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Re: Marrickville Station, Wooley Lane archaeological memo

1 Introduction

EMM Consulting Pty Ltd (EMM) has been engaged by Haslin Stephen Edwards Construction Joint Venture (HSEJV), on behalf of Sydney Metro, to prepare an archaeological assessment memo for proposed excavation works that form part of the Sydney Metro City & Southwest Sydenham to Bankstown Project (the Project). The Sydney Metro City & Southwest Sydenham to Bankstown Project is a Transport for NSW project.

This archaeological assessment memo has been prepared to guide management of archaeological resources that may be present along Wooley Lane, Marrickville Station. For the purposes of this report, archaeological resources include 'relics' (i.e., archaeological resources of local or State significance) and buried 'works,' which include historical infrastructure. It is anticipated that the majority of works, if surviving, will be related to rail infrastructure and utilities within the project area.

2 Project area

Wooley Lane is located directly northwest of Marrickville Station, Marrickville, in the Parish of Petersham, County of Cumberland and sits within the Inner West local government area. The project area is bounded by rail corridor to the north, Illawarra Road to the east, McNeilly Park to the west, and residential housing along Warburton Street to the south. The project area is shown in Plate 2.1 below.



Plate 2.1 Project area

3 Project works

HSEJV proposes to excavate area of approximately 30 m x 5 m on Wooley Lane, Marrickville Station.

4 Archaeological phases and potential

Artefact Heritage prepared an *Historical Archaeological Assessment and Research Design (AARD)* in 2019 (2019, pp.136-140), which identified four historical phases for the Marrickville Station Catchment. Non-Aboriginal archaeological potential and significance were determined for each phase.

Wooley Lane marks the western boundary of the AARD Marrickville Station Catchment. The eastern edge of the project area is within the Catchment boundary and the remaining area of excavation is in close proximity to the Station Catchment. Therefore, the Wooley Lane excavation works have been assessed to have potential impacts to State and locally significant archaeological resources associated with the four previously identified historical phases of the site.

Sections 4.1-4.4 include a summary of each phase as well as a statement of archaeological potential which includes the types of evidence that can be expected to reflect the activities of each phase.

4.1 Phase 1 (1788–1850s)

The project area is within the 700 acres (283.3 ha) granted to Thomas Moore in 1803 (Plate 4.1) (Artefact Heritage 2019, p.24). Moore had been granted 479 acres (193.8 ha) adjoining Gumbramorra Swamp in 1799, and by 1807 was one of the most prominent landowners in the area, holding 1,920 acres (777 ha) known as *Douglas Farm* (Artefact Heritage 2019, p.24). The land was partially cleared of timber, some of which may have been used by Moore in his capacity as the Master Boat Builder at Port Jackson. Maize and wheat crops were established also (Artefact Heritage 2019, p.24).

The farm was sold to Dr Robert Wardell in 1830 (Artefact Heritage 2019, p.24). Wardell's estate covered the large area from Parramatta Road to the Cooks River and was used for farming as well as running deer for sport hunting (Artefact Heritage 2019, p.24). After Wardell's death in 1834 his land was divided among his sisters and from the 1840s was subject to subdivision. The subdivided land around Marrickville was turned into smaller farms, dairy farms, and market gardens (Artefact Heritage 2019, p.25).

The archaeological potential for Phase 1 within the project area is **low to nil**. It is unlikely that remnants of significant structures are present in the study area as the homesteads of Moore and Wardell were located elsewhere on their property. The project area's location near a creek means it is possible that evidence of more ephemeral farm structures, such as fences or huts, or farming activity may have been present. The construction of the railway in the 1890s however, is likely to have heavily disturbed potential resources related to this phase. Although unlikely, potential archaeological evidence for Phase 1 could include:

- features associated with land clearance eg tree boles;
- post holes;
- drains; and
- isolated artefacts.

4.2 Phase 2 (1850s–1890s)

The Village of Marrickville was established in 1855 after the subdivision of on Thomas Chalder’s 60-acre (24 ha) Marrickville Estate (Artefact Heritage 2019, p.25). The village streetscape was surveyed in the area bounded by Illawarra Road, Chapel Street, Fitzroy Street, and Sydenham Road and municipal buildings were soon under construction (Artefact Heritage 2019, p.25).

Small farms, large estates and market gardens continued to dominate the region during the mid-nineteenth century. In the late nineteenth century, however, market gardens began to be converted to brick pits, and large estates and small farms were demolished to make way for industry and worker housing (Artefact Heritage 2019, p.25-26). Other industries established around Marrickville during this period include wool and steel mills, metal operations and, later, automotive factories. There is no documented evidence of industrial activity or residential development in the project area during this phase.

The archaeological potential for Phase 2 within the project area is **low to nil**. Land use within the project area is not clear for this period. It is likely the area remained farmland. Alternatively, unknown industrial activities, such as brick manufacture, may have occurred in the vicinity of the project area, as a water source is present. Although unlikely, potential archaeological evidence for Phase 2 may include:

- post holes;
- paved surfaces;
- culverts associated with former creek;
- drains;
- isolated artefacts; and
- industrial activities.

