

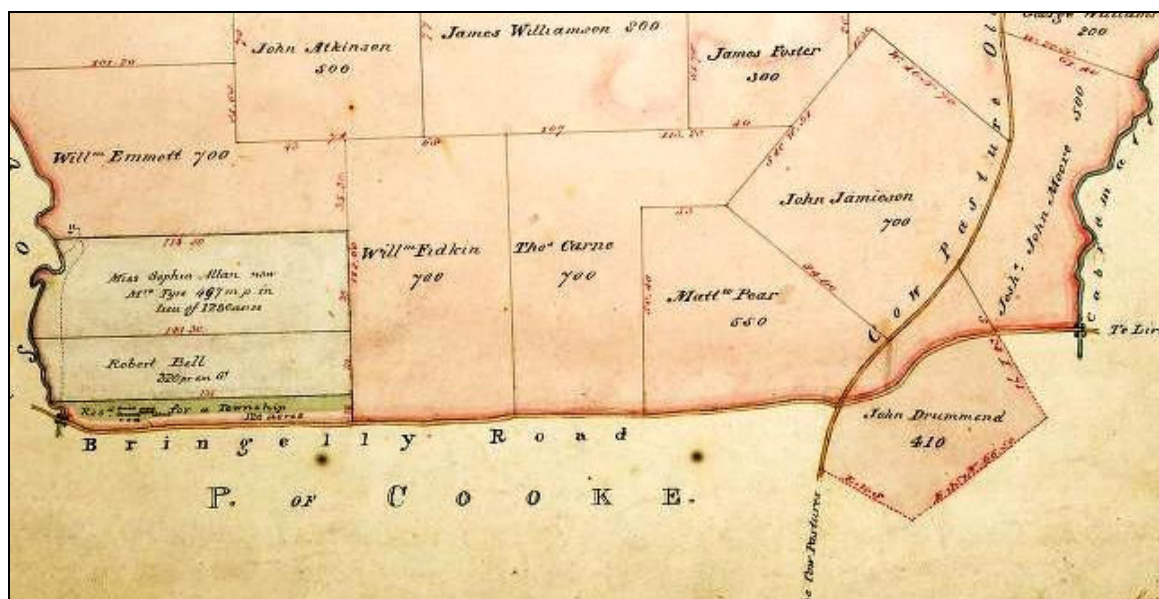


# MR 647 Bringelly Road Upgrade

Camden Valley Way, Leppington to The Northern Road, Bringelly

## Heritage Assessment and Statement of Heritage Impact

### VOLUME ONE - FINAL REPORT



Prepared by  
Austral Archaeology Pty Ltd  
Archaeological & Cultural Heritage Consultants

For  
Roads and Traffic Authority

15 July 2011  
Job No: 1002

## EXECUTIVE SUMMARY

The NSW Roads and Traffic Authority (RTA) propose to undertake the widening and upgrade of a 10.1 km section of Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly that may include the intersection of Bringelly Road/Greendale Road and The Northern Road. Austral Archaeology Pty Ltd has been commissioned to produce a Heritage Assessment of the Bringelly Road corridor as well as a Statement of Heritage Impact (SoHI) that addresses the possible development impact upon any known or potential heritage items.

Bringelly Road currently provides one eastbound and one westbound lane as a two lane undivided carriageway, with the provision of one left hand slip lane into Cowpasture Road. The upgrade intends to accommodate 4 lanes of traffic initially, with capacity to upgrade to 6 lanes in future. The proposed road works may include the upgrade of the intersection of Bringelly Road/Greendale Road and The Northern Road; the construction of signalised intersections; the construction of new bridges over the Sydney Water Supply Channel and South Creek as well as the upgrading of culverts located underneath the road carriageway and the provision for shared pedestrian and cycle paths and regional bus services.

The study area comprises not only the proposed widened road corridor along the existing carriageway, but also a number of allotments around intersections and other places that may be used for construction purposes or new alignments for the intersections.

A Preliminary Environmental Investigation (PEI) was undertaken (RTA 2009) that identified nine known heritage items located along, adjacent to, or in close proximity to the study area that have the potential to be impacted by the proposed upgrade works.

This report has established that there are nine heritage places located within or adjacent to the study area (that includes eight of the nine heritage items identified in the PEI) that are listed in the Heritage Schedules of either the Camden Council or Liverpool City Council Local Environmental Plans (LEP) or are listed on the State Heritage Register (SHR). The Preliminary Environmental Investigation (PEI) identified Carnes Hill Vegetation Group as their ninth heritage item which has not been included in this report as it is located further to the north of the Upper Canal upgrade works and was not considered to be adjacent to or in close proximity to the study area.

The site survey was undertaken in three stages – an initial inspection of the study area by car on 14 January 2010 to gain an appreciation of the area and to inspect the identified local and state registered heritage items, and a two day field study (16 and 18 February 2010) where more detailed inspections of potential heritage items were undertaken.

Further fieldwork was undertaken on the 22 July 2010, 27 January 2011 and 25 May 2011 due to ongoing changes to the scope of the RTA proposed concept design with the survey results included within this report and SoHIs.

As a result of the above fieldwork, one additional heritage item that was not recorded in the PEI was identified (W A Rogers House) as well as five potential archaeological sites.

Six separate Statements of Heritage Impact (SoHIs) have been produced in addition to this report due to the findings from the on-going field investigations and impact assessments. The SoHIs were completed for all listed heritage items located within the study area assessed to be impacted by the road upgrade works as shown on the Proposed Road Concept Design (see Figure 1.2 and Section 7.0).

Individual SoHIs were completed for the following heritage items: Allenby House; a house located at 1186 The Northern Road (W A Rogers House); Bringelly Public School; Rossmore Public School; Church of the Holy Innocents Group, including church and churchyard and the Upper Canal. The SoHIs are included in the Appendices of this report.

Having reviewed the history of the study area, as well as having assessed its significance and archaeological potential it is concluded that the proposed road widening of Bringelly Road is likely to :

- Have a low impact on the overall heritage values of the study area.



- Have mainly visual impacts and cause loss of amenity to the Bringelly and Rossmore Public Schools.
- Have direct adverse impacts on the entrance gates and boundary fencing of Allenby as well as visual impacts and loss of amenity.
- Have mainly visual impacts and cause loss of amenity to the W A Rogers House at 1186 The Northern Road.
- Have direct adverse impacts (including visual and vibration) to some elements of the State listed Upper Canal including removal of the road bridge and some fencing and gates and possibly some drains and pipes.
- Have a visual impact on the row of trees (pepper tree and 3 Bunya pines - CMP Item 32) mainly through changes to their immediate setting.
- Have a general visual impact on the cultural landscape of the Upper Canal area including sequential vistas and view corridors.
- Have possible direct impacts to an archaeological site on part of Lot 2 of the Church of the Holy Innocents.
- Have visual impact on the form and alignment of Bringelly Road.

It is considered that the impacts can be adequately managed through the mitigative actions recommended below and that the benefits to the community through the widening of the road are likely to outweigh the adverse impacts to the heritage values of the area.

#### **RECOMMENDATIONS:**

1. If possible, the RTA should endeavour to minimise any impacts to identified heritage items when undertaking works for the proposed road widening.
2. The RTA should enter into early consultation with the Camden and Liverpool City Councils regarding potential impacts to locally listed heritage items, and with the NSW Heritage Council regarding potential impacts to the State listed Upper Canal.
3. The RTA should advise the Department Education and Training of proposed works in relation to the Bringelly Public School Group and the Rossmore Public School heritage listed buildings as they are listed on that agency's s170 register.
4. Individual SoHIs have been prepared for Local Heritage Items listed in the LEPs. These mainly indicate that impacts would be minor or inconsequential; as such further consultation with the Councils is not required. Provision of copies of the SoHIs to the Councils would however, constitute best heritage management practice.
5. Mitigative measures for Allenby House include the archival recording of the ornate picket fence (including the gate posts and fence) located at the entrance of the property should be undertaken in accordance with the NSW Heritage Guidelines. This should be undertaken prior to the relocation of the heritage items and the commencement of construction works to minimise any impacts to these items. The entrance way and fencing should be relocated to the new front property boundary. An exclusion zone should then be created surrounding the curtilage of the heritage listed property prior to and during construction works.
6. Mitigative measures for Bringelly Public School including fencing (using a design appropriate to the heritage buildings) and possibly vegetative screening should be considered for the school boundaries. An exclusion zone should then be created surrounding the Bringelly Public School boundary prior to and during construction works.
7. The RTA should if possible avoid the predicted impact to the old fence posts on Lots 2 and 3 and below-ground impact to Lot 2 of the Church of the Holy Innocents. If below ground works are required to be undertaken within Lot 2, 3 and/or 4 of the church site, the Statement of Heritage Impact would require updating. This would determine if an archaeological Excavation or Exception Permit is necessary. If so a Section 140 or Exception application should be lodged with the NSW Heritage Council.
8. When the exact degree of impact to the Church of the Holy Innocents grounds has been finalised, mitigative measures such as protective fencing should be erected as a protective

barrier to Lot 2, 3 and 4 DP 117688 prior to construction works to minimise any impacts from the proposed road upgrade works. An exclusion zone should then be created surrounding the curtilage of the heritage listed property prior to and during construction works.

9. Mitigative measures for the Rossmore Public School heritage buildings including fencing (using a design appropriate to the heritage buildings) and possibly vegetative screening should be considered for the heritage listed school buildings. An exclusion zone should then be created surrounding the Rossmore Public School heritage buildings (in particular the eastern building which is located closest to the road upgrade works) prior to and during construction works.
10. If there is a danger of the Rossmore Public School eastern original school building being adversely affected by the proposed construction works, then it is recommended that the RTA consider relocating the eastern or all three of the heritage listed school buildings further to the south on Rossmore Public School grounds.
11. Mitigative measures for the W A Rogers House such as the relocation of the brick pillars and fencing located at the entrance of the house to the new front property boundary should be undertaken prior to the commencement of construction. An exclusion zone should then be created surrounding the curtilage of the heritage listed property prior to and during construction works.
12. Consultation should be undertaken with the Sydney Catchment Authority (SCA) and Heritage Council in regard to the design and construction footprint of the proposed new canal overbridge on Bringelly Road.
13. Any works that would affect the State listed Upper Canal area (including the row of significant trees CMP Items 30 and 32) would require lodgement of a Section 60 application to the NSW Heritage Council. This application should be accompanied by an assessment and Statement of Heritage Impact that clearly sets out the precise nature of the predicted impacts and the recommended mitigative actions (see below). This would determine if an archaeological Excavation or Exception Permit is necessary.
14. If possible, the RTA should endeavour to avoid or minimise any impacts to the identified heritage items and associated infrastructure located within the Upper Canal allotments (Lot 1 DP 596355 and Lot 1 DP 725231). It is considered that these impacts can be mitigated through archival recording of all items in accordance with Conservation Policy 6.14 of the CMP (Higginbotham 2002: 36) and the NSW Heritage Guidelines prior to any works occurring. In the case of the canal overbridge – CMP Item 33 - archival recording only is required. In the case of the Bunya Pines – CMP Item 32 and Avenue of Pines – CMP Item 30 - archival recording and protective fencing is required. In the case of the fence, access road gates – CMP Item 34, pipes and drains, archival recording and relocation is required. The Sydney Catchment Authority (SCA) should be consulted in regard to any impact and relocation of heritage items and a mitigation strategy should be considered in accordance with the management recommendations of the CMP for the Upper Canal (Higginbotham 2002).
15. An exclusion zone should be created surrounding the listed CMP heritage items such as the former cottage site (CMP Item 32) and other listed heritage items and infrastructure located within the Upper Canal allotments (Lot 1 DP 596355 and Lot 1 DP 725231) that would not be impacted by the proposed works.
16. If below ground works (other than the bridge works) are required to be undertaken within the Upper Canal area, there may be a need to undertake archaeological test excavation and/or archaeological monitoring. The updated Statement of Heritage Impact mentioned at point 13 above would determine if such an excavation is necessary.
17. As required by the *NSW Heritage Act 1977*, if historical archaeological relics not predicted by this report are found during the works, all works in the immediate vicinity are to cease immediately and a qualified archaeologist be contacted to assess the situation and consult with the Heritage Branch in the Office of Environment and Heritage regarding the most appropriate course of action. It is also recommended that all construction personnel should undertake a heritage induction prior to construction works commencing.
18. In the event that Aboriginal cultural deposits and/or objects are encountered, all excavation work in the immediate vicinity is to be halted. The client should then consult with an

archaeologist and the Office of Environment and Heritage (formerly referred to as the Department of Environment, Climate Change and Water) to determine an appropriate course of action.

19. One bound, colour copy of this report is to be provided to the library at the Heritage Branch, in the Office of Environment and Heritage. One bound, colour copy should be forwarded to both Camden Council and Liverpool City Council, for lodgement in the local studies libraries.

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## 1.0 INTRODUCTION

### 1.1 BACKGROUND

The NSW Roads and Traffic Authority (RTA) propose to undertake the widening and upgrade of a 10.1 km section of Bringelly Road between Camden Valley Way, Leppington and The Northern Road.

Bringelly Road currently provides one eastbound and one westbound lane as a two lane undivided carriageway, with the provision of one left hand slip lane into Cowpasture Road. The upgrade intends to accommodate 4 lanes of traffic initially, with capacity to upgrade to 6 lanes in future.

The proposed road works include the construction of signalised intersections; the construction of new bridges over the Sydney Water Supply Channel and South Creek as well as the upgrading of culverts located underneath the road carriageway and the provision for shared pedestrian and cycle paths and regional bus services.

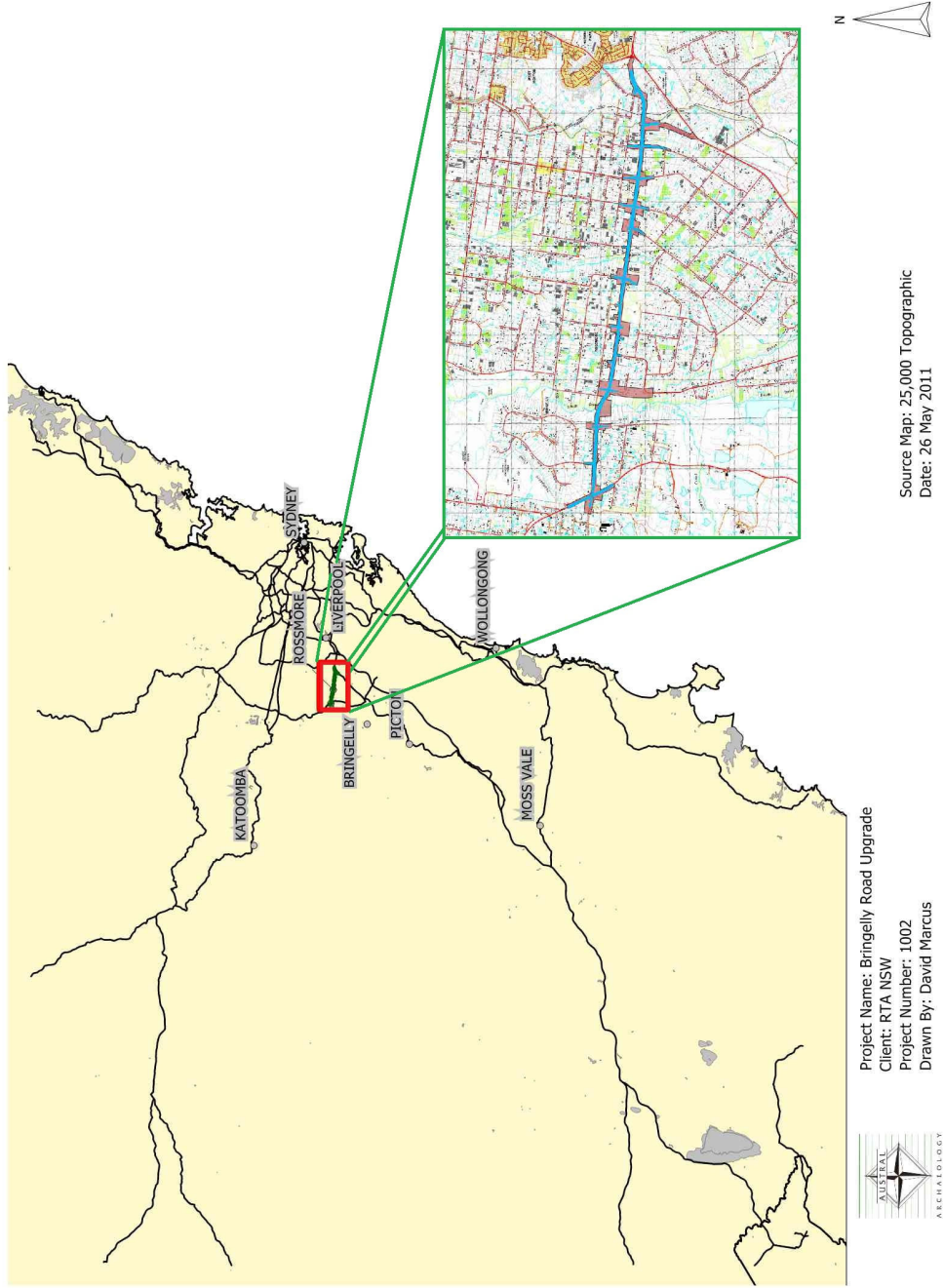
Bringelly Road is located in the South West Growth Centre (SWGCC) of Sydney between The Northern Road and the intersection of Cowpasture Road and Camden Valley Way at the eastern extent (Figure 1.1). Bringelly Road is located on the border between Camden Council Local Government Area (LGA) and Liverpool City Council LGA and falls within the Camden Council LGA to the south between The Northern Road and Cowpasture Road and the Liverpool LGA to the north for the entire study area (Figure 1.2). Bringelly Road is also located within the suburbs of West Hoxton, Austral, Leppington, Rossmore and Bringelly. Bringelly Road is categorised as a Principal Arterial Road within the South West Growth Centre Road Structure Plan.

As part of the development process, legislative requirements necessitate the preparation of a Review of Environmental Factors (REF) under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act); this is also in accordance with *State Environmental Planning Policy (Infrastructure) 2007*. As a result, Austral Archaeology Pty Ltd have been commissioned to produce a Heritage Assessment of the Bringelly Road corridor as well as a Statement of Heritage Impact (SoHI) that addresses the possible development impact upon any known or potential heritage items.

A Preliminary Environmental Investigation (PEI) was undertaken (RTA 2009) that identified nine known heritage items located along, adjacent to, or in close proximity to the study area that have the potential to be impacted by the proposed upgrade works.

This report has established that there are nine heritage places located within or adjacent to the study area (that includes eight of the nine heritage items identified in the PEI). The Preliminary Environmental Investigation (PEI) identified Carnes Hill Vegetation Group as their ninth heritage item which has not been included in this report as it is located further to the north of the Upper Canal upgrade works and was not considered to be adjacent to or in close proximity to the study area.





**Figure 1.1: Location of the Bringelly Road Upgrade study area in NSW in relation to Sydney and/or surrounding towns.**

## 1.2 STUDY AREA

The Bringelly Road Upgrade study area falls within the Cumberland Plain region of Western Sydney, NSW. The region is generally flat to undulating and located within the South Creek sub-catchment of the Hawkesbury-Nepean with the eastern most section of the study area located within the Sydney Catchment.

The RTA Concept Design dated May 2011 that includes the entire study area for the Bringelly Road Upgrade extends 20 m west of the intersection at Bringelly Road and Camden Valley Way, Leppington along the existing route of Bringelly Road to 20 m west of the intersection to the west with The Northern Road, Bringelly, a total of 10.1 km in length (see Figure 1.2).

## 1.3 OBJECTIVES OF THE REPORT

The objectives of this report are outlined below:

- To undertake heritage database searches.
- To generally document the history of European historic occupation in the study area.
- To review the known heritage items.
- To identify potential heritage items.
- To address the likely significance of any such items or sites.
- To assess the potential for archaeological sites within the study area.
- To assess the likely impacts of the proposed development on such items and sites.
- To recommend appropriate management and mitigation strategies.

## 1.4 REPORT METHOD

This report was prepared using the *Assessing Heritage Significance* guidelines in the *NSW Heritage Manual* (2001) published by the NSW Heritage Branch. The terminology of the *Heritage Terms and Abbreviations* published on the Heritage Branch website (n.d.) has been used to discuss the archaeological resource. In addition, the publication *Historical Archaeology Code of Practice*, published by the Heritage Office, Department of Planning (2006) has also been consulted. This report is generally underpinned by the philosophy of the ICOMOS *Burra Charter*.

## 1.5 AUTHOR IDENTIFICATION

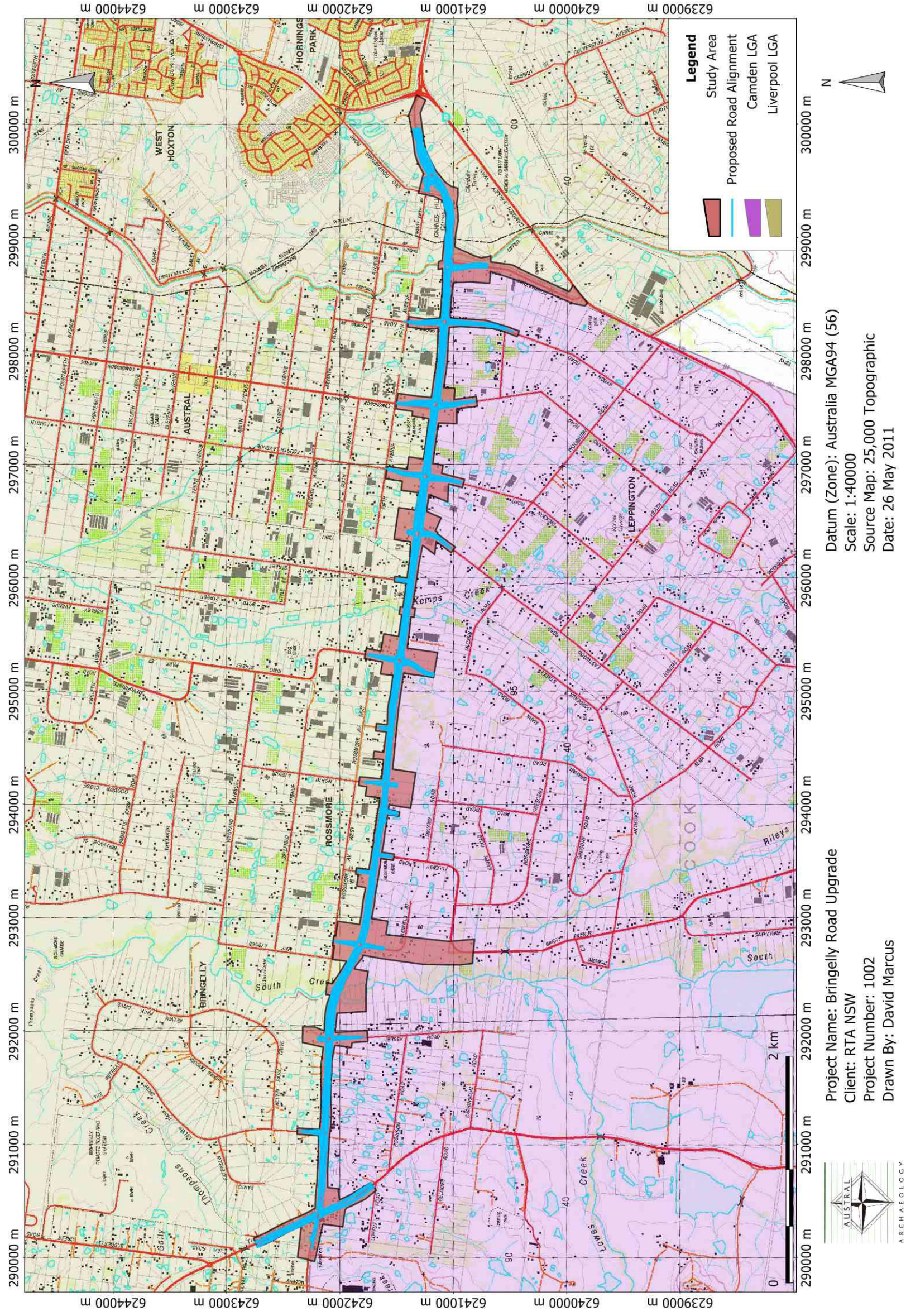
This report was prepared by Justin McCarthy (Managing Director, Austral Archaeology) and Monique Jacobs (Archaeologist, Austral Archaeology).

## 1.6 ACKNOWLEDGEMENTS & CONSULTATION

Austral Archaeology Pty Ltd would like to acknowledge the assistance of the following people during the completion of this report:

Neil Abraham	Sydney Catchment Authority
Emma Davies	RTA
Yvonne Kaiser-Glass	Sydney Water
Gretta Logue	RTA
Rebecca Murray	RTA
Ned Nassar	RTA
Jo Oliver	Camden Council Library Service
Elizabeth Robertson	Heritage Branch, Department of Planning





**Figure 1.2: Bringelly Road Upgrade Study Area showing Camden Council LGA and Liverpool City Council LGA.**



## 1.7 LIMITATIONS OF THE REPORT

This report has been prepared using a range of primary and secondary historical sources. Such material includes original plans, maps, and information from previous reports. With the reorganisation of the records in the Land & Property Management Authority at the time research was undertaken, it was difficult to access Land Titles and limited land title research was therefore undertaken. Given the size of the study area, it was therefore somewhat difficult to obtain specific data on particular land parcels. This constitutes a limited constraint on the assessment.

The evaluation of individual buildings to assess their heritage potential was undertaken from the street. No close external or internal inspections of buildings were undertaken.

In regard to the archaeological potential of the study area, the results, assessments and judgements contained in this report are constrained by the limitations of the historical research and ground visibility within the road corridor and study area. Whilst every effort has been made to gain insight to the historical archaeological profile of the subject site, Austral Archaeology Pty Ltd cannot be held accountable for errors or omissions arising from such constraining factors.

Generally however, the constraining factors are not thought to seriously compromise the conclusions drawn in this report.

## 1.8 ABBREVIATIONS

The following abbreviations may be used within this report:

AHC	Australian Heritage Council
AHIMS	Aboriginal Heritage Information Management System
AZP	Archaeological Zoning Plan
Burra Charter	The Australia ICOMOS Charter for Places of Cultural Significance
CEMP	Construction Environmental Management Plan
CHL	Commonwealth Heritage List
CMP	Conservation Management Plan
CMS	Conservation Management Strategy
DCP	Development Control Plan
DECC	NSW Department of Environment and Climate Change
DECCW	NSW Department of Environment, Climate Change and Water
DoP	NSW Department of Planning
EPA Act	Environmental Planning and Assessment Act, 1979
EPBC Act	Environment Protection and Biodiversity Conservation Act, 1999
EPI	Environmental Planning Instrument
GPR	Ground Penetrating Radar
GPS	Global Positioning System
Heritage Act	NSW Heritage Act, 1977
IHO	Interim Heritage Order
LEP	Local Environmental Plan
LGA	Local Government Area
LPMA	Land and Property Management Authority
NHL	National Heritage List
NPW Act	National Parks and Wildlife Act, 1974
NSW HO	NSW Heritage Office
NSW HC	NSW Heritage Council
NT Register	Register of the National Trust (NSW)
OEH	Office of Environment and Heritage
PEI	Preliminary Environmental Investigation
PHALMS	Parramatta Historical Archaeological Landscape Management Study
REP	Regional Environmental Plan
RNE	Register of the National Estate
RTA	Roads and Traffic Authority
SCA	Sydney Catchment Authority

S.60	An application under Section 60 of the Heritage Act for works required by Section 57(1) of the Heritage Act (SHR & IHO affected places)
S.136	An order under Section 136 of the Heritage Act to cease work which is harming an unlisted site in NSW
S.140	An application under Section 140 of the Heritage Act for works required by Section 139 of the Heritage Act (archaeological relics)
S.170 Register	A Heritage and Conservation Register by a State Government Agency required by S.170 of the Heritage Act
SEPP	State Environmental Planning Policy
SHI	State Heritage Inventory
SHR	State Heritage Register
SoHI	Statement of Heritage Impact
SWGC	South West Growth Centre
SWRL	South West Rail Link
TCA	Transport Construction Authority
TIDC	Transport Infrastructure Development Corporation

Refer also to the document *Heritage Terms and Abbreviations*, published by the Heritage Office and available on the website: <http://www.heritage.nsw.gov.au>.

## 2.0 PLANNING FRAMEWORK

### 2.1 INTRODUCTION

The following section summarises the relevant statutory context, including heritage listings, Acts, and Environmental Planning Instruments, which are relevant to the study area and its cultural heritage.

The study area is located within the land defined by both the *Camden Local Environmental Plan 2010* and the *Liverpool Local Environmental Plan 2008*.

The following places located within or close to the study area are listed in the Heritage Schedules of the above LEPs or are listed on the State Heritage Register (as indicated) see also Figure 2.1.

- Upper Canal and associated infrastructure is State Heritage Listed (Item No 01373); it is also listed as the Sydney Water Supply Upper Canal on the Liverpool LEP as Item No 15.
- A Row of three Bunya Pines located to the east of the Upper Canal on Bringelly Road. This row of trees plus a peppertree at the western end of the row are part of the State Heritage Listing (Item No 01373) and are covered by the CMP for the Upper Canal. The three Bunya Pines are also listed on the Liverpool LEP as Item No 39.
- The Bringelly Public School Group, including schoolhouse and former headmaster's residence, Liverpool LEP Item No 7.
- Church of the Holy Innocents Group, including church and churchyard, Liverpool LEP Item No 60.
- Bellfield Farm Group, including homestead, slab kitchen, slab cottage and smoke house, Liverpool LEP Item No 61.
- A memorial to William Brown and a relocated water trough, Liverpool LEP Item No 407;
- The Rossmore Public School, Camden LEP No 1138.
- Allenby (house), Camden LEP No 1139.
- A house (listed as "cottage") located at 1186 The Northern Road, Camden LEP No 12.

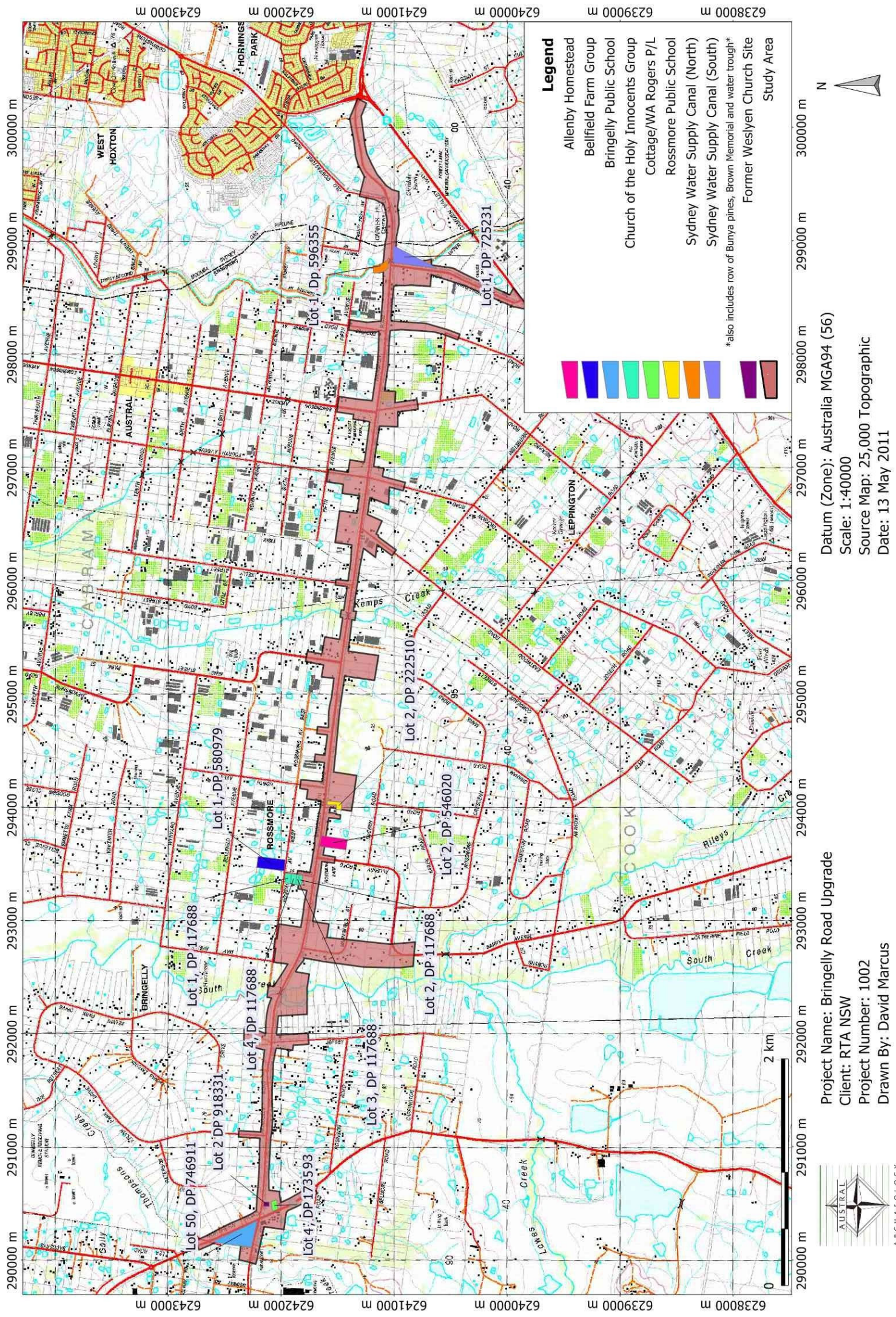
### 2.2 SUMMARY TABLE OF REGISTERS & LISTINGS

Table 2.1 (below) lists the relevant statutory and non-statutory registers, listings and orders, and identifies those in which the subject place is cited.

**Table 2.1 Summary of heritage register listings for the subject study area**

Register/Listing	Inclusion	Statutory implications
National Heritage List	No	No
Commonwealth Heritage List	No	No
Register of the National Estate	Yes	No
State Heritage Register	Yes	Yes
Interim Heritage Order	No	No
Section 170 Heritage & Conservation Register	Yes	Yes
LEP	Yes	Yes
Camden DCP	Yes	Yes
Register of the National Trust (NSW)	No	No





**Figure 2.1: Heritage places within or close to the study area listed in the LEP Heritage Schedules or NSW State Heritage Register.**



## 2.3 LEGISLATION

### 2.3.1 ENVIRONMENT PROTECTION AND BIODIVERSITY CONSERVATION ACT, 1999

The *Environment Protection and Biodiversity Conservation Act* (EPBC Act) established the Australian Heritage Council (formerly the Australian Heritage Commission) and provides for the protection of cultural heritage at a National level and for items owned or managed by the Commonwealth. The EPBC Act has established two heritage registers:

- Commonwealth Heritage List: significant items owned or managed by Commonwealth Government agencies.
- National Heritage List: for items assessed as being of National cultural significance.

Australian Heritage Council approval is required for works to an item on either of these lists which would impact on its significance.

**The subject study area is not located on Commonwealth owned land and, as such, this legislation does not apply to this site. No part of the subject study area appears on the Commonwealth Heritage List or the National Heritage List.**

The Australian Heritage Council is also responsible for keeping the Register of the National Estate (RNE). The RNE can no longer be added to, and for Commonwealth properties, has been superseded by the Commonwealth and National Heritage Lists. The RNE is now an indicative list of significant places with no statutory controls, except for properties owned by the Commonwealth.

**The Church of the Holy Innocents is listed on the Register of the National Estate (Item No 3297).**

### 2.3.2 NSW HERITAGE ACT, 1977

#### 2.3.2.1 STATE HERITAGE REGISTER

The Heritage Council is the approval authority under the *Heritage Act* for works to an SHR item. Section 57(1) of the Act identifies the works for which Heritage Council approval is required:

- (a) demolish the building or work;
- (b) damage or despoil the place, precinct or land, or any part of the place, precinct or land,
- (c) move, damage or destroy the relic or moveable object,
- (d) excavate any land for the purpose of exposing or moving the relic,
- (e) carry out any development in relation to the land on which the building, work or relic is situated, the land that comprises the place, or land within the precinct,
- (f) alter the building, work, relic or moveable object,
- (g) display any notice or advertisement on the place, building, work, relic, moveable object or land, or in the precinct,
- (h) damage or destroy any tree or other vegetation on or remove any tree or other vegetation from the place, precinct or land

To obtain approval for any of the above works, an application must be made to the Heritage Council (a Section 60 application).

Demolition of a State Heritage Register item (in whole) is *prohibited* under the *Heritage Act*, unless the item constitutes a danger to its occupants or the public. A component of an SHR item may only be demolished if it does not contribute to the significance of the item.

Section 57(1) of the Act also applies to archaeological remains (relics) within an SHR site, and excavation can only proceed subject to approval of a Section 60 application. Archaeological remains on sites not listed on the SHR are addressed under another part of the Act (Section 139).

The Upper Canal and associated infrastructure are listed on the State Heritage Register (Item No 01373) and the Upper Canal Conservation Management Plan (CMP) – Part 3 Section 8 Inventory 18, 25, 51. As such, Section 57(1) of the Heritage Act applies. To obtain approval for any of the above works, a Section 60 application must be made to the NSW Heritage Council. The Row of Bunya Pines are within the curtilage of the Upper Canal, which is State Heritage listed and are noted in the Upper Canal CMP – Part 3 Section 8 Inventory 30 (Avenue of Pines, Old Cowpastures Rd). Therefore they should be considered part of the State Heritage item. The Upper Canal Conservation Management Plan (CMP) was endorsed by the Heritage Council of New South Wales in 2003. The conservation policies, guidelines and recommendations were designed by Higginbotham & Associates (2002: v) for the future management of the Upper Canal by the Sydney Catchment Authority which include the procedures for routine maintenance and operation; the conservation and maintenance of heritage items associated with the Upper Canal and infrastructure.

### **2.3.2.2. EXCAVATION PERMITS**

Under Section 139 of the *Heritage Act*, “a person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit”. A relic is defined under the Heritage Act as “any deposit, object or material evidence” which:

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
- (b) is of State or local heritage significance. (s.4 Heritage Act 1977).

An excavation permit is also required if a relic has been discovered in the course of excavation without a permit (Section 139(2) of the Act).

Section 139 of the *Heritage Act* applies to all relics which *are not* listed on the State Heritage Register or protected by an Interim Heritage Order. Relics protected by an SHR listing or an IHO are subject to approval required by Section 57(1) of the *Heritage Act*, and require a Section 60 Application.

If an excavation permit is required by Section 139 of the *Heritage Act*, an application is made under Section 140 of the Act (a Section 140 Application). To obtain an excavation permit, the Section 140 application must include an Archaeological Assessment and Research Design. The Archaeological Assessment establishes the archaeological sensitivity of the site, its significance, and the likely impact of the proposed development. The Research Design outlines the method proposed to mitigate the impact of the development (such as monitoring, test excavation, sampling, or open area excavation). The Research Design also provides research questions which the archaeological resource has the potential to answer. An Archaeological Assessment and Research Design needs to be prepared in accordance with the Heritage Council’s relevant guidelines, including *Historical Archaeological Sites* and the *Historical Archaeology Code of Practice*. For further details of these guidelines, refer to the Heritage Branch website: ([http://www.heritage.nsw.gov.au/06\\_subnav\\_02.htm#policy](http://www.heritage.nsw.gov.au/06_subnav_02.htm#policy))

The *Heritage Act* also contains provisions for the unintentional disturbance of archaeological relics. Under Section 146 of the Act, the Heritage Council must be immediately notified in the event of relics being unintentionally located or disturbed. Works may be required to cease pending consultation and further research.

### **2.3.2.3. EXCEPTIONS (SECTION 139[4]) HERITAGE ACT 1977**

For sites not listed on the SHR or under an IHO the *Heritage Act* includes exceptions for works which may not need an excavation permit if they fall within the terms of the excavation permit exceptions. There are eight types of exceptions that may be relevant to potential archaeological sites in NSW and all are related to managing sites with low potential or where proposed impacts are predicted to be low. In situations where significant, intact archaeological deposits are predicted, the site is managed under Section 140 or Section 60 of *the Act*.

If proposed works do fall within the terms of the exceptions, an Exception Notification Form must be completed and submitted to the Heritage Council (not a Section 140 application). Sufficient information must be provided to enable the Heritage Council to assess the application. As with Exemption Notifications, the application form must be supplemented by a report that succinctly details the proposed works and how they comply with the exception guidelines.

For details of the excavation permit exceptions, refer to the Heritage Branch website ([http://www.heritage.nsw.gov.au/14\\_index.htm](http://www.heritage.nsw.gov.au/14_index.htm)).

#### **2.3.2.4. HERITAGE AND CONSERVATION REGISTER (SECTION 170 REGISTER)**

Under Section 170 of the *Heritage Act*, government instrumentalities must keep a Heritage and Conservation Register (a Section 170 Register) which contains items under the control or ownership of the agency and which are, or could be, listed as heritage items (of State or Local significance). Listing of a heritage asset on a heritage and conservation register does not in itself create an obligation to obtain the Heritage Council's approval for works. The Heritage Council's approval would only be required for assets listed on the State Heritage Register, or subject to an interim heritage order under the *Heritage Act*.

**Both the Bringelly Public School and Rossmore Public School are listed on the Section 170 Register of the NSW Department of Education and Training. The Upper Canal is listed on the Draft Sydney Catchment Authority Section 170 Register as Item No. 4580005.**

Under Section 170A of the *Heritage Act*, a government agency must provide a minimum of 14 days notice to the Heritage Council before removing any item from its Section 170 Register, transferring ownership of any item, ceasing to occupy or demolish an item. The agency is also required to maintain and manage the item in accordance with any principles or guidelines approved by the Minister or the Heritage Council.

The current relevant guidelines are the Heritage Council's *State Agency Heritage Guide*:

([http://www.heritage.nsw.gov.au/docs/StateAgency\\_HeritageGuide.pdf](http://www.heritage.nsw.gov.au/docs/StateAgency_HeritageGuide.pdf))

#### **2.3.3 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979**

Note: There are no specific references to Bringelly Road in the *Liverpool Development Control Plan (DCP) 2008*. However, as the study area is located within both the Camden Council LGA and Liverpool City Council LGA (see Figure 1.2) the *Camden DCP 2011* has been included as an applicable Environmental Planning Instrument (EPI) for Bringelly Road.

An Environmental Planning Instrument (EPI) is made under the *Environmental Planning and Assessment Act, 1979* (EPA Act). An EPI can be a Local Environmental Plan (LEP), a Development Control Plan (DCP), a Regional Environmental Plan (REP), or a State Environmental Planning Policy (SEPP). Please note that from the 1<sup>st</sup> July 2009, REPs were no longer part of the hierarchy of EPIs in NSW and existing REPs were from that date deemed to be SEPPs.

The applicable EPIs in this instance are the:

- *Camden Local Environmental Plan 2010*.
- *Camden Development Control Plan 2011*.
- *Liverpool Local Environmental Plan 2008*.
- *State Environmental Planning Policy (Infrastructure) 2007* (SEPP – Infrastructure).

##### **2.3.3.1 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007**

The applicable EPI in this instance however, is the *State Environmental Planning Policy (Infrastructure) 2007*, which overrides the controls outlined in the *Camden Development Control Plan*, and the *Camden and Liverpool Local Environmental Plans*. Under this SEPP, the RTA is only required to consult with the Councils on heritage matters that may "...have an impact that is not minor or inconsequential..." as indicated in discussion of Clause 14 below.

The *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) was gazetted in 2007 to streamline the development of infrastructure projects undertaken by state agencies. In most instances, where there is a clash with other planning instruments, the Infrastructure SEPP prevails.

**Clause 94** identifies development of road infrastructure by the RTA that can be undertaken without development consent inclusive of:

- (2) *In this clause and Clause 96, a reference to development for the purpose of road infrastructure facilities includes a reference to development for any of the following purposes if the development is in connection with a road or road infrastructure facilities:*
- (c) *alterations or additions to an existing road (such as widening, duplication or reconstruction of lanes, changing the alignment or strengthening of the road).*

**Clause 14 Consultation with councils — development with impacts on local heritage** sets out the circumstances in which the SEPP is triggered in regard to heritage items listed on Local Environmental Plans and states the requirements for consultation with council where there may be impacts on local heritage carried out by or on behalf of a public authority and if the development:

- (1)(a) *is likely to have an impact that is not minor or inconsequential on a local heritage item (other than a local heritage item that is also a State heritage item) or a heritage conservation area, and*
- (b) *is development that this Policy provides may be carried out without consent.*
- (2) *A public authority, or a person acting on behalf of a public authority, must not carry out development to which this clause applies unless the authority or the person has:*
  - (a) *had an assessment of the impact prepared, and*
  - (b) *given written notice of the intention to carry out the development, with a copy of the assessment, to the council for the area in which the heritage item or heritage conservation area (or the relevant part of such an area) is located, and*
  - (c) *taken into consideration any response to the notice that is received from the council within 21 days after the notice is given.*

### 2.3.3.2 CAMDEN LOCAL ENVIRONMENTAL PLAN 2010

Heritage items are afforded protection by the *Camden Local Environmental Plan 2010* under Part 5.10 Heritage Conservation. Heritage items, heritage conservation areas and archaeological sites (if any) are shown on the Heritage Map in the LEP. The location and nature of any such item, area or site is also described in Schedule 5 Environmental Heritage.

Items within the study area included in this Schedule are shown in Table 2.2 below:

**Table 2.2: Camden LEP 2010 Heritage Listed Items located within the study area**

Locality	Name	Address	Property Description	Significance	Item No
Rossmore	Rossmore Public School	629 Bringelly Road	Lot 2, DP 222510	Local	1138
Rossmore	Homestead "Allenby"	661 Bringelly Road	Lot 2, DP 546020	Local	1139
Bringelly	Cottage	1186 The Northern Road	Lot 4 DP 173593	Local	12

No sites of archaeological significance are listed in the study area.

### 2.3.3.3 LIVERPOOL LOCAL ENVIRONMENTAL PLAN 2008

Heritage items are afforded protection by the *Liverpool Local Environmental Plan 2008* under Part 5.10 Heritage Conservation. Heritage items, heritage conservation areas and archaeological sites (if any) are shown on the Heritage Map in the LEP. The location and nature of any such item, area or site is also described in Schedule 5 Environmental Heritage.

Items within the study area included in this Schedule are shown in Table 2.3 below:

**Table 2.3: Liverpool LEP 2008 Heritage Listed Items located within the study area**

Locality	Name	Address	Property Description	Significance	Item No
Cecil Hills	Sydney Water Supply Upper Canal	Denham Court to Cecil Hills	Lot B, DP 392726; <u>Lot 1, DP 596355*</u> ; Lot 21, DP 1109551; Lot 12, DP 1055232; Lot 1, DP 613552; Lots 1 and 2, DP 1086645; Lot 2, DP 596352; <u>Lot 1, DP 725231*</u> ; Lots 1-4, DP 596351	State	15
Bringelly	Bringelly Public School Group, including schoolhouse and former headmaster's residence	1205 The Northern Road	Lot 50, DP 746911	Local	7
Leppington	Row of Bunya Pines	Bringelly Road	Lot 1, DP 725231 but incorrectly identified in LEP as Lot 18, DP 19406	Local** (Should be listed as State)	39
Leppington	W Brown Memorial and water trough	145 Bringelly Road	Lot 1, DP 725231	Local	40
Rossmore	Church of the Holy Innocents Group, including church and churchyard	Church Road	Lots 1-4, DP 117688	State*** (Should be listed as Local)	60



Locality	Name	Address	Property Description	Significance	Item No
Bringelly	Bellfield Farm Group, including homestead, slab kitchen, slab cottage and smoke house	33 Rossmore Avenue	Lot 1, DP 580979	State**** (Should be listed as Local)	61

\* Note 1: The underlined property descriptions of the Upper Canal are those located within the study area.

\*\* Note 2: The row of Bunya Pines is incorrectly listed in the LEP as being of Local significance and has an incorrect property description. The trees are actually located on the same property as the Upper Canal which is listed on the State Heritage Register and are covered by policies in the 2002 CMP. Therefore the row of trees should be listed as being of State significance.

\*\*\* Note 3: The Church of the Holy Innocents Group is listed as being of State significance in the LEP but is not listed on the State Heritage Register. Therefore effectively it is only afforded protection at the level of a Local item and should be listed as being of Local significance.

\*\*\*\* Note 4: The Bellfield Farm Group is listed as being of State significance in the LEP but is not listed on the State Heritage Register. Therefore effectively it is only afforded protection at the level of a Local item and should be listed as being of Local significance.

#### **2.3.3.4 CAMDEN DEVELOPMENT CONTROL PLAN (DCP) 2011 – PART B – GENERAL LAND USE CONTROLS –**

##### *Section B1 – Environmental Management – B1.14 Development adjoining Sydney Catchment Authority Controlled Areas – the Upper Canal*

The Camden Development Control Plan adopted in February 2011, identified the Upper Canal and adjacent land as classified as a *controlled area* under the provisions of the *Sydney Water Catchment Management Act*. This *Act* is administered by the Sydney Catchment Authority. The objective is to ensure the Upper Canal and associated corridor is taken into account in siting, designing and constructing any proposed development adjoining or in the vicinity of the Canal that can potentially impact on the security of the infrastructure and associated corridor including fencing.

The *Camden DCP 2011* states that:

- (a) Development proposals adjacent to or bordering the Water Supply Canal and associated corridor with the potential to impact on the Canal, should be prepared in liaison with the Sydney Catchment Authority prior to lodging a development application.
- (b) All development shall include the provision of appropriate security/delineation fencing and/or other mitigation strategies in the consultation with the Sydney Catchment Authority.

##### *Section B3 – Environmental Heritage – B3.1.5 Cultural and Visual Landscapes*

The Camden area demonstrates a mixture of natural and cultural landscapes which are considered to be significant to the character of the area. These are most evident in iconic visual landscapes, views and vistas in the Camden LGA. The *Camden DCP 2011* aims to:

- (1) Conserve, protect, enhance and interpret Camden's unique Cultural and Visual Landscapes.
- (2) Promote the importance of broader Cultural and Visual landscapes and an awareness of the impact that individual development can have on these.

- (3) Promote view sharing of the Cultural and Visual Landscapes where appropriate.

Furthermore, the *Camden DCP 2011* states that:

- (1) Development should optimise the preservation and interpretation of the identified significant Cultural and Visual Landscapes.
- (2) Curtilages for heritage items established in Conservation Management Plans shall be preserved.
- (3) Avenue plantings and building alignments shall reinforce view corridors where appropriate.

Although the DCP does not apply in this instance, these items are considered in the DCP to have heritage values that need to be further defined.

Items within the study area included in the *Camden DCP 2011* Table B5 – Potential Heritage Items – Cultural and Visual Landscapes and are shown below in Table 2.4:

**Table 2.4: Camden DCP 2011 Potential Heritage Items located within the study area**

Suburb	Item Name	Address	View Description
Bringelly and Greendale	Cultural Landscape	Bringelly Road/Greendale Road	Rural Cultural Landscape
Camden to Leppington	Cultural Landscape	Camden Valley Way	The former "Cowpastures Road" road corridor including trees and sequential vistas and view corridors to historical properties and pastoral landscapes

**This report indicates the relevant clauses in the DCP and LEPs; however Council's approval powers in this instance are over-ridden by *State Environmental Planning Policy (Infrastructure) 2007* (see above).**

### **2.3.4 NON-STATUTORY HERITAGE LISTINGS**

A number of organisations maintain registers of buildings or sites which they have assessed and believe to be of cultural heritage significance. These registers have no statutory authority, however the inclusion of a place on a non-statutory register suggests a certain degree of community esteem and appreciation. Non-statutory registers include the National Trust (NSW) Register, the RAI A 20<sup>th</sup> Century Register of Significant Buildings, and the Art Deco Society of NSW's Art Deco Building Register.

**Bellfield Farm (Item No 6746) and The Church of the Holy Innocents (Item No 7022) are listed on the National Trust (NSW) Register.**

## 3.0 HISTORICAL BACKGROUND

### 3.1 PRE-EUROPEAN

#### 3.1.1 LANDSCAPE

Bringelly, Rossmore and Leppington are located within the Cumberland Plain, a low relief, undulating and gently rolling landscape. The topography of the Cumberland Plain is characterised by residual soils of the Wianamatta Group and alluvial floodplains. Prior to the arrival of European settlers over 200 years ago, the plain was covered with iron bark, stringy bark, box, blue and other gum species as well as thick grasslands (Benson & Howell 1990: 19). These woodlands had been exploited and modified for thousands of years by Aboriginal people. The Cumberland Plain provided a considerable range of resources making the area attractive to both Aboriginal people and European settlers.

#### 3.1.2 RESOURCES

The Cumberland Plain environment provided a wide variety of plants and animals which were used by the local Aboriginal population for artefact manufacture, medicinal purposes, ceremonial items and food. The area provided a number of different environments that supported a diverse range of plant and animal species.

The study area's resource base provided suitable plant materials for bark shelters and containers, wooden and reed or grass-stalk spears, digging sticks, and weaponry, as well as resin for use as an adhesive. Attenbrow (2002: 76) has noted that "Sydney vegetation communities include over 200 species that have edible parts, such as seeds, fruits, tubers/roots/rhizomes, leaves, flowers and nectar, all of which was likely to be the mainstay of the diet. Aboriginal groups are known to consume a variety of land animals, birds, amphibians and reptiles, fish, eels, shellfish and it is recorded that eggs were a favourite food (Attenbrow 2002: 74-76). Small mammals, reptiles and birds may have also provided skins and sinew for apparel, and bone, teeth and feathers for tools and ornaments.

A largely intangible but presumably vital component of material culture and past land management, according to ethnographic accounts, was the use of fire. Regular burning promoted the growth and flowering of tuberous plants, such as orchids and lilies, which were abundant on the Cumberland Plain. It is likely that these would have been frequently burnt by Aboriginal people as part of a land management strategy to manipulate plant and animal populations (Benson & Howell 1990: 14).

In the last 200 years, however, the impact of agricultural practices and urban expansion on the Cumberland Plain has devastated the native plant and animal species through vegetation clearance, cultivation and creekline modification (Benson & Howell 1990: 6). Historic reports suggest that much of the County of Cumberland was being cleared for cultivation and grazing as early as 1820 thus changing the availability of the Cumberland Plain grasses upon which kangaroos and other marsupials fed (Benson & Howell 1990: 32). As a result much of the original Cumberland Plains Woodlands exist only as remnant pockets in the current semi-rural/urban environment. Today, the most common native species to survive on the Cumberland Plain are Grey Box and Forest Red Gum, predominating as they did 200 years ago. In relatively undisturbed areas, native perennial grasses such as *Themeda australis*, *Eragrostis leptostachya*, *Aristida vegans* and *Aristida ramosa* occur. In cultivated and grazed areas, *Paspalum dilatatum* now predominates.

The study area today is mostly devoid of native vegetation, although some native open-woodland regrowth does still remain.

#### 3.1.3 PRE-EUROPEAN OCCUPATION

Archaeological evidence demonstrates that Aboriginal occupation of the Sydney region extends back at least 20,000 years. Population numbers and precise affiliations of Aboriginal groups in the

area prior to European arrival are difficult to estimate due to the impact of introduced European disease such as influenza and small pox. However, several distinct Aboriginal groups were recorded as occupying the Sydney region when the First Fleet arrived in 1788. Based on available ethnographical and historical sources, traditional Aboriginal people in the vicinity of the present study area spoke a dialect of the *Darug* family of languages. Specifically, the study area is located within the Darug (Hinterland) language zone as described by Attenbrow (2002: 23). A number of present-day Aboriginal members of the community, living in the vicinity, identify as descendents of the traditional Darug inhabitants.

It is likely that small mobile Aboriginal groups inhabited the Liverpool/Campbelltown area however, with a resource base spread across the flood prone plain, it is unlikely that populations concentrated in any one area. It is probable that people utilised the study area as they passed through en route to more productive areas such as permanent water sources or quarries along the Nepean.

### **3.2 EARLY COLONIAL DEVELOPMENT**

European exploration of the Liverpool area occurred in 1795 when Bass and Flinders sailed up the Georges River (FORM 2006: 13). The first European settlers of Sydney Cove found the nutrient-poor sandstone soils of the area were unsuited for farming and prompted early surveys to locate better agricultural land. The rich alluvial soils and proximity of the Cumberland Plain created better opportunities for farming than Sydney could offer and were the prime factors in its early settlement. Land was cleared in the Cumberland Plain as early as the 1790s and settlement patterns reflect the value of alluvial soil as an agricultural base, with areas around the Hawkesbury and Georges Rivers being settled first.

The issuing of land grants by Governor John Hunter followed as a result of the favourable land reports (FORM 2006: 13). Grants in the County of Cumberland were released in order to encourage efficient food production and settle emancipated convicts (Perumal Murphy 1990: 12). Large parcels of land were granted initially to the retired officers of the NSW corps and by 1800 to the elite in the colony which continued under Governor Macquarie with settlement expanding into the Mulgoa and Bringelly district (FORM 2006: 13). The task faced by all settlers was the clearing of the land for cultivation (Morris & Britton 2000: 20).

Liverpool was established by Macquarie in 1810, therefore creating an urban centre to service the settlers of the region with much of the land in the area being granted or promised by 1817 (FORM 2006: 13).

Pastoralism in the district had flourished by the time of Macquarie's departure in 1821, with the raising of cattle being the main activity for large landowners (FORM 2006: 14). The necessity of suitable grazing land drove early pastoralists to explore further west and south-west. Farming also developed leading to the establishment of small service centres in the outskirts of Liverpool (FORM 2006: 14). Service centres were established to provide the increased population with their immediate needs and these were often based around community facilities such as a post office, church or school. The farms based on the alluvial soils of the Hawkesbury-Nepean were the major source of grain and stock for the colony. The majority of settlers farmed wheat, corn, vegetables and livestock on 40-50 acre lots and sold any surplus to the government stores.

Subdivision of properties occurred from the time of the first grants creating the villages of Luddenham, Badgery's Creek, Bringelly, Leppington, Hoxton Park and Rossmore (Perumal Murphy 1990: 13).

### 3.3 STUDY AREA HISTORY

#### 3.3.1 INITIAL LAND GRANTS AND EARLY DEVELOPMENT WITHIN THE STUDY AREA

The land grants in the County of Cumberland were amongst the earliest in the colony and by 1806 there were several grants located in the South Creek catchment and Cow Pasture Road (Perumal Murphy 1990: 12). By 1813, the number of grants had increased significantly with all land with agricultural potential being alienated by 1820 (Perumal Murphy 1990: 12).

The study area is situated on properties initially owned by a number of early nineteenth-century land holders extending over three different parish areas as shown in the Parish Maps of Bringelly, Cook and Cabramatta (Figures 3.2 to 3.8).

The study area consists of several of the original land grants held by William Hutchinson, Robert Lowe, Thomas Laycock, Ellis Bent, Charles Reid, John Thomas Collicot, Daniel Cubitt, John Hosking, William Hosking, Matthew Dysert Hunter, William Shelley, Alexander "Raby" Riley, Robert Bell, Thomas Carne, Matthew Pear, William Fidkin, Lieutenant Joshua John Moore, John Jamieson and John Drummond.

The current township of Bringelly is located on land granted to **William Hutchinson** on 13<sup>th</sup> January 1818 (Bringelly Historic Notes). The study area consisted of a number of grants held by William Hutchinson (Dep. Plan 2650 Application 8264 700ac) and known as "Cowpasture Farms" which was a speculative venture to be let to tenant farmers (Perumal Murphy 1990: 13). Hutchinson's property was separated into smaller tenancies from the beginning and therefore a homestead was never built on his holdings (Perumal Murphy 1990: 13). Eventually, Hutchinson's holdings were subdivided into separate titles which were then later re-subdivided again (Perumal Murphy 1990: 21). Hutchinson was originally sent to the colony for seven years for stealing goods worth forty pounds (Bringelly Historic Notes). He was sent to Norfolk Island where he later became Superintendent of Convicts and was in charge of the evacuation of the island when the settlement was abandoned in 1814 (Bringelly Historic Notes). Later in 1814, Hutchinson was appointed principal superintendent of convicts and public works in Sydney, and then he became principle wharf finger. In addition he became the colony's first banker, minding money in large wooden chests for people (Bringelly Historic Notes). In 1817, he was appointed a director of the new Bank of New South Wales and was also known for his other business ventures as well as becoming a well-known landlord in Sydney (Bringelly Historic Notes). Hutchinson died in Sydney on 26<sup>th</sup> July 1846.

**Robert Bell's** property "Bellfield", is an example of early farming development in the district (Perumal Murphy 1990: 21). In the 1880's, 400 hectares of Robert Bell's holding "Bellfield Farm" located in Rossmore, was surveyed for sale into smaller lots that were known as "Rossmore Farms". Unfortunately the properties were too small to be viable for farming and very few had houses built on them until the last 20 years when they became more attractive as home sites for an expanding metropolitan population (Perumal Murphy 1990: 22).

**Thomas Laycock** travelled to Sydney with his mother in 1791 and then joined the NSW Corps in 1795 (FORM 2006: 34). Laycock was promoted to the position of Lieutenant in 1802, serving in Sydney and Norfolk Island. Returning to Sydney in 1808, Laycock was selected as a member of the criminal court for John Macarthur's trial. Laycock was granted 500 acres at Cabramatta by Lt Governor Foveaux for his services to the new administration but the land was surrendered when Governor Macquarie took office (FORM 2006: 34). Laycock returned to England in 1810 with the Corps and served in the American war. He later returned to Sydney in March 1817 and was granted land in 1818 (Portion 22, 600 acres, granted 26/11/1818) with his holding referred to as "Cottage Vale" later becoming known as "the Retreat" and then "Kelvin". The homestead was built in 1820. Laycock established himself at "Cottage Vale" while also managing a store and hotel in Sydney (FORM 2006: 34). Laycock died in 1823 at the age of 37 and the property was sold to J.T. Campbell (Bringelly Historic Notes).

One of the first land grants was submitted to **Robert Lowe** in 1812 (Tan 1979: 3; FORM 2006). Robert Lowe's homestead known as "Birling Gap" which he built in 1812 became closely associated with the village of Bringelly (Perumal Murphy 1990: 13). He had travelled to the colony as a settler in 1812 and was granted 1000 acres in the Parish of Bringelly and later added an

additional 500 acres (Bringelly Historic Notes). The first home was destroyed due to a fire and then another slab homestead was built in front of the earlier home (Bringelly Historic Notes). The current "Birling" homestead was built in 1937 by a Mr Young which has since been destroyed with the siting of the original buildings being difficult to establish (Perumal Murphy 1990: 46). Robert Lowe was appointed to the position of Chief Magistrate in the Camden-Campbelltown area. He died in July 1832 aged 42 years (Bringelly Historic Notes). Although Lowe did not own land at Rossmore, he was a vital member of the church and was one of the main benefactors in the funding and construction of the Holy Innocents Church in Rossmore (Nimac 1982: 18).

**Ellis Bent**, the Deputy Judge Advocate for the Colony, was granted land on which he owned two holdings named "Wolverton" and "Moulsey" (Tan 1979: 4).

**Charles Reid** was granted land in 1818 (Portion 21, 600 acres granted to Charles Reid on 26 November 1818, then Application 769 conveyance lease and released to Thomas Laycock 27 & 28 November 1823) and his holding was known as "Cottage Grove" which was later sold to Thomas Laycock whose property bordered Reid's holding to the north (Bringelly Historic Notes).

**John Thomas Collicot** travelled to New South Wales in January 1816 and was first granted land in Wollongong, then later on 13 January 1818 he was granted a further 200 acres of land in Bringelly which was named "Campbell Park". The holding was sold again in 1819 after Collicot moved to Tasmania in 1819 (Bringelly Historic Notes).

**Daniel Cubitt** received a license as a butcher in 1804 and was granted 220 acres of land in 1818. He became a country gaoler in 1812 and a Master of Guard Boats in 1820 (Bringelly Historic Notes).

**John Hosking Junior** returned to New South Wales in December 1825 (after departing for England with his parents in July 1819 at the age of 13) and set up as a merchant in Sydney after having received a land grant. Hosking Jnr became partners with John Terry Hughes and the firm known as Hughes & Hosking expanded rapidly. Hosking Jnr acquired considerable property in Sydney and large country holdings and held stock in both the Bank of New South Wales and the Sydney Banking Co., of which he was the Director in 1841. Hosking Jnr also took active part in the Methodist Church, similar to his father, John Hosking in his association with Rev. Samuel Marsden. Hosking was elected an alderman in November 1842 and then the first mayor of Sydney. In December 1842 he was appointed a magistrate however his political career ended in the Depression of 1843 when Hughes & Hosking became insolvent. This also brought down the Bank of Australia due to a loan of £155,000 owed to the bank by Hughes & Hosking. Hosking Jnr was forced to retire from the company and sell some of his property. John Hosking Jnr died at Penrith on 9 September 1882, aged 76 (Source: Australian Dictionary of Biography – Online Edition).

**William Shelley** was a missionary who arrived in Sydney in 1800 at the age of 26 after escaping from an attack by the locals in Tonga. Shelly took up residence with Rowland Hassall in Parramatta, establishing his own trade and helping in the religious work of the settlement. In 1811 after various missionary trips back to Tahiti and Tonga, Shelley opened a general store in York Street in Sydney. In August 1812 he was granted 400 acres (162 ha) in Rossmore (then known as Cabramatta). Early in 1813 he closed his business and sailed again for Tahiti to return again to Sydney in February 1814, escaping with his life from an attack from Raiatean pearl divers. Shelley resettled in Parramatta, conducted Congregational services in his house and commenced work with local Aboriginal groups. In December 1814, Shelley was appointed superintendent and principal instructor of the Native Institution at Parramatta, the first position of its kind in the colony. Unfortunately, after establishing the school, Shelley died on 6 July 1815 at the age of 41 (Source: Australian Dictionary of Biography – Online Edition).

**Lieutenant Joshua John Moore** (veteran of Waterloo) arrived in Sydney in 1816 and was then granted 500 acres (Portion 36, Parish of Cabramatta) on 17 August 1819 which he named Horningsea Park (Tanner & Associates 1999: 9). The condition of the grant required 50 acres to be cultivated within five years (Tanner & Associates 1999: 9). Moore ran cattle on his holding while maintaining his government employment and prospered in the colony both as a private meat and livestock contractor as well as a government official (Tanner & Associates 1999: 9). Moore acquired more land at Baw Baw near Goulburn as well as 2000 acres upon the present location of



Canberra being the first pastoralist to occupy land at Canberra (Tanner & Associates 1999: 9). Moore held several government positions, among them Registrar of the Governor's Court, until his retirement in 1825 when he was granted further land at Baw Baw (Tanner & Associates 1999: 9).

**Sir John Jamieson** was a farmer who arrived in New South Wales on 7 October 1792 as one of the first free settlers. Upon seeking employment with the Crown, he was appointed as superintendent of convicts on Norfolk Island. In October 1795, Jamieson applied for permission to settle on the mainland and in April 1796, he travelled to Port Jackson. Jamieson was then appointed as superintendent of government stock by Governor Philip Gidley King. Jamieson was described as 'a proud, touchy but honest Scotchman' by the Governor. In October 1802, Jamieson was appointed to the position of lieutenant in the Parramatta Loyal Association. Jamieson was involved in testifying against Governor William Bligh in 1808 and was then dismissed from his position by Major George Johnston due to his said incompetency. Jamieson blamed John Macarthur for his removal from office due to a previous dispute with Macarthur and complained extensively about Macarthur's misuse of government stock. In 1809, Lieutenant-Governor Joseph Foveaux reinstated Jamieson and in 1810 Governor Lachlan Macquarie confirmed this appointment but in May 1813 dismissed Jamieson 'for gross Neglect of Duty and Want of Capacity'. Jamieson had inherited his father's (Thomas Jamieson) properties, that included 1,000 acres near Penrith where he later built the homestead "Regentville" and 700 acres of land named "Cow de Knaves" located in the Parish of Cabramatta, the area now known as West Hoxton which previously formed part of the greater area, known as Hoxton Park. Jamieson retired to farm his own land which by 1820 included 1200 acres in the Liverpool area; by 1828 he had moved to Coombsy Hill, Parramatta where he held 600 acres. Jamieson died on 7 October 1850, aged 84. (Source: Australian Dictionary of Biography – Online Edition).

**Thomas Carne** (Lieutenant Carne) was the coroner for Liverpool in the 1820's. He received permission in 1818 to obtain cattle from the Government. In 1823 he had 200 acres cleared on his 700 acre farm known as 'Bellevue'. He also acquired the neighbouring property owned by Matthew Pear with the whole 550 acres fenced with four-railed fencing; this area later being referred to as Carnes Hill (Bringelly Historic Notes).

**Thomas Setrop Amos** was a colonial lawyer, originally a London solicitor, who arrived in Sydney in 1816 and was granted 800 acres of land in June 1818, the property being known as "Hoxton Park." Amos agreed to a guaranteed payment of £1,000 a year to be a secret partner with George Crossley, an ex-convict who practised law in the colony. Amos worked for Judge Barron Field until he was dismissed due to his mishandling of a financial matter and the disclosure of his partnership with Crossley (The City of Liverpool and District Historical Society 1978: 7; Tan 1979: 4). In 1887, a land syndicate under the name of 'Phillips & Co' bought much of the land from landowners in the area and renamed it Hoxton Park (see Figure 3.6) after the property of Thomas S Amos (Kass 1992: 3.18; Tan 1979).

**John Drummond** was a public servant and the second son of Captain Francis Pinkerton Drummond of the 98<sup>th</sup> Regiment, and a descendant of William Drummond of Hawthornden, Midlothian, the seventeenth century Scottish poet and historian. Drummond was in charge of his father's interests in Scotland until he married Elizabeth MacKellar, who was born in New South Wales. Drummond was then appointed in 1814 to the position of Naval Officer at Hobart Town. He travelled to Sydney with his wife and son, arriving in Sydney in January 1815 and then continued onto Hobart in July the same year. Drummond was active in the suppression of smuggling, and received two land grants totalling more than 1200 acres, although the land was never cultivated due to the activities of bushrangers in the area. Drummond was dismissed from government service in 1817 by Governor Lachlan Macquarie after he became involved in a trial over the murder of his child as a result of a romantic involvement with his sister-in-law. Drummond travelled back to England with his wife and two sons in March 1820 where he settled at Addlestone, Surrey. (Source: Australian Dictionary of Biography – Online Edition).

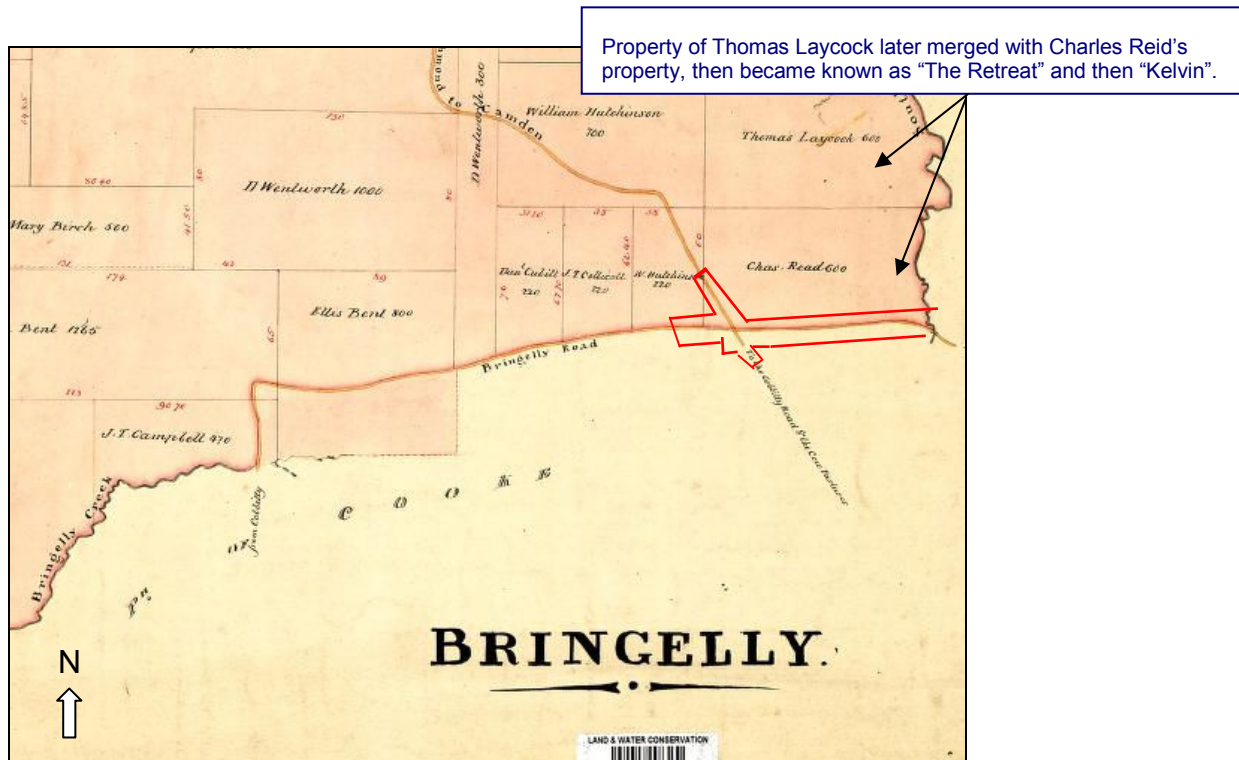
**Alexander Raby Riley** emigrated from London with his wife Sarah, in June 1804 and was appointed as storekeeper under the command of Lt Governor Paterson in Port Dalrymple in Tasmania. After returning to New South Wales, Riley was given a grant of 150 acres at Burwood Villa and he then became the owner of a store in Hunter Street, Sydney. Riley was granted 3,000 acres of land situated on Bringelly and Cowpasture Road by the then acting Governor of New

South Wales, Lt Paterson due to services rendered when Riley was his secretary from 1808 to 1809 while living in Port Dalrymple. Riley was involved in business as well as the management of his newly acquired property which he named "Raby" after Raby Castle in Durham, England where it is thought the Riley family originated. Riley turned his hand to raising sheep on his estate; at one time the wool from his sheep was rated as the finest of colonial growth in Australia. The number of sheep that Riley owned grew as large as 1,500 to 2,000 at one time, mainly being of the Saxon breed. In 1816, Riley and his brother Edward were two of the 47 shareholders of the Bank of New South Wales and also one of its first group of seven directors. Riley moved back to London in 1817, leaving his holdings to be managed by his brother, Edward. Unfortunately Edward committed suicide in 1825. Alexander Riley's nephew, also named Edward, then took charge of 'Raby' estate. In 1833, William Edward Riley, the son of Alexander Raby Riley, married Honoria Rose Brooks, daughter of Captain Brooks of Denham Court. William and Honoria had a son named Alexander Raby Riley who was born in December 1833, just one month after his grandfather died. In 1836, William Riley died when Alexander Riley was only three years old, leaving the estate of 'Raby' to his young son (Source: Leppington Public School 1972, Leppington Historic Notes 1983).

**John Dickson** was an engineer, manufacturer and grazier born in Scotland in 1774 who arrived in Sydney in October 1813 at the age of 39 after establishing himself as an eminent Scottish engineer. Dickson bought with him goods and machinery to the value of £10,000 that included a steam-engine. Dickson was considered to be a very great addition to the Colony by Governor Macquarie. In return, Macquarie granted Dickson fifteen acres in the town for his steam mill and 3000 acres on South Creek, at Bringelly, near Camden, as a grazing farm named Nonnorrah (the present Maryland forms a part of the property). By 1823, Dickson had arranged for his brother to manage the estate at Nonnorrah and a 'verandahed, shingle-roofed homestead of 30 squares comprising of six rooms, a hall, a butler's pantry, detached kitchen, brick-built stores, dairy, cheese-house etc.' (Tropman & Tropman 2006: 15) was built on the property. Dickson extended Nonnorrah by purchasing properties nearby that were held by non-resident owners such as the estates of Eastwood, Moorfield, Netherbyres and Orierton. Dickson therefore owned a broad range of properties located from Bringelly Road south to Cowpastures Road and by 1828 Dickson had acquired 17,000 acres of land that included 1500 acres of cleared land, 300 acres of cultivated land and 3,000 cattle and 2,000 sheep. In 1838, Dickson arranged with agent, Matthew D Hunter of Sydney, to sell parts of his real estate in the Counties of Cumberland and Argyle. In 1833, Dickson was prosecuted for forgery and absconded to England while on bail. By the late 1830s Thomas Barker had acquired Nonnorrah due to his marriage to Dickson's daughter Joanna in 1823. Dickson died on May 21, 1843 at the age of 69. (Source: Nimac 1982: 9, 10; Tropman & Tropman 2006: 15, 16).

**William Cordeaux** came to the colony at the age of 26 to work with the Commissariat Department as Deputy Commissariat-General. Cordeaux travelled on the convict transport ship "Friendship" that arrived in Australia on 15<sup>th</sup> January 1818. Later in the same year, Cordeaux was given a land grant of 700 acres on the Cowpastures which he named Leppington Park. The grant became official on the 25<sup>th</sup> April 1821. Cordeaux was one of the party that accompanied Commissioner Brigg and Surveyor-General Oxley from Bathurst overland to Lake Bathurst in the Argyle country in 1820. In 1826, Cordeaux was one of the original Territory Commissioners with John Oxley and John Campbell. Alexander Raby Riley and William Cordeaux both used convict labour under the assignment system. Under the assignment system, convicts were given special duties such as shepherds, housemaids, gardeners, blacksmiths, etc. William Cordeaux was made Commissioner of Crown Land Grants in 1820. Cordeaux died at Leppington Park in 1837. (Source: Leppington Public School 1972: 7).

The Parish Map of Bringelly dating to approximately 1800-1820 (Figure 3.1) illustrates the location of the early land grants of Charles Reid, Thomas Laycock, Ellis Bent, John Thomas Collicot, and Daniel Cubitt that border Bringelly Road near The Northern Road intersection, situated within the western section of the study area.

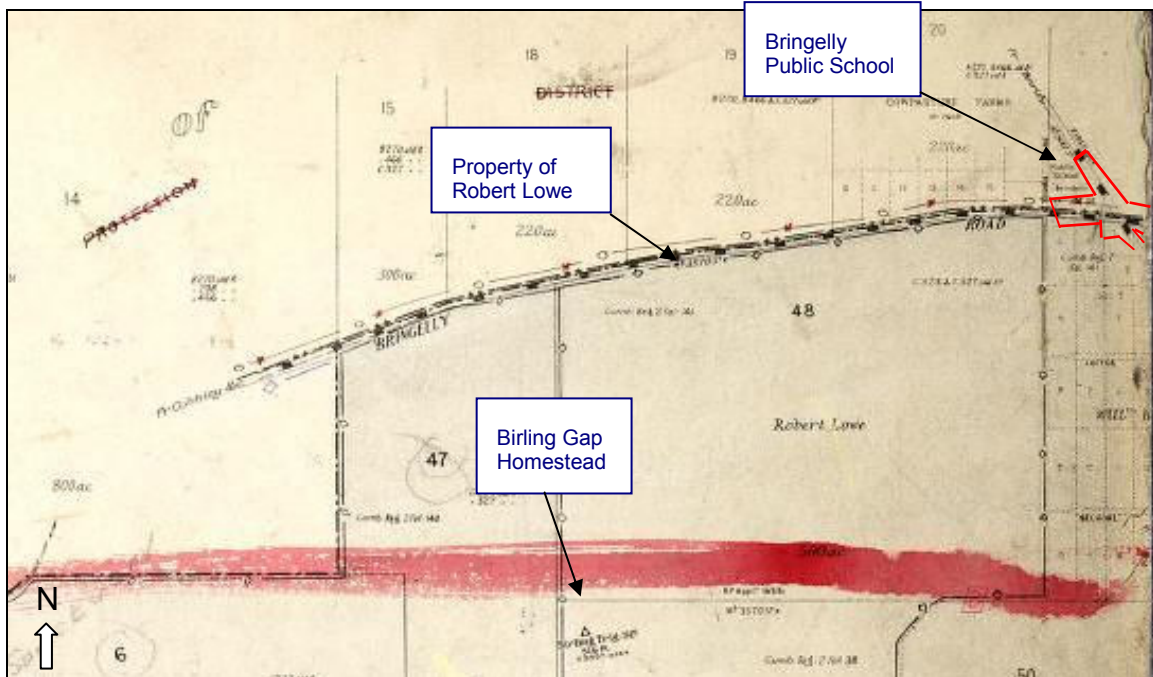


**Figure 3.1:** Detail from the Parish Map of Bringelly (no date on map but date approximated c. 1800-1820) showing the study area of Bringelly Rd from just west of The Northern Rd to South Creek. (Source: Department of Lands Parish Maps 14071201).

The 1914 and 1943 Parish Maps of Cook show the early land grant of Robert Lowe bordering Bringelly Road to the south (see Figures 3.2 and 3.3). As discussed previously, it was Robert Lowe's homestead known as "Birling Gap", which he built in 1812, that became closely associated with the village of Bringelly.



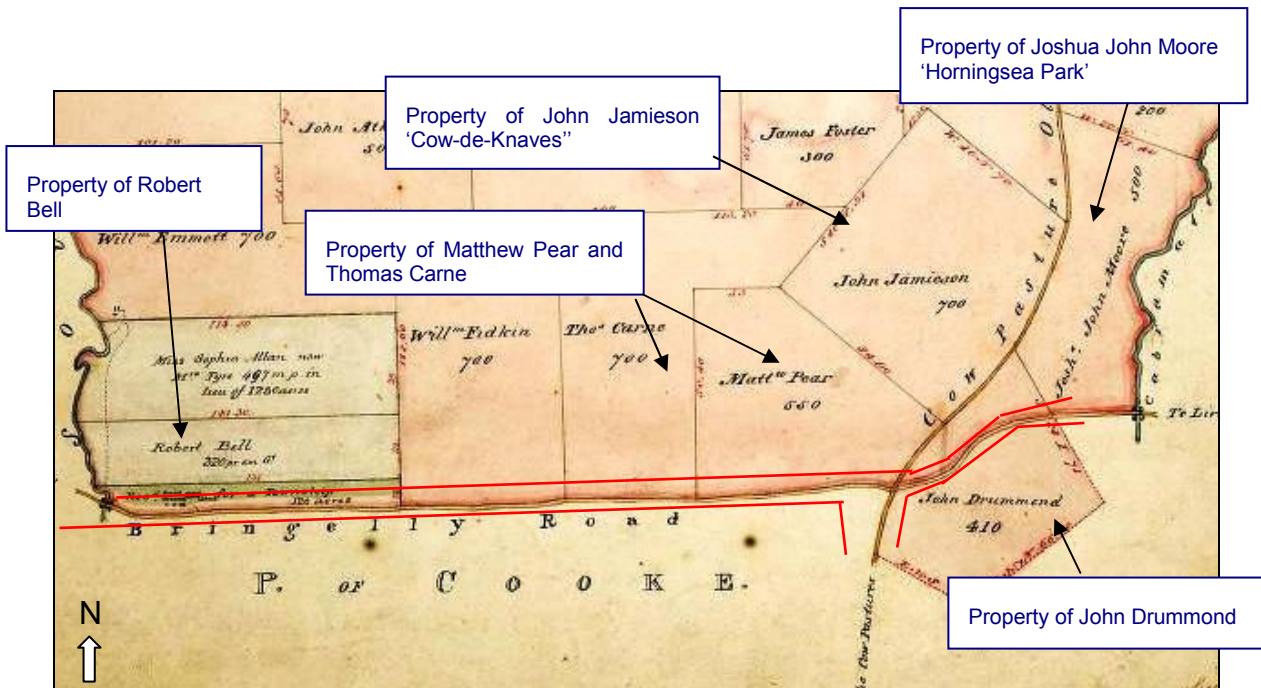
**Figure 3.2:** Detail from the 1914 Parish Map of Cook showing the study area of Bringelly Road at the intersection of The Northern Road. Note also Robert Lowe's property. (Source: Department of Lands Parish Maps 14090401).



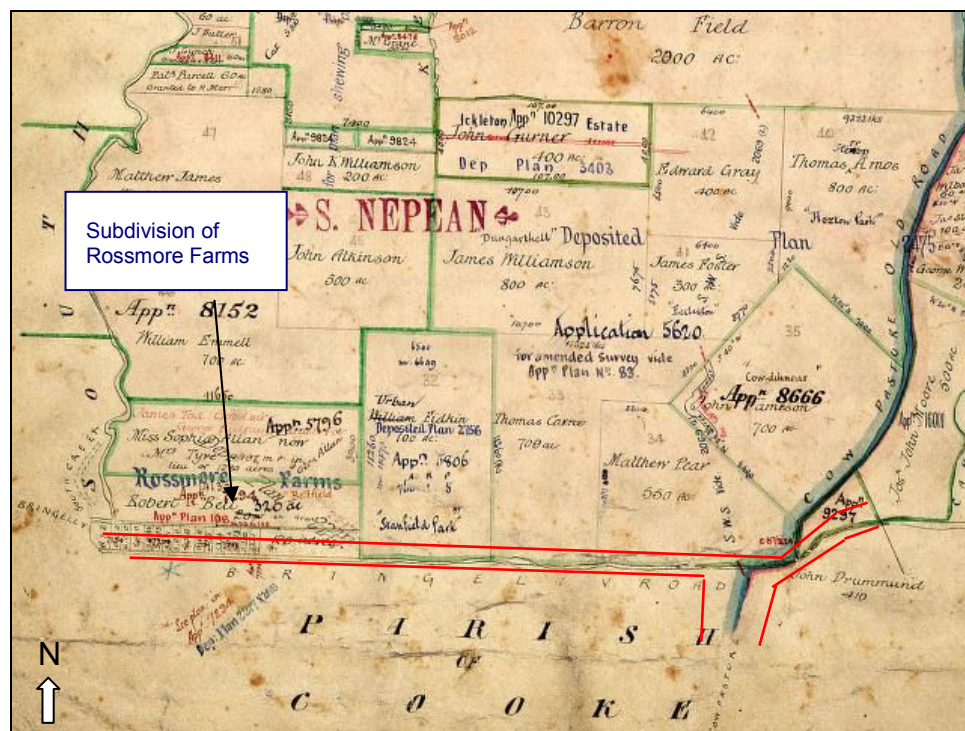
**Figure 3.3:** Detail from the 1943 Parish Map of Cook showing the study area of Bringelly Road at the intersection of The Northern Road. (Source: Department of Lands Parish Maps 14013001).

