

Heritage Interpretation Strategy

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Infrastructure Contract

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Document Control

The Project Director is responsible for ensuring that this plan is reviewed and approved. The Project Director is responsible for updating this plan to reflect changes to the project, legal and other requirements, as required.

Amendments

Any revisions or amendments must be approved by the Project Director and/or client before being distributed / implemented.

Revision	Details
Rev 1	Draft Report issued from GML to CPBD JV
Rev 2	Final Draft Report issued from GML to CPBD JV
Rev 3	Incorporation of Heritage Division's (DPC) consultation comments
Rev 4	Revised Draft Final Report responding to DPIE's comments
Rev 5	Revised Final Report responding to DPIE's comments
Rev 6	Amended Report in response to TfNSW and DPIE's comments
Rev 7	Added Moveable Heritage Item Strategy per DPIE requirements
Rev 8	Update in response to CoA E64A
Rev 9	Amended Report in response to TfNSW comments

Appendix A – Heritage Interpretation Strategy

Parramatta Light Rail—Stage 1 Heritage Interpretation Strategy

Report prepared for Parramatta Connect

February 2021

Report Register

The following report register documents the development and issue of the report entitled [Parramatta Light Rail Stage 1—Heritage Interpretation Strategy], undertaken by GML Heritage Pty Ltd in accordance with its quality management system.

Job No.	Issue No.	Notes/Description	Issue Date
18-0094B	1	Draft Report	15 February 2019
18-0094B	2	Final Report	20 February 2019
18-0094B	3	Amended Report	24 June 2019
18-0094B	4	Amended Report	10 October 2019
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19-0122	6	Amended Report	29 April 2020
19-0122	7	Updated to include Moveable Heritage Item Strategy	18 September 2020
19-0122	8	Update in response to CoA E64A	16 November 2020
19-0122	9	Amended Report	5 February 2021

Quality Assurance

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The report has been reviewed and approved for issue in accordance with the GML quality assurance policy and procedures.

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1.0 Introduction

Background

Transport for NSW is developing the Parramatta Light Rail from Westmead to Carlingford via Parramatta CBD and Camellia.

As part of the Conditions of Approval (CoA) (E64 and E64A) a Heritage Interpretation Strategy (the Strategy) is required, before works commence, to identify and interpret heritage values and stories of Aboriginal and non-Aboriginal heritage items, archaeology and heritage conservation areas along the route.

The Strategy was initially prepared in February 2019, prior to works commencing, and has since been updated, most recently in November 2020 following completion of major archaeological salvage and archival recording in response to CoA E64A and E79. The Strategy must be implemented in consultation with Heritage NSW (former Office of Environment and Heritage) and Heritage Council of NSW (or delegate), and submitted to the Secretary for information. It provides key interpretive themes, heritage values, stories, archaeological results, and messages proposed to interpret the history and significance of affected heritage items and conservation areas, including:

- i. Parramatta Female Factory and Institutions Precinct within the Cumberland District Hospital Group
- ii. Lennox Bridge
- iii. St Patrick's Roman Catholic Cemetery
- iv. The Convict Lumberyard (Arthur Phillip High School site)
- v. Ancient Aboriginal and Early Colonial Landscape (Robin Thomas Reserve)
- vi. Queen's Wharf Reserve and stone wall and potential archaeological site
- vii. Dundas Railway Station Group
- viii. Prince Alfred Square (and potential archaeological site)
- ix. Royal Oak Hotel and stables (and potential archaeological site)
- x. Clyde Carlingford Rail Bridge abutments (North and South)

This Heritage Interpretation Strategy is a project-wide strategy and has been developed to provide for heritage interpretation along the main corridor of Parramatta Light Rail. It incorporates the Infrastructure Works (Package 4), Supply Operate Maintain Works (Package 5) and Westmead Precinct Works (Package 2). There is a separate Heritage Interpretation Strategy for the off-corridor road modification works (Enabling Works, Package 1). The Strategy has been prepared in accordance with the Parramatta Light Rail Staging Report required under CoA A14 and A18. For more details on Staging, see the PLR website at: <https://www.parramattalightrail.nsw.gov.au/library/environment/environmental-management>.

In meeting the conditions of approval for the Project, this Strategy provides a framework which allows for the implementation of heritage interpretation by each responsible work package.

The Strategy has been prepared in accordance with:

- the *NSW Heritage Manual* and the *NSW Heritage Office's Heritage Interpretation Policy* (August 2004)
- the NSW Heritage Office *Interpreting heritage places and items guidelines* (August 2005) – a document that identifies 12 main best practice ingredients for heritage interpretation. These principles are blended in the structure of the Strategy
- Australia ICOMOS *Charter for Places of Cultural Significance*, 2013 (the Burra Charter). The Burra Charter defines interpretation as:

All the ways of presenting the cultural significance of a place... Interpretation may be a combination of the treatment of fabric; the use of and activities at the place; and the use of introduced explanatory material.

It also states:

Significant associations between people and a place should be respected, retained and not obscured. Opportunities for the interpretation, commemoration and celebration of these associations should be investigated and implemented. (Article 24.1)

The cultural significance of many places is not readily apparent, and should be explained by interpretation. Interpretation should enhance understanding and enjoyment and be culturally appropriate. (Article 25)

Based on the history and heritage values along the proposed light rail route, the Strategy provides an outline of the known and potential audiences for interpretation.

In addition to the CoA, the Submissions and Preferred Infrastructure Report for Parramatta Light Rail provides additional requirements for the Strategy as part of the project's Revised Environmental Mitigation and Management Measures (REMMMs). The REMMMs are commitments to be delivered by the project to ensure environmental and community impacts, including heritage, are minimised and appropriately managed.

Heritage Interpretation and Implementation Plan

REMMM HE-9 requires that an Interpretation Plan be prepared. Package-specific plans will be prepared and implemented in accordance to each work package scope of works. These Heritage Interpretation and Implementation Plans will be prepared in accordance with the themes, heritage values, stories, archaeological results, and messages proposed as part of this Heritage Interpretation Strategy,

Movable Heritage Strategy

REMMM HE-13 requires that a Moveable Heritage Item Strategy, prepared by a suitably qualified heritage consultant, forms part of the interpretation strategy. This includes the need for a comprehensive record of moveable heritage, including moveable heritage items found at:

- Cumberland District Hospital Group
- Royal Oak Hotel and stables
- Dundas Railway Station.

The Moveable Heritage Item Strategy is included as part of this Strategy.

Site Identification

The Parramatta Light Rail network will be delivered in stages to support growth of greater Parramatta and ensure the light rail operates as soon as possible.

The preferred route for Stage 1 of the Parramatta Light Rail will extend approximately 12 kilometres from Westmead to Carlingford via Parramatta CBD and Camellia, with 16 stops subject to further design:

- Westmead Station
- Westmead Hospital
- Children's Hospital at Westmead
- Cumberland Hospital
- Factory Street
- Fennell Street
- Prince Alfred Square
- Eat Street
- Parramatta Square
- Harris Street
- Tramway Avenue
- Camellia
- Rydalmere
- Dundas
- Telopea
- Carlingford.

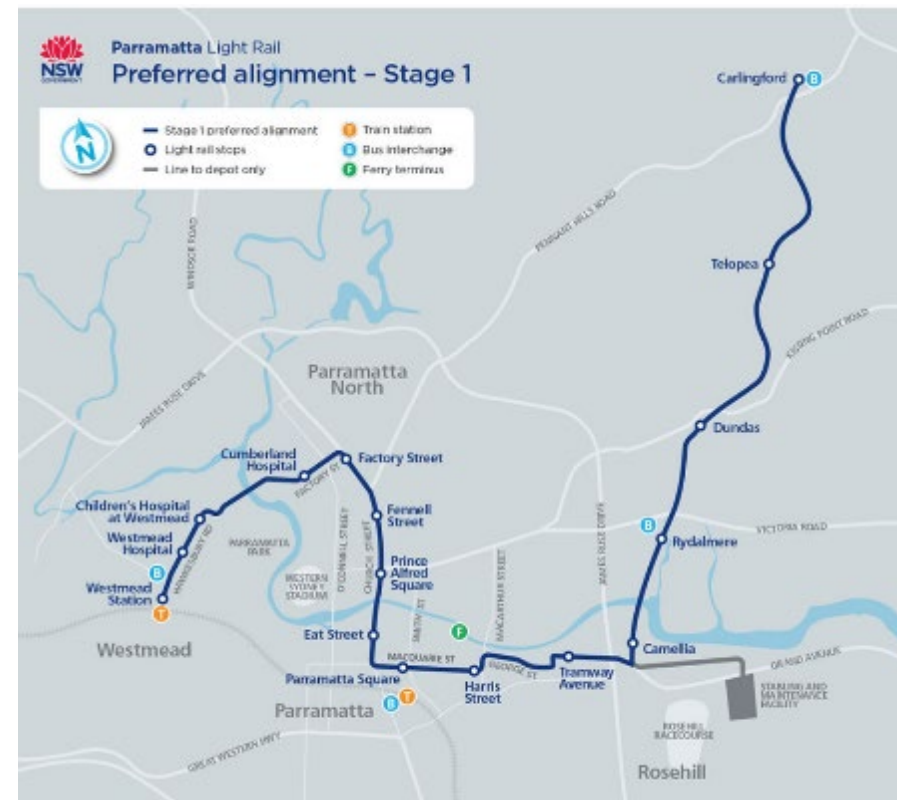


Figure 1 Parramatta Light Rail preferred alignment—Stage 1. (Source: NSW Government)

Authorship

This Heritage Interpretation Strategy has been prepared by GML team Minna Muhlen-Schulte, Historian and Senior Consultant, Madeline Shanahan, Manager, Public History and Research, Abi Cryerhall, Principal, and Catherine Snelgrove, Principal and Manager Archaeology.

Consultation

It is recommended that in the implementation phase consultation is undertaken with key stakeholders who have strong interests in, and connections to, how their heritage is interpreted in these precincts. In addition, the CoA requires consultation with Heritage NSW about the Interpretation Strategy.

2.0 Heritage Items and Conservation Areas

The Parramatta Light Rail route traverses a significant cultural landscape. It will travel through and cross over important Aboriginal places, archaeological sites, institutional complexes, streetscapes and views which reflect the development of the city over many thousands of years.

The route traverses a landscape rich in natural and cultural history and heritage. This includes a World Heritage Listed site, part of the Australian Convict Sites World Heritage Properties: Old Government House and Domain. There are several places in the light rail corridor of State significance which are listed the State Heritage Register (SHR) established under the NSW *Heritage Act* 1977 and three places on the *Parramatta Local Environmental Plan 2011* (LEP), including:

- i. Parramatta Female Factory and Institutions Precinct within the Cumberland District Hospital Group (SHR No. 00820)
- ii. Lennox Bridge (SHR No. 00750)
- iii. St Patrick’s Roman Catholic Cemetery (SHR No. 01880)
- iv. The Convict Lumberyard (Arthur Phillip High School site)
- v. Ancient Aboriginal and Early Colonial Landscape (Robin Thomas Reserve) (SHR No. 01863)
- vi. Queen’s Wharf Reserve and stone wall and potential archaeological site
- vii. Dundas Railway Station Group (SHR No. 1133)
- viii. Prince Alfred Square (and potential archaeological site)
- ix. Royal Oak Hotel and stables (and potential archaeological site)
- x. Clyde Carlingford Rail Bridge abutments (North and South) (RailCorp S170)

Key archaeological sites that are listed within or adjacent to the corridor include:

- Heritage Brick Drain (LEP I360), 1A, 1C and 5A Fleet Street, 1 Fennell Street and 73A O’Connell Street, North Parramatta
- Convict drain (LEP I1647), 1, 1A and 3 Barracks Land, 174 Church Street, 71, 83, 85 and 126–130 George Street, 71, 74, 119 and 119A Macquarie Street; 72B, 72C 76 and 80A Phillip Street; and 18 and 25 Smith Street, Parramatta
- Tram alignment (LEP item 16), Grand Avenue Rosehill
- Grave of Eliner Magee and Child (LEP item I3), 1 Grand Avenue, Rosehill
- Carlingford Stock Feeds (RailCorp s170 Heritage and Conservation Register, The Hills LEP 2012, item 146), 1 Thallon Street, Carlingford.

