Department of Planning, Housing and Infrastructure

Fill Cerone

Director of Sustainability, Environment and Planning

Sydney Metro

PO Box K659

Haymarket, NSW, 1240

Attention: Sam Fard –Senior Environment Manager

29 May 2024

Subject: Sydney Metro City & Southwest - Chatswood to Sydenham – Gadigal ISD – Heritage Interpretation Plan

Dear Mr Cerone,

Thank you for submitting the Gadigal ISD – Heritage Interpretation Plan (Revision H, dated 25 March 2024).

We have received and filed the document.

If there are any inconsistencies between the document and the conditions of approval, the conditions prevail.

Please make the document publicly available on the project website as soon as possible.

If you have any enquiries, please contact Lincoln de Haas at Lincoln.deHaas@dpie.nsw.gov.au

Yours sincerely,
Infrastructure Management

Note: We have not conducted an assessment of the document and this letter does not imply our satisfaction that it meets any statutory or approval requirements.

Sydney Metro

GADIGAL INTEGRATED STATION DESIGN (ISD)

HERITAGE INTERPRETATION PLAN

Issued for Construction

Prepared for CPB Contractors for issue to **Sydney Metro**

25 March 2024

Revision H
Issue for Construction
SMCSWSPS-GBA-STA-HE-REP-000001

SYDNEY METRO: GADIGAL INTEGRATED STATION DESIGN (ISD)

ISSUE	DESCRIPTION	DATE	ISSUED BY
A	Draft for Review	01/06/20	CH
B	Minor amendments, issued as "Revision B"	05/06/20	CH
B2	"Revision B" Updated Aboriginal Interpretation	27/07/20	CH
C	"Revision C" Updated Aboriginal Interpretation	18/12/20	CH
D	Minor amendments, issued as "Revision D"	29/09/21	CH
E	Issued for construction as "Revision O"	10/05/22	CH
F	Issued for construction as 'Revision F"	18/12/23	CH
G	Issued for construction as 'Revision G'	18/12/23	CH
H	Issued for construction as 'Revision H'	25/03/24	CH

CONTENTS

CSSI Conditions

The primary heritage conditions to be achieved are defined by E21 as detailed below. Refer to Appendix Two for the full CSSI & REMM's requirements Matrix with the current status.

TABLE 1: CSSI REQUIREMENTS

No.	Metro ID	Condition	Section reference in this report
E21	*CoA3384*	*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:*	7.0, 8.0
		(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 Sydney Terminal and Central Railway Stations Group, Martin Place Station, Sydenham Station and Sydenham Pit and Drainage Pumping 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.	

The relevant heritage requirement is defined in the Sydney Metro City & Southwest, Pitt Street Integrated Station Development, Station Delivery Deed, Schedule C1, Scope of Works and Technical Criteria (SWTC). The requirement for Heritage Management and Conservation are detailed in Appendix B:

• Heritage Objectives, and
• General Heritage Conservation Measures.

GBA Heritage
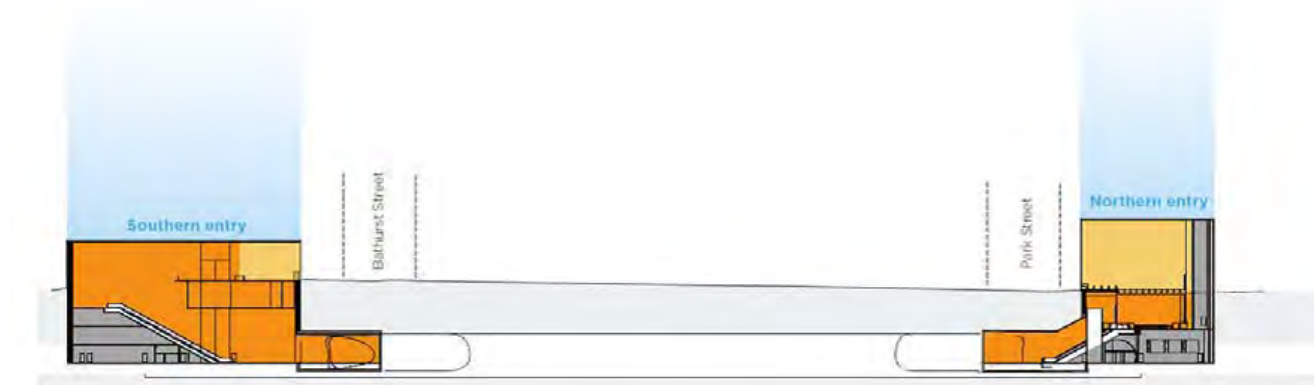
1.0
INTRODUCTION

1.1 BACKGROUND

This report has been prepared to satisfy the requirements of the Heritage, Management and Conservation requirements defined in Appendix B of the SWTC. This report addresses the heritage Interpretation issues related to both the OSD Towers and in Integrated Development (ISD) and incorporates both Aboriginal and non-Aboriginal heritage.

This report has been prepared in response to the requirements contained within the CSSI condition requirements number E21 for Metro ID CoA3384. The Minister for Planning, or their delegate, is the consent authority for the SSD DA and this application is lodged with the NSW Department of Planning, Industry and Environment (NSW DPIE) for assessment.

1.2 THE SITE

The Gadigal Metro North site is an L-shaped property with frontages on Park, Pitt and Castlereagh Streets. The heritage-listed National Building and Masonic Club adjoin the site's northern boundary on the west and east sides respectively, while the listed Criterion Hotel is directly across Park Street, and the Great Synagogue and Former ACP Facade directly across Castlereagh Street. The site is now known as Lot 20 DP1255509.

The Gadigal Metro South site is located on the corner of Bathurst Street and Pitt Street. The area surrounding the site consists of predominantly residential high-density buildings and some commercial buildings. It is now known as Lot 10 in DP 1255507. The street address is 125 Bathurst Street, Sydney.

The platform level adits leading to the platforms will be located under Park, Pitt, Castlereagh and Bathurst Streets. All buildings on both north and south sites have been demolished.

Figure 1.1 (above)
Location map showing the Gadigal Station North site with subject site outlined in red and shaded yellow

Figure 1.2 (below)
Longsection of the proposed Gadigal Metro (ISD)
Source: Sydney Metro

KEY

Emergency egress stairs | Unpaid concourse | Paid concourse | Station service | Station facilities | Platform | Over station development

1.3   SYDNEY METRO DESCRIPTION

Sydney Metro is Australia's biggest public transport program. A new standalone railway, this 21st century network will revolutionise the way Sydney travels.

There are four core components:

•   Sydney Metro Northwest
•   Sydney Metro City & Southwest
•   Sydney Metro West
•   Sydney Metro Greater West

SYDNEY METRO CITY & SOUTHWEST

Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of Metro Northwest at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

In 2024, customers will benefit from a new fully-air conditioned Sydney Metro train every four minutes in the peak in each direction with lifts, level platforms and platform screen doors for safety, accessibility and increased security.

CSSI APPROVAL

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a Critical State Significant Infrastructure project (reference SSI 15_7400) (CSSI Approval). The terms of the CSSI Approval includes all works required to construct the Sydney Metro Gadigal Station, including the demolition of existing buildings and structures on both sites (north and south). The CSSI Approval also includes construction of below and above ground works within the metro station structure for appropriate integration with over station developments.

Figure 1.2
Sydney Metro Alignment Map.
Source: Sydney Metro

The CSSI Approval included Indicative Interface Drawings for the below and above ground works at Gadigal North Metro Station site. The delineation between the approved Sydney Metro works, generally described as within the "metro box", and the Over Station Development (OSD) elements are illustrated below. The delineation line between the CSSI Approved works and the OSD envelope is generally described below or above the transfer slab level respectively.

The Preferred Infrastructure Report (PIR) noted that the integration of the OSD elements and the metro station elements would be subject to the design resolution process, noting that the detailed design of the "metro box" may vary from the concept design assessed within the planning approval.

As such in summary:

•   The CSSI Approval provides consent for the construction of all structures within the approved "metro box" envelope for Gadigal North and South.
•   The CSSI Approval provides consent for the fit out and use of all areas within the approved "metro box" envelope that relate to the ongoing use and operation of the Sydney Metro.
•   The CSSI Approval provides consent for the embellishment of the public domain, and the architectural design of the "metro box" envelope as it relates to the approved Sydney Metro and the approved Gadigal Metro South Station Design & Precinct Plan and the Gadigal Metro North Station Design & Precinct Plan.

1.4   REPORT OBJECTIVES

The aim of including interpretation in the Planning Secretary's Environmental Assessment Requirements is to interpret the stories of the people and places of the past for a future audience.

The terms *Interpretation Plan* and *Interpretation Strategy* are often used interchangeably; plan is more commonly used by the NSW Heritage Council and strategy by local government consent authorities. The following definition is sourced from the NSW Heritage Council endorsed publication *Interpreting Heritage Places and Items Guidelines* (2005):

Interpretation Plan is a document that provides the policies, strategies and detailed advice for interpreting a heritage item. It is based on research and analysis and plans to communicate the significance of the item, both during a conservation project and in the ongoing life of the item. The plan identifies key themes, storylines and audiences and provides recommendations about interpretation media. It includes practical and specific advice about how to implement the plan.

1.5   CONSULTATION PROCESS

GBA Heritage's non-indigenous interpretation proposals for the Gadigal North and South OSD, and Gadigal Metro Station ISD projects have been made available to both the Sydney Metro Heritage Working Group and the Design Review Panel (DRP), through powerpoint presentations and the provision of Heritage Interpretation reports to both groups. GBA Heritage has also consulted directly with the Heritage Working Group as required. Comments received from both groups have been considered by the relevant project team and incorporated into the heritage interpretation reports, as appropriate.

Similarly, AMBS's Aboriginal interpretation proposals for the Gadigal Metro Station ISD have been made available to both Sydney Metro Heritage Working Group and Design Review Panel, through powerpoint presentations and the provision of reports to both groups.

AMBS have issued their findings to the RAP and Land Council for review and comment. No feedback has been received to date and consultation with these parties is ongoing.

1.6   METHODOLOGY AND STRUCTURE

Effective interpretation is based on a sophisticated understanding of the significance of the site, a detailed knowledge of the needs and desires of potential audiences, and sound communications skills.

For the purposes of this Interpretation Strategy we have established a methodology, based on the NSW Heritage Office publication *Interpreting Heritage Places and Items Guidelines* (2005). In addition, the methodology set out in the *ICOMOS Charter for the Interpretation and Presentation of Cultural Heritage Sites* (April 2007) has been adopted.

Interpretation - The Ingredients for Best Practice

The following guidelines are taken from the NSW Heritage Office publication *Interpreting Heritage Places and Items* (2005):

Ingredient 1: Interpretation, People and Culture - Respect for the special connections between people and items

Ingredient 2: Heritage Significance and Site Analysis - Understand the item and convey its significance

Ingredient 3: Records and Research - Use existing records of the item, research additional information and make these publicly available (subject to security and cultural protocols)

Ingredient 4: Audiences - Explore, respect and respond to the identified audience

Ingredient 5: Themes - Make reasoned choices about themes, stories and strategies

Ingredient 6: Engage the Audience - Stimulate thought and dialogue, provoke response and enhance understanding

Ingredient 7: Context - Research the physical, historical, spiritual and contemporary context of the item, including related items, and respect local amenity and culture

Ingredient 8: Authenticity, Ambience and Sustainability - Develop interpretation methods and media which sustain the significance of the items, its character and authenticity

Ingredient 9: Conservation Planning and Works – Integrate interpretation in conservation planning and in all stages of a conservation project

Ingredient 10: Maintenance, Evaluation and Review – Include interpretation in the ongoing management of an item; provide for regular maintenance, evaluation and review

Ingredient 11: Skills and Knowledge – Involve people with relevant skills, knowledge and experience

Ingredient 12: Collaboration – Collaborate with organisations and the local community

ICOMOS Charter for the Interpretation and Presentation of Cultural Heritage Sites

This *ICOMOS Charter* defines the basic objectives and principles of site interpretation in relation to authenticity, intellectual integrity, social responsibility, and respect for cultural significance and context. It seeks to encourage a wide public appreciation of cultural heritage sites as places and sources of learning and reflection about the past as well as being valuable resources for sustainable community developments and intercultural and intergenerational dialogue. The Interpretation Strategy will be guided by the following principles outlined in the *ICOMOS Charter for the Interpretation and Presentation of Cultural Heritage Sites* (2007):

Principle 1: Access and Understanding
Principle 2: Information Sources
Principle 3: Attention to Context and Setting
Principle 4: Preservation of Authenticity
Principle 5: Planning for Sustainability
Principle 6: Concern for Inclusiveness
Principle 7: Importance of Research, Training and Evaluation

The definitions adopted in this report are those defined in the *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance*, 2013, also known by its more common title *The Burra Charter,* and the NSW Heritage Office publication *Interpreting Heritage Places and Items Guidelines* (2005). For ease of reference, a glossary has been included as an appendix to this report.

2020 AMBS Aboriginal Cultural Heritage Report

The 2020 AMBS Aboriginal Cultural Heritage Report, which is incorporated into this report, was prepared in accordance the guidelines of the Department of Planning and Environment (DPE, formerly Office of Environment and Heritage, OEH) as specified in the Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW (OEH 2011), and the Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW (Department of the Environment, Climate Change and Water NSW (DECCW) 2010).

The key heritage requirements for 2020 AMBS Aboriginal Cultural Heritage Report, were to:
• undertake background review and analysis of existing information on the Aboriginal heritage values and archaeology of the local area;
• consult with the previously identified Registered Aboriginal Parties (RAPs) to ensure their involvement and input, and to make sure that relevant and appropriate Aboriginal stories and themes are included in the interpretation;
• contact the RAPs to allow them to provide any cultural knowledge they may have which may be appropriate for use in interpretation, and to provide feedback and input into potential heritage strategies; and
• identify strategies and opportunities for interpretation of the Aboriginal cultural heritage of Sydney at the Gadigal Integrated Station Development.

1.7 AUTHORSHIP

This report is the integrated version of two reports: a draft Aboriginal Cultural Heritage Interpretation Plan, prepared by AMBS, and a post-Colonial Heritage Interpretation Plan, prepared by GBA Heritage. Dr Cameron Hartnell integrated the two reports.

The Draft Aboriginal Cultural Heritage Interpretation Plan was prepared by Christopher Langeluddecke, Director Aboriginal Heritage, Petra Balanzategui and Jenna Weston, Heritage Consultants, AMBS Ecology & Heritage.

Dov Midalia, Senior Heritage Consultant, Dr Cameron Hartnell, Senior Heritage Consultant, and Katherine Huntsman, Heritage Consultant, of GBA Heritage, prepared Section 2.0, Site Description.

Dr Cameron Hartnell, Senior Heritage Consultant, prepared all other post-Colonial sections of the report.

1.8 REPORT LIMITATIONS

This report provides a conceptual framework for interpretation of the subject site. Details of the design, construction and installation of interpretive material, including obtaining permission to use copyrighted material (images, photographs, plans, drawings, etc), are outside the scope of this report.

The scope of this report relates to the Gadigal Metro Station (ISD) only. It does not include any section of the Gadigal Metro North ODS development or the Gadigal Metro South OSD.

It is understood that the Sydney Metro Communication team are responsible for providing proofs of hoarding displaces for approval by the Sydney Metro Heritage Manager.[1] An interpretation strategy for the hoardings around the project site has already been implemented. As such, recommendations on interpretation strategies related to the project site hoardings is outside the scope of this report.

It is understood that a separate Heritage Interpretation Plan will be submitted with the Gadigal Metro Station CSSI application, which will include recommendations for interpretation strategies in the Gadigal North and South Metro entrances and the platform level, as well as for any archaeological artefacts and remains identified during archaeological investigations. GBA Heritage is also preparing a Heritage Interpretation Plan for the Gadigal North OSD.

This report incorporates the findings from the draft Aboriginal Cultural Heritage interpretation Plan prepared by AMBS Ecology & Heritage. The draft report does not include the results from the ongoing Aboriginal community consultation efforts nor recommendations for the interpretation of Aboriginal Cultural Heritage. Research into the topographical and environmental character of the Gadigal Station North site has opened a possible window into links between Aboriginal and Colonial uses for the site, that will need to be confirmed by further research. This report will be updated as community feedback and input is received and as further historical information is identified.

1.9 COPYRIGHT

Copyright of this report remains with GBA Heritage.

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1   Sydney Metro, *Sydney Metro City and Southwest Heritage Interpretation Plan*, 2017, 7.

2.0

SITE DESCRIPTION

2.1 GADIGAL METRO NORTH

2.1.1 URBAN CONTEXT

This section of the Sydney Central Business District is close to its eastern edge (as demarcated by Hyde Park) and its bustling commercial area (north of Market Street), and away from its two busy water frontages (on Port Jackson and Darling Harbour). The nearest body of water is Cockle Bay, approximately 500 metres west.

The area is densely built up around a grid of urban streets, and features an eclectic mixture of buildings of widely varying construction periods, scales, heights and styles, reflecting most of the stages of the city's development history. Victorian, Federation, Inter-War, Post- War International, Late 20th Century and Early 21st Century buildings stand side by side, often in dramatic juxtaposition.

At two lanes, Pitt Street is a relatively narrow city street offering limited or intimate views of the subject site from adjacent and northerly perspectives. Castlereagh Street has four one-way traffic lanes and therefore offers more expansive views of the subject site and to the north. Park Street features six traffic lanes and wide footpaths and allows expansive views to the site from the southern footpath between Elizabeth and Druitt Streets. This characteristic allows Park Street to assume the status as the 'front' of the subject site.

2.1.2 THE GADIGAL METRO NORTH SITE

The site is an L-shaped property with frontages on Park, Pitt and Castlereagh Streets. The heritage-listed National Building and Masonic Club adjoin the site's northern boundary on the west and east sides respectively, while the listed Criterion Hotel is directly across Park Street, and the Great Synagogue and Former ACP Facade directly across Castlereagh Street.

All buildings on the site have been removed and a large work shed has been erected on the eastern side of the site.

Figure 2.1
View of the subject site looking north-east from the southern footpath of Park Street

Figure 2.2
View of the eastern side of the subject site along Castlereagh Street. The proposed 'Heritage Display' wall extends from the neighbouring sandstone building (right) to a proposed ground floor vehicular entry further south

2.1.3   EXISTING INTERPRETATION SCHEMES

HOARDING DISPLAYS

A number of large format, black & white historic photographs have been installed on the work site hoardings that surround much of the site. These are designed as an interpretation device to provide passers by some insight into the historic makeup and character of the subject site and area. Historic photographs include a number of historic street scenes, shops and buildings in the vicinity, and an 1870s photograph of this section of the city from the Town Hall tower.

INTERPRETATION SCHEMES WITHIN THE SUBJECT URBAN BLOCK

A number of interpretation schemes have been installed in other buildings within the urban block shared by the subject site. Two schemes have a thematic relevance to the scope of this report in their focus on the block's historic association with horses:

AMP Tower Entranceway

This entrance walkway is located off Castlereagh Street, and features a Heritage Interpretation of that site. The device features a line of three vertical elements containing text, archaeological artefacts and images within bespoke brass cases. Part of the text is devoted to the carriage manufactory of William Vial, which operated a few doors north of the subject site.

City Tattersalls Club

The Tattersalls Club was the leading club overseeing the colony's horse racing. It formed across the road in 1858 and moved into 202-204 Pitt Street in 1891. The rival City Tattersalls Club formed in 1895 and moved into the current premises (including the 1891 Tattersalls Club building) in 1924.

The City Tattersalls Club proudly maintains a historic display in its lobby, featuring an artistic 5-pane stained glass image of a horse race, a framed history of the club and a display case of trophies, photographs and artefacts from the club's past. Until recently, a large sandstone horse stood above the 1891 building's pediment.

Figure 2.3
The heritage interpretation panels at the entrance walkway into the AMP tower complex, featuring some information on the historic carriage works once operating on that site

Figure 2.4
The attractive stained glass window showing a horse racing scene on display in the lobby of the City Tattersalls Club

Figure 2.5
The heritage cabinet in the lobby of the City Tattersalls Club. A framed information page is visible on the wall (far right)

2.1.4   THE GADIGAL METRO NORTH OSD

The Gadigal Metro North OSD, which is part of the separate SSD Development Application as detailed in the introduction and has an integrated design with the Metro Station, is located above the north section of the Gadigal Metro Station. The building is known as Parkline Place. The building, under construction, will be a 38-storey commercial structure including parts of the Metro Station complex, with commercial and retail tenancies above, as well as limited parking and loading facilities. The building is located in close proximity to several other tall contemporary buildings, notably the ANZ building to its north and the Citigroup Centre to its west - both of which are taller than it - and will employ the tower-and-podium typology recognised as a means of mitigating the visual impact of tall buildings on urban streetscapes, with the podium relating to the existing streetscape and the tower component set back from the podium face and street.

The tower section of the building is articulated into three towers. Only the two shortest facades, the west facade of the West tower and the east facade of the East tower, are parallel to the street - all other street facades are angled away from the street in response to considerations of solar access, views and, importantly, apparent bulk. Each tower is of a different height, emphasising their legibility as separate, smaller, more vertical masses.

The height of the podium component matches that of the adjoining twelve-storey heritage buildings to the north of the site: the National Building (Ashington Place) on the Pitt Street side and the Masonic Club on Castlereagh Street. The podium, too, is articulated into smaller segments by recesses at the three entry points (to the Station, the tower and the service dock), with the segment adjoining the Masonic Club rising to match its height.

Figure 2.6
Architects' model of Parkline Place as seen from south-east, showing the three towers and the segmented podium aligned with the heritage listed Masonic Club (at right)
Source: Foster and Partners

2.2   GADIGAL METRO SOUTH

2.2.1   URBAN CONTEXT

The Gadigal Metro South site is within the Central Business District of Sydney, located on the south-east corner of Pitt Street and Bathurst Street, Sydney.

Pitt Street is a one way city thoroughfare running north to south, from Alfred Street to Railway Square, interrupted by the pedestrian only Pitt Street Mall. Bathurst Street is also a one way thoroughfare that connects Darling Harbour with Elizabeth Street, ending at the Hyde Park Obilisk.

The area is densely built up around a grid of relatively narrow urban streets, and features an eclectic mixture of buildings of widely varying construction periods, scales, heights and styles, reflecting most of the stages of the city's development history as discussed in Section 5.0. Victorian, Federation, Inter-War, Post-War International, Late 20th Century and Early 21st Century buildings stand side by side, often in dramatic juxtaposition.

The subject site is currently a brown field site that has been excavated through the bedrock, below street level. The site is L-shaped, surrounding the heritage listed Edinburgh Hotel located on the corner. The boundary of the site, fronting both Bathurst and Pitt Streets, is lined with black timber hoarding boards. A large format copy of an 1870s photograph taken from the Sydney Town Hall tower, featuring the subject site and surrounds, is attached at footpath level to the hoardings by Bathurst Street (see figure 2.7).

2.2.2   THE GADIGAL METRO SOUTH OVER STATION DEVELOPMENT (OSD)

The Gadigal Metro South OSD, which is part of the separate SSD Development Application as detailed in the introduction and has an integrated design with the Metro Station Development consent was granted on 25 June 2019 for the Concept Development Application (SSD 8876) for Gadigal Metro South OSD including:

*   A maximum building envelope, including street wall and setbacks for the over station development.
*   A maximum building height of RL171.6.
*   Podium level car parking for a maximum of 34 parking spaces.
*   Conceptual land use for either one of a residential or commercial scheme (not both). No maximum Gross Floor Area was approved as part of SSD 8876.

Figure 2.7
View of the subject site looking south-east from Pitt Street, near the intersection with Bathurst Street. The three storey red brick Edinburgh Castle Hotel is in the centre, with the new Metro building surrounding it on the east and south sides

Figure 2.8
View towards the subject site looking north-east from Pitt Street. The Edinburgh Castle Hotel is visible (bottom-centre/left). The Metro building podium is at the same height as the neighbouring building (right)

Figure 2.9
Architects' render of proposal as seen from north-west
Source: Bates Smart Architects

The structure, currently under construction, designed by Bates Smart Architects, includes:

- Construction of a new residential tower with a maximum building height of RL 171.6.
- Integration with the approved CSSI proposal including though not limited to:
    - Structures, mechanical and electronic systems, and services; and
    - Vertical transfers;
- Use of spaces within the CSSI 'metro box' building envelope for the purposes of:
    - Retail tenancies;
    - Residential lobby and residential amenities;
    - Loading and services access.
- Utilities and services provision.
- Stratum subdivision (Station / OSD).

The building will be a 39-storey mixed use development including retail tenancy and 'build-to-rent' residential accommodation, as well as resident amenities and limited loading facilities, but no car parking.
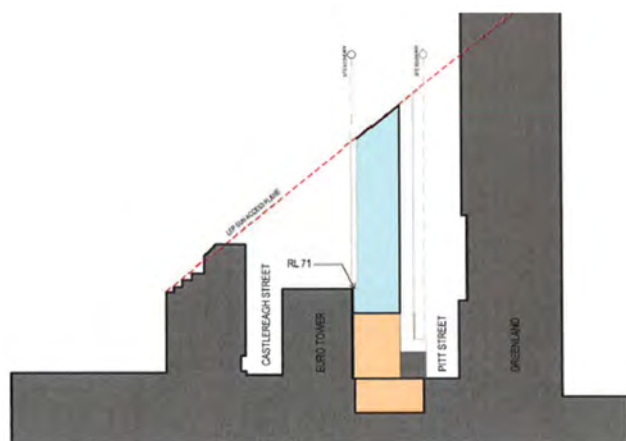
Figure 2.10
Pitt Street South Concept SSD DA, east-west section. The blue colouring represents the OSD development and the orange colouring represents the Metro Station development
Source: SSD 8876 Concept Stamped Plans

Figure 2.11
Pitt Street South Concept SSD DA Building Section. The blue colouring represents the OSD development and the orange colouring represents the Metro Station development
Source: SSD 8876 Concept Stamped Plans

2.3   GADIGAL METRO STATION

The Gadigal Metro Station has entrances at both the Gadigal Station North and Gadigal Station South sites. At each, a large entrance hall fronts either Bathurst or Park Street. Ticket gates are centrally located at the front of the hall, which are flanked by glazed barriers on either side, allowing light to penetrate the space. An escalator hall is at the rear of the hall, where two layers of escalators connect the street level (ground floor) with the platform level (B4). A pair of elevators also connects the Ground and Platform levels. Public artwork is planned for the ground floor wall and for the rear wall of each station entrance.

At both the northern and southern end of the station on the platform level is located a service lobby, each with escalators, elevators and public bathrooms. These connect to adits that lead to platforms located underneath Pitt and Castlereagh Streets.