The Parish Map of Cabramatta as shown in Figure 3.4 illustrates the location of early land grants bordering Bringelly Road to the north located between South Creek and Cowpasture Road in the central and eastern sections of the study area. The land grants of Robert Bell, William Fidkin, Thomas Carne, Matthew Pear, John Jamieson, Joshua John Moore and John Drummond are amongst the early land grants of this region.



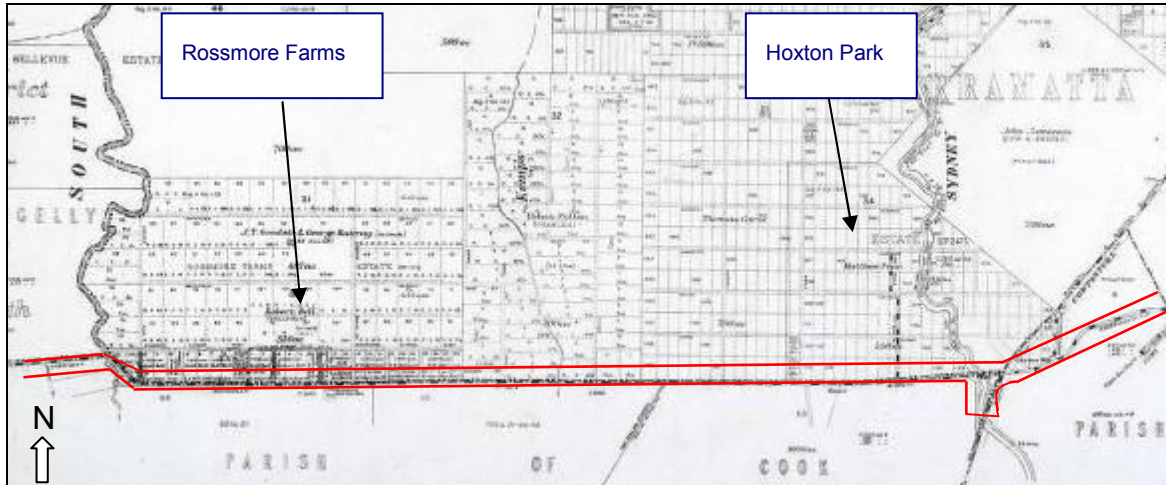


**Figure 3.4:** Detail from the Parish Map of Cabramatta (no date on map) showing the names of the land holders bordering the north side of Bringelly Rd from South Creek to Cow Pasture Rd. (Source: Department of Lands Parish Maps 14070601).



**Figure 3.5:** Detail from the Parish Map of Cabramatta (no date on map) showing the early subdivision of properties bordering the north side of Bringelly Rd from South Creek to Cow Pasture Old Rd (previous alignment of Old Cowpasture Road). (Source: Department of Lands Parish Maps 14070401).

The growth of the region in later years is also illustrated in the Parish Map as shown in Figure 3.6 as the larger holdings are subdivided into smaller properties located to the north of Bringelly Road (within the central and eastern study area). The larger holdings such as Hoxton Park and Rossmore Farms and the advertisements for their subdivision are illustrated in Figures 3.7 and 3.8.



**Figure 3.6:** Detail from the 1923 Parish Map of Cabramatta showing properties within the study area bordering the north side of Bringelly Road from South Creek to Cowpasture Road. (Source: Department of Lands Parish Maps 14031202).



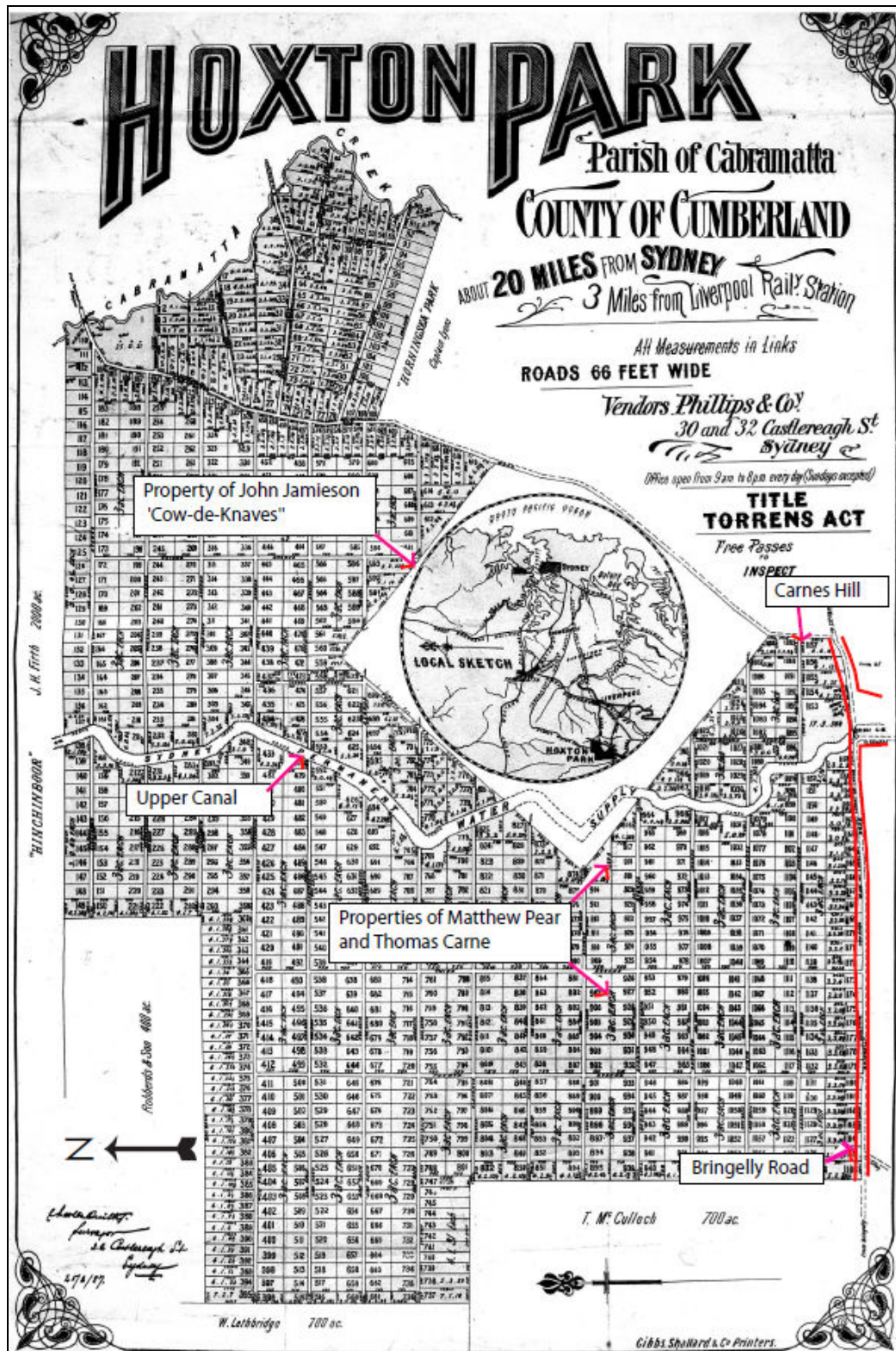


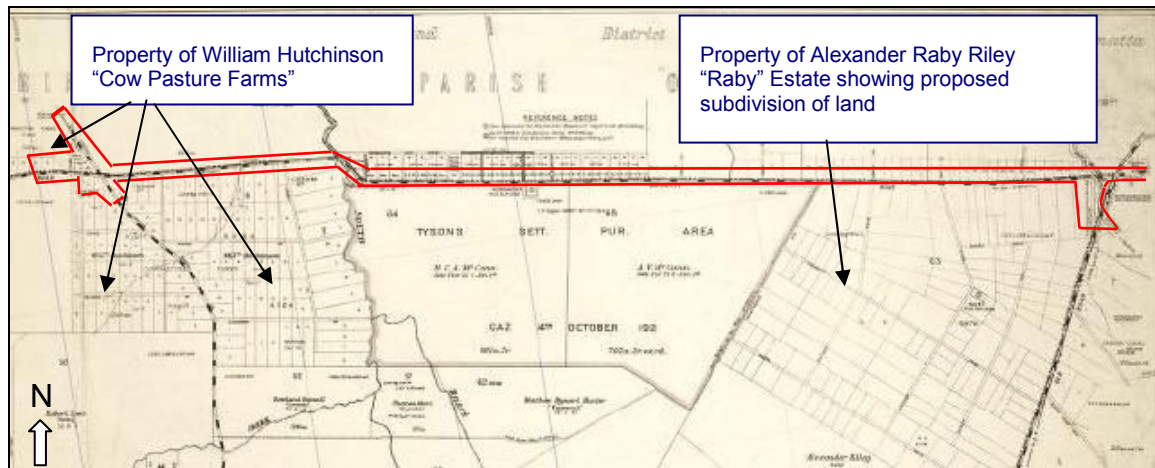
Figure 3.7: Hoxton Park 1887, Phillips & Co offered Hoxton Park for sale as 3 acre farming allotments. (Source: Sydney Subdivision Plans – Mitchell Library L/10/34).



Figure 3.8: Rossmore Farms advertised for sale as 10 acre lots, no date (estimated to be c. late 1880s). (Source: Sydney Subdivision Plans – Mitchell Library L/10154).



The 1928 Parish Map of Cook shows the early land grants of the holdings located south of Bringelly Road. The properties include William Hutchinson's "Cow Pasture Farm", H G A McCann, A V McCann and Alexander Riley's "Raby" as shown in Figure 3.9 below.



**Figure 3.9:** Detail from the 1928 Parish Map of Cook showing properties within the study area bordering the south side of Bringelly Road from The Northern Road to Cowpasture Road. (Source: Department of Lands Parish Maps 14013302).

"Raby" formed part of a 1215 hectare (3,000 acres) grant to Alexander Riley in 1816 as illustrated in Figure 3.9. There was a well-established pastoral holding on the site from the 1820s with the original homestead being replaced in the 1860s. The original "Raby" estate gained prominence due to its colonial rural holdings that pioneered the breeding of the Saxon merino breed, imported and developed by Alexander Raby Riley (NSW State Heritage Inventory 2010). The "Raby" property has been in continual use through three main families since 1816 and therefore has a historical association to the Australian sheep and cattle breeding industries in a continuous form (NSW State Heritage Inventory 2010).

Alexander Riley's homestead "Raby" is a later building with the property being reduced in size through subdivision (see Figure 3.10), however, the connection is still strong with the original homestead (Perumal Murphy 1990: 21).

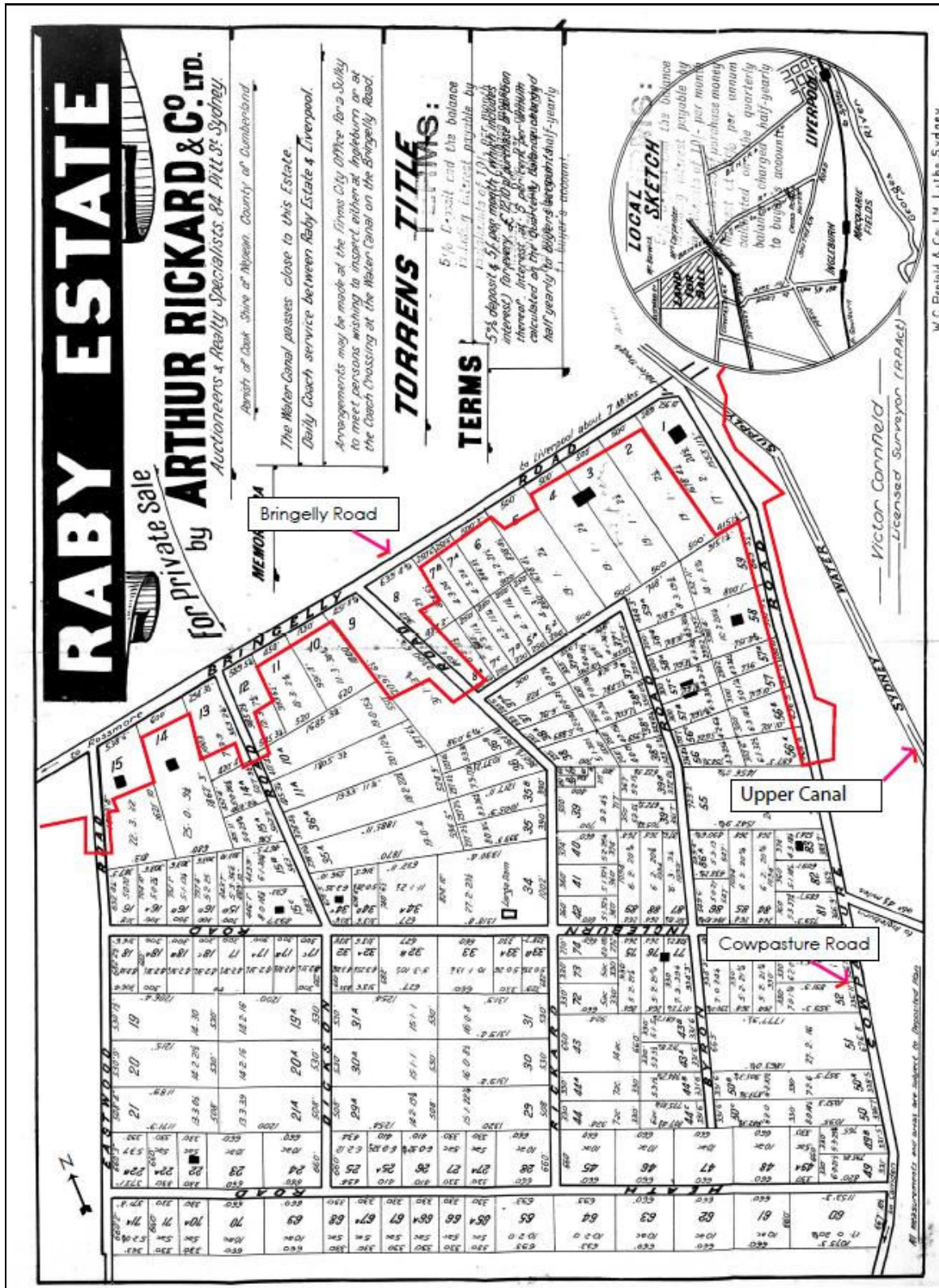
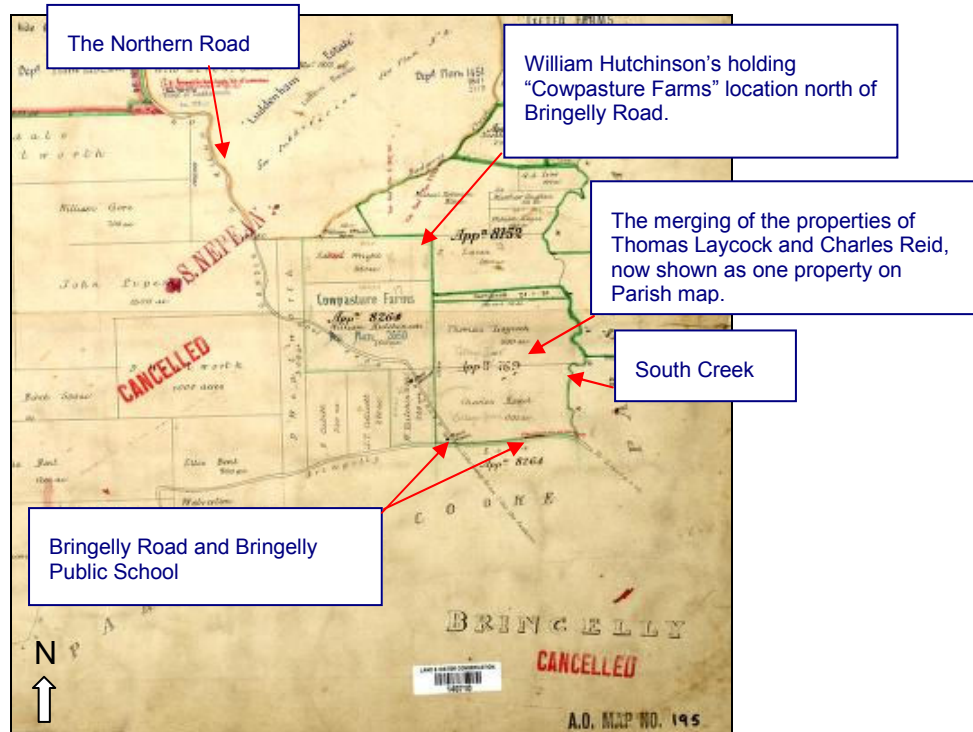


Figure 3.10: Advertisement for Raby Estate land sale from Arthur Rickard & Co. Ltd. No date (but approximated to be c. 1914) (Source: Sydney Subdivision Plans – Mitchell Library L/1074).

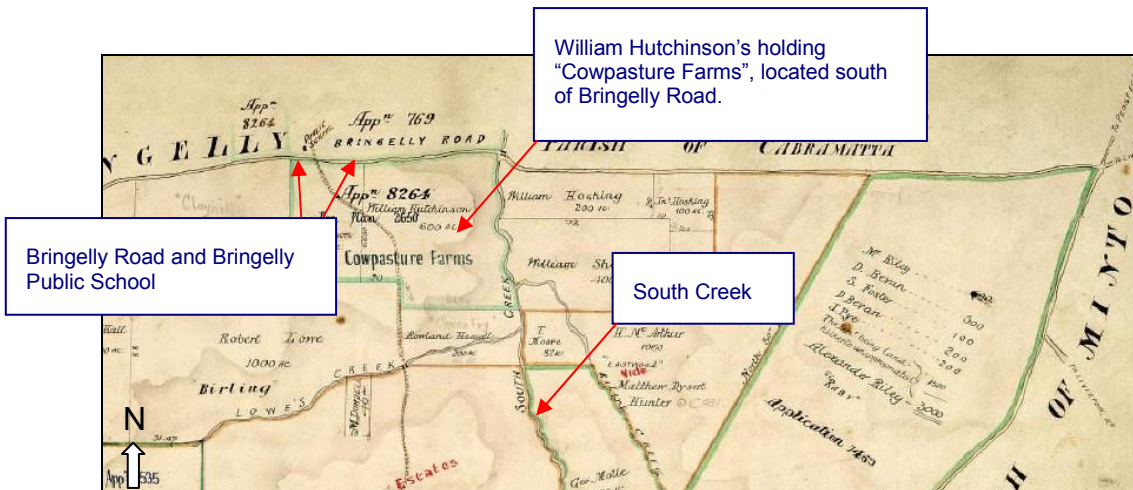
Further examples of the extensive subdivision of the larger holdings are shown in Figures 3.11 to 3.14 of William Hutchinson’s “Cow Pasture Farm” property bordering Bringelly Road to the north



and the south of the road as illustrated in the Parish Maps of the region up until 1953. Hutchinson's property was never the location of a homestead but was divided into smaller tenancies quite early (Perumal Murphy 1990: 13). In later years, Hutchinson's holdings were subdivided into separate titles, which in turn were then re-subdivided (Perumal Murphy 1990: 21).



**Figure 3.11:** Detail from the Parish Map of Bringelly (no date) showing properties of William Hutchinson's "Cowpasture Farms" and Thomas Laycock's "Cottage Vale" within the study area of Bringelly Rd from just west of The Northern Rd to South Creek. (Source: Department of Lands Parish Maps 14071001).



**Figure 3.12:** Detail from the Parish Map of Cook (c. 1909) showing the property of William Hutchinson's holding "Cowpasture Farms" within the study area bordering the south side of Bringelly Rd from The Northern Rd to South Creek. (Source: Department of Lands Parish Maps 14069601).

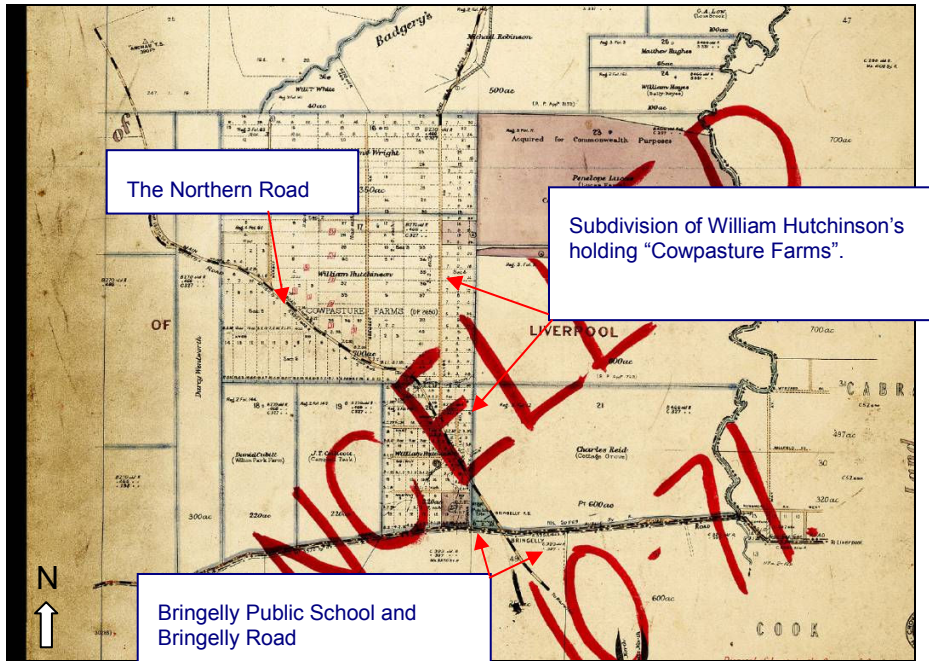


Figure 3.13: Detail from the 1953 Parish Map of Bringelly showing the later subdivision of William Hutchinson's holding "Cowpasture Farms" within the study area bordering the north side of Bringelly Road at the intersection of The Northern Road to South Creek. (Source: Department of Lands Parish Maps 14032501).

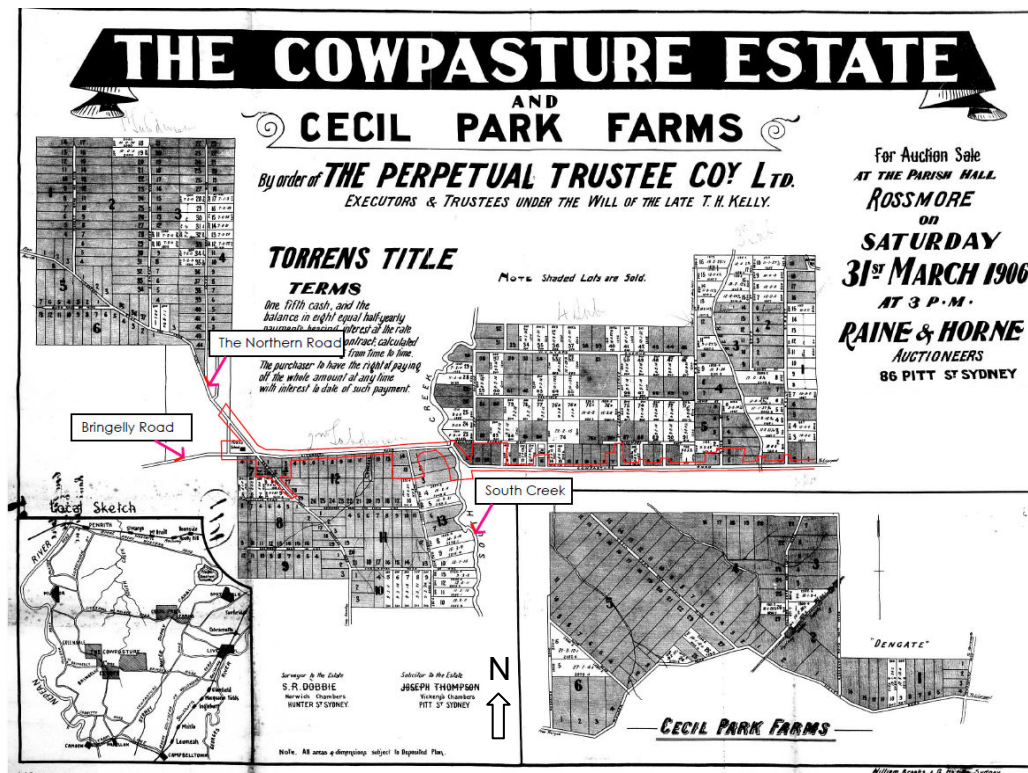


Figure 3.14: Advertisement for The Cowpasture Estate land sale from The Perpetual Trustee Co Ltd. Dated March 1906. (Source: Sydney Subdivision Plans – Mitchell Library L/10/17).

Of note is also the original location of Bringelly Post Office which can be seen in Figure 3.15 to be located north of Bringelly Public School. In the 1906 Cowpasture Estate land sales advertisement and a later map of Bringelly village, the location of the Post Office is shown to be closer to the



village (Figures 3.16 and 3.17) which by 1912 consisted of a population of 613, with 121 houses, a blacksmith's shop, a Wesleyan church, Post Office, a school and various other buildings (Perumal Murphy 1990: 49) that included the Nepean Shire Council building.

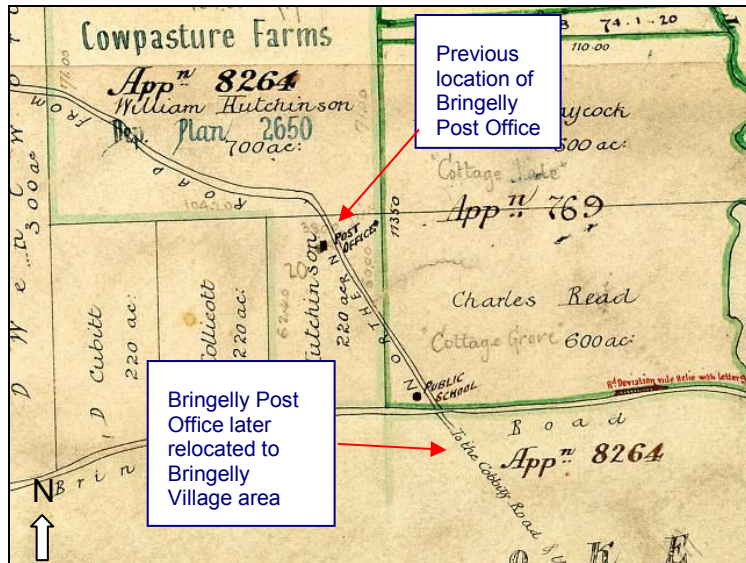


Figure 3.15: Detail from the Parish Map of Bringelly (no date) showing the original location of the Bringelly Post Office which was later relocated to be closer to the Bringelly Village area south of the Bringelly Public School. (Source: Department of Lands Parish Maps 14071001).

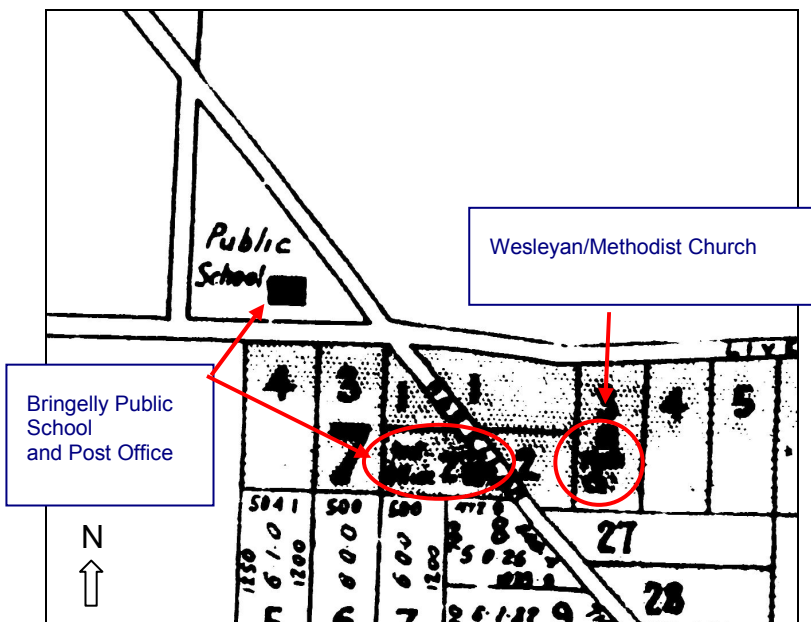
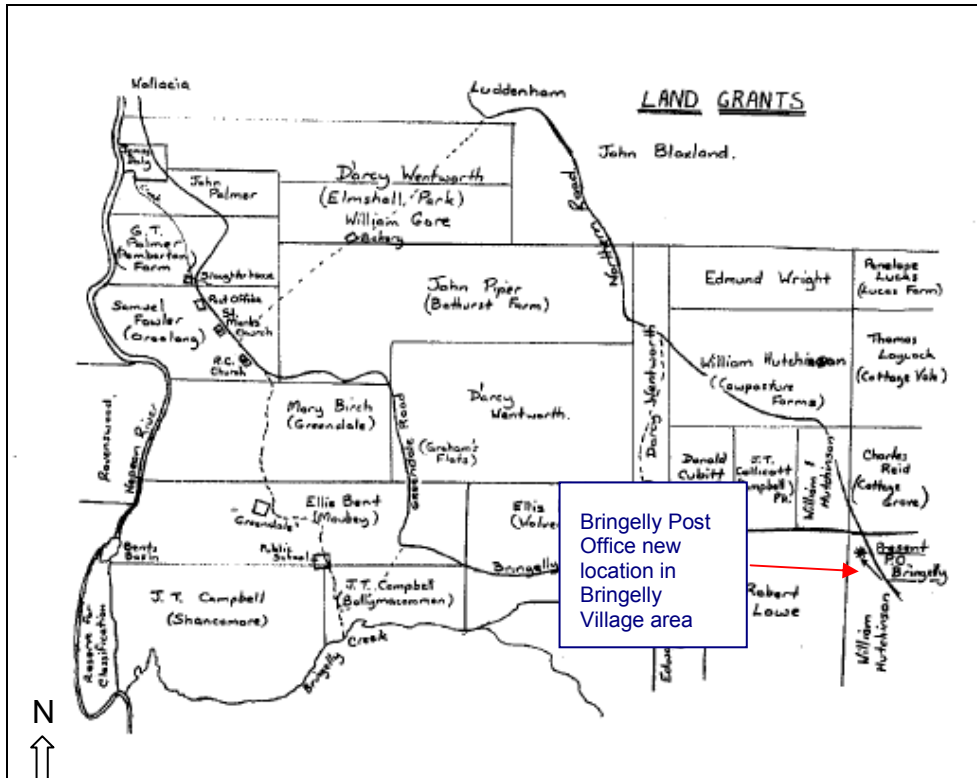
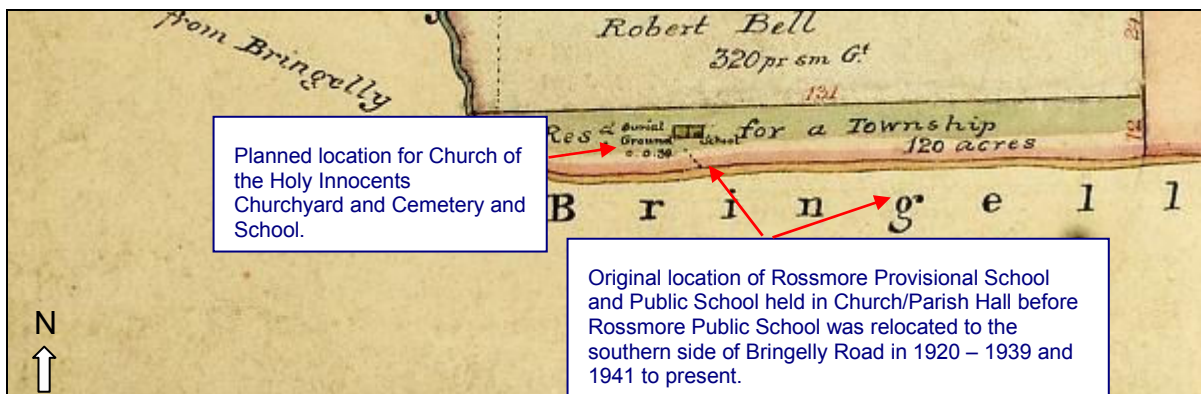


Figure 3.16: Detail from the advertisement for The Cowpasture Estate land sale from The Perpetual Trustee Co Ltd showing to location of the Bringelly Post Office closer to the Bringelly Village Area. Dated March 1906. (Source: Sydney Subdivision Plans – Mitchell Library L/10/17).



**Figure 3.17:** Detail from map of Bringelly (no date) with the Bringelly Post Office no longer located to the north of Bringelly Public School. (Source: Bringelly Public School Centenary 1878-1978: 31).

Figure 3.18 illustrates the early subdivision of Robert Bell's holding into the proposed location of the Church of the Holy Innocents Churchyard and Cemetery and the location of Rossmore Provisional School (1902 – 1911 and 1939 – 1941) and Public School (1912 – 1921) located in the previous Church/Parish Hall. Rossmore Public School was relocated in 1920 – 1939 and 1941 to present to the south side of Bringelly Road where the school is located today. In the 1880s, Robert Bell's property which included Bellfield Farm Homestead was retained and the remainder sold as small lots (see Figure 3.19), later to be known as Rossmore Farms (as also illustrated in Figures 3.6 and 3.8) which today forms part of the village of Rossmore (Perumal Murphy 1990: 13). Bellfield Farm is a rare survivor of early grants with the homestead consisting of the original building (Perumal Murphy 1990: 21).



**Figure 3.18:** Detail from the Parish Map of Cabramatta (no date on map) showing the early subdivision of Robert Bell's holding to the proposed location of the Church of the Holy Innocents Churchyard, Cemetery and School. (Source: Department of Lands Parish Maps 14070601).

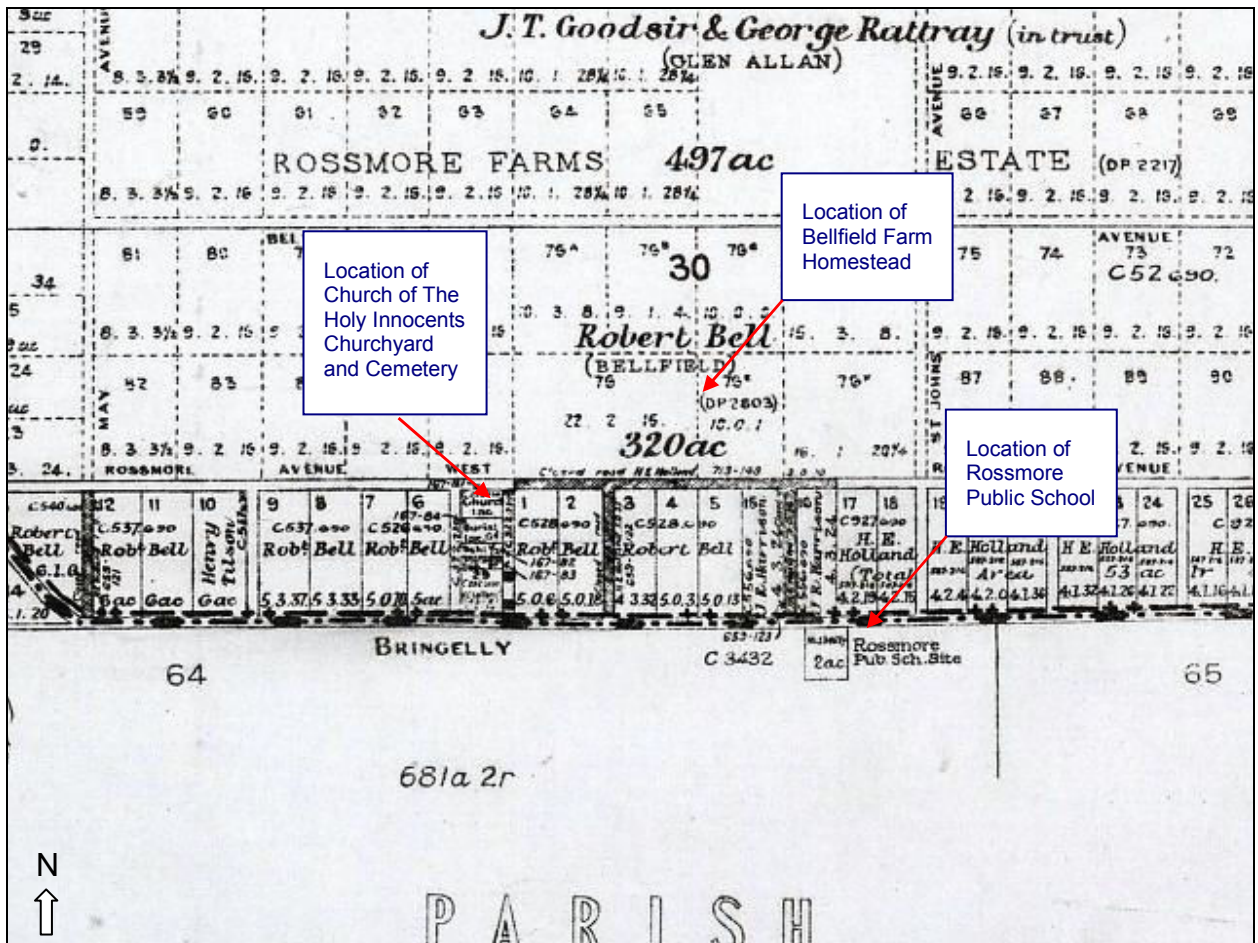


Figure 3.19: Detail from the 1923 Parish Map of Cabramatta showing the locations of the Church of the Holy Innocents Churchyard and Cemetery, Bellfield Farm Homestead and Rossmore Public School. (Source: Department of Lands Parish Maps 14031202).

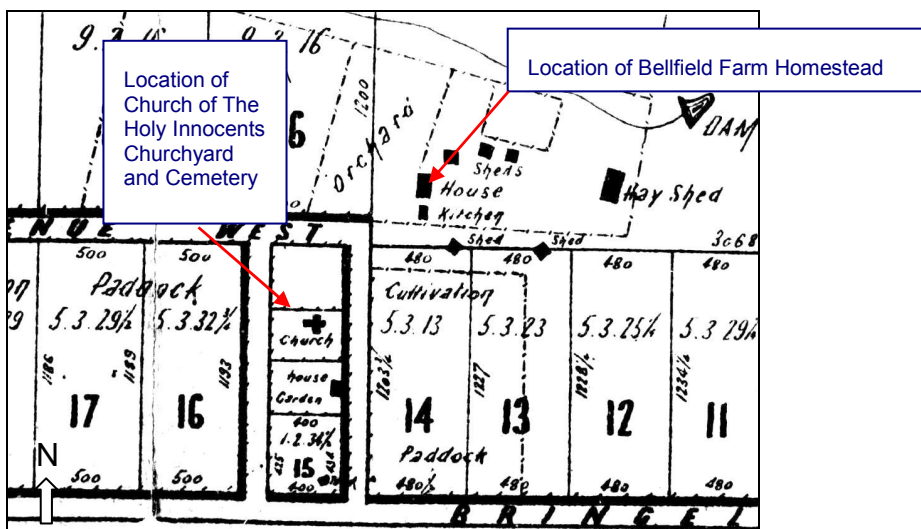


Figure 3.20: Detail from Rossmore Farms advertisement (shown in full in Figure 3.27) for sale as 10 acre lots showing location of Holy Innocents Church and Bellfield Farm, no date (estimated to be c. late 1880s). (Source: Sydney Subdivision Plans – Mitchell Library L/10/54).

The following sections will discuss a number of land tenures within the component parts of the study area in further detail.

### **3.3.2 LAYCOCK'S GRANT**

Thomas Laycock's original holding bordered Bringelly Road and The Northern Road on the property's south-west corner (see Figure 3.1). Laycock built a house and resided on his land and by 1822 he had cultivated large areas of grain crops, gardens, orchards and animal stock with his property consisting of a total of 1200 acres. Laycock acquired Charles Reid's adjoining grant, "Cottage Grove" which was not officially registered until 27 & 28 November 1823 as shown in Figure 3.20 (FORM 2006: 16). The property changed ownership several times, as Thomas Campbell took it over in 1824, adding more rooms and offices, followed by Alfred Kennedy in 1833 with the building of more outbuildings, followed by David Bell in 1853 (FORM 2006: 32).

The property was then mortgaged to Rowland Hassall in 1857 and again in 1862, finally being sold to Frederick Borton in 1865. New ownership of the property was undertaken by William John Pearce in 1869 with the farm still remaining intact at 1325 acres (as a portion of Lucas's grant to the north had been merged with the farm in earlier years).

The early subdivision of the land occurred in 1896 when part of the property was resumed for urban development for the school and dwelling known as the Bringelly Post Office (see Figure 3.15 and Section 3.3.6) (FORM 2006: 19, 32). In 1896, part of the land on the southern boundary of the farm was resumed for the construction of Bringelly Road with a portion of the property located on the southwest corner being resumed for the establishment of the Bringelly Public School (see Figure 3.15 and Section 3.3.6) (FORM 2006: 19). After the resumption, the balance of the property was estimated to be 1187 acres 2 roods 19-1/2 perches (FORM 2006: 19).

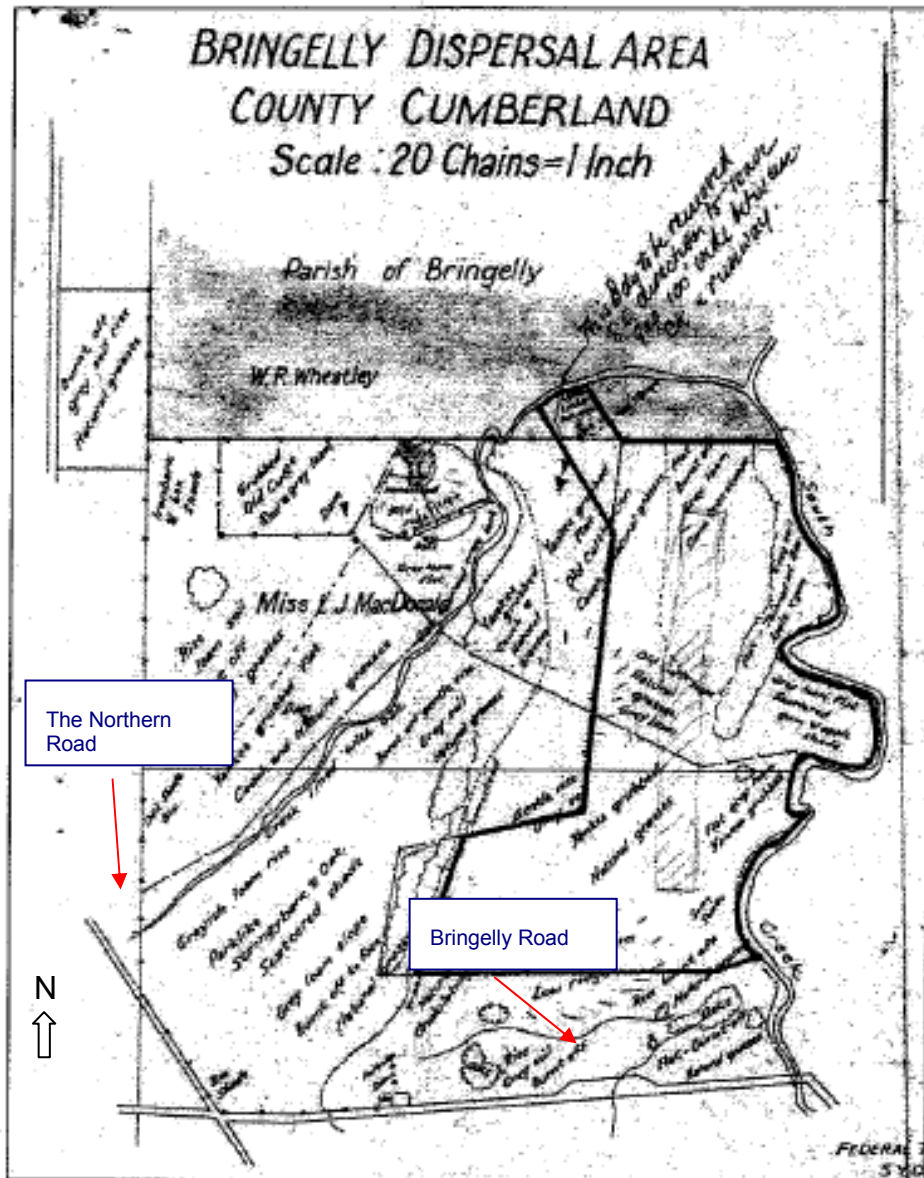
In 1901, the title of the property was transmitted to Elizabeth Charlotte Pearce, wife of William John Pearce. In May 1901, George Albert Church, a grazier of Campbelltown, purchased the property. It was later registered as "The Retreat" in the 1909 Electoral Rolls by Sophia Letitia Church and Alfred George Church, a grocer (FORM 2006: 20). The property was heavily mortgaged and sold by the mortgagee in 1911 to Arthur Owen Ryder, a gentleman from North Sydney, who in turn sold it to Charles Tyson of Aberdeen, a grazier, who renamed the property "Kelvin".

In March 1914, "Kelvin" was sold to Philip Staughton, a grazier of Dalapool, Narrandera who added to the land by purchasing Lots 12 to 17 of Section 4, that formed part of the subdivision of Hutchinson's former grant.

In May 1918, Hugh Peter MacDonald, a grazier from Yandra, Nimmitabel, purchased "Kelvin" and the title was transferred to Lorna Jessie MacDonald in June 1921, with records indicating that sheep were still being grazed on the property (FORM 2006: 20).

A portion of the property was then leased to the Commonwealth of Australia from 19 March 1942 to 28 February 1945 for the use as a "Dispersal Aerodrome" (see Figure 3.21) for National Security Regulations by the RAAF (FORM 2006: 20). A Compensation Report dated 13 January 1944 included a description of the property as "...1230 acres of grey to reddish loam flats and gentle slopes. The area has been burnt off for grazing and about 500 acres Yankee grubbed...Residential buildings are substantial and comprise brick homestead with Galvanized Iron roof and cement rendered outside walls...Farm buildings consist of vehicle shed, shearing shed and yards." (FORM 2006: 20). The 390 acres proposed to be acquired consisted of a flat area located along South Creek to be used as an airstrip (see Figure 3.21). In order to prepare for the proposed occupation, large quantities of timber on the property were felled to build the airstrip and alterations were made to farm buildings along with the erection of new fences (FORM 2006: 21). When the site was no longer of use to the RAAF, redundant items were removed from the property, although gravel surfaces, hideouts and many other items were left in situ.





**Figure 3.21: Survey of the proposed Bringelly Dispersal Area c. 1942.**  
 (Source: FORM 2006: 21).

Between January 1950 and September 1960, portions of “Kelvin” were transferred to the Commonwealth of Australia and the Overseas Telecommunications Commission (FORM 2006: 28). The remainder of the property consisting of 924 acres 2 roods 32-1/2 perches was then purchased by Peter Medich Properties Pty Ltd on 28 January 1972 and remains the current owner (FORM 2006).

The property was subdivided again in 1985 and the subdivision included the formation of twenty-five smaller building allotments facing Bringelly Road that were approximately 2 ha each (Lots 1-25)(LPI DP 712840).

“Kelvin” was further subdivided in 1990 into six allotments, separating the homestead and farm buildings onto a smaller allotment of less than 10 hectares, accessed by The Retreat Road (FORM 2006: 28).

### **3.3.3 RILEY'S GRANT**

Alexander Riley emigrated from London in June 1804 and was appointed as storekeeper and magistrate at Port Dalrymple. Riley was involved in business as well as the management of his newly acquired property which he called "Raby" (Leppington Historic Notes 1983). "Raby" formed part of a 1215 hectare (3,000 acres) grant to Alexander Riley in 1816 as illustrated in Figure 3.9.

Alexander Riley's property, the Raby Estate was located between Eastwood Road and Cowpasture Road to the south of Bringelly Road. In 1836, after the death of William Edward Riley (the son of Alexander Raby Riley) the management of the 'Raby' estate was undertaken by Stuart Alexander Donaldson until Alexander Riley (the son of William Riley and the grandson of Alexander Raby Riley) turned 21 with the remainder of the Riley family moving to the north of the state (Leppington Public School 1972: 12).

Stuart Alexander Donaldson subdivided 'Raby' and Edward Moore (one of the three Moore brothers who travelled to New South Wales to join relatives who lived on the Cowpastures) leased 'Raby' homestead and the 500 acres surrounding the residence. Moore bred Merino sheep, fine sturdy cattle and grew grain on the property (Leppington Public School 1972: 12).

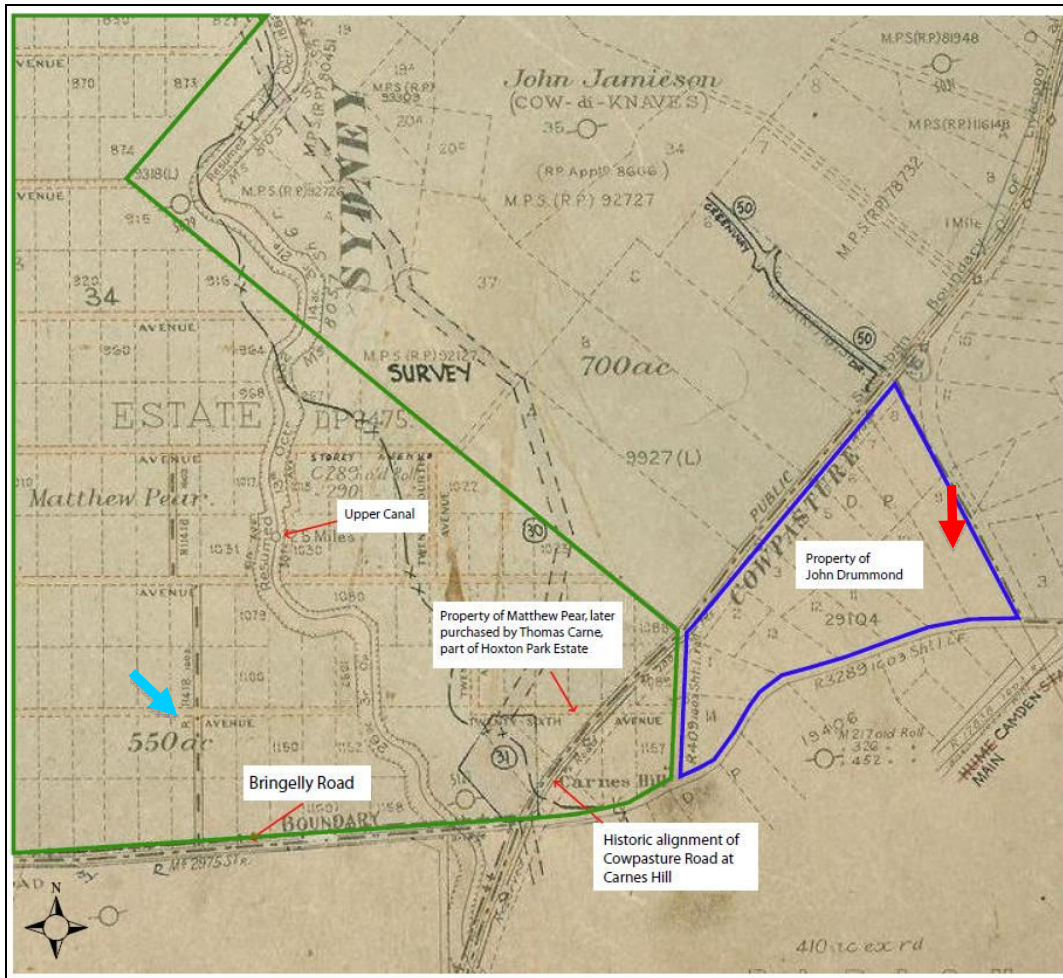
The 'Raby' estate, consisting of 3,289 acres, continued to be managed by Stuart Alexander Donaldson until 1857 when he returned to England and purchased the estate from Alexander Raby Riley in February 1863. On the 11<sup>th</sup> October 1866, Donaldson sold 'Raby' to William Moore (the brother of Edward Moore) for £5,000.00 (Leppington Public School 1972: 12).

William Moore died in 1878 and the estate was then owned by Arthur Barrington Moore (William Moore's son). In 1907, Barrington Moore acquired 1,756 acres of the 'Raby' estate with the remainder of the estate being sold to the real estate agent, Arthur Rickard in 1914 (Leppington Public School 1972: 13). The land was surveyed and roads and dams were constructed throughout the 5-10 acre lot properties sold as part of the 'Raby Estate' as shown in further detail in the Raby Estate advertisement for land sales as illustrated in Figure 3.10.

### **3.3.4 MATTHEW PEAR AND JOHN DRUMMOND'S GRANTS**

After 1819, Matthew Pear's 550 acre grant was acquired by Thomas Carne, who already owned the neighbouring 700 acre property "Belle-Vue" (see Figures 3.4) in the area known as Carne's Hill (Hoxton Park Public School Centenary Committee 1982: 6).

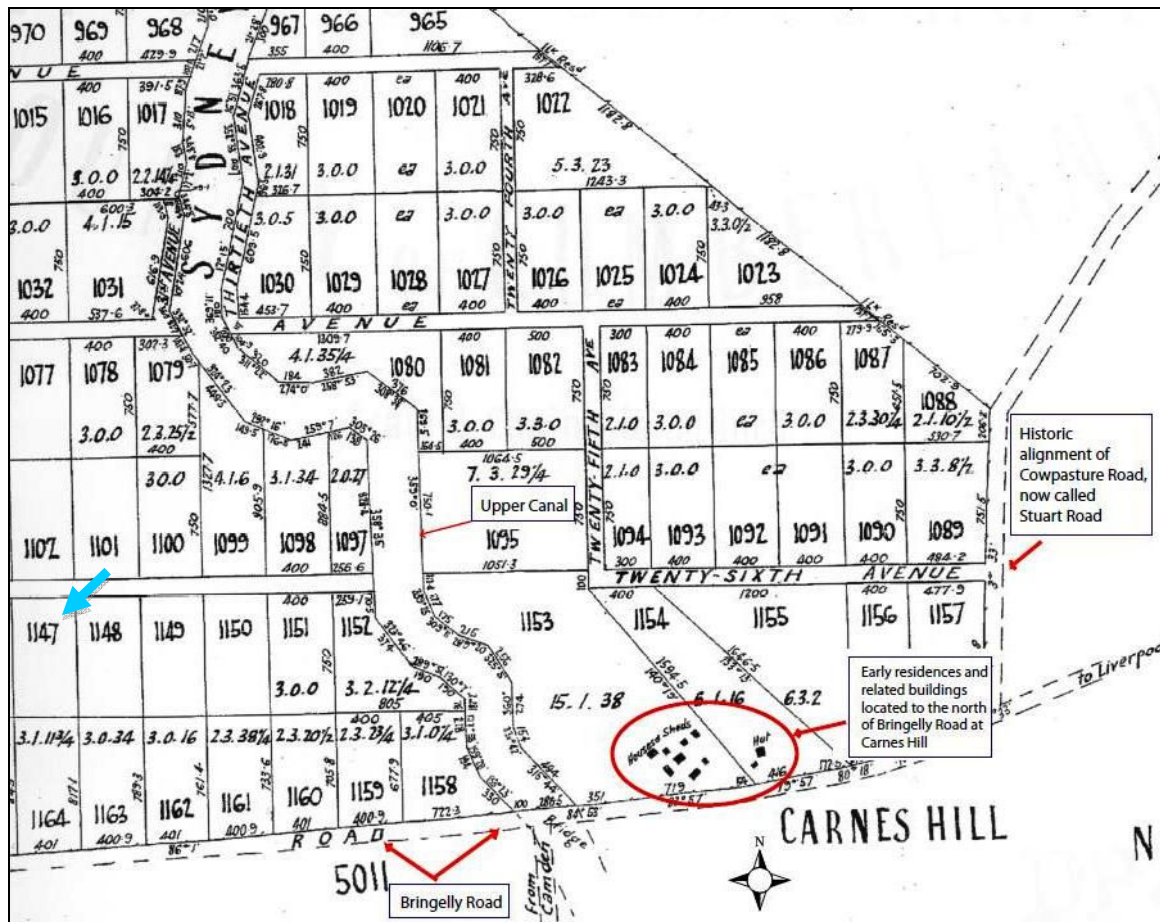
In 1887, a land syndicate under the name of 'Phillips & Co' bought much of the land from landowners in the area, including Thomas Carne and named the area Hoxton Park (see Figure 3.7) after the property of Thomas S Amos (Kass 1992: 3.18; Tan 1979: 4).



**Figure 3.22:** Parish Map of Cabramatta showing properties of Matthew Pear and John Drummond. Dated to 1964. Note early residences were later located on Lot 9 DP 29104 (red arrow) and Lot 4 DP 126820 (blue arrow). (Source: SIX Viewer Lands Dept Pixel Website).

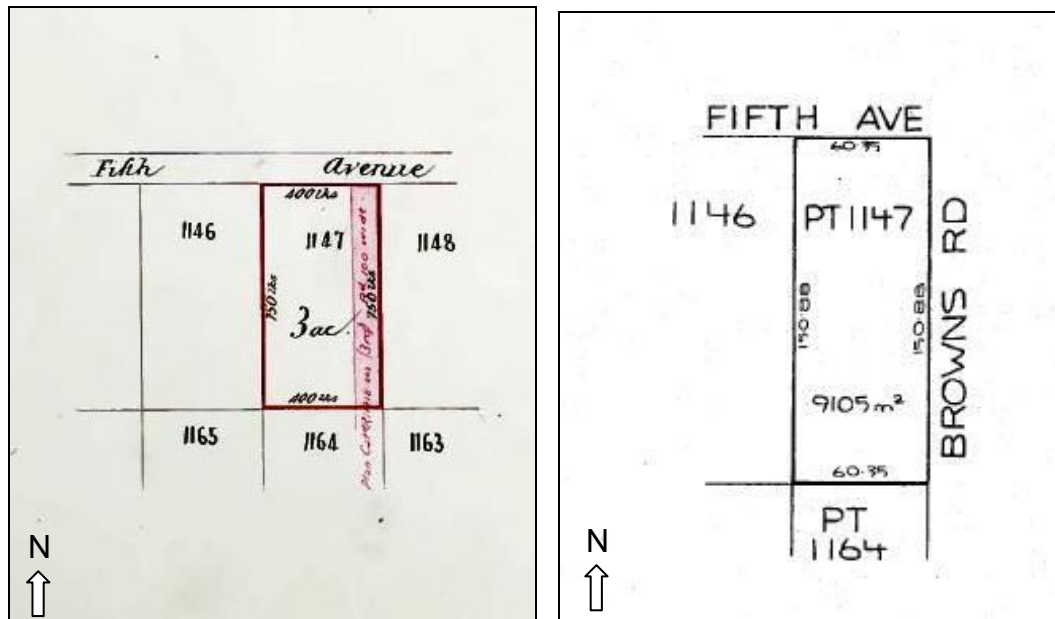
Early residences and related buildings are visible on Lot 1153 and 1154 of Deposited Plan (DP) 2475 of Hoxton Park dated to 20<sup>th</sup> May 1887, as illustrated in Figure 3.23. There was a blacksmith by the name of Johnny Claven that owned a 'smithy' located within this area (Bringelly Historic Notes). Both lots are on the land previously owned by Thomas Carne and Matthew Pear (see Figure 3.22).





**Figure 3.23:** Plan of Hoxton Park, Deposited Plan (DP) 2475 dated to 20<sup>th</sup> May 1887 showing early residences and related buildings located on Lot 1153 and 1154 of DP 2475 to the north of Bringelly Road. Note early residence was also later located on Lot 1147 DP 2475 (as indicated by blue arrow). (Source: Department of Lands DP 2475).

A residence dated to approximately c. 1930s is located on Lot 4 DP 126820 (Figures 3.23 and 4.16), previously identified as Lot 1147 of DP 2475 (as indicated by blue arrow in Figure 3.23 above) of Hoxton Park (3 acres). This was purchased on 3 March 1894 by Charles Bowles of South Brisbane, Queensland, who was recorded to be a Chairmaker, the land previously being part of the grant in the name of Matthew Pear (Certificate of Title Volume 1120 Folio 182). A Notice of Resumption of land for Public Road purposes was recorded on the Certificate of Title on 2 November 1915. There was a Transfer (No. 364399) dated 14 August 1935 from Charles Bowles to Charles Albert Brown of Auburn, Printer. The house today is located on the corner of Browns Road and Fifth Avenue. On the 23 May 1946 there was an Application by Transmission (No. D498310) to Teresa Julia Brown of Auburn, Widow who was then recorded to be the Registered Proprietor.



**Figure 3.24:** Image on left shows plan of Lot 1147, Deposited Plan (DP) 2475 Hoxton Park dated to 3 March 1894 showing land for resumption for road (Certificate of Title Volume 1120 Folio 182). Image on right shows Lot 1147 DP 2475 dated 10 September 1980 with the addition of Browns Road (Source: Land and Property Management Authority).

On the 12<sup>th</sup> December 1949 there was a Transfer of the Registered Proprietor (No. F146561) from Teresa Julia Brown to James Anthony Langarad of Paddington, Plasterer followed by a transfer of Registered Proprietor to May Puckridge of Penola, South Australia (Transmission R907526 dated 30 July 1980) and then to Margaret Raumer of Austral (Transfer No. S97697 dated 14 October 1980).

Another early residence was located on the property first granted on 20<sup>th</sup> June 1816 to John Drummond identified as Portion 8 in the Municipality of Liverpool, Parish of Minto and County of Cumberland (as indicated by red arrow in Figure 3.22 and Figure 3.25).

James Oprey, Farmer, of Carnes Hill was then listed as the Applicant in Primary Application No. 9297 (Volume 1151 Folio 236 dated 15 January 1895) of the same property, as illustrated in Figure 3.22. In August 1911, a mortgage was signed on the property to Neil Collins, Solicitor, of Sydney which was then followed by a transfer dated 28<sup>th</sup> February 1921 (LTO Deeds Branch, Transfer No 747475) from Neil Collins, mortgagee exercising Power of Sale, to John Robert English of Hoxton Park, Farmer.

On the 10<sup>th</sup> November 1942, an Application by Transmission, No. D166587 was undertaken and Beatrice Bertha English of Hoxton Park, Widow and George Thomas Wheeler, of Seven Hills, Dairy Farmer were listed as joint tenants as the registered proprietors of the land.



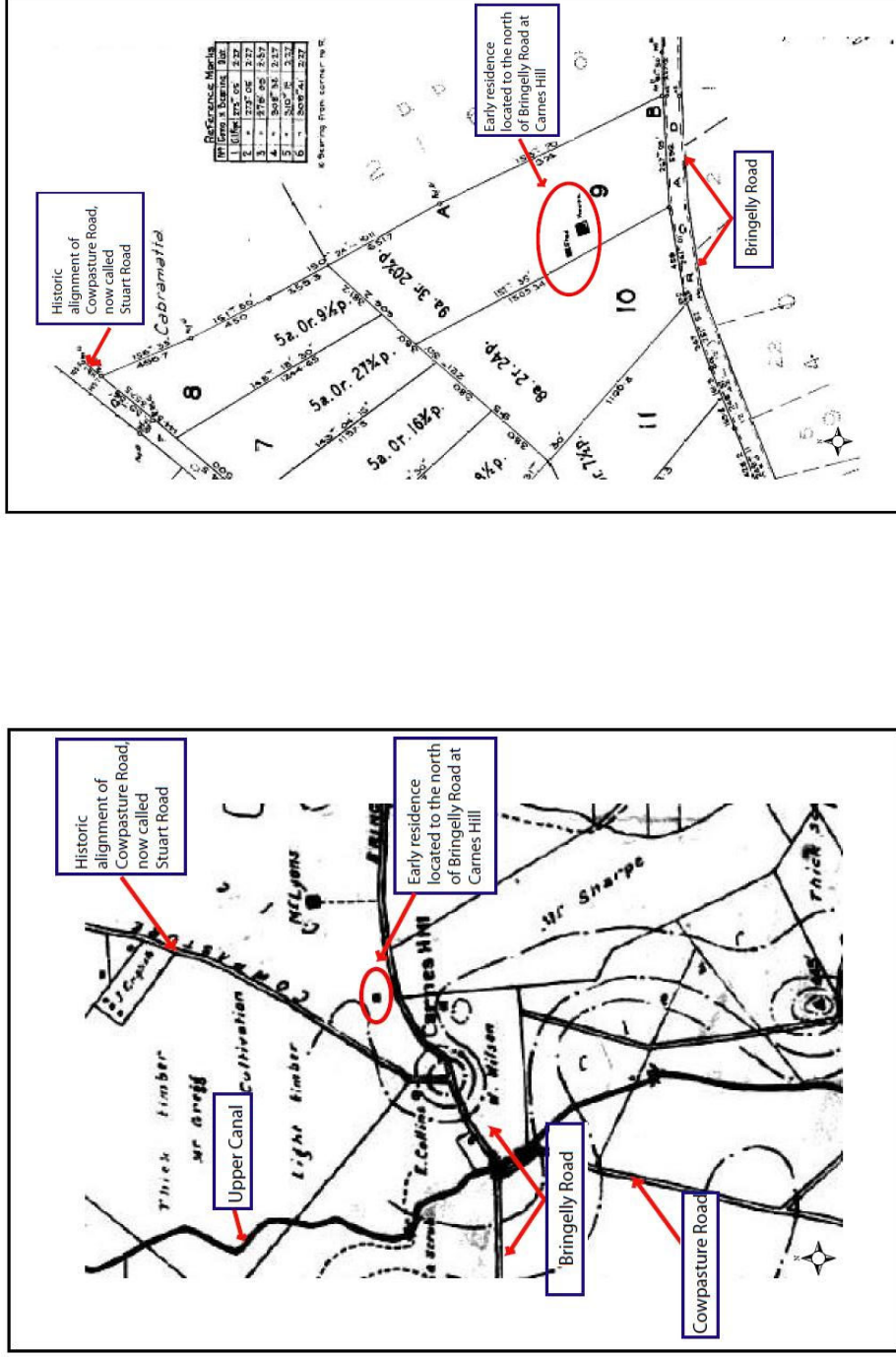


Figure 3.25: Image on the left shows early residence on Portion 8 granted to John Drummond from Reconnaissance Map dated 1906. (Source: Mitchell Library Map M3/811.134/1906/1). Image on the right shows the same residence (house and shed) on the property now identified as Lot 9 DP 29104, map from DP 29104 dated 5 November 1957. (Source: Department of Lands DP 29104).

In May 1942, a transfer (LTO Deeds Branch, Transfer No D166589) was undertaken from Beatrice Bertha English and George Thomas Wheeler to Eliza May Beaver, of Northbridge, Widow.

There was an addition to the existing roads bordering the property that was undertaken by the Council of the Municipality of Liverpool on 31<sup>st</sup> October 1958.

The property remained intact as one large estate as by February 1958 a Transfer of the property was undertaken (LTO Deeds Branch, Transfer No G913360) and Matthew Gergich, Senior of Leppington, Farmer, Matthew Gergich, Junior and Thomas Gergich were listed as tenants in common of Lots 1 to 13 inclusive of DP 29104.

It was later in the year of 1958, that the estate was subdivided into smaller lots (see Figure 3.25). A transfer (LTO Deeds Branch, Transfer No 1411325) was entered on 2<sup>nd</sup> December 1958 for Lot 9 DP 29104 (Volume 7624 Folio 186) and the registered proprietor listed as Joe Mate Bautovich of Leppington, Farmer.

Lot 9 DP 29104 was subdivided on the 22<sup>nd</sup> April 1964 (LTO Deeds Branch, Transfer No J619515) with Ivo Bautovich recorded to have received an undivided one-half share (Volume 9708 Folio 71A) with the remainder of the property listed under Volume 9708 Folio 71B as residue.



**Figure 3.26:** Aerial photograph (1947) of residence (house and outbuildings) on the property now identified as Lot 9 DP 29104. (Source: Department of Lands Liverpool Co. Cumberland Run 23 January 47).

### 3.3.5 UPPER CANAL AND THE UPPER NEPEAN SCHEME

Whilst farming and the grazing of animals were the earliest European land-use in the area and still remains a local industry even today (despite the encroaching urban spread), perhaps the most notable activity in terms of landscape modification within the study area was the construction of

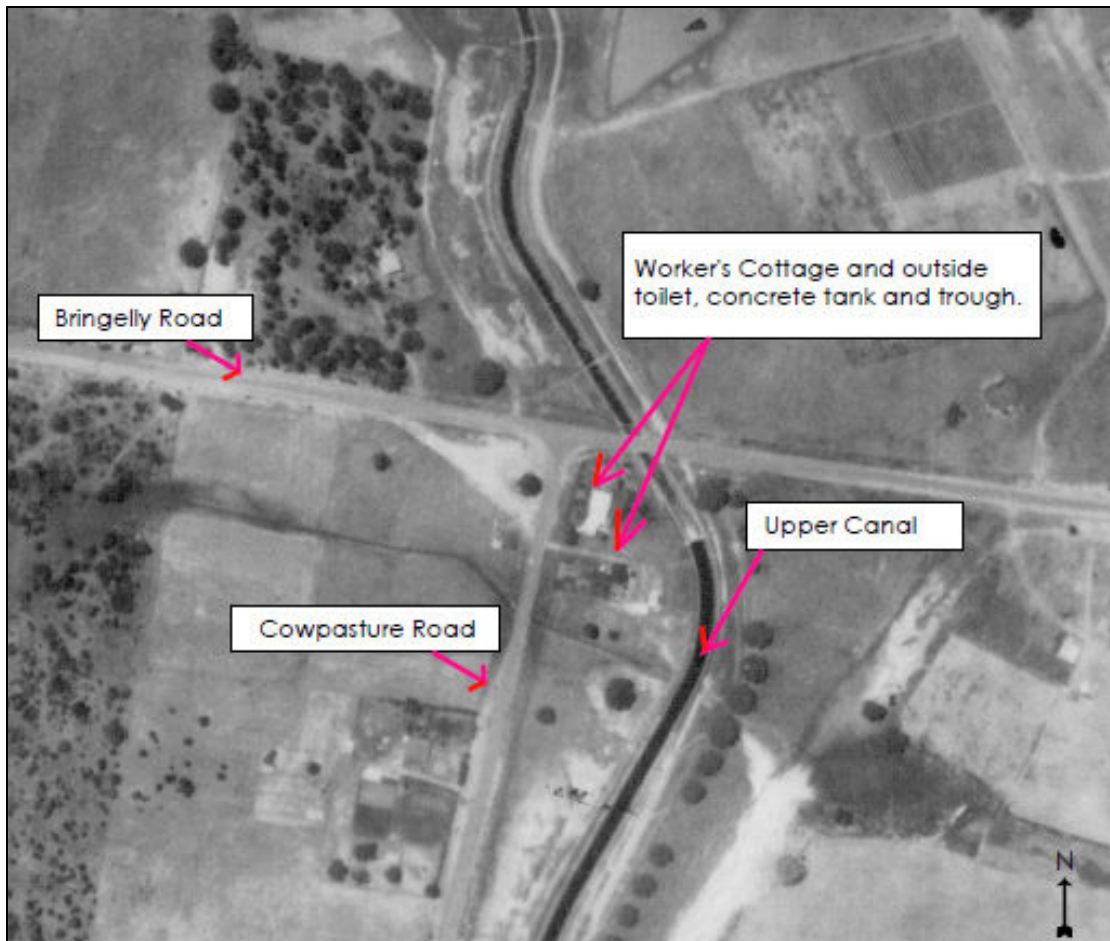
infrastructure associated with the Sydney Water Supply system. Established in the 1880s by the Metropolitan Water, Sewerage and Drainage Board, this scheme linked dams in the Upper Nepean catchment to the Sydney water supply, and saw the construction of the Prospect Reservoir and its associated infrastructure, including the Upper Canal system, part of which is located within the study area.

The Upper Canal was constructed between 1880 and 1888 as part of the Upper Nepean Scheme as Sydney's fourth water supply source. The Upper Canal is the conduit for the water stored in the Upper Nepean Catchment dams (Cataract, Cordeaux, Avon and Nepean) to Prospect Reservoir, the major service reservoir for much of metropolitan Sydney (NSW State Heritage Inventory 2010). The "Upper Canal" consists of approximately 58 km of tunnels, aqueducts and open channels of various cross-section that diverts the flow of the Nepean River, after the junction with the Avon and Cordeaux Rivers at Pheasant's Pass, to Prospect Reservoir (NSW State Heritage Inventory 2010).

The form of construction of the canal is variable and depends on the type of landform through which it passes. It is comprised of unlined tunnels through stable sandstone, or brick lined tunnels through shale formation (Higginbotham & Associates 2002: 8). Open lengths of the canal in stable sandstone are unlined, while in earth areas, the canal has battered walls of locally quarried rubble masonry or in areas with poor quality ground walls, concrete or rubble was set in cement mortar (NSW State Heritage Inventory 2010). Sections 8, 9 and 10 of the Upper Canal pass through the Liverpool City Council LGA with Section 8 of the Upper Canal situated within the study area.

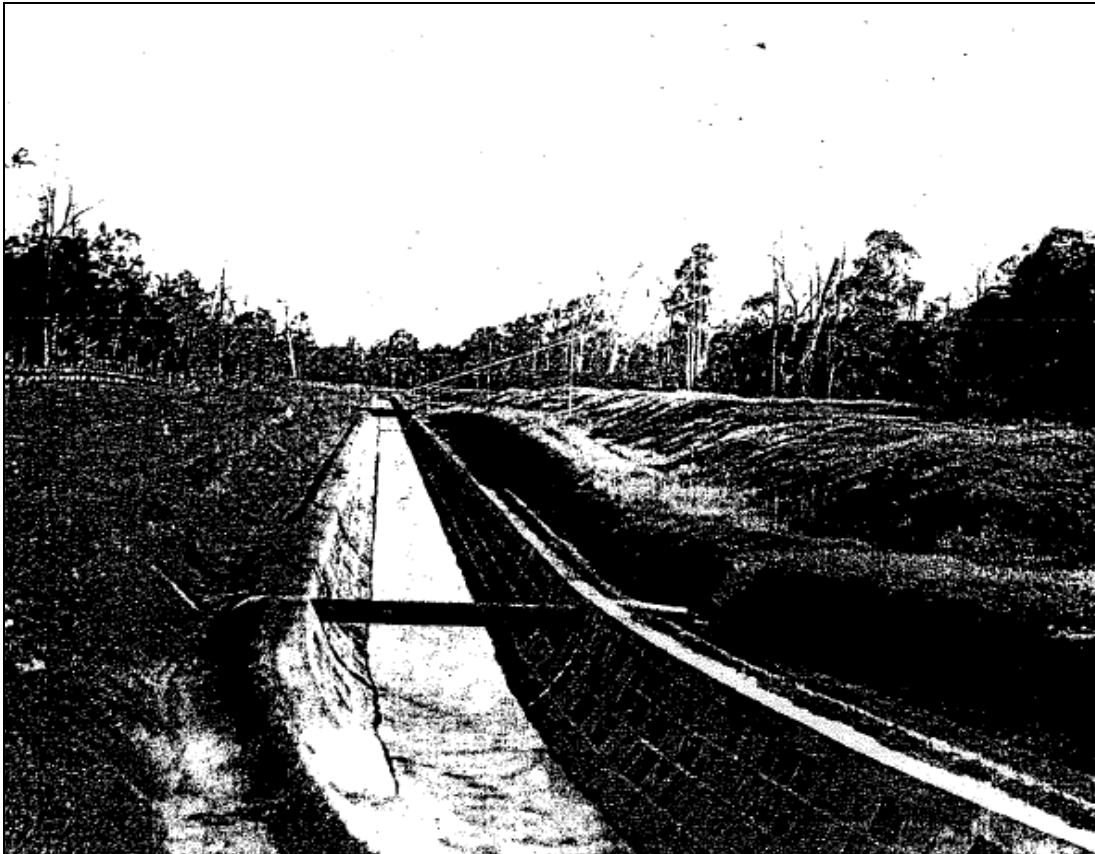
Section 8 of the Upper Canal commences near the Denham Court Road Overbridge (43km or 27 miles from Pheasant's Nest Weir) and continues to the 48km or 30-3/8 mile point, where another canal overbridge is located (Higginbotham & Associates 2002: 65; NSW State Heritage Inventory 2010).

In this section, the canal is comprised of a concrete flume (canal) usually with a trapezoidal section up to nearly 6 m wide at the top and a water depth of 2 m (NSW State Heritage Inventory 2010). Also situated within this section of the canal, was a worker's cottage and outside toilet. The worker's cottage is visible in an aerial photograph (1947) illustrated in Figure 3.27.



**Figure 3.27:** Aerial photograph (1947) of Upper Canal at the intersection of Bringelly Road and Cowpasture Road showing the worker's cottage, outside toilet, concrete tank and trough. Source: Department of Lands Liverpool Co. Cumberland Run 23 January 47.

Along the route of the canal are situated several ancillary structures such as wrought iron flume (pipe) sections supported on stone piers in order to cross steep gullies as well as concrete bridges providing access across the canal. Other ancillary structures include drainage structures to prevent pollution of the canal such as brick and stone culverts, aqueducts, control and gauging installations, gateways and stone markers along the entire length of the canal (NSW State Heritage Inventory 2010).



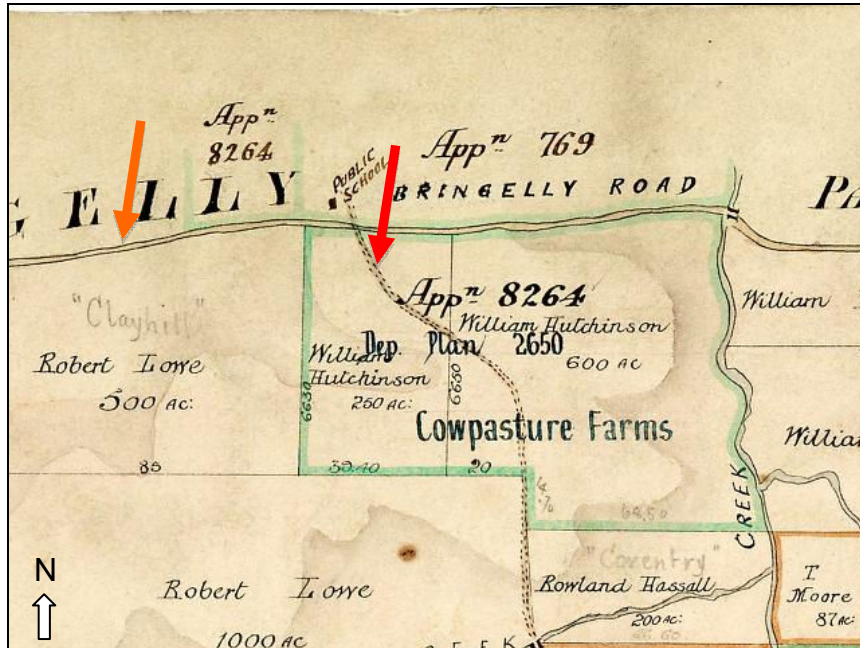
**Figure 3.28:** Upper Canal. A section of the race, near the flume at 28 miles (Section 8, Inventory 16). The flume has been replaced, although the race survives in original condition. (Source: Higginbotham 2002: 38).

### 3.3.6. BRINGELLY

The explorer, William Caley first travelled through the area of Bringelly in 1802, and then later in 1810, Governor Macquarie traversed the region (FORM 2006: 14). The land was thought to be suitable for grazing as the district was known as “The Cow Pastures” from the discovery of the Colony’s runaway cattle nearby (Perumal Murphy 1990: 11). Macquarie thought the land would be better utilised as pastoral land than farming land and as of 8 June 1811, land grants were to be marked out at Bringelly (FORM 2006: 14). The first land grant was submitted to Robert Lowe in 1812 followed by further grants and Bringelly then developed as a pastoral plus agricultural district (FORM 2006: 14). The name “Bringelly” was possibly derived from an Aboriginal word with the meaning “unobtainable” (Tan 1979: 3) or the Welsh name meaning “hill in the meadow” or “meadow hill” (Adams 1978: 27).

The immediate area of Bringelly consisted of a number of grants held by William Hutchinson (granted on 13<sup>th</sup> January 1818 - Deposited Plan 2650 Application 8264 1550ac). Hutchinson’s holding was known as “Cowpasture Farms” named from the earlier description of the district (see Figure 3.29) which was now a speculative venture to be let to tenant farmers (Perumal Murphy 1990: 13).





**Figure 3.29:** Detail from the Parish Map of Bringelly (no date) showing part of William Hutchinson’s holding “Cowpasture Farms” located south of Bringelly Road. Bringelly Road indicated by orange arrow and The Northern Road indicated by red arrow. (Source: Department of Lands Parish Maps 14071001).

By 1826, there was a solid network of roads in the district, including Bringelly Road, The Northern Road between Camden and Richmond and the Old Cowpasture Road (Kass 2004: 16). The settlement of Bringelly was established in 1891 with the subdivision of grants in the area (FORM 2006: 14).

The village of Bringelly emerged very gradually after the establishment of the post office and school in 1874-96 (FORM 2006: 32; Neustein & Associates 1992: 6.35).

#### *Bringelly Public School and Post Office*

The Bringelly Public School was in operation by 1897 and was located at the southwest corner of Charles Reid’s original land grant (Portion 21, 600 acres granted to Charles Reid on 26 November 1818 known as “Cottage Grove”). That land was then acquired by Thomas Laycock on the 27<sup>th</sup> and 28<sup>th</sup> November 1823 and known as “The Retreat” (later referred to as “Kelvin”) (FORM 2006: 19). The land earmarked for the school and the further construction of Bringelly Road and The Northern Road was under resumption in 1896 (FORM 2006: 19).

Bringelly post office (originally named Luddenham post office and renamed Bringelly post office in 1863) was operating by 1857 in a location to the north of the present Bringelly Public School (see Figure 3.30 and 3.45) at Luddenham (Bringelly Post Office n.d.). George Stanfield took charge of the post office in 1874 which was relocated to his house in the buildings that Standfield was to then sell to the Council of Education. The house was to be converted into a schoolroom with adjacent accommodation for a married teacher, positioned at the current location of the Bringelly Public School (Burns-Woods 1978: 8). Mrs Eliza Bell Stanfield was the third postmaster of Bringelly post office and was appointed postmistress in February 1889 followed by Miss Edith Isabel Stanfield, daughter of George and Eliza Stanfield, who was appointed postmistress on 1<sup>st</sup> May 1893.

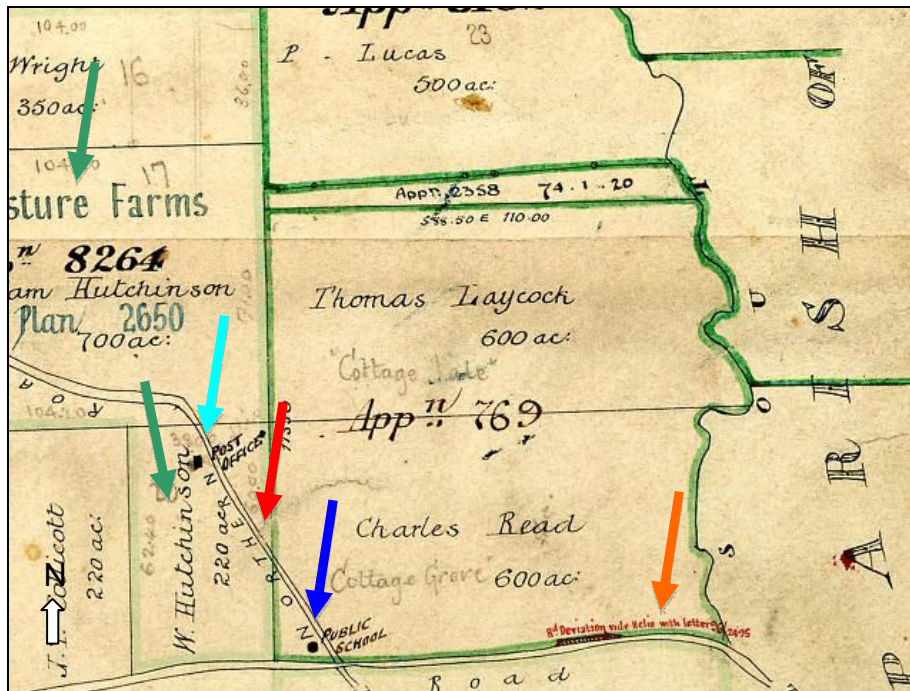
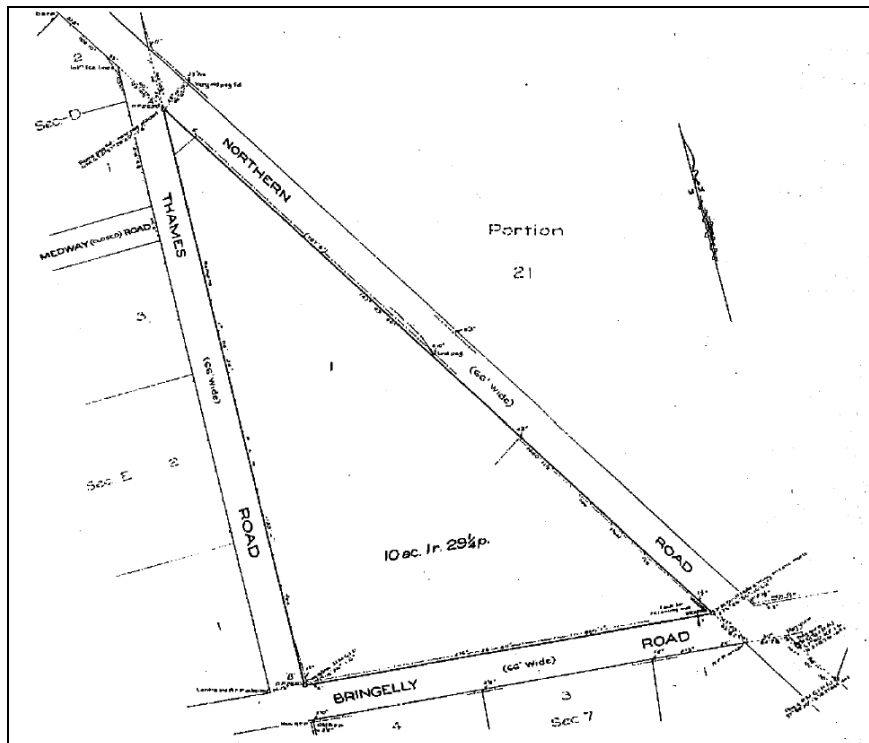


Figure 3.30: Detail from the Parish Map of Bringelly (no date) showing Charles Reid's property "Cottage Grove" with Bringelly Public School (indicated by blue arrow) located on the southwest corner. Bringelly Road (orange arrow) and The Northern Road (red arrow). Note also the remainder of William Hutchinson's holding "Cowpasture Farms" located to the north of Bringelly Road (green arrows) and the original location of Bringelly Post Office (light blue arrow). (Source: Department of Lands Parish Maps 14071001).

