



Sydney Metro Marrickville Dive Site and Sydney Metro Trains Facility South – Heritage Interpretation Plan


August 2021

SMCSWLWC-SYC-DSY-HE-PLN-005995

Rev E / Final V2.1

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Sydney Metro Marrickville Dive Site and Sydney Metro Trains Facility South (SMTFS)

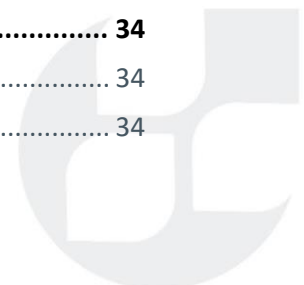
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1. Executive Summary

WolfPeak Environment and Heritage was engaged to consult, develop and complete the Heritage Interpretation Plan for the Sydney Metro Marrickville Dive Site and the adjacent Sydney Metro Trains Facility South.

The Marrickville Dive Site was established to manufacture pre-cast concrete tunnel lining segments and to support the operation of two tunnel boring machines, the construction of 30 cross passages between the running tunnels from Marrickville to Barangaroo and the fit-out of the tunnel rail system. The Dive Site will have an ongoing role as it also features the new tunnel ventilation facility which will be primarily used to house new tunnel ventilation fans, associated plant and services and provide emergency and maintenance access to rail level.

Stabling for Sydney Metro City & Southwest will also occur at the Sydney Metro Trains Facility South (SMTFS), a smaller supplementary facility at Marrickville that will provide for overnight stabling of Sydney Metro trains and light maintenance activities to minimise the requirement to send trains to the Sydney Metro Trains Facility at Rouse Hill.

This Heritage Interpretation Plan (HIP) satisfies Condition E21 of the Critical State Significant Infrastructure (CSSI) Sydney Metro City & Southwest Chatswood to Sydenham Conditions of Approval. The HIP has been prepared in consultation with the Heritage Council of NSW, Relevant Councils (Inner West Council) and Registered Aboriginal Parties (Refer to Section 6 for Consultation Limitations).

The Marrickville Dive Site and the Sydney Metro Trains Facility South are located in Marrickville on the western side of the current T3 (Bankstown Line), T4 (Eastern Suburbs and Illawarra Line) and T8 (Airport and South Line) and SCO (South Coast) train lines. Edgeware Road lies to the North of the site and is a busy thoroughfare between the Princess Highway and Newtown/Enmore.

There are no Aboriginal Heritage Information Management (AHIMS) identified Aboriginal (also referred to as Indigenous) sites at the location or within the vicinity. Consultation/feedback was invited from Registered Aboriginal Parties identified by Sydney Metro in November 2020. No responses were received. This outcome was not unexpected due to the nature and size of the site, however, conducting community consultation is appropriate and required for due diligence purposes.

Historic themes have been developed for Indigenous heritage interpretation. These are broad and relate to the Traditional Custodians of the area, the Wangal clan, and the Gumbramorra Swamp. While some of these themes were provided and developed during Indigenous Consultation for the Crows Nest Sydney Metro Station, they remain appropriate for this site.

Research into the history of the site has uncovered a layered history of non-Indigenous /European uses and built heritage. This history has been developed into historic themes and includes the Gumbramorra Swamp, the draining of the swamp, the arrival of the railways and light industry, and Sydney Steel, formerly located on the site.

Recommendations include consideration of the identified historic themes and possible location of heritage interpretation media at the site.



2. Background

WolfPeak Environment and Heritage have been engaged to consult, develop and complete the Heritage Interpretation Plan for the Sydney Metro Marrickville Dive Site and adjacent Sydney Metro Trains Facility South. The sites are located in Marrickville on the western side of the current T3 (Bankstown Line), T4 (Eastern Suburbs and Illawarra Line) and T8 (Airport and South Line) and SCO (South Coast) train lines.

This document provides integrated:

- Inclusive Indigenous and Non-Indigenous Heritage Interpretation Plan for the sites;
- History of the sites and surrounds;
- Consultation summary process conducted with identified Indigenous community stakeholders;
- Identified historical themes; and
- Recommendations regarding interpretative media, locations and associated information

2.1 Compliance Table

This Heritage Interpretation Plan (HIP) satisfies Condition E21 of the *CSSI Sydney Metro City & Southwest Chatswood to Sydenham Conditions of Approval*. The HIP has been prepared in consultation with the Heritage Council of NSW, Relevant Councils (Inner West Council) and Registered Aboriginal Parties. Refer to Section 6 for Consultation Limitations. The Heritage Council and Inner West Council had no additional comments regarding this HIP and have agreed it is comprehensive.

Condition E21 - Heritage Interpretation

The Proponent must prepare a Heritage Interpretation Plan which identifies and interprets the key Aboriginal and Non-Aboriginal heritage values and stories of heritage items and heritage conservation areas impacted by the CSSI. The Heritage Interpretation Plan must inform the Station Design and Precinct Plan referred to in Condition E101. The Heritage Interpretation Plan must be prepared in accordance with the NSW Heritage Manual, the NSW Heritage Office's Interpreting Heritage Places and Items: Guidelines (August 2005), and the NSW Heritage Council's Heritage Interpretation Policy and include, but not be limited to:

- a) a discussion of key interpretive themes, stories and messages proposed to interpret the history and significance of the affected heritage items and sections of heritage conservation areas including, but not limited to the Central Station and Martin Place Station Precincts;*
- b) identification and confirmation of interpretive initiatives implemented to mitigate impacts to archaeological Relics, heritage items and conservation areas affected by the CSSI including:
 - i. use of interpretative hoardings during construction;*
 - ii. community open days;*
 - iii. community updates;*
 - iv. station and precinct design; and**
- (c) Aboriginal cultural and heritage values of the project area including the results of any archaeological investigations undertaken.*

The Heritage Interpretation Plan must be prepared in consultation with the Heritage Council of NSW (or its delegate), Relevant Councils and Registered Aboriginal Parties, and must be submitted to the Secretary before commencement of construction.

2.2 Definitions

TERM	DEFINITION
Interface Contractor(s)	Means any one or more of the Sydney Metro City & Southwest contracts interfacing with the Marrickville Dive Site that are required to complete works within the station including TSE, TSOM, L&E and LW contracts. (Refer table of acronyms contained within this document)
Other Contractors	Means the entities with which Sydney Metro executes contracts for ancillary and related works. (Other Contracts)
Sydney Metro	Sydney Metro means Sydney Metro (a New South Wales Government Agency constituted under the Transport Administration Act 1988 (NSW)) (ABN 12 354 063 515), the Principal under the Contracts
Sydney Metro City & Southwest	Means the proposed metro railway between Chatswood and Bankstown.
Third Party	The Marrickville Dive Site interfaces with a number of Third Parties including Marrickville Council.

2.3 Abbreviations

ABBREVIATIONS	DEFINITION
AHIMS	Aboriginal Heritage Information Management
LEP	Local Environmental Plan
RAPS	Registered Aboriginal Parties
SMTFS	Sydney Metro Trains Facility South
CSSI	Critical State Significant Infrastructure



3. The Site

3.1 General

The Marrickville Dive Site and the Sydney Metro Trains Facility South are located in Marrickville on the western side of the current T3 (Bankstown Line), T4 (Eastern Suburbs and Illawarra Line) and T8 (Airport and South Line) and SCO (South Coast) train lines. Edgeware Road lies to the North of the site and is a busy thoroughfare between the Princess Highway and Newtown/Enmore.

The Marrickville Dive Site was established to manufacture pre-cast concrete tunnel lining segments and to support the operation of two tunnel boring machines, the construction of 30 cross passages between the running tunnels from Marrickville to Barangaroo and the fit-out of the tunnel rail system. The Dive Site will have an ongoing role as it also features the new tunnel ventilation facility which will be primarily used to house new tunnel ventilation fans, associated plant and services and provide emergency and maintenance access to rail level.

Stabling for Sydney Metro City & Southwest will also occur at the Sydney Metro Trains Facility South (SMTFS), a smaller supplementary facility at Marrickville that will provide for overnight stabling of Sydney Metro trains and light maintenance activities to minimise the requirement to send trains to the Sydney Metro Trains Facility at Rouse Hill.

The surrounding area is predominantly light industrial, however, recent developments are trending to a more residential mixed-use area. The Marrickville Metro Shopping Centre is located further to the west of the site.

There are no heritage items located on the site. In the vicinity of the site (adjacent) is the following heritage item:

- *The Sydenham Pit and Drainage Pumping Station No. 001*, an item of State heritage significance (identified as 01644 - *State Heritage Register*; 4571743 - *Sydney Water S.170 & 181 - Marrickville LEP 2011*).