The Gadigal Metro ISD development also includes services and operational spaces located from the basement through the podium level that will not be accessible by the public.
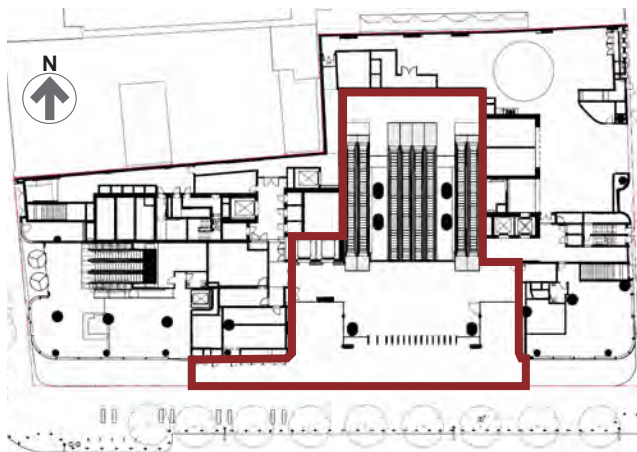
Figure 2.12 (top)
Perspective of the proposed Gadigal Metro North entrance
Source: Foster + Partners

Figure 2.13 (above)
Perspective of the proposed north escalator well
Source: Foster + Partners

Figure 2.14 (left)
Plan of the ground floor Gadigal Station north entrance. The publicly accessible area is outlined in red
Source: Foster + Partners

Figure 2.15 (below)
Plan of the platform level Gadigal Metro Station
Source: Foster + Partners
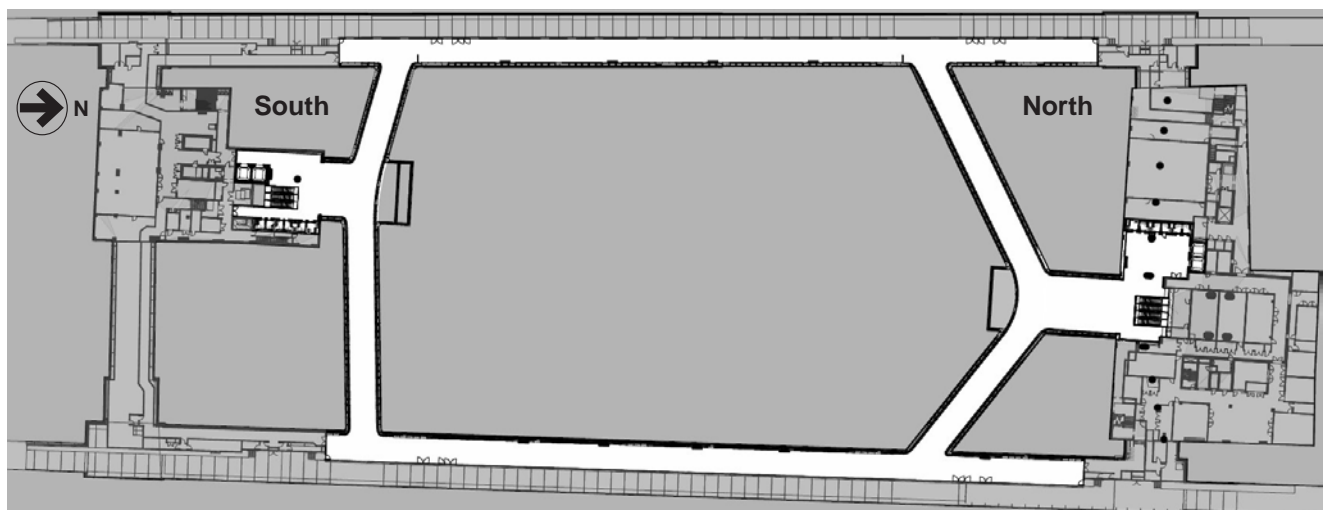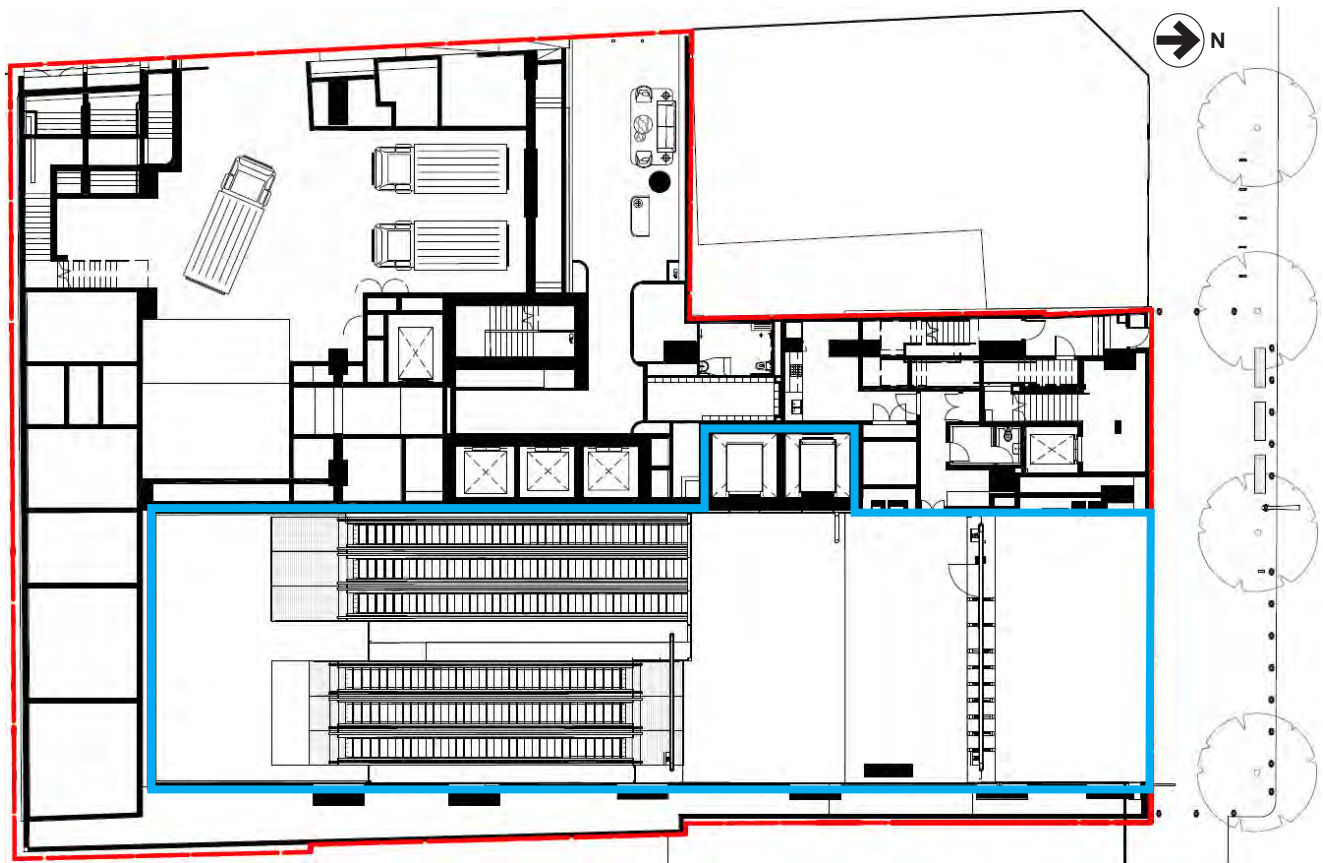
Figure 2.16
Ground floor plan of the Gadigal South Metro entrance. The publicly accessible area is outlined in blue
Source: Foster + Partners
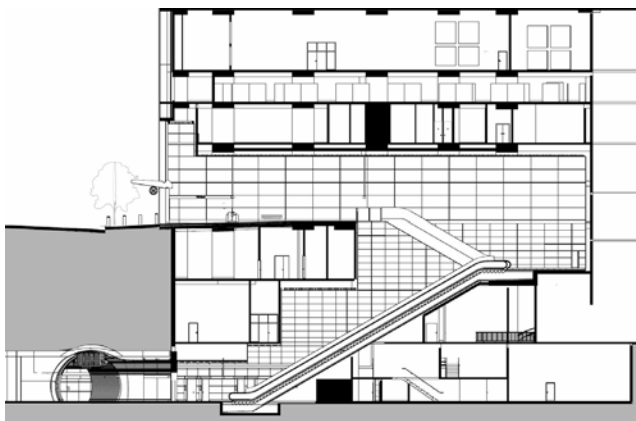
Figure 2.17
Section drawing of the Gadigal Metro Station
Source: Foster + Partners

Figure 2.18
Rendered perspective of the Gadigal Metro South entrance
Source: Foster + Partners

3.0

THE INTERPRETIVE APPROACH

3.1   INTRODUCTION

Interpretation is a way to facilitate the dissemination of information into communities and cultures and allows the values, stories and historical character of an area to be explored, understood and appreciated appropriately and respectfully by both the local community and by visitors.

A forecast of the potential audience helps to direct the media choices for the interpretive message. This audience assessment guides the use of the interpretive resource material. Successful interpretation of appropriate material increases accessibility, reinforces cultural significance, and promotes a sense of respect and appreciation.

A vital tenet of heritage principles relating to conservation and interpretation is access to the cultural significance of the places we seek to protect. Publicly accessible interpretation of the cultural heritage significance of the site is crucial to providing an understanding of, and access to, the place.

Interpretation seeks to be:

- *Entertaining* – it seeks to hold the audience's attention

- *Relevant* – it seeks to make connections with the audience's knowledge, interests, concerns and experience

- *Organised* – it will be structured in a way that makes it easy for the audience to follow

- *Thematic* – it will be structured around a central message or series of message

- *Best Practice* – it will be based on the best contemporary research in interpretation and scholarship

- *Consultative* – it will involve former staff, community interest groups and other stakeholders in planning and delivering interpretation

- Audience focussed – ongoing audience research and evaluation will contribute to planning and delivery of interpretation

Interpretation of the subject site should focus on the variety of uses of the land and link into the wider historical context of the area. Typically, interpretation generally falls into one of two categories:

1. Primary Interpretation Sites
These may include heritage buildings, residence-based museums, relics, memorials or sites of significant natural history where the heritage item or landscape is the reason for visitation. Such sites may contain interpretive centres, education units, or exhibition spaces where diverse interpretive strategies may engage the audience, that is multimedia, signage, printed materials and public programmes. Equally, they may be simply interpreted with signage or a plaque. The key factor is that the built, movable or natural heritage element is interpreted for its significance, with no other purpose associated with it.

2. Secondary Interpretation Sites
This group comprises sites where new or adaptive reuse developments occur. While there are significant layers of history which require interpretation, the primary purpose of visitation is for purposes not usually associated with the history of the site. For this reason, interpretation should be uncomplicated, without high maintenance requirements nor too many themes and stories, which result in an overload of information and waste of resources.

The Gadigal Metro ISD is a secondary interpretive site and is representative of the evolution and development of a unique section of the Sydney CBD. Interpretation of the site should highlight its role, significance and place within its historical context.

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3.2   METRO STAGE 1 HERITAGE INTERPRETATION

The *Heritage Strategy for Pitt Street*, prepared by Metron in May 2018[1], included recommendations for Heritage Interpretation of the Gadigal Metro site. One example of the Stage 1 proposed locations for Heritage Interpretation devices is provided in Figure 3.1 below.

Sydney Metro has since determined the locations for Public Artwork within the station; One will be located on the back wall of each of the escalator wells and one will be located in the Ground Floor (Level 00) northern entrance, inside the paid metro area. The PSISD Design Team has since resolved to locate any Heritage Interpretation devices away from the visual catchment of the Public Artwork to ensure the works are not visually competing.

The PSISD design team have considered the design proposals in the previous Metro State 1 Design. These ideas have been reviewed by GBA Heritage and AMBS and this Heritage Interpretation Plan has been revised to suit the updated Stage 2 & Stage 3 design.

An updated approach to locating Heritage Interpretation devices is provided on the following pages.

Figure 3.1
Superseded Stage 1 proposal for a primary interpretation opportunity on the ground plane of the northern entry. The PSISD Design Team has since determined that an installation within the paid section of the Metro Station entrance would visually compete with the proposed Public Artwork, and would not be suitable. An updated proposal for an interpretation device within the public domain area only, immediately adjacent to Park Street, is preferred
Source: Metron (2018)

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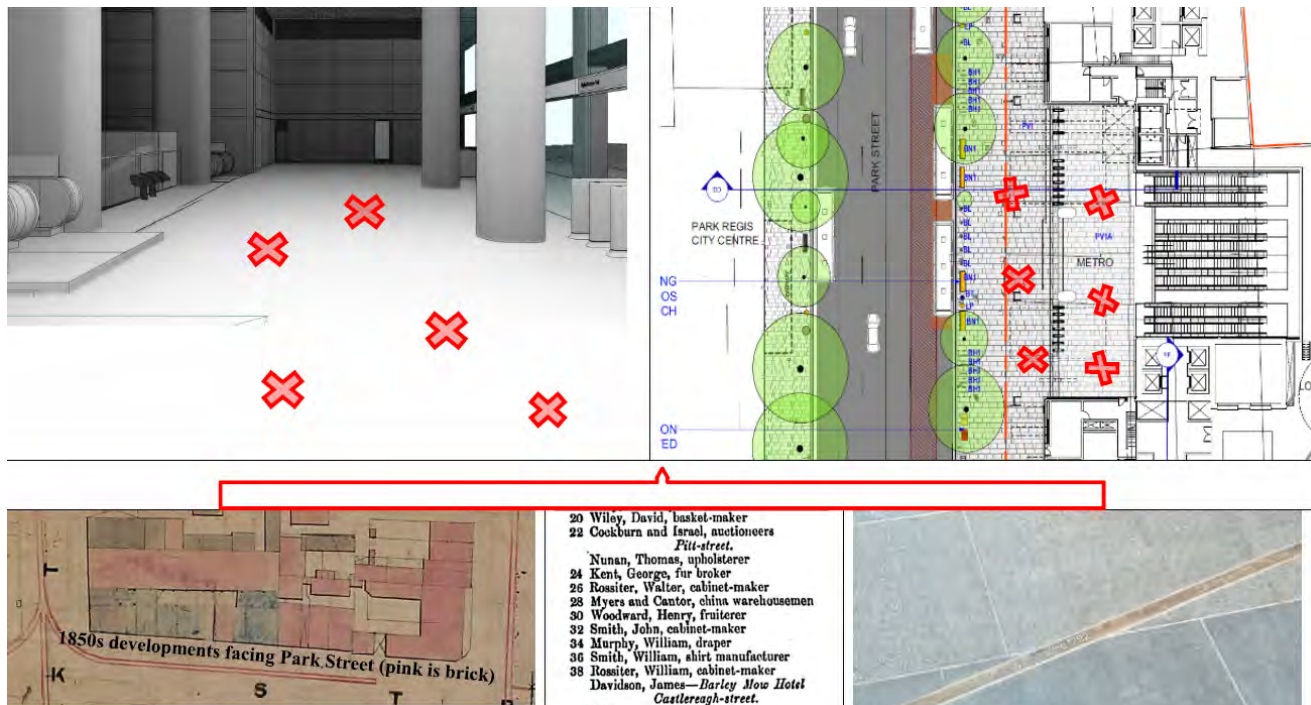
1   Metron, *Heritage Strategy for Pitt Street, Stage 1 Design, Underground Stations Design & Technical Services*, Document No: NWRLSRT-MET-SPS-HE-REP-000001, 3 May 2018.

Possible Interpretation Locations

As architectural designs for the Gadigal Metro Station has evolved, the PSISD Design Team has determined that the locations proposed in Metron's 2018 report for both northern and southern entrances were no longer suitable.

Devices located in both the northern and southern entrance hall and escalator hall would visually compete with the prominent public artwork proposed at each entrance. Locations on the walls of the entrance hall, inside the ticket barriers, are also unsuitable because these spaces are designated for station facilities and services, including bathrooms, ticket machines and signage. Vertical surfaces over the escalators to and from the platform level are also unsuitable because these locations have been designated for signage and advertising.

GBA Heritage has worked closely with the PSISD Design Team, including Foster + Partners and CPB, to identify suitable locations for interpretation devices. In doing so, other locations within the station have also been determined as unsuitable. The platform level floor in the escalator well and adits will have a terrazzo surface that cannot practically host an interpretation device. The platform level adit walls will have a panel cladding that also cannot accommodate interpretation devices.

The PSISD Design Team determined that the possible locations for interpretation devices within the Gadigal Street Station are on the walls of the concourse on the platform level, and in the pavement of the ground floor northern entrance, and on the blank ground floor wall fronting Castlereagh street.

Gadigal Metro North ISD - Possible Interpretation Locations
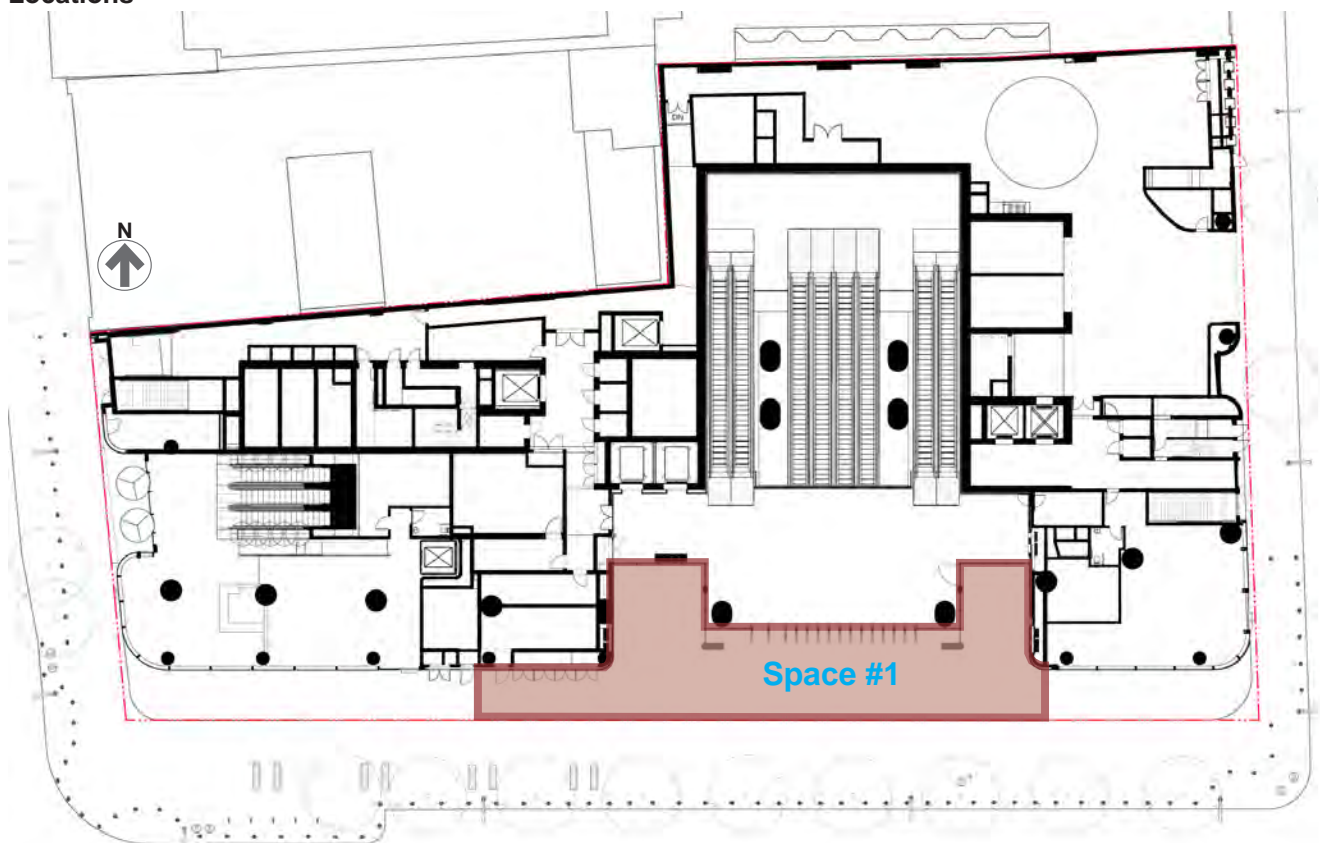
Figure 3.2
Plan of the preferred location for a heritage interpretation device in the floor of the northern ground floor (Level 00) Metro entrance (L00N). The area inside the entry gates may not be suitable for an interpretation device
Source: Foster + Partners
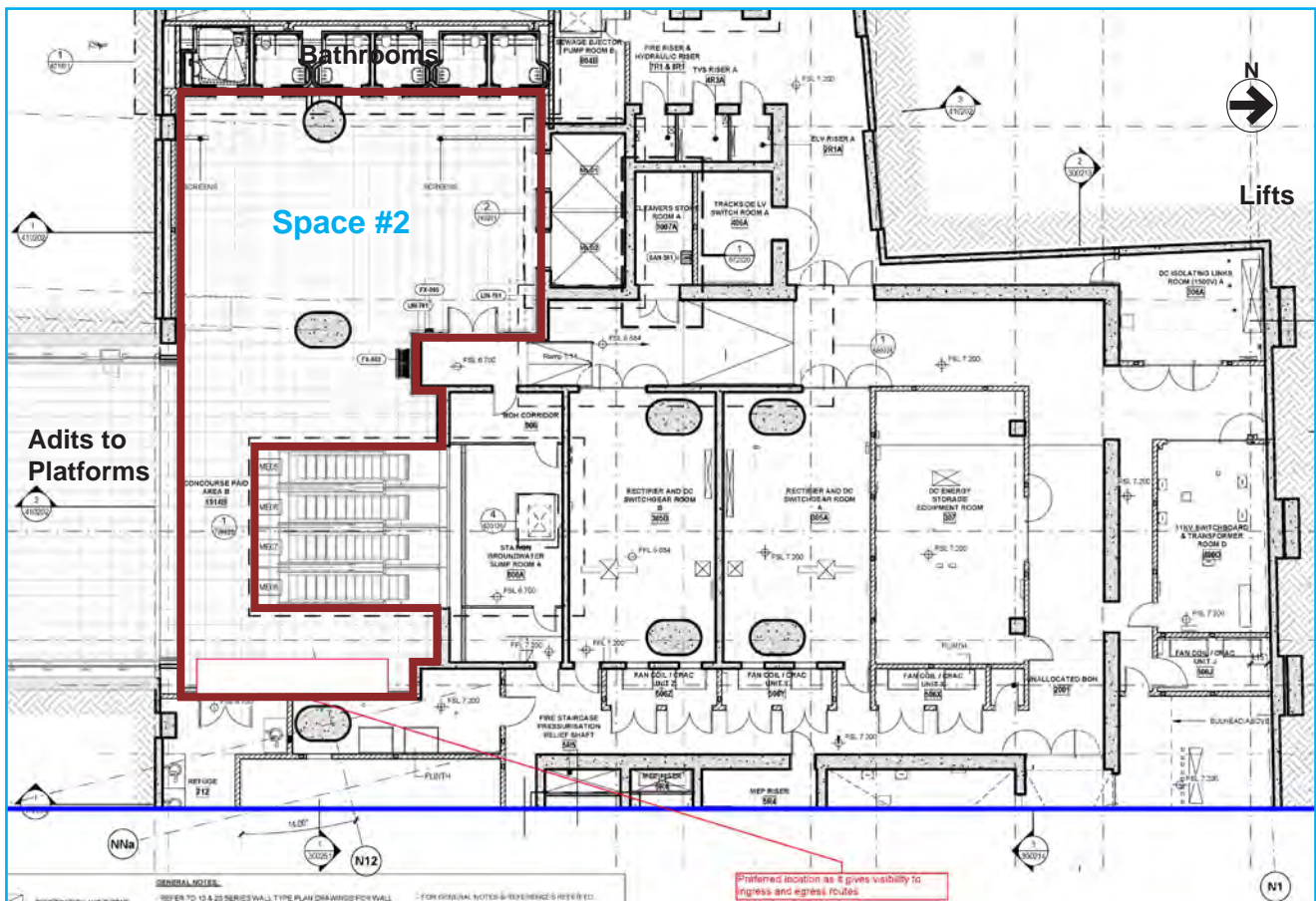
Figure 3.3 (above)
Plan of the preferred location for a heritage interpretation device in the platform level of the northern concourse lobby (B04N-Space #2)
Source: Sydney Metro

Figure 3.4 (below)
Western elevation drawing to the northern concourse lobby (B04N) showing the location for a heritage interpretation device
Source: Sydney Metro

Figure 3.5 (above)
Plan of the preferred location for a heritage interpretation device in the platform level of the southern concourse lobby (B04S-Space #3)
Source: Foster + Partners

Figure 3.6 (below)
Western elevation drawing of the platform level of the southern concourse lobby (B04S), showing the location for a heritage interpretation device
Source: Foster + Partners
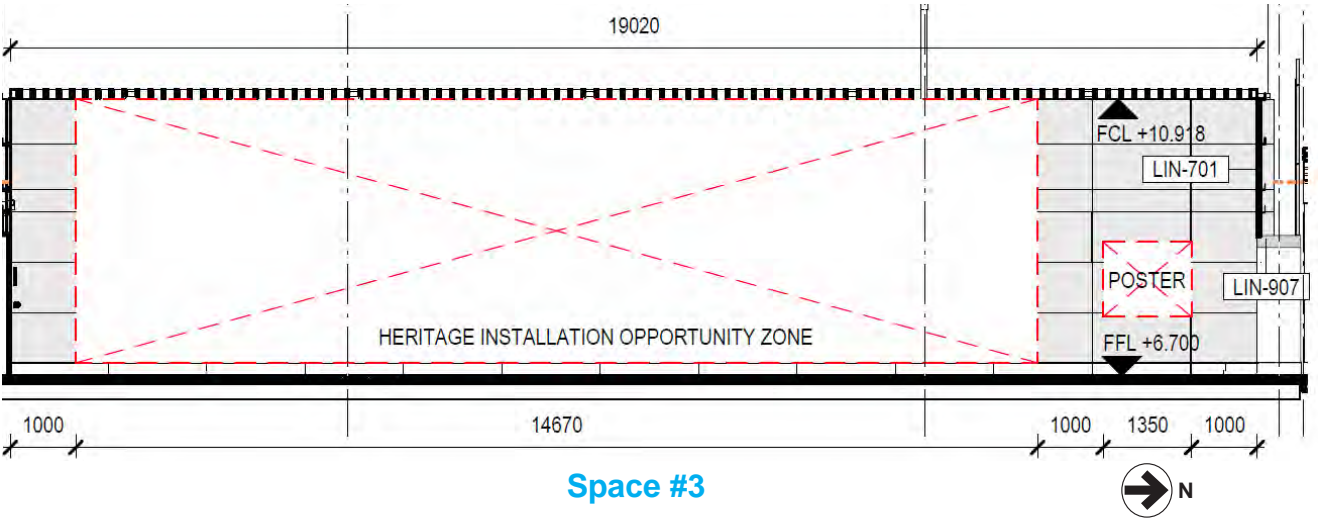
Gadigal Metro South ISD - Possible Interpretation Locations

#4
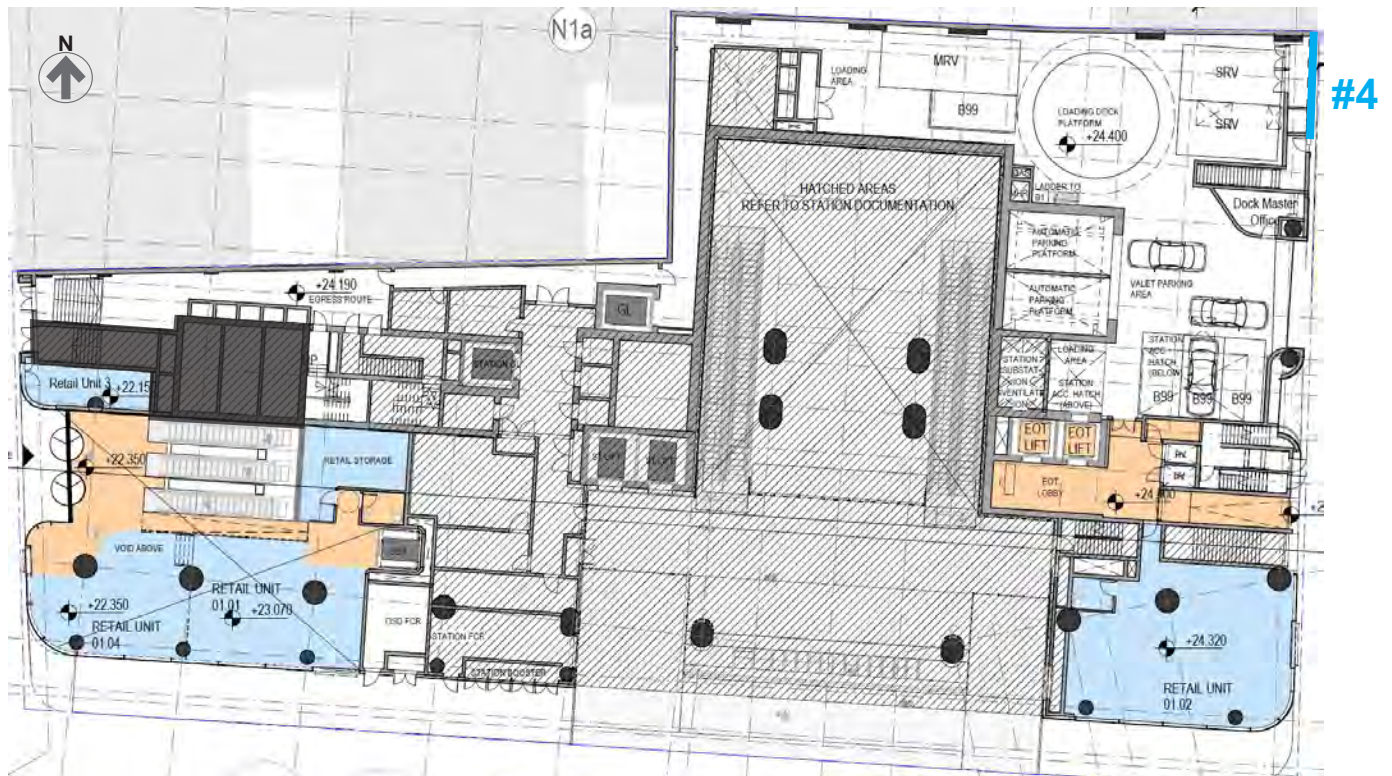
Figure 3.7
Marked up ground floor plan indicating the location of Space #4, the ground floor (level 00) wall fronting Castlereagh Street that is available for an interpretation device
Source: Foster and Partners, marked up by GBA Heritage

Space #4

Heritage Interpretation Wall
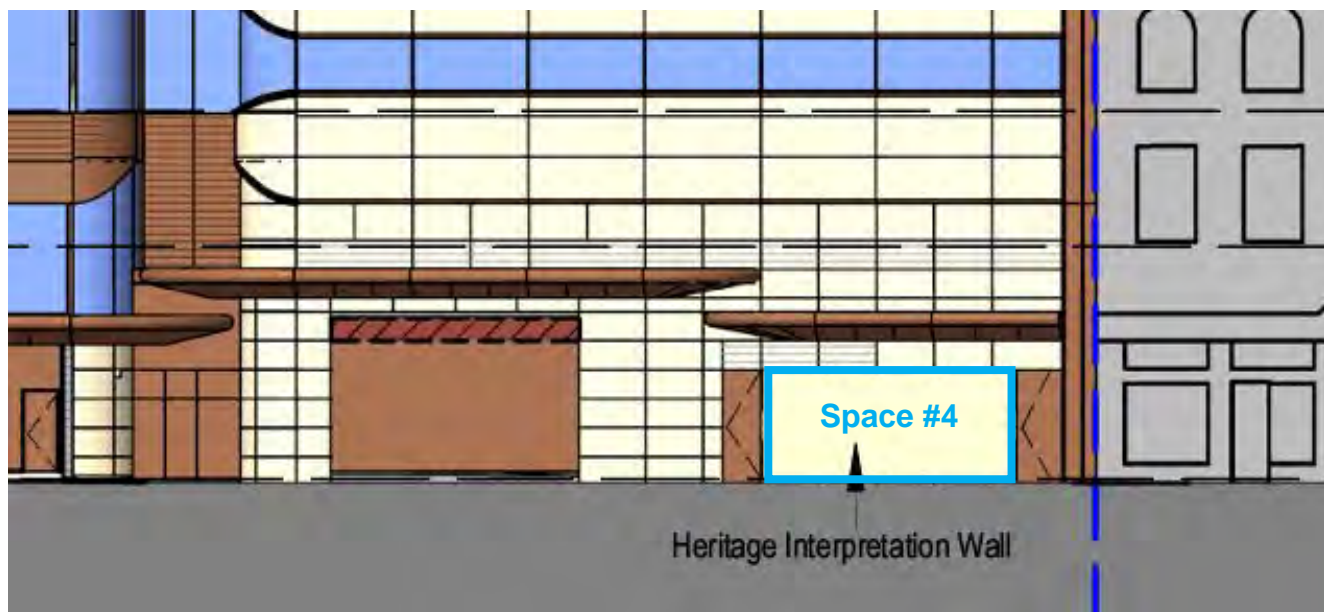
Figure 3.8
Elevation drawing of the area designated for 'Heritage Display', fronting Castlereagh Street (Drawing No. SMCSWSPS-FOS-OSN-AT-DWG-960003). The space measures 6.6m x 2.25m
Source: Foster and Partners, marked up by GBA Heritage

The Design Review Panel (DRP) Preferences

The PSISD Design Team presented the evolving proposals for the Gadigal Metro ISD Interpretation Plan to the DRP on the following dates:

- 5 May 2020
- 19 May 2020
- 15 June 2020

As its meeting on 5 May 2020, the Sydney Metro Design Review Panel considered a proposal to use the salvaged sandstone blocks, from the 2018 archaeological investigations undertaken by Casey & Lowe, in an interpretive string course on the side walls of the escalator well of the Gadigal Metro North Station entry. The DRP meeting minutes record the following comment:

> *DRP Actions and Advice*
> *Item #7.04*
> *Theme: Integrated Art and Heritage Interpretation*
>
> *Foundation Course*
> *The Panel is concerned that the re-used foundation course of the wall as a datum at the station entry seems tokenistic and lacks co-ordination with the larger adjacent artwork and seeks clarity regarding the interaction of these two elements.*

Therefore, after further review by the PSISD Design Team, the reuse of the sandstone blocks is now not proposed. A minor revision to the SWTC will be required. It is understood that the sandstone blocks salvaged from the Gadigal Metro North site have since been allocated to other metro projects.