The Certificate of Title Volume 342 Folio 61 dated 18<sup>th</sup> May 1878 recorded the transfer of the property (Transfer number 28073) between the Council of Education and George Stanfield. The plan (Figure 3.31) is included in the Certificate of Title. The land is now identified as Lot 50 DP 746911.

The property was part of six hundred acres originally granted to Charles Reid by Crown Grant dated 26 November 1818. It was noted that the agreement was subject to dower, if any, in the wife of Thomas Laywell, Charles Reid and Edward Riley respectively.



**Figure 3.31: Detail from the Certificate of Title Volume 10780 Folio 71 dated 19 April 1968 showing the location of the land identified as Lot 1 in DP 499532 later referred to as Lot 53 DP 746911 acquired for road purposes and Lot 50 DP 746911, the location of Bringelly Public School. (Source: Land and Property Management Authority Certificate of Title Volume 10780 Folio 71).**

The Certificate of Title (Volume 10780 Folio 71) was issued on 19 April 1968 with the plan (shown above in Figure 3.31) referred to as Lot 1 in DP 499532 (later referred to as Lot 50 and Lot 53 DP 746911) in the City of Liverpool Parish of Bringelly and County of Cumberland. The Registered Proprietors were listed as The Commissioner for Main Roads for Lot 53 DP 746911 as acquired for road purposes, registered 10 November 1987 and Her Most Gracious Majesty Queen Elizabeth the Second for Lot 50 DP 746911 by Resumption, registered 10 November 1987 (as indicated in the Figure 3.31).

The buildings that Standfield sold to the Council of Education in 1878 were then to be converted into a schoolroom with adjacent accommodation for a married teacher/headmaster and to be positioned at the current location of the Bringelly Public School (Burns-Woods 1978: 8). The headmaster's residence was constructed by June 1894.

By the beginning of 1897, the original building owned by Stanfield that had been converted to the schoolroom was in poor condition and by November 1897 a new (still existing) building was reconstructed and in operation as the Bringelly Public School (Burns-Woods 1978: 8).

Please see Bringelly Public School Statement of Heritage Impact attached in Appendix Five for further detailed information.

The Bringelly post office was moved in 1895 (Sydney Morning Herald 30 August 1895) to be in a location more convenient to the bulk of the residents of Bringelly to the south of Bringelly Road, west of The Northern Road, adjacent to the Nepean Shire Council building (see Figures 3.30, 3.46 and 3.47). Charles A. McIntosh took charge of the post office on the 16<sup>th</sup> July 1895. In 1907, the post office provided postal, telegraph, telephone and money order facilities. By 1914, there was reportedly one telephone subscriber with two more customers waiting to be connected. Nepean

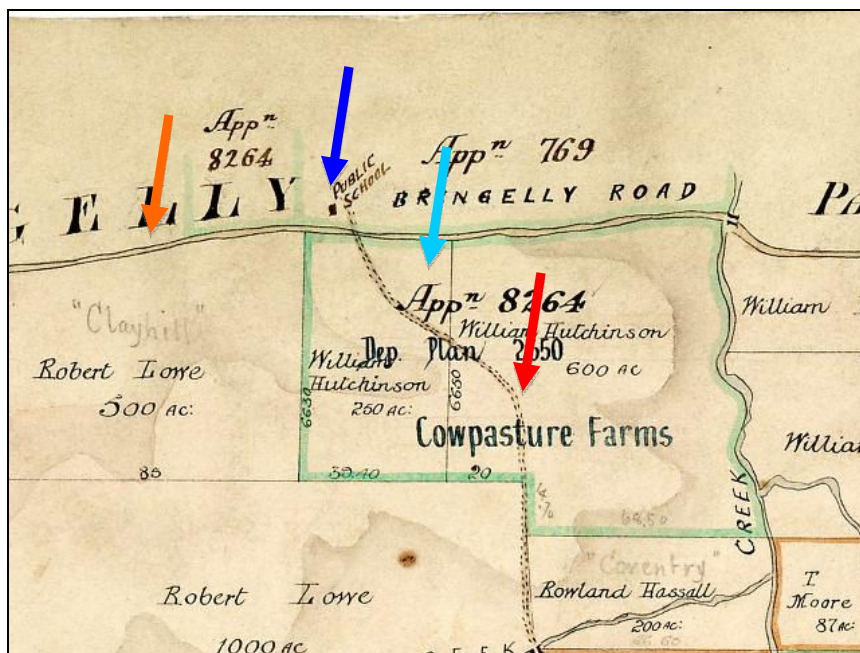
Shire business was also negotiated with the post office (Cuthel 1978: 40). An agency of the Commonwealth Bank was also opened near the post office in 1914. By 1925 a grocery business was conducted in conjunction with the post office (Cuthel 1978: 40). In October 1964, the new postmaster, Mr M R Whittle, announced that he intended to conduct business in the new post office located “on premises under construction adjacent to the existing building” (Cuthel 1978: 41). When Mr H W Paul inherited the position of postmaster in July 1968, the address of the post office was given as “General Store” Northern Road (Cuthel 1978: 41).

#### *Nepean Shire Council*

The Shire of Nepean consisted of the districts of Cobbity, Hoxton Park, Austral, parts of Luddenham and Narellan (Cuthel 1978: 51). The Nepean Shire Council was formed in 1906 after the ratification of the Local Government Act of the same year. Prior to the formation of the Nepean Shire Council, this area had not been bound to any municipality or council (Cuthel 1978: 51). The Nepean Shire Council Chambers was located at 1185 The Northern Road (Lot 21 DP 531414) within the village of Bringelly as shown in the aerial photograph (1947) in Figure 3.34. The Shire Council continued the administration of the district until 31<sup>st</sup> December 1948, when the district was divided between Liverpool, Penrith and Camden Councils (Cuthel 1978: 51). The building that provided the location of the Nepean Shire Council Chambers was then renovated to be utilised as a private home (Cuthel 1978: 51).

#### *House of W A Rogers*

The house identified today as the W A Rogers house is located within the study area at 1186 The Northern Road (Lot 4, DP 173593) in Bringelly. The W A Rogers House was built on the land first granted to William Hutchinson on 13<sup>th</sup> January 1818 as shown in Figure 3.32 (Bringelly Historic Notes). The immediate area of Bringelly village consisted of a number of grants held by William Hutchinson (Deposited Plan 2650 Application 8264 1550ac) and known as “Cowpasture Farms” (see Figure 3.32) which was a speculative venture to be let to tenant farmers (Perumal Murphy 1990: 13). Eventually, Hutchinson’s holdings were subdivided into separate titles which were then later re-subdivided again (Perumal Murphy 1990: 21).



**Figure 3.32:** Detail from the Parish Map of Bringelly (c. 1909) showing part of William Hutchinson’s holding “Cowpasture Farms” with the location of the house of W A Rogers (light blue arrow) located south of Bringelly Road. Bringelly Road (orange arrow), Bringelly Public School (dark blue arrow) and The Northern Road (red arrow). (Source: Department of Lands Parish Maps 14069601).



The W A Rogers house built in 1923 was located across the road from the Nepean Shire Council Chambers and was originally the Shire Clerk's residence. Note also that John Karl Gwynne Williams was recorded to be the Shire Clerk on the Certificate of Custodian of Deeds No. BY86640 dated 9<sup>th</sup> April 1929 by the Registrar General as stated on the Certificate of Title (Volume 1265 Folio 29) for Lot 2 DP 918331, the location of the early Bringelly Methodist/Wesleyan Church as discussed further below.

The W A Rogers House has been owned by the current owners – the Rogers – since 1950 with the Registered Proprietor listed in the Certificate of Title (Volume 3429 Folio 151) in the name of Mrs Valerie Rogers (Pers. comm. Mrs Rogers, 1186 The Northern Rd, Bringelly 16 Feb 2010). The Methodist/Wesleyan Church previously located on Lot 2 DP 918331 in Bringelly was situated at the corner of Bringelly Road and Northern Road (see Figure 3.34), across from the Edwardian house owned by Mr and Mrs W Rogers (Cuthel 1978: 46).

The W A Rogers House is also shown in an aerial photograph (1947) of Bringelly Village and immediate surrounds showing the location of the house in relation to the village (Figure 3.34).

Please see W A Rogers House Statement of Heritage Impact attached in Appendix Eight for further detailed information.

#### *Local Church*

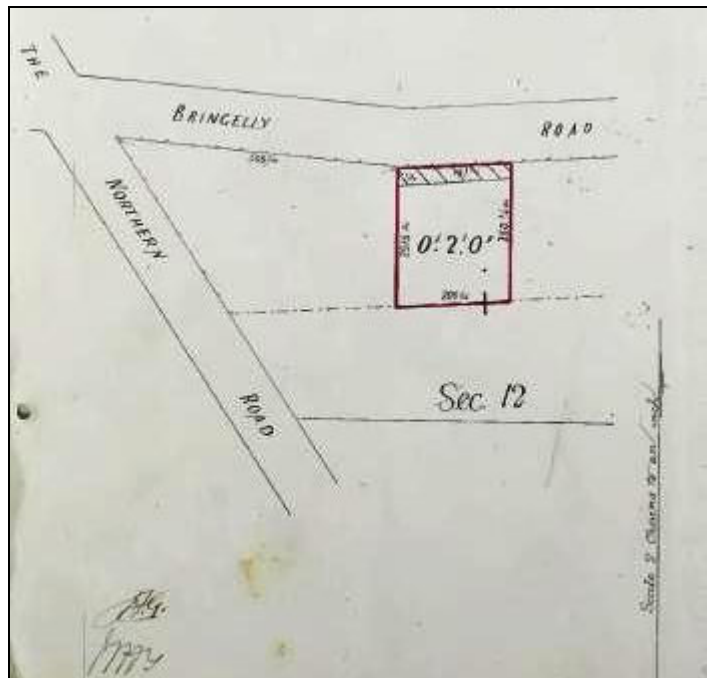
The first contact with Methodism in the Camden area was recorded in 1817. This was a visit made by Rev. Samuel Leigh to the Hawksbury District and Castlereagh wherein Rev. Leigh visited with Mr Samuel Hassell. Samuel was the brother of Rev. Thomas Hassell of Cobbitty, who resided at Macquarie Grove, situated on the northern bank of the Nepean River, about a mile from the site of the present Camden Church (Roberts 1977: 3). The Wesleyan Minister, Mr Lightbody and the Roman Catholic Priest, Father Ruggerio, officiated in private homes. There was no formal place for worship and for some time there existed some prejudice towards the Wesleyans, who did not receive as liberal a treatment as some other denominations (Roberts 1977: 3).

In 1843 William Lightbody was employed as an assistant missionary at Camden (Roberts 1977: 3). In 1845 the Rev. Jonathon Innes was in charge of the Camden and Wollongong Circuits followed in 1846 by the appointment of Rev. J.C. Thrum (Roberts 1977: 3). The district continued to expand and by 1847 it was necessary to appoint an assistant minister. In 1851 the circuit was divided, the Rev. John Bowes taking charge of Camden and Rev. George Pickering becoming the minister at Wollongong (Roberts 1977: 4). The Camden district experienced more intensive work with additional preaching places being constructed, such as the chapel at Cobbitty Paddock in 1852.

In 1908 the area of Camden Circuit was reduced again when Campbelltown was separated to become the centre of another Circuit (Roberts 1977: 4). From 1903 to 1917 Luddenham, Bringelly and Badgery's Creek were included in the Camden Circuit. In 1917, Luddenham, Bringelly and Badgery's Creek formed a Home Mission Station until 1928, when they were attached to Campbelltown (Roberts 1977: 4).

The early history of the Methodist/Wesleyan religion in Bringelly is somewhat limited. The Methodist/Wesleyan Church previously located at 991 Bringelly Road (Lot 2 DP 918331) in Bringelly was situated at the corner of Bringelly Road and Northern Road (see Figure 3.32), across from the Edwardian house owned by Mr and Mrs W Rogers (Cuthel 1978: 46).

The Certificate of Title Volume 1265 Folio 29 dated 19 November 1898 recorded the Joint Tenancy agreement (Transfer No. 284043) between Robert Watson, Senior Freeholder, Robert Watson Jnr, Orchardist, William James Watson, Orchardist, Alfred Woodward, Teacher, Joseph Earl, Farmer, Richard M Knight, Farmer, all of Bringelly. Transferees under Instrument of Transfer from Robert Watson, Senior (numbered 284043) were listed as the proprietors of the Estate in Fee Simple as Joint Tenants of land situated in Parish of Cook, County of Cumberland. The land measuring Two roods, being part of Lot 1 of Section 12 on DP 2650 on the Land of Titles Office, Sydney also formed part of 250 acres (Portion 49 of Parish of Cook) originally granted to William Hutchinson by Crown Grant the 11<sup>th</sup> day of September 1817.



**Figure 3.33: The Methodist/Wesleyan Church previously located at 991 Bringelly Road (Lot 2 DP 918331) in Bringelly. Map from the Certificate of Title Volume 1265 Folio 29 dated 19 November 1898. (Source: Land and Property Management Authority Certificate of Title Volume 1265 Folio 29).**

A Certificate of Custodian of Deeds No. BY86640 dated 9<sup>th</sup> April 1929 was issued by the Registrar General as stated on the Certificate of Title (Volume 1265 Folio 29). James Morrison Duncan, Poultry Farmer, Albert Herbert Gostling, Poultry Farmer, Herbert Charles Powell, Labourer, Lindsay Gordon Paterson, School Master, John Karl Gwynne Williams, Shire Clerk and David Jackson Morrow, Farmer all of Bringelly and Arthur Sinclair of Rossmore, Farmer were listed as the Trustees of the land and endorsed as the registered proprietors of the land within described (see Figure 3.33) under the provisions of the Methodist Church Property Acts 1889-1902 dated 11<sup>th</sup> July 1928.

A Provisional Certificate of Title was issued by the Registrar General on the 16<sup>th</sup> April 1929 due to the loss of the original Certificate of Title Vide B722938.

On the 14<sup>th</sup> December 1966 it was entered on the Certificate of Title (Volume 1265 Folio 29) in regards to the map on the first page of the Title (see Figure 3.33) that the land shown as hatched black (bordering Bringelly Road) 'in plan hereon is subject to the restrictions on user imposed by Section 27E(6) Main Roads Act 1924 – 1965'. Thereby allowing for future road upgrade works to Bringelly Road as also specified on the Certificate of Title (Volume 11487 Folio 245) for Allenby House (see Figure 3.46).

The Methodist Church (NSW) Property Trust was then recorded to be the registered proprietor of the land dated 8<sup>th</sup> September 1972 and are still the registered proprietors of the property now identified as Lot 2 DP 918331.

It is speculated that the church was built in the early 1900s and was destroyed on 31<sup>st</sup> December 1963 by a fire (Cuthel 1978: 46). The churchyard did not include a cemetery (Cuthel 1978: 46).

Bringelly today has several buildings of special interest remaining. These consist of Bringelly Public School, an Edwardian house (the property of Mr & Mrs W A Rogers) plus much altered buildings belonging to an earlier resident of the village as well as the building which was the previous location of the Nepean Shire Council (Perumal Murphy 1990: 29). All these early buildings are visible in the 1947 aerial photograph of Bringelly Village and immediate surrounds as shown in Figure 3.34.



**Figure 3.34:** Aerial Photograph (1947) of Bringelly Village and immediate surrounds showing early buildings in the village. (Source: Department of Lands Liverpool Co. Cumberland Run 23 Jan. 47).

### 3.3.7. ROSSMORE

Rossmore was originally known as Cabramatta, later being renamed the Village of Rossmore by John Dickson, a Scottish name referring to high ground (Neustein & Associates 1992: 6.35; Tan 1979: 6; Camden Memories). The Village of Rossmore was first identified on the parish map with the land being reserved for a township with a burial ground within the Parish of Cabramatta (Kass 2004: 20). Many of the town allotments were sold and acquired by Robert Bell, who was the holder of the adjacent grant call "Bellfield". Robert Lowe did not own land at Rossmore but he was a vital member of the church and was one of the main benefactors in the funding and construction of the Holy Innocents Church in Rossmore (first referred to as the Church of England at Cabramatta or Cabramatta Church) (Nimac 1982: 18). The church was completed in 1850 with Rossmore's public school first opening in 1912 located on the Holy Innocents Church grounds (Tan 1979: 6). In the late 1820s a school was operating in temporary premises in a very dilapidated log built school house/church hall located within the current Church grounds. With the attendance gradually dropping, the Council of Education decided to withdraw certification and the school was closed in 1877 (Bringelly Historic Notes). A new church parish hall was later built in







Rossmore was located within the agricultural district with the main type of farming being wheat. A Butter Factory was established at Bellfield Farm by 1893 and there were also a number of flour mills that were located in the surrounding districts of Kirkham, Luddenham and Appin (Nimac 1982: 22). Some other agricultural industries such as dairy farms, orchards, poultry farms and timbergetting were also located there. (Nimac 1982: 22). As stated in correspondence from the Department of Education in 1939 when discussing the re-opening of the Rossmore Provisional School, it was noted that 'permanent Sydney water is being extended, and a supply should shortly reach this district, when it should advance rapidly, being well suited for poultry farming', as the surrounding district is growing fast (NSW State Records Item No. 5/17523.1).

Rossmore village includes buildings of special interest such as "Bellfield" homestead, the Church of the Holy Innocents Churchyard and cemetery, Rossmore Public School and Allenby House (Perumal Murphy 1990: 29).

#### *Rossmore Public School and Post Office*

Prior to the opening of the Rossmore Public School in 1912, a log built school house/church hall located within the grounds of the Church of the Holy Innocents, was operating as the temporary school premises for the local Rossmore residents within the terms of the Church and School Lands Corporation (Noel Bell, Ridley Smith & Partners 1989: 1; Liverpool City Council website). The building had the capacity to hold 60 persons for services with the acting school master being the Rev. A. Lideliard (Noel Bell *et al* 1989: 1). Established in 1826, the Church and School Lands Corporation's main objective was to provide simple school houses and rectories in rural areas rather than building large churches.

A new church/parish hall was later built in approximately 1886 during the early years that Rossmore was under the management of Narellan-Cobbity Parish in order to hold community gatherings with the hall also being in use as a school (Figure 3.35). With the attendance gradually dropping, the Council of Education decided to withdraw certification and school was closed in 1877 (Bringelly Historic Notes).

In 1902, a provisional school (a full time school with an average attendance of 10 to 20 students) was established in the church hall by the Department of Public Instruction with consent from the Sydney Diocesan Registry. This followed an application by residents for a local school to save their children having to travel to either Bringelly Public School (which had opened in 1878) and Austral Public School (which had opened in 1893) (McPherson 1999: 2; NSW State Records Item No. 5/17523.1).

The church hall was in use as a provisional school until 1911 and was then established as a public school (average attendance a minimum of 20 students) in January 1912.

In October 1920, a two-acre site, part of portion 55, parish of Cook, county of Cumberland, located opposite the Rossmore Post Office on Bringelly Road was resumed for a new school site from Katherine Tyson (McPherson 1999: 6; Murphy 1990: B2). The land then owned by Katherine Tyson was originally part of the 200 acre land grant in the name of John Hosking (Volume 1936 Folio 199) as shown in Figure 3.36.



**Figure 3.36:** Map of location of two-acre site resumed from Katherine Tyson for Rossmore Public School originally in the name of John Hosking. Plan dated 1962 showing acquisition of additional land to be purchased from adjoining properties later owned in 1962 by Mr and Mrs Cook (as indicated in blue) and Mr Schevers (as indicated in red). (Source: NSW State Records Item No. 5/17523.1).

In 1915, the school house previously in use at Kemps Creek was moved to Rossmore onto the two-acre site, after the closing of the Kemps Creek School. The new school site was to be located immediately in front of the Post Office and the only store in the settlement, and would be right in the centre of the population (McPherson 1999: 6). The school building at Kemps Creek was moved the 10 kilometres (six miles) along the bush track to Rossmore in 1921 with the supervising architect reporting in November 1921 that the building would be ready for use within three weeks (McPherson 1999: 7).

In March 1922, the secretary of the Parents' and Citizens' Association complained to the Education Department that the school building was too small (18 ft x 14 ft) to accommodate the thirty one children attending the school. The Education Department did not consider the matter urgent as it was noted that a school would soon be established at the Raby Estate. The Raby School, later known as Leppington School, was opened in 1923 (McPherson 1999: 7). In 1928, the school grounds, gardens and fencing were upgraded.

Rossmore Public School closed in June 1933 due to the low number of enrolled students. The building was then moved in December 1935/January 1936 to Austral (McPherson 1999: 8).

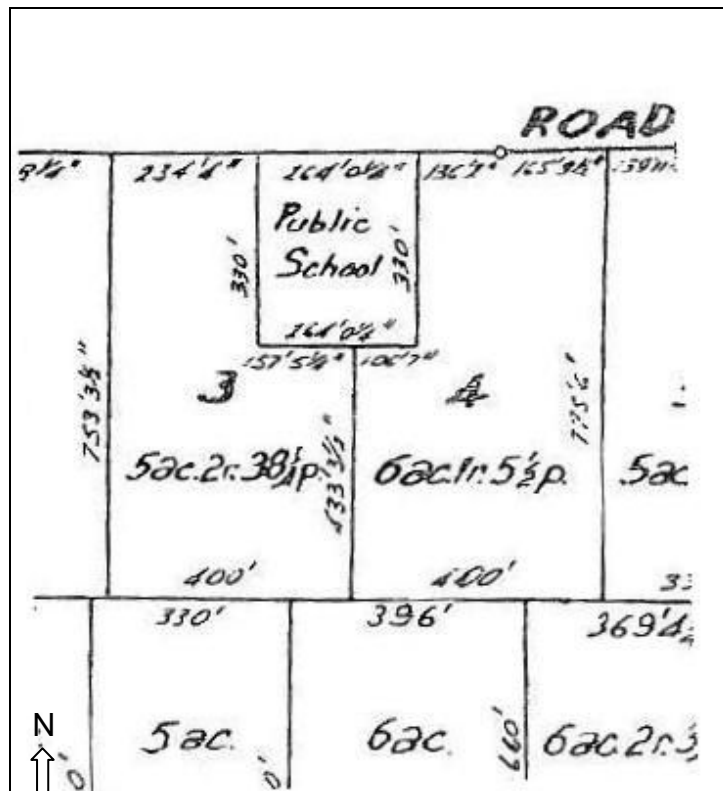
Education returned to Rossmore after several residents sent application forms to the Education Department in 1939. The Provisional School reopened on 3 October 1939 in the Church of England Holy Innocent parish hall (McPherson 1999: 8).

In February 1940, James Murphy, the teacher of the Provisional School, reported to the Education Department that a new school building should be erected due to the lack of heating in the current building, the disrepair of the building, the inconvenience of other functions being held in the same building and the cleaning of the building involving a lot of work owing to its size and the roughness of the floor boards (McPherson 1999: 9).

The construction of a new 'Stock 2A building' that consisted of an 18 ft by 18 ft classroom plus hat room and verandah on the northern side was approved by the Education Department with the current school hall being vacated on the 25 July 1941 and the new building then occupied on 28 July 1941 (McPherson 1999: 9).

Land inspection officers inspected the school site in June 1962 and it was suggested that the school site should be extended due to the considerable subdivision and development being undertaken in the area (McPherson 1999: 10). The present site consisted of 2 acres with approximately 1 chain of the full width to be obtained by the Department of Main Roads for a proposed dual highway planned for Bringelly Road (McPherson 1999: 10). A portion of Lot 3 DP 204127, the land (approximately half an acre) located to the south of the present site owned by Mr E J and Mrs A Cook was to be acquired to extend the school grounds as indicated by Figure 3.37. An Agreement for Sale was signed by the Valuer General in September 1963 for the purchase of a portion of Lot 3 DP 204127 (NSW State Records Item No. 14/7824).

In September 1962 it was further recommended by Mr Evans, the Area Director, that additional land be acquired by the Education Department to further extend the Rossmore Public School grounds. A portion of Lot 4 DP 204127 with a 99' frontage to Bringelly Road with a depth of 6-1/2 chains with rear boundary of 205' 7" parallel to Bringelly Road was to be acquired to the east of the present Rossmore School site with the land to be purchased from Mr A Schevers through C H Degotardi & Co (McPherson 1999: 10).



**Figure 3.37:** Close up of additional land (Lot 3 and 4) to be acquired bordering Rossmore Public School from Subdivision Plan of Rossmore Farms Estate. (Source: NSW State Records Item No. 14/7824).

The Crown Solicitors Office responded on the 13<sup>th</sup> May 1965 to a letter addressed to the Crown Solicitor from Messrs George Bourne, Bowen & Packham Solicitors, acting solicitors for Mr A Schevers, informing them that they were aware that Mr Schevers was unable to complete the terms of the contract dated 7<sup>th</sup> August 1963, in respect to the sale of part of Lot 4 DP 204127. The Crown Solicitors Office therefore stated that the Education Department would now take the

action necessary to acquire the land by way of resumption (NSW State Records Item No. 14/7824).

In September 1965, a Notification of Resumption of Land under the Public Works Act, 1912, as Amended appeared in the Sydney Morning Herald with the new land title details being Lot 2 DP 222510 situated in the Municipality of Camden, parish of Cook and county of Cumberland (NSW State Records Item No. 14/7824).

A development plan was prepared for the Department of Education in 1969 for new administration units and classrooms to be constructed at Rossmore Public School. At this time it was noted that there were three existing timber classrooms located on the school grounds (NSW State Records Item No. S6688/4).

Rossmore Public School is today located on Lot 2 DP 222510, the location of the early timber school buildings as listed on the Camden LEP 2010; Lot 3 DP 220744, the location of the school grounds; Lot 1 DP 170985, the location of the new school buildings and Lot 57 DP 225206, the front of the school grounds and parking area bordering Bringelly Road. Please see Rossmore Public School Statement of Heritage Impact attached in Appendix Seven and The Church of Holy Innocents Statement of Heritage Impact attached in Appendix Six for further detailed information.

#### *Rossmore Post Office*

On 25<sup>th</sup> September 1893, an Application for a Post Office was lodged by Mr T D Taylor, Postmaster General, Sydney on behalf of the residents of Rossmore. There were now 60 families residing at the Village of Cabramatta (now better known as Rossmore) with the residents having to travel approximately four miles to go to the nearest Post Office at Bringelly (National Archives Item No. 317426). Mr Taylor stated that 'Rossmore is a very growing district, there having been three large estates subdivided and sold and a large Butter Factory established [within the Bellfield estate] doing a large business' (National Archives Item No. 317426). The Application lodged by Mr Taylor was accompanied by a petition signed by the residents of Rossmore. The occupations listed on the petition included farmers, orchardists, labourers and builders with farmers being the most common (National Archives Item No. 317426).

The Deputy Postmaster General, Mr Bopley responded with a general letter suggesting that a Receiving Office should be established on trial and if warranted, it might be converted into a Post Office after a six month period (National Archives Item No. 317426).

Mr Bopley added that Rossmore resident, Mr John Noakes, was willing to undertake the duty if appointed and to conduct the office at Mr Lewis Noakes premises which was within a few yards of the main road and adjoining the Church and Mr Robertson's residence (Figures 3.38 and 3.39).

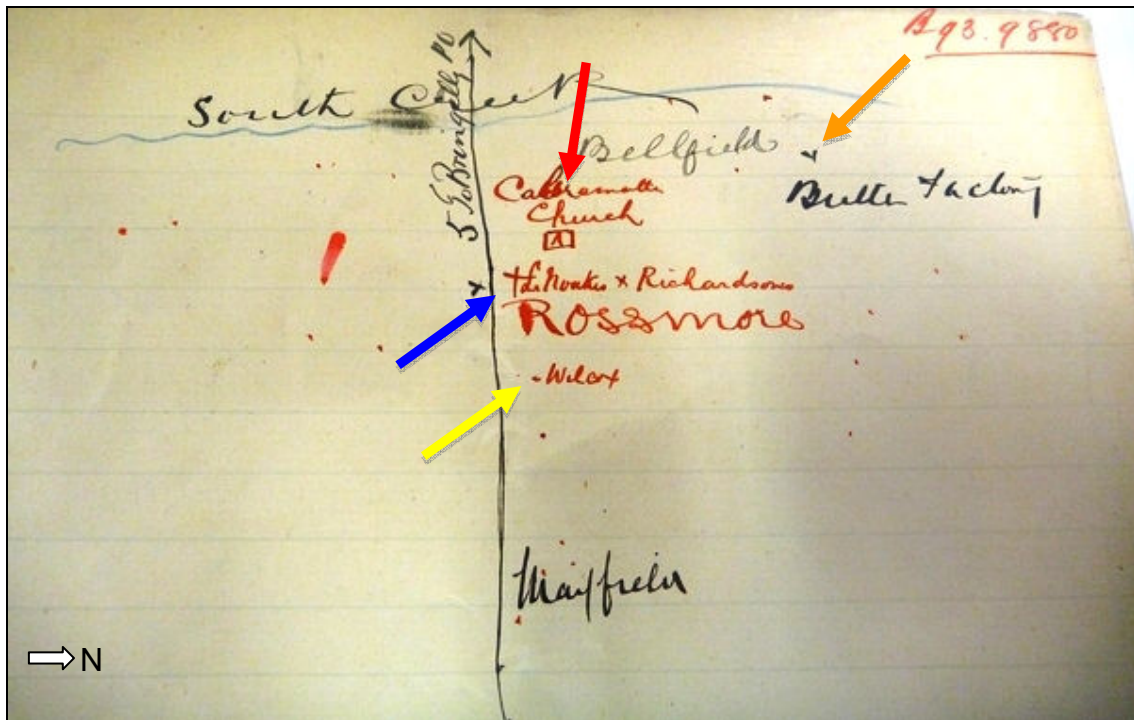
In 1896, Henry Wilcox from the Receiving Office, Rossmore, reported to Mr Lambton, the Deputy Postmaster General, that there had been a large increase in the amount of business passing through the Receiving Office in the previous 12 month period and that conversion should into a Post Office should be considered (National Archives Item No. 317426).

On the 5<sup>th</sup> March 1897, Mr Bopley recommended that the Receiving Office should be made into a Post Office under the present management. Henry Wilcox was appointed as the Postmaster commencing 22 March 1897 (National Archives Item No. 317426).

The postmaster ship stayed in the Wilcox family for over ten years. Frank, the brother of Henry, was appointed next to commence official duties on the 10<sup>th</sup> March 1902. George followed commencing official duties on the 1<sup>st</sup> April 1907 (National Archives Item No. 317426).

George Wilcox resigned as Postmaster at Rossmore on the 21<sup>st</sup> May 1908, first recommending Mrs Sharice White for the position and suggesting that Mrs White would locate the Post Office opposite Bellfield Farm, close to the Church (of the Holy Innocents) and School (located within the Parish/Church Hall) and Bringelly Road, situated within the original place where the Rossmore Receiving Office was first opened (National Archives Item No. 317426). On the 25<sup>th</sup> May 1908 George Wilcox then recommended Edward Charles Hudson (occupation of Orchardist) for the position with the post office to be located in the premises now occupied by him (the Wilcox residence – see Figure 3.38) (National Archives Item No. 317426).





**Figure 3.38:** Close up of sketch of location of Lewis Noakes residence (blue arrow) in relation to The Church of the Holy Innocents (shown as Cabramatta Church indicated by red arrow) that was to become the location of the Rossmore Receiving Office. Sketch dated 9 October 1893. The Butter Factory located within Bellfield Farm is indicated by the orange arrow. Note also the later location of Rossmore Post Office in the residence of George Wilcox in 1908 as indicated by the yellow arrow. Source: National Archives Item No. 317426.

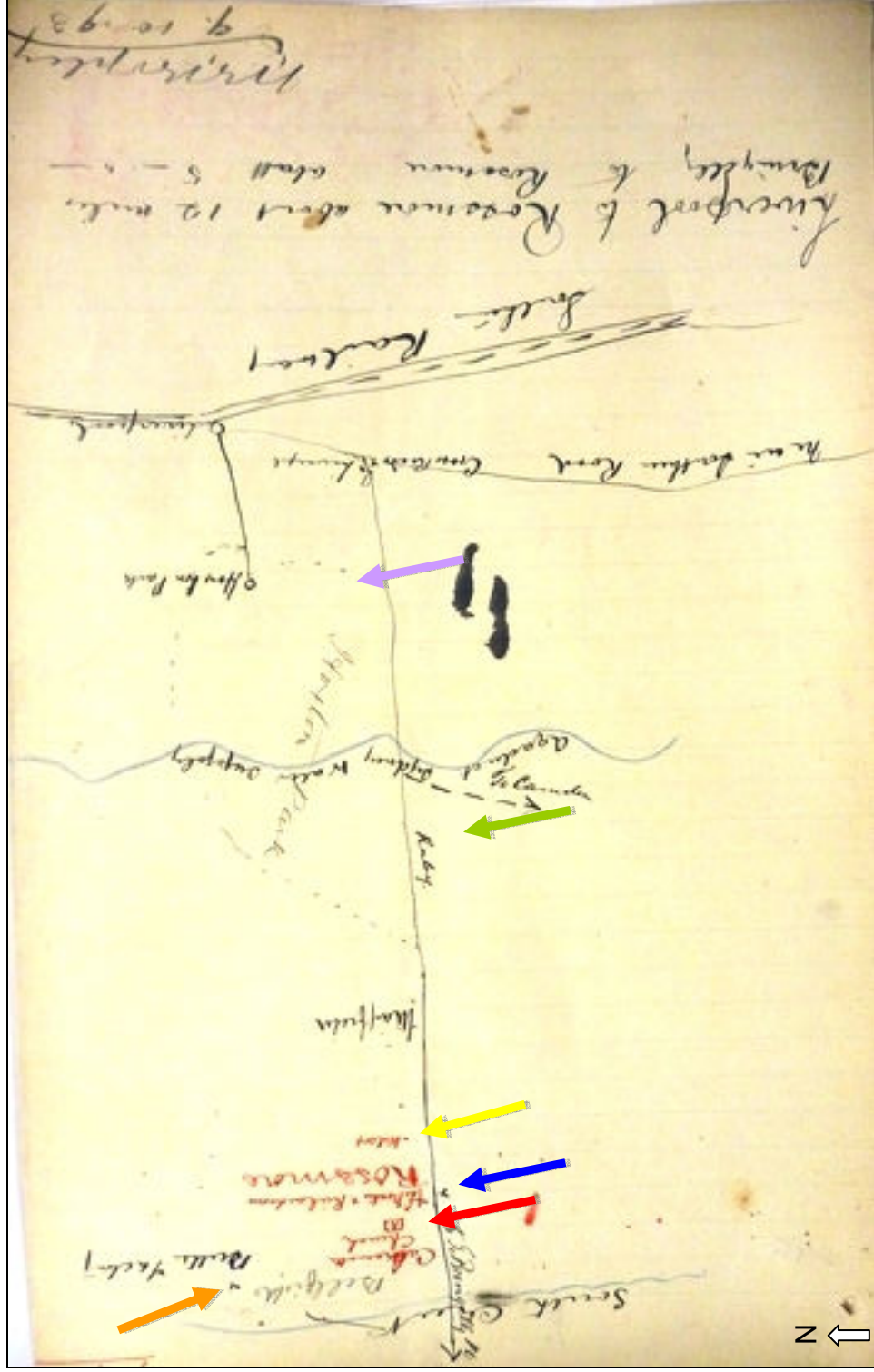
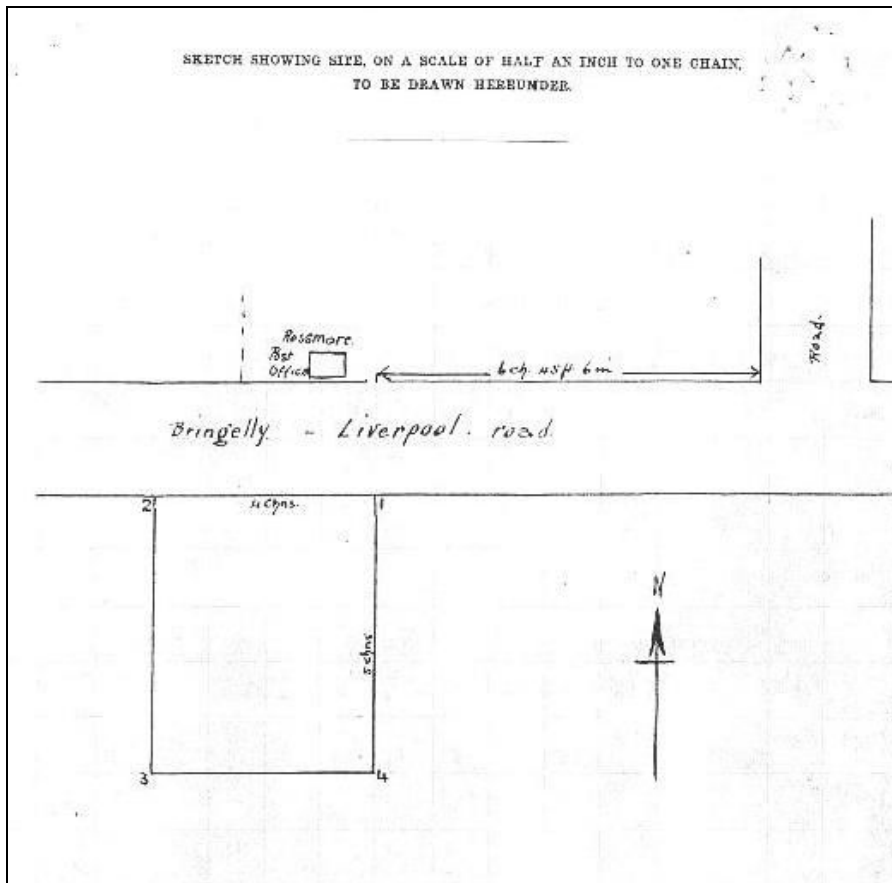


Figure 3.39: Full sketch from Figure 3.38 of location of Lewis Noakes residence (blue arrow), The Church of the Holy Innocents (red arrow) that was to become the location of the Rossmore Receiving Office. Later location of Rossmore Post Office situated within the Wilcox residence in 1908 is marked by yellow arrow. The Butter Factory located within Belfield Farm is marked by orange arrow. Also indicated is the location of Raby Estate (purple arrow) and Hoxton Park Estate (green arrow) Source: National Archives Item No. 317426.

The Rossmore Post Office was later shown on maps c. 1920 to be located to the north of Bringelly Road across from the then proposed site for the resumption of land for Rossmore Public School (see Figure 3.40 and Rossmore Public School Statement of Heritage Impact attached in Appendix Seven for further detailed information).



**Figure 3.40:** Map showing location of Rossmore Post Office opposite the two-acre site resumed for a new school site for Rossmore Public School from Katherine Tyson in 1920. Date of map c. 1920. (Source: National Archives Item No. 317426).

### *The Church of the Holy Innocents, Churchyard and cemetery*

#### *The Church*

As early as 1827 a slab timber school/church hall was established according to the terms of the Church and School Lands Corporation (Noel Bell, Ridley Smith & Partners 1989: 1). The building had the capacity to hold 100 persons for services with the acting school master being the Rev. A. Lideliard (Noel Bell *et al* 1989: 1). Established in 1826, the Church and School Lands Corporation's main objective was to provide simple school houses and rectories in rural areas rather than building large churches. It was recorded in 1829 that services were held at Cabramatta once every Sunday in the School/Chapel (Noel Bell *et al* 1989: 1, 2).

Reverend Thomas Hassall, described as the 'galloping parson' and one of the more ambitious builders amongst the Sydney Clergy, had been appointed chaplain to the Cow Pastures in 1827. In 1830, Cabramatta was recorded as having a population of 100 and the rector or officiating minister was Mr Hassall, whose parsonage was rented. Hassall officiated at Sutton Forest once in three months and also at Mulgoa, South Creek, Bong Bong and Goulburn Plains occasionally (Noel Bell *et al* 1989: 2). In 1832, Bishop Broughton had written to the Rev. Hassall to advise him that the school hall located at Cabramatta had to be repaired or demolished as the building had

fallen into disrepair (Noel Bell *et al* 1989: 2). Substantial repairs were undertaken in December 1832 to make the building more suitable for use as a church by Joseph Heron under instructions by Rev Hassall (Noel Bell *et al* 1989: 2).

In 1833, Robert Bell, who owned the majority of the land surrounding the school and burial ground, petitioned the government to establish a township. However, the Surveyor General's report to the Colonial Secretary did not recommend the establishment of a town as the area was not located on 'the Great Road' and was 'ill watered' (Noel Bell *et al* 1989: 5).

As recorded in 1836, Anglicans were meeting fortnightly in the timber slab school house which was reported to be capable of holding up to 60 people. Bishop Broughton stated in his Diocesan Report in 1836 that a permanent and more substantial church should be built for the district and that a sum of two hundred pounds had been subscribed towards the cost (Noel Bell *et al* 1989: 5). Following the 'Church Act' of 1836, additional funding was made available and the subsidised buildings were required to be designed by a professionally competent person and submitted to the Colonial Architect for government approval. Thereafter, church building became a priority in the surrounding district.

It was not until 1846 that sufficient funds became available for a commencement date on the church despite Bishop Broughton's vision for the church. Broughton was an amateur architect who sought to establish the Gothic Style of Architecture to be the most appropriate for church and chapel design, a strong influence being the Ecclesiological society originally known as the Cambridge Camden Society. The Cambridge Camden Society was established to study the design and execution of ecclesiastical ornaments and buildings (Noel Bell *et al* 1989: 6).

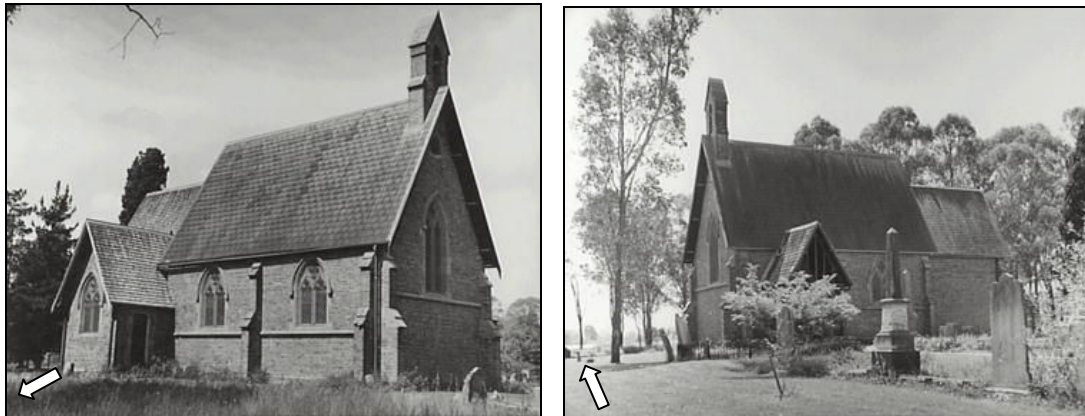
The design for the Church of the Holy Innocents was closely based on the newly completed Church of St. John the Baptist located at Cookham in England, which had been designed by one of the leading church architects, Richard Cromwell Carpenter. The plans were modified with the help of the Colonial Architect (Edmund Blacket) to suit Rossmore conditions with the design meeting the stringent requirements of the Cambridge Camden Society (Noel Bell *et al* 1989: 7; Rossall 1992: 2).

A survey was undertaken on the 17<sup>th</sup> March 1848 of 'three acres of land being the site for a Church of England, burial ground and parsonage' Parish of Cabramatta, County of Cumberland being passed by the Surveyor General (Figure 3.43). The trustees of the church were John Campbell, James John Riley and Edward Lummas Moore (Rossall 1992: 1).

The foundation stone of the church was laid "with the accustomed ceremonies", by the Bishop of Sydney on Thursday the 28<sup>th</sup> December 1848 (Holy Innocents Day).

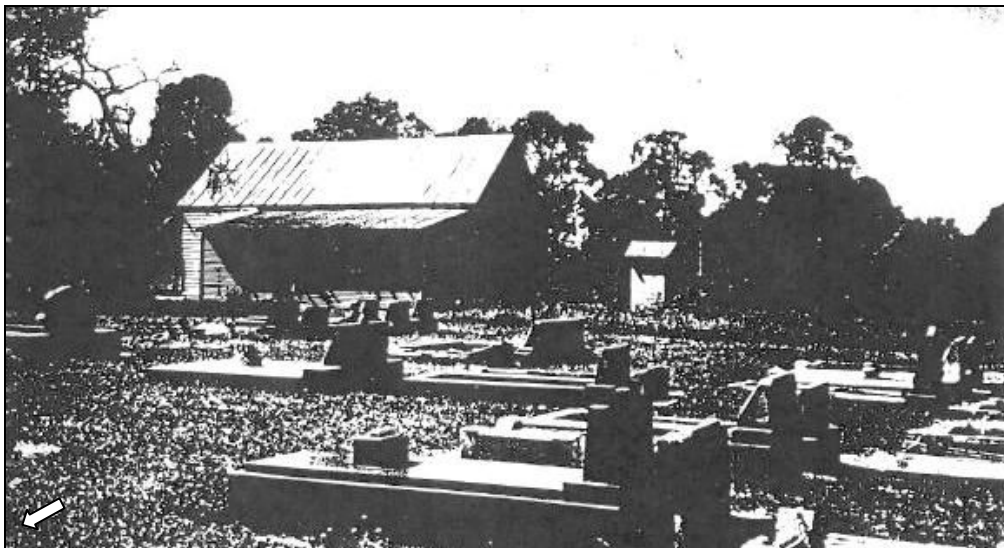
The construction of the church proceeded immediately after the foundation stone was laid with Mr William Munro of Liverpool hired as the contractor. The work was inspected regularly by Edmund Blacket following the common procedure included in all buildings constructed under the 'Church Act'. Blacket certified the accounts and reported to the Colonial Secretary in order for payments to be made from the Treasury that included up to the 350 pounds that was made available by the government towards the cost of building the church. The Church of the Holy Innocents was completed by October 1850 and consecrated by Bishop Broughton on the 7<sup>th</sup> November 1850.





**Figure 3.41:** The Church of the Holy Innocents, Rossmore; views looking south east and north east. White arrow indicates North. Source: Camden Council Library Services, File No. CL0\CL0074, John Kooyman 1998.

The church hall was built in approximately 1886 during the early years that Rossmore was under the management of Narellan-Cobbitty Parish in order to hold community gatherings to raise funds for the repair of the church and for the upkeep of the church yard. In 1902 a government school was established in the hall by the Education Department which was in use until 1920. The hall was used as a school again briefly from 1939 during the Second World War. Community gathering were still held in the church hall until 1982 (Historical Society Journal 1982; Nepean Family History Society 1984: 1).



**Figure 3.42:** View to the south-east of the weather-board and galvanised-iron Parish Hall demolished in 1987. The Rectory/current church hall was built to the west of the original hall. White arrow indicates North. (Source: Noel Bell, Ridley Smith & Partners 1989).

Between 1901 and 1925, the Mission District of Denham Court and Rossmore (including Minto until 1916) was ministered by six incumbents-in-charge. Travelling within the district was difficult due to the state of the roads. As the area developed, timber getting was undertaken with a few small dairies starting as well as farming and orcharding. A house was rented from Mr C Myles to serve as a rectory for a number of years (Historical Society Journal 1982).

Denham Court and Rossmore became a parish in 1926. A house was built next door to the hall in 1930 on land bordering Bringelly Road purchased from the church (Historical Society Journal 1982).

The original school house was burnt down in bushfires in 1931.

The Church of the Holy Innocents has remained as a branch church to the larger parishes such as Cobbity, Ingleburn and St Marys located at Denham Court.

#### *The Churchyard and Cemetery*

The church is set in an open rural setting on land originally assigned to the Clergy and Schools Corporation. Following the appointment of Governor Bourke, church funding arrangements were organised under the 'Church Act' (Noel Bell *et al* 1989: 23).

The churchyard was later specifically granted for use as a burial ground with the first recorded burial being William Fox, a four month old baby buried within the cemetery in 1829. A full register of burials was kept after 1851 with the cemetery still in use today (Noel Bell *et al* 1989: 23).

The earliest surviving monuments are located close to the western boundary of the cemetery and are placed among large trees. Some of the early memorials exhibit very fine detailing and are representative of Georgian and Early Victorian grave stones. The graves on the southern side of the church are more modern and include a number of enclosed graves and only a couple of large monuments (Noel Bell *et al* 1989: 23).

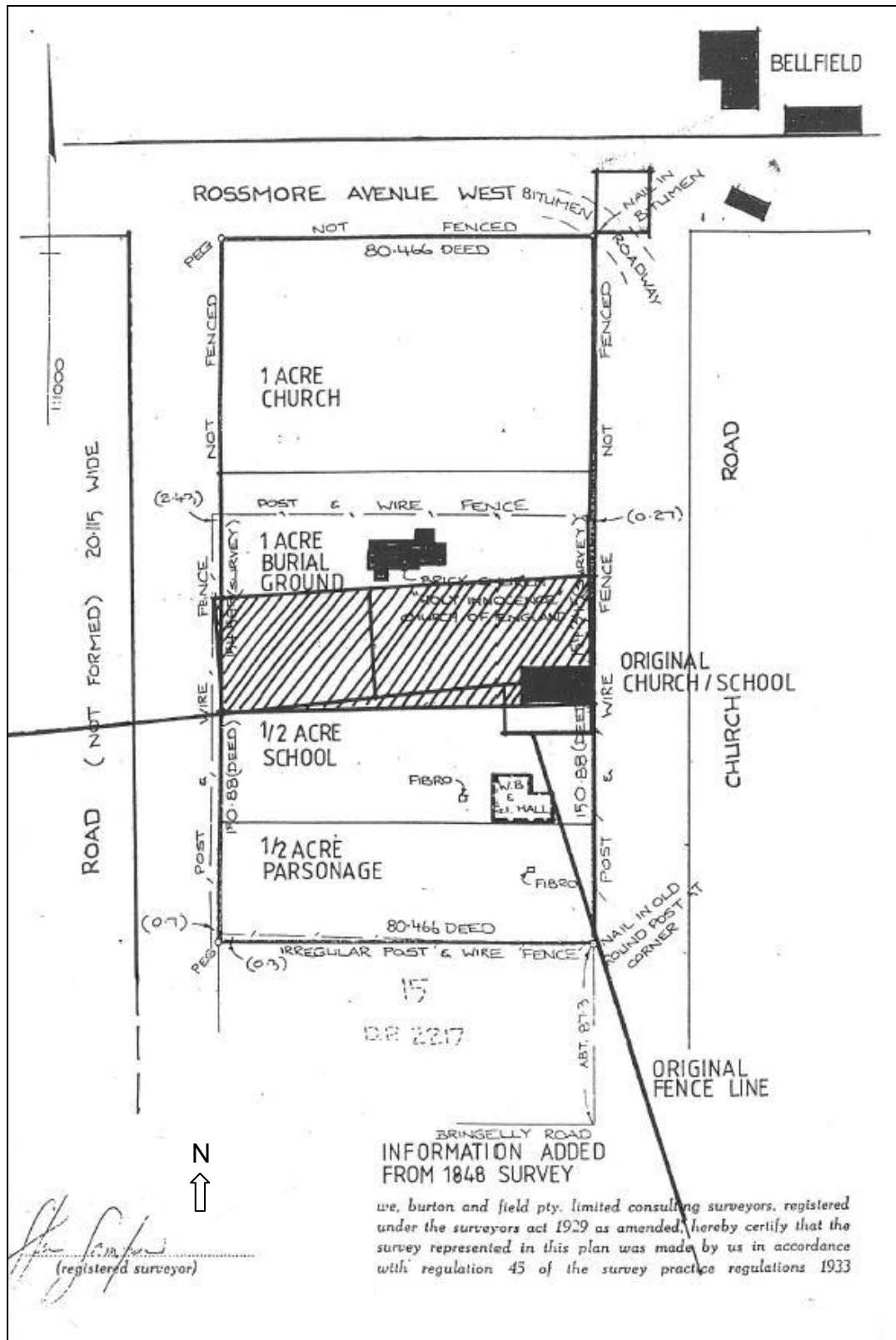
The cemetery is divided from the church to the north by a tree lined driveway/path leading from the entry gates located on Church Street. The western and southern sections of the cemetery are divided by a path leading from the adjoining block (originally set aside for a rectory and then the site of the Parish Hall), to the south porch of the church (Noel Bell *et al* 1989: 23).

The boundary of the church yard and cemetery is delineated by remnant fencing dating to the latter part of the 19<sup>th</sup> Century (Noel Bell *et al* 1989: 23).

The rectory was built in 1987 and the Rev Ross Nicholson was appointed as the first incumbent (Rossall 1992: 3).

The relationship between the church, the church yard and the vacant bushland to the north of the church is important to the visual appeal of the heritage item as it is a reminiscent of the isolation in which this rural community has survived for 175 years.

Please see the Church of the Holy Innocents, Churchyard and Cemetery Statement of Heritage Impact attached in Appendix Six for further detailed information.



**Figure 3.43:** Survey Plan (1848) of the Church of the Holy Innocents showing layout of church, church yard and cemetery and early buildings and fencing. (Source: Noel Bell, Ridley Smith & Partners Architects 1989:1).

### Allenby House

Allenby House is located today on land that originally formed part of the 100 acre land grant in the name of John Hosking (Volume 1936 Folio 199) as shown in Figure 3.44. The Portion numbers to indicate land allocations was adopted in March 1893, and therefore John Hosking's property was then referred to as Portion 55, parish of Cook, county of Cumberland.

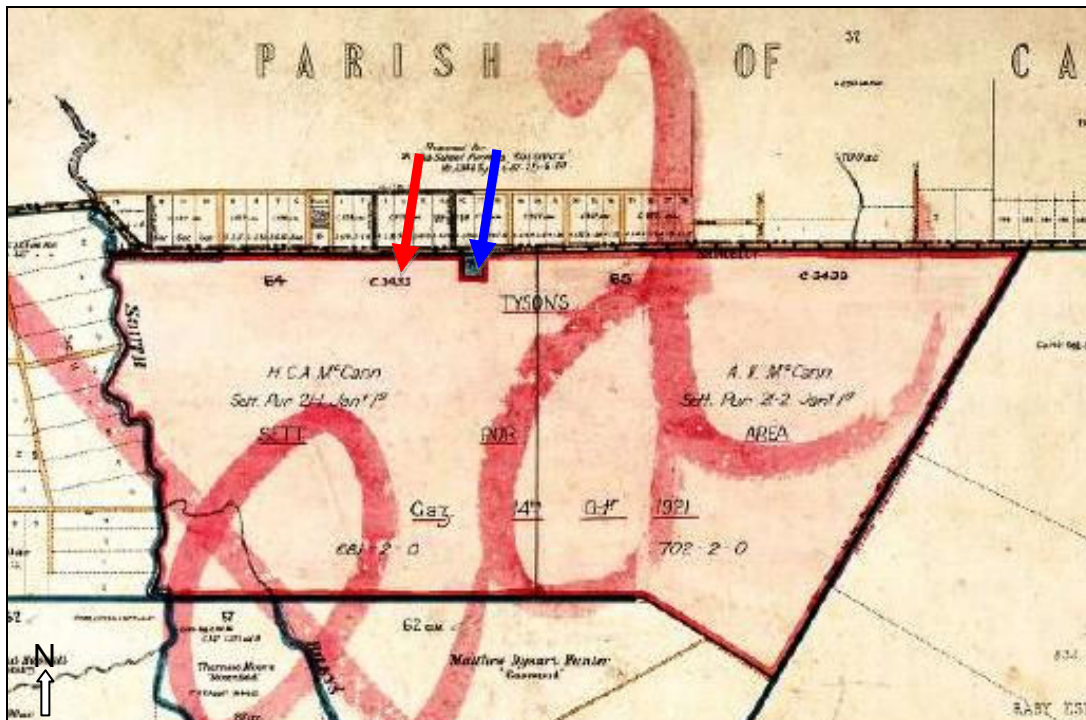


**Figure 3.44:** Detail from early Parish Map of Cook showing the location of Portion 55, John Hosking's property (indicated by red arrow); the later location of Allenby House in the 1900s. Bringelly Road is indicated by green arrow. (Source: Department of Lands Parish Maps 14069601).

The land previously owned by William Hosking (Portions 53 and 56), William Shelly (Portion 54) and Matthew Dysart Hunter (Portion 62), and also including John Hosking's Portion 55, was later purchased by the Tyson family and A.M.P. Society (Figure 3.45). A section of Portion 55 was resumed from Katherine Tyson for Rossmore Public School in 1920 (see Figure 3.36); this was located in the vicinity of Allenby House.

The McCann family purchased Portion 64 and 65, Parish of Cook from Katherine Tyson on the 1<sup>st</sup> January 1921 which was gazetted on the 14<sup>th</sup> October 1921. Allenby House was located on Portion 64 which was in the name of H C A McCann (Figure 3.45).



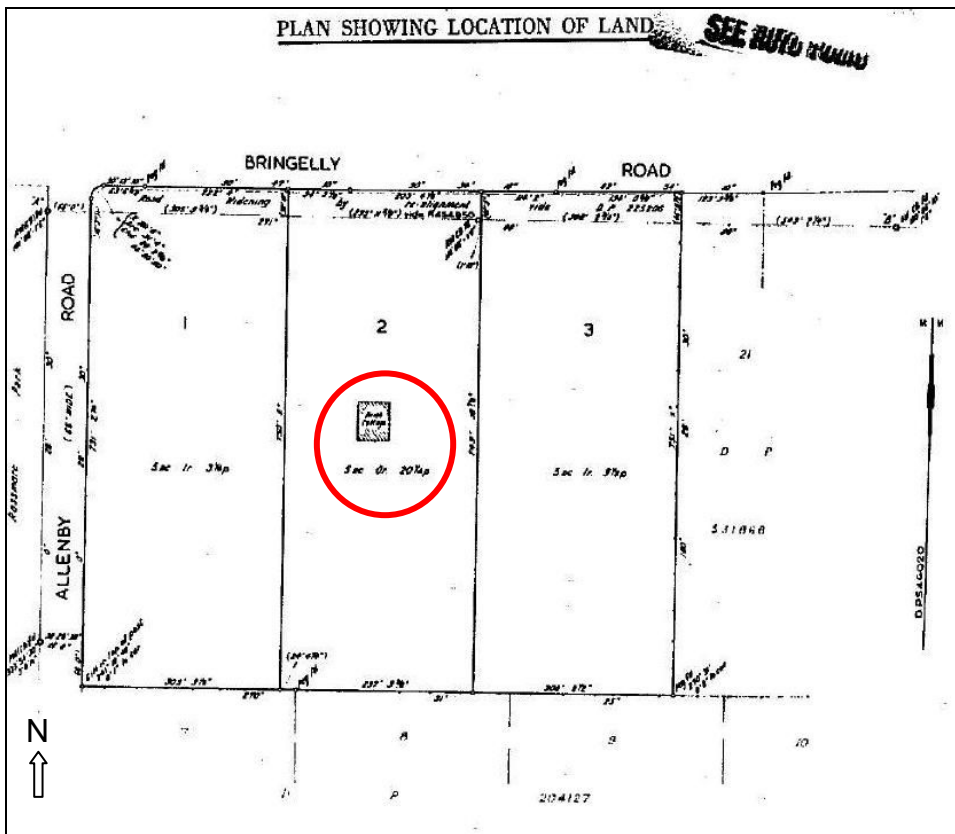


**Figure 3.45:** Detail from the 1914 Parish Map of Cook showing the location of the McCann family property (H C A McCann and A V McCann) on portion 64 purchased 1 Jan 1921 and gazetted 14 October 1921. Allenby House (indicated by red arrow) was located on the land in the name of H C A McCann purchased from A M P Society and Tysons. Rossmore Public School is indicated by the blue arrow (Source: Department of Lands Parish Maps 14090501).

Allenby House (named by Ashley McCann in honour of General Allenby, the World War 1 hero) was built c. 1921 and located within the McCann estate that consisted of 1400 acres of land (Nimac 1982: 23). Allenby House is a traditionally styled brick homestead with verandah set back from Bringelly Road in attractive grounds. The McCann family started a dairy farm on the property and constructed four silos for the storage of grain. The largest of the silos constructed in 1933 remained on the property up until 1982 (Nimac 1982: 23).

Portion 64 of the McCann Estate was sold by Managing Agents, C H Degotardi & Co as advertised as the Rossmore Farms Estate in c. 1961 which included Lot 2 DP 204127, the location of Allenby House. During the same period, portions of Lots 3 and 4 DP 204127 were being resumed from Mr E J and Mrs A Cook and Mr A Schevers (through C H Degotardi & Co) to be acquired for the extension of Rossmore Public School grounds (see Rossmore Public School Statement of Heritage Impact attached in Appendix Seven for further detailed information).

James Vernon Haig McCann (described as Farmer and Grazier of Appin) was still listed as the Registered Proprietor of Allenby House on the Certificate of Title (Vol. 11487 Fol. 245) until 20 January 1971 when the McCann family property was sold. Please see Appendix Four and Attachment 2 of the Allenby House SoHI for a copy of the Certificate of Title Vol. 11487 Fol. 245. James McCann was listed as the son of Patrick McCann who arrived in the colony in 1810, and was recorded to be a farmer in Penrith in 1828. He is buried in the McCarthy's Cemetery, Cranebrook. Note also, in the Certificate of Title, the location plan shows the planned "Road widening by re-alignment" for Bringelly Road during that period c. 1970 (see Figure 3.46).



**Figure 3.46:** Location plan for Allenby House (shown on plan as a “brick cottage”) from the Certificate of Title (Volume 11487 Folio 245) shows the planned “Road widening by re-alignment” for Bringelly Road during that period c. 1970. (Source: Land and Property Management Authority Certificate of Title Volume 11487 Folio 245 ).

Please see the Allenby House Statement of Heritage Impact attached in Appendix Four for further detailed information.

Some of the early buildings that have been discussed above can be seen in Figure 3.47.



**Figure 3.47:** Aerial Photograph (1947) of Rossmore Village and immediate surrounds showing early buildings in village. (Source: Department of Lands Liverpool Co. Cumberland Run 23 Jan. 47).

### 3.3.8. LEPPINGTON

Leppington was established from the property owned by William Cordeaux named Leppington Park, which was granted to him in 1821 (Leppington Historic Notes 1983). Leppington Park was a large two storey home with a private ballroom that was destroyed by fire in the 1940s (Morris & Britton 2000: 19). In 1914, a large area of Leppington was subdivided into the “Raby Estate” named after the property “Raby” which covered 3269 acres and was granted to Alexander Riley in 1810 (Leppington Public School 1972: 6). A school was built on the estate in 1923 and was known as Raby School until the name was changed to Leppington Public School in 1955 (Leppington Public School 1972: 19). A post office was established in 1930 (also on the Raby Estate) which remained on the property until 1981 (Leppington Public School 1972: 17). The Raby Estate was subdivided in 1914 and then again in 1956 (Leppington Public School 1972: 19). The area has continued to remain a community of small holdings.

The only opportunity for former convicts and people of lesser means to be able to farm was through leasing a portion of a larger holding as a tenant farmer (Morris & Britton 2000: 19). The practice became more widespread after the 1840s which coincided with the end of the convict system and led to areas of tenant farms, creating a pattern of small farms (Morris & Britton 2000: 19).

By the late 19<sup>th</sup> century, the trend for subdividing large estates had reached Liverpool with many of the large land-holdings in settlements such as Bringelly being subdivided into smaller farming blocks ranging from 3 acres to 50 acres (FORM 2006: 14). Unfortunately, farming on a smaller

scale proved to be less successful and many of the smaller properties were abandoned by the early 20<sup>th</sup> century (FORM 2006: 14).

The establishment of the railway line from Sydney to Liverpool, however, along with the running of electric trains in 1929 meant that Liverpool and its district began to expand again (FORM 2006: 14). The railway was then extended from Campbelltown to Picton (1863), Mittagong and Moss Vale (1867) and Goulburn in 1869 (Lee 1988: 17; Liston 1988: 71-72).

Liverpool was established as a feeder suburb of Sydney by the mid-20<sup>th</sup> century thereby appealing to buyers searching for cheaper housing and land in the district.

Not many of the properties today remain as extensive holdings, although a few are still used for livestock, horse agistment or broad-acre grazing (Camden Council Heritage Study Review 2006: 20).

Agriculture, farming and/or rural industry remain as the predominant land use today as many of the properties consist of smaller market gardens, turf farms and vineyards which are located along the fertile floodplains next to the watercourses (Camden Council Heritage Study Review 2006: 20). The smaller holdings and farms have continued to be used for these purposes from when first introduced into the area in the middle of the 19<sup>th</sup> century (Camden Council Heritage Study Review 2006: 20).

Today, the smaller holdings of market gardeners are still to be found in the suburbs of Bringelly and Rossmore. These produce a wide variety of fresh vegetables, herbs, fruit and flowers are grown to supply local and city markets. Many of the market gardens are a tribute to migrant innovation and adaptability and reflect the arrival of people from many different nationalities to Australia since the middle of the 19<sup>th</sup> century (Casula Powerhouse on-site signage as part of joint project with NSW Heritage Office and Migration Heritage Centre NSW Project 2008).

Although much of the land area of the region is under rural industry, this pattern of subdivision and urban consolidation continues today, with the result that the area's rural character is slowly being replaced as the Cumberland Plain is incorporated into the urban sprawl of greater Sydney. The new houses built in recent years consist of larger homes being built on rural-residential allotments (Perumal Murphy 1990: 14).

### **3.3.9. HOXTON PARK**

Following the survey and construction of Cowpasture Road in 1806 and the establishment of the township of Liverpool in 1810, settlement began to spread to the surrounding area generally known as 'Cabramatta' (Hoxton Park Public School Centenary Committee 1982: 8). Hoxton Park was previously referred to as Cabramatta, the name still remaining in the Parish of Cabramatta with some of the early landowners being Thomas Sterrop Amos, Matthew Pear, Thomas Carne, James Foster, Edward Gray, James Williamson and George Williams. Judge Barron Field, who owned 'Hinchinbrook', now known as Cecil Park, bordered Hoxton Park. Located to the north and east were the properties known as 'Cow-de-Knaves' and 'Horningsea Park'. The area now known as West Hoxton originally also formed part of Hoxton Park (Land Titles Office DP 2475, Tan 1979).

By the 1860s, the large pastoral properties began to diminish and be replaced by smaller allotments. The main industries included 'timber-getting' and farming (Hoxton Park Public School Centenary Committee 1982: 8). The village was slow to develop with a Denominational Catholic School first opening in 1873, only to close as enrolments fluctuated. The Hoxton Park public school was opened in 1889 and operated until it was ultimately demolished in 1976 (Hoxton Park Public School Centenary Committee 1982: 8; Neustein & Associates 1992: 6.32).

The suburb now known as Hoxton Park covered a larger area when it was first established than it does today. In 1887, a land syndicate under the name of 'Phillips & Co' bought much of the land and named it Hoxton Park (see Figures 3.7 and 3.8) after the property of Thomas S Amos (Kass 1992: 3.18; Tan 1979: 4). The Hoxton Park region remained a broadly based, rural economy until the latter half of the twentieth century (Hoxton Park Public School Centenary Committee 1982: 9).



### **3.3.10 ROADS**

With the beginnings of settlement in Sydney's south-western district, the early transport routes were navigated initially by river transportation and roads then followed (Kass 2004: 15). Cowpasture Road was built in 1806 followed by the completion of the main southern road to Liverpool in 1815 (Tanner & Associates 1999: 9; Kass 2004: 15). By 1826, there was a network of roads in place that included Bringelly Road, The Northern Road (between Camden and Richmond), the Old Cowpasture Road, another road to the north of Bringelly Road linking The Northern Road with the Old Cowpasture Road, as well as the main southern road passing through Liverpool (Kass 2004: 16). The majority of the traffic within the region travelled along the Old Cowpasture Road and The Northern Road which were the major transport arteries (Kass 2004: 16). Figure 3.48 shows a plan of the roads in the District of Cook at the approximate date of 1826. Bringelly Road runs north to south from the Cobbitty/Narellan area and then runs directly to the east towards Liverpool, intersecting with The Northern Road and Old Cowpasture Road.

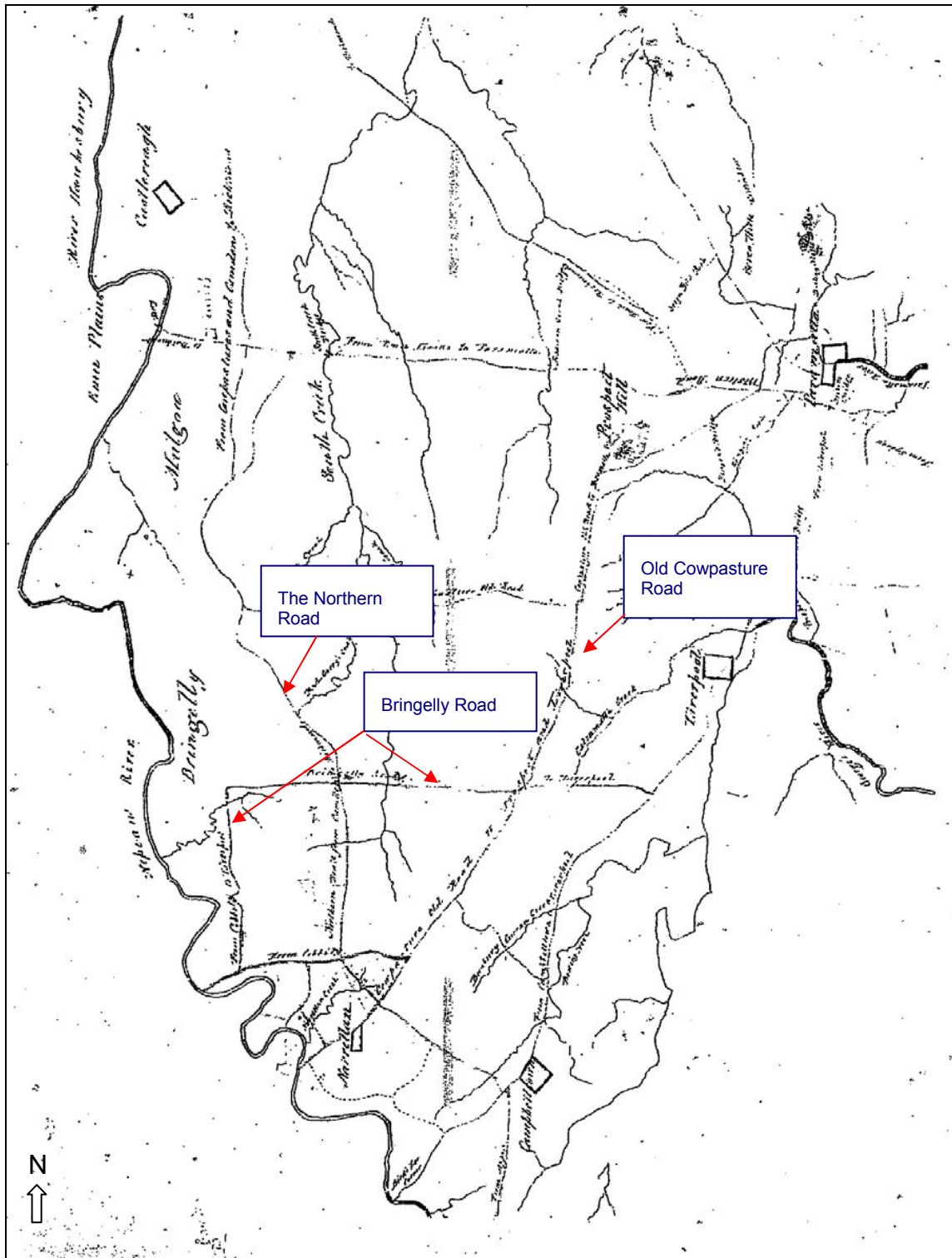


Figure 3.48: Plan of Roads in the District of Cook (Anon.) Approximate date 1826. Map Reference ZM2 811.112/1826/1 (Source: Morris & Britton 2000: Figure 3.8).

### Old Cowpasture Road

Old Cowpasture Road was first surveyed and constructed in 1806 by James Meehan. The original alignment of the road was built across Carnes Hill as illustrated in early Parish maps of the area (see Figure 3.6 and 3.22). The current alignment of Cowpasture Road (to the south of Bringelly Road) ends at Bringelly Road to the west of the Upper Canal and then continues to the east at the intersection of Camden Valley Way and Bringelly Road. A section of the Old Cowpasture Road (north of Bringelly Road) is still in use today and now called Stuart Road. As is shown in the 1947 aerial photograph (Figure 3.49), the section of Cowpasture Road that was built across Carnes Hill was no longer in use.



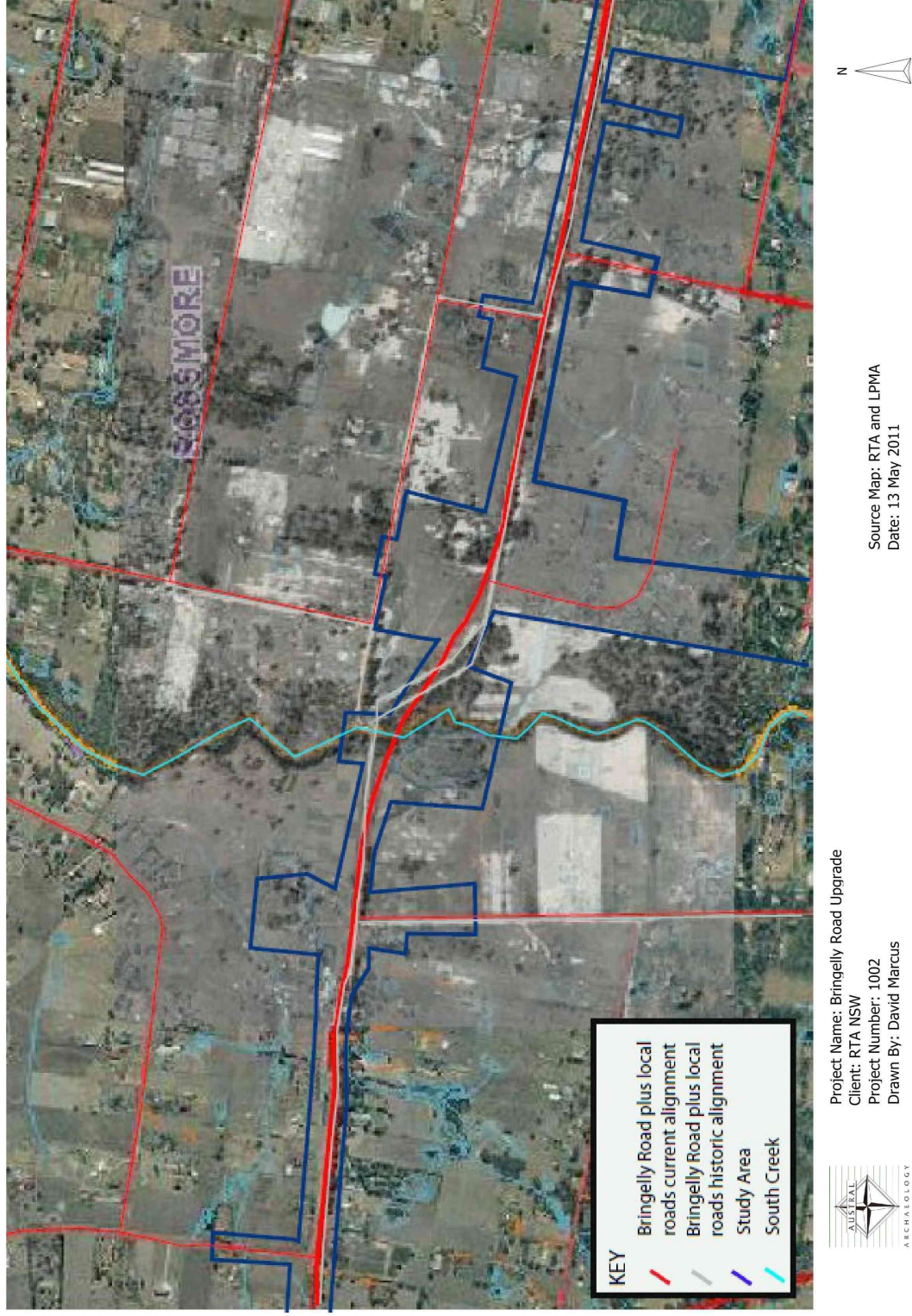
**Figure 3.49:** 1947 Aerial photograph shows the historic road alignment of Cowpasture Road not in use as previously constructed at Carnes Hill. Note the blue arrow indicates the location of the Road Culvert (CMP Item 27) that may relate to the former alignment of the Old Cowpasture Road which crossed the Upper Canal at this location. Source: Department of Lands Liverpool Co. Cumberland Run 23 January 47.

The angle of the stone drain and culvert (CMP Item 27) may relate to the former alignment of the Old Cowpasture Road as it crossed the Upper Canal south of Bringelly Road (as indicated in Figures 3.49 and 4.12) (Higginbotham 2002: CMP Item 27). No other remains of structures such as a previous overbridge across the canal remain today. There are however other landscape features in the immediate area such as sections of old post and rail fencing and a line of mature tree plantings (Stone Pines) that may relate to the former Old Cowpasture Road alignment (Higginbotham 2002: CMP Item 27). There may also be the potential for physical evidence associated with the early construction of Old Cowpasture Road to be present within the original and current road easements as also discussed in the report by Australian Museum Business Services (2010: 43).

The significance of the 'remnant rural landscape comprising agricultural and pastoral fields and prominent houses' was identified in the Heritage Concepts report (2006: 25-26) and discussed further in the AMBS report (2010: 13-14) in particular the landscape surrounding the Upper Canal on the alignments of the Campbelltown and Cowpasture Roads (formerly Old Cowpasture Road) and Camden Valley Way which has remained largely unchanged. The former Cowpasture Road road corridor including trees and sequential vistas and view corridors to historical properties and pastoral landscapes is listed in the Camden Council DCP 2011 as a potential heritage item – 'cultural and visual landscapes'. Bringelly Road has also remained largely unchanged between the suburbs of Bringelly and Leppington and is also listed as a potential heritage item – 'cultural and visual landscapes' in the Camden Council DCP 2011.

Figure 3.49 illustrates the current alignment of Bringelly Road in the west and central sections of the study area when positioned over the aerial photo taken from 1949. The alignment of Bringelly Road remains mostly the same except for the section east of South Creek which varies slightly from the original alignment and can be seen in Figure 3.50.





**Figure 3.50: Bringelly Road Alignment (Historic and Current).**

### 3.3.11 SYNTHESIS

The initial years of European settlement and the issuing of grants in the County of Cumberland were in response to the need for efficient food production for the colony following disastrous floods on the Hawkesbury (Perumal Murphy 1990: 11). The land was thought to be suitable for grazing and cultivation which led to on-going clearing of the woodlands by the 1830s. In the initial years following European settlement the most dramatic alteration within the study area would have involved the clearing of native woodland.

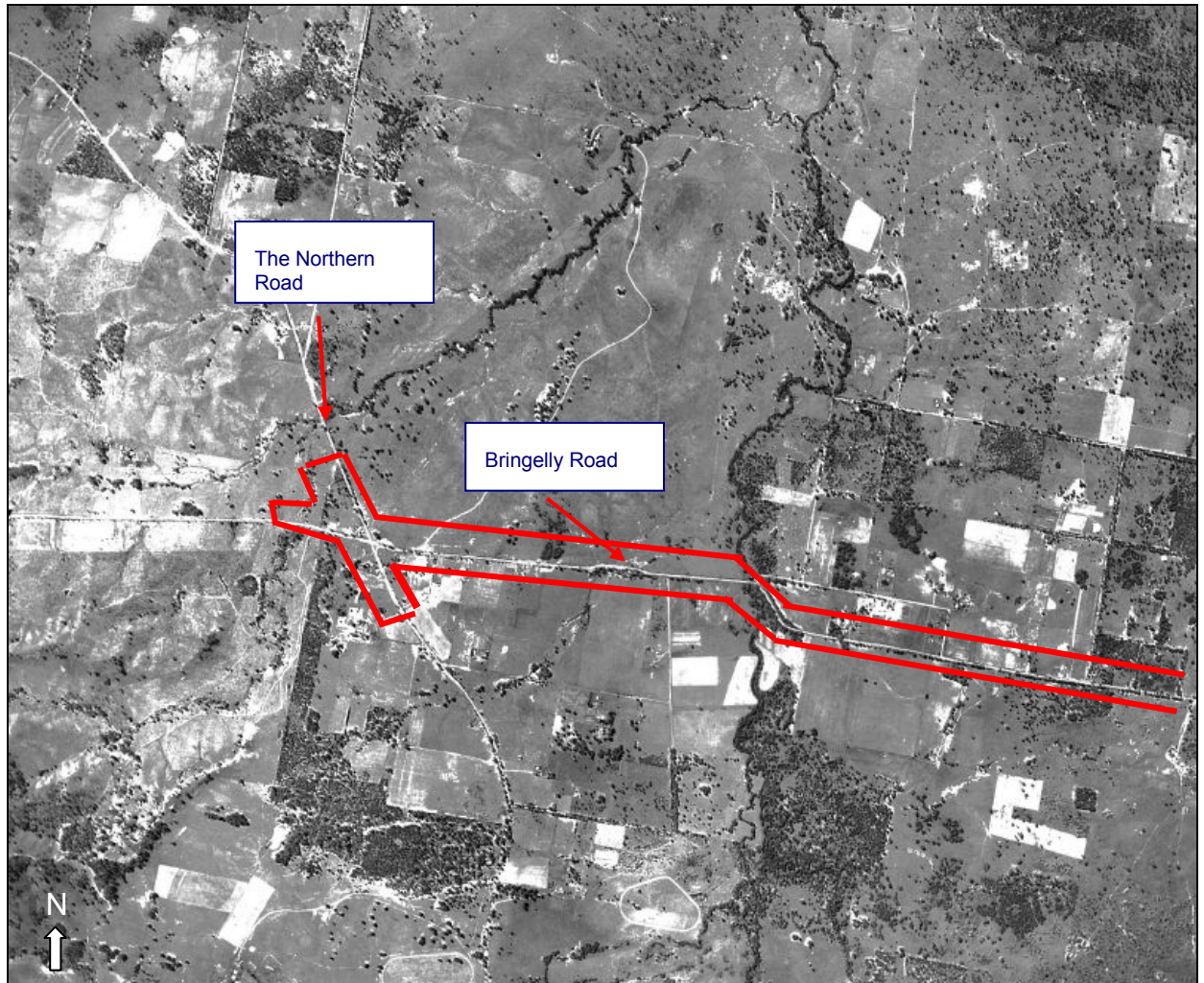
By the late 19<sup>th</sup> century and continuing into the 20<sup>th</sup> century, the large land-holdings in settlements such as Bringelly were being subdivided into smaller farming blocks ranging from 1 to 20 hectares (3 to 50 acres) in size (FORM 2006: 14). Although, a few extensive holdings still remain that are utilised for grazing purposes; agriculture, farming and/or rural industry remain as the predominant land use today as many of the properties consist of smaller market gardens and turf farms which are located along Bringelly Road. The smaller holdings and farms have continued to be utilised for market gardening, turf farming and pasture cropping purposes from when first introduced into the area from the middle of the 19<sup>th</sup> century (Camden Heritage Study Review 2006: 20).

Although much of the land area of the region is under rural industry, this pattern of subdivision and urban consolidation continues today, with the result that the area's rural character is slowly being replaced as the Cumberland Plain is incorporated into the urban sprawl of greater Sydney. The new houses built in recent years consist of larger homes being built on rural-residential allotments (Perumal Murphy 1990: 14)

Construction within and adjoining the study area includes the infrastructure that is involved in settlements of rural areas, that is, the service centres to provide the increased population with their immediate needs which was often based around community facilities such as a post office, church or school. Settlement in the districts of Bringelly, Rossmore and Leppington in the late 19<sup>th</sup> century included the building of homesteads, Bringelly Public School, Rossmore Public School, the Wesleyan/Methodist Church and the Church of Holy Innocents along with the Bringelly Post Office and various services such as a blacksmith. Also included in the building of infrastructure is the construction of roads such as Bringelly Road, The Northern Road and Old Cowpasture Road.

An aerial photo of Bringelly and Rossmore from 1949 (Figure 3.51) shows the study area as mainly consisting of large and medium size properties with some development visible.





**Figure 3.51:** Aerial photo of a section of the study area including Bringelly and Rossmore in 1949. (Source: National Library of Australia Map Collection: Reference 156-5-422 Run 6 image 5058 dated 1949).

The Upper Canal, located in the east of the study area, was constructed between 1880 and 1888, and the construction of the canal has caused significant disturbance to the landscape in that area. Most of the study area today has undergone significant disturbance due to road construction, private and industrial development as well as intensive farming practices.

