

# EXTENT

HERITAGE ADVISORS  
TO AUSTRALIA AND  
THE ASIA PACIFIC



## St Peters Interchange and Local Roads

### Heritage Interpretation Plan

### Volume Two: Implementation

M5N-ES-RPT-SPI-0014-0

Prepared for CPB Dragados Samsung Joint Venture

July 2019 – Final

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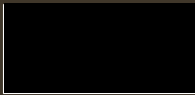
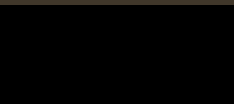
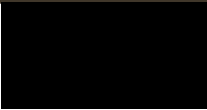
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## Contents

1.	The Heritage Interpretation Vision .....	3
1.1	Interpretation Planning Goals.....	3
1.2	Urban Design and Landscaping Goals.....	3
2.	Implementation .....	5
2.1	St Peters Interchange Interpretation Devices .....	5
3.	Local Roads Interpretation Devices .....	45
3.1	Former Campbell Street Terraces Plinth Signage .....	48
3.2	Green Space Plinth Signage.....	51
4.	Example Graphic Artwork .....	57

## List of figures

Figure 1:	Interpretation device locations for SPI (Source: Plan sourced from HASSELL, UDLP Version G, edited by Extent Heritage). .....	6
Figure 2.	Map of the country around Sydney, 1881 from Reconnaissance by Lieut. Parrott, Volr. Engineers (Published 1882) (Source: NLA MAP RM 903). .....	9
Figure 3.	Brickyards and hotels in the district of St Peters, circa 1945. (Source: Ron Ringer (2008) "The Brickmasters 1788-2008", Dry Press Publishing, p. 252) .....	11
Figure 4.	1943 aerial view of the St Peters area showing several brickworks across the St Peters Interchange site, Sydney Park and Camdenville Oval (Source: LPI SIX Maps). .....	13
Figure 5:	Rest area configuration (Source: HASSELL Furniture and Signage Strategy, p. 11). .....	14
Figure 6.	Concrete bench with plinth sign (Source: HASSELL Furniture and Signage Strategy, p. 11).....	15
Figure 7.	Barwon Park Dairy (Source: Marrickville Library RH Postcard18_A) .....	21
Figure 8.	Cooks River Road (now Princes Highway) in St Peters showing former buildings and tramway, circa 1925, view from Campbell Street looking south (Source: Main Roads Board of NSW First Annual Report 1925-26 p.9). .....	22
Figure 9.	1943 aerial view of the St Peters area showing several brickworks across the St Peters Interchange site, Sydney Park and Camdenville Oval (Source: LPI SIX Maps). .....	26
Figure 10.	Brickyards and hotels in the district of St Peters, circa 1945. (Source: Ron Ringer (2008) "The Brickmasters 1788-2008", Dry Press Publishing, p. 252). Note: this will include an outline of the St Peters Interchange Site. ....	27
Figure 11.	Selection of fish fossils recovered from the St Peters brick pits in the nineteenth century. ....	32
Figure 12.	View of pit face looking west, late 1980s (Source: McNally (1998): 96) .....	33
Figure 13.	Paracyclotosaurus davidi reconstruction.....	33
Figure 14.	Paracyclotosaurus davidi <a href="http://www.nhm.ac.uk/our-science/collections/palaeontology-collections/fossil-amphibian-collection.html">http://www.nhm.ac.uk/our-science/collections/palaeontology-collections/fossil-amphibian-collection.html</a> .....	34

Figure 15. View of Lifting Span Railway Bridge across Alexandra Canal (Source: 'H.C Sleigh's Shea's Creek Depot, Alexandria', State Library of NSW, call no.20943)..... 37

Figure 16. Shea's Creek Canal, sketch plan showing the position of submerged forest, remains of dugong, stone tomahawks, c. 1896 (Source: Plate VIII, 'On the occurrence of a submerged forest, with remains of the Dugong, at Shea's Creek near Sydney' by R Etheridge, Junr, Professor TW Edgeworth David, BA, FGS, and HW Grimshaw, M Inst CE, Journal and proceedings of the Royal Society of New South Wales, Vol 30, 1896, p 158)..... 37

Figure 17. 1984 view of abandoned Wool Sheds along Alexandra Canal (Source: Graeme Andrews 'Working Harbour' Collection: 80134. GKA. City of Sydney Archives, file no. 080/080134)..... 39

Figure 18. Bascule bridge Ricketty Street 1936 (Source: State Library of New South Wales [d1\_25231/GPO1 25231]) ..... 40

Figure 19. Formwork for construction of underground stormwater channel feeding into the Alexandra Canal, Waterloo 3 August 1928 (Contributed By City of Sydney Archives [67311] (Sydney Water 'A' Series Photographs A546) ..... 40

Figure 20. Palaeontologist William Dun (left) and Australian Museum Curator Robert Etheridge Jnr watch as Dugong bones are excavated from Shea's Creek during the construction of Alexandra Canal (Source: Australian Museum Archives. V9817) ..... 42

Figure 21. Dugong bones discovered during the excavation of Alexandra Canal in 1894 (Source: Detail of Plate XI, 'On the occurrence of a submerged forest, with remains of the Dugong, at Shea's Creek near Sydney' by R Etheridge, Junr, Professor TW Edgeworth David, BA, FGS, and HW Grimshaw, M Inst CE, Journal and proceedings of the Royal Society of New South Wales, Vol 30, 1896, p 158). ..... 42

Figure 22. Excerpt from UDLP showing a view of the local roads area along Campbell Street / Campbell Road (Source: HASSELL, UDLP Version G). ..... 45

Figure 23. Interpretation device location 9a and 10a for Local Roads (Source: Plan sourced from HASSELL, UDLP Version G, edited by Extent Heritage). ..... 46

Figure 24. Interpretation device location 11a for Local Roads (Source: Plan sourced from HASSELL, UDLP Version G, edited by Extent Heritage). ..... 47

Figure 25. View of Lifting Span Railway Bridge across Alexandra Canal (Source: 'H.C Sleigh's Shea's Creek Depot, Alexandria', State Library of NSW, call no.20943)..... 53

Figure 26. Formwork for construction of stormwater channel underground in Waterloo 3 August 1928 (Contributed By City of Sydney Archives [67311] (Sydney Water 'A' Series Photographs A546) ..... 53

Figure 27. 1984 view of abandoned Wool Sheds along Alexandra Canal (Source: Graeme Andrews 'Working Harbour' Collection: 80134. GKA. City of Sydney Archives, file no. 080/080134)..... 55

Figure 28. Bascule bridge Ricketty Street 1936 (Source: State Library of New South Wales [d1\_25231/GPO1 25231]) ..... 55

Figure 29. Formwork for construction of underground stormwater channel feeding into the Alexandra Canal, Waterloo 3 August 1928 (Contributed By City of Sydney Archives [67311] (Sydney Water 'A' Series Photographs A546) ..... 56

# 1. The Heritage Interpretation Vision

## 1.1 Interpretation Planning Goals

This Interpretation Plan has considered the WestConnex St Peters Interchange and Local Roads project as the canvas for several interpretation opportunities. This interpretation will assist in an understanding of the place whilst providing audiences with the ability to delve further into the sites history and heritage as they desire. Importantly, interpretation will draw on the now lost history of the project area. Between 2016-2017, several heritage structures were demolished to make way for the WestConnex project. Their interpretation is key to an understanding of the history and significance of the area generally.

Utilising a redeveloped precinct, interpretation will aim to ensure audiences gain:

- An understanding of the site history and development of the study area.
- A greater respect for the heritage significance of the site.
- An understanding of heritage as a living, ongoing aspect of daily life.

Interpretation for WestConnex will have an integrated approach, taking the audience on a journey through the diverse history of the St Peters site by linking interpretation devices and locations throughout the precinct.

- Provision of a series of heritage 'nodes' in rest areas along the pedestrian/cycling path up to the lookout adjacent to Canal Road. Each area will have a different interpretive theme, covering the geological/environmental, Aboriginal, early European and 20th Century history of the project area.
- Provision of interpretation devices at the three pedestrian entry portals to the St Peters Interchange.
- Provision of interpretation devices at the top of the lookout adjacent to Canal Road. This location has unique qualities in that its elevated location provides views through the entire precinct.
- The provisions of some interpretation devices throughout the Local Roads area identify with specific historical places which were demolished as part of the WestConnex Stage 2 project, as well as key heritage sites that still exist. These will be located in landscaped areas and footpaths along Campbell Road.

The devices, themes, locations, specifications and content for implementing these interpretation vision has been outlined in this Volume.

## 1.2 Urban Design and Landscaping Goals

This section of the Heritage Interpretation Plan identifies the urban landscape design objectives and principles, as well as opportunities that have been provided by the Urban Design and

Landscape Plan. It will include elements in the urban landscape that have been designed to allow for the easy integration of interpretive devices, including pedestrian portals, planned walkways, viewing installations, etc.

### 1.2.1 Objectives

#### *Objective 1: Leading edge environmental responsiveness*

Planning, design, construction and long-term management shall be based upon a natural systems approach which is responsive to the environment and promotes the highest levels of sustainability.

#### *Objective 2: Connectivity and legibility*

Build connectivity across the city, beyond the boundaries of the motorway corridor and promote increased legibility of places, buildings, streets and landmarks.

#### *Objective 3: Place making*

Create beautiful places, streets, structures and landscapes that draw their form, character and materiality from local context, the intrinsic natural and cultural qualities of each locale.

#### *Objective 4: Urban Renewal and liveability*

Enable opportunities for urban renewal and provide high levels of urban amenity and liveability.

#### *Objective 5: Memorial identity and a safe, enjoyable experience*

Provide a memorable project identity and experiences for road users and adjacent stakeholders which are safe, convenient and enjoyable.

#### *Object 6: A new quality benchmark*

Provide design and construction quality of world class standard. WestConnex shall establish a new benchmark for integrated sustainability, engineering, art, architecture and urban design.

### 1.2.2 Furniture and Signage Strategy

In 2018, HASSELL provided a series of concept drawings for furniture and signage across the site as part of the St Peters Interchange and Local Roads Landscape Strategy. This interpretation plan draws on these concepts and integrates, where possible, new elements in order to align with the Project Vision. The key design principle is to have an integrated approach to furniture, signage and heritage interpretation as a suite of simple, refined and considered elements. Refer to Appendix C for the St Peters Interchange and Local Roads Landscape Furniture and Signage Strategy.

## 2. Implementation

Based on an analysis of the site constraints and opportunities, the following section outlines the interpretation implementation plan which will inform the UDLP. The following section looks at the St Peters Interchange and Local Roads Upgrade area as two separate precincts.

The chapter includes a description of the proposed device, location, material and, where relevant, size specifications and potential text and visual content. This content will implement key historic themes relating to:

1. Environmental History
2. Aboriginal Cultures and Interactions with Other Cultures
3. Early land grants / Agriculture / Village of St Peters
4. Industry/Commerce - The Brickworks
5. Industry - The Alexandra Canal

Note: there is also opportunity to utilise digital spaces online for interpretation.

### 2.1 St Peters Interchange Interpretation Devices

St Peters Interchange (SPI) comprises of the former Alexandria landfill site and is adjacent to Sydney Park. This area has been designed to extend the existing green space from Sydney Park down into the SPI site, including shared pathways for pedestrians and cyclists to create linkages for pedestrians and cyclists to the wider precinct. The green space is envisioned to be passive recreational space with footpaths and seating throughout. These park elements will be integrated with the interpretative devices employed in this HIP.

The following section describes the interpretive devices that will be included within this area. Each device has been identified with an item number. The following section includes an overall description of the device, its proposed location, relevant historic theme, specification, example text (where relevant) and example visual media (where relevant).

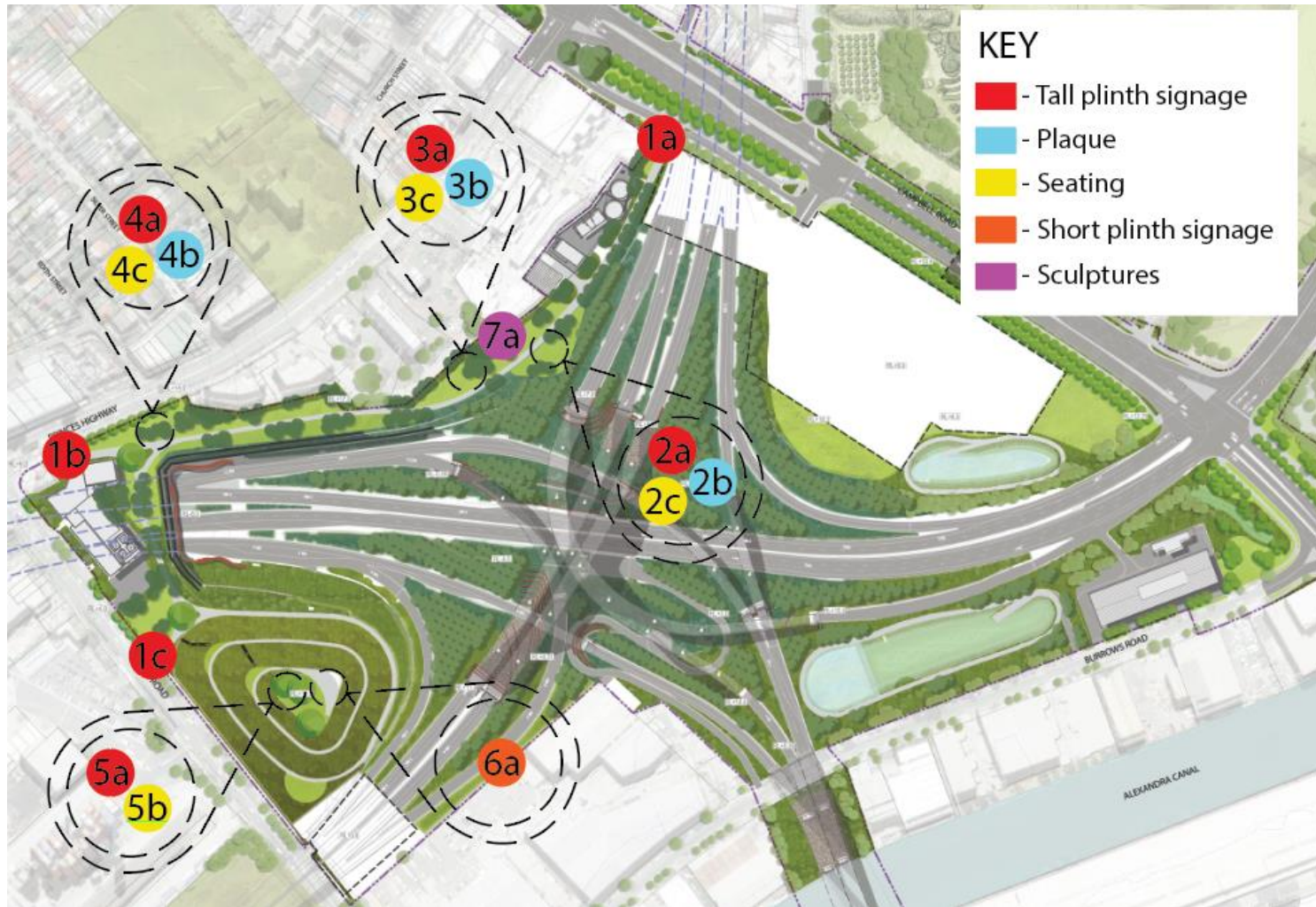


Figure 1: Interpretation device locations for SPI (Source: Plan sourced from HASSELL, UDLP Version G, edited by Extent Heritage).



