

FLEETVIEW

Date Built: 2001

Architect: Cox Richardson

Buildings: One tower with two access points - 41 Refinery Drive and 66 Bowman Street bordering Refinery Square. 10 storeys, 150 apartments. Ground level dwellings are designed as townhouses. It is bounded by Refinery Square, Bowman Street, Mount Street Walk and Refinery Drive. These streets are new or (Bowman) massively widened.

It is the site of CSR's packing station and bag store.

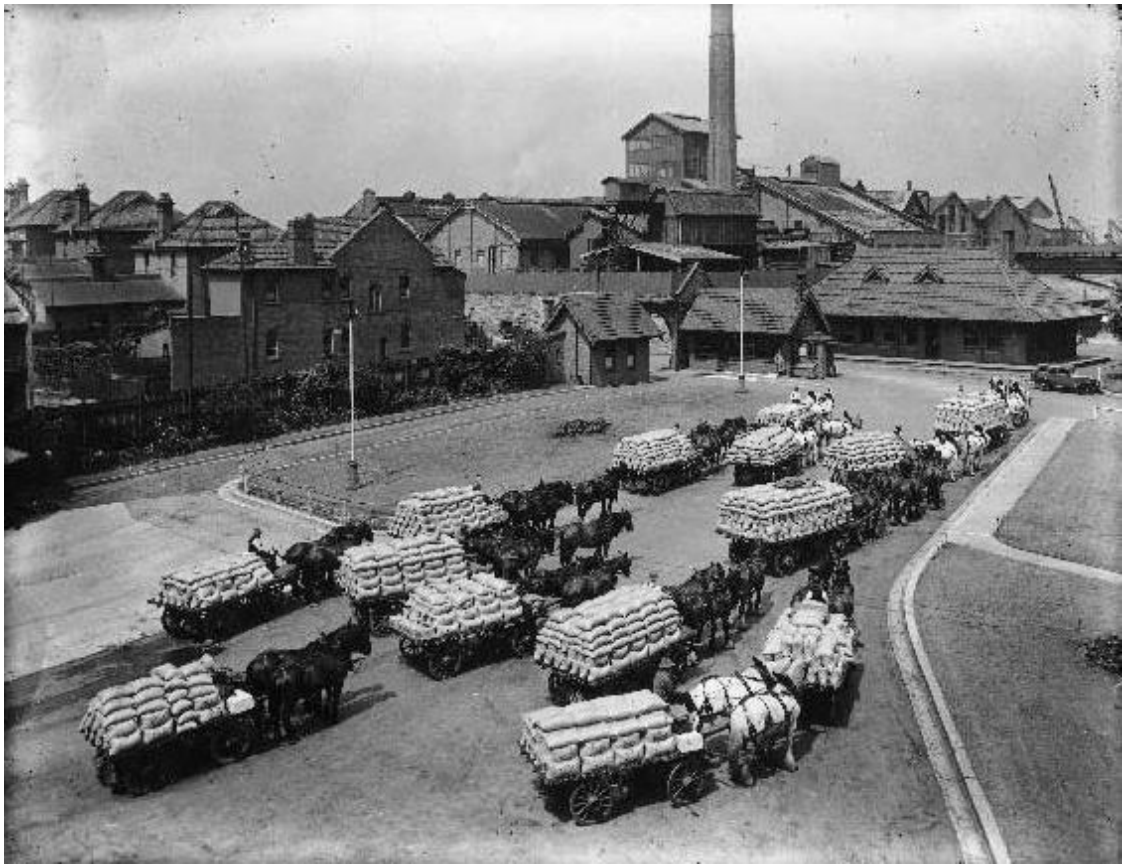


Several CSR functions occupied this site, and some of these changed throughout CSR's tenure of what is now Jacksons Landing. The most durable structure on the site was a large brick building in the south-east corner. It was known variously as the new material store, the bag store, and the packing station.

140lb bags of raw sugar were unloaded at the wharf and slit open at the cutting station (near the present Reflections) so that the contents tipped into a shaker conveyor. Bags were upended with a sack hook in a manoeuvre which sometimes resulted in a rookie falling into the shaker. The bags were repaired on the Fleetview site, for reuse.



The standard 70-pound (32 kg) bags were made here (and second-hand ones repaired), and filled with refined sugar. The full bags were then loaded onto lines of McCaffery's horse-drawn drays queuing in Refinery Square, ready to take the bags to railheads or local customers.