### **3.4 HISTORICAL THEMES**

The Heritage Council of NSW identifies a variety of Australian and NSW historical themes via which the historical and/or archaeological record of a site can be interpreted. The use of historical themes is valuable in order to provide a basis for comparison between different sites which demonstrate the same historical themes. Historical themes also allow the site to be placed within a local, state, and national historical context. In the case of the subject study area some of the themes that could be relevant to investigations are those which reflect and relate to the evolution of the site and its usage over time. These might include:

Australian Theme	New South Wales Theme	Local Theme
Peopling – peopling the continent	Convict – activities relating to incarceration, transport, reform, accommodation and working during the convict period in NSW (1788-1850)	Working on private assignment
Economy – Developing local, regional and national economies	<p>Technology – associated with the knowledge or use of mechanical arts and applied sciences</p> <p>Pastoralism – associated with the breeding, raising, processing and distribution of livestock for human use</p> <p>Agriculture – activities relating to the cultivation and rearing of plant and animal species, usually for commercial purposes, can include aquaculture</p>	<p>Water Supply System</p> <p>Homestead Complex</p> <p>Marking the transition from pastoralism to agriculture</p> <p>Farming wheat and other grains</p> <p>Clearing land for farming</p> <p>Orcharding</p> <p>Pastoralism – grazing sheep, cattle, goats or other animals</p> <p>Remnant rural landscape comprising agricultural and pastoral fields and prominent houses</p>
Settlement – Building settlements, towns and cities	<p>Utilities – activities associated with the provision of services, in particular on a communal basis</p> <p>Accommodation – activities associated with the provision of accommodation, and particular types of accommodation – does not include architectural styles</p> <p>Land tenure – activities and processes for identifying forms of ownership and occupancy of land and water</p>	<p>Providing a water supply/drinking water</p> <p>Providing telecommunications facilities</p> <p>Accommodating workers in workers' housing</p> <p>Naming places (toponymy)</p> <p>Changing land uses – from rural to suburban</p> <p>Granting Crown lands for private farming</p> <p>Sub-division of large estates</p>



Australian Theme	New South Wales Theme	Local Theme
	<p>Towns, suburbs and villages – activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages</p>	<p>Rural estates                      Landscaping in urban areas</p>
<p>Governing - Governing</p>	<p>Government and Administration – activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs – includes both principled and corrupt activities</p>	<p>Building and operating public infrastructure                      Developing roles for government – public – water supply                      Air force or defence aviation                      Involvement with the Second World War                      Developing roles for government                      Developing local government authorities</p>
<p>Working - working</p>	<p>Labour – activities associated with work practises and organised and unorganised labour</p>	<p>Working independently on the land</p>
<p>Culture – developing cultural institutions and ways of life</p>	<p>Creative endeavour – activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities.</p>	<p>Colonial Georgian Architecture                      Edwardian/Federation period house                      Picturesque Gothic Country Church                      Architectural styles and periods – colonial homestead – Victorian (late) homestead                      Vernacular structures and building techniques – slab barns, sheds                      Landscaping – colonial period – Victorian gardenesque style</p>

Australian Theme	New South Wales Theme	Local Theme
	Religion – activities associated with particular systems of faith and worship  Domestic life – activities associated with creating, maintaining, living in and working around houses and institutions	Making places for worship Worshipping together Maintaining religious traditions and ceremonies Living in a rural homestead
Educating – educating	Education – activities associated with teaching and learning by children and adults, formally and informally	Establishing schools
Phases of Life – Marking the phases of life	Dying – activities associated with the final stages of human life and disposal of the dead  Persons – activities of, and associations with, identifiable individuals, families and communal groups	Dealing with human remains Remembering the dead  Associations with Thomas Laycock Jr., soldier, explorer, businessman, farmer  Associations with Robert Bell, early land grantee  Associations with John Thomas Campbell, politician, vice regal secretary, land owner  Associations with Penelope Lucas, governess, companion to the Macarthur family  Associations with local Shire Clerks

Source: The NSW State Heritage Inventory.

The above historical themes are reflected in the historic sites located within/or the vicinity of the study area.

The first theme of peopling the continent relating specifically to working during the convict period in NSW (1788- 1850) is reflected to the employment of convicts on farming properties during the period of settlement however there may be little that can be practically learned from the site which relates to this theme.

The theme of settlement and economy is reflected in the European settlement of the Liverpool area which occurred in 1795. Land clearance of the Cumberland Plain soon followed in order to create better land for farming and grazing. The issuing of land grants of large parcels of land in the Bringelly, Rossmore and Leppington districts provided the opportunity for the development of the local and regional economies through the building of homestead

complexes creating opportunities for employment through various industries such as farming as well as pastoral activities. Once Liverpool was established in 1810, an urban centre had been established to service the settlers of the region with the growth of the farming industry also leading to the establishment of small service centres in the outskirts of Liverpool (FORM 2006: 14). Service centres were established to provide the increased population with their immediate needs and these were often based around community facilities such as a post office, church or school creating villages such as Bringelly, Rossmore and Leppington.

The twin themes of 'Agriculture' and 'Pastoralism' relate to the late eighteenth, nineteenth and twentieth century usage of the study area for a variety of farming and pastoral activities that contributes to the rural nature of the landscape. Meanwhile, the theme relating to 'Ethnic influences' refers to the known presence of market gardens within the study area in the twentieth century. As much of the study area relates to all three themes, there is the potential to learn from archaeological research in relation to the themes of agriculture, pastoralism and ethnic influences.

An example of the pastoral development of Bringelly from 1818 is demonstrated in the homestead and farm buildings known as Kelvin Park, formerly known as Cottage Vale or Retreat Farm (NSW State Heritage Inventory 2010). The buildings located on the Kelvin Park homestead and farm contribute as a group to the historic rural landscape and are evidence of the continuity of land use for farming purposes for 187 years (NSW State Heritage Inventory 2010).

The local theme of 'Remnant rural landscape comprising agricultural and pastoral fields and prominent houses' applies to Allenby House and the W A Rogers House as they are situated on land that was previously leased in the late nineteenth and early twentieth century to local graziers for pastoral activities before being subdivided in the twentieth century.

As discussed in the Camden Heritage Study Review (Camden Council 2006: 20), the evidence of the agricultural past and present of Camden Local Government Area is reflected in the local landscape which can be identified by the following elements:

- Pastures and paddocks.
- Homestead compounds and farm buildings.
- Signal plantings – around homesteads and driveway entrances.
- Cultural plantings e.g., exotic specimens and formal gardens in the vicinity of homesteads.
- Remnant of old fence lines – fences, gates, fence plantings.
- Windbreak plantings – hedges or rows of trees.

The local historic theme for 'remnant rural landscape comprising agricultural and pastoral fields and prominent houses' was also identified in the Heritage Concepts report (2006: 25-26) and discussed further in the AMBS report (2010: 13-14) in particular the landscape surrounding the Upper Canal on the alignments of the Campbelltown and Cowpasture Roads (formerly Old Cowpasture Road) and Camden Valley Way which has remained largely unchanged. Bringelly Road would also be included within this theme as it has also remained largely unchanged between the suburbs of Bringelly and Leppington and is listed as a potential heritage item – 'cultural and visual landscapes' in the Camden Council DCP 2011. The Row of Bunya Pines as listed in the Liverpool LEP 2008 and Upper Canal CMP 2002 along with the Avenue of Pines (listed in the Upper Canal CMP 2002) are located to the south of Bringelly Road and the old alignment of Old Cowpasture Road and are examples of the signal plantings and land markings to the adjacent colonial estates – 'Leppington' to the south and 'Horningsea Park' located to the north-east as well as being the local topographic landmark for Carnes Hill to the immediate north.

The establishment of Bringelly Public School and Rossmore Public School is reflected in the theme of 'Education' and establishing local schools as required by the growth of population in the region during the late nineteenth and early twentieth century.

The three school timber buildings are representative of the simple, functional design of educational buildings from the mid twentieth century.

The Church of the Holy Innocents Churchyard and Cemetery demonstrates the theme of developing cultural institutions and way of life through the construction of the church and cemetery in October 1850.

Even before funding was made available to build the Church of the Holy Innocents, the Anglicans were meeting fortnightly in the timber slab school house as recorded in 1836, reflecting the local themes of 'Making places for worship', 'Worshipping together' and 'Maintaining religious traditions and ceremonies'.

The theme of 'Marking the Phases of Life – 'Dying' and 'Dealing with human remains' relates directly to the Church of the Holy Innocents Cemetery which was in use as a burial ground since the first recorded burial in 1829. A full register of burials was kept after 1851 with the cemetery still in use today.

The theme of 'Remembering the dead' is reflected in the long associations with local families in the memorials in the cemetery.

The theme of 'Governing' in particular relating to air force or defence aviation would be relevant to the property originally owned by Thomas Laycock and later leased to the Commonwealth Government for use as a "Dispersal Aerodrome" for the RAAF c. 1942-5 (see Figure 3.21). As such there would be the potential to learn from archaeological research on this site relating to this theme.

The theme of 'Governing' also relates to the New South Wales theme of government and administration and the local theme in relation to the establishment of the Shire of Nepean Council. The W A Rogers house, built in 1923 as the Shire Clerk's residence, was located across the road from the Nepean Shire Council Chambers located at 1185 The Northern Road (Lot 21 DP 531414). The W A Rogers house is therefore relevant to both the theme of 'Governing' as well as the theme of 'Persons - identifiable individuals' in regards to the house being a previous residence for the Nepean Shire Council Clerks.

The Upper Canal is representative of 'technology' in demonstrating the techniques of canal building and evidence of engineering practice.

The theme of 'Accommodation' relates to the Upper Canal for the provision of accommodation for the inspectors for each of the maintenance sections along the canal.

The theme of 'Utilities' relates to the Upper Canal as it has functioned as a unique part of the main water supply system for Sydney for over 100 years, and has changed little in its basic principles since the day it was completed (NSW State Heritage Inventory 2010).

The theme of 'Governing' relates to the appointment of a Commission in 1867 by the Governor of NSW to recommend a scheme for Sydney's water supply which by 1869 recommended that construction should commence on the Upper Nepean Scheme (NSW State Heritage Inventory 2010).



## 4.0 SITE ANALYSIS

### 4.1 INTRODUCTION

Bringelly Road is located in the South West Growth Centre (SWGCC) of Sydney between The Northern Road and the intersection of Cowpasture Road and Camden Valley Way at the eastern extent (Figure 4.1). Bringelly Road is located on the border between Camden Council Local Government Area (LGA) and Liverpool City Council LGA and falls within both the Camden Council LGA and the Liverpool LGA (see Figure 1.2). Bringelly Road runs through the suburbs of West Hoxton, Austral, Leppington, Rossmore and Bringelly. Bringelly Road is categorised as a Principal Arterial Road within the South West Growth Centre Road Structure Plan.

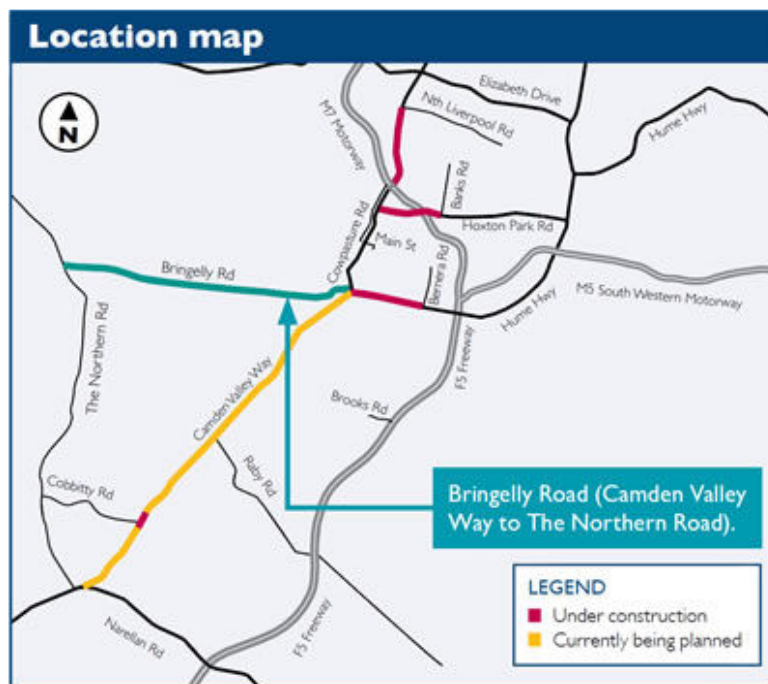


Figure 4.1: The location of the study area. (Source: RTA website)

### 4.2 NATURAL LANDSCAPE

Bringelly Road is located on the eastern edge of the Cumberland Lowlands. The Cumberland Lowlands is an extensive low lying plain characterised by gently undulating ridges and low hills. It is mainly flat with occasional terranes and levees providing low relief. Slopes in the area are generally <5% and local relief is <10m (Bannerman & Hazelton, 1990) Elevation along the study area range from approximately 70m above sea level (ASL) to 100m above sea level.

There are three main waterways that intersect the study area, South Creek, Bonds Creek and Scalabrini Creek. South Creek is a third order tributary of the Nepean River. Bonds Creek and Scalabrini Creek are little more than drainage lines attached to South Creek.

South creek passes under Bringelly Road flowing generally south to north and continues for around 70km until it's confluence with the Hawkesbury River, near Windsor. It is the largest creek in the study area with a catchment area of 56 square kilometres. Bonds Creek has a total catchment area of 1,909 ha when it meets Kemps Creek. Kemps Creek has several drainage lines crossing Bringelly Road which are 1<sup>st</sup> order tributaries.

The soil landscape identified by Bannerman and Hazelton (1990) in this area consists of three different soil types. These are described below.

*Blacktown Landscape (bt)*

Blacktown is a residual soil landscape overlying Quaternary alluvium derived from Wianamatta Group shales and Minchinbury Sandstone. The landscape topography is characterised by gently undulating rises, with broad rounded crests and ridges with gently inclined slopes. The vegetation consists of mostly cleared open-forest and open-woodland. Dominant soils of the landscape consist of, brownish black loam overlying clay. The limitations of the soils within this landscape include low to moderate fertility and moderate erodibility (Bannerman & Hazelton 1990: 28-29).

#### *South Creek Landscape (sc)*

South Creek Landscape is a fluvial soil landscape overlying Quaternary alluvium derived from Wianamatta Group shales and Hawkesbury Sandstone (Bannerman & Hazelton 1990: 68). This landscape is typically found in floodplains, valleys, flats and drainage depressions of the channels on the Cumberland Plain. Vegetation such as cabbage gum (*Eucalyptus amplifolia*) and swamp oak (*Casuarina glauca*) reflects the frequent inundation of this soil landscape.

The dominant soils of the South Creek landscape are a moderately acidic brown loam which lies over a hard setting dull brown clay loam and light to medium sandy clay. This landscape contains many areas of soil erosion and deposition (Bannerman & Hazelton 1990: 69). Stream bank erosion and sheet erosion of the floodplains are common.

#### *Luddenham Landscape (lu):*

Luddenham soil landscape consists of undulating low hills on Wianamatta Group shales, often associated with Minchinbury Sandstone. Soils in this type of geology are typically shallow to moderately deep topsoils existing as a friable dark brown loam. These overlie medium reddish brown silty to heavy clay (Hazelton & Bannerman 1990: 64). Soils are generally deep and have a high clay content.

The study areas falls within the Berkshire park soil landscape. Berkshire Park is a fluvial landscape resulting from three depositional phases of Tertiary alluvial/colluvial origin, all of which themselves are derived from sandstone and clay. The first of these is the St Marys formation, which is overlain by the Rickabys Creek gravel formation, which in turn is overlain by the Londonderry Clay formation. This landscape typically occurs in small drainage channels associated with the Hawkesbury/Nepean River system (Bannerman & Hazelton 1990: 81-2). The study area itself, which is located within about 0-500 m of Prospect Creek, consists of flat and gently sloping alluvial floodplain.

The dominant soils of this landscape consist of a dark brown sandy loam which occurs as topsoil and a brown apedal sandy clay loam which occurs below. This is generally underlain by a brown sandy clay with up to 20% ironstone nodules and a high chroma clay with up to 90% stones (Bannerman & Hazelton 1990: 82). Very little natural vegetation survives on this soil landscape, with most areas having been cleared and used as for small farms, whilst other areas have been quarried for gravel extraction. Topsoils have a low erodibility due to their flat grade and low organic content (Bannerman & Hazelton 1990: 82, 84).

### **4.3 CLIMATE**

The climate of the study area has been determined through analysis of results from the Bureau of Meteorology's weather station at Badgerys Creek. From temperature data collected over 14 years, the annual average maximum temperature is 29.7°C and the annual average minimum temperature is 10.6°C. January is the hottest month with average maximum temperatures of 29.7°C and July is the coldest month with an average minimum temperature of 4.1°C (Bureau of Meteorology 2009).

Rainfall is fairly evenly divided between summer and winter, but is slightly higher during the first half of the year, when easterly winds dominate. The Cumberland Plain is the driest area of the Sydney zone with an average annual rainfall of 800-860 mm.

### **4.4 SITE SURVEY**

The study area had previously been inspected in 1990 as part of the South Creek Valley Heritage Study undertaken by Perumal Murphy, the Liverpool Heritage Study in 1992 by Neustein & Associates, the Thematic History of the City of Liverpool undertaken by Terry

Kass in 2004, the Camden Council Heritage Study Review 2006 and the Liverpool Heritage Study Review in 2005 by FORM Architects Aust Pty Ltd. These resulted in some buildings being listed in the Local Environment Plans of Camden and Liverpool City Councils.

#### **4.4.1 INSPECTION OF LISTED ITEMS**

This report has established that there are nine heritage places located within or adjacent to the study area (that includes eight of the nine heritage items identified in the PEI) that are listed in the Heritage Schedules of either the Camden Council or Liverpool City Council Local Environmental Plans (LEP) or are listed on the State Heritage Register (SHR).

The listed heritage items include the following: the Bringelly Public School (Figure 4.2), the Rossmore Public School (Figures 4.3 and 4.4), Allenby House (Figure 4.5), the Church (and cemetery) of the Holy Innocents (Figure 4.6), Bellfield Farm Group (Figure 4.7), an intact section of the Upper Canal system (Figure 4.8) that feeds into the Prospect Reservoir, a memorial to William Brown and a relocated water trough (Figure 4.9), and a row of three Bunya Pines (Figure 4.10) located to the east of the canal on Bringelly Road. All are locally listed except the Canal area which is State listed. Research conducted as part of this assessment revealed that there is another item in the area listed in the Camden LEP 2010 – a house located at 1186 The Northern Road (Figure 4.11) built in 1923 (Lot 4 DP 173593). This was originally the Shire Clerk's house and has been owned by the current owners – the Rogers – since 1950<sup>1</sup>. All these items were inspected and an inventory sheet has been completed for each of them (see Appendix 2).

The Upper Canal forms a major component of the Upper Nepean Scheme. The Upper Nepean Scheme supplies water from the Cataract River at Broughton's Pass to the Crown Street reservoir, a distance of 102 km (63 miles). The Upper Canal commences by tunnel from Pheasant's Nest Weir on the Nepean River and extends through the Local Government areas of Wollondilly, Liverpool, Holroyd, Fairfield, Campbelltown and Camden. In the study area, part of Section 8 of the canal crosses Bringelly Road just to the east of Cowpasture Road.



**Figure 4.2:** The two LEP heritage listed buildings at Bringelly Public School, 1205 The Northern Road, Bringelly (Lot 50 DP 746911). The building at left is the original classroom, now the Staff Room, while the one at right is the former Headmaster's Residence. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 5393, 5399).

<sup>1</sup> Pers. comm. Mrs Rogers, 1186 The Northern Rd Bringelly 16 Feb 2010.





**Figure 4.3:** Two of the LEP heritage listed buildings at Rossmore Public School, 629 Bringelly Road, Rossmore (Lot 2 DP 222510). Both appear to be early classrooms; the one at left was erected in 1941 is now used as the kindergarten while the other was erected by 1962 and is used for storage. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2858, 2861).



**Figure 4.4:** The third LEP heritage listed building at Rossmore Public School, 629 Bringelly Road, Rossmore (Lot 1 DP 170985). This building was erected between 1962 and 1969. White arrow indicates North. (Source: Austral Archaeology Pty Ltd DSCN 2865).



**Figure 4.5:** The LEP heritage listed house known as Allenby, 661 Bringelly Road, Rossmore (Lot 2 DP 546020). Left photo shows entrance to driveway including ornate acorn pattern picket fence with large gate posts topped with windsor finials (but no gates) and a post and wire fence with a timber top rail; at right is telephoto view of house. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2854, 2855).





**Figure 4.6:** The LEP heritage listed Holy Innocents Church and Cemetery, 130 Rossmore Avenue, Rossmore, (Lots 1-4, DP 117688). The entirety of Lots 1-4 comprise the listed heritage curtilage. Left photo is view of church and right shows entrance gates to driveway with cemetery at left. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2851, 2852).



**Figure 4.7:** The LEP heritage listed Bellfield Farm Group, 33 Rossmore Avenue West, Rossmore, (Lot 1 DP 580979). Left photo is view of rear of complex to north with slab kitchen in foreground and right shows front of buildings. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 5420, 5421).



**Figure 4.8:** The State heritage listed Upper Canal, that passes through the study area (Lot 1, DP 725231 on south side of Bringelly Road and Lot 1 DP 596355 on north side). Left photo is view of canal to south and right shows existing concrete road bridge over canal to north. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2828, 2843).





**Figure 4.9:** The LEP heritage listed memorial to William Brown and the relocated water trough at 145 Bringelly Road Leppington (Lot 1 DP 725231). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2803, 2806).



**Figure 4.10:** The State heritage listed Bunya Pines at 145 Bringelly Road Leppington (Lot 1 DP 725231). Left photo is view of the three trees to the east while the right photo shows two of the three trees looking north with the third obscured behind the scrubby tree at right. Note that a Pepper tree referred to in the Canal CMP is located to the west of the left Bunya Pine. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2824, 2840).



**Figure 4.11:** The LEP heritage listed house at 1186 The Northern Road (Rogers) (Lot 4 DP 173593). Originally the Shire Clerk's residence, this is a good example of an Edwardian house and outbuildings. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 5411, 5413).

#### 4.4.2 SURVEY RESULTS

The site survey was undertaken in three stages – an initial inspection of the study area by car on 14 January 2010 to gain an appreciation of the area and to inspect the identified local and

state registered heritage items, and a two day field study (16 and 18 February 2010) where more detailed inspections of potential heritage items were undertaken.

Further fieldwork was undertaken on the 22 July 2010, 27 January 2011 and 25 May 2011 due to ongoing changes to the scope of the RTA proposed concept design with the survey results included within the main report and SoHIs for Allenby House, Bringelly Public School, the Church of the Holy Innocents Group, Rossmore Public School, the Upper Canal and the W A Rogers House.

The study area is semi-rural in nature with a mixture of rural residential blocks of varying sizes, several small commercial facilities such as chicken farms, and small farming enterprises (mainly strawberries and vegetables). Most native vegetation stands are limited to corridors along waterways although some scattered vegetation along the length of the study area remains.

The study area comprises not only the proposed widened road corridor along the existing carriageway, but also a number of allotments around intersections and other places that may be used for construction purposes or new alignments for the intersections.

Bringelly Road, The Northern Road and Cowpasture Road are long established roads that generally follow their original alignments. Bringelly Road is the subject of this project and would be widened along its length. The roads were inspected and all have been upgraded over time with the proposed widening the latest iteration of the upgrading process. In the site inspection no early features or infrastructure such as road surfaces, culverts or drains were noted. The Bringelly Road alignment has been altered in the area where it crosses South Creek since the 1949 aerial photograph was taken (see Figures 3.49) but there is little evidence of this visible on the ground. Cowpasture Road has had major relatively recent changes in the area of the intersection with Bringelly Road and this is not considered to be an historically intact section of that road. The situation is the same for The Northern Road – the intersection at Bringelly Road has been substantially altered and widened. However, there is a section of the historic alignment of Old Cowpasture Road still remaining where it crossed the Upper Canal south of Bringelly Road (as indicated in Figures 3.48 and 4.12) (Higginbotham 2002: CMP Item 27).

Historical research undertaken as part of this assessment indicates that none of the original homesteads (or their outbuildings) relating to the early land grants were located in the study area. The Bellfield Farm Group is located close to the study area but would not be impacted in any way by the proposed works. Other than the Bellfield Farm Group which is thought to date from the 1840s, the oldest listed residences appear to be Allenby (a c. 1920 house located at 661 Bringelly Road) and the Rogers' house (1923) located at 1186 The Northern Road – both of which are locally heritage listed.

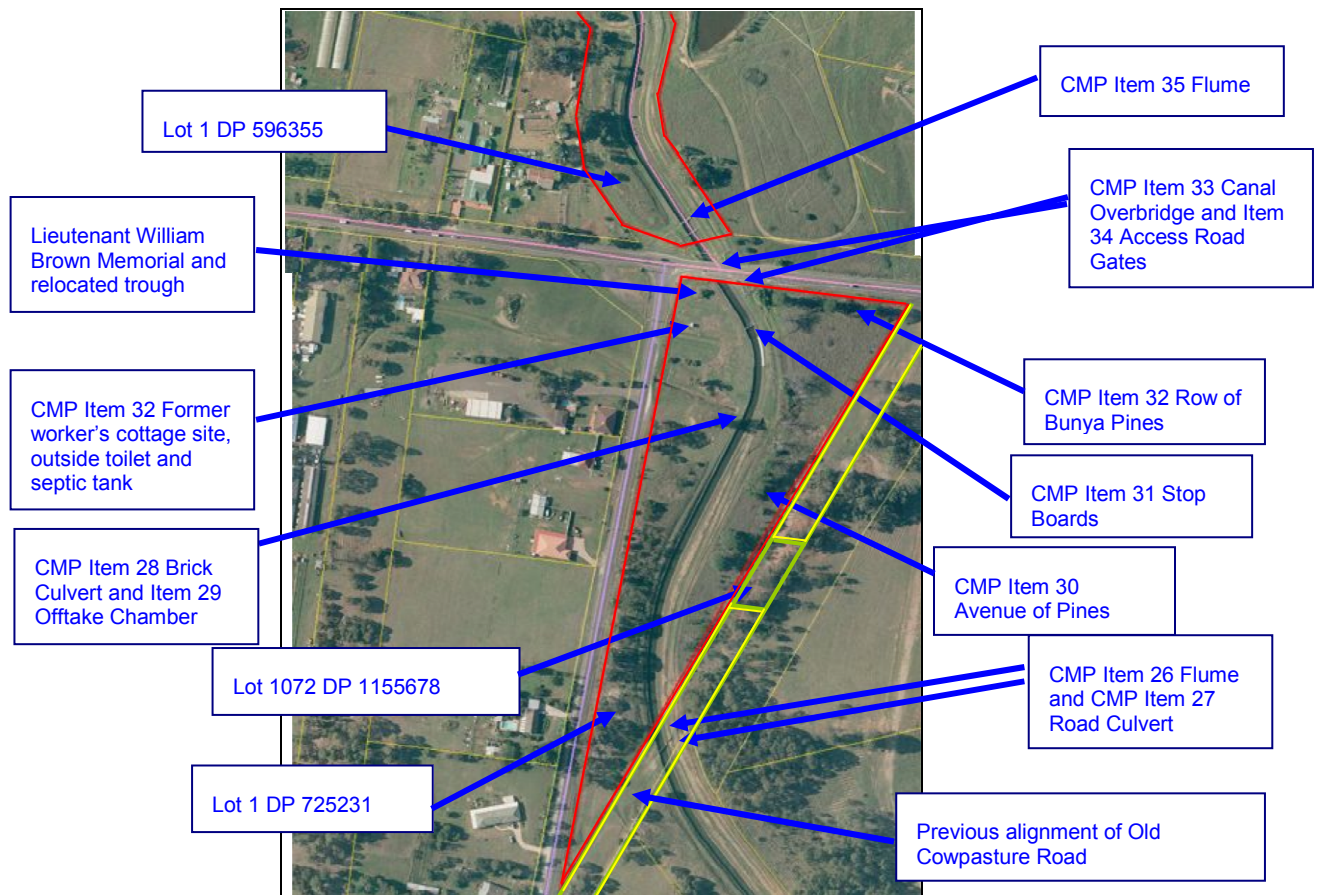
The part of the Upper Canal located within the study area contains a number of identifiable structures and some low level archaeological features, all of which are protected under its State heritage listing. This includes the Pepper tree and three Bunya Pines (CMP Item 32) as well as The Avenue of Pines (CMP Item 30) which are specifically mentioned in the conservation policies of the Upper Canal CMP (Higginbotham 2002). The memorial to Lieutenant William Brown and relocated water trough are located on the same allotment but are not related to the canal and appear to only be listed in the Liverpool LEP. A number of features were identified in the site survey. These have the item numbers from the 2002 CMP in parenthesis.

- The canal (CMP Item 25) located within Lot 1 DP 596355 and Lot 1 DP 725231.
- Stop boards (CMP Item 31) located within Lot 1 DP 725231.
- The concrete road bridge (CMP Item 33) part of Bringelly Road canal overbridge.
- A culvert and offtake chamber (CMP Item 28 & 29) located within Lot 1 DP 725231.
- A steel and concrete pipe flume (CMP Item 35) located within Lot 1 DP 596355.
- Water pipe (flume) that crosses the canal (CMP Item 26) located within an unidentified lot that was the previous alignment of Old Cowpasture Road bordering Lot 1 DP 725231.

- Stone culvert (CMP Item 27) located within an unidentified lot that was the previous alignment of Old Cowpasture Road bordering Lot 1 DP 725231.
- A pepper tree and 3 Bunya pines in a row (CMP Item 32) located within Lot 1 DP 725231.
- Avenue of Pines, Old Cowpasture Road (CMP Item 30) located within Lot 1 DP 725231.
- Old fence lines and fence posts (some old concrete and some timber) located within Lot 1 DP 725231.
- A riveted iron gate and fence with concrete posts (CMP Item 34) located on north side of Bringelly Road within road verge and also south side of Bringelly Road within Lot 1 DP 725231.
- Plantings including two old quince trees located within Lot 1 DP 725231.
- A concrete sump and a concrete trough (CMP Item 32) located within Lot 1 DP 725231.
- An old style weatherboard toilet with a gabled corrugated galvanized iron roof; this was associated with the former worker's cottage that has since been removed (CMP Item 32) located within Lot 1 DP 725231.
- The W. Brown memorial and relocated water trough located within Lot 1 DP 725231.
- The Old Cowpasture Road alignment that crosses the canal within the Upper Canal study area (located within an unidentified lot – forming part of Lot 1072 DP 1155678 - and bordering Lot 1 DP 725231).

The Upper Canal has been the subject of a detailed study as part of a CMP (Higginbotham 2002) and no detailed recording was necessary as part of this project. In the CMP, the portion of the canal that runs through the study area is designated Section 8. A plan of Section 8 of the Upper Canal showing the main identified features is included in Figure 4.13 and shown below in Figure 4.12 within the current mapping of the Upper Canal.





**Figure 4.12:** Location of State listed heritage item, the Upper Canal System. The property consists of two allotments as indicated by red outline (Lot 1 DP 725231 south of Bringelly Road and Lot 1 DP 596355 north of Bringelly Road). Note CMP Items 26 and 27 are located within the study area in an unidentified lot that was the previous alignment of Old Cowpasture Road (as indicated by yellow outline) – also part of Lot 1072 DP 1155678, as indicated by green outline. (Source: Sixviewer © NSW Department of Lands).

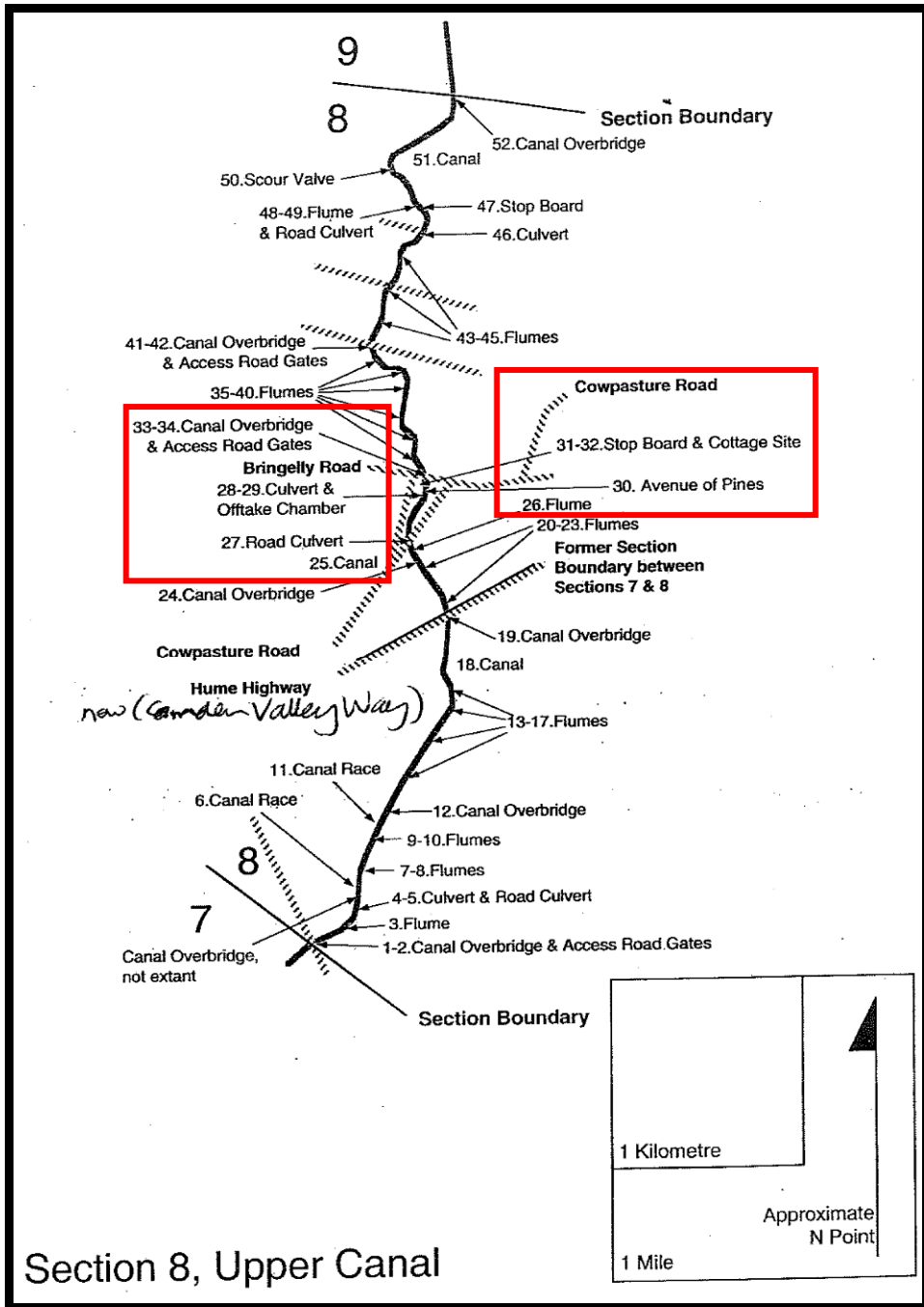
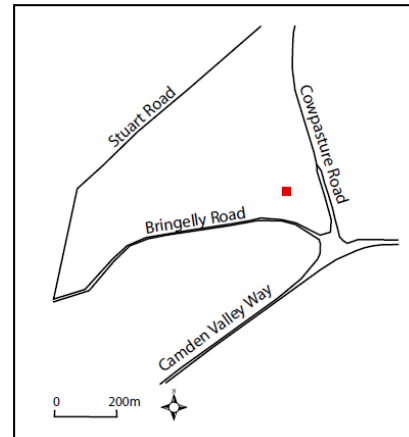


Figure 4.13: Plan of Section 8 of Upper Canal from CMP showing the portion that runs through the study area. (Source: Higginbotham 2002, p 78).

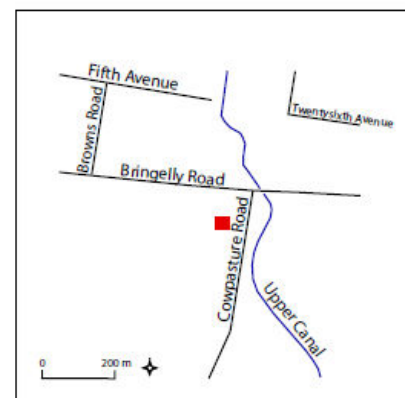
Five houses of interest were identified within the study area. All were only examined from the street and the properties were not entered.

The residence located at 12 Bringelly Road (Lot 9 DP 29104) appears to be an early house due to its appearance and design. It is a Federation style dwelling constructed of dark brickwork with a hipped iron roof. There is a verandah to two sides which features double timber posts with brackets supported on a brick balustrade with raised brick piers. The timber windows are pairs of double hung casements. There is an old timber shed with an iron gabled roof at the rear. The house seems to be in good condition and externally appears to be unaltered. The house may meet local heritage listing criteria but was not identified in the heritage survey undertaken by Perumal Murphy in 1990. See also Section 3.3.4 for further detailed information.



**Figure 4.14:** House located at 12 Bringelly Road (Lot 9 DP 29104). View is to the N. (Source Austral Archaeology Pty Ltd DSCN 2207040).

The residence located at 111 Cowpasture Road (Lot 1 DP 565228), opposite the canal (also visible in 1947 aerial photograph shown in Figure 3.26) may also be a potentially early house. The clue to its earlier origins are the corrugated galvanized iron roof which is of a hipped style with two ventilation gables at either side. It has had a skillion roofed enclosed verandah added to the front and has one or two phases of skillion additions to the rear. The entire house has been re-clad in fibrous cement (fibro) or similar sheeting. It has a single brick chimney to the north side of the northern gable. The house was probably originally clad with weatherboards with a bullnose verandah to the front and a straight skillion roofed addition at the rear. It's style of construction (especially the ventilation gables) indicate that it probably dates to the Federation era (1900-1914) but it could have been built up into the 1920s. The house is in fairly poor condition. It is not considered to meet local heritage listing criteria.

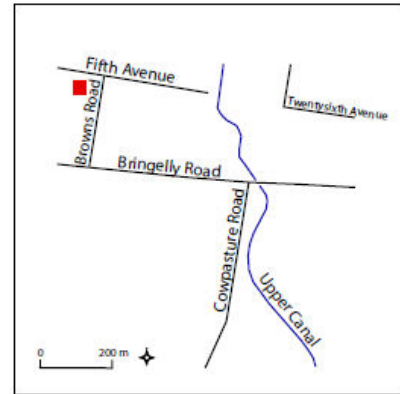


**Figure 4.15:** House located at 111 Cowpasture Road (Lot 1 DP 565228). View is to the NW. (Source Austral Archaeology Pty Ltd DSCN 5450).

The residence located at 40 Browns Road (Lot 4 DP 126820), at the intersection of Browns Road and Fifth Avenue is an unusual style of building which may date to the 1930s. It appears to be cement rendered and of at least partially concrete construction. This is a very small symmetrical cottage with a corrugated galvanized iron roof to the main part of the building and a skillion-roofed addition at the rear. It features timber louvre horizontal vents in the gable ends, three rows of what appear to be faux sandstone foundation courses to the

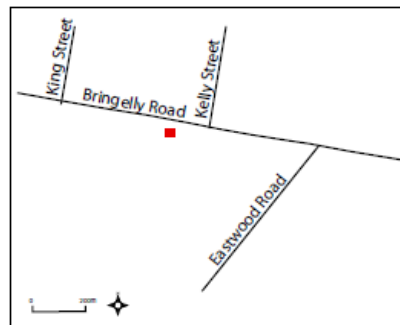


front wall and portico, and a fully enclosed concrete or cement rendered portico with a decorative parapet. The front door is located in the portico and there are two symmetrical windows to the façade of the house. See also Section 3.3.4 for further detailed information. It is not considered to meet local heritage listing criteria.



**Figure 4.16:** House located at 40 Browns Road (Lot 4 DP 126820). View is to the west. (Source Austral Archaeology Pty Ltd DSCN 249).

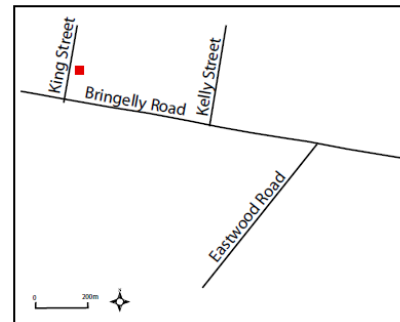
Another house located at 453 Bringelly Road (Lot 128 DP 570561) may also be relatively early. This is a very small symmetrical weatherboard cottage with a terra cotta tiled hipped roof, a later addition straight skillion sheet-metal roofed verandah with a concrete floor to the front, and a flat roofed annexe to the rear. The front façade features a central door with a fanlight and two non-original large timber windows. The construction date of this cottage has not been established but it may date to the late 1880s or 1890s. It has had extensive changes and alterations and is not considered to meet local heritage listing criteria.



**Figure 4.17:** House located at 453 Bringelly Road (Lot 128 DP 570561 – located near Kelly Street intersection). View is to the south. (Source Austral Archaeology Pty Ltd DSCN 5416).



Another house located at 35 King Street (Lot E DP 102081) may also be relatively early. This is a small symmetrical weatherboard cottage with a corrugated galvanized iron gabled roof and a skillion-roofed weatherboard addition to the rear. There is also a later extension to the addition made of fibro. The front façade features a central door and two symmetrical 4 pane, double hung sash windows. The garden contains a number of old style plantings including a blue-flowered creeper and Oleander bushes. The boundary post and wire fence features a picket gate and two large gate posts,. It appears to be abandoned and in very poor condition. The construction date of this cottage has not been established but it may date to the 1900 to 1920 period. It is not considered to meet local heritage listing criteria.



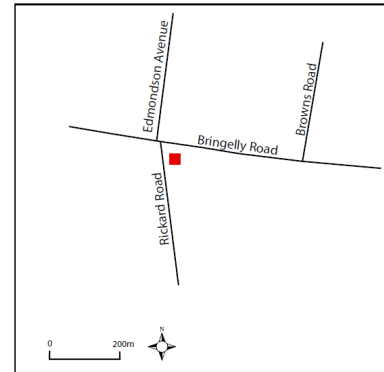
**Figure 4.18:** House located at 35 King Street (Lot E DP 102081). View is to the NE. (Source Austral Archaeology Pty Ltd DSCN 228).

The rest of the building stock along the Bringelly Road corridor is generally an unremarkable mixture of post war styles characteristic of Western Sydney. Common amongst these and probably some of the earliest in the study area are small austere asbestos (fibro) and weatherboard (or chamferboard<sup>2</sup>) houses, some of which have associated remnant packing sheds or glasshouses. These houses were likely erected in the immediate post war period (1945-1955) by migrants and others who moved to the district and were involved in small scale market gardening and farming. Many of these houses are typically “L” shaped in plan and feature hipped roof ends to the “L” and have terra cotta roof tiles and timber or steel framed windows. The windows are generally of single or double hung sash design. Some have concrete roof tiles but these were not common until the late 1960s. Some of the houses also feature decorative features such as “leadlight” or “bubble” glass in the front-facing windows and even bay windows and sometimes decorative fencing to match the house. Mostly the open “L” at the front of the house has had a roofed, concrete-floored verandah or portico added – generally either a flat or skillion roof and often with decorative iron or brick columns. Most of these houses have had alterations such as removal of some or all of the original windows and replacement with aluminium styles – often of larger size than those they replaced – or have been re-clad in Hardiplank or brick veneer and/or have had additional rooms built on.

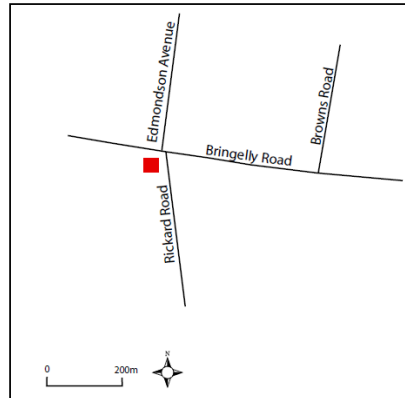
The following photographs illustrate the points made above. In the site survey no properties were entered and all photos were taken from the road unless otherwise indicated.

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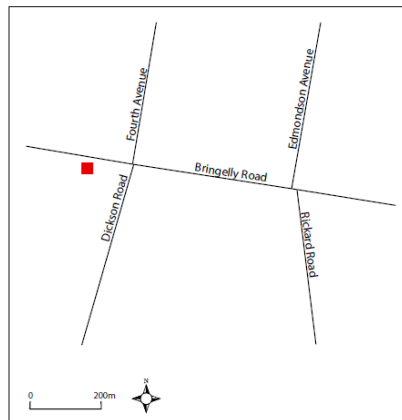
<sup>2</sup> Weatherboard: Wall cladding using over-lapping lengths of hard wood timber placed horizontally and providing a weatherproof surface resistant to shrinking and swelling. Chamfer board: Wall cladding using horizontal lengths of timber with a shallow groove giving a smooth finish but again providing a weatherproof surface.



**Figure 4.19:** Fibro house located at 230 Rickard Road Leppington (Lot 101 DP 618733). View is to the SW. Note typical features as well as a bay window. (Source Austral Archaeology Pty Ltd DSCN 5440).

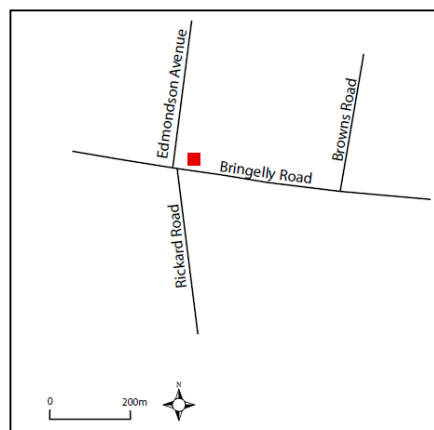


**Figure 4.20:** Austere weatherboard house located at 283 Bringelly Road Leppington (Lot 11 DP 523156 – intersection of Rickard Road and Bringelly Road). View is to the SE. Note typical features as well as brick pillars to portico, detached garage and outbuilding (laundry and shed?). (Source Austral Archaeology Pty Ltd DSCN 5446).



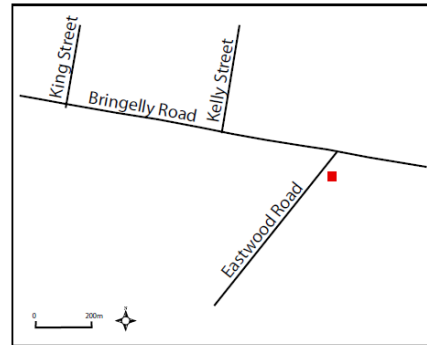
**Figure 4.21:** Austere weatherboard house located at 349 Bringelly Road Leppington (Lot 3 DP 511088 – intersection of Dickson Road and Bringelly Road). View is to the south. Note enlarged replacement windows and addition on right hand side. (Source Austral Archaeology Pty Ltd DSCN 5434).

There are other small and simple house designs constructed of similar materials that probably date to the same period. These are often basic rectangular shapes with a simple gabled roof.



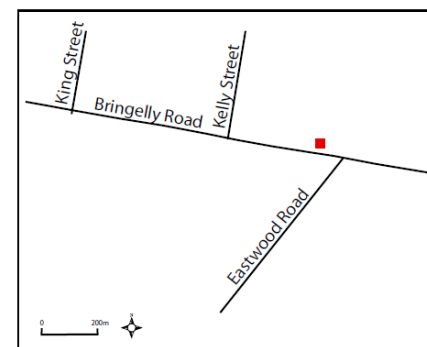
**Figure 4.22:** Austere fibro house located at 362 Bringelly Road Austral (Lot 1172 DP 2475 – intersection of Edmondson Avenue and Bringelly Road). View is to the NE. Note simple shape, gabled corrugated asbestos roof and large shed at rear. (Source Austral Archaeology Pty Ltd DSCN 5437).





**Figure 4.23:** Austere house re-clad in Hardiplank located at 5 Eastwood Road Leppington (Lot 21 DP 618171). View is to the SE. Note simple shape, gabled re-clad roof, additions and large shed at the rear (partly obscured). (Source Austral Archaeology Pty Ltd DSCN 5431).

Later incarnations of the same basic design are evident and constructed from other materials such as weatherboard and brick. These are more typical of the later austerity period and their construction extended into the 1960s. These houses are generally larger in size. There is one example of a “Boomerang” style house (named after its shape) that probably dates to the 1960s.



**Figure 4.24:** “Boomerang” style weatherboard house with a flat roofed addition located at 520 Bringelly Road (Lot A DP 408221). View is to the north. (Source Austral Archaeology Pty Ltd DSCN 5427).

The Scott Memorial Park is located at the corner of Bringelly Road and Edmondson Avenue, Austral. The memorial is named in the honour of W V Scott, a pilot killed in the second World War when he and his crew were lost over Norway. W.V. Scott was one of the few pilots to receive the Victoria Cross. Scott’s father, Thomas Scott was the chairman of the old Nepean River Council and also the grocer within the early Austral, Rossmore and Leppington area around approximately 1915 to the late 1920’s (Leppington Public School 1972: 16). There is a stepped concrete memorial with an etched black granite stone plaque commemorating Mr



Scott. It reads: *In appreciative memory of Flying Officer W V Scott RAAF. Killed in action Dec 16<sup>th</sup> 1943. There was, there is, no nobler, stronger, gentler, manlier man.*



**Figure 4.25: Memorial to W V Scott. View is to the NW. (Source Austral Archaeology Pty Ltd DSCN 231).**

The historical research was also analysed to identify any likely historical archaeological sites i.e., sites where historic buildings may have been located and subsequently demolished. Six sites were identified – the former Bringelly Post Office site, the church/parish hall site near the Church of the Holy Innocents (within the church-owned allotments bordering the study area), the Wesleyan Church site at 991 Bringelly Road near The Northern Road intersection, the maintenance worker’s cottage site within the Upper Canal area, and parts of the Bringelly Road original alignment and the Old Cowpasture Road alignment.

#### *Bringelly Post Office*

The post office appears to have been situated at two different locations; at first on the west side of The Northern Road north of the study area, and then later at or near 1185 The Northern Road, south of the Bringelly Road intersection. This latter position (Lot 21 DP 531414) is now occupied by a house that has been converted from an earlier shop that was originally the Nepean Shire Council office<sup>3</sup>; the post office may have been situated within or next door to this building (No 1187 The Northern Road). Except as indicated on parish maps or local maps (see Figures 3.15 and 3.17) there is no documented evidence to the exact location of the post office. Historical sources also mention a blacksmith’s shop, a store and a public pound being in the vicinity but there are no clues to their location.

<sup>3</sup> Pers. comm. Mrs Rogers, 1186 The Northern Rd Bringelly 16 Feb 2010.



**Figure 4.26** Former Nepean Council Office, later a shop and now a house, located at 1185 The Northern Road (Lot 21 DP 531414). View is to the west. Source Austral Archaeology Pty Ltd DSCN P3030369.

#### *Church of the Holy Innocents*

The 1947 aerial photograph shows the previous church/parish hall built in c. 1886 in which Rossmore Provisional School and Public School was first held (see Figure 4.27). The church/parish hall remained on the property until it was demolished in 1987. A dwelling was originally planned to be located on Lot 3 DP 117688 as shown on the Land Grant (Volume CLXVII Folio 83) in which '2 roods for a dwelling house, garden and other Appurtenances for the Clergyman' was set aside (Noel Bell *et al* 1989) and also shown on the 1848 survey as ½ acre for a Parsonage (see Figure 4.28), however as shown on the 1947 aerial photograph, the house was built to the south of Lot 3 on Lot 15 DP 2217. The house was built next door to the hall in 1930 on land bordering Bringelly Road purchased from the church (City of Liverpool and District Historical Society Journal 1982). . The early house located on Lot 15 DP 2217 has now been replaced by a new residence (see Figure 4.28).

From overlaying the 1947 aerial on modern mapping, it appears that the former Church/Parish Hall was located within the cleared area on Lot 2 DP 117688 which is located within the study area and would be impacted by proposed works.



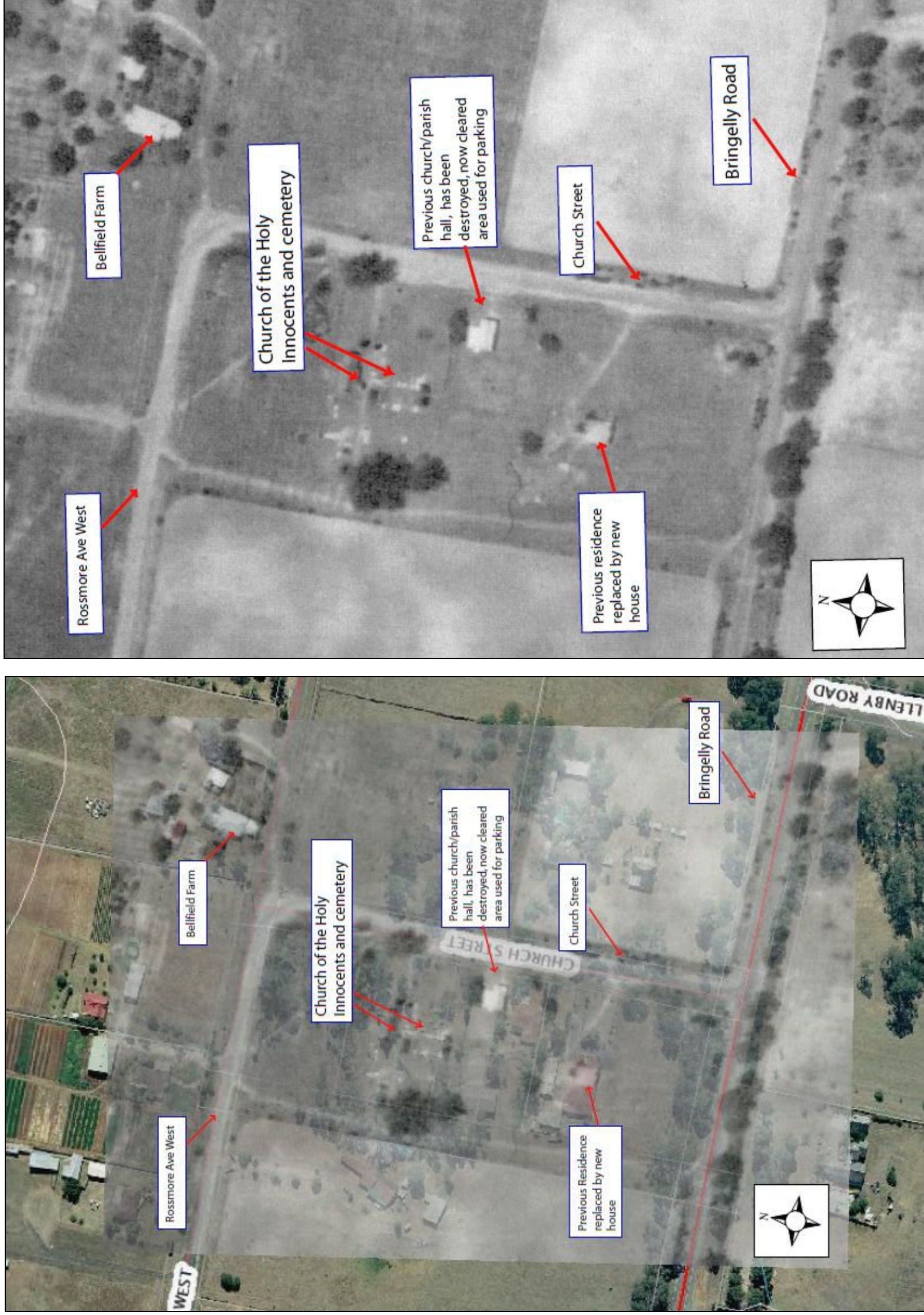


Figure 4.27: The photo on the left shows the 1947 aerial photograph overlaid on the Sixviewer base. The location of the Holy Innocents Church and the previous church/parish hall is identified. The photo to the right is the 1947 aerial photograph only to better view the details. A house was built next door to the hall in 1930 on land bordering Bringelly Road purchased by the church. (Source: 1947 Aerial Photograph Ref Liverpool (Co. Cumberland) Run 23 Jan47 55-71 and Sixviewer © NSW Department of Lands).



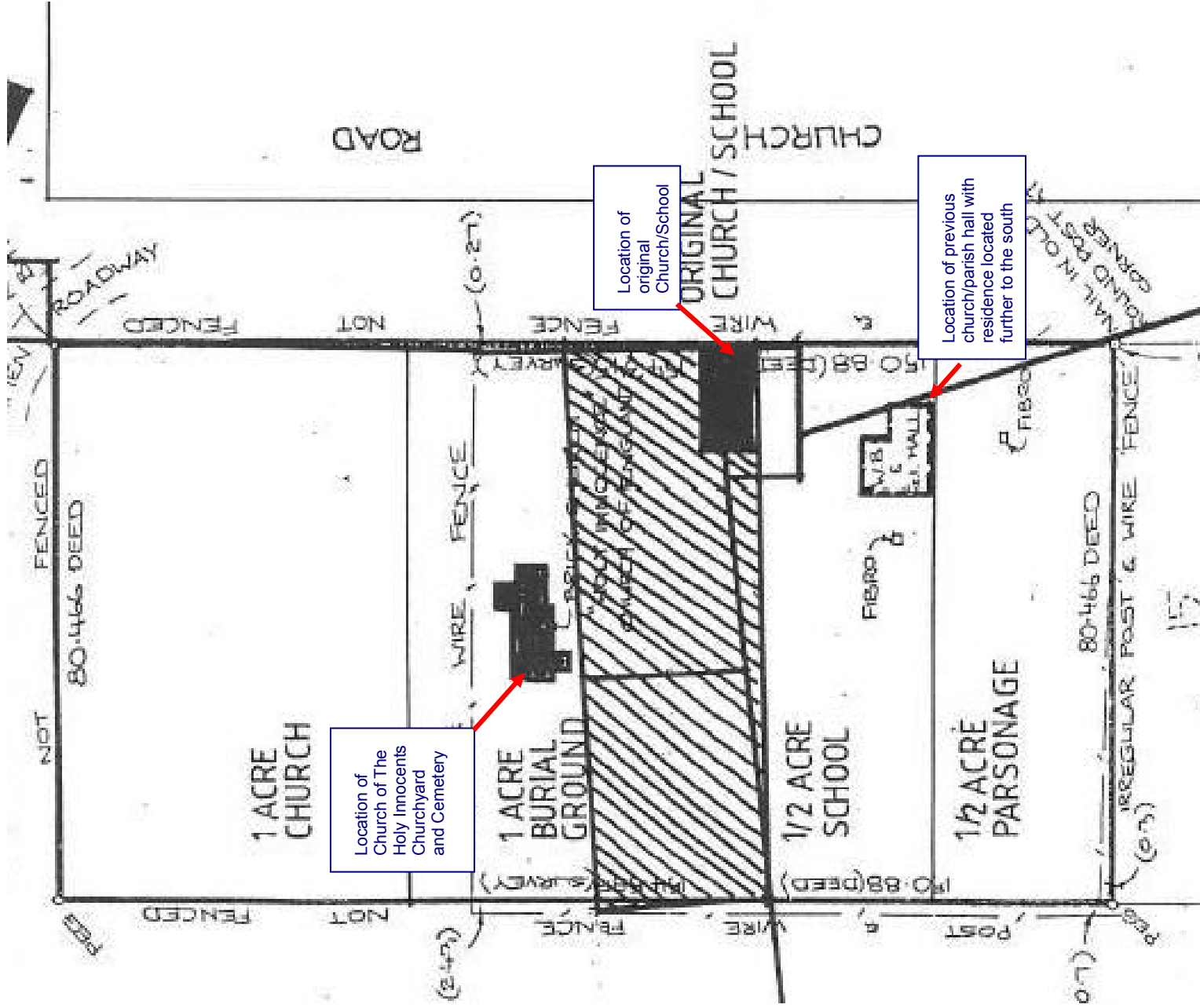


Figure 4.28: The image on the left shows the location of the earlier church/parish hall previously situated within Lot 2 DP117688 (as indicated by yellow property outline) and the original early 1800s slab timber/log building school/church hall located within Lot 4 DP 117688 (as indicated by green property outline) the Holy Innocents Church and Cemetery grounds. Please note the new residence located within Lot 15 DP 2217 which replaced the earlier house is indicated by the yellow arrow. The image on the right shows the detail of the Holy Innocents Church grounds and the location of the church/parish hall. (Source: Noel Bell, Ridley Smith & Partners Architects 1989:1 and Sixviewer © NSW Department of Lands).



### *Methodist/Wesleyan Church*

The Methodist/Wesleyan Church was formerly located at 991 Bringelly Road, Bringelly (Lot 2 DP 918331). It was reputedly built in the late 1800s and burned down on 31<sup>st</sup> December 1963. No contemporary description of the church has been found in the research to date. Mrs Rogers<sup>4</sup> advised that the church was located on this land which is also visible in the 1947 aerial photograph (see Figure 3.34 and 4.29) and subsequent research shows that the land is owned by the Uniting Church Property Trust. The site is now vacant. It is a generally flat site, now partly covered with weeds and scrub. Site inspection revealed no structural or occupational evidence other than two large timber gateposts on the Bringelly Road entrance to the property (blocked off by a piece of old guttering and a couple of lengths of water-pipe), and a couple of depressions in the ground. The building may well have been of weatherboard construction and built on timber stumps and hence has left very little trace.



**Figure 4.29:** Left photo shows former gate way blocked by guttering at entrance to former Wesleyan Church property located at 991 Bringelly Road, Bringelly (Lot 2 DP 918331). View is to the north. Right photo is a view of the site where the building was probably located. View is to the south. This property was entered with prior permission. Source Austral Archaeology Pty Ltd DSCN 5414 & P3030364.

### *Maintenance Worker's Cottage - Upper Canal*

Within the Upper Canal allotment there is an extant toilet. This is an old style weatherboard building with a gabled corrugated galvanized iron roof that was associated with a worker's cottage that has since been removed but is visible in the aerial photograph (1947) illustrated in Figure 3.27. The CMP (Higginbotham 2002) states that a cottage was located in this section of the canal and that it was for maintenance workers. The CMP has a set of drawings of a typical canal maintenance workers cottage (CMP Figure 2.8 also see Appendix 1).

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<sup>4</sup> Pers. Comm. Mrs. Rogers, 1186 The Northern Road Bringelly 16 Feb 2010.



**Figure 4.30:** Situated within this section of the Upper Canal south of Bringelly Road is the site of a former worker's cottage, an outside toilet and septic tank (CMP Item 32 - photo on the left) and associated remnant fencing (photo on the right). There are no visible structural remains of the worker's cottage and it is now only considered to be an archaeological site. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2809, 2810).



**Figure 4.31:** Close up view of the archaeological site of a former worker's cottage (as indicated by red circle), in front of the outside toilet and septic tank (CMP Item 32). Note also the location of the Lieutenant William Brown memorial as indicated by the yellow arrow. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 033).





**Figure 4.32:** Photos of the former worker's cottage site and outside toilet in relation to the other heritage items located within the Upper Canal grounds. The photo on the left is a view toward the southwest and shows the site in relation to the canal. The photo on the right is a view toward the north east and shows the site in relation to the Bunya Pines in the background (blue arrow). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2814, 3030405).



**Figure 4.33:** Further remnant items associated with the former worker's cottage site (CMP Item 32 - photo on the left) and concrete tank (sump) and trough (CMP Item 32 - photo on the right). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2814, 2819).

*Rossmore Public School*

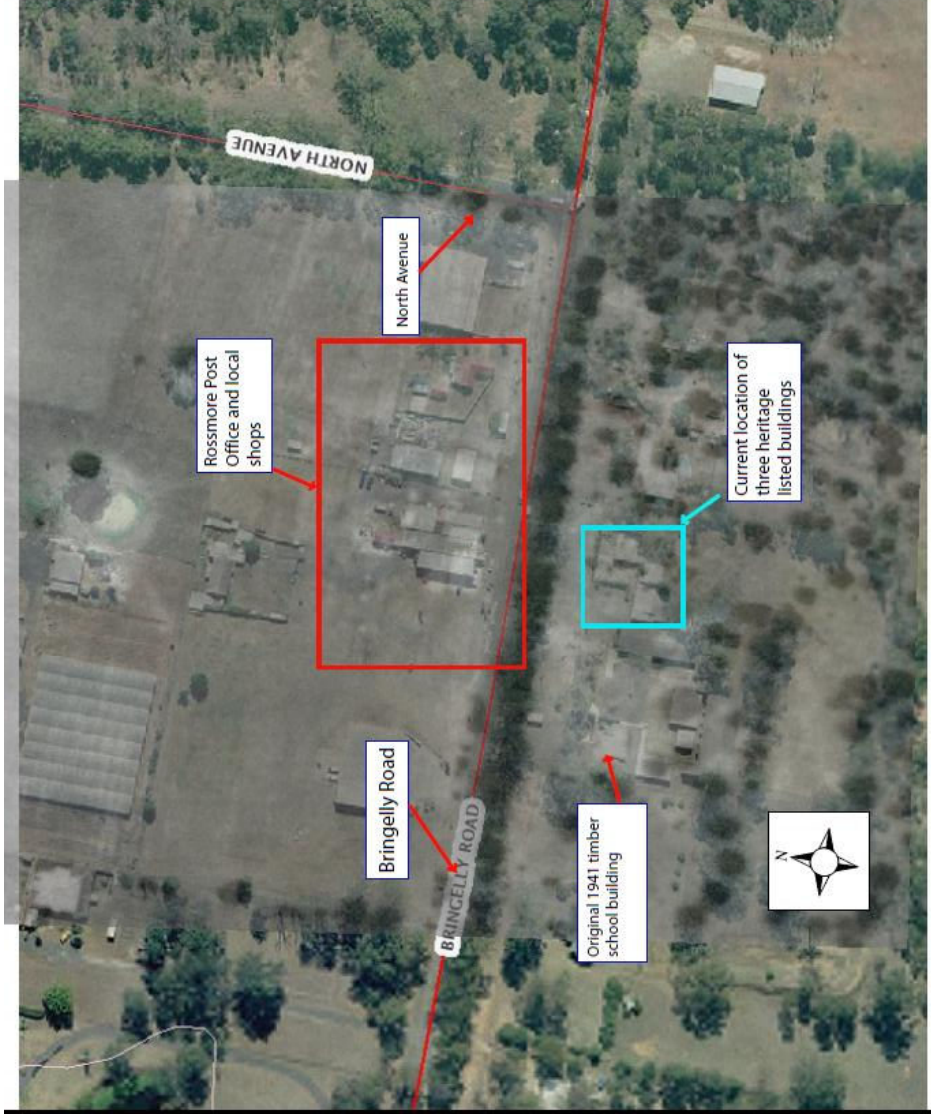
From overlaying the 1947 aerial photo on modern mapping (see Figure 4.34), it appears that the 1941 school building was originally located to the west of its present position – i.e. roughly in the position of the current c. 1974 classroom and administration block situated within Lot 1 DP 170985. This area (Lot 1 DP 170985) was the two-acre site, located opposite the Rossmore Post Office that was resumed for a new school site from Katherine Tyson in 1920.

The 1961 aerial photo overlay shows that the 1941 timber building was still located in the same area as shown in the 1947 aerial with the addition of another timber building (see Figure 4.35). Both timber school buildings were relocated in the 1970s to their present location.

A copy of the 1947 and 1961 aerial photographs are included in Attachment Two of the Rossmore Public School SoHI.

There is a low potential for remains associated to the early Rossmore Public School buildings before their relocation in the 1970s and it is not considered to be an archaeological site due to the high degree of ground disturbance within their previous location.





**Figure 4.34:** The 1947 aerial photograph overlaid on the modern Sixview base. The original 1941 school building was later relocated to the east (to its current position) so that a new classroom and administration block could be constructed c. 1974. The current location of the three heritage buildings is within Lot 2 DP 222510. (Source: 1947 Aerial Photograph Ref Liverpool (Co. Cumberland) Run 23 Jan47 55-71 and Sixviewer © NSW Department of Lands).



**Figure 4.35:** The 1961 aerial photograph overlaid on the modern Sixview base. The original school building plus an additional timber school building is now visible and still located within the same area as shown in the 1947 aerial. The current location of the three heritage buildings is to the east within Lot 2 DP 222510. (Source: 1961 Aerial Photograph Ref Liverpool (Co. Cumberland) Run 1961 Series 40W and Sixviewer © NSW Department of Lands).

*Rossmore Post Office and early buildings*

The post office appears to have been situated at two different locations; at first in private residences located near the Church of the Holy Innocents, and then later c. 1920 the Rossmore Post Office was shown on maps to be located to the north of Bringelly Road across from the then proposed site for the resumption of land for Rossmore Public School (see Rossmore Public School Statement of Heritage Impact attached in Appendix Seven for further detailed information).

From overlaying the 1947 and 1961 aerial photos on modern mapping (see Figures 4.34 and 4.35), there were a number of early buildings that included Rossmore Post Office located to the north of Bringelly Road.

There was no evidence of an early Rossmore Post Office building to be situated within the location of the current Rossmore Post Office and local shops (see Figure 4.36). Except as indicated on local maps (see Figures 3.39 and 3.40) there is no documented evidence to the exact location of the post office. There was one earlier smaller building attached to the Rossmore local shops (as shown in Figure 4.37) that was visible in the 1947 aerial photograph that is in use today as a storage facility.

The early Rossmore Post Office site is considered to have low potential for remains associated to the fabric of the early building and is not considered to be an archaeological site due to the high degree of disturbance within the current location.



**Figure 4.36:** Photo shows current Rossmore Post Office and local shops located to the north of Bringelly Road across from Rossmore Public School. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 189).





**Figure 4.37:** Photo to the left and right shows early building attached to the current Rossmore Post Office and local shops located to the north of Bringelly Road across from Rossmore Public School that may date to c. 1940s. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 191, 192).

#### *Bringelly Road*

From overlaying the 1949 aerial photograph onto the current Bringelly Road alignment, it can be seen that the road alignment of Bringelly Road has been altered on the eastern approach to South Creek (see Figure 3.50). The area was inspected from the current road verge as well as following the historic alignment from Rossmore Avenue West running south along South Creek to the current Bringelly Road alignment but no obvious evidence of the former road was visible.



**Figure 4.38:** Part of the historic road alignment of Bringelly Road (view to the southeast taken from the east side of South Creek, between Rossmore Avenue West and Bringelly Road). Source Austral Archaeology Pty Ltd DSCN 22072010005.



### *Old Cowpasture Road*

The area was inspected from the current road verge as well as following the historic alignment from the Upper Canal south of Bringelly Road to Stuart Road and Twenty Sixth Avenue north of Bringelly Road (see Figure 3.49). No obvious evidence of the former road was visible (see Figure 4.39).



**Figure 4.39:** Part of the historic road alignment of Old Cowpasture Road (view to the east taken from Twenty Sixth Avenue looking toward Stuart Road and Bringelly Road in the distance), in the area previously known as Carnes Hill. (Source Austral Archaeology Pty Ltd DSCN 22072010034).

There is another section of Old Cowpasture Road which was visible in the 1947 aerial photograph (Figure 3.50) and earlier plans (Figure 3.23 and 3.25) that is now closed off from traffic and in use as part of the Parklands Track area (Figure 4.40).



**Figure 4.40:** Part of the historic road alignment of Old Cowpasture Road (view to the north taken from the current alignment of Bringelly Road). (Source Austral Archaeology Pty Ltd DSCN 276).

#### **4.4.3 SECTION SUMMARY**

The eight listed heritage items identified in the PEI located along, or adjacent to the study area that could potentially be impacted by the proposed works include:

- Bringelly School.
- Rossmore School.
- Allenby House.
- The Church of the Holy Innocents (church yard and cemetery).
- The Bellfield Farm Group.
- An intact section of the Upper Canal system that feeds into the Prospect Reservoir, (this includes a row of three Bunya Pines (CMP Item 32) located to the east of the canal on Bringelly Road. A Pepper tree [which is part of this row] is also specifically mentioned in the conservation policies of the Upper Canal CMP [Higginbotham 2002]).
- A relocated water trough and memorial to William Brown.

As part of the historical background research undertaken prior to the site survey, an additional locally listed heritage item (listed in the Camden LEP 2010) was revealed:

- A house located at 1186 The Northern Road (W A Rogers House).

All these places are locally listed except the Upper Canal area which is State listed.

These known heritage items were inspected and recorded on standard inventory recording sheets (see Appendix 2).

The site survey inspected the building stock within the study area. Most of it is of post-World War Two era and not considered to be of heritage value. Four possibly earlier houses were noted but three of these have had major alterations and/or additions and are not considered to be of heritage value and the other is derelict, in extremely poor condition and appears to be abandoned. Another house appears to be of unusual design and materials but its historical provenance has not been established.

Bringelly Road, The Northern Road and Cowpasture Road are all long established roads that generally follow their original alignments. The roads were inspected and all have been substantially upgraded over time with the proposed widening the latest iteration of the upgrading process. In the site inspection no early features or infrastructure such as road surfaces, culverts or drains were noted. The Bringelly Road alignment has been altered in the area where it crosses South Creek since the 1949 aerial photograph was taken and earlier evidence of the road may be preserved there.

A concrete memorial with a granite plaque commemorating W V Scott, an airman killed in the second World War, is located beside Bringelly Road at Austral. The location of the memorial is not of heritage value (and hence it could be relocated if necessary) but the memorial is important for the person it commemorates.

The site survey identified six possible archaeological sites – the former first Bringelly post office site on The Northern Road (which is outside the study area), the site of the former Parish/Church Hall near the Church of the Holy Innocents (this was located within the cleared area on Lot 2 DP 117688 and would be impacted by proposed works within the church-owned allotments), the Wesleyan Church site at 991 Bringelly Road near The Northern Road intersection, the worker's cottage site within the Upper Canal area, a small part of an earlier section of the Bringelly Road alignment near South Creek (note that there is also part of this former alignment outside the study area) and a section of Old Cowpasture Road alignment.

## 5.0 ARCHAEOLOGICAL POTENTIAL

### 5.1 INTRODUCTION

An assessment of archaeological potential usually considers the historic sequence of occupation in comparison to the structures which are currently extant, as well as the impact that the more recent constructions and works would have had on the earlier occupation phases and, as such, the intactness of the resource. This, in turn, is tied in with the extent to which a site may contribute knowledge not available from other sources to current themes in historical archaeology and related disciplines (Heritage Council Archaeological Assessment Guidelines, 1996).

In regards to the present archaeological assessment of the proposed development within the subject area, the archaeological potential depends upon the anticipated likelihood for the survival of buried structural fabric and cultural deposits as well as an estimation of archaeological integrity. Structural fabric refers to what is generally regarded as building or civil engineering remnants. Cultural deposits refer to archaeological deposits, i.e. deposited sediments containing artefacts etc.

Having analysed the historical and physical evidence in the previous chapters, the following section presents a summary of the potential archaeological resource in the study area, that is, its archaeological sensitivity/potential.

### 5.2 LEVEL(S) OF ARCHAEOLOGICAL SENSITIVITY

For the purposes of this discussion the site-history has been divided into two periods or phases. The first of these relates to the grants made in the early period of European settlement to gentlemen, military officers and emancipated convicts when the area was used for crops, cattle and sheep, while the second covers the mid-nineteenth to the present, which saw the establishment of the villages of Bringelly and Rossmore, smaller scale farming such as dairying and a number of subdivisions occurring. In the latter part of the twentieth century there was more subdivision and growth of the area for residential housing with some market gardening, poultry raising and other small scale farming.

#### 5.2.1 THE EARLY-NINETEENTH CENTURY

The study area runs through several of the original land grants held by William Hutchinson, Robert Lowe, Charles Reid (1818), Thomas Laycock (1823), John Thomas Collicot, Daniel Cubitt, J. Hosking, W. Hosking, Alexander Riley "Raby", and M.D. Hunter.

One of the first land grants was submitted to Robert Lowe in 1812. He was granted 1000 acres in the Parish of Bringelly and later added an additional 500 acres. Lowe immediately built a homestead known as "Birling Gap" which became closely associated with the village of Bringelly. The first home was destroyed by fire and then another slab homestead was built in front of the earlier home. Robert Lowe died in July 1832 aged 42. The current "Birling" homestead, which is outside the study area, was built in 1937 by a Mr Young.

The current township of Bringelly is located on land originally granted to William Hutchinson on 13<sup>th</sup> January 1818. The study area traverses a number of grants held by William Hutchinson and known as "Cowpasture Farms" which were a speculative venture to be let to tenant farmers. Hutchinson's property was separated into smaller tenancies from the beginning and therefore a homestead was never built on his holdings. Eventually, Hutchinson's holdings were subdivided into separate titles which were then later re-subdivided again.

Documentary research undertaken for this report indicates that the three main roads in the study area - Bringelly Road, The Northern Road and Cowpasture Road - were all in existence by 1826 (Figure 3.48) and are shown on the early Parish Maps.

Thomas Laycock joined the NSW Corps in 1795 and was granted 500 acres at Cabramatta by Lt Governor Foveaux for his services to the new administration but the land was surrendered when Governor Macquarie took office. He then served overseas and later returned to Sydney in March

1817 and was granted land in 1818 with his holding referred to as “Cottage Vale” later becoming known as “the Retreat” and then “Kelvin”. The homestead, which is outside the study area, was built in 1820. Laycock died in 1823 at the age of 37 and the property was sold to J.T. Campbell.

Charles Reid was granted land in 1818 and his holding was known as “Cottage Grove” which was later sold to Thomas Laycock whose property bordered Reid’s holding to the north. Part of the former Cottage Grove property is in the study area. It is not known if a homestead was built on Cottage Grove; no documentary references to a homestead have been found and none of the local histories or heritage studies mention one.

John Thomas Collicot was granted 200 acres of land in Bringelly in January 1818 which was named “Campbell Park”. This land is to the west of the study area along Greendale Road. The holding was sold again in 1819 after Collicot moved to Tasmania in 1819. Again no references to construction of a homestead have been found.

The study area also traverses several of the other original land grants held by William Hutchinson, Robert Lowe, Ellis Bent, Daniel Cubitt, J. Hosking, W. Hosking, M.D. Hunter, Alexander “Raby” Riley, Robert Bell, Thomas Carne, Matthew Pear, William Fidkin, Lieutenant Joshua John Moore, John Jamieson and John Drummond.

Little is known of the early grantees or their activities within the study area, with no plans or descriptions of their farms being found during the research phase of this project and no visible evidence of their activities being noted in the study area. It is clear that a number of the grantees did not build homesteads. Of those that did, none appear to have been in the study area. It can be assumed however, that the early settlers would have constructed some sort of crude shelters at least. Where a homestead was built there may have been outbuildings and fences erected around the properties. These have the potential to persist within the archaeological record assuming later disturbance does not occur.

In conclusion and in the knowledge that the historical record does not indicate that any major homesteads were constructed in the study area, it is likely that the remains of fences and crude outbuildings would only have left ephemeral archaeological footprints which are probably unlikely to persist in recognisable form within the archaeological record of the area today. While the historical records indicate that the existing roads were all in existence by 1826, it is unlikely that substantial traces of them survive within the study area as all have undergone significant periodic upgrades.

**The study area therefore retains only a *low degree of archaeological potential* for remains relating to the early period of settlement.**

### **5.2.2 THE MID-NINETEENTH CENTURY TO THE PRESENT**

Agricultural and pastoral development gradually increased through the nineteenth century with pastoral holdings persisting over many years until the grazing of sheep was eventually replaced by dairy farming in the early twentieth century. Subdivision also began and the townships of Bringelly and Rossmore were formed. All the roads were in constant use and were maintained and upgraded on an on-going basis.

Robert Bell’s property “Bellfield” is an example of early farming land being subdivided for development in the district. In the 1880’s, 400 hectares of Robert Bell’s holding “Bellfield Farm” located in Rossmore, was surveyed for sale into smaller lots that were known as “Rossmore Farms”. Unfortunately the properties were too small to be viable for farming and very few had houses built on them until the last 20 years when they became more attractive as home sites for an expanding metropolitan population. The Bellfield Farm Group is outside the study area.

The village of Bringelly which already contained a blacksmith and a “variety of other buildings” developed further after the establishment of the post office and school in 1896. It has not been ascertained when the Wesleyan Church was built but it is likely to have been in the 1870 to 1880 period; this burned down in December 1963. An overlay of the 1947 aerial photograph of Bringelly Village over the current map of the area as illustrated in Figure 5.1 shows the location of a number of the buildings within Bringelly village, some of which still remain today as previously discussed in Section 4.



Rossmore, originally known as Cabramatta, was also developed about this time. The Holy Innocents' Church and Cemetery located in Rossmore, was completed in 1850 with Rossmore's public school first opening in 1902. The church and cemetery are located on four allotments; three of these are outside the study area while the other (mainly hosting a car park, house, hall and archaeological site of the former parish/church hall) is within the study area and may be impacted.

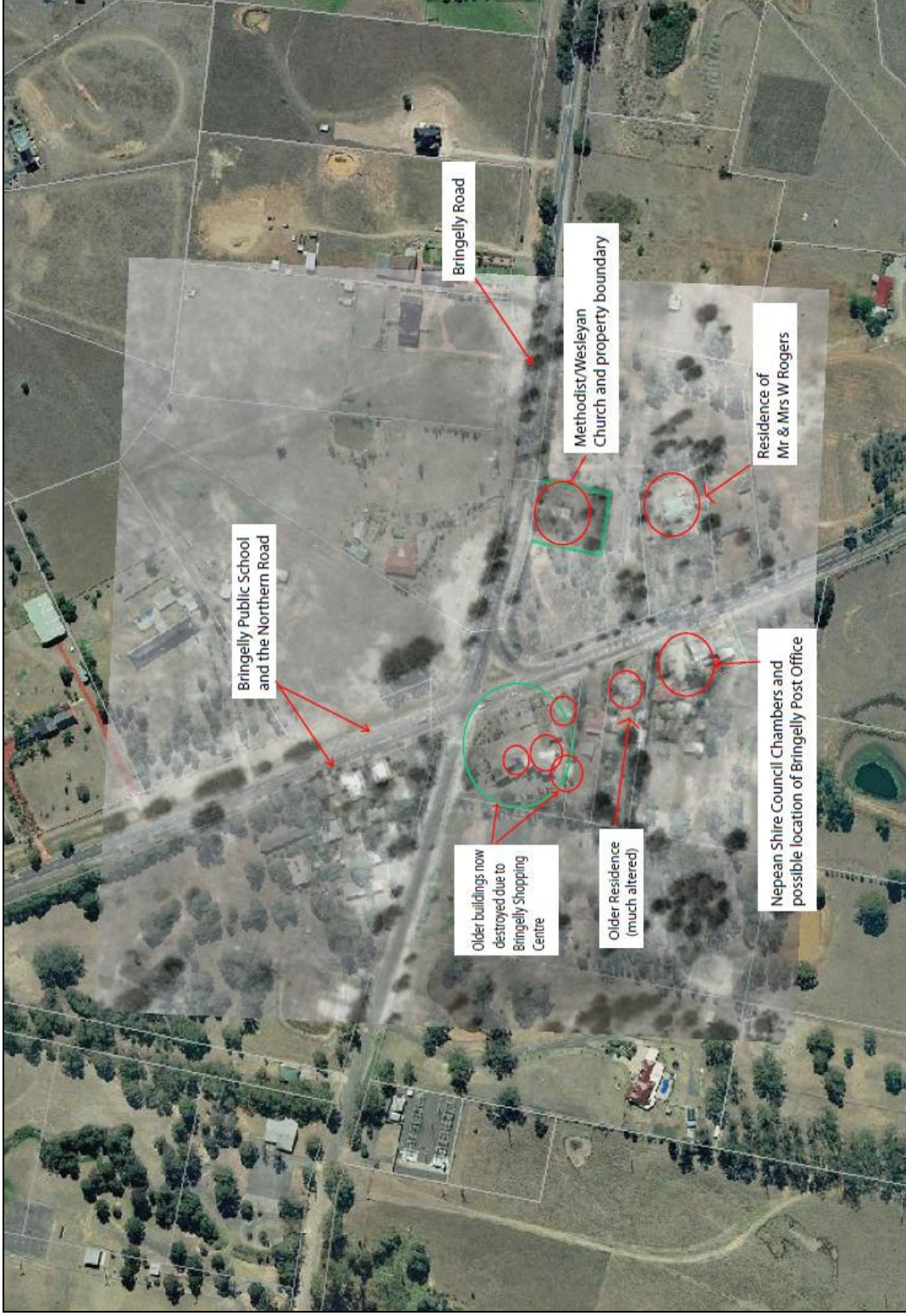
Leppington was established from the property owned by William Cordeaux named Leppington Park. In 1914, a large area of Leppington was subdivided into the "Raby Estate" named after the property "Raby" which covered 3269 acres and had been granted to Alexander Riley 1810. This property is largely outside (to the southeast) of the study area.

One of the most notable activities in terms of landscape modification in the eastern part of the study area was the construction of infrastructure associated with the Sydney Water Supply system. Established in the 1880s by the Metropolitan Water, Sewerage and Drainage Board, this scheme linked dams in the Upper Nepean catchment to the Sydney water supply, and saw the construction of the Prospect Reservoir and its associated infrastructure, including the Upper Canal system, part of which is within the subject study area. Apart from maintenance and other improvements, the Upper Canal has changed little since it was constructed. At the subject site, there are remnant plantings as well as drains and fence lines that are likely to relate to this phase of development. The documentary record also indicates that there are likely to be archaeological remains in the form of a maintenance worker's cottage and possibly other features related to the construction and operation of the water supply system. The worker's cottage is visible in the aerial photograph (1947) illustrated in Figure 3.27.

In later years, poultry production and mixed hobby farms were encouraged as larger holdings were subdivided into smaller lots. Many farms were unable to survive however due to the lack of access to water with the region not being connected to the Sydney supply system until after 1945.

After World War II, the area was under further development with the on-going subdivision of existing properties due the demand for residential accommodation from the growth of Sydney. The new houses built in recent years consist of larger homes being built on rural-residential allotments.

Scrutiny of the earliest available aerial photographs (1947 and 1949) shows that the area was still largely rural in nature at this time.



**Figure 5.1** Overlay of 1947 Aerial Photograph of Bringelly Village over current map of area showing previous and current buildings located in village and immediate surrounds. Source: Lands Department Liverpool Co. Cumberland Run 23 Jan. 47 and Sixviewer © NSW Department of Lands.

**The subject study area retains only a *low degree of archaeological potential* for remains relating to the mid-nineteenth to mid-twentieth centuries.**

### **5.2.3 SECTION SUMMARY**

It can therefore be concluded that within the study area there is:

- Generally very low potential for unpredicted archaeological sites related to settlement.
- Low potential for fabric of the early road formation of Bringelly Road.
- Low potential for remains associated with the early construction of Old Cowpasture Road to be present within the original and current road (Cowpasture Road) easements.
- There is a low potential for remains associated with the early Rossmore Public School buildings before their relocation in the 1970s; it is not considered that there is much archaeological potential due to the high degree of ground disturbance that occurred during subsequent construction of the brick administration buildings which now occupy that site.
- The early Rossmore Post Office site is considered to have low potential for remains associated to the fabric of the early building; it is not considered that there is much archaeological potential due to the high degree of ground disturbance that occurred during subsequent construction of the shops which now occupy that site.
- High archaeological potential (for a former cottage and industrial archaeological remains) around the Upper Canal.
- Moderate archaeological potential for the presence of remains of the early parish/church hall on Lot 2 of the Church of the Holy Innocents.
- Low archaeological potential for the areas of impact within the property boundaries of the Bringelly and Rossmore schools, Allenby and the W A Rogers House located at 1186 The Northern Road.

