



Sydney Metro Artarmon Substation – Heritage Interpretation Plan

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Sydney Metro Artarmon Substation – Heritage Interpretation Plan

Prepared by:	Gavin Patton Kylie Christian Natalie Abedi
Issue:	Final
Reviewed by:	Kylie Christian
Position:	Principal Heritage Manager
Signed:	
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1. Executive Summary

WolfPeak Environment and Heritage was engaged to consult, develop and complete the Heritage Interpretation Plan for the Sydney Metro Artarmon Substation.

The Artarmon Substation is required to supply traction power to the underground metro trains and will include an above ground building for the substation, electrical equipment, and a small shaft for cables to the tunnels below.

This Heritage Interpretation Plan satisfies Condition E21 of the *Critical State Significant Infrastructure Sydney Metro City & Southwest Chatswood to Sydenham Conditions of Approval*.

The site is located at 98-104 Reserve Road, Artarmon. It is on the west side of Reserve Road, south of the Gore Hill Freeway. The surrounding area is predominantly light industrial and commercial in use and design.

Aboriginal consultation/feedback was invited from Registered Aboriginal Parties identified by Sydney Metro in May 2020. No responses were received. This outcome was not unexpected due to the nature and size of the site, however conducting community consultation is appropriate and required for due diligence purposes.

Research into the history of the Artarmon Substation site has not uncovered any direct significant heritage values or stories that should be interpreted at the site. Furthermore, there are no items of heritage significance or AHIMS identified Aboriginal sites at the location or within the vicinity.

While historic themes have been identified for both Aboriginal and Non-Aboriginal heritage, these are all broad themes relating to the wider area. The majority of themes identified have been interpreted or planned to be interpreted at other, more appropriate sites.

In conclusion, heritage interpretation at the site is not appropriate and is not recommended. The Artarmon Substation has been designed for its purpose, as a utility building. The considered design has respected its purpose, placement, and its surrounds, however, it is not designed to attract public attention or visitors.

Our recommendation is not to undertake any heritage interpretation at the Artarmon Substation site.



2. Background

WolfPeak Environment and Heritage have been engaged to consult, develop, and complete the Heritage Interpretation Plan for the Sydney Metro Artarmon Substation.

The Artarmon Substation is required to supply traction power to the underground metro trains and will include an above ground building for the substation, electrical equipment, and a small shaft for cables to the tunnels below.

This document provides:

- Historical overview of the area and site
- Analysis and identification of key heritage values of the site and surrounding area
- Consultation summary with identified Aboriginal community stakeholders
- Identified historical themes
- Discussion on the value of heritage interpretation for this utility site
- Recommendation that heritage interpretation is not implemented for this site.

2.1 Compliance

This Heritage Interpretation Plan satisfies Condition E21 of the *Critical State Significant Infrastructure Sydney Metro City & Southwest Chatswood to Sydenham Conditions of Approval*. Of note, this utility site does not impact key Aboriginal or Non-Aboriginal heritage items or heritage conservation areas.

Condition E21 - Heritage Interpretation

The Proponent must prepare a Heritage Interpretation Plan which identifies and interprets the key Aboriginal and Non-Aboriginal heritage values and stories of heritage items and heritage conservation areas impacted by the CSSI. The Heritage Interpretation Plan must inform the Station Design and Precinct Plan referred to in Condition E101. The Heritage Interpretation Plan must be prepared in accordance with the NSW Heritage Manual, the NSW Heritage Office's Interpreting Heritage Places and Items: Guidelines (August 2005), and the NSW Heritage Council's Heritage Interpretation Policy and include, but not be limited to:

- a) a discussion of key interpretive themes, stories and messages proposed to interpret the history and significance of the affected heritage items and sections of heritage conservation areas including, but not limited to the Central Station and Martin Place Station Precincts;*
- b) identification and confirmation of interpretive initiatives implemented to mitigate impacts to archaeological Relics, heritage items and conservation areas affected by the CSSI including:
 - i. use of interpretative hoardings during construction*
 - ii. community open days*
 - iii. community updates*
 - iv. station and precinct design; and**
- (c) Aboriginal cultural and heritage values of the project area including the results of any archaeological investigations undertaken.*

The Heritage Interpretation Plan must be prepared in consultation with the Heritage Council of NSW (or its delegate), Relevant Councils and Registered Aboriginal Parties, and must be submitted to the Secretary before commencement of construction.



2.2 Definitions

TERM	DEFINITION
AEO	Means an Authorised engineering organisation a supplier of a defined engineering service or product that has been assessed and granted pre-approval to undertake work on TfNSW infrastructure.
AEO Engineering Services Matrix	Means the AEO Engineering Services Matrix developed for the delivery of the Project Works.
AS Contractor	Means an entity appointed by Sydney Metro to undertake the works associated with the construction of Artarmon Substation.
Design Stage	Means each of Design Stage 1, Design Stage 2, Design Stage 3, Construction, Testing, and Operational Readiness phase as well as Finalisation and Asset Acceptance phase.
Interface Contractor(s)	Means any one or more of the Sydney Metro City & Southwest contracts interfacing with Artarmon Substation that are required to complete works within the station including TSE, TSOM, L&E and LW contracts. (Refer table of acronyms contained within this document)
Other Contractors	Means the entities with which Sydney Metro executes contracts for ancillary and related works. (Other Contracts)
PSC	Means the Professional Service Contract which is the contract between Sydney Metro and the Service Provider.
Service Provider	Means an entity appointed by Sydney Metro to provide professional services as described in this Services Brief.
Sydney Metro	Sydney Metro means Sydney Metro (a New South Wales Government Agency constituted under the Transport Administration Act 1988 (NSW)) (ABN 12 354 063 515), the Principal under the Contracts
Sydney Metro City & Southwest	Means the proposed metro railway between Chatswood and Bankstown
Third Party	The Artarmon Substation interfaces with a number of Third Parties including Willoughby Council.
TfNSW	Means Transport for NSW (a New South Wales government agency constituted under the Transport Administration Act 1988 (NSW)) (ABN 18 804 239 602), the Principal under this Agreement.



2.3 Definitions

ABBREVIATIONS	DEFINITION
AEO	Authorised Engineering Organisation
ASA	Asset Standards Authority
ABWF	Architectural Builders Works and Finishes
BMCS	Building Management Control System
BMS	Business Management System
BRS	Business Requirements Specifications
CBS	Cost Breakdown Structure
E&M	Electrical & Mechanical
L&E	Lift and Escalators Contract
OSD	Over Station Development
NSW	New South Wales
SMA	Sydney Metro Authority
SWTC	Scope of Works and Technical Criteria
SRS	Systems Requirements Specifications
TfNSW	Transport for NSW
TSE	Tunnel & Station Excavation (works)
TSOM	Trains, Systems Operation and Maintenance
WBS	Work Breakdown Structure

2.4 Limitations

This report has been completed during the period of restriction and lockdown associated with the Co-VID19 pandemic. As such, face-to-face consultations, workshops, and other typical activities were not allowed to be undertaken in accordance with government directives.

