



Appendix E

Statement of Heritage Impact



Sydney Park Junction
Statement of Heritage Impact

Final

Transport for NSW

IA216710



Sydney Park Junction

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Abbreviations and Acronyms

Abbreviation/acronym	Meaning
CHL	Commonwealth Heritage List
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
the Heritage Act	<i>Heritage Act 1977</i>
ISEPP	<i>State Environmental Planning Policy (Infrastructure) 2007</i>
Jacobs	Jacobs Group (Australia) Pty Ltd
LGA	Local Government Area
NHL	National Heritage List
RNE	Register of the National Estate
SHI	State Heritage Inventory
SHR	State Heritage Register
SPA	TfNSW, Jacobs, John Holland and Freyssinet
TfNSW	Transport for New South Wales
WHL	World Heritage List

Executive Summary

Introduction

Jacobs Group (Australia) Pty Ltd was engaged to prepare a Statement of Heritage Impact (SOHI) ahead of the proposed Sydney Park Junction for Transport for New South Wales (TfNSW). Sydney Park Junction is located at the intersection of three major road conduits (King Street, Princes Highway and Sydney Park Road, within the inner-city suburbs of St Peters and Alexandria, New South Wales), which is a significant cultural precinct, public transport infrastructure hub, and one of the city's major green open spaces, Sydney Park. TfNSW proposes to improve the southern 'gateway' to King Street, Newtown by reducing the capacity of King Street/Princes Highway and Sydney Park Road and enhancing pedestrian and cyclist access between King Street, St Peters Station and Sydney Park (the proposal). Key features would include lane reduction, footpath widening, cycleways, landscaping, shared crossings and associated adjustments to road infrastructure.

The study area comprises a proposal area encompassing these works, with a 10-metre buffer to allow for potential indirect impacts.

Heritage context

There are nine separate heritage items intersecting with the study area, comprising the items in Table 1.

Table 1: Heritage items within the study area

Item	Address	Heritage ID
St Peters Railway Station Group	Princes Highway (opposite Sydney Park Road), St Peters	SHR 01250
		State Rail Authority s170
		Marrickville LEP 2011, I272
Electricity Substation No. 549	Princes Highway, St Peters	Ausgrid s170
		Marrickville LEP 2011, I369
Goodsell Estate Heritage Conservation Area	West of King Street, south of St Peters station	Marrickville LEP 2011, C16
St Peters Hotel, including interiors	631 King Street, Newtown	Marrickville LEP 2011, I159
Former Brickworks Group	Sydney Park Road, St Peters	Sydney LEP, I27
King Street and Enmore Road Heritage Conservation Area	North of Illawarra railway line, west of King Street	Marrickville LEP 2011, C2
Former St Peters Theatre Façade	672 King Street, Erskineville	Sydney LEP 2012, I614
King Street Heritage Conservation Area	North of Illawarra railway line, east of King Street	Sydney LEP 2012, C47
Sydney Park AIDS Memorial Groves	Barwon Park Road, St Peters	NHL 106068 Nomination now ineligible for proposed priority assessment list (PPAL)

As identified in the background history and from the literature review, the study area also has archaeological potential in relation to the former brickworks to the southeast of the intersection of King Street and Sydney Park Road (Bedford and Austral Brickworks), and to the tramways that formerly ran along King Street, Princes Highway, and Sydney Park Road.

Of these St Peters Railway Station, the Brickworks, Goodsell Estate Heritage Conservation Area, Electricity Substation No 549, the Sydney Park AIDS Memorial Groves heritage items intersecting with the construction footprint. The remainder are all outside the construction footprint.

Impact assessment and management measures

The Former Brickworks Group (Sydney LEP I27) may be subject to impacts to its archaeology, to the aesthetic values of the views of Exceptional heritage significance in and around the brickworks, and there is risk of incidental impacts to the Hoffman Patent Kiln by works within the adjacent carpark. Outside of the brickworks, there is risk of impact to the potential archaeology of the former tramways and related infrastructure along Princes Highway, King Street and Sydney Park Road. The remainder of the heritage items within the study area will not be directly impacted by works, but may be subject to the risk of unintended impacts from nearby construction machinery.

A detailed list of impacts to the heritage significance of the heritage items from the proposed works and the relevant measures to manage these impacts are detailed in Table 2.

Management measures must be implemented during works to manage potential impact to items of heritage significance from construction work in their vicinity. In addition to those measures detailed in Table 1, heritage awareness training must be provided to contractors prior to works commencing, and the *Standard Management Procedure: Unexpected Heritage Items* (Roads and Maritime Services 2015) implemented if historical heritage or human skeletal material are found during works.

Table 2: Management measures for heritage items intersection with, or adjacent to, the study area

Item	Management measures
St Peters Railway Station Group (SHR 01250)	<p>Construction measures, such as the fencing of active construction areas and the delineation of 'no-go' areas to protect the brick walls on either side of the overbridge, would manage the risk of unintended impacts from nearby construction machinery. On this basis, a Section 57 Exemption Notification Form must be completed to cover these works under the <i>Heritage Act 1977</i>. This can be undertaken under Standard Exemptions 7 and/or 8 (Heritage Council of NSW 2009). Standard Exemption 7 is an exemption for works comprising minor activities with little or no adverse impact on heritage significance, while Standard Exemption 8 consists of works occurring on non-significant fabric of the heritage item.</p> <p>With these measures in place, the level of impact on the heritage item would be negligible.</p>
Electricity Substation No. 549 (s170 Ausgrid)	<p>Construction measures, such as the fencing of active construction areas and the delineation of 'no-go' areas, would manage the risk of unintended impacts from nearby construction machinery.</p> <p>With these measures in place, the level of impact on the heritage item would be negligible.</p>
Goodsell Estate Heritage Conservation Area (Marrickville LEP C16)	<p>The awnings associated with this heritage item should be specified as a risk in the Work Method Statements and during heritage induction training, would manage the risk of unintended impacts from nearby construction machinery. Construction measures, such as the fencing of active construction areas and the delineation of 'no-go' areas should also be implemented to manage this risk. Hanging some visual bunting tape from the awnings along the Princes Highway would serve as a visual reminder to further protect the awnings from unintended impacts from nearby construction machinery.</p> <p>With these measures in place, the level of impact on the heritage item would be negligible.</p>

Item	Management measures
Former Brickworks Group (Sydney LEP I27) and areas of archaeological potential associated with the brickworks	<p>Under the <i>Heritage Act 1977</i>, an Excavation Permit is required for works on any land that will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed. For works within the footpath area of archaeological potential with any subsurface disturbances or excavations deeper than 200 mm, archaeological monitoring would be undertaken in association with the Excavation Permit. This archaeological monitoring would be undertaken under the supervision of an historical archaeologist who meets the NSW Heritage Council's Excavation Director criteria. They will prepare a detailed research design and methodology in accordance with <i>Archaeological Assessments: Archaeological Assessment Guidelines</i> (NSW Heritage Office 1996) to support the proposed mitigation measures for archaeological investigation. During works, they will monitor, investigate and record all archaeological features and deposits. For works occurring within the roadway area of archaeological potential, archaeological monitoring is not required due to the greater potential depth of archaeological remains and the low likelihood of disturbance from the proposed works. Instead, an appropriately qualified historical archaeologist should be on call during any ground-disturbing works in the roadway area of archaeological in the advent that any unexpected historical archaeological sites are found. The Transport for NSW <i>Standard Management Procedure: Unexpected Heritage Items</i> (Roads and Maritime 2015) would then be implemented.</p> <p>Construction measures, such as the fencing of active construction areas and the delineation of 'no-go' areas, would manage this risk to the remainder of the heritage item.</p> <p>While temporary impacts during works cannot be avoided, the landscaping elements along King Street and Sydney Park Road should be in keeping with the current industrial landscape of the area. They should not block the following elements of Exceptional heritage significance of the Former Bedford Brickworks Group: the views and vistas along King Street and Sydney Park Road, and the views and vistas to and from Sydney Park.</p> <p>With these measures in place, the level of impact on the potential archaeological items would be minor, while impact upon the aesthetic values of the heritage item would be negligible.</p>
Sydney Park AIDS Memorial Groves (NHL 106068) Nomination now ineligible for PPAL	<p>Due to the sensitive nature of the heritage item to the community and the potential for a level of community concern, construction measures, such as the fencing of active construction areas and the delineation of 'no-go' areas, would manage this risk.</p> <p>This area will not be directly impacted by the proposed works. As such, the level of impact on the heritage item would be negligible.</p>
St Peters Hotel (Marrickville LEP I159)	<p>The awnings associated with this heritage item should be specified as a risk in the Work Method Statements and during heritage induction training, would manage the risk of unintended impacts from nearby construction machinery. Construction measures, such as the fencing of active construction areas and the delineation of 'no-go' areas should also be implemented to manage this risk. Hanging some visual bunting tape from the awnings, would serve as a visual reminder to further protect the awnings from unintended impacts from nearby construction machinery.</p> <p>The level of impact on the heritage item would be negligible.</p>
King Street and Enmore Road Heritage Conservation Area (Marrickville LEP C2)	
Former St Peters Theatre Façade (Sydney LEP I614)	
King Street Heritage Conservation Area (Sydney LEP C47)	

Item	Management measures
Potential archaeological items – tramway	<p>Under the <i>Heritage Act 1977</i>, an Excavation Permit is required for works on any land that will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed. However, tramlines and tram tracks are not considered to be relics, but are 'works' as specified in TfNSW's <i>Standard Management Procedure: Unexpected Heritage Items</i> (Roads and Maritime Services 2015). While these former tramways are archaeological in nature and have the potential to provide information that contributes to our knowledge, the exposure of a 'work' does not trigger reporting obligations under the <i>Heritage Act 1977</i>. An Excavation Permit is not required.</p> <p>Good environmental practice recognises the archaeological potential of such discoveries and the need to balance these against the requirements of development. As relics can often be associated with 'works' within an archaeological site, TfNSW's <i>Standard Management Procedure: Unexpected Heritage Items</i> (Roads and Maritime Services 2015) is the procedural guidance document to manage the discovery of such items, along with heritage induction training, should be undertaken (Section 7.1).</p> <p>Risk to the proposal from stop works due to historical archaeology finds can be mitigated through archaeological monitoring during works. This archaeological monitoring would be undertaken by an appropriately qualified historical archaeologist under the supervision of an historical archaeologist who meets the NSW Heritage Council's Excavation Director criteria. They will prepare a detailed research design and methodology in accordance with <i>Archaeological Assessments: Archaeological Assessment Guidelines</i> (NSW Heritage Office 1996) to support the proposed mitigation measures for archaeological investigation. During works, they will monitor, investigate and record all archaeological features and deposits.</p> <p>Additionally, the implementation of the general management measures relating to the Discovery of historical heritage materials, features or deposits (Section 7.1.2) and Heritage induction training (Section 7.1.1) should be undertaken.</p> <p>With these measures in place, the level of impact on the potential archaeological items that comprise the former tramways would be minor.</p>

Important note about your report

The sole purpose of this report and the associated services performed by Jacobs is to undertake a Statement of Heritage Impact for non-Aboriginal heritage in accordance with the scope of services set out in the contract between Jacobs and TfNSW. That scope of services, as described in this report, was developed with TfNSW.

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1. Introduction

Jacobs Group (Australia) Pty Ltd was engaged to prepare a Statement of Heritage Impact ahead of the proposed Sydney Park Junction for Transport for New South Wales (TfNSW).

1.1 The proposal

TfNSW proposes to improve the southern 'gateway' to King Street, Newtown by reducing the capacity of King Street, Princes Highway and Sydney Park Road and enhancing pedestrian and cyclist access along the Princes Highway, Sydney Park Road and King Street road corridors (the proposal).

The proposal objectives align with the strategic objectives articulated in the *Greater Sydney Region Plan* (Greater Sydney Commission, 2018), the *Road Safety Plan 2021* (Transport for NSW, 2018) and the *Future Transport Strategy 2056* (Transport for NSW, 2018).

The proposal is located about four kilometres south west of the Sydney Central Business District (CBD), in the suburbs of St Peters, Newtown, Erskineville and Alexandria along the boundary between the Inner West and Sydney Local Government Areas (LGAs). An overview of the proposal is provided in Figure 1-1.

Key features of the proposal would include:

- Reducing the Princes Highway/King Street carriageway from six lanes (generally) to four lanes (two lanes off-peak) from Campbell Street to Sydney Park Road, to accommodate a two way on-road segregated cycleway (on the western side of King Street between May Street and St Peters square), additional landscaping and community spaces to increase urban amenities
- Reducing the Sydney Park Road carriageway from four lanes to two lanes to accommodate a permanent solution for the existing temporary two-way on-road segregated cycleway (northern side), parking and additional landscaping to increase urban amenities,
- New mid-block pedestrian shared crossings to improve access across the Princes Highway/King Street and into Sydney Park, including:
 - A new mid-block pedestrian crossing on Princes Highway north of Short Street.
 - A new mid-block pedestrian and cyclist crossing on Princes Highway between May Street and Goodsell Street.
- Traffic signal and intersection reconfiguration works to improve safety, including:
 - Princes Highway/King Street and Sydney Park Road intersection:
 - King Street southbound approach: Reduce existing three through lanes and one left turn slip lane to a one through lane and one through/left turn lane
 - King Street northbound approach: Maintain existing two through lanes and reduce existing two dedicated right turn lanes to one lane
 - Sydney Park Road approach: Reduce existing two left turn lanes and two right turn lanes to one left turn lane and one right turn lane
 - Replacing existing signalised pedestrian crossing facilities with signalised shared crossing facilities on all approaches
 - Princes Highway/King Street and Goodsell Street intersection:
 - New raised zebra crossing to prioritise pedestrians at the entrance of Goodsell Street
 - Princes Highway/King Street and May Street intersection:
 - Removing traffic signals and re-configuring May Street to left in and left out only movements with a new raised zebra crossing to prioritise pedestrians at the entrance of May Street
 - Princes Highway/King Street and Barwon Park Road intersection:

- Installing new traffic signals with new pedestrian crossings
- Sydney Park Road and Mitchell Road intersection:
 - Eastbound approach: Reduce existing two through lanes and one left turn lane to one through lane and a through/left turn lane
 - Westbound approach: Reduce existing one right turn lane, one through lane and one through/left turn lane to one through/right turn lane and one through/left turn lane
 - Mitchell Road approach: Change existing one right turn lane and one right/through/left turn lane to one bus dedicated right turn lane and one through/left turn lane
- Reducing the posted speed limit on Princes Highway from 50 kilometres per hour to 40 kilometres from Campbell Street to Goodsell Street
- Sydney Park carpark access on Kings St will be modified so that Barwon Park Road access will be entry only into the carpark, and King Street will be exit only from the carpark
- Adjustments and relocation of parking spaces along the road corridor
- Road re-surfacing at signalised intersections and along road corridor where required
- Providing dynamic community spaces on both sides of Princes Highway
- Providing landscaped buildouts on Sydney Park Road and Princes Highway
- Relocating the bus stops on Princes Highway near the Short Street intersection, and on Sydney Park Road near the Mitchell Road intersection
- Relocating utilities and adjustments to streetlights where required
- Removing the Princes Highway and Sydney Park Road corridors from the approved B-double freight access network
- Adjusting stormwater to accommodate designed works
- Relocating existing VMS and CCTV camera
- Relocating road signs and line marking works
- Temporary construction facilities, including site compounds and an ancillary facility at Burrows Road and Venice Street, Mascot.

Construction is expected to commence in early 2022 and would take around 20 months to complete.

1.2 Study area

The proposal area refers to the area that would be directly impacted by the roadworks (construction footprint). The proposal area encompasses the Princes Highway/King Street from Campbell Street to Lord Street (including the entrances to Short Street, Barwon Park Road, May Street and Goodsell Street) and Sydney Park Road from Euston Road to King Street (including the entrance to Mitchell Street up to Huntley Street), within St Peters and Alexandria. This area also includes the two temporary construction facility sites at Burrows Road, St Peters and Venice Street, Mascot. The study area comprises this proposal area, plus a 10-metre buffer to allow for the assessment of potential indirect impacts.

1.3 Location of the study area

The study area is situated from the intersection of King Street and Sydney Park Road, then along southern end of King Street, Princes Highway and Sydney Park Road, within the inner-city suburbs of St Peters and Alexandria, New South Wales (see Figure 1-1). St Peters is situated within the Inner West Council Local Government Area (LGA), and Alexandria within the City of Sydney LGA. The study area is approximately five kilometres to the southwest of the Sydney Central Business District.

1.4 Assessment methodology

The purpose of this heritage assessment is to assess the impact of the project on heritage significance of known and potential heritage items located within the project area. To establish this, the following methodology has been used:

- A brief historical research of the project area through publicly available primary and secondary sources such as maps and parish plans, to identify potential heritage and archaeological items
- A search of the heritage databases, including the State Heritage Register (SHR), State Heritage Inventory (SHI), Section 170 Heritage and Conservation Registers, the *Sydney Local Environmental Plan 2012* (Sydney LEP 2012) and the *Marrickville Local Environmental Plan 2011* (Marrickville LEP 2011), the World Heritage List (WHL), National Heritage List (NHL), Commonwealth Heritage List (CHL) and Register of the National Estate (RNE), to identify previously recorded non-Aboriginal heritage items in the study area, and the legislative obligations related to these
- Review the provided photographs of the study area to confirm current general condition of the existing and any potential heritage items
- Assessment of the heritage significance of the existing and potential heritage items
- Assessment of the impact of the project on the existing and potential items of heritage significance, and potential archaeological items
- Recommendations for the management and/or mitigation of any impacts upon these heritage items.

This assessment has been completed in accordance with the principles of the *Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance 2013 (Burra Charter)* (Australia ICOMOS 2013), the *Assessing Heritage Significance* (NSW Heritage Office 2001), and the Statements of Heritage Impact guidelines (NSW Heritage Office 2002).

1.5 Assumptions and limitations

The assumptions and limitation are as follows:

- The assessment was undertaken using the proposal area provided on 15 June 2020 by Ajay Arcot (Senior Spatial Consultant, Jacobs)
- The register searches were undertaken on 23 June 2020 and any findings within this report are based on those search results. As such, this report is accurate as to the date of that generation
- No field survey of the study area has been undertaken by qualified historical heritage specialists
- The location of the subsurface tram tracks, as identified by the results of ground penetrating radar, was provided in utility drawings by the project team
- The area of archaeological potential for the former tramways comprises a two-metre buffer surrounding the extant tramways based on these ground penetrating radar results, as shown in Figure 3-11.

1.6 Authorship and acknowledgements

This report was written by Deborah Farina (Senior Heritage Consultant, Jacobs), Clare Leever (Heritage Consultant, Jacobs) and Caroline Seawright (Project Archaeologist, Jacobs). Mapping was prepared by Ajay Arcot (Senior Spatial Consultant, Jacobs). A technical review was undertaken by Dr Karen Murphy (Technical Director, Archaeology and Cultural Heritage, Jacobs).



- Legend**
- Proposal area
 - Compound locations
 - Road
 - Railway line

Figure 1-1: Location of the proposal area

2. Legislative context

2.1 State legislation

2.1.1 *Environmental Planning and Assessment Act 1979*

The *Environmental Planning and Assessment Act 1979* (EP&A Act) requires that environmental impacts are considered in land-use planning, including impacts on Aboriginal and non-Aboriginal heritage. Division 5.1 of the EP&A Act is designed to ensure public authorities fully consider environmental issues before they undertake or approve activities that do not require development consent.

2.1.2 *State Environmental Planning Policy (Infrastructure) 2007*

The *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) aims to facilitate the effective delivery of infrastructure across the State. Clause 94 of the ISEPP permits development on any land for the purpose of road or road infrastructure facilities to be carried out by or on behalf of a public authority without consent. The proposal can therefore be assessed under Division 5.1 of the EP&A Act by SPA as both the proponent and the determining authority. Development consent from City of Sydney Council and Inner West Council is not required.

There are several divisions and clauses in the ISEPP that refer to heritage matters. Clause 14 states that where a development may be carried out without consent (determined by Clause 94), and that development is likely to have an impact that is not minor or inconsequential on a local heritage item (other than a local heritage item that is also a State heritage item) or a heritage conservation area then:

- '(2) A public authority, or a person acting on behalf of a public authority, must not carry out development to which this clause applies unless the authority or the person has:*
- (a) had an assessment of the impact prepared, and*
 - (b) given written notice of the intention to carry out the development, with a copy of the assessment, to the council for the area in which the heritage item or heritage conservation area (or the relevant part of such an area) is located, and*
 - (c) taken into consideration any response to the notice that is received from the council within 21 days after the notice is given.'*

A heritage impact assessment report would fulfil the requirement under subclause (2)(a). ISEPP requires that a notification and a copy of a heritage impact assessment be submitted to the council(s) within which any potentially impacted local heritage items are located and take into consideration any response to the notice that is received from the council within 21 days after the notice is given.

2.1.3 *Heritage Act 1977*

The *Heritage Act 1977* (Heritage Act) provides a number of mechanisms by which items and places of heritage significance may be protected. The *Heritage Act* is designed to protect both listed non-Aboriginal heritage items and potential non-Aboriginal archaeological remains or relics. Currently, non-Aboriginal heritage is administered by the Heritage NSW.

2.1.3.1 State Heritage Register

Section 31 of the Heritage Act creates the State Heritage Register (SHR). Only those items which have been designated as being of state heritage significance in NSW by the Minister are listed on the SHR. Listing on the SHR controls activities such as alteration, damage, demolition and development. When a place is listed on the SHR, the approval of the Heritage Council of NSW is required for any major work, including the following:

- Demolishing the building or work;
- Carrying out any development in relation to the land on which the building, work or relic is situated, the land that comprises the place, or land within the precinct;
- Altering the building, work, relic or moveable object.

An application under section 60 of the Heritage Act must be made to Heritage NSW in order to carry out any such activities.

In some circumstances a section 60 permit may not be required if works are undertaken in accordance with the *Standard Exemptions for Works Requiring Heritage Council Approval* (NSW Heritage Council 2009). For example, Standard Exemption 7 covers works that would have little or no adverse impact on the heritage significance of the heritage item. An Exemption Notification Form (s57(2)) is required to be submitted to Heritage NSW with appropriate supporting information (such as this heritage assessment).

2.1.3.2 Archaeological relics

Part 6 Division 9 of the Heritage Act protects archaeological 'relics' from being 'exposed, moved, damaged or destroyed' by the disturbance or excavation of land. This protection extends to the situation where a person has 'reasonable cause to suspect' that archaeological remains may be affected by the disturbance or excavation of the land. It applies to all land in NSW that is not included in the SHR. A 'relic' is defined by the *Heritage Act* as:

Any deposit, object of material evidence which relates to the settlement of the area that comprises NSW, not being Aboriginal settlement, and has local or state significance.

Section 139 of the Heritage Act requires any person who knows or has reasonable cause to suspect that their proposed works will expose or disturb a 'relic' to first obtain an Excavation Permit from the Heritage NSW (pursuant to section 140), unless there is an applicable exception (pursuant to section 139(4)). If there is an exception, an Excavation Permit Exception Notification Form must be submitted and endorsed by the Director of Heritage Branch for places not listed on the SHR.