It can also be stated that for identified heritage items outside the study area there is:

- High archaeological potential in the Holy Innocents Church and Cemetery.
- High archaeological potential around the Bellfield Farm Group.

## **6.0 ASSESSMENT OF SIGNIFICANCE**

### **6.1 INTRODUCTION**

An assessment of cultural significance seeks to establish the importance that a place has to the community. The concept of cultural significance is intrinsically tied to the fabric of the place, its history, setting and its relationship to other items in its surrounds and the response it evokes from the community.

The assessment of cultural significance with respect to archaeological sites can present difficulties because the nature and extent of the “relics” are often indeterminate and value judgements therefore need to be made on the basis of potential attributes. The element of judgement can be greatly reduced by historical or other research, as has been completed for the current study. Archaeological deposits and features provide important evidence of the history and settlement of New South Wales. These heritage items may include deposits containing material culture (artefacts) that can be analysed to yield information regarding early urban development that is unavailable from other sources. Archaeological investigations can reveal much about technology, industry, past economic and social conditions and people's lives.

Sites that contain these elements therefore have scientific value that may be of considerable significance when analysed in association with documentary evidence. It is through this potential to reveal information about the past use of a place that archaeological sites have heritage significance.

### **6.2 BASIS FOR ASSESSMENT**

The Burra Charter of Australia ICOMOS was formulated in 1979 (revised 1999), based largely on the Venice Charter (for International Heritage) of 1966. The Burra Charter is the standard adopted by most heritage practitioners in Australia. The Charter divides significance into four categories for the purpose of assessment. They are: Aesthetic, Historical, Scientific/Technical, and Social significance.

The Heritage Council of NSW has established a set of seven criteria to be used in assessing cultural heritage significance in NSW. These are published in the Heritage Council's *Assessing Heritage Significance* guidelines (2001). The Heritage Council's criteria incorporate those of the Burra Charter, but are expanded to include rarity, representative value, and associative value.

In order to assess the rarity and representative value of the site, a comparative analysis with similar sites is critical (Section 6.3 below). The identification of historical themes (Section 3.4) is important to establish the parameters of the comparative analysis.

### **6.3 COMPARATIVE ANALYSIS**

A number of heritage investigations have been undertaken in the areas surrounding the suburbs of Bringelly, Rossmore and Leppington, located within the current study area of the Bringelly Road Upgrade. Most of the reports have included a historical and archaeological assessment that have related to the heritage significance of historical items throughout the area.

These investigations include two Heritage Studies, three Statements of Heritage Impact (SoHIs), a Survey, a Cultural Heritage Study, a Subdivision Plan and Heritage Agreement, three Conservation Management Plans, a Historical and Archaeological Assessment, a Conservation Study and a Thematic History. The findings of these projects may be of assistance in predicting both the nature and the likelihood of survival of archaeological resources within the subject study area, and the significance of any such resources. They also provide local context for the current project. Following are brief descriptions of these investigations.



### **6.3.1 BRINGELLY PUBLIC SCHOOL: 100 YEARS...OF PUBLIC SCHOOL EDUCATION, 1878-1978.**

A booklet was published in 1978 by the Bringelly Public School Centenary Committee to commemorate one hundred years of public school education. The booklet includes information provided by former pupils and Principals of the school and residents of Bringelly on the history of Bringelly Public School and the Bringelly village. It includes information on Bringelly Post Office, Church and the Nepean Shire Council building which are all located within the current Bringelly Road Upgrade study area.

### **6.3.2 A HISTORY OF THE SUBURBS OF LIVERPOOL**

A summary outlining a brief history of the early settlement of the suburbs in the Liverpool region was undertaken by L. Tan in 1979 which includes the suburbs of Bringelly, Rossmore and Leppington.

### **6.3.3 SOUTH CREEK VALLEY HERITAGE STUDY – FINAL REPORT**

Perumal Murphy Pty Ltd undertook a study of the environmental heritage of the South Creek Valley in 1990 on behalf of the Department of Planning in order to provide information to the department for the future implementation of the urban release of land in the South Creek catchment area. The study area included the greater part of South Creek's natural drainage basin, excluding the site proposed for Badgery's Creek airport.

The objectives of the report were to identify and analyse the environmental heritage of South Creek Valley as well as to make recommendations for the conservation and management of the environmental heritage in a regional environmental plan (Perumal Murphy 1990: 6).

The study was divided into components consisting of the thematic history, inventory, analysis and planning and implementation of the South Creek Valley study area.

The study area of the Bringelly Road Upgrade falls within the South Creek Valley region and items and sites of heritage significance were identified within this report that are relevant to the Bringelly Road study area. The Bringelly Public School is included in the Inventory Forms (Item B17) of the South Creek Valley Heritage Study.

### **6.3.4 HERITAGE STUDY OF THE UPPER CANAL, PROSPECT RESERVOIR AND LOWER CANAL (UPPER NEPEAN SCHEME), VOLUME 1 – HISTORICAL AND ARCHAEOLOGICAL ASSESSMENT**

Higginbotham, E., Kass, T., Murphy, V., Collocott, J., Flander, T. and Lavelle, S undertook this study on behalf of the Water Board in 1992 as part of a heritage study of the Upper Canal, Prospect Reservoir & Lower Canal (Upper Nepean Scheme). The authors provided the report in three sections: Volume 1 – Historical and Archaeological Assessment; Volume 2 – Inventory (Prospect Reservoir, Lower Canal and Pipehead); and Volume 3 – Conservation Policy.

Part of the Upper Canal is situated within the current study area and is identified as Section 8 within the Heritage Study. The heritage study, inventory and conservation plan for the Upper Canal was revised in the Conservation Management Plan undertaken by Higginbotham & Associates in 2002.

### **6.3.5 HORNINGSEA PARK ESTATE PROPOSED DRIVEWAY FOR HORNINGSEA HOUSE – HERITAGE IMPACT STATEMENT**

Tanner & Associates Pty Ltd prepared a heritage impact statement in 1999 on behalf of Long Homes for the proposed driveway construction for Horningsea House. This included a history of Horningsea House located in Hoxton Park which is built upon the land originally owned by Lieutenant Joshua John Moore in 1819. The property bordered Bringelly Road and is in the current study area (east) of the Bringelly Road Upgrade before it was subdivided into smaller holdings

### **6.3.6 COLONIAL LANDSCAPES OF THE CUMBERLAND PLAIN AND CAMDEN, NSW. A SURVEY OF SELECTED PRE – 1860 CULTURAL LANDSCAPES FROM WOLLONDILLY TO HAWKESBURY LGAS**

Morris & Britton undertook a study of the colonial landscapes of the Cumberland Plain and Camden, NSW in 2000 on behalf of the National Trust of Australia (NSW). The report includes a description of the early settlement pattern, agriculture and horticultural practices and development of the Cumberland Plain as a cultural landscape.

The Bringelly Road Upgrade study area is located within the Cumberland Plain.

### **6.3.7 CONSERVATION MANAGEMENT PLAN FOR THE UPPER CANAL, PHEASANT'S NEST TO PROSPECT RESERVOIR, NSW. VOLUME 1 – HISTORY, SURVEY AND SIGNIFICANCE; VOLUME 2 – CONSERVATION AND MANAGEMENT POLICIES, GUIDELINES AND RECOMMENDATIONS; VOLUME 3 – INVENTORY UPPER CANAL**

In 2002, Edward Higginbotham & Associates developed a Conservation Management Plan on behalf of the Sydney Catchment Authority to manage the Upper Canal, Pheasant's Nest to Prospect Reservoir, NSW. The Plan was endorsed by the Heritage Council of New South Wales in 2003.

Figure 4.12 identifies the historical places and features that Higginbotham & Associates identified within Section 8 of the Upper Canal some of which are located within the study area.

As stated by Higginbotham & Associates (2002: v), the Upper Nepean Scheme as a whole is of State heritage significance even though the Upper Canal is not on the State Heritage Register. The Conservation Management Plan includes a historical background, an inventory of all significant items along the route of the Upper Canal as well as an assessment and Statement of Significance and conservation policies, guidelines and recommendations (Higginbotham & Associates 2002: v).

The conservation policies, guidelines and recommendations were designed by Higginbotham & Associates (2002: v) for the future management of the Upper Canal by the Sydney Catchment Authority which include the procedures for routine maintenance and operation; the conservation and maintenance of heritage items; guidelines for Strategic Planning and policies for interpretation and display, including movable relics and significant landscapes.

The heritage items and conservation policies that directly relate to Section 8 of the Upper Canal located within the study area are listed in Section 4 of this report.

### **6.3.8 LIVERPOOL HERITAGE STUDY**

A heritage study of the City of Liverpool was prepared by Neustein & Associates in 1992 on behalf of the Liverpool City Council. Section 6 'Urban Form' of the study included an analysis of the history of the growth of Liverpool, an appraisal of the residential settlements developed some distance from the town of Liverpool and the settlement of the rural district within the South Creek valley. Historic information on the successive subdivisions of land of the original land grants into smaller farming units located within the suburbs of Bringelly, Rossmore and Hoxton Park within the Liverpool Local Government Area are also included and are relevant to the Bringelly Road Upgrade study area.

### **6.3.9 A THEMATIC HISTORY OF THE CITY OF LIVERPOOL**

A thematic history of the City of Liverpool was undertaken by Terry Kass in 2004 on behalf of FORM Architects (Aust) Pty Ltd. The study included the themes of 'Settling Upon/Managing the Land' and 'Making a Living' which were relevant to the settlements of Bringelly, Rossmore and Leppington located within the Liverpool Local Government Area and the Bringelly Road Upgrade study area.

### **6.3.10 HERITAGE STUDY REVIEW – CAMDEN COUNCIL**

A heritage study review was produced by Camden Council and adopted in December 2006 based on research previously undertaken by Tropman and Tropman Architects. The study area included the Camden Local Government Area. The aim of the report was to review the current Camden

Council heritage listings and provisions and provide additional information if required; to identify additional listings and associated research; review the current conservation area and review planning provisions to ensure adequate protection of items (Camden Council 2006: 2). A historical summary of the historic development of the Camden Local Government Area was also included in the report.

The Bringelly Road Upgrade study area is located within the Camden Local Government Area.

### **6.3.11 PROPOSED SUBDIVISION; PROPOSED RESTORATION AND ADDITION "KELVIN PARK" THE RETREAT, BRINGELLY – CONCEPT SUBDIVISION PLAN, CONSERVATION MANAGEMENT PLAN, HERITAGE IMPACT ASSESSMENT AND HERITAGE AGREEMENT**

FORM Architects (Aust.) Pty Ltd undertook a study of the homestead property "Kelvin Park" The Retreat, Bringelly for the owner, Kim Medich in November 2006. The property includes an early 19<sup>th</sup> century homestead, with various outbuildings and other works set on a small rise. The report was prepared in order to be submitted to Liverpool City Council for consideration in the assessment of the manner in which the extant buildings and their setting are to be conserved (FORM 2006: 9). A heritage impact assessment was also undertaken in regards to the proposed works as well as the preparation of a proposed subdivision plan for the property.

Kelvin Park was formerly known as Cottage-Vale or the Retreat Farm and is an example of the evolution of pastoral development within the district of Bringelly over 182 years. Thomas Laycock was the early owner of the property in 1818 that originally consisted of 1200 acres which included the 600 acres bordering his property released to him from Charles Reid in 1823. The original property bordered Bringelly Road and was the location of The Bringelly Public School as well as being located within the current study area of the Bringelly Road Upgrade.

### **6.3.12 HOLY INNOCENTS ANGLICAN CHURCH ROSSMORE CONSERVATION STUDY**

In 1989, Noel Bell, Ridley Smith & Partners Architects undertook a Conservation Study that included historical information on the Church of the Holy Innocents Anglican Church (also referred to in this report as the Church of the Holy Innocents, Rossmore) that included a chronology of significant events, the Rectors of the Parish 1850-1988 and architectural information for the church. The study also included information on the churchyard and cemetery and conservation measures for the church.

### **6.3.13 AUSTRALIAN MUSEUM BUSINESS SERVICES (AMBS) 2010 SOUTH WEST RAIL LINK – GLENFIELD TO LEPPINGTON RAIL LINE: HISTORIC HERITAGE IMPACT ASSESSMENT. PREPARED FOR PARSONS BRINCKERHOFF AUSTRALIA PTY LTD ON BEHALF OF TRANSPORT INFRASTRUCTURE DEVELOPMENT CORPORATION**

Australian Museum Business Services (AMBS) undertook a Historic Heritage Impact Assessment (HIA) in May 2010 for Parsons Brinckerhoff Australia Pty Ltd on behalf of the former Transport Infrastructure Development Corporation (TIDC), now Transport Construction Authority (TCA), in order to provide information to TIDC of the potential impacts to heritage items in regards to the construction of the South West Rail Link (SWRL) Glenfield to Leppington. The study area was located to the south of Bringelly Road which included Section 8 of the Upper Canal.

The heritage study included information on the planned construction of the bridge spanning the Upper Canal and Cowpasture Road (located within Section 8 of the Upper Canal) and also discusses the significance of the historic road alignments of Campbelltown Road, Camden Valley Way and Cowpasture Road in understanding the historic regional development. The HIA developed recommendations designed to protect and mitigate impacts to identified heritage significance and heritage values arising from the SWRL project to accompany the Construction Environmental Management Plan (CEMP).

Two sections of the SWRL project study area were located within the study area of the Bringelly Road Upgrade and are therefore relevant to gaining an overall understanding of other proposed impacts to the Bringelly Road Upgrade study area.

### **6.3.14 BIOSIS (2010) CAMDEN GAS PROJECT NORTHERN EXPANSION PART 3A HISTORIC CULTURAL HERITAGE ASSESSMENT. PREPARED FOR AECOM ON BEHALF OF AGL GAS PRODUCTION (CAMDEN) PTY LIMITED**

Biosis undertook a Historic Cultural Heritage Assessment in August 2010 for AECOM on behalf of AGL Gas Production (Camden) Pty Limited. The Historic Heritage was investigated in relation to the development of well surface locations and associated gas gathering lines and access tracks in regards to the proposed Camden Gas Project to be included in AECOM's Environmental Assessment (EA). The study area was located south of the Denham Court Road and Camden Valley Way intersection to the immediate south of the Upper Canal study area (located at Cowpasture Road and Camden Valley Way intersection) of the Bringelly Road Upgrade study area.

Five potential archaeological sites were also identified, four of which were cottage sites associated with the maintenance of the Upper Canal. The field survey also located a number of potential heritage items within, or in close proximity to, the proposed works. Recommendations and mitigation measures were proposed for the Upper Canal for items located in Section 6 and 7 (Lot 1 DP 610146). Mitigation measures to protect the structural integrity of the Upper Canal were also included in the report.

The Camden Gas Project Northern Expansion Historic Cultural Heritage Assessment is relevant to the Bringelly Road Upgrade project in gaining an understanding of other future infrastructure works being undertaken close to the study area that will also have similar potential impacts to the State Heritage listed Upper Canal as the Bringelly Road Upgrade.

### **6.3.15 SUMMARY**

All of the above reports directly relate to the current investigation and were very useful in obtaining information regarding the current study area. In particular the reports discussed above in Section 6.3.1-3, 6.3.5, 6.3.8, 6.3.9 and 6.3.11 all included a variety of information on the early settlement and first land grantees of Bringelly and were most informative in this regard.

The reports discussed in Sections 6.3.4, 6.3.7, 6.3.13 and 6.3.14 were very useful in providing information about Section 8 of the Upper Canal that is located within the study area (east) as well as other pending infrastructure projects that may potentially impact the Upper Canal.

The reports discussed in Sections 6.3.6, 6.3.8, 6.3.9, 6.3.10 and 6.3.12 were helpful in gaining an overview of the historical significance of items/elements of the Camden and Liverpool Local Government Areas.

## **6.4 SIGNIFICANCE ASSESSMENT**

### **6.4.1 ASSESSMENT CRITERIA**

The following section addresses the significance of the heritage resources of the study area in accordance with the criteria specified in the Heritage Council's *Assessing Heritage Significance* guidelines (2001). Where items have an existing significance assessment and/or statement it has been quoted below with the source given at the end of the entry.

### **6.4.2 ALLENBY**

#### **CRITERION (A) (HISTORIC)**

***AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

This house is an example of one of the few early twentieth century homesteads in Rossmore.

- The house is of Local Historical significance.

#### **CRITERION (B) (ASSOCIATIVE)**

***AN ITEM HAS STRONG OR SPECIAL ASSOCIATION WITH THE LIFE OR WORKS OF A PERSON, OR GROUP OF PERSONS, OF IMPORTANCE IN NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***



The site is associated with the McCann family who ran a dairying business.

- The house is of Local Associative significance.

#### **CRITERION (C) (AESTHETIC)**

*AN ITEM IS IMPORTANT IN DEMONSTRATING AESTHETIC CHARACTERISTICS AND/OR A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT IN NSW (OR THE LOCAL AREA)*

The house is set back from road in attractive grounds with essential curtilage.

- The house is of Local Aesthetic significance.

#### **CRITERION (E) (SCIENTIFIC)**

*AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)*

There is the potential to gain information about the house from further archaeological, architectural and documentary research.

- The potential archaeological resource of the site is of Local Scientific significance

#### **CRITERION (G)**

**(REPRESENTATIVENESS)**

*AN ITEM IS IMPORTANT IN DEMONSTRATING THE PRINCIPAL CHARACTERISTICS OF A CLASS OF NSW'S*

- *CULTURAL OR NATURAL PLACES; OR*
- *CULTURAL OR NATURAL ENVIRONMENTS.*

*(OR A CLASS OF THE LOCAL AREA'S*

- *CULTURAL OR NATURAL PLACES; OR*
- *CULTURAL OR NATURAL ENVIRONMENTS.)*

The house is a representative example of an early twentieth century homestead.

- The house is of Local Representative significance.

#### **STATEMENT OF SIGNIFICANCE**

The house is representative of an early twentieth-century homestead. The homestead retains an architectural interest despite being altered. The façade has special interest on its own. The homestead has historic associations with local dairying family. The property retains its original entry gateway (although the original Iron Gate is no longer present). The curtilage is essential to the homestead. The Allenby site has been assessed as being Locally significant. (Source for this entry: NSW State Heritage Inventory 2010; Perumal Murphy 1990: B1).

### **6.4.3 BELLFIELD FARM HOMESTEAD**

#### **CRITERION (A) (HISTORIC)**

***AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

This site forms part of the Bellfield Farm Group, one of the earliest land grants in Rossmore and demonstrates the history of settlement and land use for this area.

- The Bellfield Farm Group is of Local Historic significance.

#### **CRITERION (B) (ASSOCIATIVE)**

***AN ITEM HAS STRONG OR SPECIAL ASSOCIATION WITH THE LIFE OR WORKS OF A PERSON, OR GROUP OF PERSONS, OF IMPORTANCE IN NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The site is associated with Robert Bell.

- The Bellfield Farm Group is of Local Associative significance.

#### **CRITERION (C) (AESTHETIC)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING AESTHETIC CHARACTERISTICS AND/OR A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT IN NSW (OR THE LOCAL AREA)***

The Bellfield Farm Group is of Old Colonial Georgian design and exhibits a degree of technical achievement in its construction by a pioneering family from the mid-19<sup>th</sup> century. The site as a setting within the Bellfield farm complex is aesthetically pleasing.

- The Bellfield Farm Group is of Local Aesthetic significance.

#### **CRITERION (E) (SCIENTIFIC)**

***AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

There is the potential to gain information about the site from further architectural, archaeological and documentary research.

- The potential archaeological resource of the site is of Local Scientific significance.

#### **CRITERION (F) (RARITY)**

***AN ITEM POSSESSES UNCOMMON, RARE OR ENDANGERED ASPECTS OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

In 1990 the site was assessed (Perumal Murphy H4) to be of State significance due to its rarity as being one of very few remaining original homesteads built by a grantee of lesser means left to survive in New South Wales, however to date it has not been listed on the State Heritage Register.

- The Bellfield Farm Group has Local Rarity value.

#### **CRITERION (G)**

##### **(REPRESENTATIVENESS)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING THE PRINCIPAL CHARACTERISTICS OF A CLASS OF NSW'S***

- ***CULTURAL OR NATURAL PLACES; OR***
- ***CULTURAL OR NATURAL ENVIRONMENTS.***

***(OR A CLASS OF THE LOCAL AREA'S***

- ***CULTURAL OR NATURAL PLACES; OR***
- ***CULTURAL OR NATURAL ENVIRONMENTS.)***

The site is a representative example of a Colonial Georgian farm complex.

- The Bellfield Farm Group has Local Representative value.

#### **STATEMENT OF SIGNIFICANCE**

Bellfield Farm homestead is an example of a Colonial Georgian farm house, with a relatively high degree of intactness of the original fabric and detailing. The building is set within a group that has retained some of its original character and site components. The Bellfield Farm Homestead site has been assessed as being Locally significant. However, due to its intactness it has previously been assessed to be significant at a State level for its rarity in New South Wales as an original homestead built by a grantee of lesser means. (Source for this entry: NSW State Heritage Inventory 2010; Perumal Murphy 1990: H4).

#### **6.4.4 BRINGELLY PUBLIC SCHOOL GROUP, PRIMARY SCHOOL AND RESIDENCE**

##### **CRITERION (A) (HISTORIC)**

***AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The School and Residence demonstrate the history of the initial foundation and development of formal education in the region.

- The School and Residence are of Local Historic significance.

##### **CRITERION (C) (AESTHETIC)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING AESTHETIC CHARACTERISTICS AND/OR A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT IN NSW (OR THE LOCAL AREA)***

The School and Residence are an aesthetically pleasing example of a late 19<sup>th</sup>/early 20<sup>th</sup> century semi-rural school complex.

- The School and Residence are of Local Aesthetic significance.

##### **CRITERION (E) (SCIENTIFIC)**

***AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

There is the potential to gain more information on the site from further archaeological, architectural and documentary research.

- The School and Residence themselves are not considered to have potential archaeological significance although some other parts of the site are.

##### **CRITERION (G)**

###### **(REPRESENTATIVENESS)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING THE PRINCIPAL CHARACTERISTICS OF A CLASS OF NSW'S***

- ***CULTURAL OR NATURAL PLACES; OR***
- ***CULTURAL OR NATURAL ENVIRONMENTS.***

***(OR A CLASS OF THE LOCAL AREA'S***

- ***CULTURAL OR NATURAL PLACES; OR***
- ***CULTURAL OR NATURAL ENVIRONMENTS.)***

The site is representative of the simple, functional design of the educational buildings from the late 19<sup>th</sup>/early 20<sup>th</sup> century.

- The School and Residence have Local Representative value.

##### **STATEMENT OF SIGNIFICANCE**

The Bringelly Public School Group, Primary School and Residence are an example of the history of education and settlement within the region. The Residence building represents the simple, as well as functional design, of teacher's residences built in association with schools in rural areas in the late 19<sup>th</sup>/early 20<sup>th</sup> century. The classroom is also representative of the simple, functional design of educational buildings from the late 19<sup>th</sup>/early 20<sup>th</sup> century. There is the potential to gain further information from the site through further architectural and documentary research. The Bringelly Public School Group, Primary School and Residence site have been assessed as being Locally significant. (Source for this entry: NSW State Heritage Inventory 2010; Perumal Murphy 1990: B17).



#### **6.4.5 BROWN MEMORIAL AND WATER TROUGH**

##### **CRITERION (A) (HISTORIC)**

***AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The memorial consists of a memorial stone and plaque and is a commemorative historic object to demonstrate the widespread impact of war.

- The Brown Memorial and water trough are of Local Historic significance.

##### **CRITERION (B) (ASSOCIATIVE)**

***AN ITEM HAS STRONG OR SPECIAL ASSOCIATION WITH THE LIFE OR WORKS OF A PERSON, OR GROUP OF PERSONS, OF IMPORTANCE IN NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The memorial is associated with Lieutenant William Brown who served in the 51<sup>st</sup> Battalion 2879 and was killed in action at the age of 22 during WW1 on 3 September 1916 in France. Lieutenant Brown was born at Austral Park, attended Austral Public School and was a butcher by trade before serving in the war.

- The Brown Memorial is of Local Associative significance.

##### **CRITERION (E) (SCIENTIFIC)**

***AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

There is the potential to gain information about Lieutenant William Brown from further documentary research.

- The Brown Memorial is not considered to have potential archaeological significance.

##### **STATEMENT OF SIGNIFICANCE**

The Brown Memorial commemorates the service and death of Lieutenant William Brown, killed in WW1 (1914-1918) on 3 September 1916. Lieutenant Brown served in the Army with the rank of 2<sup>nd</sup> Lieutenant in the 51<sup>st</sup> Battalion (Infantry). Lieutenant Brown's name is also located on the Roll of Honour at the Australian War Memorial and on the Villers-Bretonneux Memorial, France. The Brown Memorial and historic water trough were relocated to the grounds of the Water Board, Leppington in September 1994 due to the encouragement of the residents of Leppington and Austral along with the co-operation of Hon. R.J. Webster, M.L.C. No information was available on the historic water trough.

The Brown Memorial and water trough have been assessed as being Locally significant. (Source for this entry: Memorial plaque on site, Upper Canal, Leppington and Australian War Memorial website).

#### **6.4.6 CHURCH OF THE HOLY INNOCENTS CHURCHYARD AND CEMETERY**

##### **CRITERION (A) (HISTORIC)**

***AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The site demonstrates the history of the initial foundation and development of the Anglican Church after settlement in the Colony.

- The Church of the Holy Innocents Churchyard and Cemetery is of State Historic significance.

##### **CRITERION (B) (ASSOCIATIVE)**

***AN ITEM HAS STRONG OR SPECIAL ASSOCIATION WITH THE LIFE OR WORKS OF A PERSON, OR GROUP OF PERSONS, OF IMPORTANCE IN NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The site is associated with the original "Bellfield" grant with the foundation stone being laid by Bishop Broughton and the architect possibly having been John Verge or John Bibb. The plans were also modified with the help of the Colonial Architect (Edmund Blacket) to suit the local conditions. Edmund Blacket also regularly inspected the construction works on the church. The principal benefactor was Robert Lowe of 'Birling'. There are long associations with local families to the memorials in the church and cemetery.

- The Church of the Holy Innocents Churchyard and Cemetery is of State Associative significance.

##### **CRITERION (C) (AESTHETIC)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING AESTHETIC CHARACTERISTICS AND/OR A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT IN NSW (OR THE LOCAL AREA)***

The site consists of numerous monument types and intact grave furniture displaying a level of technical achievement in their creativity. The churchyard and cemetery is set in landscape that contains important remnants of native vegetation of the area that is aesthetically pleasing.

- The Church of the Holy Innocents Churchyard and Cemetery is of State Aesthetic significance.

##### **CRITERION (E) (SCIENTIFIC)**

***AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

There is the potential to gain more information on the site from further architectural, archaeological and documentary research.

- The potential archaeological resource of the site is of Local Scientific significance.

##### **CRITERION (F) (RARITY)**

***AN ITEM POSSESSES UNCOMMON, RARE OR ENDANGERED ASPECTS OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The site demonstrates a degree of rarity due to the intact nature of its setting.

- The Church of the Holy Innocents Churchyard and Cemetery has Local Rarity value.

##### **STATEMENT OF SIGNIFICANCE**

The Church of the Holy Innocents Churchyard and Cemetery is considered to be an important part of the cultural landscape which consists of a well-designed rural parish Church in good condition located within an attractive rural setting. The churchyard includes the remnants of formal landscaping including two old fence posts. The cemetery contains the burials of the original local

residents and their relatives giving significant historic and social associations regarding the early settlement of the Rossmore area. The cemetery provides early documentation of the local community and includes inscriptions that pre-date the introduction of civil registration in 1856. The cemetery also provides various examples of well executed monument designs and styles which illustrate the technical accomplishments of the 19<sup>th</sup> century. In 1990 the site was assessed (Perumal Murphy A1) to be of State significance and it was also nominated for the State Heritage Register in 2005; to date, however, it has not been listed on the State Heritage Register. (Source for this entry: NSW State Heritage Inventory 2010; Perumal Murphy 1990: A1, B15).

#### **6.4.7 HOUSE (W A ROGERS PTY LTD)**

##### **CRITERION (A) (HISTORIC)**

***AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

This house is situated on land originally owned by William Hutchinson whose property was known as the "Cowpasture Farms", one of the earliest land grants in Bringelly and demonstrates the history of settlement of Bringelly village. It was built in 1923 as the Shire Clerk's residence.

- The house is of Local Historic significance.

##### **CRITERION (B) (ASSOCIATIVE)**

***AN ITEM HAS STRONG OR SPECIAL ASSOCIATION WITH THE LIFE OR WORKS OF A PERSON, OR GROUP OF PERSONS, OF IMPORTANCE IN NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The site is associated with William Hutchinson.

- The house is of Local Associative significance.

##### **CRITERION (C) (AESTHETIC)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING AESTHETIC CHARACTERISTICS AND/OR A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT IN NSW (OR THE LOCAL AREA)***

The site consists of an Edwardian style house and outbuildings set well back from the roadway and is aesthetically pleasing.

- The house is of Local Aesthetic significance.

##### **CRITERION (E) (SCIENTIFIC)**

***AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

There is the potential to gain information about the site from further archaeological, architectural and documentary research.

- The potential archaeological resource of the site is of Local Scientific significance.

##### **CRITERION (F) (RARITY)**

***AN ITEM POSSESSES UNCOMMON, RARE OR ENDANGERED ASPECTS OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

In 1990 the site was assessed (Perumal Murphy B7) to demonstrate rarity as being one of the best Federation period houses to survive in good condition in Bringelly village.

- The house has Local Rarity value.

##### **CRITERION (G)**

###### **(REPRESENTATIVENESS)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING THE PRINCIPAL CHARACTERISTICS OF A CLASS OF NSW'S***

- ***CULTURAL OR NATURAL PLACES; OR***
- ***CULTURAL OR NATURAL ENVIRONMENTS.***

***(OR A CLASS OF THE LOCAL AREA'S***

- ***CULTURAL OR NATURAL PLACES; OR***



• **CULTURAL OR NATURAL ENVIRONMENTS.)**

The site is a representative example of an Edwardian or Federation style house.

- The house has Local Representative value.

**STATEMENT OF SIGNIFICANCE**

The home belonging to W A Rogers Pty Ltd is representative of a modest, standard Edwardian style house built of brick with an iron roof. It was originally built for the Shire Clerk in 1923. The house mostly remains in original form with slight alterations and is in good condition. The home is significant as an example of one of the few recognisable Edwardian or Federation period homes to survive in good condition and relatively intact in Bringelly village. The W A Rogers Pty Ltd home site has been assessed as being Locally significant. (Source for this entry: Perumal Murphy 1990: B7).

#### **6.4.8 ROSSMORE PUBLIC SCHOOL**

##### **CRITERION (A) (HISTORIC)**

***AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The site demonstrates the history of the initial foundation and development of formal education in the region. The school was built on part of a holding originally owned by Tysons and was not included in the original village subdivision confined to the northernThe northern side of Bringelly Road (Perumal Murphy 1990: B2).

- The Rossmore Public School is of Local Historic significance.

##### **CRITERION (C) (AESTHETIC)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING AESTHETIC CHARACTERISTICS AND/OR A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT IN NSW (OR THE LOCAL AREA)***

The group of three weatherboard buildings is an aesthetically pleasing example of early 20<sup>th</sup> century semi-rural school complex that forms an important visual component of Rossmore village.

- The Rossmore Public School is of Local Aesthetic significance.

##### **CRITERION (E) (SCIENTIFIC)**

***AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

There is the potential to gain more information on the site from further architectural, archaeological and documentary research.

- The potential archaeological resource of the site is of Local Scientific significance.

##### **CRITERION (G) (REPRESENTATIVENESS)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING THE PRINCIPAL CHARACTERISTICS OF A CLASS OF NSW'S***

- ***CULTURAL OR NATURAL PLACES; OR***
- ***CULTURAL OR NATURAL ENVIRONMENTS.***

***(OR A CLASS OF THE LOCAL AREA'S***

- ***CULTURAL OR NATURAL PLACES; OR***
- ***CULTURAL OR NATURAL ENVIRONMENTS.)***

The site is representative of the simple, functional design of the educational buildings from the early 20<sup>th</sup> century.

- The Rossmore Public School has Local Representative value.

##### **STATEMENT OF SIGNIFICANCE**

The site is representative of the history of education and settlement within the region. The buildings represent the simple design of educational buildings from the early 20<sup>th</sup> century with stylistic variations reflected in different periods and functions (Perumal Murphy 1990: B2). There is the potential to gain further information from the site through further architectural, archaeological and documentary research. The Rossmore Public School site has been assessed as being Locally significant. (Source for this entry: NSW State Heritage Inventory 2010; Perumal Murphy 1990: B2).

#### **6.4.9 ROW OF BUNYA PINES**

##### **CRITERION (A) (HISTORIC)**

***AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The site demonstrates the history of settlement patterns in the district including late 19<sup>th</sup> century and early 20<sup>th</sup> century landscaping patterns. It also illustrates past practices of beautifying industrial and/or public infrastructure such as the Upper Canal.

- The Row of Bunya Pines is of State Historic significance.

##### **CRITERION (C) (AESTHETIC)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING AESTHETIC CHARACTERISTICS AND/OR A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT IN NSW (OR THE LOCAL AREA)***

The site is located near the Upper Canal (Sydney Water Canal) and is adjacent to an urban parkland which is aesthetically pleasing.

- The Row of Bunya Pines is of State Aesthetic significance.

##### **CRITERION (E) (SCIENTIFIC)**

***AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

There is the potential to gain more information on the site from further documentary research.

- The Row of Bunya Pines is not considered to have potential archaeological significance.

##### **CRITERION (F) (RARITY)**

***AN ITEM POSSESSES UNCOMMON, RARE OR ENDANGERED ASPECTS OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The presence of a row of these large, distinctive, mature trees in an area that is urbanised is rare.

- The Row of Bunya Pines has State Rarity value.

##### **STATEMENT OF SIGNIFICANCE**

This site consists of a distinctive row of three Bunya Pines (*Araucaria bidwillii*), planted approximately 50m apart, on Bringelly Road in the vicinity the Upper Canal (Sydney Water Supply Canal). Such plantings have been known to be used as local landmarks (marking an entrance to a property or homestead). They are planted on land owned by Sydney Catchment Authority and may have been planted at the time of construction, approximately 1901 to 1925. The row of Bunya Pines has been assessed as being of State significance as they are part of the State Listing of the Upper Canal. (Source for this entry: NSW State Heritage Inventory 2010).

#### **6.4.10 UPPER CANAL SYSTEM (PHEASANTS NEST WEIR TO PROSPECT RESERVOIR)**

##### **CRITERION (A) (HISTORIC)**

*AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)*

The Upper Canal forms a major component of the Upper Nepean Scheme, which also includes the Prospect Reservoir and the Lower Canal. Prospect Reservoir Site is significant for its role in the history of water supply in Sydney, where it was one of the key components of the system from 1888 (Sydney Water Section 170 Register 2010). The Upper Canal is considered one of several important elements contributing to the State level of Significance of the Prospect Reservoir. The Upper Canal commences by tunnel from Pheasant's Nest Weir on the Nepean River and extends through the Local Government Area's of Wollondilly, Liverpool, Holroyd, Fairfield, Campbelltown and Camden. The Upper Canal is significant as a major component of the Upper Nepean Scheme. As an element of this Scheme, the Canal has functioned as part of Sydney's main water supply system for over 120 years. Apart from maintenance and other improvements, the Upper Canal has remained mostly unchanged.

- The Upper Canal System (Pheasants Nest Weir to Prospect Reservoir) is of State Historic significance.

##### **CRITERION (C) (AESTHETIC)**

*AN ITEM IS IMPORTANT IN DEMONSTRATING AESTHETIC CHARACTERISTICS AND/OR A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT IN NSW (OR THE LOCAL AREA)*

The Canal is aesthetically significant, running in a serpentine route through a rural bushland setting as an impressive landscape element with sandstone and concrete-lined edges (NSW State Heritage Inventory 2010).

- The Upper Canal System (Pheasants Nest Weir to Prospect Reservoir) is of State Aesthetic significance.

##### **CRITERION (E) (SCIENTIFIC)**

*AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)*

The Upper Canal System is significant as a major component of the Upper Nepean Scheme as it contains elements of potential for further understanding of the cultural history of the water industry and specific technological processes in NSW. There is the potential to gain more information on the site from further architectural, archaeological and documentary research.

- The potential archaeological resource of the site is of Local Scientific significance.

##### **CRITERION (F) (RARITY)**

*AN ITEM POSSESSES UNCOMMON, RARE OR ENDANGERED ASPECTS OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)*

The site is assessed to be rare within the Liverpool LGA and New South Wales.

- The Upper Canal System (Pheasants Nest Weir to Prospect Reservoir) has State Rarity value.

##### **STATEMENT OF SIGNIFICANCE**

As a major element of the Upper Nepean Scheme, the Upper Canal has functioned as part of Sydney's main water supply system for over 120 years. The Upper Canal has remained mainly unchanged. The Canal is aesthetically significant as it is placed in a serpentine route through a rural bushland setting complementing the landscape. The Upper Canal is significant as it demonstrates the technical aspect of canal building and is evidence of the skills of the engineers. The Upper Canal as a whole element is an excellent example of 19<sup>th</sup> century hydraulic



engineering, including the use of gravity to feed water along the canal. The Upper Canal has been assessed to being of State significance. (Source of information for this entry: NSW State Heritage Inventory 2010).

## 7.0 STATEMENT OF HERITAGE IMPACT

### 7.1 PROPOSED DEVELOPMENT

The NSW Roads and Traffic Authority (RTA) proposes to upgrade Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly.

In its current condition, Bringelly Road provides one eastbound and one westbound lane as a two lane undivided carriageway, with the provision of one left hand slip lane into Cowpasture Road. The upgrade would provide four lanes for through traffic initially, with capacity to upgrade to six lanes in the future, and a posted speed limit of 80km/h.

The proposed road works may include the upgrade of the intersection of Bringelly Road/Greendale Road and The Northern Road; the construction of signalised intersections; the construction of new bridges over the Sydney Water Supply Channel and South Creek as well as the upgrading of culverts located underneath the road carriageway. The upgrade would also provide shared pedestrian and bicycle paths and bus facilities.

The study area encompasses a corridor along Bringelly Road, generally between Camden Valley Way and The Northern Road, potentially affected by the upgrading works as shown on the Proposed Road Concept Design (see Figure 1.2).

The proposed construction activities associated with the upgrade of Bringelly Road would include the following:

- Excavation and disturbance of soils to allow for road construction.
- Landform alteration to allow for site preparation, battering of embankments, etc.
- Removal of existing canal overbridge located near Bringelly Road and current Cowpasture Road intersection and the construction of a new wider bridge within the same canal overbridge location.
- Construction of access roads.
- Excavated materials to be stockpiled at various sites along the construction route/study area.
- Establishment of a site compound(s) as and where required.

There would also be construction activities involved in the re-alignment of a section of Cowpasture Road at the intersection with Bringelly Road. This would re-join the original alignment of the Cowpasture Road further south of where a new canal overbridge is to be constructed as part of the South West Rail Link (SWRL) project undertaken by Transport Construction Authority (TCA) formerly Transport Infrastructure Development Corporation (TIDC).

The impacts to the local landscape due to location of stockpiles would be temporary and would be mitigated by removal of the stockpiles and landscaping following the completion of the Bringelly Road upgrade.

In the following section, an RTA Concept Design of the proposed Bringelly Road upgrade is constantly referred to. The Concept Design, provided by the RTA for the purposes of this assessment, is entitled "Bringelly Road Upgrade from The Northern Road to Camden Valley Way - Proposed Road Concept Design May 2011". The Concept Design is reproduced in this report as Figure 1.2.

### 7.2 ASSESSMENT OF IMPACT

This section identifies the predicted impacts on the eight listed heritage items located in or bordering the study area.

### 7.2.1 BRINGELLY PUBLIC SCHOOL

Two of the early buildings on the school campus are identified as heritage items on the Liverpool LEP. One of these buildings is the old brick school house and the other is the headmaster's residence. Neither of these buildings would be directly impacted by the proposed road works as shown on the concept design (see Figures 7.1 and 7.2). While it is difficult to assess the exact degree of impact from the concept design, it is likely that the proposed works would reduce the existing distance between the road boundary and the heritage buildings. This may create visual, aural and vibratory impacts and lead to a loss of amenity.

Other features at the school that may be affected by the road widening would be the fencing and mature eucalypt trees that front both Greendale Road and The Northern Road near the intersection (see Figure 7.3).

The concept plan shows a large part of the school allotment coloured red indicating it is part of the study area. It is not clear from the concept plan if there are to be other impacts to this allotment other than the road widening.



**Figure 7.1** Location of listed heritage items at Bringelly Public School and impact of proposed road works. The headmaster's residence is indicated by the blue arrow and the old school house is indicated by the green arrow. The green outline shows the existing school boundary. The proposed works would reduce the existing distance between the road boundary and the heritage buildings leading to a loss of amenity (Source: RTA Proposed Road Concept Design May 2011).



**Figure 7.2** More detailed view of Bringelly Public School and corner of Bringelly Road/Greendale Road and The Northern Road intersection showing the location of the heritage items and other features that may be affected by the road widening such as the fencing and mature eucalypt trees that front both Greendale Road and The Northern Road. The green line shows the existing school boundary. (Source: RTA Proposed Road Concept Design May 2011).



**Figure 7.3:** These views show the proximity of the original schoolroom (left photo) and the former Headmaster's Residence (right photo) to The Northern Road. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 001, 003).



### **7.2.2 ROSSMORE PUBLIC SCHOOL**

Three of the early buildings on the school campus are identified as heritage items on the Camden LEP 2010. All three of these buildings appear to have been school rooms. None of these buildings would be directly impacted by the proposed road works as shown on the concept plan. While it is difficult to assess the exact degree of impact from the concept design, it is clear that the proposed works would significantly reduce the existing distance between the road boundary and the heritage buildings (see Figure 7.4). It appears that the new road boundary would be located right on the edge of the covered play area immediately to the north of the heritage listed 1941 building i.e. only approximately 6 metres from the building (see Figure 7.6 for the position of the covered play area). This would create visual and aural impacts and lead to a loss of amenity.

The concept plan also shows a large proportion of the school allotment around the heritage listed buildings as coloured red indicating it is part of the study area. It is not clear from the concept plan if there are to be any more impacts other than the road widening.

If the three heritage listed buildings are still in their current location and utilised for the same purposes as at present, the RTA have stated that they would carefully consider the proposed impacts upon them and treat them appropriately when the upgrade works are undertaken. The timing of the upgrade however within this section is unknown, and likely to be in the medium term future (+10 years at least) and therefore there is the possibility that Rossmore Public School may be subject to other factors during that period such as the possible relocation of the school.



**Figure 7.4** Proposed concept design (in red and yellow) overlaid on school property (boundary outlined in green). The location of Rossmore Public School heritage listed buildings is indicated by blue arrows. There would be no direct impacts to these buildings but the proximity of the realigned road can clearly be seen. (Source: RTA Concept Design May 2011).



**Figure 7.5** Location of Rossmore Public School and heritage listed buildings (indicated by blue arrows). Impacts of the proposed road works are indicated by the yellow and red shaded areas as shown in Figure 7.4. The heritage listing includes the three timber weatherboard school buildings, but excludes all other buildings and grounds. The green line shows the existing school boundary. (Source: Sixviewer © NSW Department of Lands).





**Figure 7.6:** Photo on the left is a view to the east and shows Bringelly Road in proximity to the parking area in front of Rossmore Public School and the photo on the right shows the parking area in proximity to the covered play area (as indicated by the yellow arrow) and the heritage buildings (as indicated by the red arrows). White arrow indicates North. Source Austral Archaeology Pty Ltd DSCN 026, 028.



**Figure 7.7:** The left photo shows the wide verge currently located between Bringelly Road and Rossmore Public School. The right photo shows the current Bringelly Road alignment and school crossing in front of Rossmore Public School. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 189, 199).

### 7.2.3 ALLENBY (HOUSE)

Allenby is identified as a heritage item in the Camden LEP 2010. The house is set well back from the road but would lose a large part of this setback (including the driveway) from the road



widening. The entrance to the driveway features an ornate acorn pattern picket fence with large gate posts topped with windsor finials (but no gates) and a post and wire fence with a timber top rail along Bringelly Road. There are mature roadside trees along this part of Bringelly Road. There would be visual impacts to the house and its setting (curtilage) by removal of the entranceway fencing and the trees.



**Figure 7.8:** Location of listed heritage item “Allenby” and impact of proposed road works as indicated by yellow and red shaded area. The property outline is indicated in green. The house would not be impacted but a large part of the setback (including the driveway) would be lost due to the road widening. The blue circle and arrow indicate the potential impacts that include the shortening of the driveway and removal of ornate picket fence with large gate posts and a post and wire fence with a timber top rail along Bringelly Road. (Source: RTA Proposed Concept Design May 2011).



**Figure 7.9:** More detailed view of Allenby showing the positions of the house, driveway entrance (as indicated by the blue circle and blue arrow) and trees that may be impacted by the proposed works along the south side of Bringelly Road. The existing allotment boundary is indicated by the green line. (Source: Sixviewer © NSW Department of Lands).



**Figure 7.10:** The LEP heritage listed house known as Allenby, 661 Bringelly Road, Rossmore (Lot 2 DP 546020). Both left and right photos show the proximity of Bringelly Road to the entrance gates and picket fence of the property. Source Austral Archaeology Pty Ltd DSCN 020, 021.

#### **7.2.4 THE CHURCH OF THE HOLY INNOCENTS (AND CEMETERY)**

The Church of the Holy Innocents Group, church and churchyard (i.e. the entirety of Lots 1-4 DP 117688) are identified as heritage items on the Liverpool LEP 2008. There would be no direct impacts to the church or cemetery from the proposed road upgrade works to Church Street (see Figures 7.11 and 7.12). The study area in part is bordering on Lot 4 which contains the cemetery and the location of the original early 1800s slab timber/log building school/church hall. There may be a possible reduction in the size of the curtilage to Lots 2 and 3. Lot 2 is the previous location of the 1886 church/parish hall and Lot 3 contains half of the current church hall toward the rear (west) of the property and a new residence.

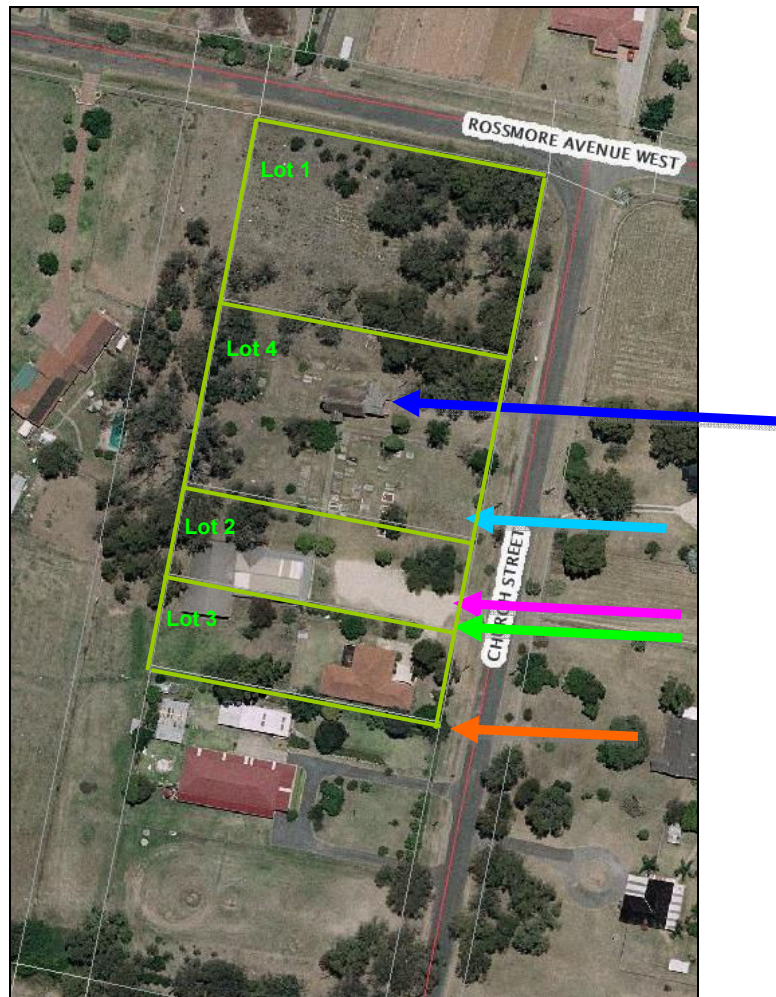
While it is difficult to assess the exact degree of impact from the concept design, it is likely that the proposed works would reduce the distance between the road boundary and the heritage curtilage. This may create visual, aural and vibratory impacts and lead to a loss of amenity.

Other features of the church grounds that may be impacted by the widening of Church Street would be two original fence posts that are part of the original boundary fence. One post is located on the corner between Lot 2 and Lot 3 to the south of the driveway to the car park and the second post is located at the south-east corner of Lot 3. Both posts are located within the area of impact by proposed works and the RTA should avoid the predicted impact to both posts if possible.



**Figure 7.11:** Proposed concept design (in red and yellow) overlaid on heritage curtilage (four lots on DP 117688) outlined in green). Note two fence posts (indicated by the green and orange arrows) and the church/parish hall archaeological site (indicated by the pink arrow) are located in direct impact zone. The Church of the Holy Innocents (indicated with dark blue arrow) and the original early 1800s church/schoolhouse timber slab/log building site is indicated by the light blue arrow and would not be impacted. (Source: RTA Proposed Concept Design May 2011).





**Figure 7.12:** Same plan as Figure 7.1 with overlay removed to more clearly show the position of the heritage items. Note two fence posts (indicated by the green and orange arrows) and the church/parish hall archaeological site (indicated by the pink arrow). The Church of the Holy Innocents is indicated with dark blue arrow and the original early 1800s church/schoolhouse timber slab/log building site is indicated by the light blue arrow. (Source: Sixviewer © NSW Department of Lands).



**Figure 7.13:** The photo shows Lot 2 the cleared car park area in front of the current Church Hall and the approximate previous location of the Church/Parish Hall built in c. 1886 (as indicated by red circle). This area may be impacted in the proposed works. Note also original fence post still remaining (as indicated by green arrow) located on the corner between Lot 2 and Lot 3 DP 117688 next to the driveway to the car park. White arrow indicates North. (Source: Austral Archaeology Pty Ltd DSCN 2847).



**Figure 7.14:** The photo to the left shows a close up of the original fence post still remaining (as indicated by green arrow in Figures 7.12 and 7.13 above). The photo to the right shows a close up of the second original fence post (as indicated by orange arrow above and in Figure 7.12) dating to the latter part of the 19<sup>th</sup> Century. The post is positioned within the existing fence line for the current residence located at the south-east corner of Lot 3. White arrow indicates North. (Source: Austral Archaeology Pty Ltd DSCN 177, 184).



**Figure 7.15:** The former location (as indicated by blue circle) of the early 1800s slab timber/log building school/church hall. View is to the northwest. The early building would have been located within Lot 4 DP 117688 next to the Church of the Holy Innocents. This area would not be impacted by the proposed works as Lot 4 borders the study area as shown in Figure 7.11. White arrow indicates North. (Source: Austral Archaeology Pty Ltd DSCN 175).



### 7.2.5 THE BELLFIELD FARM GROUP

This LEP heritage listed farm complex located at 33 Rossmore Avenue West, Rossmore near the corner of Church Street, is set well away from the study area and would not be impacted by the proposed works.



Figure 7.16: Location of Bellfield Farm Group (as indicated by blue arrow) showing the distance from the proposed works at the Bringelly Road and Church Street intersection. (Source: RTA Proposed Concept Design May 2011).

### 7.2.6 THE UPPER CANAL SYSTEM

The current Proposed Road Concept Design (dated May 2011) indicates that Bringelly Road is to be widened on the northern side of the road (Figures 7.17 and 7.18) at this location. The road



widening would require removal of the existing canal overbridge (CMP Item 33) and the construction of a new wider bridge (see Figures 7.19 to 7.21). The main impacts are therefore likely to occur to the infrastructure on the northern side of Bringelly Road Lot 1 DP 596355 (the northern allotment). Items likely to be affected are the existing canal overbridge (CMP Item 33), the old riveted iron gate and fence line (CMP Item 34) (i.e. the main vehicle entrance on the north side of the canal), the flume (CMP Item 35) and gas and water pipes which cross the canal. These items would need to be removed.

On the southern side of Bringelly Road the proposed road widening works appear to impinge little within the listed allotment Lot 1 DP 725231 (the southern allotment). It appears that the row of trees comprised of the pepper tree and the three Bunya pines (CMP Item 32) would lie right on the edge of the battered embankment of the southern side of the widened road but not be directly impacted. There would be an impact to the south where the re-routed section of Cowpasture Road rejoins the original alignment of the Old Cowpasture Road. The Old Cowpasture Road alignment south of Bringelly Road borders the Upper Canal allotment and continues until the intersection with Cowpasture Road. There is the potential for remains associated with the early construction of this road to be present within the original and current road easements. There is a flume (CMP Item 26) and Stone Culvert (CMP Item 27) that crosses the canal just to the north east of this point. These are indicated in RTA documentation to be in the impact zone but the nature and extent of proposed works are not specified so impacts cannot be quantified.

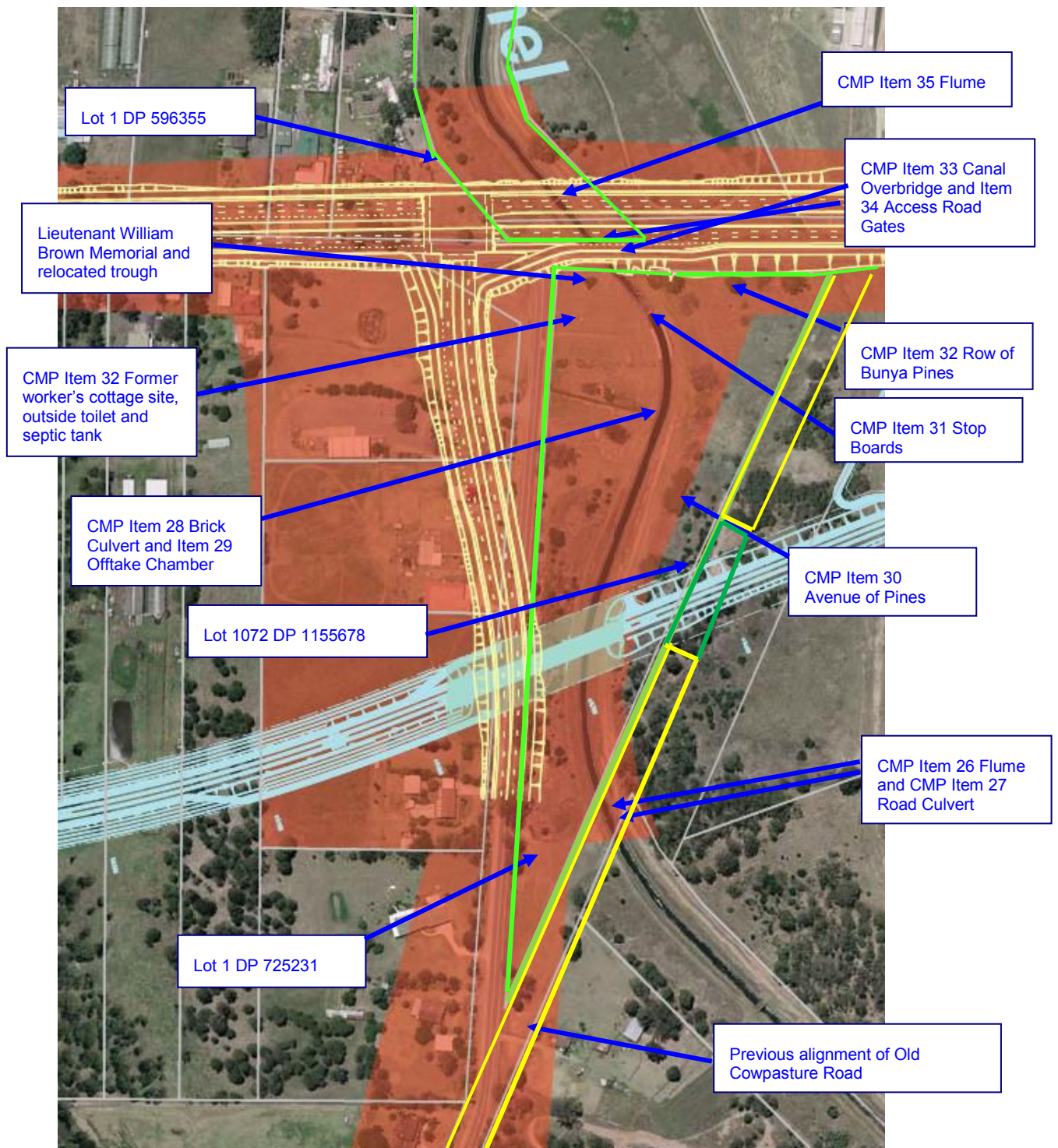
Overall, once the Bringelly Road canal overbridge is replaced by a much wider modern bridge it would have a large visual impact on the aesthetic values of the cultural landscape that includes the Upper Canal, Cowpasture Road, Old Cowpasture Road, Bunya Pines and Avenue of Pines. There may also be vibratory impacts on the canal fabric from the construction activities associated with the construction of the new bridge.

The concept design shows a large proportion of the canal allotments shaded red indicating that they are part of the current study area. All the features noted in the survey lie within the red shaded zone. The nature of proposed works within this zone is not clear from the concept design. There would also be impacts to the parts of the study area traversed by the South West Rail Link (SWRL) as assessed by AMBS (HIA [2010: 46]). These may compound the visual impacts to the cultural landscape made by the widening of Bringelly Road.



**Figure 7.17:** Proposed concept design (in red and yellow) overlaid on heritage curtilage of Upper Canal (outlined in green) showing that the existing bridge and roadside infrastructure along Bringelly Road would be directly impacted by the works. It is not clear from the concept design what the nature of any other impacts in the red shaded areas would be. Please note the SWRL project corridor is indicated by the light blue/green shaded area. (Source: RTA Proposed Road Concept Design May 2011).





**Figure 7.18:** Proposed concept design (in red and yellow) overlaid on heritage curtilage of Upper Canal (outlined in green) (Lot 1 DP 725231 south of Bringelly Road and Lot 1 DP 596355 north of Bringelly Road). Note CMP Items 26 and 27 are located within the study area in an unidentified lot that was the previous alignment of Old Cowpasture Road (as indicated by yellow outline) – also part of Lot 1072 DP 1155678, as indicated by dark green outline. (Source: Sixviewer © NSW Department of Lands).



**Figure 7.19:** The photo on the left shows the Canal Overbridge (CMP Item 33) and associated fencing crossing over the Upper Canal in relation to the current alignment of Bringelly Road (view to the west). Note also the access road gate (CMP Item 34) located to the north (indicated by pink arrow). The photo to the right is the view to the north of the Canal Overbridge (CMP Item 33) in relation to the current alignment of Bringelly Road. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 038, P2110874).



**Figure 7.20:** The photo on the left is a view to the east and shows the fencing for the Upper Canal as well as the Bunya Pines CMP Item 32 (indicated by dark blue arrow) on the south side of Bringelly Road in proximity to the current alignment of Bringelly Road. The photo on the right is a view to the northeast and shows the proximity of the Bunya Pines CMP Item 32 (indicated by the dark blue arrow) and the memorial to Lieutenant William Brown (indicated by the yellow arrow) in relation to the Canal Overbridge CMP Item 33 and Bringelly Road (indicated by light blue arrow). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 032, 035).





**Figure 7.21:** The photo is a view to the south and shows the former worker's cottage site (CMP Item 32) and the fencing for the Upper Canal in relation to the current alignment of Cowpasture Road, to the south of the intersection with Bringelly Road. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 034).

There would also be impacts to Lot 1 DP 725231 of the Upper Canal located south of Bringelly Road according to the Historic Heritage Impact Assessment (HIA) undertaken by AMBS (2010) due to the proposed works for the SWRL project. The identified impacts to the Upper Canal in that report (AMBS HIA [2010: 46]) include the construction of a railway bridge that would span both Cowpasture Road and the Upper Canal (see Figure 7.17 blue shaded area). The design for that bridge was undertaken in consultation with the Heritage Branch and Sydney Catchment Authority (SCA) (AMBS HIA [2010: 46]).

### 7.2.7 W A ROGERS HOUSE (1186 THE NORTHERN ROAD)

This house is identified as a heritage item in the *Camden LEP 2010*. The Northern Road widening would encroach substantially upon the house and garage (see Figures 7.22 and 7.23) but there would not be a direct impact on these items; there would however be a loss of amenity through aural and visual impacts. The mature roadside trees and some of those in the front yard would be directly impacted by the widening, as would the front fence and brick pillars.

The large reduction in the size of the front yard of the property and removal of the fencing, brick pillars and mature trees would result in visual impacts to the house and its setting (see Figures 7.24 and 7.25).



Figure 7.22: Concept design of Bringelly Road upgrade showing study area (indicated by yellow and red shaded area) at the intersection of Bringelly Road (indicated by green arrow) and The Northern Road (indicated by orange arrow) that includes the heritage item located at 1186 The Northern Road (W A Rogers House) as indicated by blue arrow. Note the former location of the Wesleyan/Methodist Church as indicated by the pink arrow and the location of the former Nepean Shire Council Chambers building as indicated by the purple arrow. (Source: RTA Proposed Concept Plan May 2011).





**Figure 7.23:** Location of listed heritage house (W A Rogers House) at 1186 The Northern Road (Lot 4 DP 173593) and impact of proposed road works. The existing allotment boundary is indicated in green. The house and garage would not be directly impacted however the relocation of the brick pillars (indicated by blue circle) and fence in the driveway entrance located along The Northern Road would be required as well as the removal of some of the trees in the front yard and along the eastern side of The Northern Road. (Source: RTA Proposed Concept Design May 2011).



**Figure 7.24:** The driveway entrance to the W A Rogers House on The Northern Road featuring red brick pillars and a simple post and rail fence. White arrow indicates North. Source Austral Archaeology Pty Ltd DSCN 3030367.



**Figure 7.25:** Photo on the left shows the entranceway to 1186 The Northern Road (W A Rogers House) in relation to The Northern Road. Photo on the right shows a close up of the entranceway brick pillar and fence bordering The Northern Road. White arrow indicates North. Source Austral Archaeology Pty Ltd DSCN 013, 014.



### 7.3 ASSESSMENT OF IMPACT SUMMARY

The potential heritage impact of the proposed development is considered below utilising the format recommended in the *NSW Heritage Manual* guidelines document 'Statements of Heritage Impact'.

#### **WHAT ASPECTS OF THE PROPOSAL RESPECT OR ENHANCE THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?**

The study area as a whole has been assessed as having little heritage significance. This view is based on an appraisal of the extant built fabric and the archaeological potential of the road corridor and the individual allotments. While Bringelly Road itself may have local (historical) heritage significance, this value is unlikely to be reflected to any great extent in the archaeological record except for possibly a small section of an earlier alignment near South Creek.

Background research undertaken for this project identified eight items of Local heritage significance that are listed in the Local Environment Plans of the Liverpool and Camden Councils, and one item of State significance listed on the State Heritage Register. This item is the Nepean Upper Water Supply Canal and its immediate infrastructure (including the row of trees).

Whilst the proposal does not enhance the heritage significance of these items, it arguably does respect their significance to a degree by minimising the degree of impact required to achieve the necessary upgrade requirements – especially in regard to the State listed item. In this instance the concept design shows that most of the works would occur on the north side of the existing road bridge which would avoid impact to the highly significant row of Bunya Pines and preserve the archaeological site of the cottage on the south side.

The historical values of the road alignment itself would not be impacted by the upgrade as the works are part of the original ongoing use and development of the road. The proposed new works would not cause significant further disturbance than already undertaken in previous road widening. In addition, the RTA is prepared to mitigate any identified potential impacts through any necessary archaeological or other investigations. Such investigations may provide new information about the canal and/or road and their construction not available through other sources.

#### **WHAT ASPECTS OF THE PROPOSAL COULD HAVE A DETRIMENTAL EFFECT ON THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?**

As indicated above, the study area is not considered to have heritage significance *per se*, rather the road has local historical significance and there are individual heritage items located within that corridor and study area.

The proposal requires the widening of the road which would widen the old alignment and in the case of some of the Local heritage items, it would bring the road boundary closer to the listed structures. In most cases this would cause loss of amenity, visual impacts and in the case of masonry buildings (i.e. Bringelly Public School) possible vibratory impacts. In regards to Rossmore Public School there would be visual and aural impacts to the heritage listed buildings resulting in loss of amenity. The potential archaeological values of part of an earlier section of the Bringelly Road alignment near South Creek may be impacted but other parts of this same section are outside the study area and would not be affected and so retain any such potential values.

The necessary foreshortening of the boundaries of the heritage items that have long setbacks from the road (i.e. Allenby House on Bringelly Road and the W A Rogers House located at 1186 The Northern Road) would diminish the significance of their settings.

Direct impacts on the heritage significance of Local items would be confined to the entrance to Allenby House which requires the removal of the ornate picket fence with large gate posts and a post and wire fence with a timber top rail. These features however could be relocated to the new boundary and this would mitigate the impact to some degree.

The proposal requires the widening of Church Street which would widen the old alignment and have a minor impact on the setting of the church. The main impact to the Church of the Holy

Innocents Group would be a slight reduction in the size of the curtilage to Lots 2 and 3. There may be direct impacts to the two remnant fence posts and possibly the archaeological site of the church/parish hall located under the current car park on Lot 2.

The direct adverse impacts to some elements of the State listed Upper Canal would be the removal of the road bridge and some fencing and gates and possibly some drains and pipes; there would be a visual impact on the row of trees (Pepper tree and 3 Bunya Pines - CMP Item 32) mainly through changes to their immediate setting; and a general visual impact on the cultural landscape of the Upper Canal area including sequential vistas and view corridors. It is considered that the major impact would be the removal of the existing road bridge and the substantial widening of the road across the canal and this cannot be avoided or mitigated. The impacts to other items can generally be adequately managed through the mitigative actions recommended below. Overall the heritage significance of the item would not be greatly diminished and would mainly be noticed through the changes to its setting. The benefits to the community through the widening of the road however, are likely to outweigh the adverse impacts to the heritage values of the area.

The water trough and memorial to W Brown are unlikely to be impacted hence their heritage significance would not be affected. If necessary these items can be relocated.

The location of the memorial to W V Scott at Austral is not of heritage significance and this item too could be relocated if necessary.

**HAVE MORE SYMPATHETIC OPTIONS BEEN CONSIDERED AND DISCOUNTED?**

Yes. Although the road upgrade has been planned for a number of years, alternative routes were considered as part of the current planning exercise. In the case of the heritage listed Local items, there are no viable alternatives if the required degree of road widening is to be achieved.

In the case of the Church of the Holy Innocents, it may be possible to reduce the degree of road widening of Church Street and/or realign the road to the east so that impacts to the fence posts and archaeological site on Lot 2 are avoided or reduced.

**Table 7.1: Church of the Holy Innocents Group Summary Of Impacts to Individual Heritage Elements**

Element	Significance of Element	Physical Impact	Visual Impact	Heritage Impact
Church	High	No direct impact	Yes	Minimal impact would not adversely affect the heritage significance of the item
Cemetery	High	No direct impact	Yes	Minimal impact would not adversely affect the heritage significance of the item
Setting	High	No direct impact	Yes	Minimal impact would not adversely affect the heritage significance of the item
Church/Parish Hall site on Lot 2	Low archaeological	Possible impact from road widening	NA	Impact to potential archaeological resource. Consider adjustment to avoid site. If not possible, impact would be acceptable subject to prior investigation and recording of the site.
Slab church / schoolhouse site	Low archaeological	No direct impact	NA	No impact
Old Fence Posts	Low	Possible impact from road widening and removal required	NA	Impact to heritage items. Consider adjustment to avoid site. If not possible, impact to heritage items would be acceptable subject to archival recording.

In the case of the Upper Canal, Allenby House, Bringelly Public School Group, Rossmore Public School and W A Rogers House there are no viable alternatives if the required degree of road widening is to be achieved.

**Table 7.2: Upper Canal Summary of Impacts to Individual Heritage Elements**

Element	Significance of Element	Physical Impact	Visual Impact	Heritage Impact
The canal (CMP Item 25)	High	No direct impact	Yes	Removal of bridge would adversely affect the setting and heritage significance of the Upper Canal in this area
Stop boards (CMP Item 31)	High	No direct impact	Yes	Removal of bridge would adversely affect the setting and heritage significance of the Upper Canal in this area
The concrete road bridge (CMP Item 33)	High	Direct impact: total removal of item	Yes	Bridge would lose its heritage significance. Removal of bridge would adversely affect the setting and heritage significance of the Upper Canal in this area
A culvert and offtake chamber (CMP Item 28 & 29)	High	No direct impact	Yes	Minor impact
A steel and concrete pipe flume (CMP Item 35)	Moderate	Direct impact, possible removal and/or relocation of item	Yes	Moderate impact, Item recorded in CMP that the concrete brick or concrete block wingwalls were intrusive and out of keeping with the construction along the Upper Canal.
Gas and water pipes (flume) that cross the canal (CMP Item 26)	High	Unknown - not specified		Unknown
Stone culvert (CMP Item 27)	High	Unknown - not specified		Unknown
Avenue of Pines (CMP Item 30)	High	No direct impact	Yes	Minor impact
A pepper tree and 3 Bunya pines in a row (CMP Item 32)	High	No direct impact	Yes	Substantial impact to setting of the trees which would adversely affect their heritage significance
Old fence lines and fence posts (some old concrete and some timber)	High	No direct impact	Yes	Minor impact
A riveted iron gate and fence with concrete posts (CMP Item 34)	High	Direct impact: total removal of item	Yes	Gate would lose its heritage significance. Removal of gate would adversely affect the setting and heritage significance of the Upper Canal in this area
Plantings including two old quince trees	High	No direct impact	Yes	Minor impact
A concrete sump and a concrete trough (CMP part of Item 32)	High	No direct impact	Yes	Minor impact
An old style weatherboard toilet with a gabled corrugated galvanized iron roof; this was associated with a cottage that has since been removed (CMP part of Item 32)	High	No direct impact	Yes	Minor impact

Element	Significance of Element	Physical Impact	Visual Impact	Heritage Impact
The W. Brown memorial and relocated water trough (the State listing does not apply to these two features)	Low	No direct impact	Yes	Minor impact
Bringelly Road (a potential heritage item – cultural and visual landscape as listed in the Camden Council DCP 2011)	High	No direct impact	Yes	Substantial impact to form and scale of road would adversely affect the visual and cultural landscape significance

**Table 7.3: Allenby House Summary of Impacts to Individual Heritage Elements**

Element	Significance of Element	Physical Impact	Visual Impact	Heritage Impact
House	High	No direct impact	Yes	Minimal impact (some loss of curtilage) would not adversely affect the heritage significance of the item.
Ornate picket fence with large gate posts, post and wire fence with a timber top rail (entrance way)	High	Impact from road widening and relocation of elements required	NA	Relocation of the entrance way elements would not adversely affect the heritage significance of the house.
Setting	High	Possible impact from road widening	Yes	Some loss of curtilage. Minimal impact would not adversely affect the overall heritage significance of the house and setting.

**Table 7.4: Bringelly Public School Group Summary of Impacts to Individual Heritage Elements**

Element	Significance of Element	Physical Impact	Visual Impact	Heritage Impact
Former Headmaster's Residence	High	No direct impact. Indirect impacts via visual, vibratory, loss of amenity.	Yes	Minimal impact would not adversely affect the heritage significance of the item.
School house	High	No direct impact. Indirect impacts via visual, vibratory, loss of amenity.	Yes	Minimal impact would not adversely affect the heritage significance of the item.
Setting	Low	Possible impact from road widening. Indirect impact via loss of amenity.	Yes	Minimal impact would not adversely affect the heritage significance of the item.



**Table 7.5: Rossmore Public School Summary of Impacts to Individual Heritage Elements**

Element	Significance of Element	Physical Impact	Visual Impact	Heritage Impact
Eastern heritage listed timber weatherboard school building	High	No direct impact. Indirect impacts via visual, vibratory, loss of amenity.	Yes	Minimal impact would not adversely affect the heritage significance of the item.
Central heritage listed timber weatherboard school building	High	No direct impact. Indirect impacts via visual, vibratory, loss of amenity.	Yes	Minimal impact would not adversely affect the heritage significance of the item.
Western heritage listed timber weatherboard school building	High	No direct impact. Indirect impacts via visual, vibratory, loss of amenity.	Yes	Minimal impact would not adversely affect the heritage significance of the item.
Setting	Low	Possible impact from road widening. Indirect impact via loss of amenity.	Yes	Minimal impact would not adversely affect the heritage significance of the item.

**Table 7.6: W A Rogers House Summary of Impacts to Individual Heritage Elements**

Element	Significance of Element	Physical Impact	Visual Impact	Heritage Impact
House	High	No direct impact	Yes	Minimal impact (some loss of curtilage) would not adversely affect the heritage significance of the item.
Brick pillars and fence (driveway entrance)	Low	Impact from road widening and relocation of elements required	NA	Relocation of the entrance way elements would not adversely affect the heritage significance of the house.
Setting	High	Possible impact from road widening	Yes	Some loss of curtilage. Minimal impact would not adversely affect the overall heritage significance of the house and setting.

**Table 7.7: Summary Of Impacts Table of all Listed Heritage Items**

Item	Listing	Significance	Potential or known impact to fabric?	Potential or known impact to curtilage?	Recommendation	Action
Bringelly Public School	Liverpool LEP	Local	A reduction to the existing distance between the road boundary and the heritage buildings. This may create visual, aural and vibratory impacts and lead to a loss of amenity.	Yes. Widened road would be closer to heritage listed buildings thus reducing curtilage. The fencing and mature eucalypt trees that front both Greendale Road and The Northern Road may have to be removed.	Avoid or minimise impact through fencing and vegetative screening. An exclusion zone to be created during construction.	Prepare SoHI.

Item	Listing	Significance	Potential or known impact to fabric?	Potential or known impact to curtilage?	Recommendation	Action
Rossmore Public School	Camden LEP	Local	Yes. Possible visual impacts to these buildings resulting in loss of amenity.	Yes. Widened road would be closer to heritage listed buildings thus reducing curtilage. Removal of some roadside trees (non-heritage listed) required.	Avoid or minimise impact through fencing and vegetative screening. An exclusion zone to be created during construction.	Prepare SoHI.
Allenby (House)	Camden LEP	Local	Yes. Widened road would require shortening of driveway and removal of ornate picket fence with large gate posts and a post and wire fence with a timber top rail along Bringelly Road.	Yes. There would be a large reduction in the size of the front yard of the property and removal of mature trees resulting in visual impacts to the house and its setting.	Minimise impact. Relocate the entrance way fencing to the new front boundary. An exclusion zone to be created during construction.	Prepare SoHI.
Church of the Holy Innocents	Liverpool LEP	Local	No direct impacts to church or cemetery from the road widening. Possible impact to archaeological site located within Lot 2. There are also two remnant fence posts located on the SE corner of Lot 2 and SE corner of Lot 3.	Possible reduction in the curtilage of Church if part of Lot 2 and 3 are required for some purpose as part of proposed works.	Avoid or minimise impact through protective fencing to Lot 2, 3 and 4 DP 117688. An exclusion zone to be created during construction.	Prepare SoHI. If below ground impacts to archaeological site on Lot 2, Section 140 application.
Bellfield Farm Group	Liverpool LEP	Local	No.	No.	None	None
1186 The Northern Road (W A Rogers House)	Camden LEP	Local	Yes. Widened road would require shortening of driveway. Possible visual impacts to this house resulting in loss of amenity.	Yes. There would be a large reduction in the size of the front yard of the property and removal of mature trees resulting in visual impacts to the house and its setting.	Minimise impact.	Prepare SoHI.
Upper Canal System	State Heritage Register	State	Northern side of Bringelly Road: Items likely to be removed are the existing road bridge, the old riveted iron gate and fence line (ie the main vehicle entrance on the east side of the canal). The gas, water and storm water pipes which cross the canal may need to be relocated.  Southern side of Bringelly Road: Possible impacts to the south where the re-routed	Reduction in curtilage on northern side of Bringelly Road.  Possible reduction in curtilage on southern side of	Avoid or minimise impact. Archival recording of any items or features to be removed. Appropriate archaeological investigation of any areas within the precinct that may be impacted. Protective fencing for the Bunya Pines, Pepper Tree, Avenue of Pines and archaeological site of the cottage.	Prepare SoHI & Section 60.

Item	Listing	Significance	Potential or known impact to fabric?	Potential or known impact to curtilage?	Recommendation	Action
			section of Cowpasture Road rejoins the original alignment (a water pipe line that crosses the canal just to the east of this point).	Bringelly Road.	Relocation of fencing, access road gates, pipes and drains. The SCA should be consulted in regards to impact/relocation of items. Mitigation strategy should be considered in accordance with the management recommendations of the CMP (Higginbotham 2002).	
Bunya Pines (part of Upper Canal System)	State Heritage Register & Liverpool LEP	State	Would not be impacted.	No	Avoid impact. Protective fencing should be erected around the row of trees.	Is covered in Upper Canal SoHI and Section 60.
Water Trough & W Brown Memorial	Liverpool LEP	Local	No direct impacts to these items from the road widening.	No	Relocate if required	None.
Bringelly Road	Not listed		Possibly	NA		None.
W V Scott Memorial	Not listed		Yes	NA	Relocate if required	None.

#### 7.4 MITIGATION OF DEVELOPMENT IMPACT/STATEMENT OF COMMITMENT

Bringelly Road has been identified as the primary East-West arterial road corridor in the South West Growth Centre. Alternative routes have been considered but the cost of acquisition is prohibitive, making widening of the existing road the only viable option.

At present Bringelly Road carries between 6,000 and 10,000 vehicles per day and is seen as an important transport route linking Bringelly township in the west with Horningsea Park in the east and beyond to Liverpool, for both residential and commercial purposes.

Following ultimate development of the SWGC precincts along Bringelly Road within the next few decades it is anticipated, depending on a number of factors, Bringelly Road would accommodate between 20,000 and 50,000 vehicles per day. Upon final completion of precincts adjacent to Bringelly Road, all signalised intersections along the route would have four approaches functioning. At this stage this would result in four-way signalised intersections being provided at the following locations:

- Cowpasture Road/Camden Valley Way.
- Cowpasture Road (T-intersection).
- Browns Road (T-intersection).
- Edmondson Avenue/Rickard Road.
- Fourth Avenue.
- Eastwood Road (T-intersection with U-turn facility).

- King Street (currently a regional road).
- North Avenue.
- Future Western Road (T-intersection with U-turn facility).
- Masterfield Street.
- Jersey Road (future Bringelly Link Road).
- Kelvin Park Drive.
- The Northern Road (RTA 2009: 2).

The provision of pedestrian and cycle network facilities along the length of Bringelly Road is envisaged to form part of the proposal. The development of south west Sydney provides the opportunity to promote walking and cycling as an alternative mode of transport and the installation of shared paths along the length of Bringelly Rd form an integral part of this development. The proposal would also implement bus priority measures to encourage the use of public transport (RTA 2009: 2).

Principal objectives of the proposal are to:

- Cater for projected traffic growth as a result of South-West Growth Centre development and provide integrated pedestrian, cycle way and bus passage.
- Reduce the number and severity of road crashes.
- Improve the efficiency of Bringelly Road and the wider road network by reducing delays and improving travel times.
- Improve safety and access for both local and through traffic, pedestrians and cyclist.
- Design intersections to meet local and arterial traffic needs.
- Improve urban landscape and amenity and to guide and influence development adjacent to the road corridor.
- Provide community acceptable design outcomes.
- Satisfy environmental legislative requirements and site environmental objectives. (RTA 2009: 5).

The RTA has undertaken to meet all statutory requirements in regard to the known heritage issues to ensure that the historic cultural heritage values of the study area are identified and maintained as far as possible within the essential development parameters. Mitigative measures for a number of the heritage items are also mentioned individually below.

At Allenby House mitigative measures such as the relocation of the ornate picket fence with large gate posts and a post and wire fence would be undertaken prior to construction works to minimise any impacts to these items. An exclusion zone would then be created surrounding the curtilage of the heritage listed property prior to and during construction works.

At Bringelly Public School mitigative measures such as fencing and vegetative screening would be considered to minimise impacts. An exclusion zone would then be created surrounding the Bringelly Public School property prior to and during construction works.

When the exact degree of impact to the Church of the Holy Innocents Group has been finalised, mitigative measures such as protective fencing would be erected as a protective barrier to Lot 2, 3 and 4 DP 117688 prior to construction works to minimise any impacts from the proposed road upgrade works. An exclusion zone would then be created surrounding the curtilage of the heritage listed property prior to and during construction works.

At Rossmore Public School mitigative measures such as fencing and vegetative screening would be considered to minimise impacts to the heritage listed buildings (in particular the eastern building being the original school building of the group of three). An exclusion zone would then be created around the school property prior to and during construction works.



At the Upper Canal mitigative measures such as archival recording would be undertaken for the canal overbridge in accordance with Conservation Policy 6.14 of the CMP (Higginbotham 2002: 36) and the NSW Heritage Guidelines prior to any works occurring. Protective fencing for the Bunya Pines, Pepper Tree, Avenue of Pines and archaeological site of the cottage would be erected prior to and during construction works as discussed further below as well as the relocation of fencing, access road gates, pipes and drains. The Sydney Catchment Authority (SCA) would be consulted in regard to any impact and relocation of heritage items and a mitigation strategy would be considered in accordance with the management recommendations of the CMP for the Upper Canal (Higginbotham 2002).

Mitigative measures are to be addressed in the Construction Environmental Management Plan (CEMP) which would be compiled during the detailed design phase of the Bringelly Road Upgrade works. The timing for the construction at the western end of Bringelly Road (beyond King Street to The Northern Road intersection) is unknown at this time and is estimated to be approximately 10+ years.

## **7.5 PREDICTED OUTCOME**

The proposed development programme would generally have only localised impacts within the road corridor. In the majority of cases these would mainly be confined to visual and/or vibratory impacts to some buildings of Local heritage significance and the widening of the road alignment itself. A number of the heritage items are also mentioned individually below.

In the case of Allenby House, the impacts would mainly be visual, the loss of some of the curtilage and confined to removal and relocation of the ornate entrance gates and fence. Currently there is an 18 metre strip between the fence line and the existing kerb line of Bringelly Road (see Figure 7.10) which somewhat reduces the loss of curtilage to Allenby House due to the road upgrade.

In the case of the Bringelly Public School Group, the impacts would mainly be confined to visual and/or vibratory impacts and the widening of the road alignment itself. Currently there is approximately an 8 to 9 metre area consisting of a concrete footpath, nature strip and existing fence line (see Figure 7.3) from the current kerb line of The Northern Road to the two heritage listed buildings which may allow the RTA to reduce the impact to the curtilage.

The proposed development programme would generally have only localised impacts within the Bringelly Road and Church Street corridor. In the case of the Church of the Holy Innocents Churchyard and Cemetery, the impacts would mainly be to the curtilage, the two old fence posts and possibly an archaeological site on Lot 2. Currently there is an approximate 8 metre nature strip between the Church of the Holy Innocents curtilage boundary and the existing alignment of Church Street (see Figure 7.14) which may allow the RTA to realign the proposed roadworks and reduce the impact to the curtilage.

In the case of the Rossmore Public School heritage listed buildings, the impacts would mainly be confined to visual and/or vibratory impacts and the widening of the road alignment itself. Currently there is a large separation area between Bringelly Road and the eastern heritage listed building consisting of an asphalted parking area, children's covered play area, road verge and existing fence line (see Figures 7.6 and 7.7).

There would be a visual impact on the aesthetic values of the cultural landscape that includes the Upper Canal, Cowpasture Road, Old Cowpasture Road, Pepper Tree and Bunya Pines. There may also be vibratory impacts from the construction activities to the structure of the Upper Canal. There is the potential for remains associated with the early construction of Old Cowpasture Road to be present within the original and current road easements and if so these could be impacted.

In the case of the Upper Canal System which is State heritage listed, there are potential major impacts to significant fabric such as the existing canal overbridge (CMP Item 33), fencing and access road gates (CMP Item 34), and some pipes and drains (on the north side of Bringelly Road) that cross the canal and are not listed in the CMP. It is considered that these impacts can be mitigated through either archival recording (in the case of the canal overbridge), protective fencing (in the case of the Bunya Pines and Avenue of Pines) and relocation (in the case of the fence, access road gates, pipes and drains). The concept design indicates that the highly significant row of trees (Pepper tree and three Bunya Pines – CMP Item 32 and Avenue of Pines – CMP Item 30) would not be impacted (other than visually) by the proposed works.

Whilst European settlement within this area was early in terms of overall colonial development, and any surviving archaeological features or deposits relating to this period would retain a high degree of significance, there is no indication that any archaeology relating to this or subsequent periods survives within the study area.

The Bringelly Road alignment would be significantly widened by the proposed works. The road itself has historical heritage values but only low archaeological potential due to the impact of previous upgrades. A small section of the road has been realigned near South Creek within the study area and the old alignment may have a low degree of archaeological potential. However part of this same section remains outside the study area and would not be impacted and hence retain any such potential archaeological values.

## 8.0 CONCLUSIONS AND RECOMMENDATIONS

### 8.1 CONCLUSIONS

This report has found that the following items in the study area have heritage significance:

- Bringelly Public School (local heritage significance).
- Rossmore Public School (local heritage significance).
- Allenby House (local heritage significance).
- A house (W A Rogers House) located at 1186 The Northern Road (local heritage significance).
- The Church (churchyard and cemetery) of the Holy Innocents (local heritage significance).
- An intact section of the Upper Canal system and associated infrastructure including the road bridge and a row of three Bunya Pines and a pepper tree (State significance).
- A relocated water trough and memorial to William Brown within canal allotment (local heritage significance).
- Bringelly Road (local heritage significance for historical value only - a potential heritage item – cultural and visual landscape as listed in the Camden Council DCP 2011).
- The Old Cowpastures Road - a potential heritage item – cultural and visual landscape as listed in the Camden Council DCP 2011).