There are 168 Aboriginal sites listed on the Aboriginal Heritage Information System in the City of Parramatta area. Many of the statutory listed items reflect the natural and historical shaping forces of the area and the people that have called the Parramatta local government area home, as well as the unique qualities and character of the landscape and place.



Figure 2 Royal Oak Hotel. (Source: GML Heritage)

A substantial and quite unique Aboriginal site “AT 14” has been identified during archaeological investigations at Cumberland Hospital, which witnesses the continuous use of the landscape since early times and presents unique opportunities for heritage interpretation. Also, the investigation of a significant geological feature in Parramatta known as Parramatta Sand Body or Parramatta Sand Sheet, which provides insight into Aboriginal occupation and extends through a significant part of the light rail corridor, provides a rich source of artefacts and knowledge to allow the interpretation of the formation processes of the ancient and current landscape and its uses by the Aboriginal people.

Moveable Heritage items

Investigations into the presence of moveable heritage items along the Parramatta Light Rail route only identified one moveable heritage item, located at Dundas Railway Station Group and as detailed below:

Item	Safe
Photo	
Location	Station Building Office (Dundas Railway Station Group)
Description	An Ajax brand safe from the early twentieth century
Condition	Good.

No moveable heritage items were identified at Cumberland Hospital. Potential moveable heritage items were identified at the Royal Oak Hotel but were assessed as having little cultural heritage significance. These were modern copies of historical

photographs of former hotels in Parramatta, which have been taken by the former owners. No other items were identified, as the interior of the Royal Oak Hotel appeared to have undergone 'period' style refurbishment carried out in the last few decades. While it would hold aesthetic appeal to many, it has little cultural heritage significance.

Prior to GML's inspection of heritage items along the Clyde/Carlingford railway, Sydney Trains conducted its own assessment of movable heritage and removed all such movable heritage from the project site, except for the safe at Dundas Railway Station Group.

Heritage Archival Recording and Salvage Report (E64A update)

The Infrastructure Works (Package 4) Heritage Archival Recording and Salvage Report was prepared between July 2019 and September 2020 in accordance with CoA E70. This extensive report captured the heritage items scheduled for demolition or modification, as well as documenting the general areas of the light rail alignment. Several materials were identified for salvage and reuse within and outside the project, namely:

- Sandstone kerbing at Cumberland Hospital East, Fleet Street, Albert Street, St. Patrick's Cemetery and Robin Thomas Reserve
- Elements of the Royal Oak Hotel: tiles, bricks, sandstone footings
- Bricks and stone elements from the Camellia Bridge Abutments
- Buffer stop from Carlingford Train Station
- Signal levers from Camellia Train Station.

These elements/ materials present heritage interpretation opportunities, which will be explored in the development of the Heritage Interpretation Implementation Plans under the thematic framework proposed by this Heritage Interpretation Strategy.

Archaeological Works Results (E64A update)

Archaeological Testing

Historical archaeological testing was undertaken from July to October 2019 in key areas with high potential for State significant archaeology. The aim of these investigations was to identify the nature and extent of significant archaeology within these areas with a key objective being to inform the design process by defining locations where design review was required.

Significant archaeology was identified at the following locations:

- Cumberland Hospital East (HAMU 4): five areas with significant archaeology were identified containing archaeology associated with early colonial milling activity and agriculture, an 1830s homestead and the 19th century Lunatic Asylum/ Hospital for the Insane.
- Convict Town Drain (HAMU 18): the location and depth of the convict town drain was confirmed, in order to check for potential design clashes
- St. Patrick's Cemetery (HAMU 8): five potential grave cuts were identified in the verge area outside the modern cemetery boundary, facing Church Street
- Robin Thomas Reserve (HAMU 20): deposits containing 1790s building materials, modified historic topsoils containing artefacts, sandstone and brick footings, and rubbish pits containing 19th century artefacts
- Queen's Wharf Reserve / George Street north (HAMU 15a and 21): archaeology dating from the 1820-30s was identified, including truncated remains of the barracks boundary wall and guardhouse.

Following the archaeological testing program, the design of the Parramatta Light Rail was modified to avoid or minimise construction impacts where feasible. Significant impacts to the area outside of St. Patrick's cemetery have been avoided through this process, which allows the potential grave cuts to remain undisturbed. For the remaining four locations impacts have been minimised where feasible, but clashes with the Parramatta Light Rail works triggered the need for archaeological salvage works.

No archaeological features or deposits were identified at the following locations that would trigger either redesign or salvage:

- Lennox Bridge - south east foreshore (HAMU 7c)
- Market Street (HAMU 13).

Aboriginal archaeological testing was also undertaken between July 2019 and September 2020 at:

- Cumberland Hospital East (AHIMS 45-6-3195): fourteen one metre square trenches were investigated, where 96 Aboriginal cultural lithics and 11 potential Aboriginal flaked glass artefacts were identified. Four main areas were determined to require archaeological salvage
- Robin Thomas Reserve (AHIMS 45-6-3157/45-6-3158): 11 trenches were investigated, but no substantial Aboriginal archaeological deposits were identified within the site that would warrant salvage. Preliminary analysis of these results indicate that this site was used sporadically, hence the reduced number in artefacts. In addition, there was no identified focus for stone working or cooking activities
- Purchase Street (PLRAFT2): five one metre square trenches were investigated and few Aboriginal objects were identified. No archaeological salvage was required.

Archaeological Salvage

Archaeological salvage works were carried out from February 2020 to September 2020 at the key identified locations, with additional targeted campaigns carried out in response to unexpected heritage finds identified through other project works.

Cumberland Hospital East

Five historical archaeological sites and one major Aboriginal archaeological site have been salvaged at this location between February and June 2020:

H4-S01 - Hospital for the Insane building: sandstone footings and postholes associated with a building illustrated on the 1895 plan were uncovered. The building remains were truncated and there were no associated occupation deposits found. A range of late nineteenth century artefacts were retrieved from various rubbish

pits and fills in the surrounding area. The archaeology included remains of a mid-late nineteenth century building and surrounding garden, and two phases of furrows and cultivation lines separated by a thick garden soil layer. The agricultural evidence may date back to the early colonial period or later in the nineteenth century.



Figure 3 Orthophotographic survey of the site H4-S01 post-excavation.

(Source: Guy Hazell for GML Heritage)

H4-S02: Mrs Betts' house - This site refers to the early colonial homestead built on Rev. Marsden's land grant for his daughter, Mary Betts, and husband. The light rail crosses through the rear yards and immediate farmland surrounding the estate house.



Figure 4 Sandstone drain within historic topsoil and sealed by late nineteenth century path surface. Scale 1m. (Source: GML Heritage)

The archaeology of the site was comprised of 'contact period' evidence, remains of early-mid nineteenth century agricultural activity, landscape modification, water management, kitchen garden and an outbuilding. Some artefacts and building debris associated with the colonial homestead, and later nineteenth century rubbish dumps and road construction associated with the mental institution phase were also found. Significant disturbance from hospital services truncated these archaeological layers across the site.

H4-S03: Mill Race - This site refers to a small section of the government mill race constructed in c.1804 through Charles Smith's land grant (later Rev. Marsden's land) from north to south. This section of mill race is impacted by the main light rail track slab. Two small areas to the north were also investigated to inform the detention tank design and to accommodate a new service. The archaeology consisted of intact remains of the mill race and its sediments and backfills, a sandstone box drain and several cuts or pits through the subsoil.



Figure 5 Extract from the 3D model of the mill race post-excavation. (Source: Guy Hazell for GML Heritage)

The mill race consisted of a linear U-shaped cut around six metres wide and up to two metres deep. It was unlined and the archaeological remains suggested it was subject to erosion and frequent sedimentation build-ups.

Historic records indicate that the mill race acted as a drainage channel during the Asylum phase in the late nineteenth century and was not entirely filled with sediment. It was backfilled towards the end of the nineteenth century and subject to ground levelling in the early twentieth century. There were no artefacts in the lower accumulations and deposits. A small number of artefacts were present in the upper backfills.

During the mid-late nineteenth century a sandstone box drain was inserted in to the partially filled mill race. Several mid-late twentieth century artefacts retrieved from the drain fill indicate that it was functioning until quite recently.

H4-S04: Nineteenth century terraces – Archaeological works identified two alignments of postholes through fill layers which represented the front verandah of a suburban house fronting Factory Street prior to the Hospital expansion in the early twentieth century. Several rubbish dumps containing artefacts were also present, although these are not securely associated with the occupants of the house. The verandah structure cut through the backfill of an earlier large rectangular cut, which had an unclear function, but may be associated with agricultural activity prior to subdivision in the 1850s.



Figure 6 Post-excavation photograph of H4-S04 site showing the postholes from front verandah of a 19th century house (dashed yellow lines) and a large rectangular cut through natural. Scale 1m. (Source: GML Heritage)

H4-S05,06,07: Hospital for the Insane drains. The main drain (H4-S05) was a large sandstone box drain with a brick base. The building materials include reused bricks and sandstone. This drain is part of a wider drainage system connected to Factory Street by late nineteenth century ceramic pipes. A connection into the Hospital was also via a ceramic pipe. The ceramic pipes may represent later repairs to the earlier sandstone drain. Several smaller sandstone drains to the south were also recorded. These were part of the Hospital drainage system.



Figure 7 Remains of a sandstone box drain with a brick base. Scale 1m. (Source: GML Heritage)

Aboriginal archaeological sites: localised areas of contact period archaeology – which include reworked glass artefacts – were identified along the H4-S02 site, as well as a dense Aboriginal archaeological deposit to the south of River Road at the AT14 site (in the lower layers of H4-S01 site). Over 1,700 Aboriginal objects were unearthed, including stone artefacts, iron stone fragments (connected with use as ochre), a cooking stone and cooking pits. Artefacts could range from roughly 200 to 7,000 years old, from the older Pleistocene deposits to the more recent contact period glass artefacts. The dating of the artefacts is based on the typology of material utilised, method of manufacture and also in comparison with other excavated and dated sites in Parramatta.

Aboriginal objects identified in this and other locations will be registered in the OEH's Aboriginal Heritage Information Management System register, where relevant, in accordance with CoA E79.

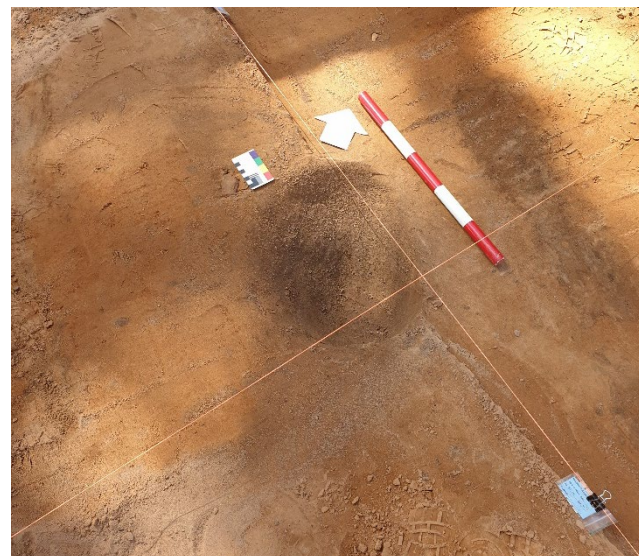


Figure 8 AT14 Aboriginal cooking feature. Scale 50cm. (Source: PCPLR)

Convict Town Drain

Archaeological salvage works of a section of the State significant convict town drain that runs under Macquarie Street was conducted in stages from April to September 2020 (H18-S01). In this area, the convict town drain presented as a sandstone box drain. Timber logs were identified on each side of the drain, which may have been used as working platforms during its construction.