2.5 Author Identification

This report has been prepared by Gavin Patton (Heritage Consultant), Natalie Abedi (Research Assistant) and Kylie Christian (Interpretation Specialist and Heritage Manager). The report has been reviewed and endorsed by Kylie Christian.



3. The Site

The site is located at 98-104 Reserve Road, Artarmon, also identified as Lot 1 DP605751. The rectangular site is on the west side of Reserve Road and located to the south of the Gore Hill Freeway. The substation will be located above Sydney Metro Tunnels. The site has two frontages, Reserve Road and Whiting Street. While the site is located on a corner, vehicular traffic from Reserve Road to Whiting Street has been sealed with a low-level concrete barrier and well-established vegetation.

The surrounding area is predominantly light industrial and commercial in use and design.



Figure 1 – Location of site

3.1 Aims and Outcomes

Interpretation forms a critical part of the Metro development. The Artarmon Substation is a utility building and is not located on or near items of heritage significance. With this in mind, the following aims and outcomes have been identified:

- To investigate and identify the heritage values of the site and surrounding area
- Undertake and provide the opportunity for Aboriginal consultation
- Determine what, if any, heritage interpretation should be provided at the site, or at alternative Sydney Metro sites.

The intended outcomes of the Plan are:

- Provide appropriate interpretation of the site's heritage values (if any)
- Recommend appropriate styles of interpretation for the site (if any)
- Ensure that interpretation considers the broader Metro strategies (in consultation with Metro)
- To satisfy the relevant conditions of approval



3.2 Proposed Design



Figure 2 – Whiting Street Elevation (Hassell)

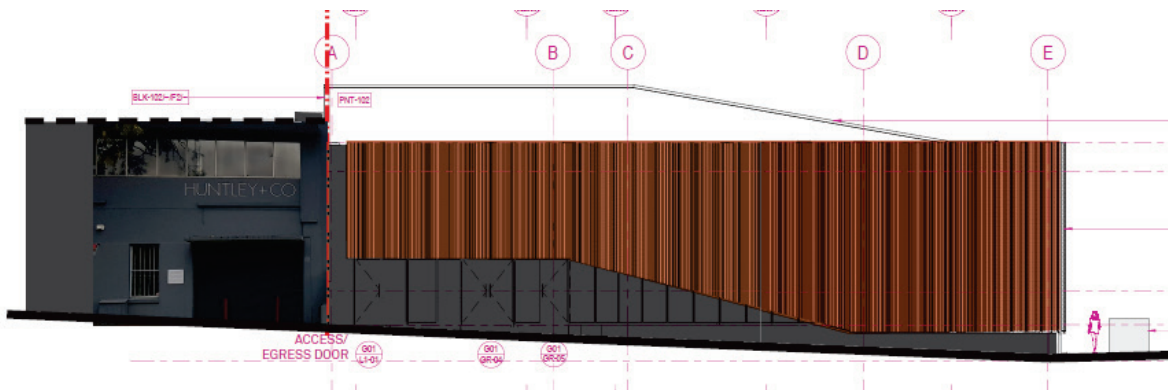


Figure 3 – Reserve Road Elevation (Hassell)



4. History

4.1 Aboriginal History

The following historic summary has been sourced from the *North Sydney Council, Aboriginal Heritage Infosheet (written by Ian Hoskins)*. WolfPeak have amended to reflect later understandings and interpretations, indicated through reference.

Evidence of Aboriginal occupation within NSW has been dated to 50-60,000 years Before Present (yBP) at Lake Mungo and up to 30,000 yBP in Parramatta. Radiocarbon dating of archaeological material at present-day Cammeray indicates that Aboriginal people were living in the North Sydney area at least 5, 800 years ago. By this time the last ice age had ended, and water levels had risen to create Sydney Harbour and its river valleys. The landforms and waterways familiar to these people would have differed little from those that confronted European colonists in the late 18th century.

When the First Fleet arrived in Sydney Cove in 1788, at least two Aboriginal Clans inhabited the North Shore of Sydney, the Gamaragal (also spelt Cammeraygal, Gamaragal, Gammeraygal, Kamaragal) and the Wallumedegal.

In 1790 Governor Phillip reported:

... About the north-west part of this harbour there is a tribe which is mentioned as being very powerful, either from their numbers or the abilities of their chief. This district is called Cammerra, the head of the tribe is named Cammerragal, by which name the men of that tribe are distinguished the opposite shore is called Wallumetta, and the tribe, Wallumedegal ...

We know more about the Gamaragal clan because of their social status, as leaders of ceremony within the harbour area,¹ and the consequent written and pictorial observations of the early colonists. It was noted that they were 'robust and muscular' people, and the men presided over the initiation of young males from other Sydney area groups.

A Gamaragal man called Carradah made the acquaintance of Lieutenant Lidgbird Ball of the ship *Supply*. The connection between the two men was significant enough for Carradah to 'exchange' names and adopt the title Mr Ball for himself. He may well have aided the Englishman in his explorations of north shore areas.

By the early 1800s Aboriginal social structures had been dramatically affected by dispersal and disease. Cammeraygal land was being appropriated by Europeans as early as 1794 when Samuel Lightfoot was 'granted' 30 acres at Kirribilli. By the 1860s the Aborigines were only occasional visitors to the North Shore. At Christmas time groups of Aborigines would come from regional districts and camp in the caves in Cremorne Reserve and near Kurraba Road at Neutral Bay. There they waited to receive the annual gift of a blanket each, given by the Government.

Today few, if any, of the Aboriginal people living in the northern suburbs can trace their ancestry to Gamaragal or Wallumedegal tribes due to the overwhelming decimation of these clans through

¹ Metropolitan LALC.



colonisation. The physical evidence of the first inhabitants of the North Shore can be found in fire charred caves, stencilled hands painted on stone, engravings of animals and weapons on rocks, middens of whitened seashells from ancient meals.

Balls Head has some of the most significant remaining Aboriginal sites in North Sydney. The Australian Museum investigated a rock shelter at Balls Head in 1964 where the skeleton of a female was discovered. The site was revisited in 1971 and further documented. The human remains had been either interred or abandoned in the rock shelter though there was evidence of subsequent human disturbance. A small tooth with traces of vegetable gum found near the skeleton suggests that the woman had adorned her hair or wore a necklace. An important and impressive rock engraving remains at Balls Head. The engraving features a whale, one of the totems of the Gamaragal. Other engravings are located at this site and were recorded in 1899, however the location of some remains unknown.