This report has identified five potential archaeological sites in the study area:

- The Wesleyan/Methodist Church site at 991 Bringelly Road near The Northern Road intersection, (very low potential).
- Lot 2 of the Church of the Holy Innocents (moderate potential).
- A small section of earlier alignment of Bringelly Road on the eastern approach to South Creek (low potential).
- A maintenance worker's cottage site within the Upper Canal area. There may also be other archaeological sites in this area related to the construction and operation of the canal (high potential).
- The potential for remains associated with the early construction of Old Cowpasture Road to be present within the original and current road easements.

Having reviewed the history of the study area, as well as having assessed its significance and archaeological potential it is concluded that the proposed road widening of Bringelly Road is likely to:

- Have a low impact on the overall heritage values of the study area.
- Have mainly visual impacts and cause loss of amenity to the Bringelly and Rossmore Public Schools.
- Have direct adverse impacts on the entrance gates and boundary fencing of Allenby as well as visual impacts and loss of amenity.
- Have mainly visual impacts and cause loss of amenity to the W A Rogers House at 1186 The Northern Road.
- Have direct adverse impacts (including visual and vibration) to some elements of the State listed Upper Canal including removal of the road bridge and some fencing and gates and possibly some drains and pipes.

- Have a visual impact on the row of trees (Pepper tree and 3 Bunya Pines - CMP Item 32) mainly through changes to their immediate setting.
- Have a general visual impact on the cultural landscape of the Upper Canal area including sequential vistas and view corridors.
- Have possible direct impacts to an archaeological site on part of Lot 2 of the Church of the Holy Innocents.
- Have visual impact on the form and alignment of Bringelly Road.

It is considered that the impacts can be adequately managed through the mitigative actions recommended below.

## **8.2 RECOMMENDATIONS**

1. If possible, the RTA should endeavour to minimise any impacts to identified heritage items when undertaking works for the proposed road widening.
2. The RTA should enter into early consultation with the Camden and Liverpool City Councils regarding potential impacts to locally listed heritage items, and with the NSW Heritage Council regarding potential impacts to the State listed Upper Canal.
3. The RTA should advise the Department Education and Training of proposed works in relation to the Bringelly Public School Group and the Rossmore Public School heritage listed buildings as they are listed on that agency's s170 register.
4. Individual SoHIs have been prepared for Local Heritage Items listed in the LEPs. These mainly indicate that impacts would be minor or inconsequential; as such further consultation with the Councils is not required. Provision of copies of the SoHIs to the Councils would however, constitute best heritage management practice.
5. Mitigative measures for Allenby House such as the archival recording of the ornate picket fence (including the gate posts and fence) located at the entrance of the property should be undertaken in accordance with the NSW Heritage Guidelines. This should be undertaken prior to the relocation of the heritage items and the commencement of construction works to minimise any impacts to these items. The entrance way and fencing should be relocated to the new front property boundary. An exclusion zone should then be created surrounding the curtilage of the heritage listed property prior to and during construction works.
6. Mitigative measures for Bringelly Public School such as fencing (using a design appropriate to the heritage buildings) and possibly vegetative screening should be considered for the school boundaries. An exclusion zone should then be created surrounding the Bringelly Public School boundary prior to and during construction works.
7. The RTA should if possible avoid the predicted impact to the old fence posts on Lots 2 and 3 and below-ground impact to Lot 2 of the Church of the Holy Innocents. If below ground works are required to be undertaken within Lot 2, 3 and/or 4 of the church site, the Statement of Heritage Impact would require updating. This would determine if an archaeological Excavation or Exception Permit is necessary. If so a Section 140 or Exception application should be lodged with the NSW Heritage Council.
8. When the exact degree of impact to the Church of the Holy Innocents grounds has been finalised, mitigative measures such as protective fencing should be erected as a protective barrier to Lot 2, 3 and 4 DP 117688 prior to construction works to minimise any impacts from the proposed road upgrade works. An exclusion zone should then be created surrounding the curtilage of the heritage listed property prior to and during construction works.
9. Mitigative measures for the Rossmore Public School heritage buildings such as fencing (using a design appropriate to the heritage buildings) and possibly vegetative screening should be considered for the heritage listed school buildings. An exclusion zone should then be created surrounding the Rossmore Public School heritage buildings (in particular the eastern building which is located closest to the road upgrade works) prior to and during construction works.



10. If there is a danger of the Rossmore Public School eastern original school building being adversely affected by the proposed construction works, then it is recommended that the RTA consider relocating the eastern or all three of the heritage listed school buildings further to the south on Rossmore Public School grounds.
11. Mitigative measures for the W A Rogers House such as the relocation of the brick pillars and fencing located at the entrance of the house to the new front property boundary should be undertaken prior to the commencement of construction. An exclusion zone should then be created surrounding the curtilage of the heritage listed property prior to and during construction works.
12. Consultation should be undertaken with the Sydney Catchment Authority (SCA) and Heritage Council in regard to the design and construction footprint of the proposed new canal overbridge on Bringelly Road.
13. Any works that would affect the State listed Upper Canal area (including the row of significant trees - CMP Items 30 and 32) would require lodgement of a Section 60 application to the NSW Heritage Council. The application should be accompanied by an updated version of this Statement of Heritage Impact that clearly sets out the precise nature of the predicted impacts and the recommended mitigative actions (see below).
14. If possible, the RTA should endeavour to avoid or minimise any impacts to the identified heritage items and associated infrastructure located within the Upper Canal allotments (Lot 1 DP 596355 and Lot 1 DP 725231). It is considered that these impacts can be mitigated through archival recording of all items in accordance with Conservation Policy 6.14 of the CMP (Higginbotham 2002: 36) and the NSW Heritage Guidelines prior to any works occurring. In the case of the canal overbridge – CMP Item 33 - archival recording only is required. In the case of the Bunya Pines – CMP Item 32 and Avenue of Pines – CMP Item 30 - archival recording and protective fencing is required. In the case of the fence, access road gates – CMP Item 34, pipes and drains, archival recording and relocation is required. The Sydney Catchment Authority (SCA) should be consulted in regard to any impact and relocation of heritage items and a mitigation strategy should be considered in accordance with the management recommendations of the CMP for the Upper Canal (Higginbotham 2002).
15. An exclusion zone should be created surrounding the listed CMP heritage items such as the former cottage site (CMP Item 32) and other listed heritage items and infrastructure located within the Upper Canal allotments (Lot 1 DP 596355 and Lot 1 DP 725231) that would not be impacted by the proposed works.
16. If below ground works (other than the bridge works) are required to be undertaken within the Upper Canal area, there may be a need to undertake archaeological test excavation and/or archaeological monitoring. The updated Statement of Heritage Impact mentioned at point 13 above would determine if such an excavation is necessary.
17. As required by the *NSW Heritage Act 1977*, if historical archaeological relics not predicted by this report are found during the works, all works in the immediate vicinity are to cease immediately and a qualified archaeologist be contacted to assess the situation and consult with the Heritage Branch in the Office of Environment and Heritage regarding the most appropriate course of action. It is also recommended that all construction personnel should undertake a heritage induction prior to construction works commencing.
18. In the event that Aboriginal cultural deposits and/or objects are encountered, all excavation work in the immediate vicinity is to be halted. The client should then consult with an archaeologist and the Office of Environment and Heritage (formerly referred to as the Department of Environment, Climate Change and Water) to determine an appropriate course of action.
19. One bound, colour copy of this report is to be provided to the library at the Heritage Branch, in the Office of Environment and Heritage. One bound, colour copy should be forwarded to both Camden Council and Liverpool City Council, for lodgement in the local studies libraries.

## 9.0 REFERENCES

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- Article titled 'Bringelly Historic Notes', Liverpool City Library Local History Collection, not dated (File titled "Bringelly").
- Article titled 'Church of the Holy Innocents, Rossmore, Rev W Studds', City of Liverpool and District Historical Society Journal 1982. Liverpool City Library Local History Collection, 1982. (File titled "Churches: Anglican, Holy Innocents, Rossmore").
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## **ONLINE/ELECTRONIC RESOURCES**

Australian Dictionary of Biography – Online Edition: <http://adbonline.anu.edu.au/biogs/>  
Camden Memories – Camden Council Library Service:  
[http://camdenmemoriesofyoursuburb.blogspot.com/2009\\_03\\_01\\_archive.html](http://camdenmemoriesofyoursuburb.blogspot.com/2009_03_01_archive.html)  
*Camden Local Environmental Plan 2010* : <http://www.camden.nsw.gov.au>  
Department of Education and Training 2010:  
[http://www.governmentschools.det.nsw.edu.au/cli/govt\\_schools/index.shtm](http://www.governmentschools.det.nsw.edu.au/cli/govt_schools/index.shtm)  
Department of Lands Pixel Website: <http://images.maps.nsw.gov.au/pixel.htm>  
Liverpool Council Website 2010: <http://www.liverpool.nsw.gov.au/>  
*Liverpool Local Environmental Plan 2008* : <http://www.liverpool.nsw.gov.au>  
Google Maps: <http://www.google.com>  
NSW Heritage Register/Inventory: <http://www.heritage.nsw.gov.au>.  
Parish Maps: <http://parishmaps.lands.nsw.gov.au/pmap.html>  
Spatial Information Exchange SIX Viewer Website, Land and Property Management Authority:  
<https://six.maps.nsw.gov.au/wps/portal/>  
Sydney Catchment Authority: <http://www.sca.nsw.gov.au/>  
Sydney Water Section 170 Register: <http://www.sydneywater.com.au/Sustainability/heritage.cfm>

## **PRIMARY SOURCES**

### **NATIONAL ARCHIVES**

Bringelly Public School Series No. 3829 Administrative File Pre 1939 Item No. 5/15090.1  
Rossmore Public School Series No. 3829 Administrative File Pre 1939 Item No. 5/17523.1

### **STATE RECORDS OF NEW SOUTH WALES**

Bringelly Public School Series No. 3829 Administrative File Pre 1939 Item No. 5/15090.1  
Rossmore Public School Series No. 3829 Administrative File Pre 1939 Item No. 5/17523.1  
Rossmore Public School Series No. 3829 Administrative File Post 1939 Item No. 14/7824  
Rossmore Public School Series No. 4352 Development Plan 1968-1980 Item No. S6688/4



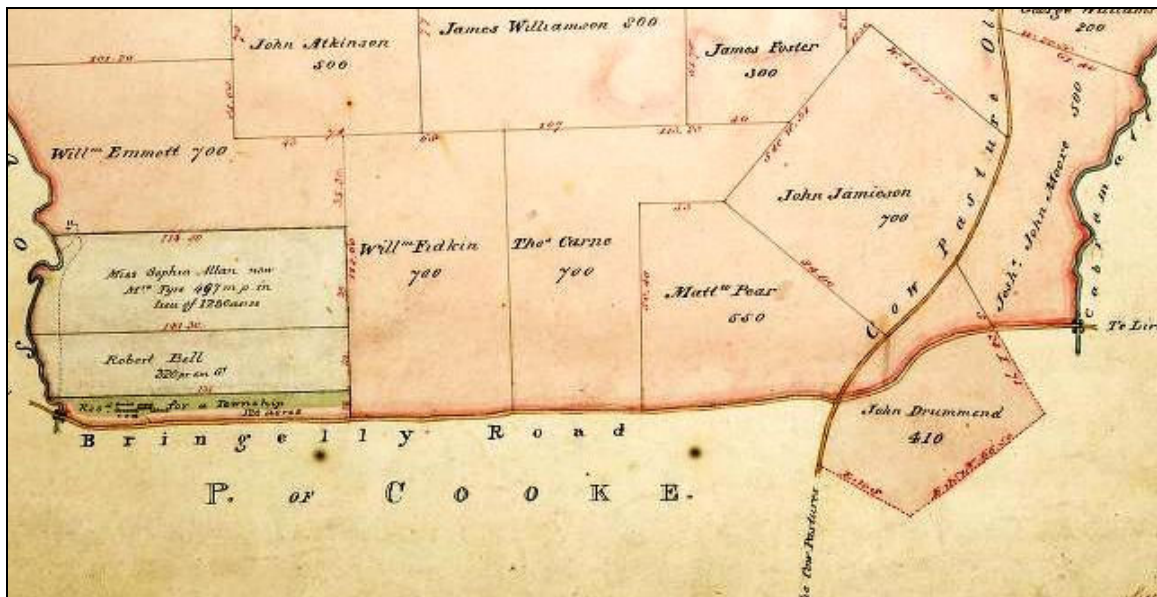


# MR 647 Bringelly Road Upgrade

Camden Valley Way, Leppington to The Northern Road, Bringelly

## Heritage Assessment and Statement of Heritage Impact

### VOLUME TWO - APPENDICES



Prepared by  
Austral Archaeology Pty Ltd  
Archaeological & Cultural Heritage Consultants

For  
Roads and Traffic Authority

15 July 2011  
Job No: 1002

This is the second volume of a two volume report.

Volume One contains the main report for the MR647 Bringelly Road Upgrade, Camden Valley Way, Leppington to The Northern Road, Bringelly Heritage Assessment and Statement of Heritage Impact.

Volume Two contains Appendices 1 to 9 of the MR647 Bringelly Road Upgrade, Camden Valley Way, Leppington to The Northern Road, Bringelly Heritage Assessment and Statement of Heritage Impact.

Six separate Statements of Heritage Impact (SoHIs) were produced in addition to the main report due to the findings from the on-going field investigations and impact assessments. The SoHIs were completed for all listed heritage items located within the study area assessed to be impacted by the road upgrade works.

Individual SoHIs were completed for the following heritage items: Allenby House (Appendix 4); Bringelly Public School (Appendix 5); Church of the Holy Innocents Group, including church and churchyard (Appendix 6); Rossmore Public School (Appendix 7); the Upper Canal (Appendix 8) and a house located at 1186 The Northern Road (W A Rogers House – Appendix 9).

## **APPENDIX 1 – UPPER CANAL MAINTENANCE WORKER’S COTTAGE**

Edward Higginbotham & Associates Pty Ltd. (02) 9716-5154.

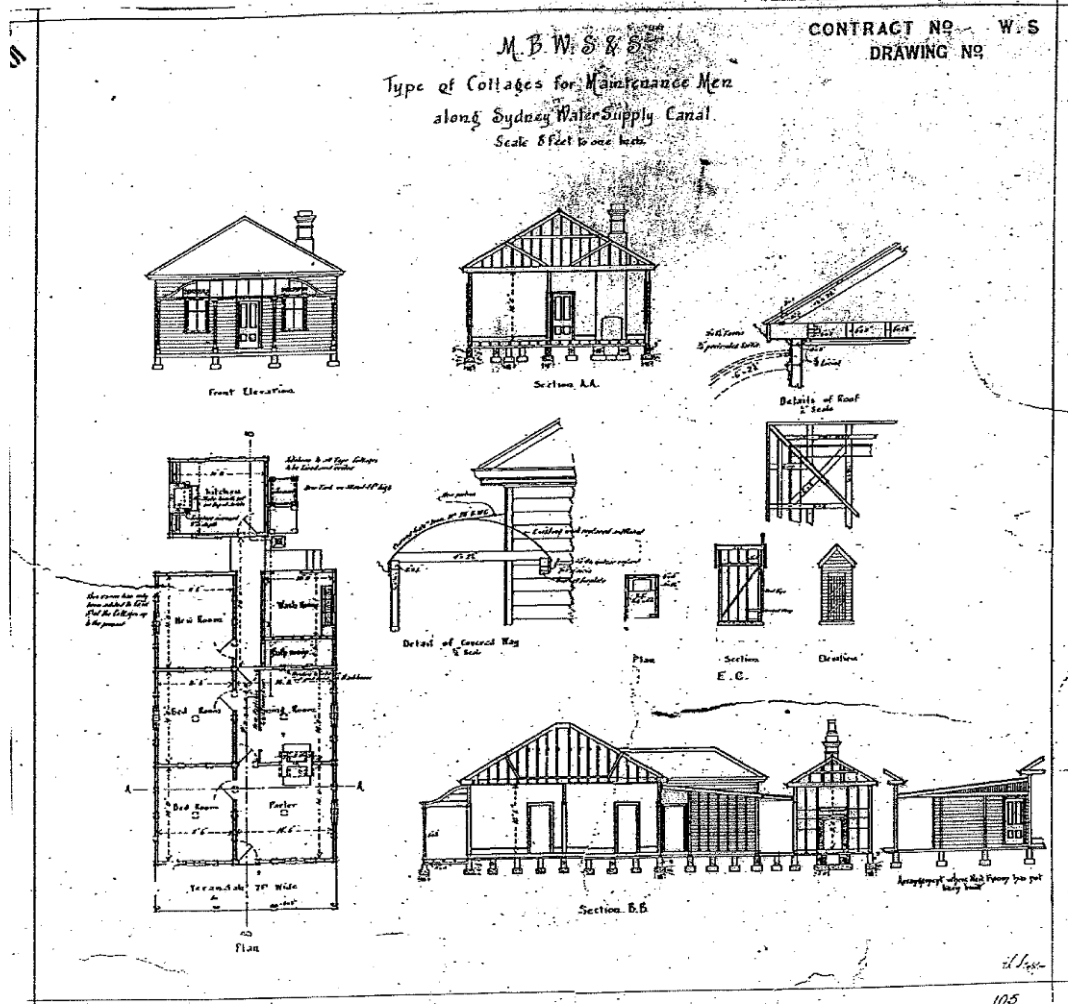


Figure 2.8. One of many plans of buildings along the Canal, this one showing the standard plans of a cottage for the maintenance men.  
Source: Plan no. 105/22. Sydney Water Plans Room.

Source: Higginbotham & Associates 2002: 50.



## **APPENDIX 2 – INVENTORY SHEETS**

<b>Bringelly Road Upgrade Heritage Assessment</b>		
Inventory Number: 01		
<b>Item</b> Cottage/House "WA Rogers Pty Ltd"	<b>Listings</b>	
	Register of the National Estate	
<b>Location</b> Lot 4 DP 173593 1186 The Northern Road Bringelly NSW 2556	NSW State Heritage Register	
	National Trust	
	Camden LEP 2010	2
	Other	
<b>Description</b> Modest, standard Edwardian style house, brick with iron roof. Verandah features timber posts and brackets, gable with fretwork timber apex. Triple casement windows on front with bracketed metal hood. Built c. 1923.	<b>Present Use</b> Private Residence	
	<b>Potential Significance (if unlisted)</b>	
	State	Local      None
	<b>Integrity</b>	Intact; altered sympathetically.
<b>Impact of Proposed Works</b> There would be a large reduction in the size of the front yard of the property and removal of mature trees resulting in visual impacts to the house and its setting.	<b>Statement Significance (Local)</b> The home belonging to WA Rogers Pty Ltd is representative of a modest, standard Edwardian style house built of brick with an iron roof. It was originally built for the Shire Clerk in 1923. The house mostly remains in original form with slight alterations and is in good condition. The home is significant as an example of one of the few recognisable Edwardian or Federation period homes to survive in good condition and relatively intact in Bringelly village. The W A Rogers Pty Ltd home site has been assessed as being Locally significant. (Source for this entry: Perumal Murphy 1990: B7).	
<b>Reference</b> Nil	<b>Requirements</b> Preparation of Statement of Heritage Impact and notification to Camden Council.	

**Photographs and Plans**



**1186 The Northern Road (Rogers) (Lot 4 DP 173593). Source Austral Archaeology Pty Ltd DSCN 5411.**



**1186 The Northern Road (Rogers) (Lot 4 DP 173593). Source Austral Archaeology Pty Ltd DSCN 30360.**





**1186 The Northern Road (Rogers) (Lot 4 DP 173593). Source Austral Archaeology Pty Ltd DSCN 5413.**



**1186 The Northern Road (Rogers) (Lot 4 DP 173593). Source: Sixviewer © NSW Department of Lands.**



<b>Bringelly Road Upgrade Heritage Assessment</b>		
Inventory Number: 02		
<b>Item</b> Homestead "Allenby"	<b>Listings</b>	
	Register of the National Estate	
<b>Location</b> Lot 2, DP 546020 661 Bringelly Road, Rossmore NSW 2557	NSW State Heritage Register	
	National Trust	
	Camden LEP 2010	139
	Other	
<b>Description</b> Traditionally styled brick homestead, brick to rear of home is older; main roof bellcast with gabled extensions at sides (towards rear). Verandah in good condition with simple timber posts and brackets. Remodelled a number of times internally and externally. Set back from road in attractive grounds. The entrance to the driveway features an ornate acorn pattern picket fence with large gate posts topped with windsor finials (but no gates) and a post and wire fence with a timber top rail along Bringelly Road. Built c. 1921.	<b>Present Use</b> Private Residence	
	<b>Potential Significance (if unlisted)</b>	
	State	Local      None
	<b>Integrity</b>	Altered sympathetically.
<b>Impact of Proposed Works</b> Widened road would require removal of ornate picket fence with large gate posts and a post and wire fence with a timber top rail along Bringelly Road. There would be a large reduction in the size of the front yard of the property and removal of mature trees resulting in visual impacts to the house and its setting.	<b>Statement Significance (Local)</b> The house is representative of an early twentieth-century homestead. The homestead retains an architectural interest despite being altered. The façade has special interest on its own. The homestead has historic associations with local dairying family. The property retains original entry gateway (although the original Iron Gate is no longer present). The curtilage is essential to the homestead. The Allenby site has been assessed as being Locally significant. (Source for this entry: NSW State Heritage Inventory 2010; Perumal Murphy 1990: B1).	
<b>Reference</b> Nil	<b>Requirements</b> Notification to Camden Council.	

**Photographs and Plans**



**Allenby House, 661 Bringelly Road, Rossmore (Lot 2 DP 546020). Telephoto view of house.  
Source: Austral Archaeology Pty Ltd DSCN 2855**



**Allenby House, 661 Bringelly Road, Rossmore (Lot 2 DP 546020). Entrance to driveway including ornate acorn pattern picket fence with large gate posts topped with windsor finials (but no gates) and a post and wire fence with a timber top rail. Source: Austral Archaeology Pty Ltd DSCN 2854.**



<b>Bringelly Road Upgrade Heritage Assessment</b>		
Inventory Number: 03		
<b>Item</b> Rossmore Public School	<b>Listings</b>	
	Register of the National Estate	
<b>Location</b> Lot 2, DP 222510 629 Bringelly Road, Rossmore NSW 2557	NSW State Heritage Register	
	National Trust	
	Camden LEP 2010	138
	Other: Section 170 Register of the NSW Department of Education and Training.	
<b>Description</b> There are three timber weatherboard buildings located within Rossmore Public School that are heritage listed in the Camden Local Environmental Plan 2010. All three buildings have stylistic variations reflecting different ages and functions and are setback from the road behind the carpark located adjacent to Bringelly Road. The eastern building, being the original school building, has a low pitched gabled form with skillion verandah on the western and southern sides with multi-paned windows and wide architraves. The central building also has a simple gabled design. The western building has a gambrel roof on one side and a recessed porch in one corner. Given its form, materials and style it is obviously the most recent of the three. Historical records indicate that the timber building located to the east was constructed in 1941 with the central building estimated to be constructed in the mid to late 1940s and the third building located to the west, constructed c. mid to late 1960s.	<b>Present Use</b> Kindergarten and storage facility.	
	<b>Potential Significance (if unlisted)</b>	
	State	Local      None
	<b>Integrity</b>	Intact; altered sympathetically.
<b>Impact of Proposed Works</b> Widened road would be closer to heritage listed buildings thus reducing curtilage. Removal of some roadside trees (non-heritage listed) required. Possible visual impacts to these buildings and loss of amenity.	<b>Statement Significance (Local)</b> The site is representative of the history of education and settlement within the region. The buildings represent the simple design of educational buildings from the late 19 <sup>th</sup> /early 20 <sup>th</sup> century with stylistic variations reflected in different periods and functions (Perumal Murphy 1990: B2). There is the potential to gain further information from the site through further architectural, archaeological and documentary research. The Rossmore Public	



	School site has been assessed as being Locally significant. (Source for this entry: NSW State Heritage Inventory 2010; Perumal Murphy 1990: B2).
<b>Reference</b> Nil	<b>Requirements</b> Preparation of Statement of Heritage Impact and notification to Camden Council.

**Photographs and Plans**



**Rossmore Public School, 631-633 Bringelly Road, Rossmore (Lot 2 DP 746911). The First heritage listed building. Source Austral Archaeology Pty Ltd DSCN 2858.**



**Rossmore Public School, 631-633 Bringelly Road, Rossmore (Lot 2 DP 746911). The Second heritage listed building. Source Austral Archaeology Pty Ltd DSCN 2861.**



**Rossmore Public School, 631-633 Bringelly Road, Rossmore (Lot 2 DP 746911). The Third heritage listed building. Source Austral Archaeology Pty Ltd DSCN 2865.**



**Rossmore Public School, 631-633 Bringelly Road, Rossmore (Lot 2 DP 746911). Source: Sixviewer © NSW Department of Lands.**

<b>Bringelly Road Upgrade Heritage Assessment</b>			
Inventory Number: 04			
<b>Item</b> Bringelly Public School Group, including schoolhouse and former headmaster's residence.	<b>Listings</b>		
	Register of the National Estate		
<b>Location</b> Lot 50, DP 746911 1205 The Northern Road Bringelly NSW 2556	NSW State Heritage Register		
	National Trust		
	Liverpool LEP 2008	7	
	Other: Section 170 Register of the NSW Department of Education and Training.		
<b>Description</b> Bringelly Public School was established in 1878. By June 1894 a headmaster's residence was completed. The school building consists of Victorian style single storey schoolroom; the brick structure has a weatherboard infill covering the original open timber verandah on the northern side. The north slope of the pitched, gabled roof continues over the verandah. Roofing consists of corrugated steel sheets with Colorbond finish. The schoolroom has an open brick fireplace in the centre of the northern wall beneath a single-flue chimney with fine brick corbelling near the top. Windows consist of large double-hung timber with 9-pane top sashes and 4-pane bottom sashes. The residence consists of a Victorian style single storey, former school master's residence; the brick house (painted) has a hipped roof of corrugated iron and two brick chimneys. A timber skillion verandah on the eastern side has square, stop-chamfered posts and scalloped boarding to the end. The building features double-hung timber windows and a four-panel front door with a 3-pane fanlight. Much of the original interior detailing survives including three marble fireplaces with cast-iron grates and panelled door.	<b>Present Use</b> School building is in use as a classroom; residence was in use as the administration centre for the school but has been vacated.		
	<b>Potential Significance (if unlisted)</b>		
	State	Local	None
	<b>Integrity</b>	Intact	
<b>Impact of Proposed Works</b> Possible visual and vibratory impacts to these buildings resulting in loss of amenity.	<b>Statement Significance (Local)</b> The Bringelly Public School Group, Primary School and Residence is an example of the history of education and settlement within the region. The Residence building		



<p>Widened road would be closer to heritage listed buildings thus reducing curtilage. Possible removal of some trees (non-heritage listed).</p>	<p>represents the simple, as well as functional design of teacher's residence's built in association with schools in rural areas in the late 19<sup>th</sup>/early 20<sup>th</sup> century. The classroom is also representative of the simple, functional design of educational buildings from the late 19<sup>th</sup>/early 20<sup>th</sup> century. There is the potential to gain further information from the site through further architectural and documentary research. The Bringelly Public School Group, Primary School and Residence site has been assessed as being Locally significant. (Source for this entry: NSW State Heritage Inventory 2010; Perumal Murphy 1990: B17).</p>
<p><b>Reference</b>                  Nil</p>	<p><b>Requirements</b>                  Preparation of Statement of Heritage Impact and notification to Liverpool City Council.</p>

**Photographs and Plans**



**Bringelly Public School, 1205 The Northern Road, Bringelly (Lot 50 DP 222510). The original classroom. Source Austral Archaeology Pty Ltd DSCN 5393.**





**Bringelly Public School, 1205 The Northern Road, Bringelly (Lot 50 DP 222510). The former Headmaster's Residence. Source Austral Archaeology Pty Ltd DSCN 5399.**



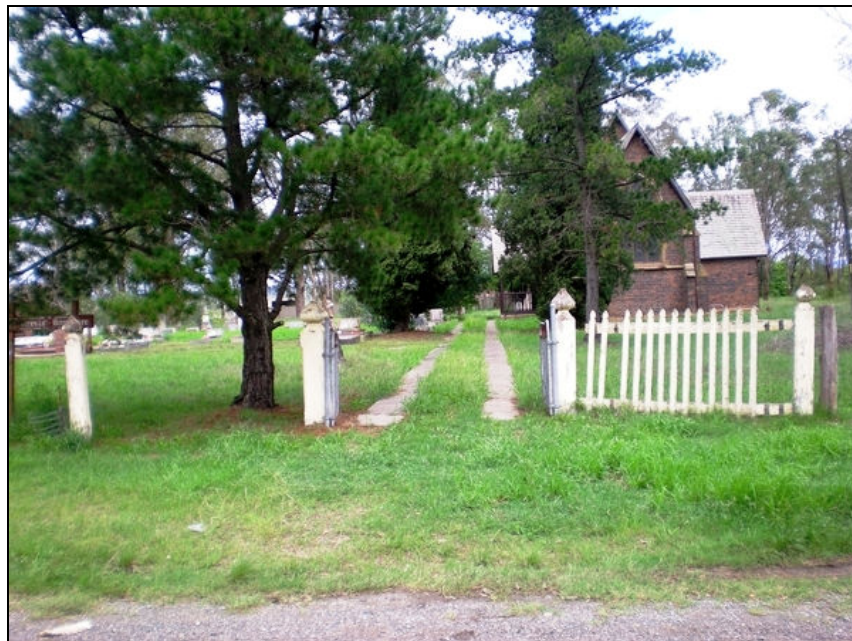
**Bringelly Public School, 1205 The Northern Road, Bringelly (Lot 50 DP 222510). Source: Sixviewer © NSW Department of Lands.**

<b>Bringelly Road Upgrade Heritage Assessment</b>		
Inventory Number: 05		
<b>Item</b> Church of the Holy Innocents Group, including church and churchyard.	<b>Listings</b>	
	Register of the National Estate	3297
<b>Location</b> Lots 1–4, DP 117688 130 Rossmore Avenue West Rossmore NSW 2557	NSW State Heritage Register	
	National Trust	7022
	Liverpool LEP 2008	60
	Other	
<b>Description</b> The Church of Holy Innocents Group consists of the Church of the Holy Innocents church – a small and detailed face-brickwork church in the Gothic style, and the surrounding churchyard/cemetery with numerous early monuments/graves and attractive native and exotic tree planting. The site also contains remnants of early picket fencing and gateposts. Construction year 1848. A modern church hall is also located on the southern site boundary.	<b>Present Use</b> Church and Graveyard.	
	<b>Potential Significance (if unlisted)</b>	
	State	Local      None
	<b>Integrity</b>	Intact, with a high degree of integrity.
<b>Impact of Proposed Works</b> No direct impacts to church or cemetery from the road widening. Possible impact to archaeological site located within Lot 2. There are also two remnant fence posts located on the SE corner of Lot 2 and SE corner of Lot 3.	<b>Statement Significance (Local)</b> The Church of the Holy Innocents Churchyard and Cemetery is considered to be an important cultural landscape which consists of a well designed rural parish Church in good condition located within an attractive rural setting. The churchyard includes the remnants of formal landscaping. The cemetery contains the burials of the original local residents and their relatives giving significant historic and social associations regarding the early settlement of the Rossmore area. The cemetery provides early documentation of the local community and includes inscriptions that pre-date the introduction of civil registration in 1856. The cemetery also provides various examples of well executed monument designs and styles which illustrate the technical accomplishments of the 19 <sup>th</sup> century. In 1990 the site was assessed (Perumal Murphy A1) to be of Aesthetically of State significance and it was also nominated for State Heritage Register in 2005 however to date is has not been listed on the State Heritage Register and has been assessed as being Locally significant. (Source for this entry: NSW State Heritage Inventory 2010; Perumal Murphy 1990: A1, B15).	
<b>Reference</b> Nil	<b>Requirements</b> Preparation of Statement of Heritage Impact and notification to Liverpool City Council. If below ground impacts Section 140 application.	
<b>Photographs and Plans</b>		





**Holy Innocents Church and Cemetery, 130 Rossmore Avenue West, Rossmore, (Lots 1-4, DP 117688).  
View of church. Source Austral Archaeology Pty Ltd DSCN 2851.**



**Holy Innocents Church and Cemetery, 130 Rossmore Avenue West, Rossmore, (Lots 1-4, DP 117688).  
Entrance gates to driveway with cemetery at left. Source Austral Archaeology Pty Ltd DSCN 2852.**

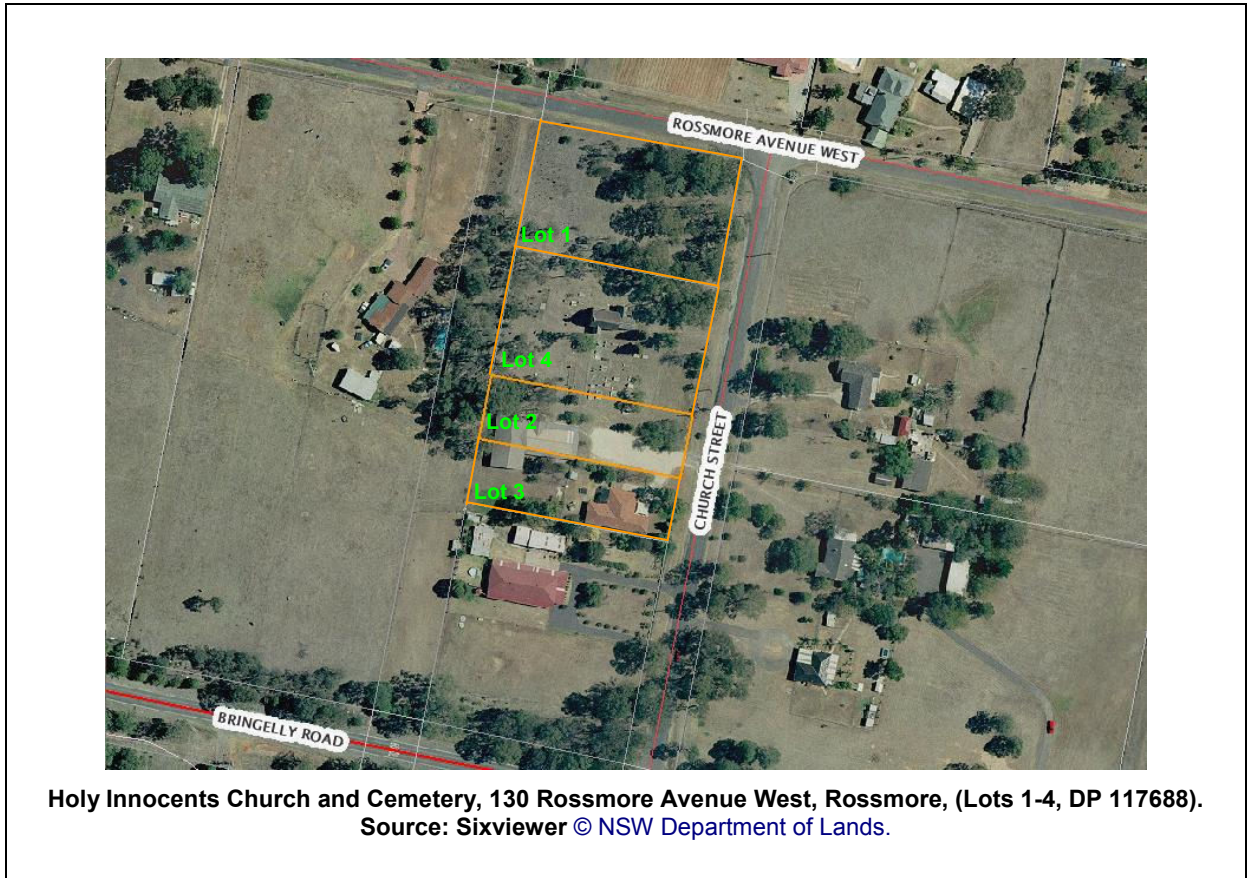


**Holy Innocents Church and Cemetery, 130 Rossmore Avenue West, Rossmore, (Lots 1-4, DP 117688). Cemetery to the left of the church. Source Austral Archaeology Pty Ltd DSCN 30397.**



**Holy Innocents Church and Cemetery, 130 Rossmore Avenue West, Rossmore, (Lots 1-4, DP 117688). Modern church hall located on southern boundary. Source Austral Archaeology Pty Ltd DSCN 30396.**





<b>Bringelly Road Upgrade Heritage Assessment</b>		
Inventory Number: 06		
<b>Item</b> Bellfield Farm Group, including homestead, slab kitchen, slab cottage and smoke house.	<b>Listings</b>	
	Register of the National Estate	
<b>Location</b> Lot 1, DP 580979 33 Rossmore Avenue Rossmore NSW 2557	NSW State Heritage Register	
	National Trust	6746
	Liverpool LEP 2008	61
	Other	
<b>Description</b> A single storey Colonial Georgian cottage with a hipped, corrugated iron roof continued over the front verandah. Symmetrical front elevation features a 4-panelled front door (2 glazed panels) with 3 pane fanlight above flanked by 2 pairs of 2x6 pane double hung sash windows with timber sills and rubbed brick lintels. The main buildings of significance are the present house, the former smokehouse adjoining and a separate slab cottage. Original buildings define the extent of a compact garden courtyard.	<b>Present Use</b> Private Residence.	
	<b>Potential Significance</b> (if unlisted)	
	State	Local      None
	<b>Integrity</b>	Intact, altered sympathetically.
<b>Impact of Proposed Works</b> None.	<b>Statement Significance (Local)</b> Bellfield Farm homestead is an example of a Colonial Georgian farm house, with a relatively high degree of intactness of the original fabric and detailing. The building is set within a group that has retained some of its original character and site components. The Bellfield Farm Homestead site has been assessed as being Locally significant. However, due to its intactness it has previously been assessed to be significant at a State level for its rarity in New South Wales as an original homestead built by a grantee of lesser means. (Source for this entry: NSW State Heritage Inventory 2010; Perumal Murphy 1990: H4).	
<b>Reference</b> Nil	<b>Requirements</b> None.	
<b>Photographs and Plans</b>		



**Bellfield Farm Group, 33 Rossmore Avenue West, Rossmore, (Lot 1 DP 580979). View of rear of complex to north with slab kitchen in foreground. Source Austral Archaeology Pty Ltd DSCN 5420.**



**Bellfield Farm Group, 33 Rossmore Avenue West, Rossmore, (Lot 1 DP 580979). View of the front of the complex. Source Austral Archaeology Pty Ltd DSCN 5421.**





**Bellfield Farm Group, 33 Rossmore Avenue West, Rossmore, (Lot 1 DP 580979). Source: Sixviewer ©  
NSW Department of Lands.**



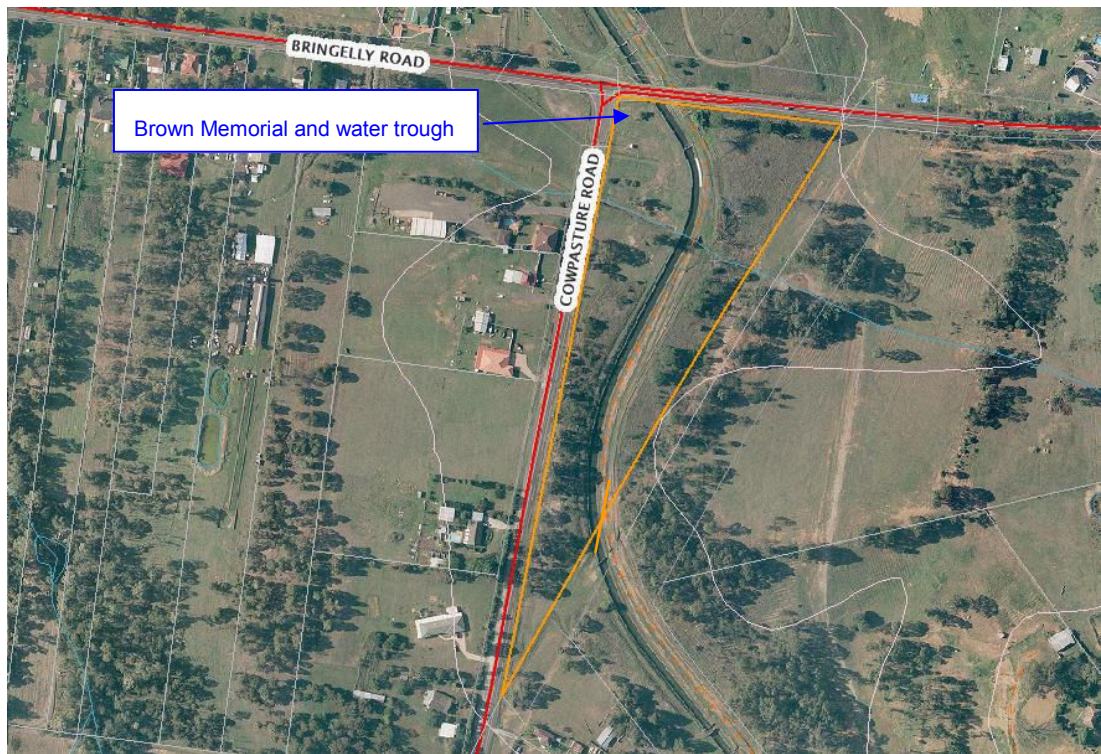
<b>Bringelly Road Upgrade Heritage Assessment</b>			
Inventory Number: 07			
<b>Item</b>	<b>Listings</b>		
Brown Memorial and water trough	Register of the National Estate		
<b>Location</b> Lots 1, DP 725231 145 Bringelly Road Leppington NSW 2179	NSW State Heritage Register		
	National Trust		
	Liverpool LEP 2008	40	
	Other		
<b>Description</b> The Brown Memorial and the water trough were relocated to the curtilage of the Upper Canal at the corner of Bringelly Road and Cowpasture Road, Leppington. The Brown Memorial is so-named after one William Brown, killed in action in the first World War. There is a concrete memorial with an etched black granite stone plaque commemorating Mr Brown. It reads: <i>In Memory of W. Brown KILLED IN ACTION 3 SEPTEMBER 1916.</i>  The water trough consists of a concrete base with a rusted metal cover located over half of the trough.	<b>Present Use</b>		
	<b>Potential Significance (if unlisted)</b>		
	State	Local	None
	<b>Integrity</b>	Intact.	
<b>Impact of Proposed Works</b> No direct impacts to these items from the road widening.	<b>Statement Significance (Local)</b> The Brown Memorial commemorates the service and death of Lieutenant William Brown, killed in WW1 (1914-1918) on 3 September 1916. Lieutenant Brown served in the Army with the rank of 2 <sup>nd</sup> Lieutenant in the 51 <sup>st</sup> Battalion (Infantry). Lieutenant Brown's name is also located on the Roll of Honour at the Australian War Memorial and on the Villers-Bretonneux Memorial, France. The Brown Memorial and historic water trough were relocated to the grounds of the Water Board, Leppington in September 1994 due to the encouragement of the residents of Leppington and Austral along with the co-operation of Hon. R.J. Webster, M.L.C. No information was available on the historic water trough.  The Brown Memorial and water trough have been assessed as being Locally significant. (Source for this entry: Memorial plaque on site, Upper Canal, Leppington and Australian War Memorial website).		
<b>Reference</b> Nil	<b>Requirements</b> Notification to Liverpool City Council.		
<b>Photographs and Plans</b>			



Memorial to William Brown and the relocated water trough at 145 Bringelly Road Leppington (Lot 1 DP 725231). Source Austral Archaeology Pty Ltd DSCN 2803.



Plaque located at the Memorial to William Brown and the relocated water trough at 145 Bringelly Road Leppington (Lot 1 DP 725231). Source Austral Archaeology Pty Ltd DSCN 2806.



**Memorial to William Brown and the relocated water trough at 145 Bringelly Road Leppington (Lot 1 DP 725231). Source: Sixviewer © NSW Department of Lands.**

<b>Bringelly Road Upgrade Heritage Assessment</b>		
Inventory Number: 08		
<b>Item</b>	<b>Listings</b>	
Row of Bunya Pines	Register of the National Estate	
<b>Location</b> Lot 1, DP 725231 (but incorrectly identified in LEP as Lot 18, DP 19406). Bringelly Road Leppington NSW 2179	NSW State Heritage Register	
	National Trust	
	Liverpool LEP 2008	39
	Other: Upper Canal Conservation Management Plan Part 3, Section 8, Inventory 30.	30
<b>Description</b> This site consists of a distinctive row of three Bunya Pines ( <i>Araucaria bidwillii</i> ), planted approximately 50m apart, on Bringelly Road in the vicinity the Upper Canal (Sydney Water Supply Canal). The row also includes a Pepper Tree at its western end.	<b>Present Use</b> Tree planting along the verge of the road.	
	<b>Potential Significance</b> (if unlisted)	
	State	Local      None
	<b>Integrity</b>	Intact.
<b>Impact of Proposed Works</b> Would not be impacted.	<b>Statement Significance (State)</b> Such plantings as the row of three Bunya Pines have been known to be used as local landmarks (marking an entrance to a property or homestead). They are planted on land owned by Sydney Catchment Authority and may have been planted at the time of construction, approximately 1901 to 1925. The row of Bunya Pines (including the Pepper Tree) has been assessed as being of State significance as they are located within the curtilage of the Upper Canal, which is State Heritage Listed. (Source for this entry: NSW State Heritage Inventory 2010).	
<b>Reference</b> Nil	<b>Requirements</b> Should be covered in Statement of Heritage Impact prepared for the Upper Canal and Section 60 application.	



**Photographs and Plans**



**Row of Bunya Pines at 145 Bringelly Road Leppington (Lot 1 DP 725231). View of the three Bunya Pines to the east. Source Austral Archaeology Pty Ltd DSCN 2824.**



**Row of Bunya Pines at 145 Bringelly Road Leppington (Lot 1 DP 725231). Two of the three Bunya Pines looking north with the third obscured behind the scrubby tree at right; note also the Pepper Tree at the far right. Source Austral Archaeology Pty Ltd DSCN 2840.**



Row of Bunya Pines at 145 Bringelly Road Leppington (Lot 1 DP 725231). Source: Sixviewer © NSW Department of Lands.

<b>Bringelly Road Upgrade Heritage Assessment</b>		
Inventory Number: 09		
<b>Item</b>	<b>Listings</b>	
Upper Canal (Prospect Reservoir)	Register of the National Estate	
<b>Location</b> Component of canal in study area is underlined: Lot B, DP 392726; <u>Lot 1, DP 596355*</u> ; Lot 21, DP 1109551; Lot 12, DP 1055232; Lot 1, DP 613552; Lots 1 and 2, DP 1086645; Lot 2, DP 596352; <u>Lot 1, DP 725231*</u> ; Lots 1–4, DP 596351.  Canal runs through Prospect, Horsley Park, Cecil Park, West Hoxton, Denham Court, <u>Leppington</u> , Catherine Field, Currans Hill, Mount Annan, Gilead, Appin NSW	NSW State Heritage Register	01373
	National Trust	
	Liverpool LEP 2008 (listed as Sydney Water Supply Upper Canal)	15
	Other: - Draft Sydney Catchment Authority Section 170 Register - Upper Canal Conservation Management Plan Part 3, Section 8.	4580005 18,25,51
<b>Description</b> The Upper Canal is a major component of the Upper Nepean Scheme. The Upper Canal commences by tunnel from Pheasant's Nest Weir on the Nepean River and extends through the Local Government areas of Wollondilly, Liverpool, Holroyd, Fairfield, Campbelltown and Camden.	<b>Present Use</b> Water supply.	
	<b>Potential Significance (if unlisted)</b>	
	State	Local None
<b>Impact of Proposed Works</b> Northern side of Bringelly Road: Items likely to be removed are the existing road bridge, the old riveted iron gate and fence line (ie the main vehicle entrance on the east side of the canal). The gas, water and storm water pipes which cross the canal may need to be relocated.  Southern side of Bringelly Road: Possible impacts to the south where the re-routed section of Cowpasture Road rejoins the original alignment (a water pipe line that crosses the canal just to the east of this point). Possible impacts to former maintenance workers cottage site (location unknown).  Reduction in curtilage on northern and southern side of Bringelly Road.	<b>Integrity</b> Intact.	
	<b>Statement Significance (State)</b> As a major element of the Upper Nepean Scheme, the Upper Canal has functioned as part of Sydney's main water supply system for over 120 years. The Upper Canal has remained mainly unchanged. The Canal is aesthetically significant as it is placed in a serpentine route through a rural bushland setting complementing the landscape. The Upper Canal is significant as it demonstrates the technical aspect of canal building and is evidence of the skills of the engineers. The Upper Canal as a whole element is an excellent example of 19 <sup>th</sup> century hydraulic engineering, including the use of gravity to feed water along the canal. The Upper Canal has been assessed as being of State significance. (Source of information for this entry: NSW State Heritage Inventory 2010)	
<b>Reference</b> Nil	<b>Requirements</b> Preparation of a Statement of Heritage Impact and Section 60 application.	
<b>Photographs and Plans</b>		



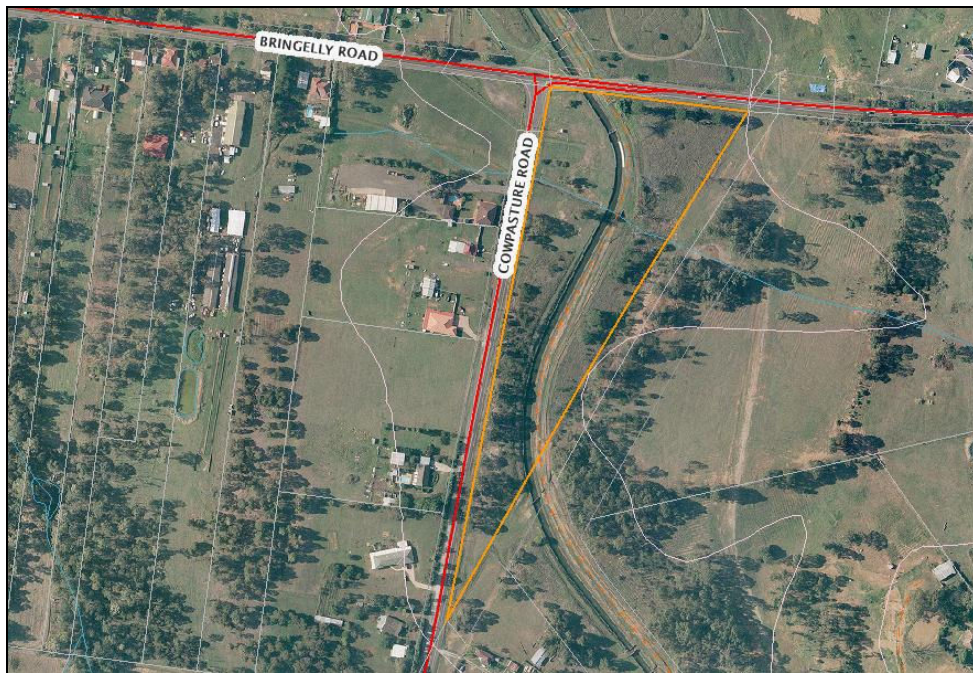


**Upper Canal, that passes through the study area (Lot 1, DP 725231 on south side of Bringelly Road and Lot 1 DP 596355 on north side). View of canal to the south. Source Austral Archaeology Pty Ltd DSCN 2828.**

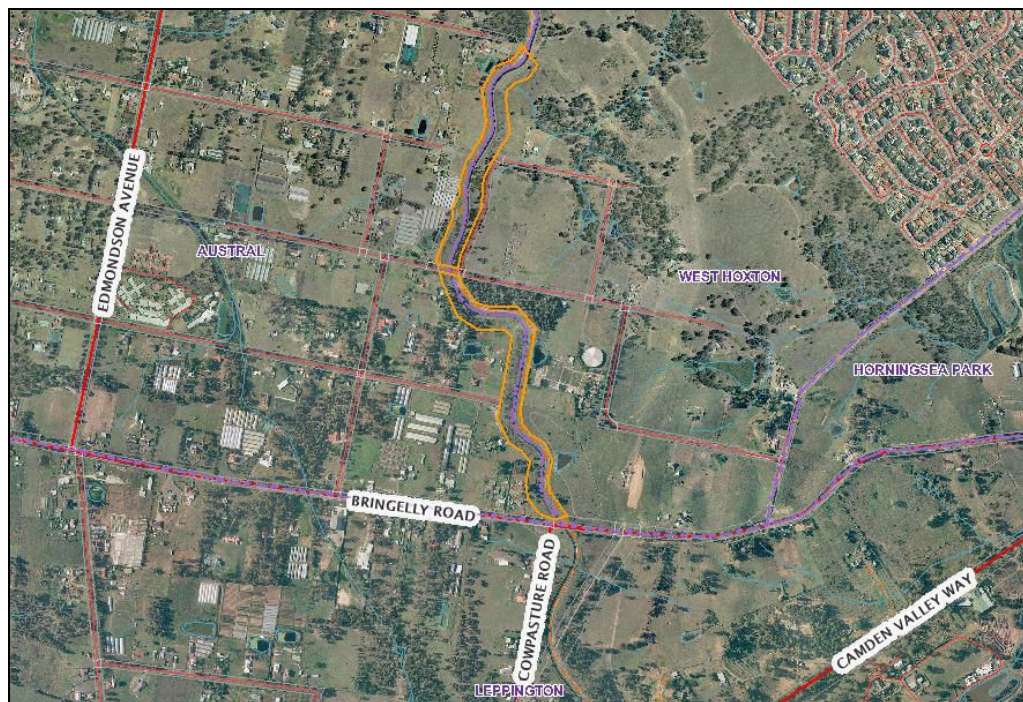


**Upper Canal, that passes through the study area (Lot 1, DP 725231 on south side of Bringelly Road and Lot 1 DP 596355 on north side). Existing concrete road bridge over canal to north. Source Austral Archaeology Pty Ltd DSCN 2843.**





Upper Canal, that passes through the study area (Lot 1, DP 725231 on south side of Bringelly Road).  
Source: Sixviewer © NSW Department of Lands.



Upper Canal, that passes through the study area (Lot 1 DP 596355 on north side of Bringelly Road). Source: Sixviewer © NSW Department of Lands.

<b>Bringelly Road Upgrade Heritage Assessment</b>			
Inventory Number: 10			
<b>Item</b> Wesleyan/Methodist Church site (archaeological site)	<b>Listings</b>		
	Register of the National Estate		
<b>Location</b> Lot 2 DP 918331 991 Bringelly Road, Bringelly NSW 2556	NSW State Heritage Register		
	National Trust		
	Camden LEP 2010		
	Other		
<b>Description</b> It is a generally flat site, now partly covered with weeds and scrub. Site inspection revealed no structural or occupational evidence other than two large timber gateposts on the Bringelly Road entrance to the property (blocked off by a piece of old guttering and a couple of lengths of water-pipe), and a couple of depressions in the ground. The building may well have been of weatherboard construction and built on timber stumps and hence has left very little trace.	<b>Present Use</b> Vacant land		
	<b>Potential Significance (if unlisted)</b>		
	State	Local	None
	<b>Integrity</b>		
<b>Impact of Proposed Works</b> Road widening would substantially encroach on the site. The whole site area may also be affected by construction works.	<b>Statement Significance (Local)</b> The site may have low archaeological potential and any in situ remains of the church would have local significance.		
<b>Reference</b> Nil	<b>Requirements</b> None		



### Photographs and Plans



**Former gate way to former church site blocked by guttering at entrance to property located at 991 Bringelly Road, Bringelly (Lot 2 DP 918331). View is to the north. Source Austral Archaeology Pty Ltd DSCN 5414.**



**View of the church site where the building was probably located. View is to the south. Source Austral Archaeology Pty Ltd P3030364.**



Former Wesleyan/Methodist Church site (Lot 2 DP 918331). Source: Sixviewer © NSW Department of Lands.



<b>Bringelly Road Upgrade Heritage Assessment</b>			
Inventory Number: 11			
<b>Item</b> Section of old alignment of Bringelly Road (archaeological site)	<b>Listings</b>		
	Register of the National Estate		
<b>Location</b> Lot 5 DP 811638 785 Bringelly Road, Bringelly NSW 2556	NSW State Heritage Register		
	National Trust		
	Camden LEP 2010		
	Other		
<b>Description</b> The Bringelly Road alignment has been altered in the area where it crosses South Creek since the 1949 aerial photograph was taken (see Figure 3.50) but there is little evidence of this visible on the ground. The area on the south side of Bringelly Road where the road was located is now a paddock.	<b>Present Use</b> Vacant land		
	<b>Potential Significance</b> (if unlisted)		
	State	Local	None
	<b>Integrity</b>		
<b>Impact of Proposed Works</b> Part of the former alignment would be subsumed by the widened road. However another part of this same section remains outside the study area and would not be impacted and would retain its potential archaeological values.	<b>Statement Significance (Local)</b> The site may have low archaeological potential and any in situ remains of the early road would have local significance.		
<b>Reference</b> Nil	<b>Requirements</b> None		

### Photographs and Plans



General view of paddock where former road alignment is located at 785 Bringelly Road, Bringelly (Lot 5 DP 811638). View is to the west. Source Austral Archaeology Pty Ltd DSCN P2180275.



Site of former road alignment on south side of Bringelly Road (Lot 5 DP 811638). Source: Sixviewer © NSW Department of Lands.

<b>Bringelly Road Upgrade Heritage Assessment</b>		
Inventory Number: 12		
<b>Item</b> House and Shed	<b>Listings</b>	
<b>Location</b> Lot 9 DP 173593 12 Bringelly Road Horningsea Park NSW		
<b>Description</b> This is a Federation style house constructed of dark brickwork with a hipped iron roof. There is a verandah to two sides which features double timber posts with brackets supported on a brick balustrade with raised brick piers. The timber windows are pairs of double hung casements.	<b>Present Use</b> Private Residence	
	<b>Potential Significance (if unlisted)</b>	
	State	<u>Local</u> None
	<b>Integrity</b>	Good
<b>Impact of Proposed Works</b> There would be a small reduction in the size of the front yard of the property along the Bringelly Road frontage.	<b>Statement Significance (Local)</b> The house mostly remains in original form with slight alterations and appears to be in good condition. The home is significant as an example of one of the few recognisable Edwardian or Federation period homes to survive in good condition and relatively intact in the area.	
<b>Reference</b> Nil.	<b>Requirements</b> None.	

**Photographs and Plans**



**12 Bringelly Road, Horningsea Park (Lot 9 DP 29104). Bringelly Rd frontage viewed to the west. Source Austral Archaeology Pty Ltd DSCN 220710046.**

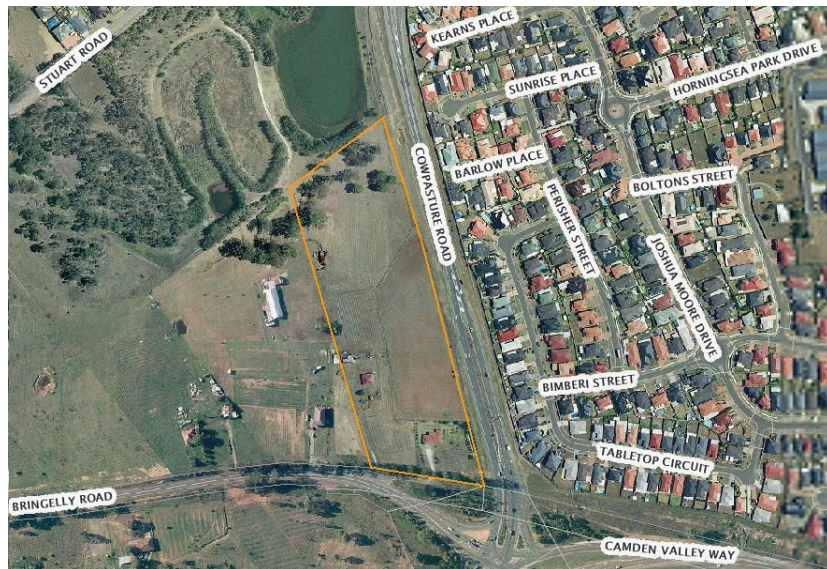


**12 Bringelly Road, Horningsea Park (Lot 9 DP 29104). Cowpasture Rd frontage viewed to the southeast. Source Austral Archaeology Pty Ltd DSCN 220710040.**





**Shed located at 12 Bringelly Road, Horningsea Park (Lot 9 DP 29104). Cowpasture Rd frontage viewed to the southeast. Source Austral Archaeology Pty Ltd DSCN 220710045.**



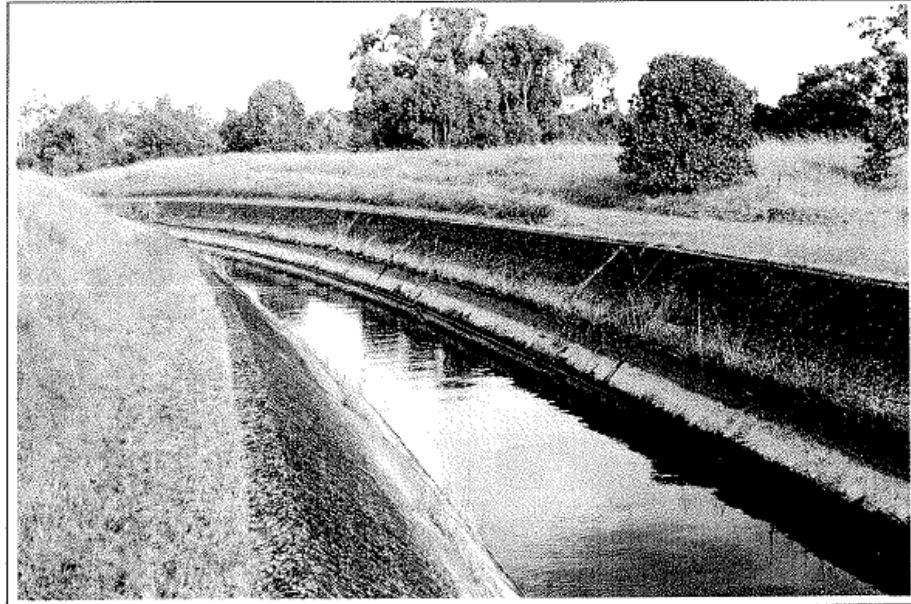
**12 Bringelly Road, Horningsea Park (Lot 9 DP 29104). Source: Sixviewer © NSW Department of Lands.**

## **APPENDIX 3 – INVENTORY SHEETS FROM UPPER CANAL CMP 2002**

Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 25



**Caption** Canal, concrete repair.

**Film** 15      **Frame** 32

**Item name** Canal - Concrete lined      **Item type** Canal

**Location** Just north of 28 1/2 miles      **Date from** 1896      **Date to** 1918

**Item description** Open canal construction which has sloping sides with a V-shaped cross- section. Concrete repair with width of 19 feet (5.7 metres) at the top and a 7 feet (2.4 m) depth of water. Gradient is 1 in 2640 or 2 feet per mile.

Concrete lining commenced in 1896 and continued sporadically to 1916 or later.

This appears to concur with the Handbook asserting the change to V Section at 28 9/16 miles.

For a short distance just south of this change a concrete capping also was laid along the edges of the masonry V Section canal.

**Significance** Exceptional

**References** Water Board, Official Handbook 1913, 36.

**Notes on significance**

**Condition**

Conservation Management Plan, Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 26



**Caption** *Iron and concrete pipe flume.*

**Film** 15      **Frame** 33

<b>Item name</b>	Flume	<b>Item type</b>	Flume
<b>Location</b>	28 1/2 to 28 5/8 miles	<b>Date from</b>	c1960s
<b>Date to</b>		<b>Date to</b>	
<b>Item description</b>	Circular iron pipe, lined with concrete and clad with cement render. Concrete aprons and concrete and concrete block wing walls directing water flow. Diameter 30 inches.		

**Significance** Some  
Intrusive

**References**

**Notes on significance** Concrete brick or concrete block wingwalls intrusive and out of keeping with construction along the Upper Canal.

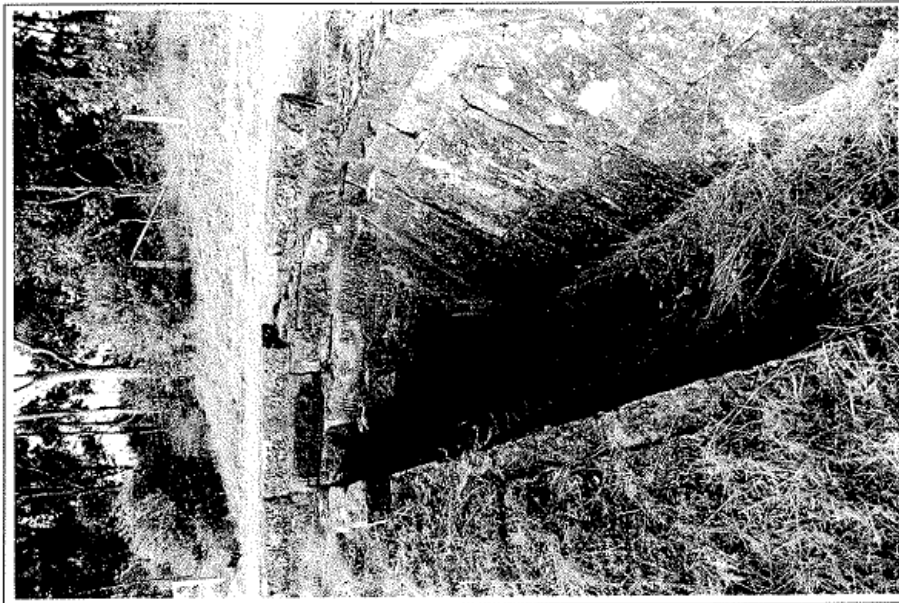
**Condition**



Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 27



**Caption** Sandstone box culvert.

**Film 15 Frame 34**

**Item name** Culvert - Stone

**Item type** Road Culvert

**Location** Near 28 3/8 miles (Cowpasture Road)

**Date from** c 1880s?      **Date to**

**Item description** Stone box culvert beneath the present grassed canal roadway on the east side of the Upper Canal. The culvert crosses under the roadway at an oblique angle. The culvert is fed by channels with battered sides, constructed of coursed masonry. The culvert itself is constructed of mortared, sandstone coursed ashlar masonry and is approximately 1 foot 9 1/2 inches high and 2 feet 4 inches high (53 x 71 cm). Masonry retaining walls sit over the entrance and exit. The culvert discharges to the iron and concrete pipe flume across the Upper Canal (see preceding entry).

The angle of the stone drain and culvert suggests that it may relate to the former alignment of the Old Cowpasture Road which crossed the Upper Canal at this point, the culvert possibly having been fed by side drains from this road. No other remains of structures possibly associated with this road alignment, which is shown on the Upper Canal Maintenance Plan, were noted in this location. For example there appear to be no remains of any previous overbridge across the canal. Other landscape features nearby, which are not on Water Board property, are sections of old post and rail fencing and a line of mature tree plantings (Stone Pines).

**Significance** Exceptional

**References**

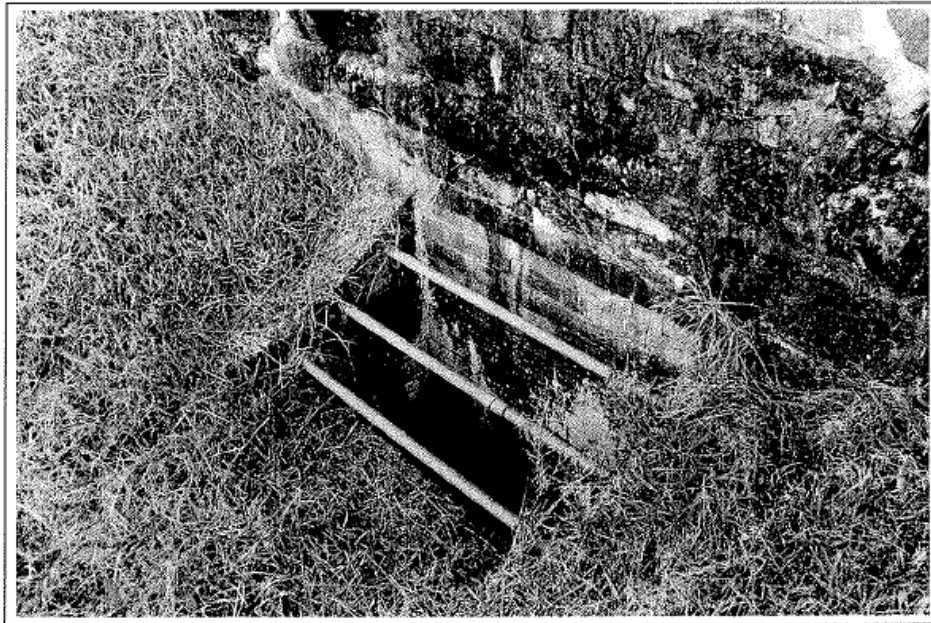
**Notes on significance**

**Condition**

Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 28



**Caption** *Culvert, brick.*

**Film 15    Frame 35**

**Item name** Culvert - Brick

**Item type** Culvert

**Location** 28 3/4 miles

**Date from** 1880s      **Date to**

**Item description** Inverted syphon sandstock brick culvert and drain running below Upper Canal. 3 ring arched brick inlet with headwall of English bond brick and brick on edge coping above. Straight brick sidewalls with cement rendered top. Additional coursed and mortared masonry retaining wall above the coping. Concave base of brick stretchers forms the actual drain or debouching tunnel. Galvanised bars as trash rack across the inlet / mouth. Culvert width ranges: 24 ", 30 ", 36 ", 42 ", 48 ", 51 ", 54 ", 60 ", 72 " .

**Significance** Exceptional

**References**

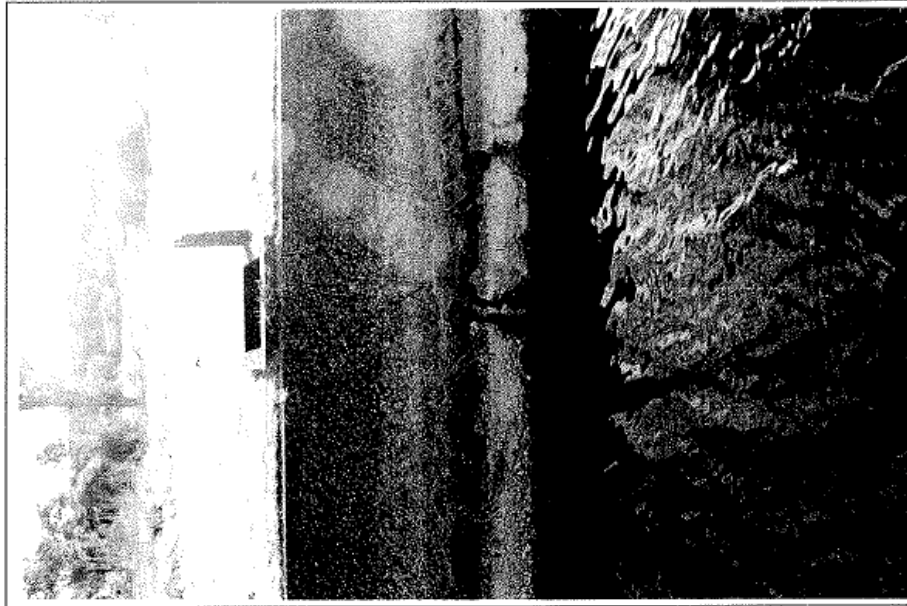
**Notes on significance**

**Condition**

Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 29



**Caption** Offtake chamber.

**Film** 15    **Frame** 36

**Item name** Offtake Chamber

**Item type** Offtake

**Location** 28 3/4 miles

**Date from**

**Date to**

**Item description** Square concrete offtake chamber (lid missing), probably associated with nearby maintenance cottage.

**Significance** Some

**References**

**Notes on significance**

**Condition**

Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality    Upper Canal      Section **8**    Inventory **30**



**Caption** *Avenue of pines.*

**Film 15    Frame 37**

**Item name** Avenue of Pines, Old Cowpasture Road.

**Item type** Landscape Feature

**Location** c. 28 3/4 miles

**Date from**

**Date to**

**Item description** This site has a high degree of local prominence at the junction of Bringelly Road and the Old Cowpasture Road though probably having had more exposure in earlier years before the extension of Camden Valley Way through to Horningsea Park. The canal junction is near the site of the former colonial homestead 'Leppington' off Denham Court Road to the south as well as the extant colonial homestead 'Homingsea Park' to the north-east and the local topographic landmark Carnes Hill to the north.

The larger scale plantings are on the eastern side of the canal (and south of Bringelly Road) and include a line of three Bunya Pines along Bringelly Road terminating with a Peppercorn Tree; and a longer line of Stone Pines along the canal. Unlike the Stone Pines at Narellan Road, Kenny Hill, these trees have not fared as well with several needing removal and replacing and an unknown number already removed in the past and needing replacement.

**Significance** Exceptional

**References**



Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section **8**      Inventory **31**



**Caption** Stop boards.

**Film 16 Frame 1**

<b>Item name</b>	<b>Stop Boards</b>	<b>Item type</b>	<b>Stop Board</b>
<b>Location</b>	Just north of 28 3/4 miles (Bringelly Road)	<b>Date from</b>	c1917 <b>Date to</b> 1919
<b>Item description</b>	Stop-boards with iron slots guides in the canal sides, stop valve and super-structure formed by two concrete piers and two girders framing a concrete deck with angle iron posts and iron pipe rail. This stop boards lacks the later elements added and painted red. The site is approached on the east side by a path of sandstone flagstones of which one acts as a drain cap.  The Maintenance Plans mark this site as Weir No.14.		

**Significance** Considerable

**References** T Kass, Historical Report - Chronology 1991

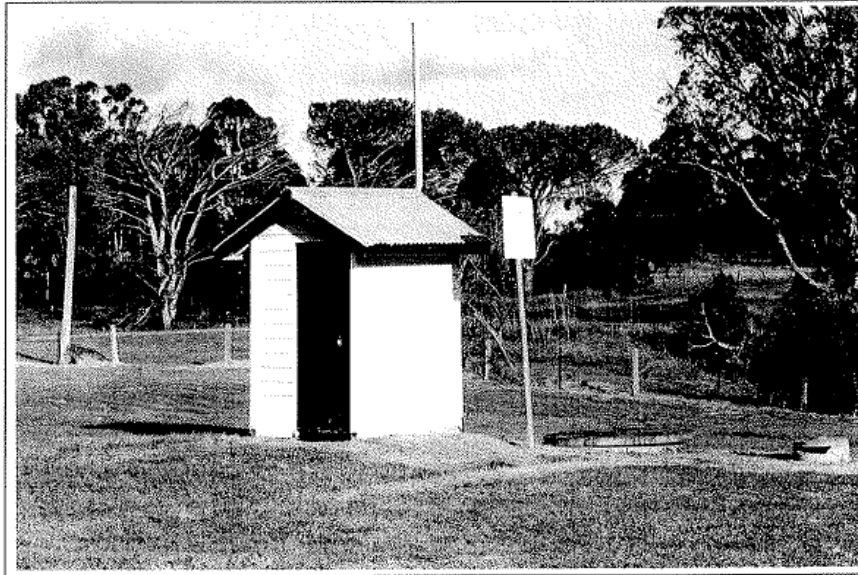
**Notes on significance**

**Condition**

Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 32



**Caption** Former cottage site, outside toilet and septic tank.

**Film** 16      **Frame** 2

**Item name** Former Cottage Site      **Item type** Cottage Site / Landscape Feature

**Location** S side Bringelly Rd, in Water Board property, W side of canal.      **Date from** c1900s      **Date to**

**Item description** The cottage site is located to the west of Weir number 14. The site of the cottage for Maintenance Section No.8 is marked by a surviving outside toilet of weatherboard with corrugated iron gable roof, and by a circular, concrete septic tank. No remains of the actual cottage are evident but may be obscured by grass cover. South of the outside toilet are located a rectangular concrete tank in the ground and a rectangular concrete trough. To the east there is also part of a concrete slab. An older style wrought iron gate reported in the 1992 inventory as giving access into the cottage site from the western side from the Cowpasture Road is no longer extant. Remnants of former garden plantings include Jonquil bulbs, an old Indian Hawthorne (*Raphiolepis indica*), a Willow (*Salix* sp.) and a Japonica hedge (*Chaenomeles speciosa*) along the southern fenceline. Sited close to the Indian Hawthorne is a concrete horse trough and a memorial to a soldier who had served in WWII.

**Significance** Considerable      **References**

**Notes on significance** The cottage site and its associated plantings are of considerable importance.

Conservation Management Plan, Upper Canal.

Inventory form

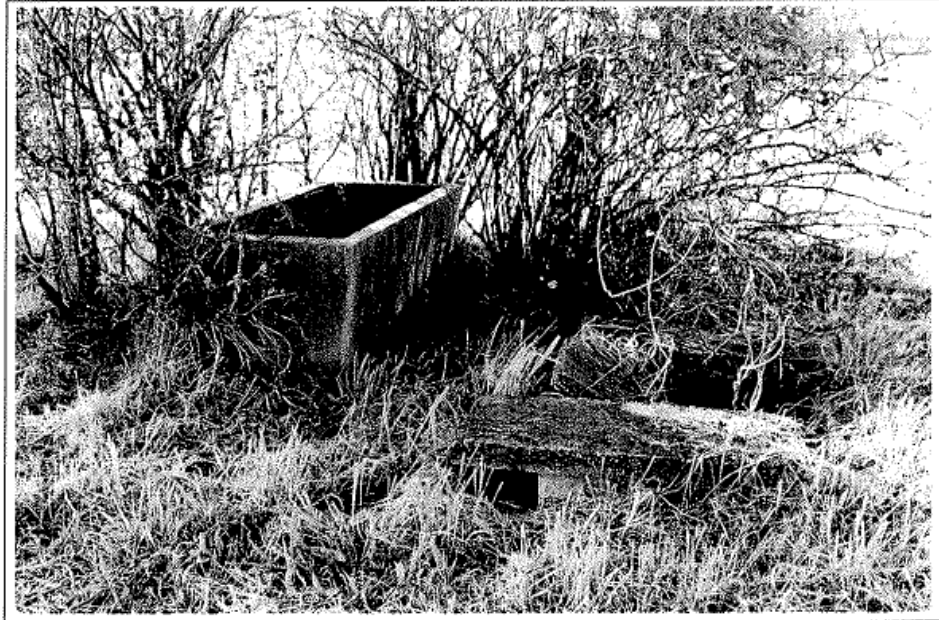
Precinct no

Precinct

Locality Upper Canal

Section 8

Inventory 32



**Caption 2** *Former cottage site, concrete tank and trough.*

Film 16 Frame 3



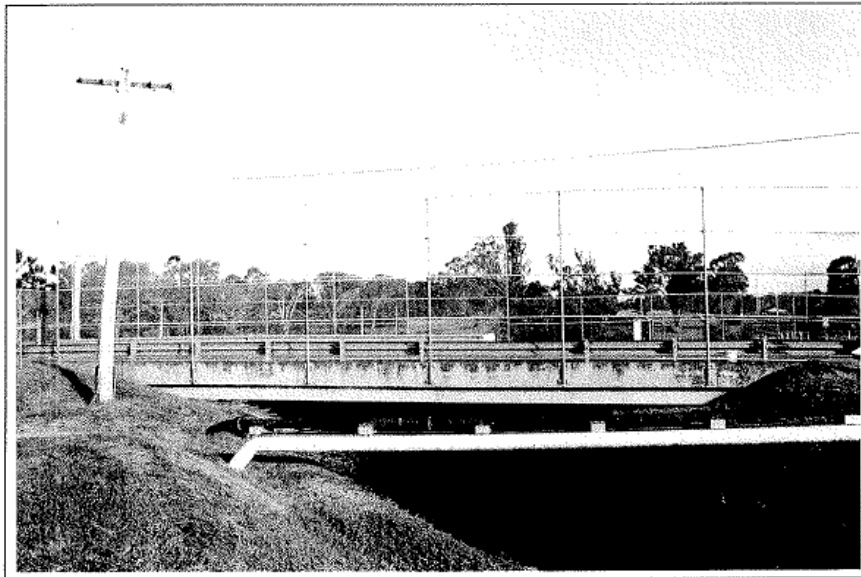
**Caption 3** *Bunyah pines on Bringelly Road.*

Film 16 Frame 4

Conservation Management Plan, Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 33



**Caption** Canal overbridge.

**Film 16 Frame 8**

<b>Item name</b>	Canal Overbridge	<b>Item type</b>	Canal Overbridge		
<b>Location</b>	Bringelly Road	<b>Date from</b>	1950s	<b>Date to</b>	1960s
<b>Item description</b>	Bridge with reinforced concrete slab deck, two lane width, supported on RSJs with concrete abutments. "Armco" railings and cyclone fencing on the sides.				
<b>Notes on</b>	As with the modern motorway bridges further south, the telephone wires here are diverted under the bridge.				

**Significance** Little or no significance      **References**

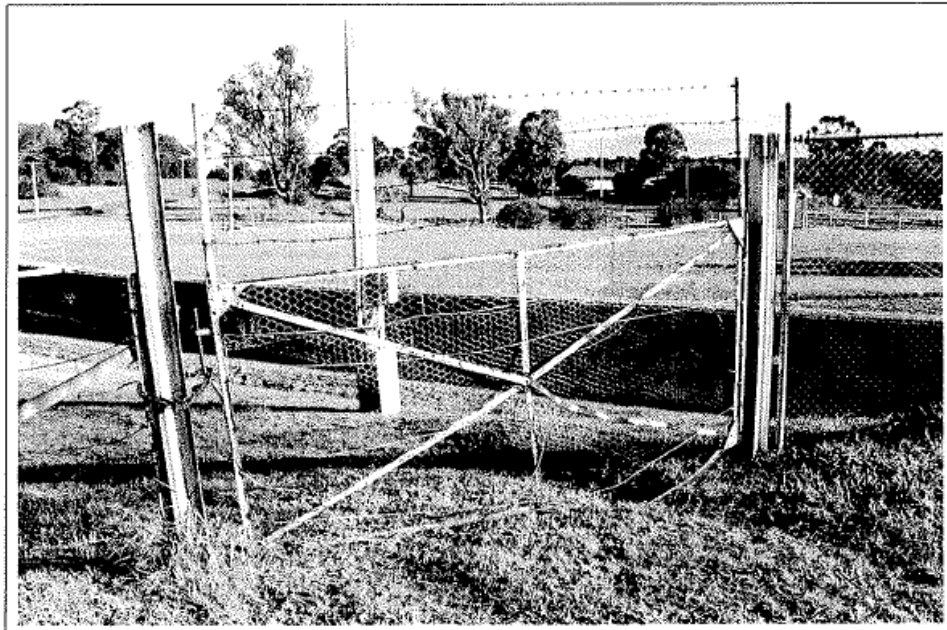
**Notes on** Mains adjacent downstream (one with pipe marked 1937) not significant.



Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality    Upper Canal      Section 8      Inventory 34



**Caption**    *Access road gate (south side).*

**Film 16    Frame 5**

<b>Item name</b>	<b>Access Road Gates</b>	<b>Item type</b>	<b>Gate</b>
<b>Location</b>	Bringelly Road (east side of canal)	<b>Date from</b>	<b>Date to</b>
<b>Item description</b>	Two Type 2 gates with central vertical bar, two diagonal braces, small fish plates and strung across with wire. Small curlicue finials missing from both, spring latch intact on the south gate. Both gates modified by addition of steel piping to top for stringing barbed wire. Original posts missing on south side, two reinforced concrete posts with rounded top on north side.		

**Significance**    Considerable      **References**

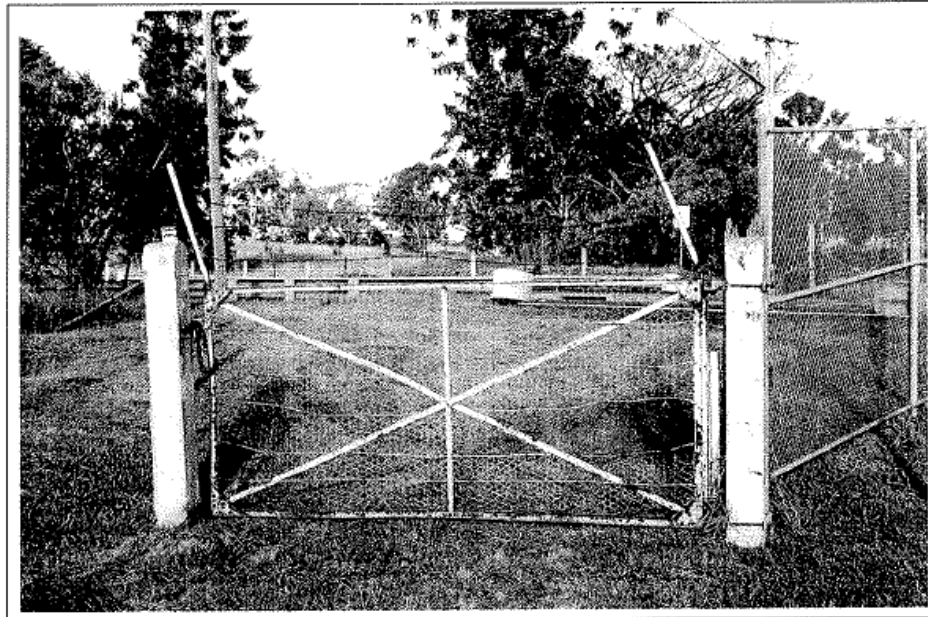
**Notes on significance**

**Condition**    Corrosion apparent. Damaged.

Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality    Upper Canal      Section 8      Inventory 34



**Caption 2** Access road gate (north side).

**Film 16    Frame 7**



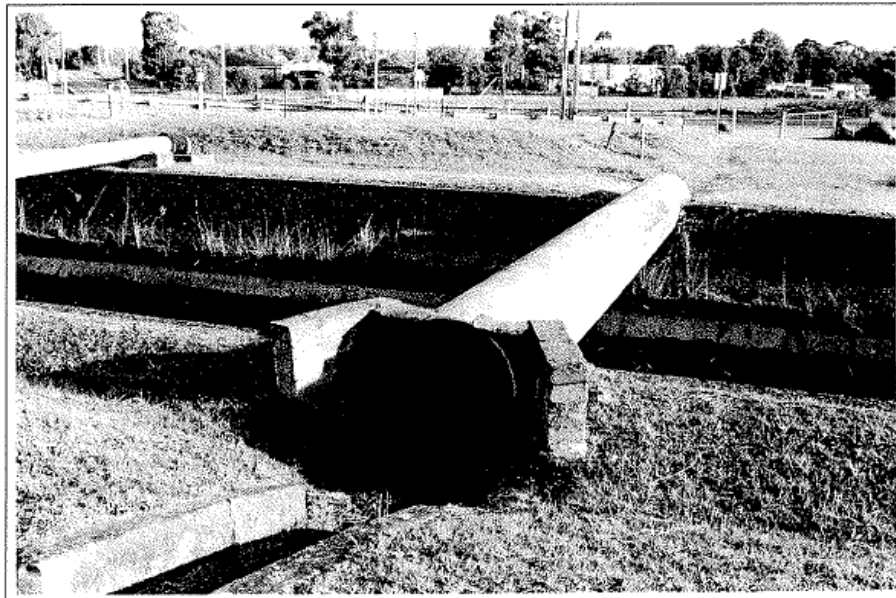
**Caption 3**

**Film      Frame**

Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality    Upper Canal      Section 8      Inventory 35



**Caption** *Steel and concrete pipe flume.*

**Film 16    Frame 8**

<b>Item name</b>	Flume	<b>Item type</b>	Flume
<b>Location</b>	28 7/8 miles	<b>Date from</b>	c1960s
<b>Item description</b>	Circular, mild steel pipe flume with concrete lining. Pipe sections welded. Set into top of canal. Concrete aprons and concrete and concrete brick wing walls directing stormwater flow. Diameter 30 inches.		
	Associated road causeway and feeder channel with concrete apron and low side walls.		