3.3 HERITAGE WORKING GROUP

The PSISD Design Team presented the evolving proposals for the Gadigal Metro ISD Interpretation Plan to the Heritage Working Group (HWG) on the following dates:

- 7 April 2020
- 9 June 2020

At its 7 April meeting, the HWG:

> *noted that the large images adjacent to public art would have to be carefully considered in the overall design. Image shown in the presentation shows string course adjacent to and through the area of public art and this image needs amendment*

At its May 2020 meeting, the HWG resolved that GBA was to address and incorporate Aboriginal heritage into the Gadigal Metro Heritage Interpretation Plan. At its 9 June 2020 meeting, the HWG discussed the suitability of a ceremony at the opening of the site, such as a smoking or other ceremony, and asked that it be included in the final Interpretation Plan.

The 2022 Heritage Interpetation Plan (Stage 3, Revision 0) identified three locations for interpretation devices (Space 1 L00N, Space 2 B04N, Space 3 B04S). This has been narrowed down to 2 locations: Space 2 BO4N and Space 4 Castlereagh Street.

3.4 ABORIGINAL COMMUNITY CONSULTATION

To ensure that the relevant and appropriate Aboriginal stories and themes are included in the interpretation, consultation has been undertaken with the Registered Aboriginal Parties (RAPs) for the Sydney Metro City and Southwest Tunnel and Station Excavation project. The RAPs were originally identified as part of the previously prepared Aboriginal Cultural Heritage Assessment (ACHA) for the project (Artefact, 2016), and have been involved in all levels of Aboriginal heritage investigation and management planning for the works since that time.

In accordance with the NSW Heritage Office Guidelines for Interpreting Heritage Places and Items, the aims of the Aboriginal community consultation process for the HIP were to:
- provide opportunity for the local Aboriginal community to identify relevant and appropriate Aboriginal stories and themes to be included in the interpretation;
- identify the Aboriginal cultural heritage significance of the study area;
- integrate Aboriginal heritage values into the heritage HIP; and
- provide an opportunity for the local Aboriginal community to comment on the heritage management strategies and proposed outcome.

The following organisations are RAPs for the project, and were consulted during preparation of this HIP:
- Metropolitan Local Aboriginal Land Council
- Darug Land Observations
- Tocomwall Pty Ltd
- Darug Aboriginal Cultural Heritage Assessments
- Kamilaroi- Yankuntjatjara Working Group
- Woronora Plateau Gungangara Elders Council
- Murri Bidgee Mullangari Aboriginal Corporation
- Aboriginal Archaeology Service Inc
- Billinga Cultural Heritage Technical Services
- Gunyuu Cultural Heritage Technical Services
- Murrumbul Cultural Heritage Technical Services

- Wingikara Cultural Heritage Technical Services
- Munyunga Cultural Heritage Technical Service
- Gundungurra Tribal Technical Services

When contacted following inception of the project, the Metropolitan Local Aboriginal Land Council (Metro LALC) requested that the draft HIP be provided to them once prepared for their review and comment, rather than organising video or in-person meetings.

A draft of this HIP has been provided to the Metro LALC for their review and comment. In October 2020, an updated submission was provided to the Metro LALC, that included details on the location of a proposed Aboriginal artwork within the Gadigal Metro station, noted the possible opportunity for a smoking or other opening ceremony, and included a narrative on the Aboriginal and British cultural landscape of the Tank Stream Valley (included in Sections 5 and 6 of this report), which might help inspire the creation of an artwork. This HIP will be updated in the event that community feedback and input is received.

3.5   SITE CONSIDERATIONS

An Interpretation Strategy for the subject site entails selection of the most likely effective methods with which to convey information about the history or meaning of the place. Effective interpretive devices act as a positive marketing tool, with more deliberate and dramatic devices commonly being a popular talking point and even serving as a reference point by which people identify the site. Interpretive devices must therefore be realistic and compatible with the character of the area.

The Interpretation Plan has been based on the Stage 3 architectural plans only and should be further developed within the context of these plans.

3.6   AUDIENCES

The effective interpretation and presentation of the cultural significance of a place or item through the identified interpretive themes is dependent on the accurate identification of target audiences. The identification of a particular audience will influence the choice of media for interpretation of the place and the content of the information provided. Identifying multiple audiences may necessitate multiple strategies in order to target those audiences in different manners.

In this proposal, two distinct target audiences have been identified which will determine the selection of the story lines and interpretive devices.

In the case of the Gadigal Metro Station ISD, which is in the early stages of a planning and development programme that will unfold over a number of years, the audiences for the interpretation will vary across the stages and locations of the project.

The report has recognised two separate audience spaces as follows:

3.6.1   METRO USERS
SPACES #1 - #3

This audience primarily consists of people travelling to and from the Gadigal Metro station. This audience will travel between the either and northern or southern entrance to one of two platforms via one of two possible routes: the escalators from the entrance hall to the platform level, or the lifts that link the ground floor entrance with the platform level. Metro users may make stops along the way, including to read signage and/or use the ticketing machines within the secure entry gate area on the ground floor of both the north and south entrances, or use the bathrooms located in the escalator well on the platform level of both north and south entrances.

The majority of these spaces will be accessible to paid Metro users and would not be accessible to the casual audience passing by the Metro entrances.

The primary objective of the great majority of this audience is to use the Metro transportation system efficiently and comfortably. For many people, interest in any display, including public art, interpretation device or archaeological artefacts, will be limited to the short time available as they pass through a space, waiting on escalators or walking. This group will have a brief but direct interaction with Space #1 but only a glancing interaction with Spaces #2 and #3.

People travelling to and from the platforms via the lifts will have a direct interaction with Spaces #2 and #3. Those waiting for lifts on the platform level may take the time to look at an interpretive device located on the opposite wall, particularly if it is visually engaging. Space #2 will also directly engage those going to or waiting outside of the bathrooms on the Platform Level of Gadigal Metro North.

Visitors, tourists, and special interest groups may also be interested in learning about the place and the historical themes represented. Among visitors, there are those with a deeper interest in the working history of the area, and those with a passing interest.

In summary, the primary audience for Space #1 is all people passing in and out of the station. Spaces #2 and #3 are targeted to people using the lifts, and visitors, tourists and special interest groups. Space #2 can also target people using or waiting outside the platform level bathrooms.

Metro users that enter and exit the site via the escalators without deviating their route are a secondary audience for Spaces #2 and #3, for which interpretation devices will be briefly visible, and may constitute 'place making' features.

3.6.2 NON-METRO USERS
SPACE #1

This audience consists of pedestrians that walk by the Gadigal Metro North Station entrance, on the north side of Park Street. This group will have the opportunity to see and inspect an interpretation device set into the pavement outside the Metro entrance gates (part of Space #1).

The majority of this audience will be travelling elsewhere and will have a limited time to engage with any interpretive device. Visitors, tourists, special interest groups and passers-by may also be interested in learning about the locality. They have the advantage of not being exposed to any particular interpretive material on a continuing basis, so are likely to show more interest in the displays during their visits. Among visitors, there are those with a deeper interest in the working history of the area, those with a passing interest and those with little or no interest in the history or earlier character of the locality.

A primarily visual interpretive device is most likely to engage with this audience, while some will be interested to learn more and would read associated text that provides some historical context.

3.6.3 SPACE #4

This audience consists of pedestrians that walk along the castlereagh Street footpaths, including people entering or existing the eastern entrance of the subject building, also on Castlereagh Street.

The majority of this audience will be travelling elsewhere and will have a limited time to engage with any interpretive device. Visitors, tourists, special interest groups and passers-by may be interested in seeing notable interpretive material. They have the advantage of not being exposed to any particular interpretive material on a continuing basis, so are likely to show more interest in the displays during their visits. Among visitors, there are those with a deeper interest in the indigenous history of the area, those with a passing interest and those with little or no interest in the earlier cultural makeup of the locality.

A primarily visual interpretive device is most likely to engage with this audience.

4.0

AVAILABLE RESOURCES

4.1   DOCUMENTARY RESOURCES

GBA Heritage has undertaken historical research to supplement available information on the subject site. A summary of this research is included in Sections 5.0 and 6.0 of this report.

Images sourced to inspire creative approaches to heritage interpretation or for possible use in the preparation of interpretive media is included in Section 6.0 of this report.

4.2   HIGH RESOLUTION IMAGES

This report recommends a creative and/or artistic approach to the provision of a Heritage Interpretation device in the northern concourse lobby (space #2). Historical images and contemporary images of aboriginal artefacts are required as part of this device.

This report recommends the use of static photographs and film footage as part of an artistic film that combines Aboriginal and historic imagery.

GBA Heritage is not responsible for obtaining high resolution images for inclusion within the final interpretive device. The graphic designers are to organise any high resolution images where required. Such material can generally be ordered directly from the relevant archives or libraries (charges may apply).

To facilitate the future design process, the title, file and order number details for individual images related to interpretation concept #5 are provided in the captions to the sample images in Section 8.0.

A number of archives and libraries provide specific information on how to obtain high resolution images from their institutions, including the following:

State Library of New South Wales -
https://www.sl.nsw.gov.au/research-and-collections-using-library/ordering-copies-library-material

National Library of Australia -
https://www.nla.gov.au/content/copies-and-interlibrary-loans

City of Sydney Archives -
https://www.cityofsydney.nsw.gov.au/learn/history/archives

Transport for NSW
https://www.transport.nsw.gov.au/about-us/contact-us

National Film and Sound Archive of Australia
https://www.collection.nfsa.gov.au/

The British Museum
https://www.britishmuseum.org/

The Notebooks of William Dawes on the Aboriginal Language of Sydney
williamdawes.org/Library Special Collections SOAS

4.3   COPYRIGHTED MATERIAL

Images, photographs, plans, drawings, logos and other archival records are generally subject to copyright and require permission from the copyright owner before they can be reproduced on interpretive devices.

The provisions regarding the term of copyright are set out in the *Copyright Act*.[1] The Australian Copyright Council provides up to date information on copyright laws in Australia, including specific information pertaining to graphic designers.[2]

GBA Heritage is not responsible for obtaining the reproduction rights for any material included in this report. The graphic designers and/or device manufacturers are to obtain the required copyright clearances and permissions to reproduce the selected material. The graphic designers are also responsible for appropriately referencing the material they are using on any interpretive device(s).

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1   Australian Copyright Council, *An Introduction to Copyright in Australia, Information Sheet,* G010v18, March 2014
2   See their website www.copyright.org.au

5.0

REGIONAL ABORIGINAL HERITAGE CONTEXT

5.1 HISTORICAL AND ETHNOGRAPHIC CONTEXT

At the time of European contact, the Aboriginal people of the Sydney region were organised into named territorial groups. It is generally accepted that the area south of Port Jackson extending from South Head to Petersham was Gadigal land (historically spelled Cadigal) (Attenbrow 2002:22). The earliest historic description of the Gadigal people from a European perspective was provided by Governor Arthur Phillip in 1790 in a letter to Lord Sydney (Phillip 1790:42-43):

From the entrance of the harbour, along the south shore, to the cove adjoining this settlement the district is called Cadi, and the tribe Cadigal; the women Cadigalleon.

In 1793, naval officer Philip Gidley King identified a number of tribes and the areas they lived (King cited in Attenbrow 2002:22):

The tribe of Cadi inhabit the south side [of Port Jackson], extending from the south head to Long-Cove...

In 1788, Watkin Tench recorded his observations on the same topic:

the tribes derive their appellations from the places they inhabit- Cedigal [are] those who reside in the bay of Cadi. The women of the tribe are denoted by adding eean to any of the foregoing words: a Cadigaleean imports a woman living at Cadi, or of the tribe of Cadigal (Tench and Flannery 1956:266).
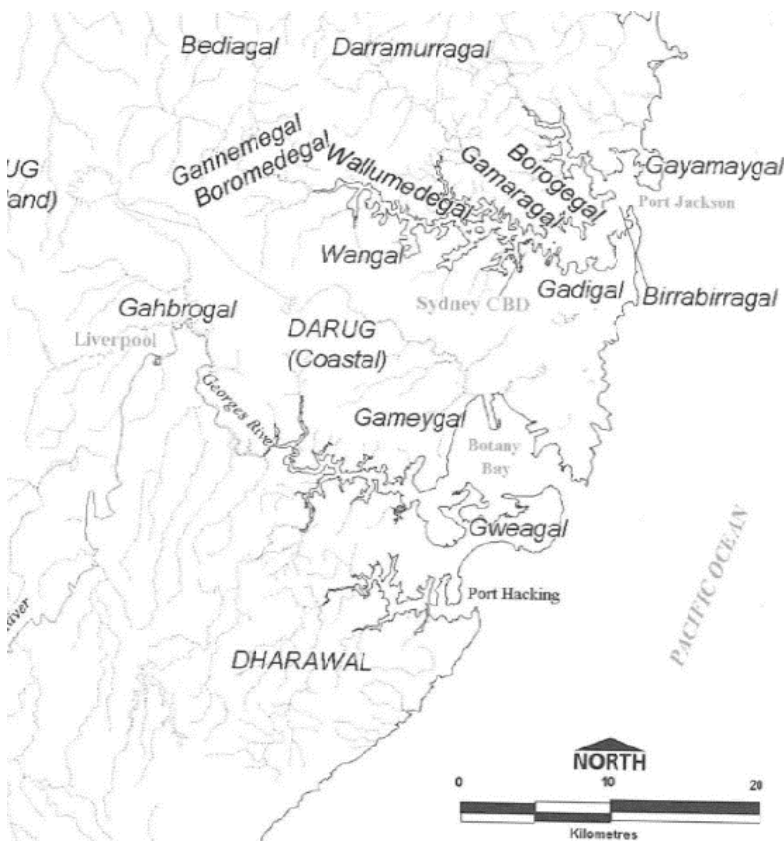
Figure 5.1
Aboriginal groups of the Sydney region
Source: Attenbrow 2010:23

The Aboriginal people who lived in this area would have probably belonged to the Darug language group, speaking a coastal dialect that was in use between Botany Bay and Port Jackson (Attenbrow 2002:33). It is believed that Cadi (Gadi) is the name of the grasstree (Xanthorrhoea sp.), which had a dry flower stem used for making spear shafts (Clarke 2011:17; State Library of NSW 2006:4).

As indicated above, prior to the British settlement, the Gadigal people would have probably maintained a mixed food economy based predominantly on resources from the waters surrounding the harbour, in addition to hunting some terrestrial animals and collecting and processing some plant materials (Attenbrow 2002:14). In the first few years of British settlement, Watkin Tench noted that:

When prevented by tempestuous weather, or any other cause, from fishing, these people suffer severely. They have then no resource, but to pick up shell-fish, which may happen to cling to the rocks, and be cast on the beach; to hunt particular reptiles and small animals, which are scarce; to dig fern root in the swamps; or to gather a few berries, destitute of flavour and nutrition, which the woods afford. (Tench 1793:130)

It is likely that the addition of the British, who also fished in Port Jackson, began to cause scarcity of fish, in addition to having other impacts on the Aboriginal people. Nevertheless, it appears that fishing was most common in this area, with many early images of Aboriginal people produced by Europeans at the time showing fishing scenes (see Figure 5.3).

This impression of fishing being a most common subsistence activity of the Aboriginal people in Port Jackson is reinforced by Watkin Tench's description of their daily life:

In general the canoe is assigned to [the wife], into which she puts the [night's remaining] fire, and pushes off into deep water, to fish with hook and line, this being the province of the women. If she have a child at the breast, she takes it with her… cautiously moving in the centre of the vessel, the mother tends her child; keeps up her fire, which is laid on a small patch of earth; paddles her boat; broils fish; and provides in part the subsistence of the day. — Their favourite bait for fish is a cockle.

Figure 5.2
"View in Port Jackson from the South Head leading up to Sydney; Supply sailing in" by William Bradley, showing the forested landscape
Source: Mitchell Library, State Library of New South Wales

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The husband in the meantime warily moves to some rock, over which he can peep into unruffled water, to look for fish. For this purpose he always chuses(sic) a weather shore; and the various windings of the numerous creeks and indents always afford one. Silent and watchful he chews a cockle, and spits it into the water. Allured by the bait, the fish appear from beneath the rock. He prepares his fish-gig [fishing spear], and pointing it downward…plunges it at his prey. If he has hit his mark, he continues his efforts and endeavours to transpierce it, or so to entangle the barbs in the flesh, as to prevent its escape. When he finds it secure he drops the instrument, and the fish, fastened on the prongs, rises to the surface, floated by the buoyancy of the staff. Nothing now remains to be done, but to haul it to him, with either a long stick, or another fish-gig…

The wife returns to land with her booty, and the husband quitting the rock joins his stock to hers; and they repair either to some neighbouring cavern, or to their hut. This last is composed of pieces of bark…too low to admit the lord of it to stand upright; but long and wide enough to admit three or four persons to lie under it… With a lighted stick brought from the canoe, they now kindle a small fire, at the mouth of the hut, and prepare to dress their meal. They begin by throwing the fish, exactly in the state in which it came from the water, on the fire. When it has become a little warmed they take it off, rub away the scales, and then peal(sic) off with their teeth the surface, which they find done, and eat. Now, and not before, they gut it… The cooking is now completed, by the remaining part being laid on the fire until it be sufficiently done. A bird, a lizard, a rat, or any other animal, they treat in the same manner: the feathers of the one, and the fur of the other, they thus get rid of.

Unless summoned away by irresistible (sic) necessity, sleep always follows the repast. They would gladly prolong it until the following day; but the canoe wants repair; the fish-gig must be barbed afresh; new lines must be twisted, and new hooks chopped out — they depart to their respective tasks, which end only with the light (Tench 1793:129-31).

Figure 5.3
"View in Port Jackson" by Richard Clevely, showing Aboriginal women and children in canoes, with fires
Source: Dixson Library, State Library of New South Wales

GBA Heritage

Images of such huts as mentioned by Tench may be seen in some other early images of Aboriginal people produced by Europeans at the time (see Figure 5.4). Tench also noted how the various elements of the Aboriginal fishing tool-kits were made:

The canoes, fish-gigs, swords, shields, spears, throwingsticks, clubs, and hatchets, are made by the men: to the women are committed the fishinglines, hooks, and nets… The fish-gigs and spears are commonly (but not universally) made of the long spiral shoot, which arises from the top of the yellow gum-tree, and bears the flower: the former have several prongs, barbed with the bone of kanguroo(sic); the latter are sometimes barbed with the same substance; or with the prickle of the sting-ray; or with stone; or hardened gum; and sometimes simply pointed… The fishing-lines are made of the bark of a shrub: the women roll shreds of this on the inside of the thigh, so as to twist it together, carefully inserting the ends of every fresh piece into the last made… The fish-hooks are chopped with a stone out of a particular shell, and afterwards rubbed until they become smooth. They are very much curved, and not barbed (Tench 1793:127-8).

A survey of the harbour of Port Jackson was now undertaken, in order to compute the number of canoes, and inhabitants, which it might contain: sixty-seven canoes, and 147 people were counted. No estimate, however, of even tolerable accuracy, can be drawn from so imperfect a datum; though it was perhaps the best in our power to acquire. (Tench 1793:6)

The increasing expansion of the settlement impacted greatly on the Gadigal's food supply and traditional lands, such that by the 1860s there were very few of the original inhabitants of the shores of Port Jackson living in Sydney town and its immediate environs (Attenbrow 2002:14-15). By 1883, Obed West, writing in the Sydney Morning Herald, noted that in response to Macquarie's earlier proclamation, ceremonial activities had moved to Redfern:

Figure 5.4
"View of a Hut in New South Wales" by Richard Clevely
Source: Dixson Library, State Library of New South Wales
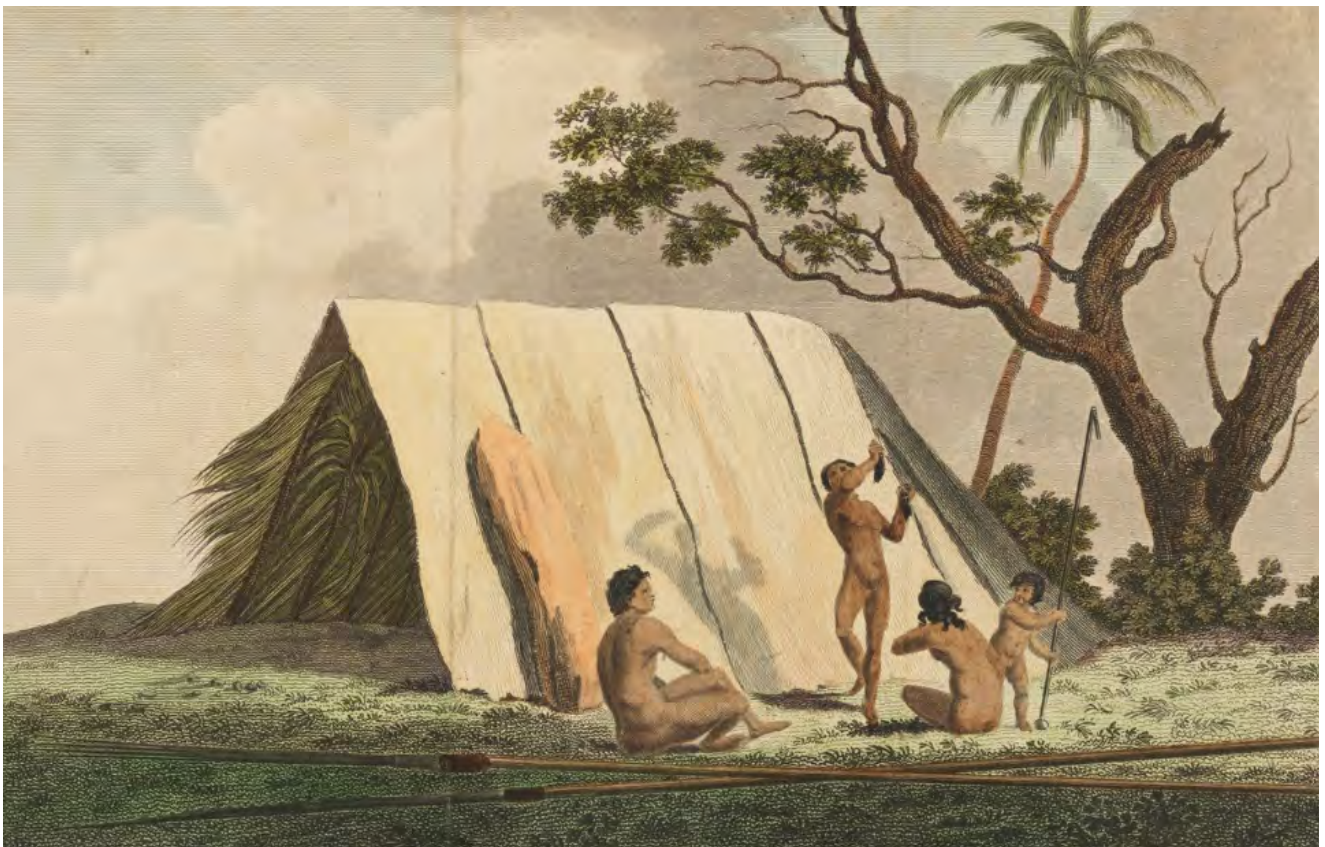
Boxley's Clear was a great rendezvous of the blacks, and was one of their great feasting and convincing grounds, as well as the scene of many a hard fought battle. Owing to the disturbances which were constantly taking place in the town when they had obtained a too plentiful supply of drink, the Governor gave instructions that no waddice or spears were to be brought within a mile of the then boundaries of the town, and the clearing at Redfern being nicely adjacent was chosen by the natives as the place of meeting for the settlement of disputes, in lieu of the Racecourse (Hyde Park) and other places where they formerly gathered. (Sydney Morning Herald 1883:5).

Nevertheless, Aboriginal family groups continued to camp around Port Jackson and its surrounds throughout the nineteenth century. In the 1870s, E. Dowling, a local resident of Blues Point observed Aboriginal people camping at Berry Island. Recognising their dispossession, he wrote to the Sydney Morning Herald:

Considering the vast territory which has been wrested from these poor people without any compensation, I take it would be graceful to allow them the privilege of pointing to one of these small islands at the entrance of the metropolis as still their own (Sydney Morning Herald 23 November 1878).

The passing of the 1967 referendum on Aboriginal affairs meant that Aboriginal people were included in the national census. The Aboriginal and Torres Strait Islander Census population of the City of Sydney in 2016 was 2,412, living in 1,375 dwellings (City of Sydney 2020). Further, on 15 December 2008, City of Sydney Council appointed the first Aboriginal and Torres Strait Islander Advisory Panel (City of Sydney 2019).

5.2 ARCHAEOLOGICAL OVERVIEW

Aboriginal occupation of the greater Sydney region is likely to have spanned at least 20,000 years, although dates of more than 40,000 years have been proposed for artefacts found in gravels of the Cranebrook Terrace on the Nepean River (Nanson et al. 1987; Stockton 2009; Stockton and Holland 1974). Late Pleistocene occupation sites have been identified on the fringes of the Sydney basin and from rock shelter sites in adjoining areas. Dates obtained from these sites were 14,700 Before Present (BP) at Shaws Creek in the Blue Mountain foothills (Kohen et al. 1984), c.15,000-c.11,000 BP at on a levee near Pitt Town adjacent to the Hawkesbury River (Williams et al. 2012), c.11,000 BP at Loggers Shelter in Mangrove Creek (Attenbrow 1981, 2004), and c.20,000 BP at Burrill Lake on the South Coast (Lampert 1971).