4.3 Phase 3 (1890s–1920s)

Marrickville Station was constructed between 1894 and 1895, as part of the first phase of the Bankstown line. The streetscape in the vicinity of the project area was surveyed and subdivided during this phase and lots were gazetted for sale from 1907 (Plate 4.2). The project area is within the rail corridor, north of Lots 10-12 of the 1907 subdivision. Small early twentieth century brick cottages are extant on Lots 10 and 11 and an aerial photograph from 1943 (Plate 4.3) illustrates that historically Lot 12 did have a had a cottage similar to its neighbours. The irregularly shaped yards of these lots were separated from the rail corridor by a creek which may have been diverted by drains and culverts during station works in this phase or at a later stage. This assumption is based on the discovery of a brick culvert dated to this phase, that was later enclosed in concrete, the flows of which have been diverted into a concrete drain that runs parallel to the back of the residential yards.

The archaeological potential for Phase 3 within the project area is **moderate**. The construction and upgrades of Marrickville Station, Bankstown line and land subdivision created the current landscape around the project area. Moreover, the presence of the overhead gantry and no longer extant creek indicates works associated with the trainline have occurred in this area of the rail corridor. Potential archaeological evidence for Phase 3 may include:

- rails and timber sleepers;
- rail infrastructure;
- utility services; and
- infilled creek bed.

4.4 Phase 4 (1930s–present)

During the Inter-War period, Marrickville experienced substantial industrial growth and urban development. A 1943 aerial photograph of Marrickville shows the area surrounding Wooley Street dominated by residential buildings. The residences north of the project area also underwent a number of changes during this period.

It is unclear if subsurface structures or the creek line were present in the project area during this phase as the rail corridor embankment was largely overgrown with scrub and trees within aerial imagery from between 1943 and the 1980s. While it is very likely that a brick culvert was present during this time, it is unclear if the creek it was draining into had been modified. The rail corridor embankment appears to have been cleared of overgrowth and trees between 1975 and 1982. A clear vehicle path is visible leading from Wooley Lane into the rail corridor from this time, and gravel is introduced by 1994, suggesting increasing use of the area by rail authorities.

The archaeological potential for Phase 4 within the project area is **moderate**, depending on the depth of project excavation. The project area was cleared of scrub and gravel road base laid down within the rail corridor. Potential archaeological evidence for Phase 4 could include:

- remains of rail infrastructure and/or utility upgrades; and
- utility services.



Plate 4.1 Detail of undated Parish of Petersham County of Cumberland plan, possibly dating to around 1850. The approximate location of the project area is marked in red (Source: HLRV)



Plate 4.2 Detail of 1907 Marrickville Station Estate subdivision advertisement- Arthur St, Illawarra Rd, Schwebel St, Warburton St, Greenbank St. (Source: State Library of NSW SP/M9/157).



Plate 4.3 1943 aerial photograph of the project area. Illawarra road to the right of the image. Approximate location of project area in white (Source: Sixmaps)

5 Heritage significance

5.1 The significance framework

In NSW, historical value is ascribed to buildings, places, archaeological sites, and landscapes modified in the Australian historical period for purposes other than traditional Aboriginal use. The assessment of heritage significance is based on the Burra Charter (Australia ICOMOS 2013) and further expanded upon in *Assessing Heritage Significance* (NSW Heritage Manual Heritage Office 2001). The heritage manual lists seven criteria to identify and assess heritage values that apply when considering if an item is of state or local heritage significance, which are set out in Table 5.1. The result of the assessments of significance may determine that an individual component does not meet the threshold for local or State significance as an individual item, but that it does contribute to the significance of the cultural landscape.

The criteria against which heritage significance have been assessed are reproduced in Table 5.1. The assessment of archaeological resources is hypothetical as their existence as intact and substantial sites is predicted.

Table 5.1 NSW heritage assessment criteria

Criterion	Explanation
a)	An item is important in the course or pattern of NSW's (or the local area's) cultural or natural history (Historical Significance).
b)	An item has strong or special association with the life or works of a person, or group of persons of importance in NSW's (or the local area's) cultural or natural history (Associative Significance).
c)	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area) (Aesthetic Significance).
d)	An item has a strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons (Social Significance).
e)	An item has the potential to yield information that will contribute to an understanding of NSW's (or the local area's) cultural or natural history (Research Significance).
f)	An item possesses uncommon, rare or endangered aspects of NSW's (or the local area's) cultural or natural history (Rarity).
g)	An item is important in demonstrating the principal characteristics of a class of NSW's (or the local area's) cultural or natural places or environments (Representativeness).

Source: *Assessing heritage significance* (NSW Heritage Office 2001, p.9).