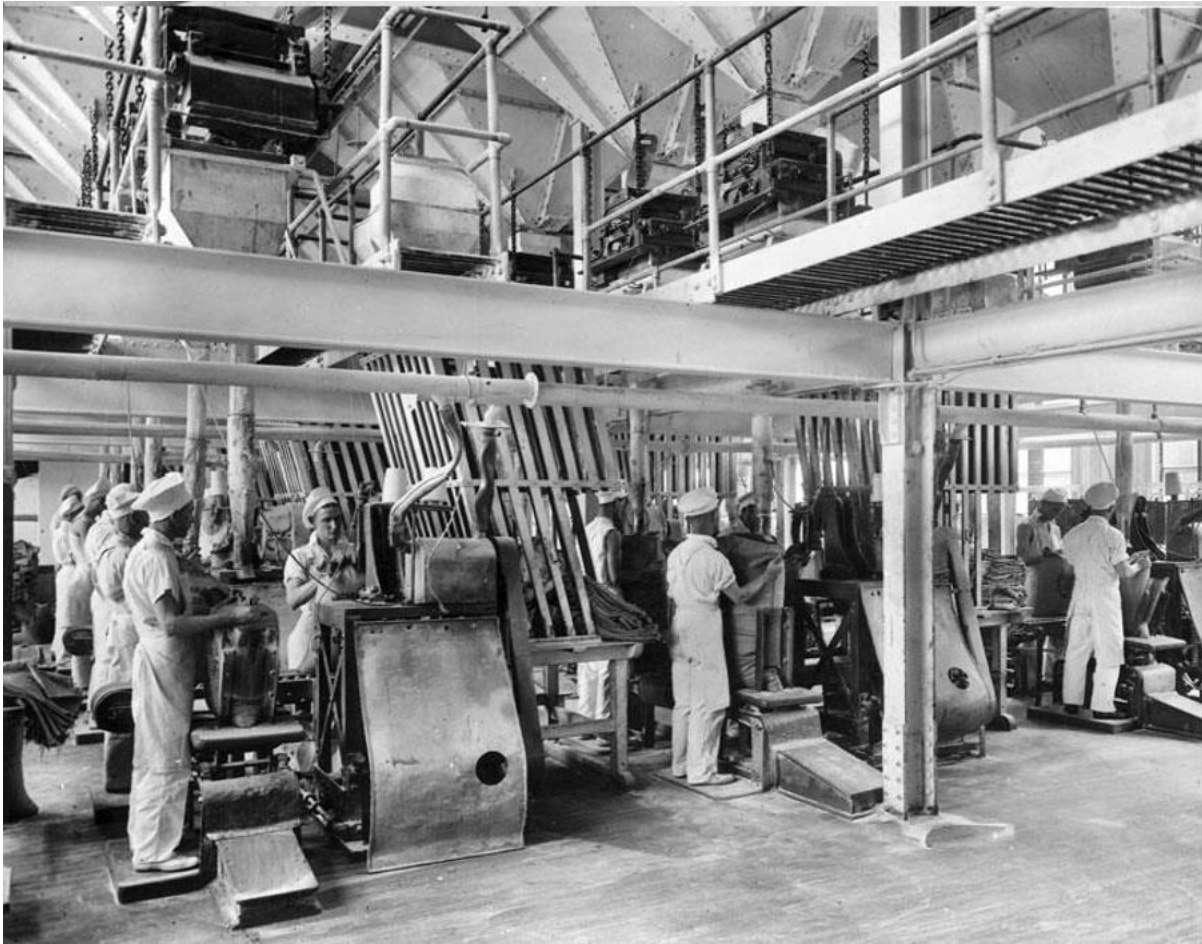