### 2.1.1 Park Entry Points

At the three SPI entry points, we propose a single tall plinth at each location. Having easily identifiable and prominent elements at the entry points will introduce the audience to the place and the visual “brand” that has been developed around it, which will make the sense of cohesion throughout the rest of the urban landscape design and interpretation more successful.

The purpose of this element would be two-fold. The plinth sign would be both place-making and way-finding, incorporating stylised maps of the precinct, and general information such as amenities, logos, branding, iconography, etc, as well as high-level generalist historic information about the precinct overall. The aim of this approach is to provide an initial, basic understanding of the history of the site, and to entice audiences to continue engaging with the interpretation as they proceed through the precinct.


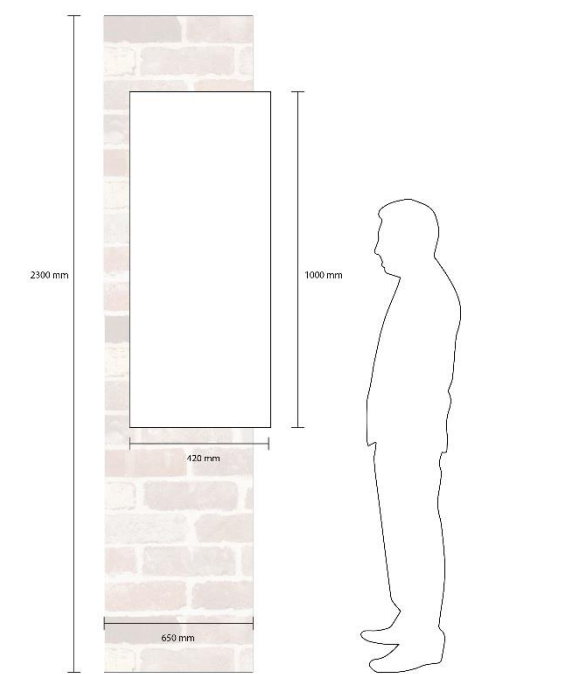
The text for the plinth would be limited to 100-200 words and would be supplemented with images and plans to cater for a wide audience.

There are three ideal locations for these elements:

- a. Albert Street entrance;
- b. Corner of Canal Road and Princes Highway;
- c. Canal Road entrance.

To create consistency across the site, the materials for sign fabrication would ideally match the standard style used for other wayfinding signs planned around the WestConnex precinct.

## Recommendation 1a

ENTRANCE SIGNAGE		
Description	Using an area with a prominent location within the landscape, this area forms one of the main entrance points to the park. This signage will include way finding information on one side and historical information on the other side.	
Themes	All themes	
Location	Albert Street Entrance	
Specification	<p>Plinth base: Recycled brick</p> <p>Signage panel: 2 x etched anodised aluminium (colour)</p>	
Text	<p>We acknowledge the Traditional Owners of the land on which we meet today, the Cadigal &amp; Kameygal people of the Eora Nation and pay our respects to Elders past and present. This area formed part of the Bulanaming district occupied by the Kameygal people.</p> <p>For many years, St Peters was distant enough from Sydney to deter ordinary workmen and their families settling in the district. The area was transformed in the 1840s when large farming estates were sold off and subdivided into smaller allotments. By the 1870s the growth of industry in St Peters, particularly, the brickworks and industry along Alexandra Canal, encouraged subdivision. The industries attracted a working-class population. By the early 20th century most of the</p>	

**ENTRANCE SIGNAGE**

large residences had been demolished and replaced by industry and the associated working-class residential terrace housing.

The development of St Peters accelerated in the late 1860s and early 1870s due primarily to an increase in Sydney's need for bricks. St Peters was adjacent to an area referred to as the 'brickyards', now known as Sydney Park. This area was occupied by several small brickwork leases that were exploiting the extensive clay deposits in the region. Over the following two decades St Peters would develop as a suburb tied directly to the operation of Sydney's main brickyards.

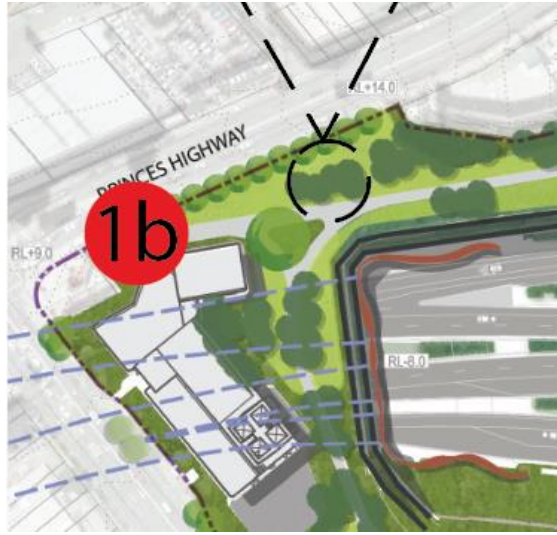
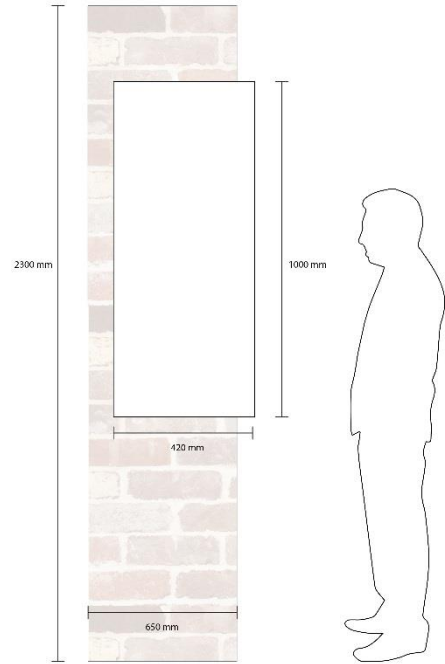
Visual



Figure 2. Map of the country around Sydney, 1881 from Reconnaissance by Lieut. Parrott, Volr. Engineers (Published 1882) (Source: NLA MAP RM 903).

## Recommendation 1b

### ENTRANCE SIGNAGE

Description	Using an area with a prominent location within the landscape, this area forms one of the main entrance points to the park. This signage will include way finding information on one side and wayfinding information on the other side.	
Themes	All themes	
Location	Corner of Canal Road and Princes Highway	
Specification	<p>Plinth base: recycled brick</p> <p>Signage panel: 2 x etched anodised aluminium (colour)</p>	
Text	We acknowledge the Traditional Owners of the land on which we meet today, the Cadigal & Kameygal people of the Eora Nation and pay our respects to Elders past and present. This area formed part of the Bulanaming district occupied by the Kameygal people.	

**ENTRANCE SIGNAGE**

For many years, St Peters was distant enough from Sydney to deter ordinary workmen and their families settling in the district. The area was transformed in the 1840s when large farming estates were subdivided into smaller allotments. By the 1870s the growth of industry in St Peters, particularly the brickworks, encouraged further subdivision. The industries attracted a working-class population. By the early 20th century most of the large residences had been demolished and replaced by industry and the associated working-class residential housing.

The development of St Peters accelerated in the late 1860s and early 1870s due primarily to an increase in Sydney's need for bricks. St Peters was adjacent to an area referred to as the 'brickyards', now known as Sydney Park. This area was occupied by several small brickwork leases that were exploiting the extensive clay deposits in the region. Over the following two decades St Peters would develop as a suburb tied directly to the operation of Sydney's main brickyards.

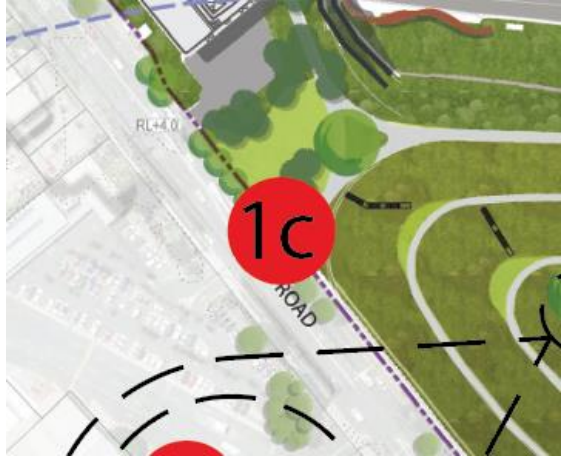
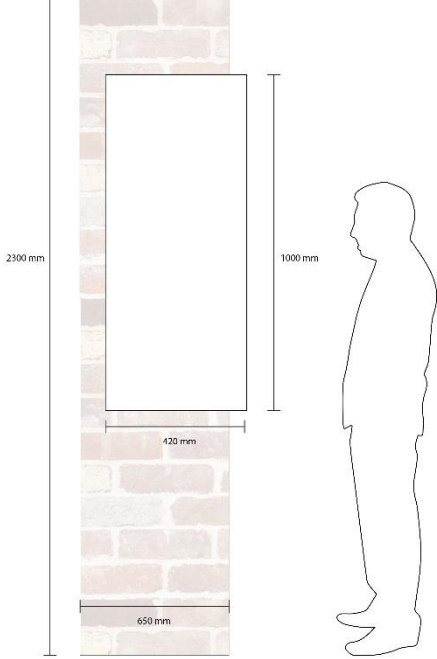
Note: Wayfinding Text – to be provided by HASSEL.

Visual



Figure 3. Brickyards and hotels in the district of St Peters, circa 1945. (Source: Ron Ringer (2008) "The Brickmasters 1788-2008", Dry Press Publishing, p. 252)

## Recommendation 1c

ENTRANCE SIGNAGE	
Description	Using an area with a prominent location within the landscape, this area forms one of the main entrance points to the park. This signage will include way finding information on one side and wayfinding information on the other side.
Theme	All themes
Location	Canal Road 
Specification	Plinth base: Recycled brick Signage panel: 2 x etched anodised aluminium (colour) 
Text	<p>We acknowledge the Traditional Owners of the land on which we meet today, the Cadigal &amp; Kameygal people of the Eora Nation and pay our respects to Elders past and present. This area formed part of the Bulanaming district occupied by the Kameygal people.</p> <p>For many years, St Peters was distant enough from Sydney to deter ordinary workmen and their families settling in the district. The area was transformed in the 1840s when large farming estates were sold off and subdivided into smaller allotments. By the 1870s the growth of industry in St Peters, particularly, the brickworks and industry along Alexandra Canal, encouraged subdivision. The</p>

**ENTRANCE SIGNAGE**

industries attracted a working-class population. By the early 20th century most of the large residences had been demolished and replaced by industry and the associated working-class residential terrace housing.

The development of St Peters accelerated in the late 1860s and early 1870s due primarily to an increase in Sydney's need for bricks. St Peters was adjacent to an area referred to as the 'brickyards', now known as Sydney Park. This area was occupied by several small brickwork leases that were exploiting the extensive clay deposits in the region. Over the following two decades St Peters would develop as a suburb tied directly to the operation of Sydney's main brickyards.

*Note: Wayfinding Text – to be provided by HASSEL.*

Visual



Figure 4. 1943 aerial view of the St Peters area showing several brickworks across the St Peters Interchange site, Sydney Park and Camdenville Oval (Source: LPI SIX Maps).

## 2.1.2 Rest Areas

The UDLP has allowed for a range of spaces within SPI, to contain park furniture integrated with interpretative devices. These are detailed in the Furniture and Signage Strategy (see Volume 3). These spaces are referred to as 'rest areas'. Each rest area offers the opportunity implement a range of interpretative devices that communicate key themes, dates and information of specific themes that relate to the St Peters area.

We propose that each rest area incorporate the use of one tall plinth sign with a panel on each side, etched concrete park seating and inlaid footpath plaques which are connected to the footpath.