In some circumstances a section 140 permit may not be required when excavating land in NSW. In accordance with the NSW Government Gazette (no 110, 5 September 2008) Schedule of Exceptions to subsection 139 (1) and (2) of the *Heritage Act*, made under subsection 139 (4):

Excavation or disturbance of land of the kind specified below does not require an excavation permit under s 139 of the Heritage Act, provided that the Director-General is satisfied that [certain criteria] have been met and the person proposing to undertake the excavation or disturbance of land has received a notice advising that the Director-General is satisfied that:

- (c) *a statement describing the proposed excavation demonstrates that evidence relating to the history or nature of the site, such as its level of disturbance, indicates that the site has little or no archaeological research potential.*

An Excavation Permit Exception Notification Form is required to be submitted to the Heritage NSW with appropriate supporting information (such as this heritage assessment). If Heritage NSW is satisfied with the relevant matters relating to the proposal, a copy of the form will be endorsed by the Heritage Council and returned to the applicant.

Section 146 of the Heritage Act requires any person who is aware or believes that they have discovered or located a relic must notify Heritage NSW providing details of the location and other information required.

2.1.3.3 Works

The Heritage Act identifies 'works' as a category separate to relics. 'Works' refer to past evidence of infrastructure which may even be buried, and so therefore 'archaeological' in nature and with the potential to provide information that contributes to our knowledge. Exposure of a 'work' does not trigger reporting obligations under the *Heritage Act*. However, good environmental practice recognises the archaeological potential of such discoveries and the need to balance these against the requirements of development. TfNSW uses its *Standard Management Procedure: Unexpected Heritage Items* (Roads and Maritime Services 2015) to manage the discovery of such items. This provides guidance for the way such finds are to be managed when uncovered during construction and other activities.

2.1.3.4 Section 170 Heritage and Conservation Registers

Government agencies have responsibilities under section 170 of the Heritage Act. Section 170 requires agencies to identify, conserve and manage heritage assets owned, occupied or managed by that agency. Section 170 requires government agencies to keep a Register of heritage items, which is called a Heritage and Conservation Register or more commonly, a section 170 Register.

The Heritage Act obliges government agencies to maintain their assets with due diligence in accordance with State-Owned Heritage Management Principles approved by the Minister on the advice of the Heritage Council and notified by the Minister to government instrumentalities from time to time.

2.2 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) includes 'national heritage' as a Matter of National Environmental Significance and protects listed places to the fullest extent under the Constitution. It also establishes the National Heritage List (NHL) and the Commonwealth Heritage List (CHL).

The following is a description of each of the heritage lists and the protection afforded places listed on them.

2.2.1 Commonwealth Heritage List

The CHL is established under the EPBC Act. The CHL is a list of properties owned by the Commonwealth that have been assessed as having significant heritage value. Any proposed actions on CHL places must be assessed for their impact on the heritage values of the place in accordance with *Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies (Significant Impact Guidelines 1.2)*. The guidelines require the proponent to undertake a self-assessment process to decide whether or not the action is likely to have a significant impact on the environment, including the heritage value of places. If an action is likely to have a significant impact an EPBC Act referral must be prepared and submitted to the Minister for approval.

2.2.2 National Heritage List

The NHL is a list of places with outstanding heritage value to Australia, including places overseas. Any proposed actions on NHL places must be assessed for their impact on the heritage values of the place in accordance with *Matters of National Environmental Significance (Significant Impact Guidelines 1.1)*. The guidelines require the proponent to undertake a self-assessment process to decide whether or not the action is likely to have a significant impact on a matter of National Environmental Significance, including the national heritage value of places. If an action is likely to have a significant impact an EPBC Act referral must be prepared and submitted to the Minister for approval.

2.2.3 Register of the National Estate

The Register of the National Estate (RNE) was formerly compiled as a record of Australia's natural, cultural and Aboriginal heritage places worth keeping for the future. The RNE was frozen on 19 February 2007, which means that no new places have been added or removed since that time. From February 2012 all references to the RNE were removed from the EPBC Act. The RNE is maintained on a non-statutory basis as a publicly available archive.

2.3 Heritage and Archaeological Management Plans

There are two main documents for the management of heritage items within Sydney Park. A Conservation Management Plan (CMP) was prepared by Tropman and Tropman Architects in 2007 for the Sydney Park Brick Kiln and Chimneys Precinct, which was prepared to specifically protect the fabric of the brick kilns and chimneys.

In 2014, a Plan of Management for Sydney Park was prepared by the Council of the City of Sydney. As well as providing management protocols for Sydney Park, it included heritage management for all heritage items and precincts within Sydney Park.

3. Heritage context

3.1 History of Alexandria and St Peters

Non-Aboriginal settlement of the area began in the 1790s, after land grants were first made available. This land was typically used for agriculture (City of Sydney 2011; Marrickville Council 2011). The first known land grant in the St Peters area was made in 1796 to former convict and publican Elizabeth Needham (Figure 3-5). Arriving in 1788 on the *Lady Penrhyn* as part of the First Fleet, Needham was emancipated in the same year she received her land grant. She subsequently became a successful Sydney businesswoman. Today's Sydney Park is situated on part of Needham's land (City of Sydney 2016e; 2018). She owned the land until 1808, when it was taken up by Gregory Blaxland. Blaxland was a farmer, speculator and explorer who crossed the Blue Mountains with William Charles Wentworth and William Lawson. In 1822, the land was taken up by Blaxland's son, John Blaxland, who was a merchant who lived in Ryde. Subsequently, the land was taken up by Daniel Cooper in 1853, a former convict, miller, brewer, shipper and banker who, while owning the land, returned to England in 1831 (City of Sydney 2016a; 2016b; 2016c; 2016d).

Today's Alexandria, in which Sydney Park is situated, is located within the Parish of Alexandria, in the County of Cumberland. The Municipality of Alexandria, originally known as Waterloo Ward, was formed in August 1859 (*New South Wales Government Gazette*, 13 August 1859, p. 1765). Despite the early formation of the municipality, people began settling in Alexandria primarily from 1868, when many terrace houses and cottages were constructed (City of Sydney 2011).

It was within St Peters that St Peters Church was erected in November 1839. One of the oldest churches in Sydney, the church was built of clamp kiln bricks in the English Commissioner's Gothic style, by free labour. The Parish of St Peters, along with today's suburb, was named after this church (City of Sydney 2016f; St Peters Cooks River History Group n.d.). The Parish of St Peters is within the County of Cumberland. The township of St Peters was laid out in 1840 (Marrickville Council 2011). According to the *New South Wales Government Gazette* (13 January 1871, p. 100), the Municipal District of St Peters was formed in January 1871.

The St Peters, Newtown and Alexandria areas were known for their rich alluvial soil, which was ideal for gardens and orchards, while the clay beds of the region were ideal for pottery and brickmaking. As such, brick, pottery and tile works were established in the area from the late 1800s into the early 1900s (Ellmoos and Whitaker 2016). By 1881, Needham's original grant had been subdivided for the Newtown brickyards leases over what is now Sydney Park (Reuss and Halloran 1881). Plans of the subdivision (Figure 3-1) show that today's Sydney Park was bounded by Barwon Park Road and Cooks River Road (Princes Highway) in the west, and Waterloo Road (Sydney Park Road) in the north. By the late 1880s, parish maps (Figure 3-2, Figure 3-4) show that the study area is located within the Parishes of Petersham and Alexandria. Much of the land to the southeast of the study area comprised brickyards, with the land being noted as having been subject to extensive excavations. Brickyards were also then extant to the north of the study area between the former Signal Street, today's Coulson Street and Mitchell Road, and Waterloo Road (Sydney Park Road). Another brickyard was noted as 'Goodsell's Old Brickyard', situated adjacent the railway line at the end of Goodsell Street (Figure 3-4); Henry Wesley Goodsell's 'Goodsell's Steam Brick Factory' was constructed within the Goodsell Estate area in 1869. Residential housing within the Goodsell Estate dates from 1883 to 1957 (Office of Environment and Heritage 2011a). Other brickyards also included Josiah Gentle's brickworks, the Bedford Brick Works, which he established at Sydney Park in 1893 (Section 3.3).

Two buildings are marked on the parish mapping as being adjacent to the study area (Figure 3-3): the post office and Royal Forresters Hall, both on Cooks River Road (Princes Highway). St Peters' post office opened on 1 October 1851 (Premier Postal Auctions 2005), and, according to the *Sydney Morning Herald* (31 December 1870, p. 4), the Royal Forresters Hall (also called the Royal Foresters Hall) opened on August 1870. Neither building is extant today. The hall was used for concerts and other performances (Horton 2009).

The former Royal Forrester's Hall was directly opposite Short Street, near today's post office, while the site of the former post office now comprises a parking area for the adjacent hardware warehouse. Allotment sales plans from the early 1880s show that a number of other buildings were extant adjacent to Cooks River Road (Hardie and Gorman Pty Ltd 1882).

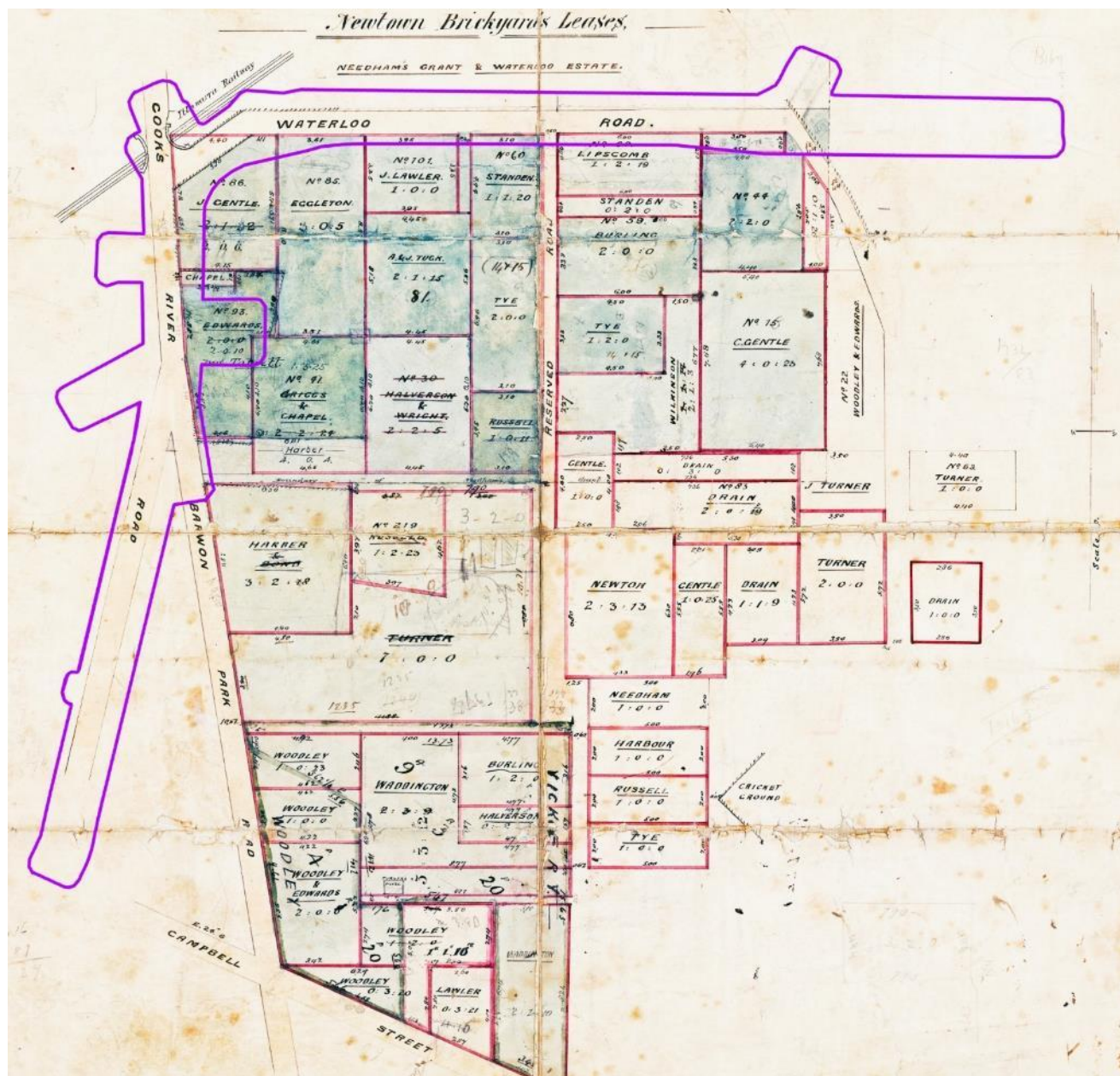


Figure 3-1: Plans of the Newtown brickyards leases, showing the approximate location of the study area outlined in purple (Reuss and Halloran 1881)

The St Peters Railway Station is also visible in the parish mapping (Figure 3-2, Figure 3-3). The station was opened on 15 October 1884 on the Illawarra railway line as part of the Eveleigh to Hurstville section (NSW Trains Wiki 2020-b). The establishment of the railway station led to both residential and industrial growth in the region, particularly in St Peters, into the early 1900s (Marrickville Council 2011).

The Cooks River tramway, which ran from City Road to Broadway in Camperdown, then along King Street, Newtown, past St Peters Railway Station, along what is now the Princes Highway, then to its terminus at Cooks River. The horse-drawn tramline to St Peters opened in 1891 (Figure 3-6). It was replaced by steam trams in 1898, then by electric trams in 1899.

The line from St Peters to Cooks River opened in 1900 (Beard 1983). The 1916 Parish of Petersham map (Figure 3-5) also shows a tramline running along Waterloo Road (Sydney Park Road). These tramlines were closed on 28 September 1957 (ISPUT n.d.).

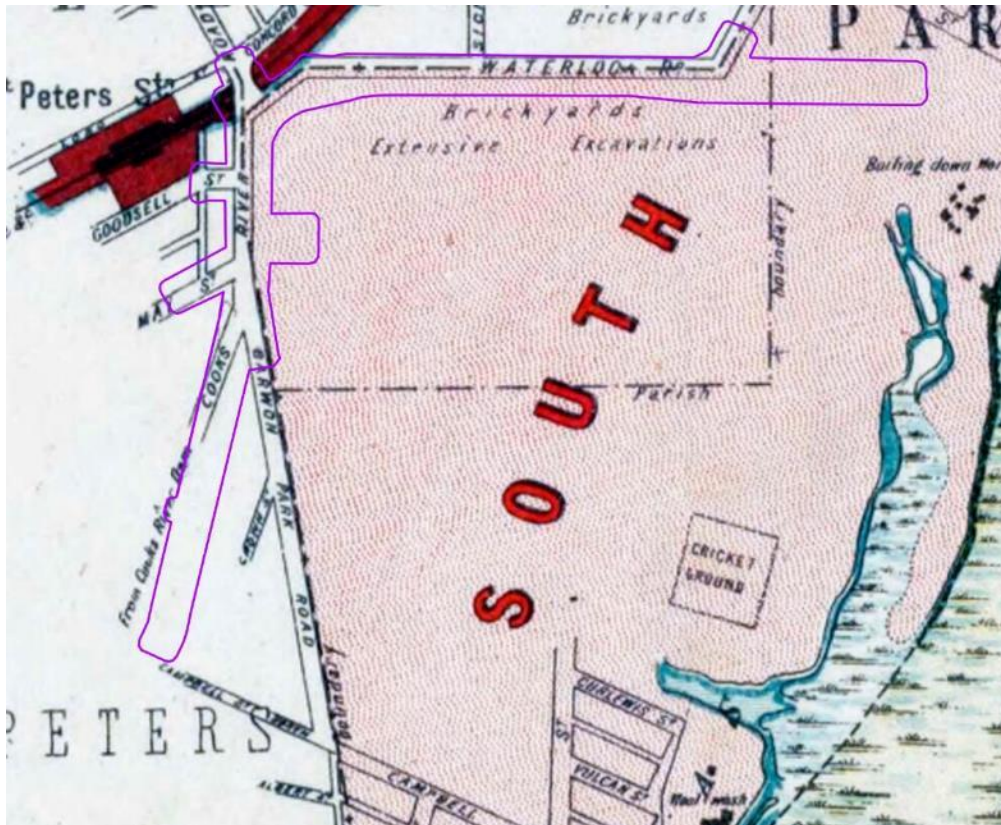


Figure 3-2: Detail from the study area on the Parishes of Alexandria and Petersham map, with approximate location of the study area outlined in purple (Higinbotham and Robinson 1890s-a)

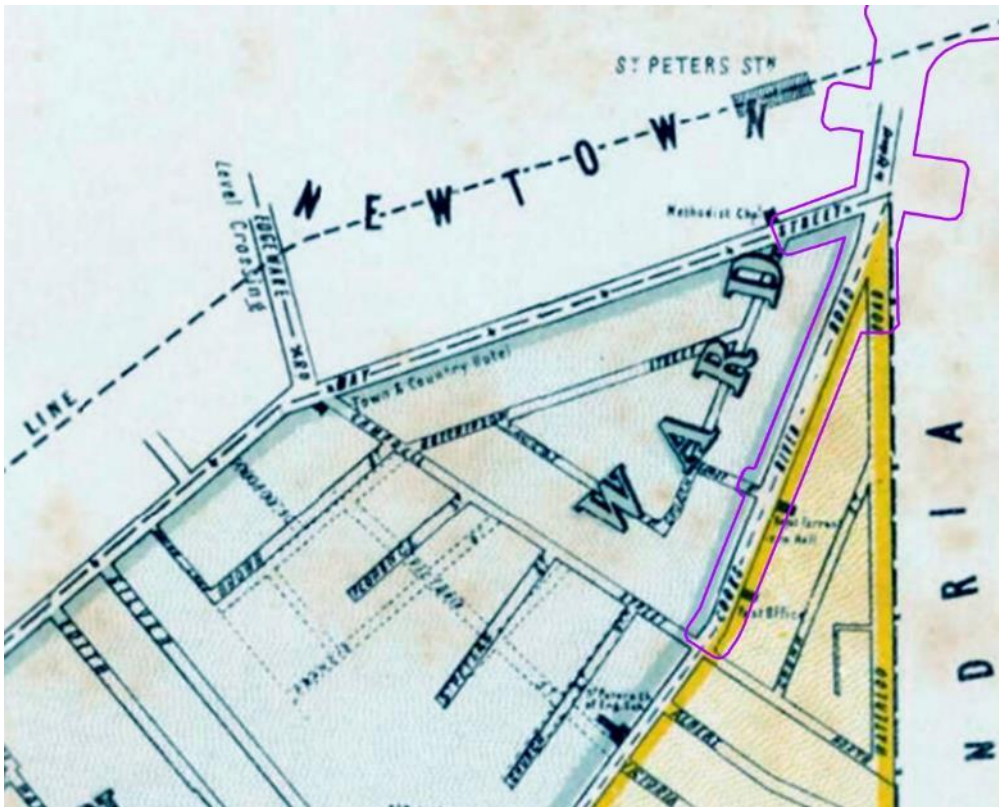


Figure 3-3: Detail of St Peters from the Parish of the Petersham map, with approximate location of the study area outlined in purple (Higinbotham 1886?)

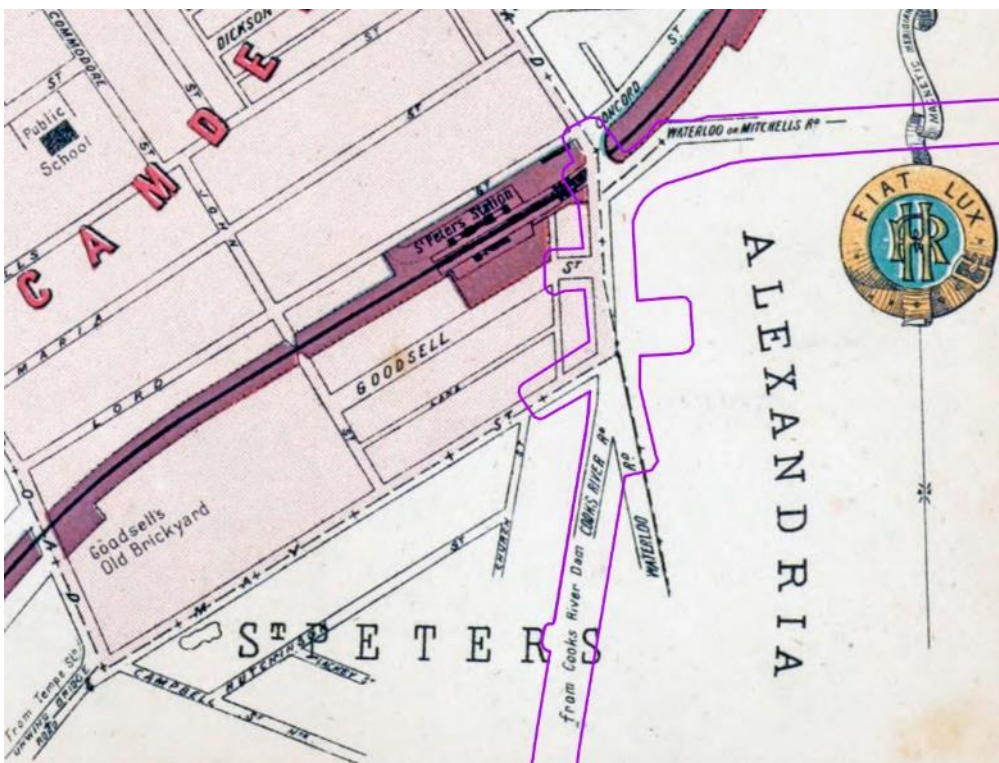


Figure 3-4: Detail of Newtown from the Parish of the Petersham map, with approximate location of the study area outlined in purple (Higinbotham and Robinson 1890s-b)

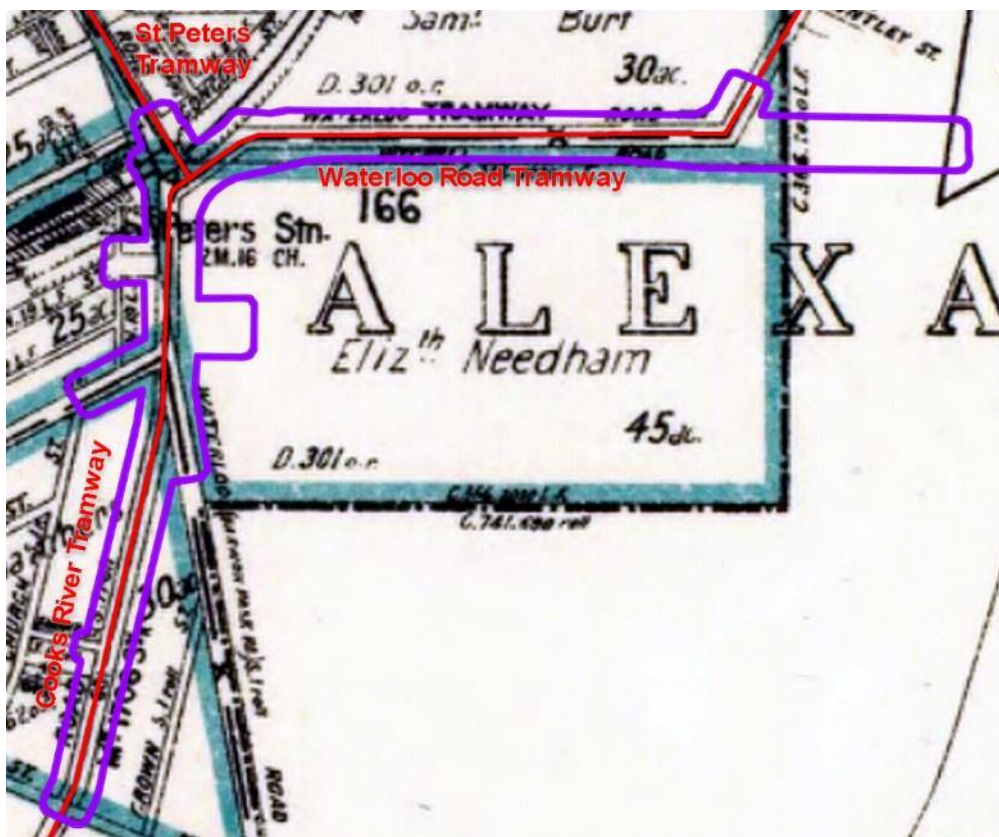


Figure 3-5: Detail of tramways in the study area from the Parish of the Petersham map, with approximate location of the study area outlined in purple (New South Wales Department of Lands 1916)



