Marrickville Local Government Area
Southern Area Heritage Review
FINAL REPORT

For

Marrickville Council

APRIL 2015

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1.0 INTRODUCTION & BACKGROUND

1.1. THE BRIEF & STUDY AREA

This Review has been undertaken for Marrickville Council in accordance with the Council's Brief dated April 2014. The Study Area is the southern portion of Marrickville LGA as shown in Figure 1 below, which is bounded by the Illawarra Line railway to the north, Barwon Park Road to the west, the LGA boundary, Alexandra Canal and the Cooks River to the south, and the Cooks River and Garnet Street to the east. The Study Area encompasses the suburbs of Dulwich Hill (part), Marrickville (part), Tempe, Sydenham and St Peters. The aim or focus of this study is to identify built and landscape items of heritage value related to European occupation of the area (post-1788). Note that the *Aboriginal Site Survey of the Cooks River Corridor Marrickville* undertaken in 2002 by AMBS constitutes a comprehensive review of the significance of the study area in the pre-European occupation period (pre-1788).

Figure 1: Satellite view of the Study Area Source: NSW Land & Property Information Six Maps

1.2. APPROACH AND METHODOLOGY

The methodology used in this report in identifying and reviewing potential heritage items and potential heritage conservation areas is in accordance with the requirements of guidelines prepared by the Heritage Division of the NSW Office of Environment & Heritage.

The NSW Heritage Manual (1996, amended 2001) sets out the basis for assessment of the heritage significance of an item, place or site by evaluating its significance in reference to specific criteria. These criteria can be applied at national, state or local levels of significance.

These criteria used in NSW for assessing cultural heritage significance are:

Criterion (a) Historical significance

The item is important in the course of, or pattern of New South Wales' cultural or natural history

Criterion (b) Historical significance (association)

An item has strong or special association with the life or works of a person, or group of persons, of importance in New South Wales' cultural or natural history

Criterion (c) Aesthetic significance

An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in New South Wales

Criterion (d) Social significance

An item has strong or special association with a particular community or cultural group in New South Wales for social, cultural or spiritual reasons

Criterion (e) Research potential

An item has potential to yield information that will contribute to the understanding of New South Wales' cultural or natural history

Criterion (f) Rarity

An item possesses uncommon, rare or endangered aspects of New South Wales' cultural or natural history

Criterion (g) Representativeness

An item is important in demonstrating the principal characteristics of a class of New South Wales' cultural or natural places; or cultural or natural environments.

Integrity

The integrity (level of alteration) of an item or area is also taken into account in assessing significance. This includes an analysis of whether any detracting alterations are easily reversible.

1.3. LIMITATIONS

The fieldwork has been limited to the post-European heritage in the Study Area. Potential heritage items were viewed and photographed from the street or other public locations. Sites were not entered.

The Marrickville LGA Southern Area Heritage Review is comprehensive within the above limitations, involving extremely thorough historical research, identifying locations of early buildings (whether demolished or extant) and in terms of the fieldwork, every street was viewed, photographed and comparisons made between current satellite views and 1943 aerial views to identify both changes and elements which remained the same over this period.

Current satellite and historical 1943 aerial photos were also examined for each potential item. General fieldwork encompassed the entire Study Area, and involved note taking and photography of streets, including overall street views and photographs of selected individual buildings within the streets to illustrate the character of each street.

The historical research has encompassed, as required by the brief:

- An overall history of the Marrickville southern area (Study area)
- A history of the Carrington Road Marrickville industrial area
- Individual histories of 27 potential heritage items and one potential heritage conservation area (the final list agreed to by Council staff). Research for these

histories has involved research of secondary and primary sources including Land Title information.

1.4. AUTHOR IDENTIFICATION

Historical research has been undertaken by historians Nicholas Jackson (Marrickville Southern Area development history) and Elizabeth Conroy (Carrington Road industrial area history and histories for 28 potential heritage items and 1 potential heritage conservation area).

Project management, fieldwork, and report writing and compilation - including writing State Heritage Inventory forms for potential heritage items - has been undertaken by Heritage Specialist Chery Kemp. Fieldwork assistance and photography has been undertaken by Elizabeth Duck-Chong.

Base maps for the project were provided by Marrickville Council and final mapping provided by Council based on the fieldwork data provided during the course of the project.

The project has been reviewed in its draft stages by both Paul Davies, Director of Paul Davies Pty Ltd and by relevant Marrickville Council staff.

1.5. ACKNOWLEDGEMENTS

The assistance of Marrickville Library's Local Studies section in undertaking historical research for this project is gratefully acknowledged.

1.6. DEFINITIONS

For the purposes of this report

Local refers to Marrickville Council area; and

State refers to New South Wales.

LGA is an abbreviation of Local Government Area

The following definitions used in this report and are from *Article 1: Definitions* of The Burra Charter 2013, the Australian ICOMOS Charter for the Conservation of Places of Cultural Significance.

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

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the *place* itself, its *fabric, setting, use, associations*, *meanings,* records, *related places* and *related objects*.

Places may have a range of values for different individuals or groups.

Aboriginal place of heritage significance means an area of land, the general location of which is identified in an Aboriginal heritage study adopted by the Council after public exhibition and that may be shown on the Heritage Map (Definition from Marrickville LEP 2011)

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

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

Maintenance means the continuous protective care of a *place* and its *setting*.

Maintenance is to be distinguished from repair which involves *restoration* or *reconstruction*.

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

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

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

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

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

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

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

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

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

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

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

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

2.0 THEMATIC HISTORY OF THE MARRICKVILLE LOCAL GOVERNMENT AREA SOUTHERN AREAS POST-1788

2.1. INTRODUCTION

METHODOLOGY

This history has been written as a thematic history. A historical theme is a way of describing a major force or process which has contributed to our history and provide the context within which the heritage significance of an item can be understood, assessed and compared.[1] Historical themes impart information in regard to the place, the local region and/or state. Historical themes are therefore useful to facilitate a better understanding of a place's history and its storylines and thus enable comparisons between different sites in New South Wales.

Presently there are over 30 historical themes, which are necessarily broad in scope to provide a historical framework for the State of N.S.W. The Australian Heritage Commission has also prepared a thematic list that endeavours to encompass historical processes for the Commonwealth of Australia.[2] The themes used in this history are:

Grants

Villas

Villages

Housing estates

Market gardens

Extractive industry

Industry

Commerce

Roads

Railways

Local council

Flight

Parks

Government services

Churches

Due to the nature of thematic histories there is some overlap in historic events between themes, and therefore repetition of historical fact.

[1] NSW Heritage Office, History and Heritage, September 1996

[2] The Australian Heritage Commission (national) and the NSW Heritage Office (state) have identified themes for research relating to places of heritage significance. www.heritage.nsw.gov.au

2.2. LAND GRANTS

INTRODUCTION

The policy of granting land in the colony of New South Wales commenced in 1793, and was further developed in 1794 as a measure to settle former soldiers and convicts on the land to develop an agricultural base. Within the study area the major land grants, in chronological order, were:

- Thomas Smyth, multiple grants issued from January 1794; consolidated in the 470 acres (190.4 ha) granted in October 1799 and inclusive of most of the suburbs of St Peters, Tempe, and part Sydenham.
- Daniel Chambers, 30 acres granted in March 1795 and inclusive of the northern tip of St Peters.
- Thomas Moore, 470 acres (190.2 ha) granted in October 1799 and inclusive of the narrow strip of land between the railway line and Unwins Bridge Road at Sydenham and Fraser Park; and 700 acres granted in October 1803 and inclusive of the suburbs of south Dulwich Hill, and south Marrickville.

The study area also comprised small parts of the following grants:

- Thomas Dukes, 25 acres granted in December 1794, and inclusive of the narrow strip of land between the railway line and May Street. This grant was later acquired by brickmaker Henry Goodsell and was subdivided in 1882.
- John Fincham, 30 acres granted in November 1799 and inclusive of the narrow strip of land between the railway line and Unwins Bridge Road at Sydenham. Much of Fincham's grant was the swamp and creek known as Gumbramorra.

The size of these grants reflected official government policy at the time with 50 acres (20.2 ha) being available for a married former convict, 30 acres (12.2 ha) for a single man, etc.

Along the western bank of Sheas Creek (now channelled) there were a number of small grants by purchase. The purchases were made in 1859 and were resumed by the government in 1891 in connection with the Sheas Creek improvements.[3] Most of these grants were purchased by Thomas Holt and comprised an extensive tract of Aboriginal shell midden, which was burnt on site for building lime.[4]

[3] 'Resumption of land in connection with a way of access to the land reclaimed at Shea's Creek …', in *Votes and Proceedings of the NSW Legislative Council 1891-92,* Vol. 49, A7, p.621
[4] 'Lime Burning at St Peters', Evening News, 11/8/1885, p.7

Figure 2: Not dated, c.1840, detail from the map of the parish of Petersham with later annotation for the Sheas Creek grants. The grants of Smyth, Moore, Fincham and Chambers are shown. The map depicted the natural topography with the line of Cooks River Road tracing a ridge above Sheas Creek, and section of road noted as the 'old' route. St Peter's Anglican is noted as New Town Church. The line of Canal Road was depicted meaning either a road in use, or perhaps division between two of the grants consolidated in Smyth's 470 acres Source: Land and Property Information (State Records of NSW Map 341)

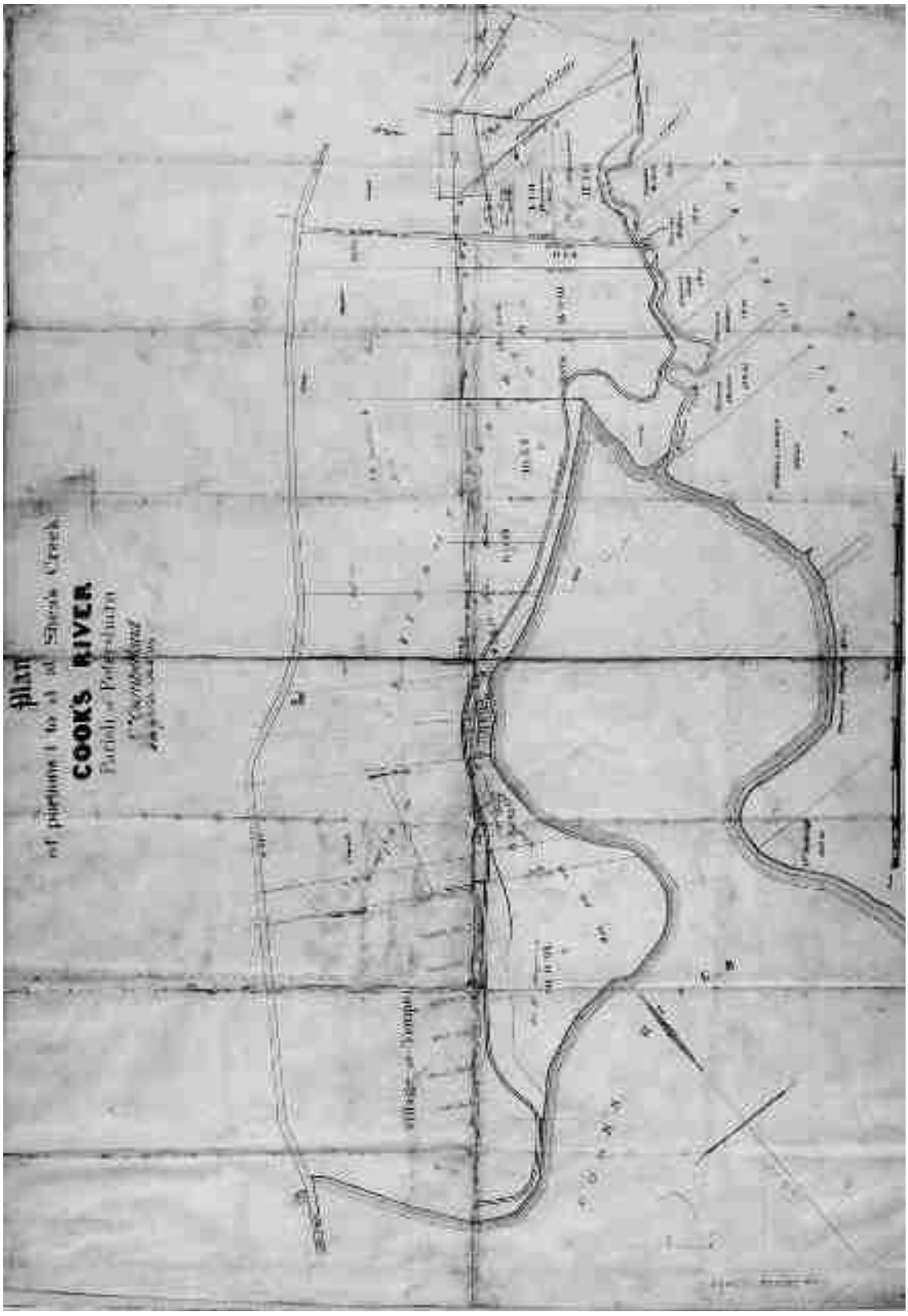

Figure 3: The plan prepared in 1859 for the sale of Crown land at Sheas Creek. These grants were resumed in 1891. Source: State Library of New South Wales (Map Z/M2 811.1827/1859/1

SMYTH'S GRANT

Thomas Smyth (birth date not known -1804) was an Irishman who arrived in the colony in 1788 a corporal in the marines guarding the convicts of the First Fleet. In October 1788 he was promoted sergeant and sent to Norfolk Island. He returned to Sydney in mid 1791; in August 1792 he was appointed superintendent of stores, and in February 1796 was promoted provost marshal. In January 1794 he was granted 30 acres at present day St Peters, then known as the district of Bulanaming.[5] Another 60 acres there was granted to him and James Prickett in August 1795. The government gave him the 30 acres originally granted to John Burges in March 1795, and also the 30 acres granted to Thomas Goodman in March 1795. These grants were consolidated in a single 470-acre grant in October 1799.[6]

Smyth's 470 acres was sited between Unwins Bridge Road and the eastern bank of Gumbramorra Creek, Campbell Street, a line now in part traced by Swamp Road, and Cooks River. As such it took in the high ground west of Princes Highway and was fringed by the low-lying swamp lands (now reclaimed) of Sheas Creek and Gumbramorra Creek. By 1800 Smyth had 35 acres under cultivation; later land and stock muster accounts are difficult to interpret as Smyth also owned land in the district of Bankstown. Between these he employed upward of nine convict labourers.

Smyth was with the party commanded by George Johnston who put down the Irish convict uprising at Rouse Hill in March 1804, and as provost marshal presided at the punishments of the rebels. Smyth died suddenly in December 1804 while visiting a farm on the Hawkesbury. His passing was noted with regret in the Sydney Gazette and he was given an official funeral with military honours.[7] While he had made a will, his beneficiaries were in Ireland and his executor, Watkin Tench, had left the colony, and so his goods and lands were auctioned by his administrators in March 1805.[8]

At the sale, the farm of 470 acres (within the study area) was purchased by John Palmer in March 1805.[9] Palmer (1760-1833) was the commissary and Smyth's superior officer when he was superintendent of stores. Palmer at the time was the agent for the merchant Robert Campbell Senior who was in England on business over 1805-1806 (Palmer's sister Sophia having married Campbell in 1801).[10] Palmer seems to have been acting on Campbell's behalf for he conveyed the property to Campbell in December 1808.[11] Smyth also had business dealings with Campbell for he assigned property to him in August 1804.[12]

Robert Campbell senior (1769-1846) was a merchant who had come free to the colony in 1800 and established the mercantile house of Campbell & Co with a wharf and warehouse at present day west Circular Quay. Campbell also had business interests in the livestock trade

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[5] The grant of 470 acres was named Bulanaming in a sale notice of 1805, but this would seem to have been more a description of its location with the district then known as Bulanaming rather than of the farm itself

[6] Ryan, RJ (ed), Land Grants 1788-1809, Australian Documents Library, Sydney, 1974

[7] 'Death of Mr Thomas Smyth', Sydney Gazette, 23/12/1804; Gillen, Mollie, *The founders of Australia: a biographical dictionary of the First Fleet*, Library of Australian History, 1989, pp. 337-338

[8] Advertisement, *Sydney Gazette*, 3/3/1805, p.1

[9] Advertisement, *Sydney Gazette,* 21/4/1805, p.4; conveyance recited in Primary Application 32

[10] Steven, Margaret, 'Palmer, John (1760–1833)', *Australian Dictionary of Biography,* National Centre of Biography, Australian National University, 1967

[11] Recited in Land and Property Information Primary Application 32

[12] Land and Property Information Old Register Vol. 1 page 92, entry 482

and in 1803 had purchased Canterbury Farm (some 1242 acres by an account of 1834) further west along Cooks River for that purpose.[13]

Campbell never resided at St Peters/Tempe (nor Canterbury), but he did contribute financially to the building of St Peter's Church in the late 1830s, and Campbell Street reflects an association. During Campbell's ownership the land was leased; what happened in the 1810s has not been determined, but in the 1820s the tenants included Andrew Christie, the pound keeper at Bringelly, in 1820,[14] and Henry Paul in 1823,[15] an auctioneer in the town. In the early 1830s around an area was leased to AB Spark who purchased the freehold later in the 1830s.[16]

In 1835 Campbell began selling portions of Smyth's grant and this continued into 1839, with the bulk of the sales being in between 1837 and 1839, that is during and after completion of St Peter's Church. The subdivision for the most part was quite ordered with blocks of between four and 12 acres regularly aligned to front Cooks River Road. There were a total of 47 allotments, however two sales - being 63 acres to AB Spark in May 1835 and 20 acres to AB Spark in November 1837 - were not numbered.[17] From 1840 Campbell commenced the subdivision and sale of Canterbury Farm.

Table 1: Subdivision and sale of Smyth's grant by Robert Campbell

Lot	Purchaser	Area	Notes	Date of Registration of Conveyance	Old System Deed
1	AB Spark	10.0.30		25/9/1838	N-574
2	AB Spark	6.0.33		25/9/1838	N-574
3	Bishop of Australia	6.0.14	Church & Cemetery	7/12/1837	O-17
4	AB Spark	4.3.32		25/9/1838	N-574
5	Thomas Walker	6.1.20		Not determined	
6	Thomas Walker	5.1.37		Not determined	
7	David Chambers	6.0.0	Developed by 1850	Not determined	
8	David Chambers	6.0.34		Not determined	
9	William Wilson and George John Rogers	6.0.6	Developed by 1850	14/5/1838	M-802
10	William Wilson and George John Rogers	7.0.20		14/5/1838	M-802
11	Robert Gill	6.0.3	Developed by 1850	7 /8/1839	O-771
12	Robert Gill	7.1.24		7 /8/1839	O-771
13	Robert Gill	6.0.7		7 /8/1839	O-771
14	Robert Gill	7.1.8		7 /8/1839	O-771
15	John McLaren	6.1.9	Tivoli	7 /8/1839	O-185
16	John McLaren	7.1.1	Tivoli	7 /8/1839	O-185
17	Henry Mace	10.0.8	Marionette	29/12/1837	M-548
18	Henry Mace	11.0.17	Marionette	29/12/1837	M-548
19	Adam Wilson	10.0.0		14/3/1838	M-801

[13] Madden, Brian and Lesley Muir, *Canterbury Farm: 200 Years*, Canterbury and District Historical Society, 1993 (Madden and Muir 1993)

[14] Advertisement, *Sydney Gazette*, 2/9/1820, p2

[15] Advertisement, *Sydney Gazette,* 30/1/1823, p.1

[16] 'Examinations', *Sydney Morning Herald*, 22/2/1843, p.2; leases not registered; sale in Old System Book N No. 576

[17] Land and Property Information Roll Plan 98

Lot	Purchaser	Area	Notes	Date of Registration of Conveyance	Old System Deed
20	Edward Hunt	10.0.0		7 /5/1839	O-818
21	Francis John King	9.2.0		24/4/1839	R-791
22	John Coghill	10.0.0		29/12/1837	M-434
23	Abraham Polack	10.2.14	Lymerston	3/6/1839	P-188
24	Leslie Duguid	10.0.0	Part Tam na heuric estate	25/9/1838	N-600
25	AB Spark	11.2.22		7/ 8/1839	O-770
26	Leslie Duguid	10.0.0	Part Duguid 's Tam na heuric estate Later Brooklyn Lodge	25/9/1838	N-600
27	AB Spark	10.0.0		7/ 8/1839	O-770
28	AB Spark	10.0.0	Developed by 1850	25/9/1838	N-574
29	Henry Mace	10.0.6		29/12/1837	M-550
30	AB Spark	10.0.0		25/9/1838	N-574
31	Henry Mace	9.2.35	Grounds of The Warren	29/12/1837	M-550
32	AB Spark	14.1.26	Michael Gannon's inn	25/9/1838	N-574
33	FW Unwin	10.0.0	Developed by 1850 Part grounds of The Warren	2/10/1837	Recited in PA985
34	Henry Mace	12.0.0	Grounds of The Warren	29/12/1837	M-548
35	David Roxburgh	8.1.0		25/9/1837	N-571
36	Hutchinson Hothersall Browne	7.1.0	Developed by 1850	2/ 5/1837	M-549
37	AB Spark	11.1.30	Bellevue	25/9/1838	N-574
38	AB Spark	12.3.10		7/ 8/1839	O-770
39	Abraham Polack	13.2.17		3/ 6/1839	P-187
40	John Hardman Lister	8.3.25	Developed by 1850	24/4/1839	R-787
41	Henry Kerrison James	10.2.0	Petersleigh	25/9/1837	N-572
42	Adam Wilson	4.1.10	Finningham	14/3/1838	M-801
43	Francis John King	10.0.5	Developed by 1850	24/4/1840	R-792
44	Leslie Duguid	9.1.20	Heathcote	7/5/1839	O-761
Not numbered	Leslie Duguid (also from Spark)	6.2.0 (plus 10)	The Poffle	25/9/1838 26/10/1838	N-601 N-731
Not numbered	AB Spark	63.1.0	Village of Tempe	4/ 5/1835	H-221
Not numbered	AB Spark	20.0.0	Barwon Park	15/11/1837	N-576

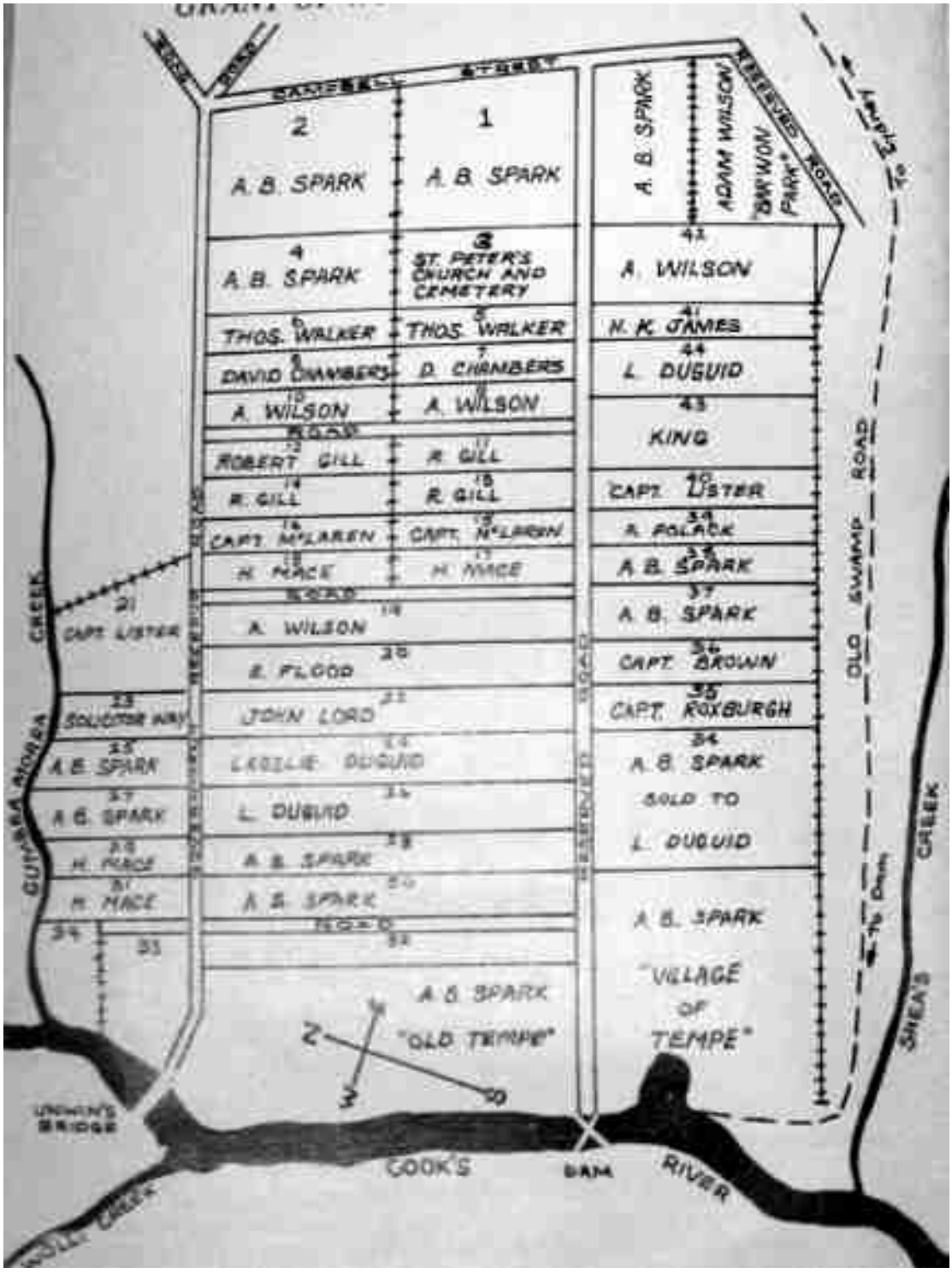

Figure 4: The 1830s subdivision of Smyth's 470 acres that is present day St Peters, Sydenham, and Tempe Source: A tracing of Roll Plan 98 (that cannot be reproduced in a report format) prepared and annotated by Tom Kenny and reproduced in The historic villages of Tempe and St. Peter's published in 1972

CHAMBER'S GRANT

Daniel Chambers arrived in the colony in 1790 to serve a sentence of transportation for life for theft. He behaved well in the colony and received a conditional pardon in December 1794. The 30 acres at present day St Peters was granted in March 1795. It comprised the area now bounded by the triangulation of May Street, Barden Park Road, and Campbell Street. By 1800 Chambers was farming the grant with five acres under cultivation. He seems to have left the colony in late 1804, having received an absolute pardon in June 1804. Chambers sold the grant, known as Chambers' Farm, to William Roberts in November 1804 for five pounds.[18] The grant was held intact by the Roberts family (then being Richard Hutchinson Roberts (1835-1903) the MLA for Camden in the late 1860s) until 1857 when it was subdivided as Brompton village.

MOORE'S GRANT

Thomas Moore (1762-1840) had come to the colony in 1796 from his native England, having briefly visited in 1791. A mariner, he was appointed in that year the master boat builder at the Dockyard at present day Circular Quay. The first of his land grants in the present day area of Marrickville came in 1799 and again in 1803, and by 1807 he was in possession of a total of 1,970 acres (797.2 ha). Of relevance to this study, the grant of 1803 had frontage to Cooks River. Moore in this period lived beside his place of work in Sydney on the southern side of Bridge Street. In 1809 he relinquished his post and moved to Moorebank, his grant on the banks of Georges River, and lived there until his death in 1840.[19]

Moore's grants were purchased by Dr. Robert Wardell (1793-1834) in 1830. The property was absorbed into Wardell's Petersham, which he had purchased from William Charles Wentworth in 1828. Collectively, both properties were named the Petersham Estate with a combined area of some 2,000 acres (810 ha).[20] Around 1830 Wardell built Sara Dell (later Petersham Cottage) on the site of present day Fort Street Boys High (demolished in 1915). Wardell was one of the colony's first barristers and newspaper editors (The Australian in its first form when owned by WC Wentworth). Wardell owned the land only briefly for he was murdered by bushrangers in 1834. None-the-less, parts of the country took Wardell's name, for example Wardell's Bush or Wardell's Hill that is today Dulwich Hill, and in Wardell Road.

Wardell's estate was inherited by his three married sisters. In 1840 each sister conveyed the property to their husband: Charles Frederick Priddle, John Fisher, and John Frazer,[21] The process of subdivision commenced in the late 1840s,[22] with the land within study area being subdivided in the mid 1850s (with a few exceptions) in anticipation of the opening of the railway between Sydney and Parramatta.[23] It has been observed that by the late 1850s Illawarra Road was the line of demarcation between Sydenham Farms to the east and Petersham Farms to the west.[24] (The existing name of the suburb of Sydenham was adopted officially in 1895 in connection with the railway station).

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[18] Land and Property Information Old Register Vol. 1 page 90 entry 472; Flynn, Michael*, The Second Fleet: Britain's grim convict armada of 1790,* Library of Australian History, 1993, p.198

[19] Loane, ML, 'Moore, Thomas (1762–1840)', *Australian Dictionary of Biography,* National Centre of Biography, Australian National University, 1967

[20] Edwards, John, 'The pioneers of Petersham and the disposal of Robert Wardell's Petersham Estate', *Heritage* 10, 1998 (Edward 1998)

[21] Edwards 1998, p.37

[22] Edwards 1998, p.38

[23] Advertisement, *Sydney Morning Herald*, 20/12/1854, p.6

[24] Cashman, Richard, and Chrys Meader, *Marrickville, rural outpost to inner city,* Hale & Iremonger, 1990, p.43 & 56 (Cashman and Meader 1990)

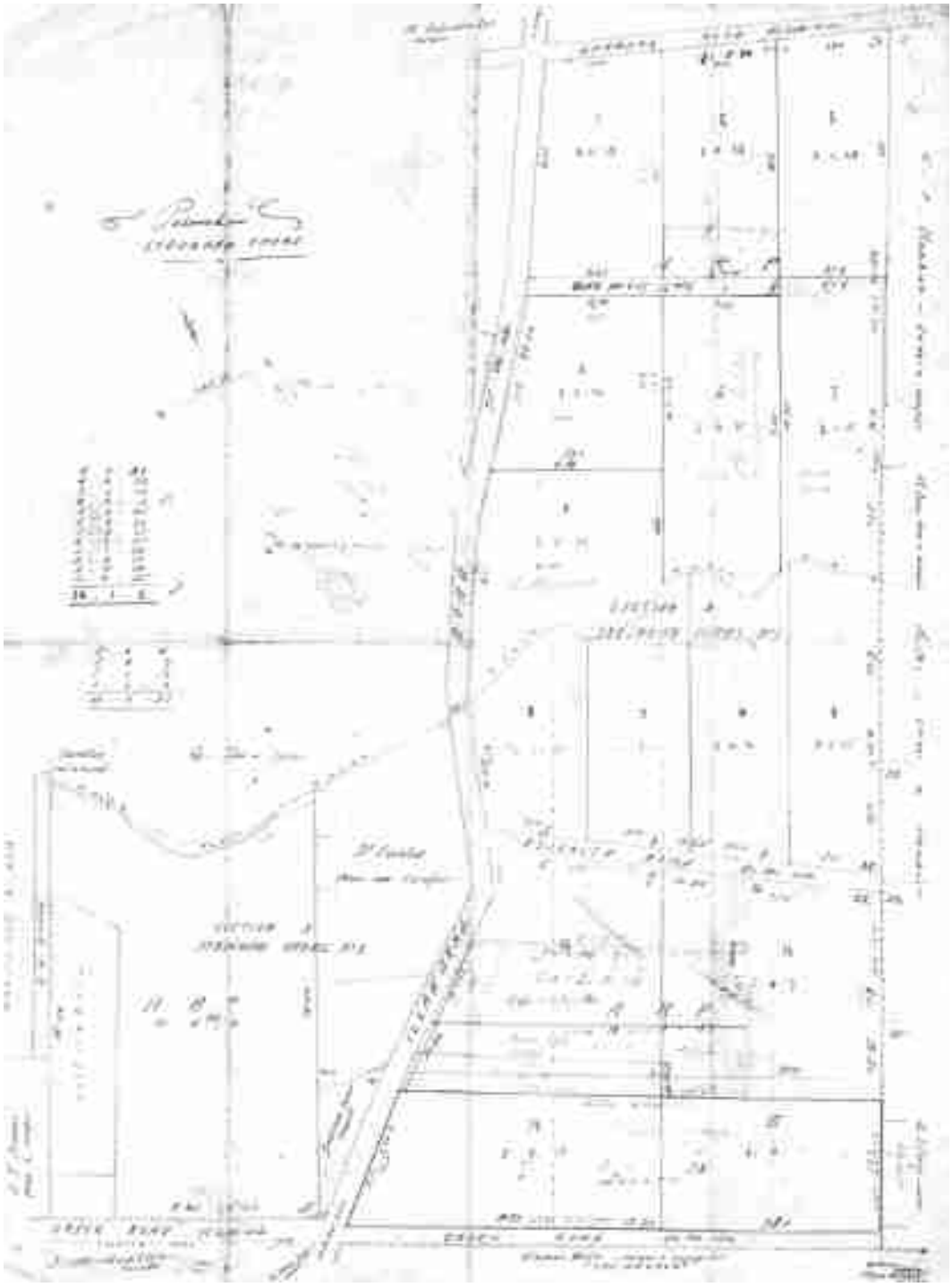

Figure 5: Plan of the Sydenham Farms Nos. 1 & 2 components of the subdivision of Wardell's estate. Reference points are the line of Illawarra Road and Creek Road, which is present day Warren Road. Not dated but late 1850s as Holt's *The Warren* is noted below Creek Road. Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan M9-215)

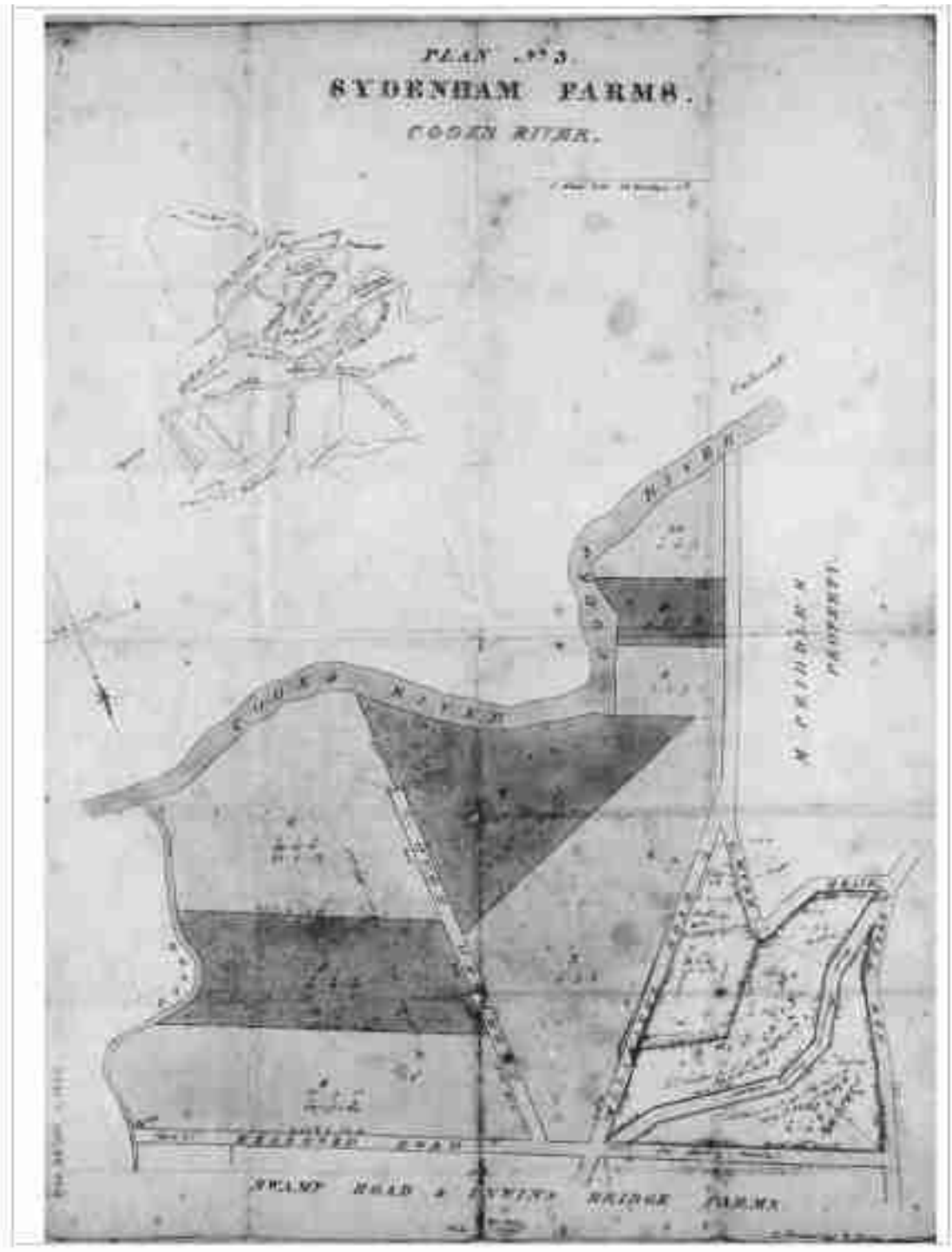

Figure 6: Plan of the Sydenham Farms No. 3 component of the subdivision of Wardell's estate. Dated 1855. Reference points are the line of Illawarra Road and the reserved road (noted as Creek Road, which is present day Warren Road). The shaded allotments became Holt's *The Warren*. A line of road noted as New Cook's River Road is today in part traced by Hill Street/Beauchamp Street.
Source: State Library of New South Wales (Map Z/M2 811.1827/1855/1)

2.3. SUBURB SUMMARIES

ST PETERS

St Peters was named by its association with St Peters Anglican Church, which was completed in 1839. The area south of Campbell Street was part of the 470 acres granted to Provost-Marshal Thomas Smyth in 1799. After his death in 1804 the land was acquired by Robert Campbell (1769–1836), a wealthy merchant, who also owned Canterbury Farm to the west. Campbell subdivided the land in the late 1830s and a number of villas were erected soon after. To the north and east of St Peter's Church villages were laid out in the early 1840s. St Peters was described in the 1840s as one of the most fashionable and aristocratic suburbs of Sydney, but from the 1870s it developed into important centre of brick production, which lasted in the 1970s in some instances. All of the early estates were subdivided from the 1870s resulting in the regular grid of roads and housing seen today west of Princes Highway. The first school was associated with the church from 1848 and became part of the government system in 1881. St Peters was a separate municipality from 1871 to 1949 with its second town hall (built in 1927) still standing in Unwins Bridge Road. The railway station opened in 1884.