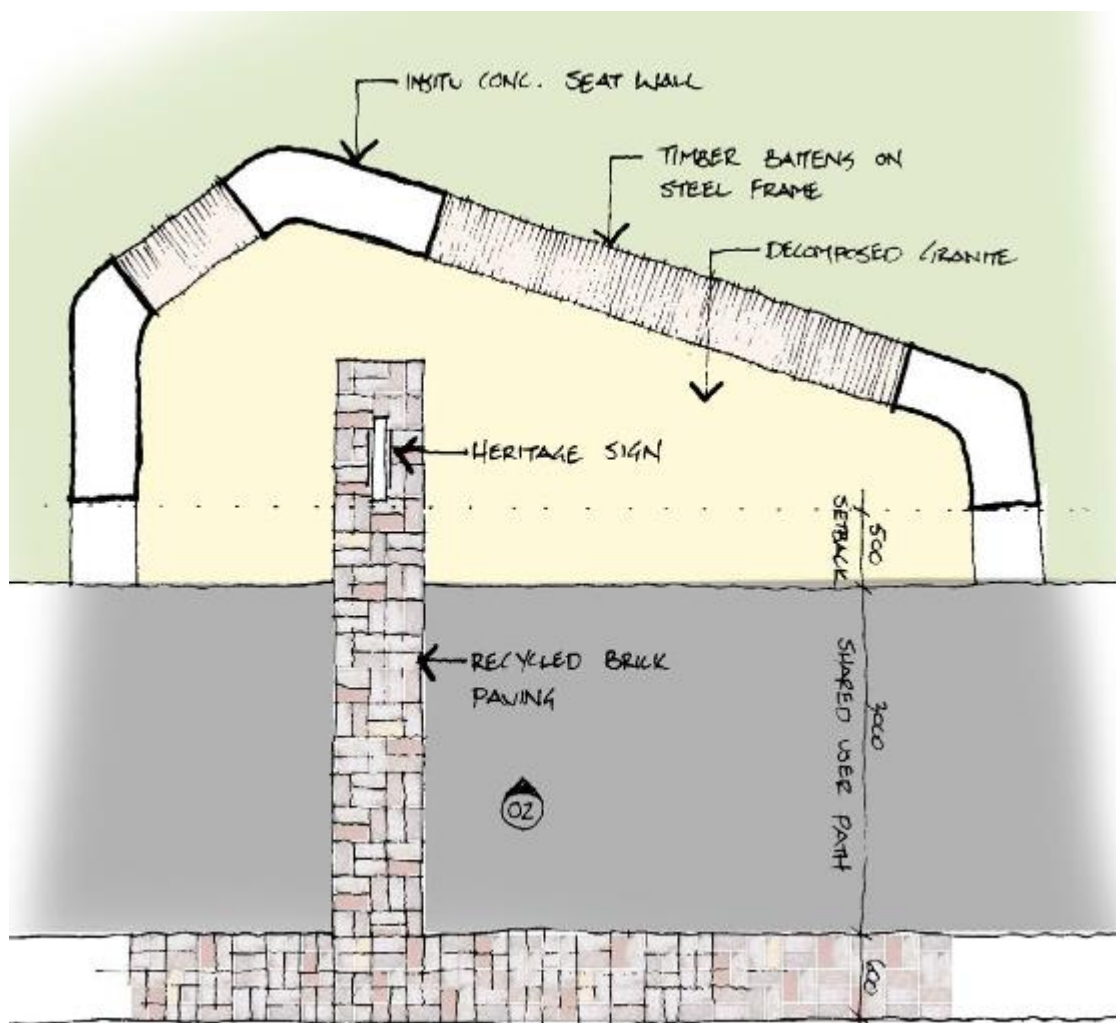


Figure 5: Rest area configuration (Source: HASSELL Furniture and Signage Strategy, p. 11).



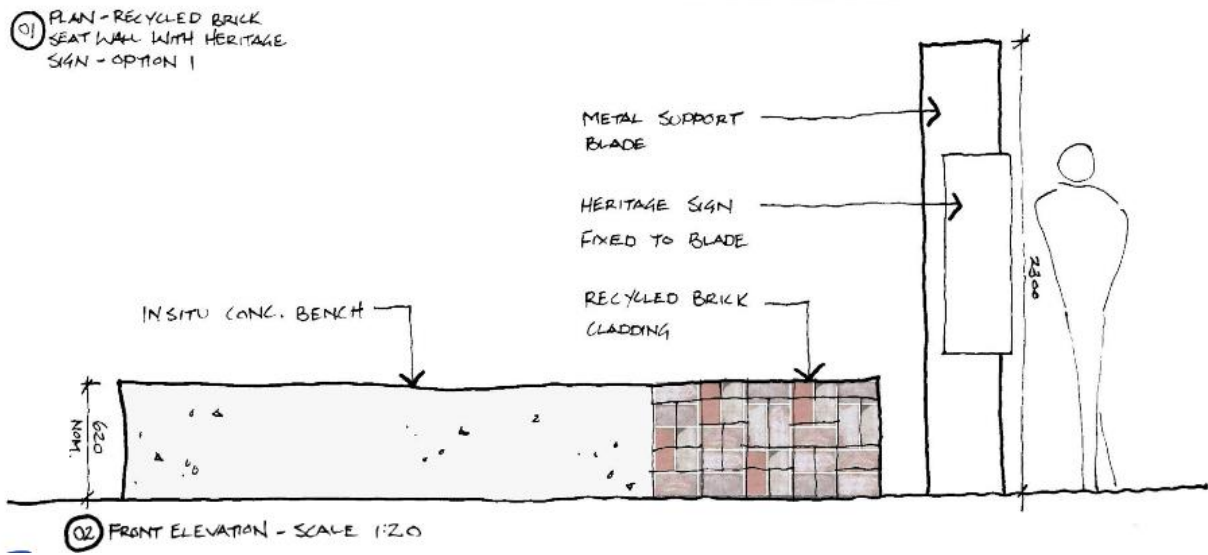
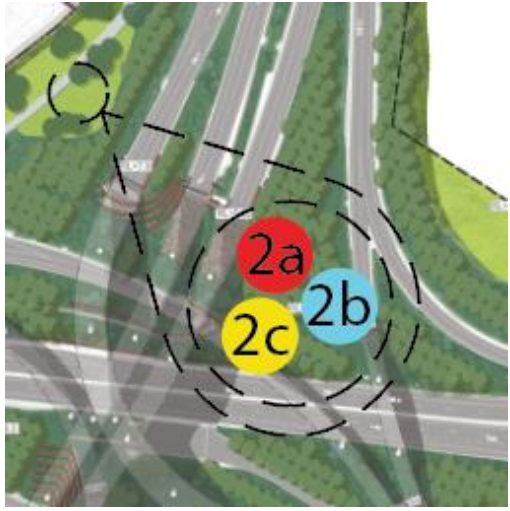
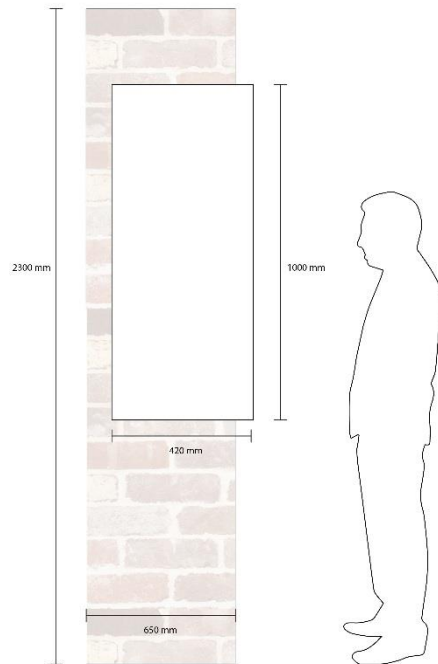


Figure 6. Concrete bench with plinth sign (Source: HASSELL Furniture and Signage Strategy, p. 11).

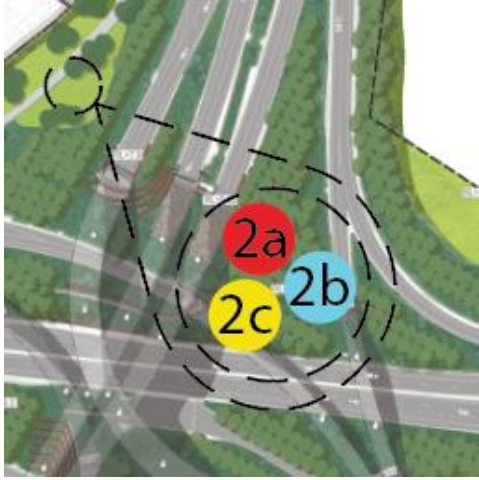
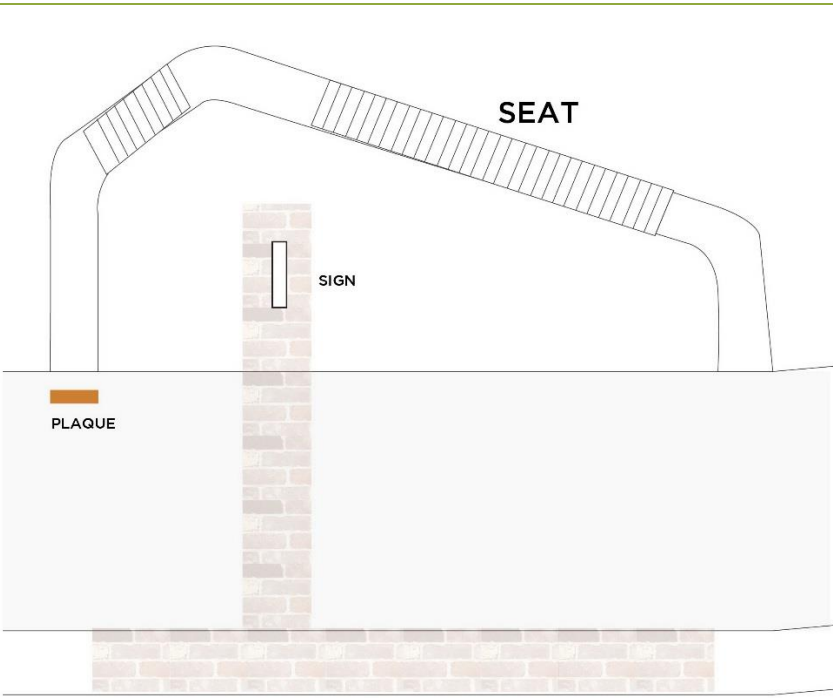
### Recommendation for 2a

SIGNAGE	
Description	A single brick plinth with two panels (one on either side of plinth) will form the centre of the rest area, where it can be easily spotted and read by the audience. The signage should be utilised for the interpretation of Aboriginal cultural values of the area.
Theme	Aboriginal Cultures and Interactions with Other Cultures
Location	SPI 

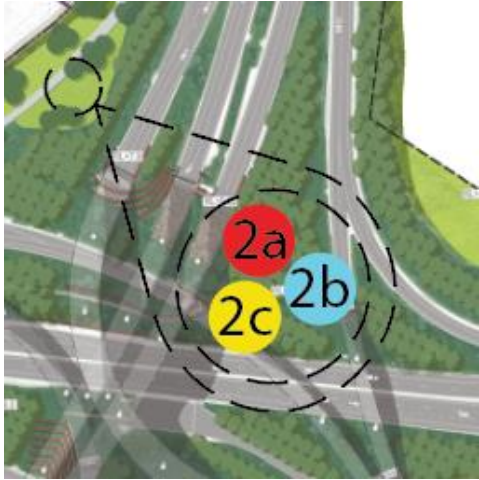
<b>SIGNAGE</b>	
Specification	<p>Plinth structure: recycled brick</p> <p>Signage panel: 2 x etched anodised aluminium (colour)</p>
Text	<p><i>Note: text should be developed through a consultation process with Registered Aboriginal Parties.</i></p> <p>The traditional owners of Sydney are the Eora Nation. Eora translates to 'people' or 'here, from this place'. Within the Eora, the Cadigal Clan stretch from South Head to Long Cove on Parramatta River, including the northern portion of the St Peters area. This district was known as Bulanaming. Much of the southern part of the site lies within the range of the Kameygal people whose lands stretched along the north shore of Botany Bay from Cooks River to the coast.</p> <p>The freshwater wetlands and sandhills of Waterloo, Alexandria and St Peters provided a rich supply of natural resources for the Cadigal and Kameygal people. The earliest known evidence of Aboriginal occupation of the area is a 10,500-year-old hearth adjacent to Tempe House at Wolli Creek. Though these dates are relatively recent, it is generally accepted that Aboriginal occupation of Sydney dates to at least 40,000 years ago.</p> <p>The disposition of Aboriginal people and the spread of disease by Europeans colonisation saw the Aboriginal population drastically decline by 1845. A notable Kameygal man, Terribilong, described as Thomas Smyth's servant, may have resided on the site in the late 1790s and early 1800s. He had previously assisted master shipwright Daniel Paine in obtaining timber on the Hawkesbury Terribilong also figures prominently in traditional activities of both the Port Jackson and Botany Bay groups recorded during this period.</p>
Visual	<p><i>Note: visual media should be developed through a consultation process with Registered Aboriginal Parties.</i></p>



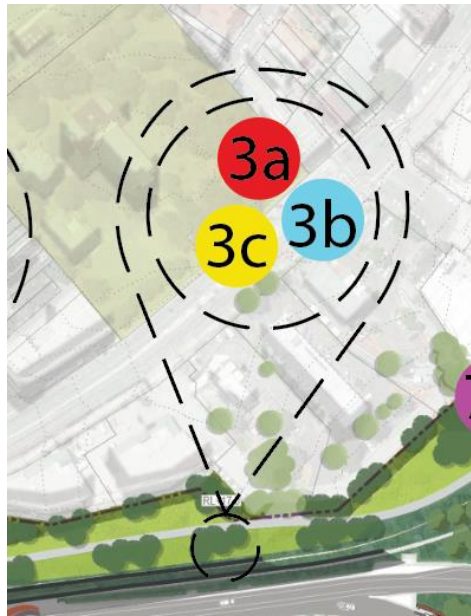
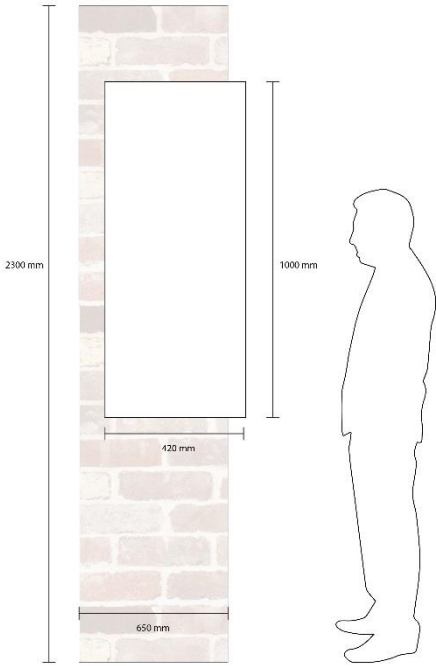
**Recommendation for 2b**