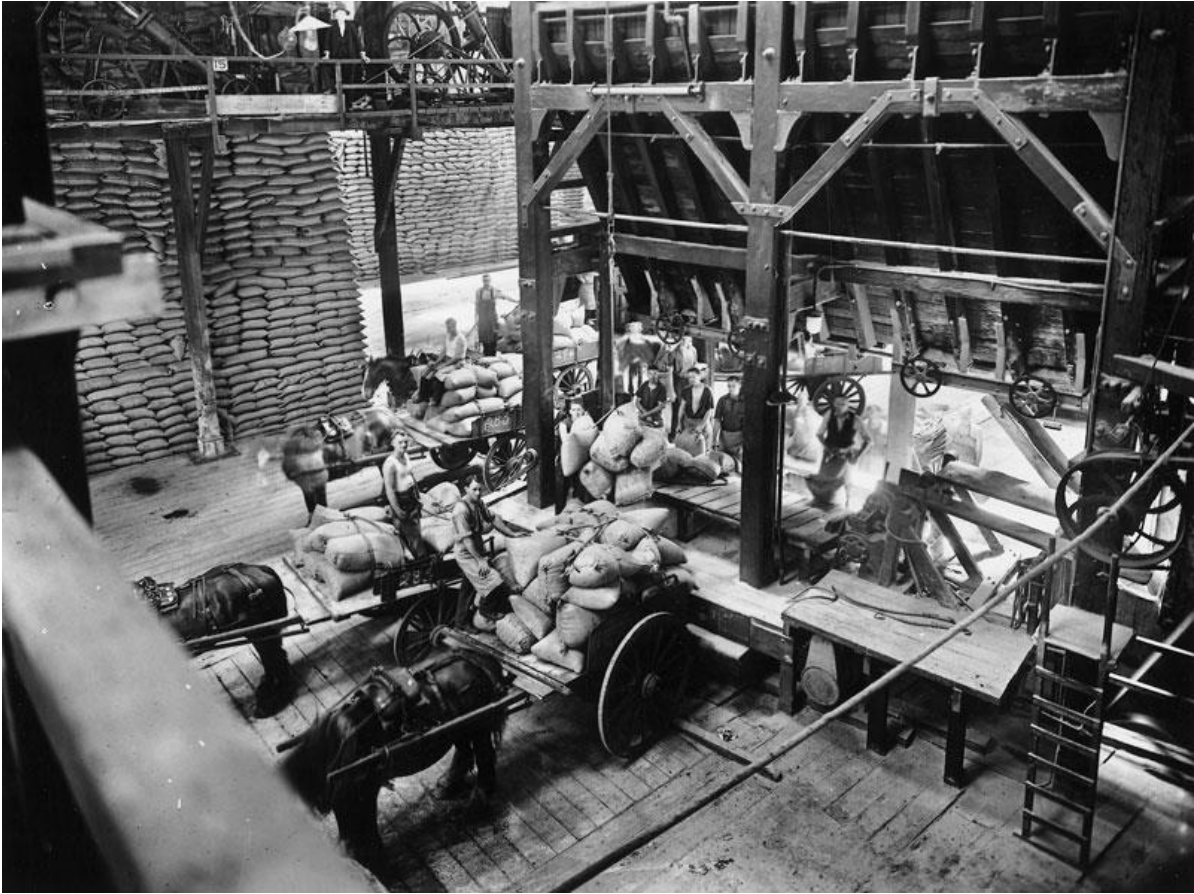