Figure 3-6: A horse-drawn tram which ran between Newtown Station and St Peters (Source: Sydney Tramway Museum)

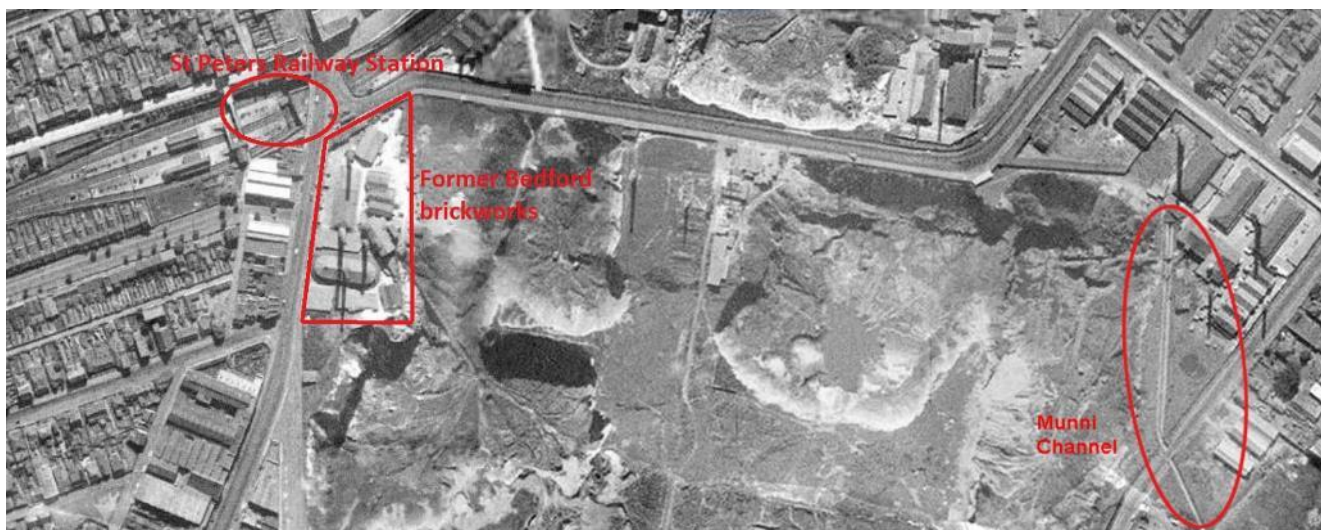


Figure 3-7: Detail of 1943 aerial of St Peters and Alexandria, showing the locations of the St Peters Railway Station, the Former Bedford Brickworks, and Munni Channel (Source: Six Maps)

By the early 1900s, both Alexandria and St Peters had become primarily industrial, although small areas of Alexandria also included housing estates during this period. The changing nature of the region during this period was due to its proximity to the railway yards and the various brickworks that had been established within St Peters and Alexandria, and within neighbouring Newtown to the north (Figure 3-7).

St Peters was known as Sydney's brickmaking centre until after World War II, when some industrial sites were no longer in operation. After World War II, these former industrial areas were transformed into parks and housing (City of Sydney 2011; Marrickville Council 2011).

The Barwon Park Road substation was built in the Interwar Art Deco style between 1939 and 1941 as a part of the Sydney County Council's expansion of the electricity network into the suburbs (Office of Environment and Heritage 2007). Another Art Deco-influenced building within the area comprises the St Peters Hotel, which is part of the King Street Retail Precinct. The hotel forms the southern part of the historical King Street Heritage Conservation Area (dating from 1870 to 1930) in Newtown (Office of Environment and Heritage 2011b; 2011c; 2012). The historical aerial imagery also shows that Munni Channel, a Sheas Creek stormwater channel, was extant at the eastern side of the brickworks site in 1943 (City of Sydney 2020, p. 35). While population increased in Alexandria from the 1990s, due to urban renewal programs, population in St Peters started to grow from 2001 as new dwellings were added to the suburb (City of Sydney 2011; Marrickville Council 2011).

3.2 St Peters Railway Station

The following history has been replicated verbatim from the St Peters Railway Station Group (SHR 01250) entry on the SHR by the (Department of Premier and Cabinet 2008):

St. Peters was named by Alexander Brodie Spark (a merchant who arrived in the colony in 1823 and built Tempe House on the Cooks River in the 1820s), after St. Peters church established in 1835 on the Cooks River Road (now the Princes Highway) around which the suburb was developed. Spark laid out a village around the church, taking the name of the church. However, development remained semi-rural until the late 19th century. A post office had been established by 1851, the borough of St Peters incorporated in 1871, and a school began operating in 1881. The discovery of vast deposits of clay in the area led to it becoming the chief brickmaking centre of Sydney.

The first section of the double track Illawarra Line from Eveleigh to Hurstville was built by the private contractors C. and E. Miller and opened in 1884. St Peters was one of the more substantial stations of the eight built in 1884 reflecting the importance of the locality for industry and residential development.

In 1887 Josiah Gentle moved the Bedford Brickworks (established 1877 in Alexandria) to St Peters (located opposite the station on land which is now Sydney Park). This was one of the most important brickworks in Sydney in the late 19th century. The brickworks continued to operate at St Peters until the 1970s.

The two brick side platform buildings at St Peters Railway Station were constructed as a large 2nd class station building (Platform 1/2) and a smaller 3rd class station building (on current Platform 3/4) with a small footbridge at the 'Down' end of the platforms.

With quadruplication of the line in 1900, brick retaining walls were built at the station side boundaries.

Plans dated 18.9.08 for "proposed extensions of platforms" show no footbridge or booking office, just two stairs from Cooks River Road (Princes Highway aka King St) accessing the two platforms.

Plans dated 1916 show the current access arrangement - a footbridge across the whole line, overhead booking office at the northern side, and another footbridge and stairs accessing the two remaining platforms. The footbridges built at this time were a haunched beam design by Dorman Long & Co. The original Platform 1/2 building was demolished in c.1925 and replaced by a standard [island] platform building.

Plans dated 1949 titled "new station buildings at street level", proposed a new station entrance building on the Princes Highway, and new access arrangements. As the current overhead booking office appears to be an extensively altered 1940s building, it is believed that when the 1949 plans did not proceed, the overhead booking office at St. Peters was either replaced or extensively upgraded at this time (though there are no plans indicating this).

The station's arrangement remained until c 1995 when the brick platform building on Platform 1/2 was demolished and replaced by the present steel framed platform canopy.

Plans dated 1999 for "Booking office modifications" show extensive alterations - re-cladding, some window relocations, and new internal fitout to the existing booking office. Also, in 1999, steel canopies built over the footbridge and the stairs to Platforms 1/2.

Today, the railway station is extant and is an operational railway station on the Eastern Suburbs and Illawarra railway line.

3.3 Brickworks

The following histories have been replicated verbatim from the *Sydney Park Brick Kiln and Chimney Precinct (Former Bedford Brickworks and Austral Brick Company Brickworks) at cnr Princes Highway and Sydney Park Road, St Peters NSW - Heritage and Structural Assessment* by Tropman and Tropman Architects (2000, p. 7):

3.3.1 Bedford Brickworks

The Bedford works occupied the present site of Sydney Park, at its northwest corner. It was a family business conducted by the Gentles, who came from England in the early 1840s.

Josiah Gentle began making bricks in the Camdenville district in 1873. He operated several local works until he established the Bedford brickworks (named after his birthplace in England) in 1893 on land first utilised by the Goodsells. The Gentle family lived at The Towers, near the Holmwood Estate, on what became, in 1890, Dickson Street. Josiah died a wealthy man and widely respected, in 1912 and left the business to his three sons. It was then valued at over 70,000 pounds.

The Bedford works, which concentrated on dry-press bricks, grew rapidly, becoming one of the largest in the area known to brickworkers as 'The Flat'. It imported two patent kilns, which according to the CMP, which were a Hoffman (sometimes written Hoffmann) Patent Kiln and a Hardy Patent Kiln. They produced common bricks in large quantities, being designed for high output and continuous firing. The patent kilns were an indication of the Bedford works' progressive policy and featured in its pictorial advertising. There were six down draught kilns, in two clusters. Since their design allowed exact control of the firing process, they produced 'specials', coloured faced bricks or, as the Bedford signage called them, 'facing bricks'. Extensive underground flues and dampers led from the kilns to the three chimneys. A fourth chimney was placed in the Hoffman kiln.

The kilns formed the majority of the building structures. Central to the production procedure was the processing plant, a two storey building with a brick base and storey post construction with corrugated iron walls. Here all processes preliminary to the operation of the kilns were carried on.

The Bedford site was fronted, on the corner of Mitchell Street and Princes Highway, by a two-storey brick office building, a more impressive structure than that usually associated with brickworks.

3.3.2 The Bedford and Austral Brickworks

The Depression of the early 1930s had a severe impact on the St Peters brickworks scene. Some operations were shut down, others underwent rationalisation. While Marrickville industry in general survived the Depression with little difficulty, brickmaking never fully recovered.

In 1933 the Gentle family succeeded at the Bedford works by the Austral Brick Company. Austral had conducted a large efficient operation since the 1880s at the corner of the Pacific Highway and Cowper Street. Its plant was similar to that of the Bedford complex and its output and labour force were larger.

The Bedford site, after a period of decline, was closed in 1970. The original Austral Brick Company site remained in operation until 1983. Meanwhile, Austral had extended its operations to a more efficient Eastwood plant and to its present headquarters at Horsley Park.

All that remains of this brickworks (Figure 3-8) now is:

- Hardy Patent Kiln and Chimney No. 2
- Hoffman Patent Kiln with semi-circular end and Chimney No. 4
- Down draught kilns No. 1 and 2 and Chimney No. 1
- Down draught kiln No. 3 and remnants of down draught kilns No. 4 and 5
- Chimney No. 3 and former processing plant site.

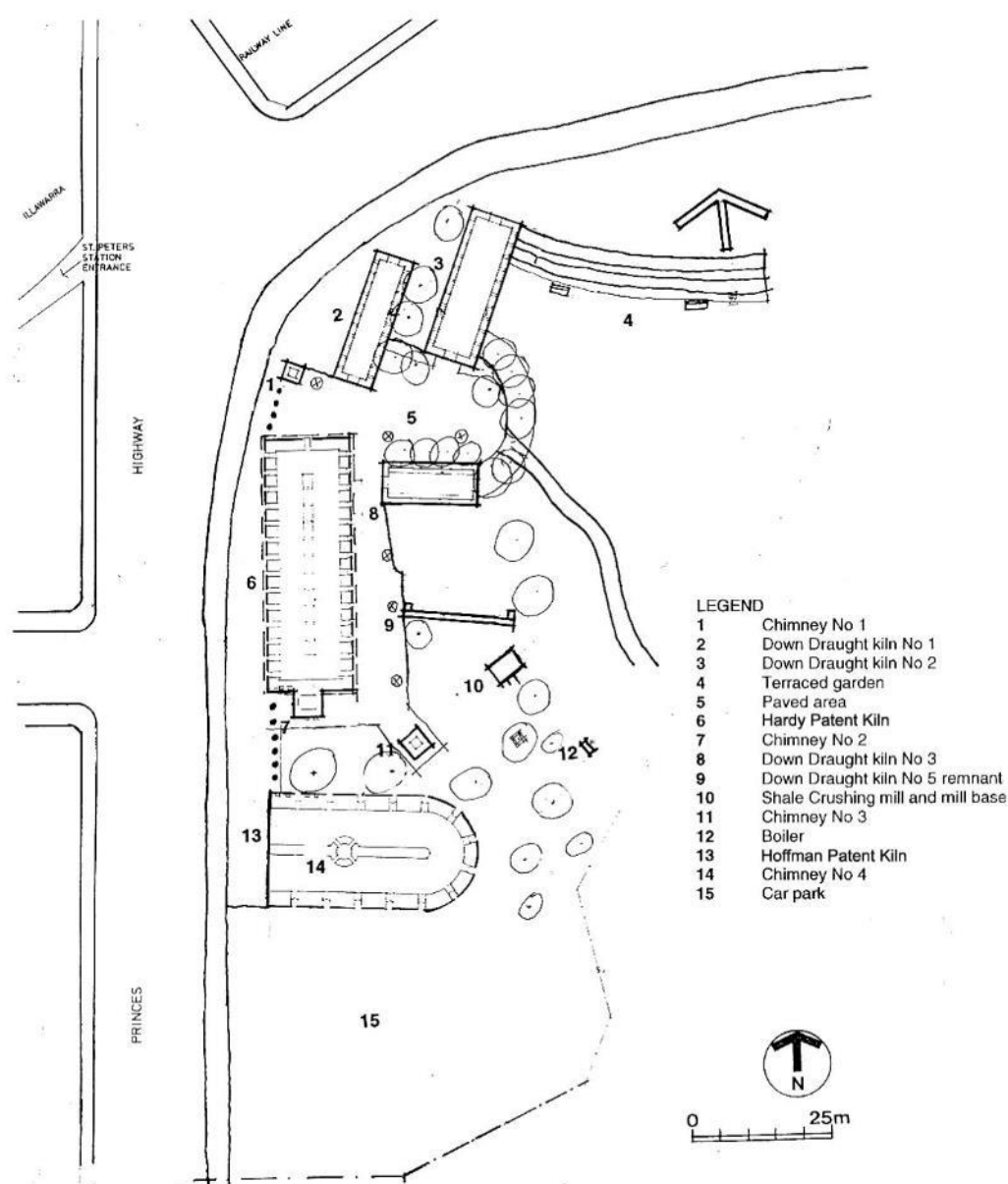


Figure 3-8: Scaled drawing of remaining features at brickworks (Tropman and Tropman Architects 2007, p. 54)

3.3.3 Changes to the Brickworks over time

Imagery of the brickworks dating to 1929 (Figure 3-9) shows that the brickworks comprised the extant Hoffman and Hardy Patent Kilns in the foreground, along with seven facing brick kilns surrounding them. Trams and tramlines are visible along both the former roadway alignments; these roadways are not on the same alignment as that of the Princes Highway and Sydney Park Road today. This drawing shows that the two moulded brick sheds and office building in the foreground have been removed, and the western end of the Hoffman kiln has been truncated to allow for the current Princes Highway alignment. These former buildings, and part of the Hoffman kiln, are situated where the King Street road corridor has since been constructed.



Figure 3-9: Letterhead for Bedford Brickworks at St Peters, 1929 (Lovell Chen 2010)

The two down draft kilns which still remain on the site today are not shown in the 1929 image. The locations and configurations of the chimneys across the brickworks (apart from the Hoffman kiln's chimney) have also changed since the drawing was produced in comparison to the locations of the extant chimneys today (Figure 3-11). The changes to these kilns and chimneys since 1929 suggest that similar modifications would have been made to the extensive underground flues and dampers network that led between these kilns and chimneys.

Historical aerial imagery shows that a number of these changes had been implemented by 1943. The Hoffman brick kiln had not yet been truncated in the 1943 imagery (Figure 3-7). There are several small buildings shown to the west of the Hardy kiln along what is in 1943 a straight roadway in the approximate location of one of the earlier moulded brick sheds, and the office building on the corner is no longer present. A single down draft kiln is present in the north of the site, but the northern facing brick kiln does not appear to be the same structure as the one depicted in 1929 due to the different orientation of the kiln building, and the location of the adjacent chimney between the four nearby down draft kilns, compared to the two down draft kilns extant to the north of the Hardy kiln today. The three facing kilns shown in the 1929 drawing were still located to the east of the Hardy kiln in 1943, as was the former Bedford brickworks factory building.

Aerial imagery shows that the Hoffman kiln was truncated by 1986, and that the change in alignment of the Princes Highway and Sydney Park Road and adjacent footpath had been completed by 1989 (NSW Government n.d.). Modern aerial imagery shows that only the buildings noted in Figure 3-8 are extant today.

3.4 Sydney Park

3.4.1 History to the 1980s

The following history has been replicated verbatim from the *Sydney Park Brick Kiln and Chimney Precinct (Former Bedford Brickworks and Austral Brick Company Brickworks) at cnr Princes Highway and Sydney Park Road, St Peters NSW - Heritage and Structural Assessment* by Tropman and Tropman Architects (2000, pp. 8-9):

The use of former industrial sites for community and recreational purposes is a well-known feature of urban renewal. Nowhere is this more evident than in the eastern and inner southwestern suburbs of Sydney. As early as 1888 Centennial Park was created from the city's second and (in part) third sources of water supply - an industrial activity. The Botany water supply became, among other things, a series of golf courses or open public spaces. A number of the Marrickville brick pits were

more recently made over into parks or sporting ovals. There is little doubt that the process will continue, given that many such sites are unsuitable for the requirements of modern industry and the community is resistant to excessive demands for additional housing land.

The formation of Sydney Park, bounded generally by the Princes Highway, Barwon Park Road, Campbell Road, Euston Road and Sydney Park Road, belongs to a well-attested tradition. That the Park has had a long and often complicated history is not an indication of any basic novelty; it is rather that the extensive land fill since 1948, the subsequent role of waste disposal up to 1976, the vagaries of land ownership and trusteeship, the problems of soil properties and land fill gas, and the varying proposals for community usage all combined to create a complex set of circumstances which have not yet been fully resolved.

Sydney Park has been considered as predominantly open space, for passive recreation. Its north-western segment, the Gentle-Bedford-Austral area, contains brickmaking remains whose preservation has long been held to be a matter of significance. In the overall scheme of things, the open and built environment have both required careful planning.

To traverse the history of the 'Sydney Park' period and its antecedents is not within the scope of these Notes. Unlike the earlier industrial history of the region, the topic has been the subject of numerous and varied reports and much public comment. It is necessary only to indicate some of the principal developments.

From 1948, infill began on the site. In the 1960's, the process became systematic as part of a regular waste disposal programme. The site, in the south-west and mid-north sections, became a facility for this purpose- the celebrated 'Tempe Tip'. In the early 1970s, with the closure of the former Bedford works, the remainder of the northern section was given over to waste disposal. The programme had ceased by 1976, although further 'passive' infill took place in the central-west section.

After several years of discussion, which revealed something of the potential of the area, the Sydney Park Steering Committee was formed. Its Charter was to plan and arrange for the development of the site. From 1980 the Committee and the work which flowed from it became the subject of widespread interest.

The Sydney Park Committee was itself the product of the NSW Government's Inner Urban Open Spaces Programme, which, by 1978, had identified St Peters, with its abandoned brick pits and opportunities for private development, as an area of special sensitivity.

South Sydney Council showed a close interest in possible developments as did the NSW Heritage Council, whose concern was especially with the preservation and demonstration of surviving brickmaking structures and machinery. There was considerable involvement from a local population who saw in the Park a whole range of opportunities for future ventures.

The outcome of this rapid rise, over three years, of interest in the possibilities for Sydney Park led to the commissioning by the Department of Environment and Planning of a Plan of Management. The Plan was prepared by Conybeare Morrison and Partners and Ove Arup. It made sweeping recommendations for the creative development of the whole site (much of which still in private ownership) based on sympathetic land use, passive recreation, the renewal of native vegetation and the retention of some of the Gentle-Bedford-Austral Brick structures and equipment. There were to be limited facilities for active recreation, an 'urban farm', a surface drainage system with some ponding and a proposal for the purchase of the 'super block' down to Campbell Road (44 ha).

The 1982 Plan proposed a series of staged developments, the first of which included the restoration of the kilns and chimneys on the Sydney Park Road and Princes Highway corner, a car park and playing field on the northeast corner near Euston Road, and a pond and landscape works in the Euston Road-Campbell Road corner.

3.4.2 Some recent developments at Sydney Park

The following history has been replicated verbatim from the *Sydney Park Brick Kiln and Chimney Precinct (Former Bedford Brickworks and Austral Brick Company Brickworks) at cnr Princes Highway and Sydney Park Road, St Peters NSW - Heritage and Structural Assessment* by Tropman and Tropman Architects (2000, pp. 9-10)

The events since the acceptance of the 1982 Master Plan have been complex. They are too numerous, and remain too incomplete, to be detailed here. Only a few require attention.

The northwest brick pit complex, contained six down draught kilns, four chimneys, two Hoffman kilns and the remains of a large processing factory. With careful Heritage Council monitoring, a retention process began. A paved area and terraced garden were constructed. Eventually, the chimneys and Hoffman kilns, three down draught kilns and the remnants of a fourth, the shale crushing mill and base and the colonial boiler were retained. All other internal fittings were removed. There was little attempt at display or interpretation. Later general surveys discussed the brickworks complex and the current OHM [OHM Consultants] fabric survey is definitive.

The OHM judgment is that the brickworks site 'is of a high social, aesthetic, landscape and technical significance and its buildings display a unique urban-based industrial site that is located because of the underlying ore body of shale clay common in this area'. These Notes endorse the OHM judgement.

Developments over the larger area, contributing to the formation of Sydney Park, proved to be slower. There were many community proposals for improvement, the gasworks site on the eastern boundary was acquired and land infill proceeded. A large strip of land directly south of Sydney Park Road was developed. But the presence of landfill gas, examined by the Public Works Department in 1987 and the assessment of the harsh growing environment (due to the poor physical and nutrient conditions of the soil cover) was confirmed. Methane gas surveys in 1989-90 produce significant results. Meanwhile Hughes Truman, Ludlow made a structural report on the old Austral Brick Co site. The result was the Land Systems (with Binnie and Partners) review and the preparation of a revised Master Plan.

The new Master Plan stressed the concept of Sydney Park as urban woodland, with passive recreational use and a system of ponds. Meanwhile ownership of the area became a matter of negotiation between the State Government and South Sydney Council. The Council took over responsibility in 1990 and decided not to dispose of any public land. While this slowed development - as had the methane gas problem and the growing variety of community responses to earlier policies - it allowed the opportunity for a more measured response. The outcome was the EDAW Plan of Management document of 1995. This adopted a philosophy of the use of the Park by the wider community with a greater scope of usages and diversity of recreation opportunities. Land management would become an educational as well as a technical issue. Site (building) conservation would focus on interpretation at associated community projects as well as on structural maintenance.

From the point of view of the brickworks site, its essential connection with its Sydney Park surroundings - a key element in its long history - was given proper recognition.

The Sydney Park Plan of Management 2014 (City of Sydney 2014) notes that Sydney Park is now used for informal and passive recreation, informal games, education and lifelong learning, and social and cultural events. It states that any further development of Sydney Park (under lease, licence or otherwise) will be consistent with the objectives of this plan, the categorisation of community land, any approved development application, and any applicable development control plan. Any use or development that would encroach on the park's open space or that is not consistent with the park's roles should be discouraged.