SYDENHAM

Sydenham was named after the London suburb of Sydenham. Sydenham railway station opened in 1884 as Marrickville with the name changing in 1895. The eastern part of Sydenham was part of the 470 acres granted to Provost-Marshal Thomas Smyth in 1799. After his death in 1804, the land was acquired by Robert Campbell (1769–1836), a wealthy merchant, who also owned Canterbury Farm to the west. Campbell subdivided the land in the late 1830s. All of the early estates were subdivided from the 1870s resulting in the regular grid of roads, housing and light industry seen today west of Princes Highway. This part of Sydenham was in the LGA of St Peters from 1871 to 1949.

TEMPE

Tempe was named after the home of Alexander Brodie Spark (1792–1856), which was built in 1835 on the southern bank of Cooks River. Spark named his house after the Vale of Tempe, beneath Mount Olympus in Greece. The area was part of the 470 acres granted to Provost-Marshal Thomas Smyth in 1799. After his death in 1804, the land was acquired by Robert Campbell (1769–1836), a wealthy merchant, who also owned Canterbury Farm to the west. Campbell sold land to Spark in 1835 fronting Cooks River, which in the 1840s was subdivided as the village of Tempe. To the north of the village was Leslie Duguid's The Poffle erected in the late 1830s. The first road crossing of Cooks River was completed in 1840 with the building of a dam. A number of hotels and inns were erected at Tempe in the 1840s and 1850s, the most well known being Michael Gannon's. With its proximity to the river crossing and proliferation of licensed premises a police station was opened. The railway station opened in 1884 and Tempe became a popular resort with large crowds attracted to Cooks River for swimming and boating. The first public school opened in 1872. Tempe was part of the LGA of St Peters from 1871 to 1949.

MARRICKVILLE SOUTH

The name Marrickville is derived from Thomas Chalders' Marrick estate. Marrickville was part of the 470 acres granted in 1799 to Thomas Moore, which was sold to Dr. Wardell in 1830. Following Wardell's murder in 1834 the land was inherited by his family and subdivision commenced in the 1850s. Most of the commercial development and early

residences were located north of the railway line, opened in 1895. The area south of the railway line was owned by a handful of people prior to the mid 1870s and commencement of subdivision for suburban housing. For many years the area was associated with Thomas Holt's The Warren (demolished) east of Illawarra Road, and across from it on the west side of the road was Lawrence Joseph Harnett's Hanleigh (demolished). The Congregationalists opened their Roseby church in the then largely rural south Marrickville in 1871. The Warren subdivision in 1881 opened up much land for housing. A public school, Marrickville West, on Livingstone Road was opened in 1886. The tramway into south Marrickville along Illawarra Road was opened in 1912 as the first stage of the line into Earlwood.

DULWICH HILL SOUTH

Dulwich Hill was named after the London suburb of Dulwich. Earlier names were Wardell's Bush and Wardell's Hill, after the extensive estate of Dr. Robert Wardell, an early landowner. Dulwich Hill was part of the 470 acres granted in 1799 to Thomas Moore, which was sold to Dr. Wardell in 1830. Following Wardell's murder in 1834 the land was inherited by his family and subdivision commenced in the 1850s. Most of the commercial development and early residences were located north of the railway line, opened in 1895. All of the area south of the railway line at Dulwich Hill was part of William Starkey's Gladstone estate, which was purchased in 1868. While Starkey's Gladstone Hall still stands, the grounds were subdivided in 1907 and the residential estates seen today date from that time.

2.4. RIVERSIDE VILLAS

INTRODUCTION

The large land grants within the study area began to be subdivided into smaller land holdings from the late 1830s. A recurring feature of villa development in this era was the siting and orientation of the house to provide a view of either Cooks River and/or Botany Bay from the high ground.

Within St Peters/Tempe the houses were erected within the allotments sold originally by Robert Campbell in the late 1830s, although were built at different times between the late 1830s (The Poffle) and mid 1870s (Hurlingham) and therefore demonstrated the evolution of the villa type over a generation. However, only a handful of these villas (Lymerston, Nelson Lodge, Claraville, Hurlingham) have survived.

A few villas were erected further west above Cooks River, the first being The Warren, the largest at 140 acres and the first in being developed from the mid 1850s. West of Illawarra Road two villas were erected in the early 1870s; Gladstone Hall in 1870 and Hanleigh by 1872. The only surviving example of these western villas is Gladstone Hall.

Figure 7: Detail from William Henry Wells' 'Sketch shewing the water reserve and the country between Sydney and Botany' of 1850. The plan recorded both the dispersal of residences along Cooks River Road and the density of settlement there relative to the surrounding country. Source: State Library of New South Wales Wells (M2 Z811.18/1850/1)

ST PETERS/TEMPE

The building of villas at St Peters/Tempe commenced prior to the completion of St Peter's Church in 1839. By 1850 the following lots had been developed:

Table 2: Villa development within Robert Campbell's subdivision of Smyth's grant by 1850[25]

Lot	Purchase	Owner by 1850	Notes
Not numbered	Leslie Duguid (1838)	Leslie Duguid	The Poffle (1837)
Not numbered	AB Spark (1837)	?	Barwan Park (early 1830s)
7	David Chambers	James Todd Goodsir	
Lot 9	William Wilson and George John Rogers (1838)	William Wilson	
Lot 11	Robert Gill (1839)	Robert Gill	
Lot 23	Abraham Polack (1839)	Richard Henry Way	Lymerston (c.1848)
Lot 33	FW Unwin (1837)	John Frederick Hilly	
Lot 36	Hutchinson Hothersall Browne (1837)	Hutchinson Hothersall Browne	
Lot 40	John Hardman Lister (1839)	Robert Gill	
Lot 41	Henry Kerrison James (1837)		Petersleigh (c.1838)
Lot 42	Adam Wilson (1838)	Henry Bond	Finningham (c.1840)
Lot 43	Francis John King (1840)	Francis John King	

[25] William Henry Wells' 'Sketch shewing the water reserve and the country between Sydney and Botany', dated 1850

Lot	Purchase	Owner by 1850	Notes
Lot 44	Leslie Duguid	Thomas Chalder	Heathcote (c.1840?)

The first villas were built by merchant migrants; Alexander Brodie Spark's Tempe (actually sited on southern side of Cooks River and beyond the study area, but historically more associated with the history of St Peters/Tempe than Arncliffe/Undercliffe), Leslie Duguid's The Poffle, and Adam Wilson's Barwan/Barwon. They were built at a time when the homes and grounds were worked by assigned convicts; one of Wilson's servants was Emmanuel Brace, who was in the company of the murderer of Dr. Wardell in 1834.[26]

Adam Wilson was a business associate of AB Spark. Wilson is thought to have erected Barwan (aka Barwan Park, various spellings) around 1832 within 20 acres leased to him by Spark who in turn had leased the land from Campbell. Subsequently Campbell sold the freehold of the 20 acres to Spark in 1837.[27] Wilson was a merchant with premises George Street, Sydney, in partnership with his brother William. Barwan house was located beside Sheas Creek (and within the study area). Here Wilson also engaged in industrial activity for in August 1833 it was reported he had just completed a factory to produce starch utilizing wheat for the domestic market and intended to replace imports from England.[28] The Wilson brothers were declared bankrupt in November 1842,[29] and that probably was the end of the starch factory. In October 1843 Barwan with the 'mansion house thereon' and its 20 acres was put up for sale,[30] although by a sale in 1845 it was a 'beautiful cottage' within a garden setting of seven acres.[31]

The western portion fronting Princes Highway was subdivided at different times in 1840s for working class housing, and the cottage and grounds were acquired by Thomas John Bown (1779-1872) in the 1850s.[32] Bown staged commercial sporting events in the grounds (as discussed in section 14) but it was his place of residence. He was a brass founder and manufacturer of plumbing supplies, ship's tanks, iron roofing, etc., and also fire engines, with his premises being in Brickfield Hill. Bown was closely associated with the commercial fire brigades from the early 1840s (bringing out from England a fire engine) and the professional Fire Brigade in its formative years from 1851. He seems to have been on good terms with politicians such as Henry Parkes.[33] Bown died at Barwan Park in 1872 and this 'father of the Sydney firemen' was buried at St Peter's Church.[34] In later years the site was developed as a brickyard of Central Brick Co. Ltd (site purchased in 1912).[35]

[26] 'Murder of Dr Wardell', *Australian*, 16/9/1834, p.2

[27] 'Examinations', *Sydney Morning Herald,* 22/2/1843, p.2

[28] Advertisement, *Sydney Gazette*, 8/8/1833, p.3; 'Manufacture of Starch', *Australian*, 9/8/1833, p2

[29] *New South Wales Government Gazette*, 15/11/1842, p.1172

[30] *Sydney Morning Herald*, 20/10/1843, p.1

[31] Advertisement, *Australian,* 19/6/1845, p.2

[32] Old System Conveyance Book 63 No.872

[33] 'Mr Bown's Entertainment', *Empire* 25/12/1862, p.2

[34] 'Death of Thomas John Bown', *Sydney Morning Herald,* 10/1/1872; 'Funeral of Pioneer Fireman', *Sydney Morning Herald,* 12/1/1872, p5; Adrian, Colin, Fighting Fire, George Allen & Unwin, 1984, pp. 26-27

[35] Recited in Primary Application 18701

Figure 8: Sketch of the two allotments that were the property of Adam Wilson, dated 1843 Source: State Records of New South Wales (Surveyor General's Sketchbook Vol. 4 f.130)

The Poffle, on the east side of Princes Highway and north of the village of Tempe, was the southern most of the large villas and was sited to the north of the village reserve. It was erected for Leslie Duguid (1802-1870) who had purchased 6½ acres from Robert Campbell in September 1838 and another 10 acres from AB Spark in October 1838 (owner since 1835); the total cost of the land was 167 pounds.[36]

The dealings however formalised an understanding between Spark and Duguid for the house was first occupied by Duguid in September 1837.[37] The unusual name is Scots for a small parcel of land.[38] Duguid was born in Aberdeen and arrived in 1822 with sufficient capital to take up sheep grazing in the Hunter Valley. By the mid 1820s he had commenced a career in banking, but retained an interest in the pastoral station. In 1834 he established the Commercial Banking Company of Sydney and was its managing director. His wife was Ann Scargill, a daughter of Captain James Scargill of the 23rd Regiment (died in 1799).[39] Duguid's world self destructed in 1847 when he was found to have defrauded his bank.

[36] Old System Conveyances Book N No. 601 and Book N No. 731

[37] Kenny, Tom, The historic villages of *Tempe and St. Peter's : the story of an original land grant of 470 acres made to Provost Marshal Thomas Smyth by Governor John Hunter in 1799.* An address to the Marrickville Historical Society, June, 1972, p.13 (Kenny 1972)

[38] Kenny 1972 p13; Cameron, Robert S, 'Leslie and Ann Duguid of The Poffle, St Peters', *Heritage* 5, 1989 (Cameron 1989)

[39] Married, *Sydney Monitor*, 24/7/1830, p.3

Bankruptcy followed and to meet his creditors' demands the estate carriages and household furniture and furnishings were sold in August 1847,[40] in April 1848 the pleasure ground (some five acres) was sold,[41] and by January 1849 the bank was in possession of the house.[42] Around 1850 he moved to Ballater, an estate of 56 acres on Wolli Creek near Cooks River.[43] For most of the 1860s he was in Scotland. He returned in 1869 and lived in Newtown prior his death in 1870 and was buried at St Peter's Church.[44]

The Poffle was purchased in 1853 by Thomas Chalder. For a time from 1856 to 1864 it served as a private grammar school, named Rugby House, founded by the Rev. William Savigny, within a reduced land holding of four acres (by 1880 the area had increased to 23 acres). While not a success in the medium term the fact that Savigny opened a grammar school suggests something about the locale, and the aspirations of the populace in the region. From 1868 to 1946 it was Bayview, a private asylum for "the care and treatment of the insane", initially under the direction of Dr. George Alfred Tucker (1835-??), the first mayor of St Peters in 1871, then Dr. Arthur Vause (1886-1914), and lastly (from 1914) Mrs. Grace Edith Wilson (1866-1939). In 1947 it became a YWCA hostel, named Caxton Park, housing young women from the country employed by the tobacco firm WD & HO Wills. The site was cleared in 1959 for the administrative offices of Penfolds Wines and Drug Houses of Australia, and is now part of the Ikea site.[45]

[40] Advertisement, *Australian*, 7 /8/1847, p.2

[41] Advertisement, *Sydney Morning Herald*, 4/4/1848, p4

[42] Advertisement, *Sydney Morning Herald,* 27/1/1849, p.4

[43] Death of ten year daughter at Ballater, *Sydney Morning Herald,* 8/10/1853, p.2 sale notice *Sydney Morning Herald*, 3/3/1856

[44] Cameron 1989

[45] Meader, Chrys, Richard Cashman, and Anne Carolan, *Marrickville: people and places*, Hale & Iremonger, 1994, p.97 & 115 (Meader, Cashman & Carolan 1994); 'Hostel for country girls opened', *Sydney Morning Herald,* 18/10/1946, p.7; Heritage 2; Advertisement, *Sydney Morning Herald,* 6/12/1864, p.7; 'Mental Diseases', *Australian Town and Country Journal,* 9/7/1887, p.28

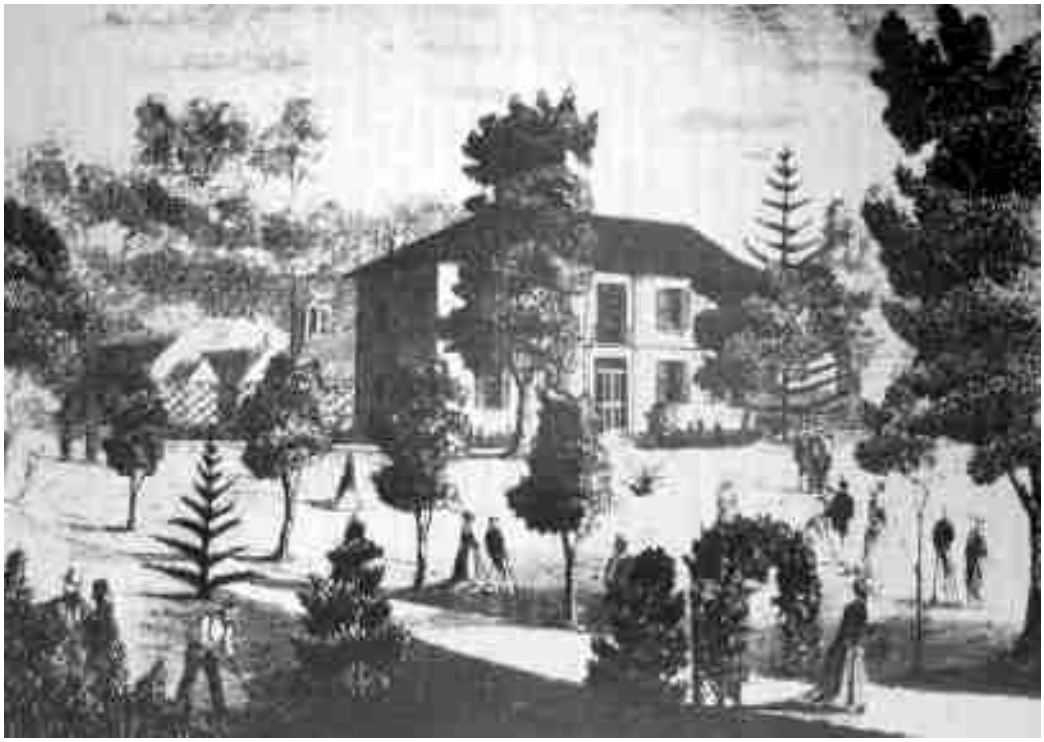

Figure 9: Leslie Duguid's The Poffle, erected around 1837. The illustration shows the house and grounds when known as Bayview, a private lunatic asylum, in 1869. Source: Illustrated Sydney News, 23/12/1869

Figure 10: Leslie Duguid's The Poffle when in use as Caxton Park Women's Hostel (with considerable later development). Not dated (c.1947). At left is Speare's brickyard. Source: Marrickville Image Library (003030)

Petersleigh, on the east side of Princes Highway south of Bishop Street at St Peters, is thought to have built in the late 1830s for Henry Kerrison James, who had accompanied AB Spark on the voyage out to Australia in 1823. James purchased the 10½ acres (12¼ acres by later survey) from Robert Campbell in September 1837 for 263 pounds,[46] and the house was certainly completed by 1842 when notice of the birth of a daughter was published.[47] James was secretary of the Anglican diocese prior to 1867, and the house stood opposite St Peter's Church. As with a number of the villas on east side of Princes Highway only a portion of the site was suitable for building as the land sloped away from the road. The house was renovated by architect James Hume in 1854 and then let.[48] The property was sold to Michael Metcalfe, merchant and customs agent, in early 1857.[49] A later owner was Thomas Boyd, from c.1888. It was demolished in the 1910s to make way for Austral's brick works.[50]

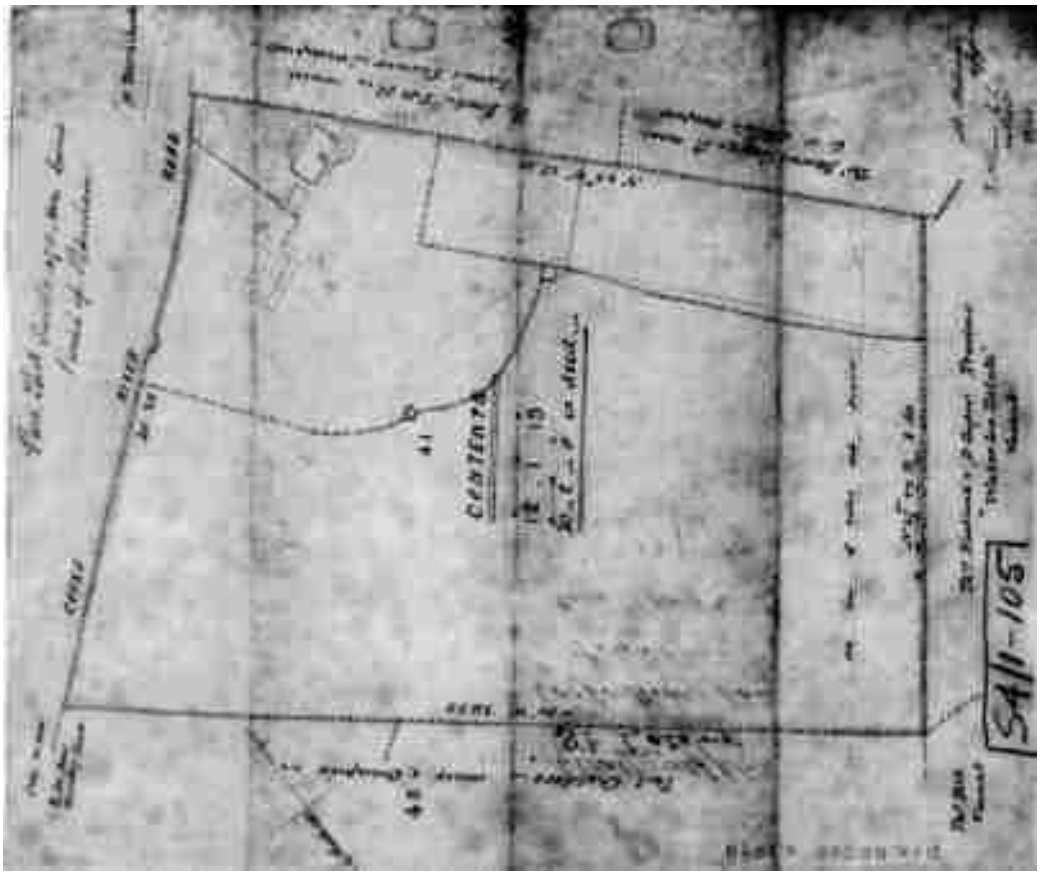

Figure 11: The grounds of Henry Kerrison James' Petersleigh, which is thought to have been built in the late 1830s. The property was formed as Lot 41 in Campbell's subdivision, which James purchased in 1837. Not dated. Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan S4-105)

[46] Old System Conveyance Book N No. 572

[47] Birth, *Sydney Morning Herald*, 15/10/1842, p.3

[48] Advertisement, *Sydney Morning Herald,* 23/10/1854, p.1

[49] Recited in Primary Application 2100

[50] Ringer, Ron, *The Brickmakers 1788-2008,* Dry Press Publishing, 2008, p.108 (Ringer 2008)

Finningham, on the east side of Princes Highway opposite St Peter's Church, was erected around 1840 for Henry Bond. The property was part of Lot 42 of Campbell's subdivision that Adam Wilson had purchased in 1838,[51] and of which Bond bought three acres in 1839. Bond died in 1872 and the property passed to Albert Bond,[52] although Henry Stephen Shepherd Bond lived there in the mid 1870s. The house was renovated and extended in 1877.[53] In the last two decades of the nineteenth century it was the premises of omnibus proprietors, and it has been suggested by that time the house had become secondary to the stables[54] Certainly, in the time of Henry Bond he lived and died at his house in Pitt Street. Finningham was demolished in the 1910s to make way for Austral's brick works.[55]

Lymerston, on the west side of Unwins Bridge Road (22 Hillcrest Street), was probably built in 1848 and certainly was completed by 1849. It was the home of solicitor Richard Henry Way, who had married Anna Maria Johnson at St Peter's Church in 1842.[56] The original purchase, of around 10½ acres, was Lot 23 of Campbell's subdivision that the auctioneer Abraham Polack purchased in June 1839.[57] For a time in the early 1840s the allotment was owned by Michael Gannon, and passed to Way in December 1847 by way of a failed mortgage.[58] Over time the grounds came to extend east to Princes Highway, with the house and drive being accessed from Unwins Bridge Road. The rear of the property extended west to near Carrington Road.[59] The estate, at around 23 acres, was probably too large, for it was cut in two in 1884 by the Illawarra railway. The western part of the property was resumed by the government in 1884, who sold it to the Sisters of Mercy in 1915 to become their convent and school. In 1909 "Lymerston House and Grounds", being the remaining estate lands with frontages to Hillcrest Street, were subdivided and sold "by order of the Chief Commissioner for Railways and Tramways."[60] This 1909 subdivision reduced the site of the house substantially. The house was subdivided into five private strata titled apartments in 2013. The Way family are buried at St Peter's Church, and are also commemorated by Way Street, located to the rear (west) of Lymerston house.

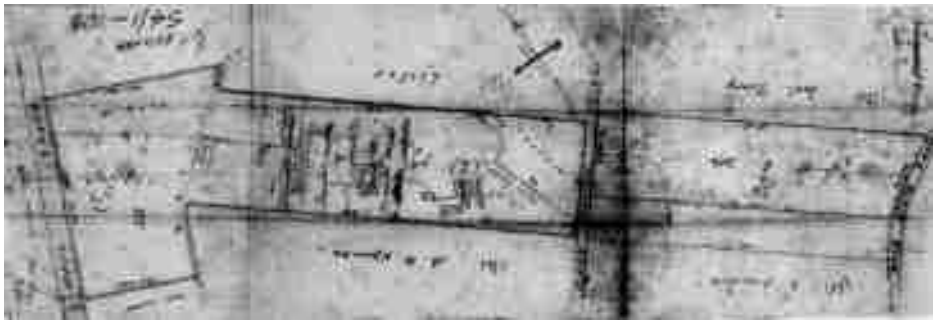

Figure 12: The extensive grounds of Richard Henry Way's Lymerston, which is thought to have built in the early 1840s. Not dated. Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan S4-108)

[51] Old System Conveyance Book M No. 801

[52] Recited in Primary Application 3408

[53] Tenders, *Sydney Morning Herald,* 24/9/1877, p.1

[54] Cashman and Meader 1990

[55] Ringer 2008, p.108

[56] Married, *Sydney Herald*, 4/7/1842, p.2

[57] Old System Conveyance Book P No. 188

[58] Old System Conveyance Book 14 No. 407

[59] State Library of New South Wales Sydney Suburbs Subdivision Plan S4-108

[60] Real estate advertisement for Lymerston House and Grounds, *Sydney Morning Herald,* Saturday September 18, 1909, page 22

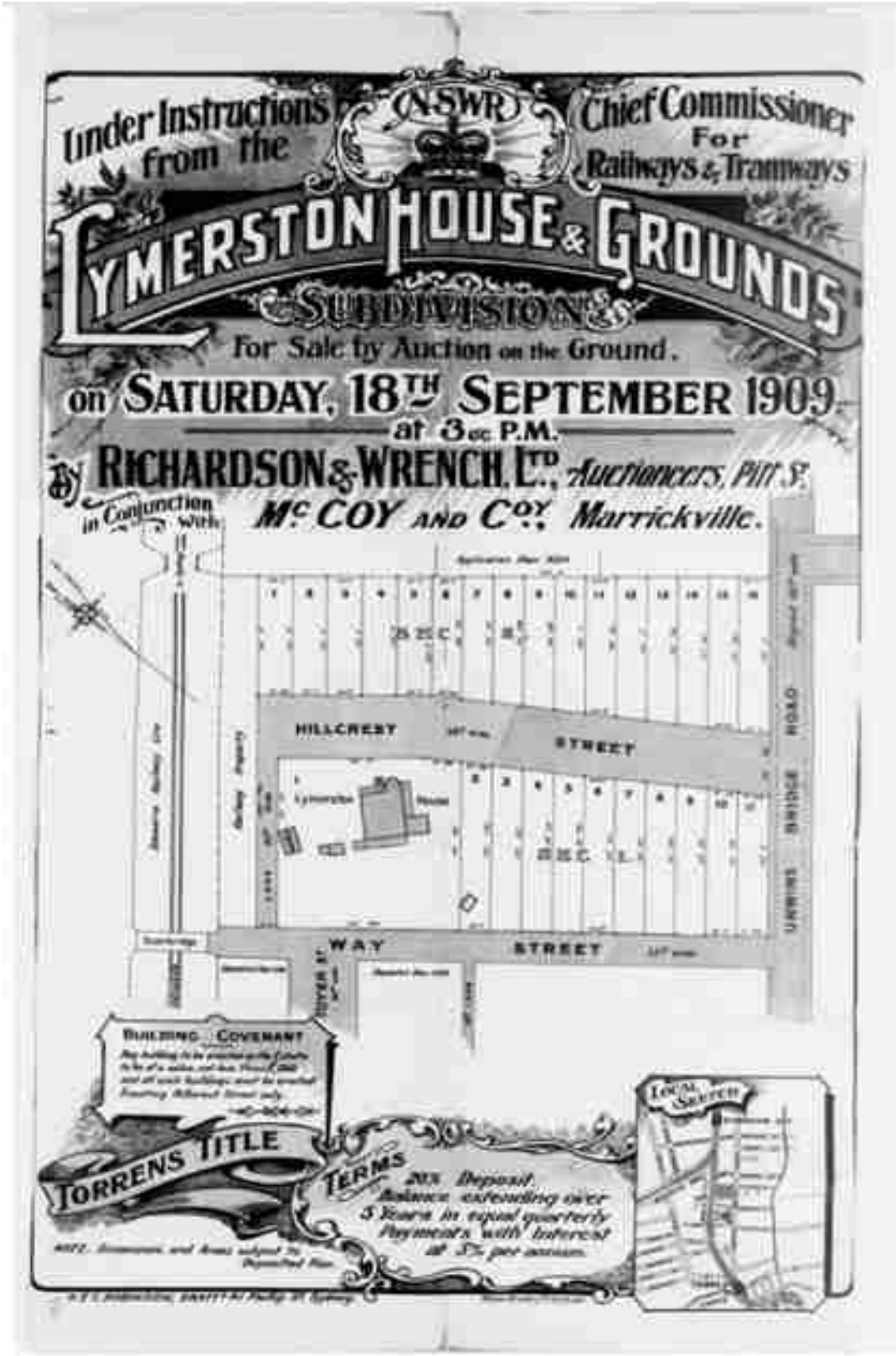

Figure 13: The 1909 Lymerston House and Grounds subdivision, which left the house on a much-reduced site. Source: Marrickville Library Local Studies Access No. M9/ 86

Heathcote, on the east side of Princes Highway south of Canal Road, was the home of Thomas Chalder, a draper, who had previously lived at Marrick and given the name to the municipality. He had moved to Heathcote by 1849 with the birth of a daughter, but the house is thought to be earlier as it was owned by Leslie Duguid of The Poffle; Duguid having purchased the 9¼ acres (Lot 44) from Robert Campbell in May 1839,[61] and it is thought widowed Mrs. Maria Radford lived there prior to her marriage to AB Spark in April 1840. Chalder put the property up for sale in 1874 and the estate then comprised an area of ten acres.[62] Five acres were sold, but the house and balance of the estate was still held by Chalder in 1878.[63] The house was demolished by the 1920s.

Tivoli, on the west side of Princes Highway between George and Railway streets, was a cottage of two reception rooms and two bedrooms[64] that was built after 1850 for Richard Reilly (1815-1895), an ironmonger with premises in George Street, Sydney. The land had been purchased by John McLaren (Lots 15 and 16) from Campbell in 1839.[65] The northern boundary of Tivoli was subdivided in 1841 to form 42 allotments fronting present day Reilly Lane.[66] Reilly was buried at St Peter's Church. The house was demolished in 1918.[67]

Grove House, on the west side of Princes Highway at the corner of George Street, was built in the early 1850s for John George Church, a merchant of the firm Church Bros, who had married Elizabeth Talbot of Bellevue opposite in 1850. It was the Churchs' home until the mid 1870s. The grounds were subdivided in 1881. From 1885 the owner was builder and cooper Henry Murray. The house was demolished in 1914.[68]

Silverleigh, on the west side of Unwins Bridge Road, was built in the early 1850s for Thomas Smidmore (this area was part of the Sydenham Farms). Smidmore (1807-1861) was a publican in the city and for a time in the 1840s was an alderman of the City Council. Subdivision began in 1887 and the house was demolished by 1900.

Nelson Lodge (125 Unwins Bridge Road, heritage item No. I307) was built about 1858 for publican William Wells. Wells had purchased part of Lot 33 of Campbell's subdivision from the trustees of the estate of the chemist Henry Mace (died 1857); most of Mace's extensive property was snapped up by Thomas Holt at the time of the sale for his estate at south Marrickville (The Warren). Wells (1796-1865) was the licensee of the Lord Nelson at Millers Point from 1842. From c1873 to c1878 it was the residence of Edward Greville, MLA. The Reverend Arthur Aspinall and his family owned Nelson Lodge (by then known as Leinster Hall) from 1889 to 1925. Aspinall was associated with Scots College. The estate was subdivided in 1923.[69] Today Nelson Lodge is very intact and in use as a single residence.

Marionette, on the west side of Princes Highway at corner of Lymerston Street, was erected by 1858 for Samuel Henry Terry, grandson of the Samuel Terry, the 'Rothschild' Terry. Terry (1833-1887) as a child had inherited Box Hill near Windsor and 5,000 acres at Yass Plains

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[61] Old System Conveyance Book O No. 761

[62] Advertisement, *Sydney Morning Herald,* 28/2/1874, p10; State Library of New South Wales (Sydney Suburbs Subdivision Plan S4-26

[63] Advertisement, *Sydney Morning Herald,* 11/11/1878.p7

[64] Advertisement, *Sydney Morning Herald,* 15/2/1848, p.4

[65] Old System Conveyance Book O No. 185

[66] Advertisement, *Sydney Morning Herald,* 3/7/1841, p.4

[67] Cashman and Meader 1990 p.114; Advertisement, *Sydney Morning Herald*, 15/2/1848, p.4

[68] Cashman and Meader 1990, p.119

[69] Cashman and Meader 1990, p.118

from his father, John, in 1842. He was a MLA from 1859 to 1881 and MLC until his death. Terry's first wife was Clementina Parker Want (father John), married in 1856 and died at Marionette in 1863.[70] Terry remarried in the same year and then lived at Percy Lodge, Potts Point. However, Terry retained an interest in St Peters and was mayor over 1882-83. The Marionette estate was subdivided in 1882 and part was purchased in 1910 for building of the second St Peter's and St Paul's Catholic Church. The house was demolished in the 1910s.[71]

Figure 14: Samuel Henry Terry's *Marionette*, erected around 1858. Not dated (c.1894). Source: Marrickville Image Library (002480)

Bellevue, on the east side of Princes Highway beside Bellevue Street was erected probably in the mid 1850s for George Talbot, merchant captain and wool merchant, as his country estate, Talbot having purchased the land in January 1854[72]. The house was leased by the Salvation Army in 1894 for the Prison Gate Brigade Home, a halfway house for former prisoners,[73] and purchased after the subdivision of the estate in 1903. The house was demolished in 1962.[74] The original grounds comprised 15 acres.

[70] Deaths, *Sydney Morning Herald*, 5/1/1863, p.1

[71] Cashman and Meader 1990

[72] Recited in Primary Application 5484

[73] 'Salvation Army,' Sydney Morning Herald, 3/3/1894, p.10

[74] Cashman and Meader 1990

Claraville, on the west side of the Princes Highway (21-23 Silver Street, heritage item No. I278) was erected around 1860 for William Price. For a period from 1900 to 1904 the house was the Sydney Female Refuge, and then reverted to a private residence. In this later period it was the home of Edwin Spackman, one of the directors of the Austral Brick Company, from 1904 to 1924.

Brooklyn Lodge, on the west side of Princes Highway (between Foreman Street and Union Street, where Brooklyn Street is now)[75] represented a development of Duguid's land that he had attempted to sell in leasehold in 1842. The house seems to have been erected in the 1860s and by 1869 was owned by John Tangelder Gorus (1829-1916), the mayor of St Peters in 1874.[76] By the late 1870s Gorus had introduced the herb prickly comfrey on the property as cattle feed.[77]

Hurlingham, on Unwins Bridge Road (60 Union Street, heritage item No. I305) was built around 1876 for solicitor Frederick Gannon (1836-1923), the son of local publican Michael Gannon. It was set within extensive grounds, with the paddock in 1897 becoming the links of Marrickville Golf Club, Gannon being a patron of the club. Gannon lived there until his death in 1923.[78]

Figure 15: Frederick Gannon's Hurlingham, erected in 1876. Not dated. Source: Marrickville Image Library reproduced in Anne-Maree Whitaker, Pictorial History: Marrickville, Kingsclear Books, 2006, p.64

MARRICKVILLE SOUTH

This area was located within the Sydenham Farms portion of Wardell's estate, which was subdivided into land holdings of between three to five acres in the mid 1850s. The available documentary evidence indicates there were three villas in this area prior to commencement of subdivision for suburban housing around 1877, with much land being retained vacant by the beneficiaries of Wardell's estate. The largest estate was the well-documented The Warren (demolished) east of Illawarra Road, and across from it on the west side of Illawarra

[75] Advertisement, Sydney Morning Herald, 3/9/1881, p.9; Advertisement, Sydney Morning Herald, 6/9/1899, p.11; State Library of New South Wales Sydney Suburbs Subdivision Plans T3-64, T3-10

[76] Advertisement, Sydney Morning Herald, 6/12/1869, p.1

[77] 'The Prickly Comfey', Evening News, 13/12/1877, p.2

[78] Whitaker 2006, p.64

Road was Hanleigh (demolished). Further west at Dulwich Hill is Gladstone Hall (114 Ewart Street, heritage item No. I13).