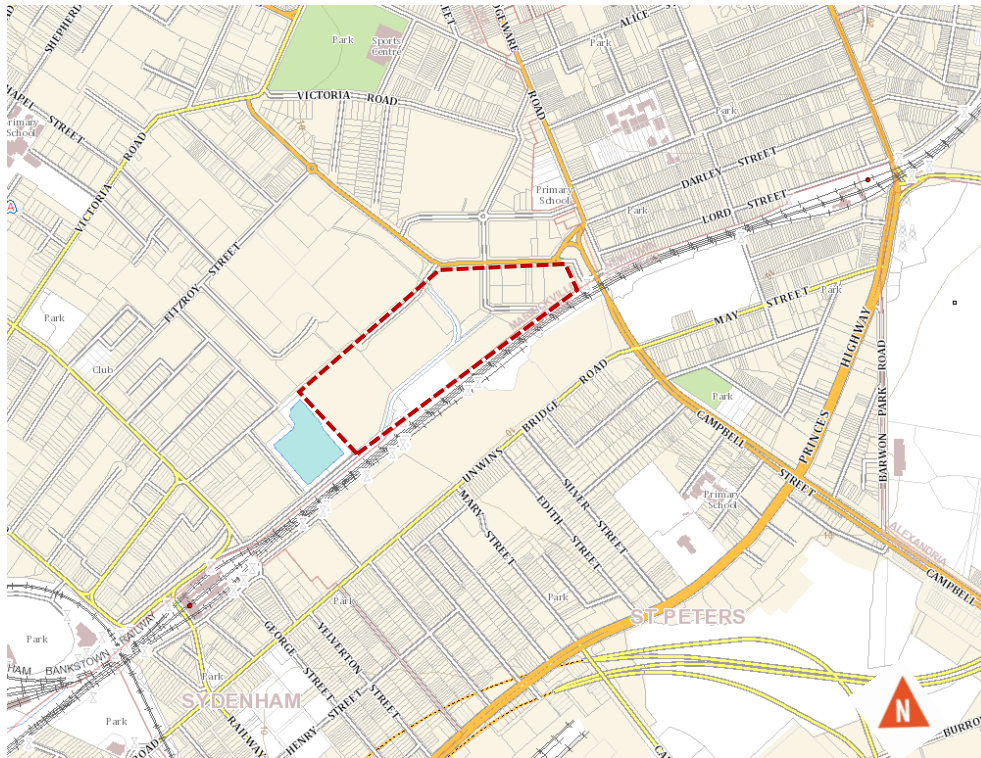


Figure 1 – Approximate location of Marrickville Dive Site and SMTFS

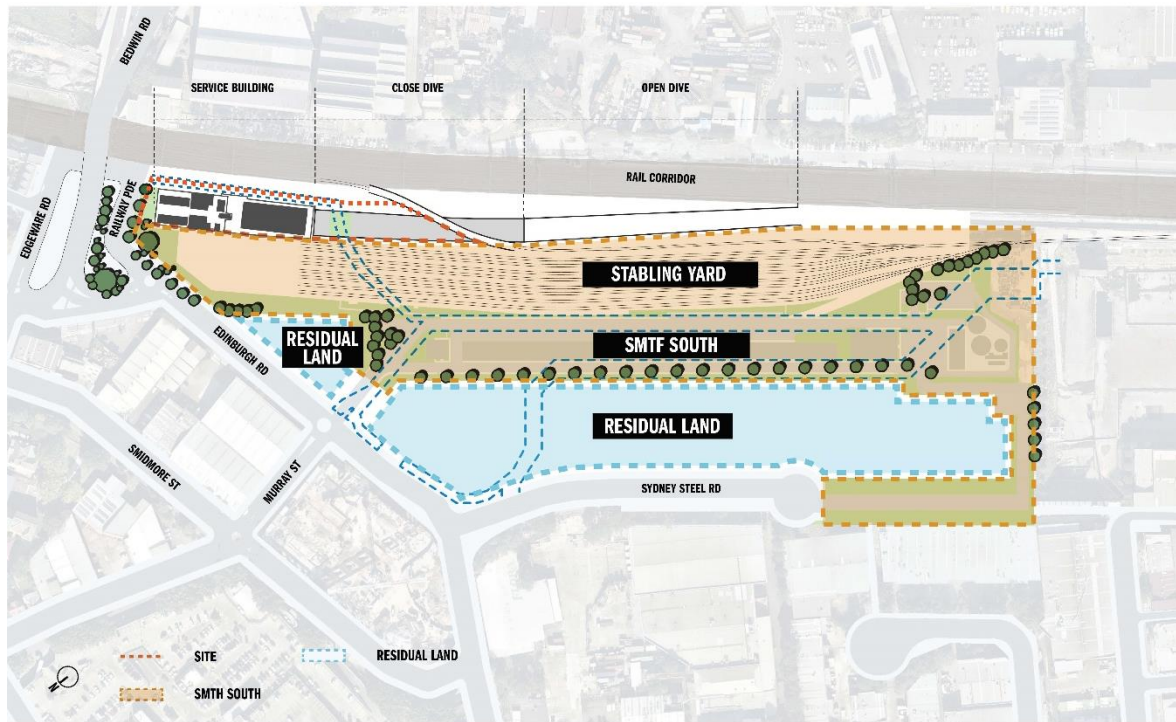


Figure 2 – Overall layout of the Marrickville Dive Site and SMTFS (Hassell).



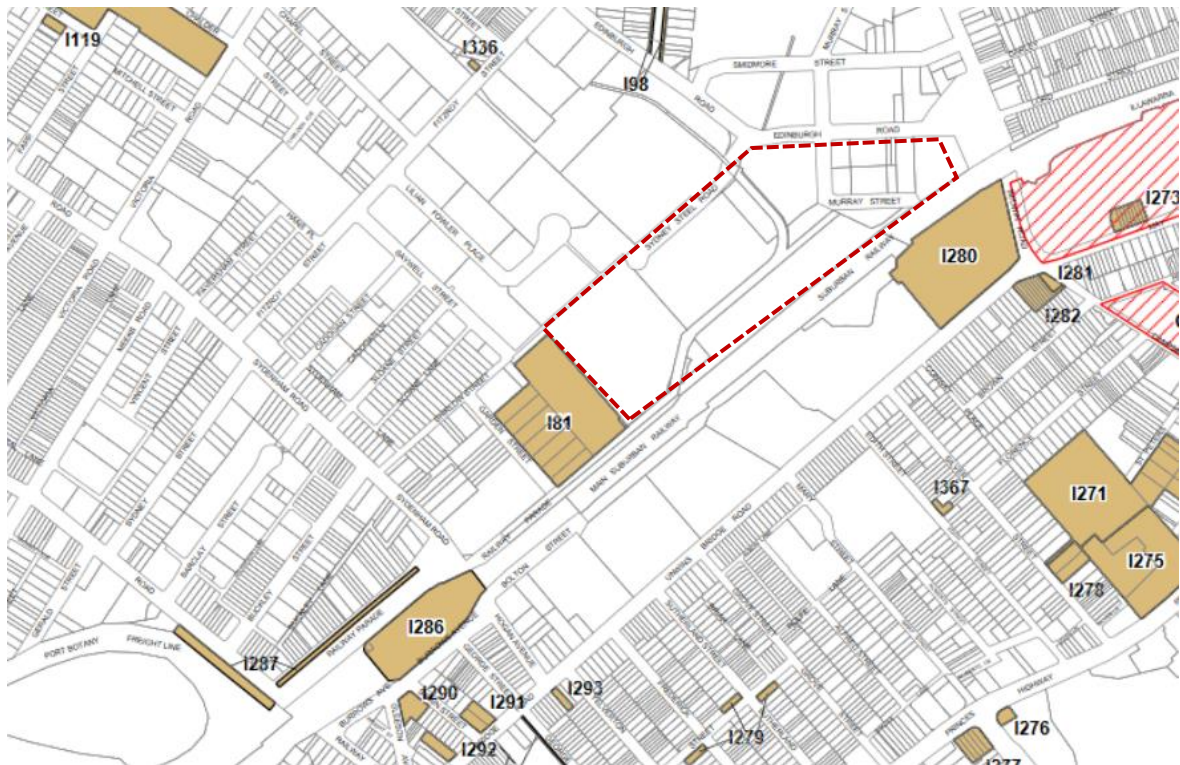


Figure 3 – Extract of Marrickville LEP 2011 Heritage Map HER_004 showing site in context with The Sydenham Pit and Draining Pumping Station No.001 (I81).

3.2 Aims and Outcomes

Interpretation forms a critical part of the Metro development. The following aims and outcomes have been identified. The aim of the Plan is to:

- To reveal history of the site and respect heritage;
- Bring to life and celebrate the history of the site;
- Add to layer of richness of activity and meaning for site; and
- Inform design and development of the strategy and proposed interpretation devices.

The intended outcomes of the Plan are to:

- Ensure interpretation is an integral part of the precinct;
- Uncover the stories of people who inhabited the site, but who may not be well known, in order to celebrate their connection to the site;
- Communicate the layered history of the site to residents and visitors to the site/surrounds;
- Ensure that interpretation considers the broader Sydney Metro strategies (in consultation with Sydney Metro); and
- Satisfy the relevant conditions of approval.



3.3 Proposed Design

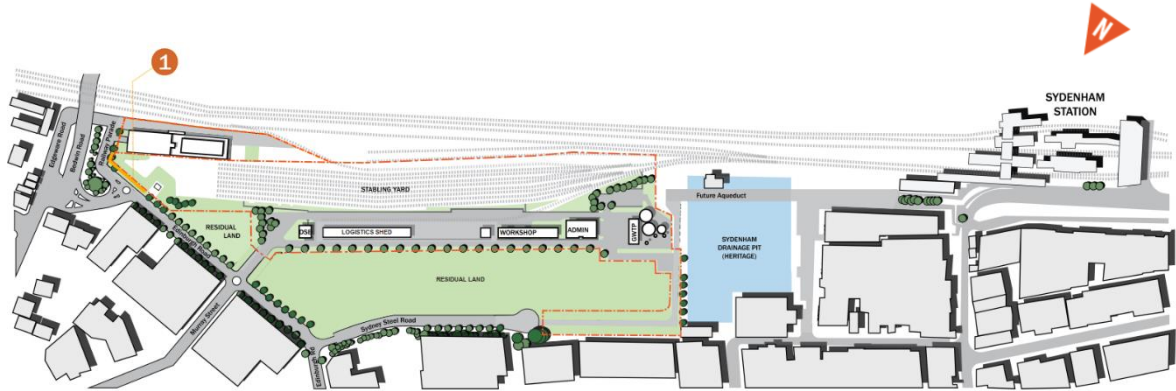


Figure 4 – Proposed plan of Marrickville Dive Site and SMTFS (Hassell)



Figure 5 – View of Service Building (Hassell)





Figure 6 – Photographic montage of view of site SW from Bedwin Road (Hassell)



Figure 7 – Photographic montage of view from rail corridor (Hassell)



4. Historic Context

Elements of the following Historic Context have been extracted from earlier heritage reports and are acknowledged; all other elements are the original work of the authors.

4.1 Indigenous History

Sections 4.1.1 & 4.1.2 have been sourced from the *Sydney Metro City & Southwest Sydney to Bankstown Upgrade, Aboriginal Heritage Impact Assessment* prepared by Artefact Heritage, 2017.

4.1.1 Indigenous Material Culture

The archaeological understanding of the early Indigenous settlement of the Sydney Basin and surrounds is constantly expanding and developing. At present, the earliest occupation known is associated with deposits on the Parramatta and Nepean Rivers, which have been dated to c.25-30,000 years before present¹ and 36,000 years before present². The archaeological material record provides evidence of this long occupation, but also provides evidence of a dynamic culture that has changed through time.

The existing archaeological record is limited to certain materials and objects that were able to withstand degradation and decay. As a result, the most common type of Indigenous objects remaining in the archaeological record are stone artefacts, followed by bone and shell. There is potential for Indigenous objects to occur across the landscape. The nature of the underlying geology and proximity of water sources to portions of the study area indicates the potential for the occurrence of artefact sites and/ or midden sites.

Stone artefacts are one of the most common types of Indigenous objects remaining in the archaeological record. Archaeological analyses of these artefacts in their contexts have provided the basis for the interpretation of change in material culture over time. Technologies used for making tools changed, along with preference of raw material. Different types of tools appeared at certain times. It is argued that changes in material culture were an indication of changes in social organisation and behaviour.

4.1.2 Indigenous History and Contact Period

Prior to the appropriation of their land by Europeans, Indigenous people lived in small family or clan groups that were associated with particular territories or places. It seems that territorial boundaries were fairly fluid, although details are not known. The language group spoken across Sydney was known as Darug (Dharruk – alternate spelling). This term was used for the first time in 1900 as,

¹ JMCHM. 2005a. *Archaeological salvage excavation of site CG1 (NPWS #45-5-2648), at the corner of Charles and George Streets, Parramatta, NSW*. Report for Meriton Apartments Pty Ltd.

² AHMS, 2015. *SIMTA Intermodal Terminal Facility – Stage 1: Aboriginal Heritage Impact Assessment*, Report to Hyder Consulting Pty Ltd.



before the 1800s, language groups or dialects were not discussed in the literature.³ The Darug coastal dialect is thought to have covered the area south from Port Jackson, north from Botany Bay, and west from Parramatta.⁴

The name Gadigal and its alternative spellings (Cadigal, Cadi) was used in the earliest historical records of the European settlement in Sydney to describe the Indigenous band or clan that lived on the southern shore of Port Jackson, from South Head west to the Darling Harbour area. The study area is likely located within the area thought to have been inhabited by the Gadigal and/or Wangal clans. The Wangal clan's territory extended between the Parramatta River and the Cooks River from Darling Harbour to Rosehill.⁵

The study area is located within an area rich with resources. The wetlands associated with the Cooks River and Gumbramorra Swamp would have been reliable fresh water and food sources. The Hawkesbury Sandstone around the Cooks River would have provided Indigenous people with shelter and the surrounding environment would have provided ample materials for tools and other material culture.