The capping stones had been replaced by concrete slabs which had 1930s newspaper imprints on the underside, likely as a result of the construction method used in the repairs. These repairs show the drain remained in use until at least the first half of the 20th Century representing modifications / repairs to the drain in this era. Few artefacts were identified in association with the drain.

The sandstone and concrete covers were salvaged.



Figure 9 Macquarie Street Convict Town Drain. (Source: PCPLR)

Queen's Wharf Reserve / George Street North

Archaeological salvage works were conducted from May to August 2020. Three main archaeological areas were identified:

H15a-S01: Located at the eastern end of HAMU 15a within the former alignment of Tramway Avenue. A sample record was undertaken based on finds from three test trenches. A high level of historic and more recent disturbances was noted, and significant archaeology was not identified. Remnants of the historic tramway infrastructure were recorded in one test trench. Further expansion to open areas was not warranted.



Figure 10 Concrete footing associated with the late 19th century historic tramway. 1m scale. (Source: GML Heritage)

H15a-S02: Located between the former Gasworks site and the former Tramway Avenue (site H15a-S01). Open area salvage excavation of archaeological remains of mid to late nineteenth-century buildings and activity fronting George Street was carried out. Sample record of the topography associated with the riverbank in the early colonial period.

Several alignments of postholes representing fence lines were recorded. The fences delineated property boundaries illustrated on the nineteenth-century maps of the area. Structural remains of a building fronting George Street were investigated. These remains included brick footings and a sandstone walled cellar. Patches of yard or path surfaces and several rubbish deposits containing artefacts were also excavated.



Figure 11 Sandstone and brick walling of a cellar with George Street to the right. Photograph taken looking east with a 1 m scale. (Source: GML Heritage)

H21-S01: The main part of this archaeological site was located at the eastern end of Queens Wharf Reserve. Three smaller sample salvage areas were excavated between Noller Parade and 202 George Street. The archaeology related to the early colonial occupation, redevelopment for a military barracks in the 1820s, and modifications and additions for the benevolent asylum dating from the 1860s-1930s. The early colonial archaeology included intact and sealed artefact deposits of a c1790s–1820s occupation layer. Structural remains included of what would have been a timber frame house with wattle and daub walls and a brick chimney and outbuilding. The location of this structure correlates with a building on an 1804 plan and an 1809 painting of the area. To the rear (east) of the building was an extensive area of hoe

marks, garden soils and several large rubbish pits. A patchy sandstone crush above this may represent an early surfacing of the area. The remains were sealed by a yellow clay layer used to level the site for the military barracks development (1825-1860s).

The excavation uncovered the sandstone footings of two phases of gatehouse buildings, and the 1830s barracks boundary wall. An artefact-rich silty deposit external to the earliest gatehouse building may relate to the early use of the military barracks. This was sealed by a clay levelling fill which extended across the site, and formed the base for a sandstone road packing, which ran west from the entrance gates. The later gatehouse building was larger in size and was keyed into the barracks boundary wall.

The edge of a third building was also identified to the north of the gatehouse, but this largely extended beyond the limit of excavation to the north. A robber trench was identified, suggesting that the barracks kitchen footings had been removed in the asylum phase. No intact deposits were found associated with the barracks kitchen.



Figure 12 View to east of the multi-phase military barracks gatehouse footings. Photograph taken looking east with a 1 m scale. (Source: GML Heritage)

The military barracks was converted into a home for poor and destitute men in the 1860s. The complex expanded in the late nineteenth century and was demolished in the 1930s. Archaeological evidence for several additions and modifications to the original military complex included a long post-built structure with a sandstone cobbled surface that may have functioned as a stable, a brick building with several rooms and a fireplace. Also, rebuilds of the western section of boundary wall and entrance

gates, resurfacing of roads and paths with gravel and asphalt. Industrial ash was used as a fill in yard spaces and there is a complex drainage system including earthenware service pipes and several brick pits and a reticulated drinking water system with metal pipes.

Robin Thomas Reserve

Salvage works at the Robin Thomas Reserve site were conducted between July and September 2020 (H20-S01). This site was quite complex, presenting large areas of redeposited natural sealing State significant archaeology, which warranted multiple phases of investigations. Two large cess pits were discovered, one from 1840's, and another from the 1790's, which was related to the first military barracks built in Parramatta (1791). These cesspits yielded a significant amount of artefacts, which included hundreds of wine and rum bottles (broken and complete), wine glasses and tumblers, ceramics from England, China and Sydney and animal bones. A lot of the pottery showed signs of repair.

A sandstone and slate drain from the 1850's was also identified, as well as other features associated to the Purchase Nursery Phase, like rubbish pits and post holes.



Figure 13 Example of artefacts retrieved from 1790s cesspit. (Source: PCPLR)

Royal Oak Hotel

Archaeological works at the Royal Oak Hotel were conducted in July 2020, where structural remains associated with the modifications to the Royal Oak Hotel dating from the mid-19th century were identified (H11-S01). Archaeological remains consisted of sandstone footings of four rooms from the c.1850's. The site contained few artefacts and there was no evidence of underfloors associated with any of the rooms. No evidence relating to the 1830's Tunks' allotment phase was unearthed.



Figure 14 Royal Oak Hotel 1850's phase sandstone footings (Source: GML Heritage)

19th Century terraces

Two sites relating to structural remains of Church Street's residential/ commercial development of 1830s–1890s were uncovered:

H10-S01: The site was salvaged in August 2020. Although the 1895 plan demonstrated potential for a number of terrace houses within the western side of Church Street, modern development has resulted in heavy disturbance in the area. Sandstone footings and few associated archaeological deposits for one terrace house were uncovered. The western most area of the footings was the most intact and contained the most evidence for underfloor and archaeology associated with the terraces. Finds included

ceramic, metal, animal bone and glass dating to the mid to late nineteenth century.

H07-S18: The site was salvaged in August 2020 and consisted of seven large sandstone blocks that had hand-tooling marks. The sandstone exposed during the salvage was representative of a corner of a wider early-mid nineteenth century streetscape and archaeological site dating to c.1840s.

No evidence of artefacts or deposits associated with the structure were identified.



Figure 15 19th century terraces – H10-S01. (Source: GML Heritage)

Urban Landscape (various sites) - Historical drains, kerbing and road surfaces

Several stretches of former road surfaces, like Telford Road (1830's-1860's) or McAdam (1820's to 1940's) - or hybrids of the two - have been identified along several areas of the alignment.

Historic drains have also been identified along the alignment, ranging from brick barrel drains (common between 1800's and 1820's), to box sandstone drains (1830's – 1860's) and ceramic drains (1870's-1900's). A highlight is a drain identified running the length of Church Street which dates from the 1830s and uses stones which are very similar to the ones used on Lennox Bridge, suggesting these were built at the same time. This feature

coincides with the urban development of Parramatta and the increasing need to manage the city's stormwater and waste management.



Figure 16 Late 1830s sandstone box drain (Church Street) built at the same time as Lennox Bridge. (Source: GML Heritage)

Summary

In summary the following additional archaeological sites should be considered for interpretation along with those listed in CoA E64 due to the historical/ Aboriginal relevance of the finds:

- Cumberland Hospital historical sites (especially H4-S03 – Mill Race)
- Aboriginal site AT 14
- Convict Town Drain (H4-S18)
- Queen's Wharf Reserve/ George Street North (HAMU 15a-S02 and H21-S01)
- Robin Thomas Reserve (H21-S01)
- Royal Oak Hotel (H11-S01).

3.0 Approach to Interpretation

The Parramatta Light Rail is a literal physical journey which cuts through layers of Parramatta's history. The elasticity of time, competing viewpoints, and remnant physical traces can be drawn into themes that tell stories at different points along the route. While the light rail route provides a rare opportunity to tell the stories of Parramatta across a broad landscape, interpreting this history is not solely the responsibility or the role of Transport for NSW. It is important therefore to understand this Strategy in the context of existing interpretation along the light rail route.

Recommendations in this Strategy will seek to complement existing interpretive material rather than replace or duplicate.

The Interpretation Process

The main phases in the development of interpretation include:

- 1 *Preparation of a Heritage Interpretation Strategy (this document)*
 - research
 - preparation of interpretive content (including identification of themes, locations and potential interpretive devices or means to interpret the identified locations)
 - concept design.
- 2 *Preparation of a Heritage Interpretation Implementation Plan(s) and physical implementation (not part of this document)*
 - device development
 - text development
 - design development
 - acquisition of high-resolution images and copyright clearances for images and quoted text
 - design documentation (preparation of print-ready artwork, shop drawings etc)—signage, landscaping, playground equipment

- engineering advice (as necessary)
- supply, construction and installation of all interpretive and architectural elements.

Note that interpretation related to sensitive histories will require consultation with the relevant stakeholder groups (such as the Female Factory precinct), as well as the cultural heritage of the Darug people.

Potential Devices

Devices are the means by which a site can be interpreted. We have proposed example devices to provoke connection to history beyond traditional signage, which already exists in many of the sites. The audience profile (see Section 4.0) for interpretation has also informed the selection of example devices.

GML has used the following devices as examples in this document:

- branding and wayfinding
- digital signage and lighting
- artwork installations
- landscaping and ground inlays
- open days and public events during construction.

The devices proposed in this Strategy are well-suited to the needs of the project and can express the complex and layered history of Parramatta, but they are not the only means by which this can occur. As the development of interpretation progresses, other devices may be found to be better suited. The nominated devices would be identified in the Heritage Interpretation Implementation Plan to be developed for each PLR package.

Digital interpretation opportunities such as apps are not recommended due to the large number of existing apps or apps still in development for different locations in the study area.

Potential Locations

Transport routes provide opportunities for highly visible and accessible interpretation. The audience reach is wide and the

potential audience diverse. Key locations for interpretation along the Parramatta Light Rail include:

- on board—monitors, decal prints in the interior/exterior
- at light rail stops—DigiGlass prints on station signage or ground inlays
- in surrounding areas of stations—interpretive planting, ground inlays or artwork installations.

Archaeology and Public Engagement

The construction of the Parramatta Light Rail will not only provide opportunities for interpreting existing and known heritage items; during construction it is likely that archaeological relics and objects will be uncovered. Archaeology often creates intense interest among local communities and information about the site's history, archaeological significance and investigation process can be provided to the public during the excavation process. There may also be opportunities to present the findings to special interest groups or to publish them in academic journals. Some of the initiatives for interpretation during the development of the Parramatta Light Rail project may be transitory in nature, for example community open days. Others may have a lasting impact on our understanding of Parramatta's history and heritage, for example museum or in situ displays of archaeological material.

Public engagement initiatives could include:

- Posters and pamphlets containing information about the archaeological investigation
- Decorated hoardings along the light rail route telling the history of particular sites, of transport in Parramatta or illustrating the archaeological site
- Updates on the archaeological excavation process and findings will be made public in accordance with the package specific Heritage Management Sub-Plans
- Media releases where archaeology is uncovered

- Public open days during the archaeological excavation. Accessibility and the nature of archaeological findings will determine whether open days are feasible or beneficial
- Presentations to local history groups, heritage stakeholders and papers at archaeology conferences.

In accordance with CoA E64A this Strategy is to be updated within six months of any archaeological excavation and archival recording. Updates are to identify some of the more permanent opportunities for archaeological interpretation including displays and conservation in situ of State significant relics.

Moveable Heritage Item Strategy

Moveable heritage worthy of heritage interpretation has been catalogued and is understood to have been recovered by Sydney Trains. Although movable heritage had been anticipated along the project alignment, at places such as the Royal Oak Hotel, none has been identified other than the Dundas Station safe held within the Dundas Railway Station Group platform building. This rightly belongs with those objects Sydney Trains has already collected. It should be accessioned and managed as part of that collection.