The majority of sites in the Sydney region, however, date to within the last 5,000 years, with some researchers proposing that occupation intensity increased from this period (Kohen 1986; McDonald 1994; McDonald and Rich 1993); although it has recently been argued that this is part of a longer trend in stepwise population growth and diversification of economic activity evident in south east Australia from the Early to Mid-Holocene (Williams 2013). This increase in sites may reflect an intensity of occupation that was influenced by rising sea levels, which stabilised approximately 6,500 years ago. Older occupation sites along the now submerged coastline would have been flooded, with subsequent occupation concentrating on and utilising resources along the current coastlines and in the changing ecological systems of the hinterland (Attenbrow 2010:55-56).

A study of the Sydney region reveals that Aboriginal sites are distributed across the whole range of physiographic units and environmental zones, although certain types of sites may be more frequently associated with certain parts of the landscape (for example, shelter sites are particularly common in areas of Hawkesbury Sandstone), and different parts of the landscape contain different resources, which may be seasonally available or highly localised (Koettig 1996).

Creeks and other water resources were foci for Aboriginal occupation, providing fresh water, fish, eels, waterbirds and plant foods, in addition to terrestrial animals drawn to the water (Attenbrow 2010:70-71). In 1788, British colonists described Port Jackson as having many varieties of fish, including "Jewfish, Snapper, Mullet, Mackrel, Whiting, Dory, Rock Cod, leather jackets and various others"(Bradley cited in Attenbrow and Colley 2012:68). According to Tench, the fish ranged in size from a "whale to a gudgeon" and that there were 'sharks of monstrous size, skait, rock-cod, grey-mullet, bream, horse-mackare, as well as bass, leatherjacket and snapper (Tench cited in Attenbrow and Colley 2012:68). Trees provided shade, habitat for animals and birds, and bark for shelters (huts), canoes, paddles, shields, baskets and bowls. The area which now comprises Pitt Street was once covered by eucalypt open-forest and low eucalypt woodland, with a sclerophyll shrub understorey (Chapman & Murphy 1989: 26-27). Food resources of this environment would have included edible roots and tubers, fruits and nectar-bearing flowers, and the fresh water resources would have provided fish, platypus and waterbirds (Karskens and Rogowsky 2004:14).Hawkesbury sandstone outcrops provided material with which to make tools. When overhanging they provided shelter from the elements, and flat stone surfaces and shelters were sometimes engraved or painted by Aboriginal people (Attenbrow 2010:105, 113-116, 120-122).

Figure 5.21
Aboriginal heritage sites recorded on AHIMS in the vicinity of the
study area. The subject site is circled in red. No sites are shown on
or in the immediate vicinity of the subject site
Source: AMBS Ecology & Heritage

6.0

THE TANK STREAM VALLEY: AN ABORIGINAL AND BRITISH CULTURAL LANDSCAPE

6.2.1   INTRODUCTION

The following short discussion provides insights into the character and evolution of the Tank Stream Valley to link the experiences of Aboriginal and British inhabitants in Interpretation devices at the Gadigal Metro Site.

The discussion aims to inform the creative process in preparing the Aboriginal interpretive device. It describes the social, environmental and historical aspects of the site and its surroundings to build a picture of its character and the changes it underwent from before British contact to the early years following the establishment of Sydney in 1788.

The immense alteration of the social and environmental character of the Tank Stream Valley by the British settlers immediately following the establishment of Sydney has resulted in only very limited physical and documentary evidence of the Aboriginal cultural landscape (including the natural environment) being available today. The following is largely based on the accounts of early settlers, more recent detailed studies, the character of the local topography, and comparative information from the Sydney Basin Region.

6.2.2   THE LOCAL TOPOGRAPHY

The subject site is located around the crest of the hill at the southern end of the Tank Stream Valley. Its position and topography places it in proximity to many surrounding parts of the region. The land in between the subject north and south metro entrances is more or less flat land on a ridge near the highest part of the area, with access to ridges flanking a small valley to its north, identified here as the Tank Stream Valley, as well as a ridge to the south-east, today the general alignment of Oxford Street, which leads to Surry Hills and Redfern in the South or to Darlinghurst and Paddington in the East. Such ridge lines often acted as natural pathways, being used by Aboriginal people for ease of movement between campsites and resource or ceremonial areas. The site is also close to the various bays and waterways in nearby lower lands, including Cockle Bay and the various inlets along this part of Sydney Harbour. This access to higher and lower lands, both inland and by the water, presumably brought with it a variety of flora and fauna habitats, as well as good access to fresh water from a variety of springs, as well as the Tank Stream and the creek running into Cockle Bay. These environmental links may help explain why a location in this vicinity hosted Aboriginal gatherings, described by the City of Sydney as follows:

> Until the mid-1820s, Aboriginal people travelled from all over Sydney, and as far away as the Hunter and the Illawarra, to gather at a ceremonial contest ground to the south of the city. The exact location of this site of ritualised conflict settlement and resistance is unclear. Described as lying between the road to Botany Bay and the Brickfields, it was probably near Hyde Park South.

Bloody fist fights involving up to 100 people, spearings and beatings were used to resolve conflicts at the Brickfields contest ground. These were observed and recorded by visiting Russian sailors in 1814, and again 10 years later by the French explorers Dumont d'Urville and Rene Lesson (City of Sydney 2013).

Indigenous artist Tony Albert, with the City of Sydney Council, recognised this traditional meeting place in siting the 2014 remembrance memorial "YININMADYEMI Thou didst let fall" in Hyde Park South, fronting Elizabeth Street.

6.2.3 THE TANK STREAM VALLEY'S ENVIRONMENT AT THE ESTABLISHMENT OF SYDNEY

The Tank Stream Valley's environment, that today hosts Sydney's Central Business District, has been fundamentally altered by the continuous process of landscape manipulation and urban development since the establishment of Sydney, and by Aboriginal communities for many thousands of years before then. However, the available documentary and comparative evidence is enough to give us a picture of the environment in 1788.

The area that would host the British settlement of Sydney was set around the outlet of a small creek that let out into 'Warrane', otherwise known as Sydney Cove. A large estuary was located at the south-west corner of the cove, where the Tank Stream drained its freshwater more-or-less permanently. That estuary is now completely built over and is barely distinguishable in the topography of Circular Quay. The settlement site was at the bottom of the small valley; defined by ridges along each side that became the site of The Rocks (western ridge) and Macquarie Street and Hyde Park (eastern ridge). The ridges joined at the southern end of the valley around Park and Bathurst Streets, creating a drainage area of around 82 hectares, known as the Tank Stream Valley.

As is typical in the sandstone geography of Sydney, parts of the Valley made for difficult terrain, with sandstone ridges and stone outcroppings dominating some parts. The results of numerous studies provide a rich, if incomplete, picture of the flora growing in the valley at the time of settlement. A 2018 study of pollen samples from 200 George Street by Michael Macphail and Timothy Owen offers a scientific basis to verify existing studies on the early natural environment.

According to Macphail and Owen, the Tank Stream Valley probably supported an open dry sclerophyll forest or woodland, with Eucalyptus trees growing on the valley's slopes. It was also a ground fern valley. The Tank Stream estuary and lower stretches was likely characterised by casuarina swamp forest, probably represented by the salt tolerant Swamp-oaks, and River-oak trees, which line many fresh water streams, with ground ferns in the understory (Macphail and Owen 2018: 26). Swamp-mahogany and bangalay trees likely grew around any saline and swampy ground (Aplin 1988: 22). Macphail and Owen also conclude "heath, growing on open sites on sandstone soils and shallow sandy soils around Sydney Cove, was analogous to present-day Eastern Suburbs Banksia scrub in supporting banksias and other genera in the protea (Proteaceae) family" (Macphail and Owen 2018: 26). Despite the terrain and trees, this:

was not a wilderness, pristine or otherwise, but part of a cultural landscape shaped and managed in particular ways by the Aboriginal population over millennia of skilful burning...

What is apparent is that … the use of fire by Aboriginal people as a land management tool perhaps did not holistically clear the landscape of all of its understory, as evidenced by the diverse cryptogam and shrub flora. Perhaps firing regimes in the TSV were focused, small scale, and targeted specific land area for specific traditional and cultural reasons, following key principles including control of intensity, time of the year, prevailing weather, social necessities, the cultivation cycles of key flora, or cyclical mosaic burning (Macphail and Owen 2018: 26).

This landscape offered the local Darug people a major food source in the form of possums, and they had specific tree climbing skills and procurement techniques for these animals (Barrallier 1802 [1975]; Collins 1798 [1975]; Hunter 1793 [1968]; Tench 1793a). Such trees could also have been used to make equipment like huts, canoes and spears. The use of fire management in this landscape to encourage such plant growth would likely also have been used by the local Cadigal (sometimes spelled Gadigal) Aboriginal people to draw in terrestrial animals that could be hunted, such as wallabies and kangaroos, which were attracted to the grasses and Banksia flowers as food sources. It is known that the Cadigal people also consumed the nectar from Banksia flowers themselves; some of their food resources noted by Collins in 1798 were "berries, the yam and fern root, the flowers of the different Banksia, and at times some honey" (Collins 1798 [1975]:462-63).

6.2.4 THE RAINFALL BASIN ADJACENT TO THE SUBJECT SITE

The northern end of the subject site is the edge of a small, shallow basin surrounded by gentle slopes to the east, west and south. A 1924 plan in a study by J. F. Campbell (Campbell 1924: 64, annotated in Figure 6.1) depicts the area of the basin as extends roughly from Pitt Street to Hyde Park, and from Market Street to near Park Street, narrowing at its north-west end near the intersection of Market and Pitt Streets. During periods of rainfall, some water would likely have naturally collected within the basin, before flowing north-west into the Tank Stream.

This basin is today typically depicted as having once been a large swamp that formed the head of the Tank Stream. However, this is likely an exaggerated view given the basin's small size that would have collected only a little rainwater. Perhaps most notably, the environmental feature is not shown on early records. Rather, early maps show this general area as effectively devoid of notable features, without a swamp, spring or drainage channel into the Tank Stream. Such an important environmental feature would have certainly been identified by British settlers, who struggled to survive with the little water they knew to be available.

More likely, the area may have had some modest swamp characteristics but was more important in carrying subsurface water from Hyde Park down into the Valley. Campbell's account (Campbell 1924: 65) is likely closer to the reality:

The Tank Stream … had its rise in marshy ground which skirted the western slopes of Hyde Park, between Market and Park Streets. This marshy ground was rendered so by seepage springs issuing from the bed-joints of the valley, which heads about the centre of the park in the direction of Oxford-street. The water from these subsurface springs filtered through the soil towards the point marked J … and overflowed its basin about the end of the King-street spur which contracts the upper part of the valley.

Campbell's depiction of the visible commencement of the Tank Stream a little south of King Street is reasonable, although others have argued it was closer to Market Street.

Campbell's study included physically inspecting basements and excavations areas around the subject site. Amongst the many small flows he found, he located one large flow of fresh water some 15 feet underground. Campbell describes the area's subsurface geology as follows:

The Sydney sandstone includes, in its composition, shale and conglomerate, especially the former, and is more or less deeply weathered throughout the upper portion of the Tank Stream Valley … The permeability of this mantle of rock waste admits of the easy passage of water, which is continued downwards along the weathered joints and bedplanes to a variable depth … a spring of considerable volume was struck at the [location shown with a blue dot in Figure 6.2] *… in Castlereagh-street, about fifteen feet below the surface...*

Interestingly, other studies and historic sources show that these subsurface waterflows extended beyond the basin, and possibly across much of the area south of Market Street. A 1946 study by Sir William Dixon (Dixon 1946) identified another notable flow at around the corner of Park and Elizabeth Street, again at a depth of around 15 feet (location shown with a red dot in Figure 2). Sir Dixon determined its flow continued directly under the subject northern metro site to the centre of the block between George and Pitt Streets, a route beyond the western edge of the rainfall basin. A surface spring apparently also existed to the south-west, within Hyde Park, towards Oxford Street. It is also notable that a local man said of his early years in Sydney at around 1816 (Trove 1886):

I may mention that almost every house above Market-street had deep wells in front, from which the necessary supplies of water for the household were drawn.

In line with the above, the vicinity around the northern section of the subject site should be understood as a small rainfall basin, perhaps somewhat swampy in character, surrounded by an environment of widespread subsurface water flows that largely eventually made their way to the surface as part of the Tank Stream.
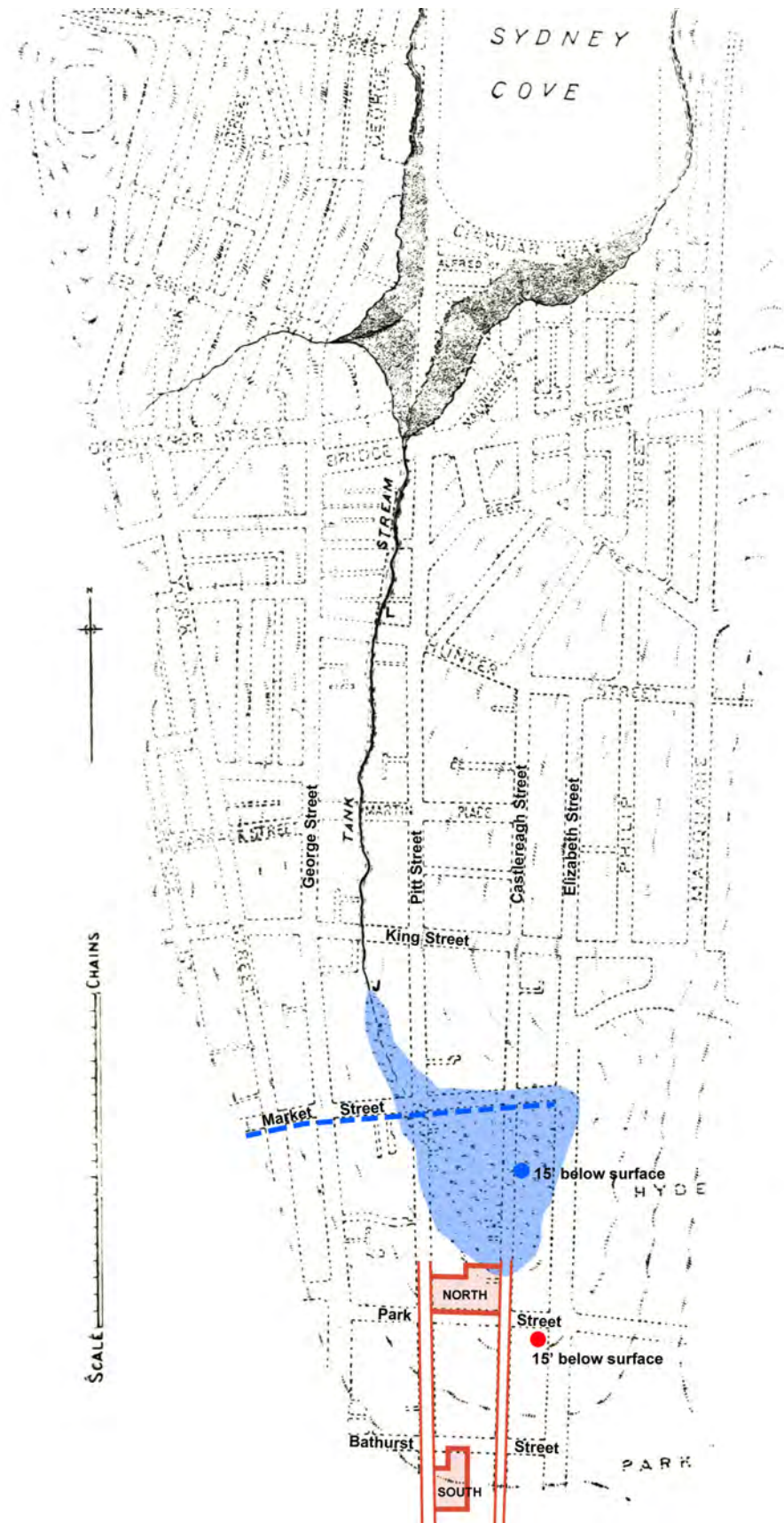
Figure 6.1
1924 map showing the topography of the Tank Stream Valley,
annotated to show the rainfall basin (blue shading) and the location
of 2 large subsurface water flows; the blue dot relates to the 1924
study and the red dot from the 1946 study. Properties south of
Market Street (dashed blue line) historically constructed wells to
access the water supply. The subject site is shown in red
Source: Campbell (1924), 64, annotated by GBA Heritage

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6.2.5 IMMENSE ENVIRONMENTAL CHANGE: COMPREHENDING, CLEARING AND EXPLOITING THE LANDSCAPE

While Aboriginal inhabitants would have enjoyed the rich natural environment, with its supplies of fresh water and the flora and fauna such water sources would have brought to the area, many British settlers responded negatively to the same landscape.

George Worgan (Webby 1989: 10) wrote the following to his brother on 12 June 1788:

Happy were it for the Colony, if these Appearances did not prove so delusive as upon a nearer Examination they are found to do; For though We meet with, in many parts, a fine black Soil, luxuriantly covered with Grass, & the Trees at 30 or 40 Yards distant from each other, so as to resemble Meadow Land, yet these Spots are frequently interrup[ted] in their Extent by either a rocky, or a sandy, or a Swampy Surface crowded with large Trees, and almost impenetrable from Brush-wood which, being the Case, it will necessarily require much Time and Labour to cultivate any considerable Space of Land together.

Similarly, a letter from Ralph Clark (Clark 1788) written soon afterwards on 10 July 1788 states:

I shall only tell you that this is the poorest country in the world, which its inhabitance shows the[y] are the most miserable set of wretchs under the Sun … the reason for our leaving Botany was on Account of there being no fresh water Sufficient to be found for the Settlement, nor is there any great quantity here, although this is one of the finest harbours in the world but there is neather river or Spring in the country that we have been able to find or meet with ―― all the fresh water comes out of large Swamps which the country abounds with ―― the country is over run with large trees not one Acre of clear ground to be Seen

Despite initial perceptions, circumstances required the British settlers to move forward with their plan to establish Sydney. Governor Phillip wrote of this time (Phillip 1789):

The debarkation was now made at Sydney Cove, and the work of clearing the ground for the encampment, as well as for the storehouses and other buildings, was begun without loss of time. But the labour which attended this necessary operation was greater than can easily be imagined by those who were not spectators of it. The coast, as well as the neighbouring country in general, is covered with wood; and though in this spot the trees stood more apart, and were less incumbered with underwood than in many other places, yet their magnitude was such as to render not only the felling, but the removal of them afterwards, a task of no small difficulty.

During Governor Phillip's five years in office that established the new settlement, the core British activity was to develop a dependable method of building construction to house inhabitants and stores. This was a difficult challenge for the settlers as they faced an unknown environment and climate, with unknown natural resources, and with few local examples suitable to emulate (Proudfoot 1988: 57). "To the dismay of the colonists, the task of erecting buildings generally proved more difficult than expected" (Proudfoot 1988: 58). Nonetheless, work proceeded. The British settlers were supplied with tools for construction and agriculture and set about exploiting the landscape to build their new home. In time, a small township emerged. Masonry houses tended to be afforded the upper ranks of society while everyone else tended to have timber framed houses, with shingled or thatched roofs, and lath and plaster walls, or even simpler shacks that were closer to the Aboriginal form of housing.

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While not what they had been used to, the settlers found many materials locally that they could use. They quarried nearby stone for solid building materials and burnt shells to produce lime, particularly from the rich Aboriginal shell midden deposits near the harbour; the most common shellfish species deposited in these middens included oysters, cockles, whelks and winkles (Attenbrow 2010b). White pipe clay was excavated for rendering buildings, while other clays were used to produce bricks. A species of pine was found to be the best for timber frame-work and creating shingles. Pine also brought from Norfolk Island (Proudfoot 1988: 59-63). It is noteworthy that two shingling parties and five saw pits are shown in the vicinity of the subject site on an April 1788 map, provided in Figure 6.2. They found a type of Mahogany that could be used to fabricate tolerable furniture. Woody shrubs were also cut down for fuel. Soon, "the areas around the settlement were gradually stripped of their grass and other vegetation and the ground denuded and disturbed. Small quarries interrupted the topography in the Rocks area and the footpaths and streets dissolved into sticky mud when it rained" (Proudfoot 1988: 65).

These exploitation and development works had a profound impact on the local environment. Early accounts document a quickly changing local environment. Officer John Hunter noted in March 1790 that "When I left Port Jackson in February, 1788, the ground about Sydney-Cove was covered with a thick forest, but on my arrival at this time, I found it cleared to a considerable distance, and some good buildings were erected" (Hunter 1793 [2003]). A more negative perspective was given in 1792 by the Sydney's chaplain, who complained that "... the first public service at Port Jackson [on 3 February 1788 was] much more comfortable [than last Sunday] for we had the advantage of trees to shelter us from the sun, but now we [are] wholly exposed to the weather" (Macphail and Owen 2018: 19).

A more recent study evaluates the environmental consequences of these early British activities, as follows:

In that spongy topsoil and in the porous sandstone subsoil were natural storages of fresh water that the removal of the trees and shrubs and smaller plants would quickly deplete. Soil erosion was not understood by the pioneers, who bred in the lore of damp islands, believed that 'springs' of fresh water were perennial. Nor could they understand that the clearing of the trees and the 'underbrush' and the cultivation with spades and hoes of the shallow topsoil, would cause that topsoil to be washed away by heavy showers of rain, leaving the sandstone subsoil exposed. So British settlement in the Vale of Sydney quickly destroyed the 'spring' of fresh water and the fertility of the soil – two of the principal features that had caused Governor Phillip to decide to form the settlement there. (Stephensen and Kennedy 1980: 103)

The early exploitation of natural resources in and around the subject site had a profound impact on its character, by removing the existing trees and drying up the modest swamp through the evaporation of soil moisture. The change would have paved the way for its urban redevelopment under Governor Macquarie in the 1810s, as new inhabitants no longer had to contend with a wet ground surface, except in times of rainfall. Rather, this southern section of the Tank Stream Valley may now have offered more benefits than drawbacks, as properties located there could access the sub-surface fresh water supply, which had by then became notoriously polluted further north within the Tank Stream itself.

Figure 6.2
Simple unmeasured drawn map of the state of development of nascent Sydney in 16 April 1788. Note that two shingling parties and five sawpits (circled) are located in the general vicinity of the subject site, suggesting major environmental exploitation works were underway
Source: Map drawn by Francis Fowkes. National Library of Australia, Bib ID 1084748

7.0

POST-COLONIAL HISTORICAL SUMMARY

7.1 INTRODUCTION

This Historical Summary draws on existing detailed histories of the subject site, prepared for the Gadigal Metro project. These include:

*   The *Pitt Street Station North Archaeological Method Statement*, prepared by Casey & Lowe in 2017.

*   *Sydney Metro, State Significant Development, Development Application (SSD DA), Appendix M, Heritage Interpretation Plan, Pitt Street Metro North (OSD)*, Revision B (May 2020).

*   *Sydney Metro, Pitt Street South Over Station Development, Development Application (SSD DA) Stage 2, Appendix M, Heritage Interpretation Plan,* Revision B (May 2020).

This Historical Summary focuses on the broad character and change on the subject site and surrounding areas.

7.2 EARLY SYDNEY AND THE ORIGINS OF PITT STREET (1788 - 1804)

Early colonists used the Tank Stream as a landscape marker for laying out the township. The main body of the first settlement was established on the western side of the stream, including military, convict and general civil concerns. Administrative and legal concerns came to be concentrated on the eastern side of the stream.

Governor Phillip issued an order that streets were to be a uniform 200 feet wide and building allotments a standard 60 x 150ft to 'allow for the proper circulation of air.'[1] The realisation of Phillip's plans, however, was dependent on the Crown retaining control of the land. To this end, all land within the Colony was declared Crown land. On January 1792, nine days before his departure from the Colony, Phillip established a boundary line that encompassed most of the modern day Sydney CBD, within which he ordered that the land be reserved for the Crown and the use of the Town of Sydney. The subject site was located towards the southern end of this area.

Despite Phillip's bet attempts to control the settlement's development, the lines of the first streets were determined more by patterns of use than by regulation. The first discernible track, then known as the 'Main Track', later as 'High Street' and finally 'George Street,' ran south from the western bank of the Tank Stream to the 'Brickfields' and the first farms located to the west.[2]

Pitt Street was known first as 'Pitt's Row', and first appears in two illustrations accompanying David Collins' Account of New South Wales, published in 1798, but most likely drawn in 1795.[3] Pitt's Row and High Street provided the only routes south from the township; George Street from the western side of the Tank Stream and Pitt Street from the eastern side.

Pitt Street is the oldest named street in Sydney to have retained its original name; it is the only surviving street name recorded on James Meehan's Plan of the Town of Sydney dated 31 October, 1807.[4] At this time, the street began at Hunter Street in the north, petering out at the southern end around modern day Market/Park Streets. The street would not be extended north to Circular Quay until 1853.

The *Pitt Street Station North, Park Street, Sydney, Archaeological Method Statement,* prepared by Casey & Lowe in 2017, contains the following historical summary of the area:

At the time of Macquarie's arrival in the colony, the location was at the western extremity of the town, bordering on the slope leading down to the 'Brickfields'.

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1   Paul Ashton (2000), 8.

2   Norman Edwards (1978), 37-8.
3   C.H. Bertie (1920) 69 - 70.
4   Geoffrey Scott (1958), 61.

... Although part of the study area [Pitt Street North] *is slightly southwest of the head of the Tank Stream channel, and north of the marshy land on the western slopes of Hyde Park, part of the study area should also lie within the area where water filtered up from the underlying sandstone. This basin fed fresh water into the Tank Stream, which was the main permanent source of fresh drinking water for the early British colony and a key reason for placing the first settlement in Sydney Cove rather than Botany Bay or search further for an alternative location.*

The springs provided access to freshwater that was stored by the digging of shallow wells or tanks. When water supplies from the Tank Stream failed, wells dug by enterprising landholders near the study area were a valuable resource. In wet weather, however, and without formalised drainage, the ground within the study area is likely to have been boggy and, on occasions, prone to inundation.[5]

An 1802 map shows the subject site was located in an undeveloped area well away from the main settlement (see Figure 7.2). It appears that the tracks of that era followed the local topography to allow easy passage of people, goods and animals. The subject site flanked an early road running from Darling Harbour along the crest of a hill to what is today Oxford Street. Just south of the crest was an area known as 'Brickfield Hill', notable for some socially undesirable activities including brick making at the small settlement of the same name, and a gallows a little to the south.

That the area was viewed as the outskirts of the city and somewhat unattractive to early colonialists is reinforced by the government locating a gallows there around 1804, within the subject site, at the corner of Park and Castlereagh streets.[6] Nearby to the west was the colony's main cemetery (now the site of Sydney Town Hall), which was established around 1792.[7]

Figure 7.1
The original route of the Tank Stream and Sydney Cove overlaid onto a contemporary street map. The former location of the old cemetery is indicated with a blue dot, and the former location of a gallows is marked with a blue 'X'
Source: Henry (1939), 42b

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5   Casey & Lowe (2017), 15.
6   Fowles, Joseph (1966), 71.
7   *Dictionary of Sydney* website, 'Old Burial Ground'.

Figure 7.2
1802 Map, "*Plan de la ville de Sydney*" showing the subject site well outside the main settlement.
The red dot indicates the approximate location of the subject site
Source: National Library of Australia, Map F307, Object No 229944462

7.3 EARLY GROWTH OF THE CITY (1807 - 1822)

As the colony's population grew, and demand for land increased, the city's urban boundary steadily moved south. James Meehan's 1807 plan of the city[8] shows the western side of Pitt Street (or 'Pitt's Row' as it was then known) extending as far as Park Street but the eastern side and Castlereagh Street (including the subject site) as undeveloped that far south.

When Governor Macquarie arrived in the Colony at the close of 1809, he found 'a dirty, straggling settlement of crooked streets and irregular buildings.'[9] Pitt's Row was only half the width of modern day Pitt Street. Soon after taking office, Macquarie embarked on a civic improvement program, which included the widening the main streets to fifty feet and 'de-stumping.' Surveyor Meehan prepared a new plan of the township, which was approved by the Governor.

The first known mention of Park Street was by Governor Macquarie in 1810. At that time, Park Street extended from George Street to Hyde Park by the south end of Pitt Street, thereby establishing the formal boundaries of the subject site. Macquarie also renamed a number of the city's streets, including changing 'Pitt's Row' to 'Pitt Street' and 'Chapel Row' to 'Castlereagh Street'.