3.5 Heritage databases

A search of Commonwealth, State and local heritage databases was undertaken on 25 June 2020 by Caroline Seawright (Project Archaeologist, Jacobs) and on the 28 April 2021 by Keerthana Kanagalingam (Environmental Planner, Jacobs) with the following results. The heritage items within the study area are mapped in Figure 3-10.

3.5.1 State Heritage Register (SHR)

A search of the SHR identified one SHR item in the study area, detailed in Table 3.

Table 3: Items on the SHR

Item	Address	SHR ID	Distance from study area / construction footprint
St Peters Railway Station Group	Princes Highway (opposite Sydney Park Road), St Peters	01250	This item intersects with the study area and construction footprint
Alexandra Canal	Alexandria	01621	This item is adjacent to the ancillary facilities and intersects between the two

3.5.2 State Agency listings (Section 170 registers)

A search of the SHI shows two Section 170 item listed adjacent to the proposed works, as detailed in Table 4.

Table 4: Items on the s170 heritage register

Name	Address	Agency	Distance from study area / construction footprint
St Peters Railway Station Group	Princes Highway (opposite Sydney Park Road), St Peters	State Rail Authority	This item intersects with the study area and construction footprint
Electricity Substation No. 549 (#549 Barwon Park Road)	Princes Highway, St Peters	Ausgrid	This item intersects with the study area and construction footprint

3.5.3 Local heritage items

As the study area is within two local government areas (LGAs), searches of Schedule 5 of the *Sydney Local Environmental Plan 2012* (Sydney LEP 2012) and the *Marrickville Local Environmental Plan 2011* (Marrickville LEP 2011) were undertaken. Local heritage items within the study area are presented in Table 5, and heritage conservation areas in the study area are in Table 6.

Table 5: Items of local heritage significance

Item	Address	LEP and ID	Distance from study area / construction footprint
Former Brickworks Group	Sydney Park Road, St Peters	Sydney LEP, I27	This item intersects with the study area and construction footprint
Electricity substation No 549 (whole site)	Princes Highway, St Peters	Marrickville LEP 2011, I369	This item intersects with the study area and construction footprint
St Peters Railway Station Group, including interiors	King Street, St Peters	Marrickville LEP 2011, I272	This item intersects with the study area and construction footprint
St Peters Hotel, including interiors	631 King Street, Newtown	Marrickville LEP 2011, I159	This item intersects with the study area, and is immediately adjacent the construction footprint
Former St Peters Theatre Façade	672 King Street, Erskineville	Sydney LEP 2012, I614	This item intersects with the study area, and is immediately adjacent the construction footprint

Table 6: Local heritage conservation areas

Name	Location	LEP and ID	Distance from study area / construction footprint
Goodsell Estate Heritage Conservation Area	West of King Street, south of St Peters station	Marrickville LEP 2011, C16	This item intersects with the study area and construction footprint
King Street and Enmore Road Heritage Conservation Area	North of Illawarra railway line, west of King Street	Marrickville LEP 2011, C2	This item intersects with the study area, and is immediately adjacent the construction footprint
King Street Heritage Conservation Area	North of Illawarra railway line, east of King Street	Sydney LEP 2012, C47	This item intersects with the study area, and is immediately adjacent the construction footprint

3.5.4 Australian Heritage Database

A search of this database was undertaken to identify listed World, National and Commonwealth heritage items within the study area, including the WHL, NHL, CHL and RNE. There is one heritage item identified from the search; The Sydney Park AIDS Memorial Groves. This heritage item has been nominated to the NHL, but is ineligible, having been considered for nomination by two consecutive Australian Heritage Council work plans (the 'purposed priority assessment list' or PPAL) but was not included on NHL as part of the work plan. However, a nominated place ruled ineligible in this way can be re-nominated, thereupon becoming eligible again for consideration.

The NHL listing for the Sydney Park AIDS Memorial Groves notes that this heritage site comprises a commemoration of those who have died of HIV/AIDS, with the grove having been planted by those in our communities who have been most affected by the epidemic (Department of Environment and Energy 2008). As such, it is a place of importance to the community and has the potential to be re-nominated to the NHL or another heritage register.

Table 7: Items on the Australian Heritage Database

Item	Address	Listing	Distance from study area
Sydney Park AIDS Memorial Groves	Barwon Park Road, St Peters	NHL, 106068 Nomination now ineligible for proposed priority assessment list (PPAL)	This item intersects with the study area and construction footprint

3.6 Literature review

3.6.1 Tropman and Tropman Architects (2000)

Sydney Park Brick Kiln and Chimney Precinct (Former Bedford Brickworks and Austral Brick Company Brickworks) at cnr Princes Highway and Sydney Park Road, St Peters NSW - Heritage and Structural Assessment

This assessment was prepared as part of the later CMP for the Former Brick Kilns and Chimney Precinct within Sydney Park. The report contained a heritage and structural assessment, a fabric analysis, analysis of documentary and physical evidence, a structural engineering report and conservation management policies for the brick kilns and chimneys. The assessment was prepared for the Council of the City of South Sydney.

The assessment concludes that the brick kilns and their curtilage are of high historical, aesthetic, social and technical/research significance. It is representative of local brickyards built near existing clay sources and transport facilities and was a vital source of employment in the local area for generations, contributing to the development of the suburb of St Peters. A structural engineering report found that in 2000, the existing buildings and chimneys were in reasonably good condition and would be suitable for adaptive reuse where compatible with the Sydney Park Plan of Management.

The assessment contains a number of policies designed to conserve and manage the heritage values of the site. The first policy states that all sub-surface areas 'below and adjacent to the site' should be considered to have research potential.

3.6.2 Tropman and Tropman Architects (2007)

Sydney Park Brick Kilns Precinct, Cnr Princes Highway and Sydney Park Road, Alexandria - Conservation Management Plan

The CMP was prepared for the Sydney Park Brick Kilns Precinct within Sydney Park for the City of Sydney Council, based on the earlier Heritage and Structural Assessment (Tropman and Tropman Architects 2000). The report comprised an assessment of both Aboriginal and historical heritage values of the site.

The history of the Sydney Park Brick Kilns Precinct was examined, which provided a predictive statement that indicated that there is the potential for subsurface remains associated with different phases of brick production on site to remain. Earlier structures may well be discernible in the subsurface archaeological record, and there may also be subsurface evidence of the underground flues associated with the downdraught kilns and chimneys. The CMP states that '*There is low to moderate archaeological potential for the remains of previously unknown structures associated with the various phases of brick production on site*' (Tropman and Tropman Architects

2007, p. 19). There was no mapping or detailed description of the underground flue network provided in the CMP.

A visual investigation was undertaken for the remaining physical evidence within the precinct. The site contains two Patent kilns (Hardy Patent Kiln and Hoffman Patent Kiln), three downdraught kilns, four chimneys, and some building remnants. Security grilles/doors had been installed to the openings of the kilns to prevent public access to the buildings. The Hardy Patent Kiln was assessed as being generally sound, but requiring some remedial work, while the Hoffman Patent Kiln was generally in a reasonable condition. Overall, the downdraft kilns appeared to be in good condition, except for Down Draft Kiln No 3, which was in fair condition. The chimneys had all been strengthened with external galvanised steel bracing, and while they appear to be in good condition, they were not inspected during the assessment.

The existing brick kilns and chimneys were originally constructed in clusters located around a two-storey central processing plant building, which is no longer extant. Associated industrial archaeological artefacts included the shale crushing mill, mill base plate, and the boiler, which have been retained in their original positions. Unlike the location of the processing plant, the landscaped and paved areas around the extant kilns do not indicate the footprints of other missing structures, nor the original ground levels located around the kilns. Further archaeology at the site relates to the underground flue network between the kilns and the chimneys. The CMP states that the flues are located beneath the kilns, with side arms radiating to flues within the central steam chamber. However, the CMP makes it clear that the underground flue networks have not been mapped. As part of the constraints and requirements which arose from the physical and documentary evidence, further evidence may be found, particularly in relation to locating the underground flue tunnels between chimneys and kilns. The CMP noted that this new information should be taken into account when making any decisions regarding the future of the item.

Following are individual elements located on the subject site which are considered to be of heritage significance:

- All kilns and chimneys
- Remnant industrial archaeology/heritage technology including boiler, crushing mill, flues
- Views to the brick kiln precinct.

A range of constraints and opportunities were considered in the CMP, and have been addressed in the conservation management policies for the subject site and buildings. All sub-surface areas below and adjacent to the site should be considered to have archaeological potential. Generally, any new works should be carefully designed to avoid disturbance of any archaeological items located on the site and adjacent areas. In the event of any disturbance having to take place, a suitable heritage consultant or archaeologist should be engaged to assess, record and monitor the works.

In relation to works associated with the current proposal, the CMP also states that the relationship between the brick kilns and chimneys and the associated roadways should be conserved, the views and vistas to the brickworks complex should be maintained, and significant fabric should be conserved. Landscaping techniques should be considered to interpret the locations of former buildings and brickpits, and alternatives to the existing hard landscaping to the site should be investigated. The full policies are outlined in Section 8.2 of the CMP.

3.6.3 City of Sydney (2014)

Sydney Park Plan of Management 2014

This Plan of Management, which was adopted by the City of Sydney on 12 May 2014, sets out to protect the cultural heritage and ecology of Sydney Park, and to provide increased recreational, community and cultural activities for the Sydney community, from 2014 and into the future. The plan focussed on city farm concepts including farmers market; an urban ecology strategy action plan for the woodlands, wetlands and grasslands, and a new enclosed forest area with water cascades; new frog ponds and habitats for other unique wildlife; a leachate management plan to address legacy issues; improvements to the cycling centre including amenities, a learning focus area and childcare; Sydney's largest stormwater harvesting and water re-use facility – a project

co-funded by the federal government, and conservation of the Bedford Brickworks as an area of cultural significance and stabilisation works.

In terms of Sydney Park's historical heritage, the Plan noted that there was a community desire to identify, conserve and interpret the Park's heritage significance in relation to clay extraction and brick manufacturing, which is linked to the broader history of the local area and which contributed to the development of Sydney. Based on the results of the 2007 CMP (Tropman and Tropman Architects 2007), the Brick Kilns Precinct was identified as such an area of heritage significance. The Sydney Park Plan of Management provided conservation policies for the brick kilns area; the most applicable of these to the current proposal states that:

All sub-surface areas below and adjacent to the site should be considered to have archaeological potential. Generally, any new works should be carefully designed to avoid disturbance of any archaeological items located on the site and adjacent areas (City of Sydney 2014, p. 28).

In terms of future use and development of the brick kilns area, the Plan further states that 'no activity should take place which could destroy a potential archaeological resource' (City of Sydney 2014, p. 39).

3.7 Potential archaeological items

The history of the area suggests that much of the land adjacent to the study area has been occupied since the 1790s, when land grants were made available in the region. Part of what is now Sydney Park was first occupied by former convict and businesswoman Elizabeth Needham from 1796, which was subsequently taken up by the explorer, farmer and speculator, Gregory Blaxland from 1808. St Peters and Alexandria were therefore townships which were established in urban landscapes, with the township of St Peters being predominantly settled from the 1840s, and people later settling into terrace houses and cottages in Alexandria from 1868. However, by the late 1800s, the areas became predominantly industrial in nature as brickworks were established in both areas to make use of the clay beds in the region. Due to the extensive nature of the urban sprawl across the region, there is little potential for archaeological relics relating to the region's rural past to be present within the study area.

However, as identified in the background history and from the literature review, the study area also has archaeological potential in relation to the former brickworks to the southeast of the intersection of King Street and Sydney Park Road (Bedford and Austral Brickworks), and to the tramways that formerly ran along King Street, Princes Highway, and Sydney Park Road. These areas of archaeological potential are mapped in Figure 3-11 with further detail of the brickworks shown in Figure 3-12.

3.7.1 Brickworks

Information about the exact locations of the underground flue network at the brickworks are not available, and the modifications and changes to the brickworks over time (Section 3.3.3) also suggest that the current positions of the kilns and chimneys cannot be used as a guide for understanding the full extent of the historical underground flue network. There is the potential for archaeological remains associated with the brickworks to be present in both the current footpath and the current roadway adjacent to the brickworks in King Street and in Sydney Park Road (Figure 3-12) due to the removal and reduction of the brickworks and other buildings in these locations. Due to the road and footpath construction techniques that would have been used during the late 20th century in this location, it is likely that the more extensive works associated with the realignment of the roadway would have removed or disturbed the subsurface archaeology to a deeper level than that of the footpath. As such, the area of archaeological potential for the brickworks has been divided into two; one for the footpath where the archaeology is likely to be closer to the surface, and one for the roadway where the archaeology is likely to be at a deeper level under more road base/fill (Figure 3-12 and Figure 3-13).

3.7.2 Tramways

The subsurface locations of the extant tram tracks have been identified by SPA using ground penetrating radar. This information has been used to delineate the area of archaeological potential for the former tramways, shown in Figure 3-11.

3.8 Conclusion

There are ten separate heritage items intersecting with the study area, comprising the items in Table 8.

Table 8: Heritage items within the study area

Item	Address	Heritage ID
St Peters Railway Station Group	Princes Highway (opposite Sydney Park Road), St Peters	SHR 01250
		State Rail Authority s170
		Marrickville LEP 2011, I272
Electricity Substation No. 549	Princes Highway, St Peters	Ausgrid s170
		Marrickville LEP 2011, I369
Goodsell Estate Heritage Conservation Area	West of King Street, south of St Peters station	Marrickville LEP 2011, C16
St Peters Hotel, including interiors	631 King Street, Newtown	Marrickville LEP 2011, I159
Former Brickworks Group	Sydney Park Road, St Peters	Sydney LEP, I27
King Street and Enmore Road Heritage Conservation Area	North of Illawarra railway line, west of King Street	Marrickville LEP 2011, C2
Former St Peters Theatre Façade	672 King Street, Erskineville	Sydney LEP 2012, I614
King Street Heritage Conservation Area	North of Illawarra railway line, east of King Street	Sydney LEP 2012, C47
Sydney Park AIDS Memorial Groves	Barwon Park Road, St Peters	NHL 106068 Nomination now ineligible for proposed priority assessment list (PPAL)
Alexandra Canal	Alexandria	SHR 01621
		Marrickville LEP 2011, I270
		Sydney LEP 2012, 13
		Botany Bay LEP 2013, I1

Additionally, there are areas of archaeological potential in the study area including the former brickworks to the southeast of the intersection of King Street and Sydney Park Road (Bedford and Austral Brickworks), and two metres surrounding the extant subsurface tramways that formerly ran along King Street, Princes Highway, and Sydney Park Road. Elsewhere in the study area there is low potential for historical archaeology.

Alexandra Canal is located adjacent to the temporary construction facilities at Venice Street, Mascot and Burrows Road, St Peters. No construction activities would be undertaken at these locations and use of these sites would be temporary. As such, this heritage item would not be considered further in this assessment as it would not be impacted by the proposal.



Figure 3-10: Location of historical heritage places within proximity to the study area



Legend

- Railway line
- Construction footprint
- Study area
- Historic Tramlines
- Areas of archaeological potential relating to former tramways
- Area of archaeological potential relating to the Brickworks - roadway
- Area of archaeological potential relating to the Brickworks - footpath

Disclaimer:
The boundaries for the Area of archaeological potential are digitised based on available information only and may not be accurate



1:6,000 @ A4

Figure 3-11: Location of the areas of archaeological potential within proximity to the study area

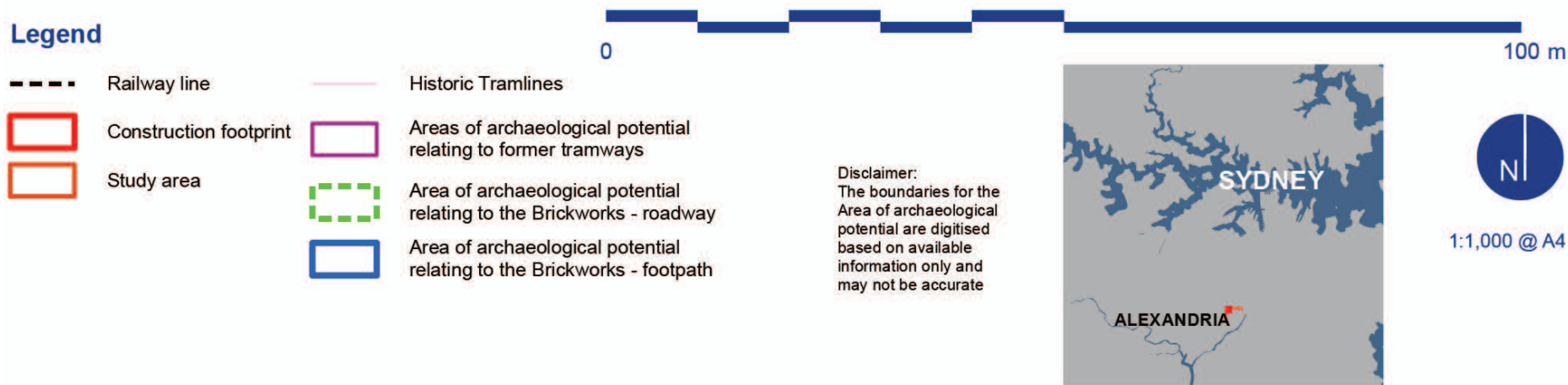
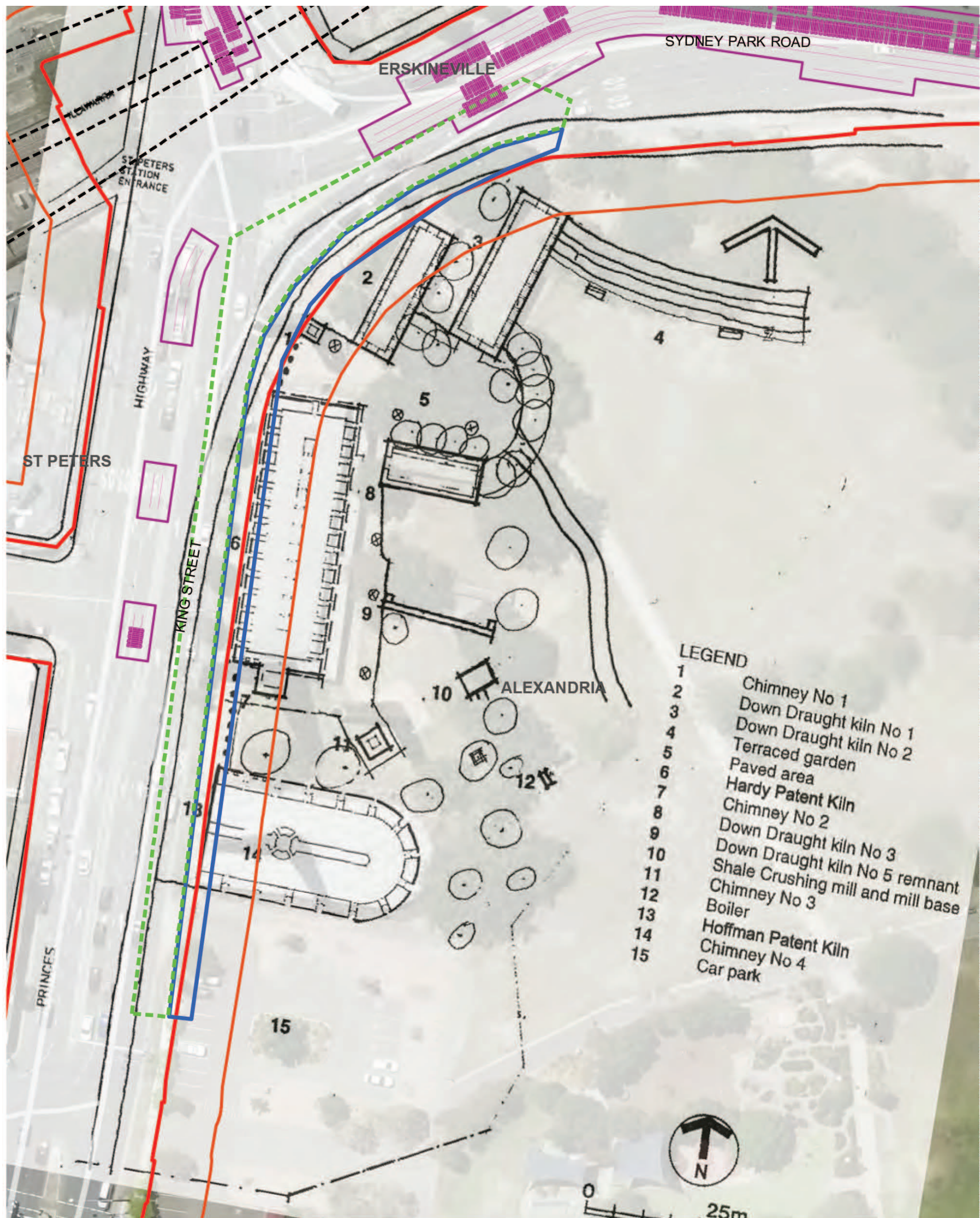


Figure 3-12: Location of the area of archaeological potential associated with the Former Bedford Brickworks

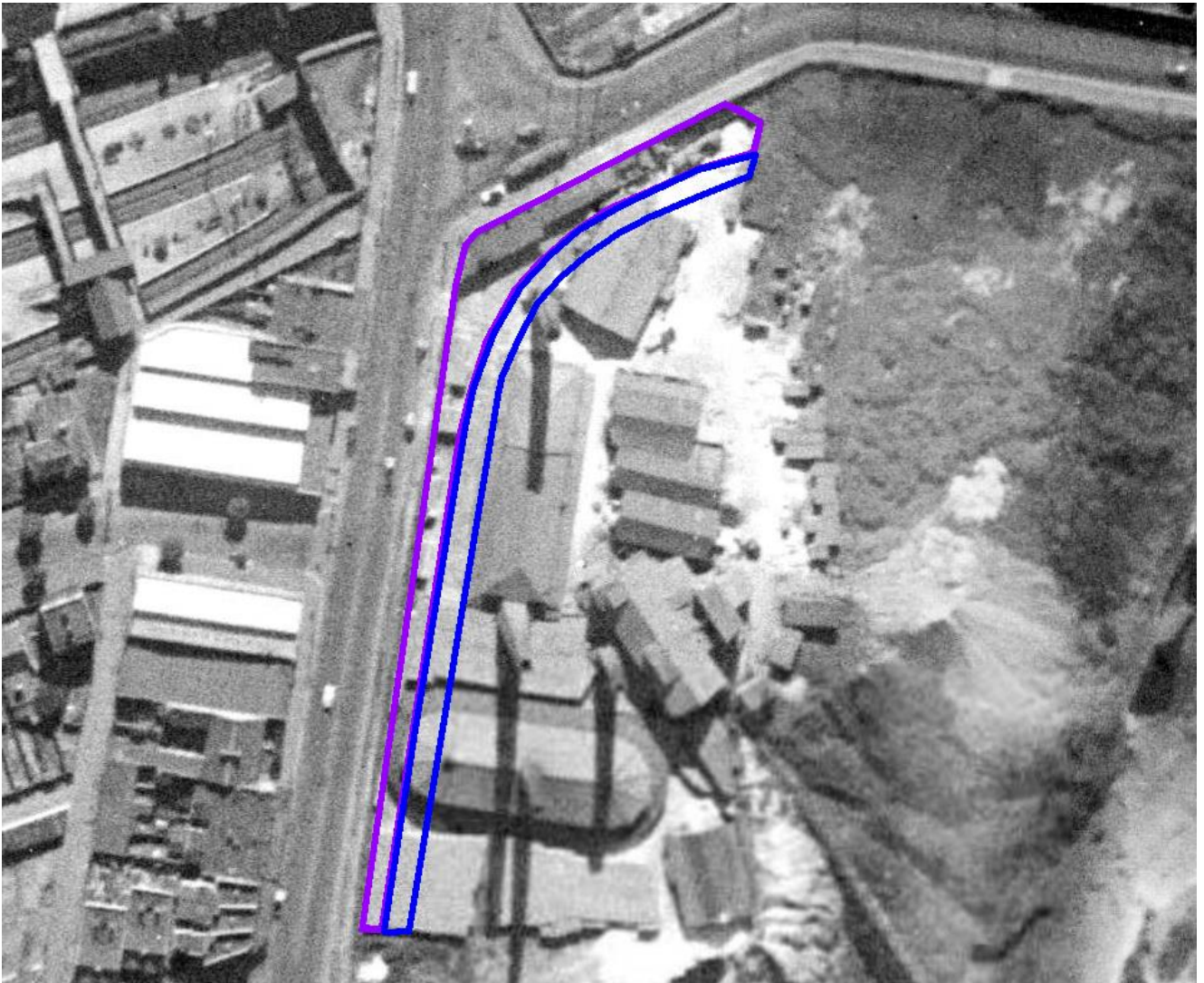


Figure 3-13: 1943 aerial imagery with the roadway (purple) and footpath (blue) areas of archaeological potential relating to the Brickworks (Source: Six Maps)

4. Site visit

A site visit was undertaken by Amna Robinson (Environmental Planner, Jacobs) and Michael Stacey (Principal Environmental Scientist, Jacobs) on 1 May 2020.