Observations of Indigenous people living on the Cooks River made early after the British arrival in Australia indicate the importance of these riverine and estuarine environments for Indigenous people. Watkin Tench noted a camp consisting of twelve huts near the Cooks River in 1788⁶, whilst another account by James Backhouse details the construction of canoes using heat from fires in the 1830s.⁷ Other accounts observed Indigenous people in canoes and shell middens indicate the procurement of fish and shell fish for food.⁸ The discovery of butchered dugong bones during the excavation of Alexandria Canal in the late 19th century highlights the ways in which Indigenous people took advantage of their environments, particularly during periods of climate change around 6,000 years ago.⁹

4.1.3 The Gumbramorra Swamp and First Nations People

Interviews with Indigenous Elders today describe Gumbramorra Swamp as a special place for the Bidigal (also spelt Bediagal) clan¹⁰, who resided on the south side of the swamp below the Cooks

³ Matthews, RH and Everitt, MM 1900, *The Organisation, Language and Initiation Ceremonies of the Aborigines of the South-East Coast of N.S. Wales*, Journal and Proceedings of the Royal Society of NSW, 34: 262-281; Attenbrow, V 2010, *Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records. 2nd Edition*, University of New South Wales Press Ltd, Sydney: 31.

⁴ Attenbrow 2010: 34

⁵ *ibid*

⁶ Muir, L 2013, *Aboriginal People of the Cooks River Valley*, Dictionary of Sydney, available at <http://dictionaryofsydney.org/entry/aboriginal_people_of_the_cooks_river_valley> accessed 19 May 2016

⁷ Backhouse, J 1834, *A Narrative of a Visit to the Australian Colonies*, Hamilton, Adams and Co, London.

⁸ *ibid*

⁹ R Etheridge, TW Edgeworth David & JW Grimshaw, 'On the Occurrence of a Submerged Forest, with Remains of the Dugong, at Shea's Creek, near Sydney', Journal and Proceedings of the Royal Society of New South Wales, vol 30, 1896, pp 158-185

¹⁰ <https://griffithreview.atavist.com/margins-good-swamp>



River. It was a place with “*much edible stuff*”, including mussels, shellfish, eels and reeds with sweet tubers.

“When the Acacia binervia (Coastal Myall/Wattle) bloomed, it meant the mullet were running in the Cooks River”.

“We were the bitterwater peoples, the oyster eaters because we ate shellfish from the swamps. We were the swamp walkers. We drank the water from the rivers and swamps, not quite fresh water, and not quite salt water.”

“One thing we knew was that where the reeds grow you can drink the water, at the base of the reeds.”.¹¹



Figure 8 - From Mud Bank Botany Bay – Mouth of Cooks River 1830 - three Aboriginal people can be seen seated in the foreground next to wooden spears, one of which appears to have a barbed head.¹²

4.1.4 Identified Historical Figures

The area is associated with several significant Indigenous historical figures from the early years of first contact.

Bennelong

¹¹ Ibid

¹² Thompson, J From the Collection of the State Library of N.S.W [DL PXX 31, 2a]



One of the best known members of the Wangal was Woollarawarre Bennelong, who had a special relationship with the European settlers.

Bennelong was initially captured in November 1788, along with Colby of the Cadigal clan, under the instructions of Governor Arthur Phillip so he could learn more about the local Indigenous people. Although some sources give the impression that Bennelong was a willing collaborator, more recent sources suggest that Bennelong was a far more complex person in his dealings with the British. While he and Phillip formed cordial relations, it is nevertheless thought that he probably instigated the spearing of Phillip in 1790 at Manly as a payback for his earlier abduction.

Bennelong had escaped in May 1790 but, by September, he was leading negotiations with Phillip for peaceful Indigenous-European contact following the Governor's spearing. Soon he was living at Government House, eating at Phillip's table and calling him beanga (father) while Phillip called him dooroo (son). Bennelong was quick to learn English and adopted many British ways. A brick hut was built for him at Tubowgule (believed to mean 'white-clay headland'), now known as Bennelong Point, the site of the Sydney Opera House.

In 1792, he travelled with Phillip to England where he met King George III, returning to his country in 1795. He resumed a traditional Indigenous lifestyle, fathering one son Dickie (c.1803-1823) by his third wife.

Bennelong, however, found himself at variance both with his own people and the British settlers. In January 1813, he died at the age of about 50 at Kissing Point, Sydney, as a result of a tribal fight.¹³

Yemmerrawanne

The first mention of Yemmerrawanne in European records is in October 1790, when Captain Watkin Tench wrote about the peaceful 'coming-in' of the Eora to the English Settlement at Sydney Cove. Tench said 'Imeerawanyee', or Yemmerrawanne, was a '*slender, fine-looking youth*' and a '*good tempered lively lad*' who soon became '*a great favourite with us, and almost constantly lived at the governor's house*'.

Two years later, on 10 December 1792, Yemmerrawanne left his homeland on the banks of the Parramatta River to sail 10,000 miles to England with Governor Arthur Phillip and his Wangal kinsman Woollarawarre Bennelong, arriving at Falmouth in Cornwall on 19 May 1793.

He never returned. After a long illness, Yemmerrawanne died from a lung infection on 18 May 1794 at the home of Mr Edward Kent at South End, Eltham in the county of Kent. He was buried in the village churchyard of St John the Baptist, now part of the Royal Borough of Greenwich, southeast of London. He was only nineteen.¹⁴

Warreweer (War-re-weer)

Warreweer was the sister of Bennelong. Warreweer interacted with Lieutenant Dawes and provided him with the Indigenous names for a number of plants.¹⁵

¹³ The Wangal People, https://www.canadabay.nsw.gov.au/sites/default/files/A4_FactSheet_Wangal.pdf

¹⁴ Yemmerrawanne, Dictionary of Sydney, <https://dictionaryofsydney.org/entry/yemmerrawanne>

¹⁵ Eora People, <https://www.eorapeople.com.au/>



4.2 European arrival, contact and settlement in Sydney

4.2.1 Early European Settlement

4.2.1 to 4.2.7 have been extracted from *the Sydney Metro, city and Southwest Archaeological Method Statement for the Marrickville Dive Site* prepared by AMBS Ecology and Heritage and edited by WolfPeak.

The first land grant in the Marrickville area was in 1789, when 1000 acres were set aside for church, school, and Crown reserves¹⁶. The major part of modern Sydenham stands within land granted in 1799 to Thomas Moore, who was granted 470 acres, which he called Douglas Farm (Figure 9)¹⁷. Moore was a master shipwright and used the land for timber as well as grazing livestock and growing wheat and maize. Moore was granted a further 700 acres in 1803 and purchased adjoining land so that, by 1807, he held 1920 acres. In 1830, Moore sold his land to Dr Robert Wardell and the large estate was gradually subdivided and developed after 1834.



Figure 9 - Undated parish map of Petersham, showing Thomas Moore's 470 acre grant and the Gumbramorra swamp (area shaded in grey). The approximate location of the study area is outlined in red (<http://images.mhttp://images.maps.nsw.gov.au/pixel.htm#>) File name: 14062201.jp2).

4.2.2 The Gumbramorra Swamp

The Gumbramorra Swamp was a marshland emptying into Gumbramorra Creek and then into Cooks River. The size of the swamp fluctuated, expanding in the wet season and contracting in dry seasons¹⁸. It consisted of marshland at the foot of declining sandstone and shoal ridges, in a relatively narrow area surrounded by low hills. At the mouth of the Gumbramorra Creek were

¹⁶ Cashman, R & Meader, C (1990) *Marrickville: Rural outpost to inner city*. Hale and Iremonger, Sydney.

¹⁷ Meader, C. (2008). *Sydenham*. The Dictionary of Sydney <https://dictionaryofsydney.org/entry/sydenham>

¹⁸ Ibid

mudflats and mangroves¹⁹. Large areas of swampland were present across areas of Sydney into the late nineteenth century, especially around Cooks River, Sheas Creek, Botany and Waterloo.

Early maps and plans showing the Gumbramorra swamp demonstrate the fluctuating boundaries of the swamp; the Surveyor General's plan shows the swamp covering an area of approximately 100 acres (40 ha) and approximately 32 chains, or 650 metres, in length and width (Figure 10). The swamp is shown with well-defined boundaries aligned with adjacent land grants, indicating that it has possibly been fenced or managed at this stage. It is likely the shaded area indicates only the centre of the swamp in dry season, with the swamp expanding dramatically in wet weather.

Sloping lines to the south of the swamp on the Parish map indicate a steep depression, with a water channel flowing toward the Cooks River (see Figure 9). It is likely that the swamp drained toward the south into this channel. By 1831, Dr Wardell's property had encroached into the swamp, fencing off 24 acres (10 ha). It is possible that the swamp was considered common land at this time. The 1831 plan also shows an applied-for subdivision of the swamp by two veterans, which would divide it into two equal areas of 53.5 acres (21.6 ha). As a c1840 map of the Parish of Petersham shows the land as undivided, it is likely that this subdivision of the swamp was unrealised.

This activity suggests that the swamp was seen as a valuable resource by Europeans and as a source of fresh water for grazing animals, with good alluvial soil for farming. An 1859 newspaper article on the death of A. B. Sparkes, discussing swamp land at Tempe near to Cooks River, describes it as rich, well-drained, arable land, rather than brackish saltmarsh, and notes that "*a few acres of this land judiciously worked, is a competency for any man...*"²⁰. Newspaper articles from the mid-nineteenth century indicate that areas of swamp near Cooks River were used variously by naturalists for egg collecting for donation to the Australian museum, by soldiers for shooting practice, and were dammed to drive watermills; they were also seen as land particularly well-suited to agriculture²¹.

An 1843 plan shows fences and ditches erected around the edges of a swamp in Petersham, which encroaches into land grants, showing European attempts to manage, demarcate, and bound swamps in the area²². In 1834, newspapers discussed the apprehension of an escaped convict in the Gabramarra bush near Cooks River, probably the Gumbramorra swamp, suggesting that the area may have been seen by the convict as an area outside of the law, where he would be unlikely to be apprehended²³.