PLAQUE	
Description	It is proposed that a plaque be located on the footpath, at the entrance of each rest area. The plaque will simply identify the interpretive themes related to the rest area.
Themes	Aboriginal Cultures and Interactions with Other Cultures
Location	<p>SPI</p> 
Specification	<p>1 x cast bronze plaque inlaid into the edging of the pedestrian path. Size of a standard brick – 76mm high x 230mm long x 110mm wide.</p> 
Text	Aboriginal Cultures and Interactions with Other Cultures
Visual	N/A

## Recommendation for 2c

SEATING	
Description	In line with HASSEL's Option 1 for seating shown in Appendix B, there is opportunity to use recycled bricks to form part of the seating design which will draw on the industrial history of the site. This can be coupled with concrete sections which are etched with key words relating the historic theme of the rest area.
Theme	Aboriginal Cultures and Interactions with Other Cultures
Location	SPI 
Specification	In-situ concrete bench, design specified by HASSEL in Furniture and Signage Strategy (see Appendix C) Recycled brick cladding Etched concrete words in varying sizes
Text	<i>Note: text should be developed through a consultation process with Registered Aboriginal Parties.</i> Example text includes: <ul style="list-style-type: none"> <li>▪ Cadigal</li> <li>▪ Kameygal</li> <li>▪ Terribilong</li> <li>▪ Bulanaming</li> </ul>
Visual	N/A

## Recommendation for 3a

SIGNAGE	
Description	A single brick plinth with two panels (one on either side of plinth) will form the centre of the rest area, where it can be easily spotted and read by the audience. The signage will be used to interpret the town plan of St Peters within Thomas Smyth original land grant Princes Highway (former Cooks River Road/ King Street) Campbell Street workers cottages, Gentlemen's estates (Barwon Park, Petersleigh, Finningham).
Theme	Early land grants and subdivision
Location	SPI 
Specification	<p>Plinth structure: recycled brick</p> <p>Signage panel: 2 x etched anodised aluminium (colour)</p> 

**SIGNAGE**

Recommended  
Text

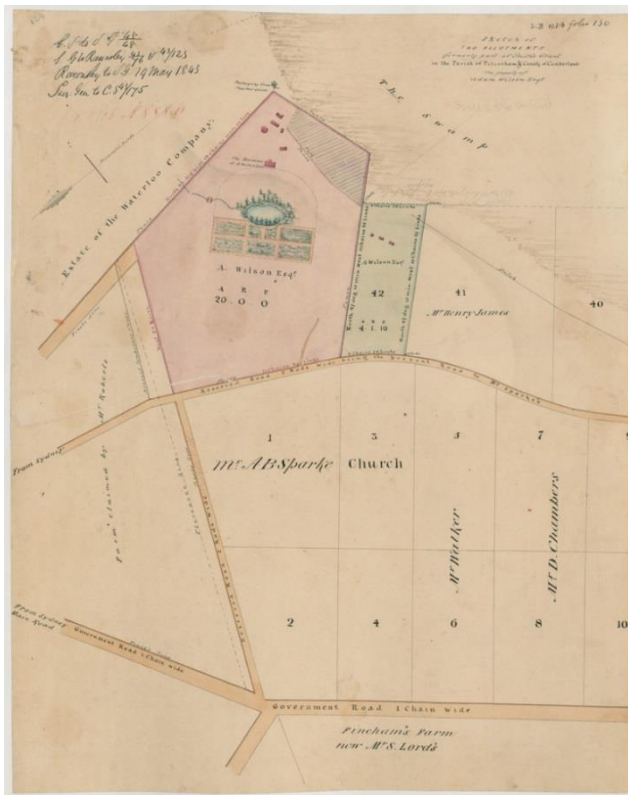
St Peters was first granted to Thomas Smyth in 1799 as part of a larger 450-acre land parcel called Bulanaming Farm. Bulanaming Farm covered the area of what is now St Peters, Sydenham, Tempe and part of Marrickville. It was the largest land grant in the district and was used for agricultural purposes. In 1835, Alexander Brodie Spark purchased 63 acres of land that eventually became known as the 'Village of St Peters' after 1849.

Towards the end of 1840, Spark began to experience financial difficulties similar to those of many other merchants in Sydney. During the 1820s, European settlers had bought numerous and extensive parcels of land across the east coast of Australia using generous loans from the National Bank of Australia, believing that their value would increase exponentially. Instead, a drought began in 1838 and financial depression hit in the early 1840s. For these reasons, in 1842 Spark sought to subdivide his land holdings. The subdivision was unsuccessful, however the name remained. The 'Village of St Peters' was repossessed by the Bank of Australia and sold as part of the Banks land lottery in 1849.

The development of St Peters accelerated in the late 1860s and early 1870s due primarily to an increase in Sydney's need for brick production. This area was occupied by a number of small brickwork leases that were exploiting the extensive clay deposits in the region. The industries attracted a working-class population. By the early 20th century the large country homes had been demolished and replaced with industry and the associated working-class residential terrace housing.

St Peters was proclaimed a municipal district in 1871 and it was estimated that there were approximately 3500 residents and 1088 houses within the borough. During the latter half of the 19th and early 20th centuries, the properties were occupied by workers associated with a number of trades reflecting the diversification of businesses and industries in St Peters. Although the cottages may have been constructed to house workers at the near-by brickyards they may have housed people from a variety of occupations. The improved transport connections following the completion of the tramline connecting St Peters with the City also provided access to employment outside the local industries.

**SIGNAGE**



Visual

Figure 9. Barwon Park (1843) Sketch of two allotments formerly part of Smith's Grant in the Parish of Petersham & County of Cumberland. The property of Adam Wilson Esqr (Source: State Archives NSW Surveyors Sketch books Sketch book 4 folio 130 NRS13886[X757]\_a110\_000037).



Figure 7. Barwon Park Dairy (Source: Marrickville Library RH Postcard18\_A)

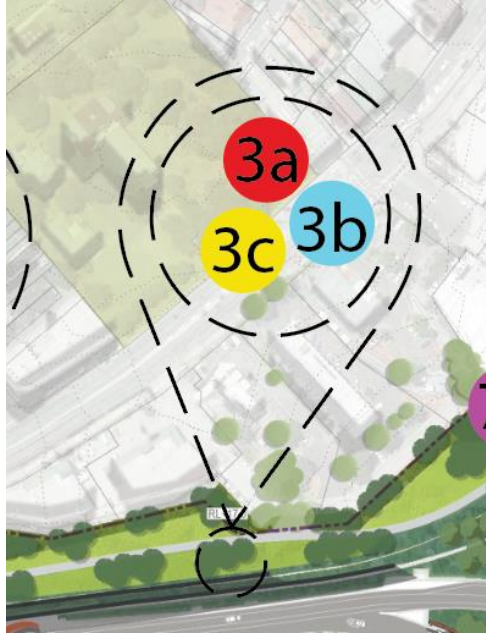
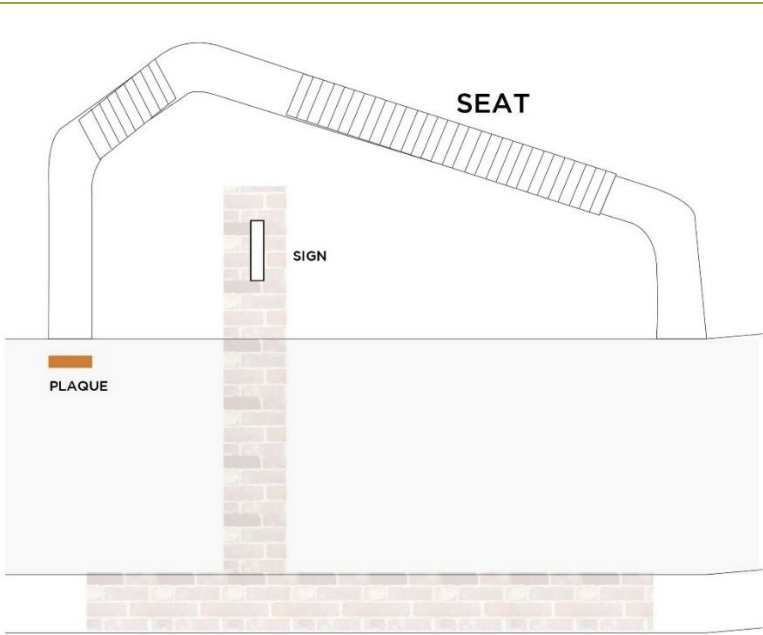
**SIGNAGE**



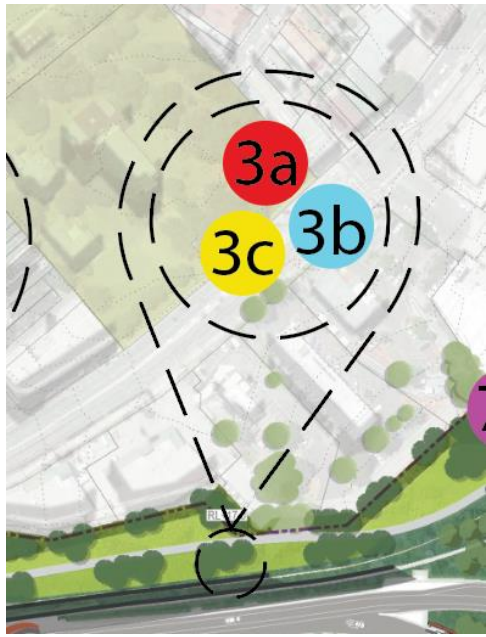
Figure 8. Cooks River Road (now Princes Highway) in St Peters showing former buildings and tramway, circa 1925, view from Campbell Street looking south (Source: Main Roads Board of NSW First Annual Report 1925-26 p.9).



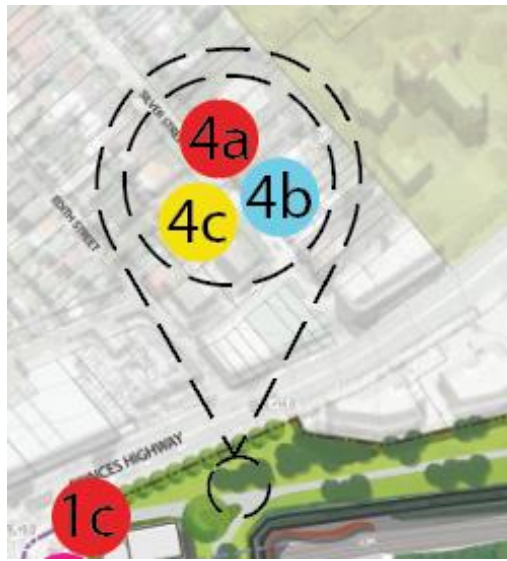
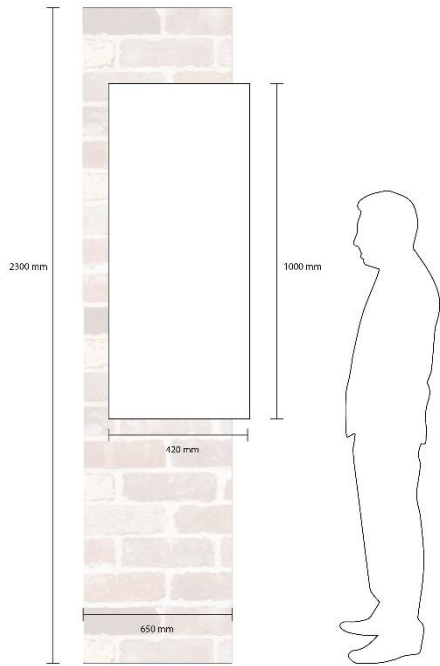
**Recommendation for 3b**

PLAQUE	
Description	It is proposed that a plaque be located on the footpath, at the entrance of each rest area. The plaque will simply identify the interpretive themes related to the rest area.
Theme	Early land grants and subdivision
Location	SPI 
Specification	<p>1 x cast bronze plaque inlaid into the edging of the pedestrian path. Size of a standard brick – 76mm high x 230mm long x 110mm wide.</p> 
Text	Early land grants and subdivision
Visual	N/A

## Recommendation for 3c

SEATING	
Description	In line with HASSEL's Option 1 for seating shown in Appendix B, there is opportunity to use recycled bricks to form part of the seating design which will draw on the industrial history of the site. This can be coupled with concrete sections which are etched with key words relating the historic theme of the rest area.
Theme	Early land grants and subdivision
Location	SPI 
Specification	In-situ concrete bench, design specified by HASSEL in Furniture and Signage Strategy (see Appendix C) Recycled brick cladding Etched concrete words in varying sizes
Text	Example text includes: <ul style="list-style-type: none"> <li>▪ Bulanaming Farm</li> <li>▪ Thomas Smyth</li> <li>▪ Land Grant</li> <li>▪ Alexander Brodie Spark</li> <li>▪ Village of St Peters</li> <li>▪ Workers Terraces</li> </ul>
Visual	N/A

## Recommendation for 4a

SIGNAGE	
Description	A single brick plinth with two panels (one on either side of plinth) will form the centre of the rest area, where it can be easily spotted and read by the audience. The signage will be used to interpret the industrial development of St Peters, particularly the brick pits that are site specific to the SPI area.
Theme	Industries
Location	<p>SPI</p> 
Specification	<p>Plinth structure: recycled brick Signage panel: 2 x etched anodised aluminium (colour)</p> 
Text	<p>Brickmaking was a substantial industrial activity in Sydney that transitioned from a small-scale industry in the 1840s to a sophisticated enterprise in the 1880s.</p> <p>It was laborious work extracting the dense clays and harden shales that had to then be crushed and ground they could be pressed into bricks. To speed up the process</p>

**SIGNAGE**

there was a heavy investment made in plant and machinery for the brickworks. This resulted in a landscape chequered with pressing plants, kilns and chimneystacks.

The physical impact and labour-intensive nature of the brick manufacturing industry came to underwrite the physical landscape and social status of St Peter's and Alexandria during the late nineteenth to the late twentieth century. What had once been an agricultural landscape with large country estates, was now a heavy industrial area littered with chimney stacks, factories and workers cottages.