**Significance**    Some  
 Intrusive

**References**

**Notes on significance**    Concrete brick or concrete block wingwalls intrusive and out of keeping with construction along the Upper Canal.

**Condition**

## APPENDIX 4 – ALLENBY HOUSE STATEMENT OF HERITAGE IMPACT





MR 647 Bringelly Road Upgrade  
Camden Valley Way, Leppington to The Northern Road, Bringelly  
Statement of Heritage Impact  
Allenby House

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Prepared by  
Austral Archaeology Pty Ltd  
Archaeological & Cultural Heritage Consultants  
For  
Roads and Traffic Authority  
June 2011  
Job No: 1002

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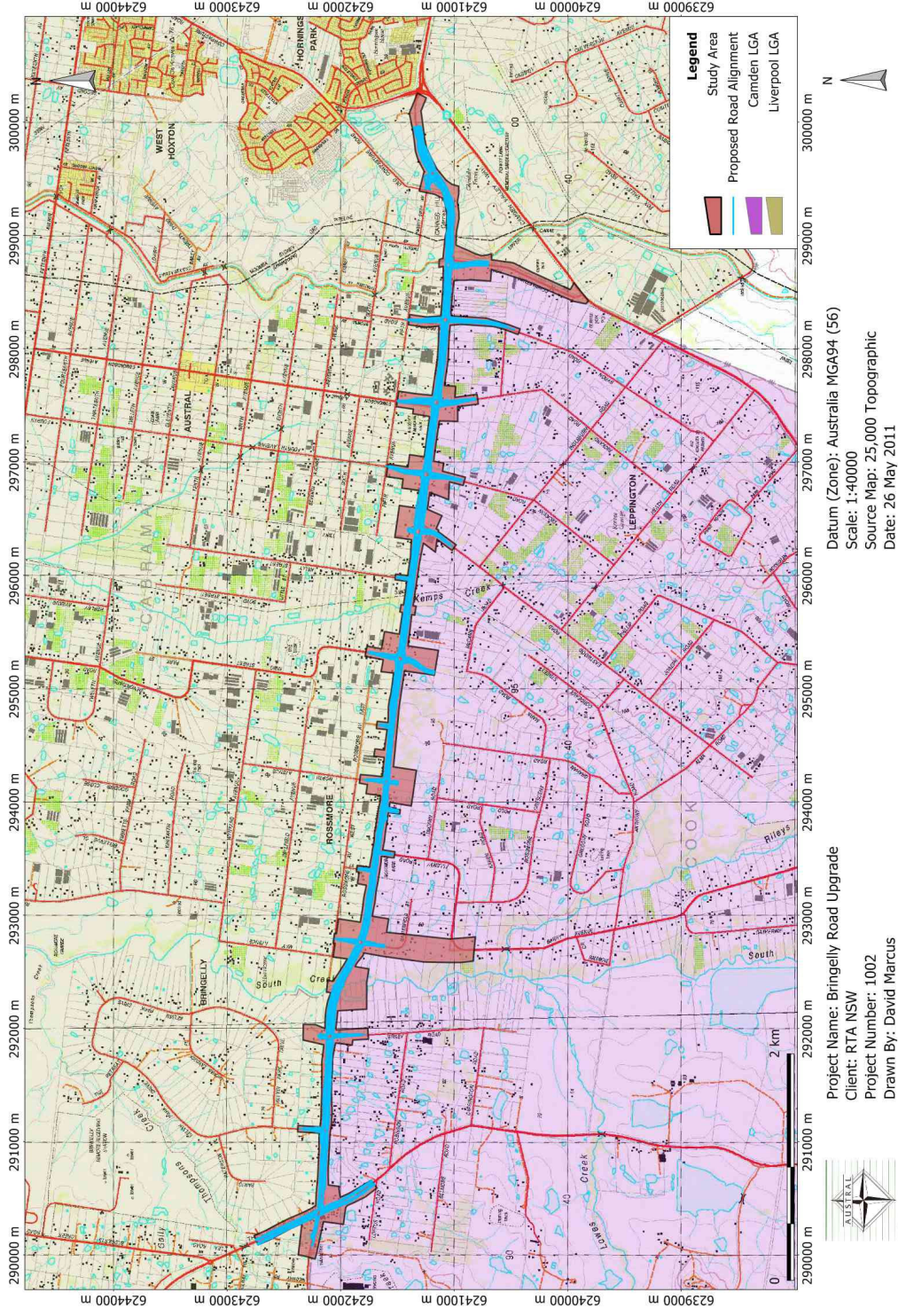
## 1 BACKGROUND

The NSW Roads and Traffic Authority (RTA) proposes to undertake the widening and upgrade of a 10.1 km section of Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly.

Bringelly Road is located in the South West Growth Centre (SWGC) of Sydney between The Northern Road and the intersection of Cowpasture Road and Camden Valley Way at the eastern extent. Bringelly Road is located on the border between both Camden Council Local Government Area (LGA) and Liverpool City Council LGA and falls within both the Camden Council LGA and the Liverpool LGA (Figure 1.1). Bringelly Road is also located within the suburbs of West Hoxton, Austral, Leppington, Rossmore and Bringelly. Bringelly Road is categorised as a Principal Arterial Road within the South West Growth Centre Road Structure Plan.

As part of the development process, legislative requirements necessitate the preparation of a Review of Environmental Factors (REF) under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act); this is also in accordance with *State Environmental Planning Policy (Infrastructure) 2007*. As a result, Austral Archaeology Pty Ltd has been commissioned by the RTA to produce a Heritage Assessment of the Bringelly Road corridor. In addition the RTA has commissioned a Statement of Heritage Impact (SoHI) for the heritage listed Allenby House that addresses the possible impacts upon Allenby House and its curtilage due to the Bringelly Road upgrade works.





**Figure 1.1:** Location Map for Bringelly Road Upgrade Study Area showing Camden Council LGA and Liverpool City Council LGA.



## 1.1 STUDY AREA

The Bringelly Road Upgrade study area falls within the Cumberland Plain region of Western Sydney, NSW. The region is generally flat to undulating and located within the South Creek sub-catchment of the Hawkesbury-Nepean with the eastern most section of the study area located within the Sydney Catchment.

The RTA Concept Design dated May 2011 that includes the entire study area for the Bringelly Road Upgrade extends 20 m west of the intersection at Bringelly Road and Camden Valley Way, Leppington along the existing route of Bringelly Road to 20 m west of the intersection to the west with The Northern Road, Bringelly, a total of 10.1 km in length. The Concept Design is reproduced in Figure 1.1 above.

## 1.2 LEGISLATION

The following section summarises the relevant statutory context, including heritage listings, Acts, and Environmental Planning Instruments (EPIs), which are relevant to the study area and Allenby House.

The Bringelly Road Upgrade study area is located within the land defined by both the *Camden Local Environmental Plan 2010* and the *Liverpool Local Environmental Plan 2008*.

Allenby House is listed in the *Camden Local Environmental Plan (LEP) 2010* under “Allenby” as Item No. 1139 and is located within the study area at 661 Bringelly Road (Lot 2, DP 546020) Rossmore NSW 2557 (see Figure 1.2). Allenby House is considered to be of Local Significance.

Heritage items are afforded protection by the *Camden LEP 2010* under Part 5.10 Heritage Conservation. Heritage items, heritage conservation areas and archaeological sites (if any) are shown on the Heritage Map in the LEP. The location and nature of any such item, area or site is also described in Schedule 5 Environmental Heritage.



**Figure 1.2:** Heritage listed Allenby House is located within the study area at 661 Bringelly Road (Lot 2, DP 546020), Rossmore (as indicated by orange outlined property). Source: Sixviewer © NSW Department of Lands.

### 1.2.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

An Environmental Planning Instrument (EPI) is made under the *Environmental Planning and Assessment Act, 1979* (EPA Act). An EPI can be a Local Environmental Plan (LEP), a Development Control Plan (DCP), a Regional Environmental Plan (REP), or a State Environmental Planning Policy (SEPP). Please note that from the 1<sup>st</sup> July 2009, REPs were no longer part of the hierarchy of EPIs in NSW and existing REPs were from that date deemed to be SEPPs.

The applicable EPIs in this instance are the:

- *Camden Local Environmental Plan 2010*
- *Camden Development Control Plan 2011*
- *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP 2007)

#### 1.2.1.1 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

In this instance however, the *State Environmental Planning Policy (Infrastructure) 2007* overrides the controls outlined in the Camden DCP and the Camden LEP 2010. Under this SEPP, the RTA is required to consult with the Councils on heritage matters that may "...have an impact that is not minor or inconsequential..." as stated in Clause 14 of the SEPP.

The ISEPP was gazetted in 2007 to streamline the development of infrastructure projects undertaken by state agencies. In most instances, where there is a clash with other planning instruments, the ISEPP 2007 prevails.

#### 1.2.1.2 CAMDEN DEVELOPMENT CONTROL PLAN (DCP) 2011 – PART B – GENERAL LAND USE CONTROLS – SECTION B3 – ENVIRONMENTAL HERITAGE – B3.1.5 CULTURAL AND VISUAL LANDSCAPES

A description of the Potential Heritage Items – Cultural and Visual Landscapes is included in the *Camden DCP* (2011: B42) as follows: 'the Camden area demonstrates a mixture of natural and cultural landscapes which are considered to be significant to the character of the area. These are most evident in iconic visual landscapes, views and vistas in the Camden LGA'. The Cultural and Visual Landscapes have been recognised in the DCP and are included in the table below.

Items within the study area that are included in the *Camden DCP 2011* Table B5 – Potential Heritage Items – Cultural and Visual Landscapes are shown below in Table 1.1:

**Table 1.1: Camden DCP 2011 Potential Heritage Items Cultural and Visual Landscapes.**

Suburb	Item Name	Address	View Description
Bringelly and Greendale	Cultural Landscape	Bringelly Road/Greendale Road	Rural Cultural Landscape
Camden to Leppington	Cultural Landscape	Camden Valley Way	The former "Cowpastures Road" road corridor including trees and sequential vistas and view corridors to historical properties and pastoral landscapes

**This report indicates the relevant clauses in the DCP and LEPs in regard to identified heritage items; however in this instance, Council's approval powers are over-ridden by the ISEPP 2007 and the RTA is just required to consult with the Council. See Recommendation 3 of this report.**

## **2 PROPOSED WORK**

The NSW Roads and Traffic Authority (RTA) propose to upgrade Bringelly Road between Camden Valley Way, Leppington and The Northern Road.

In its current condition, Bringelly Road provides one eastbound and one westbound lane as a two lane undivided carriageway, with the provision of one left hand slip lane into Cowpasture Road. The upgrade would provide four lanes for through traffic initially, with capacity to upgrade to six lanes in the future, and a posted speed limit of 80km/h.

The proposed road works would include the construction of signalised intersections; the construction of new bridges over the Sydney Water Supply Channel and South Creek as well as the upgrading of culverts located underneath the road carriageway. The upgrade would also provide shared pedestrian and bicycle paths and bus facilities.

The study area encompasses a corridor along Bringelly Road, generally between Camden Valley Way and The Northern Road, potentially affected by the upgrading works as shown in Figure 1.1.

The current Proposed Road Concept Design (dated May 2011) indicates that Bringelly Road is to be widened within the vicinity of Allenby House.

Construction activities associated with the upgrade of Bringelly Road that may have specific impacts upon Allenby House would include the following:

- Excavation and disturbance of soils to allow for road construction.
- Landform alteration to allow for site preparation, battering of embankments, etc.
- Potential for the construction of access roads.
- Potential for excavated materials to be stockpiled on site.

The impacts to the local landscape due to location of stockpiles would be temporary and would be mitigated by landscaping following the completion of the Bringelly Road upgrade.

In the following section, an RTA Concept Design of the proposed Bringelly Road upgrade is constantly referred to. The Concept Design, provided by the RTA for the purposes of this assessment, is entitled "Bringelly Road Upgrade from The Northern Road to Camden Valley Way - Proposed Road Concept Design May 2011". The Concept Design is reproduced in Figure 1.1.

## **3 HISTORY**

Allenby House is located today on land that originally formed part of the 100 acre land grant in the name of John Hosking (Volume 1936 Folio 199) as shown in Figure 3.1. The Portion numbers to indicate land allocations was adopted in March 1893, and therefore John Hosking's property was then referred to as Portion 55, parish of Cook, county of Cumberland.

The land previously owned by William Hosking (Portions 53 and 56), William Shelly (Portion 54) and Matthew Dysart Hunter (Portion 62), and also including John Hosking's Portion 55, was later purchased by the Tyson family and A.M.P. Society (Figure 3.2). A section of Portion 55 was resumed from Katherine Tyson for Rossmore Public School in 1920; this was located in the vicinity of Allenby House (see Figure 3.2).

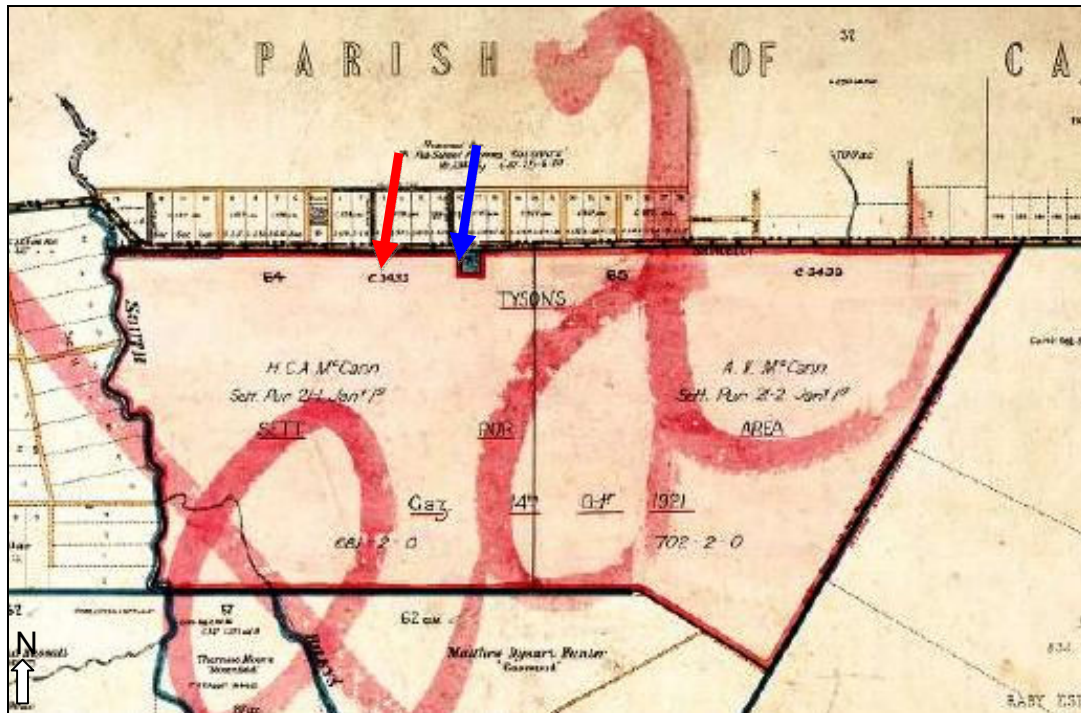
The McCann family purchased Portion 64 and 65, Parish of Cook from Katherine Tyson on the 1<sup>st</sup> January 1921 which was gazetted on the 14<sup>th</sup> October 1921. Allenby House was located on Portion 64 which was in the name of H C A McCann (Figure 3.2).

Allenby House (named by Ashley McCann in honour of General Allenby, the World War 1 hero) was built c. 1921 and located within the McCann estate that consisted of 1400 acres of land (Nimac 1982: 23). Allenby House is a traditionally styled brick homestead with verandah set back from Bringelly Road in attractive grounds. The McCann family started a dairy farm on the property and constructed four silos for the storage of grain. The largest of the silos constructed in 1933 remained on the property up until 1982 (Nimac 1982: 23).



Figure 3.1: Detail from early Parish Map of Cook showing the location of Portion 55, John Hosking's property (indicated by red arrow). This was later to become the location of Allenby House in the early 1900s. (Source: Department of Lands Parish Maps 14069601).

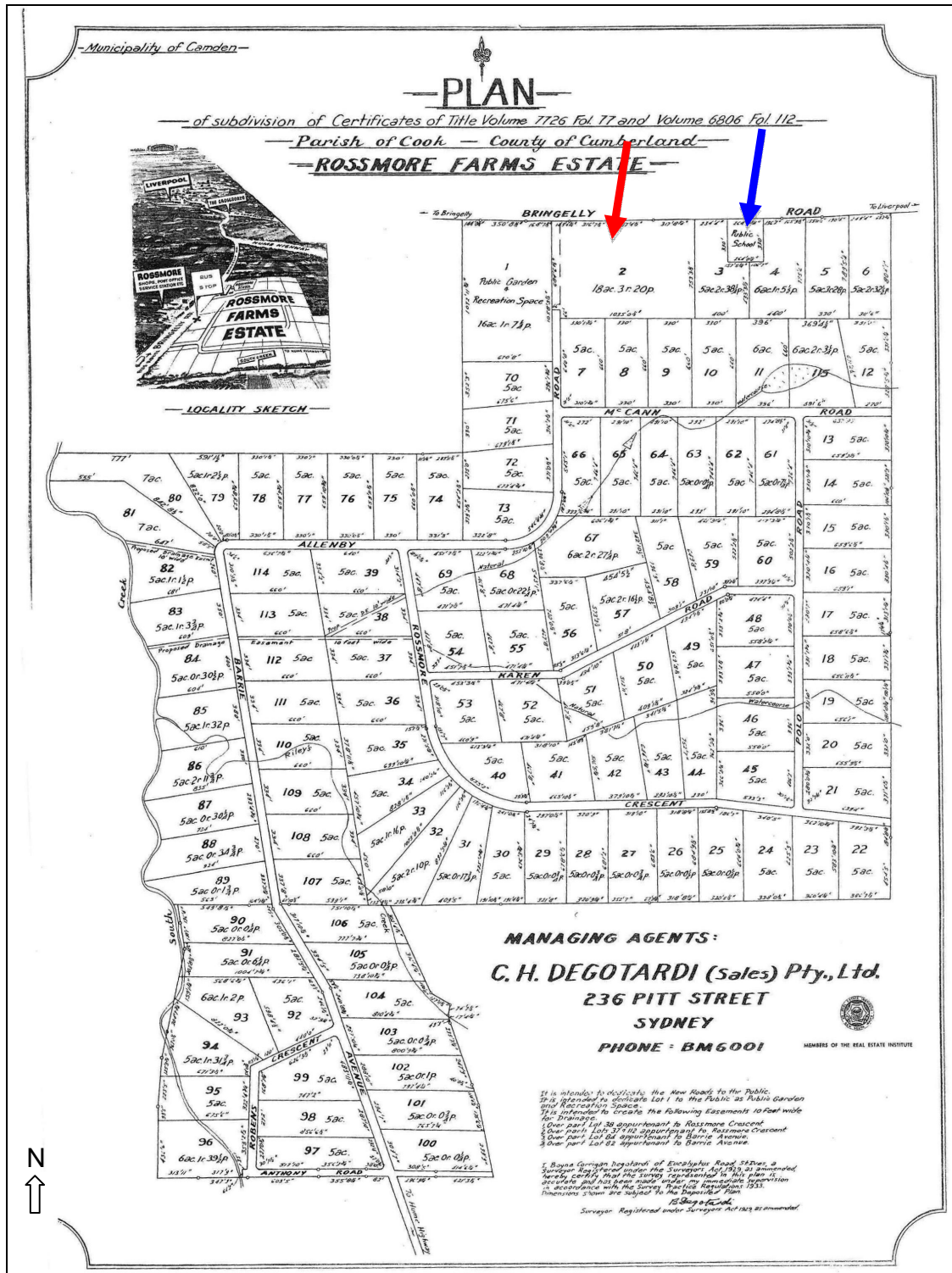




**Figure 3.2:** Detail from the 1914 Parish Map of Cook showing the location of the McCann family property (H C A McCann and A V McCann). Allenby House (indicated by red arrow) was located on the land in the name of H C A McCann purchased from Katherine Tyson. Rossmore Public School is indicated by the blue arrow (Source: Department of Lands Parish Maps 14090501).

Portion 64 of the McCann Estate was sold by Managing Agents C H Degotardi & Co, being advertised as the Rossmore Farms Estate in 1961 which included Lot 2 DP 204127, the location of Allenby House (Figure 3.3). During the same period, portions of Lots 3 and 4 DP 204127 were being resumed from Mr E J and Mrs A Cook and Mr A Schevers (through C H Degotardi & Co) to be acquired for the extension of Rossmore Public School grounds (see Rossmore Public School Statement of Heritage Impact for further detailed information).

James Vernon Haig McCann (described as Farmer and Grazier of Appin) was still listed as the Registered Proprietor of Allenby House on the Certificate of Title (Volume 11487 Folio 245) until 20 January 1971 when the McCann family property was sold. (Please see Attachment 1 of this document for a copy of Certificate of Title Volume 11487 Folio 245). James McCann was listed as the son of Patrick McCann who arrived in the colony in 1810, and was recorded as being a farmer in Penrith in 1828. (He is buried in McCarthy's Cemetery, Cranebrook). Note also, in the Certificate of Title, the location plan shows the planned "Road widening by re-alignment" for Bringelly Road during that period c. 1970 (see Figure 3.5).



**Figure 3.3:** Subdivision Plan of Rossmore Farms Estate located south of Bringelly Road. Allenby House was located on Lot 2 DP 204127. Land sold by Managing Agents, C H Degotardi & Co. Plan dated 20 October 1961 from Certificate of Title Volume 9034 Folio 72. Rossmore Public School indicated by blue arrow. (Source: NSW State Records Item No. 14/7824).



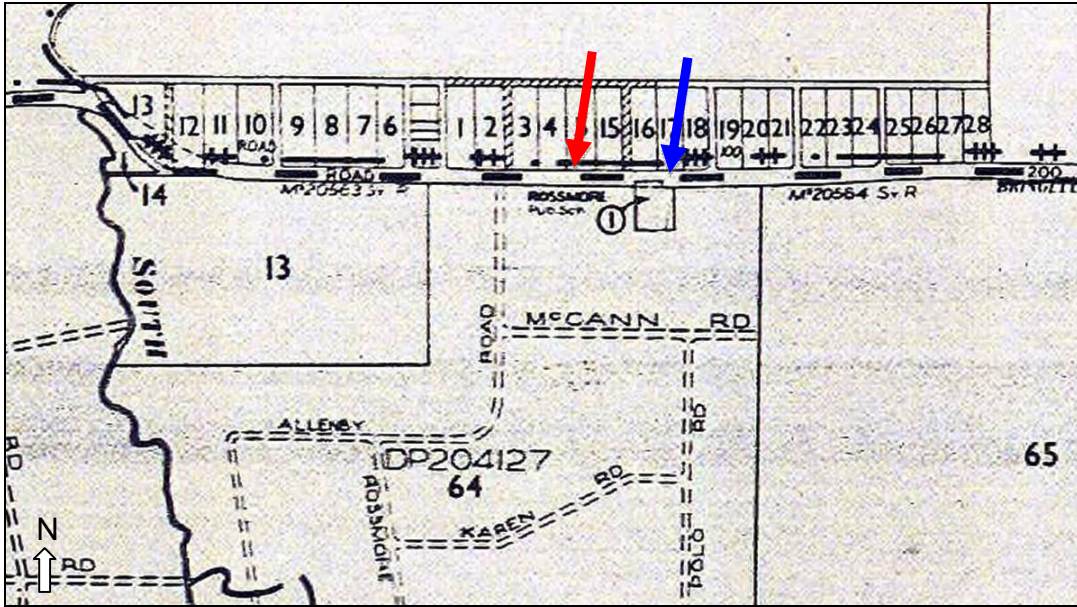


Figure 3.4: Detail from the 1970 Parish Map of Cook showing the location of Allenby Road and McCann Road which previously bordered Allenby House before the McCann family estate was subdivided. Rossmore Public School is indicated by the blue arrow. (Source: Department of Lands Parish Maps Parish of Cook, County of Cumberland).

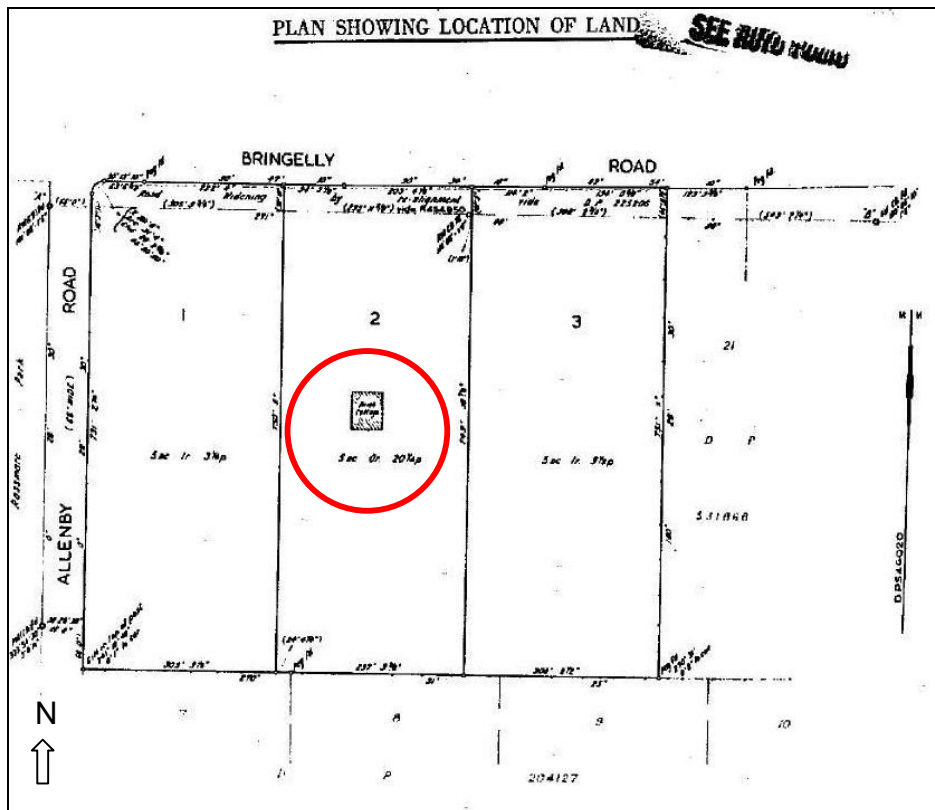


Figure 3.5: Location plan for Allenby House (shown on plan as a "brick cottage") as indicated by red circle from the Certificate of Title (Vol. 11487 Fol. 245). It also shows the planned "Road widening by re-alignment" for Bringelly Road during that period c. 1970. (Source: Land and Property Management Authority).

## 4 SITE ANALYSIS

The study area had previously been examined as part of earlier heritage studies. These include the South Creek Valley Heritage Study undertaken by Perumal Murphy (1990), the Liverpool Heritage Study by Neustein & Associates (1992), the Thematic History of the City of Liverpool undertaken by Terry Kass (2004), the Liverpool Heritage Study Review by FORM Architects Aust Pty Ltd (2005) and the Camden Council Heritage Study Review (2006). These studies resulted in some buildings being listed in the Local Environment Plans of Camden and Liverpool City Councils.

### 4.1 INSPECTION OF ALLENBY HOUSE

The site survey was undertaken in three stages – an initial inspection of the study area by car on 14 January 2010 to gain an appreciation of the area and to inspect the identified local and state registered heritage items, and a two day field study (16 and 18 February 2010) where more detailed inspections of potential heritage items were undertaken.

In July 2010, the RTA enlarged the existing study area surveyed earlier in the year and therefore another field study was undertaken on 22 July 2010 with the survey results included within this report.

Further fieldwork was undertaken on the 22 July 2010, 27 January 2011 and 25 May 2011 due to ongoing changes to the scope of the RTA proposed concept design with the survey results included within the main report and SoHIs.

Allenby House was built c. 1921 and consists of a traditionally styled brick homestead; the brick section to the rear of home is older; main roof is bellcast with gabled extensions at sides (towards rear). The verandah is in good condition with simple timber posts and brackets. The house has been remodelled a number of times internally and externally. Allenby House is set back from Bringelly Road surrounded by attractive grounds. The entrance to the driveway features an ornate acorn pattern picket fence with large gate posts topped with windsor finials (but no gates) and a post and wire fence with a timber top rail along Bringelly Road.



**Figure 4.1:** The LEP heritage listed house known as Allenby, 661 Bringelly Road, Rossmore (Lot 2 DP 546020). Photo on the left is telephoto view of Allenby House; at right is the entrance to driveway including ornate acorn pattern picket fence with large gate posts topped with windsor finials (but no gates) and a post and wire fence with a timber top rail. Source Austral Archaeology Pty Ltd DSCN 2854, 2855.





**Figure 4.2:** The LEP heritage listed house known as Allenby, 661 Bringelly Road, Rossmore (Lot 2 DP 546020). Both left and right photos show the proximity of Bringelly Road to the entrance gates and picket fence of the property. Source Austral Archaeology Pty Ltd DSCN 020, 021.

## 5 HISTORICAL THEMES

The Heritage Council of NSW identifies a variety of Australian and NSW historical themes via which the historical and/or archaeological record of a site can be interpreted. The use of historical themes is valuable in order to provide a basis for comparison between different sites which demonstrate the same historical themes. Historical themes also allow the site to be placed within a local, state, and national historical context. In the case of Allenby House some of the themes that could be relevant to investigations (as shown in Table 5.1) are those which reflect and relate to the evolution of the site and its usage over time. These might include:

**Table 5.1: Historical Themes for Allenby House.**

Australian Theme	New South Wales Theme	Local Theme
Developing local, regional and national economies	Agriculture/Pastoralism	Remnant rural landscape comprising agricultural and pastoral fields and prominent houses
Phases of Life – Marking the phases of life	Persons – activities of, and associations with, identifiable individuals, families and communal groups	Associations with the McCann family who started a dairy farm on the property

The twin themes of ‘Agriculture’ and ‘Pastoralism’ relate to the late eighteenth, nineteenth and twentieth century usage of the study area for a variety of farming and pastoral activities that contributes to the rural character of the landscape surrounding Allenby House.

The local theme of ‘Remnant rural landscape comprising agricultural and pastoral fields and prominent houses’ applies to Allenby House as it is situated on land that was previously leased in the late nineteenth and early twentieth century to local graziers for pastoral activities before being subdivided in the twentieth century.

When the McCann family originally purchased the land the estate consisted of 1400 acres. Allenby House is situated on a property today that reflects the modifications in landscape and

changes in land use throughout the twentieth century as larger estates were subdivided into smaller land holdings.

As much of the study area relates to both of the themes of 'Agriculture' and 'Pastoralism', there is the potential to learn from archaeological research in relation to the themes of agriculture and pastoralism.

Allenby House was associated with the McCann family who purchased the property in 1921 and started a dairy farm on the property. The McCann family was still involved with the property until the early 1970s as James Vernon Haig McCann (described as Farmer and Grazier of Appin) was still listed as the Registered Proprietor of Allenby House until 1971 when the McCann family property was sold. James McCann was listed as the son of Patrick McCann who arrived in the colony in 1810, and was recorded as being a farmer in Penrith in 1828.

## **6 ASSESSMENT OF SIGNIFICANCE**

### **6.1 INTRODUCTION**

An assessment of cultural significance seeks to establish the importance that a place has to the community. The concept of cultural significance is intrinsically tied to the fabric of the place, its history, setting and its relationship to other items in its surrounds and the response it evokes from the community.

The assessment of cultural significance with respect to archaeological sites can present difficulties because the nature and extent of the "relics" are often indeterminate and value judgements therefore need to be made on the basis of potential attributes. The element of judgement can be greatly reduced by historical or other research, as has been completed for the current study. Archaeological deposits and features provide important evidence of the history and settlement of New South Wales. These heritage items may include deposits containing material culture (artefacts) that can be analysed to yield information regarding early urban development that is unavailable from other sources. Archaeological investigations can reveal much about technology, industry, past economic and social conditions and people's lives.

Sites that contain these elements therefore have scientific value that may be of considerable significance when analysed in association with documentary evidence. It is through this potential to reveal information about the past use of a place that archaeological sites have heritage significance.

### **6.2 BASIS FOR ASSESSMENT**

The Burra Charter of Australia ICOMOS was formulated in 1979 (revised 1999), based largely on the Venice Charter (for International Heritage) of 1966. The Burra Charter is the standard adopted by most heritage practitioners in Australia. The Charter divides significance into four categories for the purpose of assessment. They are: Aesthetic, Historical, Scientific/Technical, and Social significance.

The Heritage Council of NSW has established a set of seven criteria to be used in assessing cultural heritage significance in NSW. These are published in the Heritage Council's *Assessing Heritage Significance* guidelines (2001). The Heritage Council's criteria incorporate those of the Burra Charter, but are expanded to include rarity, representative value, and associative value.

In order to assess the rarity and representative value of the site, a comparative analysis with similar sites is critical (Section 6.3 below). The identification of historical themes (Section 5.0) is important to establish the parameters of the comparative analysis.

### **6.3 COMPARATIVE ANALYSIS**

A number of heritage investigations have been undertaken in the areas surrounding the suburbs of Bringelly, Rossmore and Leppington, located within the current study area of the Bringelly

Road Upgrade. Most of the reports have included a historical and archaeological assessment that have related to the heritage significance of historical items throughout the area.

Following are brief descriptions of the investigations which are relevant to Allenby House:

### **6.3.1 A HISTORY OF THE SUBURBS OF LIVERPOOL**

A summary outlining a brief history of the early settlement of the suburbs in the Liverpool region was undertaken by L. Tan in 1979 which includes the suburb of Rossmore and is relevant to Allenby House.

### **6.3.2 SOUTH CREEK VALLEY HERITAGE STUDY – FINAL REPORT**

Perumal Murphy Pty Ltd undertook a study of the environmental heritage of the South Creek Valley in 1990 on behalf of the Department of Planning in order to provide information to the department for the future implementation of the urban release of land in the South Creek catchment area. The study area included the greater part of South Creek's natural drainage basin, excluding the site proposed for Badgery's Creek airport.

The objectives of the report were to identify and analyse the environmental heritage of South Creek Valley as well as to make recommendations for the conservation and management of the environmental heritage in a regional environmental plan (Perumal Murphy 1990: 6).

The study was divided into components consisting of the thematic history, inventory, analysis and planning and implementation of the South Creek Valley study area.

The study area of the Bringelly Road Upgrade falls within the South Creek Valley region and items and sites of heritage significance were identified within this report that are relevant to the Bringelly Road study area. Allenby House is included in the Inventory Forms (Item B1) of the South Creek Valley Heritage Study.

### **6.3.3 LIVERPOOL HERITAGE STUDY**

A heritage study of the City of Liverpool was prepared by Neustein & Associates in 1992 on behalf of the Liverpool City Council. Section 6 'Urban Form' of the study included an analysis of the history of the growth of Liverpool, an appraisal of the residential settlements developed some distance from the town of Liverpool and the settlement of the rural district within the South Creek valley. Historic information on the successive subdivisions of land from the original land grants into smaller farming units located within the suburbs such as Rossmore is relevant to Allenby House.

### **6.3.4 SUMMARY**

The reports discussed above in Section 6.3.1, 6.3.2, and 6.3.3 was helpful in gaining an overview of the historical significance of items/elements of the Camden Local Government Area.

## **6.4 SIGNIFICANCE ASSESSMENT**

### **6.4.1 ASSESSMENT CRITERIA**

The following section addresses the significance of the heritage resources of the study area in accordance with the criteria specified in the Heritage Council's *Assessing Heritage Significance* guidelines (2001). Where items have an existing significance assessment and/or statement it has been quoted below with the source given at the end of the entry.

### **6.4.2 ALLENBY**

#### **CRITERION (A) (HISTORIC)**

***AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

This house is an example of one of the few early twentieth century homesteads in Rossmore.

- The house is of Local Historical significance.

**CRITERION (B) (ASSOCIATIVE)**

***AN ITEM HAS STRONG OR SPECIAL ASSOCIATION WITH THE LIFE OR WORKS OF A PERSON, OR GROUP OF PERSONS, OF IMPORTANCE IN NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The site is associated with the McCann family who ran a dairying business.

- The house is of Local Associative significance.

**CRITERION (C) (AESTHETIC)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING AESTHETIC CHARACTERISTICS AND/OR A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT IN NSW (OR THE LOCAL AREA)***

The house is set back from road in attractive grounds with essential curtilage.

- The house is of Local Aesthetic significance.

**CRITERION (E) (SCIENTIFIC)**

***AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

There is the potential to gain information about the house from further archaeological, architectural and documentary research.

- The potential archaeological resource of the site is of Local Scientific significance

**CRITERION (G)**

**(REPRESENTATIVENESS)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING THE PRINCIPAL CHARACTERISTICS OF A CLASS OF NSW'S***

- ***CULTURAL OR NATURAL PLACES; OR***
- ***CULTURAL OR NATURAL ENVIRONMENTS.***

***(OR A CLASS OF THE LOCAL AREA'S***

- ***CULTURAL OR NATURAL PLACES; OR***
- ***CULTURAL OR NATURAL ENVIRONMENTS.)***

The house is a representative example of an early twentieth century homestead.

- The house is of Local Representative significance.

**STATEMENT OF SIGNIFICANCE**

The house is representative of an early twentieth-century homestead. The homestead retains an architectural interest despite being altered. The façade has special interest on its own. The homestead has historic associations with local dairying family. The property retains its original entry gateway (although the original Iron Gate is no longer present). The curtilage is essential to the homestead. The Allenby site has been assessed as being Locally significant. (Source for this entry: NSW State Heritage Inventory 2010; Perumal Murphy 1990: B1).

**7 ASSESSMENT OF IMPACT**

This section identifies the predicted impact of the proposed works on Allenby House.



## **7.1 ALLENBY HOUSE**

Allenby is identified as a heritage item in the *Camden LEP 2010*. The house is set well back from the road but would lose a large part of this setback (including the driveway) from the road widening. The entrance to the driveway features an ornate acorn pattern picket fence with large gate posts topped with windsor finials (but no gates) and a post and wire fence with a timber top rail along Bringelly Road. There are mature roadside trees along this part of Bringelly Road. There would be visual impacts to the house and its setting (curtilage) by removal of the entranceway fencing and the trees.



**Figure 7.1:** Location of listed heritage item “Allenby” and impact of proposed road works as indicated by yellow and red shaded area. The property outline is indicated in green. The house will not be impacted but a large part of the setback (including the driveway) will be lost due to the road widening. The blue circle and arrow indicate the potential impacts that include the shortening of the driveway and removal of ornate picket fence with large gate posts and a post and wire fence with a timber top rail along Bringelly Road. (Source: RTA Proposed Concept Design May 2011).



**Figure 7.2:** More detailed view of Allenby House showing the positions of the house, driveway entrance (as indicated by the blue circle and blue arrow) and trees that may be impacted by the proposed works along the south side of Bringelly Road. The existing allotment boundary is indicated by the green line. (Source: Sixviewer © NSW Department of Lands).

## 7.2 ASSESSMENT OF IMPACT SUMMARY

The potential heritage impact of the proposed development is considered below utilising the format recommended in the *NSW Heritage Manual* guidelines document 'Statements of Heritage Impact'.

### ***WHAT ASPECTS OF THE PROPOSAL RESPECT OR ENHANCE THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?***

Whilst the proposal does not enhance the heritage significance of Allenby House it arguably does respect its significance to a degree by minimising the degree of impact required to achieve the necessary upgrade requirements. The proposed new works would not cause significant further disturbance than already undertaken in previous road widening.

### ***WHAT ASPECTS OF THE PROPOSAL COULD HAVE A DETRIMENTAL EFFECT ON THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?***

The proposal requires the widening of Bringelly Road which would widen the old alignment and in the case of some of the Local heritage items such as Allenby House, it would bring the road boundary closer to the listed structures. There would be a reduction in the size of the front yard of the property and removal of mature trees resulting in loss of curtilage and visual impacts to the house and its setting.

The necessary foreshortening of the driveway and the boundary of Allenby House that has a long setback from Bringelly Road would diminish the significance of its setting.

Direct impacts on the heritage significance of Allenby House would be confined to the entrance which requires the removal of the ornate picket fence with large gate posts and a post and wire fence with a timber top rail. These features however could be relocated to the new boundary and this would mitigate the impact to some degree.

**HAVE MORE SYMPATHETIC OPTIONS BEEN CONSIDERED AND DISCOUNTED?**

Yes. Although the road upgrade has been planned for a number of years, alternative routes were considered as part of the current planning exercise. In the case of Allenby House, there are no viable alternatives if the required degree of road widening is to be achieved.

**Table 7.1: Allenby House Summary of Impacts Table.**

Element	Significance of Element	Physical Impact	Visual Impact	Heritage Impact
House	High	No direct impact	Yes	Minimal impact (some loss of curtilage) would not adversely affect the heritage significance of the item.
Ornate picket fence with large gate posts, post and wire fence with a timber top rail (entrance way)	High	Impact from road widening and relocation of elements required	NA	Relocation of the entrance way elements would not adversely affect the heritage significance of the house.
Setting	High	Possible impact from road widening	Yes	Some loss of curtilage. Minimal impact would not adversely affect the overall heritage significance of the house and setting.

**7.3 MITIGATION OF DEVELOPMENT IMPACT/STATEMENT OF COMMITMENT**

The RTA has undertaken to meet all statutory requirements in regard to the known heritage issues to ensure that the historic cultural heritage values of the study area are identified and maintained as far as possible within the essential development parameters. At Allenby House mitigative measures including the relocation of the ornate picket fence with large gate posts and a post and wire fence should be undertaken prior to construction works to minimise any impacts to these items. An exclusion zone should then be created surrounding the curtilage of the heritage listed property prior to and during construction works.

Mitigative measures are to be addressed in the Construction Environmental Management Plan (CEMP) which would be compiled during the detailed design phase of the Bringelly Road Upgrade works. The timing for the construction at the western end of Bringelly Road (beyond King Street to The Northern Road intersection) is unknown at this time and is estimated to be approximately 10+ years.

**7.4 PREDICTED OUTCOME**

The proposed development programme would generally have only localised impacts within the Bringelly Road corridor. In the case of Allenby House, the impacts would mainly be visual, the loss of some of the curtilage and confined to removal of the ornate entrance gates and fence



caused by the widening of the road alignment itself. Currently there is an 18 metre strip between the fence line and the existing kerb line of Bringelly Road which should reduce the loss in curtilage to Allenby House due to the road upgrade (see Figure 4.2).

## **8 CONCLUSIONS AND RECOMMENDATIONS**

Having reviewed the history of the study area, as well as having assessed its significance and archaeological potential it is concluded that the proposed road widening of Bringelly Road is likely to have a low impact on the overall heritage values of the study area and have mainly visual impacts and cause some loss of amenity to Allenby House.

The section of the curtilage of Allenby House that is to be impacted by the proposed Bringelly Road upgrade works has been assessed to have low archaeological potential.

It is considered that the impacts can be adequately managed through the mitigative actions recommended below and that the benefits to the community through the widening of Bringelly Road are likely to outweigh the adverse impacts to the heritage values of the area.

### **RECOMMENDATIONS:**

1. The RTA should endeavour to minimise any impacts to Allenby House and its curtilage when undertaking works for the proposed Bringelly Road widening.
2. Mitigative measures such as the archival recording of the ornate picket fence (including the gate posts and fence) located at the entrance of the property should be undertaken in accordance with the NSW Heritage Guidelines prior to the relocation of the heritage items and the commencement of construction works to minimise any impacts to these items. The entrance way and fencing should be relocated to the new front property boundary. An exclusion zone should then be created surrounding the curtilage of the heritage listed property prior to and during construction works.
3. This Statement of Heritage Impact has found that impacts to Allenby House are likely to be minor. As such there is no requirement for the RTA to further consult with the Camden Council. Provision of a copy of this SoHI to the Council however, would constitute best heritage management practice.
4. As required by the *NSW Heritage Act 1977*, if historical archaeological relics not predicted by this report are found during the works, all works in the immediate vicinity are to cease immediately and a qualified archaeologist be contacted to assess the situation and consult with the Heritage Branch in the Office of Environment and Heritage regarding the most appropriate course of action. It is also recommended that all construction personnel should undertake a heritage induction prior to construction works commencing.
5. In the event that Aboriginal cultural deposits and/or objects are encountered, all excavation work in the immediate vicinity is to be halted. The client should then consult with an archaeologist and the Office of Environment and Heritage (formerly referred to as the Department of Environment, Climate Change and Water) to determine an appropriate course of action.

**ATTACHMENT 1 – CERTIFICATE OF TITLE VOLUME 11487 FOLIO 245**

Req: R208065 /Doc: CT 11487-245 CT /Rev: 10-Feb-2011 /Sts: OK.SC /Prt: 20-May-2011 14:24 /Pgs: ALL /Seq: 1 of  
 Ref: /Src: X

NEW SOUTH WALES  
 Crown Grant Vol. 7726 Fol. 77  
 Prior Title Vol. 10935 Fol. 135

**CERTIFICATE OF TITLE**  
 PROPERTY ACT, 1900, as amended.

Vol. 11487 Fol. 245  
 Edition issued 21-12-1970



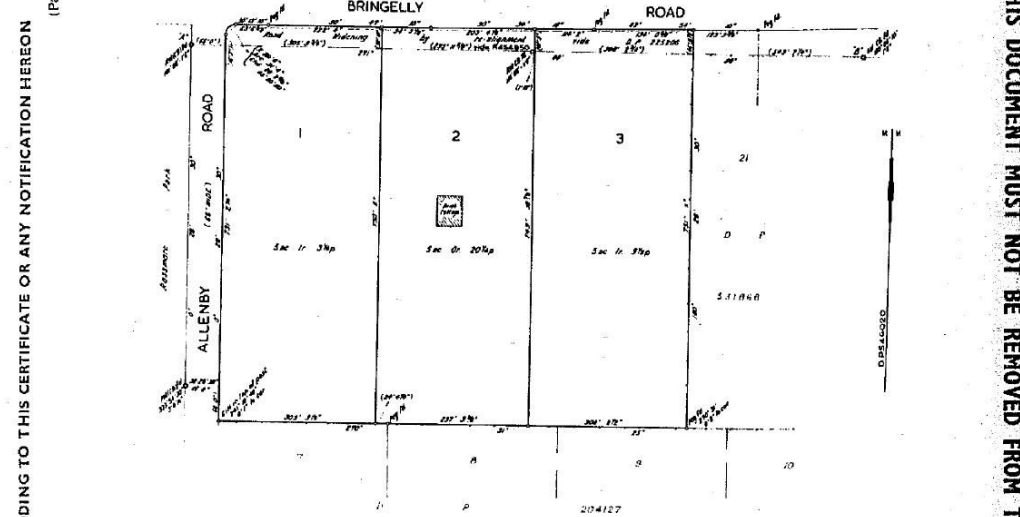
I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

Witness *Barnes*  
 Registrar General.

**CANCELLED**  
 REGISTRAR GENERAL

PLAN SHOWING LOCATION OF LAND

*SEE AUTO NUMBER*



ESTATE AND LAND REFERRED TO

5  
 Estate in Fee Simple in Lot 2 in Deposited Plan 546020 at Rossmore in the Municipality of Camden Parish of Cook and County of Cumberland. EXCEPTING THEREOUTH the minerals reserved by the Crown Grant.

FIRST SCHEDULE  
 McCAIN  
 JAMES VERNON HAIG McCAIN of Rossmore, Deceased.

SECOND SCHEDULE

1. Reservations and conditions, if any, contained in the Crown Grant above referred to.
2. Attention is directed to Section 31 Closer Settlement Act, 1904 relating to transfer.
3. Restriction on user No. K454950 affecting the land shown as "Road widening by re-alignment" in the plan hereon Section 27E(6) Main Roads Act, 1924-1965.

*Jawataon*  
 Registrar General

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED.





**APPENDIX 5 – BRINGELLY PUBLIC SCHOOL STATEMENT OF  
HERITAGE IMPACT**



**MR 647 Bringelly Road Upgrade**  
Camden Valley Way, Leppington to The Northern Road, Bringelly  
**Statement of Heritage Impact**  
**Bringelly Public School Group**

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Prepared by  
Austral Archaeology Pty Ltd  
Archaeological & Cultural Heritage Consultants

For  
Roads and Traffic Authority

June 2011  
Job No: 1002

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## 1 BACKGROUND

The NSW Roads and Traffic Authority (RTA) proposes to undertake the widening and upgrade of a 10.1 km section of Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly.

Bringelly Road is located in the South West Growth Centre (SWGC) of Sydney between The Northern Road and the intersection of Cowpasture Road and Camden Valley Way at the eastern extent (Figure 1.1). Bringelly Road is located on the border between both Camden Council Local Government Area (LGA) and Liverpool City Council LGA and falls within both the Camden Council LGA and the Liverpool LGA (Figure 1.2). Bringelly Road is also located within the suburbs of West Hoxton, Austral, Leppington, Rossmore and Bringelly. Bringelly Road is categorised as a Principal Arterial Road within the South West Growth Centre Road Structure Plan.

As part of the development process, legislative requirements necessitate the preparation of a Review of Environmental Factors (REF) under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act); this is also in accordance with *State Environmental Planning Policy (Infrastructure) 2007*. As a result, Austral Archaeology Pty Ltd has been commissioned by the RTA to produce a Heritage Assessment of the Bringelly Road corridor. In addition the RTA has commissioned a Statement of Heritage Impact (SoHI) for the heritage listed Bringelly Public School Group that addresses the possible impacts upon the school and its curtilage due to the Bringelly Road and The Northern Road upgrade works.



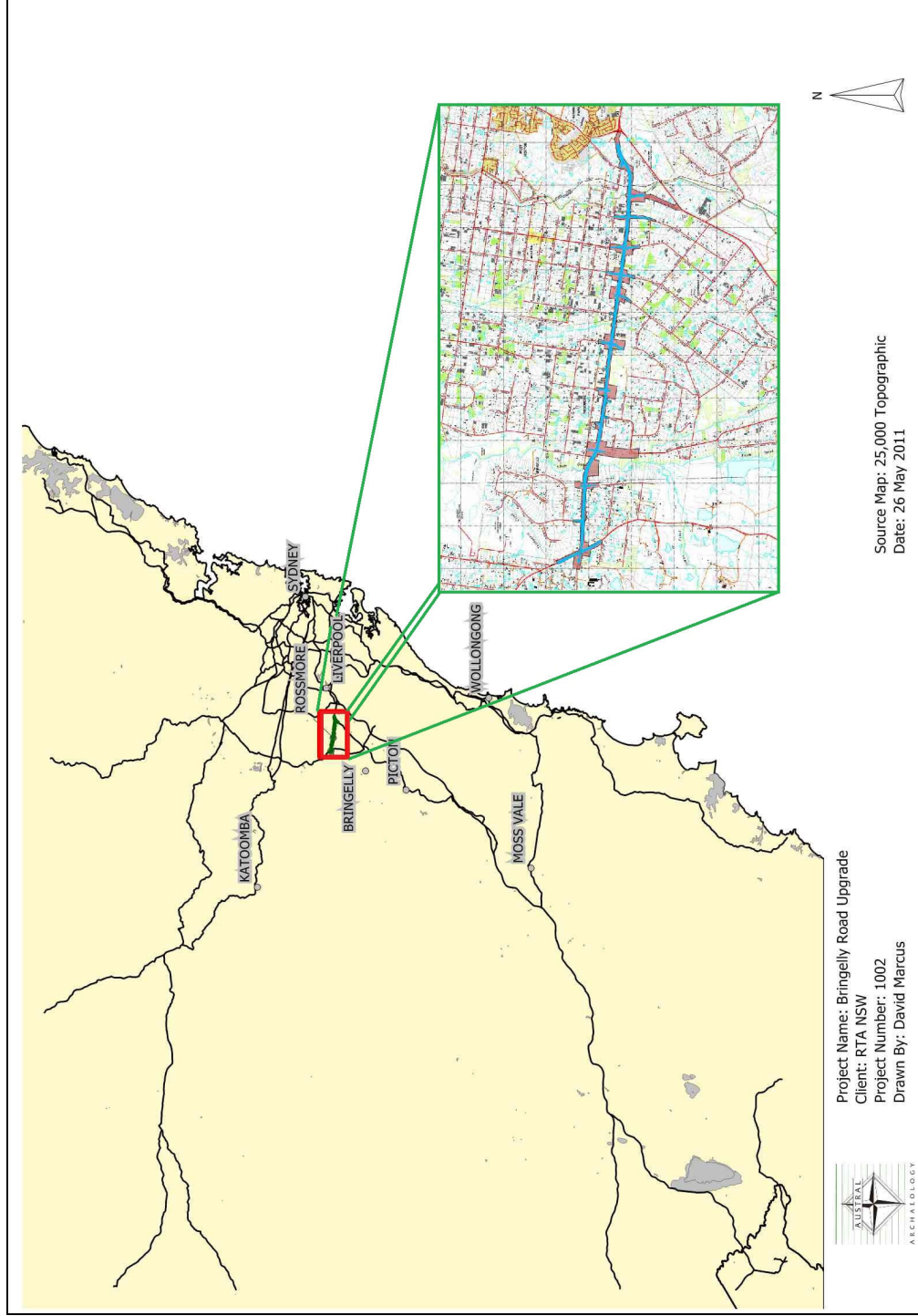


Figure 1.1: Location Map for Bringelly Road Upgrade Study Area.

## 1.1 STUDY AREA

The Bringelly Road Upgrade study area falls within the Cumberland Plain region of Western Sydney, NSW. The region is generally flat to undulating and located within the South Creek sub-catchment of the Hawkesbury-Nepean with the eastern most section of the study area located within the Sydney Catchment.

The RTA Concept Design dated May 2011 that includes the entire study area for the Bringelly Road Upgrade extends 20 m west of the intersection at Bringelly Road and Camden Valley Way, Leppington along the existing route of Bringelly Road to 20 m west of the intersection to the west with The Northern Road, Bringelly, a total of 10.1 km in length. The Concept Design is reproduced in Figure 1.3.

## 1.2 LEGISLATION

The following section summarises the relevant statutory context, including heritage listings, Acts, and Environmental Planning Instruments (EPIs), which are relevant to the study area and Bringelly Public School.

The Bringelly Road Upgrade study area is located within the land defined by both the *Camden Local Environmental Plan 2010* and the *Liverpool Local Environmental Plan 2008*.

Bringelly Public School is listed in the *Liverpool Local Environmental Plan (LEP) 2008* which includes 'Bringelly Public School Group, including schoolhouse and former headmaster's residence' as Item No. 7 and is located within the study area at 1205 The Northern Road (Lot 50, DP 746911) Bringelly NSW 2556 (see Figure 1.2). The Bringelly Public School is considered to be of Local Significance.



**Figure 1.2:** Heritage listed Bringelly Public School Group is located within the study area at 1205 The Northern Road (Lot 50, DP 746911), Bringelly (as indicated by orange outlined property). (Source: Sixviewer © NSW Department of Lands.)

## **1.2.1 NSW HERITAGE ACT, 1977**

### **1.2.1.1 HERITAGE AND CONSERVATION REGISTER (SECTION 170 REGISTER)**

Under Section 170 of the *Heritage Act*, government instrumentalities must keep a Heritage and Conservation Register (a Section 170 Register) which contains items under the control or ownership of the agency and which are, or could be, listed as heritage items (of State or Local significance). Listing of a heritage asset on a heritage and conservation register does not in itself create an obligation to obtain the Heritage Council's approval for works. The Heritage Council's approval would only be required for assets listed on the State Heritage Register, or subject to an interim heritage order under the *Heritage Act*.

#### **Bringelly Public School is listed on the Section 170 Register of the NSW Department of Education and Training.**

Under Section 170A of the *Heritage Act*, a government agency must provide a minimum of 14 days notice to the Heritage Council before removing any item from its Section 170 Register, transferring ownership of any item, ceasing to occupy or demolish an item. The agency is also required to maintain and manage the item in accordance with any principles or guidelines approved by the Minister or the Heritage Council.

The current relevant guidelines are the Heritage Council's *State Agency Heritage Guide*:

[http://www.heritage.nsw.gov.au/docs/StateAgency\\_HeritageGuide.pdf](http://www.heritage.nsw.gov.au/docs/StateAgency_HeritageGuide.pdf)

## **1.2.2 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979**

Note: There are no specific references to Bringelly Road in the *Liverpool Development Control Plan (DCP) 2008*. However, as the study area is located within both the Camden Council LGA and Liverpool City Council LGA (see Figure 1.3) the *Camden DCP 2011* has been included as an applicable Environmental Planning Instrument (EPI) for Bringelly Road.

An Environmental Planning Instrument (EPI) is made under the *Environmental Planning and Assessment Act, 1979* (EPA Act). An EPI can be a Local Environmental Plan (LEP), a Development Control Plan (DCP), a Regional Environmental Plan (REP), or a State Environmental Planning Policy (SEPP). Please note that from the 1<sup>st</sup> July 2009, REPs were no longer part of the hierarchy of EPIs in NSW and existing REPs were from that date deemed to be SEPPs.

The applicable EPIs in this instance are the:

- *Liverpool Local Environmental Plan 2008*
- *Camden Development Control Plan 2011*
- *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP 2007)

### **1.2.2.1 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007**

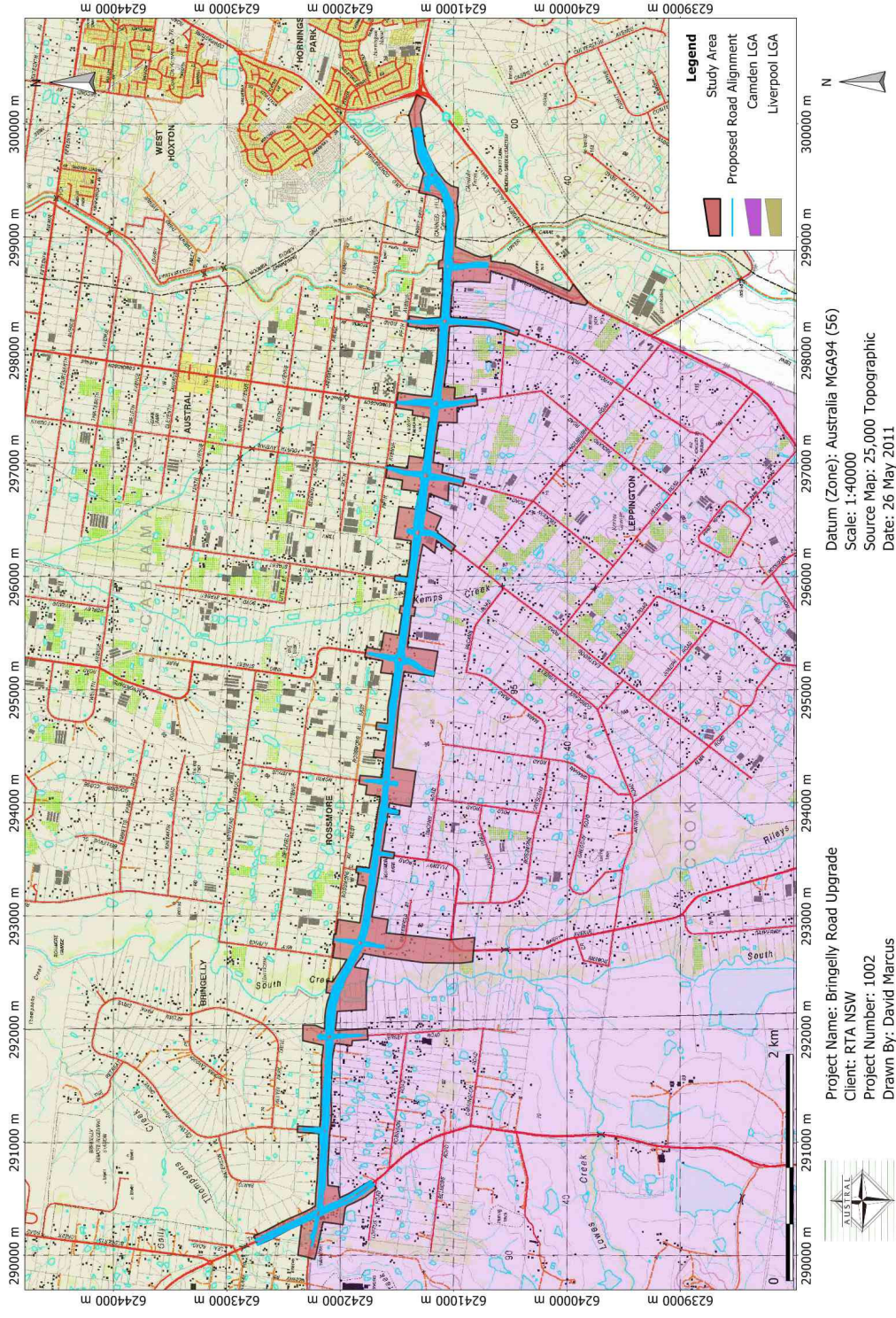
In this instance however, the *State Environmental Planning Policy (Infrastructure) 2007* overrides the controls outlined in the *Camden DCP 2011* and the *Liverpool LEP 2008*. Under this SEPP, the RTA is required to consult with the Councils on heritage matters that may "...have an impact that is not minor or inconsequential..." as stated in Clause 14 of the SEPP.

The ISEPP was gazetted in 2007 to streamline the development of infrastructure projects undertaken by state agencies. In most instances, where there is a clash with other planning instruments, the ISEPP 2007 prevails.

### **1.2.2.2 CAMDEN DEVELOPMENT CONTROL PLAN (DCP) 2011 – PART B – GENERAL LAND USE CONTROLS – SECTION B3 – ENVIRONMENTAL HERITAGE – B3.1.5 CULTURAL AND VISUAL LANDSCAPES**

A description of the Potential Heritage Items – Cultural and Visual Landscapes is included in the *Camden DCP* (2011: B42) as follows: "the Camden area demonstrates a mixture of natural and cultural landscapes which are considered to be significant to the character of the





**Figure 1.3:** Bringelly Road Upgrade Study Area showing Camden Council LGA and Liverpool City Council LGA.



area. These are most evident in iconic visual landscapes, views and vistas in the Camden LGA'. The Cultural and Visual Landscapes have been recognised in the DCP and are included in the table below.

Items within the study area that are included in the *Camden DCP 2011* Table B5 – Potential Heritage Items – Cultural and Visual Landscapes are shown below in Table 1.1:

**Table 1.1: Camden DCP 2011 Potential Heritage Items Cultural and Visual Landscapes.**

Suburb	Item Name	Address	View Description
Bringelly and Greendale	Cultural Landscape	Bringelly Road/Greendale Road	Rural Cultural Landscape
Camden to Leppington	Cultural Landscape	Camden Valley Way	The former "Cowpastures Road" road corridor including trees and sequential vistas and view corridors to historical properties and pastoral landscapes

**This report indicates the relevant clauses in the DCP and LEPs in regard to identified heritage items; however in this instance, Council's approval powers are over-ridden by the ISEPP 2007 and the RTA is just required to consult with the Council. See Recommendation 4 of this report.**

## 2 PROPOSED WORK

The NSW Roads and Traffic Authority (RTA) propose to upgrade Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly.

In its current condition, Bringelly Road provides one eastbound and one westbound lane as a two lane undivided carriageway, with the provision of one left hand slip lane into Cowpasture Road. The upgrade would provide four lanes for through traffic initially, with capacity to upgrade to six lanes in the future, and a posted speed limit of 80km/h.

The proposed road works would include the construction of signalised intersections; the construction of new bridges over the Sydney Water Supply Channel and South Creek as well as the upgrading of culverts located underneath the road carriageway. The upgrade would also provide shared pedestrian and bicycle paths and bus facilities.

The study area encompasses a corridor along Bringelly Road, generally between Camden Valley Way and The Northern Road, potentially affected by the upgrading works as shown in Figure 1.3.

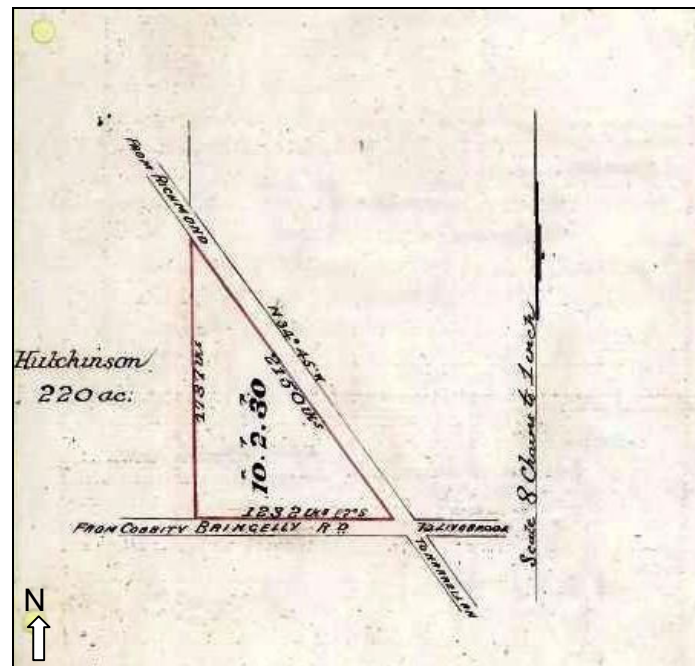
The current Proposed Road Concept Design (dated May 2011) indicates that the Bringelly Road/Greendale Road intersection with The Northern Road is to be widened within the vicinity of Bringelly Public School.

Construction activities associated with the upgrade of the Bringelly Road/Greendale Road intersection that may have specific impacts upon the Bringelly Public School would include the following:

- Excavation and disturbance of soils to allow for road construction.

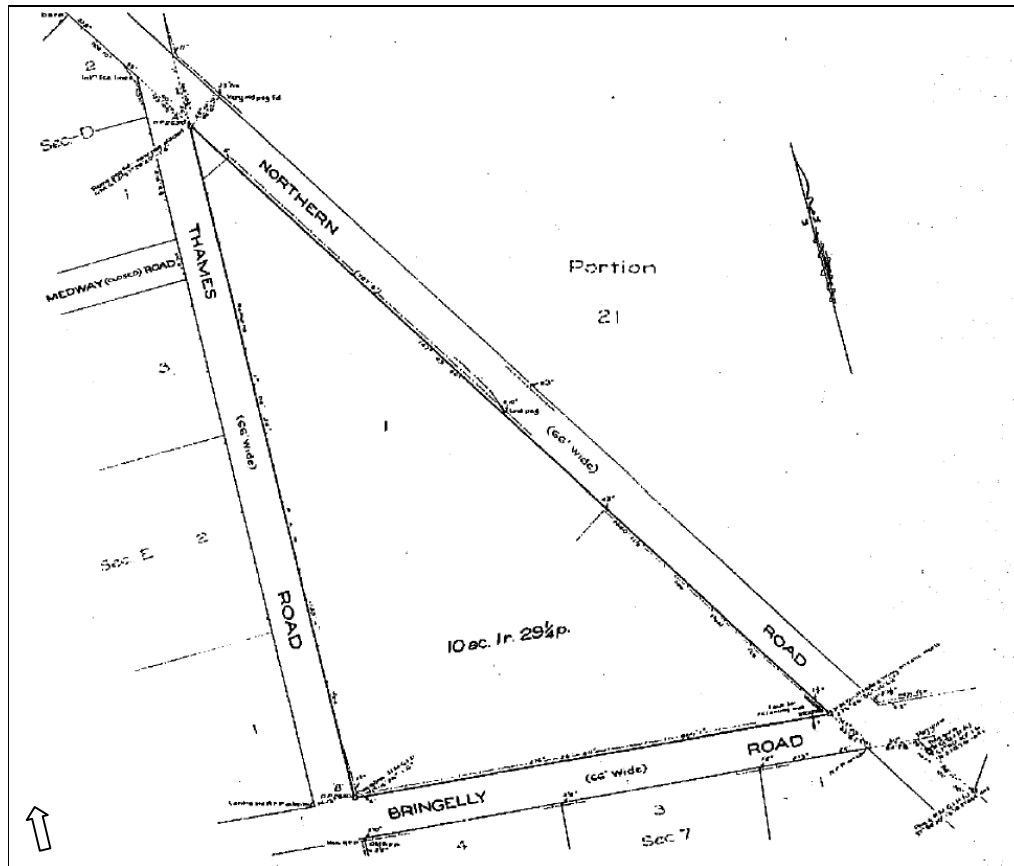


The village of Bringelly emerged very gradually after the establishment of the post office and school in 1878-96 (FORM 2006: 32; Neustein & Associates 1992: 6.35). Bringelly post office was operating by 1873 after being established in the house of George Standfield, located in the buildings that Standfield was to then sell to the Council of Education. The Certificate of Title Volume 342 Folio 61 dated 18<sup>th</sup> May 1878 recorded the transfer of the property (Transfer number 28073) between the Council of Education and George Stanfield identified in the plan (see Figure 3.2) within the Certificate of Title and now identified as Lot 50 DP 746911.



**Figure 3.2:** Detail from the Certificate of Title Volume 342 Folio 61 dated 18<sup>th</sup> May 1878 showing the location of the land purchased by the Council of Education for the establishment of Bringelly Public School. (Source: Land and Property Management Authority Certificate of Title Volume 342 Folio 61).

The land was described as being situated near South Creek in the Parish of Bringelly and County of Cumberland and containing ten acres two roods and thirty perches at the intersection of the Road from Richmond to Narellan (The Northern Road) and Bringelly Road bordering W Hutchinson's 220 acres on the west. The property was part of six hundred acres originally granted to Charles Reid by Crown Grant dated 26 November 1818. It was noted that the agreement was subject to dower, if any, in the wife of either Thomas Laywell, Charles Reid or Edward Riley respectively.



**Figure 3.3:** Detail from the Certificate of Title Volume 10780 Folio 71 dated 19 April 1968 showing the location of the land identified as Lot 1 in DP 499532 later referred to as Lot 53 DP 746911 acquired for road purposes and Lot 50 DP 746911, the location of Bringelly Public School. (Source: Land and Property Management Authority Certificate of Title Volume 10780 Folio 71).

The Certificate of Title Volume 10780 Folio 71 was issued on 19 April 1968 with the plan included (as shown above in Figure 3.3) of the land referred to as Lot 1 in DP 499532 (later referred to as Lot 50 and Lot 53 DP 746911) in the City of Liverpool Parish of Bringelly and County of Cumberland. The Registered Proprietor was listed as The Commissioner for Main Roads for Lot 53 DP 746911 as acquired for road purposes, registered 10 November 1987 and Her Most Gracious Majesty Queen Elizabeth the Second for Lot 50 DP 746911 by Resumption, registered 10 November 1987 (as indicated in the Figure 3.3).

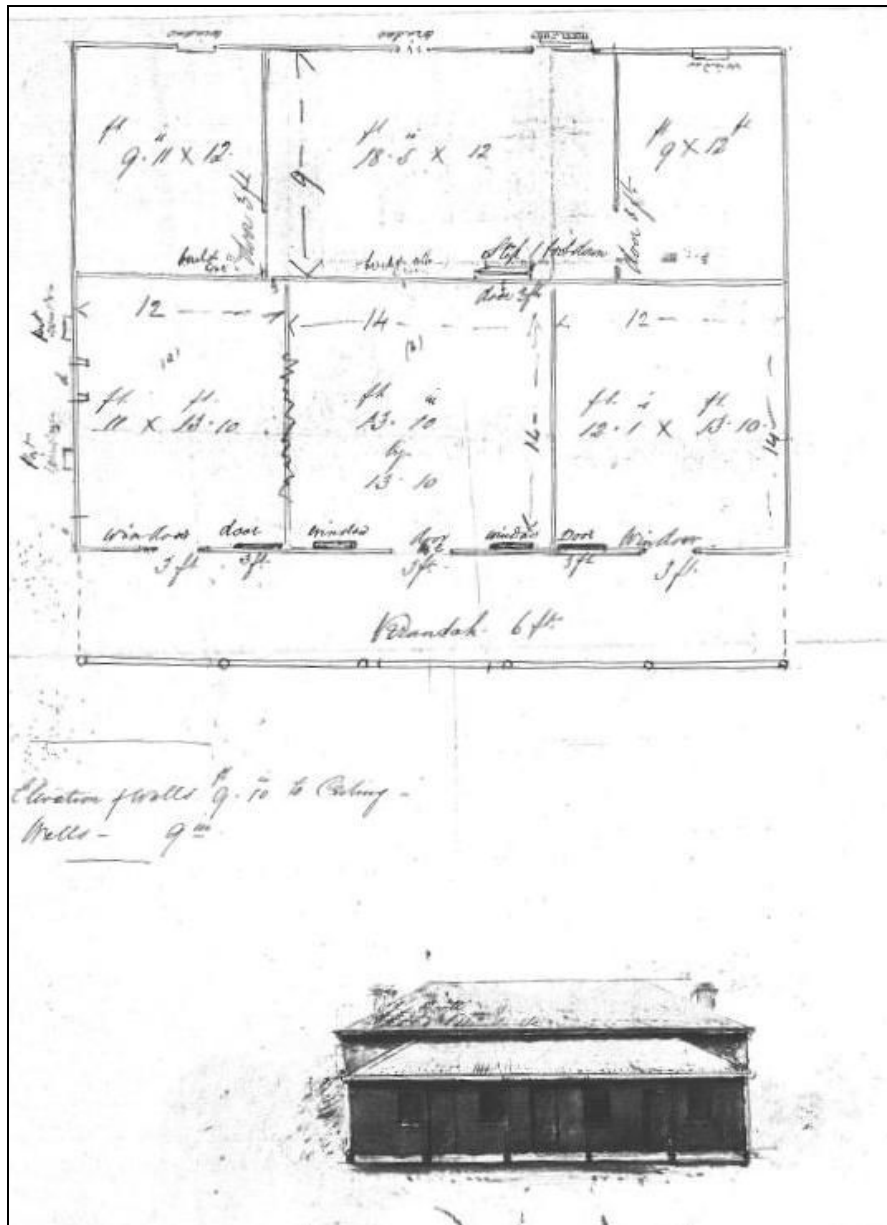
The buildings that Standfield sold to the Council of Education were then to be converted into a schoolroom with adjacent accommodation for a married teacher/headmaster (Burns-Woods 1978: 8). The headmaster's residence was constructed by June 1894.

After an inspection of the property, it was described by the Clerk of Works in a document entitled 'Memorandum to Secretary' dated 12 October 1877 (see Figure 3.4) as consisting of:

"A substantially built brick cottage containing six rooms. The size of the front ones are two 14 x 12 and one 14 x 14 – these rooms are 10 feet high with boarded ceilings and plastered walls. The back rooms are the sizes shown on plan with ---- lean too [sic] roofs and colored walls. In front there is a good verandah 6 feet wide with a good brick floor. The out buildings consist of a small slab kitchen out of repair but it has a good brick oven. There is also a large slab building with shingled



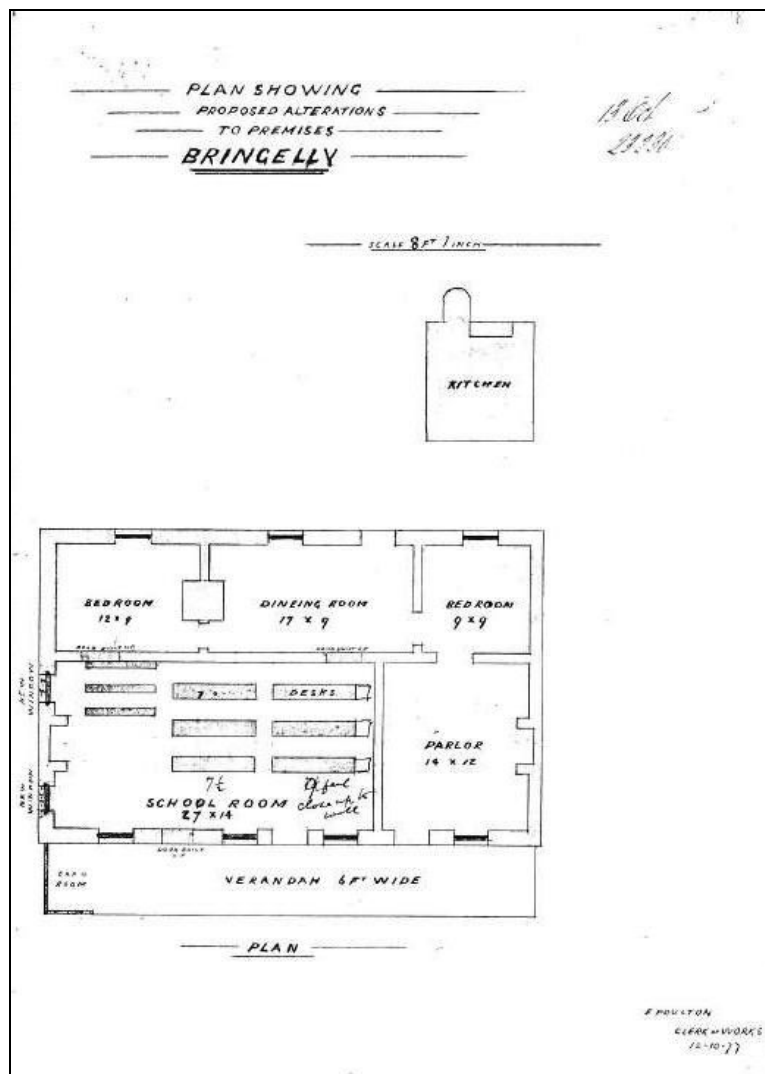
roof which is being used as a blacksmith shop – by taking the front out of this it would make a fine weather shed. There are other outbuildings such as stable cow sheds and a bark hut at the far end of the grounds. The ground which consists of about eight acres is pretty securely fenced and part of it is planted with fruit trees and vines. There is also a good water supply. The cottage has been well built, the outside walls are 14" thick and the inside 9" and this building is in tolerable good repair" (State Records Series No. 3829 Administrative File Item No. 5/15090.1).



**Figure 3.4:** Original layout of building to be converted into schoolroom for Bringelly Public School dated 1877. (Source: State Records Series No. 3829 Administrative File Item No. 5/15090.1).

The 'Memorandum to Secretary' from the Clerk of Works then continues to discuss the planned alterations to the building (see Figures 3.5 and 3.6) as follows:

“The alterations I consider necessary to convert the premises into a school are shown on plan and consist of taking down an inside partition wall which will give a school room 27 x 14 feet. I also propose to build up three doors and make two new windows over each side of fireplace so as to site more light. There would also require a Boys and Girls W.C. (Water Closet). These alterations together with painting, furniture and putting the place in working order would cost about four hundred and sixty pounds (State Records Series No. 3829 Administrative File Item No. 5/15090.1).”



**Figure 3.5: Proposed alterations to premises, original schoolroom Bringelly Public School dated 12 October 1877. (Source: State Records Series No. 3829 Administrative File Item No. 5/15090.1).**

At the beginning of 1897, the original building owned by Stanfield which was converted to the schoolroom was in poor condition and therefore by November 1897 a new, still existing, building was reconstructed and in operation as the Bringelly Public School (Burns-Woods 1978: 8).

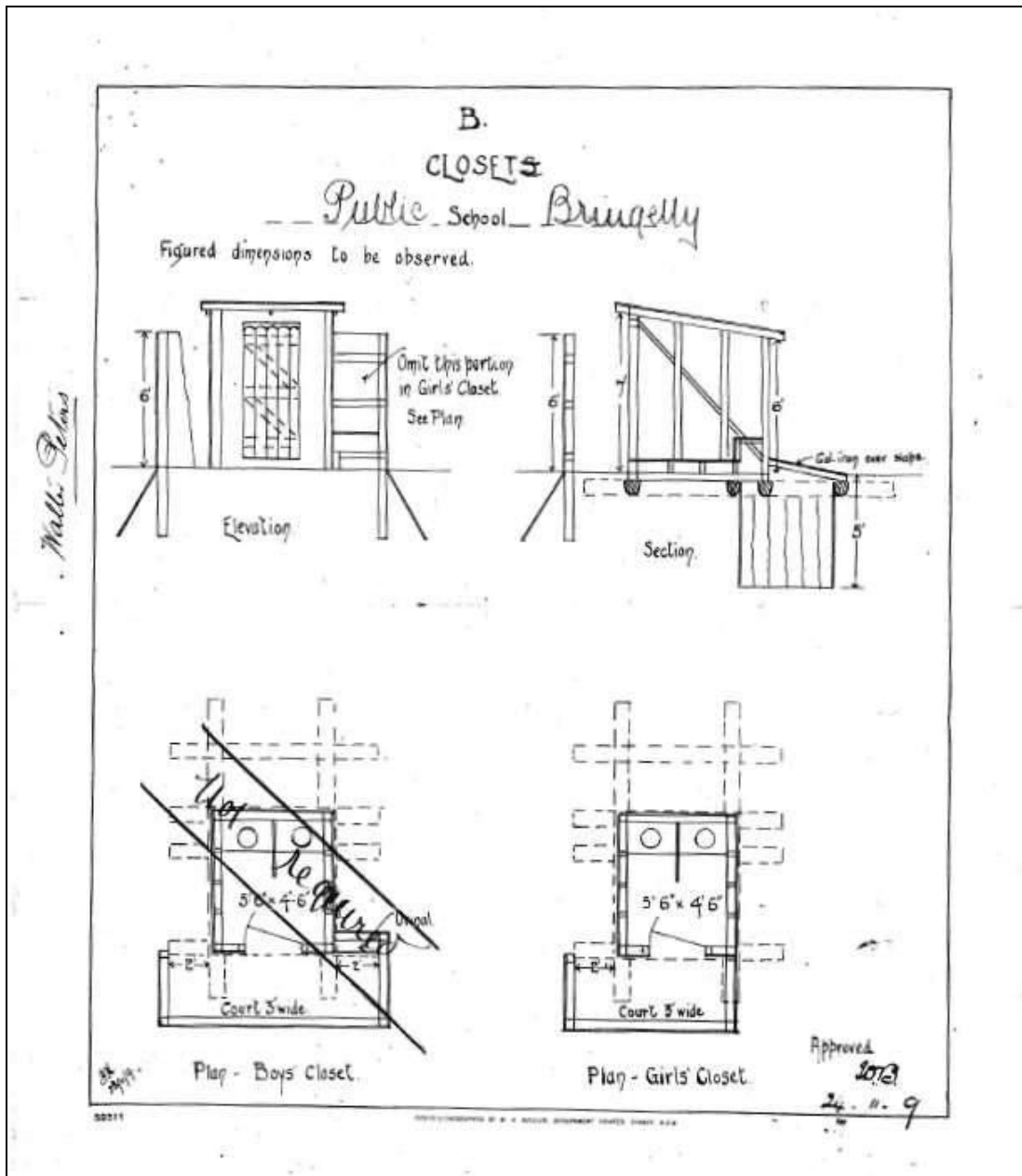


Figure 3.6: Plan of proposed upgrade works to Girls and Boys Water Closets already installed at Bringelly Public School dated 24 November 1909. Upgrade works to Boys Water Closet not required as marked on plan (Source: State Records Series No. 3829 Administrative File Item No. 5/15090.1).

Bringelly Public School was located on 10 acres of land that included an area for a garden as well as grazing land for the pupils' horses. The immediate area to the west of the schoolroom was described by Adams (1978: 24) to also be the location of a level concrete slab with a pole placed in the middle for the daily measuring of the sun's movements. The children maintained the garden that was positioned in the corner of the school ground near the Bringelly and The Northern Roads intersection (Adams 1978: 24). Adams (1978: 24) also refers to finding old bricks, foundation material, clinkers and cinders when they were digging in the garden during his attendance at the schoolhouse c. 1915. The clinkers were thought to have originated from the blacksmith's forge (managed by Bill Coggins) located on the south-western corner of the Bringelly and The Northern Roads intersection to be used as paving in wet weather. Adams (1978: 24) states that the old bricks and foundation material that they found in the garden may have been the remains of an old inn, a former schoolhouse or dwelling built prior to the current schoolhouse. As the current building replaced an earlier brick structure it is likely that the earlier structure was the building owned by George Standfield as previously discussed.

#### **4 SITE ANALYSIS**

The study area had previously been examined as part of earlier heritage studies. These include the South Creek Valley Heritage Study undertaken by Perumal Murphy (1990), the Liverpool Heritage Study by Neustein & Associates (1992), the Thematic History of the City of Liverpool undertaken by Terry Kass (2004), the Liverpool Heritage Study Review by FORM Architects Aust Pty Ltd (2005) and the Camden Council Heritage Study Review (2006). These studies resulted in some buildings being listed in the Local Environment Plans of Camden and Liverpool City Councils.