¹⁹ Ibid

²⁰ St Peters Cooks River History Group (2013) nineteenth Century Cook's River Calendar. Retrieved from <https://stpeterscooksriverhistory.wordpress.com/2013/01/02/nineteenth-century-cooks-river-calendar/>

²¹ Ibid

²² Surveyor General (1843) Sketch of two allotments formerly part of Smith's Grant in the Parish of Petersham & County of Cumberland. The property of Adam Wilson Esqr. [Sketch book 4 folio 130]. Retrieved from NSW State Archives and Records: https://www.records.nsw.gov.au/image/nrs13886%5Bx757%5D_a110_000037

²³ The Australian (1834); *Domestic Intelligence*. Sydney. Retrieved from Trove: <http://trove.nla.gov.au/newspaper/article/42007785?searchTerm=Gabramarra&searchLimits=>



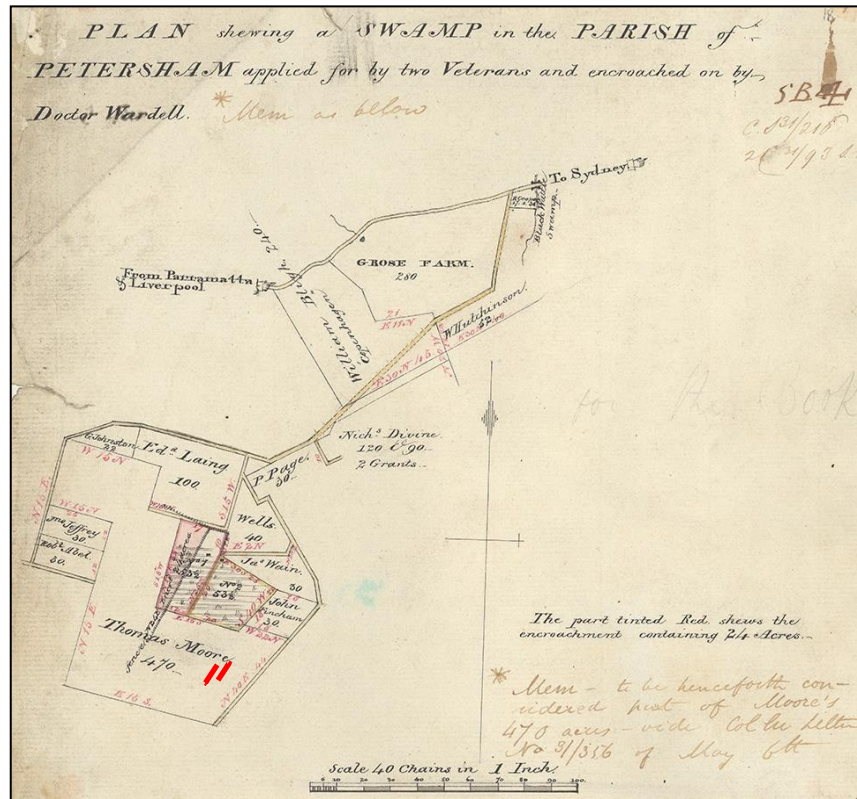


Figure 10 -1831 plan showing Gumbramorra swamp (shaded grey). The approximate location of the study area is outlined in red (From Surveyor General's sketch book 1, folio 4)(https://www.records.nsw.gov.au/image/nrs13886%5Bx751%5D_a110_000018).

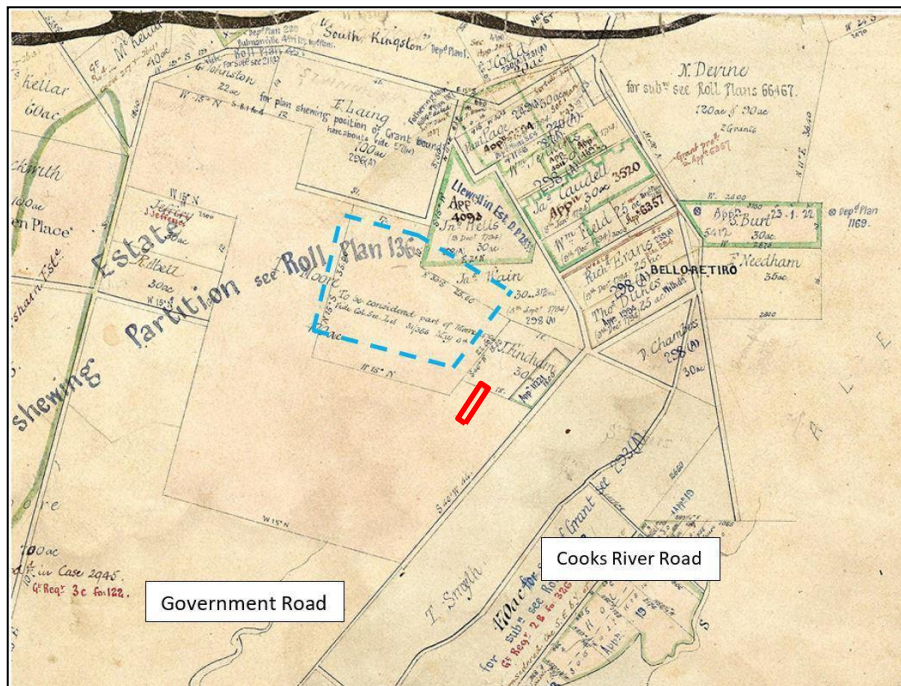
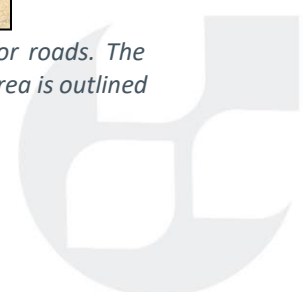


Figure 11 - c1840 parish map of Petersham, showing Thomas Moore's land grant and major roads. The Gumbramorra swamp is outlined in blue and the approximate location of the study area is outlined in red (<http://images.maps.nsw.gov.au/pixel.htm#14072901.jp2>.)



4.2.3 Subdivision and Development of Wardell's Estate

Following the death of Dr Robert Wardell in 1834, his great estate was divided among his sisters, Anne Fisher, Margaret Fraser and Jane Isabella Priddle²⁴. The three estates gradually opened to development and were further subdivided. Marrickville became home to 'Gentleman's Estates' or villas, such as Tempe House and Silverleigh.

Two primary thoroughfares were established in the area: the Government Road (later Unwins Bridge Road) in 1834 and the Cooks River Road in 1810 (later King Street and, from 1928, the Princes Highway)²⁵. Unwin's Bridge had been constructed by convict labour in 1836 to provide access to Frederick Wright Unwin's lands on each side of Cooks River. The Cooks River Dam, linking the northern and southern sides of the Cooks River Road, was also constructed using convict labour between 1839 and 1841.

In the 1850s, there was an increase in subdivisions of land in the area, with market gardeners settling in the area, as well as stonemasons attracted by the sandstone cliffs along Cooks River and the ridge lines of the Marrickville valley²⁶. In 1855, Thomas Chalder subdivided his large estate and laid down the village of Marrickville, which he named after his native Marrick, a small village in Swaledale, Yorkshire. In the 1860s, Marrickville was an established village in a rural landscape and the local industries included farming, grazing, quarrying and small-scale brickmaking²⁷.

4.2.4 Developments in the Late 19th Century

A rural village in the 1860s, Marrickville rapidly developed into an urbanised industrial area by the end of the nineteenth century. The tram arrived in 1881 and the railway in 1884. The station at Marrickville was renamed Sydenham in 1895. At the time, the area was occupied by market gardens, brickyards and dairies. Local landowners capitalised on the construction of the railway, fuelling a local property boom. Areas alongside the railway were quickly subdivided into small housing lots, suitable for working-class families, but new homeowners soon found out that the low-lying land was prone to flooding. The reclamation of Gumbramorra swamp was completed in 1897, when the land was drained following public outcry over the severe flooding of the Tramvale Estate.

4.2.5 Industrial Development

The 1880s housing boom was coupled with intensive industrial development²⁸. This period of increased construction and available labour coincided with innovations in brick manufacturing from the 1870s. The innovations of machine-made bricks, including shale-plastic bricks and the Hoffman kiln, allowed for far larger-scale brick manufacturing operations than had previously been possible, producing higher quality, cheaper bricks in greater volume than ever before²⁹. By the 1880s, the largest brickmaking operations in Sydney were located in Marrickville and St Peters³⁰. The suburb lies on the edge of the Wianamatta Shale belt, which has large clay and shale deposits, which are ideal for brick-making. Huge brickworks with tall chimney stacks dominated the landscape and

²⁴ Meader, C.(2008). *Sydenham*. The Dictionary of Sydney <https://dictionaryofsydney.org/entry/sydenham>

²⁵ Costin, CA (2003) *The Changing Landscape of Smyth's Land Grant From 1788-1900*. University of Sydney.

²⁶ Meader, C.(2008). *Sydenham*. The Dictionary of Sydney <https://dictionaryofsydney.org/entry/sydenham>

²⁷ Ibid

²⁸ Ibid

²⁹ Stuart, I (2005) *The Analysis of Bricks from Archaeological Sites in Australia*. Australasian Historical Archaeology.

³⁰ Cashman, R & Meader, C (1990) *Marrickville: Rural outpost to inner city*. Hale and Iremonger, Sydney.



increasing numbers of quarry pits were dug for clay and shale. Brickmaking in St Peters created an industrial area.

Sydney's first full steam-powered brickworks, and the city's leading manufacturer in the 1870s, was Goodsell's Brickworks, located on May Street, St. Peters. The brickworks was in operation at this site from 1869 and produced Sydney's first shale plastic bricks. It could produce 15,000 bricks per day, rather than the 1,500 per day for hand-operated yards³¹. By 1883, there is a large 20-60ft (6-18m) deep clay and shale quarry at the brickworks. In 1891, P Speare took over the Goodsell's operation, using shale quarried at a Kingsgrove quarry owned by Speare, perhaps because the pit at St Peters was exhausted. Speare's brickworks ceased operations in 1916. After the quarry pit was filled and levelled, the former brickworks site became Camdenville Park in 1957.

From the 1890s, a number of industries were established in Marrickville, including Vicars in 1893, the first and largest woollen mill in Marrickville, formerly Thomas Barker's textile mill in Darling Harbour. With the rise of heavy industry in the area, the population surged ahead of neighbouring suburbs. The 1880s real estate boom was reflected in the development of Sydenham, when the majority of the houses in the suburb were built, mainly by the various local St Peters brickworks, for their workers. The suburb is characterised by a mix of architectural styles, including small single-storey Victorian cottages and freestanding terraces³².

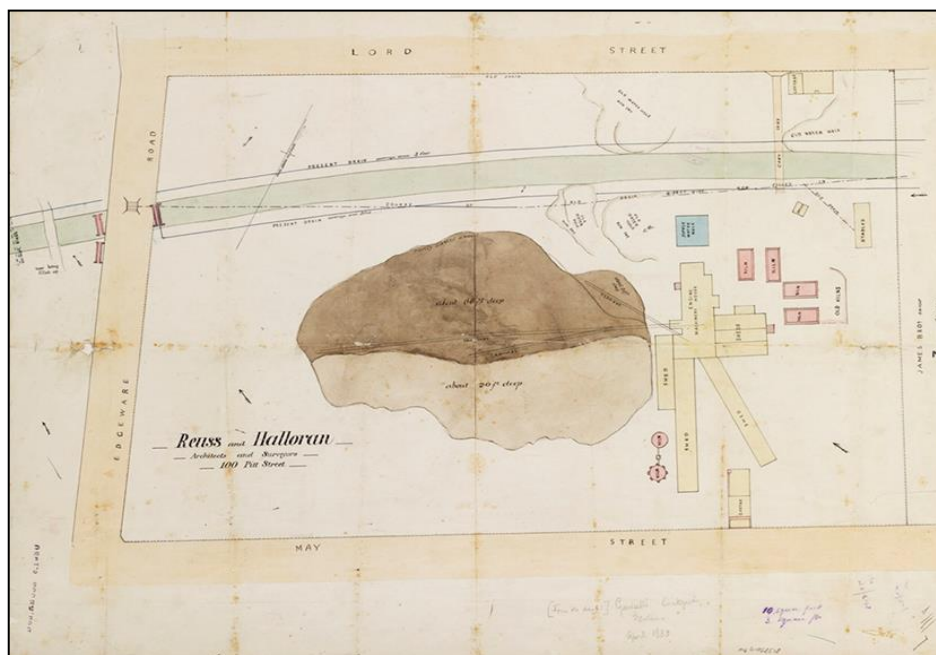


Figure 12 - Reuss and Halloran 1883 plan of Goodsell's Brickworks, which is about 1km to the north of the study area. Note the large clay quarry. (http://digital.sl.nsw.gov.au/delivery/DeliveryManagerServlet?embedded=true&toolbar=false&dps_pid=IE3535250).

³¹ Goodsell Estate Heritage Conservation Area - Hca16.