4.0 Interpretive Themes and Stories

Thematic Approach

Themes are a simple and effective organisational tool for planning interpretation. They provide a structure for ordering and connecting a place's natural and cultural values and significance to key stories, sites and visitor experiences.

Themes need to be flexible and capable of accommodating a diverse range of stories. If new stories and interpretive experiences are planned, they should be checked to ensure that they connect to and can be accommodated within the overarching thematic structure.

From an audience perspective, themes provide a mechanism that helps them remember, learn and enjoy. Generally, any more than four–five themes can make connecting and comprehending a place more challenging for visitors. Unstructured by themes, interpretation and visitor experiences can become overwhelming, with too many topics or ideas to absorb.

The themes that have been developed for Parramatta Light Rail are based on the heritage values of the place and broader area as well as its social history. The themes enable the unique history and heritage of the site to be presented in a way that 'doesn't feel like history or heritage' but which has meaning and relevance to today's communities.

Themes

Listed below are the key themes for the Parramatta Light Rail Route.

- Theme 1: The Cradle of Sydney
- Theme 2: Always Was, Always Will Be
- Theme 3: Planning for the Future
- Theme 4: Agriculture to Industry
- Theme 5: Institutions and Incarceration
- Theme 6: Migration.

Each of these key themes embodies the historical themes and different aspects of the significance of the light rail route. Combined, they will enable engaging stories to be communicated.

Theme 1—The Cradle of Sydney

Parramatta River lies at the heart of the greatest urban concentration on the Australian continent ... The water way is also significant in being the birthplace of Australia's national heritage. ('Parameters for the River', National Trust of Australia)

Summary

Some 45 million years ago, after the Australian continent broke away from Gondwana, tectonic forces split the geological strata into the landforms, watercourses and harbours that define Sydney today. The Parramatta River began as small creeks gathered pace and volume, carving out the valley that became Sydney Harbour. At the end of the ice age 10,000 years ago, waters started to rise and drowned the valleys of the Parramatta and Hawkesbury rivers.¹

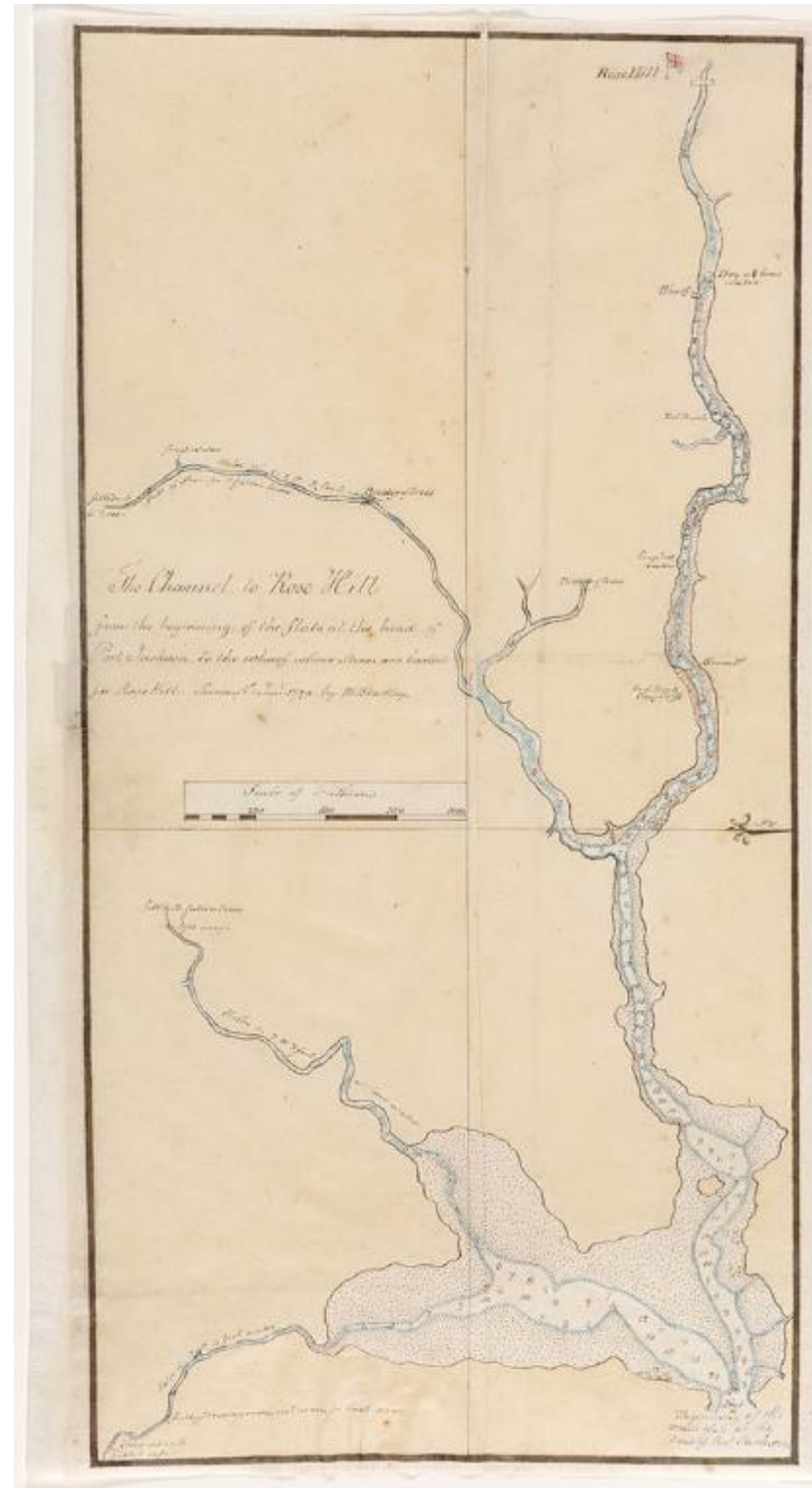
The land that became Parramatta was covered in rich, fertile alluvial soil made up of volcanic rock and Wianamatta shales. From the soil grew a thick timbered landscape and vast eucalypt forests of red gums, spotted gums, grey box, woollybutt, stringy bark—which was prized by Aboriginal people for canoe making—and the ironbarks later sought after by Europeans for their durability.

These fertile soils and bountiful woodlands were rich resources that helped shape the future of Parramatta once people arrived. The First Australians cultivated the landscape and fuelled an economy of trade based on materials they forged from its resources. Later it became the artery of the early colony, transporting people and produce. As agriculture shifted to industry the river's natural resources were muddied by technological and chemical innovation, polluting the water.

Today the river is being reclaimed by Parramatta as not only part of the commuter journey but an element of the city's identity that binds past and present.

Stories

- The river that binds people and time.
- Ancient landscapes.



The Channel to Rose Hill from the beginning of the flats at the head of Port Jackson from the wharf where stores are landed for Rose Hill: Survey'd 1 Jan'y 1790, by William Bradley. (Source: State Library of NSW)



The ironbark and stringybark trees by William Romain Govett, c1835. (Source: National Library of Australia, call number PIC Volume 1013 #T881 NK775/4)



Parramatta River, c1885. (Source: State Library of NSW)



Parramatta River. (Source: State Library of NSW, Call Number PXE 711 / 291)



Government House, Parramatta, by Joseph Lycett, 1819. (Source: State Library of NSW, call number a928163 / V1B/Parr/18j)



Parramatta River, 26 December 1867. (Source: Australian National Maritime Museum)



Parramatta Park. (Source: Parramatta City Council)



A view of part of Parramatta Port Jackson (1809?), in Series 01: Australian paintings by J.W. Lewin, G.P. Harris, G.W. Evans and others, 1796–1809 [32 watercolours], Vol. 3. (Source: State Library of New South Wales, PXD 388 / FL1152086)

Theme 2—Always Was, Always Will Be

Summary

‘Parramatta’, an anglicised version of the Darug word Burramatta—gal, translates as ‘the head of the river’ or ‘the place where eels lie down’ (Burramatta being the place and ‘gal’ the referring to the people).² The location, with its combination of freshwater and saltwater, provided rich food resources.

The river carried in colonists and disease that drastically altered the Darug’s way of life. Aboriginal people negotiated the impact of European colonisation through resistance and adaptation to new roles in Sydney’s economic and social sphere. Stranded in a new continent, Europeans often depended on the knowledge of Aboriginal people in endeavours such as fishing, treating snakebites and navigating Sydney’s waterways. Figures like Bolloderee (Ballederry) initiated a barter trade with early colonists along the river.

Tensions increased as colonists encroached on Darug land and intensively developed it for grazing and farming. Pemulwuy emerged as a warrior, leading guerrilla raids on settlers for food such as corn or ‘payback’ for violence against Aboriginal people.

From the late nineteenth to mid-twentieth century, Aboriginal lives became bound up with the colonial policies of assimilation and control. However, the Darug were resilient. They have maintained traditional knowledge and continued to develop their culture in Western Sydney. Descendants of the Darug, along with other Indigenous people from further afield, continue to live, work and play in Parramatta, contributing to the life of the city—from players in football teams like the Parramatta Eels, to the number of Darug community organisations participating in the management and conservation of significant places.

Stories

- Connection to Country.
- Working lives—individual Aboriginal lives in Western Sydney.
- Culture today.



Darren Bell’s photographic series as light projections (2014–2015) is a portrait of a community—the Darug. (Source: Blacktown Native Institute Project <www.bniproject.com>)



Darug farmer at Sackville Reach, c1880s. (Source: *A History of Aboriginal Sydney*, Peter Read)



Parramatta Eels players Bevan French and Will Smith model the 2018 Eels Indigenous Jersey, designed by Aboriginal artist Elenore Binge for the 2018 NRL Indigenous Round. (Source: *Inverell Times*)



Darug artist Leanne Tobin’s artwork of the Blacktown Native Institute. (Source: Blacktown Arts Centre)



This engraving by James Grant of ‘Pimbloy’ is believed to be the only known depiction of Pemulwuy. (Source: National Library of Australia, from Grant’s *The narrative of a voyage of discovery, performed in His Majesty’s vessel the Lady Nelson, of sixty tons burthen, with sliding keels, in the years 1800, 1801 and 1802, to New South Wales, 1803*, nla.cat-vn2312357)



Land to the west of St John’s Church House occupied by the Parramatta Black Native Institute and the Shelley Family. (Source: Parramatta Heritage and Visitor Information Centre)



European portrait of Darug man Baludarri known in Parramatta by the early colonists, by Thomas Watling, c1788–1791. (Source: Natural History Museum London)



Aboriginal woman in a canoe (nawi) fishing with a line, c1805. (Source: Mitchell Library, State Library of NSW, PXB 513)

Theme 3—Planning for the Future

The main street of the new town is already begun. It is to be a mile long, and of such breadth as will make Pall Mall and Portland Place 'hide their diminished heads.' (Watkin Tench 1790)³

Summary

The settlement of Sydney had grown somewhat haphazardly, but at Parramatta, Governor Phillip's desire for an ordered township based upon a neat Georgian grid began to be realised.⁴ This would be the new civic and agricultural centre of Sydney- fresh hope for a hungry colony struggling to grow food.

In this orderly vision for the future the Governor's house would sit proudly in an elevated position at the head of High Street, later known as George Street. This wide main artery would stretch down to the Barracks and wharf on the Parramatta River. The main cross street, later known as Church Street, would be marked by a church to the south and a town hall and marketplace to the north. This formed an axis through the town, with symbols of divine authority, military power and civic order at the end of each principal street, and the ultimate symbol of Crown authority—the Governor's House—overlooking all.⁵

The presence of convict huts on the original town plan reminds us that Parramatta was a penal colony, built to accommodate a large workforce. The space provided around the convict huts allowed them to cultivate gardens and grow much needed food but may also hint that from the outset Phillip intended Parramatta to grow into a prosperous free town. The generous allotments left space for future development as the population grew. Free settlers and emancipists soon moved in and built new houses and businesses, transforming the landscape and laying the foundations of Parramatta's future.