450 artefacts were recovered from various layers of soil in the shelter. Most of these were waste flakes from tool manufacture and tiny stone tools such as barbs, known as microliths. There were fabricating stones, scrapers and cores.



NOUVELLE-HOLLANDE : NOUVELLE-GALLES DU SUD.

Grottes, chasse et pêche des sauvages du Port-Jackson.

Figure 4 – French engraving from 1820s. The headland closely resembles Balls Head, frequently used by the Gamaragal clan. The caption refers to caves with people hunting and fishing.²

Food remains consisted almost entirely of shellfish. The main species were the rock oyster, the hairy mussel and the Sydney cockle and mud oyster, both of which are now virtually extinct in Port Jackson. Their presence confirms the importance of the harbour as a source of food for the Gamaragal. The study concluded that the site had been used by women, who gathered shellfish, and men, who made and repaired implements.

² North Sydney Council
<http://www.athomeinnorthsydney.com.au/aboriginal-shelters.html>



The archaeological assessment conducted by Artefact Heritage for the Chatswood to Sydenham Environmental Impact Statement (May 2016) concluded that no identified Aboriginal sites would be impacted by the proposed works at the Artarmon Substation site. Due to the landscape context and largely modified nature of site and surrounding area there are no identified areas of archaeological potential that would be impacted by the proposed works at the site.



Figure 5 – Engraving at Balls Head.³

³ Dictionary of Sydney
<https://dictionaryofsydney.org/media/4032>



4.1.1 Identified Historical Figures

The area is associated with several significant Aboriginal historical figures from the early years of first contact.

Bennelong and Barangaroo

Barangaroo was a Gamaragal Clan Matriarch.

Barangaroo, from whom Barangaroo the place takes its name, was a considerable influence in the days of the early European colony. The first written account of her in 1790 described Barangaroo as being in her early 40s, worldly, wise and freer of spirit than the settlers expected of a woman - at least the English women of the time.

Her first husband is said to have died of smallpox, which decimated the clan around Sydney after European settlement. Her second husband was Bennelong, a Wangal man and one of the most well-known Aboriginal people from Sydney's early days.

Bennelong, after initially being captured and shackled, grew to become friendly with the colonists, dining with Governor Phillip and adopting many of their customs. He later travelled to England and met King George.

Barangaroo was quite different. The colonists observed her to be a determined and persuasive character. On one occasion, she refused to go to Sydney Cove to visit the governor with Bennelong, who went anyway. In a fit of rage, Barangaroo broke one of his fishing spears. In another incident, a convict was being flogged for stealing hunting and fishing gear from her clan. Barangaroo threatened the executioner with a flogging of his own. Like her people, she did not have the same ideas about possessions as the Europeans.

Barangaroo refused to wear European clothes or drink their wine and was one of only a few women who had a pierced septum. When she did visit the colony with Bennelong she was 'dressed up' with a bone through her nose and painted herself with white clay - a proud statement of her spirituality and culture.

Unlike the settlers, Barangaroo, whose 'power' came from her role as a hunter and provider of fish, would only ever catch enough fish for her people's immediate needs. When she witnessed a trawl of some 4,000 salmon - more fish than the settlers or the local clan could possibly eat - she was outraged. This fiercely independent woman perhaps could see the demise of her traditional way of life.

Barangaroo died shortly after giving birth in 1791, her ashes were scattered by her husband near present day Circular Quay.⁴

Musquito

Musquito was a Gamaragal Clan Patriarch.

Musquito (c.1780-1825), Aboriginal resistance leader and tracker, born on the north shore of Port Jackson. In 1805 he participated in raids on settlers' properties in the Hawkesbury and Georges River districts. After the Sydney Gazette reported that, in good English, he had expressed his

⁴ Aden Ridgeway of Cox Inall Ridgeway, Barangaroo Project site, <https://www.barangaroo.com/see-and-do/the-stories/barangaroo-the-woman/>

determination to continue his 'rapacity's', General Orders issued on 9 June 1805 authorised his arrest to prevent further mischief. Local Aborigines agreed to capture him and he was apprehended and gaoled at Parramatta, but not charged. Governor King exiled Musquito to Norfolk Island, where he remained for eight years.

In January 1813 Musquito was sent to Port Dalrymple (Launceston), Van Diemen's Land. In 1817 Lieutenant-Governor Sorell praised his service as a tracker of bushrangers and approved his return to 'his Native Place', but this never eventuated.

He helped to track and kill the bushranger Michael Howe. The journalist Henry Melville later recounted Musquito's statement that Sorell's broken promise, and ostracism by convicts, drove him into the bush, where he formed the 'tame gang', which Rev. William Horton met at Pittwater in 1823. Horton conversed with him and described him as possessing superior skill and muscular strength to that of his companions. Musquito subsequently became antagonistic towards settlers and joined the 'wild' Oyster Bay tribe. His knowledge of the English language, customs and his expertise in guerrilla warfare were assets to people who, frustrated, resorted to aggression. With 'Black Jack', the band killed several stockkeepers in raids on the east coast in November 1823 and in 1824.

In August 1824, Musquito was wounded and captured by an Aboriginal boy named Teague. After his recovery, Musquito and Jack were charged with aiding and abetting the murder of a stockkeeper, and tried without oaths in the Supreme Court, Hobart Town, in December 1824. Musquito was convicted on dubious evidence and hanged on 25 February 1825. Melville considered the trial and executions to constitute a 'most extraordinary precedent'. Gilbert Robertson felt the hangings incited further violence. It remained unclear whether Musquito committed any murders.⁵

Patyegarang (also spelt Badjagorang, Pattygerang)

Patyegarang was in her mid-teens in 1790. She was likely a member of the Gamaragal clan. She assisted Lieutenant William Dawes with his study of the Sydney Aboriginal language. Her full name was Tagaran Tuba Patyegarang Kanmagnal. Her name was similar to and possibly synonymous with the word pattagorang meaning grey kangaroo. She formed a close relationship with the young Lieutenant. Dawes became a passionate advocate for Aboriginal rights and entered into a personal and professional conflict with the Governor by initially refusing to obey an order to join a punitive expedition in 1790. His notes of conversations with Patyegarang are a valuable record of the Sydney language and her answer to one of his questions encapsulates the Aboriginal sense of injustice at the colonists' occupation of her country.⁶

*Minyin gulara eora? (Why are the black men angry?)
Inyam ngalawi wadyiman (Because the white men are settled here).*

⁵ Australian Dictionary of Biography,
<http://adb.anu.edu.au/biography/musquito-13124>

⁶ Aboriginal Heritage Office Museum and Keeping Place.