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2030480>

³² Meader, C. (2008). Sydenham. The Dictionary of Sydney <https://dictionaryofsydney.org/entry/sydenham>



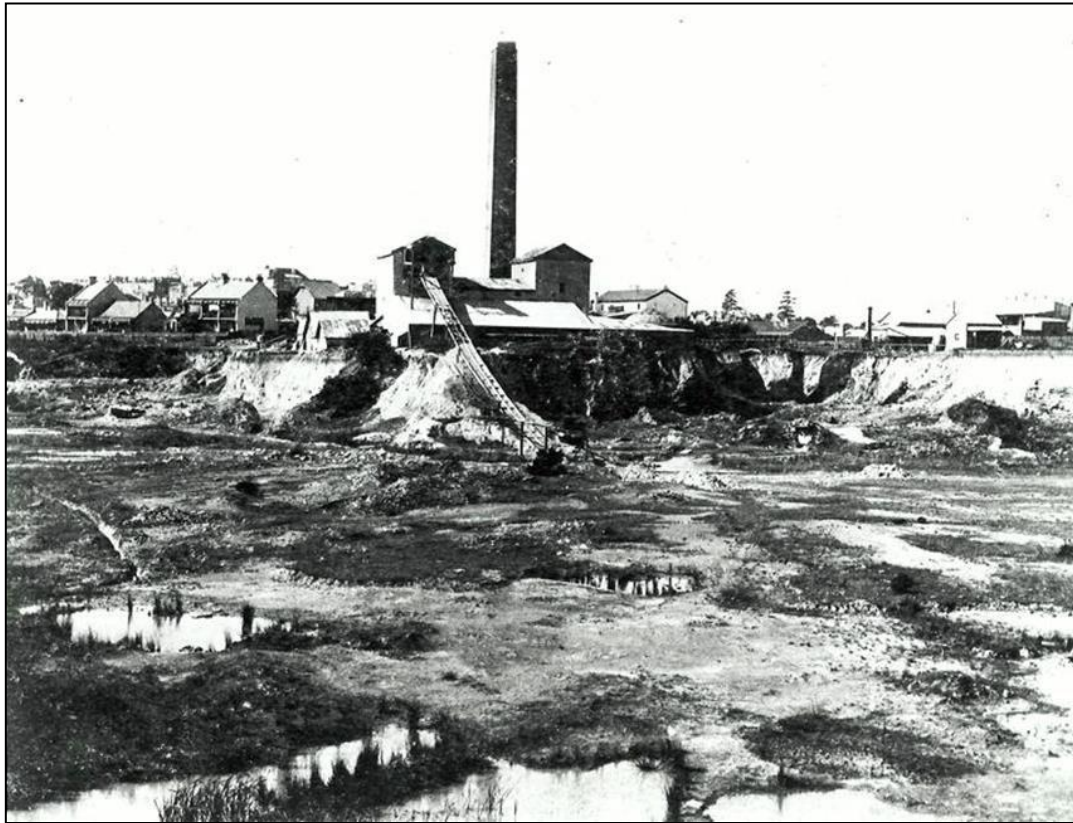


Figure 13 - 1891 photograph showing Speare's Brickworks, formerly Goodsell's Brickworks. (https://mvls.swft.ent.sirsidynix.net.au/client/en_AU/search/asset/173036/0, Marrickville Municipal Council).

4.2.6 Reclamation of Gumbramorra Swamp

The impetus to reclaim the Gumbramorra Swamp in the late nineteenth century was provided by the arrival of the railway and tramway in the 1880s, a large resident labour force and the housing boom. The land was also attractive for industrial development. Large areas of swampland which had persisted in Sydney were reclaimed in the late nineteenth century. Swampland in Ultimo at the head of Cockle Bay was reclaimed in 1884-1887 and swampland surrounding Sheas Creek was reclaimed during the construction of the Alexandria Canal, from 1887 to 1900³³. A substantial programme of reclamation in Darling Harbour was also enacted in the 1880s, motivated by the intense concentration of industry in the area³⁴.

The Gumbramorra Swamp was also prone to flooding. In May 1889, large areas of Marrickville flooded following five days of heavy rain, including the 300-acre (120 ha) Tramvale estate. From 1881, the Tramvale estate was established on the Gumbramorra Swamp, to the north, and the 160 allotments were auctioned by Watkin and Watkin, who promoted the estate as a grand opportunity to speculators, with a certainty of a rise in value³⁵. The estate was located adjacent to Sydenham Road between the Illawarra Railway and Victoria Road (to the south-west of the study area) and named after its proximity to the tramway to its west. The estate was marketed to working men

³³ Australian Museum Consulting (2015) *14–28 Ultimo Road, Ultimo Historical Archaeological Excavation Report. Volume 1: The Main Report*. Consultancy report to the University of Technology, Sydney.

³⁴ Ibid

³⁵ Cashman, R & Meader, C (1990) *Marrickville: Rural outpost to inner city*. Hale and Iremonger, Sydney.



because of its proximity to the manufacturing district. During the floods, the water rose to 4 feet (1.2m), damaging houses, with 30 families made homeless. The public outcry that followed resulted in development in the area of the swamp being halted and it underlined the need for the area to be properly drained and sewered.

The construction of Carrington Road steam-powered pumping station in 1897 provided the means to effectively drain the swamp. In 1897, three brick drains with concrete caps and bases were constructed through Gumbramorra Swamp to Cooks River, at a cost of £89,000³⁶. These drains, together with improved street drainage and holding ponds, allowed the swamp to be drained by 1897, turning the swamp into useful land (Marrickville Local Studies Collection, 1912).

In response to a severe drought from the 1850s until the 1870s, and the growth in population, Sydney's water supply system was improved and water sourced from the Botany Swamps. In 1876-1877, the Bunnerong Dam was constructed to augment the Botany Swamp reserves. By 1881, the system of water reticulation had been extended, with water reticulated to Marrickville, St Peters, Leichhardt and Balmain (Aird 1961:12). The Western System of sewerage was constructed in stages between 1889 and 1901 and was known as the Western Outfall Sewer (later the Main Outfall Sewer). The sewer ran to a penstock chamber at Premier Street, Marrickville, from where it divided into three main branches, the Eastern Main servicing the most heavily populated parts of the Western Suburbs, including parts of Marrickville. Many of the low-lying areas of Marrickville remained unsewered until 1900, when the steam-powered pumping station at Carrington Road was constructed (Australian Museum Business Services 2010: 39-40, 43).

4.2.7 Developments in the 20th Century

Early in the twentieth century, the trustees of Albert Murray Smidmore's Estate subdivided his lands for auction on 13 October 1906. Albert Murray Smidmore had inherited his father's successful businesses, including his villa *Silverleigh* on a large estate in Marrickville, the first property constructed off Unwin's Bridge Road. When Albert Murray Smidmore died on March 24 1905, he left an estate valued at £133,375. The study area is within a part of Albert Murray Smidmore's former estate and was subdivided by Cowdery & Cowdery, licensed surveyors, and auctioned by Richardson and Wrench Ltd in 1906. The auction notice shows Lot divisions bounded by Smidmore, Cooper and Murray Streets, Railway Parade, and Edinburgh and Edgeware Roads, Marrickville.

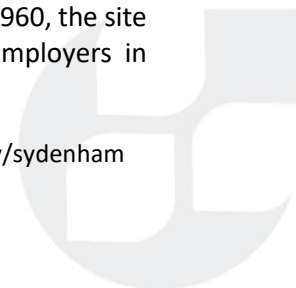
The first structure listed in the rates assessments for the area was a brick cottage, constructed by 1908 on Lot 47, off Edgeware Road. The 1909 Sands Directory indicates a single structure on the south side of Edgeware Road, between Smidmore Road and Edinburgh Road. This was occupied by James Gleeson and is named as 'Violet Cottage'. From 1923-1925, the Railway Commissioner owned Lot 47 and the Lots on either side.

The earliest houses on Edinburgh Road and within the study area date to 1907-1908 on Lots 49-59, with a scatter of houses appearing over the following decade. It is not until 1908 that houses begin to appear on Cooper Street (renamed Murray in 1925), again as a scatter only into the 1920s, and no buildings were constructed along Railway Parade.

One of the significant industries to be established within the area was the Sydney Steel Company, founded in 1910, on a 9-hectare site off Edinburgh Road, within the study area³⁷. By 1960, the site was dominated by a fabrication area and the company was one of the largest employers in

³⁶ Meader, C.(2008). *Sydenham*. The Dictionary of Sydney <https://dictionaryofsydney.org/entry/sydenham>

³⁷ Ibid



Marrickville. The company provided the steel for many of Sydney's iconic buildings, including the AWA tower, the Wentworth Hotel, the Sydney Morning Herald and QANTAS buildings, as well as the Gladesville Bridge and bridges along the North Coast Line (Figure 2.8).

In the 1920s, there was increasing industrialisation of the area and, in 1920-1922, a factory was constructed on Lot 35 Murray Street. In 1926, the factory expanded onto Lot 36 and is named in the rate book as Standardised Furniture. In addition, a workshop was constructed on Lot 40 on Murray Road. From 1934 onwards, Lots 35-37 off Murray Street are no longer recorded in the valuation books, suggesting that the Standardised Furniture factory may have been demolished at this time. In 1937, a factory was constructed on Lot 26 off Cooper/ Murray Street.

As well as brickworks, potteries were established within the local area, taking advantage of the rich clay sources and ready availability of water. Among these was the Sydenham Pottery Company, which began as a small pottery on Garden Street. The pottery was established in 1908 immediately south-west of the Sydenham Pit and, in 1921, was named the Sydenham Pottery Co. The pottery closed in 1925 and was purchased and integrated with R Fowler Limited, next door. The Marrickville Pottery Co had been established on Edinburgh Road in 1905, closing in 1923, and acquired by R Fowler Ltd. The business continued to expand, providing sanitary ware into the post-war era until, in 1968, the pottery was acquired by Newbold General Refractories Ltd.³⁸

4.2.8 The Sydenham Pit and Drainage Pumping Station No. 001

In 1934-1941, a large stormwater basin was constructed to further alleviate flooding in the Marrickville Valley. The Sydenham Pit and Drainage Pumping Station No.001 is immediately south-west of the study area. The pit is 9m deep with battered sides of horizontally-laid sandstone blocks covering an area of 170m x 175m, with a capacity of 100ML. The pumping station was designed in the Inter-War Mediterranean domestic style and is constructed of concrete, with a series of fins that rise 12 metres from the base of the pit to support the pump house, the floor level of which stands 1.8 metres above Railway Parade.³⁹

4.2.9 Sydney Steel Company (subject site)

The Sydney Steel Company was established in 1910 to supply steel fabrication and distribution services to Sydney's burgeoning building industry. It was formed by a consortium of the city's major building and materials supply companies, including Alexander Stuart (NSW Brick Co), James and William Stuart (Stuart Bros), Thomas Wall (Robert Wall & Sons), John Howie (John Howie & Son), Alex Loveridge (Loveridge & Hudson) and Edwin Phippard (Federal Brick Co) as founding members; when the prospectus was issued in November 1909, members of the New South Wales Master Builders Association were the major investors. The Sydney Steel Company was incorporated in February 1910 with William Stuart, Thomas Wall and Alex Loveridge as founding directors and Alexander Stuart as the company's chairman and managing director.