It was not long before Phillip's neat convict allotments had begun to transform; shaped by the needs of an increasingly free population wanting to invest in and develop central Parramatta.

Stories

- A hungry colony.
- Town planning and transformation.



Brambila's drawing of Parramatta with huts lining High Street (now George Street). (Source: British Library Map Collection)



A view of the Governor's house at Rose Hill in the township of Parramatta, ca. 1798 (Source: Call Number PIC/11565/172, National Library of Australia)



1804 Plan of Parramatta by GW Evans, incorrectly marked 1813. (Source: State Library of NSW)



Rose Hill, Botany Bay by Charles Hamilton c.1820s (Source: Call Number PIC Drawer 2475, National Library of Australia).

Theme 4—Agriculture to Industry

Summary

The Parramatta River and Cumberland Plain were first farmed by the Darug people tens of thousands of years ago. The ‘park like’ character of the landscape was shaped by fire stick farming which burnt off the understorey and created rich soils for harvesting yams. Wood, shell and bone were crafted into tools and traded across Sydney. Bark canoes traversed the waterways and the fishing economy provided barter for some of the first colonists struggling with how to live from this land.

For the Europeans, Parramatta was the early colony’s great hope for survival. It expanded on both sides of the river, with crops planted by freed convicts as well as free settlers from Europe. Land was consolidated in large holdings where wool production and ‘fleece heroes’ prospered.⁶ Travel across this river opened up not only fertile new agricultural land but an artery of trade, movement of people and goods. An artery that progressed through time from water, to road, to heavy and now today light rail.

At the turn of the twentieth century, the Cumberland landscape around Parramatta was dominated by orchards as well as some vineyards. Carlingford and Dundas were among the first fruit-growing areas in the colony and bore the signs of decades of cropping. At Rydalmere and Ermington, wharves along the Parramatta River enabled the transport of fruit on boats. Land less suitable for orchards was taken over by poultry farms, with a number of ex-miners from Broken Hill taking up plots at Rydalmere. Increased suburbanisation meant farmland was ringed by an increased density of houses and orchards had retreated further to the fringes.

In the mid-twentieth century Parramatta’s heavy industries dominated the landscape at nearby Rydalmere, Ermington and Camellia. The poisonous by-products meant that these industries came under pressure to close as residential areas expanded. But these factories were also linked to the cultural development of Parramatta as the core workforce was supplied by migrants to the area who stayed and shaped its social fabric.



The residence of John McArthur Esq. near Parramatta, New South Wales, I. Lycett. (Source: State Library of NSW)



One of the eight samples of the first wool produced in Australia. The samples were cut from Reverend Samuel Marsden's sheep and submitted to Governor Captain PG King, RN by Samuel Marsden on 11 August 1804. (Source: Museum of Applied Arts and Sciences)

Stories

- The First Farmers—Aboriginal Agriculture.
- From river to road- transport to Parramatta.



Parramatta River, Rhodes, 1980, from the series Sydney Foreshores by Mark Johnson. (Source: Art Gallery of NSW)



Welding cylinders, Rheem, Rydalmere. (Source: State Library of NSW, call number Australian Photographic Agency – 16267)

Theme 5—Institutions and Incarceration

Summary

The underbelly of the ordered visions of industry, architecture and agriculture were the institutions built to contain the condemned, the ill and the indentured. Often the internees held within the walls of colonial gaols and asylums had made the bricks and erected these buildings with their own hands. Even the mortar that fastened bricks together was collected by shell-gathering gangs combing the Parramatta River for oysters to heat into lime. The lime was sometimes mixed with human or horse hair to thicken the mixture.

From Parramatta Gaol to the Female Factory and ‘Lunatic Asylum’, sites of incarceration, punishment, unfree labour and even execution were spread throughout the early colonial landscape of Parramatta—ever-present reminders of state control.

Women’s experiences within the early colony were shaped profoundly by institutions, including Parramatta’s notorious Female Factory, the first purpose-built establishment for convict women in Australia. Though initially meant to offer employment and shelter, the female factory forced women into ‘a system where classification, observation and separation’⁷ were means of control.

The legacy of institutional life and abuse in this precinct remains within living memory. Many individuals such as the survivors of the Parramatta Girls Home, which operated for nearly a century from 1887 to 1983, have been recently acknowledged. Upwards of 20,000 children passed through these buildings.

Stories

- Crime and Punishment.
- The Forgotten Australians.



Mitchell Ryan, a 30-year-old labourer originally from Ireland, photographed at Parramatta Gaol on 21 April 1904, while serving a sentence of hard labour for false pretences. (Source: ‘Captured Exhibition’, NSW State Archives)



Parramatta Gaol aerial, 1943. (Source: Parramatta Heritage and Visitor Information Centre)



Entrance to Parramatta Gaol, c1930s. (Source: National Library of Australia)



A collection of cotton bonnets, or 'soft caps', worn by nineteenth-century occupants of Hyde Park Barracks. (Source: Chris Shain for Sydney Living Museums)



Political cartoon with the Female Factory depicted at far right by Edward Winstanley, published in Sydney in the 1840s. (Source: State Library NSW, call number DL PXX 66)



Newspaper article on the 1961 riots at Parramatta Girls Training School. (Source: Family and Community Services NSW <<https://www.facs.nsw.gov.au/about/media/news/what-the-apology-means-for-the-child-protection-system-today-a-view-from-the-inside>>)



Girls exercising at the Parramatta Girls Home. (Source: parragirls.org.au)



Survivors of Parramatta Girls Home, Bonney Djuric (left) and Christina Green (right), at Parramatta Girls Home. (Source: Fairfax)

Theme 6—Migration

As each wave of immigrants to Australia settled in, little knots of eateries, evocative of the old world, served as meeting places where lonely groups of migrants chatted in their native tongue and recreated the tastes of home.⁸ (Barns and Mar, 'Waves of People')

Summary

Parramatta has served as a meeting place for millennia and diverse groups of people still shape its culture today. Darug language groups for instance interacted with the Gandangara, who occupied the land to the southwest.

With the arrival of European convicts and colonists, a range of diverse beliefs and ethnicities were jumbled together on the new soil. Most of these came from Britain and Ireland, but free settlers from continental Europe left their mark on the town from early on and had great influence on the development of farming practices. Perhaps the most distinctive cultivation of the land was by Chinese market gardeners. Later the garden plots were worked by Italian and Maltese market gardeners and poulterers.

After the Second World War, waves of migration had a major influence on the shape, culture and communities of Western Sydney. Places like the Dundas Migrant Workers' Hostel were established to accommodate displaced people and assisted migrants. The assimilation era of the 1950s expected migrants 'to abandon their culture and language and "blend in" to the Australian way of life.'⁹ But their influence also changed and enriched the communities around them, among other things broadening their palate.

The passing of the *Migration Act 1966* and end of the White Australia policy saw an increased diversity among new migrants in the area in the 1970s. This included the arrival of refugees from Indochina, including Vietnamese families fleeing the humanitarian crisis engendered by the Vietnam War.

The architectural fabric of Parramatta has come to reflect each successive wave. Colonial architecture radiates out into temples, mosques, soccer fields and cultural social clubs. A rich array of rituals, festivals and traditions enliven the streets each year.

Stories

- One river, many languages.
- Cultural and culinary influences.



Parramasala Festival, 2013. Parramatta is home to the largest South East Asian population in Australia. (Source: ABC News)



George (Guoc) Ah Poo and Emma Anne Lowe, a married couple who were market gardeners and orchardists near Lake Parramatta during the 1880s. They built a weatherboard cottage on the corner of Betts and Thomas Streets in 1896. (Source: Parramatta Heritage and Visitor Information Centre)



Baltia Delicatessen, Parramatta, 1956–1961. (Source: Parramatta Heritage and Visitor Information Centre)



Our Lady of Lebanon Church, Harris Park (Source: Flickr)



Sydney Murugan Temple, Mays Hill, near Parramatta. (Source: Travel Triangle)



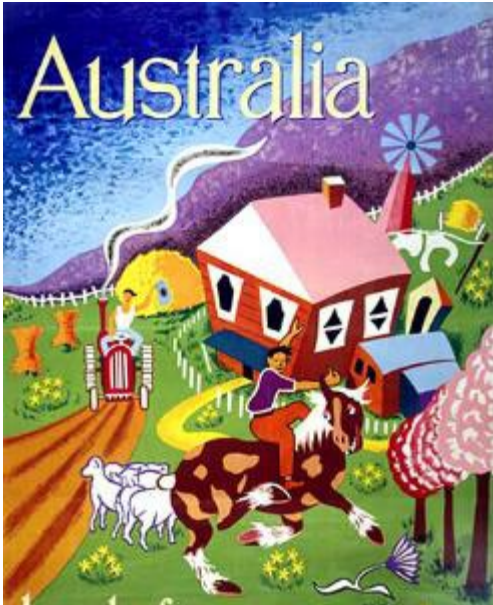
Italian migrants arrive in Sydney, 1951. (Source: National Australian Archives)



British arrivals are driven by bus to a Sydney hostel, accompanied by a member of the Good Neighbour Council, 1962. (Source: National Archives of Australia)



Chinese New Year in Parramatta, 2018. (Source: Destination NSW)



Emigration poster: Australia, land of tomorrow. Joe Greenberg, 1948. (Source: Museum Victoria)



Certificate exempting Henry Ah Chee from the Dictation Test on his return to Australia, 1906. (Source: National Library of Australia)

5.0 Existing Interpretation

The heritage sites along the Parramatta Light Rail route already have layers of heritage interpretation. The existing interpretation has been driven by various stakeholders with the aim of raising awareness about heritage significance in Parramatta and its wider context. This interpretation is representative of different approaches over the decades and has not been designed to be cohesive across the landscape.

Some of the key groups or organisations involved in these projects include City of Parramatta Council including the Parramatta Heritage and Visitor Information Centre, National Trust of Australia, Parramatta Park Trust, Parramatta and District Historical Society, the Female Factory Precinct Memory Project, Friends of the Female Factory and Deerubbin Aboriginal Land Council. Some plaques and signs remain as part of the legacy of institutions or organisations no longer operating. Programmatic responses to heritage and history also feature during festivals and events but are not permanent installations.

Signage

Signage is the most traditional form of heritage interpretation and many of the precincts already feature signs to inform, mark or commemorate. Often signs have been installed in reaction to an anniversary, a specific moment in time or a special interest group, such as the HMAS Parramatta Memorial. However, collectively these signs do not provide a cohesive narrative thread for Parramatta.

Interpretive Landscapes

Along the riverbank and within the Female Factory precinct, there are some interventions that reference the historical significance of place. These appear as ground inlays or commemorative gardens. There is opportunity to build on precincts working with a landscape architect to interpret heritage through devices such as thematic plantings.

Public Art

Some of the current permanent public art initiatives include:

- Charles Street Wharf, Parramatta, Sydney: a wrought-iron steel sculpture reflects the theme of ‘Meeting place of the eels’, the

original Indigenous meaning of Burramatta. The base provides seating and the pebble mosaic is a formal entry way to and from the waterfront. The piece was developed by artist Ruth Downes

- Flock, Parramatta: a permanent installation referencing eel traps. The sculptures are suspended in a public space at Parramatta Mall
- Baa Code: comprises back lit laser cut steel images of sheep developed by Light Designs. It is a tribute to the area’s pioneering early efforts in the wool industry.