Visual



Figure 9. 1943 aerial view of the St Peter's area showing several brickworks across the St Peter's Interchange site, Sydney Park and Camdenville Oval (Source: LPI SIX Maps).

**SIGNAGE**

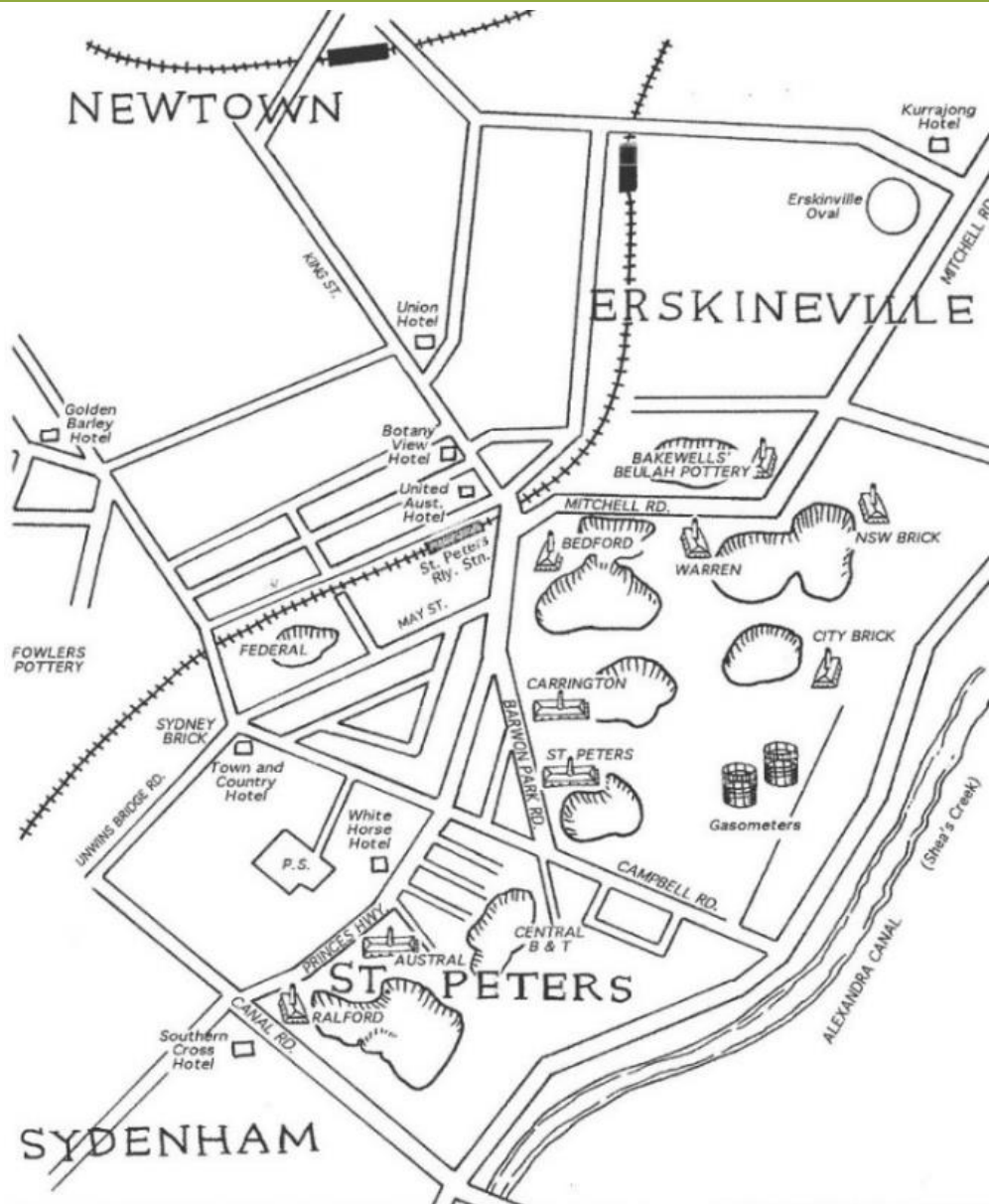
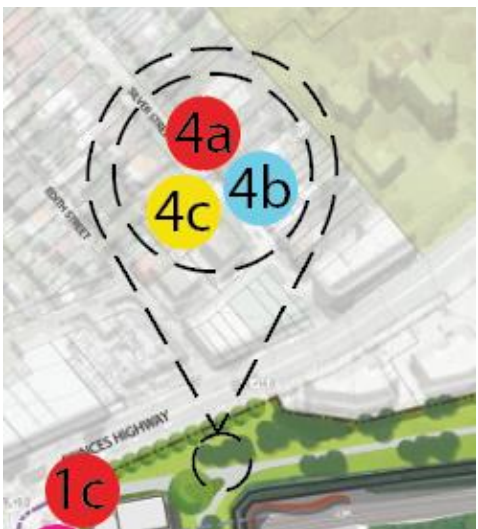
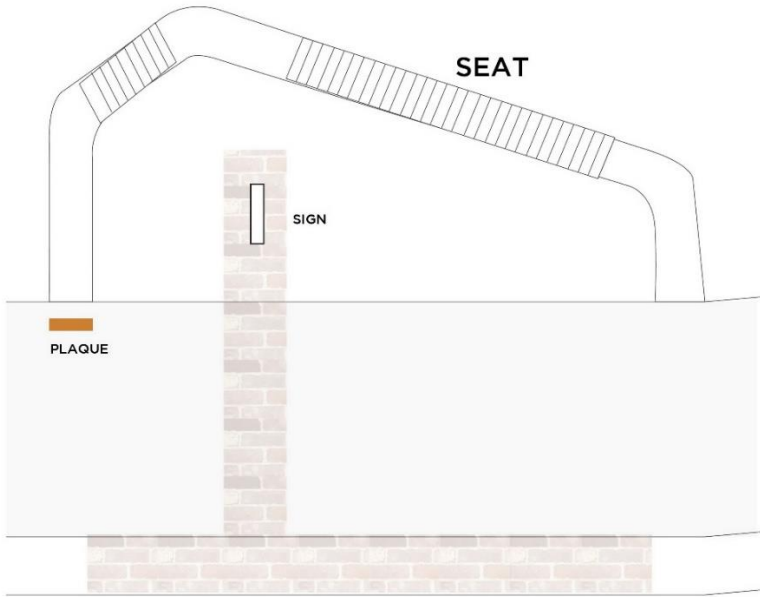
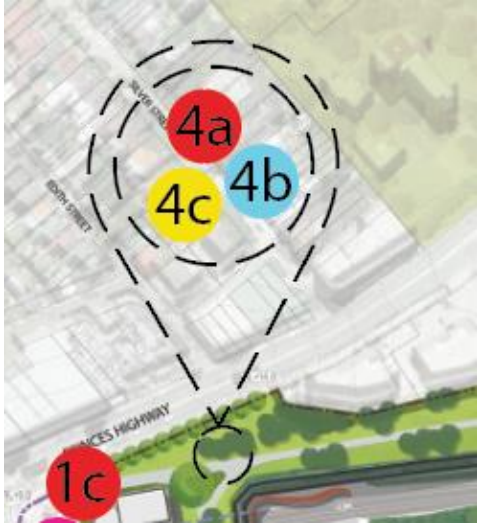


Figure 10. Brickyards and hotels in the district of St Peter's, circa 1945. (Source: Ron Ringer (2008) "The Brickmasters 1788-2008", Dry Press Publishing, p. 252). Note: this will include an outline of the St Peter's Interchange Site.

### Recommendation for 4b

PLAQUE	
Description	It is proposed that a plaque be located on the footpath, at the entrance of each rest area. The plaque will simply identify the interpretive themes related to the rest area.
Theme	Industry
Location	<p>SPI</p> 
Specification	<p>Cast bronze plaque inlaid into the edging of the pedestrian path. Size of a standard brick – 76mm high x 230mm long x 110mm wide.</p> 
Text	Industry
Visual	N/A

## Recommendation for 4c

SEATING	
Description	In line with HASSEL's Option 1 for seating shown in Appendix B, there is opportunity to use recycled bricks to form part of the seating design which will draw on the industrial history of the site. This can be coupled with concrete sections which are etched with key words relating the historic theme of the rest area.
Theme	Industries
Location	SPI 
Specification	In-situ concrete bench, design specified by HASSEL in Furniture and Signage Strategy (see Appendix C) Recycled brick cladding Etched concrete words in varying sizes
Text	Example text includes: <ul style="list-style-type: none"> <li>Brick Pit</li> <li>Austral</li> <li>Central Brick &amp; Tile Co</li> </ul>
Visual	N/A

### 2.1.3 Lookout

This location has unique qualities in that its elevation location provides views north, east and west throughout the precinct. Given its location in a rest area at the end of the trail, there will be greater opportunity for audience engagement, and as such, content can be designed to be more information rich. The position of this location lends to photographic material, drawings and maps that can give a visual, panoramic impression of the former landscape emphasizing the change in the landscape since and the engineering achievement of the WestConnex project.

We envisage several elements for this area:


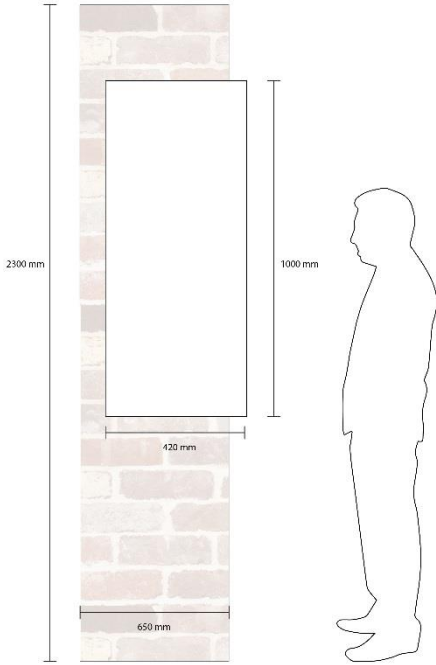
1. Etched concrete seating
2. One tall brick plinth sign
3. Three brick mounted short plinth signs

The interpretation devices will focus on the following themes:

1. The first assemblage would be oriented towards Alexandra Canal. The content would focus on the canal itself, including its history, construction, function, and the significant geological and Palaeolithic history, creating a link to the second assemblage regarding the scientific and geological significance of the overall site.
2. The second assemblage would be oriented northeast overlooking the former site of the geological brick pit site. This content would focus on the geological and scientific importance of the site, relating specifically to the palaeontological discoveries at the St Peters Brickpit Geological site.



## Recommendation 5a

SIGNAGE	
Description	A single brick plinth with two panels (one on either side of plinth) will be integrated into the lookout area. The location provides views to the former Geological Brick Pit of St Peters and therefore this location will interpret those historic themes.
Theme	Environment – Naturally evolved
Location	SPI 
Specification	<p>Plinth base: recycled brick</p> <p>Signage panel: 2 x etched anodised aluminium (colour)</p> 
Text	<p>Palaeontological Discoveries of St Peters Brick Pi</p> <p>Some of the most significant fossil discoveries occurred in the St Peters brick pits. Operations commenced in earnest in the 1880s and fossils were discovered over the subsequent 40 years. Most of the early collecting was done by the state government employee, Benjamin Dunstan who regularly checked on the pits on behalf of the Geological Survey of New South Wales. Ten species of fish were recovered from St Peters including the lungfish <i>Ceratodus</i> and the shark <i>Pleuracanthus</i>.</p> <p>One of the most extraordinary and rare fossil discoveries at this site was the labyrinthodont, <i>Paracyclotossaurus</i>, recovered in 1908. The specimen discovered in the St Peters Geological Brick Pit is known as the <i>Paracyclotossaurus davidi</i>. The</p>

**SIGNAGE**

*Paracyclotosaurus davidi* lived in the middle Triassic period, which occurred approximately 235 million years ago.

The original specimen was sold to the Natural History Museum, London. The specimen was cast by infilling the surrounding ironstone with resin then recasting the internal structure of the mould. A copy of the specimen was produced for the Australian Museum; however, the original remains in London.

Visual

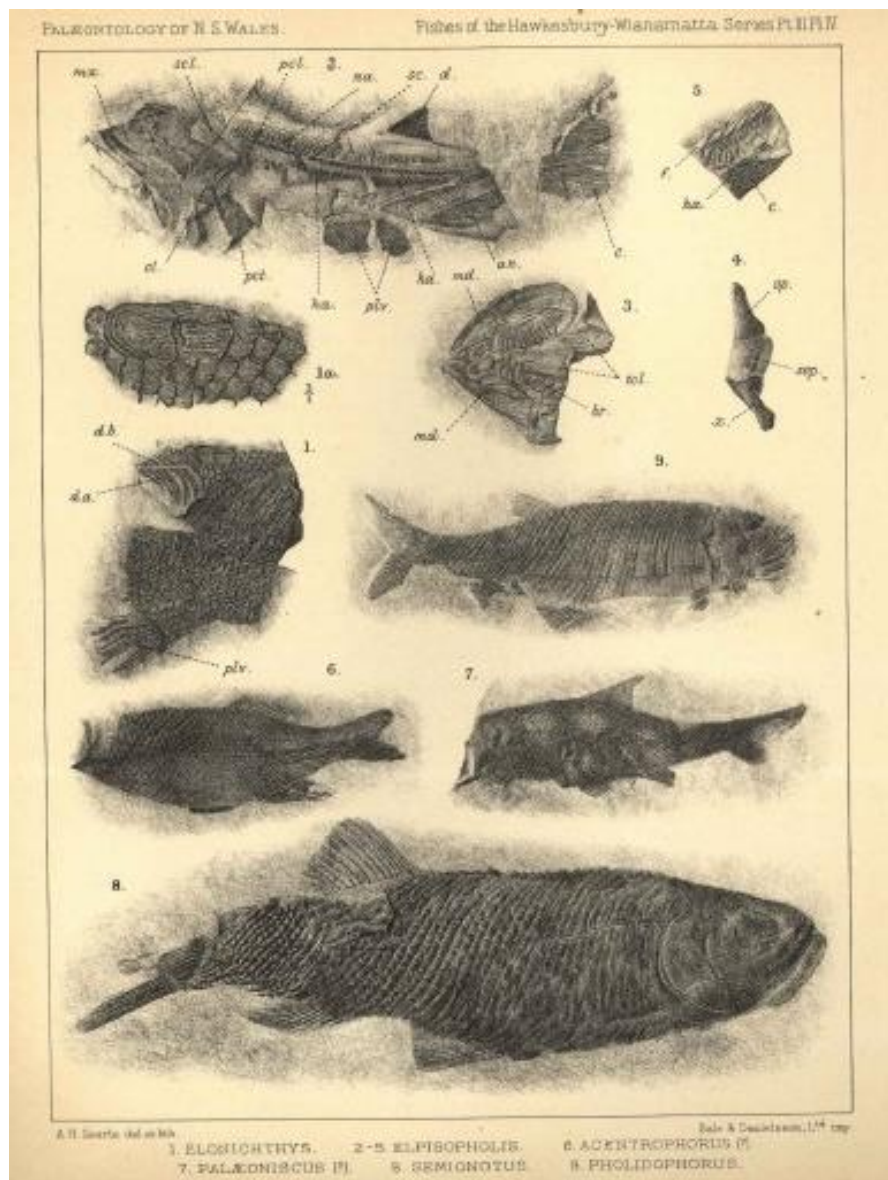


Figure 11. Selection of fish fossils recovered from the St Peters brick pits in the nineteenth century.