When the twenty-two acre site was purchased in April 1910, it had been part of the Gumbramorra Swamp, which was in the process of being drained and turned into an industrial centre, attracting industries such as Vicars Woollen Mills, Marrickville Margarine, the Australian Woollen Mills and Fowler's Potteries. Construction started in May 1910 and was still underway when the company

³⁸ Ford G (1995) *Australian Pottery: the First 100 Years*. Salt Glaze Press, Wodonga
Heritage Branch Department of Planning (2009) *Assessing Significance for Historical Archaeological Sites and 'Relics'*

³⁹ SHI <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=5053883>



received its first order for steel for the Commonwealth Stores at Darling Harbour in August.

Over the following decades, the Sydney Steel Company supplied and fabricated the steel that built landmark buildings such as Culwulla Chambers and the Daily Telegraph building, the Farmers and David Jones department stores, the Woolworths and Gowings retail buildings in George St, the AWA Building (including the landmark steel tower) in York Street, the Sydney Morning Herald buildings in Hunter St and in Ultimo, the AMP Building at Circular Quay and the Wentworth Hotel in Phillip Street, as well as iconic structures like the MA Noble Stand at the Sydney Cricket Ground and the Garden Island 250-ton Hammerhead Crane. It worked closely with Stuart Bros, the notable Sydney building company operated by James and William Stuart, shareholders of Sydney Steel and the brothers of its Managing Director.

In 1935, the company expanded into Queensland when it acquired Drysdale & Ridgway, a Brisbane based engineering firm that undertook similar work throughout that state. During World War II, the Sydney Steel Company supplied steelwork for munitions factories, shipbuilding and defence establishments but its major project was the construction of the Captain Cook Graving Dock, building the dock's caissons (floating gates), the dockside cranes and supplying the steelwork for the dock's huge machine shop.

The end of the war saw a return to more traditional work. Well positioned to take advantage of a post-war building boom, the company's workshops in Sydney and Brisbane had supplied hundreds of thousands of tonnes of steel and fabricated product by the 1960s, making the Sydney Steel Company one of Australia's leading structural engineering enterprises.

No long after finishing the Captain Cook Graving Dock's 250-ton crane in 1951, Sydney Steel commenced a significant expansion of the fabrication area at Edinburgh Road. The stockyard was relocated to adjacent to the rail line and additional buildings were constructed on the vacated land. By 1960, half the site was covered with buildings and Sydney Steel was one of the largest employers in the suburb of Marrickville.

Apart from fabrication, the company engaged in associated businesses. A steel supply agency was a major business, based at Edinburgh Road. Structural steel, initially sourced from the UK, then also from the United States, was supplied to other companies. In 1920, an agreement was signed with the BHP Company to sell its products, an arrangement that lasted over sixty years. The Commonwealth Bolt & Rivet Company, which had been setup to supply the bolts and rivets for the Hammerhead Crane, was established as a Sydney Steel subsidiary and served a profitable niche market supplying high tensile bolts. A lucrative industrial grit blasting and painting business was established in part of the Marrickville workshop.

As reinforced concrete became more popular, the Trussed Concrete Steel Company was purchased and was relocated to Edinburgh Road around 1960. Known as Truscon, it supplied reinforcing rod and mesh and two of its early contracts as part of the Sydney Steel Company were the Sydney Opera House and the Gladesville Bridge.

As the 1960s building boom ended and with reinforced concrete dominating high-rise construction, the company struggled to find enough fabrication work to sustain the workshop at Edinburgh Road, which had become surrounded by residential suburbs since 1910. In 1972, Sydney Steel purchased RS Morris & Co, a smaller competitor located at Revesby, and Sydney Steel relocated to that site between 1973 and 1975. The relocation was undertaken in stages, as the buildings and facilities at Revesby were expanded. Truscon and Sydney Steel's administration and engineering departments moved during 1973 and the fabrication and merchandising parts of the business followed

progressively during the next two years.

As the relocation was underway, redevelopment of the Edinburgh Road site commenced. The site was subdivided and 3.5 hectares at the south end was sold to Spurway Cooke, manufacturer of bolts and fasteners, which had purchased the manufacturing assets of the Commonwealth Bolt & Rivet Company and had been leasing space at Edinburgh Road since 1971. Sydney Steel proposed to lease the front section of the Edinburgh Road property for a container repair facility, but this failed to get council approval and the remaining portion of the site was sold during 1976.

The last major work undertaken at Edinburgh Road was 900 tonnes of fabricated steel for the Royal Exchange Building in Pitt Street Sydney. Consisting of six girders, one weighing 105 tonnes and 26m in length, two each weighing 80 tonnes and three each weighing 40 tonnes, most of the company had relocated to Revesby by the time the job was finished.⁴⁰



Figure 14 - Sydney Steel Company Advertising, circa 1920s.

⁴⁰ Warwick Stuart; Sydney Steel - An Illustrated History of The Sydney Steel Company 1910 - 1979; Warwick Stuart; 2012





Figure 15 - The main workshop at Edinburgh Road circa 1911.



Figure 16 - The Sydney Steel Company works circa 1948. The Hammerhead Crane is under construction on the left (east) of the stormwater canal.





Figure 17 - The main fabrication bay at Edinburgh Road Marrickville circa 1960s.



Figure 18 - The Sydney Steel Company site circa 1962.





Figure 19 - The 44-ton girder fabricated for G & C Hoskins was 86-ft (26.2m) long, 8-ft (2.4m) deep and 3-ft (0.9m) wide. A custom-made limber drawn by 45 hand-picked horses was used to transport it to a rail siding near Sydenham Station in April 1919.



Figure 20 - The 44-ton girder fabricated for G & C Hoskins was 86-ft (26.2m) long, 8-ft (2.4m) deep and 3-ft (0.9m) wide. A custom-made limber drawn by 45 hand-picked horses was used to transport it to a rail siding near Sydenham Station in April 1919.



Figure 21 - The radio tower above the AWA building is still a notable Sydney landmark.



4.2.10 Historic Aerial Imagery Comparison

The aerial comparison below demonstrates the changes to the site from 1943 to present.

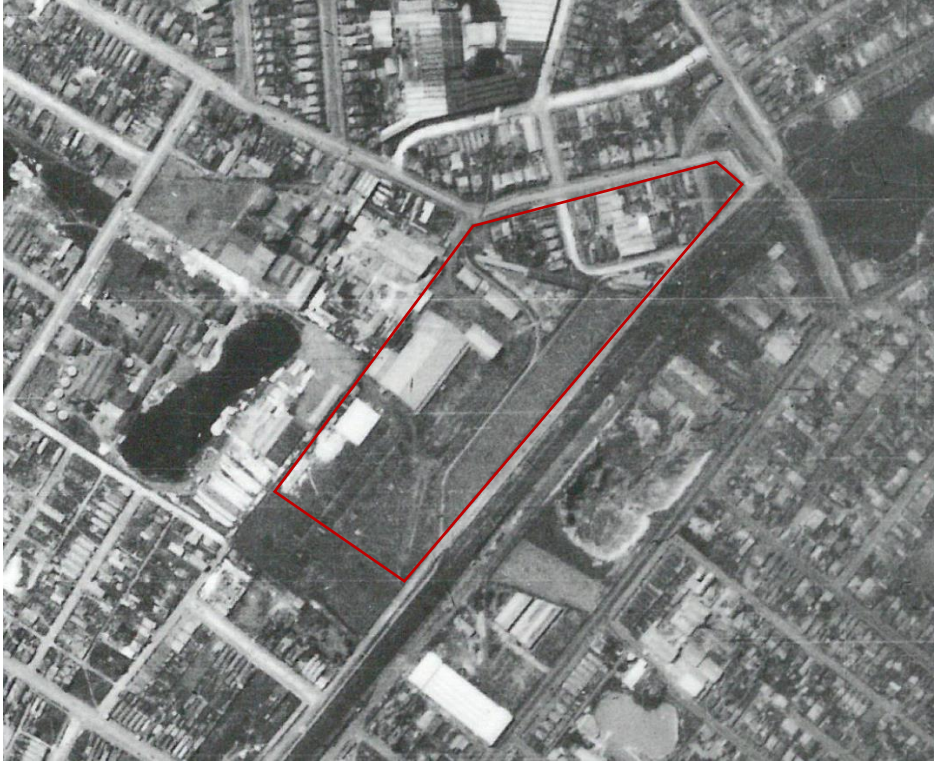


Figure 22 – Extract of 1930 Aerial showing approximate location of subject site.⁴¹