When commenting on Macquarie's activities, the Sydney Gazette reported that the improvement in Sydney's streets was 'daily becoming more obvious' and that nowhere was the improvement 'more conspicuous than in Pitt's Row', which had been turned into 'a fine level causeway.'[10]

Figure 7.3
1819 painting of the City of Sydney looking south-west from Surry Hills. The painting is a romanticised depiction of the view and adopts some artistic license. The subject site was then beyond the extent of development. Its approximate location is indicated.
Source: 1819 painting by Joseph Lycett, SLNSW, ML 54

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8   State Library of NSW, 'Plan of the town of Sydney in New South Wales', by Jas. Meehan, by order of Governor Bligh, 31 October 1807, Call No D Z/ Cc 89/ 7, File No: FL3693817, IE No: IE3693805.
9   Paul Ashton (2000), 18.

10   Geoffrey Scott (1958) 63.

Figure 7.4
Map of Sydney in 1822 showing the subject site is within one of the last areas in the city remaining to be subdivided and developed.
The red dot indicates the approximate location of the subject site
Source: National Library of Australia, 1822 Map, Plan of the Town and Suburbs of Sydney, Map F107

7.4 INITIAL DEVELOPMENT OF THE NORTHERN METRO SITE (1822 - 1830s)

The 1822 map provided in Figure 7.4 shows the city's core commercial zones within the proximity of its main maritime centre, Circular Quay, and along George and Pitt Streets. A major civic area at the crest of George Street had been formed with the commencement of works on St Andrews Cathedral and expansion of the Sydney Markets, which linked with Market Wharf on Darling Harbour via Market Street. George Street remained the city's main road thoroughfare to Parramatta.

From 1822 to 1836, the south-east corner of the city was formally surveyed and subdivided, lengthening a quickly developing Pitt Street with what appear to be detatched structures throughout. Park Street was at the centre of this emerging city area (see the 1836 map provided as Figure 7.9)

The Colonial government formally opened up the subject site to development with seven land grants in the early-1820s. An 1822/23 map[11] shows buildings on each of the seven subject Lots (see Figure 7.5). A personal account later published in the Sydney Morning Herald suggests that many of these structures may pre-date the grants by way of permissive occupations.

Reminiscences by early Sydney resident, Obed West, describe the area around the subject site and provide evidence of some early permissive occupation, prior to the allocation of land grants. Mr West was born in 1807[12] and describes his childhood memories of the period perhaps around 1816-17, as follows[13]:

A Glimpse of Old Pitt-Street
...At that time Pitt-street presented the appearance of a road in one of our distant suburbs, all the houses being detached and usually occupying a large block of ground with gardens. ...

On the south-east corner of Market-street was Mr. Tindell's cottage, and a weatherboard house, with grape vines in front, stood on the spot taken up by Messrs. Cobb and Co.'s offices. ....Two small cottages followed [on the subject site]*, belonging to Mr. Jesse Hutchinson* [Lot 15] *and Mr. Hughes* [Lot 16] *respectively. The Corner of Park-street was taken up by a small weatherboard public-house, named the 'Rose and Crown,' kept by a Mr. Dyer* [Lot 17]. ...

Along Park-street, and then along Elizabeth-street, down to Liverpool-street and up to Pitt-street, was unfenced ground, without a single house upon it, until it was unfenced ground, until it was given away in grants by Macquarie. ... At the time I speak of, the ground was grown over with a low scrub, and small grass trees grew on it in profusion. ...

Pitt-row at that time virtually terminated at Bathurst street, ending in what is termed 'a dead road.' Beyond that point was what might be said to be the country, for there were only a few dwellings dotting down the slope to the Haymarket."

Only limited documentary evidence of the early use of each property is known to exist. By the 1830s, however, development within the subject site were generally of basic construction used for housing and a range of commercial purposes.

Castlereagh and Park streets appears to have initially been generally residential focused, although the inhabitants may well have undertaken trades and work within their houses, as was typical. Most of these were one storey timber structures with a shingle roof.

A hotel constructed in c.1830 at the corner of Park and Castlereagh Streets, by former convict Catherine McLeod, was the stand out structure in the area at the time. This was a two storey plus attic public house with kitchen, stable, coach house and wash house in the rear yard. The building was constructed of timber and brick and had an L-shaped alignment along the building line to Park and Castlereagh streets. The hotel was named 'The Barley Mow', being a stack (or mow) of barley and the name of a once popular folk song of the British Isles.

The Pitt Street premises were primarily commercial with residential located at the back or upper levels. Lot 17, at the corner of Pitt and Park streets, featured a single storey timber structure, built as early as 1810 for a public house, the 'Rose and Crown'. By the 1820s, a kitchen had been added for the production of bread in a bakery. In c.1837, a three storey masonry structure was constructed on the neighbouring property fronting Pitt Street, which was the location of a chemist and druggist, then a painter's shop, and finally a shoe and boot store. The scale of the building matched that of the nearby Barley Mow. Neighbouring it to the north was a work yard, inhabited by a monumental mason.

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11   *State Library of NSW, Stewart & Harper, 'Plan of Sydney', 1823, M3 811.6 1823*
12   Casey & Lowe (2017), 17.
13   Trove, *Sydney Morning Herald*, "Old and New Sydney", 12 August 1882, 9.
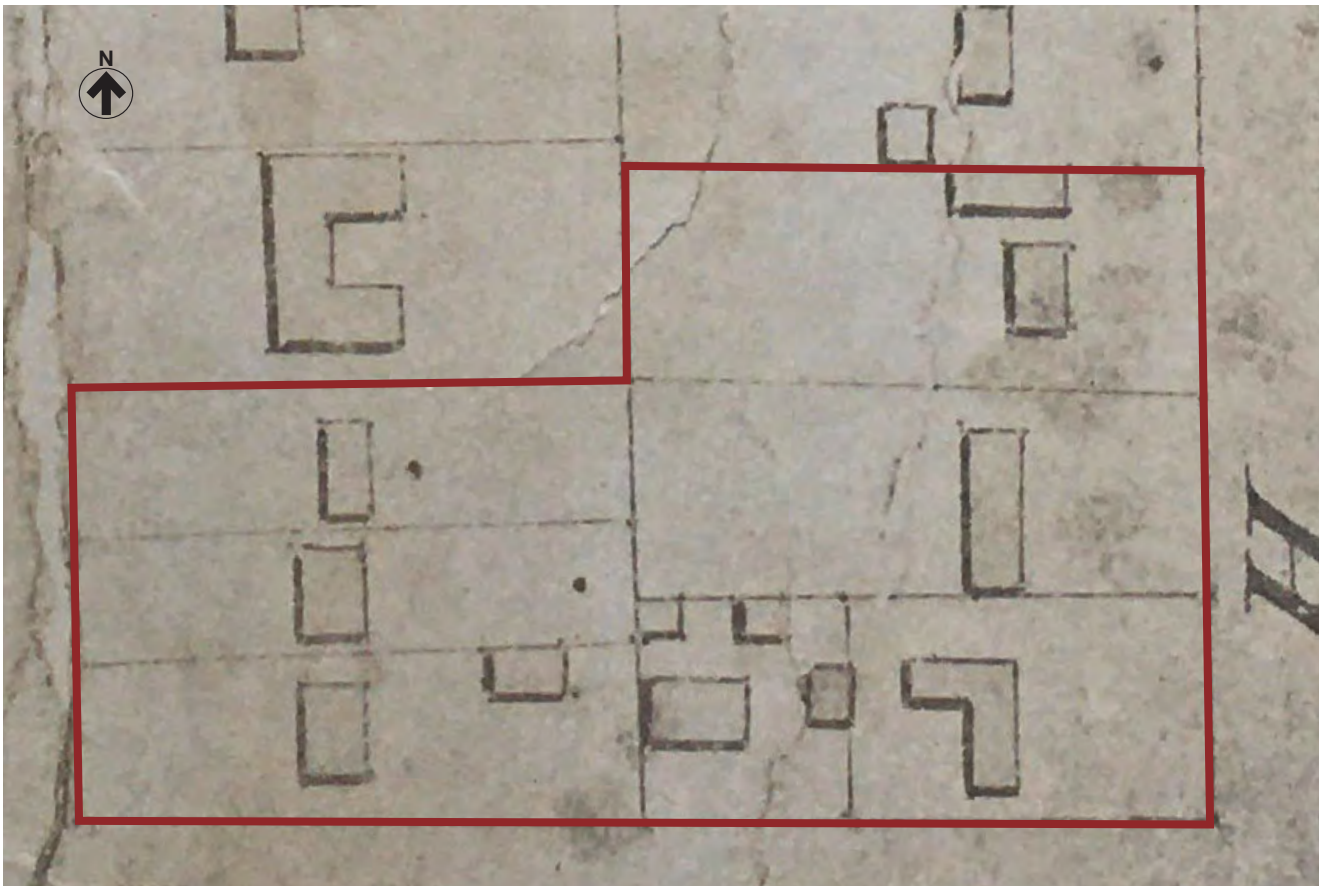
Figure 7.5 (above)
Portion of Stewart & Harper' 1822/23 'plan of sydney'
Source: State Library of NSW, Stewart & Harper, 'Plan of Sydney', 1823, M3 811.6 1823

Figure 7.6 (below)
Portion of an 1833 map of Section 32, showing the structures then on the subject site (outlined) . Note that each lot is numbered
Source: City of Sydney, Historical Atlas, Section 32
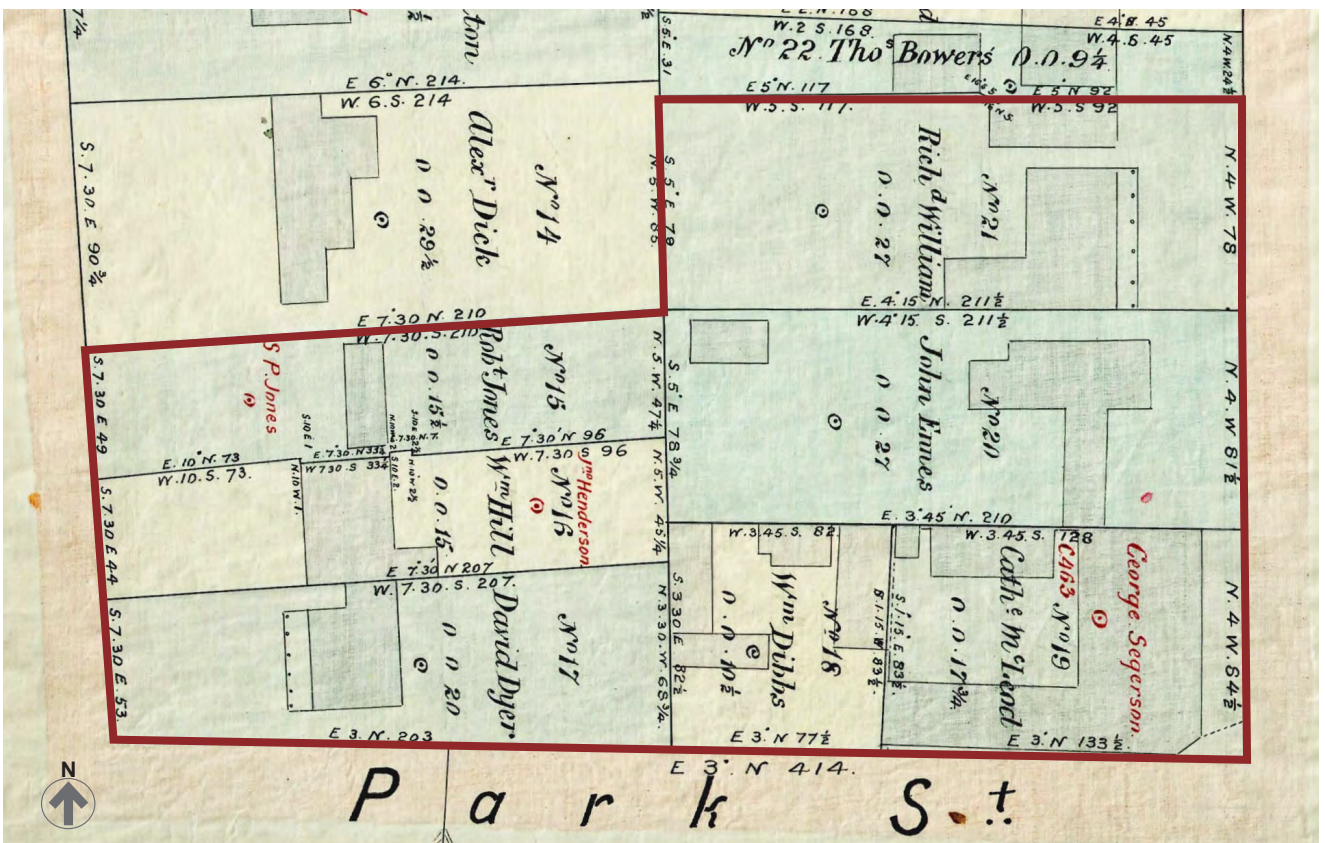
7.5 INITIAL DEVELOPMENT OF THE SOUTHERN METRO SITE (1826 - 1840s)

The location of the proposed Gadigal Metro South development is part of the original Allotments 14, 15 & 16 of Section 14, which were formally granted in 1831. As with the northern site, some permissive development appears to have been approved along Bathurst St. Figure 7.7 labelled 'An allotment for Reuben Hannam in Bathurst Street Containing 1 rood 28 Poles' dated by the NSW State Archives and Records at 1826, shows a number of structures had been built along Bathurst Street, at the crest of Brickfields Hill.

The subject site only experienced slow growth over the next few decades. A marble sculpture business on Pitt Street opened in 1832 but closed a decade later following the owner's bankruptcy. A cedar dealer, Robert Steward, who also offered wood turning and undertaker services occupied the majority of the subject site from 1844, and neighbouring lots were developed for housing and a church hall a few years earlier. However, it was not until the 1850's that the subject site became a highly active section of the city
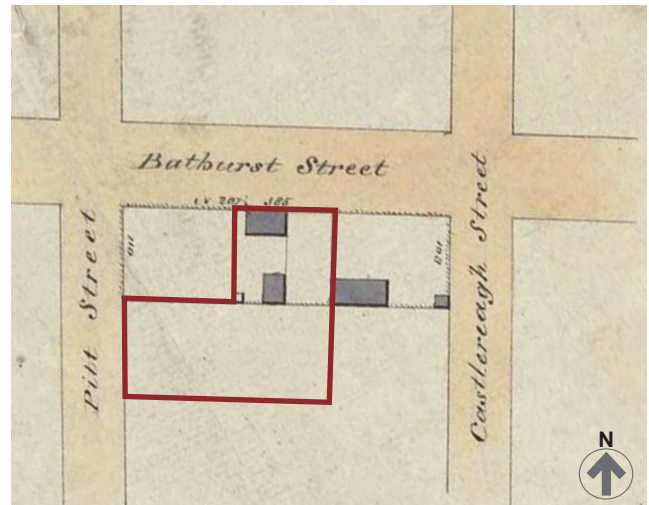
Figure 7.7 (above)
1826 map showing the limited extent of development along Bathurst Street, including two structures in the subject site
Source: State Records and Archives, Section 14 of St Lawrence, NRS13886[X751]_a110_000051

Figure 7.8 (below)
Portion of an 1833 map of Section 14. The Gadigal Metro South site is outlined in red. Note that no structures are shown
Source: City of Sydney, Historical Atlas, Section 14
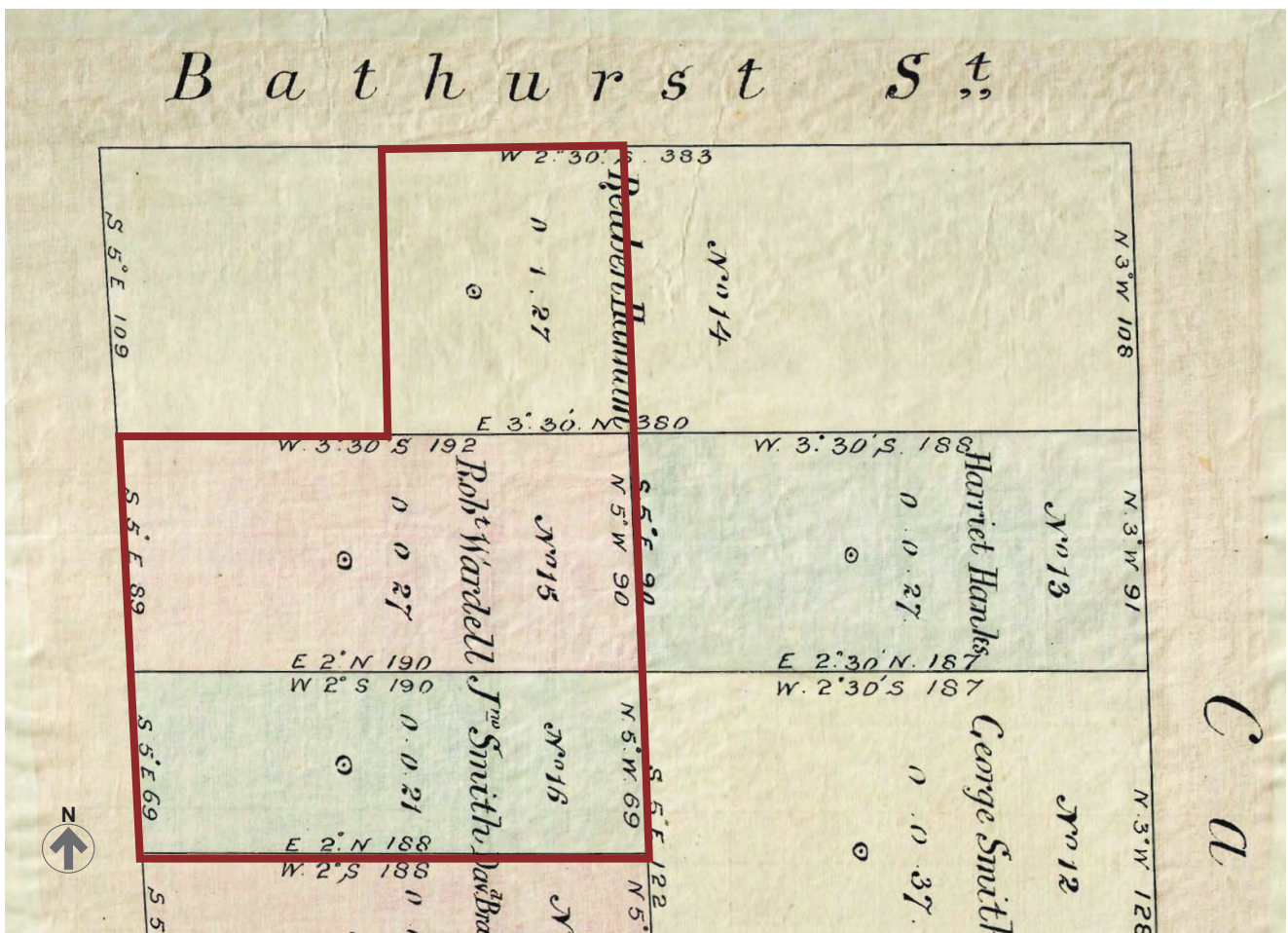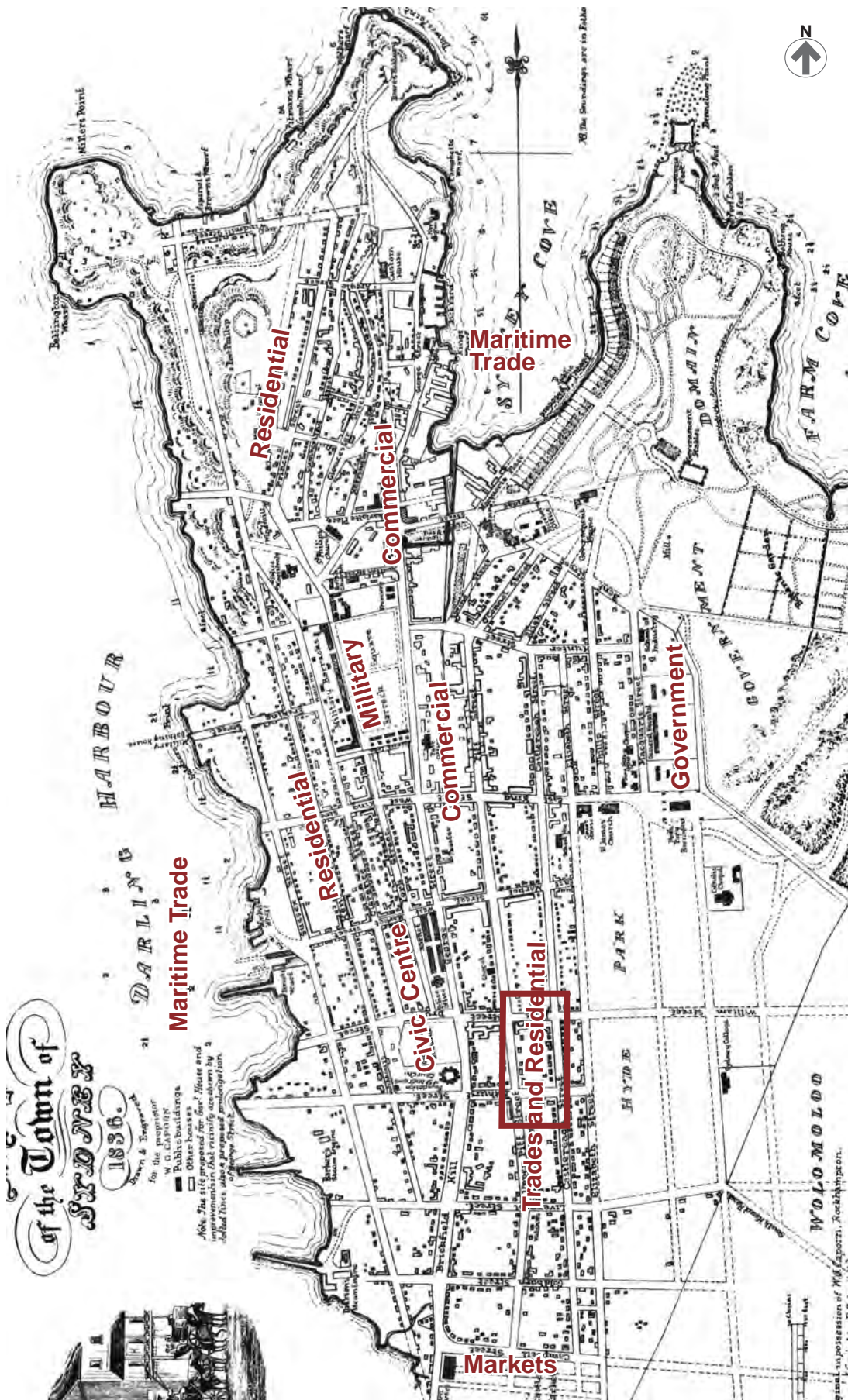
Figure 7.9
1836 map of Sydney. The city's most notable areas are labelled according to their core function
Source: 1836 Map engraved for W. G. Caporn, "Town of Sydney, 1836", State Library of NSW, M3 811.16/1836/2, FL3795253

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7.6   A GROWING CITY
(1840s - 1870s)

The city's urban area continued to expand through this period, underpinned by strong population growth within the city's boundaries. The number of inhabitants which rose from 29,973 in 1841[14] to 75,945 in 1871.[15] The population of the wider district in 1840 was only around 4,500, demonstrating the focus on the city proper at that time. The suburban population in 1871 had risen to 58,810, a very large increase and not too far below that of the city centre.

Over this period, the city's core commercial zones both expanded in area and increased in density. Businesses associated with maritime trade expanded around Circular Quay and the growing maritime centre along Darling Harbour. George Street remained the city's premier commercial street and Pitt Street was densely built up from around Bridge Street to around Market Street. New, larger buildings were erected, often in sandstone.

Set away from these commercial zones and the city's maritime transportation routes, the area south of Market Street, along Pitt and Castlereagh streets (including the subject site) continued to be viewed as a peripheral part of the city. This area attracted many small trades and businesses, as well as working class people.

By 1850, Sydney's economy was more diverse than it had been before the depression. In his description of Sydney in 1848, Joseph Fowles proceeds along Pitt Street as far south as Park Street, noting as he does that, south of Market Street, the 'fashionable establishments' give way to buildings of a more:

> …utilitarian description. Among which are many wholesale and manufacturing concerns on a very extensive scale.[16]

Further south, the southern reaches of Pitt Street had not lost all of its early unsavoury reputation, as noted by social commentator William Jevons, who described the area two blocks south of the subject site as follows:

> That part of Sydney where the lowest and vicious classes most predominate and where the abodes are the worst possible description, is the square block of land contained between George, Goulburn, Pitt and Campbell Streets… Such is Durands Alley, some female inhabitants of which are punished almost every day in the Police Court for offences chiefly connected with prostitution….No more secure and private retreat for vice is afforded in Sydney.[17]

According to Casey & Lowe, "By the 1870s Pitt Street had undergone rapid urban development, with often haphazardly built brick and timber houses and shops of the 1820s and 1830s being rapidly replaced by more commodious and architect-designed business premises."[18]

7.6.1   CENTRAL SYDNEY: THE FOCUS OF TRADES AND WORKERS

As mentioned above, central Sydney, including the subject site, attracted many small trades and working class people. This is probably primarily due to reduced urban density, which provided space for work yards, and reduced land prices, which attracted working class people.

The spread of horse industry businesses is a good example of the character of this area. The 1875 Sands Directory lists three categories of horse related businesses in the city: Livery Stables, where horses were stabled and horses and carriages were rented out; horse bazaars, where horses and carriages were sold; and carriage manufacturers. These businesses have been identified by type onto an 1872 map of Sydney (provided in Figure 7.10). The map shows that by that time, a clear majority of such businesses are located south of Market Street and east of George Street. Numbering 20 in the CBD, carriage manufacturers form the greatest number of these businesses, located in the city's spine from King to Goulburn Street at the base of Brickfield Hill.

In particular, the urban block defined by Market, Castlereagh, Park and Pitt Streets, including the subject north metro site, became a centre for horse related commercial activities. In 1875, this block hosted five livery stables, five carriage manufacturers and four horse bazaars. It was also the location of a Cobb & Co. office[19] and stables, from where passengers were taken to and from the country and from where the company delivered mail, as well as two veterinary surgeons, two saddlers, a 'horse repository and saddle and harness warehouse', and a horse dealer. The subject north site hosted two of these carriage manufacturers. None of these horse related businesses were located along the prominent Park or Market Streets but rather collected together within the confines of Pitt and Castlereagh Streets.

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14   Trove, *The Sydney Herald*, "The Population of Sydney", Saturday 8 May 1841, 2.
15   Trove, *Queanbeyan Age*, "The Population of the Colony", Thursday 8 June 1871, 2.
16   Joseph Fowles (1848).
17   William Jevons (1858), cited in Groom and Wickman (1982), 60 - 62.

18   Casey & Lowe (2017), 22.
19   Trove, *Sydney Morning Herald*, "Old and New Sydney", 12 August 1882, 9.

Figure 7.10
1872 map of Sydney illustrated to show the known horse bazaars, livery stables, and carriage factories operating in 1875. The urban block that formed the core of the city's horse trade is outlined in orange. The subject north and south Metro sites are outlined in red
Source: National Library of Australia, 1872 map by Lenthall Bros., 'City of Sydney', Object No 13153804

Unless otherwise stated, this sub-section has drawn from a detailed article on the 1861-66 tramway: McCarthy, K., *Trolley Wire*, "When 'Horse Power' Meant 'The Horse', 197 (December 1981), 3-18.

Sydney's first rail line commenced operations in 1855, extending from the Sydney Railway Terminus, on the south side of Devonshire Street, to Granville. Attention and debate soon turned to extending the line both into the country and further into Sydney. An 1857 Chief Commissioner of Railways report suggested that a tramway extending from the Terminus along Pitt Street to the port at Circular Quay could be an inexpensive alternative to heavy steam rail infrastructure for transporting goods and passengers.[20] The Robertson-Cowper Ministry supported the proposal and introduced the *Pitt Street Tramway Bill* into parliament in late-1859. The Sydney Municipal Council opposed the bill, as did some residents, but Samuel Hebblewhite, who operated a Pitt Street store within the subject northern site, was a vocal supporter.[21] The bill was passed with the requirement that the tramway be horse powered, and received the governor's ascent on 3 May 1861.