Photos of the study area (Figure 4-1 - Figure 4-30) confirm that it comprises roadways and footpaths, with associated utilities and services, and the King Street road-over-rail bridge. Buildings line the roadways along much of King Street/Princes Highway and north of Sydney Park Road, with the railway running under the King Street rail overbridge in the northwest. Sydney Park adjoins King Street/Princes Highway and Sydney Park Road.

Each of the following historical heritage places visited are within the study area, with the St Peters Railway Station, the Brickworks, Goodsell Estate Heritage Conservation Area, Electricity Substation No 549, the Sydney Park AIDS Memorial Groves heritage items intersecting with the construction footprint. St Peters Hotel, King Street and Enmore Road Heritage Conservation Area, Former St Peters Theatre Façade, and King Street Heritage Conservation Area are all outside but immediately adjacent to the construction footprint.

The majority of St Peters Railway Station (SHR 01250/State Rail Authority s170/Marrickville LEP 2011, I272) is situated within the railway cutting, with the pedestrian footbridge and upper levels of the railway station building being at ground level (Figure 4-4 - Figure 4-8). The closest portion of the railway station building is the upper level structure near Goodsell Street at the southern end of the footbridge. An apartment complex worksite is situated between the construction footprint and the railway station. However, the bridge, which is part of the listed heritage item, is within the construction footprint. St Peters Plaza, which is situated adjacent to the railway station opposite Sydney Park Road, is lined in the north by the brick walls of the St Peters Railway Station's southern retaining wall, and comprises a paved area with what appears to be a peppercorn tree. A plaque commemorating the establishment of the park by the Marrickville Municipal Council is situated at the foot of the tree (Figure 4-9 - Figure 4-10). While St Peters Plaza is not part of the SHR curtilage of St Peters Railway Station, and it not listed on any register, it is a potential heritage item whose significance is assessed in Section 5.2.10.

While the heritage boundary of the Goodsell Estate Heritage Conservation Area (Marrickville LEP 2011, C16) extends onto the closest lanes of May Street and King Street and across May Lane at its intersection with Goodsell Street, the buildings within the conservation area are all outside the construction footprint. However, the awnings of some of the buildings along King Street (Figure 4-25 - Figure 4-26), near the corner of May Street, extend across much of the footpath and are immediately adjacent to the construction footprint.

The Electricity Substation No 549 (Ausgrid s170/Marrickville LEP 2011, I369), which is immediately adjacent to the Princes Highway (Figure 4-23 - Figure 4-24), is intersected by the construction footprint. An electricity pole is situated outside the building, on the footpath between the substation and the Princes Highway.

The St Peters Hotel (Marrickville LEP 2011, I159), which comprises the closest building within the King Street and Enmore Road Heritage Conservation Area to the construction footprint, is on the footpath adjacent to the Lord and King Streets intersection (Figure 4-29 - Figure 4-30). Although the hotel has an awning, an electricity pole and traffic lights are situated outside the southeast corner of the hotel between the construction footprint and the hotel awning.

Similarly, the Former St Peters Theatre Façade (Sydney LEP 2012, I614) (Figure 4-29 - Figure 4-30), which is also within the King Street Heritage Conservation Area, is outside the construction footprint. The theatre and buildings within the conservation area are adjacent the Concord Street footpath, and although the theatre has an awning, it does not overhang the entire footpath. The traffic lights on Concord Street are situated between the construction footprint and the heritage building.

Sydney Park, which is not a listed heritage item but has been included here as it contains the Former Brickworks Group (Sydney LEP, I27) and Sydney Park AIDS Memorial Groves (NHL 106068), is situated adjacent to Barwon Park Road (Figure 4-13), King Street, and Sydney Park Road (Figure 4-14 - Figure 4-17). As with the Brickworks, the boundary of Sydney Park (including a car park on Barwon Park Road/King Street, and another off of Sydney Park Road opposite Mitchell Road) is adjacent to the construction footprint on each of these roadways, except

where it encompasses the northern part of the King Street/Princes Highway carpark. Munni Channel (Figure 4-18) is extant in the northeast section of Sydney Park, which is situated in a cutting below ground level with the channel appearing to continue underneath Sydney Park Road.

The Brickworks buildings and chimneys of the Former Brickworks Group (Sydney LEP, I27) are situated adjacent to King Street and Sydney Park Road, including several chimneys (Figure 4-19), the Hoffman Patent Kiln and the Hardy Patent Kiln (Figure 4-20 - Figure 4-22), and the two downdraft kilns. These buildings are adjacent to King Street, with a grass-covered and tree-lined nature strip, and a footpath is situated between the construction footprint and the Brickworks, except where the construction footprint within the Sydney Park carpark is immediately adjacent to the Hoffman Patent Kiln.

The Sydney Park AIDS Memorial Groves (NHL 106068) (Figure 4-15 - Figure 4-16) is within Sydney Park, to the south of the King Street/Princes Highway carpark. A grassed lawn is situated between the groves and the footpaths where the construction footprint intersects with the corner of the memorial groves. As with the Brickworks, the majority of Sydney Park is separated from the construction footprint by a nature strip, with small trees growing along most of the nature strip, and footpath.



Figure 4-1: Intersection of Barwon Park Road and Princes Highway facing south, showing roadways, utilities, street sign gantry, and BP petrol station



Figure 4-2: View of Princes Highway from Barwon Park Road facing west, showing roadways, street furniture, large gantry over the highway, and apartment complex

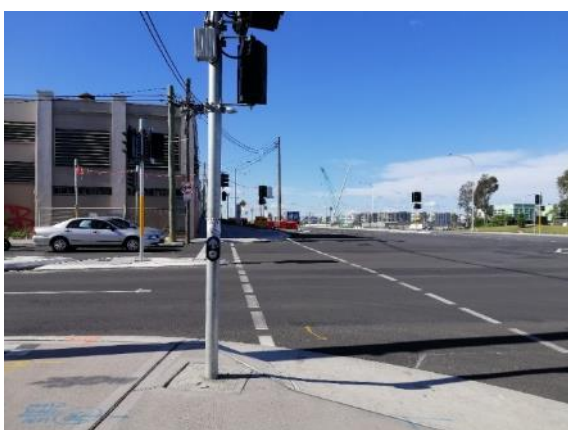


Figure 4-3: Intersection of Campbell Road and Princes Highway facing east, showing roadways, utilities, traffic lights, and industrial buildings

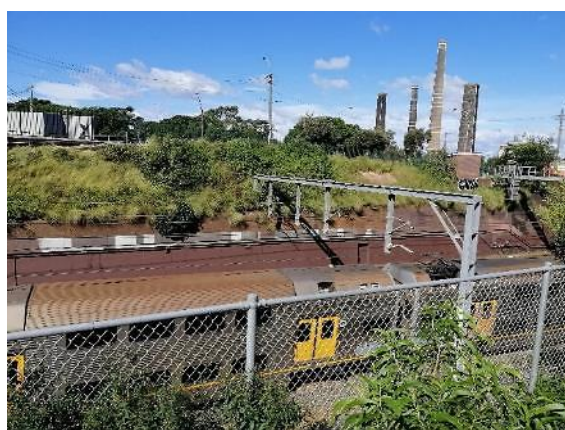


Figure 4-4: View of the King Street railway metal pedestrian bridge and adjacent railway cutting, and brickworks chimneys in the background, facing south



Figure 4-5: View facing west along Lord Street, with St Peters Railway Station footbridge and white upper level station buildings visible in background



Figure 4-6: View facing southwest at Lord Street, showing upper level of the St Peters Railway Station building and footbridge



Figure 4-7: View of the King Street rail overbridge facing east, showing the overbridge's brick wall and the bitumen-covered roadway



Figure 4-8: View east of the King Street and Sydney Park Road intersection, showing the roadway, street and traffic lights and power lines



Figure 4-9: Plaque commemorating the construction of St Peters Plaza, situated near St Peters Railway Station and overbridge



Figure 4-10: View of St Peters Plaza, with the St Peters Railway Station brick wall (part of the station's retaining wall) on the right, facing west



Figure 4-11: View of Sydney Park Road from the intersection of Mitchell Road, showing roadway, traffic lights, street lights, and adjacent buildings



Figure 4-12: View of flooding at the Sydney Park entrance facing northwest, showing Sydney Park Road, street furniture, traffic lights, and buildings in the background



Figure 4-13: View of Sydney Park from the Sydney Park AIDS Memorial Groves along Barwon Park Road, facing north



Figure 4-14: View of Sydney Park near the Sydney Park Road entry, with fenced off works area visible in the background, facing south



Figure 4-15: View of the King Street/Princes Highway carpark in Sydney Park, with the Sydney Park AIDS Memorial Groves in the background, facing southeast



Figure 4-16: View of Sydney Park with a large grass-covered area adjacent the footpath at the Sydney Park AIDS Memorial Groves, facing north



Figure 4-17: View of the pedestrian entryway to Sydney Park from Sydney Park Road, facing southwest



Figure 4-18: View of the Munni Channel from the Sydney Park Road near the northeast corner of the park, facing southeast



Figure 4-19: View of the brickworks chimneys, which are situated adjacent King Street near Sydney Park Road, from within Sydney Park, facing west



Figure 4-20: View of the truncated Hoffman Patent Kiln adjacent King Street at Sydney Park, located adjacent the King Street car park, facing north



Figure 4-21: View of the Hardy Patent Kiln adjacent King Street at Sydney Park, located opposite Goodsell Street, facing north



Figure 4-22: View between the Hardy Patent Kiln and the Hoffman Patent Kiln adjacent King Street at Sydney Park, facing south



Figure 4-23: View of the Electricity Substation No 549 adjacent to BP Station from the Princes Highway, facing east



Figure 4-24: Detail of the Electricity Substation No 549 façade taken from the Princes Highway, facing southeast



Figure 4-25: Building with awning within the Goodsell Estate Heritage Conservation Area at the corner of May Street and King Street, facing north



Figure 4-26: View of the Goodsell Estate Heritage Conservation Area from the Princes Highway, facing northwest



Figure 4-27: St Peters Hotel, within the King Street and Enmore Road Heritage Conservation Area, along Lord Street, facing northwest



Figure 4-28: View of St Peters Hotel, within the King Street and Enmore Road Heritage Conservation Area, at the intersection of King and Lord Streets, facing north



Figure 4-29: The former St Peters Theatre Façade, within the King Street Heritage Conservation Area on King Street, facing east



Figure 4-30: View of the former St Peters Theatre Façade, within the King Street Heritage Conservation Area along Concord Street, facing west

5. Significance assessment

5.1 Introduction

Before making decisions about the future of a heritage item it is first necessary to understand its heritage values. This leads to decisions that will retain these values in the future. An item will be considered to be of State (or local) heritage significance if, in the opinion of the Heritage Council of NSW, it meets one or more of the NSW heritage assessment criteria. The assessment criteria encompass the values in the *Australia ICOMOS Burra Charter*.

The significance assessments for the known heritage items, as well as the potential heritage item identified from the site visit, intersecting with the study area are provided here. These have been replicated verbatim, with any amendments highlighted in **bold**. The heritage items have been assessed against the NSW significance criteria provided in Table 9. The grading of individual elements within the heritage item of the Former Bedford Brickworks Group is based on the definitions in Table 10.

5.1.1 Significance criteria

Table 9: NSW Significance assessment criteria

Criterion	Description	Short title
A	An item is important in the course, or pattern of NSW's cultural or natural history (or the cultural or natural history of the local area)	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 cultural or natural history (or the cultural or natural history of the local area)	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/technical significance
D	An item has 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 potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)	Research potential
F	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)	Rarity
G	An item is important in demonstrating the principal characteristics of a class of NSW's <ul style="list-style-type: none"> ▪ Cultural or natural places; or ▪ Cultural or natural environments. (or a class of the local area's <ul style="list-style-type: none"> ▪ Cultural or natural places; or ▪ Cultural or natural environments) 	Representativeness

5.1.2 Grading of significance

Table 10: Gradings of heritage significance

Grading	Justification	Status
Exceptional	Rare or outstanding element directly contributing to an item's local or State heritage significance	Fulfil criteria for State or local listing
High	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance	Fulfil criteria for State or local listing
Moderate	Altered or modified elements. Elements with little heritage value but which contribute to the overall significance of the item	Fulfil criteria for State or local listing
Little	Alterations detract from significance. Difficult to interpret	Does not fulfil criteria for State or local listing
Intrusive	Damaging to the item's heritage significance	Does not fulfil criteria for State or local listing

5.2 Significance assessments

5.2.1 St Peters Railway Station Group

This significance assessment has been taken from the SHR listing. The location of the heritage item is mapped in Figure 5-1.

Table 11: Significance assessment of the St Peters Railway Station Group

Criterion	Assessment
(a) Historical significance	St Peters Railway Station is of historical significance as one of the earliest stations on the Illawarra Line and for its role in the development of the St Peters/Newtown area since 1884. Developed from 1884 to the present, St Peters Railway Station demonstrates its development over time, retaining an 1884 platform building on platform 3/4 and 1884 brick-faced platforms; brick retaining walls and overbridge (1900) and Dorman Long & Co steel footbridge and stairs.
(b) Associative significance	The steel footbridge and stairs have historical association with renowned engineering firm Dorman Long & Co which designed and manufactured these structures.
(c) Aesthetic/technical significance	<p>St Peters Railway Station, with its platform building, brick retaining walls, brick overbridge and steel footbridge and stairs is of aesthetic significance as a collection of late 19th to early 20th century railway station structures.</p> <p>The fine third-class Platform 3/4 building is of aesthetic significance as a simple late Victorian station building with awnings which demonstrate adaptability, having an original small 2 bay awning on Platform 3, and a later cantilevered awning to Platform 4 (the former street façade), demonstrating trends in Railway architecture in this time period.</p> <p>The 1914 haunched beam steel footbridge structure and stairs designed and manufactured by renowned engineers Dorman Long & Co is of aesthetic/technical significance as a well-designed engineering structure of this period and for its decorative features such as stair railings and star-patterned newel posts.</p>
(d) Social significance	The place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.
(e) Research potential	The item is not considered to have research potential.

Criterion	Assessment
(f) Rarity	The surviving interior and exterior detailing of the 1884 Platform 3/4 building and its awnings is considered rare on the Illawarra line (one of only five stations on the Illawarra line with a third-class building).
(g) Representativeness	The 1884 Platform 3/4 building is representative of 1880s railway station platform building design, being a standard third-class platform building. It is very intact, including interiors. The 1914 footbridge is one of a number of examples of Dorman Long & Co steel footbridges of this period on the Illawarra Line (other example at Erskineville).

Integrity and Intactness

The Platform 3/4 building is remarkably intact including its interior. The footbridge has been re-decked but is otherwise intact. The station as a whole lacks integrity due to the loss of the Platform 1/2 building.

Statement of significance

This is a good example of a standard early second-class building and forms part of a group of structures in the area that indicate the early history of the station. It also demonstrates adaptability with the original small 2 bay awning on one face and the later cantilevered awning to the rear or former street façade of the building. It is the last remnant at the site of the early period of railway development

Brick retaining walls are a significant part of the heritage as the railway builders sought to locate lines in restricted space without resuming too much property.

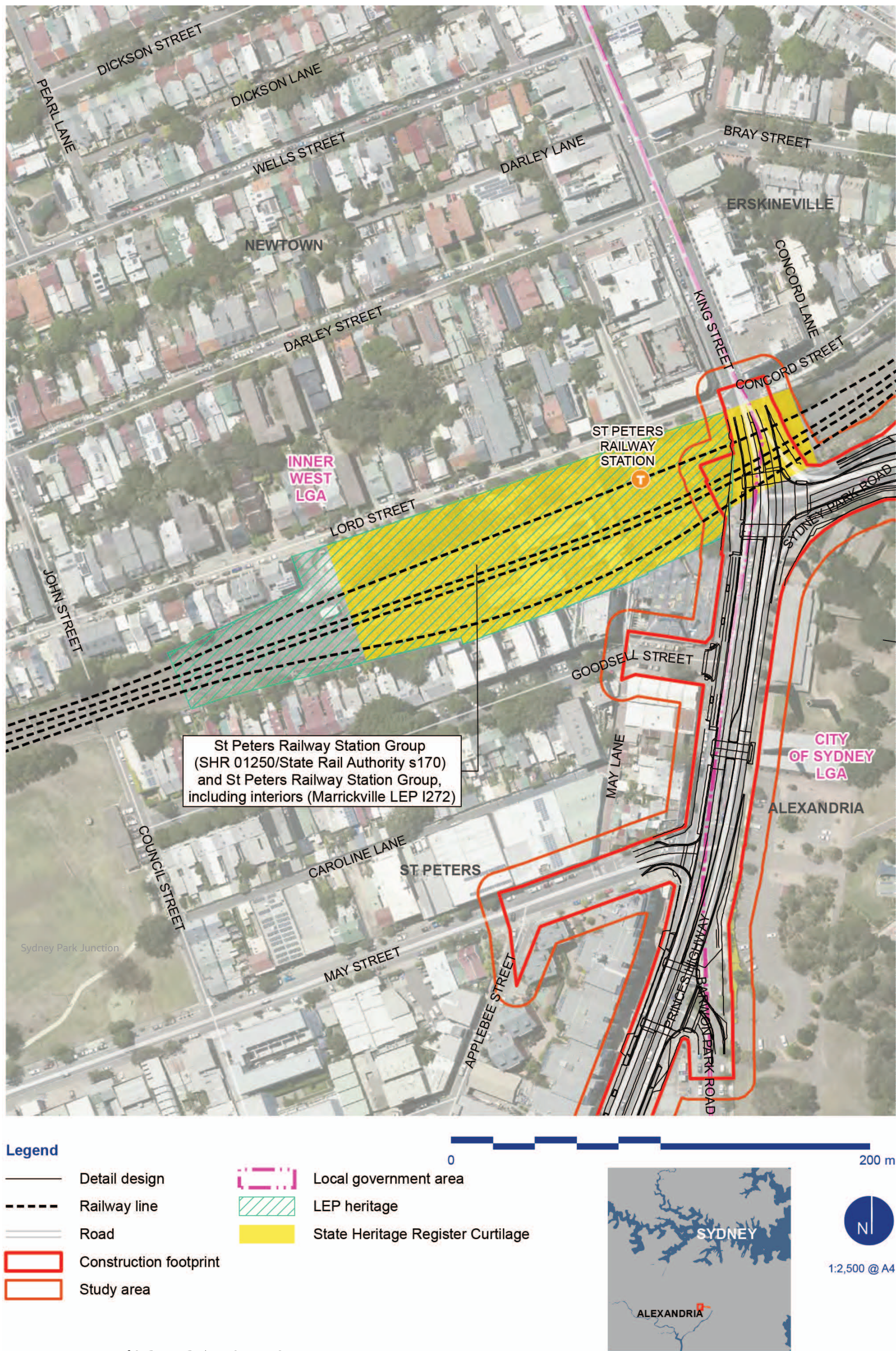


Figure 5-1: Location of St Peters Railway Station Group

5.2.2 Electricity Substation No. 549/#549 Barwon Park Road

This significance assessment is based on the SHI entry for the item. The location of the heritage item is mapped in Figure 5-2.

Table 12: Significance assessment of the Electricity Substation No. 549

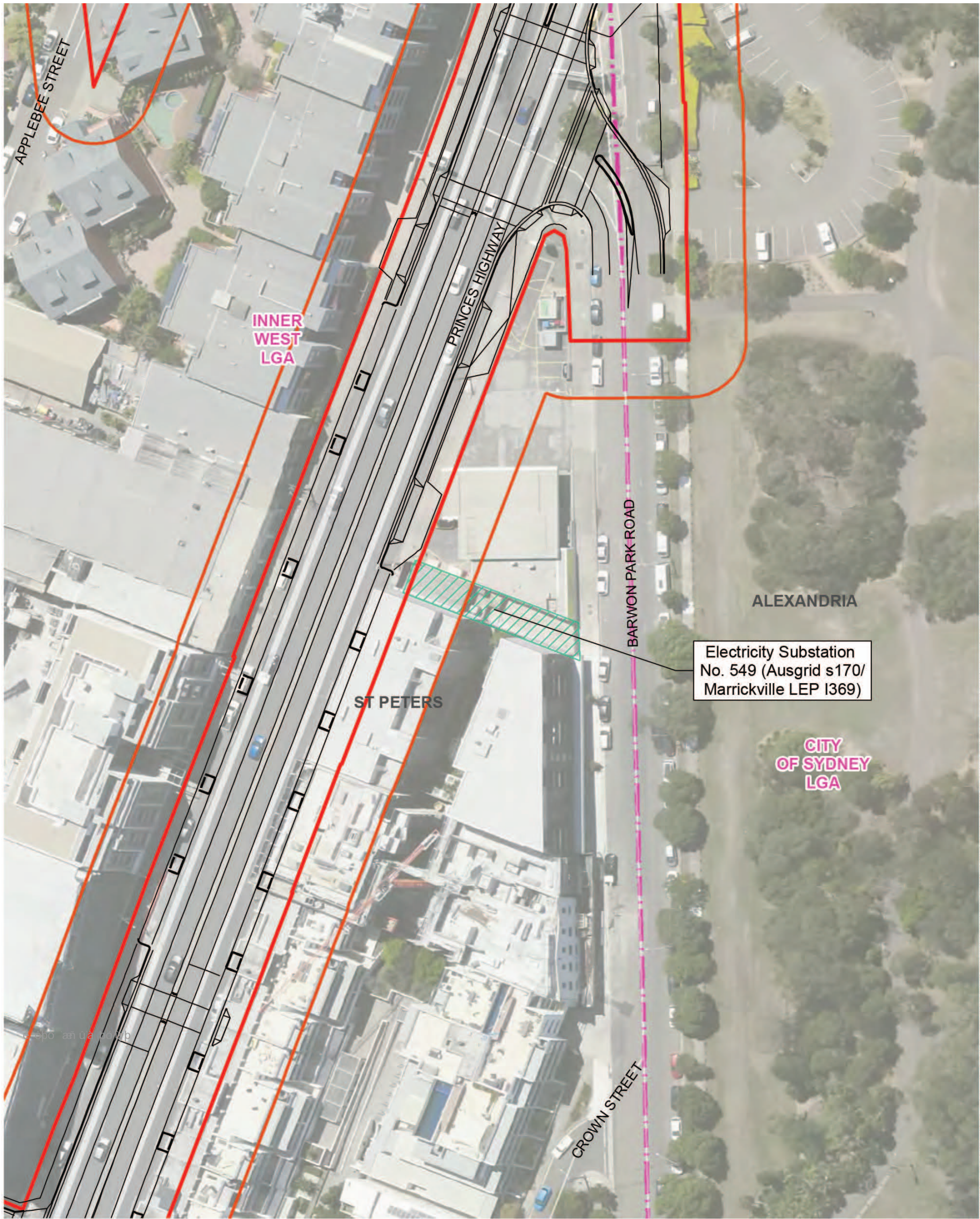
Criterion	Assessment
(a) Historical significance	Constructed in c. 1939, this item is considered historically significant as evidence of the expansion of the electricity network into Sydney's suburbs.
(b) Associative significance	The item has no known significant associations and therefore does not fulfil this criterion.
(c) Aesthetic/technical significance	The Barwon Park Road substation is an externally intact example of an Interwar purpose-designed and built substation. It is a face-brick structure with a large central plant access door surmounted by a projecting corbelled lintel flanked by a smaller features Art Deco decorative motifs.
(d) Social significance	There is no known social significance attached to this item.
(e) Research potential	There is no research potential attached to this item.
(f) Rarity	This item is not considered rare.
(g) Representativeness	The item is considered to be typical in scale, function and technical arrangement to other distribution substations.