Figure 6 – One type of traditional style spears.⁷

4.2 European arrival, contact and settlement in Sydney

The European colonisation of Australia began with the establishment of a colony at Sydney Cove by Captain Arthur Phillip in January 1788 on land inhabited by the Gadigal people.⁸

British colonisation had a profound effect on the Aboriginal population of the Sydney region. Early interactions between the British and the Gadigal were both amicable and hostile.⁹ Written evidence from 1788 describes the first interaction between locals and Europeans as a cautious approach before observing one another and exchanging items.¹⁰ Following initial introductions however it seems that there was some avoidance of Europeans by Aboriginal peoples due to “robberies committed on them by the convicts, who steal their spears and fish - gigs which they frequently leave in their huts when they go out fishing”.¹¹

From the onset of the colony Aboriginal groups were deprived of the land as the British claimed areas and resources such as grasses, timber, fishing grounds, hunting grounds and water sources for settlement and agriculture. Through such, Aboriginal people were denied access to their own Country and its significant food sources and ritual spaces. Starvation soon followed for Aboriginal groups. Displacement inevitably caused hostile conflict between Aboriginal groups and Europeans. The exact number of lives lost is unknown, although, it is estimated that at least 40,000 Aboriginal people and between 2,000 and 2,500 settlers lost their lives in the frontier wars across Australia.¹² However, recent scholarship indicates a much higher rate of death amongst Aboriginal populations.

Another feature of European arrival was the introduction of diseases including smallpox. By 1789 smallpox had killed over half of the Aboriginal populations of the Sydney region.¹³ Introduced diseases, dispossession and massacres reduced the Aboriginal population in Sydney by 80 to 90%. These factors, along with the establishment of reserves and missions across the Sydney region, caused Aboriginal habitation, including the Cammeraygal, of the lower North Shore to gradually

⁷ Australian Museum, <https://australianmuseum.net.au/learn/cultures/atsi-collection/sydney/fishing-spears-callarr-mooting/>

⁸ Artefact Heritage, 2016b: 18.

⁹ Artefact Heritage, 2016b: 18-20.

¹⁰ Governor Phillip 1788, quoted in McBryde 1989:7.

¹¹ Tench, 1789.

¹² Reynolds, 2013: 121-134.

¹³ Artefact Heritage, 2016b: 19-20.



decline from the 1820s onwards. By the 1860s, records show occasional visits to the area by Aboriginal groups.¹⁴

Development of Artarmon¹⁵

In 1794 the first 10 land grants were issued in West Artarmon by Major Francis Grose of the NSW Corps. However, very few grants were taken up, and most of those were not held for long. Prior to stumping and clearing for roads and the building of the Sydney Harbour Bridge, the terrain to get to the North Shore of Sydney was rather difficult to traverse.

The development of Artarmon began when Provost Marshal William Gore was granted 150 acres of land in Artarmon by Governor Lachlan Macquarie in 1810. Gore's farm was on the eastern side of Artarmon between Mowbray Road, Artarmon Recreational Reserve and Sydney Street. Gore named his farm Artarmon after his ancestral home Arthelmon Castle in Ireland. Initially, Gore prospered, and he was able to purchase 12 surrounding farms as well as James Williamson's Polmont Farm on the western side of the Pacific Highway. By 1815, he owned most of the land between St Leonards and Mowbray Road, making him the biggest landowner in the district. Unfortunately, in 1818, Gore defaulted on his mortgage and lost most of his land, apart from a small portion where he built Artarmon House in which he lived until his death in 1845.

Artarmon House went on to be acquired by Richard Hayes Harnett, who lived in it for some time before building a house adjacent in 1869. Harnett was Mayor of North Willoughby in 1871 and was later responsible for subdivisions in Chatswood. His home was later owned by George Whiting, who called it Valetta. It had extensive gardens including a pear tree and beds of roses. George Whiting died in 1922, after which North Sydney Brick and Tile Company purchased his estate. They demolished the house in 1939, though the stables remain in the grounds of Gore Hill College of Technical and Further Education.

The 1850s saw large areas of Crown land auctioned off. Newcomers established orchards, market gardens and farms. Rough tracks and paths began to make an appearance, thanks to the beginnings of both foot and horse and cart traffic, including the beginning of Mowbray and Willoughby Roads and the Pacific Highway. Reserve Road and Elizabeth Street were among the first roads in Artarmon to be rated, in 1882 and 1887 respectively.

In 1865, the municipality of North Willoughby, which included Artarmon, Lane Cove and Willoughby, was proclaimed. Sixty-seven householders signed the petition to the Governor requesting the creation of the Municipality and claimed there to be 400 inhabitants in the district, of whom only a handful would have resided in Artarmon. Among the first tasks of the new council seems to have been the reservation of large portions of land for future public use.

Gore Hill Cemetery and Cleland Park

In 1868, a 14-acre site was reserved for use as the Gore Hill Cemetery. The first known burial occurred in 1877, and the last burial took place in 1974. Today the cemetery is still open for the deposition of ashes. Many pioneers of Artarmon are buried in the Gore Hill Cemetery, including

¹⁴ Willoughby City Council, Aboriginal Heritage Office, 'Aboriginal People: Fact Sheet no. 13,' <http://www.willoughby.nsw.gov.au/library/history-at-willoughby/people/aboriginal-heritage/>.

¹⁵ The following history is taken from Fallowfield, R. 'Artarmon,' *Dictionary of Sydney*, 2008. Fallowfield draws on Warner, G. *Artarmon, Past, Present and Future* (Sydney: Management Development Publishers) 1988 and; Willoughby City Council, 'Artarmon: Fact Sheet no. 1' <http://www.willoughby.nsw.gov.au/library/history-at-willoughby/publications/willoughby-city-facts/>.



Edward Robert Lanceley of Lanceley's Brickworks, Evelyn Whiting, the daughter of George Whiting who owned Valetta, and three members of the Gore family.

In 1869 a two-acre portion was reserved as a site for council chambers, though the chambers were never built there, and the land later became Cleland Park. A 140-acre portion was reserved for recreation. This large tract of undeveloped land marked a continuous reverse C from the Pacific Highway next to the cemetery, over the railway line and up to Artarmon Recreation Reserve and was used by neighbouring farmers for timber-getting, pasturing of animals and brickmaking. It was later broken into sites for the Royal North Shore Hospital, Gore Hill Park, Naremburn Park and Artarmon Recreation Reserve.