**SIGNAGE**



Figure 12. View of pit face looking west, late 1980s (Source: McNally (1998): 96)

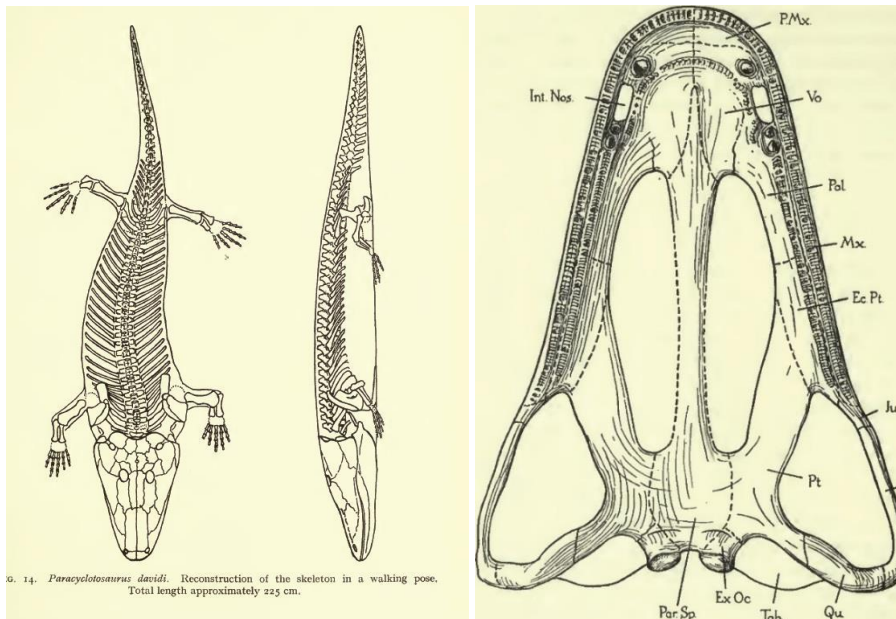


Figure 13. Paracyclotosaurus davidi reconstruction

**SIGNAGE**

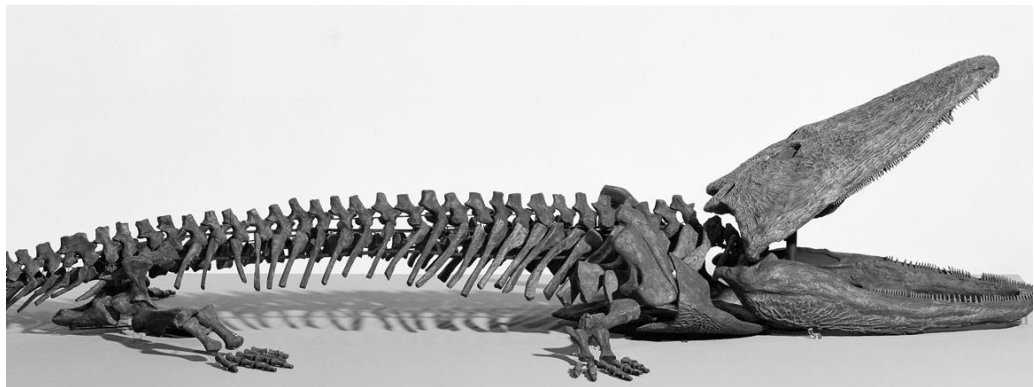

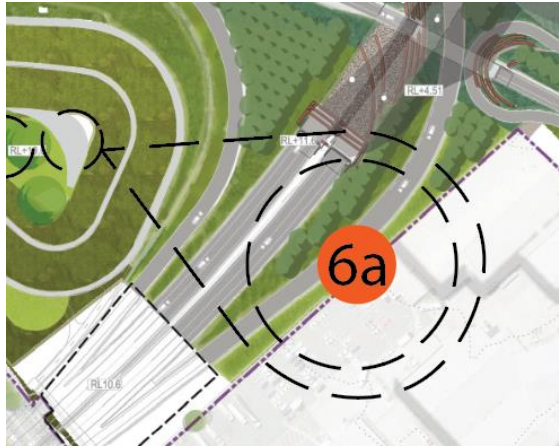
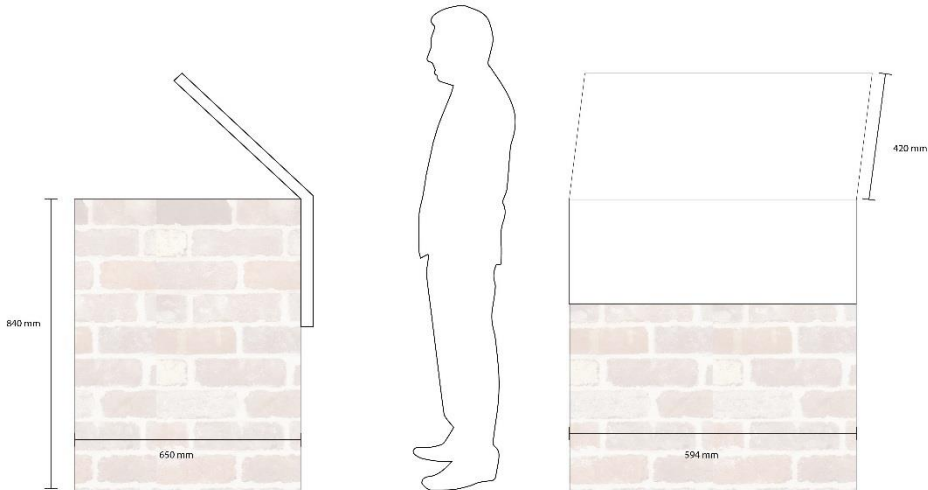


Figure 14. Paracyclotosaurus davidi <http://www.nhm.ac.uk/our-science/collections/palaeontology-collections/fossil-amphibian-collection.html>

## Recommendation 5b

SEATING	
Description	In line with HASSEL's Option 1 for seating shown in Appendix B, there is opportunity to use recycled bricks to form part of the seating design which will draw on the industrial history of the site. This can be coupled with concrete sections which are etched with key words relating the historic theme of the rest area.
Theme	Environment – Naturally evolved
Location	SPI 
Specification	Plinth base: recycled brick Signage: Etched anodised aluminium (colour)
Text	Example text includes: <ul style="list-style-type: none"> <li>▪ Paracyclotossaurus davidi</li> <li>▪ Fossil discovery</li> <li>▪ Brick pits</li> <li>▪ Labyrinthodont</li> </ul>
Visual	N/A

## Recommendation 6a (i)

SIGNAGE	
Description	A single brick plinth with one panel will be integrated into the lookout area. The location provides views to the Alexandra Canal. As such, this historical element will be interpreted on this panel.
Theme	Construction and function of the Alexandra Canal
Location	<p>SPI</p> 
Specification	<p>Plinth base: recycled brick short plinth Signage: 1 x etched anodised aluminium (colour) to be mounted on plinth base</p> 
Text	<p>Alexandra Canal is an artificial waterway that follows the tributary off Cooks River known as Shea's Creek. The landscape surrounding Shea's Creek was progressively and extensively altered by European settlement. This intensified at the turn of the century with the industrial development of Alexandria. Dredging for the construction of the canal began in 1887, with the government seeking to encourage industrial development by creating better shipping opportunities through a wider and deeper water course with wharves and embankments. It was intended, the canal would provide better commercial access upstream.</p> <p>During construction in 1894, Dugong bones were uncovered when workmen were excavating through sediments of Shea's Creek. The finds suggested that there had been a time when the climate was warmer and that sea levels higher to allow the</p>

**SIGNAGE**

dugong to swim around what is now dry land. Radiocarbon dating of the dugong bones demonstrated that they are approximately 6,000 years old. The dugong bones also featured human cut marks, this, paired with the number of stone, edge-ground axes recovered from site that provided evidence of a long, previously unrecognised Aboriginal occupation of the area.

The use of the canal as a commercial shipping route declined with the advent of commercial road and railway transport in the 1930's, and the wharves were eventually demolished in the 1940's.



Figure 15. View of Lifting Span Railway Bridge across Alexandra Canal (Source: 'H.C Sleigh's Shea's Creek Depot, Alexandria', State Library of NSW, call no.20943).

Visual

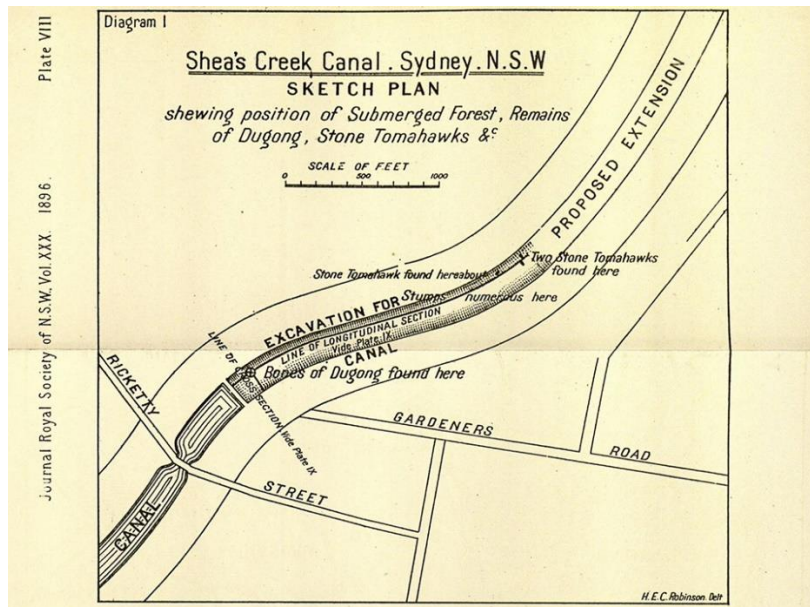
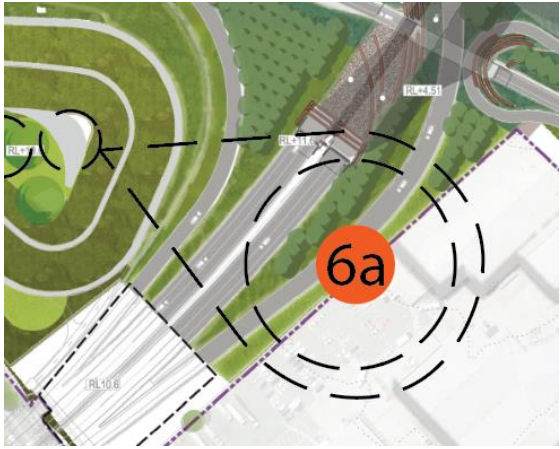
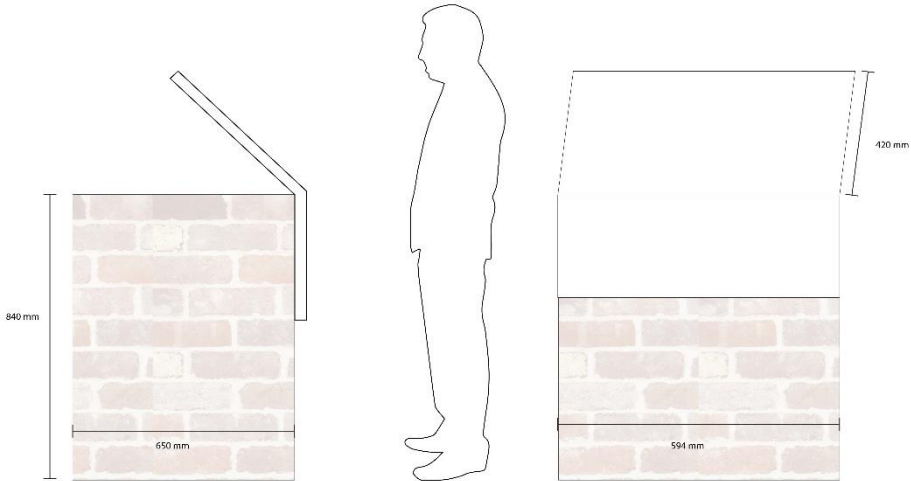


Figure 16. Shea's Creek Canal, sketch plan showing the position of submerged forest, remains of dugong, stone tomahawks, c. 1896 (Source: Plate VIII, 'On the occurrence of a submerged forest, with remains of the Dugong, at Shea's Creek near Sydney' by R Etheridge, Junr, Professor TW Edgeworth David, BA, FGS, and HW Grimshaw, M Inst CE, Journal and proceedings of the Royal Society of New South Wales, Vol 30, 1896, p 158).