Figure 16: Detail from James Willis' 'Map of Port Jackson and City of Sydney, showing the adjacent municipalities' published in 1867 with the layout of roads within Wardell's estates (Petersham and Sydenham). Source: National Library of Australia (MAP F 109)

The grandest of the homes erected within the study area and the LGA was The Warren, an extravagant pile in an eclectic Old English style erected for Thomas Holt. The house was completed by late 1862.[79] It was designed by architect George Allen Mansfield around an earlier building dating from the mid 1850s that Holt had erected for weekend country shooting parties.[80]

The Warren stood within grounds of either 129 acres (in the 1860s)[81] or 140 acres (in the 1880s)[82] overlooking the Cooks River and extending east across Gumbramorra Creek onto Unwins Bridge Road. The land was part therefore of Sydenham Farms estate (Lots 3-7) put up for sale by John Fisher[83] and Campbell's (Lots 31, 34 and part 33) subdivision all

[79] 'Mr Holt's Entertainment at Cooks River', *Empire,* 5/12/1862, p.4

[80] 'The Warren, Cook's River', *Sydney Morning Herald,* 21/4/1866, p.8

[81] Torrens Certificate of Title Vol. 3 Fol. 202

[82] Advertisement, *Sydney Morning Herald,* 16/11/1881, p.12

[83] State Library of New South Wales Plan Z/M2.811.1827/1854/1

purchased between 1854 and 1857.[84] There were estate cottages, outbuildings, extensive gardens, and a lodge house at the entry on Illawarra Road. The north and west sides were enclosed by a high stone wall, while a canal (probably channeling Gumbramorra Creek) enclosed the east side. Holt had, unfortunately, introduced rabbits and these walls and canal were to contain them. In this context the estate was named The Warren evidently, although not in a derogative sense.[85]

Holt (1811-1888) had arrived in the colony in 1842 from his native England. He was from a family of wool merchants and initially he carried on that business in Sydney. In later years his business interests included banking, pastoral stations, and railway companies. He served as colonial treasurer, and was a MLC for twenty years. Before moving to The Warren, Holt had lived from the time of his arrival at Camden Villa on the then outskirts of Newtown.[86]

In 1881, and prior to Holt's return to England in 1883, the estate was subdivided. The house, with a small land holding, was purchased by Carmelite nuns in 1886. For a period during the First World War it was an army encampment. The house and grounds were cleared in 1922; parts of the house were salvaged and reused in other homes such as Ferncourt (c.1886) nearby, and the castellated stone gateposts stand at Richardson's Lookout also nearby (heritage item No. I123). A surviving in-situ built feature are the Holt family vaults cut into the sandstone above Cooks River by 1866 as part of the landscaping of river fronting part of the estate (heritage item No. I127).[87] Holt and his wife died in England.[88]

Figure 17: Thomas Holt's *The Warren,* erected in 1862 (demolished). Photo not dated. Source: Marrickville Image Library (002079)

[84] Recited in Land and Property Information Primary Application 32

[85] 'The Warren, Cook's River'*, Sydney Morning Herald,* 21/4/1866, p.8

[86] Geeves, Philip, 'Holt, Thomas (1811–1888)', *Australian Dictionary of Biography*, Australian National University, 1972

[87] 'The Warren, Cook's River', *Sydney Morning Herald*, 21/4/1866, p.8

[88] Meader, Cashman & Carolan 1994, p.88; Cashman and Meader 1990

Figure 18: Survey plan of Holt's The Warren dated 1863. Note extent of reclamation of swamp fringing Cooks River by that early date. Source: Land and Property Information (DP50032)

Across Illawarra Road and above Cooks River was Hanleigh, the two-storey, brick villa erected for Lawrence Joseph Harnett by 1872.[89] Harnett (1842-1911) was the sergeant at arms in the NSW Legislative Assembly from 1873 to 1908.[90] With grounds of four acres, the house and extensive outbuildings were located in present day Harnett Avenue. The land (Lots 1, 1A, 2, 2B and 2C in Plan C of the Sydenham Farms) had been purchased by Harnett over December 1864 and January 1865.[91] This property would seem to have been

[89] Births, Sydney Morning Herald, 18/5/1871, p.1

[90] 'The Late MR LJ Harnett', *Freeman's Journal*, 5/10/1911, p.17

[91] Recited in Primary Application 5105

the first erected within the Sydenham Farms immediately west of Illawarra Road as this locality was described in 1866 as vacant.[92] The estate was subdivided in 1882.[93]

DULWICH HILL SOUTH

Gladstone Hall (114 Ewart Street, heritage item No. I13) at Dulwich Hill was built around 1870 for William Starkey who was in business with brother John (who lived at Coogee) as soft drink and cordial manufacturers with a factory in Phillip Street, Sydney. Starkey had purchased the land, about 25 acres, in stages between March 1868 and March 1869. The land was part of Charles Frederick Priddle's portion of the Petersham Estate that he had been put up for sale in 1855.[94] Sited above Cooks River, the house also had a favourable north-east aspect with sweeping verandahs. The sandstone in the building is thought to have been quarried on site. It was an extensive estate with land down to the river between Garnet Street and Riverside Avenue, and with numerous stone outbuildings along present day Ness Avenue. The estate was subdivided in 1907.[95] From the late 1950s the house was a hostel of the Civilian Maimed and Limbless Association. This use continued until the 1980s.[96] In 2007 the house and grounds were sold, and the house subsequently restored with a rear addition and new townhouses constructed on the site. The strata plan encompasses 10 dwellings including Gladstone Hall. The river land is now the Marrickville Golf Course.

Figure 19: William Starkey's Gladstone Hall erected around 1870. Photo Dated 1907. Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan D12-33)

[92] State Library of New South Wales Sydney Suburbs Subdivision Plan M9-215

[93] State Library of New South Wales Sydney Suburbs Subdivision Plan M9-73, *Sydney Morning Herald,* 16/9/1882, p4

[94] Recited in Primary Application 5522

[95] State Library of New South Wales Sydney Suburbs Subdivision Plans D12-33 & M9-58

[96] Cashman and Meader 1990

2.5. VILLAGES

INTRODUCTION

Together with St Peter's Church and the collection of villas along Cooks River Road another mid nineteenth century feature of this part of the Marrickville LGA were the village reserves, namely St Peters, Tempe, and Brompton, and other smaller land releases. These were private, speculative developments that had mixed success.

Two of these villages, St Peters and Tempe, were historically associated with Alexander Brodie Spark. The timing, c.1840-1842, of these villages suggests they were a response to the financial downturn, however it is possible St Peters was seen as a place of permanent settlement with potential to support financially the nearby church, while Tempe could have been part of the planned domain of Tempe House. Both have precedents in the English country house landscape tradition.

Figure 20: Detail from James Willis' 'Map of Port Jackson and City of Sydney, showing the adjacent municipalities' published in 1867, which depicted a number of small subdivisions undertaken from the early 1840s. The streets formed in these subdivisions include Reilly, Mary, Albert, Victoria, Bishop, and Silver. Source: National Library of Australia (MAP F 109)

ST PETERS

The first of these villages was St Peters which was laid out by the land owner, Alexander Brodie Spark, in March 1840.[97] Spark had purchased the land (Lots 1, 2 & 3 and around 21 acres) from Robert Campbell in September 1838.[98]

St Peters village was located north of St Peter's Church up to Campbell Street between Princes Highway and Unwins Bridge Road. The original street names were Church, Radford (now St Peters), and Victoria (now Brown). The original blocks were large with frontages of between 100 and 150 feet in the western portion, and between 40 and 60 feet around Princes Highway.[99] There is no documentary evidence these allotments were put up for sale at a public auction for by December 1841 Sparke's mortgagees had possession of the land.[100] By 1850 there were a handful of buildings within the village reserve fronting Cooks River Road.[101] The balance of the reserve was re-subdivided.

The village was extended across Princes Highway in 1843 by Adam Wilson as a subdivision of his Barwan estate. This subdivision was undertaken by surveyor John Armstrong, and Albert, Victoria, and Bishop streets were probably formed at that time. At the time the sale was considered an extension to or continuation of St Peters village[102] something which Sparke recorded in his diary.[103] Nothing came of the 1843 sale and a second sale of the same land was undertaken in 1853 with 85 narrow fronted blocks.[104] William Henry Wells was the surveyor for that estate, which was known as the Village of St Peters, and it was successful.

There were a number of small subdivisions undertaken in the 1840s and early 1850s that extended the area of St Peters village south of St Peter's Church, however these subdivisions were never described as being part of that village. They included in 1853 the re-subdivision of Lots 7 & 8 (purchased by David Chambers) of Campbell's subdivision as the Maryville Estate, which comprised some 64 allotments together with Mary and Alfred streets.[105] The plan of subdivision was undertaken by surveyor William M Brownrigg who was required to return to the site in 1854 to point out to the purchasers what exactly they had been sold.[106] The area west of Rolfe Lane, some 3½ acres, was not subdivided at that time and in later years became the Albion Brickworks.[107] In 1854 the Rev Dr. Thomas Steele of St Peter's Church subdivided Lots 5 & 6 (purchased by Thomas Walker) of Campbell's subdivision into 70 allotments with forty feet frontage either side of the newly formed Silver Street.[108]

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[97] Kenny 1972, p.24

[98] Old System Conveyance Book N No. 574

[99] State Library of New South Wales Sydney Suburbs Subdivision Plan S19-21

[100] Old System Conveyance Book Y No.899

[101] William Henry Wells' 'Sketch shewing the water reserve and the country between Sydney and Botany', dated 1850

[102] Advertisement, *Sydney Morning Herald*, 8/4/1843, p.4

[103] Diary entry entry for 19/4/1843, quoted in Abbott & Little 1976, p.154

[104] National Library of Australia map-f347-v; Advertisement, *Sydney Morning Herald,* 15/9/1853, p.1

[105] State Library of New South Wales Sydney Suburbs Subdivision Plan S4-68; Advertisement, *Sydney Morning Herald*, 16/11/1853, p.7

[106] Advertisement, *Sydney Morning Herald,* 6/3/1854, p.6

[107] State Library of New South Wales Sydney Suburbs Subdivision Plan S19-24

[108] State Library of New South Wales Sydney Suburbs Subdivision Plan S4-91; Advertisement, *Sydney Morning Herald,* 3/10/1854, p7

The first school was associated with the church from 1848 and became part of the government system in 1881.

St Peters was a separate municipality from 1871 to 1949, with its second town hall (built in 1927) still standing at 39 Unwins Bridge Road (Heritage item No. I291). The St Peters railway station opened in 1884 (Heritage item No. I286).

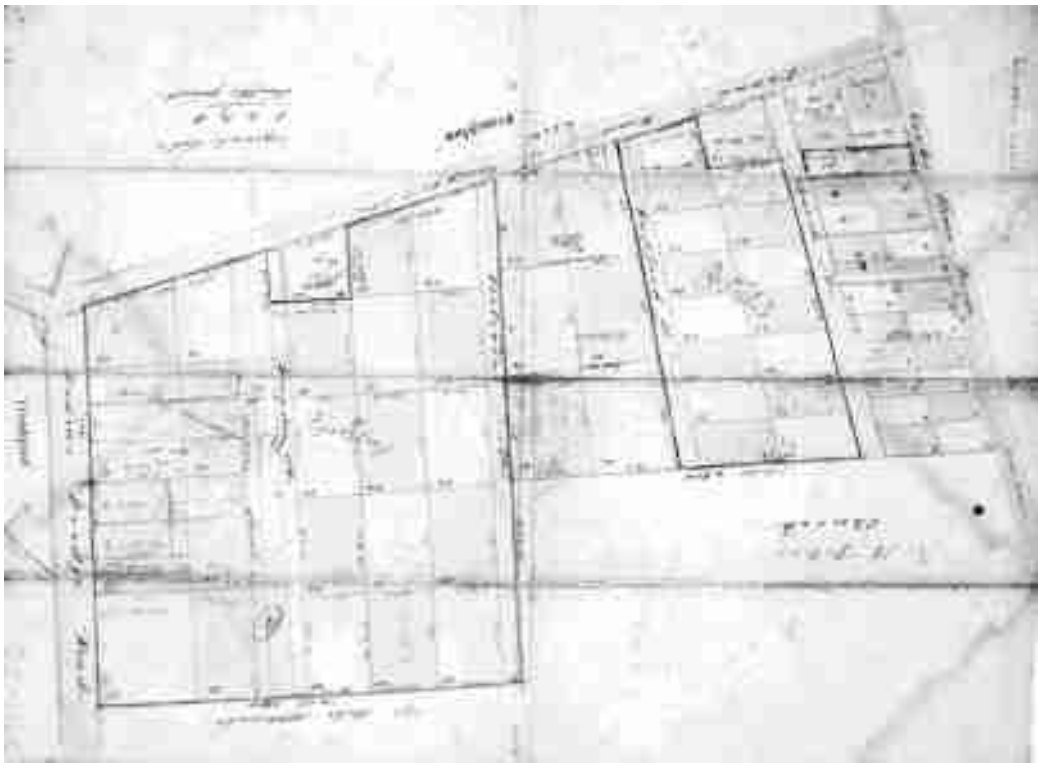

Figure 21: Plan of the village reserve of St Peters between Unwins Bridge Road, Campbell Street, and Cooks River Road. Not dated, but notes Brompton, which was sold in 1857. On this plan Campbell Street is noted as Pound Road. Spark in a diary entry for May 1843 wrote he had applied to establish a pound at St Peters. Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan S4-80)

Figure 22: Undated and unattributed sketch of St Peter's Church and neighbouring village. Probably by Peter Lawson and around 1910. See Cashman and Meader 1990 for a painting of The Warren executed in a similar style. Source: Reproduced in Ron Ringer, The Brickmakers 1788-2008, Dry Press Publishing, 2008, p.63

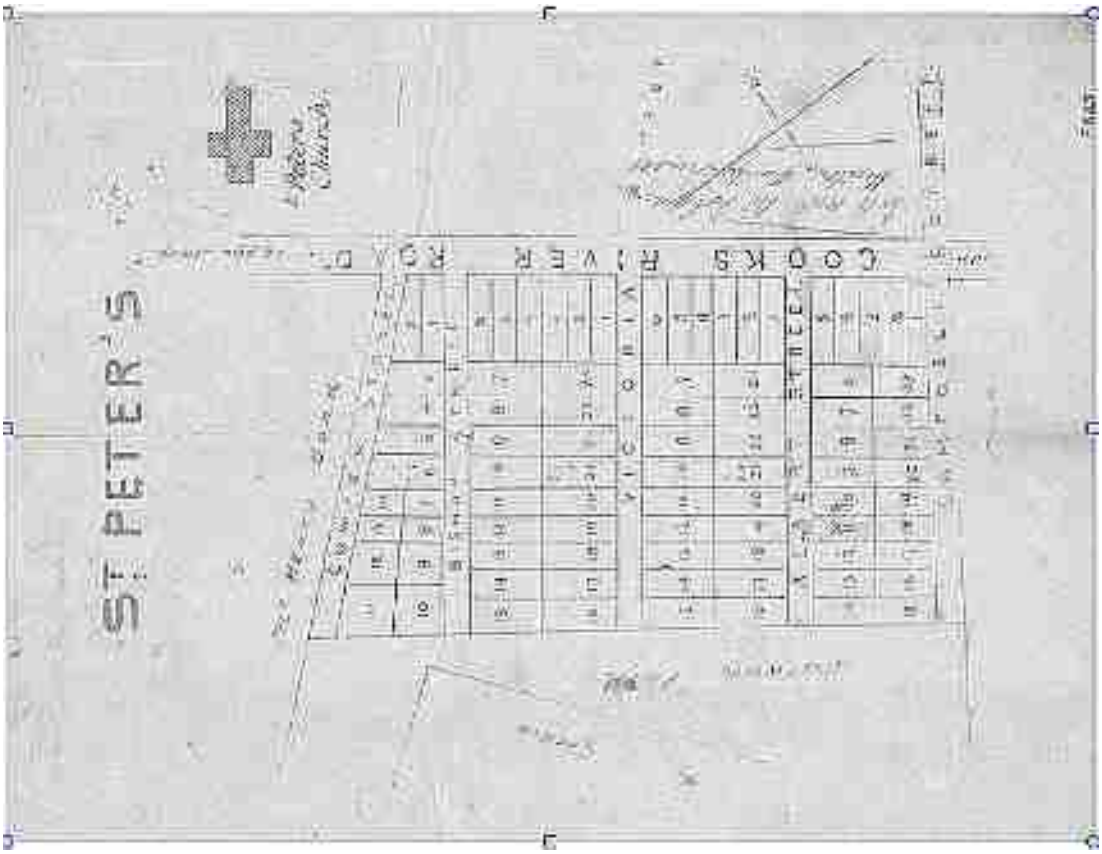

Figure 23: The plan of the extension to St Peters village of 1853 by surveyor WH Wells. The area had been part of Barwan Park, and a subdivision of the same area had been attempted in 1843. Note: image rotated so that north is approximately the top of the image. Source: National Library of Australia (map-f347-v)

TEMPE

The site for the village of Tempe was purchased by AB Spark (1792–1856) from Robert Campbell in May 1835, with Spark paying 506 pounds for the 63 acres.[109] Ten acres of this purchase was sold to Leslie Duguid in October 1838 for the development of his estate, The Poffle.[110]

The village plan was determined by AB Spark and laid out in July 1842 by surveyor John Armstrong.[111] Armstrong (1792-1870) was a professional surveyor who had come to the colony around 1825 in the employ of Australian Agricultural Company (land at Port Stephens) before taking up private practice in Sydney in the 1830s.[112] The surviving plan of this subdivision, which has been dated to 1842, was by surveyor William Henry Wells.[113] Again there is no documentary evidence these allotments were put up for sale at a public auction.

[109] Old System Conveyance Book H No. 221

[110] Old System Conveyance Book N No. 731

[111] Kenny 1972, p. 25

[112] 'The Late Mr John Armstrong', *Sydney Morning Herald*, 30/7/1870, p.7

[113] State Library of New South Wales Plan Z M2/811-1827/1842/2

The subdivision by the surviving Well's plan[114] comprised 700 allotments located on both sides of Princes Highway down to Cooks River below Station Street and Smith Street. The western boundary was Unwins Bridge and to the east it was South Street (the south-east extremity of the reserve was swamp). Well's plan comprised a regular grid of streets, the exception being the sweep of present day View Street which was designated The Circus and presumably it was hoped would be the address of many fine houses.[115] These allotments fronting The Circus were never developed and were resumed in 1897,[116] and now are within Kendrick Park.[117] Wells' survey depicted Gannon's Inn near the corner of Princes Highway and Station Street; there were no other buildings. However, some street names such as Quarry suggest earlier uses. There is no documentary evidence these allotments were put up for sale at a public auction in the 1840s, but by Wells' survey of 1850 three buildings were depicted.[118] The oldest inn at Tempe, Michael Gannon's, was not within the village but on the immediate outskirts to its north within Lot 32 that AB Spark had purchased from Robert Campbell in September 1838.[119]

The first road crossing of Cooks River was completed in 1840 with the building of a dam. With its proximity to the river crossing, and proliferation of licensed premises, a police station was opened. The railway station opened in 1884 and Tempe became a popular resort, with large crowds attracted to Cooks River for swimming and boating. The first public school opened in 1872. Tempe was part of the LGA of St Peters from 1871 to 1949.

[114] State Library of New South Wales Plan Z M2/811-1827/1842/2

[115] State Library of New South Wales Plan Z/M2 811.1827/1842/2

[116] *New South Wales Government Gazette*, 5/10/1897

[117] Crown Plan 3787.3000

[118] William Henry Wells' 'Sketch shewing the water reserve and the country between Sydney and Botany', dated 1850

[119] Old System Conveyance Book N-574

Figure 24: Surveyor WH Well's plan of the subdivision of the village of Tempe. The plan has been dated 1842, but it could be later. Note: image rotated so that north is approximately the top of the image. Source: State Library of New South Wales (Z M2/811-1827/1842/2)

Figure 25: A plan of around 1901 depicting the extent of development at Tempe situated to the north (Gannon Street to Union Street) of the village. Source: Land and Property Information (Roll Plan 383)

Figure 26: Looking east from The Warren to Tempe. Not dated, probably mid 1860s. Source: State Library of New South Wales (SPF/744)

BROMPTON

Chamber's 30 acres was subdivided in 1857 as the village of Brompton by Richard Hutchinson Roberts (1835-1903), a descendent of Edward Roberts who had purchased the grant in 1805 from the grantee, Daniel Chambers. Brompton represented a large release of narrow fronted building blocks specifically intended for the small investor and working class families (see Figure 27 below). While St Peter's Church is located a short distance to the south of this subdivision across Campbell Street, the vendor made no reference to it in the sale notice, and considered the proximity to the track and pleasures at Barwan Park as more likely to attract the interest of purchasers.[120]

Figure 27: Plan of the village of Brompton subdivision of 1857. After Tempe, the Brompton subdivision represented the largest land release in terms of new building blocks in the study area prior to c.1880. Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan S4-28)

[120] State Library of New South Wales Sydney Suburbs Subdivision Plan S4-28, Advertisement, *Sydney Morning Herald*, 25/7/1857, p.6

HANOVER CIRCUS

An early attempt to open the west side of Princes Highway for suburban housing was Hanover Circus, a development by Leslie Duguid in 1842 of his Tam na heuric estate (The Knoll of the Yew Wood) comprising some 20 acres (8.1ha) located opposite (west side of Princes Highway) The Poffle at Tempe.

The intention was to create an estate in the English tradition of forming a road and leasing the land to a developer for a period of 99 years and he or sub-tenants would erect the buildings. A plan of the estate has survived, but Duguid did not proceed with the project.[121] The area, between Foreman and Union streets, was re-subdivided in 1881 as the Brooklyn estate.

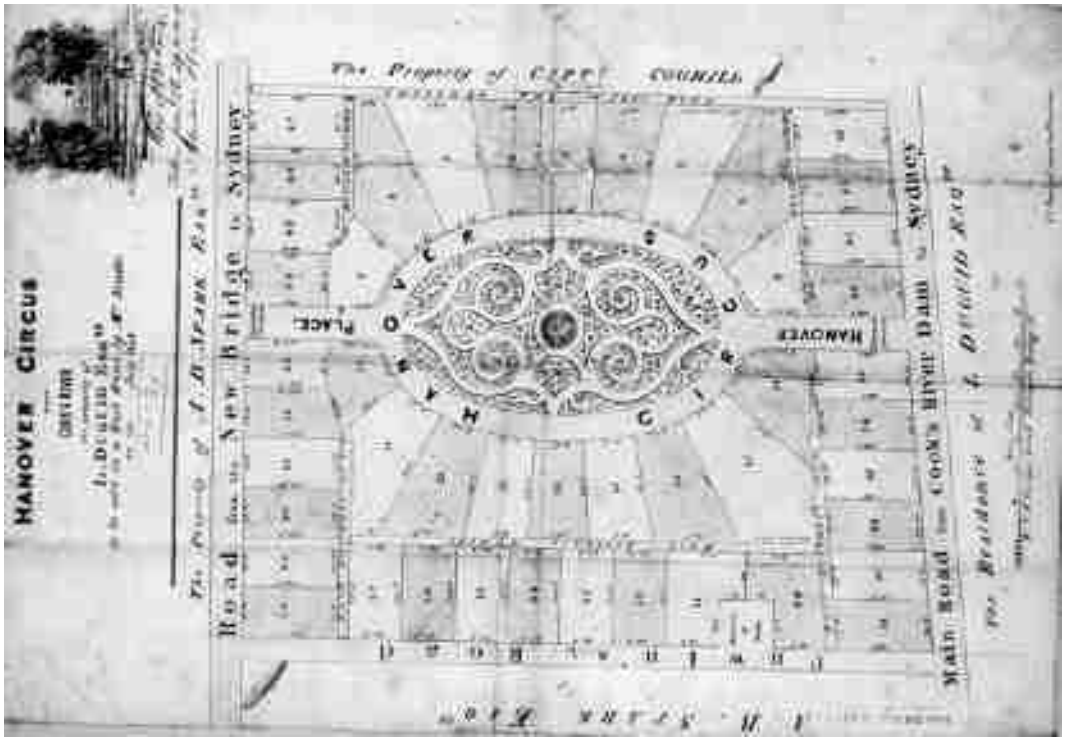

Figure 28: Plan of subdivision of Hanover Circus of 1842 sited approximately between Foreman and Union streets. Source: State Library of New South Wales (Z/M2 811.1827/1842/1)

2.6. HOUSING ESTATES

INTRODUCTION

The subdivisions of the large estates occurred within a short of period of time, from 1877 to 1884, and today most of the housing within the study area is representative of development by individual owners and the speculator undertaken mainly from around 1880. Usually, the sales were of the extensive grounds of an estate, with the house being offered also with a reduced garden setting. With the release of the building blocks houses followed although not necessarily contemporaneously. In most instances the allotments and the public streets formed in these sales remain to this day, but the estates' original houses have long gone.

[121] Advertisement, *Sydney Morning Herald*, 18/8/1842, p.1

This timing of the subdivisions reflected the coming of the railway into the area, firstly to the Illawarra opened in 1884 and secondly the Belmore (Bankstown) line opened in 1895, but under consideration from the early 1880s. The completion of the electric tramway network from 1900 along Princes Highway (1900) and Illawarra Road (1912) provided additional impetus to build. The staged introduction of other government services such as sewerage and reticulated water supply were other factors.

ST PETERS/TEMPE

The suburban housing estates at St Peters/Tempe are located in general on the west side of Princes Highway. The old estates on the east side of the road were not so frequently subdivided, and the streets here usually date from the 1840s villages in most cases. These eastern estates were either acquired by the brickmakers in 1900-1910s, resumed by the government in 1928[122], subdivided (Bellevue and Heathcote), and only one, The Poffle, remained substantially intact until the 1950s.

The land sales at St Peters/Tempe commenced in 1881 with knowledge that the railway line would be constructed,[123] and the sales were located in the immediate vicinity of the future railway station (now Sydenham, then named Marrickville). The first and largest sale was The Grove Estate that came on the market in May 1881.[124] The estate was located between Princes Highway, Unwins Bridge Road, Reilly Lane and Grove Street, and within that area were 343 allotments and streets named George, Yelverton, Frederick and Sutherland.[125]

To the south of The Grove across Reilly Lane was the Tempe Park Estate that came on the market in October 1881.[126] This estate was sited between Princes Highway, Unwins Bridge Road, and Belmore Street. There were 195 blocks and the new streets were Railway and Park.[127] There was no pre-existing development in this area at the time of the land release.

To the south of Tempe Park Estate across Belmore Street was Terry's Marionette Estate that came on the market in February 1882.[128] This estate was sited between Princes Highway, Unwins Bridge Road, and Lymerston Street. There were 120 blocks and the new streets were Samuel and Terry.

[122] Crown Plan 7560.3000

[123] Advertisement, *Sydney Morning Herald*, 31/10/1881, p.3

[124] Advertisement, *Sydney Morning Herald,* 19/5/1881, p.14

[125] State Library of New South Wales (Sydney Suburbs Subdivision Plan M9-67; Advertisement, *Sydney Morning Herald*, 9/5/1881, p.8

[126] Advertisement, *Sydney Morning Herald,* 31/10/1881, p.3

[127] State Library of New South Wales (Sydney Suburbs Subdivision Plan S19-38

[128] Advertisement, *Sydney Morning Herald,* 7/2/1882, p.10

Figure 29: (Left) Plan of subdivision of the Marionette Estate of 1882 Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan T3-3)

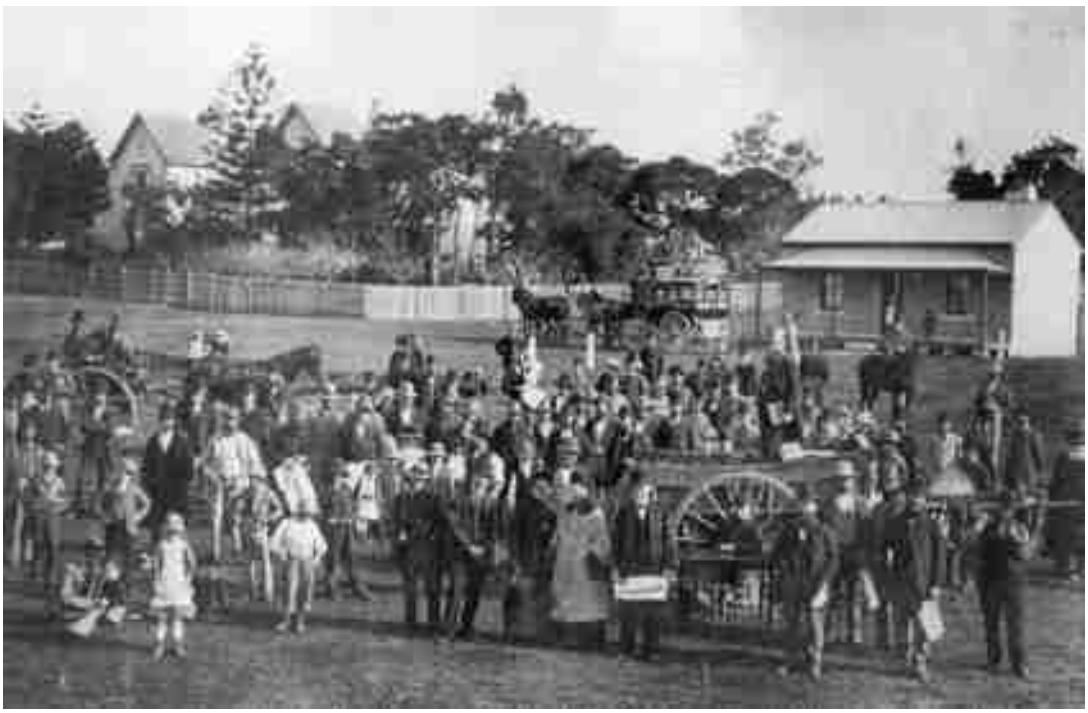

Figure 30: Potential purchasers of the blocks released in the sale of Marionette Estate in 1882. In this age the vendors provided the potential purchasers with coaches (seen in the background) to travel to the on-site auction sales. Source: Marrickville Picture Library reproduced in Anne-Maree Whitaker, Pictorial History: Marrickville, Kingsclear Books, 2006, p.70

The area south of the Marionette Estate between Lymerston and Union streets was subdivided between 1881 and 1884. The first land release here was the Brooklyn Estate (Foreman Street to Union Street), which was subdivided in September 1881, with another attempt in 1899.[129] The house, Brooklyn Villa, and grounds fronted the now removed Stanton Street and was further subdivided and sold in 1900.[130] Between the Brooklyn Estate and Marionette Estate was the Lymerston Heights Estate. This area was the eastern portion of the Way family's Lymerston, and the Way family instead of putting through another cross road made a decision to form the cul-de-sacs of William and John streets. There were a total of 35 new allotments of large depth. The estate was sold in November 1884.[131]

When taking into account the above estates and the village reserves of earlier years the whole of the area between Princes Highway and Unwins Bridge Road south of Campbell Street and down to near Tempe village was subdivided by 1884. The area west of Unwins Bridge Road and the railway line was subdivided at different times and in smaller estates in general; for example, the western portion of Lymerston that had been resumed by the government was subdivided by them and sold in September 1909.[132] Smidmore, opposite Silver Street on Unwins Bridge Road, was subdivided in 1889.[133]

The whole estate was bought up by the brickmaker James Henry Charlesworth in 1900 for his Jubilee Brick Works). Parts of the grounds of Nelson Lodge around Collins Street and Wells Avenue were subdivided at different times in the first half of the 1920s.[134] The immediate grounds of Hurlingham were subdivided in 1919.[135]

The exception in the Unwins Bridge Road sales was the Goodsell's Estate. The Goodsell family owned 25 acres located between May Street and Lord Street, north of Bedwin Road. The southern part of this property was the brick pit and kiln of the family's Newtown Steam Brick Works. The yard was affected (by resumption) by the Illawarra railway, and in 1882 the 13 acres north (Council Street) and west (Lord Street) of the pit was subdivided to form 151 building blocks and sale of 18 existing houses.[136]

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[129] Advertisement, *Sydney Morning Herald,* 3/9/1881, p.9; Advertisement, *Sydney Morning Herald,* 6/9/1899, p.11; State Library of New South Wales Sydney Suburbs Subdivision Plans T3-64 and T3-10

[130] State Library of New South Wales Sydney Suburbs Subdivision Plans T3-31 and T3-17

[131] State Library of New South Wales Sydney Suburbs Subdivision Plan T3-56; Advertisement, Sydney Morning Herald, 22/10/1884, p.15

[132] State Library of New South Wales Sydney Suburbs Subdivision Plan T3-24

[133] State Library of New South Wales Sydney Suburbs Subdivision Plan S4-34

[134] State Heritage Inventory listing information

[135] State Library of New South Wales Sydney Suburbs Subdivision Plan T3-65

[136] 'Brickmaking by Steam', Sydney Morning Herald, 17/6/1870, p.8; Advertisement, *Sydney Morning Herald*, 23/11/1882, p.13; State Library of New South Wales Sydney Suburbs Subdivision Plan S4-50

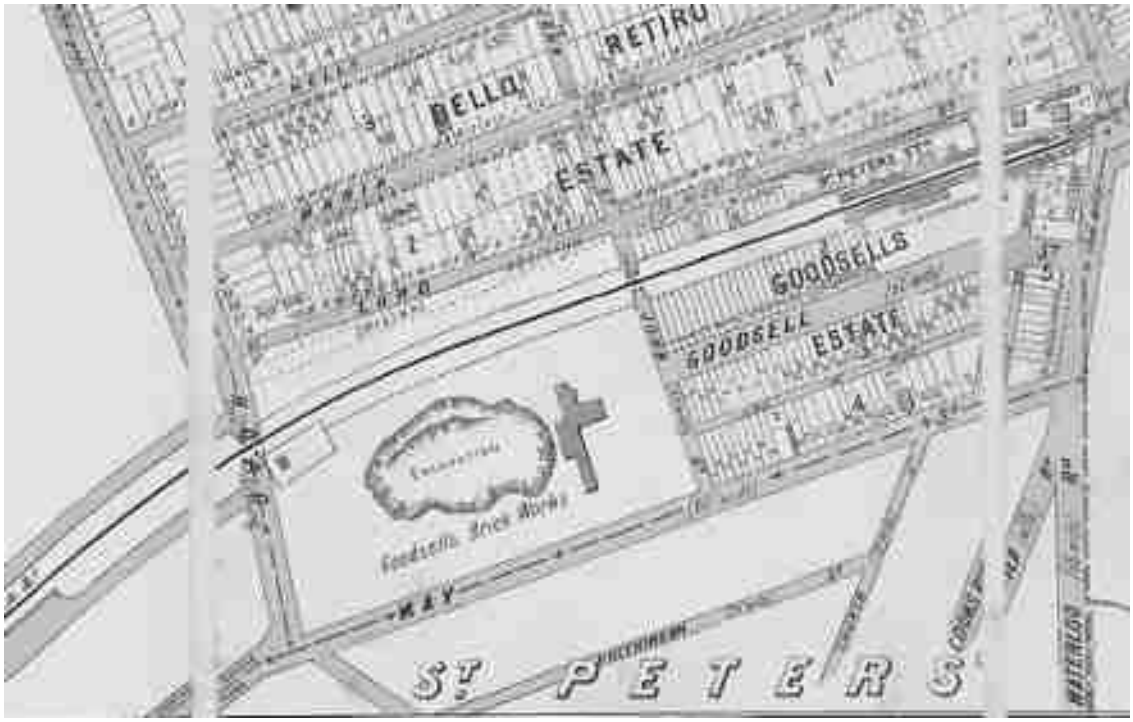

Figure 31: Detail from Higinbotham and Robinson's map of the municipality of Newtown of 1886 showing the subdivision of Goodsell's brickyard. The northern part of yard was resumed for the government for the Illawarra railway (opened in 1884) and this precipitated the sale of the eastern half in 1883. The brickworks shown is now Camdenville Park. Source: Sydney City Archives

Heathcote, on the east side of Princes Highway, corner of Canal Road, was subdivided in 1875,[137] but would seem to have had little success, and was re-subdivided in 1895 as the Bernefield Estate.[138] That subdivision formed Berne Street, and the now lost Dagmar, Georgina, and Bega streets. Most of Bernefield was re-offered in 1909 as the Rose Valley Estate.[139]

Bellevue, the former Talbot family estate, was subdivided in 1903. Talbot and Bellevue (north) streets were formed in that subdivision.[140] Again it was not a success, with the Salvation Army securing the house, and the bulk of the estate being Jack Munro's training track.[141]

MARRICKVILLE SOUTH

The subdivision of the river land in south Marrickville was near contemporaneous with the developments at St Peters/Tempe; that is between 1879 and 1881 practically the whole area between Gumbramorra Creek west to Wardell Road was subdivided.