Apps

A number of apps have been developed by the City of Parramatta Council and local arts organisations. The uptake and use of these apps is not known. Investment in app technology presents challenges in the long term regarding maintaining software upgrades to keep pace with new phone models. Current apps include:

- **Convict Parramatta app (on the Dictionary of Sydney’s Sydney Walks app)**—a three-hour walking tour that includes:
 - Old Government House, Parramatta Park
 - The Government Lumber Yard (Rumsey Rose Garden, Parramatta Park)
 - St John’s Cemetery: ‘God’s Acre’
 - Bennett’s Bakery
 - Brislington
 - Heritage Courtyard: The Convict Hospitals
 - Mel O’Callaghan’s *Landslide* Sculpture
 - Lennox Bridge
 - Prince Alfred Park: ‘The Hanging Green’
 - Prison Break at Parramatta Gaol
 - The Female Factory
 - Riot at the Female Factory
 - Roseneath Cottage
 - Salter’s Farm (Dairy Cottage, Parramatta Park).

- **Think + Do Tank’s *Against the Tide*** fusion of art, history and technology which includes:
 - Parramatta Park—Welcome to Country; and
 - personal reflections of connection to the river and community in Parramatta.
- **Life Along the Riverbank** app from the City of Parramatta Council.
- **DigiMacq**—a smartphone app that guides visitors through the Parramatta of Lachlan Macquarie’s era with interactive audio and visuals from the Parramatta Heritage and Visitor Information Centre.

This Interpretation Strategy does not propose using app technology as part of the interpretive devices. However, it is proposed that geolocation technology could be used in sync with monitors onboard the light rail carriages to display interpretive content along the route when stopping at or passing through specific heritage spots. This approach has recently been used on the Waratah B-Set carriages by Sydney Trains.

Existing Interpretation of Heritage Items/Conservation Areas

Below is a table description of specific heritage items/conservation areas in the area and the existing interpretive initiatives underway or already installed.

Heritage Items/Conservation Areas	Existing Interpretation
Parramatta Female Factory and Institutions Precinct within the Cumberland District Hospital Group	- On 7 July 2018 the bicentenary of laying the first stone for the Female Factory by Governor Macquarie was celebrated in events including re-enactments and dedication of a commemorative wall listing the names of all the convict women who went through the female factory (<i>Sydney Morning Herald</i>, 30 June 2018). Cumberland Hospital Museum artefacts and archives is open during September each year. - Collaboration between artists and former Parramatta Girls Home residents to develop a memorial based on the harrowing experiences on the site in the mid-twentieth century highlighted in the Royal Commission into Institutional Responses to Child Sex Abuse. National Recording Project undertaken by the National Museum of Australia with Stolen Generations and Forgotten Australians. Scratchings and markings are fragile material left on the surface of the laundry, isolation cells, dining room and dungeon. They are highly sensitive with some women considering the markings private—any interpretation must be considered through consultation. Children’s Garden in memory of children associated with institutions on the site. Programs of website publications, seminars, exhibition and the Parramatta Girls play currently on the NSW school syllabus. Signage and plaques: - Kamballa, 1 Fleet Street—the Parramatta Female Factory Precinct - Kamballa Children’s Garden - Memorials for the 175th anniversary of Sisters of Charity and other markings associated with the factory.
CHIP Hostel (Cumberland Hospital East) 	No known interpretation on site.
Lennox Bridge 	Lennox Bridge Portals Project major restoration works including the replacement of a concrete balustrade with solid sandstone reflecting the original design for the bridge, and the repointing and cleaning of the bridge’s sandstone façade and interpretive signage in portals/tunnels. The signage panels depict significant architects that have contributed to the Parramatta civic landscape and some of the iconic designs they produced.

Heritage Items/Conservation Areas	Existing Interpretation
St Patrick's Roman Catholic Cemetery 	• Signage on site describing the history and layout of the cemetery.
The Convict Lumberyard (Arthur Phillip High School site)	Proposed with redevelopment of the school will include signage, historic timeline within the school buildings and artefact displays still to be designed.
Ancient Aboriginal and Early Colonial Landscape (Robin Thomas Reserve) 	• 2018 Masterplan (Group GSA) proposes: – interpretive signage and historic elements in the landscape design – connecting the historic precinct with the existing heritage trail and including references to historic houses eg Experiment Farm, Elizabeth Farm and Hambledon Cottage – interpretation of excavations revealed extensive alluvial sand deposit with Aboriginal archaeological remains. • Existing signage of history and Aboriginal traditional owners.
Queen's Wharf Reserve and stone wall and potential archaeological site  	• Signage installation—HMAS Parramatta Memorial sunk in service at Tobruk in World War II. • Ground inlays/pathways regarding Howell's Wind and Water Mill 1828. • Additional heritage interpretation is to be implemented by the PLR Enabling Works (Package 1).
Dundas Railway Station Group	No known interpretation on site.

Heritage Items/Conservation Areas	Existing Interpretation
Prince Alfred Square (and potential archaeological site) and horse through (I747)	• Programs including Parramasala, Wine and Food Fair. • 2016 Gallagher Studio and Casey and Lowe Masterplan with high level landscaping and lighting interpretation concepts. Permanent installation of electronic signage not permitted by OEH due to the sensitive heritage context of the square. • Plaque on item I747 reads 'Donated by Annis and George Bills, Australia.'
Royal Oak Hotel and stables (and potential archaeological site)	No known interpretation on site.
Camellia Underbridge Abutments, also known as the Clyde Carlingford Rail Bridge abutments (Northern) (Southern)	No known interpretation on site.
Sewage Pumping Station #67	No known interpretation on site.
Convict Drain	No known interpretation on site.
Grave of Eliner Magee and Child	• Plaque on item 13 reads "In this grave lie the remains of ELINORE MCGEE and her infant child who were drowned in the Parramatta River. January 1793. The grave is one of the oldest in this continent."
Parramatta Sand Body (Parramatta CBD)	No known interpretation on site.

6.0 Audiences

Overview

Parramatta's expansion will see more than 415,000 people call it home by 2036. Jobs will increase from 96,000 to 160,000.

The Light Rail project will complement the existing network and respond to growing travel demands. By 2026, it is estimated that around 28,000 people will use Parramatta Light Rail every day and an estimated 130,000 people will be living in walking distance of light rail stops.¹⁰

Communicating heritage stories to the breadth and diversity of Parramatta's community is also a key consideration. Whose heritage are we interpreting and how do we convey their stories?

A Diverse Population

Data from 2016 shows the majority of Parramatta's population were born overseas, retain a language other than English and come from South East Asia.¹¹

- In 2016, 90% of recent overseas arrivals in Parramatta spoke a language other than English at home.
- Of 235,000 residents in Parramatta, 52% speak a language other than English at home.
- In 2016, 49.5% of people in the City of Parramatta were born overseas.
- Cultural makeup defined by ancestry (cultural association and ethnic background of an individual going back three generations) was 30.5% Indian, 18% Chinese and 8% English.
- Approximately 40% of recent arrivals were from India followed by 18% from China.

A Young Population

In 2016, there were 250 people over the age of 85 living in Parramatta and the largest age group was 30–34 years old.

The most significant changes over a seven-year period (2011–2016) were the growing young workforce and young families building homes.

These factors should be considered in the type of content developed.

- How much time do people have to connect with content?
- What type of devices are accessible across age groups?
- How can the design of interpretive devices make a visual impact without a heavy reliance on text?

A Journey, Not a Destination

Engaging audiences in the stories and histories as part of this network presents a unique and challenging proposition. Communicating the history and significance of the route within public areas or in a way that enables people to access interpretation will be an important part of reaching users.

Unlike other heritage interpretation projects, the light rail is not a destination. It will be used as a commuting journey, a way to access goods and services, a journey to meet friends or socialise.

The ways in which audiences will experience the journey can be augmented on board and at the station.

Storytelling should be evocative, eye catching, perhaps at times humorous, for audiences. Broadly speaking, regular users of the light rail who will experience the heritage interpretation in their everyday space include:

- businesses
- workers
- commuters
- Parramatta community members
- visitors.

These users constitute the main public who will engage with the light rail's heritage interpretation.

What does this mean for interpretation?

The audience analysis gives a snapshot of the communities who will use the light rail most frequently. It also helps shapes the type of interpretive devices that are proposed.

It is recommended that the PLR use high impact visual devices in the form of historic imagery projected or used on digital signage, as well as artworks on board the light rail or its exterior can convey stories across diverse language and age groups.

Example Device 1—Archaeology Public Engagement Programs

The archaeological fieldwork during the project provides an opportunity to engage and educate the public during the construction of the light rail.

Other ways to signal the stories of archaeology could be on hoardings or media and communications.

Materials

The focus of this device is educating the public and residents of Parramatta about the archaeological story and significance of this light rail route. This could include:

- decorated hoardings with images or artworks
- posters and pamphlets containing information about the archaeological investigation
- media release, social media updates online
- holding a public open day during the archaeological excavation if feasible
- online webinar sessions providing information to the community and interested stakeholders on the history of the heritage items unearthed and insights discovered.

Themes and Light Rail Locations

The locations of specific open days and hoardings would be contingent on archaeological findings and accessibility.

Specific Heritage Items

- Ancient and Aboriginal and Early Colonial Landscape (Robin Thomas Reserve)
- Parramatta Female Factory and Institutions Precinct within the Cumberland District Hospital Group
- Queens Wharf Reserve and stone wall.
- Aboriginal site AT14
- Convict Town Drain



Stone Jewels by Fiona Currey showcases traditional Aboriginal stone tools on hoardings for City of Sydney. (Source: City of Sydney)



Big Dig Archaeology Public Programs (Source: Muslim Education Network Australia)



Public open day at Parramatta RSL archaeology dig. (Source: GML Heritage)



Cross Rail Hoardings, London. (Source: Anorak News)

Example Device 2—Integrated Heritage Displays

Conservation and integration of archaeological remains provides a tangible connection to the past within the new development.

Artefacts and smaller archaeological remains are well suited to fixed displays in secure locations along the Parramatta Light Rail route with opportunities for longer engagement times. Contextual information can be provided with the displays to assist audiences' understanding and provide deeper learning.

New displays could be developed in with reference to existing collections and displays at V by Crown in Parramatta, Parramatta Justice Precinct or the Baker's Mews. This approach would avoid duplication of content across the locations whilst incorporating new results from the most recent excavations. Developing the stories and artefact selections holistically would create and facilitate a more cohesive visitor experience of the precinct and its stories.

Materials

The range of display methods can enrich audiences' experience of the site, particularly for repeat visitors such as commuters. Supporting the display with other media will convey more complex messages than artefacts alone.

- Vitrine or glass cabinets integrated into seating or furniture
- Signage
- Graphics.

Themes and Light Rail Locations

The thematic framework could be applied across the route for this device, using the stops and surrounding spaces for displays.

Specific Heritage Items

Locations of integrated heritage displays would depend on where archaeological remains are found and whether they are appropriate for incorporation into proposed infrastructure or displays.



Justice Precinct, Parramatta (Source: Bates Smart Architects)



Baker's Mews displays integrated in seating (Source: Freeman and Ryan Design).



Baker's Mews displays integrated in seating (Source: Freeman and Ryan Design).

Example Device 3—On Board Interpretation

The integration of historic material on board the light rail carriages could be delivered in a playful and engaging way that prompts passengers to think about the significance of the landscapes they are travelling through.

The Cross Rail project in London has had a strong public engagement program interpreting the archaeological finds of the project online, on site and in temporary exhibitions. Infographics have been overlaid onto the route to convey where interesting archaeological finds have been made.

The recent Sydney Trains Waratah B Set Trains include a monitor on board that plays a reel of historic images according to the stops on the route. This is triggered by geolocation software.

Materials

The focus of this device is interpreting the heritage on board the light rail carriages. This could have a range of applications including:

- decal images on the carriage floor or wall
- illustrative maps or graphics on the monitor relating to each stop
- a reel of historic imagery that relates to the specific stop or historic context of the precinct.