Integrity and intactness

The item is mostly intact, however with some internal modifications.

Statement of significance

The Barwon Park Road substation is an externally intact example of an Interwar purpose-designed and built substation which features Art Deco decorative motifs. It is an example of the substations constructed by the Sydney County Council as part of the continued expansion of the electricity network into the suburbs.



JACOBS NSW SPATIAL - GIS MAP file : J:\IE\Projects\04_Eastern\IA216700\04_Technical\SHB_GIS\Directory\Templates\Figures\KSG_REF\Specialists\NonAbHeritage\IA216710_KSG_NAH_F003_ElectSubstation_R3.mxd | 18/06/2021

Legend

- Detail design
- Railway line
- Road
- Construction footprint
- Study area
- Local government area
- LEP heritage



Figure 5-2: Location of Electricity Substation No. 549

5.2.3 Goodsell Estate Heritage Conservation Area

This significance assessment has been taken from the SHI listing for the item. The location of the heritage item is mapped in Figure 5-3.

Table 13: Significance assessment of the Goodsell Estate Heritage Conservation Area

Criterion	Assessment
(a) Historical significance	The Goodsell Estate Heritage Conservation Area is historically significant for demonstrating the principles and patterns of Marrickville's development from Colonial to contemporary eras. The Marrickville area contained many brick and pottery works. Frederick Goodsell's Steam Brick Factory and pit, located in the HCA, was, Sydney's first full steam-powered brickworks and the leading producer of its period (1869 onwards). The footprint of Camdenville Park overlays the site of the brickworks and the surviving terrace facing May Street was built by Goodsell and occupied by brickmakers. The Area is historically significant for the pattern of the built forms in the area that has responded to the progressive release of land for development. The terrace groups in the area were built after successive land releases and demonstrate the patterns of subdivision and development in the Marrickville area.
(b) Associative significance	-
(c) Aesthetic/technical significance	The Area is aesthetically significant for its narrow and dense streetscape development that establishes a tightly described street wall which creates a sense of intimacy and privacy within the area. It is also significant for its 19th and early 20th Century terraces, cottages and houses (detached and semi-detached) including several highly cohesive groups.
(d) Social significance	-
(e) Research potential	-
(f) Rarity	-
(g) Representativeness	The area is representative of the range of modest housing available to the Victorian worker and is significant for demonstrating the evolution of the terrace typology in Marrickville throughout the second half of the 19th Century to its final form before being superseded by the suburban cultural landscape.

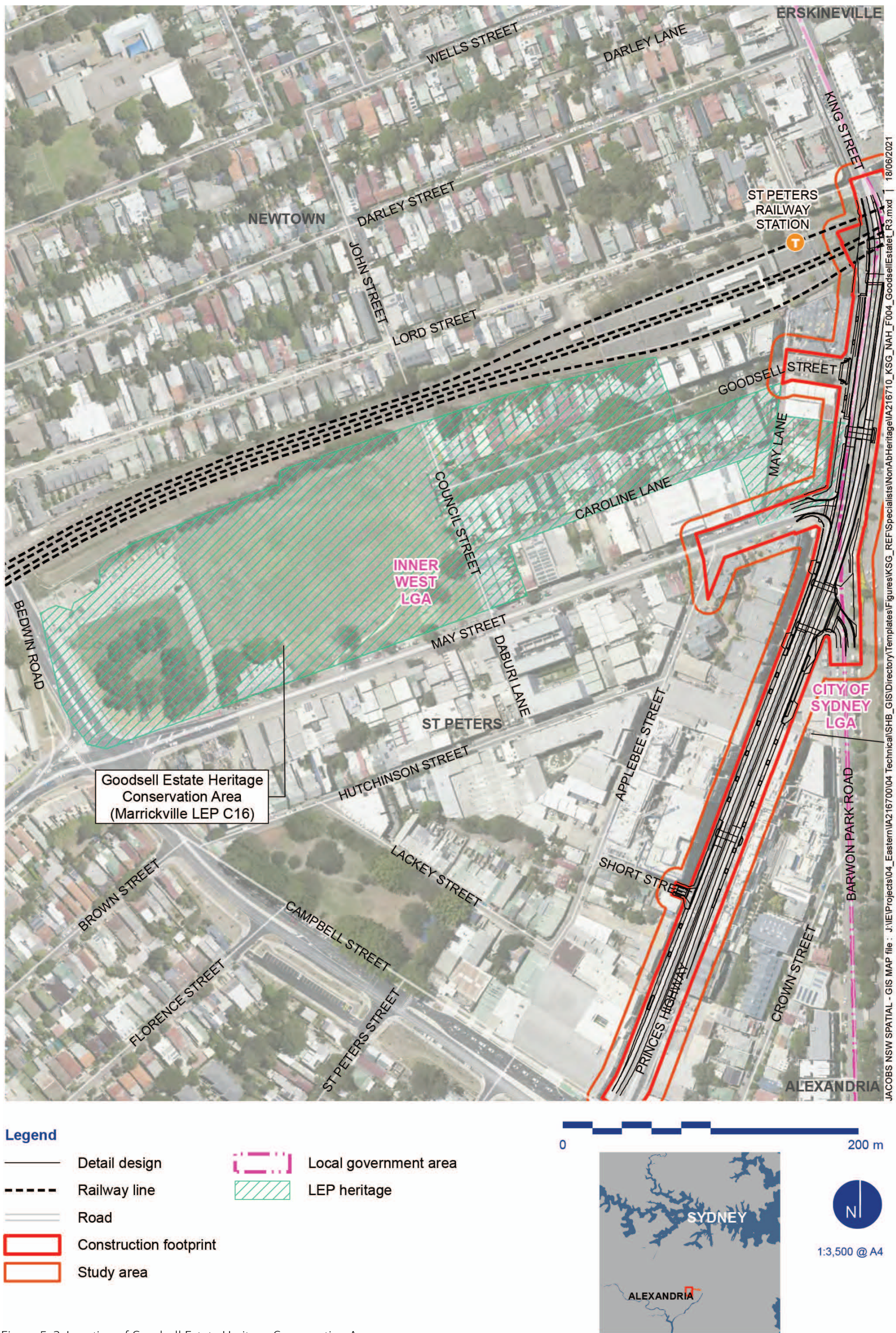
Integrity and Intactness

The area has a high degree of intactness.

Statement of Significance

The Goodsell Estate Heritage Conservation Area is historically significant for demonstrating the principles and patterns of Marrickville's development from Colonial to contemporary eras. The Marrickville area contained many brick and pottery works. Frederick Goodsell's Steam Brick Factory and pit, located in the HCA, was, Sydney's first full steam-powered brickworks and the leading producer of its period (1869 onwards). The footprint of Camdenville Park overlays the site of the brickworks and the surviving terrace facing May Street was built by Goodsell and occupied by brick makers. The Area is historically significant for the pattern of the built forms in the area **that** has responded to the progressive release of land for development. The terrace groups in the area were built after successive land releases and demonstrate the patterns of subdivision and development in the Marrickville area. The Area is aesthetically significant for its narrow and dense streetscape development that establishes a tightly described street wall which creates a sense of intimacy and privacy within the area. It is

also significant for its 19th and early 20th Century terraces, cottages and houses (detached and semi-detached) including several highly cohesive groups. The area is representative of the range of modest housing available to the Victorian worker and is significant for demonstrating the evolution of the terrace typology in Marrickville throughout the second half of the 19th Century to its final form before being superseded by the suburban cultural landscape.



5.2.4 Former Bedford Brickworks Group Including Chimneys, Kilns and Grounds

This significance assessment has been taken from the SHI listing for the item, with the full significance assessment from the CMP by Tropman and Tropman Architects (2007) added in **bold**. The location of the heritage item is mapped in Figure 5-6.

Table 14: Significance assessment of the Former Bedford Brickworks Group

Criterion	Assessment
(a) Historical significance	<p>The Brickworks site is a significant component of one of Sydney's oldest and most important industries. It retains sufficient material and occupies an appropriate site to present clear evidence of the operation of the site as a brickworks. The Brickworks provided vital employment in the St Peters district for several generations and contributed largely to the construction of the district itself.</p> <p>The Brickworks site is a significant component of one of Sydney's oldest and most important industries. It is demonstrative of the building industry in the Sydney area through the 19th and 20th Centuries. The site, with its remnant kilns, is representative of the techniques used in making and firing different types of bricks for various uses.</p> <p>Due to the retention of much of the building fabric of the place, the site is able to be interpreted as a brickworks and retains sufficient material to present a clear indication of the working of the site. The former Bedford-Austral brickworks was one of the state's largest and became the longest in operation in New South Wales' history.</p>
(b) Associative significance	<p>The site has general past association with the industrial development of St Peters and South Sydney and with the local working community. Present associations with the local community who are users of Sydney Park.</p> <p>The former brickworks site is associated with significant brickmaking companies in Australia including Bedford and Austral bricks. This site was established and operated by Josiah Gentle and his family, a prominent Sydney brickmaker and local philanthropist. Bricks from the Bedford brickworks were highly sought after for their quality, colour and range of shapes, especially those produced in the downdraught kilns. Many houses and apartment buildings in Sydney's eastern suburbs used bricks manufactured in the Bedford yard.</p>
(c) Aesthetic/technical significance	<p>The site and its structures, particularly the former brickworks chimneys, are landmarks which can be viewed from a number of locations and contribute to the King Street and Sydney Park Road streetscapes. The site constitutes an architectonic feature of Sydney Park that reinforces its visually distinctive urban man-made character. The robust materials contribute to the interpretation of the history and former uses of the site and park, and generally to the interpretation of the industrial context. The Brickworks, in its Sydney Park setting, reveals the relationship between several types of industrial activity and between the structures and the urban open space.</p> <p>The former Bedford-Austral brickworks is aesthetically distinctive and is a local landmark in the St Peters/Alexandria skyline. The kiln structures, hardy patent kiln roof / awnings and chimneys in particular, form a distinctive landmark in the area; an image of the site was used as the former South Sydney Council logo.</p> <p>Despite some loss of building fabric due to the widening of King Street and the creation of Sydney Park, the site still retains its integrity. The former Bedford-Austral brickworks is possibly the best surviving example of a brickworks site during the 19th-20th Centuries (1880-1980) and is now a rare surviving example of such a site.</p>

Criterion	Assessment
(d) Social significance	<p>Socially significant due to association with Bedford Brickworks and with the Austral Brick Company who employed an important specialised labour force.</p> <p>The Brickworks has a high degree of social significance because it formed a vital component of the labour force of the St Peters district for several generations and contributed largely to the construction of the district itself.</p>
(e) Research potential	<p>The entire site constitutes a good example of a local brickworks built taking advantage of the adjacent clay pits, railway facilities and major transport routes, and industrial practises common at the time of the Brickworks' operation. Its layout and arrangement of buildings and items contribute to the interpretation of the various brick-making processes. Its associated industrial items and artefacts contribute to the interpretation of former uses and technologies at the site. These include but are not limited to industrial items, original signage, industrial artefacts (shale crushing mill, boiler, other machinery parts from the processing plant building (currently located at the site of Down Draught Kiln No. 2)). Significant archaeological remains may be assumed to exist underground.</p> <p>The south-east corridor of Sydney has been likened to the industrial Midlands in Great Britain which was the cradle of Britain's Industrial Revolution. Alexandria was said to be the 'Birmingham of Australia' and the district known for the multiplicity of engineering and manufacturing plants. (Ringer 2007:3)</p> <p>The former Bedford-Austral brickworks is a rare surviving example of a brickworks site. It has potential to yield further industrial archaeological information, such as the location of flues etc underground and the operation of the kilns.</p> <p>The former brickworks is also an important reference site with the ability to demonstrate the processes involved in a brickworks to the general public/school groups etc.</p>
(f) Rarity	<p>The item is not considered rare.</p> <p>The site is a rare extant and largely intact example of an early brickworks site in the Sydney area. It is the only surviving example of its type in the St Peters/Alexandria block that was once dedicated to this industrial use with a number of brickworks being located on the site and in the general vicinity. The site is also rare in Sydney; many other sites have been demolished or allowed to decay and incorporated into housing developments (e.g. Eastwood, Granville, Brookvale). Though there are no remaining brick pits on the subject site, there are brick pit land forms associated with adjacent brickworks still evident further along the Princess Highway in St Peters.</p> <p>The site retains high integrity and has the ability to demonstrate the processes involved in the production of different types of bricks.</p>
(g) Representativeness	<p>The item is representative of brickworks operating in southern Sydney from the late 19th century.</p> <p>The former brickworks is held in high esteem by the local community and is a local landmark feature in the area. It is a rare surviving example of a brickworks that is surprisingly still largely intact (when decommissioned, brickworks were normally demolished). The different types of kilns extant at the site are demonstrative of changes and advances in brickmaking technology, and are representative of the different types of kilns used to produce different types of bricks.</p>

Integrity and Intactness

The group is largely intact.

Statement of Significance

The Bedford Brickworks site is a significant component of one of Sydney's oldest and most important industries. It retains sufficient material and occupies an appropriate site to present a clear indication of the working of the site. The Brickworks formed a vital component of the labour force of the St Peters district for several generations and contributed largely to the construction of the district itself. The Brickworks, in its Sydney Park setting, reveals the relationship between several types of industrial activity and between the structure and urban open space.

The entire site constitutes a landmark that contributes to the stark industrial character of the streetscape. Significant views and vistas that contribute to enhance the significance of the site include the views and vistas along **King Street**; along Sydney Park Road; to the site from Sydney Park hills, and from Sydney Park Road to the city to the north and to Sydney Airport to the south.

The former Bedford-Austral brickworks and surviving contextual setting have high historical, social, aesthetic and technical significance to the State of New South Wales.

The former Bedford-Austral brickworks has exceptional significance to the State of New South Wales as one of the earliest brickworks in St Peters/Alexandria that defined the industrial use of the area and greatly contributed to the building industry of Sydney and beyond. The former brickworks, with its extant chimneys, kilns and machinery, continues to be a landmark and a focus in the St Peters/Alexandria skyline and as part of the cultural landscape of Sydney Park.

The former Bedford-Austral brickworks is a highly significant rare example of an early brickworks site that is still reasonably intact and retains good integrity. Its industrial architectural quality, its setting and its connection with the St Peters community and important brickmaking companies of Australia make it a site of great importance.

5.2.4.1 Graded zones of significance

The ranking of heritage significance of individual elements of the brickworks is provided in Table 15. This assessment comes from the CMP by Tropman and Tropman Architects (2007, pp. 72-74) (see Figure 5-4 and Figure 5-5). Please note that the gradings from Table 10 have been used in place of the older categories used in the CMP.

Table 15: Gradings of heritage significance of elements of the Former Bedford Brickworks Group

Element	Grading
Views and vistas along King Street and Sydney Park Road	Exceptional
Views and vistas to and from Sydney Park	Exceptional
Streetscape character formed in association with the surrounding structures and Sydney Park	Exceptional
Exterior open spaces	Exceptional
Associated industrial items and artefacts (the shale crushing mill and mill base, and the boiler)	Exceptional
Industrial context including layout, small scale, arrangement of buildings, construction technique, use of robust materials, etc	Exceptional
Chimney No. 1	Exceptional

Element	Grading
Down Draught Kiln No. 1	Moderate-High
Down Draught Kiln No. 2	Moderate-High
Terraced Garden	Little
Paved area	Little
Hardy Patent Kiln	High-Exceptional
Chimney No. 2	High-Exceptional
Down Draught Kiln No. 3	High-Exceptional
Down Draught Kiln No. 5 remnants	High-Exceptional
Shale crushing mill and mill base (associated with the former processing plant)	Moderate
Chimney No. 3	Exceptional
Boiler (associated with the former processing plant)	Moderate
Hoffman Patent Kiln	High-Exceptional
Chimney No. 4	Exceptional
Car park	Intrusive

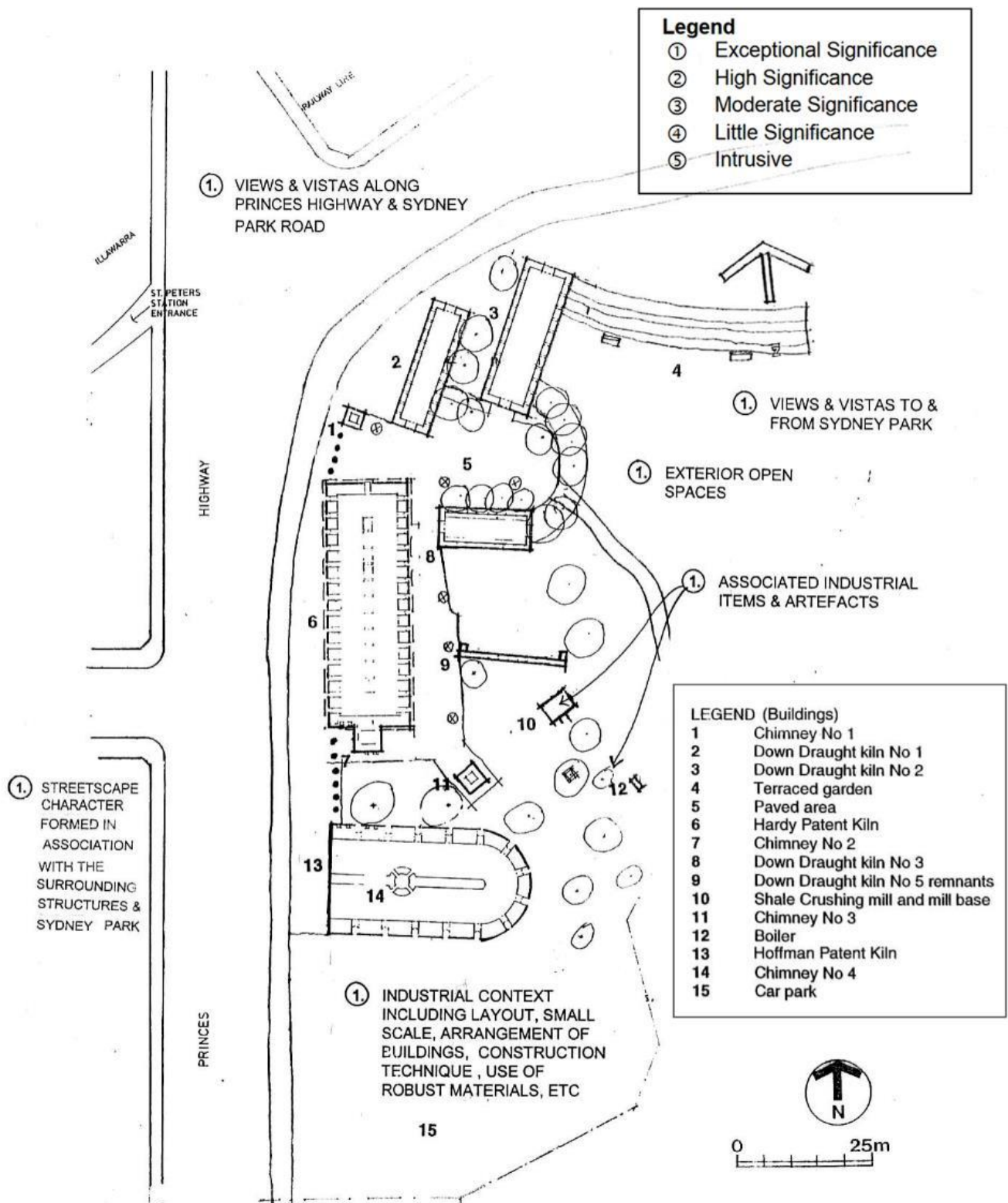


Figure 5-4: Levels of heritage significance of aesthetic elements at the Former Bedford Brickworks Group (Tropman and Tropman Architects 2007, p. 73)