The first sale was the Riverside Estate in March 1877. This was a massive subdivision of 86 acres sited west of Illawarra Road up to Hill Street and above Cooks River.[142] There is no

[137] State Library of New South Wales Sydney Suburbs Subdivision Plan S4-26

[138] State Library of New South Wales Sydney Suburbs Subdivision Plan S4-58

[139] State Library of New South Wales Sydney Suburbs Subdivision Plan S4-41

[140] State Library of New South Wales Sydney Suburbs Subdivision Plan S4-56

[141] 1943 aerial photography

[142] State Library of New South Wales Sydney Suburbs Subdivision Plan M9-200; Advertisement, *Sydney Morning Herald,* 1/ 3/1877, p.8

evidence of prior development in this area, and the land was owned by a beneficiary of Wardell's estate, Charles Frederick Priddle up to the subdivision.[143] Some of this land must have been highly ill-suited to residential development for much of it became Riverside Park (now Marrickville Golf Club) on the west, and on the east some of it was quarried. However, about half of the allotments sold at the time.[144] These were large blocks of about half an acre. The subdivision formed Livingstone Road (then Birtley Street), Beauchamp Street, Princes Street (then Victoria Street), and Wharf Road where a 'public' wharf was set aside (site now within the golf course). The Riverside Hotel was developed subsequently within this estate.

Figure 32: Samuel Elyard's watercolour painting of 'Thomson's Bridge, Cook's River', dated 1863. The view is from Undercliffe looking east along the river land of Cooks River to Illawarra Road Source: State Library of New South Wales

[143] Recited in Primary Application 2945

[144] State Library of New South Wales Sydney Suburbs Subdivision Plan M9-203

Figure 33: (Left) Plan of the subdivision of the Riverside Estate of 1877. Note: plan oriented so that the top of the image is approximately north. Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan M9-200)

The second sale was the Moffatt Estate in 1879 that represented much of the riverside land, some 46 acres, south below Ewart Street in the vicinity of Riverside Crescent. The land had been the property of Thomas de Lacy Moffatt, a Queensland politician who died in 1864. These were large one-acre blocks and residential development was not envisaged by the developer.[145]

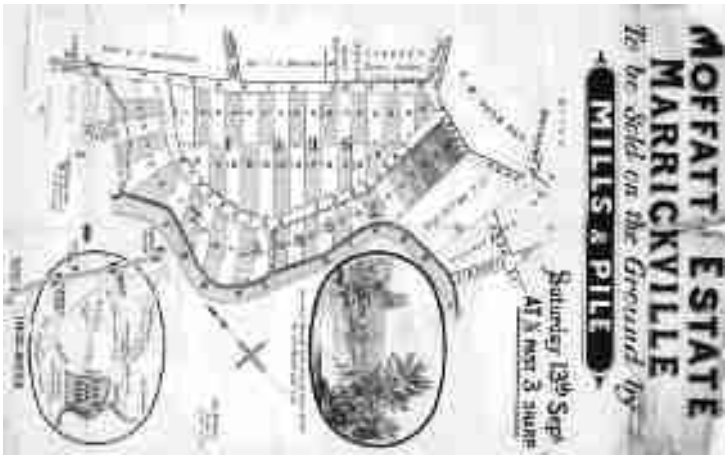

Figure 34: Plan of the subdivision of the Moffatt Estate of 1879. Note: plan oriented so that the top of the image is approximately north. Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan D12-49)

[145] State Library of New South Wales Sydney Suburbs Subdivision Plan D12-49; Advertisement, *Sydney Morning Herald,* 13/9/1879, p13

The area east of Illawarra Road was largely the grounds of The Warren, which was subdivided in stages from November 1881 by the Excelsior Land Investment and Building and Bank Company Ltd.[146] The first subdivision comprised the house and its surrounds of 50 acres, with the suburban lots having 30 foot frontages.[147] This subdivision formed Renwick, Cary, Premier, Day, Roseby and Thornley streets, and the cross streets.[148] Some of these street names recalled directors of the vendors: George Renwick, John Roseby, William Cary. Thornley Street was extended east to connect with Premier Street by a subdivision undertaken in 1912.[149] The result of The Warren estate sub.divisions was Tempe Township, being the low-lying ground south of Warren Road up to Unwins Bridge Road.[150]

The area north of The Warren comprised a number of small land holdings that were subdivided in the early 1880s. Warren Grove was sited between Warren Road and Schwebel Street and west of High Street and was sold in stages from 1881. There was no development on the estate prior to the sale aside from a few houses at the corner of Warren and Illawarra roads.[151] The Meek family's Myrtle Grove, sited north of Ruby Street and east of High Street was subdivided in 1884.[152]

The subdivision in 1885 of Harnleigh, the villa erected for Lawrence Joseph Harnett by 1872, opened up the area south of Warren Road between Livingstone Road and Illawarra Road.[153]

Following the depressed 1890s, building blocks came on the market again from around 1900. The Arthursleigh Estate for example was offered for sale in 1882 with 42 blocks between Wardell Road and Bayley Street above Ewart Street.[154]

Nearly all had not sold by the time the estate was re-offered in 1904,[155] but after that there was a spate of development in the estate.[156] Yule's Estate between Beauchamp Street and Livingstone Road was placed on the market in 1899 by the Master in Equity.[157] The Terrace Garden Estate was offered in 1910 with 40 building blocks between Osgood Avenue and Beauchamp Street.[158]

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[146] Advertisement, *Sydney Morning Herald,* 16/11/1881 p.12

[147] Advertisement, *Sydney Morning Herald,* 16/11/1881, p.12; Advertisement, Sydney Morning Herald, 13/2/1882, p10

[148] State Library of New South Wales Sydney Suburbs Subdivision Plans M9-240 & M9-249

[149] State Library of New South Wales Sydney Suburbs Subdivision Plan T3-8

[150] State Library of New South Wales Sydney Suburbs Subdivision Plan T3-69

[151] State Library of New South Wales Sydney Suburbs Subdivision Plans M9-244 & M9-251; Advertisement, *Sydney Morning Herald*, 30/9/1882, p15

[152] State Library of New South Wales Sydney Suburbs Subdivision Plan M9-172

[153] State Library of New South Wales Sydney Suburbs Subdivision Plan M9-75; Advertisement, *Sydney Morning Herald,* 7/2/1885, p.19

[154] State Library of New South Wales Sydney Suburbs Subdivision Plan D12-04

[155] State Library of New South Wales Sydney Suburbs Subdivision Plan D12-03

[156] State Library of New South Wales Sydney Suburbs Subdivision Plan D12-41

[157] State Library of New South Wales Sydney Suburbs Subdivision Plan D12-113, Advertisement, *Evening News,* 16/10/1899, p6

[158] State Library of New South Wales Sydney Suburbs Subdivision Plan D12-87 Advertisement, *Sydney Morning Herald,* 13/4/1910, p.16

Priddle's Estate between Albermarle Street and School Road, some 56 blocks, was sold in 1912.[159] The land between Schwebel Street, Riverdale Avenue, and the railway was subdivided in 1920 as the Riverdale Estate.[160]

Figure 35: (Left) Plan of the subdivision of the Harnleigh of 1882. Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan M9-75)

A small portion of The Warren estate was resumed in October 1919 by the short-lived Housing Board.[161] The Board was established under the provisions of the Housing Act, 1912 that provided for it to acquire land by purchase, resumption, or appropriation, to construct and maintain buildings, and to use, lease, or dispose of such land and buildings. The activities of the Board were financed by money set apart to a special account in Treasury as the Housing Fund, controlled by the Board. The Housing Board was abolished by the Housing (Amendment) Act, 1924.[162] The architect in charge at the Housing Board was William Henry Foggit (1863-1943). Foggit and the Housing Board are remembered today for Dacey Garden Suburb or Daceyville, which commenced construction in 1912, and is acknowledged as an early example of a planned garden suburb in Australia.[163]

[159] State Library of New South Wales Sydney Suburbs Subdivision Plan M9-188, Advertisement, *Sydney Morning Herald*, 3/1/1912, p.5

[160] State Library of New South Wales Sydney Suburbs Subdivision Plan M9-195

[161] *New South Wales Government Gazette,* 3/10/1919

[162] State Record New South Wales Investigator

[163] Freestone, Robert, Model Communities: the garden city movement in Australia, Nelson, 1989, p.166

Foggit's liking for irregular shaped allotments with curved edges is seen in part in his proposal for the subdivision at McGowan Avenue. The subdivision set aside the non-developable steep land above Cooks River as a reserve with a lookout (Warren Park).[164] Housing was under construction in 1919, however Marrickville Council objected both to the construction methods and also to the proposal for a 40 ft. wide street as neither complied with the building codes.[165] The narrow street was removed evidently from the scheme. The housing in McGowan Avenue was first entered in the Sands Directory for 1922 when there were nine houses on the west side and eleven on the east. Some of this subdivision is now part of the grounds of Ferncourt Public School.

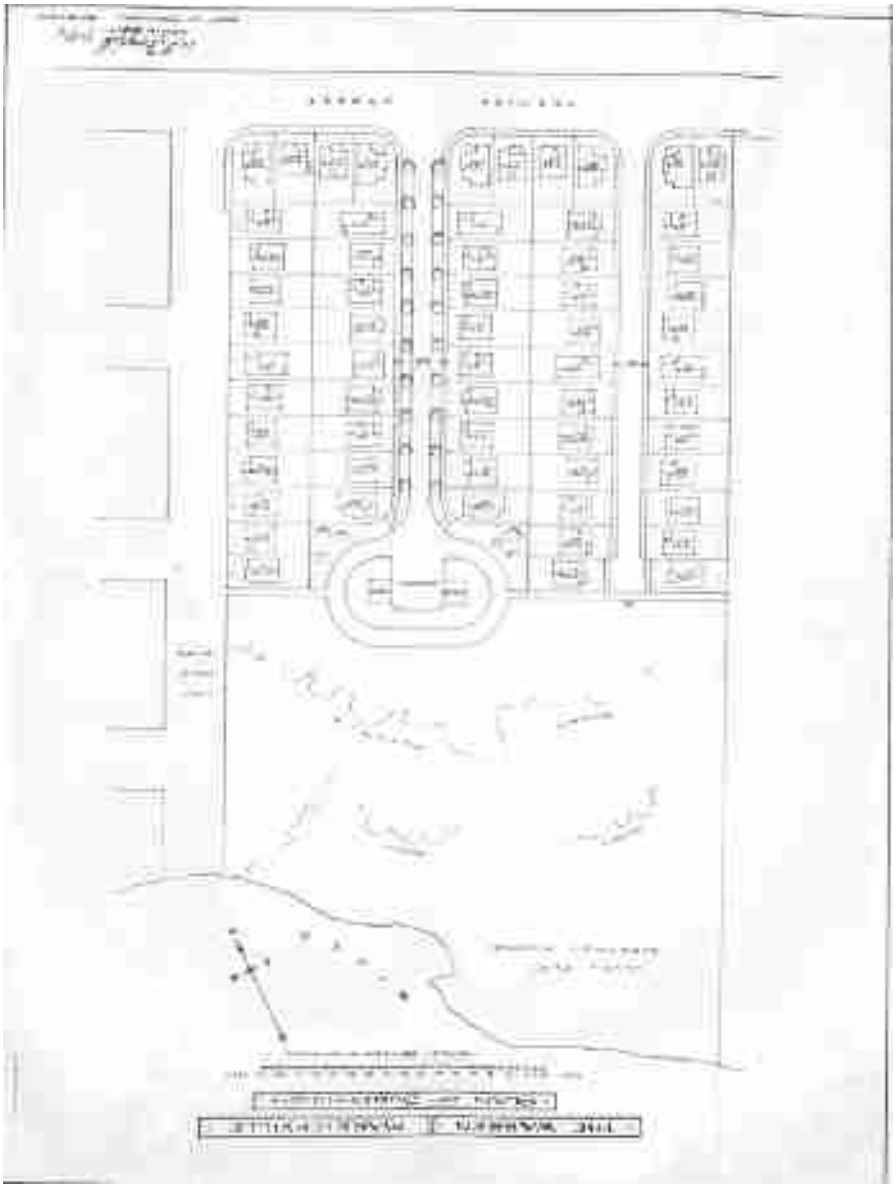

Figure 36: Plan of subdivision of the Housing Board estate (McGowan Avenue) of 1919. Note: plan oriented so that the top of the image is approximately north. Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan M9-247)

[164] State Library of New South Wales Sydney Suburbs Subdivision Plan M9-247

[165] 'Government Housing', *Construction and Local Government Journal,* 27/10/1919, p.7

SOUTH DULWICH HILL

All of south Dulwich Hill at one time was part of William Starkey's Gladstone Hall. The area of this estate is bounded by present-day Cooks River, Garnet Street, the railway line, and Riverside Crescent. Starkey's land was released on the market in 1907. There were a total of 97 allotments inclusive of four with stone buildings erected during the period it was owned by Starkey. The land release came with a voluntary building covenant stipulating the minimum (200 pounds) value of new buildings.[166]

Figure 37: Plan of subdivision of the western half of Gladstone Hall in 1907. Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan D12-33)

2.7. MARKET GARDENING

In the mid nineteenth century, while the ridge traversed by Princes Highway was being developed for villas, the low-lying land to the west beside Gumbramorra Creek was utilized for market gardening by the Meek family. By 1854 James Meek (1828-1916) possessed 12 acres of Wardell's estate beside Gumbramorra Creek, and an established market garden.[167] A purchase date of 1838 has been thought,[168] but this seems unlikely as he would have been ten at the time,[169] and c.1848 seems more realistic. By the mid 1850s he was the only inhabitant in this low-lying part of Marrickville and in later years would recall the isolation of the place.[170]

While nothing remains of the market garden, Loch Lomond (1 Myrtle Street, heritage item No. I11) was built for Meeks' only son, James Meek Junior, in the 1870s it is thought and

[166] State Library of New South Wales Sydney Suburbs Subdivision Plans D12-33 & M9-58

[167] Sydney Suburbs Subdivision Plan S19-3; Advertisement, *Sydney Morning Herald*, 20/12/1854, p.6

[168] Meader, Chrys, 'The Swamplands', *Heritage* 4, 1988 (Meader Heritage 4)

[169] 'Old Colonist Dead', *Sydney Morning Herald,* 27/5/1916, p.20

[170] 'Old Colonist Dead', *Sydney Morning Herald*, 27/5/1916, p.20

was his family home until around 1887. The building was renamed Stonehenge in the 1920s by C.G. Neilson. The stone of this building was probably sourced from Schwebel's nearby quarry.[171]

Chinese market gardeners are known to have worked allotments in the 1920s near Tillman Park, Sydenham.[172] Another group were active at Dulwich Hill in the area above Ewart Street east of Wardell Road down to Pilgram Avenue.[173] Aerial photographs of the land west of Alexandra Canal of the 1940s showed tracts of market gardens. These were presumably on land leased from the government.

Figure 38: The site of Meek's Garden (circled), part of the Plan of the Sydenham Farms No. 1 component of the subdivision of Wardell's estate. Reference points are the line of Illawarra Road, Unwins Bridge Road, and Swamp Road which is present day Sydenham Road. The plan was prepared for the sale of farms in 1854 and plotted 'Meek's Garden' having been established by that date. Ideal for a market garden, Meek's plot was traversed by Gumbramorra Creek. To the east across the creek was another market garden owned by King. Note: plan oriented so that the top of the image is approximately north. Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan S19-3)

[171] Cashman and Meader 1990, p.126

[172] Phillips, Ian and Richard Blair, 'Harry Stone's Sydenham', *Heritage* 13, 2010, p.24 (Phillips & Blair 2010)

[173] Cashman and Meader 1990

2.8. EXTRACTIVE INDUSTRIES

BRICKWORKS AT ST PETERS

Brickmaking in Sydney in the earliest decades following colonisation and until around 1840 was concentrated beside the creek draining into Darling Harbour at the base of Brickfield Hill at Haymarket. This had been predominantly a government enterprise with convict labour. The spread of activity to the west and south-west into areas such St Peters was a matter of private enterprise.

Prior to the late nineteenth century, the process of brick production was small in size, simple in operation, and traditionally a family affair. Manufactories opened wherever quality clay derived from Wianamatta Shale deposits was found, together with a good supply of timber for fuel and an adequate supply of water. The Newtown/St Peters region was popular but these works were to be found right across the Marrickville area, as far as Canterbury Road. The boom decade of the 1880s placed great demands on the brickmakers as new dwellings, factories and warehouses, offices, railways, etc were built. It was period of investment in plant and machinery and the capital required favoured the larger concerns over family run businesses.[174] By 1900 the brickmakers in the western part of Marrickville LGA had entered a state of decline. However, some works at St Peters remained viable concerns into the late 1970s and early 1980s.[175] Consequently, there remained a pool of specialised labour at St Peters, often living locally.

Over millennia bricks were hand made by using timber moulds and firing in simple kilns. In the nineteenth century mechanisation was introduced, and in the Sydney region this commenced in the 1870s. The first brick maker in Sydney to adopt this technology was Henry Goodsell in 1870 with the introduction of a steam-powered brick making machine at his May Street, Newtown yard.[176] This is thought to have been Sydney's first steam-operated brickworks and it was here that Sydney's first shale plastic bricks were produced. The use of shale, coupled with the steam-powered machinery, enabled the yard to produce 15,000 bricks per day (compared to 1,500 per day for hand-operated yards). The processes introduced by Goodsell in this yard revolutionised Sydney brick making and the recurring image of the steam yards are the long and low Hoffman type kilns and tall brick chimneys.

Aside from Goodsell's yard at Newtown, the St Peters yards prior to around 1900 were located principally within the Cooper family's Waterloo estate in leasehold and with upward of 50 leases there by 1880.[177] This area (Sydney Park) is not within the study area. The yards within the study area were owned in freehold and located on Unwins Bridge Road, and east of Princes Highway.

Around Princes Highway was the Central Brick and Tile Company Ltd (behind Albert Street). This pit was part of the Barwan Park estate and the brick pit acquired in freehold was around 12½ acres in 1912.[178] Austral Brick Company Ltd's extensive works between Nos. 238-310 Princes Highway up to Canal Road were in operation from 1908 with the chimney of the Hoffman kiln thoughtfully placed on the alignment of St Peter's Church tower opposite.

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[174] Ringer 2008, p.69

[175] Ringer 2008, p.315

[176] 'Brickmaking by Steam', *Sydney Morning Herald,* 17/6/1870, p.8

[177] Ringer 2008

[178] Recited in Primary Application 18701

Further south along Princes Highway between Bellevue Street and present day Ikea was Ernest Loftus Speare's Tempe, Brick, Tile and Pipe Works opened around 1913,[179] with Speare having acquired the site of 18½ acres in June 1912.[180]

Figure 39: Oblique aerial view of the works of the Central Brick and Tile Company on Princes Highway behind present day Albert to Bishop streets. This site was Barwon Park in the nineteenth century. Source: Ringer, Ron, The Brickmakers 1788-2008, Dry Press Publishing, 2008, p.154

Figure 40: Oblique sketch perspective view of the works of the Austral Brick Company on Princes Highway, c.1934. This site was Petersleigh and Finningham in the nineteenth century. The business address of this company was the now vanished Cowper Street. Source: Ringer, Ron, The Brickmakers 1788-2008, Dry Press Publishing, 2008, p. 161

[179] 'Alleged Tempe Nuisance', *Sydney Morning Herald,* 18/11/1914, p.7; Current News, *Newcastle Morning Herald*, 21/11/1914, p.4

[180] Certificate of Title Vol. 1932 Fol. 217

Figure 41: Ernest Loftus Speare's Tempe Brick, Tile and Pipe Works c.1935 on the Princes Highway south of Bellevue Street. This photograph is usually reproduced as being of Goodsell's pit behind May Street, but appears to be the Tempe Brick, Tile and Pipe Works. Source: Ringer, Ron, The Brickmakers 1788-2008, Dry Press Publishing, 2008, p.168

Around Unwins Bridge Road were Goodsell's yard in the area west of present day May Street (now substantially Camdenville Park but continuing across the railway line into Lord Street and the yard was usually described as being in Newtown which is correct). For a time in the 1890s the yard operated by Peter Speare, and from 1900 Elias Harber until closure around 1901.[181]

The Albion Steam Brickworks were behind Unwins Bridge and between Mary Street and Grove Street. The yard comprised five acres of freehold land and the plant comprised a Hoffmann kiln (under construction in 1887), brick chimney, and manager's house.[182] William Collins was listed as the brickmaker in Grove Street in 1886 edition of Sands Directory, and it would seem likely this was WG Collins and Company's yard where steam powered dry press machinery was first introduced in Sydney in 1878.[183] The yard was closed in 1893 and the property was subdivided,[184] the pit however remained open for land fill until the 1950s.[185]

[181] *Sands Directory*

[182] State Library of New South Wales Sydney Suburbs Subdivision Plan S4-115; Advertisement, *Sydney Morning Herald*, 6/4/1887, p.13

[183] Ringer 2008, p.55

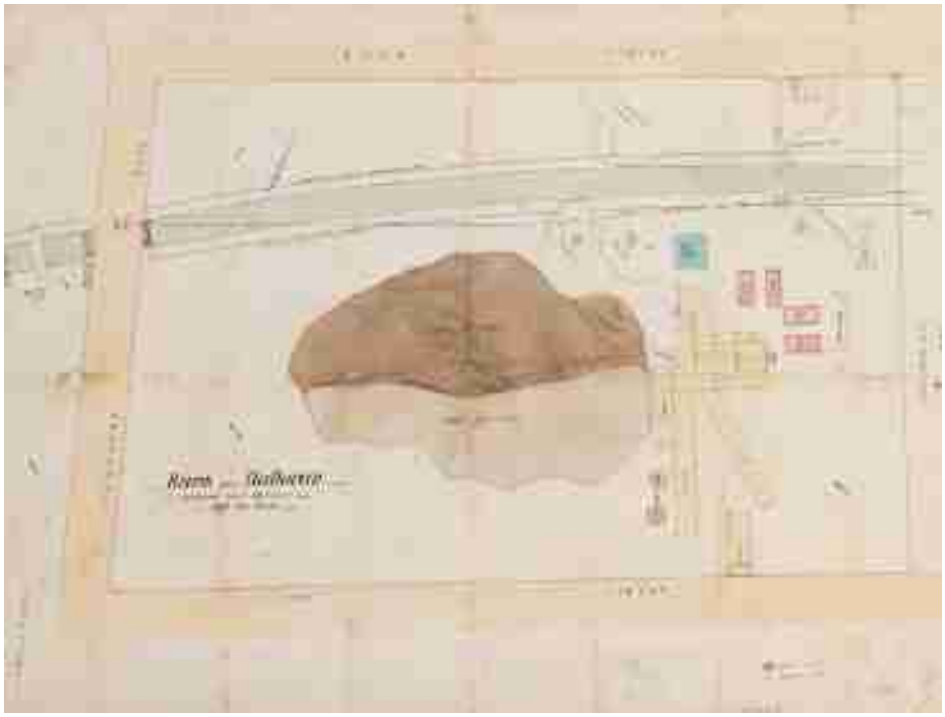

Figure 42: Survey of Goodsell's brick works at Newtown dated April 1883. The pit is today Camdenville Park. Source: State Library of New South Wales (M2 Z811.1827/1883/1)

(Left) Plan of subdivision of the Albion Brick Works on Unwins Bridge Road between Grove and Mary Streets. This site was the western half of Maryville estate subdivision. Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan S4-115)

[184] State Library of New South Wales Sydney Suburbs Subdivision Plan S4-115; Advertisement, *Sydney Morning Herald*, 6/4/1887, p.13

[185] Visible in aerial photography dated 1949

Also on Unwins Bridge Road (opposite Silver Street) was the Sydney Brick Company, established as the Jubilee Steam Brickworks with the name changing in 1902.[186]

The site of 7½ acres (formerly the Smidmore Estate subdivided in 1889) was purchased in 1900 by James Henry Charlesworth.[187] By 1911 the output of the works was 180,000 brick per week, and with 38 employees.[188] It was resumed by the NSW Government in 1945, at which time it was owned by Arthur and James Edward Charlesworth.[189] The pit remained open for land fill until the 1950s.[190]

Figure 43: The Sydney Brick Works on Unwins Bridge Road in 1911. Opened in 1900 this yard, sited opposite Silver Street, was owned by the Charlesworth family. It was resumed by the government in 1945. Source: Marrickville Image Library (000197)

A pocket of clay suitable for brick manufacture was found at south Dulwich Hill at Dibble Avenue. This was worked by the Toyer brothers between 1875 and 1900.[191]

STONE QUARRIES AT TEMPE AND MARRICKVILLE

The sandstone outcrops fringing the valley of Cooks River were commercially worked at Tempe, South Marrickville, and south Dulwich Hill. In most instances the quarries are discernible today by the exposed worked rock face. They were worked by family concerns with a modest scale of operation.

The Schwebel family worked the area bounded by present day Schwebel and Grove streets in south Marrickville. This sandstone quarry was opened in 1863 by Adam Schwebel and closed in 1915. Schwebel (1829-1888) was a German born migrant who arrived in 1852.

[186] Advertisement, *Evening News,* 22/12/1902, p.8

[187] Certificate of Title Vol. 1328 Fol. 35

[188] *Souvenir to commemorate the 50th anniversary of the incorporation of the Municipality of Marrickville, Marrickville Municipal Council,* 1911 (Souvenir 1911)

[189] Crown Plan 11886.3000

[190] Visible in aerial photography dated 1949

[191] Cashman and Meader 1990, p.151

The remnants of this quarry are visible in surrounding High, Ruby, and Junction streets, together with stone houses in Schwebel Street and also Illawarra Road. Schwebel supplied Marrickville Council with stone for street kerbing and guttering, and he was the contractor for Roseby Memorial Congregational Church in Illawarra Road (Heritage item No. I73). A son, George, worked a quarry in Illawarra Road situated between Wallace Street and Wharf Road (520-560 Illawarra Road).[192]

The Webster Bros worked in the area of south Marrickville bounded by Illawarra Road, Thornley, Hampden and Roseby streets within The Warren Estate between 1886-1890.[193]

At Tempe a quarry was worked in the area bounded by Unwins Bridge Road, Collins and Way streets, that is to the west of the local school, prior to around 1880.[194] Angus Hamilton is known to have operated in Toyer Street, this being in use in 1892 and is thought to have been open between 1886 and 1893. Stone sourced from Hamilton's quarry was used in the construction of houses in Collins Street (Nos. 1-3,Nos. 11-13, Heritage item No. I295) and adjacent No. 137 Unwins Bridge Road (also part of Heritage item No. I295).[195] Also at Tempe the rock face at Wells Avenue and Edgar Street has been worked in the past.

Figure 44: Undated, c.1870s, plan of subdivision of land at Tempe behind the public school with quarry depicted. Source: State Library of New South Wales (Sydney Suburbs Subdivision Plan T3-11)

[192] Cashman and Meader 1990, p.98, p.154

[193] Cashman and Meader 1990, p.155

[194] State Library of New South Wales Sydney Suburbs Subdivision Plan T3-11

[195] Cashman and Meader 1990, p.154

Figure 45: (Left) The former home of Adam Schwebel in Illawarra Road out of stone quarried from their yard at Schwebel Street. Demolished in 1965 and the stone was used in the boundary wall of Roseby Memorial Church. Source: Marrickville Image Library (001833)

Figure 46: (Left) In the background is George Schwebel's quarry beside Illawarra Road in 1936. Source: Marrickville Image Library (000894)

2.9. INDUSTRY

INTRODUCTION

Within the study area there are three precincts with a history of industrial uses that remains active today. These precincts are located within the low-lying land of Marrickville (including Carrington Road) and St Peters, the now closed former brickyards of St Peters, and beside the railway line at Sydenham. The historical extent of this industry zoned land was recorded in the Cumberland Plan published in 1951.

Figure 47: Detail from the County Cumberland Plan published in 1951. Areas shaded grey are zoned industrial areas. Source: City of Sydney Archives

2.10. HISTORY OF THE CARRINGTON ROAD MARRICKVILLE INDUSTRIAL AREA

The character of Carrington Road today is that of a mid 20th century industrial precinct, with a mixture of large and small-scale 20th century industrial buildings, many now converted to warehousing or office uses. Until the post-World War Two period however, the precinct included a significant proportion of residential cottages, particularly to the west of Carrington Road between Myrtle and Ruby Streets, some of which remain today.

The Carrington Road precinct continues to provide physical evidence of a rich industrial past as a focus of vehicle manufacturing and supporting medium-heavy industries. Subdivision patterns have remained substantially intact and although some buildings have been replaced or altered, and building uses have changed, several of the original factories that were built and used by iconic Australian companies remain. Of particular historical value are:

- the former General Motors Holden manufacturing plant building (No. 10 Carrington Road), the façade of which is heritage listed (Heritage item No. I68)
- the former Rega Products factory (No. 47 Carrington Road), the façade of which is heritage listed (Heritage item No. I68)
- the canary island date palms (Heritage item I68)
- Former A.H. Peters & Company building at No. 16 Carrington Road (not heritage listed)
- Ficus trees (not heritage listed)

The streetscape of Carrington Road includes three historically and aesthetically distinct sub-precincts: the group of small industrial businesses on the western side of Carrington Road north of Ruby Street; the large manufacturing firms on the eastern side of Carrington Road and the smaller but still substantial businesses towards the south of the precinct.

Figure 48: A contemporary aerial photograph showing the precinct of Carrington Road, with its sub-precincts 1,2 and 3 outlined.

EARLY HISTORY OF THE CARRINGTON ROAD AREA

The area now known as Marrickville was settled on several of the earliest land grants made in the Colony. Thomas Moore (1762 – 1840), master boatbuilder, was granted 470 acres of land on 8 October 1799 by Governor Philip King (1758-1808). This grant was enhanced on 8 October 1803 by a further grant of 750 acres.[196] By 1807 Moore held a total of 1920 acres in the area. This consolidated grant formed the largest land holding to the south-west of the new town of Sydney and extended over the area from Dulwich Hill Station south to Cook's River and from Stanmore Road to Unwins Bridge Road. The land was well timbered in parts

[196] Local Studies collection, Marrickville Council Library

with swampy ground along its southern edge and Thomas Moore benefitted from the sale of the timber whilst clearing the land for agricultural purposes.[197]

Figure 49: (Left) Thomas Moore (1762 – 1840) Source: Western Sydney Libraries, online collection. http://www.westernsydneylibraries.nsw.gov.au/westernsydney/thomas.html

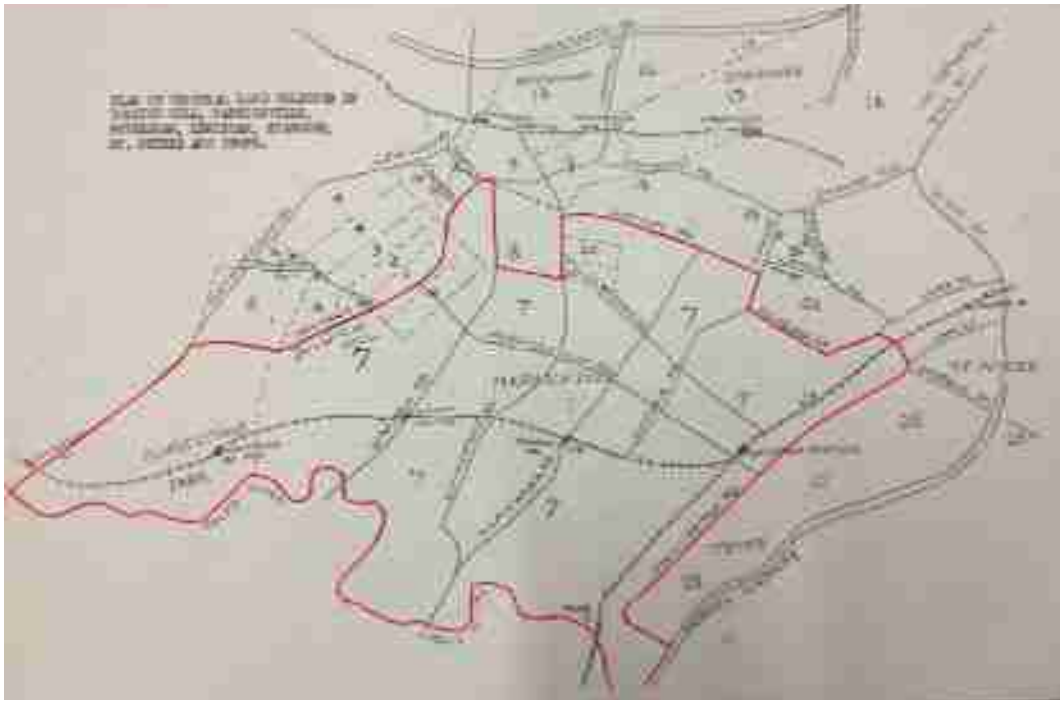

Figure 50: A map showing Thomas Moore's land holding, outlined in red. Source: Local Studies collection, Marrickville Council Library

In 1830 prominent colonial figure and wealthy barrister, Dr Robert Wardell (1793 – 1834), barrister and newspaper editor, purchased several grants in the Marrickville area, including Thomas Moore's estate. Wardell's aggregated holding amounted to more than 2000 acres and included all of the present day suburbs of Dulwich Hill, Marrickville and a large portion of Petersham.

[197] 'Marrickville', Chrys Meader, Dictionary of Sydney, http://www.dictionaryofsydney.org/entry/marrickville

Wardell had arrived in the colony six years prior and had set up practice as a lawyer, and soon formed a partnership with another prominent colonial figure, William Charles Wentworth, with whom he founded "The Australian", the first independent newspaper in the colony.[198]

Wardell employed his own timber-cutters and sold a considerable amount of the remaining timber on the land mainly for firewood. He then developed much of his estate for agriculture including the running of deer for hunting.[199] On 7 September 1834 Dr Wardell was shot by bushrangers near the Cooks River in the southern part of his estate whilst out riding. After his death the estate was divided between three female beneficiaries: Mrs Priddle, Mrs Fisher and Mrs Frazer.

The 1855 subdivision of Thomas Chalder's Marrick Estate to the north of Wardell's land formed the village of Marrickville and contained cottages, shops, churches and civic buildings.[200] Market gardens, dairy farms and stone quarries also dotted the landscape, however much of Marrickville remained undeveloped for many decades. This was mainly due to the unfortunate reputation Marrickville as a whole had as being swamplands and generally unproductive country, to the extent that counter-arguments were presented in the media… "Marrickville has obtained the reputation of being a low-lying locality, subject to floods in wet weather, which is only true of a very small portion of the district, but in accordance with the proverb about giving a dog a bad name, Marrickville has a good deal of unreasonable prejudice to contend against in consequence."[201]

Figure 51: A map showing the approximate extent of the Gumbramorra swamp. The Carrington Road precinct is indicated by the red arrow. Source: accessed via http://www.marrickville.nsw.gov.au/Global/Environment/In%20your%20community/Water]/crsi-ec%20north%20subcatchment%20r15%20web-part1.pdf)

[198] Local Studies collection, Marrickville Council Library
[199] Ibid
[200] Meader, Dictionary of Sydney
[201] Sunday 13 June 1897, Sunday Times, p. 10 accessed via trove.nla.gov.au

The exact extent of the swamplands in south Marrickville in relation to the Carrington Road precinct are difficult to ascertain (see Figure 50 above).

Anne Fisher's (one of the beneficiaries of Robert Wardell's will) portion included the Carrington Road precinct, marked as No.4 in Plan 1 of the Sydenham Farms, and from the 1850s her husband Thomas John Fisher gradually subdivided the land and released the subdivided portions for sale.

Figure 52: Plan No.1 of the Sydenham Farms subdivision, undated. Meek's Garden is outlined in red. Note that the plan is drawn with north to the bottom of the sheet. (Swamp Road follows the alignment of today's Sydenham Road). Source: Call No. Z/SP/S19 'Sydenham subdivision plans', State Library NSW

In the early 1880s the Gumbramorra swamp was drained by Thomas Saywell and 300 acres reclaimed for low cost working class housing, with the area being named Tramvale.[202] The subdivision was not a success and settlement was sparse. In the great flood of autumn 1889 the precinct was inundated between Victoria Road and the embankment of the Illawarra railway.[203]

Subsequently, there was a parliamentary inquiry into improving Cooks River to better discharge flood waters.