The government accepted the design of C. F. Train, which replicated the track and car design he used for a tramline in Birkenhead, England, that opened in 1860. It was also very similar to the design he used on three lines in London. The lines featured an unusual reversible step design, with the lines fixed to ironbark longitudinal logs fixed to transverse sleepers, requiring some elevation above the road surface. The line adopted the standard gauge of 4' 8 1/2". The two carriages were double deck four wheel saloon horse cars of light weight construction and drawn by four horses. An interior saloon had cushioned seats on each side and could accommodate 30 persons while a ladder at the front and back provided access to the roof, two central rows of seats were provided, also with a capacity of 30 persons. The carriages, named 'Old England' and 'New Australia'. They were coloured in a lively yellow with a lion and eagle image with the motto "Unity is the Strength of the Nations"

The tramway featured a single line, with a crossing loop at the Liverpool Street intersection. To the north, the line ended at the Queen's Wharf and the Commissariat Stores at Argyle Street. A northward extension to Campbell's wharf and a possible line along the east side of the Quay were considered future possibilities. At the south, it would stop perpendicular and at the same level as the terminus tracks, with branches into the station yard.
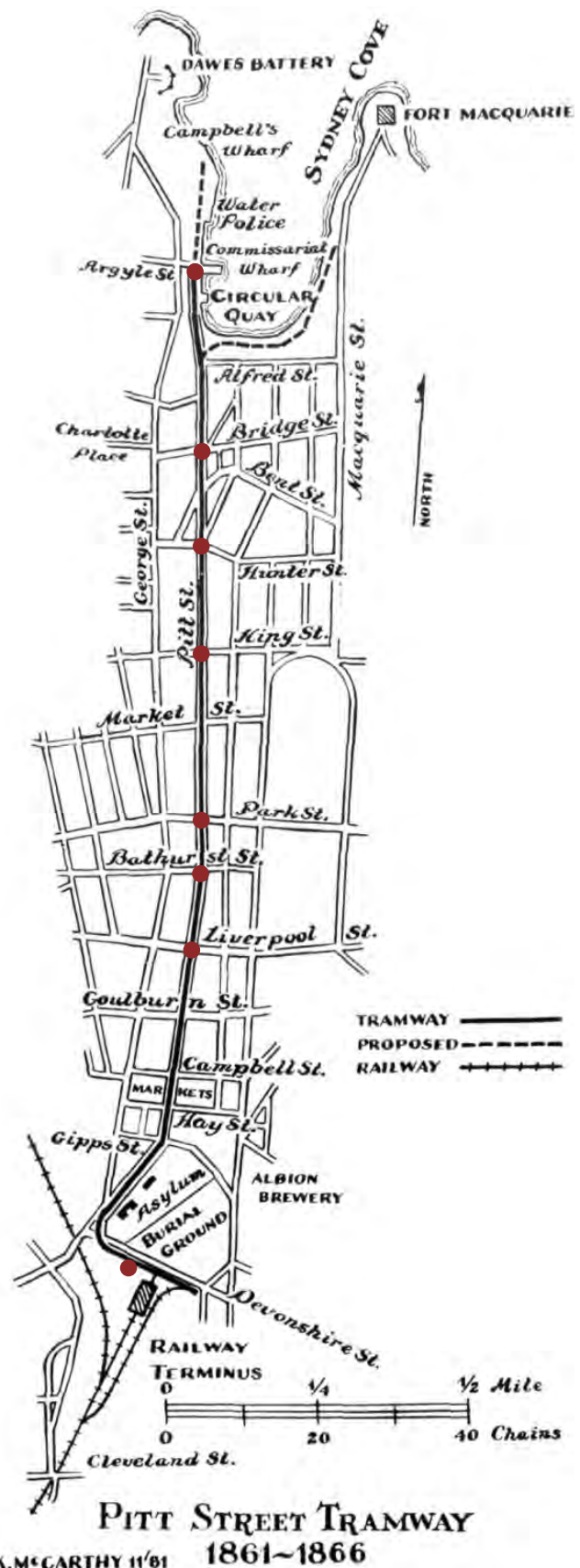
Figure 7.11
The Pitt Street Tramway route, with stops indicated with red dots
Source: McCarthy (1981), 5

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20   Trove, *SMH*, "Parliamentary Papers", 17 November 1857, 2-3.
21   Trove, *SMH*, "The Pitt-Street Tramway", 5 March 1861, 5.

Mr Mark Faviell won the construction contract at just under £1,500. Road excavation Work commenced in September 1861 at the intersection of Bathurst and Pitt Streets, outside the subject Metro South site, and the line was completed that November. Some difficulties with the lines were encountered, requiring the tracks to be reversed, counter to the initial design.

Following some initial testing, the tramway opened with a 6am journey from the Sydney Terminus pulled by 4 horses on 23 December 1861. Positive reports. were received. While the cars were designed to hold up to 60 people, at least 75 people were carried on one journey on the first day. Passengers paid 3d (pence) to use the tram, which was a reduction on the fare to use a horse drawn omnibus for the same journey. Passengers were initially let off wherever they desired but on 27 December, designated stopping places were introduced; at Bridge, Hunter, King, Park, Bathurst and Liverpool Streets.

The line was originally operated by the Colonial Government but in September 1862, it was leased to Mr. John Woods, with the stipulation that the service continue to meet every arriving and departing train at the Sydney Terminus. In October of that year, the tramway began to be used for the conveyance of goods, as initially envisaged. Over the following few years, an additional two tramcars were fabricated at the Redfern Railway workshops and put into into service on the Pitt Street line.

A petition for the removal of the tramway was drafted as early as 1862. Following some accidents and continued negative views from some quarters, in March 1866 the Select Committee recommended its closure at the conclusion of the lease. A parliamentary bill passed the upper house in November and the tram finished operating on Monday 31 December 1867. Mr Woods immediately commenced an omnibus service on the same route, with the same stops and timetable. Two of the tramcars were converted into railway rolling stock, before being written off in 1895-97.

Figure 7.12
1861-66 photograph of the tram at the Hunter St intersection
Source: McCarthy (1981), 9
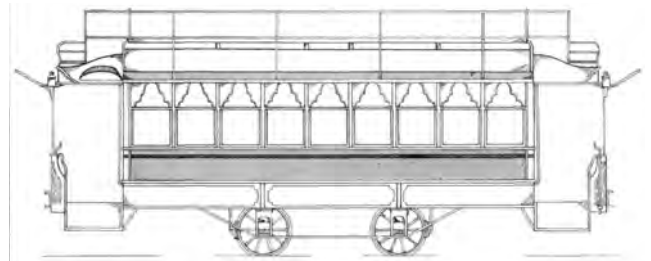
Figure 7.13
Elevation drawing of the original (1861) Pitt St Horse Car
Source: McCarthy (1981), 10
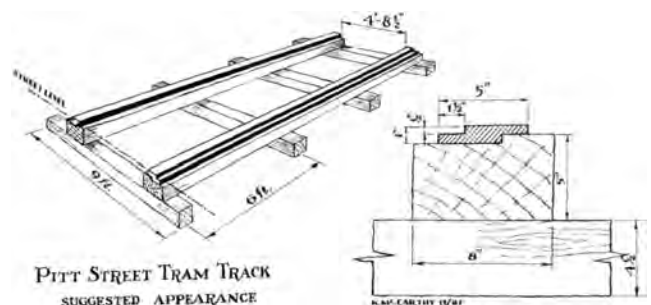
Figure 7.14
Oblique and section drawing of the Pitt Street tramline rails
Source: McCarthy (1981), 6

7.6.3 NORTHERN SITE REDEVELOPMENT
(1840s - 1870s)

Development around the subject northern site during this period seems to have escaped the ill connotations afforded the area further south. Property owners invested in a dense collection of larger, more permanent buildings. These developments provided new commercial spaces along Park and Castlereagh streets with housing typically located above or at the rear. Either side of the Barley Mow Hotel was developed first. 3 two-storey terraced houses with attics were constructed on the west side in c.1848 and by 1856 3 three-storey terraced houses were added on the north side, fronting Castlereagh Street. By 1861, the corner of Pitt and Park street was redeveloped for 5 single storey structures constructed of basic materials. At this time, the subject site housing a range of small commercial businesses, primarily related to trades. These included four cabinet makers, four traders related to cloth and fur, including clothes and upholstery, and other miscellaneous businesses.

The 1860s saw the introduction of larger scale manufacturing and warehousing facilities. As Sydney was relatively isolated from the world's main commercial centres, some local manufacturers were able to flourish largely free from international competition.[22] The site may well have also benefitted by the installation of the Pitt Street Tramway that included a stop at the Park Street intersection. In 1861, the large, 1-2 storey iron Holt & Angus coach factory was constructed fronting Castlereagh Street. In 1867, a work yard on Pitt Street became inhabited by John Keary's coach building business, which he upgraded in c.1877 to a three storey showroom and workshop. Mr Keary is notable in the history of the colony as heading the first business to construct a railway carriage of any kind in the Colony. In this case, he constructed a tramcar, probably further north on Pitt Street on the current site of the GPO building. Mr Keary's work is a marker in the colony's a long and proud train and tramway history.

In 1878, John Young was commissioned to erect a three / four storey building across much of Lot 17, which came to be known as 'Young's Chambers'. He also developed the remaining area with a three storey commercial structure. These new premises housed small commercial operations, primarily trades, including a bootmaker, jeweller, shirt maker and ironmonger. Small businesses operated out of this building until its demolition in 2017.

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22   *The Dictionary of Sydney*, "Economy", Garry Wotherspoon (2008).
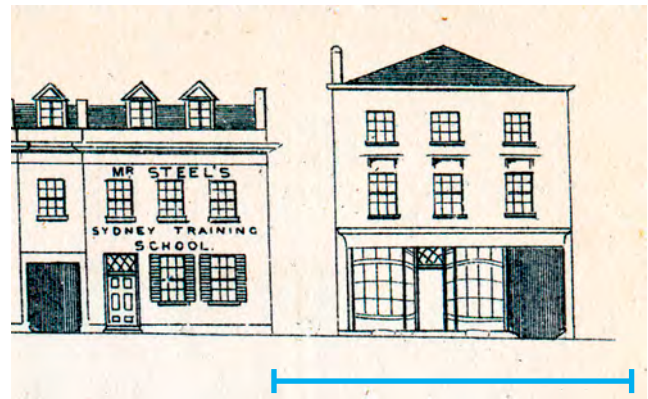
Figure 7.15
Portion of an 1848 elevation drawing of Pitt Street by the corner of Park Street (not shown, right). Mr Hebblewhite's three storey shop and residence is depicted in detail but the neighbouring lots are left blank. The lot numbers have been added for clarity and the extent of the subject site indicated with a blue line
Source: Fowles (1962), 34a

Figure 7.16
1870-75 photograph of John Kearey's Carriage and Buggy workshop. John Kearey is notable as being the first to construct a railway carriage of any kind in the colony, in this case a tramcar sent to New Zealand
Source: State Library of NSW, ON 4 Box 42 No(4), FL1246099

Figure 7.17
1970s photograph of the c.1878 Youngs Chambers
Source: City of Sydney website, reference: 026113

Figure 7.18 (above)
1873 panoramic photograph taken from the Town Hall clock tower looking east over the city. At that time, the city was characterised as a dense collection of low scale buildings, with churches and civic institutions claiming the skyline. The site of the future Gadigal Metro North Station entrance is circled in red.
Source: University of Queensland, photograph by W. Robinson, Series F3463_p0006

Figure 7.19 (below)
Portion of an 1877 photograph from Sydney's Town Hall. Area's outside the subject site have been overlaid with a light-yellow overlay. The photo just pre-dates the Kearey and Young redevelopments. Notable businesses and the location of the proposed Gadigal North Metro Station entrance are noted
Source: State Library of Victoria, Acc No H96 160 39
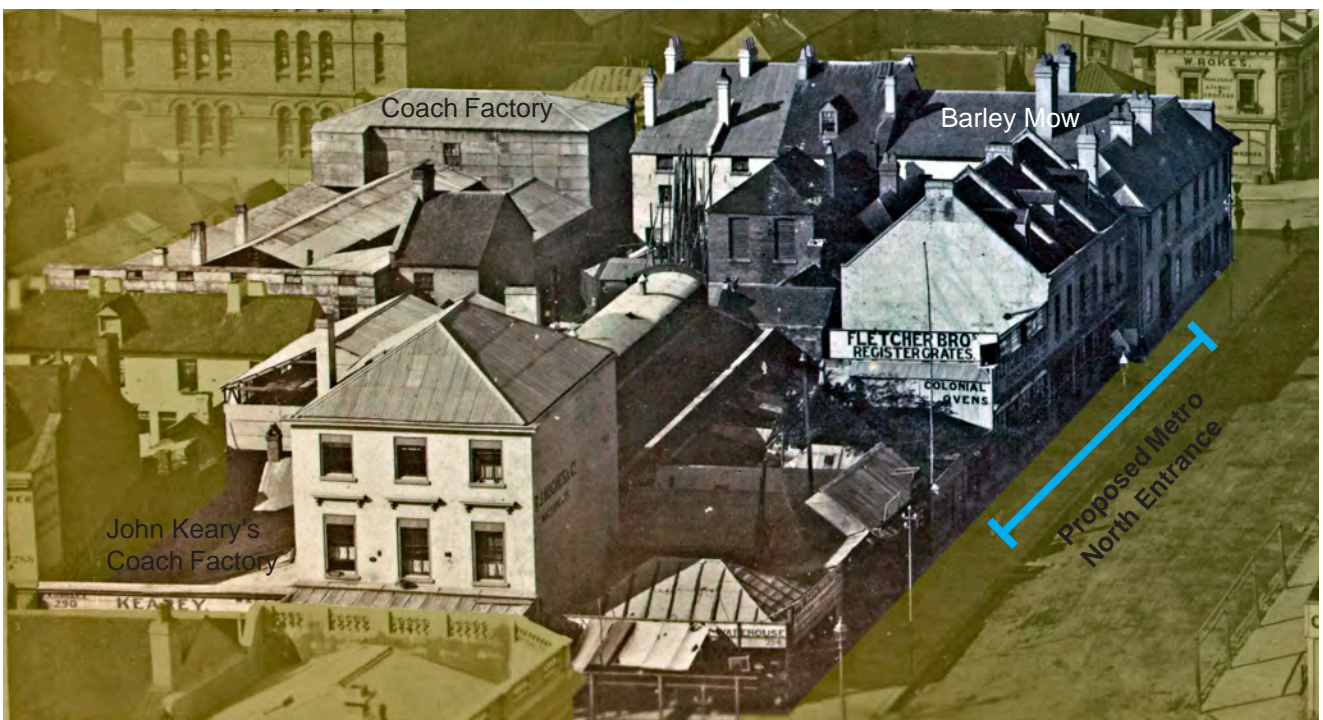
7.6.4 SOUTHERN SITE DEVELOPMENT
(1840s - 1870s)

Set away from these commercial zones and the city's main transport routes, the Upper Pitt Street Area continued to be viewed as a peripheral area, attracting small trades and working class people. As economic conditions recovered from the 1840s depression, the area received investment for the erection of small scale businesses and residences, particularly in the 1850s. The area became filled with structures, generally with business premises on the front property line, fronting the street, and further development at each property's rear, flanking an inner-block yard that could be used as a work yard and transport loading area.

All lots on the subject site were developed during this period. On Pitt Street, the large 1840s cedar dealer's premises were redeveloped for three terraced two-storey shopfronts with a passage leading to a rear yard and three terraced houses. The southernmost of these shopfronts was occupied by Robert May, a baker. He erected a new oven that year measuring 9' X 10' at the rear of his shop, which he used to bake 1 ½ ton of bread a week, while looking after four children. The bakery passed through a number of hands before it closed in 1887, and was used for other trades. The other two housed a range of small businesses and trades, including a grocer, figure maker, and wireworker. From 1871 – 1910, William R Walder, his son Samuel Walder, and eventually his grandson, (Sir) Sam Walder, made and sold marquees tents, tarpaulins, sails, flags largely in the central terraced structure or, for a few years, across the road. Amongst their more notable sales were large circus tents, for Woodyear's Circus and later the Wirth Bros Circus. The son, Samuel Walder, took over the business and formed a limited company in 1911, which thrived. Samuel was a long serving member of the City of Sydney Council, including serving as Lord Mayor and was eventually knighted.

The Bathurst Street properties were developed with three single storey shopfronts on the street with two side laneways leading to one and two storey structures. Most of the shopfronts were occupied by tradesmen and small businesses. As Robert Stewart's cedar property was largely redeveloped along Pitt Street, he focused his efforts in his undertaker business in an 1850s structure on Bathurst Street. The business was taken over by Walter Stewart, who also sold cedar, operating in this location until c. 1904.

Figure 7.20
c.1900-1905 photograph of a house formerly on Bathurst street (within in the subject site) probably erected in the 1850s. This was the premises of Robert Stewart, undertaker before passing to Walter Steward, possibly his son, who operated an undertaker and cedar business. The approximate proposed location for the Gadigal Metro South entrance is indicated with a red line
Source: State Library of NSW, Ref Code: 1008128, photo 31

Figure 7.21
1928 photograph of three terraced shopfronts within the subject site on Pitt Street constructed in c.1852, seen during demolition works. Their façades have been partly altered from the original design. Note the arched passageway (left) that led to the rear yard and three residences located along the rear boundary
Source: City of Sydney website, file: 001636

Figure 7.22 (above)
1873 panoramic photograph taken from the Town Hall clock tower looking south-east over the city. At that time, the city was characterised as a dense collection of low scale buildings, with churches and civic institutions claiming the skyline. The site of the future Gadigal Metro South Station entrance is circled in red.
Source: University of Queensland, photograph by W. Robinson, Series F3463_p0006

Figure 7.23 (below)
Portion of an 1877 photograph from Sydney's Town Hall. The area outside the subject site have been overlaid with a light-shading. The proposed location for the Gadigal South Metro Station entrance on Bathurst Street is indicated with a red line
Source: State Library of Victoria, Acc No H96 160 39

7.7 SYDNEY'S RISING SKYLINE (1880 - 1930)

The 1880s was a period of economic growth for NSW, created by the end of an economic downturn in 1879 and improving transport infrastructure. These conditions supported rapid urban development in Sydney's CBD. One reason for this was Sydney's improved transport connections with regional areas. The intense investment in NSW railways from the 1850s saw the completion of key lines on the network through the 1880s, effectively linking Sydney's ports with economic centres across the State.[23]

New building construction accompanied these economic and transport improvements. In 1879 the first official *Building Act* was passed "to make better provision for the construction of buildings ... in the city of Sydney".[24] A major factor behind the construction of taller buildings was the adoption of mechanical lifts for passengers and goods. Lifts were introduced into Sydney in the 1880s and were rapidly adopted into the design of taller buildings.[25]

Figure 7.24 (below)
Coloured engraving in *'Bird's eye view of Sydney, 1888'.* The future Gadigal Metro sites are indicated with yellow circles,
Source: Hunt and Davison 2007, Sydney Views 1788-1888 from the Beat Knoblauch collection

Some of the largest impacts of these developments were experienced in the areas of the city nearest the main rail and shipping transport links. Large swaths of residential housing on the west side of the city, along Sussex, Kent, Clarence and York Streets, were redeveloped for large, multi-storey warehouses with lifts. Nearby George and Pitt Streets continued to prosper as major commercial centres. Located away from these area, the subject sites experienced only modest urban growth and remained a centre for trades, small businesses and working class residences.

The early twentieth century saw the erection of ever taller buildings in the city in a pattern of growth that continues today. This period also marked the introduction of several planning measures to guide the future growth of the city and greater Sydney. Concerns of fires in tall buildings lead to the *Height of Buildings Act (NSW) 1912,* which limited building heights to 150 feet (45.7m), approximately 15 storeys, a limit that remained in place until 1957. Precinct planning took hold in the Interwar years, as international leaders in the Arts and Crafts, Home Beautiful, Garden City and City Beautiful movements took residential city living into the suburbs.

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23   *The Roadmakers*, (2000), 42-3.
24   *Company Directors House Conservation Plan* (1999), 13 (citing Freeland, J M, "Architecture in Australia" (F Cheshire, Melbourne: 1968), 160.
25   *Ibid.*

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Figure 7.25
Portion of an 1888 map showing the extent of development around the subject sites, outlined in red. Note the tram line running down Elizabeth Street, adjacent to Hyde Park
Source: 1888 Map, City of Sydney, National Library of Australia, Map RM 722

From 1879, the government re-initiated tram transport, and rapidly expanded the network to cover hundreds of kilometres across the greater city and suburban areas over the following two decades. Within the CBD, these lines ran primarily along George and Elizabeth Streets while Pitt Street did not initially carry trams. The government also turned to road investment, which allowed for an increase in load weights, particularly between the wharves and the city.

Public transport infrastructure continued to grow in the twentieth century. Overcrowding on the tram lines along George and Elizabeth Streets prompted the State government to install a new city line. In 1901, it constructed a line running from Circular Quay to the Sydney Railway Terminus (near Redfern) down Pitt Street, past the subject sites, and back to Circular Quay via Castlereagh Street. This was a critical city route that brought passengers directly past the subject Metro sites. In its first year of operation, the Pitt Street line carried 854,516 people per month, increasing within a decade to 1,165,737. When the new Central Station was completed in 1906, it had ramps to carry the Pitt Street trams up to the platform level. Suburban train lines were also extended into the city, running from Central to St James by 1926 and from Central to Wynyard in 1932, both a little away from the subject sites.

The mid-twentieth century saw even more expansive transport networks constructed through the CBD. The completion of the Sydney Harbour Bridge in 1932 provided much greater road and rail access between the city and the North Shore. At the same time, ongoing overcrowding on the George and Elizabeth Street tram lines prompted the State Government to transfer a number of routes off George and Elizabeth streets onto Pitt Street. These routes terminated in the south and south-western suburbs, including Botany, St. Peters, Rosebery, Daceyville Junction, Cook's River, Dulwich Hill, Canterbury and Earlwood. By the 1950's, the tram network was viewed by many as choking the road network, so the government successively closed it down up to 1961.

As the tram system was being dismantled, work recommenced on the city's underground rail lines, and the City Circle Line was completed through Circular Quay in 1957. Discussions over the construction of the Eastern and Western Distributor roads also started in the 1950s, commenced construction in the 1960s and took decades to complete.

Figure 7.26
1902 photograph showing trams at Circular Quay. The tram on the right is on the Pitt / Castlereagh street loop.
Source: State Library of NSW, IE Number: IE12036941

Figure 7.27
1954 photograph of a tram heading past the Edinburgh Hotel and the subject site
Source: City of Sydney website, Ref: 044604

Figure 7.28
c.1905 photograph of two trams near the Sydney Railway Terminus. The tram on the right is understood to be a Pitt Street tram
Source: Flickr, Mobsby Collection, Fryer Library, Brisbane

7.7.2   CHANGE AT THE NORTHERN SITE
(1880 - 1930s)

While other parts of the city were undergoing extensive redevelopment in the late-nineteenth century, the subject northern site remained largely as it was in the late-1870s. The single notable change was the demolition of the Barley Mow Hotel in 1894 and its rebuilding at three full stories in a more contemporary style. The new hotel also featured a bottle department that sold imported alcohol that was regularly advertised in newspapers under the motto "This Lix 'Em"[26]

Sydney City Council approved the widening of Park Street to improve traffic flow in 1924[27] after a discussion lasting at least a decade. Council had initially proposed to widen the northern side of the road, including much of the subject northern site, to provide a straighter access to Druitt Street, but eventually settled on widening the south side, which was undertaken in stages, largely in the 1930s.

Major changes to the site began to occur from the beginning of the twentieth century, when some structures were adapted to meet changing local economic and social needs. In 1900, Sargents Pies, established in 1886 in Glebe,[28] refitted the former Kearey Brothers coach factory on Pitt Street into an industrial bakery with refreshment rooms. Sargents operated there until 1975.

In c.1901, the two northernmost terraced structures on Castlereagh Street were demolished for the construction of a factory shed. Initially the shed was used for a laundry, livery stables and horse and carriage bazaar, but as the automobile increased in popularity, it was used for the production of varnish, as a motor garage, and as the rear entrance to the Sargent's Pies factory.

In 1903, the three terraced structures on Park Street, immediately west of the Barley Mow, were redeveloped for three larger terraced structures, each three full stories high, with an updated design and a larger footprint. In 1910, what had originally been the Kerridge Coach Factory building on Castlereagh Street was redeveloped for two five storey brick buildings flanking a central courtyard, used by a wine and spirit merchant and a bonded store in the rear.

Between 1923-25, Resch's Ltd undertook alterations and additions to the Barley Mow Hotel, Castlereagh Street was then undergoing a boom in construction with over £1,300,000 invested for work between Hunter and Park Streets alone.[29]

Figure 7.29
Interior photograph of Sargents Pitt Street bakery, which converted the former Kearey Brothers coach factory (Lot 15) in c.1901
Source: Trove, Australian Town and Country Journal, 16 August 1906, 20

Figure 7.30
1906 Newspaper advertisement for Sargents'
Source: Trove, Australian Town and Country Journal, Wednesday 7 November 1906, 42.