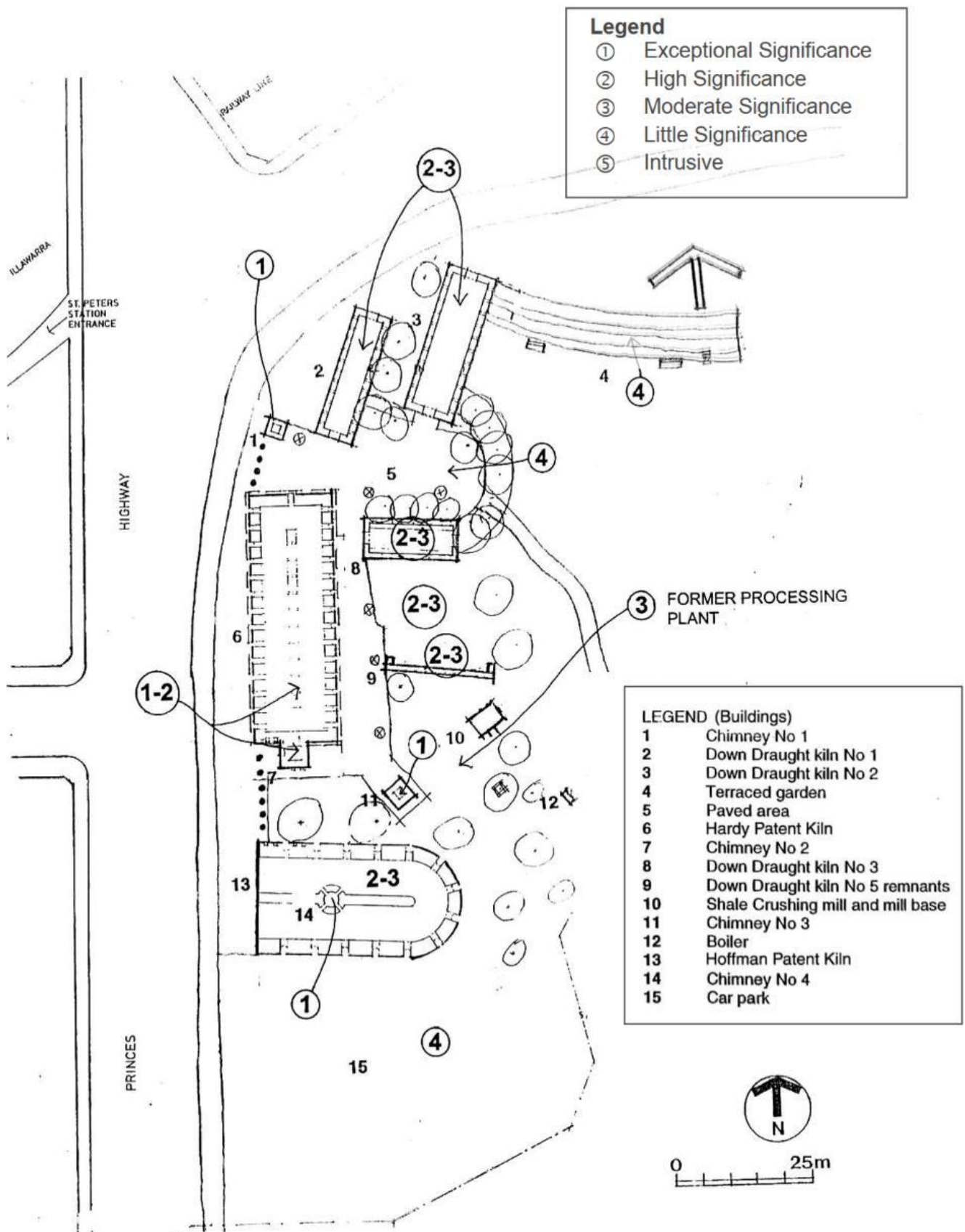
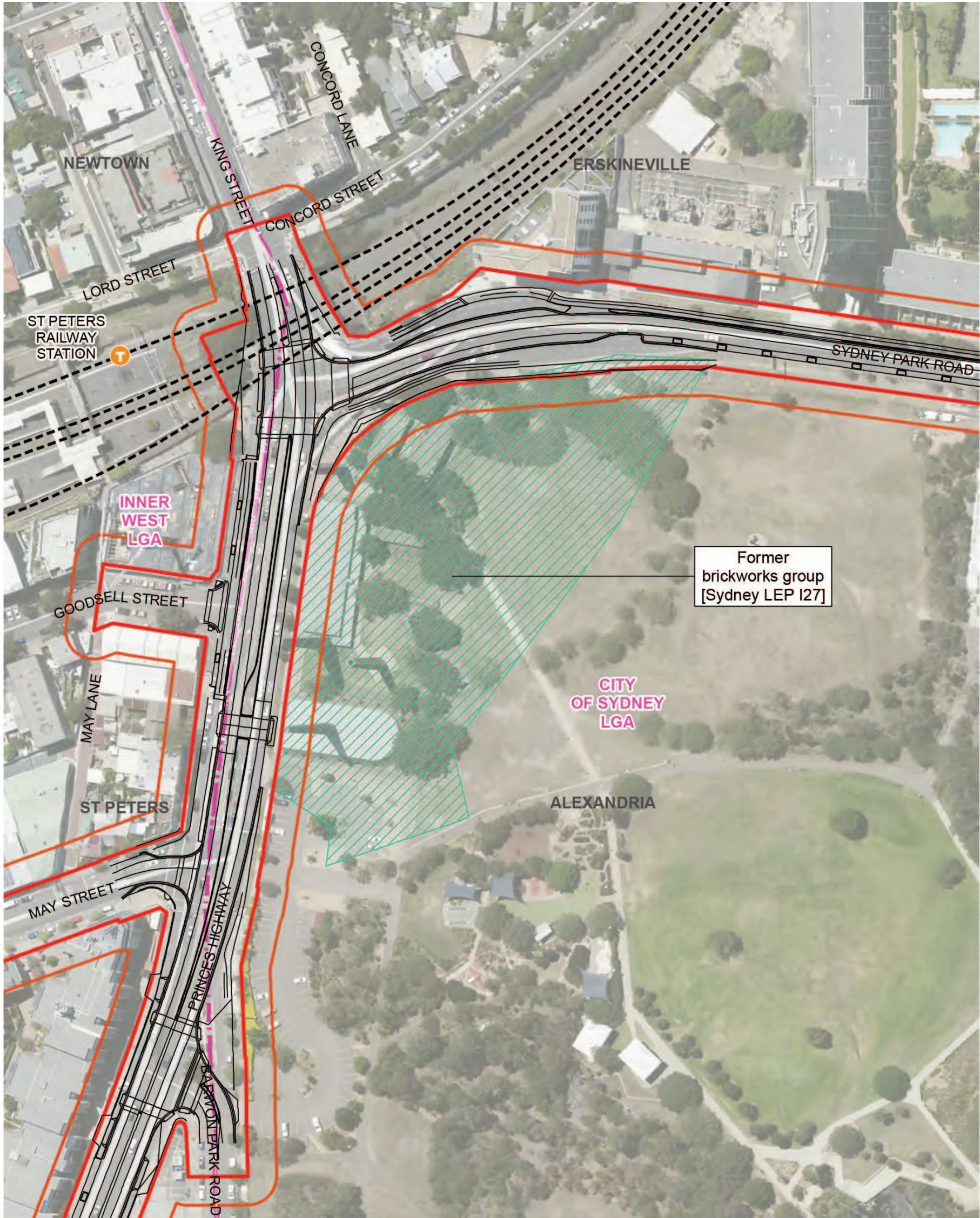


Figure 5-5: Levels of heritage significance of elements at the Former Bedford Brickworks Group (Tropman and Tropman Architects 2007, p. 73)



Legend

- Detail design
- Railway line
- Road
- Construction footprint
- Study area
- Local government area
- LEP heritage



Figure 5-6: Location of Former Bedford Brickworks

5.2.5 Sydney Park AIDS Memorial Groves

While the Sydney Park AIDS Memorial Groves is not currently registered on the NHL, this significance assessment is based on the Australian Heritage Database listing for the item. The location of the heritage item is mapped in Figure 5-7.

Table 16: Significance assessment of the Sydney Park AIDS Memorial Groves

Criterion	Assessment
(a) Historical significance	-
(b) Associative significance	-
(c) Aesthetic/technical significance	The Groves and Reflection Area combine aesthetic, spiritual and cultural associations in commemorating with permanence the devastation caused during the worst years of the AIDS epidemic in Australia from 1983 onwards. The place consists of a series of groves of Australian native trees and shrubs and bushes stretching from the western side of the Park and running south and east down towards the wetlands near the eastern boundary of the park. The Reflection Area is on a slope above the groves and looks out on them in all directions.
(d) Social significance	Individuals who were carers of people with HIV/AIDS felt the need for a living memorial to those who had died from the disease, so Council was approached to set aside a section of this new park project for this purpose. Council agreed. At the time the Council was organising three plantings a year in order to accelerate growth of trees. As of 2008, the memorial grove comprised 33 plantings and planted over 8,000 trees and commemorated over 1,200 people. It is unique in that the Groves exist because they were planted by those in our communities who have been most affected by the epidemic – partners, family, friends, Carer Support Network carers, associates, government instrumentalities and the community at large.
(e) Research potential	-
(f) Rarity	-
(g) Representativeness	-

Integrity and intactness

The site is maintained by Sydney City Council as it has a Plants and Trees Nursery next to the site of the Groves, and currently is in very good condition.

Statement of significance

Sydney Park AIDS Memorial Groves commemorate those who have died of HIV/AIDS. It is unique in that the Groves exist because they were planted by those in our communities who have been most affected by the epidemic – partners, family, friends, Carer Support Network carers, associates, government instrumentalities **and** the community at large.

7,000 people have died of AIDS in Australia since the outbreak of the epidemic began in this country in 1983. Over 1,200 of these people have been commemorated and listed, and those who were connected to them number in their thousands from around Australia. To these people, the site has assumed the significance of a living memorial shrine in the form of a series of groves.

Furthermore, the policy of the Council has been to plant only Australian native species of trees of the area in this park. Such a policy makes these Groves ideal as a national memorial as well as a suitable habitat for the return of the original birdlife to the area. Already many little grass birds, swamp and moorhens, magpies and black swans have begun to return.

There is no equivalent memorial in Australia, and Sydney City Council and South Sydney City Council, now amalgamated with Sydney City Council, ensured the permanence of the Groves by signage in the Park and the building of a Reflection Area looking out on the Groves.



Figure 5-7: Location of Sydney Park AIDS Memorial Groves

5.2.6 St Peters Hotel, including interiors

This significance assessment has been taken from the SHI listing for the item. The location of the heritage item is mapped in Figure 5-8.

Table 17: Significance assessment of the St Peters Hotel, including interiors

Criterion	Assessment
(a) Historical significance	Local
(b) Associative significance	-
(c) Aesthetic/technical significance	Local
(d) Social significance	Local
(e) Research potential	-
(f) Rarity	-
(g) Representativeness	Local

Integrity and Intactness

The building is relatively intact. Incorporation of unsympathetic services have compromised its design integrity to a degree.

Statement of Significance

This hotel, displaying Art deco influence, is an unusual and visually arresting starting point for the King Street Retail Precinct.



Legend

	Detail design		Local government area
	Railway line		LEP heritage
	Road		
	Construction footprint		
	Study area		

0 100 m

SYDNEY

ALEXANDRIA

N

1:1,500 @ A4

Figure 5-8: Location of St Peters Hotel, including interiors

5.2.7 King Street and Enmore Road Heritage Conservation Area

This significance assessment has been taken from the SHI listing for the item. The location of the heritage item is mapped in Figure 5-9.

Table 18: Significance assessment of the King Street and Enmore Road Heritage Conservation Area

Criterion	Assessment
(a) Historical significance	The area holds a significant record of important historical phases associated with the expansion of Sydney during the mid to late 19th century brought on by the introduction of the railway line in 1855 and tramway services in the 1880s, and the economic and immigration flux triggered by the gold rushes in the 1850s and 1860s. The high quality and quantity of commercial and retail buildings demonstrate the economic boom of the 1880s. The surviving garages dating from the 1920s and 30s also reflect the importance of King Street as a major traffic route. The number of hotels along the length of King Street shows evidence of the working class nature of the area. The post war migrant influx into Australia and influence on Newtown is reflected in the mixed retail uses, including delicatessens, and shopfronts introduced in the 1950s and 1960s.
(b) Associative significance	-
(c) Aesthetic/technical significance	The retail strip of King St and Enmore Rd exemplifies the economic boom of the 1870s and 1880s. The continuous two and three storey decorative stucco façades create a distinct visual impression and demonstrate positive landmark qualities as a remarkable collection of buildings through almost the whole streetscape. This is enhanced by the curved nature of the streets, narrow building allotments and the ridgeline topography. Collectively the buildings are a fine representative example of late Victorian and early Federation period commercial design, which have largely retained their form and original features. The quantity and quality of building stock is unique in the Sydney Metropolitan Area and the state of NSW.
(d) Social significance	The local community's esteem for the area is reflected in the high level of original building fabric remaining in the area and their involvement in planning for the future in the area, particularly through the South Sydney and Marrickville Heritage Societies. The area is also classified by the National Trust and is identified in the Register for the National Estate.
(e) Research potential	-
(f) Rarity	-
(g) Representativeness	The consistency and relative intactness of the late Victorian and early Federation building stock is unique in the Sydney Metropolitan area and the whole of the State.

Integrity and Intactness

Façades above awnings are largely intact and highly detailed, particularly to parapets.

Statement of Significance

The King Street and Enmore Road retail strip is of state historical, social and aesthetic significance as it provides an evocative physical record of significant historical phases which shaped the 'New Town' from the late 19th to the early 20th Century, and has high regard in the community. The retail strip provides evidence of the economic boom of the late 1870s/1880s, exemplified by the quality and quantity of late-Victorian period building stock. Many of the buildings are impressive reminders of the area's role as a civic, retail and entertainment hub. The continuous **two** and **three** storey **façades** and the general uniformity of scale in King Street and Enmore Road create a distinct visual impression and outstanding townscape qualities. The consistency and relative intactness of the late 19th and early 20th century building stock is unique in the Sydney region and the State as a whole. A large number of Art Deco and Interwar period hotels demonstrate the highly populated, working class nature of the suburb in the early 20th century. The streetscapes of King Street and Enmore Road have high aesthetic value which is enhanced by the closed vistas created by street curves and by the views over the surrounding areas afforded by the alignment following the ridge line. Mixed retail uses, including delicatessens, and changes to shopfronts dating from the 1950s and 1960s reflect the strong influence of post-war migrants on the area. The area has social significance due its high regard in the community arising from its vibrant mix of retail and community uses.

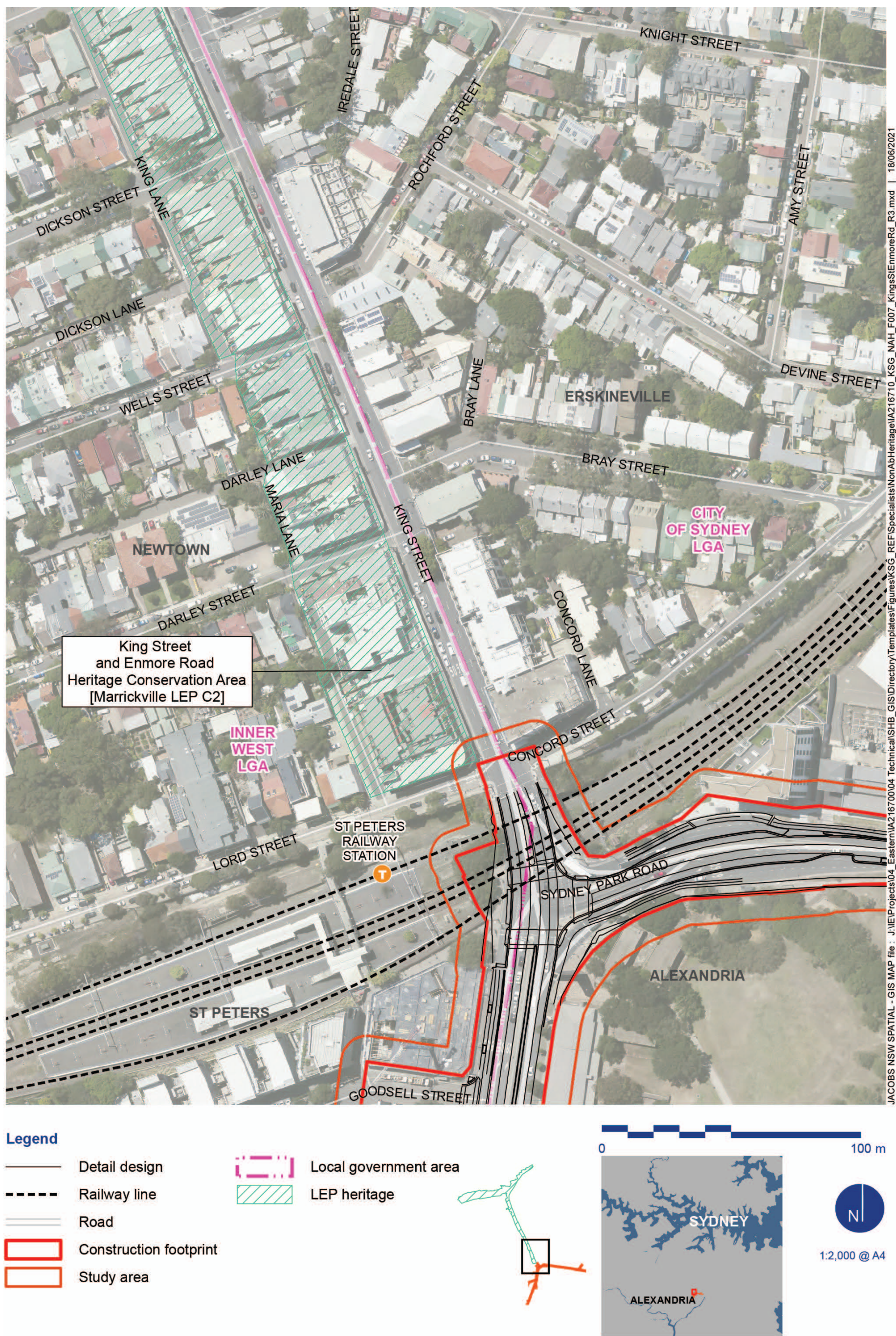


Figure 9: Location of King Street and Enmore Road Heritage Conservation Area

5.2.8 Former St Peters Theatre Façade

This significance assessment has been taken from the SHI listing for the item. The location of the heritage item is mapped in Figure 5-10.

Table 19: Significance assessment of the Former St Peters Theatre Façade

Criterion	Assessment
(a) Historical significance	The façade was built as part of the former St Peters Theatre which has historic significance as one of a few former theatres that existed in King Street in the early 20th century.
(b) Associative significance	The façade is a good example of the design work of Architect Emile Sodersten.
(c) Aesthetic/technical significance	The façade is a good example of the Federation Romanesque style applies to a theatre and demonstrates many of the key characteristics of the style.
(d) Social significance	The former theatre was a prominent social and recreational venue for the local community in the 1920s and 1930s.
(e) Research potential	The area is not identified in an archaeological zoning plan and the area has been well researched and it is unlikely that the site would reveal further information that would contribute to the significance of the area.
(f) Rarity	The building is a good example of a former theatre.
(g) Representativeness	The façade is reasonably intact.

Integrity and Intactness

The façade is reasonably intact.

Statement of Significance

The façade has historic and aesthetic significance. It was built as part of the former St Peters Theatre, one of several former theatres in King Street all of which are from different periods of development and all differing in architectural style. It is a fine example of the Federation Romanesque style and demonstrates many of the key characteristics of the style. It was designed by prominent architect Emile Sodersten and is a dominant element at the southern end of King Street where the commercial buildings diminish at the railway line overpass.



Figure 5-10: Location of Former St Peters Theatre Façade

5.2.9 King Street Heritage Conservation Area

This significance assessment has been taken from the SHI listing for the item. The location of the heritage item is mapped in Figure 5-11.

Table 20: Significance assessment of the King Street Heritage Conservation Area

Criterion	Assessment
(a) Historical significance	The area holds a significant record of important historical phases associated with the expansion of Sydney during the mid to late 19th century brought on by the introduction of the railway line in 1855 and tramway services in the 1880s, and the economic and immigration flux triggered by the gold rushes in the 1850s and 1860s. The high quality and quantity of commercial and retail buildings demonstrate the economic boom of the 1880s. The surviving garages dating from the 1920s and 30s also reflect the importance of King Street as a major traffic route. The number of hotels along the length of King Street shows evidence of the working class nature of the area. The post war migrant influx into Australia and influence on Newtown is reflected in the mixed retail uses, including delicatessens, and shopfronts introduced in the 1950s and 1960s.
(b) Associative significance	-
(c) Aesthetic/technical significance	<p>The retail strip of King St and Enmore Rd exemplifies the economic boom of the late nineteenth century. The continuous two and three storey decorative stucco façades, particularly in the central King St area, create a distinct visual impression and demonstrate positive landmark qualities as a remarkable collection of buildings through almost the whole streetscape. This is enhanced by the curved nature of the streets, narrow building allotments and the ridgeline topography. Collectively the buildings are a fine representative example of late Victorian and early Federation period commercial design, which have largely retained their form and original features.</p> <p>The quantity and quality of building stock is unique in the Sydney Metropolitan Area and the state of NSW.</p>
(d) Social significance	The local community's esteem for the area is reflected in the high level of original building fabric remaining in the area and their involvement in planning for the future in the area, particularly through the South Sydney and Marrickville Heritage Societies. The area is also classified by the National Trust and is identified in the Register for the National Estate.
(e) Research potential	-
(f) Rarity	The consistency and relative intactness of the late Victorian and early Federation building stock is unique in the Sydney Metropolitan area and the whole of the State.
(g) Representativeness	-

Integrity and Intactness

High integrity, particularly in first and second floor street **façades**.

Statement of Significance

The King Street and Enmore Road retail strip is of state historical, social and aesthetic significance as it provides an evocative physical record of significant historical phases which shaped the "New Town" from the late 19th to the early 20th Century, and has high regard in the community.

The retail strip provides evidence of the working class residential boom of the late 1870s - 1880s, and the economic boom of the late 19th century, exemplified by the quality and quantity of late-Victorian period building stock. Many of the buildings are impressive reminders of the area's role as a civic, retail and entertainment hub. The continuous two and three storey **façades** and the general uniformity of scale in the area create a distinct visual impression and outstanding townscape qualities, particularly in the central King Street precinct. The consistency and relative intactness of the late 19th and early 20th century building stock is unique in the Sydney region and the State as a whole. A large number of Art Deco and Interwar period hotels demonstrate the highly populated, working class nature of the suburb in the early 20th century. The streetscape has high aesthetic value which is enhanced by the closed vistas created by street curves and by the views over the surrounding areas afforded by the alignment following the ridge line. Mixed retail uses, including delicatessens, and changes to shopfronts dating from the 1950s and 1960s reflect the strong influence of post-war migrants on the area.

The area has social significance due its high regard in the community arising from its vibrant mix of retail and community uses.

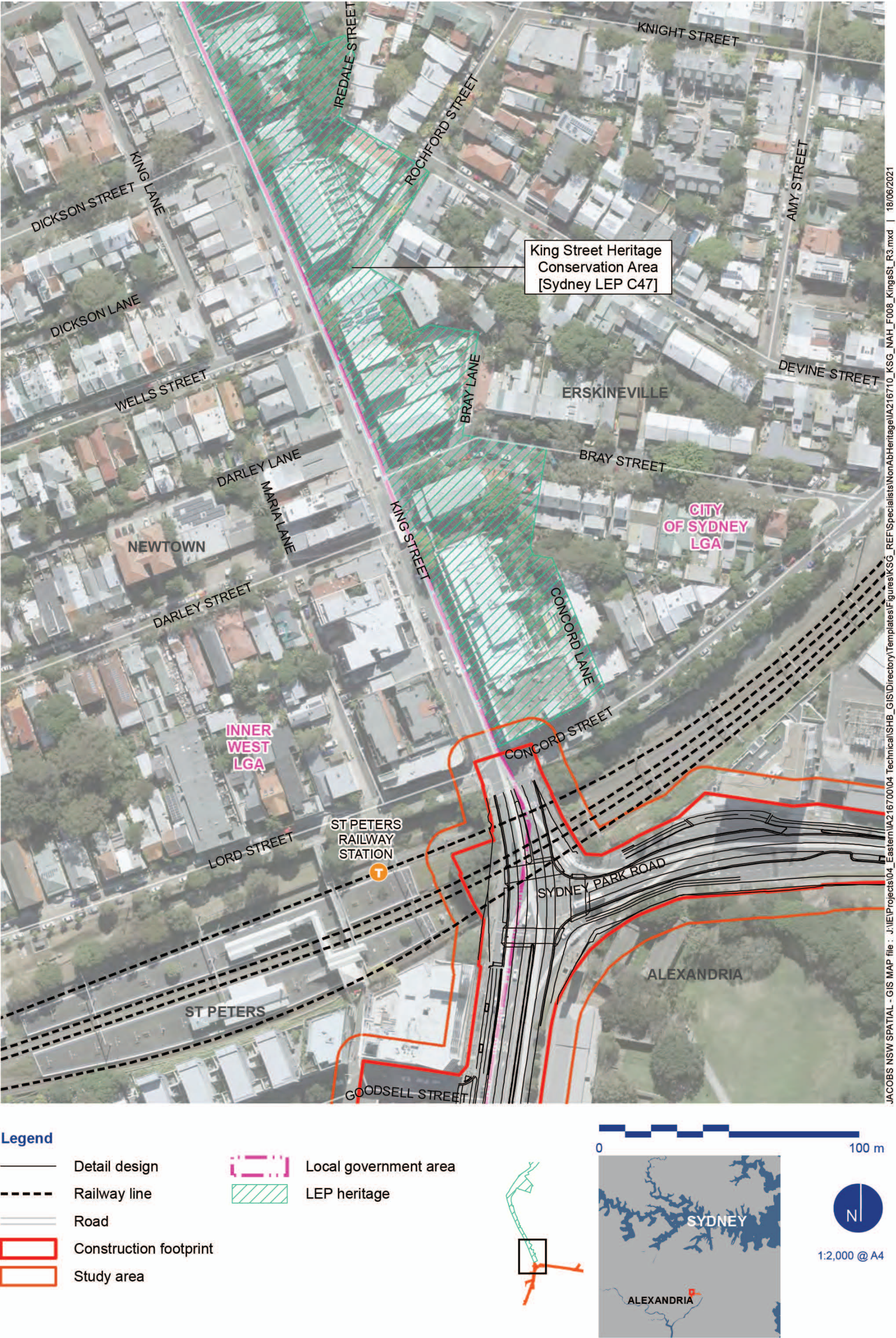


Figure 5-11: Location of King Street Heritage Conservation Area

5.2.10 St Peters Plaza

As part of the preparation of this report, this significance assessment has been prepared to assess whether St Peters Plaza is of heritage significance.