In the late 1930s, lorries began to replace drays, but the horses were briefly reprieved when the war (1939-45) slowed the conversion.





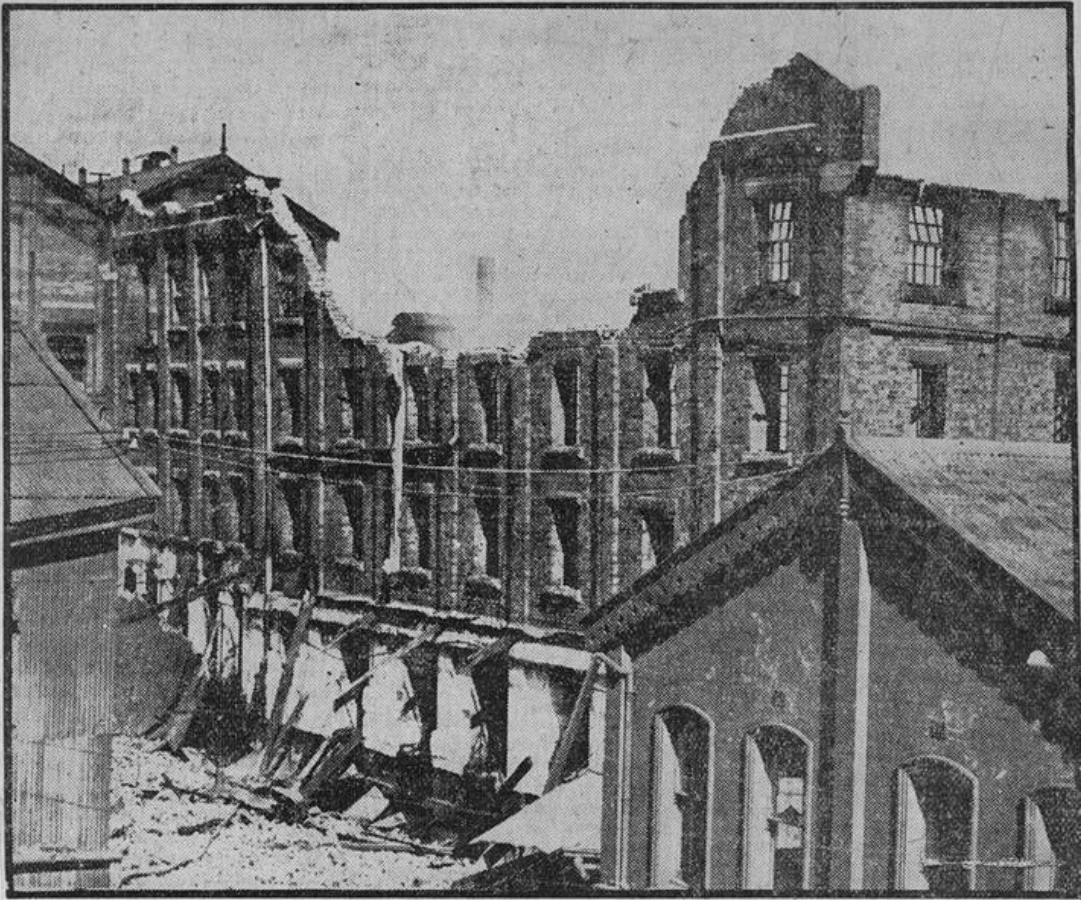




Fire in 1918 destroyed the refined sugar store that occupied most of this site and much of the Regatta Wharf site. The Herald report provides a fine account of the structure that collapsed. It occupied ground between Refinery Square in the west and the boilers (now The Elizabeth) and the engineers' offices (now the Rum Store) in the east. Four storeys high at Bowman Street (above a basement), it had seven storeys at the water's edge; and on the night of the fire it held about 3000 tons of refined sugar.



THIS MORNING'S BIG FIRE



The remains of the Colonial Sugar Refining Company's premises at Pymont.



In the restored building, the northern end was occupied by an electricians' workshop, a delivery store and (from 1944) a laboratory. The Refinery Lab, one of three CSR laboratories, analysed all sugar products. Typical of this site's rapid evolution, when the Research Lab moved to Roseville and the Central Lab took its premises, the Refinery Lab shifted to the Central Lab premises on the site of the present Escarpment.



In 1984, as industries quit Pymont, the State government resolved to redevelop the area, and in 1987 decided that the peninsula needed its own plan. In the same year CSR asked Lend Lease to study the feasibility of redeveloping the industrial site.

Many studies ensued: the Pymont-Ultimo Heritage Study (1990), a Social Impact Assessment (1991), and a Regional Environmental Plan (1992). In 1993 the Pymont- Ultimo Urban Development Plan was approved, and so was a Master Plan for Pymont Bay. As historical sources the most useful studies were archaeological surveys, summed up in the Sydney Harbour Foreshore Authority's Jacksons Landing Interpretation Strategy, and Jane Bennett's extraordinary series of paintings. Later, John Broadbent complemented these studies with his comprehensive history of the ecology of the peninsula.

Pymont residents were deeply divided: some were forced to leave the area, others welcomed development, but in 1979 opponents formed UPROAR (Ultimo Pymont Residents Opposed to Arbitrary Redevelopment) and endured years of being consulted (or, in their view, coerced). In August 1992 a few activists proclaimed the Republic of Pymont. In this brilliant but forlorn gesture the republicans issued visas, and publicised their critique of top-down planning, and in particular to Jacksons Landing, the casino and the helipad.

Meanwhile in 1997 Lend Lease bought the CSR site, and by April 1999 Jacksons Landing was under construction. Narrow Bowman Street was widened into a thoroughfare, and Refinery Drive was made, so many buildings had to be demolished, including everything on the Fleetview site.