Brickmaking

Development of the western portion of Artarmon (around the cemetery and the site of the Royal North Shore Hospital) continued at this time, in large part thanks to a boom in brickmaking. Bricks were first made in the area in 1828 but the 1880s saw large scale operators working in Artarmon. The arrival of the railway in 1890 enabled them to utilise Newcastle coal to fire the kilns and to transport bricks in bulk. Many brickmakers lived in Reserve Road and the surrounding streets or in tents near the brickworks resulting in a working-class settlement with its own post office from 1884–90. Brickmaking played its part as a stable industry in Artarmon well into the 1900s. North Shore Brick and Tile Co was the last firm to leave in 1959. Roads and streets developed in and around the brickworks, including Herbert, Waltham, and Frederick streets. This portion of Artarmon later continued as an industrial area.

Railway

The coming of the North Shore railway in 1890 produced population growth and increased land use in the area. However, in Artarmon this was delayed because the government did not construct a platform until 1898. Instead, further expansion of Artarmon and its surrounds in the 1880s was facilitated by the extension of the North Sydney tramline to Gore Hill and along what was then Gordon Road (now Pacific Highway) to Lane Cove. People now had a fast and reliable method of travel down to the ferry at Milsons Point, which would carry them across the harbour to the city.

When Artarmon station opened in 1898 it had a single platform on the downside of a single line from St Leonards to Hornsby, 624 metres north of its present position. The trains had difficulty starting on the 1-in-52 grade and so in 1900 it was replaced with a new island platform in the current location. In 1916 the original timber building was replaced with the standard brick station building that still stands today. The electrification of the line started in 1927 and took five years to complete. Artarmon station is located approximately in the centre of Gore's original farm.

Public utilities

The late 1890s saw the introduction of public utilities to the North Shore. They were to make life more comfortable for the residents and the area more attractive for newcomers. Energy supply initially came in the form of gas, with the first gas streetlamp lit in 1896 on the corner of Pacific Highway and Mowbray Road. Gas was utilised in households for stoves, fires, heaters, and lighting.



The supply of gas was challenged by electricity from as early as 1914, when a 10-year contract was signed with the Sydney County Council for the supply of electricity throughout the Municipality, and in 1916 electricity took over as the dominant form of energy. A large electricity sub-station sits in Artarmon, bounded by Carlotta, Campbell and Clarendon streets.

Water supply to Artarmon was originally self-service and settlers were required to find and build a well. Later, people installed galvanised tanks to collect water from their roofs. In 1888 two service reservoirs were erected on the corner of Pacific Highway and Mowbray Road to supply water to the North Shore. Water was carried from the Ryde Pumping Station through a rising main, crossing the Lane Cove River via a pipe suspension bridge. Initially criticised and unwanted by residents, the water tanks have since proved their worth. A third much larger tank was erected in 1966.

When rapid urbanisation ruled out the practice of burying sewerage on land, the need for a comprehensive sewerage removal system was acknowledged and sanitary men were introduced, collecting waste overnight with horses and carts. The need for discreet access explains why the older parts of the Willoughby district have lanes running parallel to the streets at the backs of blocks. Some areas were supplied with a sewer as early as 1899, but comprehensive coverage did not occur until 1920.

Retail development

Artarmon residents petitioned for a post office in 1906. Although Chatswood Post Office, which had opened in 1897, served them, the system was unsatisfactory because the mail did not arrive until late morning. The application was unsuccessful however a mailbox was established at Artarmon Railway Station in 1907, with three collection times and local storekeepers were authorised to sell stamps. In 1909, James Hall, a storekeeper, was appointed postmaster. The post war boom of 1919 and 1920 resulted in a postal revenue rise from £479 to £718, proving to the government that there was indeed a need for a post office in Artarmon. It was completed in 1924.

Thanks to the brisk building trade in the 1900s and the ease of access provided by the North Shore railway, Artarmon became increasingly prosperous, and shops began to appear on Hampden Road near the station. In 1907 there were 152 houses in Artarmon and four business premises. By 1914 there were 11 shops on Hampden Road, and more were in the process of being built. The use of various styles of shop-front brickwork presents a decorative facade that can still be seen today.

Schools and Churches

By the 1910s, Artarmon was a sizeable enough community to warrant its own churches and school. Artarmon Public School (Figure 2) on the corner of McMillan and Abbott roads, began as an infants' school with 66 pupils. By 1917 the school had been expanded to include primary classes, and 272 students were enrolled. In 1924 four new classrooms were built on McMillan Road and in 1928 a separate boys' department was erected in Abbott Road.





Figure 2: Artarmon Public School in 1929. Photo by Fairfax Corporation. Source: National Library of Australia.

A Methodist church was opened in 1910 in Hanover Street, later Dickson Avenue, serving the community in West Artarmon. It was closed in 1960 when the area became industrialised and population fell, and the site was sold. St Basil's Anglican Church in Broughton Road was built in 1912 and it was extended in 1956. St Andrew's Uniting Church on Tindale Road was also established around the same time, but the church building was not erected until the mid-1920s. Services were initially held in a school hall in Herbert Street, West Artarmon.

Artarmon East

Although the early subdivisions of east Artarmon were made in 1910, the boom period did not really begin until the 1920s. Before this, Artarmon was littered with paddocks, bracken fern grew along creek beds, and numerous bush fires marked the summer. The early homes consisted of Federation-style and row houses, followed in the 1930s by Californian bungalows and small blocks of flats. Although mainly residential, some commercial and service facilities were built on the eastern side of the line.

Sport and recreation

As people settled into the suburban community, they found ways to entertain themselves through sport and recreation. From as early as the 1900s, cricket and rugby were played on what was then the rough patch of Gore Hill Oval.



The Artarmon Triangle

From 22 September 1956 the Artarmon, Gore Hill and Willoughby area has been home to the major Sydney television transmission towers. The three towers all being constructed between 1956 and 1980. The location was chosen due to the height of the area for television transmission coverage, in contrast to the surrounding Sydney basin.¹⁶

It was also previously home to the Sydney studios of the ABC (moved to Ultimo in 2003)¹⁷, TCN Nine (moved to North Sydney in 2020)¹⁸, Channel Ten (moved to Pyrmont in XX) and ATN Channel 7 (moved to Epping in the early years of television in Australia then to Martin Place and Australian Technology Park in 2008)¹⁹. The SBS is the only remaining major television studio in the area.²⁰

The Australian Broadcasting Corporation (ABC) opened at Gore Hill in November 1956. Live productions were filmed in studios built in 1958. Once onsite filming became popular however, the Gore Hill studios were used mainly for news and current affairs, children's, and education programmes. In 1991 the Australian Broadcasting Corporation moved its Gore Hill Studios to Ultimo and the site was redeveloped as a technical business park. The television tower remains as a visual reminder.