[202] Muir, Lesley, *The Bankstown Line: Sydenham to Belmore 1895*, Canterbury and District Historical Society, 1995, p.13

[203] Cashman and Meader 1990, p. 22; 'Serious Floods at Marrickville', *Sydney Morning Herald,* 28/5/1889, p.6

One recommendation was the building of a stormwater channel down Gumbramorra Creek.[204] By 1896 the government (Public Works Department) had documented a program of drainage and sewerage works in the low-lying district. The first stage was the completion of the sewage pumping station at the northern end of Carrington Road (beside the railway) by the Public Works Department (and transferred to the Water Board in 1900). The station, steam driven up to 1921, lifted the sewage into the main suburban sewer that flows by gravitation.[205] The existing site for this station had been selected in 1896.[206] It and the sewers were under construction from 1896, but delays were experienced, and the tenders for the station were not called until late 1897.[207]

To drain the low-lying district a system of brick lined channels were built from 1899. The pumping station also received under certain conditions relating to tidal Cooks River the discharge from the lowest of the channels and lifted it into one of the higher channels, both high channels discharged directly into Cooks River.[208]

This low-lying land at Marrickville became available for industrial/commercial uses in large sites of a few acres and more.[209] Large companies invested heavily in plant and buildings in this area (ie. R Fowler Ltd in Fitzroy Street, Globe Worsted Mills at nearby Barclay Street, Vicars Woollen Mills in Victoria Road, Sydney Steel Co's fabrication works at Edinburgh Road). Further south and into the study area, the east side of Carrington Road became the focus of assembly of car components in the factories of Duly and Hansford Ltd, General Motors (Australia) Pty Ltd, and AH Peters & Co. The area had formerly been part of Meek's land, who had purchased it from one of the beneficiaries of Wardell's estate in 1865.[210]

The assembly plant of General Motors (Australia) Pty Ltd on Carrington Road (No. 10) was opened in October 1926 and the official party included Premier Jack Lang (architects, Ross and Rowe).[211] With a site area of 6½ acres, the plant employed 400 people assembling cars with bodies produced by Holden Motor Body Builders, sourced from their plant in South Australia, and chassis blocks imported from the United States. Owing to the depressed economic climate the car works closed in 1931, and General Motors purchased Holden Motor Body Builders and established General Motors-Holden Ltd. Construction of this company's plant at Pagewood commenced in 1939 (now demolished).[212] In 1939 the Carrington Road site was sold to Davies Coop and Co Ltd for the establishment of a large cotton-spinning and weaving mill, with capacity for 500 employees.[213]

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[204] *Parliamentary Standing Committee on Public Works, Report … relating to the proposed improvement of Cook's River,* August 1896

[205] Aird, WV (comp), *The water supply, sewerage, and drainage of Sydney, Metropolitan Water Sewerage and Drainage Board,* 1961, p144

[206] *Public Works Department Annual Report* for 1895/96

[207] *Public Works Department Annual Report* for 1896/97

[208] 'Marrickville Flats to be Drained', Evening News, 27/4/1900, p.3; *Public Works Department Annual Report 1899/1900*; 'Marrickville Stormwater Drainage', *Sydney Morning Herald*, 23/8/1900, p.8

[209] *Souvenir* 1911

[210] Old System Conveyance Book 92 No. 767

[211] 'The Architects', *Construction and Local Government Journal,* 17/11/1926

[212] media.gm.com/aus/holden/en/company/history/history_milestones.html

[213] 'Marrickville Factory', *Sydney Morning Herald*, 5/12/1939, p.5

PRECINCT 1 - NORTH-WESTERN SIDE OF CARRINGTON ROAD

The north-western precinct of Carrington Road includes land that was sold by Fisher to Mr James Meek, a market gardener, on 26 April 1865.[214] James Meek purchased approximately 10 acres from Fisher, as shown in the image above. A nearby parcel had earlier been purchased by Robert Steele Crosby, who was later listed in the Sands Directory as a resident of Meeks Road, which extended at this time from Sydenham Road to the southern end of the Carrington Road precinct.

The road now known as Carrington Road was known as Meeks Road until 1901 when the first mention is made of the name Carrington Road in the Sand's Directory. This early listing of Carrington Road referred only to the area between Warren and Premier Street at the southern end of the precinct. The rest of Carrington Road continued to be known as Meeks Road until the 1920s, despite the construction of the railway in 1884, which cut the alignment into two distinctly separated roads. By the 1920s the northern section was known as Meeks Road and the whole of the southern Carrington Road.

Meeks Road was named after James Meek and his family. They were market gardeners from Scotland and occupied the southern end of Meeks Road for many years (within the Carrington Road precinct).

The Meek market garden was established very early and was of a generous size, as seen in the Sydenham Farms map (Figure 38 above). They established not only their market garden on the land but also several residences; James Meek built a stone cottage between Harriet and Schwebel Streets (shown in Figure 6 below) in the 1860s (now demolished), James Meek Jnr built a similar but larger cottage called Loch Lomond near the corner of Meeks Road and Myrtle Street (1 Myrtle Street, Heritage item No. I114), in the 1870s for his wife Harriet and their family of eight children, and then in 1884 Meek Jnr built a second residence, 'Myrtle Grove'; a grand Victorian homestead (see Figures 54 and 55 below). The subdivision plan of Meek's 1884 subdivision (Figure 9 below) shows 'Myrtle Grove' situated between Harriet and Schwebel Streets, however this structure is likely to be the earlier cottage James Meek snr built in the 1860s, for the later Myrtle Grove was located immediately to the south between Schwebel and Ruby Streets. By the time of Myrtle Grove's construction, the market garden's southern boundary reached what was then Myrtle Street, making the garden a short distance from both houses.

Figure 53: (Left) James Meek and family standing in front of the first Meek cottage in c.1868. This building has since been demolished. Source: Local Studies collection, Marrickville Council Library

[214] Land Titles Office, Primary Application 8302

Figure 54: (Left) 'Myrtle Grove', built by James Meek Jnr in c.1884. It still stands today (12 High Street Marrickville) however is now on a battleaxe allotment, has been divided into four flats with significant alteration including change to the roof form, though it retains its original 4 chimneys Source: Local Studies collection, Marrickville Council Library

Figure 55: The Meek family, a photograph c.1880s at Myrtle Grove Source: Local Studies collection, Marrickville Council Library

Figure 56: An 1884 subdivision plan of part of Meek's land depicting the location of Meek's market garden in relation to 'Myrtle Grove' (outlined in red) and Meeks Road (Carrington Road). Source: Marrickville Heritage Society, accessed via http://marrickville heritage.blogspot.com.au/2013/04/tracking-heritage.html

In 1873 James Waun, a mason, had arrived at Meeks Road and this took the total number of dwellings in Meeks Road to four (for there were two others, Gerald Halligan and Adolphus Clapon who were listed in the north-eastern precinct and above the railway line respectively).

James Meek eventually subdivided his land and released it for sale in several stages. The 'Myrtle Grove' Marrickville subdivision (see Figures above and below) was released in 1884 (most likely in anticipation of the opening of the railway[215]) while another section to its south was released in 1895. The lots that were created out of these subdivisions formed the development pattern that is still largely evident in today's streetscape, now 27 - 43 Carrington Road and DP3336.

Figure 57: An early 20th Century drawing of Meek's 1895 subdivision 'Plan – Marrickville – Myrtle Grove No.2, D.P. 3336', Source: online database, City of Botany Bay Library and Museum

Although this north-western section of Carrington Road (27 - 43 Carrington Road) today is dominated by small factory businesses in a regular urban pattern, in the early half of the 20th century it had a predominantly residential character. Aerial photographs taken circa 1930 reveal this clearly, as does the 1943 aerial photograph, both below. The houses could potentially have been residences for the workers in the various factories to the east and south in Carrington Road, with many of the residents listed in the Sands directory being identified as tradespeople. Two general stores provided necessities for the local community.

[215] Marrickville South history, Nick Jackson, 2014

Figure 58: An aerial photograph taken c.1930 looking south-east over Carrington Road. Note the residential cottages lining the western side of Carrington Road, opposite the larger industrial buildings at the General Motors Holden plant. Source: Local Studies collection, Marrickville Council Library

Figure 59: A 1943 aerial photograph of Carrington Road. Note the residential cottages on the western side of the road north of today's Ruby Street. (accessed via http://maps.six.nsw.gov.au/)

This residential character prevailed until the post-war era when the houses were replaced by an eclectic collection of small factory businesses from the 1950s onwards. No significant site amalgamation or further subdivision has occurred, with most of the lots remaining within the original Meek Subdivision DP of 3336.

PRECINCT 2: NORTH-EASTERN SIDE OF CARRINGTON ROAD

Although the eastern side of Carrington Road was also owned by Meek and subdivided by him in 1884, it has a notably different land pattern to its western side. It remained largely undeveloped until the 1920s, when major automotive industries began to be established in the area.

Gerald Halligan's cottage (demolished)

Before the arrival of the railway, Meeks Road (Carrington Road) extended well to the north to connect with Sydenham Road. One of the earliest residents listed in the Sands Directory for Meeks Road was Gerald Halligan, the first Marrickville Mayor. The Directory did not give Halligan's location on Meeks Road, however a later (1884) subdivision plan (Figure 56 above) reveals that Halligan lived on the north-eastern side of Carrington Road in the vicinity of the major railway junction. This house seems to have been demolished soon after the subdivision as part of the railway construction works.

Sewage Pumping Station (heritage item No. I67)

Another construction situated in the north-eastern side of the precinct was the Sewage Pumping Station. The heritage-listed station was designed in 1896 to be situated at the very northern end of Carrington Road, in between the railway tracks. It was built in 1897 and is one of the oldest sewage pumping stations still in active service in Sydney. It is also one of only two stations that were powered by steam and had the unique dual function of carrying sewage and stormwater.[216] Several Sands Directory entries note a park called Primrose Park directly to the south of the pumping station, however little further information can be found about this park.

Figure 60: (Left) A photograph of the Marrickville Pumping Station taken in 1897 Source: Local Studies collection, Marrickville Council Library

[216] Sydney Water Heritage Item No. 4571727, accessed at http://www.sydneywater.com.au/SW/water-the-environment/what-we-re-doing/Heritage-search/heritage-detail/index.htm?heritageid=4571727&FromPage=searchresults

Dairy Farm

Unlike many of the small market garden holdings in the Marrickville area, the land on the north-eastern side of Carrington Road was not re-subdivided into smaller allotments in the late 19th and early 20th Centuries, but instead was used as a small dairy farm by John Birkett.

General Motors Holden (10 Carrington Road, façade part of Heritage Item No. I68)

In 1926 General Motors Australia purchased much of the land in the north-eastern precinct of Carrington Road and built their New South Wales car assembly plant on the site.

The company, formed in May 1926 by the parent U.S.A Detroit company, built in each state of Australia to assemble a range of vehicles which included Chevrolets, Oldsmobiles, Pontiacs, Cadillacs, Buicks, Vauxhalls and Maple Leaf trucks.[217]

Figure 61: The General Motors Australia building at Carrington Road. Note the young Canary Island palm trees planted by Marrickville Municipal Council in the 1930s. Source: Local Studies collection, Marrickville Council Library

The original General Motors building in Carrington Road (No. 10) opened in October 1926 (see Figures above and below), and extended from opposite Ruby Street to Harriet Street.[218] The building, at No. 10 Carrington Road, is a substantial Inter-War Georgian Revival style industrial building which forms part of the heritage listing in the Marrickville LEP 2011 for *Carrington Road—Select industrial facades and Canary Island Palms* – Item No. I68 (the building is part of this listing as "façade only". The street presentation of the factory was further enhanced by the planting of Canary Island palm trees along the entire frontage of the building. This action was performed by Marrickville Municipal Council in the 1930s as part of a tree-planting program in its Depression relief work scheme, a significant social and economic initiative.[219] These trees are are also heritage listed as part of Item No. I68 Marrickville LEP 2011.

The main building, designed by architects Rosse & Rowe was opened in "fine style" on the 30th October 1926 by the then New South Wales Premier, the Honourable Jack Lang, followed by a celebratory dinner in the Marrickville Town Hall.[220] The plant had the capacity to make 70 cars a day from bodies shipped either from the South Australian plant or from the parent company in America…. "One group riveted together chassis frames, also adding the engine, steering and wheels in the process. Meanwhile, another team worked on the original car body, installing wiring and other essential instruments."[221]

[217] General Motors (GM) Vertical File, Local Studies Collection, Marrickville Council Library
[218] Ibid
[219] 'Heritage Listed Trees', Marrickville Heritage Society Blog accessed at http://marrickville-heritage.blogspot.com.au/2013/10/heritage-listed-trees.html
[220] GM File, Marrickville Council Library
[221] 'General Motors' Library file, online at www.marrickville.nsw.gov.au/Pdf/PrintToPdf?pageId=1078

With a site area of 6½ acres, the plant employed 400 people assembling cars with bodies produced by Holden Motor Body Builders, sourced from their plant in South Australia, and chassis blocks imported from the United States. Owing to the depressed economic climate the car works closed in 1931, and General Motors purchased Holden Motor Body Builders and established General Motors-Holden Ltd. Construction of this company's plant at Pagewood commenced in 1939 (now demolished).[222] In 1939 the Carrington Road site was sold to Davies Coop and Co Ltd for the establishment of a large cotton-spinning and weaving mill, with capacity for 500 employees.[223]

The remainder of the site to the north of the original building was used for car storage and several workshops. It was from this plant that Don Bradman, after his initial triumphant test tour of England, was presented with a maroon Chevrolet Roadster by the company. The factory also provided 'courtesy cars' for Kingsford Smith and his crew of the 'Southern Cross' after their successful Trans-Pacific Flight.[224]

Figure 62: The official opening in 1926 of the General Motors assembly plant at 10 Carrington Road. Source: Marrickville Image Library (000777)

[222] media.gm.com/aus/holden/en/company/history/history_milestones.html

[223] 'Marrickville Factory', *Sydney Morning Herald*, 5/12/1939, p.5

[224] Ibid

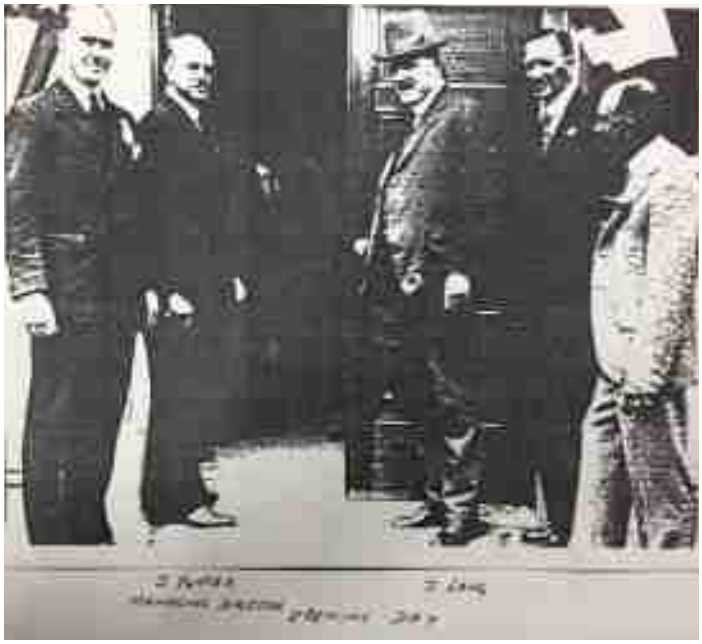

Figure 63:: (Left) The Honourable Jack Lang opening the General Motors building alongside the Marrickville Director, J. Potter, on 30 October 1926. Source: Local Studies collection, Marrickville Council Library

Figure 64: A photograph of the opening of the General Motors building Source: No.003164, online database, City of Botany Bay Library and Museum

Through General Motors Holden's ownership, the complex had been extended by the addition of a variety of workshops to the east and north until it occupied most of its site. A comparison of photographs taken in c.1930 and 1943 reveals the form and extent of these alterations.

Figure 65: A c.1930 aerial photograph taken of the northern end of Carrington Road showing the footprint of the General Motors building and use of the yard. Source: Local Studies collection, Marrickville Council Library

Figure 66: A c.1930 aerial photograph taken of the northern end of Carrington Road showing the footprint of the General Motors building and use of the yard. Note the Marrickville Sewage Pumping Station in the background. Source: Local Studies collection, Marrickville Council Library

Figure 67: A 1943 aerial photograph of Carrington Road showing the major areas of addition to the footprint of the General Motors building (outlined in blue) Source: accessed via http://maps.six.nsw.gov.au/

Davies Co-op & Company Ltd (cotton mill and manufacturer)

In 1939 Davies Co-op & Company Ltd. purchased part of the site complex from General Motors for 40,000 pounds[225] and on 18 October 1945 they purchased the residue.[226] The property underwent further renovations to make it suitable for its new use as a cotton spinning and weaving mill. These changes complimented the original façade with an Art Deco form.

[225] Tuesday 5 December 1939, The Courier Mail Brisbane, p. 22 accessed via trove.nla.gov.au
[226] Land Titles Office, Certificate of Title, Vol. 4599 Fol. 169

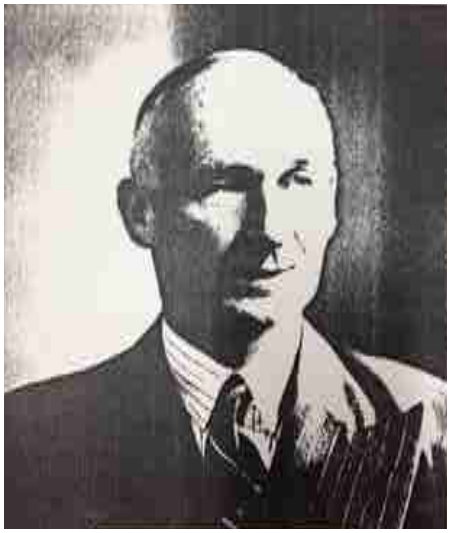

Figure 68: (Left) D.T.M Davies, the founder of Davies Co-op & Company Ltd. Source: Local Studies collection, Marrickville Council Library

Davies Co-op & Company Ltd was founded in Melbourne by D.T.M Davies and two family members. The company grew from humble beginnings as a small family business in Melbourne to one of the top textile industries in Australia. They manufactured towels (under the brand name of "Exacto"), cotton underwear, jeans, shorts, "Tara" Towels and industrial protective clothing. In addition to these domestic products, the main production carried out at Marrickville was also associated with the strong traditional of vehicle trades that had already been established at Carrington Road. Davies Co-op & Company Ltd. produced heavy industrial canvas and goods at their Carrington Road factory, including tyre cord to Dunlop and Goodyear for the manufacture of tyres.[227]

Throughout the Second World War the company employed over 600 men on a continuous shift basis. There have been several theories that underground air-raid shelters were built under the factory, however underground investigation revealed no evidence of these.[228]

Davies Co-op & Company Ltd sold the premises to the Department of Aviation on 23 September 1958 for the sum of 440 000 pounds. The Acquisition by Agreement of Land and Right of Way at Marrickville, for the purpose of Civil Aviation, was approved by Sir William Slim, Governor-General of Australia, on 9 April 1958. The building was then used for sheetmetal working, as electrical, instrumental, paint and woodworking shops, and for the Radio Training School for a short time in the 1960s. [229]

Precinct 3 - Southern End of Carrington Road

The land at the southern end of Carrington Road was included in the portion acquired by Thomas John Fisher, the husband of Anne, one of the three co-heiresses of Dr Wardell's estate in 1842. Although other parts of the holding were gradually subdivided and sold into residential lots, by 1877 the southern end of Meek's Road was still listed as vacant paddocks.[230] The main development of the road had been concentrated in the later north-western subdivision and to a smaller extent on the far north-eastern side of Carrington Road as well.

[227] Sunday 8 December 1929, Sunday Times, p.13 accessed via trove.nla.gov.au
[228] Local Studies Collection, Marrickville Council Library
[229] GM file, Marrickville Council Library
[230] Sands Directory, Marrickville, 1877

As has been discussed, dairy farms were common land uses in Marrickville and two had been established on Carrington Road by 1890; one in the north-eastern precinct and one in the southern, run by David Davies. The two dairy farms appeared in the Sands Directory at approximately the same time however no link between them has yet been established.

Dairy Farm & Rega Products Ltd. (47 Carrington Road – former Rega Products building remains, façade part of Heritage Item No. I68)

David Davies' dairy farm was located at Carrington Road from 1887 to approximately 1911, making it the older and longer standing dairy of the two. It was located south of Ruby Street, possibly where the New Directions building is today (47 Carrington Road).

Figure 69: An 1899 photograph of the dairy at the southern end of Carrington Road at Ruby Street. Source: Anne-Maree Whitaker, Pictorial History Marrickville

By 1918 the eastern end of this land (the area extending from east of Ivanhoe Street and across Meeks Road) was owned by William Wilson, another dairyman. Wilson resubdivided the land in 1927 and the residue was purchased by William George Wright, also a dairyman of Marrickville. On 24 October 1935 Wright sold all of his land between Carrington Road and a storm water easement (in the western portion of his holding) to Rega Products Ltd. Rega also purchased Lot D of the earlier subdivision, a purchase that included the storm water easement.[231]

Development of light industry on the west side of Carrington Road commenced in the latter part of the 1930s. By this time Carrington Road had become a hub for automotive industry. General Motors Holden, Duly and Hansford, A.H.Peters & Co and Carrington Motor and General Engineering Works (Nos. 51-55 Carrington Road, the building since demolished) all supplied parts, body and repairs to the industry, and this theme continued with the construction of the Rega Products factory. A major development sited here (47 Carrington Road) is the former Rega Products Ltd building opened in 1937 at a cost of up to 25,000 pounds (Aaron M Bolot, architect).[232]

[231] Land Titles Office, Certificate of Title, Vol. 5234 Fol.141

[232] 'Building and Construction', *Sydney Morning Herald,* 19/1/1937, p.5

Rega Products, formally known as M.S. Regal Ltd, was a firm directed by Mr. E. J. Summons that specialized in the manufacture of paint spraying equipment for use on vehicles as well as agricultural and horticultural spraying equipment, and lacquer and paint spray equipment for residential and industrial use.

Of particular mention was their patented portable flame-thrower in the early 1940s; a reason for the visit of Governor John Loder and the Lieutenant-Colonel R.O.Wynne to Rega Products in August 1941.[233]

The Rega Products building in Carrington Road (now No. 47 Carrington Road, the façade being part of heritage item No. I68 listed in Marrickville LEP 2011), was noted at the time of its construction in 1937 for its noteworthy "pleasing architectural effect".[234] It was designed by architect A. M. Bolot and the contractors were Coleman and Kirk, Ltd. The factory was estimated to cost 20,000 to 25,000 pounds to build and was completed in 1937. The façade of the Rega Products building is an impressive Inter-war Art Deco style feature on Carrington Road and the original interior appears to have been just as noteworthy, as evident in the newspaper article below (Figure 24).

NEW FACTORY FOR REGA PRODUCTS, LTD., AT MARRICKVILLE.

Figure 70: An image published in The Sydney Morning Herald on 19 January 1937 of the design for the new Rega Products factory at Carrington Road. Source: accessed via trove.nla.gov.au

[233] 8 August 1941, Sydney Morning Herald, p.4 accessed via trove.nla.gov.au
[234] Tuesday 19 January 1937, Sydney Morning Herald, p.5 accessed via trove.nla.gov.au

Figure 71: A 1939 photograph taken of the back of the Rega Products factory Source: Postcard, 'Messrs Rega Products Factory in Marrickville', 1939, Powerhouse Museum Online Collection

BUILDING AND CONSTRUCTION

£20,000 FACTORY.

PLEASING DESIGN.

Marrickville Building.

A pleasing architectural effect has been achieved in the design of a factory to cost between £20,000 and £25,000, which is nearing completion for Rega Products, Ltd., at Marrickville.

The site is bounded on three sides by Carrington-road, Warren-road, and Richmond. The accompanying illustration shows the Carrington-road elevation. The manager, albert w a warm one, manufactures many types of paints and enamels.

Materials selected for the exterior of the building include hard-ready bricks and stone. The building is rounded by lawns and gardens.

Southern lighting for the interior has been obtained by the construction of saw-tooth roofs. The floor area of the factory is about 18,000 square feet. In addition there are rooms for cooking and staff, laboratory, lecture, amenities, boot-washing, and for the factory management, as well as large rooms for stores and stores.

The foundry has been specially designed for comfortable working and is well lit and ventilated. It is fitted with furnace, pattern and core room. Modern clothes and rest rooms and bathing accommodation have been provided for the operatives.

Executive offices, private offices, general office and caretaker's quarters will be located on the first floor. These rooms will be fitted with Queensland maple floor panelling and round top ceiling cornices, and will be well ventilated and centrally heated.

The architect is A. M. Hicks, and the contractors Coleman and Mack, Ltd., 67 Underwood-street, City.

Figure 72: (Left) A Sydney Morning Herald article published on 19 January 1937 describing the 'pleasing design' of the new Rega Products factory to be built on Carrington Road. Source: p.5, accessed via trove.nla.gov.au

Rega Products continued to occupy the site at 47 Carrington Road until 1961 (trading as Technico Pty Ltd, manufacturers of radio parts and equipment for the aircraft industry), when the company sold the premises to Silknit Security Propriety Ltd. This second ownership lasted only a few months, for in September that year both lots were purchased by Pye Industries limited, a well-known manufacturer of electronic components and radios and televisions. Pye Industries owned the site until it was then sold to Transparent Sheet (Aust) Pty Ltd. in 1978. The building today (now occupied by New Directions Australia, an aromatheraphy and essential oils company) retains much of the original impressive façade and imposing artistic detail. It complements the General Motors building and brackets the streetscape views along this part of Carrington Road.

Figure 73: The interior of the Rega factory, Marrickville in operation iin 1954. Source: National Library of Australia Trove, Digital Order No. d7_42466, photo taken by Culry Fraser, 7 June 1954

Figure 74: The façade of the former Rega Products factory at 47 Carrington Road, Marrickville, now New Directions, today Source: photo by Elizabeth Duck-Chong, Paul Davies Pty Ltd, September 2014

A.H. Peters & Co (16 Carrington Road, on the eastern side, central brick building remains)

Motor builders Adolphus Hans Peters and Henry Ernest Peters formed A.H. Peters and Co and established their manufacturing business at 16 Carrington Road in 1928, immediately south of General Motors. A.H. Peters and Co. specialised in the manufacturing of car and truck bodies to order to fit imported chassis and was a pioneer in the building of tipping trucks in Australia. Although the company has relocated part of their industry to Condell Park, they still maintain a presence at their original 16 Carrington Road site.[235]

Figure 75: Former A.H. Peters & Co central brick building at No. 16 Carrington Road today Source: photo by Elizabeth Duck-Chong, Paul Davies Pty Ltd, September 2014

Duly and Hansford (20-28 Carrington Road, on the eastern side)

Duly and Hansford Ltd were a local engineering firm that had started business in the St George district. In 1925 it purchased a site of 8 acres in Carrington Road and opened its factory in 1927. At first the factory produced nuts and bolts.[236] By 1929 it had commenced production of shock absorbers, along with more established lines for the automotive industry such as valves, bushings, etc. During the war years munitions were manufactured. By the 1930s they were a significant firm with five telephone lines listed in the phone directories and an additional metal forging operation in Carrington Road trading as 'Dufor Forging'. It was a large business employing 160 in 1932.[237]

[235] http://www.ahpeters.com.au/public/pages.php?id=208

[236] 'Romance of Nut Factory', *Sydney Morning Herald,* 2/2/1927, p.15

[237] 'Shock Absorption', *Farmer and Settler*, 13/9/1929, p.12; 'Busy Factory', *The Land*, 10/6/1932, p.16; Cashman and Meader 1990, p.175

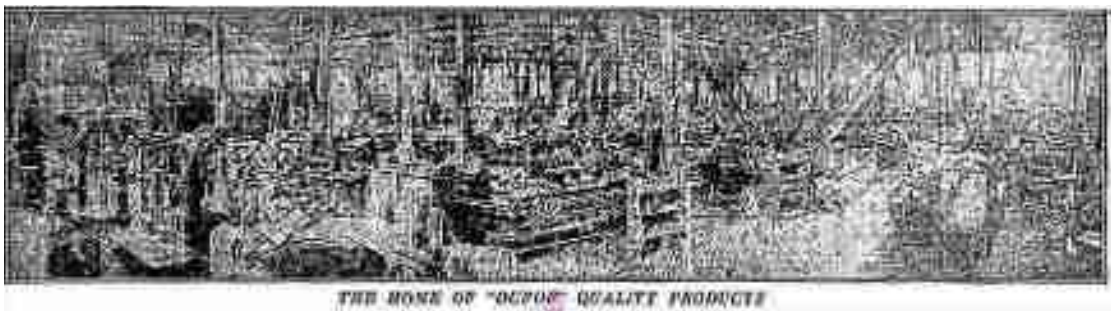

Figure 76: An image of the interior of the Duly and Hansford factory at Carrington Road, published in The Referee in 1934. (1 March 1934, The Referee, p.24 accessed via trove.nla.gov.au)

During the 1930s Depression the Duly and Hansford factory was locally known as "Boys Town" due to its recruitment, exploitation and sacking of numerous junior male workers.[238] Although its recruitment popularity may have wavered, Duly and Hansford boasted in 1934 the employ of over 350 people[239], and by October 1940 it had become the first Federal Government annexe to produce munitions. This contract allowed Duly and Hansford to expand production, allow the price of labour to rise and replace male youth workers with adult women.[240] Just one year later, however, it would be its female employees who would be involved in one of the biggest crises to the survival of the company Duly and Hansford would see.

From mid-May to mid-July 1943 Duly and Hansford were involved in the longest standing Australian union dispute during the Pacific War.[241] The strike was caused by the refusal of ten employees, led by Gwen Cassidy, to join a union. The strike consisted of over 700 employees, mainly Duly and Hansford's middle-class female workers, who had been conscripted by the Manpower Commission in January 1942. Unlike these women, the ten non-unionists were "housewife" employees of Duly and Hansford and were therefore unpaid. The conscripted women had their wages set by the Women's Employment Board largely on the basis of union strength within the enterprise and saw the ten women as undermining their cause by refusing to join a union.[242]

The resolve of the non-unionists held until Labor Prime Minister John Curtin threatened the cancellation of the factory's lucrative war contracts. This prompted the non-unionists to leave the employ of Duly and Hansford and the strikers avoided prosecution under the National Security Act's provisions.[243] Duly and Hansford recommenced war munitions productions shortly after and in doing as such were one of the only businesses in the whole Marrickville area that not only survived the Depression but actually made significant profit. In 1949 the company boasted of a factory of five acres with an improved value of 95 000 pounds and a catalogue that included 19 000 trade lines.[244] The company's presence on Carrington Road was certainly significant and it remained in business at 20-28 Carrington Road until at least 1976.

[238] Drew Cottle, 'Lady Cassidy's War: Gender and Class in the Duly and Hansford Strike, Marrickville, NSW, 1943', *Journal of Interdisciplinary Gender Studies* 4.2: December 1999. accessed at www.newcastle.edu.au/Resources/Schools/.../JIGSV4N2_029.pdf
[239] Thursday 1 March 1934, Referee, p.24 accessed via trove.nla.gov.au
[240] Cottle, 'Lady Cassidy's War', 1999. p.31
[241] Ibid., 29
[242] Ibid., 29
[243] Ibid., 30
[244] 11 June 1949, Sydney Morning Herald, p.6 accessed via trove.nla.gov.au

30 Carrington Road (on the eastern side, on the corner of Renwick Street)

The building at 30 Carrington Road was a later addition to the collection of buildings along Carrington Road. The site appears vacant in a 1943 aerial photograph taken of the area, however soon after, by 16 January 1948, the site had been purchased and a Development Application (Plan 13/48) for the site was submitted to Marrickville Council. The record of the application, submitted by L.Zitch, states that a "new factory" was proposed to be built on the site. The application was approved and by 1949 the construction of the building had begun, under the occupation of Mr William John Morrison, a builder. Morrison specialised in joinery and remained at the property for ten years.

In 1959 Edward Zorn and Co acquired the factory at 30 Carrington Road. Although there is still currently an Edward Zorn and Co operating in Sydney, they are now an accounting firm in Collaroy. The factory at Carrington Road was actually purchased by a different company of the same name, Edward Zorn and Co, who worked in food product manufacturing and grocery wholesaling. The company now operates out of Richmond and Windsor in Victoria, Australia, in association with large margarine manufacturers 'Nuttelex'; the oldest margarine brand in Australia who have been operating since 1932. Edward Zorn and Co was incorporated in 1959, the same year that the subject site was purchased. The company also purchased three cottages to the south of the building (Nos. 30, 32 and 34 Carrington Road), however Edward Zorn appears to have let these to various tradespeople. Zorn himself was a resident of Richmond, however the 1959 Marrickville Rates book does not specify if this was Richmond, New South Wales or Richmond, Victoria. It is possible that it was in fact the latter, for a photograph has been taken by Reg Lyons, a Melbourne photographer, of an abandoned c.1950s truck originally owned by Edward Zorn and Co. Interestingly, although the truck was found in Melbourne, the lettering on the door reads 'Edward Zorn and Co, 30 Carrington Road Marrickville'. Considering that Edward Zorn lived in Victoria, it is plausible that the company had a branch in Victoria in addition to its Carrington Road factory. The company remained at Carrington Road until at least 1984 and now appears to operate solely out of Victoria in its association with margarine brand 'Nuttelex'.

In 1987, George Nikolopoulos established his family-run business 'Mediterranean Marble and Granite' at 30 Carrington Road and remain in operation at the site.

Carrington Motor and General Engineering Works (51-55 Carrington Road, corner of Carrington Road and Renwick Street, building demolished)

Carrington Motor and General Engineering Works (CMGEW) was a local business that was established in 1934 and continued to operate at Carrington Road until 1950. It similarly carried out Carrington Road's theme of automotive industry. Unfortunately little information exists on the nature and extent of work carried out by this business at the site, and it would benefit from more detailed research.

Active heavy industry continued in the southern end of Carrington road until the 1980s.

F.J.Hodges kalsomine factory (57 Carrington Road - demolished)

In 1901 F.J. Hodges was listed as a builder at the southern end of Carrington Road, however in 1906 he changed his use of the land into that of a kalsomine factory. F.J. Hodge was the inventor and patentee of the Cold Water Kalsomine and won a first prize and gold medal for the quality of his product in 1906.[245] Hodges lived at Broadheath Lodge, which was situated on the corner of Cary Street and Carrington Road.[246]

[245] 2 April 1907, Evening News, accessed via trove.nla.gov.au
[246] 25 February 1905, Sydney Morning Herald, p.19 accessed via trove.nla.gov.au

Hodge's factory was directly opposite the Lodge, between Cary and Premier Streets on Carrington Road, suggesting that it was sited where 57 Carrington Road is today.

Figure 77: (Left) A photograph published in 1906 advertising Hodge's award winning Cold Water Kalsomine. Source: Wednesday 18 April 1906, Australian Town and Country Journal, p 20 accessed via trove.nla.gov.au

Although his products were successful in competitions, Hodges experienced hardship when his products failed to compete with the low prices at which American kalsomine was being permitted to sell for. Hodges took the matter to the Inter-State Commission to demand the removal of duty on whiting and an increase in the duty on kalsomine and water paint. It was revealed in the process that Hodge was making little profit and was often making significant financial losses in the sale of his product.[247] Despite the market problems, Hodge's kalsomine factory remained at Carrington Road until 1941. His residence, Broadheath Lodge, appears to have been demolished. The site of the kalsomine factory was redeveloped and is now used as the Headquarters and testing laboratories for the Australian Consumers Association, publishers of Choice magazine.

UNWINS BRIDGE ROAD

The industrial zone continued east across the railway line into St Peters where light industrial uses were permitted within the land bounded by the railway line and Unwins Bridge Road south of Campbell Street. There was no discernible industry on this road by around 1900. In 1901 James Henry Charlesworth opened the quarry of the Jubilee (later Sydney) Brickworks.[248] See Section 7.