This area, which is adjacent to St Peters Railway Station opposite Sydney Park Road, comprises a paved area with what appears to be a peppercorn tree, and several pieces of street furniture including a bollard, street lamps, and a bench. A small plaque is situated at the foot of the tree, adjacent the bench. The plaque itself does not note the date that the plaza was established. Historical aerial imagery of the St Peters Plaza area in 1943 shows that the plaza was not extant during the early 1940s. The plaque does provide the following statement:

This plaza was created for Marrickville Municipal Council for the enjoyment of both local residents and commuters in conjunction with Cityrail's upgrading of St Peter's Station.

CityRail, the former operator of metropolitan train services in Sydney, was established in 1989 under the *Transport Administration Act 1988* (NSW). It was restructured in 2013, and was then superseded by Sydney Trains (NSW Trains Wiki 2020-a). Modern aerial imagery using Google Earth Pro (version 7.3.3.7699) shows that the plaza was extant in 2000. Although part of the plaque has been weathered, 'Alderman Barry [?]' and 'Mayor [o]f Mar[rickville]' is apparent underneath the commemorative statement. Barry Jones was Mayor of Marrickville during 1984-1991, followed by Barry Cotter, who was Mayor from 1991-2004 (Marrickville Council n.d.; Wikidata 2019). As such, this confirms that the plaza was constructed at some point between 1989 and 2000, and most likely dates to the 1990s.

Table 21: Significance assessment of St Peters Plaza

Criterion	Assessment
(a) Historical significance	The plaza is of recent construction dating to some time between 1989 and 2000, and most likely dates to the 1990s. As such it does not demonstrate any particular period or event in NSW's or the local area's history.
(b) Associative significance	The plaza does not demonstrate a strong associative significance with Marrickville Council or CityRail, neither of which exist any more as organisation.
(c) Aesthetic/technical significance	The plaza does not demonstrate aesthetic or technical significance.
(d) Social significance	There is no information to support that the plaza is of particular importance to any community group.
(e) Research potential	The plaza does not demonstrate any research potential.
(f) Rarity	N/A
(g) Representativeness	While the presence of a commemorative plaque in public plaza is a key characteristic of such places, this area is not of particular significance.

Statement of Significance

This St Peters Plaza (c.1990s) was created for the enjoyment of both local residents and commuters. While the area affords limited seating and shade under the peppercorn tree, and is situated at the intersection of three major roadways within proximity to St Peters Railway Station, it is not aesthetically or socially significant. As such, this item does not meet the significance criteria thresholds for local or state listing.

As such, St Peters Plaza will not be considered further in this assessment.

5.3 Summary

The following heritage items are significant for the following criteria are shown in Table 22.

Table 22: Summary of heritage significance assessments

Item	Historical	Associative	Aesthetic/ Technical	Social	Research potential	Rarity	Representativeness
St Peters Railway Station Group	✓	✓	✓	✓	✓	x	✓
Electricity Substation No. 549	✓	x	✓	x	x	x	✓
Goodsell Estate Heritage Conservation Area	✓	x	✓	x	x	x	✓
Former Bedford Brickworks	✓	✓	✓	✓	✓	✓	✓
Sydney Park AIDS Memorial Groves	x	x	✓	✓	x	x	x
St Peters Hotel, including interiors	✓	x	✓	✓	x	x	✓
King Street and Enmore Road Heritage Conservation Area	✓	x	✓	✓	x	x	✓
Former St Peters Theatre Façade	✓	✓	✓	✓	✓	✓	✓
King Street Heritage Conservation Area	✓	x	✓	✓	x	✓	x
Key:							
Items significant against specific heritage significance criterion			✓				
Items not significant against specific heritage significance criterion			x				

As can be seen from Table 22, all of the recorded items that intersect with the study area, except the Sydney Park AIDS Memorial Groves and King Street Heritage Conservation Area, are significant for their historical, aesthetic/technical and representative values. These heritage items are consistent with the historical context for St Peters and Alexandria, which is grounded in its industry and the growth of the suburb from those industries. King Street Heritage Conservation Area is significant for its historical and aesthetic/technical and rarity values.

As a memorial that was established in 1994, the Sydney Park AIDS Memorial Groves stands out from the historical heritage of the area. Although not currently protected by legislative heritage listing, its presence on the Australian Heritage Database highlights a strong connection between the local community and Sydney Park.

6. Impact assessment

6.1 Levels of impact

The level of impact on the heritage significance of each heritage item in the study area has been assessed based on the definitions and framework for assessing severity of impacts from the *EPBC Act Significant impact guidelines 1.2* (Department of Sustainability Environment Water Population and Communities 2013).

The following criteria were used to assess the level of impact:

- The scale of the proposed work and its impact
- The intensity of the proposed work and its impact
- The duration and frequency of the proposed work and its impact.

The levels of impact used in this assessment are defined in Table 23; for impacts to meet a certain level it must generally have two or more of the characteristics noted. The impacts to the cultural heritage significance of the heritage items from the proposed works with potential impacts assessed prior to any implementation of mitigation measures in Table 24.

Table 23: Definitions of levels of impacts

Two or more characteristics	Scale	Intensity	Duration/frequency
Major	Medium – large	Moderate – high	Permanent / irreversible
Moderate	Small – medium	Moderate	Medium – long term
Minor	Small / localised	Low	Short term / reversible
Negligible	Little or no physical impact; or little or no impact on heritage significance from physical impacts; or potential physical impacts can be prevented through implementation of management measures.		

6.2 Detailed impacts

Works which are proposed to take place within the study area are predominantly comprised of roadworks, as detailed in Section 1.1. Details of the potential impacts on each of the heritage items in the study area is presented in Table 24.

6.3 Vibration impacts

As detailed in the *King Street Gateway Road Enhancement Project: Noise and Vibration Assessment* (Russell 2020), all heritage items are within the minimum working distances under DIN 4150 group 3 vibration guidelines for a medium size vibratory roller or medium sized rock breaker. As such they are subject to the potential for impacts from vibration.

The report states that a building of historical value should not (unless it is structurally unsound) be assumed to be more sensitive, and therefore buildings or structures should not be assumed to be sensitive to vibration on the basis of being classed a heritage item. As such, heritage buildings should be considered on a case by case basis, and further investigation would be carried out during detailed design for all potentially affected structures. Where buildings or structures are considered sensitive to vibration, appropriate vibration criteria would be determined after detailed inspections have been completed. A dilapidation survey should be carried out to confirm the sensitivity of the item to vibration induced damage and the appropriate criteria applied.

Table 24: Potential impacts on heritage items intersecting with the study area

Item	Works	Heritage impact
St Peters Railway Station Group (SHR 01250)	<p>Works associated with:</p> <ul style="list-style-type: none"> Widening of footpaths on the western side of King Street between May Street and Concord Street; Widening of footpaths and additional landscaping western side of King Street between May Street and Concord Street. 	<p>The proposal area intersects with the SHR heritage boundary. However, the proposed works are situated on the King Street overbridge. The railway station and its heritage features, including the c.1900 brick overbridge itself, has historical and aesthetic significance.</p> <p>The proposed works will be confined to the road surface, guttering, and part of the footpaths on the overbridge. The structure of the overbridge is unlikely to be impacted by the works, as they are confined to the surface of the road corridor. The brick walls on either side of the overbridge at street-level are separated from works by the footpath. There would not be any direct impact to these walls but there may be unintended impact upon the overbridge's street-level brick walls from the use of construction machinery and vehicles within proximity to the heritage item. The railway station is predominantly within a railway cutting below the road surface and would therefore not be impacted.</p> <p>The level of potential impact on heritage item before any mitigation measures are implemented would be minor.</p>
Electricity Substation No. 549 (s170 Ausgrid)	<p>Works associated with:</p> <ul style="list-style-type: none"> Widening of the footpath on the eastern side of Princes Highway between Campbell Street and May Street. 	<p>The proposal area intersects with the heritage item. However, no direct impacts to the Art Deco façade of the heritage item are planned but would occur immediately adjacent to the built heritage item. There is a footpath and an electricity pole situated between the roadway where works would occur and the heritage item, however unintended impacts are possible from the use of construction machinery and vehicles within proximity to the heritage item.</p> <p>The level of potential impact on heritage item before any mitigation measures are implemented would be minor.</p>
Goodsell Estate Heritage Conservation Area (Marrickville LEP C16)	<p>Works associated with:</p> <ul style="list-style-type: none"> Signalised shared crossing on King Street between May Street and Goodsell Street; Removing traffic signals at the Princes Highway/King Street and May Street intersection and reconfiguring May Street. 	<p>The proposal area intersects with the heritage item. The heritage boundary of the conservation area encompasses the closest lane to the built heritage items on both May Street and King Street, and crosses May Lane at Goodsell Street.</p> <p>The awnings of the shops within the Heritage Conservation Area, situated along King Street, overhang much of the adjacent footpath at this corner. As such, the awnings may be subject to the risk of incidental impacts from the use of construction machinery and vehicles during the proposed works. The detailed design would need to consider the awnings in order to avoid direct impacts.</p> <p>The level of potential impact on heritage item before any mitigation measures are implemented would be minor.</p>

Item	Works	Heritage impact
Former Brickworks Group (Sydney LEP I27) and areas of archaeological potential associated with brickworks	<p>Works associated with:</p> <ul style="list-style-type: none"> Reducing the Princes Highway/King Street carriageway; Reducing the Sydney Park Road carriageway; Replacing existing signalised pedestrian crossings with shared crossings on all approaches and relocating existing traffic signals at the King Street and Sydney Park Road intersection; New landscaping along Princes Highway, King Street and Sydney Park Road. 	<p>The proposal area intersects with the heritage item, including the portion of the heritage boundary that encompasses the northern half of Sydney Park's King Street/Princes Highway carpark, but the works would be of a minor nature (such as landscaping) that would not impact on the significance of the heritage item.</p> <p>The two areas of archaeological potential associated with the brickworks are beneath the footpath and the adjacent roadway on King Street and Sydney Park Road, outside the LEP heritage boundary. Proposed works will occur within these areas of archaeological potential, including surface roadworks and landscape treatments. While the proposed works are not likely to require a great depth of sub-surface excavation there is still the potential for works to disturb archaeological remains. Disturbance to archaeological remains is more likely to occur in the footpath area than the roadway area, as it is assumed that greater depths of earlier disturbance from road base and construction is likely to have occurred in the road. The proposed works in the roadway are unlikely to disturb archaeological remains in this location due to the shallow nature of the works.</p> <p>The proposed works will temporarily impact upon the aesthetics of the heritage item while equipment and machinery are within the vicinity, comprising the views of Exceptional heritage significance in and around the brickworks as assessed by Tropman and Tropman Architects (2007), during works. Changes to the layout of the extant roadways within the vicinity of the heritage item would occur, but these changes would not permanently impact the views. However, new landscaping elements along the King Street and Sydney Park Road may impact upon these views, depending on the design of these elements. While the landscaping will occur outside the heritage item, the new landscaping may obscure or obfuscate the views and vistas along King Street and Sydney Park Road and the views and vistas to and from Sydney Park, both of which are of Exceptional heritage significance.</p> <p>Additionally, works are occurring within the carpark immediately adjacent to the Hoffman Patent Kiln. This heritage building is situated immediately adjacent to proposal area, and as such, may be subject to the risk of incidental impacts from the use of construction machinery and vehicles during the proposed works. The detailed design would need to consider the heritage kiln in order to avoid direct impacts.</p> <p>The level of potential impact on the potential archaeological items would be moderate, while impact upon the Former Brickworks heritage item before any mitigation measures are implemented would be minor.</p>

Item	Works	Heritage impact
Sydney Park AIDS Memorial Groves (NHL 106068) Nomination now ineligible for PPAL	Works associated with: <ul style="list-style-type: none"> A dual lane approach and single lane departure would be provided on Barwon Park Road. 	<p>The proposal area intersects with the heritage item, at the northern pathway into the memorial groves. The footpath is immediately adjacent to this entry pathway. The closest grove of trees within the memorial are approximately 20 metres from the proposal area. As such, works situated along Barwon Park Road are unlikely to impact upon this heritage item.</p> <p>However, due to the sensitive nature of this heritage item, and its social significance to the community, there may be a level of community concern with any works taking place within the vicinity of the memorial groves. The level of potential impact on heritage item before any mitigation measures are implemented would be minor.</p>
St Peters Hotel (Marrickville LEP I159) King Street and Enmore Road Heritage Conservation Area (Marrickville LEP C2) Former St Peters Theatre Façade (Sydney LEP I614) King Street Heritage Conservation Area (Sydney LEP C47)	Works associated with: <ul style="list-style-type: none"> Reducing the King Street carriageway; Widening of footpaths and additional landscaping western side of King Street between May Street and Concord Street. 	<p>The proposal area is immediately adjacent to the heritage item. Footpaths are situated between the heritage items, including the awnings of St Peters Hotel and the Former St Peters Theatre Façade, and the construction footprint.</p> <p>As such, the awnings of St Peters Hotel and the Former St Peters Theatre Façade may be subject to the risk of incidental impacts from the use of construction machinery and vehicles during the proposed works. The detailed design would need to consider the awnings in order to avoid direct impacts.</p> <p>The level of potential impact on heritage item before any mitigation measures are implemented would be minor.</p>
Potential archaeological items - tramway	All works associated with: <ul style="list-style-type: none"> Princes Highway, King Street, and Sydney Park Road; Paved area of the Former Brickworks Group (Sydney LEP I27). 	<p>The proposal area intersects with the tramway area of archaeological potential. This area comprise the subsurface remains of the former tram tracks and related infrastructure along Princes Highway, King Street and Sydney Park Road. As such, works occurring along the roadways may impact upon any remaining archaeological features of these two areas during excavation related to the proposal.</p> <p>The level of potential impact on heritage item before any mitigation measures are implemented would be moderate.</p>

7. Management measures

The level of impact (Section 6.1) assigned to each heritage item is based on the level assessed following implementation of management or mitigation measures and is presented in Table 25.

7.1 General management measures

Management measures must be implemented during works to manage potential impact to items of heritage significance from construction work in their vicinity.

7.1.1 Heritage induction training

Non-Aboriginal heritage awareness training must be provided for contractors prior to commencement of construction works to ensure understanding of potential heritage items that may be impacted during works, and the procedure required to be carried out in the event of discovery of historical heritage materials, features or deposits, or the discovery of human remains.

7.1.2 Discovery of historical heritage materials, features or deposits

If at any time during works, historical heritage materials, features and/or deposits are found the Transport for NSW *Standard Management Procedure: Unexpected Heritage Items* (Roads and Maritime Services 2015) must be implemented.

7.1.3 Discovery of human remains

In the event that works reveals possible human skeletal material (remains), the Transport for NSW *Standard Management Procedure: Unexpected Heritage Items* (Roads and Maritime Services 2015) must be implemented.

7.2 Site-specific management measures

The management measures to mitigate impacts to heritage items within and adjacent to the proposal area are detailed in Table 25.

Table 25: Management measures for heritage items intersecting with, or adjacent to, the proposal area

Item	Management measures
St Peters Railway Station Group (SHR 01250)	<p>Construction measures, such as the fencing of active construction areas and the delineation of 'no-go' areas to protect the brick walls on either side of the overbridge, would manage the risk of unintended impacts from nearby construction machinery. On this basis, a Section 57 Exemption Notification Form must be completed to cover these works under the <i>Heritage Act 1977</i>. This can be undertaken under Standard Exemptions 7 and/or 8 (Heritage Council of NSW 2009). Standard Exemption 7 is an exemption for works comprising minor activities with little or no adverse impact on heritage significance, while Standard Exemption 8 consists of works occurring on non-significant fabric of the heritage item.</p> <p>With these measures in place, the level of impact on the heritage item would be negligible.</p>
Electricity Substation No. 549 (s170 Ausgrid)	<p>Construction measures, such as the fencing of active construction areas and the delineation of 'no-go' areas, would manage the risk of unintended impacts from nearby construction machinery.</p> <p>With these measures in place, the level of impact on the heritage item would be negligible.</p>
Goodsell Estate Heritage Conservation Area (Marrickville LEP C16)	<p>The awnings associated with this heritage item should be specified as a risk in the Work Method Statements and during heritage induction training, would manage the risk of unintended impacts from nearby construction machinery. Construction measures, such as the fencing of active construction areas and the delineation of 'no-go' areas should also be implemented to manage this risk. Hanging some visual bunting tape from the awnings along the Princes Highway would serve as a visual reminder to further protect the awnings from unintended impacts from nearby construction machinery.</p> <p>If sandstone kerb and gutters are impacted during construction, they must be properly recorded and reinstated where possible.</p> <p>With these measures in place, the level of impact on the heritage item would be negligible.</p>

Item	Management measures
Former Brickworks Group (Sydney LEP I27) and areas of archaeological potential associated with the brickworks	<p>Under the <i>Heritage Act 1977</i>, an Excavation Permit is required for works on any land that will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed. For works within the footpath area of archaeological potential with any subsurface disturbances or excavations deeper than 200 mm, archaeological monitoring would be undertaken in association with the Excavation Permit. This archaeological monitoring would be undertaken under the supervision of an historical archaeologist who meets the NSW Heritage Council's Excavation Director criteria. They will prepare a detailed research design and methodology in accordance with <i>Archaeological Assessments: Archaeological Assessment Guidelines</i> (NSW Heritage Office 1996) to support the proposed mitigation measures for archaeological investigation. During works, they will monitor, investigate and record all archaeological features and deposits. For works occurring within the roadway area of archaeological potential, archaeological monitoring is not required due to the greater potential depth of archaeological remains and the low likelihood of disturbance from the proposed works. Instead, an appropriately qualified historical archaeologist should be on call during any ground-disturbing works in the roadway area of archaeological in the advent that any unexpected historical archaeological sites are found. The Transport for NSW <i>Standard Management Procedure: Unexpected Heritage Items</i> (Roads and Maritime 2015) would then be implemented.</p> <p>Construction measures, such as the fencing of active construction areas and the delineation of 'no-go' areas, would manage this risk to the remainder of the heritage item.</p> <p>While temporary impacts during works cannot be avoided, the landscaping elements along King Street and Sydney Park Road should be in keeping with the current industrial landscape of the area. They should not block the following elements of Exceptional heritage significance of the Former Bedford Brickworks Group: the views and vistas along King Street and Sydney Park Road, and the views and vistas to and from Sydney Park.</p> <p>With these measures in place, the level of impact on the potential archaeological items would be minor, while impact upon the aesthetic values of the heritage item would be negligible.</p>
Sydney Park AIDS Memorial Groves (NHL 106068) Nomination now ineligible for PPAL	<p>Due to the sensitive nature of the heritage item to the community and the potential for a level of community concern, construction measures, such as the fencing of active construction areas and the delineation of 'no-go' areas, would manage this risk. Proposed landscaping around this area would be sympathetic to the existing landscaping of the grove.</p> <p>This area will not be directly impacted by the proposed works. As such, the level of impact on the heritage item would be negligible.</p>
St Peters Hotel (Marrickville LEP I159) King Street and Enmore Road Heritage Conservation Area (Marrickville LEP C2) Former St Peters Theatre Façade (Sydney LEP I614)	<p>The awnings associated with this heritage item should be specified as a risk in the Work Method Statements and during heritage induction training, would manage the risk of unintended impacts from nearby construction machinery. Construction measures, such as the fencing of active construction areas and the delineation of 'no-go' areas should also be implemented to manage this risk. Hanging some visual bunting tape from the awnings, would serve as a visual reminder to further protect the awnings from unintended impacts from nearby construction machinery.</p>

Item	Management measures
King Street Heritage Conservation Area (Sydney LEP C47)	<p>If sandstone kerb and gutters are impacted during construction, they must be properly recorded and reinstated where possible.</p> <p>No proposed landscaping is detailed to occur within King Street Heritage Conservation Area to maintain the lack of historic landscaping as part of its significance. The level of impact on the heritage item would be negligible.</p>
Potential archaeological items – tramway	<p>Under the <i>Heritage Act 1977</i>, an Excavation Permit is required for works on any land that will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed. However, tramlines and tram tracks are not considered to be relics, but are 'works' as specified in TfNSW's <i>Standard Management Procedure: Unexpected Heritage Items</i> (Roads and Maritime Services 2015). While these former tramways are archaeological in nature and have the potential to provide information that contributes to our knowledge, the exposure of a 'work' does not trigger reporting obligations under the <i>Heritage Act 1977</i>. An Excavation Permit is not required.</p> <p>Good environmental practice recognises the archaeological potential of such discoveries and the need to balance these against the requirements of development. As relics can often be associated with 'works' within an archaeological site, TfNSW's <i>Standard Management Procedure: Unexpected Heritage Items</i> (Roads and Maritime Services 2015) is the procedural guidance document to manage the discovery of such items, along with heritage induction training, should be undertaken (Section 7.1).</p> <p>Risk to the proposal from stop works due to historical archaeology finds can be mitigated through archaeological monitoring during works. This archaeological monitoring would be undertaken by an appropriately qualified historical archaeologist under the supervision of an historical archaeologist who meets the NSW Heritage Council's Excavation Director criteria. They will prepare a detailed research design and methodology in accordance with <i>Archaeological Assessments: Archaeological Assessment Guidelines</i> (NSW Heritage Office 1996) to support the proposed mitigation measures for archaeological investigation. During works, they will monitor, investigate and record all archaeological features and deposits.</p> <p>If extant tram lines are encountered during excavation, where possible it will be left in situ in and road surfacing would be constructed over the tram line to main historic elements on site.</p> <p>Additionally, the implementation of the general management measures relating to the Discovery of historical heritage materials, features or deposits (Section 7.1.2) and Heritage induction training (Section 7.1.1) should be undertaken.</p> <p>With these measures in place, the level of impact on the potential archaeological items that comprise the former tramways would be minor.</p>

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