Themes and Light Rail Locations

The thematic framework could be applied across the route for this device, using the interior spaces of the light rail fleet.



Playful infographic for Cross Rail London conveying archaeological finds and stories on the route map. (Source: Cross Rail London)



Heritage interpretation screens on the Waratah B Set Train. (Source: Sydney Trains)



Warsaw Metro M2, Poland. (Source: Wikimedia Commons)



Decal map of the Cross Rail route, which could be applied to surfaces in the interior of the light rail, either floor or ceiling. (Source: Cross Rail London)

Example Device 4—Ground Inlays and Interpretive Plantings

Inlays could be an effective and engaging yet subtle way of integrating the interpretive stories into the fabric of the place. Content could be words/images, with both the typographic design and the words evoking the interpretive story of the natural landscapes of ancient Parramatta. Quotes, words from Darug language and other hints of the historic layers of Parramatta could be integrated. For example, inlays could be in paths, at stops or on bollards or seats, but could just as easily be applied to other public domain elements.

Working with a landscape architect, thematic plantings could reference their former uses for Aboriginal cultural and material purposes.

Materials

Depending on the construction methods inlays could be:

- integrated as relief or metallic inlay into the formwork and cast into concrete
- sand-blasted into vertical or horizontal surfaces
- a combination of the above techniques.

Themes and Light Rail Locations

- Theme 1: Cradle of Sydney.
- Theme 2: Always Was, Always Will Be.
- Theme 4: Agriculture to Industry.

Rydalmere and **Camellia** represent stops in the landscape that were part of the transformation from agriculture to industry. **Prince Alfred Park** is associated with a Burramattagal Women's Site. While **Robin Thomas Reserve** is believed to be a site of one of Pemulwuy's battle with colonists. **St Patricks Cemetery** offer a cross section of how diverse early Parramatta was with burials of Catholic convicts and Irish rebels; prominent individuals and families; and German, Italian and Chinese nationals. Enduring infrastructure like **Lennox Bridge** areas associated early innovative engineering and the development of Parramatta.

Specific Heritage Items

- St Patricks Roman Catholic Cemetery
- Queens Wharf Reserve and stone wall
- Clyde Carlingford Rail Bridge Abutments
- Dundas Railway Station Group
- Royal Oak Hotel and stables (and potential archaeological site).



Duke of York Square, London. (Source: Elizabeth Banks and architects Paul Davis and Partners)



Interpretive text sand-blasted into off-form concrete steps/seats at Sub Base Platypus, Kirribilli. (Source: Urban&Public)



Ngarara Place at RMIT City Campus by Greenaway Architects. (Source: Jefa Greenaway)



Metallic words inlaid into concrete, Pirrama Park, Ultimo. (Source: Deuce Design)

- Lennox Bridge.



Walkway of room and board store, San Francisco. (Source: Pinterest)



Give Peace a Chance monument, Montreal. (Source: Pinterest)



Deakin University Geelong Waurn Ponds Central Campus. (Source: Six Degrees Architects)



Example of metallic inlay into granite pavers. (Source: Pinterest)

Example Device 5—Branding and Design of Light Rail Carriages and Stops

Branding and design can be an effective way of bringing historic places to contemporary audiences, adding authenticity and promoting enquiry. Graphics could be integrated into the identity of the light rail infrastructure (ie carriages, shelters, throughfares, light rail stops).

To balance with brands of commercial advertising, this device can be considered as a programmatic option with treatment given to the tram for wrapped for festivals, commemorations or historic anniversaries. Alternatively this treatment could be for a select number of the entire fleet.

A recent example is Creative Victoria's invitation in 2016 for artists and designers to reflect on Melbourne and its diverse and vibrant community. Submissions were received from both professional and student artists.

Reko Rennie's tram – titled 'Always was, Always will be Aboriginal Land' – reflects Reko's Indigenous heritage and appeals for recognition and acknowledgement of the original inhabitants.

Similar projects have been adopted in Adelaide, Toowoomba and Queensland Rail.

Thematic naming of light rail stops could also be considered.

Materials/Applications

- branded or themed naming of stations to reflect heritage such as Aboriginal names
- site-specific designed shelters
- printed interlayer laminated glass (e.g. DigiGlass)
- decal prints/ tram wraps.

Themes and Rail Locations

Theme 2: Always Was, Always Will Be.

Theme 3: Planning for the Future

Theme 5: Institutions and Incarceration.

These devices could be used for all the stop locations of the route.

Specific Heritage Items

- Ancient and Aboriginal and Early Colonial Landscape (Robin Thomas Reserve)
- Parramatta Female Factory and Institutions Precinct within the Cumberland District Hospital Group
- Prince Alfred Square (and potential archaeological site)
- Dundas Station Railway Group.



Dreamtime Journey Coach, DownsSteam. (Source: Tourist Railway & Museum, Toowoomba)



Girringun Aboriginal Art Centre art transferred onto Queensland Rail carriages. (Source: Queensland Rail)



'Always was, Always will be Aboriginal Land' by Reko Rennie. (Source: Creative Victoria)



Victorian Aboriginal Health Service Smokefree Tram, which ran along the 86 line in Melbourne. (Source: Indigenous Story)

Example Device 5—Branding and Design of Light Rail Carriages and Stops



Adelaide Metro tram—the design represents the tram’s 29 stops and South Australia’s 39 Aboriginal nations. (Source: Photo by Paul Herzich)



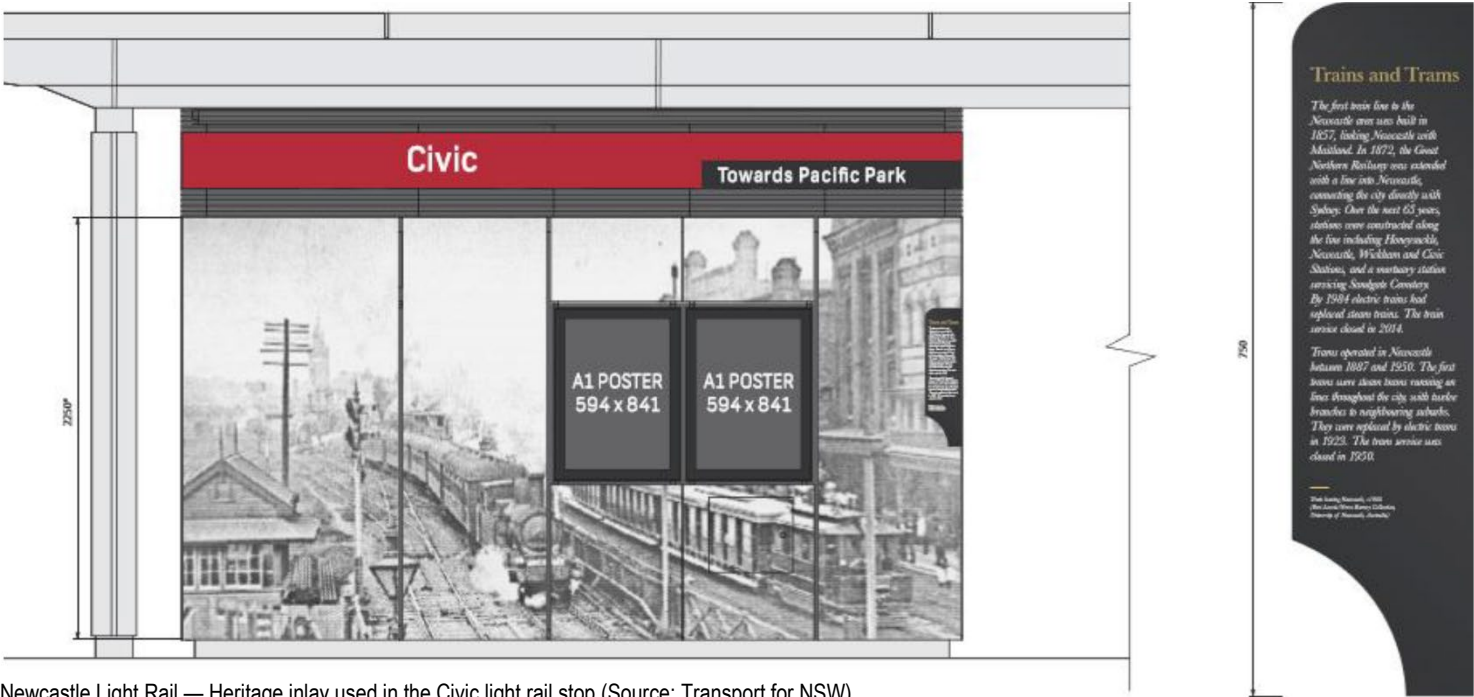
Station Diderot bus stop in Paris—glass decal and installation of collection. (Source: Pinterest)



Bus shelter in Seoul, framing the environment and the activity around it. (Source: Designboom.com)



Canberra Metro— stop inlay with heritage design at Dickson Interchange, Canberra (Source: Photo by Gigi Lombardi)



Newcastle Light Rail — Heritage inlay used in the Civic light rail stop (Source: Transport for NSW)

Example Device 6—Digital Signage

Digital signage can be a dramatic and low-impact device. It is useful for highlighting sensitive historical structures and conveying personal stories in a public space such as surfaces of light rail stations or thoroughfares.

Materials/Applications

- light projections
- backlit or up lit with imagery
- digital LED signs.

Themes and Light Rail Locations

- Theme 2: Always Was, Always Will Be.
- Theme 3: Planning for the Future.
- Theme 6: Migration.

The light rail station at **Dundas** associated with the area of the former migrant hostel has rich content and stories associated with migration into Parramatta.

Eat Street also provides a suitable location for telling the stories of cultural diversity and its imprint on Parramatta.

Specific Heritage Items

N/A.



Museum of Finance. (Source: Museum of Finance, Korea website <<http://tha.jp/5374>>)



Backlit historic imagery at the Immigration Museum, Victoria. (Source: Immigration Museum, Museums Victoria)



The Nicol family waiting to board the SS *Cameronia*, 1950 (left), and (right) Mai Thanh Thuy and family are reunited with her husband Nguyen Hoang Thanh, 1988. (Source: National Archives of Australia)



Northeastern University Tribute Portal. (Source: Pinterest)

Example Device 6—Digital Signage



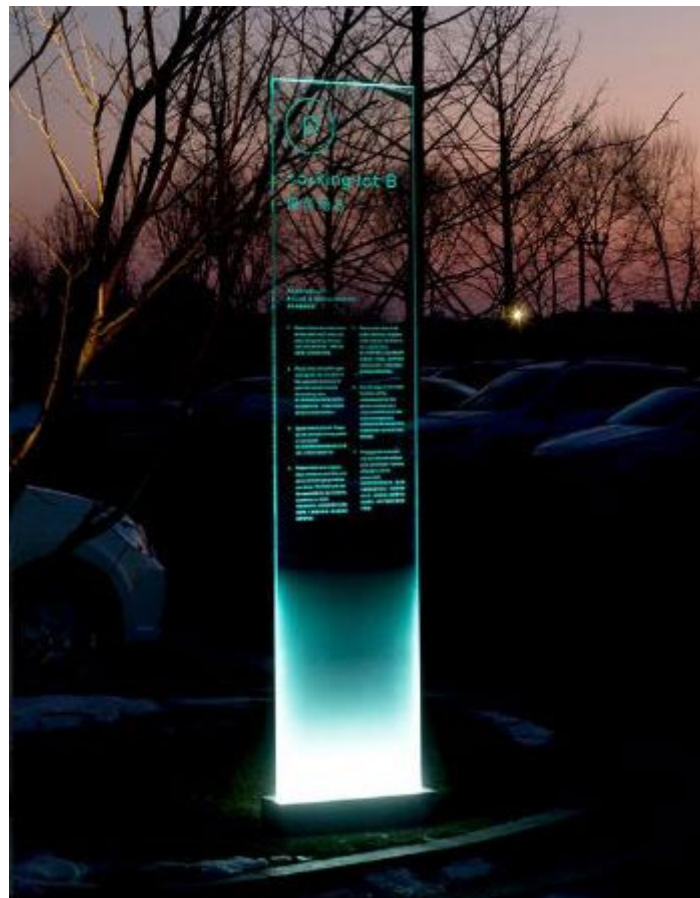
Italian passport in Australia. (Source: South Australian Migration Museum)



Anzac Centenary Project, Liverpool. (Source: Esem Projects)



Historic imagery lighting installation. (Source: Esem Projects)



Uplit glass wayfinding signage. (Source: Artless Inc)



Backlit signage. (Source: Digital Signage Connection)



Illuminated wayfinding. (Source: Pinterest)

Example Device 7 — Public Art

We understand that there is already a public art commission process underway for the Female Factory precinct through the work of the Parramatta Female Factory Memory Project. We suggest that interpretive artwork could be used to integrate art pieces into other elements of the light rail route to interpret the experiences of institutional life across this area over two centuries. Much of this content is sensitive and would have to be developed in consultation with key groups who are custodians of these stories.