Around 1899 Waugh and Josephson started their engineering works,[249] and by 1901 the Osborne family (F Osborne and Son) had opened their Federal Nut and Bolt Works.[250]

[247] 25 June 1914, The Advertiser, p.15 accessed via trove.nla.gov.au

[248] *Sands Directory*

[249] *Souvenir* 1911

T & F Nosworthy opened their iron and brass foundry in 1910.[251] This zone in the period industry was established was administered by Marrickville Council and was considered to be part of Marrickville.[252]

Waugh and Josephson was the partnership of David Lindsay Waugh and Sydney Arthur Josephson, and their factory was on the corner of Unwins Bridge Road and Bedwin Road. They were boiler makers, and manufactured refrigeration equipment. In later years the company secured exclusive rights to the sale of US sourced Caterpillar tractors and local assembly of Caterpillar patented accessories, graders, etc, commencing around 1939. The company redeveloped the site and erected in 1940 the existing building for its factory, administration, and salesroom (Heritage item No. I280).[253] The design of the new building (architect, David White King) was advanced for both its time and location and was reported fully in the trade press.[254]

By 1911 W Thornley and Sons had established their engineering works on a 3 acre site bounded by Bolton Street and 23 Unwins Bridge Road.[255] The directors were father and son William (died 1911) and Thomas William Thornley.[256] In the 1910s the company was renamed Sydenham Engineering Company. William Thornley was a pioneer of the iron industry in NSW, and the company produced equipment for railway and tramway points and crossing for various government and private railways.[257] This works had a private railway siding.[258]

Figure 78: (Left) Thornley's original works on Unwin Bridge Road with a railway turntable in the open yard in 1911. Source: Marrickville Image Library (000598)

[250] *Sands Directory*

[251] *Souvenir* 1911

[252] *Sands Directory*

[253] State Heritage Inventory listing information; *Souvenir* 1911

[254] *Decoration and Glass*, November 1943

[255] *Sands Directory*

[256] State Records of New South Wales, Index to Firms, entry 19038

[257] Cashman and Meader 1990, p.75; 'Death of Mr William Thornley', *Sunday Times,* 8/10/1911, p.7

[258] State Library of New South Wales Sydney Suburbs Subdivision Plan S19-35

Figure 79: (Left) Waugh and Josephson's original works on Unwins Bridge Road in 1911. Source: Marrickville Image Library (000603)

Figure 80: Architectural perspective of the remodelling of the premises of Waugh and Josephson undertaken in 1940. Source: Decoration and Glass (September 1940)

Figure 81: Unwins Bridge Road elevation of the Waugh and Josephson premises as completed.. Source: Decoration and Glass (November 1943)

PRINCES HIGHWAY

Throughout Sydenham, and into St Peters along the length of Princes Highway, there were small manufactories, workshops, foundries, etc., often family run, providing local employment. Examples at Sydenham included the Chain Wire Manufacturing Co off George Street, Ogden Brothers in Reilly Lane, and nearby Russell's engineering and furniture works (also see table 8.1 below).[259] At St Peters on Mary Street was the much larger premises of Taubman's Ltd's paint, lacquer and varnish works. This was the company's headquarters and had traded there since at least 1912.[260]

There was great demand for locally manufactured goods during the Second World War and some of these businesses continued after. Much of this was piece work supplying larger companies.[261]

Table 3: Registered manufacturing firms in St Peters[262]

Name of firm	Location
Federal Margarine Company, manufacturers of margarine	Princes Highway, St Peters
Henderson Cousins and Company, manufacturers of yeast tablets	Princes Highway, St Peters
The Excelsior Box Company, manufacturers of boxes	Princes Highway, St Peters
Blandford Neckware Company, manufacturers of tie supports	Sutherland Street, St Peters
Crystal Fountain Cordial Company, manufacturers of cordials, syrups, and flavourings	Alfred Street St Peters
George Baker and Company, tea merchants	Corner Lackey and Church streets, St Peters
Merrifield and Vintiner, manufacturers of furniture	George Street, St Peters
Purina Grain Foods Company, manufacturers of cereal foods	Crown Street, St Peters
Southern Manufacturing Company, manufacturers of electrical fittings	Samuel Street, St Peters
The Bituoid Roofing and Dampcourse Company, manufacturers of roofing and dampcoursing	Edith Street, St Peters
The Brownfield Ochre and Oxide Company, manufacturers of metallurgical products	Mary Street, St Peters
Wisdom Medical Manufacturing Company, manufacturers of medicinal products	Railway Road, St Peters

Associated with the brickyards at St Peters was the engineering firm of George Foster and Sons with premises at the junction of May Street and Princes Highway (since demolished). The company was founded in 1898 by George Foster (1862-1914) and became a limited company in 1912. Foster lived nearby at Sherwood in May Street.[263] The company manufactured a range of specialised equipment used in brick making, inclusive of a dry press machine. At its peak during the 1950s, the company employed nearly 300 people.[264]

Another business associated with the extractive industry was the Hopetown Pottery Works at the corner of Princes Highway and Smith Street at Tempe. This company manufactured terra-cotta and other pottery ware and was in operation from around 1904. The proprietor was Arthur John Vause,[265] possibly the same man who operated the Bayview private asylum at the time.

[259] Phillips & Blair 2010, p.21 & p.25

[260] Notes and Comments, *Sydney Morning Herald*, 3/2/1912, p.19

[261] Phillips & Blair 2010, p.22

[262] State Records of New South Wales Index to Firms

[263] Deaths, *Sydney Morning Herald,* 17/8/1914, p.6

[264] Ringer 2008, p.57

[265] State Records of New South Wales Index to Firms

Figure 82: George Foster and Son Ltd's former works at approximately 7-27 Princes Highway around 1914. Source: Ringer, Ron, The Brickmakers 1788-2008, Dry Press Publishing, 2008, p.111

ALEXANDRA CANAL

To the east of St Peters/Tempe is the low-lying ground of Sheas Creek, one of the tributaries of Cooks River. From 1848 the noxious industries in the city of Sydney, tanneries, wool washes, soap factories, boiling down works, etc. relocated owing to local council regulations to the northern tributaries of Sheas Creek, well beyond the city boundary, but not within the study area.

Dredging of Sheas Creek commenced in 1887 by the government to form a canal deep enough for navigation. The canal was constructed under an unemployed work relief scheme.[266] By the mid 1890s work had progressed to beyond Canal Road and beside the canal on both sides a level area 100 feet wide was formed for potential future commercial development.[267] By 1898 five 'small' wharves had been constructed, and another wharf beside Canal Road with an access road was constructed in 1900.[268]

Work on extending the canal to Buckland Street, Redfern, commenced in 1896, but stopped at Huntley Street, Alexandria, in 1900. The canal was formally named in 1901 after Princess Alexandra, the consort of King Edward VII. The canal was never considered a success, as its use was limited by the shallow draught of the vessels that could use it, constant silting, tidal factors, and advent (unforeseen when planned) of commercial road transport in the 1920s. By the early 1940s the navigational use of the canal had declined.[269] Today, much of the land beside the canal is accessed by vehicles using Burrows Road.

The levelled area west of the canal was completely formed by 1905 from the silt dredged from the river and creek in the 1890s.[270] This land was retained by the government and leased.[271]

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[266] 'Cooks River Reclamation Works', *Sydney Morning Herald*, 2/8/1887, p.4

[267] 'Reclamation Works at Cook's River', Sydney Morning Herald, 9/4/1892, p.7; *Public Works Department Annual Report for 1895/96*

[268] *Public Works Department Annual Report for 1897/98 and 1899/900*

[269] State Heritage Inventory listing information

[270] *Public Works Department Annual Report for 1904/5*

[271] State Library of New South Wales Sydney Suburbs Subdivision Plans S51 & S4-70

One of the first commercial concerns to make use of this land with water access to Botany Bay, as the government had hoped back in the 1890s,[272] was the petrol distributor HC Sleigh and Company. Sleigh's fuel distribution business was more familiarly known as Golden Fleece. This company established a distribution depot with bulk stores and tanks beside the canal on the south side of the Sydenham-Botany railway line. The land, comprising 7 acres, was leased from the government,[273] and there was road access from Princes Highway by Bellevue Street. The depot came into operation in 1930 and necessitated fuel being off-loaded from tankers at anchorage in Botany Bay onto lighters that travelled up to the depot, a total distance of about 4 miles. This was the first official use of Botany Bay as a commercial port.[274] The depot probably closed in the 1950s as the storage tanks were sited directly under the flightpath of Sydney Airport. For a time the site was the Sydney Haulage Terminal and is now vacant ground.

On the north side of the same railway line and again beside the canal was an industrial railway siding.[275] This opened in 1929 for the Mudgee based Mount Frome Lime Ltd that erected a modern lime burning plant.[276] By the late 1950s the siding was the bulk cement unloading facility for the Kandos Cement Company, and the site is now part of Boral's concrete distribution plant and still utilises a railway siding for bulk delivery of cement.

By far the greatest use of the reclaimed land beside Alexandra Canal was by the Commonwealth government who, under the Central Wool Committee, erected between 1940 and 1942 wool sheds as an emergency wartime measure for the temporary storage of wool that could not be exported due to hostilities.[277] Aerial photography of 1943 showed six wool sheds facing the western bank of the canal, and another 20 behind at the corner of Burrows Road and Canal Road. All have been demolished.

[272] Shea's Creeks Works (minute requesting government land valuer to report on) printed March 1895

[273] State Library of New South Wales Sydney Suburbs Subdivision Plan S19-5

[274] 'Tankers to Discharge at Botany Bay, Evening News, 10/9/1930, p.9; 'Botany Bay. Use as Commercial Port', *Sydney Morning Herald*, 11/9/1930, p.9

[275] Pollard, Neville, *The Story of the Sydenham to Botany Railway*, ARHS NSW Division, 1988, p.11 (Pollard 1988)

[276] 'New Burning Plant', *Mudgee Guardian,* 18/4/1929, p.2

[277] State Heritage Inventory listing information; 'Wool Store in Sydney', *Sydney Morning Herald,* 10/10/1940, p.7

Figure 83: (Left) Oblique aerial view of the lime burning plant on Alexandra Canal, not dated (late 1940s). Looking north with Burrows Road and adjoining wool stores in the background.
Source: Royal Australian Historical Society (21841032)

Figure 84: (Left) H.C. Sleigh's depot beside Alexandra Canal in October 1944. The original bascule type railway bridge of the Botany goods line is the background.
Source: State Library of New South Wales (Home and Away - 20943)

2.11. COMMERCE

HOTELS - INTRODUCTION

Suburban hotels and inns served a wider social function within communities in the nineteenth century and their roles included meeting rooms, lodging houses, resorts for the day excursionist, etc. They served as stopping places for coaches and other horse and bullock drawn traffic and generally were located on the main roads radiating from Sydney. Hotels beside Cooks River from the 1880s also catered for the weekend excursionists from the city with swimming and boating being popular pastimes. On Princes Highway in the 1840s were Gannon's Inn and the Pulteney at Tempe, however there was no hotel in St

Peters until around 1860 (at least within the study area). With the coming of the railway in the 1880s, the tramways in the 1890s and development of a working class community the traditional large corner hotel developed at St Peters, Sydenham and Tempe with the assistance of the Sydney breweries.

HOTELS AT ST PETERS/SYDENHAM

There were no hotels in St Peters prior to around 1860 and after that three were erected on the west side of Princes Highway: the Butcher's Arms Hotel at the corner of Princes Highway and Mary Street by 1859,[278] licensed by Abraham Howarth (died 1894); the White Horse at the corner of Princes Highway and Victoria Street by 1872;[279] and the St Peters Hotel near the corner of Princes Highway and Campbell Street by 1883.[280]

Princes Highway was formed in the 1920s by widening the nineteenth century road and this necessitated much demolition of the older building stock. Following this a number of hotels were built or altered to conform with the new alignment. The first was the White Horse at the corner of Princes Highway and Victoria Street for Tooth & Co Ltd in 1929 (Sidney Warden, architect).[281]

The Butcher's Arms Hotel was renamed the Southern Cross by 1906 and altered in 1927,[282] and it is possible that building stills stands. The license was transferred to a new site on the opposite (east) side of Princes Highway at the corner of Canal Street in 1937. This site had previously been the local fire brigade station.[283] The new Southern Cross was built for Tooth & Co Ltd (Cyril C Ruwald, architect).[284] The St Peters Hotel was delicensed and has since been demolished.

Following the opening of the Illawarra railway in 1884 hotels were erected in the vicinity of the railway stations. The first was The General Gordon at the corner of Sydenham Road and Bolton Street, which opened about 1885. A new hotel of the same name was developed on a new site at the corner of Burrows Avenue and Gleeson Road in 1932 for Tooth & Co Ltd designed by Sidney Warden, architect (Heritage item No. I290).[285] Near St Peters station (the closest hotel here is the Botany View in Newtown) the Town and Country Hotel at the corner of Unwins Bridge Road and Campbell Street was opened in 1887. It was rebuilt in 1923 for Tooth & Co Ltd. to a design by Sidney Warden, architect (Heritage item No. I281).[286]

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[278] 'Licensed Publicans', *Sydney Morning Herald*, 23/5/1859, p.3

[279] 'Coroner's Inquests', *Sydney Morning Herald*, 12/12/1872, p.5

[280] *Sands Directory*

[281] State Records of New South Wales Plan 72013

[282] State Records of New South Wales Plan 72001

[283] State Library of New South Wales Sydney Suburbs Subdivision Plan S4-41

[284] State Records of New South Wales Plans 72003-07

[285] State Records of New South Wales Plan 72117

[286] State Records of New South Wales Plans 72008-09

Figure 85: (Left) The new General Gordon Hotel at Sydenham in 1938
Source: State Library of New South Wales (Government Printing Office 1- 33792)

Figure 86: (Left) The new Town and County Hotel at St Peters. Not dated. Source: Whitaker, Anne-Maree, Pictorial History: Marrickville, Kingsclear Books, 2006, p.57 (from Noel Butlin Archives)

HOTELS AT TEMPE

The oldest hotel within Tempe was Gannon's Inn on Princes Highway immediately to the north of the boundary of the village reserve. The inn was licensed in 1845 by Michael Gannon,[287] and in that year it was reported 'Mr Gannon (has) opened his new house on the Cook's River Road, a few hundred yards this side of the Dam.'[288] However, the building itself could have been earlier by a few years as it was plotted on WH Well's survey of Tempe village that has been dated 1842.[289] Michael Gannon (1800-1881) had been convicted in his native Ireland and arrived in Sydney in 1820. In later years he was the licensee of the Sportsman's Inn and Ship Inn in the city. Gannon's son Robert operated the omnibus service along Cooks River Road, and there were other sons who developed businesses in the area.[290] In 1846 the hotel name changed to the Union, which in 1847 was licensed by

[287] Knight, Ken and Allan Roast, *'Pubs and Publicans in the Country of Cumberland, NSW, to 1850'*, Society of Australian Genealogists, 2007

[288] 'Sports at Botany', *Bell's Life*, 25/10/1845, p.2

[289] State Library of New South Wales Plan Z/M2/811/1827/1842/2

[290] Cashman and Meader 1990, p.93

John Thomas Gannon (1825-1856), Michael's eldest son; by 1850 his father had retaken the license.[291] By 1859 the licensee was Thomas Brennan.[292] The hotel seems to have had a number of names in the latter part of its history: Town and Country hotel by late 1870s, Rainbow Hotel in the early 1880s, and finally Terminus Hotel by 1906. It was demolished for construction of the tram depot in 1912.

The other early hotel was the Pulteney (now Tempe), which was erected by 1853 by George Rose. Rose had purchased the allotment in 1850. Rose was publican of the Pulteney Hotel until William Cook took over in about 1869. William Cook's son, Charles, took over in about 1883 and in about 1889 the Cooks rebuilt the hotel in a grandiose style, with a portico, tower and magnificent interior. Newly rebuilt it was described in 1890 as the 'most imposing structure in the municipality of St Peters'.[293] A photo taken in 1928 shows the hotel with the impressive cupola of the 1889 façade.[294] The hotel was acquired by Tooth & Co Ltd and they undertook alteration and additions in 1929 to designs by Prevost, Synnot and Ruwald, architects,[295] dictated by the widening of Princes Highway. The Tempe Hotel, 735 Princes Highway is now heritage listed (Heritage Item No. I300).

Figure 87: (Left) Princes Highway from Gannon Street, Tempe, with the ornate cupola of the Pulteney Hotel (now Tempe). Dated July 1928 and prior to alterations. Source: State Library of New South Wales (Government Printing Office 1-13131)

The third hotel in Tempe is the Riverview (now Irish Harp Pub, Heritage item No. I302). The existing hotel dates from 1922 (Copeman and Lemont, architects) and was built for Tooth & Co. Ltd.[296] The original hotel was established by Spencer Barden and was named the Cottage of Content. The hotel was probably opened in 1863 as The Victoria Inn, while the name Cottage of Content first appeared in 1868. This hotel was demolished around 1892 and replaced by the Riverview, which itself was demolished subsequently for the existing hotel built in 1922.

[291] 'Licensing Meeting', *Sydney Morning Herald,* 5/9/1850, p.3

[292] 'Licensed Publicans', *Sydney Morning Herald,* 23/5/1859, p.3

[293] stpeterscooksriverhistory.wordpress.com/articles-of-interest

[294] State Library of New South Wales Government Printing Office 1-13131

[295] State Records of New South Wales Plans 73161-63

[296] State Records of New South Wales Plans 73163-65

Figure 88: (Left) Cottage of Content Hotel at Tempe (later Riverview) prior to rebuilding around 1892. Not dated (c.1892). Source: Marrickville Image Library (003222)

This cluster of licensed premises at Tempe by the 1860s must have had garnered some notice by the advocates of abstinence for in 1866 a stone Temperance Hall was erected on the eastern side of Princes Highway and intentionally sited to be in view from the hotels. The hall was associated with the Sons of Temperance, and supported by Thomas Holt who laid the foundation stone.[297] Another response was the police station.

HOTELS AT SOUTH MARRICKVILLE

This strong representation of the non-conformist faiths and their advocacy of abstinence from alcohol (a tradition that can be traced to Thomas Holt) would account for the notable absence of licensed premises in this area. Even today there are no licensed hotels in the area of south Marrickville, however between 1880 and 1914[298] there was the Riverside on the west side of Illawarra Road at the very edge of the municipality beside the road crossing of Cooks River. This was a brick, cement rendered, two storey building with verandah and cellar. Beside the river were a weatherboard pavilion and boat sheds.[299] An early licensee was Robert Clifton Smith.[300] The property was purchased by Marrickville Council in 1911 for public reserve.[301]

Figure 89: (Left) The pavilion and boat shed of the Riverside Hotel beside Cooks River on Illawarra Road. Source: Marrickville Image Library (001563) from Robert Hutchinson Post Card Collection

[297] 'Temperance Hall at Tempe', *Sydney Morning Herald*, 2/1/1866, p.5

[298] *Sands Directory*

[299] Advertisement, *Sydney Morning Herald*, 10/5/1897, p.3

[300] 'Funerals', *Sydney Morning Herald,* 27/8/1896, p.8

[301] Newsletter, Marrickville Historical Society, 12/2006

2.12. SHOPPING DISTRICTS

The historical commercial zones within the study area developed along the road routes as elsewhere within Marrickville LGA. On Princes Highway the commercial zones were at the northern and southern tips of the road from the boundary with Newtown down to Campbell Street and at Tempe respectively. Much of the first generations of commercial building stock was demolished from the 1920s as a consequence of road widening. As a result there is an under representation of nineteenth century and Federation era commercial buildings in these zones. In the inter-war era the substantial new buildings were the public hotels (discussed previously), while at Tempe the former Commonwealth Bank (corner of Fanning Street and Princes Highway) completed in 1940 represented new development in a contemporary Inter-war Functionalist style design that was praised at the time (designed by Commonwealth Works Director, Sydney).[302]

In the residential districts neighbouring Princes Highway within each of the housing estates there developed the ubiquitous corner store providing locals with food, goods, and services. Examples include the cluster at the corner of Henry and Frederick streets, or the intersection of Unwins Bridge and Railway roads. However, it was to the larger centres such as Marrickville where locals went for more specialised goods and services, and entertainment.

The development of the commercial zone on Illawarra Road was not affected by the engineers of the Department of Main Roads. Here by 1890 a small commercial district had developed south of Warren Road. With the opening of Marrrickville railway station in 1895 this commercial zone gravitated northwards. The completion of the tramway in 1915 and the general residential building boom of the late 1910s and 1920s resulted in further consolidation of the commercial zone. By 1930 there must have been a strong sense of a village for at the railway side entry to the business strip stood the now demolished Methodist Church and mid way was (and is) the Roseby Congregational Church with the Church of Christ opposite.

Figure 90: Princes Highway at Tempe in 1929. The shops at right of picture (Union Street corner) are extant, at left demolished. Source: Keenan, David R, *The South-Western Lines of the Sydney Tramway System*, Transit Press, 1992, p.33 (Government Printing Office collection).

[302] 'Branch Bank Building', *Decoration and Glass*, July 1940

Figure 91: (Left) The former Commonwealth Bank (corner of Fanning Street and Princes Highway) completed in 1940. Source: Decoration and Glass, July 1940

Figure 92: (Left) The Warren shopping precinct on Illawarra Road in 1936. Looking south from Warren Road. Source: Marrickville Image Library (000929)

2.13. ROAD LINKS

PUBLIC ROADS & BRIDGES

The road to the mouth of Cooks River at Botany Bay originated as a track thought to have been cut through the bush in the 1790s. It originated at the road to Parramatta, opened in 1794, at present day Broadway. The route took the high ground between the two major tributaries of Cooks River, Sheas Creek and Gumbramorra Creek. The road has been known officially as Cooks River Road, King Street from 1903, and finally Princes Highway from 1920 (named after Prince Edward who visited Australia in 1920) as part of the south coast main road to Victoria.[303]

In 1839 a dam was built across Cooks River by the government using convict labour stationed at temporary stockades near present day Griffiths Street.[304]

[303] Meader, Cashman & Carolan 1994, p. 64

[304] Horton, Robert, ' St Peters: connecting with a written past', in Stutt, Keith (ed), *Marrickville: a past worth preserving,* Marrickville Heritage Society, 2011, p.103

The dam was the first of its kind on such a scale in the colony.[305] The intention was to supply water to Sydney, but it proved too saline to be used for domestic consumption. However, the dam wall was utilized as a causeway to continue Cooks River Road across the river into the St George district. In 1843 the road came under the jurisdiction of a road trust and maintained by a toll (the toll bar was located at Newtown). There was a flood gate on the Arncliffe side and probably a cottage there to house its keeper. In 1896 it was described as being 40 feet wide and that width was probably achieved by extending the original stone wall with ballast, evidently at sometime in the 1860s and early 1870s.[306] The height of the dam was cut down in the 1890s as part of the scheme to ease the threat of flood in the low-lying parts of Marrickville and a timber bridge was erected.[307] The last remains of the structure were removed for the existing prestressed concrete bridge, which was erected in 1962; this technology was the first of its type being introduced by the Department of Main Roads at the time.[308]

Figure 93: Samuel Charles Brees' painting of the dam and road crossing at Cooks River, c.1858-1862, looking north-west to the study area. Source: State Library of Victoria

Prior to the building of the dam, the crossing of the river was by a commercial punt service. Alexander Brodie Spark of Tempe house made frequent reference to the punt in his diary entries of the late 1830s. There were a few punt operators on the river; Prout's at Canterbury is the best known, but at Tempe the service was provided by surveyor and land owner Joshua Thorp from around 1833.[309] The punt crossing was recorded in a parish map of around 1840 in the vicinity of present day Unwins Bridge.

[305] Meader, Chrys and Garry Conroy-Cooper, *Cooks River: a profile*, Marrickville Council, 1993, p.4

[306] Reclamation Works at Cook's River, *Sydney Morning Herald*, 9/4/1892, p.7; *Parliamentary Standing Committee on Public Works, Report … relating to the proposed improvement of Cook's River*, August 1896

[307] *Parliamentary Standing Committee on Public Works, Report … relating to the proposed improvement of Cook's River*, August 1896

[308] Meader, Cashman & Carolan 1994, p.69

[309] Service in operation by publication of a sale notice in *Sydney Gazette*, 30/5/1833, p.3

Figure 94: Detail from EL Burrowes' survey of Petersham parish dated 1840. Location of Thorpe's punt was depicted. Source: State Library of New South Wales Z/M2 811.182/1840/1)

The punt service was replaced by Unwins Bridge, which connected with the second of the main north/south roads. This new government road ran along the western boundary of Smyth's grant of 470 acres and had been marked out by early 1839.[310] The bridge was completed by late 1841, when it began to be mentioned in newspaper accounts.[311] Both bridge and road were named after Frederick Wright Unwin (1800-1852), the Sydney solicitor who lived at Wanstead on the southern side of Cooks River at present day Undercliffe. The original bridge was of timber construction, which became dilapidated by the mid 1880s and was rebuilt in iron in 1892 by the Public Works Department, which still serves its original use.

Owing to the natural impediment of the boggy ground of Gumbramorra Creek, the third road crossing of Cooks River is Illawarra Road to the west. This road dates from the 1830s.[312] A timber bridge was erected around the mid 1850s[313] and was known as Tompson's after solicitor Piddock Arthur Tompson (died 1863), land owner on the Undercliffe side who paid for the bridge.[314]

[310] Noted in sale notice published in Sydney Herald, 29/3/1839, p.3, and in a conveyance dated June 1839 (Book P-188)

[311] Advertisement, *Sydney Gazette*, 16/10/1841, p.1

[312] Cashman and Meader 1990, p.41

[313] 'Cooks River Bridge Bill', *Sydney Morning Herald,* 26/10/1854, p.5

[314] 'A day on Cooks River', *Sydney Morning Herald,* 21/8/1868, p.5

The existing iron bridge dates from 1880 (with later changes),[315] and the original components represent the earliest extant bridge in the LGA. Further west again is the river crossing at Wardell Road where the reinforced concrete bridge dates from 1924, replacing a wooden structure erected in 1911.[316] This was an early instance of the use of reinforced concrete in bridge construction and is one the earliest built in NSW.[317]

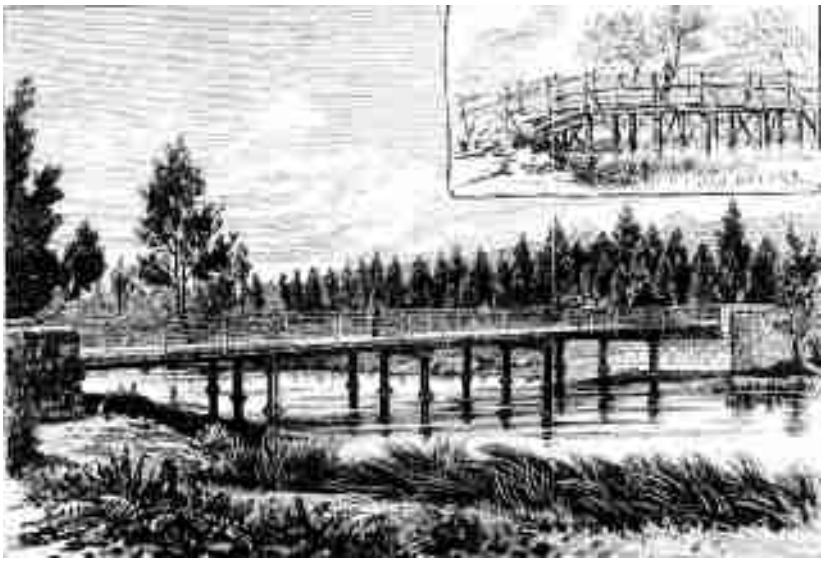

Figure 95: The old timber bridge erected by PA Tompson and the government's then modern iron bridge on Cooks River at Illawarra Road. Parts of the iron bridge remain. Source: Australian Town and Country Journal, 3 /4/1880, p.24

Figure 96: (Left) The existing iron bridge of the crossing of Cooks River at Unwins Bridge Road in 1911 Source: *Souvenir to commemorate the 50th anniversary of the incorporation of the Municipality of Marrickville,* Marrickville Municipal Council, 1911

[315] Meader, Cashman & Carolan 1994, p.66 & 68; 'The Undercliffe Bridges', *Australian Town and Country Journal,* 3 /4/1880, p.24

[316] Meader, Cashman & Carolan 1994, p.69

[317] Don Fraser, Heritage 6, 1990, p17

Figure 97: (Left) The former timber bridge of the crossing of Cooks River at Wardell Road in 1911. The bridge, pictured while under construction, was replaced by the existing reinforced concrete bridge in 1924. Source: *Souvenir to commemorate the 50th anniversary of the incorporation of the Municipality of Marrickville,* Marrickville Municipal Council, 1911

While St Peters/Tempe was well served by two government roads leading to Cooks River, road access to Botany and Waterloo across Sheas Creek was only possible by Ricketty Street (later Canal Road in part). The name is thought to have derived from either the original ramshackle bridge or the poor road surface,[318] which was the more likely. The second bridge was completed in 1892 to cross the newly formed canal.[319] This narrow bridge of one lane was a cause of traffic congestion by the mid 1930s,[320] and the existing reinforced concrete bridge (beside the 1892 bridge) was completed by the Department of Main Roads in 1937.[321] A second east/road (Huntley Street) was completed in 1903 as part of a stormwater project that discharges into Alexandra Canal. It was a timber bridge initially.[322]

Figure 98: (Left) The existing reinforced concrete bridge over Alexandra Canal, October 1937. Source: State Library of New South Wales (Government Printing Office 1--29690)

[318] Newsletter, Marrickville Historical Society, 12/2010

[319] 'Reclamation Works at Cook's River', *Sydney Morning Herald,* 9/4/1892, p.7

[320] 'Congestion at Bridge', Catholic's *Freeman's Journal,* 30/5/1935, p.31

[321] 'New Concrete Bridge over Alexandra Canal', *Sydney Morning Herald*, 21/4/1937, p.16

[322] *Public Works Department Annual Report* for 1902/03

Motorised vehicles came on the market for the very wealthy from around 1900, and their popularity grew markedly after the First World War when lorries began to replace the age-old horse and cart. Princes Highway is the main road to the south by the coast and by the early 1910s the congestion being experienced because of the narrow width at the time (between 28 and 32 feet with a 21 feet wide carriageway)[323] brought demands for widening. Even at that early stage in the evolution of vehicle traffic, the NSW government in 1911 gave serious consideration to a proposal to widen the road to 100 feet for the full distance between Sydney and the Illawarra at an estimated expenditure of 200,000 pounds (inclusive of the compulsory resumptions).[324] As a first stage private property beside the road was resumed by St Peters Council in 1912.[325] However, the actual widening was undertaken by the Main Roads Department (established in 1925 and later Department of Main Roads) from 1926.

Road widening in general results in demolition of older builder stock and rebuilding on the new alignment. The streetscape of the northern length of Princes Highway today bears no resemblance to the image presented in photographs of around 1910 owing to the whole of the east side being demolished. The older building stock at St Peters is visible today only on the west side, such as the building at Nos. 87-89 Princes Highway, completed in May 1881[326]. However, the west side of the road was affected also, but to a lesser degree; for example in 1928 about 250 burials were exhumed from St Peter's Cemetery as a preliminary to road widening.[327] Unwins Bridge Road in contrast was not widened and its width demonstrates what was laid down by the government in the late 1830s, and would seem to have been wider, at 66 feet, than Cooks River Road ever was.

Figure 99: The old and new building alignments of Princes Highway, September 1926. Source: State Library of New South Wales (Government Printing Office 1-12704)

The work of the Department of Main Roads in planning for future highways continued into the 1940s with the publication in 1945 of the Main Roads Development Plan for the County

[323] Crown Plan 15.2114

[324] 'Great Road Scheme', *Sydney Morning Herald,* 29/9/1911, p.8

[325] 'Resumption at St Peters', *Sydney Morning Herald,* 2/7/1915, p.4

[326] *Newsletter*, Marrickville Historical Society, July 2011

[327] News of the Day, *Newcastle Morning Herald*, 18/4/1928, p.4

of Cumberland, the principal planning instrument that shaped post war road development.[328] These road schemes were flagged in the more widely known County of Cumberland Plan published in 1951. That document showed Campbell Street, which originates from the village reserve of St Peters of 1840, as a potential new major east/west route.

Associated with the rise in motor vehicle use was the introduction of garages and service stations. Generally, these developed from the old smithy, farrier, etc. but specialised buildings hitherto unseen began to emerge in the 1920s and 1930s. One prominent example is the motor garage at 316 Princes Highway and Canal Road (Heritage item No. I276).

2.14. TRAMWAYS

While the building of the railways in the 1880s and 1890s initiated the suburbanisation of the study area, it was laying of rails along public roads to form tramways that facilitated the gradual sprawl of housing into places distant from the railway nodes. Within the study area government tram lines were built in the following order:

1891. Extension from Newtown to Goodsell Street, St Peters (the brickyards)

1900. Extension from Goodsell Street, St Peters to Tempe (Cooks River)

1912. Extension from Marrickville (Marrickville Road) to Cooks River via Illawarra Road

1915. Extension from Tempe across Cooks River to Arncliffe (Wolli Creek)

1917. Extension from Tempe via Railway Street and Sydenham Station to Marrickville

The tramway into St Peters along Princes Highway opened in 1891 and terminated at Goodsell Street opposite the brickyards. Through the 1890s the government considered and rejected proposals to extend the line further down Princes Highway assessing the residents were well served by the railway and the private omnibus service. Indeed, the line to the terminus at Goodsell Street was poorly patronised and this resulted in the steam trams being replaced by a horse drawn service between late 1894 and mid 1898.[329]

In 1900 the line was extended into Tempe as far as Cooks River, and in September 1912 a new depot was opened on Princes Highway between Fanning and Gannon streets, Tempe. The line was electrified in 1900. Prior to this the depot at Newtown (opened in 1900) had been used, but with expansion of the system soon proved too small. The last tram service from the depot was in 1957 and the depot was converted to bus operations. Between 1986 and 2010 the depot, surplus to government requirements from 1992, was the home of the Bus and Truck Museum (Heritage item No. I274).

[328] Department of Main Roads, *The Roadmakers, a history of main roads in New South Wales,* 1976, p.205

[329] Keenan, David R, *The South-Western Lines of the Sydney Tramway System*, Transit Press, 1992, p.3 and p.16 (Keenan 1992)

Figure 100: The former garden area of Tempe depot in 1924. Source: Keenan, David R, The South-Western Lines of the Sydney Tramway System, Transit Press, 1992 p.58 (from Government Printing Office)

The cross-country tramway linking Princes Highway with the Marrickville system was completed in 1917. This necessitated the construction of a new railway overbridge at Sydenham railway station and the present day Gleeson Avenue as a dedicated tramway reserve. The line was built to meet operational requirements resulting from the new depot at Tempe, however a limited passenger service was introduced in 1920.[330]

The tramway into south Marrickville along Illawarra Road was opened in 1912 as the first stage of the line into Earlwood. This part of the municipality had been serviced by a private omnibus originating at Petersham Station and terminating at the Roseby Congregational Church. Again the government was reluctant to extend the tramway into this part of Marrickville as it considered the railway served adequately.[331]

2.15. RAIL LINKS

PASSENGER LINES

The completion of the railway line between Sydney and Parramatta in 1855 and the opening of the railway stations at Newtown and Petersham (and elsewhere in later years) is generally known to have encouraged early subdivision and suburban development in the northern part of the LGA. However, it was probably also the motivation behind the release of farm land within the study area as part of the Sydenham Farms estate in 1854,[332] and the Brompton village subdivision, near Newtown station, of 1857.

Within the southern part of the LGA the railway between Sydney and the Illawarra was completed in 1884. In that year were opened the stations at St Peters, Sydenham (then named Marrickville), and Tempe (then named Cooks River). While the route of this railway in the districts of St George and Illawarra was intensely debated over the 1870s, the route to

[330] Keenan 1992, p.29

[331] Keenan 1992, p. 25

[332] Advertisement, *Sydney Morning Herald,* 20/12/1854, p.6

and crossing at Cooks River does not seem to have been of concern. This was probably because the low-lying land of the Gumbramorra Swamp system determined a route on the high ground in the vicinity of the 1840s roads (Cooks River and Unwins). Work commenced on this line in September 1882.[333] The existing river bridge was constructed for the 1884 line opening.