¹⁶ http://abctvgorehill.com.au/assets/publications/alright_leaving_here/transmitter_planning.htm

¹⁷ <https://www.smh.com.au/entertainment/tv-and-radio/the-end-of-an-era-20030602-gdgv6l.html>

¹⁸ <https://www.smh.com.au/business/companies/nine-leaving-the-city-and-heading-to-north-sydney-20170303-guq9a9.html>

¹⁹ <https://www.smh.com.au/entertainment/tv-and-radio/from-the-archives-1956-good-evening-and-welcome-to-television-20190910-p52pwr.html>

²⁰ <https://www.sbs.com.au/inlanguage/contact-us>





Figure 3: Aerial view of Castle Cove, Middlecove, Castlecrag, Willoughby, St Leonards, Artarmon, North Sydney and other North Shore suburbs in 1963. Source: City of Sydney Archives.

4.3 Site History

The site is part of an early land grant of 25 acres to Daniel Curry in 1794. Curry was a soldier in the NSW Corps.²¹ The site remained in the Curry family until after 1960. The 1933 Sands Directory for the site indicates there were no residences (or occupants) north of Dickson Avenue until Barton Road, indicating the site was either undeveloped or part of a larger industrial site. The 1930s aerial (Figure 13) further indicates the site was undeveloped.

²¹ http://www.artarmonprogress.org.au/Gazette/issues/Gazette201903_Web.pdf





Figure 7 – Extract of Municipality of North Willoughby Map c1880.²²

²² Municipality of North Willoughby Map, NSW State Library IE8783274



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Figure 11 – Occupant Advertisement 1994.²⁶


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THE WORKSHOP IS LOCATED OPPOSITE THE FREEWAY HOTEL NEAR THE GORE HILL FREEWAY OFF-RAMP ON RESERVE ROAD AND IS A CONVENIENT 10 MINUTE WALK TO ARTARMON STATION. A PICK-UP AND DROP-OFF SERVICE IS AVAILABLE TO CUSTOMERS TO THE STATION AND NEIGHBOURING SUBURBS.


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Figure 12 – Occupant Advertisement 2016..²⁷

The aerial comparison below, demonstrates the changes to the site from 1930 to current. Two residences can be seen on the site in 1943, however the area became a hub for light industry/commercial uses from circa 1950. By the 1980s and throughout the 1990s the site was occupied by electronic and computer related companies including APS Group (formerly Automated Parking Systems), C&PA Superstore and Digiland Pty Ltd.

There were two built forms on the site, 98 Reserve Road was a two-storey masonry structure c1980, set back from Reserve Road. 104 Reserve Road (located on the corner of Reserve Road and Whiting Street) was a single storey masonry building likely constructed c1970.

Prior to demolition the site was occupied by Moto Tecnica (98 Reserve Road) and Artarmon Car Detailing (104 Reserve Road).

²⁶ Sydney Morning Herald 28 May 1994

²⁷ Moto Tecnica Facebook





Figure 13 – Extract of 1930 Aerial showing approximate location of subject site.²⁸

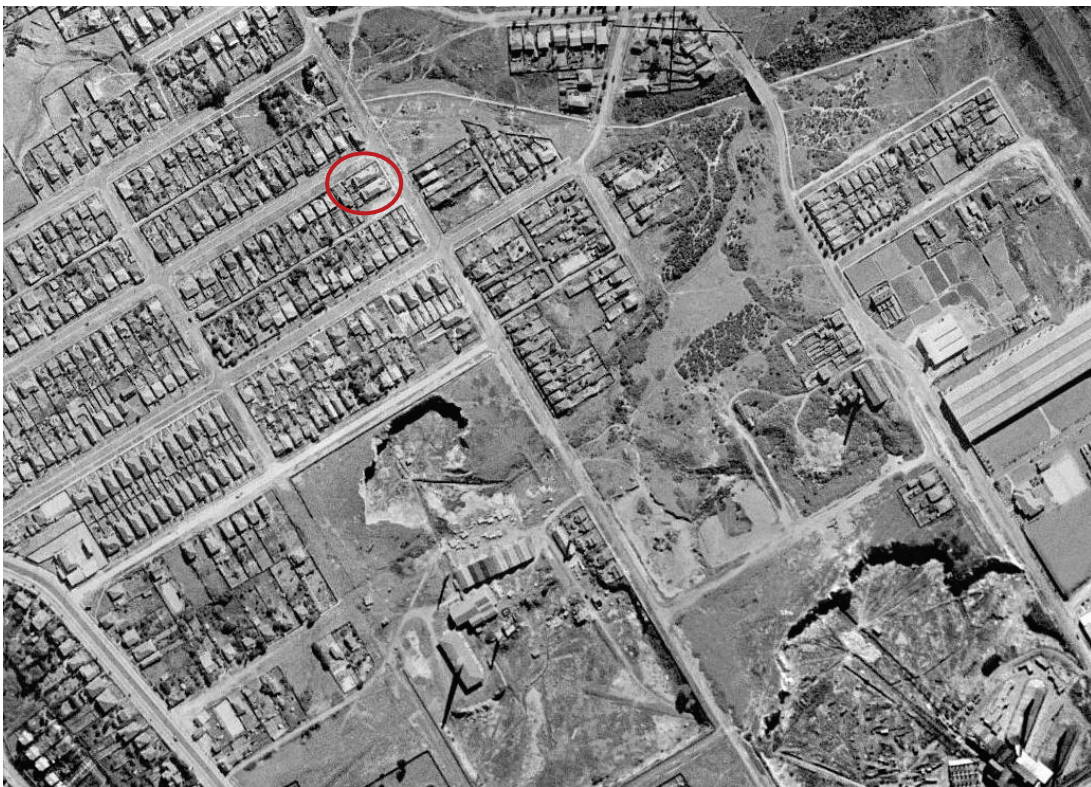


Figure 14 – Extract of 1943 Aerial showing approximate location of subject site.²⁹

²⁸ NSW Spatial Services

²⁹ Ibid





Figure 15 – Extract of 1998 Aerial Image, Artarmon.³⁰

³⁰ Ibid



5. Heritage Interpretation Plan

5.1 Aboriginal Heritage Interpretation

5.1.1 Aboriginal Consultation

Aboriginal culture and heritage are central elements in Aboriginal identity, history, spirituality, and customary law. For Aboriginal cultural heritage, interpretation is undertaken to share information among family, kin, and other Aboriginal people and with non-Aboriginal people. It is only undertaken with the approval and direct involvement of a traditional owner or an Aboriginal person/s with cultural association. Community protocols apply as to who may have access to places and knowledge, in accordance with traditional laws and customs. Aboriginal people's culture and heritage may not always be confined to traditional country. Many Aboriginal people may also have connections through relocation and removal from traditional country. Aboriginal people have the primary role in interpreting these places, and non-Aboriginal people can assist. The history of Aboriginal people, as the first custodians of the land, underpins the history of many heritage items, and becomes a part of an item's interpretation (particularly for landscapes/natural areas). This notion is encapsulated in the practice of acknowledging Aboriginal people and their country at the opening of special events, and in the phrase 'Always was, always will be Aboriginal land.'³¹

For Aboriginal Interpretation, Australian ICOMOS suggests The National Trust (WA) publication *We're a Dreaming Country: Guidelines for Interpretation of Aboriginal Heritage, 2012*. The following notes and guidelines are provided for Aboriginal consultation.