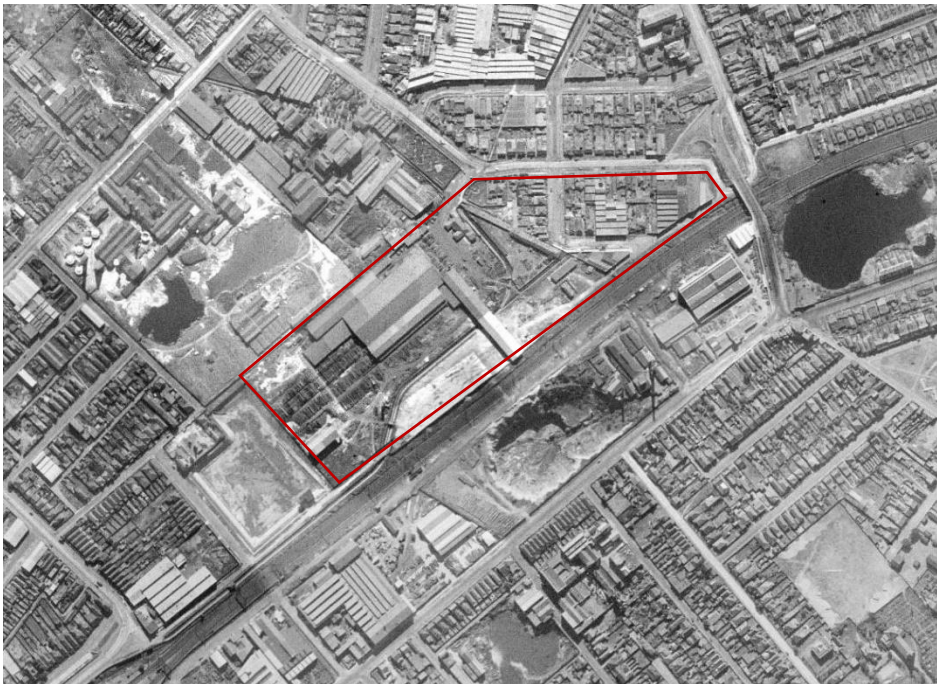


Figure 23 – Extract of 1943 Aerial Image.⁴²

⁴¹ NSW Spatial Services

⁴² Ibid





Figure 24 – Aerial Image 2000, prior to works commencing.⁴³

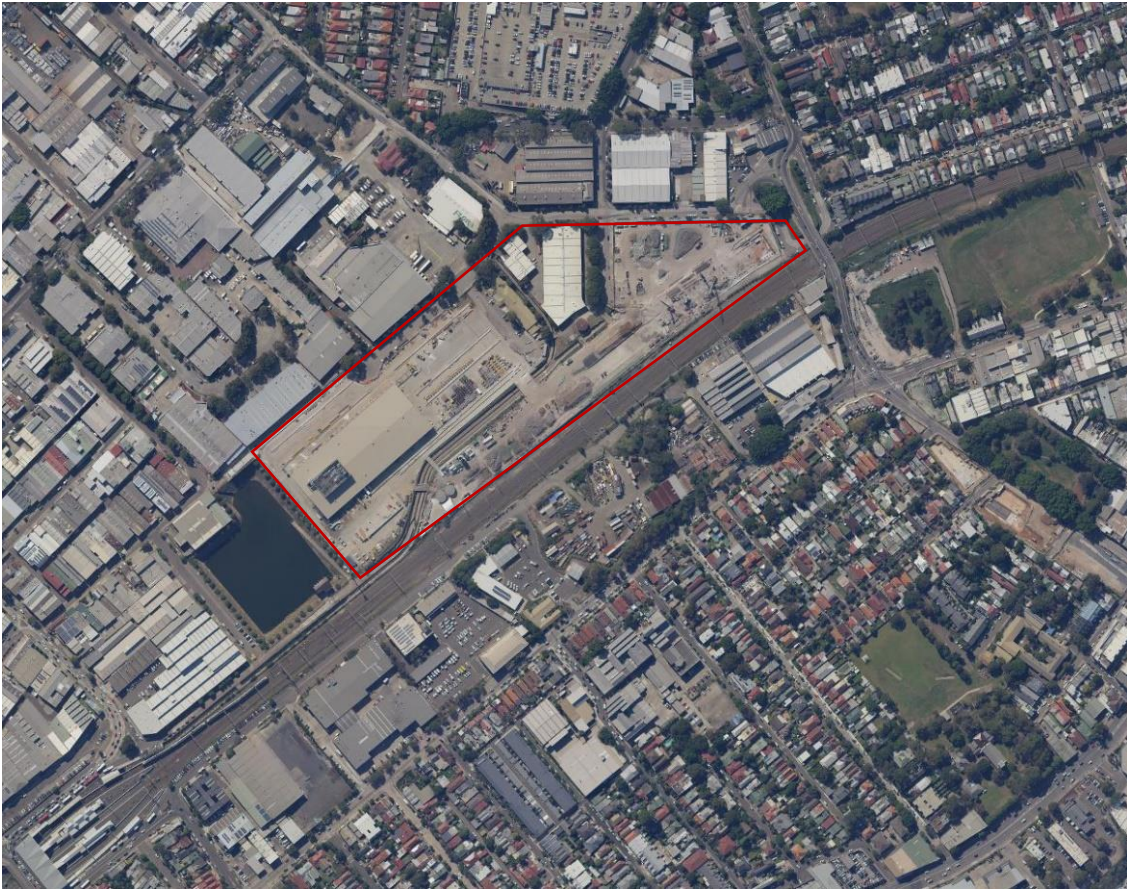


Figure 25 – Contemporary Aerial Image.⁴⁴

⁴³ Google Earth Pro
⁴⁴NSW Spatial Services



5. Built Heritage

There are no legislative (or non-legislative) heritage items within the subject site.

5.1 Heritage Items in the vicinity of the site

In the immediate vicinity of the subject site (adjacent to the South) is *The Sydenham Pit and Drainage Pumping Station No 001*, an item of State heritage significance (identified as 01644 - *State Heritage Register*, 4571743 - *Sydney Water S.170* and I81 - *Marrickville LEP 2011*).

5.1.1 Statement of Significance – The Sydenham Pit and Draining Pump Station No 001 (SHR)

Sydenham Storage Pit and Pumping Station consists of two distinct parts: the pit and pumping station (albeit they are integral in operation). The pit consists of a nine metre deep basin with the sides formed into batters. The batters are faced with sandstone blocks laid horizontally in courses of about 300mm. The width of the blocks range from square to over one metre in length. The blocks are dressed on four sides with the face sparrow picked. Along the top of the stone facing wall, earth batters and an open concrete drain were formed. An access ramp to the base of the pit is located along the northern wall with entry from Railway Parade. The stone walls are penetrated by channel outlets in the southeast corner and in the centre of the western edge. The boundary of the site is planted with Oleanders. The pumping station is constructed of reinforced concrete and consists of a series of fins that rise 12 metres from the base of the pit to support the pump house that has its floor level about 1.8 metres above Railway Parade. Five concrete fins interspaced with four cylindrical concrete water shafts are incorporated, with the southern facade supported by three concrete piers joined by a horizontal cross-beam in the centre. The floor of the pumphouse overhangs the end concrete fin by about a metre and is supported by four concrete brackets. The pumphouse has the approximate internal dimensions of 7.2m wide x 17m long and 5.6m ceiling height. A switch room adjoins the eastern facade of the main pump room and has the approximate internal dimensions of 4.8m x .9m. The pumphouse has a tiled gable roof which continues down at the same pitch over the switch room. The southern and northern facades have three closely spaced vertical steel framed windows that form a square in the centre of the wall. The tops of the windows are overhung by a concrete lintel. Along the western facade of the pumphouse are five vertical windows centred on the void between the concrete fins. The building was designed in a version of the Inter-War Mediterranean domestic style.

5.1.2 Statement of Significance – The Sydenham Pit and Draining Pump Station No.001 (S.170)

The Sydenham Pit and Pumping Station is of historic, aesthetic and technical significance. Historically, it is the first such infrastructure built in the Sydney Water system and is an intact and major component of the Marrickville low level stormwater drainage infrastructure that was built in response to increasing urban expansion since the 1870s in an area prone to flooding. Its large scale and labour intensive construction method of excavating the pit reflects the abundance of labour during the Great Depression and the type of public works undertaken to provide relief work for the unemployed. Aesthetically, the use of pitched dry packed ashlar sandstone walls to line the sides of the pit provides a pleasantly textured and coloured finish to the pit. It is a major landmark and dramatic component of the industrial landscape of Sydenham, particularly as viewed from the railway. The pumping station is a very good example of a utilitarian building displaying inter-war Mediterranean style architectural details. Technically, the pumping plant contains good working

examples of 1930s pumps, particularly three Metropolitan Vickers pumps, and its original electrical mains equipment has been preserved in situ during upgrading in c.1992.



6. Heritage Interpretation Plan

6.1 Indigenous Heritage Interpretation

6.1.1 Indigenous Consultation

Indigenous culture and heritage are central elements in Indigenous identity, history, spirituality and customary law. For Indigenous cultural heritage, interpretation is undertaken to share information among family, kin and other Indigenous people and with non-Indigenous people. It is only undertaken with the approval and direct involvement of a traditional owner or an Indigenous person/s with cultural association. Community protocols apply as to who may have access to places and knowledge, in accordance with traditional laws and customs. Indigenous people's culture and heritage may not always be confined to traditional country. Many Indigenous people may also have connections through relocation and removal from traditional country. Indigenous people have the primary role in interpreting these places, and non-Indigenous people can assist. The history of Indigenous people, as the original occupiers of the land, underpins the history of many heritage items and becomes a part of an item's interpretation (particularly for landscapes/natural areas). This notion is encapsulated in the practice of acknowledging Indigenous people and their country at the opening of special events and in the phrase "*Always was, always will be Aboriginal land*".⁴⁵

For Indigenous Interpretation, Australian ICOMOS suggests The National Trust (WA) publication *We're a Dreaming Country: Guidelines for Interpretation of Aboriginal Heritage*, 2012. The following notes and guidelines are provided for Indigenous consultation.

Effective consultation should occur regularly and often through the life of the project. Good consultation empowers those consulted and creates strong mutually respectful and positive outcomes. Aboriginal people will often not make decisions at a meeting but will return to home and consult others before a decision is made.

Guidelines

- a) *Provide those consulted with an outline of the project, the consultation process, clear outcomes and expectations, ways to access the people involved and a timeframe.*
- b) *Provide this material in written plain English that enables people to take the material home and consult with others in their cultural group.*
- c) *Time must be made for two or more meetings when undergoing consultation to enable this Aboriginal consultation process to be undertaken.*
- d) *Literacy issues may exist amongst the group; ensure material distributed through the consultative process is in plain English and not too dense.*⁴⁶

Consultation Limitations

WolfPeak acknowledges that the current restrictions on movement and face-to-face communication required a different approach to engagement with Indigenous stakeholders.

WolfPeak provided Indigenous stakeholders, identified from the list of Registered Aboriginal Parties (RAPs) provided by Sydney Metro, with a number of virtual options to provide feedback. This included via email, post, our online feedback portal, telephone and multiple video platforms.

⁴⁵ Interpreting Heritage Places and Items: Guidelines. NSW Heritage Office 2005.

⁴⁶ We're a Dreaming Country, National Trust (WA) 2012.



Feedback was open from the 13th of November until the 26th of November 2020. No responses were received. This outcome was not unexpected due to the nature of the site, however, appropriate for due diligence

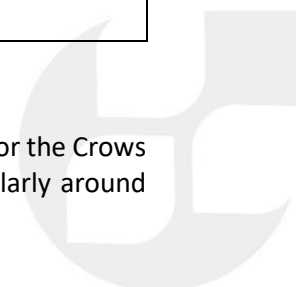
The Marrickville Dive Site and Sydney Metro Trains Facility South invitation flyer sent to the RAPs is provided at Appendix 1.

Table 1 – Consultation Summary

Registered Aboriginal Party	Invitation Sent	Response
Jamie Workman	13 November 2020	N/A
Christopher Payne	13 November 2020	N/A
Ryan Johnson	13 November 2020	N/A
Danny Franks	13 November 2020	N/A
Kayla Williamson	13 November 2020	N/A
Tony Williams	13 November 2020	N/A
Brad Maybury	13 November 2020	Email no longer registered.
Nathan Moran	13 November 2020	N/A
Peter Foster	13 November 2020	N/A
David Bell	13 November 2020	N/A
Phil Hunt	13 November 2020	Responded advising the AHO does not need to be consulted further as consultation has already occurred through their relationships with various councils.
Darren Duncan	13 November 2020	N/A
Wandai Kirkbright	13 November 2020	Email no longer registered – all @mirramajah.com.
Darlene Hoskins-McKenzie	13 November 2020	Email no longer registered – all @mirramajah.com.
Suzanne McKenzie	13 November 2020	Email no longer registered – all @mirramajah.com.
Levi McKenzie-Kirkbright	13 November 2020	Email no longer registered – all @mirramajah.com.

6.1.2 Indigenous Themes and Narratives – Descriptions

WolfPeak undertook Indigenous consultation with the same RAPs in November 2019 for the Crows Nest Metro Station Precinct. That consultation uncovered the same themes, particularly around



The Sydney Language, which were noted at the time as being generally applicable to the broad area which includes the subject site. Additional themes have been developed through the history within this report.

Table 2 – Indigenous Themes and Narratives Table

Historical Theme/Person	Narrative
Bennelong	<ul style="list-style-type: none"> • Overview • Wangal Patriarch • Relationship with Barrangaroo • Interaction with colony and Governor Phillip • Travels and explorations
Yemmerrawanne	<ul style="list-style-type: none"> • Overview • Interaction with colony and Governor Phillip • Travels and explorations
Warreweer (War-re-weer)	<ul style="list-style-type: none"> • Overview • Relationship to Lt Dawes • Link to the Sydney Language, in particular, plant names
The Sydney Language	<ul style="list-style-type: none"> • Overview, demise and resurrection efforts • Suggested use of language in signage
The Gumbramorra Swamp	<ul style="list-style-type: none"> • Overview • Location and extent of the swamp. • Historical uses of the swamp – fishing and water supply

The following table identifies the recommended Indigenous Themes for interpretation at the Marrickville Dive Site and SMTFS. These themes have been refined from the overall themes in Table 2, based on their use, as recommended by the Indigenous representatives, at Crows Nest Metro Station. The remaining themes (e.g. the historical figures Bennelong, Yemmerrawanne and Warreweer) are more appropriate for interpretation at other Sydney Metro sites which have a larger public thoroughfare.