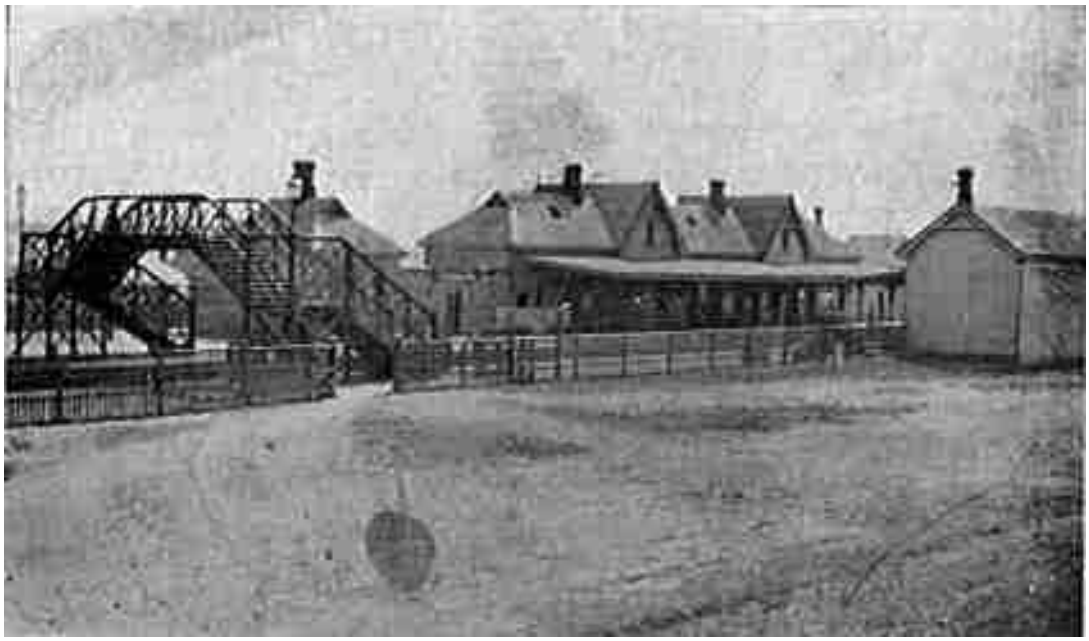

Figure 101: Sydenham railway station, c.1910, built as part of the Illawarra railway, which was completed in 1884. Source: Marrickville Image Library 001537 (Robert Hutchinson collection)

The railway line to Belmore was completed in 1895 (extended to Bankstown in 1909) and in that year were opened the stations at Marrickville and Dulwich Hill (known as Wardell Road until 1920). Also in 1895 the station then known as Marrickville was renamed Sydenham and it became an important junction between the lines to Belmore and the Illawarra. The line into the south-western suburbs had been under discussion since the early 1880s and a number of routes were proposed. One proposed route, Bell's Line of 1883, left the Illawarra line at St Peters and swung through south Marrickville with a crossing of Cooks River at Wardell Road.[334] The adopted route was examined by a parliamentary committee in 1889, approved in 1890, and construction commenced in 1892. The route necessitated earthworks to carry it across the low-lying land of the Gumbramorra Swamp. It was a time of high unemployment and the venture was considered a means in part of giving relief to unemployed men.

[333] Muir, Lesley, 'Public spending and private property: the Illawarra Railway', in Kelly, Max (ed), *Sydney City of Suburbs,* New South Wales University Press, 1987

[334] Muir 1995, p.5

Figure 102: (Left) Marrickville railway station, c.1899, built as part of the Sydenham to Belmore railway, which was completed in 1895. Source: Marrickville Image Library 3910

The infrastructure of the railway includes stations, signal boxes, and bridges, and at one time houses to accommodate station masters and level crossing keepers. The government crossings were at Garden Street, Sydenham Road, Marrickville Road, Union Street, and Station Street, and at Bridge Street there was a private crossing until 1916.[335] On the Illawarra line there is a former (in private ownership) stationmaster's cottage at 86 Station Street (Heritage item No. I304).

Both St Peters and Sydenham stations were enlarged in the first decades of the twentieth century resulting from quadruplication. By 1914 the brick retaining walls and the steel framed footbridge and weatherboard booking office at St Peters had been completed.[336] An additional two lines were laid at Sydenham in 1925 for the then proposed railway to the eastern suburbs.

The electrified Illawarra railway was put into regular use in 1926, the first of Sydney's suburban lines (a section of the overhead between Sydenham and Rockdale had been operable since 1924).[337] A major electricity substation was erected at Way Street in 1926 to serve both requirements of the railway and tramways.[338]

GOODS LINES

The rail network around the study area was substantially expanded in the 1920s for goods traffic being railed between the country and the highly centralised wharves and warehousing once located around the southern shore of the harbour. At Dulwich Hill a junction was formed in 1916 for the new goods line to Rozelle and Darling Harbour (now the route of a public tramway), and at Marrickville a junction was formed in 1925 for the new goods line to Botany (still in use for freight trains).

[335] 'Historical notes on Illawarra line' prepared by Public Transport Commission of New South Wales, Archives Section, 1976

[336] Similar structures at Sydenham have been rebuilt in recent years

[337] Moss, Geoff, 'Putting the Spark in the Harbour City', *Australian Railway History,* October 2009

[338] Keenan 1992, p.62

The railway line from Marrickville to Botany crosses the study area and includes the major goods yard at Cooks River opened in 1947. The line to Botany was constructed from 1915 to 1925. One outcome of this work was the resumption of the land south of Sydenham station (Fraser Park and the XPT depot).[339]

Within the study area, major engineering works include, south of Sydenham station, the steel lattice bridge carrying the goods line over the passenger lines, the steel plate girder bridge over Unwins Bridge Road, and the short tunnel under Princes Highway. The line originally crossed Alexandra Canal by a bridge with a lifting span of the bascule type (replaced around 1976). The lifting span bridge was the first of its kind in NSW in railway use.[340]

The potential of Alexandra Canal for a new railway goods yard to meet Sydney's future requirements had been acknowledged in the Royal Commission on City Improvement in 1908. However, in 1913 the railway's Sydney yard was transferred to Alexandria (the southern side of the locomotive works at Eveleigh), and when construction of the line across Sheas Creek into Botany commenced in 1915 any suggestion of a new yard at Cooks River was to relieve congestion at Alexandria. Cooks River goods yard was opened in 1947 eventually, but it was not until the mid 1950s when the cranes to work the yard were installed. Road access to the railway yard has been from Canal Road. With the introduction of containerised goods traffic in the 1960s the yard became an inter-state container transfer terminal, despite the short sidings, the yard being congested, and in other respects ill-suited to large road vehicles. It was also the receiving depot for motor vehicles at one time.[341]

2.16. COUNCIL ADMINISTRATION

INTRODUCTION

The whole of the study area is within Marrickville LGA and has been since 1948. While Marrickville Council has always administered south Dulwich Hill and south Marrickville, the majority of St Peters/Tempe was administered by St Peters Council, with a small area north of May Street (and inclusive of St Peters railway station) being within Newtown Council.

[339] Longworth, Jim, 'On the green and underneath it, all men are equal', *Australian Railway History*, March 2010

[340] Pollard 1988, p.16

[341] Pollard 1988, p.14

Figure 103: Detail from Craigie's road and municipal map of Sydney published in 1940. Depicted are the boundaries of the municipalities of St Peters and Marrickville prior to 1948. Also demarcated is the strip of land between the railway and Unwins Bridge Road that was transferred to St Peters municipality in 1919. Source: State Library of New South (MC 811.12/1940/1)

MARRICKVILLE COUNCIL

Marrickville was incorporated in 1861 with its eastern boundary being the line of Unwins Bridge Road and on the south Cooks River. The study area is within Cooks River Ward, later South Ward. The incorporation of Marrickville had been opposed by residents on Unwins Bridge Road who considered that part of the country was physically remote from the balance of Marrickville owing to Gumbramorra swamp.[342]

ST PETERS COUNCIL

The area east of Unwins Bridge Road (St Peters to Tempe) was not incorporated until 1871 and within that small area there was a population of 500 at the time (Petersham was incorporated in 1872 and there were 750 residents there). There were two St Peters wards originally, St Peters, and Cooks River, with another two, Brompton and Tempe, being added by 1888. The alderman of this first council generally were men in trade, being Abel Harber, brickmaker, Charles Lenehan, grocer, Thomas Percival, gardener, G Rose, and James Turner.

[342] Meader, Chrys, 'The Swamplands', *Heritage* 4, 1988, p.13

However, the first mayor of St Peters was Dr George Alfred Tucker, the proprietor of the "lunatic" asylum Bayview. Tucker served as mayor also in 1871-1872. Solicitor Frederick Gannon had been nominated for this first council, but later withdrew.[343]

Figure 104: The municipality of St Peters with state of subdivision by the mid 1880s. Note parts of Tempe village were in effect swampland. Source: City of Sydney Archives Historical Atlas of Sydney Maps collection

[343] 'Suburban Municipal Nominations and Elections', *Sydney Morning Herald,* 8/2/1871, p.5; 'Borough Councils', *Sydney Morning Herald*, 20/2/1871, p.3

An early concern of these councils was the provision of basic services such as roads with traffic-able surfaces. In this respect St Peters had a road trust responsible for the upkeep of Cooks River Road for the period from 1843 to 1877. The toll road began at the junction at Parramatta Road and terminated at the dam on Cooks River.[344] The original trustees were Michael Gannon of Tempe, Leslie Duguid and Henry Kerrison James of St Peters, Frederick Wright Unwin of Arncliffe, and Thomas Wilford.[345]

The original town hall of St Peters was located on the east side of Princes Highway at the corner of Victoria Street.[346] It was completed in 1878 and was a municipal hall as opposed to the more common chambers erected in Sydney (Mansfield Bros, architects).[347] The location was close to St Peter's Church and nearby public school, and probably also much of the early housing; it was some distance from Tempe. Over the following decades a number of community focussed organisations occupied premises close by inclusive of the post office (east side of Princes Highway, north of Campbell Street), the Royal Foresters Hall, and a branch of the Bank of Australasia (from 1885).

The boundary of St Peters municipality changed in 1919 to take in an area of Marrickville Council up to the Illawarra railway. In 1927 a new town hall (Heritage item No. I291) was built at No. 39 Unwins Bridge Road (Campbell and Sons, architects), this being necessitated by widening of the Princes Highway. The new location was chosen by the ratepayers by a ballot. [348] The new hall provided dedicated space for community groups such as the Freemasons and loyalist lodges.[349]

Figure 105: (left) The first town hall at St Peters in 1900. Source: Australian Town and Country Journal, 13/8/1900, p.35.

[344] *New South Wales Government Gazette*, 14/11/1843, p.1499

[345] *New South Wales Government Gazette*, 4/8/1843, p.996

[346] *Sands Directory*

[347] 'Rotten Foundations to St Peters Town Hall', *Evening News*, 12/9/1881, p.3

[348] 'Choice of Three', *Evening News,* 10/11/1925, p.13. The site was then developed for a service station. When that was redeveloped in 1995 a beehive well was uncovered. (*Newsletter,* Marrickville Historical Society, 12/2002

[349] State Heritage Inventory listing information

NEWTOWN COUNCIL

Newtown Council's activities in the study area principally related to the garbage destructor opened in 1923 at the former Goodsell's brick pit (Camdenville Park).

MARRICKVILLE COUNCIL POST 1948

The system of local government underwent major reform in 1947 with the passing of the Local Government (Areas) Act. This resulted in many of the smaller municipalities being absorbed by or merged with their more powerful neighbours. Marrickville had experienced a marked increase in population over the first half of the twentieth century, from 18,775 in 1901 to 46,866 in 1947. This contrasted with St Peters where over the same period there was basically no increase (from 6,059 to 6,881).[350] At that time, St Peters Council ceased to exist and was amalgamated with Marrickville, which also absorbed the western part of Newtown municipality.

Petersham Council was also absorbed into Marrickville and its town hall, which was the most modern at the time, having been completed in 1938, became the new council chambers for Marrickville. The former Marrickville Town Hall, opened in 1922, became the local library. This left the former St Peters Town Hall, which also became a local library.

DEPRESSION ERA RELIEF WORK

In the Depression of the 1930s local councils distributed state and federal monies intended to put unemployed men to work. Examples of this relief work within the study area include the palm trees along Carrington Road, the lookout at Warren Park,[351] etc, which were typical of works undertaken in municipalities across NSW. However, the councils of Marrickville and St Peters also drew on their pool of brickmasters to brick pave streets. Within the study area examples are displayed at Victoria Street, St Peters; Hillcrest, Collins and Nicholson streets, Tempe; Albermarle and Beauchamp streets, and Kays Avenue East, south Marrickville; and Ness Avenue, south Dulwich Hill.[352] In most instances the bricks were manufactured at the Central Brick and Tile Company's yard on Princes Highway.

2.17. THE AIRPORT

The southern edge of the study area includes a small area of Kingsford Smith Airport, with the majority of that facility being within the suburb of Mascot and municipality of Botany. An airfield on the low-lying ground on the northern foreshore of Botany Bay at Mascot was opened in 1919 by a private company. In 1921 this field became Sydney Airport.

The airport was upgraded significantly at various times in the second half of the twentieth century. This has had a dramatic effect on both the natural topography of the area and the inhabitants of Sydenham. The first phase of these works comprised two new runways of sufficient length to accommodate passenger jet aircraft. This required diversion of the course of Cooks River with a new point of discharge into the bay some 1.6 km to the north-east, as well as reclamation of Botany Bay. The associated wetlands were destroyed.

In 1994 an additional, third runway, was completed. This resulted in increased frequency and volume of jet planes flying over the study area, particularly Sydenham. Consequently, a large number, 112 or nearly 200 depending on the account, of residences and commercial

[350] Keenan 1992, p.4

[351] Meader, Cashman & Carolan 1994, p.69 and p.88

[352] *Newsletter,* Marrickville Historical Society, 1/2001

premises were purchased and demolished by the Federal Government, the then owner of the airport. The area affected is bounded by Princes Highway, Park Road, Unwins Bridge Road, and George Street. A new public open space, Sydenham Green, was opened here in 1999.

2.18. PARKS AND RESERVES

INTRODUCTION

By 1890 the study area had not one public park,[353] a consequence of the way the area had developed through subdivision by private or commercial owners. One of the tasks facing the new councils, with active support by state governments from around 1880, was the provision of public parks where land was acquired by the government and administered by trustees (either the local council or men nominated by the Department of Lands). With some municipalities such as Rockdale the ratepayers of each ward received one public park over time, but in the densely populated inner-city suburbs this was not always so (Newtown for example had no municipal parks by 1911).[354] At St Peters there were four municipal parks by 1924, while in Marrickville over the inter-war era parts of the low-lying flood prone land fringing Cooks River was brought under municipal control.

MUNICIPAL PARKS

The first municipal park in St Peters was established in 1891 beside Sheas Creek and named St Peters Park.[355] The park comprised an area of 11½ acres of low-lying land east of Swamp Road and south of Bellevue Street (now where the array of aircraft navigation lights are located for the airport). The ground was boggy and ill-suited to its intended role.[356] The second municipal park in St Peters, Tempe Recreation Reserve, was dedicated in 1907.[357] This level park of 28 acres was formed by the reclamation of the river. The Cooks River Motor Boat Club, founded in 1919, had its premises in Holbeach Avenue prior to closure in 2013.[358] The third municipal park in St Peters, Tempe Park (now Kendrick Park)[359] of 4¾ acres was established in 1912.[360] Again most of the park had been reclaimed from the river.[361] Beside Cooks River, the locale had been the haunt of artists in the nineteenth century seeking to paint the river and Tempe House. Examples are Conrad Martens (1801-1878), John Skinner Prout (1806-1876), and Samuel Elyard (1817-1910).[362] The last park created while under St Peters Council control is Simpson Park, which was dedicated a reserve in 1924.[363]

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[353] Higinbotham and Robinson maps of the municipalities, c.1886

[354] Newtown Municipal Council, *Jubilee Souvenir of the Municipality of Newtown,* 1912

[355] *New South Wales Government Gazette,* 15/9/1891

[356] 'St Peters Park' *Evening News*, 22/1/1901, p.3

[357] 'Public Park for St Peters', *Sydney Morning Herald,* 15/1/1907, p.8; *New South Wales Government Gazette,* 18/12/1907

[358] Newsletter, Marrickville Historical Society, October 2013

[359] Renamed in 1958 to commemorate William Edgar Kendrick, who was mayor of St Peters in 1944, and alderman 1941-1948

[360] *New South Wales Government Gazette*, 18/9/1912

[361] Crown Plan 3787.3000

[362] *Heritage* 10

[363] *New South Wales Government Gazette,* 28/3/1924

Nearby Camdenville Park was dedicated a reserve in 1953,[364] for Marrickville Council, and opened in 1957 with an athletic field, football ground and tennis courts.[365]

The Cooks River parks were established by Marrickville Council from the mid 1890s and often resulted from government reclamation works along the river bank as part of flood mitigation works and dredging. An early example is the river frontage of present day Mackey Park west to below Mansion Street, which was dedicated public recreation reserve in 1895.[366] By far the largest of the riverside parks is Riverside, opened by 1911, and has been cited as the second public park in Marrickville.[367] The park comprised 32 acres and the facilities included river bathing. Most of the reserve became the links of Marrickville Golf Club in stages between 1940 and 1954, with the small balance being rededicated HJ Mahony Reserve.

Nearby Steel Park was opened in 1928 and named after alderman James Steel. In part created by filling swampland with spoil dredged from the river. The popularity of swimming in the river in the inter-war era necessitated the building of a clubhouse for the local volunteer lifesavers.[368] Also opened in 1928 is Mackey Park (13½ acres) named after alderman Edward Mackey. It was former swamp, which took some years to fully drain, fill and level. Warren Park with Richardson's Lookout was dedicated a reserve in 1926.[369]

Figure 106: Riverside Park in 1936 and when in use as golf links. Source: Marrickville Image Library (000445)

[364] *New South Wales Government Gazette*, 28/8/1953

[365] Sydney City Building Surveyors' Detail Sheet 22, c.1956

[366] State Library of New South Wales Sydney Suburbs Subdivision Plan T3-55

[367] *Souvenir* 1911; 'New Park for Marrickville', *Sydney Morning Herald*, 21/2/1910, p.4

[368] Whitaker 2006, p.49

[369] *New South Wales Government Gazette,* 26/2/1926

Figure 107: The swamp land of the future Steel Park in 1917. At left is Schwebel's quarry. Source: Whitaker, Anne-Maree, Pictorial History: Marrickville, Kingsclear Books, 2006, p.49

Figure 108: (Left) The sun dial at Richardson's Lookout, 1936. Source: Marrickville Image Library (001747)

NSW GOVERNMENT RAILWAY INSTITUTE

Within the waste ground to the south of railway junction at Sydenham, the NSW Government Railways developed a sporting complex associated with the Railway Institute. The northern part of this government land (beyond the study area) is Fraser Park (opened in 1939) and the facilities here included tennis courts, bowling green, cricket pitch and football ground.[370]

[370] Longworth, Jim, 'On the green and underneath it, all men are equal', Australian Railway History, March 2010

RACECOURSES

The north-east corner of St Peters in the heady gold rush days of the 1850s was synonymous with the Barwan Park racecourse under the ownership of Thomas Joseph Bown. On public holidays sporting events were staged here for money, inclusive of horse racing, pigeon shooting, foot races, and other 'old English sports'.[371]

One commercial recreation ground at least was located east of Princes Highway near Talbot Street and operated in the mid twentieth century.[372] This was owned by Jack Munro, a director of the Australasian Coursing Club and manager of Stadiums Ltd. It had a rudimentary football field with basic seating. While it was open to the public, the principal reason for the ground was the greyhound training track (with mechanical hare); Munro's course being at Mascot.[373]

2.19. GOVERNMENT SERVICES

SCHOOLS

The earliest school within the study area is St Peters Public in Church Street. It commenced as a denominational school in 1848 attached to St Peter's Anglican Church (then Cooks River Church of England School). The first school hall, erected in 1849, at the corner of Princes Highway and Victoria Street has been demolished. Following government reform of the funding of the education system with the passage of the Public Instruction Act, 1880, in 1881 the school became part of the government system, named St Peters Public, and the present site adjoining the church was acquired. After a few years of making do, the first permanent school for the girls and infants was completed in 1886, and the boys' school was erected in 1890.[374]

In contrast, the public school at Tempe was opened in 1872 (as a provisional school) under the provisions of the Public Schools Act, 1866, and within the Wesleyan Chapel.[375] The sandstone former classroom and attached teacher's residence (now in the high school), dates from 1874 when the status was upgraded to public school. The school has always been known as Tempe, and there must have been confusion when the nearby railway station opened in 1884 as Cooks River. The co-educational high school was opened in 1975 by merging Arncliffe Girls and Tempe Boys high schools.[376]

From 1881 The Warren and neighbouring estates were subdivided for housing. To cater for the influx of families the government established a new public school on Livingstone Road in 1886, which was named Marrickville West. The original school buildings comprised a weatherboard building with accommodation for 160 pupils set within an acre of ground.[377] Extensive additions were completed in 1914.[378]

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[371] 'Barwan Park', *Sydney Morning Herald,* 27/1/1857, p.4; 'Sport at Barwan Park', *Empire*, 25/5/1858, p.2

[372] Visible in aerial photograph dated 1943

[373] Phillips & Blair 2010, p.25; 'Knew nothing about dogs or coursing', *Referee,* 9/12/1931, p.11

[374] Meader, Cashman & Carolan 1994, p.111

[375] 'Tempe Wesleyanism', *Sydney Morning Herald,* 13/7/1935, p.8

[376] 'Fletcher, J and J Burnswoods, *Government Schools of New South Wales since 1848*, NSW Department of Education, 1988; Meader, Cashman & Carolan 1994, p. 115

[377] 'New Public School at Marrickville', *Sydney Morning Herald*, 19/7/1886, p.4

[378] 'School Additions, Marrickville West', *Sydney Morning Herald*, 25/10/1914, p.18

A second school to serve this area was opened in 1922 in the house and grounds of Ferncourt (dating from around 1886). Initially an infants school, and from 1967 a primary school.

Figure 109: Marrickville West public school in 1936. Source: Marrickville Image Library (001199)

Figure 110: Tempe public school. Not dated. Source: National Library of Australia (pic-vn3098407-v)

POST OFFICES

The post office at St Peters was opened in 1851, the earliest in the LGA. By the mid 1880s the post office at St Peters was located on the east side of the Princes Highway north of Campbell Street.[379] A purpose built post office was erected here in 1898 (and demolished in the mid 1920s for road widening).[380]

At Tempe a post office opened in January 1869 as Cooks River, with the name changing to Tempe in March of the same year.[381] While business was quite small, the opening dates provide an indication of a residential population of a size sufficient to warrant a postal service. The agency at Tempe by 1899 was located on the Princes Highway opposite Gannon Street.[382]

The post offices at Dulwich Hill and Marrickville are outside the study area, however there was a post office agency at 398 Illawarra Road, Marrickville (known as the "Harnleigh Post Office") which operated from circa 1890 till 1936.[383]

The government telephone service was introduced in 1882, and while exchanges were erected in the suburbs and in the LGA, none were located within the study area. At Hill Street, south Marrickville, there is a large Telstra facility that dates from the 1960s.

Figure 111: (Left) The former (demolished) post office at St Peters of 1898. Source*: Australian Town and Country Journal,* 13/8/1900, p.35

POLICE STATIONS

Within the study area there has only been one police station and that was at Tempe. The existence of the station here no doubt was brought about by the numerous licensed premises in the area. The existing former police station at 846-854 Princes Highway, on the corner of Wentworth Street (Heritage Item No. I301) is on the same site as recorded in a

[379] Higinbotham and Robinson maps of the municipality, c.1886

[380] 'The Municipality of St Peters', *Australian Town and Country Journal,* 12/8/1899, p.35

[381] Hopson, NC, *New South Wales and Australian Capital Territory Post Offices*, privately printed, 1986

[382] State Library of New South Wales Sydney Suburbs Subdivision Plan 3-33

[383] Information from *Draft State Heritage Inventory form for pillar post box outside 398 Illawarra Road, Marrickville*. Historical research undertaken by Elizabeth Conroy for this Study.

map of the 1880s.[384] While the building has clearly undergone alteration in the inter-war period (1920s-1930s), particularly to the façade, analysis of the building may reveal remaining 1880s fabric.

ELECTRICITY SUPPLY

St Peters municipality was part of the distribution network established by Sydney City Council, with Sydney City being responsible for the maintenance of the lines, construction of the substations, etc. The supply to St Peters commenced in December 1911 and initially was for municipal purposes (street lighting).[385] A number of large suburban substations were erected by the City Council to serve Tempe (Substation No. 36 of around 1912 at 11 Union Street), Sydenham (Substation No. 43 of 1912 at 204 Unwins Bridge Road, Heritage Item No. I293), and St Peters (Substation No. 200 of 1926 at 591 Princes Highway). The building of these substations represents the historical take up of electricity for both domestic and industrial uses.

BABY CLINICS

A government baby health clinic (after 1924 known as baby centre) was opened in Mary Street (then numbered 35 in the street), St Peters around 1916. The first government baby health clinic in New South Wales was opened in the inner Sydney suburb of Alexandria in August 1914. These clinics were set up by the Department of Public Health to assist nursing mothers in the care and feeding of their babies and themselves. On duty was a clinic nurse who also undertook home visits, and secured admission to hospital if warranted. By late 1915 baby clinics had been established at other working class suburbs of Balmain, Glebe, Newtown, North Sydney, and Woolloomooloo.[386]

2.20. CHURCHES

ANGLICANISM

The staging of the building of the churches within the study area reflected centres of population, and the cultural background of the people who subscribed to have them built. The oldest church in Marrickville LGA and one of the oldest in Australia is St Peter's Anglican Church. The site had been inspected by Bishop Broughton in March 1838, and the foundation stone of this church, then named St Peter's Cooks River, was laid in July 1838 by Governor Gipps. It was completed over 1839 at a cost of 5,000 pounds and consecrated by Bishop Broughton in November 1839. The architect was Thomas Bird and builder was Henry Knight. The first incumbent was the Rev Thomas Steele.[387]

St Peter's was erected as the church for the families of the gentry along Cooks River Road taking in the region today represented by Newtown, Enmore, St Peters, and Tempe. The land owners at St Peters (Robert Campbell, Henry Kerrison James, Leslie Duguid, Alexander Brodie Spark, Richard Way, William Wilson), and into Newtown (John Lord, David Chambers) prior to the collapse of the economy in 1842 were affiliated with St Peter's Church. Spark was the most active. He was born in Scotland and a Presbyterian, but the rancorous division in that church in NSW at the time lead him to the Church of England. He

[384] Higinbotham and Robinson maps of the municipality, c.1886

[385] 'Electricity Spreading', *Evening News*, 30/12/1911, p.11

[386] 'Baby Clinics', *Sydney Morning Herald*, 26/10/1915, p.4

[387] Whitaker 2006, p.53

married widower Frances Maria Radford at St Peter's in 1840, and he was buried in the consecrated ground of St Peter's church yard in 1856.[388]

The building of the church, its burial ground, consecrated in December 1840, and denominational school, opened in 1848, were central to the subsequent development of St Peters in the period of the 1840s and into the 1860s as a place of residence in both the villages of St Peters and Tempe, and the villas erected along Cooks River Road. In addition, name of the suburb is taken from the local church parish. The church and grounds including burial ground (now 187-209 Princes Highway St Peters) are now heritage listed at both a State and local level (Heritage Item No. I275 , SHR No. 00032). The site now contains the church, the burial ground, some original entry gateposts, a 1906 rectory, and a modern rectory.

The parish ventured into Tempe in 1890 with the building of a mission church in Wentworth Street (16 Wentworth Street, Tempe, not heritage listed). The building was sold in the 1970s and is now a private residence.[389]

Figure 112: (Left) St Peter's Anglican Church in 1928. Source: Royal Australian Historical Society (021925)

CATHOLICISM

The Catholics settled on Tempe as being suitable for their church, St Peter's and Paul's, of which there have been two. The land for the first combined church and school in Station Street (then Unwin Street) was gifted by land owner Edward Flood, while Michael Gannon (1800-1881), the proprietor of the local inn, also gifted neighbouring land for the same purposes. Both parcels were held in trust on behalf of the Sydney diocese.[390] It was the only

[388] Whitaker 2006, p.53

[389] Horton, L, 'A walk around Tempe', *Heritage* 12, p.24

[390] 'Tempe Church Land Bill', *Freeman's Journal*, 26/11/1914, p.21

Catholic Church situated between the then outskirts of the city and Wollongong at the time.[391]

Gannon contributed to the cost of the structure, and managed the building committee. The foundation stone was laid in June 1858. It was a brick building, 20 feet by 40 feet, on stone foundations, which was quarried on site.[392] The church was within the then Catholic mission of Newtown. In 1868 the original building was enlarged to accommodate 300 worshippers from both the local district and emerging district of St George.

The enlargement was again actively supported by Michael Gannon.[393] Gannon and his wife Mary (1809-1878) were buried in the family vault behind this church within land owned by the Gannon family. Their remains were later reinterred after the sale of the property around 1904.[394] The original church would seem to have been demolished around 1915 after the land was sold to pay off the debt on the new (existing) church.[395]

The existing church, dating from 1913, was built on an entirely different site on Princes Highway (corner Samuel Street) further north.[396] Then part of Marrickville parish, a new parish of Tempe was established in 1912 under the Rev. Father Patrick Aloysius Holland (1857-1923) of the Franciscan Order who had been instructed to find a new, more central site. The original development included a presbytery. Buchanan and McKay, architects.[397]

The Sisters of Mercy acquired in 1915 Richard Way's old home, Lymerston, in Way Street for their convent and school.[398] The school block was built in 1916 (AF Pritchard, architect). The school closed in 1989 owing to declining enrollments.

Figure 113: (Left) The first Roman Catholic Church of St Peter and St Paul at Tempe. Not dated (post 1868). Since demolished. Source: Marrickville Image Library (001538) from Robert Hutchinson post card collection

[391] 'The Archbishops at Tempe', *Catholic Press*, 3/10/1912, p.26

[392] Advertisement, *Freeman's Journal,* 1/5/1858, p.3; 'New Church of Saints Peter and Paul', Freeman's Journal, 6/11/1858, p.2

[393] 'Opening of the New Catholic Church, Cooks River', *Freeman's Journal,* 2 /5/1868, p.2

[394] Cashman and Meader 1990, p.94; Sale of Family Vault, *Evening News,* 16/9/1904, p.4

[395] 'Tempe Church Land Bill', *Freeman's Journal,* 26/11/1914, p.21

[396] Meader, Cashman & Carolan 1994, p.85

[397] 'New Church and Presbytery at Tempe', *Freeman's Journal,* 3/10/1912, p.15; 'Tempe mourns its priest' Freeman's Journal, 18/10/1923, p.26

[398] 'New School at Tempe', *Freeman's Journal*, 8/6/1916, p.19

METHODISM

The Methodists in its various forms prior to union in 1902 were active at Tempe, Newtown, and St Peters. Tempe was originally part of the Newtown Circuit formed in 1855 that took in the inner-western suburbs and district of St George. In that year, two allotments in Hart Street (No. 47), Tempe, were donated by Edward Flood, the owner of a large part of the village, and a Wesleyan brick chapel/school, 24 ft by 16ft, was opened in January 1856. Goodsell, the brick maker, was in business by then and offered his bricks on good terms. The chapel was worked by ministers and volunteers from Newtown as Tempe was not a natural circuit for the Wesleyans and the mission proved hard going. Eventually the chapel was closed in 1902 and sold in 1903 and is now a private residence.[399]

Undeterred, in 1904 there was a revival in interest in having a local chapel now within the Stanmore circuit, and a new church was opened in Station Street in 1906 at a modest cost of 272 pounds.[400] This was sold in 1969 and since has been used by the Seventh Day Adventists, and is now a mosque.

At the northern edge of St Peters in May Street, within Newtown municipality prior to 1948, was a Primitive Methodist Chapel (since demolished). This building was erected in 1861 and was retained for the congregation of St Peters as part of the Newtown Circuit after the union of 1902.

In between the churches at Tempe and Newtown, another congregation was established in the 1880s at Sydenham, which the congregation referred to as Tempe Park (this being the estate subdivided and released for sale in 1881). Early services were held in the open and in the home of brickmaster William Toyer. A brick church was opened in Railway Road in July 1884. The site was enlarged in 1887 by purchase of adjoining land and by a further purchase in 1896 with a dwelling that became the parsonage. The present church was built in 1902. It was designed by the Rev. Adin Parsons (1843-1928) who had no academic training in architecture and was self-taught, but his knowledge was widely respected.[401] The contractor was Samuel Gillett (1848-1927) who was a long-time resident of St Peters and builder of another six Methodist churches in Sydney.[402] The building (24A Railway Road, Sydenham) is a listed heritage item (Heritage Item No. I289).

In the post Second World War era there was a large influx of migrants into the municipality from non-English speaking backgrounds; Greeks, Yugoslavs, Italians, Portuguese, etc. The churches these residents built (ie. Nicholas' Greek Orthodox) are located outside the study area. However, the Egyptian Coptic Church purchased this former Methodist church in 1969.[403] The Egyptian Church relocated to Bexley in the mid 1990s following the sale to the federal government as a consequence of the airport expansion. It was then gifted to Marrrickville Council in 1996 and has been left vacant since.[404]

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[399] 'Tempe Wesleyanism', *Sydney Morning Herald*, 13/7/1935, p.8

[400] 'Tempe Wesleyanism', *Sydney Morning Herald,* 13/7/1935, p.8; 'Methodist Church', *Sydney Morning Herald,* 2/11/1907, p.18

[401] 'Veteran Methodist Minister, *Sydney Morning Herald*, 8/1/1927; 'Rev Adin Parsons', *Sydney Morning Herald* 20/12/1928, p.9; Newsletter, Marrickville Historical Society, May 2010

[402] 'Mr Samuel Gillett', *Sydney Morning Herald,* 22/10/1927, p.19

[403] It has been thought this was the first instance of a Coptic parish being formed outside Egypt, but the parishes in North America date from 1964

[404] *Newsletter*, Marrickville Historical Society, 23/2010

With the sale of the Methodist churches in Station Street and Railway Road in 1969, a new church was opened in Lymerston Street (midway between the two) in 1970.

The Methodists were active in Marrickville from the 1870s. In 1875 a Primitive Methodist Chapel was erected in Chapel Street, and a Primitive Methodist Chapel was erected in Dulwich Hill in 1890. There was also a Primitive Methodist congregation in the neighbourhood of Holt's The Warren (within the study area) by 1885 when a Sunday-school was opened.[405] The site for a new church on Illawarra Road south of the railway station was purchased in 1906,[406] and the church was completed and opened in November 1907 at a cost of 700 pounds. This brick church (since demolished) included a Sunday-school attached at the rear within the vestry (Alfred G Newman was the architect).[407]

(Left) The former Warren Methodist Church in 1936 (since demolished). Source: Marrickville Image Library (001294)

CONGREGATIONALISM

The Congregationalists opened their church in the then largely rural south Marrickville in 1871. Nearby was Thomas Holt's The Warren, an active and charitable Congregationalist (his first residence at Newtown, Camden Villa, in 1864 became the Congregational Theological College with Holt' encouragement). The first Congregational services in the district were held in 1869 and some were held in the gate lodge of Holt's The Warren (and when in that use known as Lodge Chapel). Holt financially contributed to the building of the new church. The existing site in Illawarra Road (corner Warren Road, and with a frontage to Church Street), then directly opposite The Warren gate lodge, was acquired from a member of the congregation and the first stage of the existing church (the nave) was completed in 1871. The design was provided by the Rev S Shepherd. The transept and spire were added in 1883, the architect being Harry C Kent, contractors Lidbury and Smith. The manse was erected around 1880. The church was named the Roseby Congregational in 1923 to recognise the work of Dr Thomas Roseby, minister from 1888 to 1911.[408] The church (addressed 2A Church St aka 388-390 Illawarra Road) is now the heritage listed Marrickville Uniting Church (Heritage Item No. I73).

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[405] 'Warren Primitive Methodist Sunday School', *Sydney Morning Herald,* 20/3/1897, p.7

[406] 'Methodist Church', *Sydney Morning Herald,* 2/11/1907, p.18

[407] 'Building and Works', *Sydney Morning Herald,* 10/12/1907, p.4

[408] Phillips, L (comp), *Roseby Memorial Church,* 1871-1971; 'New Congregational Church, Marrickville', *Sydney Morning Herald,* 11/4/1871, p.4; 'Congregational Church, Marrickville', Illustrated Sydney News, 27/10/1883, p.2

Figure 114: (Left) The Roseby Memorial Church in 1936.
Source: Marrickville Image Library (001766)

CHURCHES OF CHRIST

The Churches of Christ opened its church at 62 Union Street (corner of Unwins Bridge Road) in Tempe in November 1933.[409] It is now the Tongan Parish Uniting Church.

Another Church of Christ was constructed at 389 Illawarra Road, Marrickville. This site had been acquired by 1900 and the church built by the Church of Christ following the opening of the railway station. A school hall had also been built by 1915.[410] It remains in use as a Church of Christ. Neither of these churches is heritage listed.

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[409] 'Churches of Christ', *Sydney Morning Herald*, 11/11/1933, p.8

[410] *Sands Directory*, 1900 records a Church of Christ in Illawarra Road, also a wedding was recorded in the Church of Christ, Marrickville on 15th July 1903 – in the Sydney Morning Herald "Wedding Bells" column, 8 August 1903 page 5, also; Watchman 9/12/1915, p.8; 'Mortgage Burning', *Sydney Morning Herald*, 17/7/1930, p.12

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3.0 GENERAL FIELDWORK

3.1. SUB-AREAS

For the purpose of the fieldwork the Study Area was divided into ten (10) sub-areas. Note that these sub-areas do not relate to historical features, and were devised for the purpose of managing the fieldwork involved in the project, with boundaries based on the locations of major roads and railway lines.