Effective consultation should occur regularly and often through the life of the project. Good consultation empowers those consulted and creates strong mutually respectful and positive outcomes. Aboriginal people will often not make decisions at a meeting but will return to home and consult others before a decision is made.

Guidelines

- a) Provide those consulted with an outline of the project, the consultation process, clear outcomes and expectations, ways to access the people involved and a timeframe.*
- b) Provide this material in written plain English that enables people to take the material home and consult with others in their cultural group.*
- c) Time must be made for two or more meetings when undergoing consultation to enable this Aboriginal consultation process to be undertaken.*
- d) Literacy issues may exist amongst the group, ensure material distributed through the consultative process is in plain English and not too dense.³²*

Consultation Limitations

WolfPeak acknowledges that the restrictions imposed by the Government during the consultation period, on movement and face-to-face communication, meant that a different approach to engagement with Aboriginal stakeholders was required.

³¹ Interpreting Heritage Places and Items: Guidelines. NSW Heritage Office 2005.

³² We're a Dreaming Country, National Trust (WA) 2012.



WolfPeak provided Aboriginal stakeholders, identified from the list of Registered Aboriginal Parties (RAPs) provided by Sydney Metro, with a number of virtual options to provide feedback. This included via email, post, our online feedback portal, telephone and multiple video platforms.

Feedback was open from the 6th of May until the 18th of May. No responses or enquiries were received. This outcome was not unexpected due to the nature of the site, however appropriate for due diligence.

The combined Artarmon Substation and the Chatswood Dive Site invitation flyer sent to the RAPs is provided at appendix i.

Table 1 – Consultation Summary

Registered Aboriginal Party	Invitation Sent	Response
Jamie Workman	6 th May 2020	N/A
Christopher Payne	6 th May 2020	N/A
Ryan Johnson	6 th May 2020	N/A
Danny Franks	6 th May 2020	N/A
Pollowan Phillip Kahn	6 th May 2020	N/A
Kayla Williamson	6 th May 2020	N/A
Tony Williams	6 th May 2020	N/A
Brad Maybury	6 th May 2020	N/A
Nathan Moran	7 th May 2020	N/A
Peter Foster	6 th May 2020	N/A
David Bell	6 th May 2020	N/A
Phil Hunt	6 th May 2020	N/A
Darren Duncan	6 th May 2020	N/A
Wandai Kirkbright	6 th May 2020	N/A
Darlene Hoskins-McKenzie	6 th May 2020	N/A
Suzanne McKenzie	6 th May 2020	N/A
Levi McKenzie-Kirkbright	6 th May 2020	N/A



5.1.2 Aboriginal Themes and Narratives – Descriptions

WolfPeak undertook Aboriginal consultation with the same RAPs in November 2019 for the Crows Nest Metro Station Precinct. That consultation uncovered the following themes and narratives which were noted at the time as being generally applicable to the broad area which includes the Artarmon Substation and Chatswood Dive Site.

Table 2 – Aboriginal Themes and Narratives Table




Historical Theme/Person	Narrative
Musquito	<ul style="list-style-type: none"> • Overview • Gamaragal Clan Patriarch • Resistance efforts • Transportation
Barangaroo	<ul style="list-style-type: none"> • Overview • Gamaragal Clan Matriarch, originally from the <i>north side of the harbour</i>. • Relationship with Bennelong • Interaction with colony and Governor Phillip • Authentic personality
Patyegarang	<ul style="list-style-type: none"> • Overview • Relationship to Lt Dawes • Key link to the Sydney Language
The Sydney Language	<ul style="list-style-type: none"> • Overview, demise and resurrection efforts • Suggested use of language in signage by MLALC (in place in several local government locations) <ul style="list-style-type: none"> ○ Eora welcome, Budjari Gamarruwa - meaning in English, Good Day
Gamaragal Clan	<ul style="list-style-type: none"> • Overview • Leader of ceremonies • Spear clan
Totems/Significant animals	<ul style="list-style-type: none"> • Gawura (whale) is identified as the key significant animal totem. • Other totems include eels, sunfish and other aquatic species.



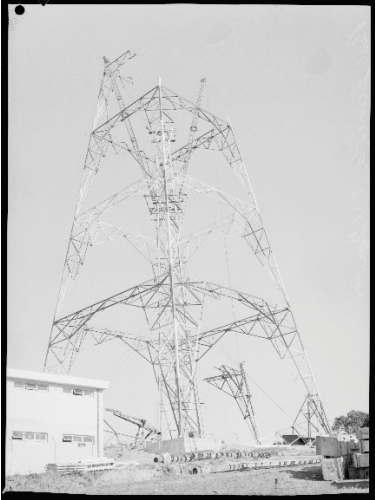

5.2 Non-Aboriginal Heritage Interpretation

The following themes have been identified as historically relevant to the site and surrounding area.

Table 3 – Non-Aboriginal Themes and Narratives Table

Historical Theme	Narrative	Example Historical Images
<p>Brickworks</p>	<p>Importance of local brickworks (including Magney & Waynton and Butcher Bros.) for the development of the north shore and northern beaches.</p> <p>Particularly important prior to construction of Sydney Harbour Bridge.</p> <p>Landscape changes over time.</p> <p>Brickworks across Sydney and NSW</p> <p>Composition of 'Gore Hill' bricks.</p> <p>Notable Buildings constructed of 'Gore Hill Bricks'.</p>	 <p>1943 Aerial, showing Magney & Waynton Brickworks. (Six Maps)</p>  <p>Butcher Bros. Brickworks, 1920s. (Willoughby Library 225335)</p>  <p>Overlooking No.1 Pit, Artarmon Brickworks 1956 (Willoughby Library 002893)</p>



<p>Broadcasting and Infrastructure</p>	<p>Establishment of television broadcasting in Australia.</p> <p>Why Artarmon/Gore Hill. At one point all major broadcasters were located nearby and close to the broadcast towers.</p> <p>The first broadcast from TCN9 from Willoughby 1956.</p> <p>ABC centre.</p> <p>SBS only remaining studio in area.</p> <p>The Gore Hill/Artarmon Triangle</p> <p>Height of towers in comparison to each other, famous landmarks, and former Brickwork Chimney's.</p> <p>Technological changes impacting the towers e.g. original temporary ABC tower, analogue to digital, black and white to colour.</p>	 <p>ABC Broadcasting Tower under construction, 1956. (SLNSW FL15595119)</p>
<p>Urban Development and Planning</p>	<p>Speculative builders – likely in area given the site and surrounds contained residential dwellings for less than 20 years.</p> <p>Gore Hill Freeway construction (1992 in this area).</p> <p>North Sydney Railway.</p> <p>Change from brickworks to light industrial suburb.</p>	 <p>Gore Hill Freeway construction Artarmon, 1992 (Willoughby Library 22370)</p>



6. Discussion and Recommendations

6.1 Discussion

Condition E21 of the Approval Instrument requires a Heritage Interpretation Plan to be provided. The condition further states the Plan should “*identify and interpret the key Aboriginal and Non-Aboriginal heritage values and stories of heritage items and heritage conservation areas impacted by the CSSI*”.