Marrickville Station is identified as an item of state heritage significance on the State Heritage Register (Marrickville Station Group SHI 01186). The Marrickville Station Group is significant as part of the Sydenham to Bankstown Line and the intact platforms and nineteenth and early twentieth century buildings are acknowledged to have aesthetic significance.

5.2 Assessment of the project area footprint

Table 5.2 Assessment of significance

Criterion	Assessment
a) Historical	<p>The Wooley Lane excavation area is located within the original property holdings of the early Marrickville landholders of Thomas Moore and Dr Robert Wardell. The area was subject to subdivision and formed part of the urban development of Marrickville as an outer suburb of Sydney over the later nineteenth and twentieth centuries.</p> <p>The potential archaeological resources within the Wooley Lane area have connections to the early period of Suburban railway development in Sydney.</p> <p>While these resources are not considered relics, they are works that may possess local significance in their association with Marrickville Station.</p>
b) Associative	<p>The potential archaeological remains of Phase 3 are associated with the development of the Sydenham to Bankstown Line.</p> <p>While these resources are not considered relics, they are works that may possess local significance in their association with Marrickville Station and the Sydenham to Bankstown Line.</p>
c) Aesthetic	<p>Archaeological resources within the Wooley Lane excavation area are unlikely to meet the threshold for local significance under this criterion.</p>
d) Social	<p>Archaeological resources within the Wooley Lane excavation area are unlikely to meet the threshold for local significance under this criterion.</p>
e) Research	<p>The potential archaeological remains associated with the late nineteenth and early twentieth century rail infrastructure would contribute to additional information not readily available through historical sources.</p> <p>While these resources are not considered relics, they are works that may possess local significance in their association with Marrickville Station and the Sydenham to Bankstown Line.</p>
f) Rarity	<p>Archaeological resources within the Wooley Lane excavation area are unlikely to meet the threshold for local significance under this criterion.</p>
g) Representativeness	<p>Potential archaeological remains on the site are representative of landscape changes and railway corridors in the development of Sydney and Marrickville.</p> <p>While these resources are not considered relics, they are works that may possess local significance in their association with Marrickville Station and the Sydenham to Bankstown Line.</p>

5.3 Statement of significance

The archaeological resources within the Wooley Lane excavation project area may reach the threshold for local significance in their association with the development and continued operation of Marrickville Station, and the wider Sydenham to Bankstown Line. However, their association with the railways classifies them as works, not relics.

It is unlikely that archaeological resources relating to Phases 1 and 2 would be present within the Wooley Lane excavation area. However, the project area has a moderate to high potential to hold archaeological resources associated with the late nineteenth and early twentieth century development (Phases 3 and 4) of the Sydenham to Bankstown railway line. This archaeological evidence has the potential to meet the criteria for local heritage significance.

Any archaeological resources related to the establishment and growth of the railway would be considered works and not relics as defined under the *Heritage Act 1977*.

6 Archaeological management

6.1 Wooley Lane Excavation Anticipated impacts

This assessment has identified moderate to high potential for locally significant archaeological resources to be present in Wooley Lane excavation area. Items associated with the early phase of railway infrastructure (Phase 3) may be affected by the work and may be exposed during the excavation operations.

Based on the analysis undertaken for this assessment, it is considered unlikely that archaeological relics will be unearthed by excavation works, however, railway infrastructure or services may be historical and should, according to the AARD (Artefact Heritage 2013), be photographed before they are removed.

6.2 Recommendations

The recommended archaeological management of the Wooley Lane excavation is the implementation of the Sydney Metro unexpected finds procedure. The unexpected finds procedure prepared by Sydney Metro fulfils condition NAH14. The Sydney Metro unexpected finds procedure includes the actions required in the event that human remains, historical archaeological resources and Aboriginal objects are found.

In general, however, if any archaeological resources are encountered, or are thought to be encountered during any project activities, works in the immediate area (within a 3 m radius) will cease and the unexpected finds procedure will be put into action until works can recommence.

6.2.1 Archaeological methods

The methods for works proposed to Wooley Lane Marrickville are presented in Section 4.6.1 of EMM 2021.

7 Conclusions

This assessment has identified the Wooley Lane excavation project area to have **moderate** potential to uncover archaeological resources associated with the early period of Marrickville Station and the Bankstown line.

It is recommended the archaeological management of the excavation works employs the Sydney Metro unexpected finds procedure.

I trust the advice provided within this assessment is sufficient, if you have any further questions, please don't hesitate to contact me.

Yours sincerely,



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References

Artefact Heritage 2018, *Sydney Metro City & Southwest Sydenham to Bankstown Upgrade: Historical Archaeological Assessment & Research Design*, Report prepared for Transport for New South Wales.

EMM Consulting Pty Limited, (May) 2021, *Marrickville Station Catchment Archaeological Method Statement 3*, prepared for HSEJV.

The Sydney Morning Herald, 26 December 1931, Marrickville, p.9.