Figure 7.31
The Hotel Windsor, formerly the Barley Mow, in 1949, after the major renovations and two additional floors added in 1923-25.
Source: Australian National University, Noel Butlin Archives, Windsor Tavern Park Street Card 4 side 2

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26   Trove, *The Catholic Press*, Thursday 29 March 1923, 21.
27   Trove, *Daily Telegraph*, "Park Street Widening Scheme Approved", Wednesday 6 February 1924, 10.
28   *The Glebe Society*, 'The Sargent's Pies Family'.
29   Trove, *The Sun*, "A New City", Thursday 28 February 1924, 15.
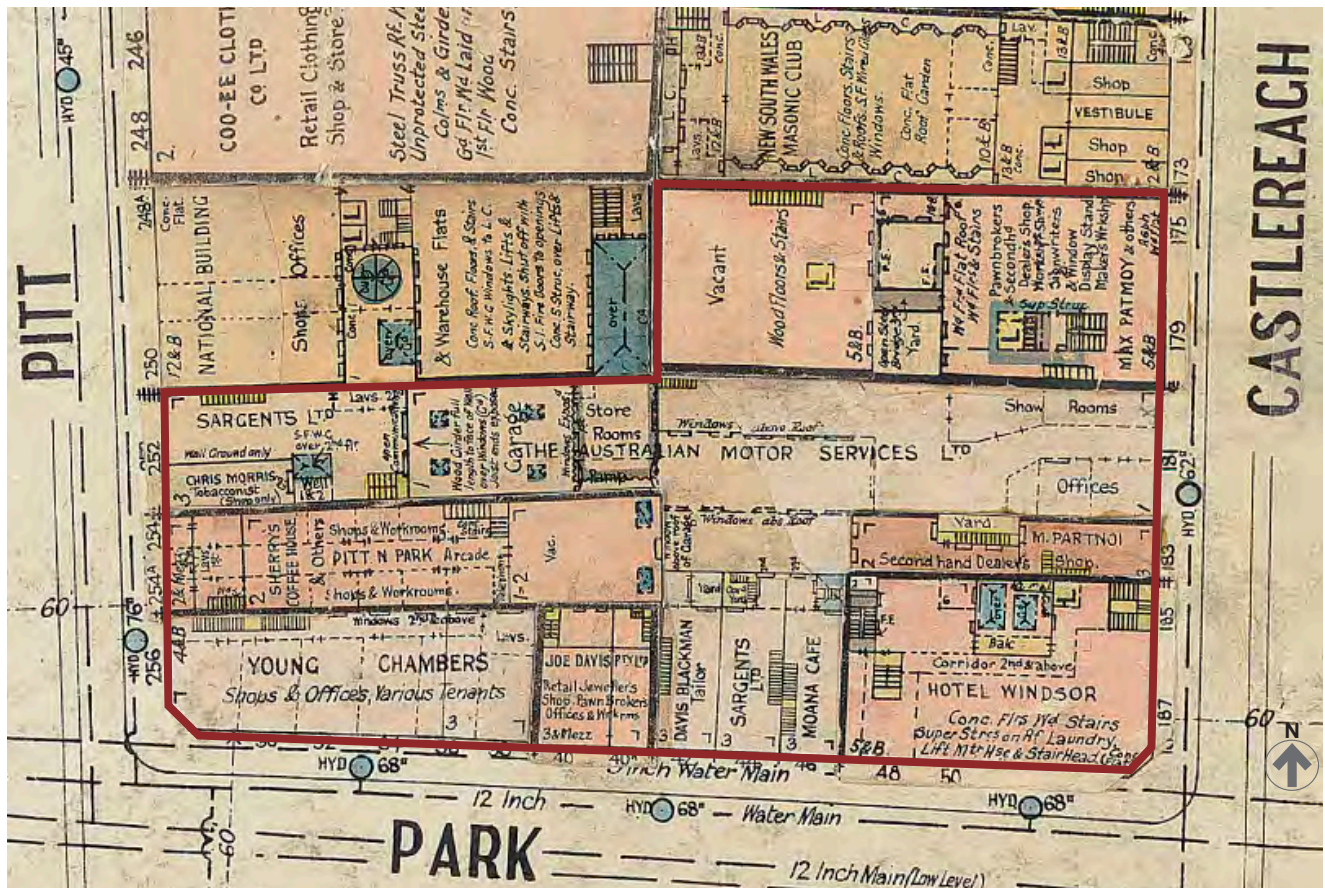
Figure 7.33 (above)
c.1939 Fire Underwriters map
Source: City of Sydney website, Blocks 153 and 154

Figure 7.32 (below)
Portion of a c.1919 Fire Underwriters Association of NSW. The subject site outlined in red and the original lots numbered
Source: State Library of NSW, Blocks 153 and 154, ref: IE3743797
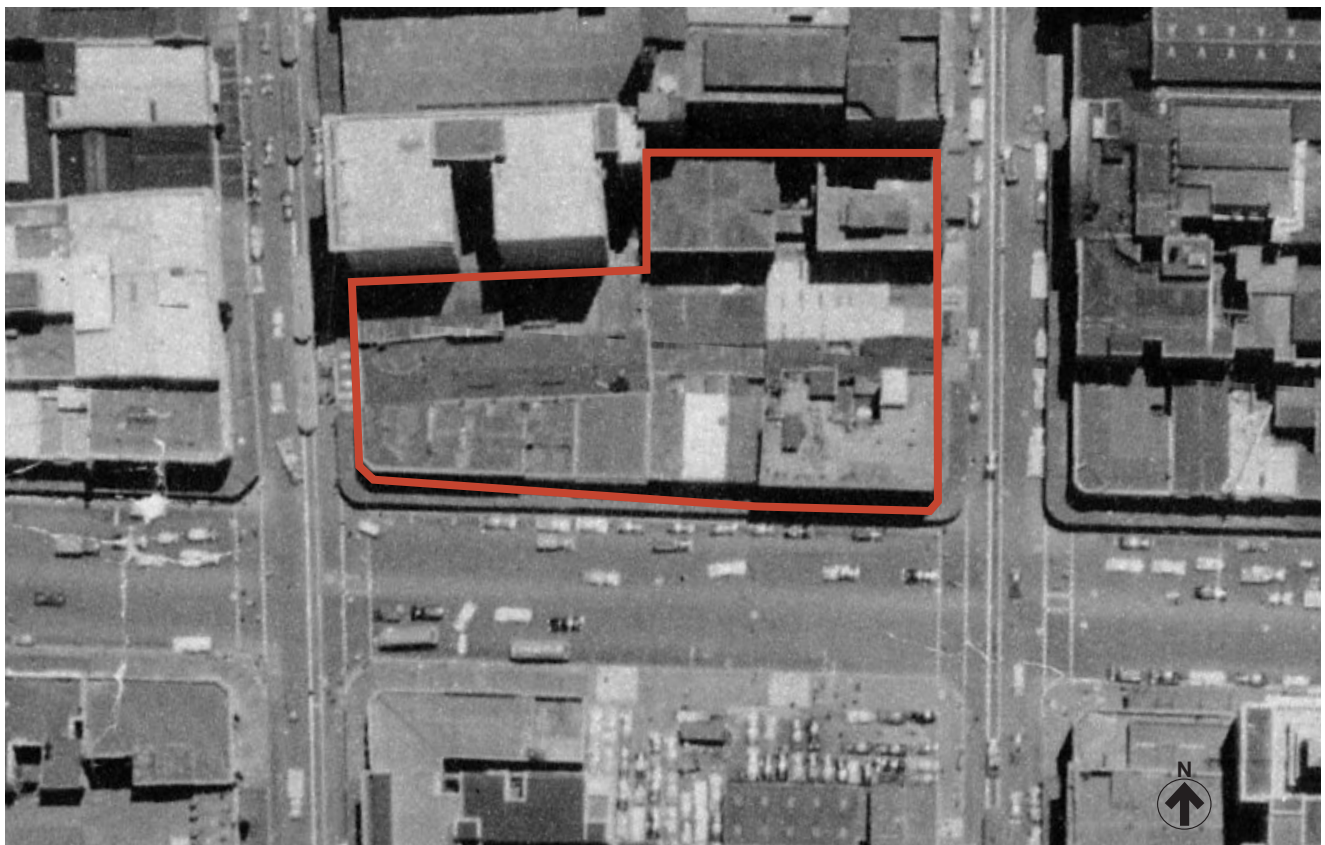
7.7.3 CHANGE AT THE SOUTHERN SITE
(1880 - 1930s)

The subject site experienced moderate change during this period. On Bathurst Street, two one-storey structures (housing three businesses) and two residences at their rear were redeveloped in c.1882 for three two-storey shopfronts with residences above. The property at the corner of Bathurst and Pitt Streets (outside the subject site) were redeveloped for the three storey Edinburgh Castle Hotel (since redeveloped) and three three-storey terraced shopfronts.

The subject site also attracted investment in new multi-storey structures. In 1905, the Australian Workers Union constructed a new main office and printing house for their newspaper 'The Worker'. The building boasted electrical communication between levels and natural lighting, ventilation, and a lavatory on every floor,[30] indicative of the changes to amenities being provided in multi-level commercial structures. At three storeys, the new building complemented the building heights along this section of Bathurst Street.

In 1909, the Welsbach Lighting Company redeveloped the former monumental mason's yard on Pitt Street with a six storey building for the manufacture of its gas light mantle.

For a few years the subject site continued to primarily host small trades and manufacturing, but the site began to fall into conformity with other multi-storey commercial business nearby during WWI. The Worker newspaper left their offices in 1915 and the new owners soon extended the building upwards to be five storeys for general commercial purposes (partly visible on the left side of Figure 7.12). Welsbach Lighting Co. left their premises in 1918 and were replaced by Feature Films Ltd. (Paramount). In 1930, work was completed on 'Pacific House', an eight storey structure with a basement, requiring the demolition of the three terraced shopfronts on Pitt Street. The building housed a range of commercial enterprises, including small trades, a college and general commerce.

By the 1930's, the subject site is best understood as a fringe section of the city's major commercial cores.

Figure 7.34
Source: 1949 aerial photograph, aerial photography surveys, City of Sydney website, map 31

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30   Trove, *The Worker*, "Our New Offices", 2 September 1905, 1.

Figure 7.35
1932 aerial photograph looking east over Pyrmont (below) and the city showing the increasing height and density of development, particularly to the north (left).
Source: State Library of NSW, photograph by Milton Kent, Call Number ON 447 Box 14, ref: FL8812116
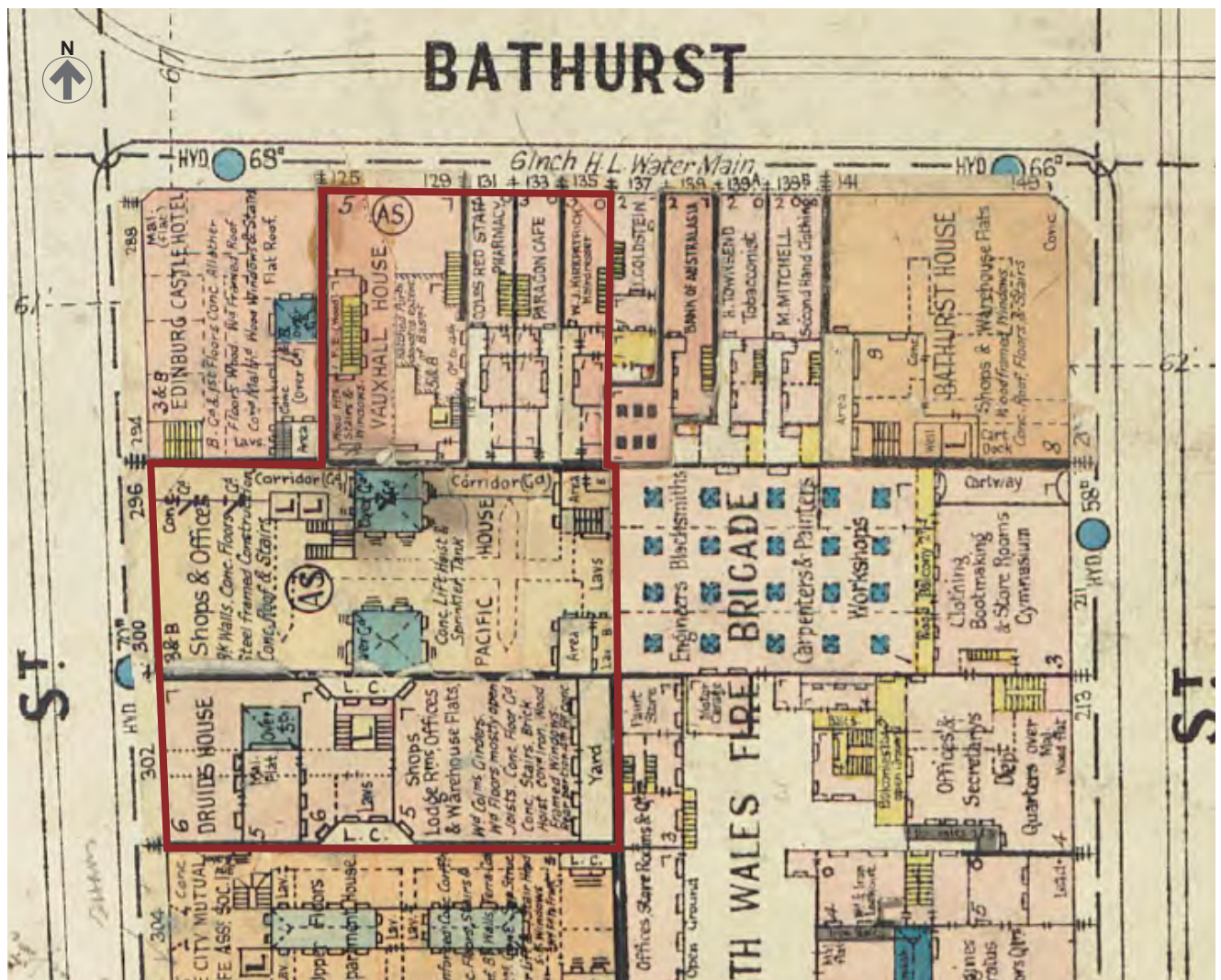
Figure 7.36
Source: c.1939 Fire Underwriters Survey Map, Block 170, Map 27, City of Sydney website

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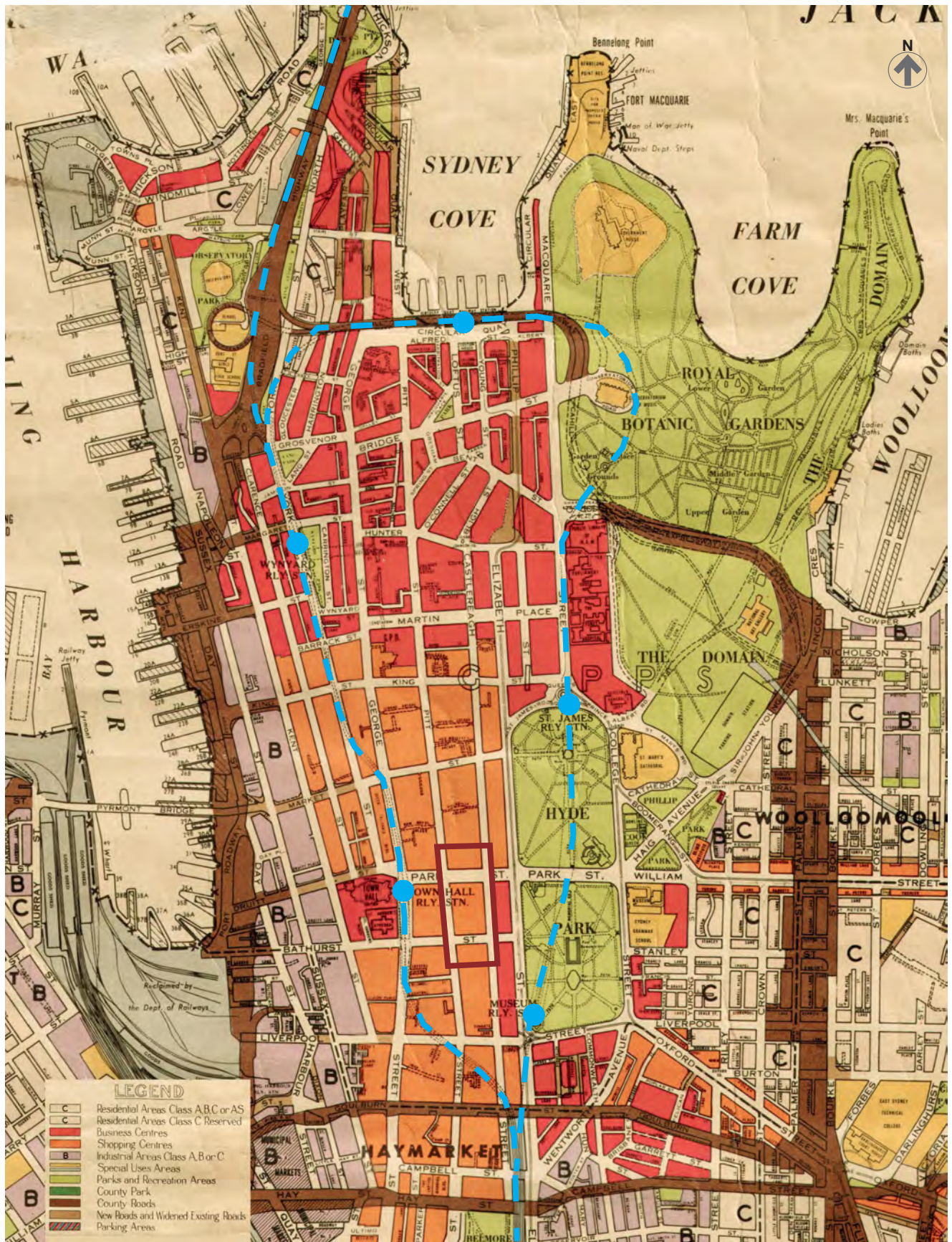
Figure 7.37
1958 planning scheme for the City of Sydney. Note that the subject site is located within a 'shopping centres' zone while the northern end of the city is zoned 'Business Centres'. Also note the early concept drawings for the Eastern and Western Distributor. The City Circle and Northern rail lines, and the city stations have been marked in blue, and the subject site is circled in red (GBA Heritage).
Source: 1958 City of Sydney Planning Scheme. The legend has been moved for clarity
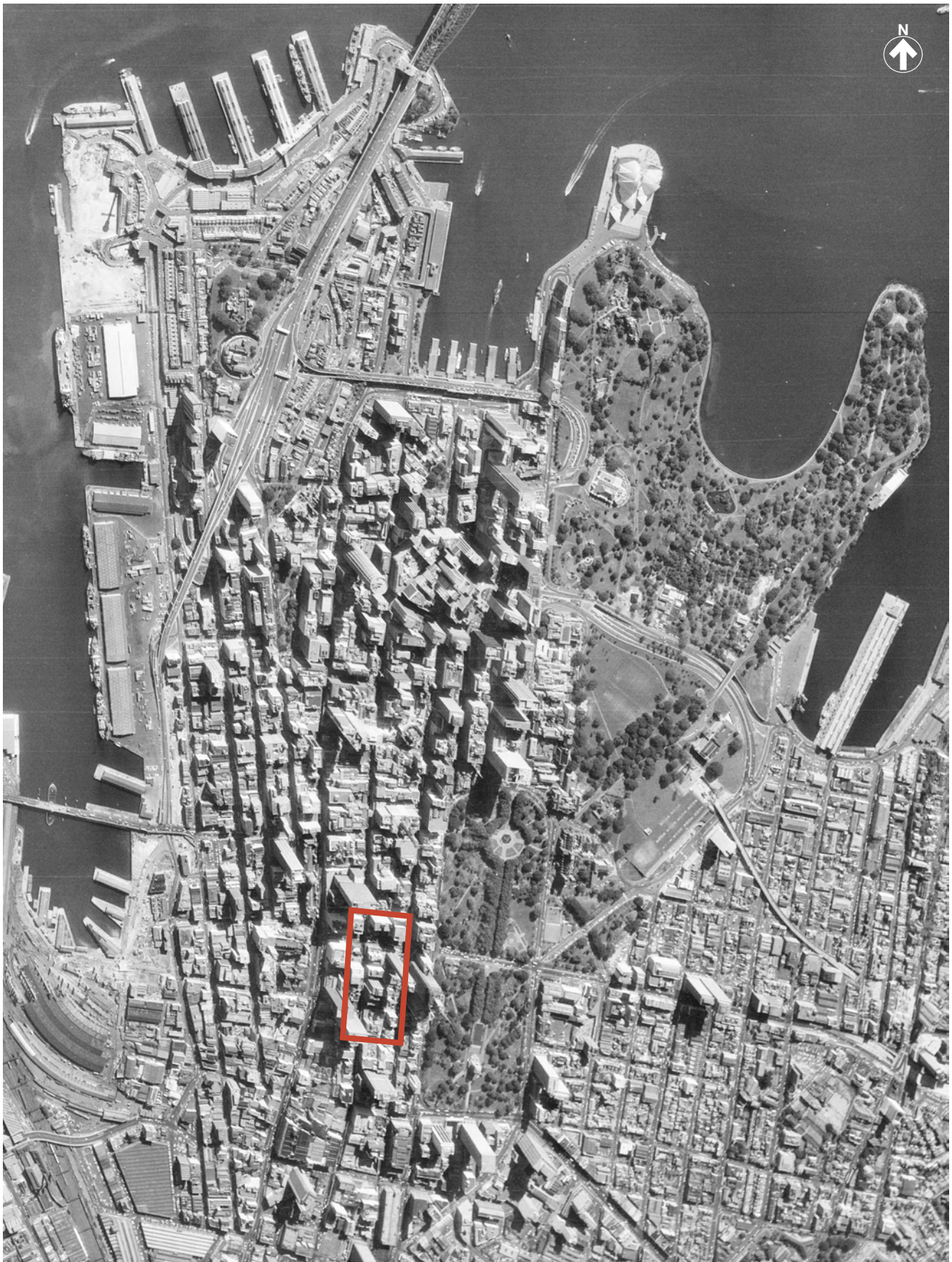
Figure 7.38
Source: 1979 aerial photograph, Spatial Services, 2327_06_085

Gadigal Metro ISD
Heritage Interpretation Plan
Revision H, March 2024

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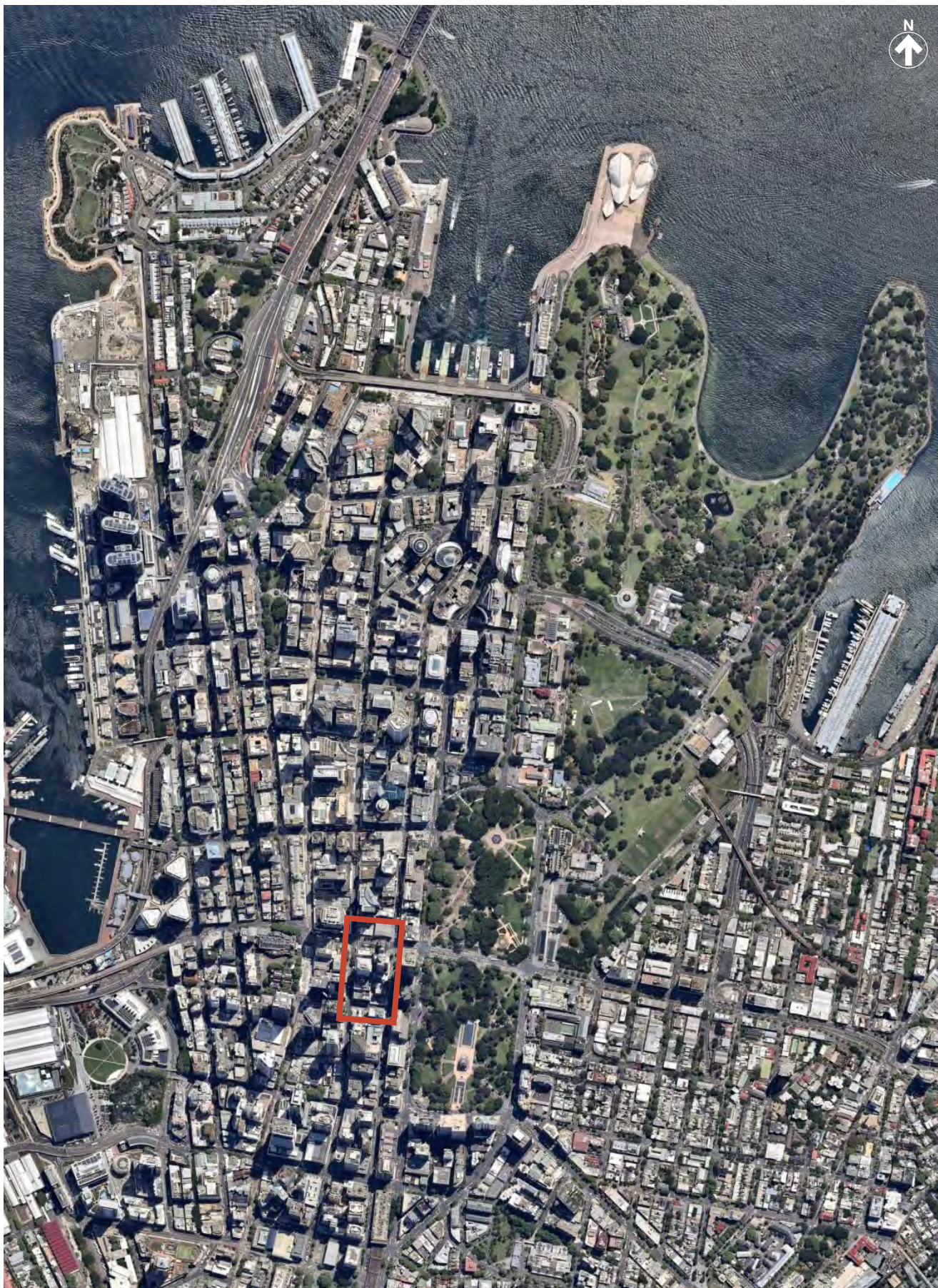
Figure 7.39
Source: 2018 aerial photograph of the City of Sydney, Nearmap.com.au

8.0

INTERPRETATION CONCEPTS

8.1   INTERPRETIVE CONCEPT #1
GADIGAL METRO NORTH

Theme: The Aboriginal and British connection to the Tank Stream Valley

Interpretation of the materials, life forms, artefacts and lifeways of the Gadigal people and post-colonial settlers in and around the subject site.

Location: Space #2, platform level, Gadigal Station North concourse lobby (B04N), south wall

Interpretation Area: Projection onto a sandstone wall, area 5,000mm wide by 3,000mm high.

Historical Background to the Interpretive Theme:
Before British settlement in 1788, the Gadigal people had strong associations with the salt water environment. The materials of the earth and water, and the creatures and plants of the area all had deep meaning to the Aboriginal people. The Gadigal's tools speak to their skill in manipulating local resources in order to survive and thrive.

While the British settled in Sydney Cove in 1788, it was not until the 1810s that the first settlement was noted in around Park Street, around the site of the Gadigal Station North. There, the site was initially developed for housing before being developed for a hotel and businesses largely associated with the horse trade.

The properties associated with the Gadigal Metro South site were first developed in the 1820s as private businesses. Over the coming decades, the subject site continued to be the site of a variety of small and medium sized businesses.

Pitt Street was the site of several phases of public transport, including the city's first tram line (1861-66), the second phase of tram transport (1901-1961), public busses, and now the Metro.

From the 1880s, parts of the subject Metro sites (north and south) were redeveloped with larger buildings, some accommodating large scale businesses.

Interpretation Concept:
- To interpret the history and environment associated with Aboriginal inhabitants and British settlers in the Tank Stream Valley area.
- The interpretive device will be a projector that projects a film onto a sandstone wall.
- The interpretive device will be be primarily visual in nature. While text may certainly be used, the device should not primarily be constituted by a historical narrative.
- The interpretive device shall be an artistic and/or creative expression of the Interpretive Theme, using and adapting the supporting material as required to inspire the design process.
- The interpretive film shall include both images and film from archival sources as well as new imagery prepared solely for use in the subject film.
- The proposed film will include text from a poem by Joel Davison, a Gadigal and Dunghutti man, called 'My City'.
- The design and completion of the interpretation presentation is being overseen by ESEM Projects.
- ESEM Projects is working with Gadigal artist Rowena Jarret Welsh from the Metroplitan Local Aboriginal Land Council (MLALC), who is preparing the artistic works required for the Aboriginal component of the device.
- While the interpretive film shall display individual elements related to Gadigal and post-Colonial culture, history and environment, one message conveyed shall be that the Tanks Stream Valley is a place of shared environments and cultural experiences.
- The interpretive film will have a duration of approximately 6-8 minutes.
- The interpretive film shall progress slowly through the 'story', allowing viewers to appreciate individual imagery, scenes and messages.
- The interpretive film shall be a high-quality production that includes the overlaying of some images with others, and include the movement of images to produce a visually engaging presentation.

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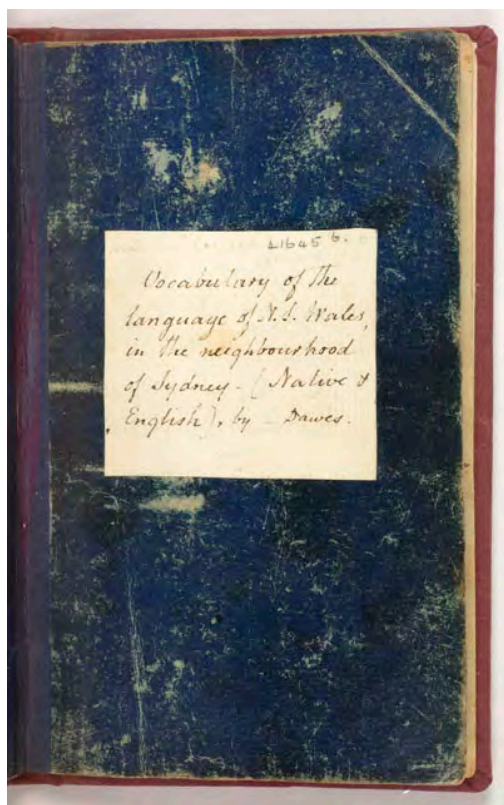
Figure 8.1
The notbooks of William Dawes on the Aboriginal Language of Sydney
Source: williamdawes.org, Book B Title page

Figure 8.2
The notbooks of William Dawes on the Aboriginal Language of Sydney
Source: williamdawes.org, Book B page 3

Figure 8.3
Ted Hood photograph of his father, Sam Hood, standing outside his photographic studios on Pitt Street
Source: State Library of NSW, File Number: FL974096

Figure 8.4
1870-1875 photograph of J. Kearey Junior's carriage, Buggy and waggon manufactory
Source: State Library of NSW, ref: ON 4 Box 42 No 4, IE Number: IE1246084

Figure 8.5
1877 photograph by N. J. Claire. View of the future site of the Gadigal Station North station from the Town Hall tower
Source: State Library of Victoria, Acc No: H96 160 39_cc000038

Figure 8.6
1934 film footage of Pitt Street, south of King Street, looking north
Source: National Film and Sound Archive (NFSA), ref: 1497764, time: 01:00:54 – 01:01:01

Figure 8.7
1908 film footage of George Street, across from St. Andrews Cathedral, looking north
Source: National Film and Sound Archive (NFSA), ref: 50186, time: 00:02:09 – 00:02:18

Figure 8.8
Snapshot of a draft version of the proposed film showing animated moving image overlays with abstracted lines
Source: ESEM Projects

Figure 8.9
Snapshot of a draft version of the proposed film showing water treatments with an animated overlay of abstracted lines
Source: ESEM Projects
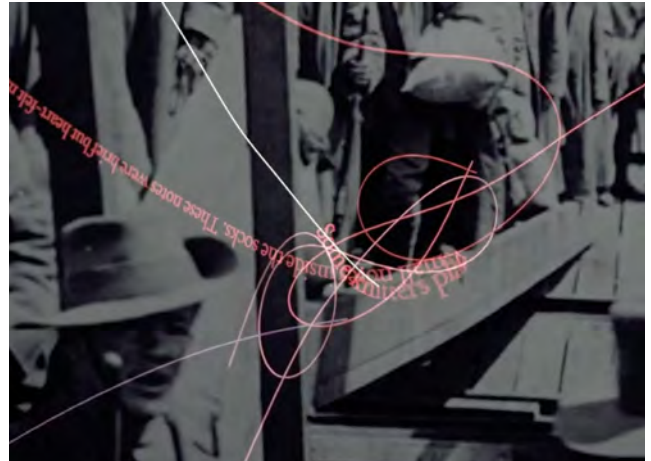
Figure 8.10
Snapshot of a draft version of the proposed film showing a historical image overlaid with an animated overlay of lines and text treatments
Source: ESEM Projects

Figure 8.11
Snapshot of a draft version of the proposed film showing sand textures with an animation treatment
Source: ESEM Projects
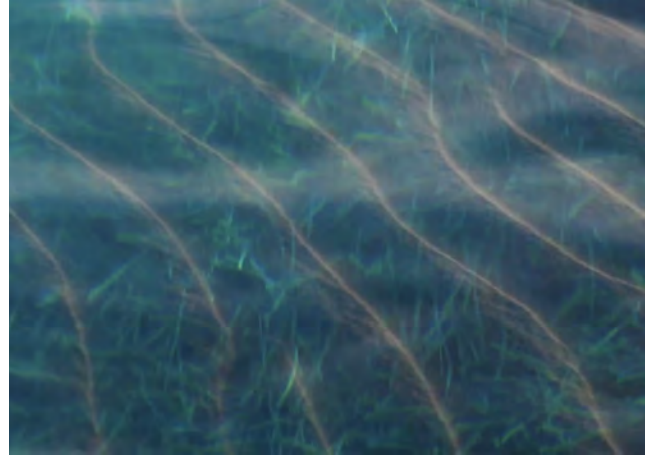
Figure 8.12
Snapshot of a draft version of the proposed film showing an abstracted overlay of water over sand
Source: ESEM Projects

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8.2   INTERPRETIVE CONCEPT #2 GADIGAL METRO NORTH

Theme: strata: layering of stories, landscape and time

Location: Space #4, Level 00, Gadigal Station North, Castlereagh Street facade

Interpretation Area: Available space: 6.6m x 2.25. Space Used: All available

Historical Background to the Interpretive Theme:
The curatorial vision for this interpretive device includes this historical statement by Frances Belle Parker:

"Parkline Place sits on the sandstone bedrock of the Sydney basin, a place which has been home to many stories and histories over time. On Eora Country, its Traditional Owners always have and always will be the Gadigal people. In the 19th and 20th centuries, the subject site was home to small businesses, including carriage-makers, jewellers, bootmakers and a theatre. Today, Parkline Place becomes a contemporary expression of ancient materiality, [parts of] the building [facade] itself is built from sandstone which has formed over thousands of years, layering history and stories of landscapes across time."