The history and analysis of the Artarmon Substation site has not uncovered any direct significant heritage values or stories that should be interpreted at the site. There are no items of heritage significance or AHIMS identified Aboriginal sites at the location or within the vicinity. In addition, Aboriginal consultation for the site was not forthcoming, indicating that the small site does not contain significant cultural heritage value to the Aboriginal community. The level of interest contrasts with recent Aboriginal consultation undertaken for the Crows Nest Metro Station Precinct. The use of the site as a utility substation, as opposed to a commuter hub, is likely to also been a factor.

The Heritage NSW publication, *Interpreting Heritage Places and Items Guidelines* includes the following:

Point 4 - When to Interpret

Interpretation is an integral part of the experience of significant heritage items. Its particulars are determined by the nature and circumstances of the item.

While historic themes have been identified for both Aboriginal and Non-Aboriginal heritage, these are all broad themes relating to the wider area. The majority of themes identified have been interpreted or planned at other, more appropriate sites (e.g. the former ABC Studios contain interpretation controls within Section 15 in the *Willoughby Development Control Plan 2006*).

In conclusion, heritage interpretation at the site is unwarranted and inappropriate. The Artarmon Substation has been designed for its purpose, as a utility building. The considered design has respected its purpose, placement, and its surrounds, however, it is not designed to attract public attention or visitors.

6.2 Recommendation

1. No Heritage Interpretation is undertaken at the Artarmon Substation site.



Appendix i



Aboriginal Consultation – Sydney Metro Artarmon Substation and Chatswood Dive Site

WolfPeak Environment and Heritage has been engaged to develop the Heritage Interpretation Plan for both the new Sydney Metro Artarmon Substation site and the Chatswood Dive site. Under normal circumstances we would have asked to meet you to discuss the project, however given the current situation we are all in, we are limited to the virtual world in undertaking this consultation.

The [Sydney Metro](#) is Australia’s biggest public transport project. This new standalone railway will deliver 31 metro stations, revolutionising the way Australia’s biggest city travels.

Artarmon Substation

The Artarmon substation is required to supply traction power to the underground metro trains and will include an above ground building for the substation, electrical equipment and a small shaft for cables to the tunnels below. The site is located at 98-104 Reserve Road, Artarmon.



Figure 1 – Location of Artarmon Substation

Chatswood Dive Site

The Chatswood drive site was established to support, the operation of two tunnel boring machines, construction of about 250 metres of new above-ground metro tracks and the realignment of the T1 North Shore Line. The site is located on the northern side of Mowbray Road, Chatswood. The site is bounded by the Pacific Highway to the west, Nelson Street to the north and the T1 North Sydney Line to the east.

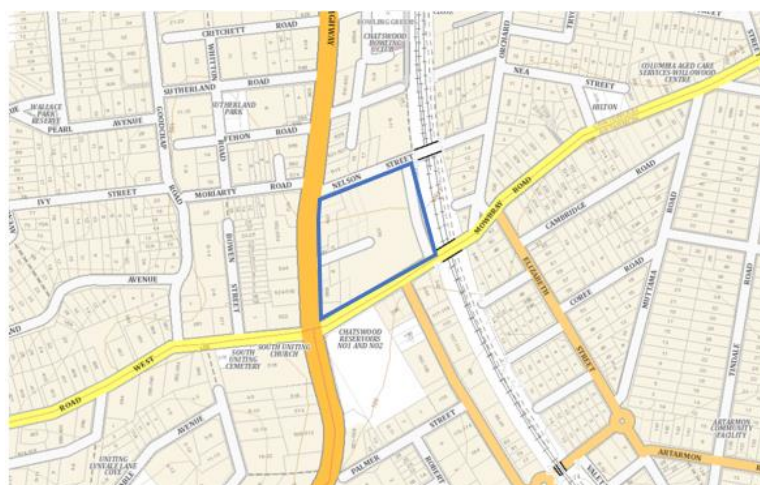


Figure 2 – Location of the Chatswood Dive Site





Cultural heritage interpretation conveys important information about our past and provides powerful messages that empower and inspire. Aboriginal heritage interpretation is an integral component of the Sydney Metro development.

We are seeking a diverse range of views and your assistance and knowledge of the Aboriginal heritage significance within the area would be greatly appreciated.

You can print this sheet off or access an online version at [here](http://www.projectfeedback.com.au). (www.projectfeedback.com.au)

<i>Are you aware of specific historical events near the Artarmon Substation Site or the Chatswood Dive Site that are important to, or express Aboriginal culture?</i>
<i>Are you aware of specific historical events near the Artarmon Substation Site or the Chatswood Dive Site that are important to, or express Aboriginal culture?</i>
<i>From your knowledge, what are the totems/significant flora and fauna icons within Artarmon and Chatswood areas for Aboriginal People?</i>
<i>Which historical and/or current, Aboriginal people are important to the area? Why?</i>
<i>Do you have any other thoughts or ideas on how Aboriginal heritage interpretation could be integrated?</i>
<i>Name</i>
<i>Email</i>
<i>Phone</i>





Please feel free to contact Kylie Christian on 0418 218 151 or email kchristian@wolfpeak.com.au or Gavin Patton on 0480 150446 or email gpatton@wolfpeak.com.au if you have any questions or prefer to discuss over the phone and/or video link (Skype, MS Teams, FaceTime etc).

Not all Sydney Metro sites feature Aboriginal and/or Non-Aboriginal Heritage Interpretation. The information you provide may be best interpreted at other Sydney Metro sites such as stations.

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WolfPeak Pty Ltd
ABN 52 152 940 586

SYDNEY | Suite 2, Level 10, 189 Kent Street, Sydney NSW 2000
WAUCHOPE | 17A High Street, Wauchope NSW 2446





WolfPeak Pty Limited

Suite 2, Level 10, 189 Kent Street, Sydney 2000

17A High Street, Wauchope 2446

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