Maps, current satellite and 1943 aerial views of these sub-areas are contained in Attachment 1 to this report.

The sub- areas are listed in Table 4 below.

The Study Brief required particular analysis of the Carrington Road industrial precinct and assessment of heritage within the public domain (street trees, kerb and guttering, quarry remnants, road alignments) as part of the general fieldwork for the study area.

Table 4: List of fieldwork sub-areas

Sub Area No.	Suburb/ Boundaries
1	Dulwich Hill/Wardell Road, railway line and boundary with Canterbury LGA
2	Dulwich Hill and Marrickville/Between Wardell Road and Livingstone Road, railway line and boundary with Canterbury LGA
3	Marrickville/Between Livingstone Road and Illawarra Road, the railway line and boundary with Canterbury LGA
4	Marrickville/Between Illawarra Road and the railway line and Richardsons Crescent, railway line and boundary with Canterbury LGA
5	Tempe/Between the railway line and Richardsons Crescent, Belmore Road, the Princes Highway and the Cooks River
6	Sydenham and St Peters/Belmore Road, the railway line, Bedwin Road & Campbell Street, and the Princes Highway
7	St Peters/Campbell Street and Bedwin Road, the railway line, and the Princes Highway
8	St Peters/The Princes Highway, Barwon Park Road, LGA boundary and Canal Road
9	St Peters industrial area/The Princes Highway, Canal Road, Alexandra Canal and the Port Botany freight railway line
10	St Peters/ the Port Botany freight railway line, Alexandra Canal, the Cooks River and the Princes Highway

3.2. CARRINGTON ROAD INDUSTRIAL AREA

The Carrington Road industrial area has an existing heritage listing covering the Canary Island date palm street tree planting (a 1930s Marrickville Council initiative), and the facades only of the historic industrial buildings at No. 10 Carrington Road (former General Motors Holden manufacturing plant officially opened in October 1926) and No. 47 Carrington Road (the 1937 former Rega Products building).

While the early to mid 20th century industrial buildings along Carrington Road are separated by more modern buildings (making this area unsuitable as a heritage conservation area), the remaining buildings within the precinct dating from this period - when the precinct was at its height as an automotive products manufacturing area (see Section 2.10 of this report) - are considered to be of local historical and aesthetic significance, however some of the buildings are not included in the current heritage listing. The current heritage listing also does not encompass the fig trees which are within the street tree planting pattern of Carrington Road. The buildings which are considered worthy of inclusion in the Carrington Road heritage listing (in addition to the two buildings at Nos. 10 and 47 heritage listed as "façade only") are:

- No 6 Carrington Road – formerly storage and extended factory floorspace for General Motors Holden (built as an extension to the original General Motors building to the south)
- No. 16 Carrington Road – former AH Peters & Co central brick building, constructed 1928
- No. 30 Carrington Road (corner Renwick Street) – built 1949

Figure 115: No. 6 Carrington Road, Marrickville – formerly extended storage and factory floorspace for General Motors Holden. The building dates to prior to 1939 (appears on 1943 aerial photo)

Figure 116: No. 16 Carrington Road – former AH Peters & Co building, constructed circa 1929

Figure 117: No. 30 Carrington Road (corner Renwick Street). This actory building was constructed in 1949

3.3. MANAGEMENT RECOMMENDATIONS FOR CARRINGTON ROAD INDUSTRIAL AREA

The existing heritage listing for the Carrington Road precinct is worded as follows (Schedule 5: Environmental Heritage, Part 1: Heritage Items, Marrickville LEP 2011):

Locality	Item name	Address	Property description	Significance	Item No
Marrickville	Carrington Road—Select industrial facades and Canary Island Palms	10 and 47 Carrington Road (facade only)	Lot 1, DP 351068; Lot 1, DP 856851; Lot 1, DP 620857	Local	I68

1. It is recommended that this existing heritage listing for the precinct be amended as follows for public exhibition and consultation:
   - Change the title of the Item Name to "*Carrington Road industrial precinct – select industrial facades and street tree plantings of Phoenix Canariensis and Ficus*" (or similar title – depending on the outcome of the public exhibition process.
   - Add the buildings at Nos. 6, 16 and 30 Carrington Road to the precinct heritage listing to be publicly exhibited. Note the proposed heritage listing for No. 16 is recommended to include the central brick building on the site only.
   - Add to the precinct heritage listing to be publicly exhibited the Ficus street trees on the west side of Carrington Road, the Carrington Road end (northern side only) of Renwick Street and the Carrington Road end of Warren Road (south side only) adjacent to No. 49 Carrington Road
2. Following public exhibition and consultation, consider any additional information to determine how listings should proceed i.e. as building façades only, building exteriors only, or incorporating whole buildings and sites.
3. That Council maintain the existing street tree plantings of Ficus trees and Canary Island date palms within the Carrington Road streetscape, and reinforce these specifically by:
   - Planting additional Ficus trees to match those opposite, in Carrington Road opposite those outside the street frontage of No. 49 Carrington Road – possibly undertaken by creating new planting beds for the trees within the parking lane on the eastern side of Carrington Road in this location
4. That Council undertake public interpretation of the history of the Carrington Road industrial precinct – both the remaining buildings from the automotive industry period and the former sites of automotive industry buildings which are no longer extant - through methods such as downloadable walking tours, street plaques or street art containing historical information.
5. Should the area be rezoned and redeveloped in future for other land uses, Council should ensure that redevelopment respects the industrial heritage of the area and undertakes interpretation works to the satisfaction of Council, as part of redevelopment proposals.

3.4. PUBLIC DOMAIN HERITAGE WITHIN THE MARRICKVILLE SOUTH AREA

The general fieldwork for this Study has identified a number of potential heritage items within the public domain of the Marrickville South study area, outlined in the table below (more detail including photographs for these items in Attachment 3 to this report).

Note that street trees in Carrington Road are not included in this list, as these have already been recommended above for inclusion in an expanded heritage listing affecting Carrington Road.

Table 5: Potential heritage items within the public domain

Item	Location Description
Ness Avenue brush box street trees	Ness Avenue, Dulwich Hill – plantings on both sides of the street, within the carriageway
Osgood Avenue brush box street trees	Osgood Avenue, Marrickville – plantings on both sides of the street, within the carriageway
Beauchamp Street brick footpath paving	Beauchamp Street, Marrickville – on the east side only, south of Riverside Crescent
Princes Street mature eucalyptus street trees	Princes Street, Marrickville – on the western side of the street adjacent to the golf club
Bruce Street mature eucalyptus street trees	Bruce Street, Marrickville – on the southern side of the street only, adjacent to the golf club
Illawarra Road Ficus street trees	Illawarra Road, Marrickville – south of Renwick Street, along the street edge of the park opposite the block between Wallace and Wharf Rad
Cahill Place sandstone rockface to elevated footpath (evidence of former quarrying)	Cahill Place, Marrickville – on elevated side of the street, along the street frontage
Day Street – eucalyptus street trees	Day Street, Marrickville – in the section of the street between Hampden Avenue and Illawarra Road
High Street – palm street tree plantings	High Street, Marrickville – palm street plantings on the south-eastern side of the street only
Belmore Street - ficus and other street trees	Belmore Street, Tempe – ficus and other street trees on the western side of the street only
Tempe, Sydenham and St Peters – sandstone street kerbing	Sandstone kerbing in: Union Street Tempe Samuel Street Tempe Lymerston Street Tempe John Street Tempe Foreman Street Tempe Terry Street Tempe Belmore Street Tempe Park Road Sydenham Hogan Avenue Sydenham Frederick Street Sydenham Sutherland Street Sydenham Grove Street St. Peters Alfred Street St Peters Mary Street St Peters Robert Street St Peters Silver Street St Peters Brown Street St Peters Campbell Street St Peters Victoria Street St Peters (Princes Highway to Church Street) Church Street St Peters St Peters Street St Peters Lackey Street, St Peters Applebee Street St Peters Short Street St Peters Albert Street St Peters Victoria Street St Peters Smith Street St Peters Barden Street St Peters Fanning Street St Peters

Item	Location Description
	Wentworth Street, St Peters Hart Street, St Peters
Tempe, Sydenham and St Peters – brick street kerbing	Brick kerbing in: Tramway Street, St Peters George Street Sydenham south of Unwins Bridge Road Yelverton Street Sydenham Edith Street Sydenham Florence Street Sydenham Hart Street Sydenham Station Street Sydenham Young Street Sydenham Griffiths Street Tempe Bay Street Tempe Cook Street Tempe Green Street Tempe Gannon Street Tempe Union Street Tempe Edwin Street Tempe Edgar Street Tempe Toyer Street Tempe Hillcrest Street Tempe (includes brick footpath paving which is already heritage listed) Bridge Street Tempe William Street Tempe

3.5. MANAGEMENT RECOMMENDATIONS FOR PUBLIC DOMAIN HERITAGE

It is recommended that:

1. The potential heritage items identified in Table 5 above – with the exception of the last two items (brick and sandstone kerbing) - be added as heritage items to Schedule 5: Environmental Heritage of the Marrickville LEP 2011, following preparation of State Heritage Inventory (SHI) forms for each item for public exhibition of the LEP amendment.
2. Further historical research is recommended on the Cahill Place rockface to determine its connection or otherwise to quarrying in the area, as part of preparation of a SHI form for this item.
3. With regard to the last two items in Table 5, Council review the extent and integrity of the sandstone and brick kerbing in the identified streets, mapping the extent and location of the sandstone and brick kerbing in these streets.
4. Council develop a management strategy for historic sandstone and brick kerbing within the Marrickville LGA. For example, one management approach is that in streets where such historic kerbing is fragmentary (which will be apparent from the mapping), the kerbing could be allowed to be removed from these streets in order to repair the historic kerbing in streets with more extensive and intact historic kerbing. Note that North Sydney Council has mapped and carefully managed its historic sandstone kerbing and sandstone public domain features for some decades, and may be able to provide management advice.
5. Based on the mapping information for historic sandstone and brick kerbing (recommendation 3 above), Council consider heritage listing, and reviewing existing

heritage listings, to cover all extensive intact runs of sandstone and brick kerbing in particular streets (not remnants).

6. Incorporating information from points 3 and 4 above, DCP controls be developed to protect sandstone and brick kerbing in streets where such kerbing is extensive and largely intact. The DCP controls should be incorporated into Part 8 (Heritage) and Part 9 (Planning Precincts) of the Marrickville DCP 2011.

3.6. POTENTIAL HERITAGE CONSERVATION AREAS WITHIN THE MARRICKVILLE SOUTH AREA

Part of the brief for the general fieldwork was to identify any potential heritage conservation areas (HCAs) within the study area. The Council highlighted particular areas for investigation in this regard.

A number of points are important to note for the fieldwork of the study area:

- existing HCAs within the study area were excluded from fieldwork (as these areas have been researched previously);
- in Sydenham in particular, large areas of housing have been removed during the 1980s-1990s due to aircraft noise affection, creating large parkland areas which have fundamentally changed this area in comparison to earlier phases of development.
- the Princes Highway has undergone several phases of road widening during the 20th century which led to demolition and rebuilding along its length (for example leading to the demolition of the White Horse Hotel, 161 Princes Highway, St Peters which had occupied the hotel site since 1853 and construction of a new White Horse Hotel on the site in 1929). For this reason, and later redevelopment of brickworks on the south-eastern side, there is little of heritage significance along the Princes Highway.
- The area south-east of the Princes Highway (Sub-areas 8, 9 and 10 of the study area) was largely industrial throughout the 20th century. The 1943 aerial photos show large brickpits, race tracks, and woolstores along the Alexandra Canal, with pockets of housing at the southern end in the area from Smith Street to the Cooks River (part of Sparks' 1840s "Village of Tempe" subdivision) and at the northern end along Crown Street, Barwon Park Road and Albert Street. This northern area of housing - close to the fromer brickworks now Sydney Park - has been eroded in recent years by modern commercial and industrial development and modern medium to high density housing.

Heritage Conservation Areas (HCAs) are areas which in their built form (and sometimes also elements such as street planting and kerbing) consistently represent historical periods of development (for example original subdivision periods), and have been assessed in accordance with NSW Heritage Significance guidelines as achieving at least a local level of heritage significance. HCAs may include some layering (later buildings) however later layers should not have eliminated or obscured earlier layers, and HCA streetscapes should be consistent, intact streetscapes from early subdivision periods.

None of the study area streets - other than the identified Lackey Street/Simpson Park, Green Street Tempe and the small extension (May Street/Princes Highway) proposed to an existing conservation area (C16, see Table below) - are considered to achieve a heritage significance level which would warrant listing as a heritage conservation area at a local level.

The study area streets in general are a mix of buildings from earlier subdivision periods (generally 1880s to the 1930s) interspersed with later development from the 1970s to the present. The demolition of buildings due to aircraft affectation in Sydenham in the 1980s, the redevelopment of former industrial sites, and the widening of the Princes Highway, has also extensively affected the Tempe, Sydenham and St Peters areas. In the Marrickville and Dulwich Hill sections of the study area, the development of residential flat buildings from the 1970s to the present has affected earlier streetscapes.

Comparison between the majority of streetscapes in the study area with the existing Heritage Conservation Area streetscapes within the study area – for example comparison with the streetscapes of the existing C16 Goodsell Estate Heritage Conservation Area – makes clear the comparatively high level of integrity erosion of the built environment which has occurred within the streets which are not part of existing HCAs. Within the majority of streets within the study area, earlier houses (generally 1880s-1930s), which remain largely intact as seen from the street, are in the minority rather than forming consistent streetscapes. For this reason, and drawing on the development history of the study area in Section 2.0 of this report, the fieldwork has concentrated on identifying new potential heritage items within the study area (Section 4.0 of this report).

The fieldwork undertaken revealed the majority of the study area residential streetscapes have undergone extensive erosion of built integrity, where the potential heritage values of the streets have been undermined by:

- Extensive alterations to existing houses from earlier periods (generally 1880s-1930s), including:
    - rendering of face brickwork (for buildings dating from approximately 1900-1930)
    - installation of aluminium windows or aluminium roller shutters
    - construction of car parking in front gardens
    - unsympathetic changes to roof forms and recladding of roofs in modern materials (particularly concrete roof tiles)
    - unsympathetic 1st floor additions
- Construction of modern houses, both one and two storeys, replacing earlier buildings;
- Construction of 1960s, 1970s and later residential flat buildings, replacing earlier buildings;
- Construction of modern medium density housing (generally townhouses), replacing earlier buildings.

Within the industrial and commercial streetscapes, there has been extensive redevelopment due to road widening of the Princes Highway and the removal of former industries such as brickworks. The proximity of the airport and Port Botany has led to the area east of the Princes Highway being developed in the period from the late 20th century to the present for warehousing and shipping container storage, with areas of residential development at north and south ends. The area north of Campbell Street is increasingly attractive for high-density residential flat development. The area from Smith Street to the Cooks River (part of the original Village of Tempe, originally an area of modest small scale working class houses) remains low density residential, however much of the existing early housing is extensively altered and there is increasing replacement of early houses with new houses in this area.

Examples of the changes seen within the Study area's streets are provided in the illustrations below.

Figure 118: Garnet Street, Dulwich HIll– Victorian Villa subdivided with paved parking area in front yard (Sub Area 1)

Figure 119: Modern 2-storey house in Garnet Street , Dulwich Hill (Sub Area 1)

Figure 120: 1970s residential flat buildings in Bayley Street, Marrickville (Sub Area 2)

Figure 121:1960s-70s Residential flat buildings and some earlier housing in Wicks Avenue Marrickville (Sub Area 2)

Figure 122: Modern and 1970s residential flat buildings in Henson Street Marrickville (Sub Area 2)

Figure 123:Modest Federation period single storey housing in Henson Street Marrickvlile (Sub Area 2)

Figure 124: Church Street Marrickville, including modern house at left with roller shutters (Sub Area 3)

Figure 125: Modest Victorian Italianate style house in Church Street, Marrickville (Sub Area 3)

Figure 126: Residential flat buildings in Glen Street, Marrickville (Sub Area 3)

Figure 127: Crica 1970s residential flat buildings in Harnett Avenue, Marrickville (Sub Area 3)

Figure 128: Residential flat buildings in Hill Street, Marrickville, with Inter-war California Bungalow visible at far left (Sub Area 3)

Figure 129: New medium density housing under construction in Cary Street Marrickville (Sub Area 4)

Figure 130: Old and new housing adjacent in Cary Street Marrickville (Sub Area 4)

Figure 131: Residential flat buildings in Livingstone Road, Marrickville with Federation period house at far right (Sub Area 4)

Figure 132: Altered older (possibly Federation period) houses in Roseby Street, Marrickville (Sub Area 4)

Figure 133: Thornley Street, Marrickville – 1970s housing and modern 1st floor additions (Sub Area 4)

Figure 134: Residential flat building in Thornley Street, Marrickville (Sub Area 4)

Figure 135: Bridge Street, Tempe – Victorian Filigree style house with carport in front (Sub Area 5)

Figure 136: Cook Street, Tempe – unsympathetic 1st floor additions to earlier houses at right (Sub Area 5)

Figure 137: Griffiths Street, Tempe – mix of older housing, modern buildings, 1st floor additions to older houses (Sub Area 5)

Figure 138: Hillcrest Street Tempe– cement rendering and window alterations to older houses, garage additions engulfing front gardens (Sub Area 5)

Figure 139: Quarry Street Tempe– development site with potential heritage item beyond at left, altered housing at right (Sub Area 5)

Figure 140: Samuel Street Tempe – 1970s and older housing (Sub Area 5)

Figure 141: Terry Street Tempe - modern, altered and 1970s housing (Sub Area 5)

Figure 142: Modest Victorian Filigree style house in Terry Street Tempe (Sub Area 5)

Figure 143: Modern townhouses in Terry Street Tempe (Sub Area 5)

Figure 144: New townhouses under construction in Unwins Bridge Road (Sub Area 5)

Figure 145: Modern townhouses in Alfred Street, St Peters (Sub Area 6)

Figure 146: Victorian Filigree terraces with modern townhouses beyond in Church Street St Peters (Sub Area 6)

Figure 147: An older house reclad in circa 1970s brickwork, with aluminium framed windows in Grove Street St Peters (Sub Area 6)

Figure 148: Circa 1970s house among older buildings in Silver Street, St Peters (Sub Area 6)

Figure 149: Cement rendered Federation Queen Anne style house at No. 24 Silver Street St Peters (Sub Area 6)

Figure 150: Victoria Street St Peters – modern residential flats opposite the White Horse Hotel at 161 Princes Highway (Sub Area 6)

Figure 151: Applebee Street, St Peters – mix of industrial buildings, and older housing (Sub Area 7)

Figure 152: Hutchison Street, St Peters – mix of industrial buildings, and older housing (Sub Area 7)

Figure 153: Albert Street, St Peters – mix of modern industrial building (right) and older housing (left) (Sub Area 8)

Figure 154: Looking south down Barwon Park Road, St Peters with Crown Street modern residential flats at right (Sub Area 8)

Figure 155: Barwon Park Road, St Peters – modern residential flats, older housing, circa 1970s industrial building (Sub Area 8)

Figure 156: Victoria Street, St Peters – remnant older house amongst industrial buildings (Sub Area 8)

Figure 157: Campbell Street St Peters looking north towards the Princes Highway – modern residential flats under construction with circa 1880s terraces beyond (Sub Area 8)

Figure 158: Burrows Road South St Peters – an industrial precinct of generally modern buildings (Sub Area 9)

Figure 159: Smith Street Tempe – industrial buildings at left, older housing, many altered, at right (Sub Area 10)

Figure 160: Fanning Street, Tempe – 1970s houses (Sub Area 10)

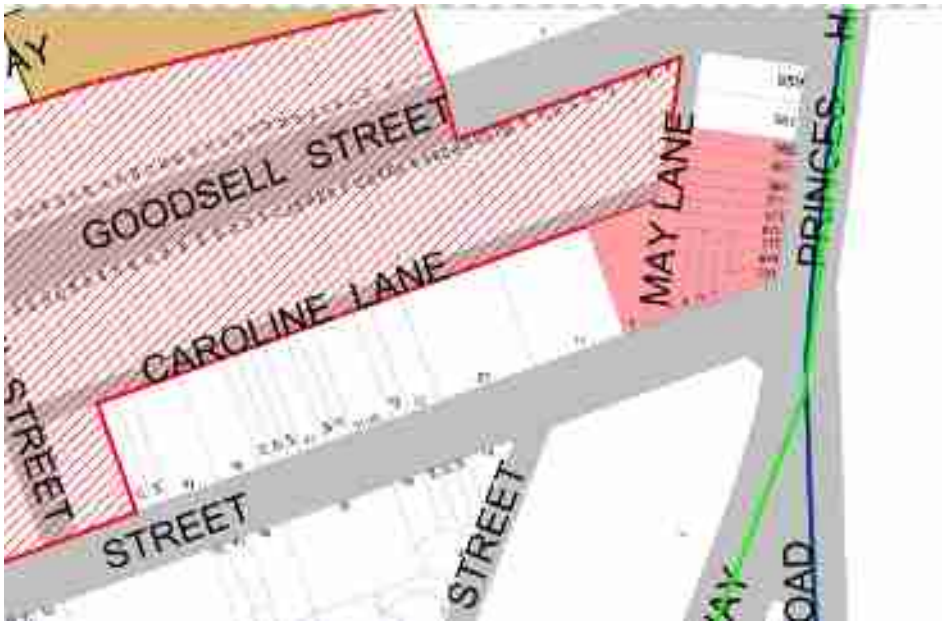
Figure 161: Circa 1960s and modern housing, Wentworth Street, Tempe (Sub Area 10)

Figure 162: Modern housing (left) and weatherboard house circa 1920, Wentworth Street ,Tempe (Sub Area 10)

Table 6 below identifies potential Heritage Conservation Areas (HCAs)within the study area and a recommended extension to an existing HCA (C16).

Table 6: Potential HCAs or HCA extensions identified

Area	Description
Lackey Street Victorian terraces, St Peters & Simpson Park (coloured dark pink on map below)	Includes long row of Victorian Filigree style terrace houses at Nos. 19-53 Lackey Street, Council-owned land behind the terraces, and Simpson Park which borders Lackey Street, Hutchison Street and Campbell Street

Area	Description
May Street & King Street, St Peters – extension to HCA C16 (coloured dark pink on map below)	Victorian period 2-storey corner shop at corner of May Lane (No. 9 May Street) should be incorporated into HCA C16 (though only the front section of building is significant), along with the interesting group of Victorian period (circa 1880s) houses and shops at Nos 1-7 May Street and 665 to 681 King Street, St Peters. Note this area was covered by the 1882 Goodsell Esate Subdivision, however the building at 665 Princes Highway predates that subdivision (building footprint of No. 665 Princes Highway is shown on the 1882 subdivision plan which can be seen at: http://www.nla.gov.au/apps/cdview/?pi=nla.map-lfsp1936-e)
	
Green Street Tempe (Nos. 1-13; 2-16)	Unusual single storey semi-detached Inter-war California Bungalows (circa 1920s), brick and roughcast rendered with hipped unglazed terracotta tiled roofs in a. narrow, dead-end street with brick kerbing. Original front fences are low brick. Minor detracting elements are carports within front gardens, modern front fences, enclosed front verandahs, modern awnings. Nos. 11 & 13 (semi-detached pair) have a concrete tile roof.

3.7. MANAGEMENT RECOMMENDATIONS FOR POTENTIAL HCAS AND HCA EXTENSIONS IDENTIFIED

It is recommended that:

1. The extension of HCA C16 be proceeded with, on the basis that existing historical research of the area is sufficient to justify this extension. The SHI form for HCA 16 should be amended to include information relevant to the extended area. The extension will require LEP amendment to Schedule 5: Environmental Heritage, with the usual requirements for public exhibition.
2. The new Lackey Street terraces & Simpson Park HCA be proceeded with, on the basis of the historical research undertaken for this study (see Attachment 4 for detail). Inclusion of this new HCA will require LEP amendment to Schedule 5: Environmental Heritage, with the usual requirements for public exhibition.
3. Council undertake further historical research to determine whether Green Street Tempe is of sufficient heritage significance to proceed to listing as a HCA.

4.0 POTENTIAL BUILT HERITAGE ITEMS

4.1. METHODOLOGY FOR REVIEW OF POTENTIAL BUILT HERITAGE ITEMS

A total of 41 potential heritage items in a list originally provided by Marrickville Council were reviewed as part of this study (see Attachment 1 for the complete list of potential items for initial review). This list was derived from information from Council's Heritage & Urban Design Advsior and recommendations of the Marrickville Historical Society. In addition, the fieldwork for this study identified further potential heritage items (see Attachment 3 for detail).

The budget for review of potential items was limited, however the use of this budget was maximised due to the review method undertaken, outlined below.

In relation to the initial Council-provided list of 41 potential items, these were reviewed as follows:

- All 41 items in the initial review list were visited during fieldwork and photographs of each item taken from the street. Attachment 1 to this report identifies these items and the initial fieldwork review conclusions on each one).
- Current satellite and 1943 aerial photographs were compared for each item to determine whether building footprints or roof forms had changed in this period, and to what extent;
- On the basis of the work in the two points above, the initial list of 41 was reduced and a smaller number of potential heritage items recommended to undergo historical research. This smaller list was the subject of consultation with Council officers prior to commissioning of historical research.
- Following consultation with Council officers, one potential heritage item identified during general fieldwork - a pair of sandstone cottages at Nos. 30 and 32 Schwebel Street, Marrickville - was added to the list of items for which detailed historical research would be undertaken as part of this study, resulting in the final list of potential items to be historically researched in detail being 27 items; and
- One potential archaeological site was identified during fieldwork (a sandstone wall at the rear of 370 Princes Highway, Tempe) and has also been recommended for heritage listing; and
- Two churches were identified as potential heritage items by the historical research in this report (389 Illawarra Road Marrickville, and 62 Union Street Tempe), and Council agreed to provide extra funding to complete reviews of these
- Further potential heritage items were identified during fieldwork (see Attachment 3), however the scope of this study could not be extended to research these at present. The new list of potential heritage items identified (Attachment 3 of the report) are recommended for future historical research to determine significance.

POTENTIAL BUILT ITEMS NOT RECOMMENDED FOR HERITAGE LISTING

Of the 28 potential heritage items in the final Council identified list to be researched and reviewed, the following item was not recommended for heritage listing, for the reasons given below.

Table 7: Potential heritage items researched and reviewed but not recommended for heritage listing

Potential Item	Description	Reason for not recommending listing
22 Bridge Street Tempe	Victorian period house	Historical research has revealed that the house was built between 1881 and 1885, prior to re-subdivision of the land to accommodate the railway corridor. The house has no historical relationship with the railway. The house was built

Potential Item	Description	Reason for not recommending listing
		to face the river not the street and is not visible from the street. Photographs of the house interior taken in 2002 in relation to a sale of the house at that time (available online on a real estate site) show extensive alteration, including two verandah enclosures, and extensive internal modernisation. The house is not recommended for heritage listing due to the extensive fabric alteration, and the historical research not revealing significant links to local history.

4.2. POTENTIAL BUILT HERITAGE ITEMS RECOMMENDED FOR HERITAGE LISTING

Table 8 below sets out a list of 30 potential heritage items, which are recommended for heritage listing through inclusion in Schedule 5: Environmental Heritage of the Marrickville LEP 2011, via an LEP amendment following public exhibition and consultation. 27 of the potential heritage items have been originally identified by Council and researched in detail. In addition, the list includes:

- a potential archaeological site, 370 Princes Highway, Tempe, which was identified during fieldwork and is also recommended for heritage listing.
- Two churches which were identified from the historical research in this report:
    - Former Church of Christ (now Uniting Church), 62 Union Street Tempe and
    - Church of Christ, 389 Illawarra Road, Marrickville

Attachment 4 of this report contains the draft State Heritage Inventory (SHI) forms establishing the significance of each of these recommended new heritage items. These draft SHI forms should form part of the public exhibition material for the proposed LEP amendment, and it is recommended that copies of the draft SHI forms be provided by Council to affected property owners during exhibition of the proposed LEP amendment.

Table 8: Recommended 30 New Heritage Items for inclusion into Marrickville LEP 2011 Schedule 5:

Suburb	Item Name	Street No.	Street Name	Property Description (Lot & DP)	Heritage Significance Level
Marrickville	The Glen - Federation Queen Anne style house	13	Beauchamp Street	Lot 2, DP5598	Local
Marrickville	Heatherbrae – Victorian Filigree style house	75	Beauchamp Street	Lot 1, DP183456	Local
Marrickville	Pair of Victorian period semi-detached houses - Waratah (No. 17) and Essendene/Elmside (No. 19)	17-19	Cary Street	Lot 32, Section 3 DP759	Local
Marrickville	Group of three Inter-war Georgian Revival style residential flat buildings – No. 66 – "Rothesay"; No. 68 – "Windsor"; No. 70 - "Warwick"	66, 68, 70	Ewart Street (No. 70 corner Wardell Road)	66 – Lot C, DP329277 68 - SP51780 70 (Corner Wardell Rd) - SP49920	Local
Marrickville	Calthorpe – Victorian filigree style villa	40	Excelsior Parade	Lot A, DP318358	Local
Marrickville	Church of Christ	389	Illawarra Road	Lots 5 & 6, DP2595	Local
Marrickville	Red pillar post box	(outside) 398	Illawarra Road	In public domain outside No. 398 Illawarra Road	Local

Suburb	Item Name	Street No.	Street Name	Property Description (Lot & DP)	Heritage Significance Level
Marrickville	Roseen-Dhu - detached house	294	Livingstone Road (Corner Warren Road)	Lots 3 & 4 DP167245	Local
Marrickville	Victorian Filigree style villa	298	Livingstone Road (corner Harnett Avenue)	Lot 1, DP515285	Local
Marrickville	Victorian Filigree style freestanding villa	23	Premier Street	Lot A, DP 320862	Local
Marrickville	Sarnie House: Victorian Filigree style house	94	Renwick Street	Lot X, DP410894	Local
Marrickville	Sandstone stonemason's cottages	30 & 32	Schwebel Street	No. 30: Lot 1, DP901253 No. 32: Lot 1, DP926827	Local
Marrickville	Group of three pairs of Federation Queen Anne style semi-detached houses	2-12	Warburton Street	No. 2- Lot 4 DP711396 No. 4 – Lot 3 DP711396 No. 6 – Lot 2 DP711396 No. 8 – Lot 1 DP711396 No. 10 –Lot 2, DP220068 No. 12 - Lot 1, DP220068	Local
Marrickville	Victorian Italianate villa	61	Warren Road (Corner Stinson Lane)	Lot 1, DP667382	Local
Marrickville	Group of three Victorian Filigree style villas	6, 8 and 10	Warren Road	6 – Lot A, DP372900 8- Lot A, DP101069 10 – Lot 7, Sec 1, DP777	Local
Marrickville	Pair of Inter war Art Deco style residential flat buildings (No. 50 a converted 19th century house)	50 and 52	Warren Road	50 – Lot 26, DP1733 52- Lot 25, DP1733	Local
St Peters	Federation warehouse	45	Edith Street	Lot 1 DP91795	Local
St Peters	Victorian period Corner Shops Group (Note: group listing should include the currently listed No. 46 Frederick Street)	48, 50 and 51	Frederick Street (Corner Henry Street)	Lots A (No. 50) and B (No. 48), DP403148 No. 51: Lot 37, Section D, DP726	Local
St Peters	Whitehorse Hotel – inter-war Free Classical style hotel	161	Princes Highway (Corner Victoria Street)	Lot 1, DP955053	Local
Tempe	Pair of sandstone semi-detached houses	31-33	Cook Street	31 - Lot 1 DP207322 33 – Lot 2 DP207322	Local
Tempe	Former Methodist Chapel	47	Hart Street	Lot 1, DP435146	Local

Suburb	Item Name	Street No.	Street Name	Property Description (Lot & DP)	Heritage Significance Level
Tempe	Jane O'Brien's house - Federation Arts & Crafts style house	24	Quarry Street	Lots 14, 15 and 16 section 14 DP60038	Local
Tempe	Glenora – Victorian Italianate style villa	6	Lymerston Street	Lots 3 & 4, DP1467	Local
Tempe	Potential archaeological site – including sandstone wall facing Berne Street	370	Princes Highway	Lot 68, DP658465	Local
Tempe	St Peters & St Paul Catholic Church and Presbytery	545 2	Princes Highway (church) Samuel Street (presbytery)	Lots 4-9, DP3906	Local
Tempe	Former Commonwealth Bank – Inter-war Functionalist style building	838-840	Princes Highway	Lot 1, DP449862	Local
Tempe	WWI War Widow's houses – No. 4 Tramway St - Pozieres; No. 6 Tramway St – Coramie; No. 8 Tramway St – Messines	4, 6. & 8	Tramway Street	No. 4 –Lot 22 DP8154 No. 6 –Lot 21 DP8154 No. 8 – Lot 20 DP8154	Local
Tempe	Former Church of Christ	62	Union Street	Lot 1, DP321816	Local
Tempe	Quarry Master's residence	139	Unwins Bridge Road	Lot 3 Section 13 DP1551	Local
Tempe	Skelton – quarryman's cottage	149	Unwins Bridge Road	Lot 1, Section 14, DP1551	Local

4.3. NSW STATE GOVERNMENT SECTION 170 REGISTERS

Section 170 of the NSW Heritage Act 1977 (as amended) requires NSW State agencies (departments and statutory authorities) to maintain Heritage Registers of items of heritage significance in state government ownership and to prepare SHI forms for each such item. These registers are generally known as Section 170 registers. There are 64 such items within the Marrickville LGA, some of which are not listed in the Marrickville LEP heritage schedule. Examples are two electricity substations which fall within the Study Area. The SHI forms for the Section 170 items are available online from the State Heritage Inventory, and the heritage significance of these items is therefore established and no further research on these items is necessary.

It is considered important to ensure that all Section 170 register heritage items within the Marrickville LGA are included in the Marrickville LEP heritage schedule as, in circumstances where such items are divested from State Government ownership, the Section 170 heritage listings would no longer be protective of these items. A local heritage listing for these items would protect the items from demolition or unsympathetic alteration, if the items came into private ownership, at which point Section 170 of the Heritage Act would cease to apply.

It is therefore recommended that:

- The Section 170 heritage listed items for Marrickville LGA be reviewed and any Section 170 listed heritage items which are not currently included in the Marrickville LEP are added to the LEP heritage schedule following public exhibition and consultation with the relevant NSW State agencies.

5.0 SUMMARY OF REPORT RECOMMENDATIONS

It is recommended that Council:

- Prepare an amendment to the Marrickville LEP 2011 to be placed on public exhibition, to:
    - Heritage list the built heritage items recommended in Table 8 of this report in Part 1 – Heritage Items of Schedule 5 of the LEP
    - Amend the LEP Schedule 5 Part 1 Carrington Road Marrickville heritage listings along the lines outlined in this report, following consultation with property owners as part of public exhibition of the draft LEP
    - Heritage list the public domain heritage items recommended in this report in Part 1 of Schedule 5 of the LEP, with the exception of the brick and sandstone kerbing identified, following preparation and exhibition of SHI forms for each public domain item
    - Include the Lackey Street/Simpson Park St Peters Heritage Conservation Area as a new HCA No. 36 in Part 2 of Schedule 5 of the LEP, following public exhibition and consultation
    - Amend the existing HCA C16 Heritage Conservation Area, to encompass the section of May Street & King Street, St Peters as outlined in this report, in Part 2 of Schedule 5 of the LEP, following public exhibition and consultation
    - Include any Section 170 Register listed heritage items within Marrickville LGA which are not currently included in the Marrickville LEP, following public exhibition and consultation with the relevant NSW State agencies.
- Prepare an amendment to the Marrickville DCP 2011 Part 8 - Heritage to:
    - Amend the section on the Goodsell Estate St Peters – HCA 16 to reflect the recommended new boundary for the HCA
    - Include the Lackey Street/Simpson Park HCA as a new HCA No. 36, with details as per new DCP Section 8.2.38 (Attachment 5 of this report).
- Map the extent of brick and sandstone kerbing in the streets identified in this report and develop a management strategy for this historic kerbing as recommended in this report. Consider heritage listing of extensive runs of brick and sandstone kerbing in particular streets. Consider DCP amendments to include management guidelines for brick and sandstone kerbing.
- Consider allocation of funds in future Council budgets for the research and investigation of the potential heritage items listed in Attachment 3 of this report and the Green Street Tempe potential Heritage Conservation Area, which have been identified during fieldwork for this report.
- With regard to the Council-owned public open space behind the terraces at Nos. 19-53 Lackey Street, consider the recommendations of the St Peters Triangle Master Plan (on public display in November 2014), one of the Council's recent Public Domain Studies, with regard to activation of this public open space area as a community green space.