Transport for NSW and Parramatta City Council also have specific public art policies which need to be clarified in relation to the Light Rail project.

Some possibilities for this interpretive device include:

- commissioning an artist to design an artwork that responds to the stories of the place and/or
- working with a designer to develop interpretive imagery used as part of the stations or signage installations.

Themes and Light Rail Locations

Theme 5: Institutions and Incarceration.

Factory Street and **Cumberland Hospital** represent the densest precinct of institutions but less tangible places like **Prince Alfred Park** and **Convict Lumberyard (Arthur Philip High School site)** are also associated with early convict histories of incarceration and punishment. Archaeological potential at the Royal Oak Hotel and Stables site may also contribute to an understanding of early urban development in Parramatta.

Specific Heritage Items

- Parramatta Female Factory and Institutions Precinct within the Cumberland District Hospital Group.
- The Convict Lumberyard (Arthur Philip High School site)
- Royal Oak Hotel and stables (and potential archaeological site).



Cascade Female Factory, Yard 4, Hobart. (Source: Flickr)



Chiharu Shiota, *Tenderness*. (Source: Pinterest)



Murmúrios exhibition. (Source: Studio Andrew Howard)



Hologram signage at Justice and Police Museum, Sydney. (Source: Sydney Living Museums)

Example Device 7—Public Art



Canterbury artist Jason Wing paints a mural for NAIDOC Week at Bankstown Arts Centre. (Source: *Daily Telegraph*, photograph Chris Woe)



Brook Andrew installation at Southern Cross Station, Melbourne. The artwork was installed in four major public sites, including Southern Cross Station, and situated in locations of high pedestrian activity across the country. (Source: JC Decaux)

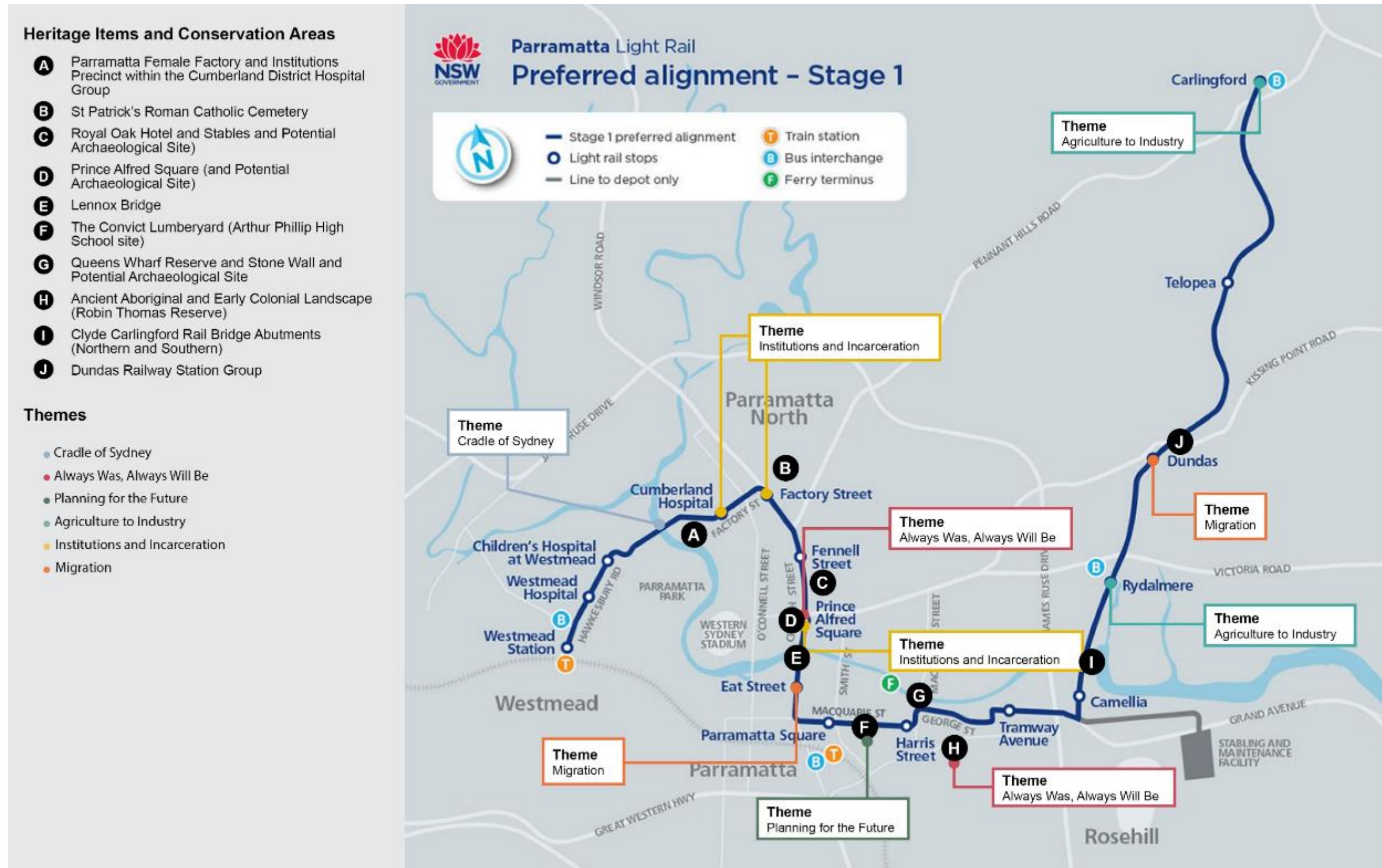


Newcastle Light Rail - Newcastle-raised artist Jamie North's sculpture installation Borrowed Landscapes is nestled in the light rail track's bend as it approaches Worth Place. (Source: *Newcastle Herald*)



'Flock' by Phil Lethlean on Church Street, Parramatta. Flock is inspired by the eel traps that the Burramattagul Darug people of the area used to capture eels. (Source: Culture and Our City 2017-2022, City of Parramatta Council)

The below graphic illustrates an example of how the themes might be overlaid according to the Parramatta Light Rail route. It also marks the location of the key heritage items and conservation areas along the route.



7.0 Conclusions

Integrating interpretation as a core part of the future planning and development of the light rail project is an important consideration.

This Heritage Interpretation Strategy has been developed to satisfy CoA E64 and CoA E64A of the Infrastructure Approval (CSSI-8285) and provides an overarching framework, including examples, for interpretation as part of the Parramatta Light Rail. It will be updated under CoA E64A which provides for the incorporation of any additional heritage items identified during archaeological excavation and archival recording.

Each Parramatta Light Rail work package will implement heritage interpretation initiatives in accordance with each scope of works and specific impacts. Selection of devices, locations and delivery of the interpretation will be specified in each package specific Heritage Interpretation Implementation Plan. This interpretation program will be informed by this Strategy and other documentation relevant to the determination of interpretation devices. Coordination between the work packages on proposed interpretation is important and requires collaboration and interface between each of the parties. Interpretation should convey the history, themes and stories in an engaging and interesting way so that significant previous historical ‘layers’ of the rail corridor’s development are able to be appreciated.

Coordination of the interpretation planning and delivery is paramount. The timing for archaeological salvage and the feedback of this information to the Strategy and implementation proposals presents potential conflicts, as this will need to happen before the Archaeological Excavation Report is finalised. To incorporate the findings of the archaeological investigations, this interpretation strategy has been updated using the information found in the preliminary archaeological reports which are to be issued following

salvage completion. This will inform the substance of the interpretation program as required by CoA E64A prior to the final Archaeological Excavation Report which is to be issued within 12 months after salvage works are complete.

The following table provides a high-level summary list of tasks related to the next detailed planning stages for the interpretation. Reaching the next stages of interpretation will need to be carried out in consultation with the City of Parramatta and other heritage stakeholders including the Registered Aboriginal Parties.

Tasks	Responsibility
Stage 2—Content Development	
Decide on interpretative devices, and document within package specific Heritage Interpretation Implementation Plans.	Work packages
Consult with relevant stakeholders, including the Heritage Council, City of Parramatta and Registered Aboriginal Parties.	Work packages
Confirm appropriate media and forms for interpretive initiatives. Coordinate with urban design and wayfinding/signage.	Work packages
Confirm appropriate locations for interpretive initiatives.	Work packages
Develop concepts for interpretive initiatives and media.	Work packages
Select images for use on interpretive media; seek permission to use or copyright for selected images.	Work packages
Prepare text/copy if necessary for interpretive media.	Work packages
Provide a summary of installation tasks and an overview maintenance strategy for interpretive media.	Work packages
Stage 3—Implementation	
Consult with Heritage Council	Work packages
Detailed design of interpretive media.	Work packages
Evaluation of selected interpretive media.	Work packages
Production of interpretive media.	Work packages
Installation.	Work packages
Stage 4—Ongoing maintenance	
Identify ongoing maintenance responsibilities and requirements.	TfNSW
Review adequacy of interpretation every five years or as required.	TfNSW / CoPC

8.0 Endnotes

¹ Karskens, G 2009, *The Colony: A History of Early Sydney*, Allen & Unwin, Crows Nest, p 19.

² Mary Dallas Consulting Archaeologists, The Aboriginal Heritage of Civic Place, draft report prepared for Parramatta City Council, 2003, p 30.

³ Tench, W 1788-1791 *Sydney's First Four Years*, Library of Australian History, 1979, p 195.

⁴ Higginbotham, E 'The Future of Parramatta's Past: An Archaeological Zoning Plan', 1991, 6-7.

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⁶ Steven, M, 'Macarthur, John (1767–1834)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, published first in hardcopy 1967, viewed online 8 February 2019 <<http://adb.anu.edu.au/biography/macarthur-john-2390/text3153>>.

⁷ Parramatta Heritage Centre, 'The First Female Factory, Prince Alfred Square 1803–1821', blog post, 12 August 2015, City of Parramatta Council, viewed 14 January 2019 <<http://arc.parracity.nsw.gov.au/blog/2015/08/12/the-first-female-factory-prince-alfred-square-1803-1821/>>.

⁸ Barns, S and Mar, P 2018, 'Waves of People', Western Sydney University, published by City of Parramatta, p 62.

⁹ NSW Migration Heritage Centre 2011, 'A Place for Everyone: Migrant Hostels in New South Wales 1946–78', viewed 16 January 2019 <<http://www.migrationheritage.nsw.gov.au/exhibition/aplaceforeveryone/migrant-hostels-in-nsw/index.html>>.

¹⁰ NSW Government, 'About Parramatta Light Rail', viewed 12 February 2018 <<http://www.parramattalightrail.nsw.gov.au/>>.

¹¹ 'City of Parramatta' Id Community: Demographic Resources <https://profile.id.com.au/parramatta/>