**Recommendation 6a (ii)**

SIGNAGE	
Description	A single brick plinth with one panel will be integrated into the lookout area. The location provides views to the Alexandra Canal. As such, this historical element will be interpreted on this panel.
Theme	Construction and function of the Alexandra Canal
Location	SPI 
Specification	<p>Plinth base: recycled brick Signage: 1 x etched anodised aluminium (colour) to be mounted on plinth base</p> 
Text	<p>Dredging to convert Shea's Creek to a canal commenced in 1887. The original canal started southwest of the existing Sydenham to Botany Railway Bridge and extended to the Ricketty Street bridge in St Peters.</p> <p>Much of the southern section of the canal was cut through swampy land. Spoil from the dredging was used to reclaim the low standing swampy areas around the old creek line. This practice continued over many years while further extension and work was undertaken, thus providing a use for the spoil and creating improvements along the canal.</p> <p>The 200-foot wide southern section of the canal was completed in 1889. In 1896 the canal was excavated to three metres depth from the top of the embankment</p>



**SIGNAGE**

wall. This material was used to raise the banks 1.8 metres and the canal was substantially complete by 1900.

A timber lift bridge had been constructed across the creek at Ricketty Street by 1897 replacing a smaller bridge. This involved alterations to the banks of the canal. In addition, a number of wharves were built along the canal from 1892 into the 1900s as part of a system of providing infrastructure to encourage use of the canal as each section was constructed.

A 1900 progress plan showed that most of the canal had been constructed along with sections of the Cooks River construction project. During 1901 the name 'Alexandra Canal' replaced 'Shea's Creek'



Figure 17. 1984 view of abandoned Wool Sheds along Alexandra Canal (Source: Graeme Andrews 'Working Harbour' Collection: 80134. GKA. City of Sydney Archives, file no. 080/080134).

Visual




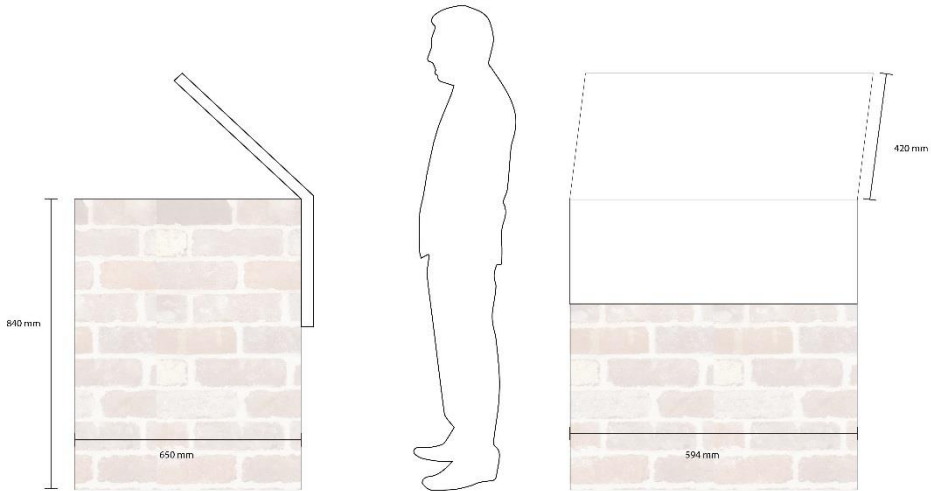
**SIGNAGE**

Figure 18. Bascule bridge Ricketty Street 1936 (Source: State Library of New South Wales [d1\_25231/GPO1 25231])



Figure 19. Formwork for construction of underground stormwater channel feeding into the Alexandra Canal, Waterloo 3 August 1928 (Contributed By City of Sydney Archives [67311] (Sydney Water 'A' Series Photographs A546)

### Recommendation 6a(iii)

SIGNAGE	
Description	A single brick plinth with one panel will be integrated into the lookout area. The location provides views to the Alexandra Canal. As such, this historical element will be interpreted on this panel.
Theme	Construction and function of the Alexandra Canal
Location	SPI 
Specification	<p>Plinth base: recycled brick Signage: 1 x etched anodised aluminium (colour) to be mounted on plinth base</p> 
Text	<p>During construction in 1894, Dugong bones were uncovered when workmen were excavating through sediments of Shea's Creek. The finds suggested that there had been a time when the climate was warmer and that sea levels higher to allow the dugong to swim around what is now dry land. Radiocarbon dating of the dugong bones demonstrated that they are approximately 6,000 years old. The dugong bones also featured human cut marks, this, paired with the number of stone, edge-ground axes recovered from site that provided evidence of a long, previously unrecognised Aboriginal occupation of the area.</p>

**SIGNAGE**



Figure 20. Palaeontologist William Dun (left) and Australian Museum Curator Robert Etheridge Jnr watch as Dugong bones are excavated from Shea's Creek during the construction of Alexandra Canal (Source: Australian Museum Archives. V9817)

Visual

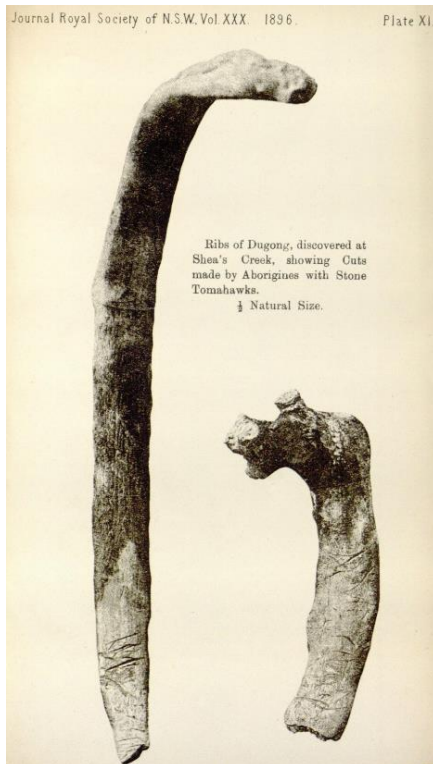



Figure 21. Dugong bones discovered during the excavation of Alexandra Canal in 1894 (Source: Detail of Plate XI, 'On the occurrence of a submerged forest, with remains of the Dugong, at Shea's Creek near Sydney' by R Etheridge, Junr, Professor TW Edgeworth David, BA, FGS, and HW Grimshaw, M Inst CE, Journal and proceedings of the Royal Society of New South Wales, Vol 30, 1896, p 158).

## Recommendation 7a

BRICK SCULPTURE	
Description	Utilising the 1000 bricks salvaged from the terraces located at 28-44 Campbell Street, an artist should create a piece of public art. Using the brick for this purpose will do justice to the salvaged fabric by providing a meaningful interpretation of the material through art. The lookout will also be a central and prominent location within the site.
Theme	Terrace housing
Location	SPI 
Specification	Commission artist to create a sculptural piece Utilise 1000 salvaged bricks Provide 1 x cast bronze plaque contextualising source of brick
Text	N/A
Visual	N/A

### 2.1.4 St Peters Recreational Area

In accordance with Condition B62(b), open space at St Peters Interchange will be maximised opposite Sydney Park to the south of Campbell Road. Roads and Maritime Services will be implementing the St Peters Interchange Recreational Area sub-plan at this location in consultation with City of Sydney and Inner West Council. The Recreational Area is proposed to include active recreation areas and multifunctional and adaptable active recreation support facilities.

Given the scale of the sixteen salvaged Rudders Bond Store arches, the St Peters Interchange Recreational Area is considered the most appropriate location to provide meaningful interpretation. This may include utilising the arches in the construction of the adaptable active recreation support facilities.

The SPI Recreation Area will be used as a construction site for the M4-M5 Link until 2023. RMS will therefore detail the reuse of the Rudders Bond Store arches in a separate Heritage Interpretation Plan in consultation with the Heritage Council of NSW, City of Sydney and Inner

West Council prior to completion of the M4-M5 Link to satisfy New M5 Conditions B34, B40 and B61(f).

### 3. Local Roads Interpretation Devices

There are several opportunities for standalone interpretation pieces throughout the Local Roads area that identify the specific history and significance of the site. Specifically, along Campbell Street where additional pockets of passive open parkland are provided. It is envisioned these spaces will be linked via a network of shared paths, footpaths and cycleways, increasing the connectivity of the area.



Figure 22. Excerpt from UDLP showing a view of the local roads area along Campbell Street / Campbell Road (Source: HASSELL, UDLP Version G).



Figure 23. Interpretation device location 9a and 10a for Local Roads (Source: Plan sourced from HASSELL, UDLP Version G, edited by Extent Heritage).




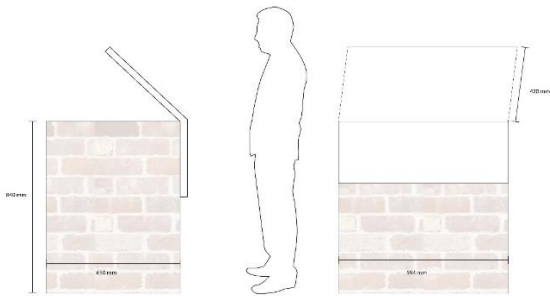


Figure 24. Interpretation device location 11a for Local Roads, adjacent to Bridges 8/9 (Source: Plan sourced from HASSELL, UDLP Version G, edited by Extent Heritage).

### 3.1 Former Campbell Street Terraces Plinth Signage

To commemorate the former location of several heritage listed terrace houses which were demolished as part of the WestConnex Stage 2 project, it is proposed that the former locations of these sites are interpreted. These will be in the form of etched 'breakout point' in the footpath.

#### Recommendation 9a

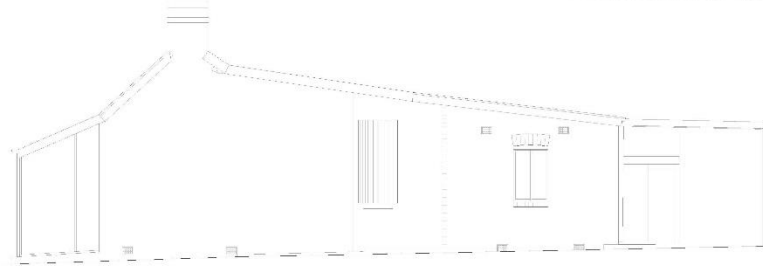
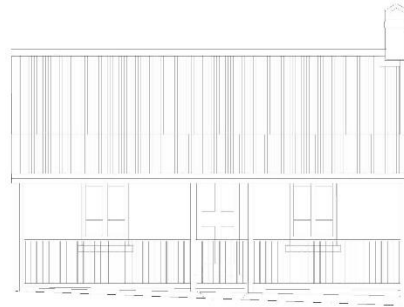
PLINTH SIGNAGE	
Description	A single brick plinth with two panels (one on either side of plinth), where it can be easily spotted and read by the audience. The signage should be utilised for the interpretation of the former workers cottage located at 82 Campbell Street.
Theme	Housing
Location	Local Roads Area, between St Peters Street and Church Street. 
Specification	<p>Plinth structure: recycled brick and/or sandstone</p> <p>Signage panel: 2 x etched anodised aluminium (colour)</p> 
Text	See below.

**PLINTH SIGNAGE**


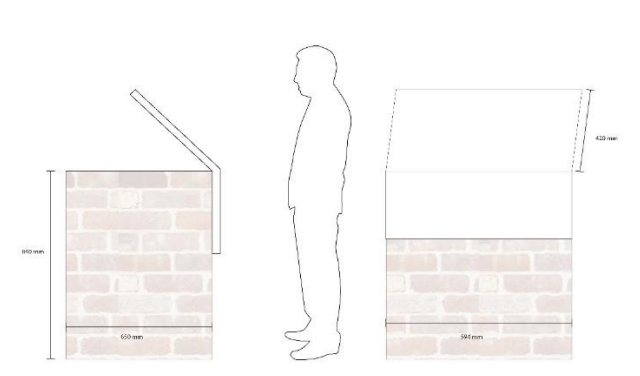
Visual

**82 CAMPBELL STREET**

Here stood a workers cottage, built in the late 1850s. The cottage was occupied by workers associated with a number of trades, such as the brickyards, reflecting the diversification of businesses and industries in St Peters throughout the 19<sup>th</sup> and 20<sup>th</sup> centuries.



## Recommendation 10a

PLINTH SIGNAGE		
Description	A single brick plinth with two panels (one on either side of plinth), where it can be easily spotted and read by the audience. The signage should be utilised for the interpretation of the former Bradfield Terrace located at 28-44 Campbell Street.	
Theme	Housing	
Location	Local Roads Area	
Specification	<p>Plinth structure: recycled brick and/or sandstone</p> <p>Signage panel: 2 x etched anodised aluminium (colour)</p>	
Text	See below.	

**PLINTH SIGNAGE**

Visual




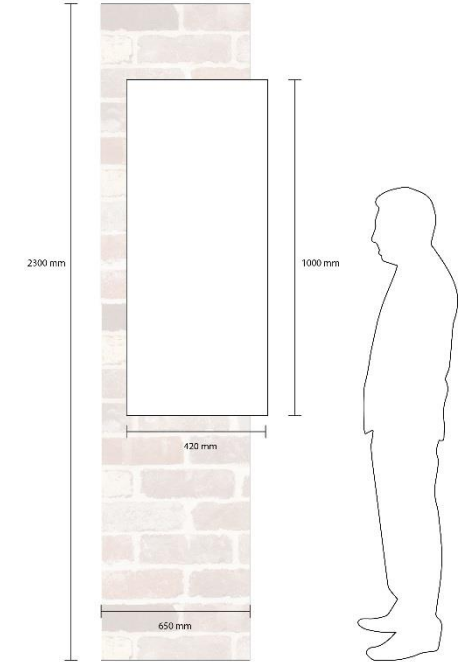
**BRADFIELD TERRACES**

Here, the 'Bradfield Terraces' once stood. The 'Bradfield Terraces' were built between 1882 and 1906 by local brick maker, Henry Woodley. They were a group of nine, two-storey Victorian style terraces constructed of local bricks from Woodley's factory to house his workers.