Interpretation Concept:
- Investa engaged artist Fraces Belle Parker to design the artistic work for the Castleeagh Street wall.
- Frances Belle Parker is an Indigenous woman with cultural connections to Yaegl Country, in the Clarence Valley Region of NSW.
- The Parkline Place Public Art Strategy, prepared by Barbara Flynn in 2020, informed the curatorial vision for the subject artwork. An exerpt from the strategy is as follows: "The focus on permanent works of art for the Gadigal Metro North OSD is inspired in part by City of Sydney policy. Drafted by Flynn, it argues that permanent works of art have the potential to become familiar touchstones for the public: 'The aim is to transform the city centre with a legacy of art that possesses a gravitas and landmark quality equivalent to that of our great civic buildings and spaces.' The words 'gravitas' and 'landmark' evoke a certain reality while, in fact, the experience of getting to know a permanent work of art that stays constant over time can also be an exciting one. It is possible to hate a work one day and come to love it the next, and there's a lesson in that about the power and impact of art on us and our daily lives; as we change, our perception of art changes."

- Frances Belle Parker has prepared a concept design for the proposed artwork, dated April 2023.
- Preparation of the concept design has been made in close consultation with the Metropolitan Local Aboriginal Land Council (MLALC). Independent First Nations Curator, Tess Allas confirmed the project has "maintained significant contact with the Metro Land Council".
- Frances Belle Parker explains the Concept Rational as: "This design is a site-specific piece that reflects and pays tribute to so much underlying history of Sydney, in particular the Aboriginal people and their use of, and connection to this land. By being etched into sandstone, it reminds us of significant Aboriginal rock art and etchings all throughout Australia.
"A strong emphasis has been placed on the Tank Stream, mapping its journey, and highlighting its significance to the Gadigal people. The stream served as a life giving vein, providing fresh water to so many. Hyde Park is also represented firmly in this piece due to its proximity to the site but also due to its importance it once held to Aboriginal people as a ritual contest ground. Concentric forms have been used to represent movement of these people to and from the park, but also to represent stone artefacts found across the site. Their depiction is to reflect the rich cultural heritage of the Gadigal people.
"The cross formations serve as a mark of respect to the underlying history and cultural significance of the area and to pay respect to our ancestors who always watch over us."
- Independent First Nations curator, Tess Allas, found that the subject concept design meets the brief and sees no issue, from an artistic perspective, with the installation of the work (email dated 17 October 2023).
- The proposed artwork fills the available wall space and has a surface area of 14.85m^2.
- The physical makeup of the artwork consists of sandstone panels routed to two depths (3mm and 6mm) with cast bronze sculptural elements glued and pin-fixed to the sandstone (5mm thickness).

Tank Stream   Hyde Park   Sydney Cove   Harbour Line

Concentric forms:
Movement of people to and
from the park

Cross Formations:
Mark of respect

Concentric forms:
Stone artefacts found
across the site
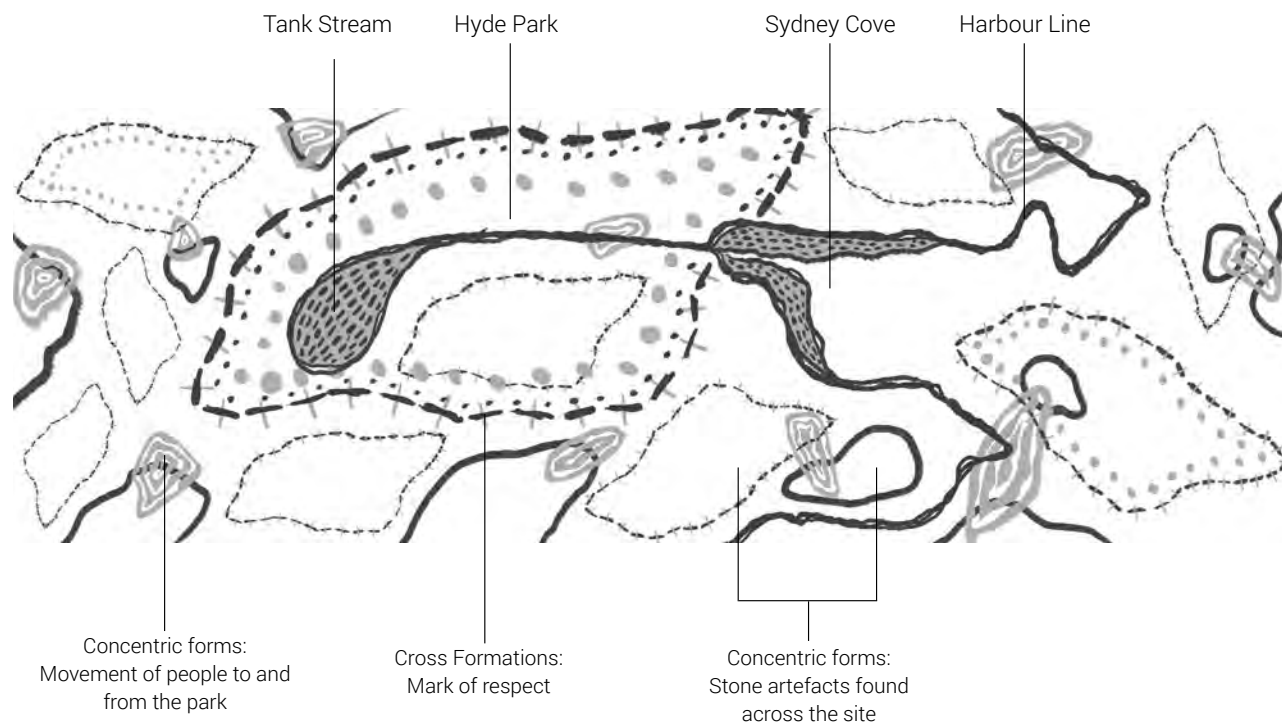
Figure 8.16 (above)
Concept design for Interpretive Concept #6
Source: Frances Belle Parker

Figure 8.17 (below)
Rendered drawing of the proposed concept design for Interpretive
Concept #6
Source: Frances Belle Parker
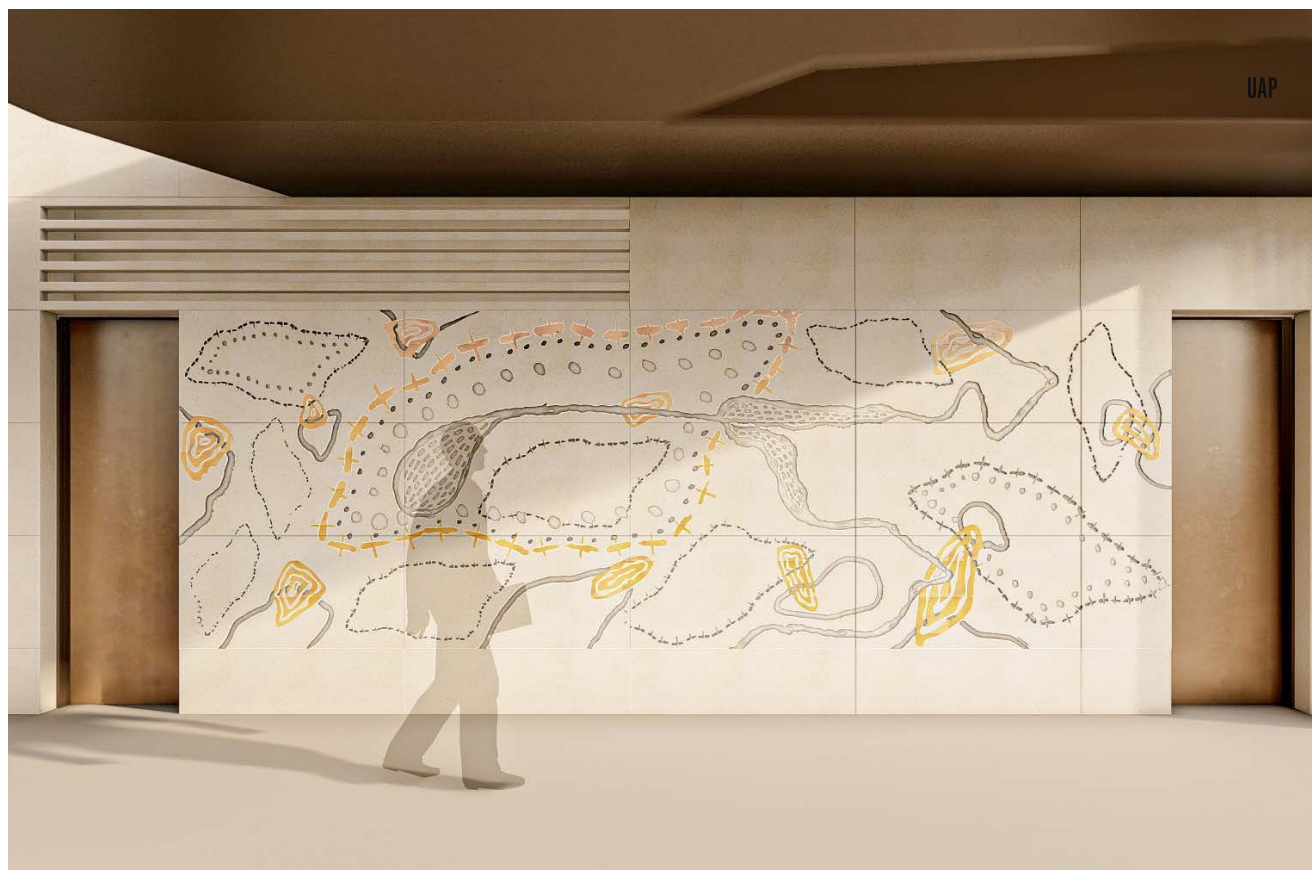
9.0

RECOMMENDATIONS

- This report recommends two Interpretation Concepts for interpretation devices in the Gadigal Metro Station ISD. Two themes have been selected to optimise the potential interpretation outcomes for this development:

  - #1: Interpretive film
    Theme: The Gadigal and British connection to the Tank Stream Valley
    Located in space #2, platform level, Gadigal Metro North concourse lobby (B04N), south wall

  - #2: Interpretive artwork
    Theme: strata: layering of stories, landscape and time
    Located in space #4, Level 00, Castlereagh Street facade

- Interpretive concept #1 shall be designed by ESEM Projects, in consultation with the Metropolitan Local Aboriginal Land Council (MLALC).

- The manufacture or fabrication and installation of interpretive device #2 shall be undertaken by professionals that are skilled in the appropriate techniques.

10.0
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APPENDIX ONE:
COMPLIANCE MATRIX TABLE

GBA
Heritage

Sydney Metro City & Southwest (Pitt Street Station) Conditions of Consent & REMMsTracking Sheet

Version: 1.4 As at 24.07.20 Issued To: Sydney Metro- Stage 3 Main Works Part 2 Submission

ID	Approval	Project	Contractor	Condition Number	Condition Type	Condition Class	Description	CPB Compliance	Contract Status	Project Status	WHS Accountability	Sydney Metro Required Evidence
CoA3378	Chatswood to Sydenham	City & Southwest	PS ISD	E10	CoA	Heritage	The Proponent must not destroy, modify or otherwise physically affect any Heritage item not identified in documents referred to in Condition A1.	CEMP/Sub Plan under development. To be addressed in: - CEMP (SMCSWSPS-CPB-ALL-EM-PLN-000001) - CHMP (SMCSWSPS-CPB-ALL-HE-PLN-000001) - Induction. Unexpected Heritage and Human Remains Finds Procedure (SMCSWSPS-CPB-ALL-HE-PRO-000002) to be implemented. SEP. Design has been undertaken in accordance with this condition	Ongoing	Active		Summary statement of whether or not this requirement has been met during the reporting period
CoA3379	Chatswood to Sydenham	City & Southwest	PS ISD	E13	CoA	Heritage	The Proponent must prepare a Heritage Archival Recording Report, including photographic recording of the heritage items identified in	Handover documentation from TSE required by CPB. CPB to adopt current register / process and provide information/documents as requested by SM	Ongoing	Active		Name and revision number of any HARR and if who it has been undertaken by, and date of submission to relevant agencies
CoA3380	Chatswood to Sydenham	City & Southwest	PS ISD	E17	CoA	Heritage	The Archaeological Assessment Research Design Report (AARD) in the documents listed in A1 must be implemented. Final Archaeological	Handover documentation from TSE required by CPB. CPB to adopt current register / process and provide information/documents as requested by SM	Ongoing	Active		Summary statement of how the AARD has been implemented during the reporting period
CoA3381	Chatswood to Sydenham	City & Southwest	PS ISD	E18	CoA	Heritage	Before excavation of archaeological management sites, the Proponent must nominate a suitably qualified Excavation Director who complies	Handover documentation from TSE required by CPB. CPB to adopt current register / process and provide information/documents as requested by SM	Ongoing	Active		Summary statement of nomination of suitably qualified ED, and whether their nomination meets the requirements of this condition
CoA3382	Chatswood to Sydenham	City & Southwest	PS ISD	E19	CoA	Heritage	An Unexpected Heritage Finds Procedure must be prepared: (a) to manage unexpected heritage finds in accordance with any guidelines and	Unexpected Heritage Finds procedure to be included in CPB's CEMP (SMCSWSPS-CPB-ALL-EM-PLN-000001)/Sub Plan (under development) and implemented as required Induction	Ongoing	Active		Summary statement of development and implementation of an unexpected heritage finds procedure, including details of whether
CoA3383	Chatswood to Sydenham	City & Southwest	PS ISD	E20	CoA	Heritage	In the event that a potential relic/s is/are discovered, relevant construction must cease in the affected area and the Excavation Director must be notified and assess the significance level of the find/s and provide mitigation advice according to the	Unexpected Finds Heritage and Human Remains Finds procedure (SMCSWSPS-CPB-ALL-HE-PRO-000002) to be included in CPB's CEMP/Sub Plan (under development and implemented as required Induction	Ongoing	Active		Summary statement about whether or not a relic has been discovered within the reporting period. If a relic has been found,
CoA3384	Chatswood to Sydenham	City & Southwest	PS ISD	E21	CoA	Heritage	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 the archaeological 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	Heritage Interpretation Plan is currently under development and will be included in the Stage 3 Main Works Part 2 Design Submission scheduled in mid to late- July 2020. The draft Heritage Interpretation Plan has been presented to the DRP and the Heritage Working Group. Evidence of consultation is provided in CPB Stage 3 Design Report SMCSWSPS-CPB-ALL-DM-REP-000001[B]	Ongoing	Active		Name and revision number of HIP and summary of how it has informed the SDPP, and dates of consultation and submission to
CoA3385	Chatswood to Sydenham	City & Southwest	PS ISD	E23	CoA	Heritage	The Proponent must take all reasonable steps so as not to harm, modify or otherwise impact any Aboriginal object associated with the CSSI except as authorised by this approval	To be addressed in: - CEMP (SMCSWSPS-CPB-ALL-EM-PLN-000001) - Induction	Ongoing	Active		Suggest adding "noted" CHMP
CoA3386	Chatswood to Sydenham	City & Southwest	PS ISD	E24	CoA	Heritage	Before excavation, the Proponent must implement the Aboriginal Cultural Heritage Assessment prepared for the CSSI and included in the PIR. Excavation and/or salvage	Handover documentation from TSE required by CPB. CPB to adopt current register / process and provide information/documents as requested by SM	Ongoing	Active		Summary statement of how the AOIA has been implemented and whether any excavation and/or salvage has been undertaken. If
CoA3387	Chatswood to Sydenham	City & Southwest	PS ISD	E25	CoA	Heritage	Where previously unidentified Aboriginal objects are discovered during construction of the CSSI, construction must stop in the vicinity of the	In the event unexpected items are discovered, CPB will implement the Unexpected Finds Heritage and Human Remains Procedure (SMCSWSPS-CPB-ALL-HE-PRO-000002) contained within the CEMP and CHMP	Ongoing	Active		Summary statement about whether or not any previously identified Aboriginal objects have been discovered, and if they have, a
CoA3388	Chatswood to Sydenham	City & Southwest	PS ISD	E26	CoA	Heritage	This approval does not allow the Proponent to harm, modify, or otherwise impact human remains uncovered during the construction and operation of the CSSI, except in accordance with the Exhumation Management Plan (Condition E27).	Addressed in: - CEMP (SMCSWSPS-CPB-ALL-EM-PLN-000001) - CHMP (SMCSWSPS-CPB-ALL-HE-PLN-000001) - Unexpected Finds Heritage and Human Remains Procedure (SMCSWSPS-CPB-ALL-HE-PRO-000002)	Ongoing	Active		Suggest adding "noted" Exhumation Management Plan
CoA3389	Chatswood to Sydenham	City & Southwest	PS ISD	E27	CoA	Heritage	An Exhumation Management Plan must be prepared to guide the relocation of recovered human remains. The Exhumation Management Plan must be prepared: (a) in consultation with, and meeting the requirements of, the OEH and NSW Health;	Addressed in: - CEMP (SMCSWSPS-CPB-ALL-EM-PLN-000001) - CHMP (SMCSWSPS-CPB-ALL-HE-PLN-000001) - Unexpected Finds Heritage and Human Remains Procedure (SMCSWSPS-CPB-ALL-HE-PRO-000002)	Ongoing	Active		Name and revision number of the EMP, and dates of consultation and submission to DPE
REMM3491	Chatswood to Sydenham	City & Southwest	PS ISD	NAH2	REMM	Non-Aboriginal Heritage	The archaeological research design would be implemented. Significant archaeological findings would be considered for inclusion in heritage	The archaeological findings are addressed in the Heritage Interpretation Plan	Ongoing	Active		Design Report CHMP
REMM3492	Chatswood to Sydenham	City & Southwest	PS ISD	NAH3	REMM	Non-Aboriginal Heritage	An Exhumation Policy and Guideline would be prepared and implemented. It would be developed in accordance with the Guidelines for Management of Human Skeletal Remains (NSW Heritage Office, 1998b) and NSW Health Policy Directive – Exhumation of human remains (December, 2013). It would be prepared in consultation with NSW Heritage Office and NSW Health.	CPB's to implement unexpected finds procedure in event human remains are found in line with SM Exhumation Policy and Guideline. Unexpected finds procedure included in CEMP and CHMP	Ongoing	Active		Exhumation Policy and Guideline
REMM3493	Chatswood to Sydenham	City & Southwest	PS ISD	NAH4	REMM	Non-Aboriginal Heritage	The method for the demolition of existing buildings and / or structures at Chatswood dive site, Victoria Cross Station, Martin Place Station, Pitt	Only demolition within scope of projects that of a capping beam. CPB to ensure demolition methodology minimises impact to heritage items / places	Ongoing	Active		Demolition Methodology CHMP-demolition
REMM3494	Chatswood to Sydenham	City & Southwest	PS ISD	NAH7	REMM	Non-Aboriginal Heritage	The project design would be sympathetic to heritage items and, where reasonable and feasible, minimise impacts to the setting of heritage items. The detailed design for Martin Place Station and Central Station would be developed with input from a heritage architect.	A Heritage Impact Assessment, including impact on adjacent buildings, was presented to the DRP (Presentation No.7 on 31/03/2020) and HWG on 07/04/2020. No issues or concerns were raised by the DRP. A formal report from the Heritage Consultant will be included in the Stage 3 (Part 2) submission including evidence of this consultation	Ongoing	Active		Design Report Heritage Architect Review Report
REMM3495	Chatswood to Sydenham	City & Southwest	PS ISD	NAH8	REMM	Non-Aboriginal Heritage	Appropriate heritage interpretation would be incorporated into the design for the project in accordance with the NSW Heritage Manual, the NSW Heritage Office's Interpreting Heritage Places and Items: Guidelines (August 2005), and the NSW	A Heritage Impact Assessment, including impact on adjacent buildings, was presented to the DRP (Presentation No.7 on 31/03/2020) and HWG on 07/04/2020. No issues or concerns were raised by the DRP. A formal report from the Heritage Consultant will be included in the Stage 3 (Part 2) submission including evidence of this consultation	Ongoing	Active		Design Report Heritage Interpretation Plan
REMM3496	Chatswood to Sydenham	City & Southwest	PS ISD	NAH17	REMM	Non-Aboriginal Heritage	Opportunities for the salvage and reuse of the bus shelters temporarily removed at Victoria Cross and Blues Point would be investigated in	Not applicable as relates to Blues Point and Victoria Cross	Ongoing	Active		Design Report CHMP
AH1	Chatswood to Sydenham	City & Southwest	PS ISD	AH1	REMM	Aboriginal Heritage	Aboriginal stakeholder consultation would be carried out in accordance with the NSW Office of Environment and Heritage's Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010.	CPB have engaged an Aboriginal Heritage Consultant (CHMP) to prepare the Indigenous Heritage Interpretation Strategy. Aboriginal stakeholder consultation will be carried out in accordance with the NSW Office of Environment and Heritage Cultural Heritage Consultation Requirements for Proponents 2010.	Ongoing	Active		Construction Heritage Management Plan (CHMP) Consultation Records with OEH and Aboriginal Heritage Councils
AH2	Chatswood to Sydenham	City & Southwest	PS ISD	AH2	REMM	Aboriginal Heritage	The cultural heritage assessment report would be implemented.	As discussed at the DRP's this HIP including the Indigenous Interpretation has been delayed by COVID 19 and access to records/ community consultation groups. CPB confirm consultation will be undertaken. Not Applicable at this stage. CPB to ensure compliance during construction	Ongoing	Active		Cultural heritage assessment report ECM
AH4	Chatswood to Sydenham	City & Southwest	PS ISD	AH4	REMM	Aboriginal Heritage	Appropriate Aboriginal heritage interpretation would be incorporated into the design for the project in consultation with Aboriginal stakeholders.	CPB have engaged an Aboriginal Heritage Consultant (AHIBS) to prepare the Indigenous Heritage Interpretation Strategy. Aboriginal stakeholder consultation will be carried out in accordance with the NSW Office of Environment and Heritage Cultural Heritage Consultation Requirements for Proponents 2010. As discussed at the DRP's this HIP including the Indigenous Interpretation has been delayed by COVID 19 and access to records/ community consultation groups. CPB confirm consultation will be undertaken.	Ongoing	Active		Design Reports Aboriginal Heritage Interpretation Report

APPENDIX TWO: GLOSSARY

The definitions adopted in this report are those defined in the *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance*, 2013, also known by its more common title *The Burra Charter,* and the NSW Heritage Office publication *Interpreting Heritage Places and Items Guidelines* (2005).

The Burra Charter Definitions

Place means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the *place* itself, its *fabric, setting, use, associations, meanings,* records, *related places* and *related objects*. Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the *place* including elements, fixtures, contents, and objects.

Conservation means all the processes of looking after a *place* so as to retain its *cultural significance*.

Maintenance means the continuous protective care of a *place,* and its *setting*. Maintenance is to be distinguished from repair which involves *restoration* or *reconstruction.*

Preservation means maintaining a *place* in its existing state and retarding deterioration.

Restoration means returning a *place* to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.

Reconstruction means returning a *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material.

Adaptation means changing a *place* to suit the existing *use* or a proposed use.

Use means the functions of a *place*, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.

Compatible use means a *use* which respects the *cultural significance* of a *place.* Such a use involves no, or minimal, impact on cultural significance.

Setting means the immediate and extended environment of a *place* that is part of or contributes to its *cultural significance* and distinctive character.

Related place means a *place* that contributes to the *cultural significance* of another place.

Related object means an object that contributes to the *cultural significance* of a *place* but is not at the place.

Associations mean the connections that exist between people and a *place.*

Meanings denote what a *place* signifies, indicates, evokes or expresses to people.

Interpretation means all the ways of presenting the *cultural significance* of a *place*.

Heritage Office Definitions

Aboriginal people(s) with cultural association – means Aboriginal people(s) with a cultural or historical association with an area not necessarily deriving from descent from original inhabitants. Consideration must also be given to Aboriginal people who reside in an area where there are no identified traditional owners or Aboriginal people who have traditional association to that country (see also Traditional owner).

Aboriginal Culture – The culture of a group of people or groups of peoples comprising of the total ways of living built up and passed on from one generation to the next, and evolving over time.

Aboriginal Heritage – The heritage of a group of people or groups of peoples is represented in all that comes or belongs to them by reason of birth and includes their spirituality, language and relationship to land.

Associations mean the special connections that exist between people and an item.

Conservation management plan (CMP) means a document that identifies the heritage significance of an item and sets out policies for retaining that significance and is prepared in accordance with Heritage Council guidelines.

Conservation Management Strategy (CMS) means a document that identifies the impact an activity may have on a heritage significance of an item and sets out measures to minimise the impact of a proposed activity on the heritage significance of the item and is prepared in accordance with Heritage Council guidelines.

Environmental heritage means those places, buildings, works, relics, infrastructure, movable objects, landscapes and precincts, of State or local heritage significance.

Fabric means the physical material of the item including components, features, objects and spaces.

Heritage Impact Statement (HIS) means a document that records the heritage significance of an item by using a Heritage Data form and sets out broad strategies for retaining that significance and is prepared in accordance with Heritage Council guidelines.

Heritage significance refers to meanings and values in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic importance of the item. Heritage significance is reflected in the fabric of the item, its setting, use, associations, meanings, records, related places and related objects. Items may have a range of values and meanings for different individuals or groups, over time.

Interpretation means all the ways of presenting the significance of an item. Interpretation may be a combination of the treatment and fabric of the item; the use of the item; the use of interpretive media, such as events, activities, signs and publications, or activities, but is not limited to these.

Interpretation plan is a document that provides the policies, strategies and detailed advice for interpreting a heritage item. It is based on research and analysis and plans to communicate the significance of the item, both during a conservation project and in the ongoing life of the item. The plan identifies key themes, storylines and audiences and provides recommendations about interpretation media. It includes practical and specific advice about how to implement the plan.

Interpretation policy: consists of clauses and guidelines that provide an intellectual and conceptual framework for communicating the significance of an item. Policies may deal with fabric, setting, history, archaeology audiences and other people, contents, related places and objects, disturbance of fabric, research, records.

Meanings denote what an item signifies, indicates, evokes or expresses.

Media means the tools, techniques and technologies used to convey the interpretation. These can include signs, orientation, notices, guided and self guided walks, audio guides, installations, displays, models, dioramas, exhibitions, lighting, street naming, holograms, films, video, soundscapes, oral history, maps, brochures, books and catalogues, public art, writers and artists in residence programs, events, activities, role play, demonstrations, educational programs, websites, CD ROM programs, reconstructions, sets, and replicas and other means of communication.

Traditional owner – an Aboriginal person directly descendent from the original inhabitants of an area who has cultural association with the area deriving from traditions, observances, customs, beliefs or history of the original Aboriginal inhabitants of the area. Authorisation to obtain or document information about Aboriginal heritage may be obtained from an Aboriginal person or people who have traditional association to country; these may include traditional owners.