Table 3 – Recommended Indigenous Themes and Narratives for the Marrickville Dive Site and SMTFS

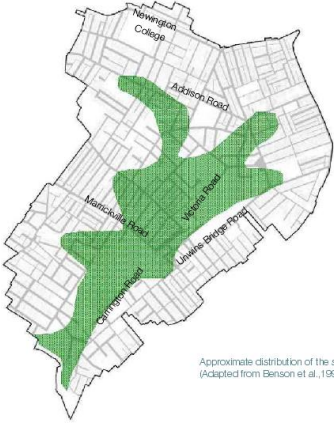
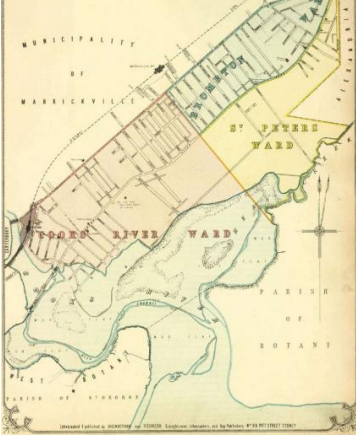


Historical Theme/Person	Narrative
The Sydney Language	<ul style="list-style-type: none"> • Overview, demise and resurrection efforts • Suggested use of language in signage
The Gumbramorra Swamp	<ul style="list-style-type: none"> • Overview • Location and extent of the swamp. • Historical uses of the swamp – fishing and water supply

6.2 Non-Indigenous Heritage Interpretation

The following themes have been identified as historically relevant to the site and surrounding area.

Table 4 – Non-Indigenous Themes and Narratives Table



Historical Theme	Narrative	Example Historical Images
<p>Landscape</p>	<p>The Gumbramorra Swamp</p> <ul style="list-style-type: none"> • Location and extent of the swamp. • Historical uses of the swamp – fishing and water supply • Relationship to early colonists – often used to hide in or to evade capture. <p>Draining of Gumbramorra Swamp</p> <ul style="list-style-type: none"> • Flooding • Arrival of railways • Residential sub-divisions • Industry • Means to drain the swamp - being implemented, including drainage canals and the Carrington Road Steam Pump and the Sydenham Pit and Drainage Pumping Station No.001. 	 <p>Approximate distribution of the swamp (Adapted from Benson et al., 1999)</p>  
<p>Development and Transport</p>	<p>Railways and Tramways</p> <p><i>The Sydenham Pit and Drainage Pumping Station No. 001</i></p>	



<p>Industry</p>	<p>Brickworks Sydney Steel</p>	

6.3 Location options for Heritage Interpretation Media

Figure 26 indicates the recommended location for the heritage interpretation media.

1. This would take form of an applied heritage interpretive treatment to the boundary fence on Railway Parade and Edinburgh Road, focusing on indigenous heritage themes.

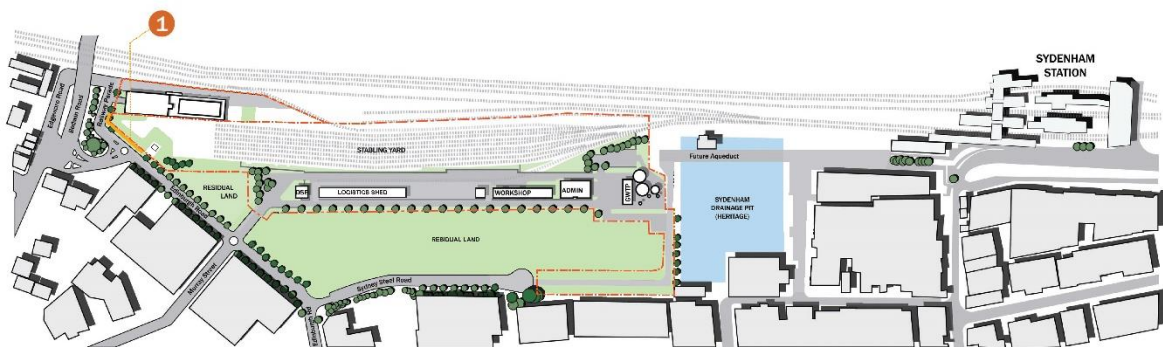


Figure 26 – Proposed plan of Marrickville Dive Site and SMTFS, showing options for interpretative media/public art locations – orange circles (Systems Connect)

6.4 Heritage Interpretation Options

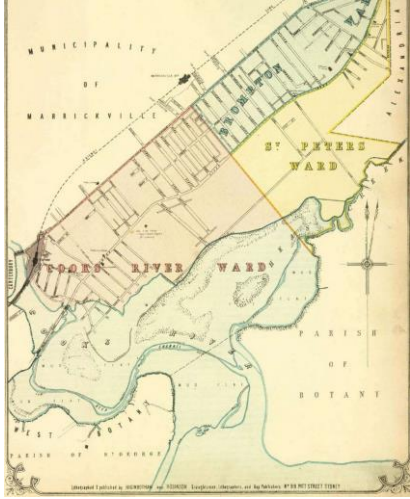

Due to the location and nature of this Sydney Metro facility, WolfPeak Environment and Heritage recommends an art approach to heritage interpretation.

The interpretive fence element is located on a public facing boundary which will enable engagement with the heritage of the site and its surrounds from the local community and passers-by. Murals are supported within the Inner West Council LGA and have a high profile in the community, including self-guided walking tours promoted by the Council.

Table 5 below provides indicative themes and content which are designed to inform the interpretive concept based on the historic timeline and transportation methods.

Table 5 – Recommended Heritage Interpretation for Marrickville Dive and SMTFS

Interpretation Location	Theme	Indicative Concept Content
1 – Indigenous Only	<ul style="list-style-type: none"> The Sydney Language 	<ul style="list-style-type: none"> <i>Budjari Gamarruwa</i>
	<ul style="list-style-type: none"> Wangal Clan 	<ul style="list-style-type: none"> The land you stand upon is part of the traditional lands of the Wangal Clan of the Eora Nation.
2 – Indigenous and Non-Indigenous	The Gumbramorra Swamp	<p>The Gumbramorra Swamp</p> <ul style="list-style-type: none"> Location and extent of the swamp. Historical uses of the swamp – fishing and water supply Relationship to early colonists – often used to hide in or to evade capture. <p>Draining of Gumbramorra Swamp</p> <ul style="list-style-type: none"> Flooding Arrival of railways Residential sub-divisions Industry <p>Means to drain the swamp - being implemented, including drainage canals and the Carrington Road Steam Pump and the Sydenham Pit and Drainage Pumping Station No.001.</p> <p><i>Iconography – Indigenous art interpretation and/or historical maps or interpretation of historical maps. Footprints, canoes.</i></p>

Interpretation Location	Theme	Indicative Concept Content
	<p>Arrival of the Railways</p> <p>Sydney Steel</p> <p>Marrickville Metro</p> <p>Sydney Metro</p>	 <ul style="list-style-type: none"> ● 1881 – Trams arrive ● 1884 – Railway arrives ● <i>Iconography – Steam locomotive, rail/tram tracks.</i> <ul style="list-style-type: none"> ● 1910-1976 (on site) ● Relationship with Sydney landmarks ● <i>Iconography – Historic Images of site, Sydney landmarks including AWA Tower.</i>  <ul style="list-style-type: none"> ● Marrickville Metro first opened its doors in 1987 on the site of the former Vickers Woollen Mills. Original historic façade elements of the Woollen Mill have been incorporated into the existing shopping centre. ● <i>Iconography – Trolleys</i> <ul style="list-style-type: none"> ● Opening of Sydney Metro - 2021 ● <i>Iconography – Metro Train; rails or logo.</i>



6.5 Examples of Heritage Interpretation Media

The following images provide examples of possible heritage interpretation approaches that could be used on the boundary fence fronting Railway Parade and Edinburgh Road.

6.5.1 Interpretive Precedents



Figure 27 – Perforated metal mural/signage. Source: Stoddart, New Zealand

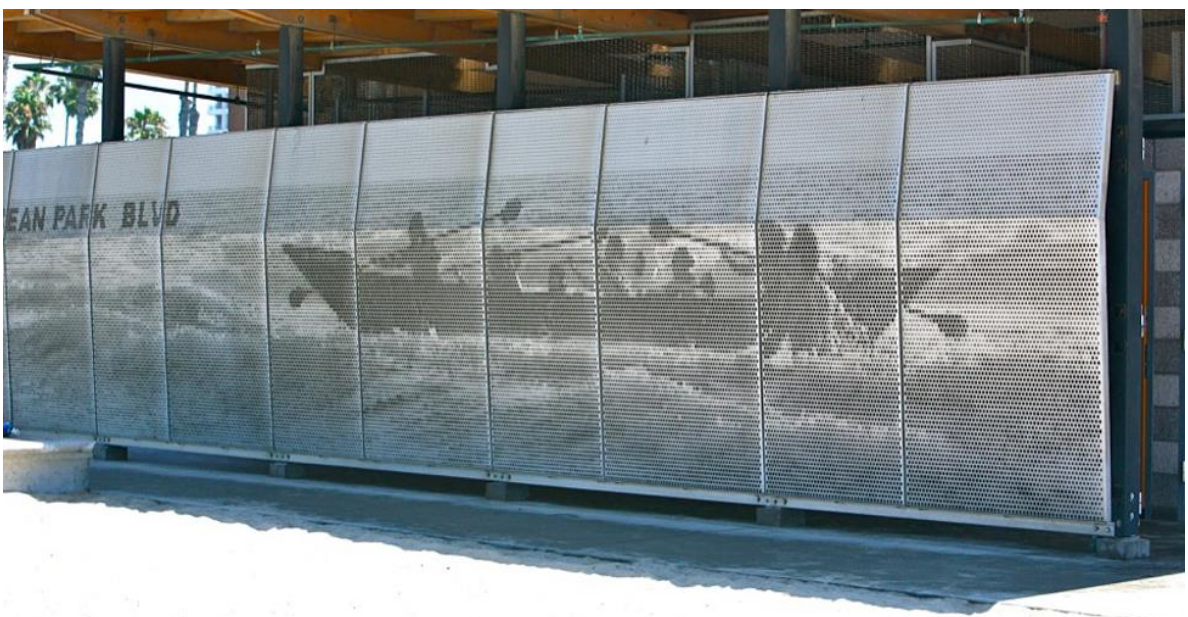


Figure 28 – Perforated metal mural/image. Source: Arktura, The Netherlands





Figure 2829 – “Shorelines and Storylines” (Jessica Birk), North Balgowlah NSW. Source: Pittwateronline



Figure 290 – Indigenous interpretive mural, Coffs Harbour NSW (Snarly & Yowa). Source: The Interpretive Design Company.



7. Recommendations and Opportunities

The following recommendations and opportunities will provide a balanced and inclusive approach to the interpretation proposed for the Marrickville Dive site and Sydney Metro Trains Facility South.

7.1 Recommendations

- 1) Indigenous heritage interpretation is to be portrayed in genuine balance with non-Indigenous representation.
- 2) Indigenous and non-Indigenous Interpretation to be portrayed using an applied interpretive treatment on the boundary fence along Railway Parade and Edinburgh Road as located on Figure 26.
- 3) The interpretive concept is to be developed and implemented in accordance with Section 2.5.5, 2.5.6 and 5.5 of the Sydney Metro Public Art Masterplan as well as the Sydney Metro Indigenous Interpretation Program.





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