**3.2 Green Space Plinth Signage**

There is the opportunity to utilise a pocket of open space adjacent to the Gardeners Road Bridge suited to future recreational purposes. The site is along the future Alexandra Canal cycle way proposed by the City of Sydney. It is proposed that the plinth signage is located in the Venice Street reserve adjacent to Alexandra Canal due to its proximity to the canal and its local maintenance required for council to up-keep.

## Recommendation for 11a(i)

SIGNAGE	
Description	A single brick plinth with two panels (one on either side of plinth) will form the centre of the rest area, where it can be easily spotted and read by the audience. The signage should be utilised for the interpretation of Alexandra Canal.
Theme	Industry
Location	Gardeners Road 
Specification	<p>Plinth structure: recycled brick</p> <p>Signage panel: Etched anodised aluminium (colour)</p> 
Text	<p>Alexandra Canal is an artificial waterway that follows the tributary off Cooks River known as Shea's Creek. The landscape surrounding Shea's Creek was progressively and extensively altered by European settlement. This intensified at the turn of the century with the industrial development of Alexandria. Dredging for the construction of the canal began in 1887, with the government seeking to encourage industrial development by creating better shipping opportunities through a wider and deeper water course with wharves and embankments. It was intended, the canal would provide better commercial access upstream.</p> <p>During construction in 1894, Dugong bones were uncovered when workmen were excavating through sediments of Shea's Creek. The finds suggested that there had been a time when the climate was warmer and that sea levels higher to allow the dugong to swim around what is now dry land. Radiocarbon dating of the dugong bones</p>

**SIGNAGE**

demonstrated that they are approximately 6,000 years old. The dugong bones also featured human cut marks, this, paired with the number of stone, edge-ground axes recovered from site that provided evidence of a long, previously unrecognised Aboriginal occupation of the area.

The use of the canal as a commercial shipping route declined with the advent of commercial road and railway transport in the 1930's, and the wharves were eventually demolished in the 1940's.




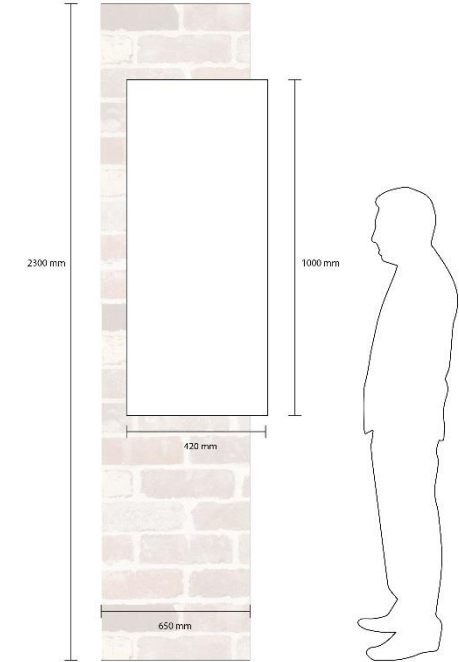
Figure 25. View of Lifting Span Railway Bridge across Alexandra Canal (Source: 'H.C Sleigh's Shea's Creek Depot, Alexandria', State Library of NSW, call no.20943).

**Visual**



Figure 26. Formwork for construction of stormwater channel underground in Waterloo 3 August 1928 (Contributed By City of Sydney Archives [67311] (Sydney Water 'A' Series Photographs A546)

## Recommendation for 11a(ii)

SIGNAGE	
Description	A single brick plinth with two panels (one on either side of plinth) will form the centre of the rest area, where it can be easily spotted and read by the audience. The signage should be utilised for the interpretation of Alexandra Canal.
Theme	Industry
Location	Gardeners Road 
Specification	<p>Plinth structure: recycled brick</p> <p>Signage panel: Etched anodised aluminium (colour)</p> 
Text	<p>Dredging to convert Shea's Creek to a canal commenced in 1887. The original canal started southwest of the existing Sydenham to Botany Railway Bridge and extended to the Ricketty Street bridge in St Peters.</p> <p>Much of the southern section of the canal was cut through swampy land. Spoil from the dredging was used to reclaim the low standing swampy areas around the old creek line. This practice continued over many years while further extension and work was undertaken, thus providing a use for the spoil and creating improvements along the canal.</p> <p>The 200-foot wide southern section of the canal was completed in 1889. In 1896 the canal was excavated to three metres depth from the top of the embankment wall. This</p>



**SIGNAGE**

material was used to raise the banks 1.8 metres and the canal was substantially complete by 1900.

A timber lift bridge had been constructed across the creek at Ricketty Street by 1897 replacing a smaller bridge. This involved alterations to the banks of the canal. In addition, a number of wharves were built along the canal from 1892 into the 1900s as part of a system of providing infrastructure to encourage use of the canal as each section was constructed.

A 1900 progress plan showed that most of the canal had been constructed along with sections of the Cooks River construction project. During 1901 the name 'Alexandra Canal' replaced 'Shea's Creek'



Figure 27. 1984 view of abandoned Wool Sheds along Alexandra Canal (Source: Graeme Andrews 'Working Harbour' Collection: 80134. GKA. City of Sydney Archives, file no. 080/080134).

Visual



Figure 28. Bascule bridge Ricketty Street 1936 (Source: State Library of New South Wales [d1\_25231/GPO1 25231])

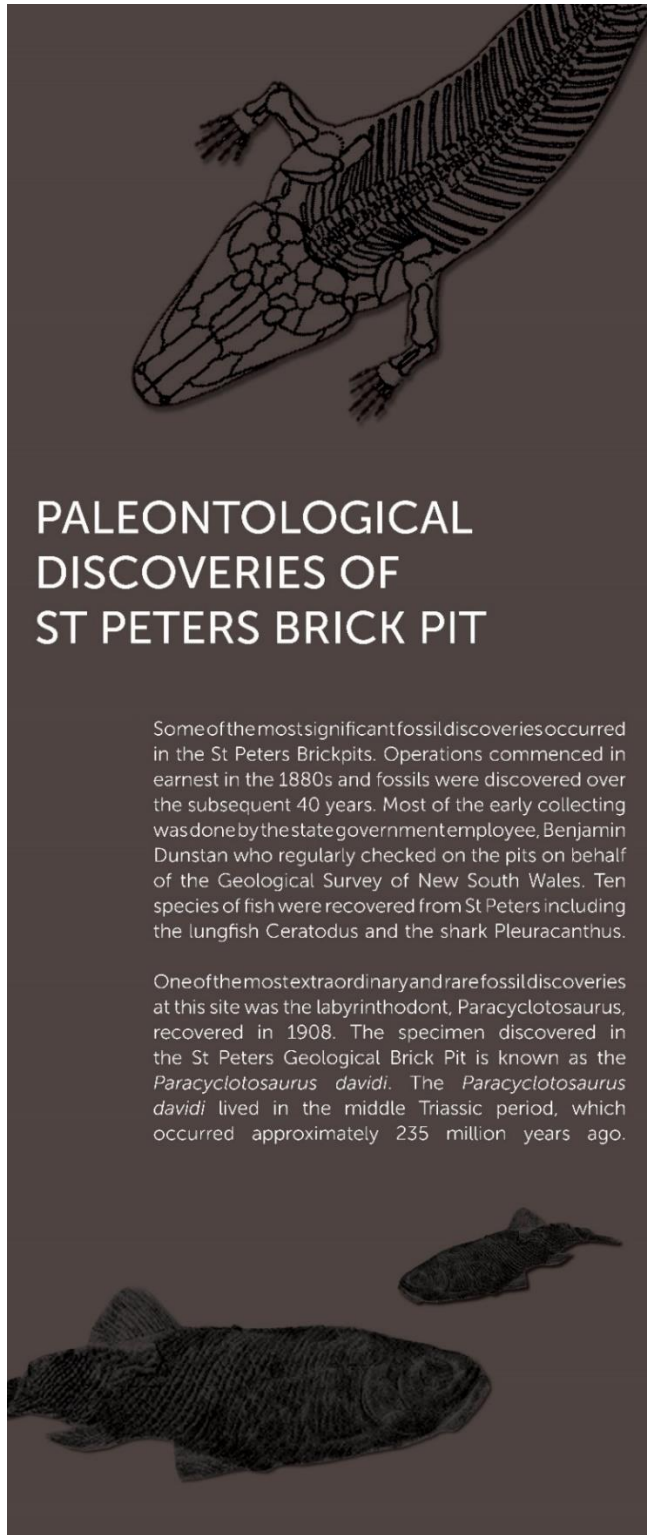
SIGNAGE



Figure 29. Formwork for construction of underground stormwater channel feeding into the Alexandra Canal, Waterloo 3 August 1928 (Contributed By City of Sydney Archives [67311] (Sydney Water 'A' Series Photographs A546)

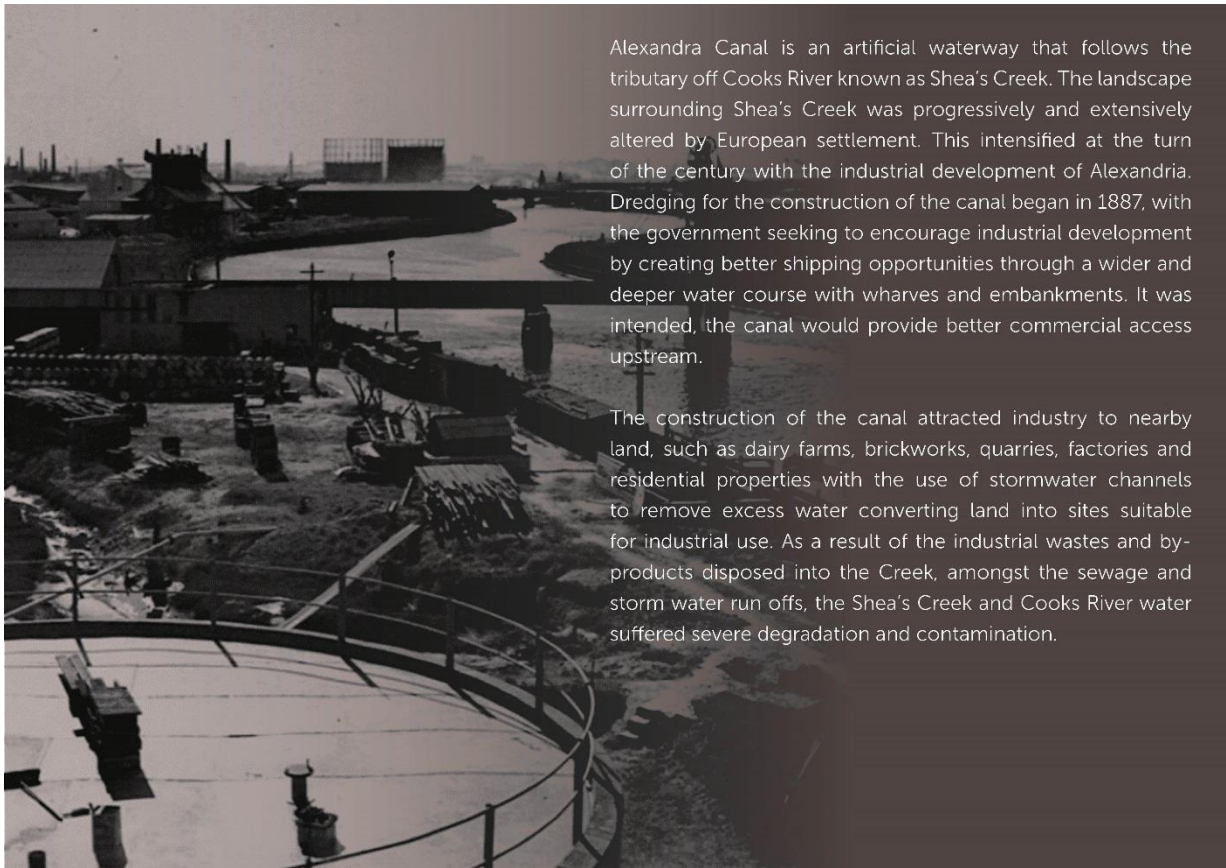
## 4. Example Graphic Artwork

The following section includes some example graphic design for signage panels. Please note that these have been included for reference only.





During construction in 1894, Dugong bones were uncovered when workmen were excavating through sediments of Shea's Creek. The finds suggested that there had been a time when the climate was warmer and that sea levels higher to allow the dugong to swim around what is now dry land. Radiocarbon dating of the dugong bones demonstrated that they are approximately 6,000 years old. The dugong bones also featured human cut marks, this, paired with the number of hatchets recovered from site that reinforced the long-standing Aboriginal occupation of the area.



Alexandra Canal is an artificial waterway that follows the tributary off Cooks River known as Shea's Creek. The landscape surrounding Shea's Creek was progressively and extensively altered by European settlement. This intensified at the turn of the century with the industrial development of Alexandria. Dredging for the construction of the canal began in 1887, with the government seeking to encourage industrial development by creating better shipping opportunities through a wider and deeper water course with wharves and embankments. It was intended, the canal would provide better commercial access upstream.

The construction of the canal attracted industry to nearby land, such as dairy farms, brickworks, quarries, factories and residential properties with the use of stormwater channels to remove excess water converting land into sites suitable for industrial use. As a result of the industrial wastes and by-products disposed into the Creek, amongst the sewage and storm water run offs, the Shea's Creek and Cooks River water suffered severe degradation and contamination.



Dredging to convert Shea's Creek to a canal commenced in 1887. The original canal started southwest of the existing Sydenham to Botany Railway Bridge and extended to the Ricketty Street bridge in St Peters.

Much of the southern section of the canal was cut through swampy land. Spoil from the dredging was used to reclaim the low standing swampy areas around the old creek line. This practice continued over many years while further extension and work was undertaken, thus providing a use for the spoil and creating improvements along the canal.

The 200-foot wide southern section of the canal was completed in 1889. In 1896 the canal was excavated to three metres depth from the top of the embankment wall. This material was used to raise the banks 1.8 metres and the canal was substantially complete by 1900.

A timber lift bridge had been constructed across the creek at Ricketty Street by 1897 replacing a smaller bridge. This involved alterations to the banks of the canal. In addition, a number of wharves were built along the canal from 1892 into the 1900s as part of a system of providing infrastructure to encourage use of the canal as each section was constructed.