
<td>HARRIS STREET 350-384 WITH FRONTAGES TO FIG &amp; PYRMONT STREETS (PART OF WOOLSTORE GROUP)</td>
<td>PYRMONT</td>
<td>7396</td>
<td>NO STAT LISTING</td>
<td>Yes</td>
<td>Original façade seems to be intact and in good condition but painted</td>
<td>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 part of the industrial townscape of the eastern side of Pyrmont.</td>
<td>Still consistent with NTA reasons for listing. Façade is intact and currently adaptively reused.</td>
<td>Recommend listing through amendment to SLUP 2012</td>
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<tr>
<td>HOUSES:</td>
<td>JOHN STREET 28-34</td>
<td>PYRMONT</td>
<td>8450</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
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<td>ELDR SMITH GOLDSBROUGH MORT NO 1 WOOLSTORE:</td>
<td>HARRIS STREET 320-348 WITH FRONTAGES TO ALLEN &amp; PYRMONT STREETS (PART OF WOOLSTORES NO 1 GROUP)</td>
<td>PYRMONT</td>
<td>7396</td>
<td>NO STAT LISTING</td>
<td>Yes</td>
<td>Original façade seems to be intact and in good condition</td>
<td>The façade of existing Harlquin Inn resembles image on listing sheet, being Victorian in style - could be original, however not been painted and ground floor windows replaced.</td>
<td>Further investigation</td>
<td>Y</td>
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<td>HOUSES:</td>
<td>JOHN STREET 38-30</td>
<td>PYRMONT</td>
<td>8363</td>
<td>BNHJ/19/04</td>
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<td>—</td>
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<tr>
<td>ITEM NAME</td>
<td>ADDRESS</td>
<td>LOCALITY</td>
<td>ID</td>
<td>EPI Assessment</td>
<td>Item in place</td>
<td>Integrity and Condition</td>
<td>NTA NSW Card Reasons for listing</td>
<td>Conclusion</td>
<td>Recommendation</td>
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<td>HOUSES</td>
<td>JOHN STREET 35-39</td>
<td>PYRMONT</td>
<td>6289</td>
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<td>MOUNT STREET GROUP</td>
<td>MOUNT STREET 8-16 (MOUNT STREET GROUP)</td>
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<td>PYRMONT SQUARE GROUP</td>
<td>PYRMONT SQUARE, HARRIS ST, UNION ST, PATERNOSTER ROW (PYRMONT SQUARE GROUP)</td>
<td>PYRMONT</td>
<td>9289</td>
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<td>HOUSES</td>
<td>PYRMONT STREET 23</td>
<td>PYRMONT</td>
<td>7064</td>
<td>demolished</td>
<td>No</td>
<td>Demolished</td>
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<td>BIRDWOODS, COTTAGES &amp; FORMER AUSCOTTEN</td>
<td>PYRMONT STREET 120-126 CORNER ALLEN STREET 23</td>
<td>PYRMONT</td>
<td>10217</td>
<td>protected under SLEP 2012 but 115 is demolished</td>
<td>Mostly 115 Pursem Street demolished. Remaining in good condition.</td>
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<td>INCINERATOR</td>
<td>SAUNDERS LANE</td>
<td>PYRMONT</td>
<td>8270</td>
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<td>BUWARRA ROAD GROUP</td>
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<td>6430</td>
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<td>HOUSES</td>
<td>BULWARRA ROAD 385 (PART OF BULWARRA ROAD GROUP)</td>
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<td>8235</td>
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<td>No</td>
<td>Site demolished</td>
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<td>SYDNEY TECHNICAL COLLEGE GROUP</td>
<td>HARRIS STREET CORNER GUY LANE STREET (SYDNEY TECHNICAL COLLEGE GROUP)</td>
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<td>15276</td>
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<td>BRIDGES &amp; SIGNAL KNOTS</td>
<td>JONES LANE (PART OF ULTIMO ANNANDALE RAILWAY GOODS LINE GROUP)</td>
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<td>urban</td>
<td>We do not have listing sheet.</td>
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<td>Part of the Goods Line Urban Underbridge is SHR listed</td>
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<td>JONES LANE (PART OF ULTIMO ANNANDALE RAILWAY GOODS LINE GROUP)</td>
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<td>TUNNEL</td>
<td>JONES LANE (PART OF ULTIMO ANNANDALE RAILWAY GOODS LINE GROUP)</td>
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<td>15388</td>
<td>urban</td>
<td>We do not have listing sheet.</td>
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<td>—</td>
<td>acquire listing sheet</td>
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<tr>
<td>ITEM NAME</td>
<td>ADDRESS</td>
<td>LOCALITY</td>
<td>ID</td>
<td>EPI Assessment</td>
<td>Item in place</td>
<td>Integrity and Condition</td>
<td>NTG NGM Card Reasons for listing</td>
<td>Conclusion</td>
<td>Recommendation</td>
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<td>ULTIMO-ANNANDALE RAILWAY GOODS LINE GROUP</td>
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<td>10612</td>
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<td>AML &amp; F WOOLSTORE NO 1 &amp; SOUTHERN ANNEX (WOOLSTORE NO 2)</td>
<td>PYRMONT STREET, WITH FRONTAGES TO BULLSINGTON LANE, QUARRY &amp; WILLIAM HENRY STREETS, also covers 424 Harris St, Ultimo</td>
<td>ULTIMO</td>
<td>6608</td>
<td>NO STAT LISTING</td>
<td>No</td>
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<td>WOOLSTORES NO 2 GROUP</td>
<td>WATTLE JONES QUARRY WILLIAM HENRY STREETS (WOOLSTORES NO 2 GROUP)</td>
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<td>N/A GROUP</td>
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