##### **4.1 INSPECTION OF BRINGELLY PUBLIC SCHOOL**

The site survey was undertaken in three stages – an initial inspection of the study area by car on 14 January 2010 to gain an appreciation of the area and to inspect the identified local and state registered heritage items, and a two day field study (16 and 18 February 2010) where more detailed inspections of potential heritage items were undertaken.

In July 2010, the RTA enlarged the existing study area surveyed earlier in the year and therefore another field study was undertaken on 22 July 2010 with the survey results included within this report.

Further fieldwork was undertaken on the 22 July 2010, 27 January 2011 and 25 May 2011 due to ongoing changes to the scope of the RTA proposed concept design with the survey results included within the main report and SoHIs.

The school building consists of Victorian style single storey schoolroom; the brick structure has a weatherboard infill covering the original open timber verandah on the northern side. The north slope of the pitched, gabled roof continues over the verandah. Roofing consists of corrugated steel sheets with Colorbond finish. The schoolroom has an open brick fireplace in the centre of the northern wall beneath a single-flue chimney with fine brick corbelling near the top. Windows consist of large double-hung timber with 9-pane top sashes and 4-pane bottom sashes.

The residence consists of a Victorian style single storey, former school master's residence; the brick house (painted) has a hipped roof of corrugated iron and two brick chimneys. A timber skillion verandah on the eastern side has square, stop-chamfered posts and scalloped boarding to the end. The building features double-hung timber windows and a four-panel front door with a 3-pane fanlight. Much of the original interior detailing survives including three marble fireplaces with cast-iron grates and panelled door.





**Figure 4.1:** The LEP heritage listed former Headmaster's Residence located at Bringelly Public School, 1205 The Northern Road, Bringelly (Lot 50 DP 746911). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 5399, 006, 5400, 5401).



**Figure 4.2:** The LEP heritage listed original schoolroom located at Bringelly Public School, 1205 The Northern Road, Bringelly (Lot 50 DP 746911). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 5389, 5391, 5392, 5390).





**Figure 4.3:** The original schoolroom located at Bringelly Public School was repainted and concrete was re-laid in September 2010 as shown in right picture. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 5393, 002).



**Figure 4.4:** The proximity of the original schoolroom (left photo) and the former Headmaster's Residence (right photo) located at Bringelly Public School to The Northern Road. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 001, 003).

Modifications were undertaken to the schoolroom that included reroofing to bring the verandah under the main roof and form an enclosed verandah; timber infill to the northern verandah (not original), and the open verandah that has since been reduced to a porch (NSW State Heritage Inventory 2010). Further restoration works were completed in September 2010 that included the repainting of the schoolroom as well as the relaying of concrete to support the building after moisture damage caused the partial collapse of a section of the schoolroom. Four of the original buttresses, dating back to 1910, remain intact (Liverpool Leader 18 Sep 2010).

Bringelly Public School is located on the north-west corner of the intersection of Greendale Road (where Bringelly Road becomes Greendale Road) and The Northern Road, Bringelly. Bringelly Road, The Northern Road and Cowpasture Road are long established roads that generally follow their original alignments. Bringelly Road is the main subject of the project and would be widened along its length while the other two roads would only have short sections affected at their intersections with Bringelly Road. The roads were inspected and all have been upgraded over time with the proposed widening the latest iteration of the upgrading process. In the site inspection no early features or infrastructure such as road surfaces, culverts or drains were

noted. The Northern Road has been subject to various alterations in the area of the intersection with Bringelly Road due to previous road upgrade works.

## 5 HISTORICAL THEMES

The Heritage Council of NSW identifies a variety of Australian and NSW historical themes via which the historical and/or archaeological record of a site can be interpreted. The use of historical themes is valuable in order to provide a basis for comparison between different sites which demonstrate the same historical themes. Historical themes also allow the site to be placed within a local, state, and national historical context. In the case of the Bringelly Public School some of the themes that could be relevant to investigations (as shown in Table 5.1) are those which reflect and relate to the evolution of the site and its usage over time. These might include:

**Table 5.1: Historical Themes for Bringelly Public School.**

<b>Australian Theme</b>	<b>New South Wales Theme</b>	<b>Local Theme</b>
Educating – educating	Education – activities associated with teaching and learning by children and adults, formally and informally	Establishing schools

The establishment of Bringelly Public School is reflected in the theme of ‘Education’ and establishing local schools as required by the growth of population in the region during the late nineteenth and early twentieth century.

The Bringelly Public School was in operation by November 1897 after an original brick cottage containing six rooms was converted into a schoolroom in 1877 followed by further reconstruction works in 1897. The headmaster’s residence was constructed by June 1894. The school house and headmaster’s residence is representative of the simple, functional design of educational buildings from the late nineteenth century. There is the potential to gain further information on the site from further architectural, archaeological and documentary research (NSW State Heritage Inventory 2010).

## 6 ASSESSMENT OF SIGNIFICANCE

### 6.1 INTRODUCTION

An assessment of cultural significance seeks to establish the importance that a place has to the community. The concept of cultural significance is intrinsically tied to the fabric of the place, its history, setting and its relationship to other items in its surrounds and the response it evokes from the community.

The assessment of cultural significance with respect to archaeological sites can present difficulties because the nature and extent of the “relics” are often indeterminate and value judgements therefore need to be made on the basis of potential attributes. The element of judgement can be greatly reduced by historical or other research, as has been completed for the current study. Archaeological deposits and features provide important evidence of the history and settlement of New South Wales. These heritage items may include deposits containing material culture (artefacts) that can be analysed to yield information regarding early urban development that is unavailable from other sources. Archaeological investigations can reveal much about technology, industry, past economic and social conditions and people’s lives.

Sites that contain these elements therefore have scientific value that may be of considerable significance when analysed in association with documentary evidence. It is through this potential



to reveal information about the past use of a place that archaeological sites have heritage significance.

## **6.2 BASIS FOR ASSESSMENT**

The Burra Charter of Australia ICOMOS was formulated in 1979 (revised 1999), based largely on the Venice Charter (for International Heritage) of 1966. The Burra Charter is the standard adopted by most heritage practitioners in Australia. The Charter divides significance into four categories for the purpose of assessment. They are: Aesthetic, Historical, Scientific/Technical, and Social significance.

The Heritage Council of NSW has established a set of seven criteria to be used in assessing cultural heritage significance in NSW. These are published in the Heritage Council's *Assessing Heritage Significance* guidelines (2001). The Heritage Council's criteria incorporate those of the Burra Charter, but are expanded to include rarity, representative value, and associative value.

In order to assess the rarity and representative value of the site, a comparative analysis with similar sites is critical (Section 6.3 below). The identification of historical themes (Section 5.0) is important to establish the parameters of the comparative analysis.

## **6.3 COMPARATIVE ANALYSIS**

A number of heritage investigations have been undertaken in the areas surrounding the suburbs of Bringelly, Rossmore and Leppington, located within the current study area of the Bringelly Road Upgrade. Most of the reports have included a historical and archaeological assessment that have related to the heritage significance of historical items throughout the area.

Following are brief descriptions of the investigations which are relevant to the Bringelly Public School Group:

### **6.3.1 BRINGELLY PUBLIC SCHOOL: 100 YEARS...OF PUBLIC SCHOOL EDUCATION, 1878-1978.**

A booklet was published in 1978 by the Bringelly Public School Centenary Committee to commemorate one hundred years of public school education. The booklet includes information provided by former pupils and Principals of the school and residents of Bringelly on the history of Bringelly Public School and the Bringelly village. It includes information on Bringelly Post Office, Church and the Nepean Shire Council building which are all located within the current Bringelly Road Upgrade study area.

### **6.3.2 PROPOSED SUBDIVISION; PROPOSED RESTORATION AND ADDITION "KELVIN PARK" THE RETREAT, BRINGELLY – CONCEPT SUBDIVISION PLAN, CONSERVATION MANAGEMENT PLAN, HERITAGE IMPACT ASSESSMENT AND HERITAGE AGREEMENT**

FORM Architects (Aust) Pty Ltd undertook a study of the homestead property "Kelvin Park" The Retreat, Bringelly for the owner, Kim Medich in November 2006. The property includes an early 19<sup>th</sup> century homestead, with various outbuildings and other works set on a small rise. The report was prepared in order to be submitted to Liverpool City Council for consideration in the assessment of the manner in which the extant buildings and their setting are to be conserved (FORM 2006: 9). A heritage impact assessment was also undertaken in regards to the proposed works as well as the preparation of a proposed subdivision plan for the property.

Kelvin Park was formerly known as Cottage-Vale or the Retreat Farm and is an example of the evolution of pastoral development within the district of Bringelly over 182 years. Thomas Laycock was the early owner of the property in 1818 that originally consisted of 1200 acres which included the 600 acres bordering his property released to him from Charles Reid in 1823. The original property bordered Bringelly Road and was the location of The Bringelly Public School as well as being located within the current study area of the Bringelly Road Upgrade.

### **6.3.3 SOUTH CREEK VALLEY HERITAGE STUDY – FINAL REPORT**

Perumal Murphy Pty Ltd undertook a study of the environmental heritage of the South Creek Valley in 1990 on behalf of the Department of Planning in order to provide information to the department for the future implementation of the urban release of land in the South Creek catchment area. The study area included the greater part of South Creek's natural drainage basin, excluding the site proposed for Badgery's Creek airport.

The objectives of the report were to identify and analyse the environmental heritage of South Creek Valley as well as to make recommendations for the conservation and management of the environmental heritage in a regional environmental plan (Perumal Murphy 1990: 6).

The study was divided into components consisting of the thematic history, inventory, analysis and planning and implementation of the South Creek Valley study area.

The study area of the Bringelly Road Upgrade falls within the South Creek Valley region and items and sites of heritage significance were identified within this report that are relevant to the Bringelly Road study area. The Bringelly Public School is included in the Inventory Forms (Item B17) of the South Creek Valley Heritage Study.

### **6.3.4 LIVERPOOL HERITAGE STUDY**

A heritage study of the City of Liverpool was prepared by Neustein & Associates in 1992 on behalf of the Liverpool City Council. Section 6 'Urban Form' of the study included an analysis of the history of the growth of Liverpool; an appraisal of the residential settlements developed some distance from the town of Liverpool and the settlement of the rural district within the South Creek valley. Historic information on the successive subdivisions of estates from the original land grants into smaller farming units located within the suburbs such as Bringelly is relevant to Bringelly Public School as is the growth in population during the 1870s that justified the provision of a school.

### **6.3.5 A HISTORY OF THE SUBURBS OF LIVERPOOL**

A summary outlining a brief history of the early settlement of the suburbs in the Liverpool region was undertaken by L. Tan in 1979. This includes the suburb of Bringelly and is relevant to the Bringelly Public School.

### **6.3.6 SUMMARY**

The booklet and report discussed above in Section 6.3.1 and 6.3.2 were very helpful in providing specific information on the historic background of Bringelly Public School as well as other buildings of importance located within Bringelly village such as the Nepean Shire Council Building, Post Office and local church. The reports discussed in Section 6.3.3 to 6.3.5 were helpful in gaining an overview of the historical significance of items/elements of the Liverpool Local Government Area.

## **6.4 Significance Assessment**

### **6.4.1 ASSESSMENT CRITERIA**

The following section addresses the significance of the heritage resources of the study area in accordance with the criteria specified in the Heritage Council's *Assessing Heritage Significance* guidelines (2001). Where items have an existing significance assessment and/or statement it has been quoted below with the source given at the end of the entry.

### **6.4.2 BRINGELLY PUBLIC SCHOOL GROUP, PRIMARY SCHOOL AND RESIDENCE**

#### **CRITERION (A) (HISTORIC)**

***AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The School and Residence demonstrate the history of the initial foundation and development of formal education in the region.

- The School and Residence are of Local Historic significance.

#### **CRITERION (C) (AESTHETIC)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING AESTHETIC CHARACTERISTICS AND/OR A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT IN NSW (OR THE LOCAL AREA)***

The School and Residence are an aesthetically pleasing example of a late 19<sup>th</sup>/early 20<sup>th</sup> century semi-rural school complex.

- The School and Residence are of Local Aesthetic significance.

#### **CRITERION (E) (SCIENTIFIC)**

***AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

There is the potential to gain more information on the site from further archaeological, architectural and documentary research.

- The School and Residence themselves are not considered to have potential archaeological significance although some other parts of the site are.

#### **CRITERION (G)**

##### **(REPRESENTATIVENESS)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING THE PRINCIPAL CHARACTERISTICS OF A CLASS OF NSW'S***

- ***CULTURAL OR NATURAL PLACES; OR***
- ***CULTURAL OR NATURAL ENVIRONMENTS.***

***(OR A CLASS OF THE LOCAL AREA'S***

- ***CULTURAL OR NATURAL PLACES; OR***
- ***CULTURAL OR NATURAL ENVIRONMENTS.)***

The site is representative of the simple, functional design of the educational buildings from the late 19<sup>th</sup>/early 20<sup>th</sup> century.

- The School and Residence have Local Representative value.

#### **STATEMENT OF SIGNIFICANCE**

The Bringelly Public School Group, Primary School and Residence are an example of the history of education and settlement within the region. The Residence building represents the simple, as well as functional design, of teacher's residences built in association with schools in rural areas in the late 19<sup>th</sup>/early 20<sup>th</sup> century. The classroom is also representative of the simple, functional design of educational buildings from the late 19<sup>th</sup>/early 20<sup>th</sup> century. There is the potential to gain further information from the site through further architectural and documentary research. The Bringelly Public School Group, Primary School and Residence site have been assessed as being Locally significant. (Source for this entry: NSW State Heritage Inventory 2010; Perumal Murphy 1990: B17).

## **7 ASSESSMENT OF IMPACT**

This section identifies the predicted impact of the proposed works on the Bringelly Public School Group.

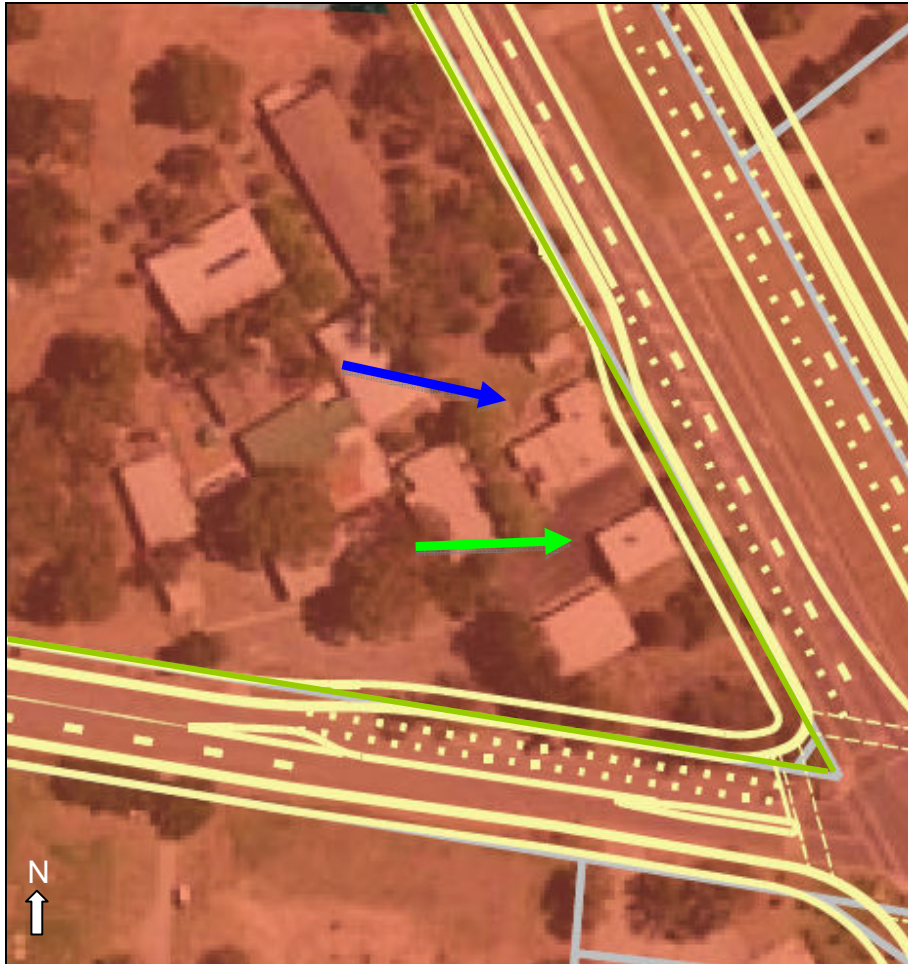
## **7.1 BRINGELLY PUBLIC SCHOOL**

Two of the early buildings on the school campus are identified as heritage items on the Liverpool LEP. One of these buildings is the old brick school house and the other is the headmaster's residence. Neither of these buildings would be directly impacted by the proposed roadworks as shown on the concept design (see Figures 7.1 and 7.2). While it is difficult to assess the exact degree of impact from the concept design, it is likely that the proposed works would reduce the existing distance between the road boundary and the heritage buildings. This may create visual, aural and vibratory impacts and lead to a loss of amenity.

Other features at the school that may be affected by the road widening would be the fencing and mature eucalypt trees that front both Greendale Road and The Northern Road near the intersection.

The concept plan shows a large part of the school allotment coloured red indicating it is part of the study area. It is not clear from the concept plan if there are to be other impacts to this allotment other than the road widening.





**Figure 7.1:** Location of listed heritage items at Bringelly Public School and impact of proposed road works. The headmaster's residence is indicated by the blue arrow and the old school house is indicated by the green arrow. The green outline shows the existing school boundary. The proposed works will reduce the existing distance between the road boundary and the heritage buildings leading to a loss of amenity (Source: RTA Proposed Road Concept Design May 2011).



Figure 7.2: More detailed view of Bringelly Public School and corner of Bringelly Road/Greendale Road and The Northern Road intersection showing the location of the heritage items and other features that may be affected by the road widening such as the fencing and mature eucalypt trees that front both Greendale Road and The Northern Road. The green line shows the existing school boundary. (Source: RTA Proposed Road Concept Design May 2011).

## 7.2 ASSESSMENT OF IMPACT SUMMARY

The potential heritage impact of the proposed development is considered below utilising the format recommended in the *NSW Heritage Manual* guidelines document 'Statements of Heritage Impact'.

### ***WHAT ASPECTS OF THE PROPOSAL RESPECT OR ENHANCE THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?***

Whilst the proposal does not enhance the heritage significance of the Bringelly Public School, it arguably does respect its significance to a degree by minimising the degree of impact required to achieve the necessary upgrade requirements. The proposed new works would not cause significant further disturbance than already undertaken in previous road widening.

### ***WHAT ASPECTS OF THE PROPOSAL COULD HAVE A DETRIMENTAL EFFECT ON THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?***

The proposal requires the widening of the road which would bring the road boundary closer to the listed structures (in particular, The Northern Road). There may be additional visual and vibratory impacts and loss of amenity.

**HAVE MORE SYMPATHETIC OPTIONS BEEN CONSIDERED AND DISCOUNTED?**

Yes. Although the road has been planned for a long time, alternative routes were considered as part of the current planning exercise. In the case of the Bringelly Public School, there are no viable alternatives if the required degree of road widening is to be achieved.

**Table 7.1: Bringelly Public School Group Summary of Impacts Table.**

Element	Significance of Element	Physical Impact	Visual Impact	Heritage Impact
Former Headmaster's Residence	High	No direct impact. Indirect impacts via visual, vibratory, loss of amenity.	Yes	Minimal impact would not adversely affect the heritage significance of the item.
School house	High	No direct impact. Indirect impacts via visual, vibratory, loss of amenity.	Yes	Minimal impact would not adversely affect the heritage significance of the item.
Setting	Low	Possible impact from road widening. Indirect impact via loss of amenity.	Yes	Minimal impact would not adversely affect the heritage significance of the item.

**7.3 MITIGATION OF DEVELOPMENT IMPACT/STATEMENT OF COMMITMENT**

The RTA has undertaken to meet all statutory requirements in regard to the known heritage issues to ensure that the historic cultural heritage values of the study area are identified and maintained as far as possible within the essential development parameters. At Bringelly Public School mitigative measures including fencing and vegetative screening would be considered to minimize impacts. An exclusion zone should then be created surrounding the Bringelly Public School property prior to and during construction works.

Mitigative measures are to be addressed in the Construction Environmental Management Plan (CEMP) which would be compiled during the detailed design phase of the Bringelly Road Upgrade works. The timing for the construction at the western end of Bringelly Road (beyond King Street to The Northern Road intersection) is unknown at this time and is estimated to be approximately 10+ years.

**7.4 PREDICTED OUTCOME**

The proposed development programme would generally have only localised impacts within the Bringelly Road/Greendale Road and The Northern Road road corridors. In the case of the Bringelly Public School Group, the impacts would mainly be confined to visual and/or vibratory impacts and the widening of the road alignment itself. Currently there is approximately an 8 to 9 metre area consisting of a concrete footpath, nature strip and existing fence line (see Figure 4.4) from the current kerb line of The Northern Road to the two heritage listed buildings which may allow the RTA to reduce the impact to the curtilage.

**8 CONCLUSIONS AND RECOMMENDATIONS**

Having reviewed the history of the study area, as well as having assessed its significance and archaeological potential it is concluded that the proposed road widening of Bringelly Road/Greendale Road at the intersection with The Northern Road is likely to have mainly visual and vibratory impacts and cause loss of amenity to the Bringelly Public School.

The section of the Bringelly Public School property that is to be impacted by the proposed road upgrade works has been assessed to have low archaeological potential.

It is considered that the impacts can be adequately managed through the mitigative actions recommended below and that the benefits to the community through the widening of the road are likely to outweigh the adverse impacts to the heritage values of the area.

**RECOMMENDATIONS:**

6. The RTA should endeavour to minimise impacts to the Bringelly Public School Group when undertaking works for the proposed road widening.
7. The RTA should advise the Department Education and Training of proposed works in relation to the Bringelly Public School Group as it is listed on that agency's s170 register.
8. Mitigative measures such as fencing (using a design appropriate to the heritage buildings) and possibly vegetative screening should be considered for the school boundaries. An exclusion zone should then be created surrounding the Bringelly Public School boundary prior to and during construction works.
9. This Statement of Heritage Impact has found that impacts to the Bringelly Public School Group are likely to be minor. As such there is no requirement for the RTA to further consult with the Camden and Liverpool Councils. Provision of a copy of this SoHI to each Council however, would constitute best heritage management practice.
10. As required by the *NSW Heritage Act 1977*, if historical archaeological relics not predicted by this report are found during the works, all works in the immediate vicinity are to cease immediately and a qualified archaeologist be contacted to assess the situation and consult with the Heritage Branch, in the Office of Environment and Heritage regarding the most appropriate course of action. It is also recommended that all construction personnel should undertake a heritage induction prior to construction works commencing.
11. In the event that Aboriginal cultural deposits and/or objects are encountered, all excavation work in the immediate vicinity is to be halted. The client should then consult with an archaeologist and the Office of Environment and Heritage (formerly referred to as the Department of Environment, Climate Change and Water) to determine an appropriate course of action.



**APPENDIX 6 – CHURCH OF THE HOLY INNOCENTS GROUP  
STATEMENT OF HERITAGE IMPACT**



**MR 647 Bringelly Road Upgrade**  
Camden Valley Way, Leppington to The Northern Road, Bringelly  
**Statement of Heritage Impact**  
Church of the Holy Innocents Group, Rossmore



Prepared by  
Austral Archaeology Pty Ltd  
Archaeological & Cultural Heritage Consultants

For  
Roads and Traffic Authority

June 2011  
Job No: 1002

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## 1 BACKGROUND

The NSW Roads and Traffic Authority (RTA) proposes to undertake the widening and upgrade of a 10.1 km section of Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly.

Bringelly Road is located in the South West Growth Centre (SWGC) of Sydney between The Northern Road and the intersection of Cowpasture Road and Camden Valley Way at the eastern extent. Bringelly Road is located on the border between both Camden Council Local Government Area (LGA) and Liverpool City Council LGA. Bringelly Road is also located within the suburbs of West Hoxton, Austral, Leppington, Rossmore and Bringelly. Bringelly Road is categorised as a Principal Arterial Road within the South West Growth Centre Road Structure Plan.

As part of the development process, legislative requirements necessitate the preparation of a Review of Environmental Factors (REF) under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act); this is also in accordance with *State Environmental Planning Policy (Infrastructure) 2007*. As a result, Austral Archaeology Pty Ltd has been commissioned by the RTA to produce a Heritage Assessment of the Bringelly Road corridor. In addition the RTA has commissioned a Statement of Heritage Impact (SoHI) for the heritage listed Church of the Holy Innocents Group, including church and churchyard that addresses the possible impacts upon the church and its curtilage due to the Bringelly Road upgrade works.



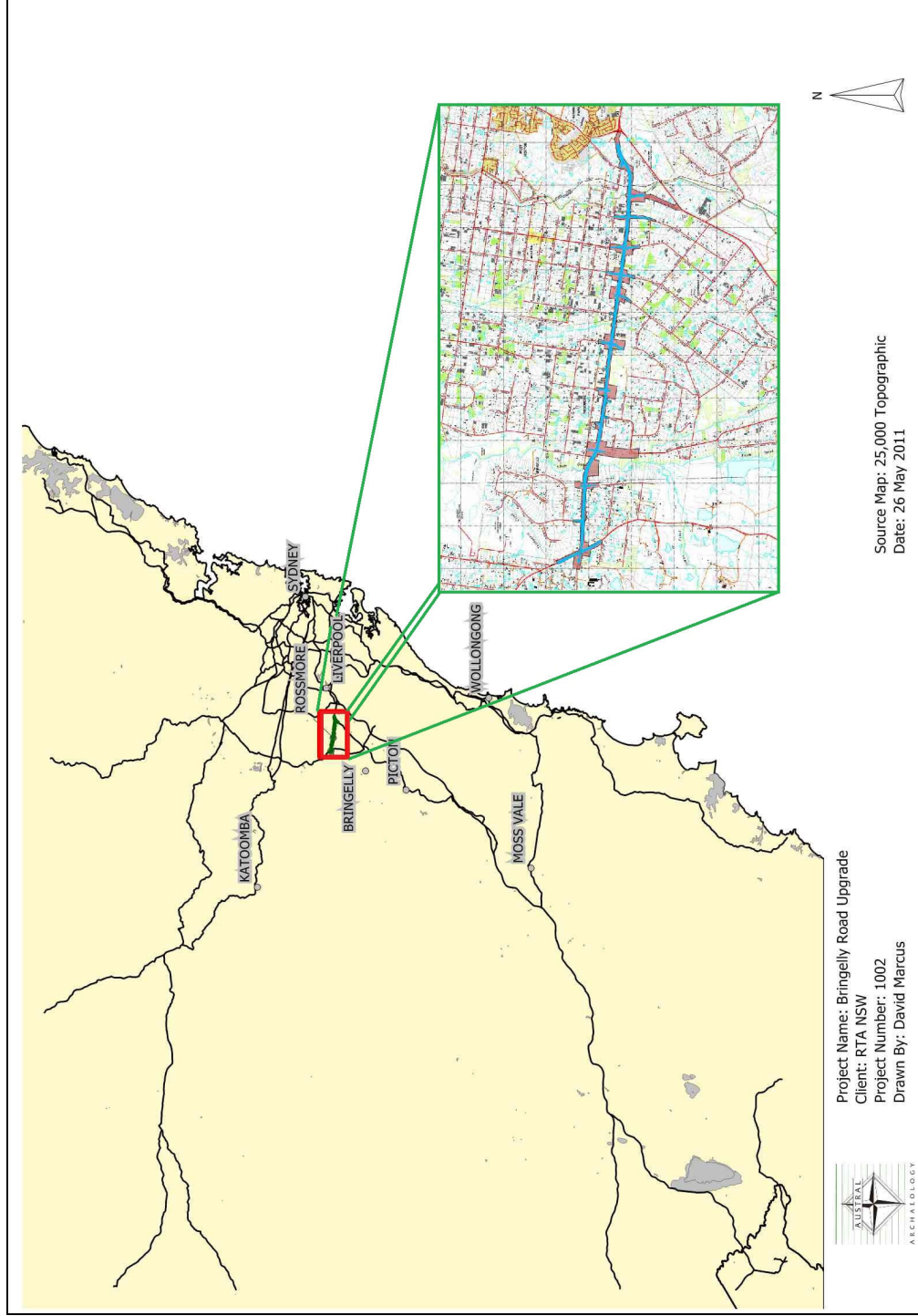


Figure 1.1: Location Map for Bringelly Road Upgrade Study Area

## 1.1 STUDY AREA

The Bringelly Road Upgrade study area falls within the Cumberland Plain region of Western Sydney, NSW. The region is generally flat to undulating and located within the South Creek sub-catchment of the Hawkesbury-Nepean with the eastern most section of the study area located within the Sydney Catchment.

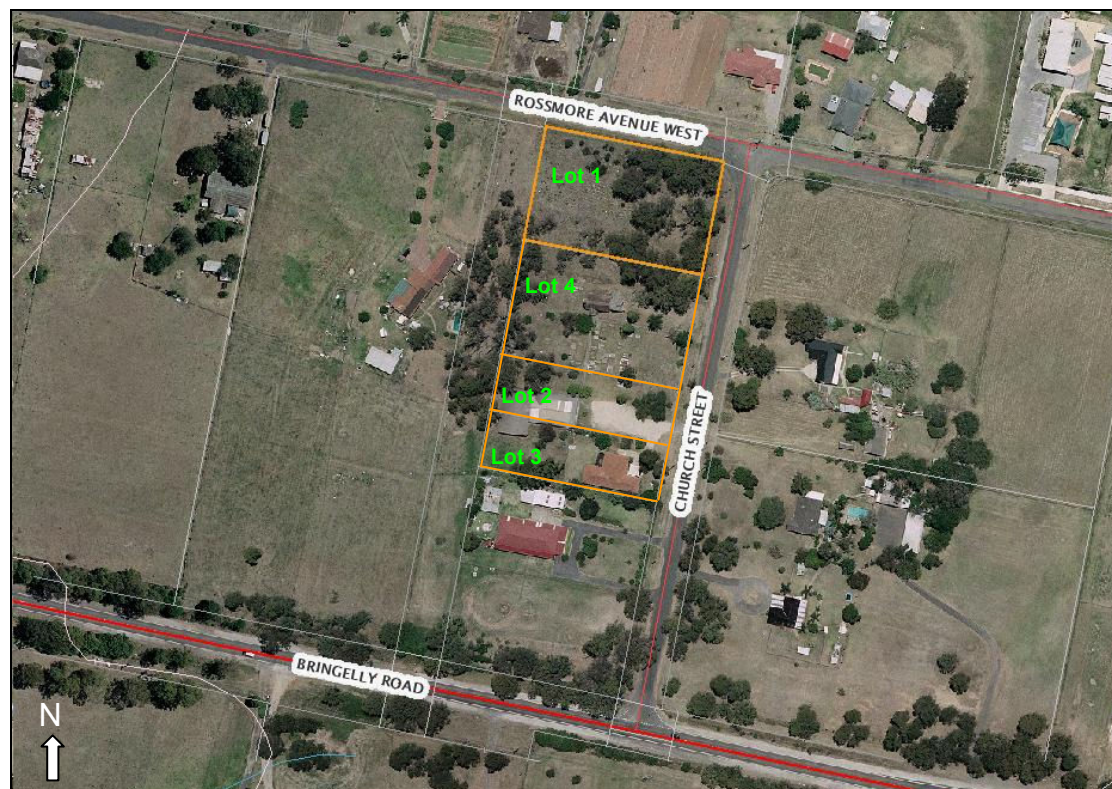
The RTA Concept Design dated May 2011 that includes the entire study area for the Bringelly Road Upgrade extends 20 m west of the intersection at Bringelly Road and Camden Valley Way, Leppington along the existing route of Bringelly Road to 20 m west of the intersection to the west with The Northern Road, Bringelly, a total of 10.1 km in length. The Concept Design is reproduced in Figure 1.3.

## 1.2 LEGISLATION

The following section summarises the relevant statutory context, including heritage listings, Acts, and Environmental Planning Instruments (EPIs), which are relevant to the study area and the Church of the Holy Innocents Group.

The Bringelly Road Upgrade study area is located within the land defined by both the *Camden Local Environmental Plan 2010* and the *Liverpool Local Environmental Plan 2008*.

The Church of the Holy Innocents is listed in the *Liverpool Local Environmental Plan (LEP) 2008* which includes 'Church of the Holy Innocents Group, including church and churchyard' as Item No. 60 and is located within the study area at 130 Rossmore Avenue West (Lots 1 – 4, DP 117688) Rossmore NSW 2557 (see Figure 1.2). The Church of the Holy Innocents Group is listed as being of State significance in the LEP but is not listed on the State Heritage Register. Therefore effectively it is only afforded protection at the level of a Local item.



**Figure 1.2:** Heritage listed Church of the Holy Innocents Group, including church and churchyard is located within the study area at 130 Rossmore Avenue West (Lots 1 - 4, DP 117688), Rossmore (as indicated by orange outlined property). The entirety of Lots 1-4 comprise the listed heritage curtilage. (Source: Sixviewer © NSW Department of Lands).

### 1.2.1 ENVIRONMENTAL PROTECTION AND BIODIVERSITY CONSERVATION ACT, 1999

The *Environment Protection and Biodiversity Conservation Act* (EPBC Act) established the Australian Heritage Council (formerly the Australian Heritage Commission) and provides for the protection of cultural heritage at a National level and for items owned or managed by the Commonwealth. The *EPBC Act* has established two heritage registers:

- Commonwealth Heritage List: significant items owned or managed by Commonwealth Government agencies
- National Heritage List: for items assessed as being of National cultural significance.

Australian Heritage Council approval is required for works to an item on either of these lists which would impact on its significance.

**The Church of the Holy Innocents Group is not located on Commonwealth owned land and, as such, this legislation does not apply to this site. No part of the subject study area appears on the Commonwealth Heritage List or the National Heritage List.**

The Australian Heritage Council is also responsible for keeping the Register of the National Estate (RNE). The RNE can no longer be added to, and for Commonwealth properties, has been superseded by the Commonwealth and National Heritage Lists. The RNE is now an indicative list of significant places with no statutory controls, except for properties owned by the Commonwealth.

**The Church of the Holy Innocents is listed on the Register of the National Estate (Item No 3297).**

### 1.2.2 NSW HERITAGE ACT, 1977

#### 1.2.2.1 EXCAVATION PERMITS

Under Section 139 of the *Heritage Act*, “a person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit”. A relic is defined under the *Heritage Act* as “any deposit, object or material evidence” which:

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
- (b) is of State or local heritage significance. (s.4 *Heritage Act* 1977).

An excavation permit is also required if a relic has been discovered in the course of excavation without a permit (Section 139(2) of the Act).

Section 139 of the *Heritage Act* applies to all relics which *are not* listed on the State Heritage Register or protected by an Interim Heritage Order. Relics protected by an SHR listing or an IHO are subject to approval required by Section 57(1) of the *Heritage Act*, and require a Section 60 Application.

If an excavation permit is required by Section 139 of the *Heritage Act*, an application is made under Section 140 of *the Act* (a Section 140 Application). To obtain an excavation permit, the Section 140 application must include an Archaeological Assessment and Research Design. The Archaeological Assessment establishes the archaeological sensitivity of the site, its significance, and the likely impact of the proposed development. The Research Design outlines the method proposed to mitigate the impact of the development (such as monitoring, test excavation, sampling, or open area excavation). The Research Design also provides research questions which the archaeological resource has the potential to answer. An Archaeological Assessment and Research Design needs to be prepared in accordance with the Heritage Council's relevant guidelines, including *Historical Archaeological Sites* and the *Historical Archaeology Code of Practice*. For further details of these guidelines, refer to the Heritage Branch website: ([http://www.heritage.nsw.gov.au/06\\_subnav\\_02.htm#policy](http://www.heritage.nsw.gov.au/06_subnav_02.htm#policy))

The *Heritage Act* also contains provisions for the unintentional disturbance of archaeological relics. Under Section 146 of *the Act*, the Heritage Council must be immediately notified in the event of relics being unintentionally located or disturbed. Works may be required to cease pending consultation and further research.

### **1.2.2.2 EXCEPTIONS (SECTION 139[4]) HERITAGE ACT 1977**

For sites not listed on the SHR or under an IHO the *Heritage Act* includes exceptions for works which may not need an excavation permit if they fall within the terms of the excavation permit exceptions. There are eight types of exceptions that may be relevant to potential archaeological sites in NSW and all are related to managing sites with low potential or where proposed impacts are predicted to be low. In situations where significant, intact archaeological deposits are predicted, the site is managed under Section 140 or Section 60 of *the Act*.

If proposed works do fall within the terms of the exceptions, an Exception Notification Form must be completed and submitted to the Heritage Council (not a Section 140 application). Sufficient information must be provided to enable the Heritage Council to assess the application. As with Exemption Notifications, the application form must be supplemented by a report that succinctly details the proposed works and how they comply with the exception guidelines.

For details of the excavation permit exceptions, refer to the Heritage Branch website ([http://www.heritage.nsw.gov.au/14\\_index.htm](http://www.heritage.nsw.gov.au/14_index.htm)).

### **1.2.3 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979**

Note: There are no specific references to Bringelly Road in the *Liverpool Development Control Plan (DCP) 2008*. However, as the study area is located within both the Camden Council LGA and Liverpool City Council LGA (see Figure 1.3) the *Camden DCP 2011* has been included as an applicable Environmental Planning Instrument (EPI) for Bringelly Road.

An Environmental Planning Instrument (EPI) is made under the *Environmental Planning and Assessment Act, 1979* (EPA Act). An EPI can be a Local Environmental Plan (LEP), a Development Control Plan (DCP), a Regional Environmental Plan (REP), or a State Environmental Planning Policy (SEPP). Please note that from the 1<sup>st</sup> July 2009, REPs were no longer part of the hierarchy of EPIs in NSW and existing REPs were from that date deemed to be SEPPs.

The applicable EPIs in this instance are the:

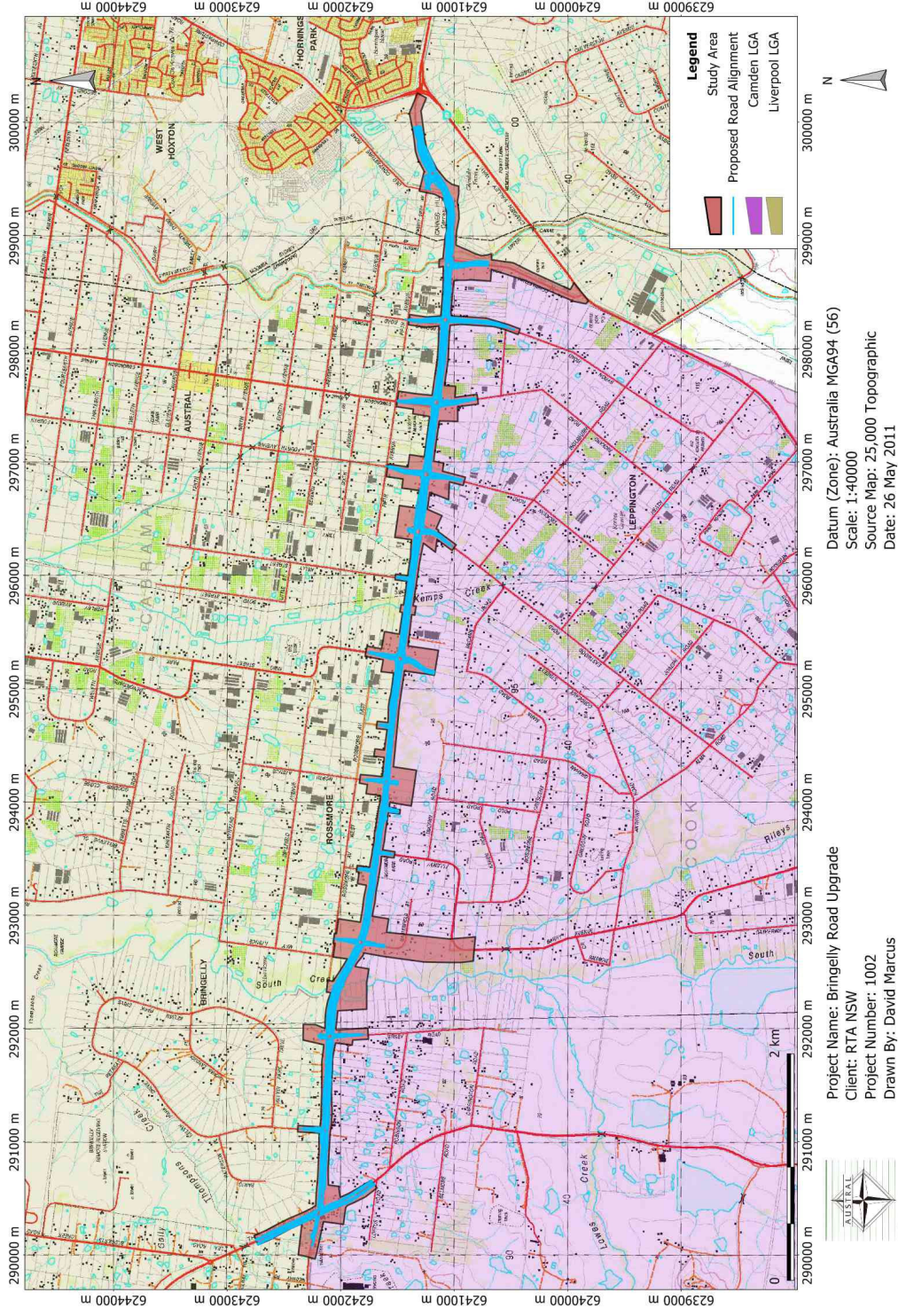
- *Liverpool Local Environmental Plan 2008*
- *Camden Development Control Plan 2011*
- *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP 2007)

#### **1.2.3.1 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007**

In this instance however, the *State Environmental Planning Policy (Infrastructure) 2007* overrides the controls outlined in the *Camden DCP 2011* and the *Liverpool LEP 2008*. Under this SEPP, the RTA is required to consult with the Councils on heritage matters that may "...have an impact that is not minor or inconsequential..." as stated in Clause 14 of the SEPP.

The ISEPP was gazetted in 2007 to streamline the development of infrastructure projects undertaken by state agencies. In most instances, where there is a clash with other planning instruments, the *ISEPP 2007* prevails.





**Figure 1.3:** Bringelly Road Upgrade Study Area showing Camden Council LGA and Liverpool City Council LGA.

**1.2.3.2 CAMDEN DEVELOPMENT CONTROL PLAN (DCP) 2011 – PART B – GENERAL LAND USE CONTROLS – SECTION B3 – ENVIRONMENTAL HERITAGE – B3.1.5 CULTURAL AND VISUAL LANDSCAPES**

A description of the Potential Heritage Items – Cultural and Visual Landscapes is included in the *Camden DCP* (2011: B42) as follows: ‘the Camden area demonstrates a mixture of natural and cultural landscapes which are considered to be significant to the character of the area. These are most evident in iconic visual landscapes, views and vistas in the Camden LGA’. The Cultural and Visual Landscapes have been recognised in the DCP and are included in Table 1.1.

Items within the study area that are included in the *Camden DCP 2011* Table B5 – Potential Heritage Items – Cultural and Visual Landscapes are shown below in Table 1.1:

**Table 1.1: Camden DCP 2011 Potential Heritage Items Cultural and Visual Landscapes.**

<b>Suburb</b>	<b>Item Name</b>	<b>Address</b>	<b>View Description</b>
Bringelly and Greendale	Cultural Landscape	Bringelly Road/Greendale Road	Rural Cultural Landscape
Camden to Leppington	Cultural Landscape	Camden Valley Way	The former “Cowpastures Road” road corridor including trees and sequential vistas and view corridors to historical properties and pastoral landscapes

**1.3 NON-STATUTORY HERITAGE LISTINGS**

A number of organisations maintain registers of buildings or sites which they have assessed and believe to be of cultural heritage significance. These registers have no statutory authority, however the inclusion of a place on a non-statutory register suggests a certain degree of community esteem and appreciation. Non-statutory registers include the National Trust (NSW) Register, the National Trust Register, the RAI A 20<sup>th</sup> Century Register of Significant Buildings, and the Art Deco Society of NSW’s Art Deco Building Register.

**The Church of the Holy Innocents (Item No 7022) is listed on the National Trust (NSW) Register.**

**This report indicates the relevant clauses in the DCP and LEPs in regard to identified heritage items; however in this instance, Council’s approval powers are over-ridden by the ISEPP 2007 and the RTA is just required to consult with the Council. See Recommendation 4 of this report.**

**2 PROPOSED WORK**

The NSW Roads and Traffic Authority (RTA) propose to upgrade Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly.

In its current condition, Bringelly Road provides one eastbound and one westbound lane as a two lane undivided carriageway, with the provision of one left hand slip lane into Cowpasture Road. The upgrade would provide four lanes for through traffic initially, with capacity to upgrade to six lanes in the future, and a posted speed limit of 80km/h.

The proposed road works would include the construction of signalised intersections; the construction of new bridges over the Sydney Water Supply Channel and South Creek as well as the upgrading of culverts located underneath the road carriageway. The upgrade would also provide shared pedestrian and bicycle paths and bus facilities.

The study area encompasses a corridor along Bringelly Road, generally between Camden Valley Way and The Northern Road, potentially affected by the upgrading works as shown in Figure 1.3.

The current Proposed Road Concept Design (dated May 2011) indicates that Bringelly Road and a section of Church Street at the intersection with Bringelly Road is to be widened within the vicinity of the Church of the Holy Innocents Group, church and churchyard.

Construction activities associated with the upgrade of Bringelly Road and the intersection with Church Street that may have specific impacts upon the Church of the Holy Innocents Group curtilage would include the following:

- Excavation and disturbance of soils to allow for road construction.
- Landform alteration to allow for site preparation, battering of embankments, etc.
- Potential for the construction of access roads.
- Potential for excavated materials to be stockpiled on site.

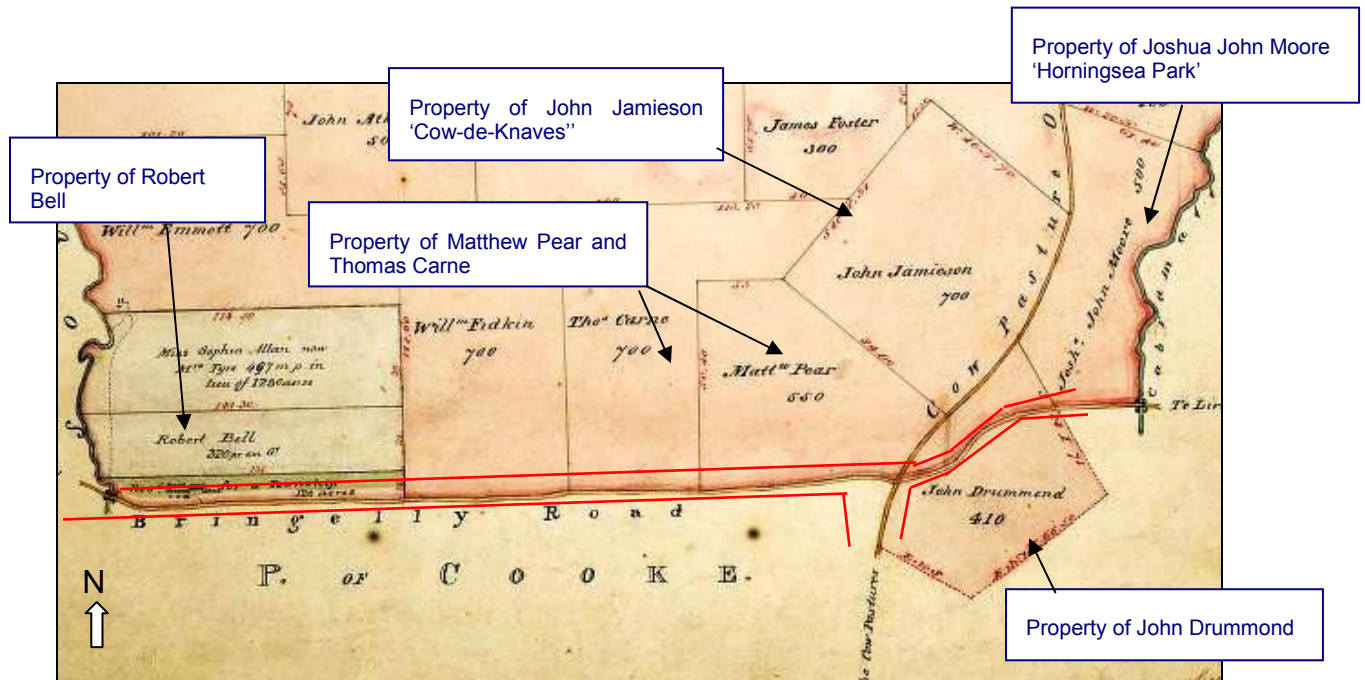
The impacts to the local landscape due to location of stockpiles would be temporary and would be mitigated by landscaping following the completion of the Church Street and Bringelly Road upgrade.

In the following section, an RTA Concept Design of the proposed Bringelly Road upgrade is constantly referred to. The Concept Design, provided by the RTA for the purposes of this assessment, is entitled “Bringelly Road Upgrade from The Northern Road to Camden Valley Way - Proposed Road Concept Design May 2011”. The Concept Design is reproduced in Figure 1.3.

### **3 HISTORY**

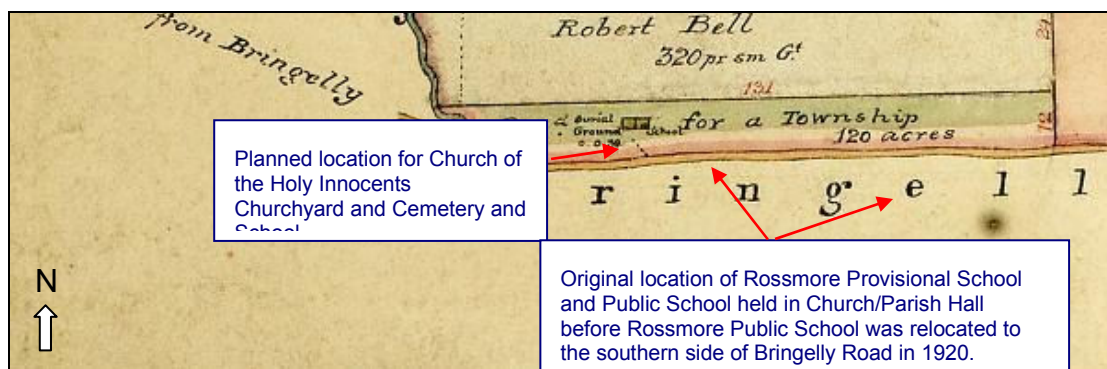
The Parish Map of Cabramatta as shown in Figure 3.1 illustrates the location of early land grants bordering Bringelly Road to the north located between South Creek and Cowpasture Road in the central and eastern sections of the study area. The properties owned by Robert Bell, William Fidkin, Thomas Carne, Matthew Pear, John Jamieson, Joshua John Moore and John Drummond are amongst the early land grants of this region.





**Figure 3.1:** Detail from the Parish Map of Cabramatta (no date on map) showing the names of the land holders bordering the north side of Bringelly Rd from South Creek to Cowpasture Rd. (Source: Department of Lands Parish Maps 14070601).

The early subdivision of Robert Bell's holding into the proposed location of the Church of the Holy Innocents Churchyard and Cemetery as well as Rossmore Provisional School and Public School located in the Church/Parish Hall is illustrated in Figure 3.2. In 1827, the church and school were both held in a slab timber school/church hall until a new hall was built in c. 1886. In the 1880s, Robert Bell's property, which included Bellfield Farm Homestead, was retained and the remainder sold as small lots (see Figure 3.3). This was later to be known as Rossmore Farms (as also illustrated in Figures 3.3 and 3.4) which today forms part of the village of Rossmore (Perumal Murphy 1990: 13). Bellfield Farm is a rare survivor of early grants with the homestead consisting of the original building (Perumal Murphy 1990: 21).



**Figure 3.2:** Detail from the Parish Map of Cabramatta (no date on map) showing the early subdivision of Robert Bell's holding to the proposed location of the Church of the Holy Innocents Churchyard, Cemetery and School. Rossmore Provisional School and Public School were located in the Church Hall built in c. 1886 (Rossmore Public School was relocated in 1920 to the south side of Bringelly Road where the school is located today). (Source: Department of Lands Parish Maps 14070601).



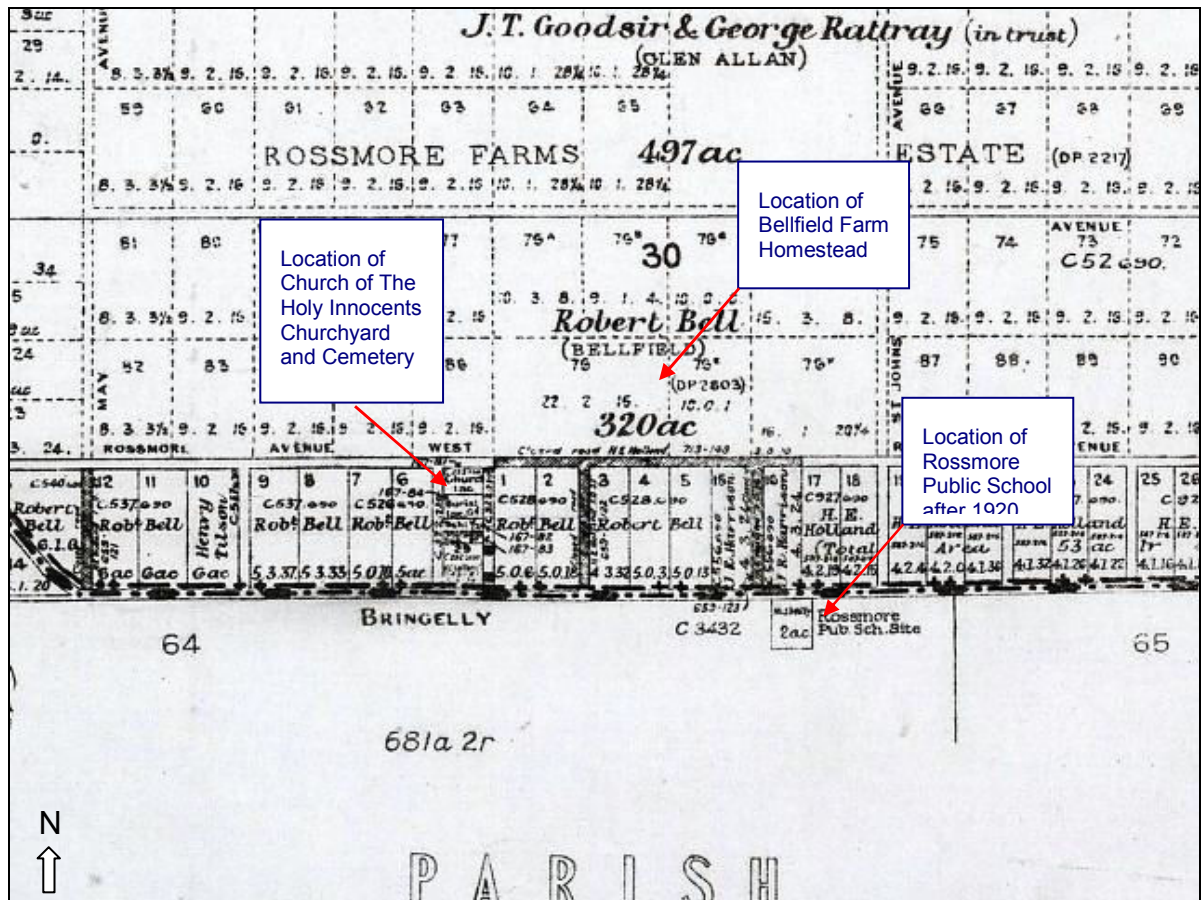


Figure 3.3: Detail from the 1923 Parish Map of Cabramatta showing the locations of the Church of the Holy Innocents Churchyard and Cemetery, Bellfield Farm Homestead and Rossmore Public School. (Source: Department of Lands Parish Maps 14031202).

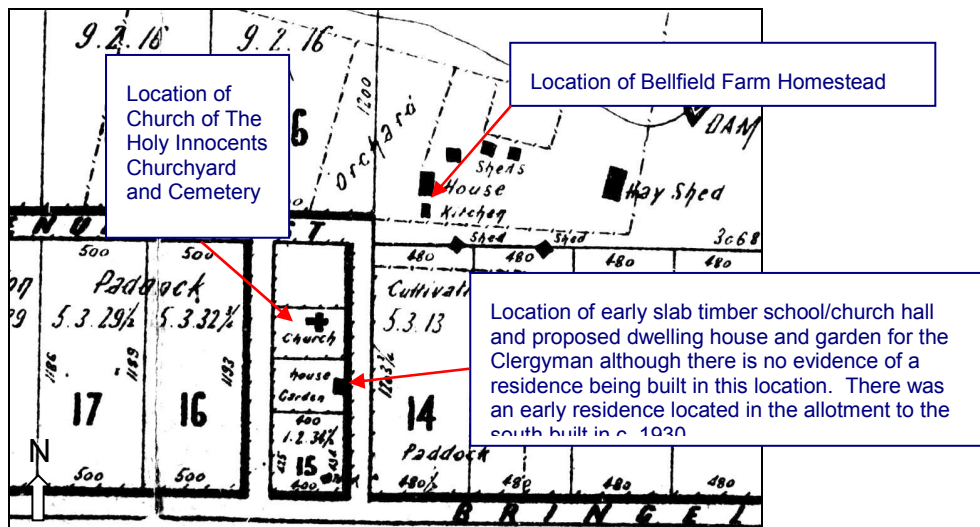


Figure 3.4: Detail from Rossmore Farms advertisement for sale as 10 acre lots showing location of Holy Innocents Church and Bellfield Farm, no date (estimated to be c. late 1880s). (Source: Sydney Subdivision Plans – Mitchell Library L/10/54).

As early as 1827 a slab timber school/church hall was established according to the terms of the Church and School Lands Corporation (Noel Bell, Ridley Smith & Partners 1989: 1; Liverpool City Council website). The building had the capacity to hold 100 persons for services with the acting school master being the Rev. A. Lideliard (Noel Bell *et al* 1989: 1). Established in 1826, the Church and School Lands Corporation's main objective was to provide simple school houses and rectories in rural areas rather than building large churches. Financing for the operations was to be arranged through an enormous grant of one seventh of all the new land released in the colony, however allocation of the land did not commence until 1828 and ceased again in 1833 following complaints from other denominations (Noel Bell *et al* 1989: 1).

Archdeacon Thomas Hobbs Scott, one of the Trustees of the Church and School Lands Corporation, concentrated on erecting simple vernacular buildings. Archdeacon T H Scott considered that all children in the colony of both sexes, up to the age of 10, should be educated at no cost to the families. After the age of 10, the children who could afford the cost of an education could remain at school but would be required to pay three pence per week. In a letter to Governor Darling regarding the state of schools and education in the colony in 1827, listed among the Parochial schools established prior to 1827 was the district of Bringelly where in 1826 the average attendance was 10 pupils being 3 boys and 7 girls. It was recorded in 1829 that services were held at Cabramatta once every Sunday in the School/Chapel (Noel Bell *et al* 1989: 1, 2).

Reverend Thomas Hassall, described as the 'galloping parson' and one of the more ambitious builders amongst the Sydney Clergy, had been appointed chaplain to the Cow Pastures in 1827. Hassall was also responsible for the building of the classical Heber Chapel at Cobbitty (completed in 1828). In 1830, Cabramatta was recorded as having a population of 100 and the rector or officiating minister was Mr Hassall, whose parsonage was rented. Hassall officiated at Sutton Forest once in three months also at Mulgoa, South Creek, Bong Bong and Goulburn Plains occasionally (Noel Bell *et al* 1989: 2). In 1832, Bishop Broughton had written to the Rev. Hassall to advise him that the school hall located at Cabramatta had to be repaired or demolished as the building had fallen into disrepair (Noel Bell *et al* 1989: 2). Substantial repairs were undertaken in December 1832 to make the building more suitable for use as a church by Joseph Heron under instructions by Rev Hassall (Noel Bell *et al* 1989: 2).

In 1833, Robert Bell, who owned the majority of the land surrounding the school and burial ground, petitioned the government to establish a township. However, the Surveyor General's report to the Colonial Secretary did not recommend the establishment of a town as the area was not located on 'the Great Road' and was 'ill watered' (Noel Bell *et al* 1989: 5).

As recorded in 1836, Anglicans were meeting fortnightly in the timber slab school house which was reported to be capable of holding up to 100 people. Bishop Broughton stated in his Diocesan Report in 1836 that a permanent and more substantial church should be built for the district and that a sum of two hundred pounds had been subscribed towards the cost (Noel Bell *et al* 1989: 5). Following the 'Church Act' of 1836, additional funding was made available and the subsidised buildings were required to be designed by a professionally competent person and submitted to the Colonial Architect for government approval. Thereafter, church building became a priority in the surrounding district (Noel Bell *et al* 1989: 5).

It was not until 1846 that sufficient funds became available for a commencement date on the church despite Bishop Broughton's vision for the church. Broughton was an amateur architect who sought to establish the Gothic Style of Architecture as the most appropriate for church and chapel design, a strong influence being the Ecclesiological society originally known as the Cambridge Camden Society. This Society was established to study the design and execution of ecclesiastical ornaments and buildings (Noel Bell *et al* 1989: 6).

The design for the Church of the Holy Innocents was closely based on the newly completed Church of St. John the Baptist located at Cookham in England, which had been designed by one of the leading church architects, Richard Cromwell Carpenter. The plans were modified with the help of the Colonial Architect (Edmund Blacket) to suit Rossmore conditions with the design meeting the stringent requirements of the Cambridge Camden Society (Noel Bell *et al* 1989: 7; Rossall 1992: 2).

A survey was undertaken on the 17<sup>th</sup> March 1848 of ‘three acres of land being the site for a Church of England, burial ground and parsonage’ in the Parish of Cabramatta, County of Cumberland being passed by the Surveyor General (Figure 3.7). The original trustees of the church were John Campbell, James John Riley and Edward Lummas Moore (Rossall 1992: 1). The original Land Grant (see Figures 3.8 and 3.9) described the property as (*sic*):

“A grant of 2 roods were made for a School House in connection with the United Church of England and Ireland. Volume CLXVII Folio 82.

A grant of 2 roods were made for a dwelling house, garden and other Appurtenances for the Clergyman. Volume CLXVII Folio 83.

In addition a grant of 1 acre was made for a Burial Ground for the Internment of the dead. Volume CLXVII Folio 84.” (Noel Bell *et al* 1989).

As reported in the Cambridge Camden Society journal ‘The Ecclesiologist’ (New Series Volume IX 1851 as cited in Noel Bell *et al* 1989: 8) the foundation stone of the church was laid “with the accustomed ceremonies”, by the Bishop of Sydney on Thursday the 28<sup>th</sup> December 1848 (Holy Innocents Day) followed by a description of the site:

“the site is on the north side of the Bringelly Road on a portion of land granted by Government nearly adjoining the old school house erected by the Church Corporation in which the congregation has during a long lapse of years assembled for public worship.”

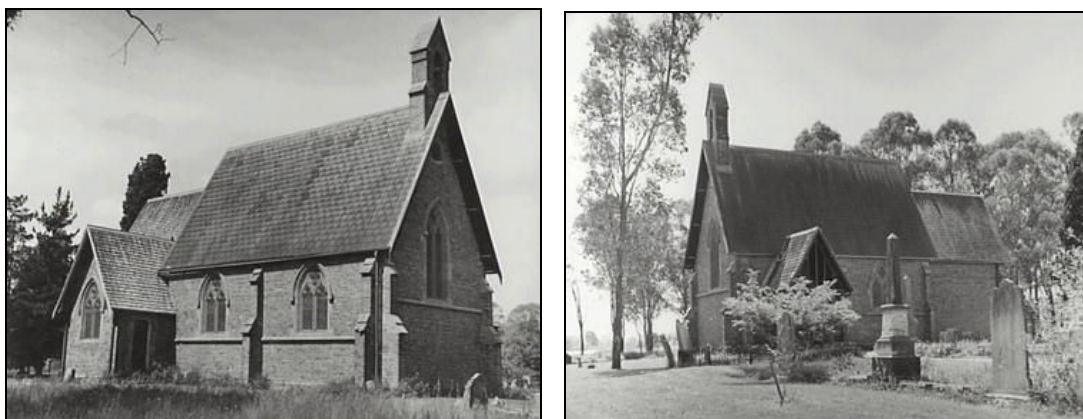
The afternoon service for the day was read by the Rev George Vidal, the incumbent of St Mary’s, Denham Court, with which the Church of the Holy Innocents was to be united. The clergymen present were the Rev Thomas Hassall, from Cobbitty, the Rev W Stack, from Campbelltown, the Rev H D Sparling, from Appin, the Rev James Walker, from Liverpool and the Rev F Rogers, from Camden (Rossall 1992: 1).

There were several large estates bordering the church grounds including those of ‘Vermont’, ‘Berling’, ‘Retreat Farm’, ‘Newstead’, ‘Eastwood’ and ‘Exeter Farms’ with the residents of these estates amongst those who subscribed to the funding for the erection of the new church (Noel Bell *et al* 1989: 8; Jones 1977: 223).

The construction of the church proceeded immediately after the foundation stone was laid with Mr William Munro of Liverpool hired as the contractor. The work was inspected regularly by the Colonial Architect (Edmund Blacket) following the common procedure included in all buildings constructed under the ‘Church Act’. Blacket certified the accounts and reported to the Colonial Secretary in order for payments to be made from the Treasury that included up to the 350 pounds that was made available by the government towards the cost of building the church. The Church of the Holy Innocents was completed by October 1850 and consecrated by Bishop Broughton on the 7<sup>th</sup> November 1850 (Noel Bell *et al* 1989: 8; City of Liverpool and District Historical Society Journal 1982).

A description of the Church of the Holy Innocents was reported in Volume IX of the 1851 New Series Ecclesiologist Journal (as cited in Noel Bell *et al* 1989: 8) by Canon Horatio Walsh of Sydney as follows:

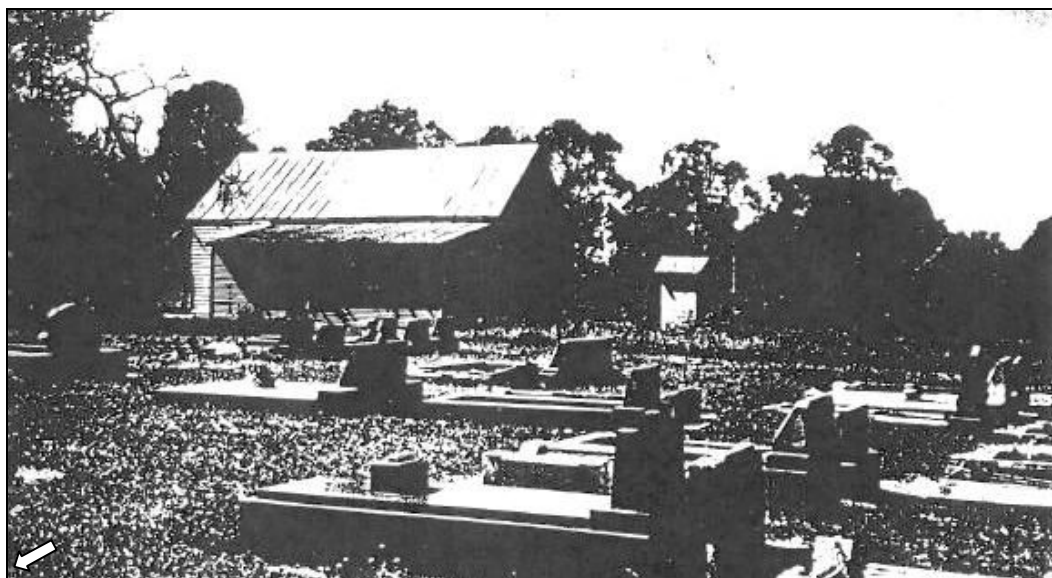
“within the district which owns the church of St Mary Denham Court...there has lately been erected the little church of The Holy Innocents, Cabramatta, a mere nave and chancel, with bell turret and wooden porch, but its forms and details within and without showing a most satisfactory example of ecclesiological development.”



**Figure 3.5:** The Church of the Holy Innocents, Rossmore view looking south east and north east. Source: Camden Council Library Services, File No. CL0\CL0074, John Kooyman 1998.

The Rev G Vidal was the first rector of the Church of the Holy Innocents from 1846 to 1855 and was also recorded to be the rector for Denham Court. The second rector from 1855 to 1877 was Rev G N Wood (Jones 1977: 223). From 1877 to 1901, Rossmore (Cabramatta as it was then known as) was under the management of Narellan-Cobbity Parish. The Rev A W Pain was in charge until 1883, followed by Canon Allnutt. Canon Allnutt continued on to then become the rural dean (City of Liverpool and District Historical Society Journal 1982; Rossall 1992: 3).

The church hall was built in approximately 1886 during the early years that Rossmore was under the management of Narellan-Cobbity Parish in order to hold community gatherings to raise funds for the repair of the church and for the upkeep of the church yard. In 1902 a government school was established in the hall by the Education Department and it was in use until 1920. The hall was used as a school again briefly from 1939 during the Second World War. Community gatherings were still held in the church hall until 1982 (City of Liverpool and District Historical Society Journal 1982; Nepean Family History Society 1984: 1).



**Figure 3.6:** View to the south-east of the weather-board and galvanised-iron Parish Hall which was demolished in 1987. The Rectory/current church hall was built to the west of the original hall. (Source: Noel Bell, Ridley Smith & Partners Architects 1989).

Between 1901 and 1925, the Mission District of Denham Court and Rossmore (including Minto until 1916) was ministered by six incumbents-in-charge. Travelling within the district was difficult due to the state of the roads. As the area developed, timber getting was



undertaken with a few small dairies starting as well as farming and orcharding. A house was rented from Mr C Myles to serve as a rectory for a number of years (City of Liverpool and District Historical Society Journal 1982).

Denham Court and Rossmore became a Parish in 1926. A house was built next door to the hall in 1930 on land bordering Bringelly Road purchased from the church (City of Liverpool and District Historical Society Journal 1982).

The original school house was burnt down in bushfires in 1931 (Noel Bell *et al* 1989: 9).

The Church of the Holy Innocents has remained as a branch church to the larger parishes such as Cobbity, Ingleburn and St Marys located at Denham Court.

#### *The Churchyard and Cemetery*

The church is set in an open rural setting on land originally assigned to the Clergy and Schools Corporation. Following the appointment of Governor Bourke, church funding arrangements were organised under the 'Church Act' (Noel Bell *et al* 1989: 23).

The churchyard was later specifically granted for use as a burial ground with the first recorded burial being William Fox, a four month old baby buried within the cemetery in 1829. A full register of burials was kept after 1851 with the cemetery still in use today (Noel Bell *et al* 1989: 23; Jones 1977: 223; Nepean Family History Society 1984: 11-16).

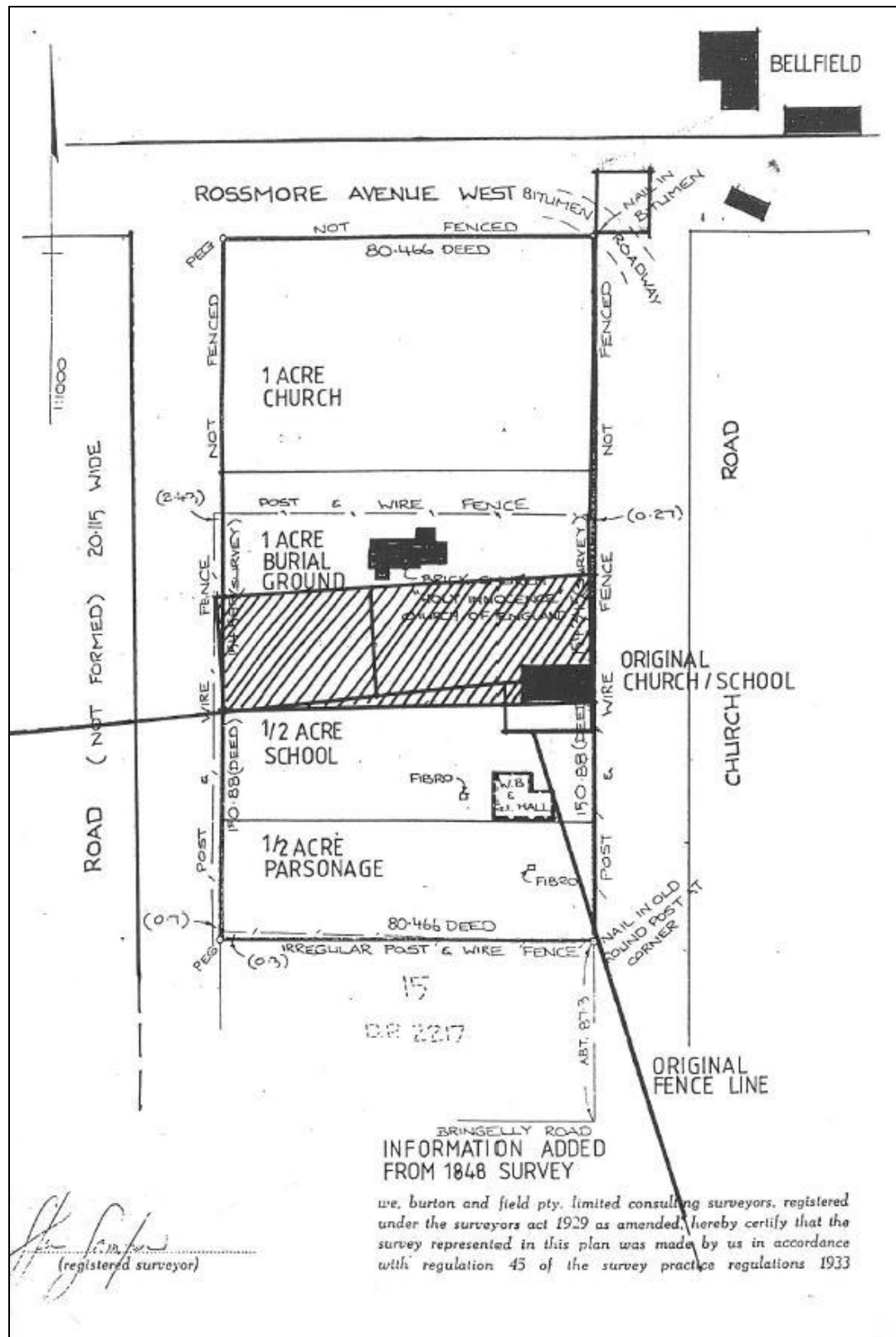


Figure 3.7: Survey Plan (1848) of the Church of the Holy Innocents showing layout of the churchyard and cemetery and early buildings and fencing. (Source: Noel Bell, Ridley Smith & Partners Architects 1989:1).

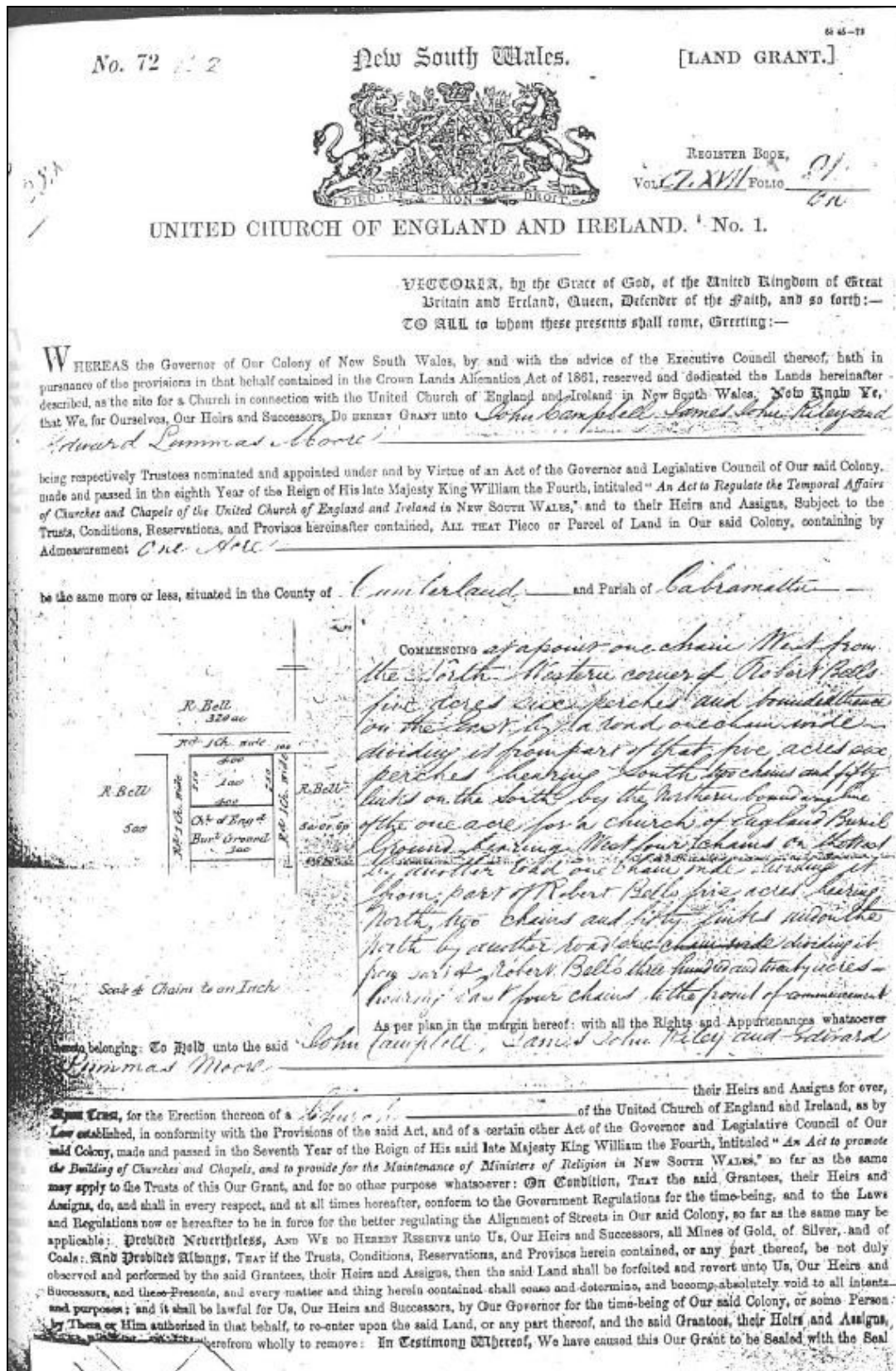


Figure 3.8: Copy of Land Grant No 1 for the Church of the Holy Innocents showing layout of churchyard and burial ground. (Source: Noel Bell, Ridley Smith & Partners Architects 1989).





The earliest surviving monuments are located close to the western boundary of the cemetery and are placed among large trees. Some of the early memorials exhibit very fine detailing and are representative of Georgian and Early Victorian grave stones. The graves on the southern side of the church are more modern and include a number of enclosed graves and only a couple of large monuments (Noel Bell *et al* 1989: 23).

The cemetery is divided from the church to the north by a tree-lined driveway/path leading from the entry gates located on Church Street. The western and southern sections of the cemetery are divided by a path leading from the adjoining block (originally set aside for a rectory and then the site of the Parish Hall), to the south porch of the church (Noel Bell *et al* 1989: 23).

The boundary of the churchyard and cemetery is delineated by remnant fencing dating to the latter part of the 19<sup>th</sup> Century (Noel Bell *et al* 1989: 23).

The current rectory was built in 1987 and Rev Ross Nicholson was appointed as the first incumbent (Rossall 1992: 3).

The relationship between the church, the churchyard and the vacant bushland to the north of the church is important to the visual appeal of the heritage item as it is a reminiscent of the isolation in which this rural community has survived for 175 years (Noel Bell *et al* 1989: 23).

## **4 SITE ANALYSIS**

The study area had previously been examined as part of earlier heritage studies. These include the South Creek Valley Heritage Study undertaken by Perumal Murphy (1990), the Liverpool Heritage Study by Neustein & Associates (1992), the Thematic History of the City of Liverpool undertaken by Terry Kass (2004), the Liverpool Heritage Study Review by FORM Architects Aust Pty Ltd (2005) and the Camden Council Heritage Study Review (2006). These studies resulted in some buildings being listed in the Local Environment Plans of Camden and Liverpool City Councils.

### **4.1 INSPECTION OF THE CHURCH OF THE HOLY INNOCENTS**

The site survey was undertaken in three stages – an initial inspection of the study area by car on 14 January 2010 to gain an appreciation of the area and to inspect the identified local and state registered heritage items, and a two day field study (16 and 18 February 2010) where more detailed inspections of potential heritage items were undertaken.

In July 2010, the RTA enlarged the existing study area surveyed earlier in the year and therefore another field study was undertaken on 22 July 2010 with the survey results included within this report.

Further fieldwork was undertaken on the 22 July 2010, 27 January 2011 and 25 May 2011 due to ongoing changes to the scope of the RTA proposed concept design with the survey results included within the main report and SoHIs.

The Church of Holy Innocents Group consists of a small and detailed face-brickwork church in the Gothic style, and the surrounding churchyard/cemetery with numerous early monuments/graves and attractive native and exotic tree planting.

The Church of the Holy Innocents is a small-scaled gothic church with single aisled Rectangular Nave and lower Chancel with steep pitched roof and bell turret. The building is a well proportioned asymmetrical rectangular mass with a gabled roof and projecting gabled appendages. The walls are constructed of fine quality sandstock bricks of a red blue mottle colour within a soft lime mortar.

The site also contains remnants of early picket fencing and gateposts. A modern church hall is also located on the southern site boundary.

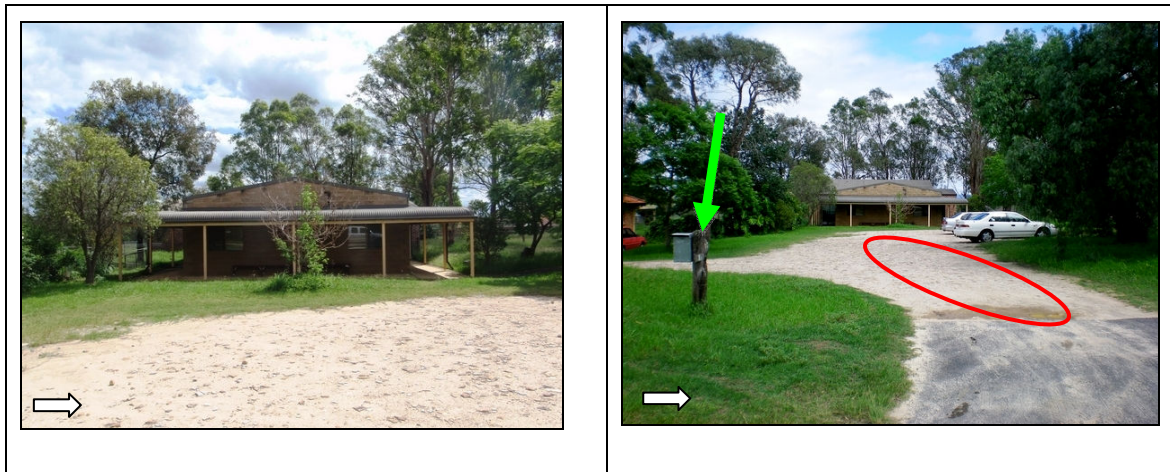


**Figure 4.1:** Church of the Holy Innocents, 130 Rossmore Street West, Rossmore (Lots 1–4, DP 117688) showing church and original gate with original gate and posts viewed to the west. The Holy Innocents Church and churchyard are located within Lot 4 DP 117688. White arrow indicates North. (Source: Austral Archaeology Pty Ltd DSCN 2852, 2851).



**Figure 4.2:** Church of the Holy Innocents, 130 Rossmore Street West, Rossmore (Lots 1–4, DP 117688) showing church and churchyard viewed to north in left photo and to the west in right photo. White arrow indicates North. (Source: Austral Archaeology Pty Ltd DSCN 3030397, 2853).





**Figure 4.3:** The photo on the left shows the current modern Church Hall located to the south of to the Church of the Holy Innocents, Rossmore (located within Lots 2 & 3, DP 117688). The photo on the right shows the cleared car park area in front of the current Church Hall that was the previous location of the Church/Parish Hall built in c. 1886 (as indicated by red circle). Note also original fence post still remaining (as indicated by green arrow) located on the corner between Lot 2 and Lot 3 DP 117688 next to the driveway to the car park; see also Figures 7.1 and 7.2 for layout of the Church and churchyard heritage listing (Lots 1 – 4, DP 117688) as well as other items discussed. White arrow indicates North. (Source: Austral Archaeology Pty Ltd DSCN 3030396, 2847).



**Figure 4.4:** Close up of the original fence post still remaining (as indicated by green arrow in Figure 4.3 above). The post is positioned to the left (south) of the car park entrance to Church Street, located on the corner between Lot 2 and Lot 3 DP 117688. White arrow indicates North. (Source: Austral Archaeology Pty Ltd DSCN 177, 179).



**Figure 4.5:** Close up of a second original fence post (as indicated by orange arrow) dating to the latter part of the 19<sup>th</sup> Century as illustrated on plan shown in Figure 3.3. The post is positioned within the existing fence line for the current residence located at the south-east corner of Lot 3 to the south of the car park entrance to Church Street as shown in Figure 4.3. White arrow indicates North. (Source: Austral Archaeology Pty Ltd DSCN 183, 184).



**Figure 4.6:** The former location (as indicated by blue circle) of the early 1800s slab timber/log building school/church hall as shown in Figure 3.3 with the church and cemetery in the background. View is to the northwest. The early building would have been located within Lot 4 DP 117688 next to the Church of the Holy Innocents. This area would not be impacted by the proposed works as Lot 4 borders the study area as shown in Figure 7.1. See also Figures 7.1 and 7.2 for layout of the Church and churchyard heritage listing (Lots 1 – 4, DP 117688) as well as other items discussed. White arrow indicates North. (Source: Austral Archaeology Pty Ltd DSCN 175).



The 1947 aerial photograph shows the previous church/parish hall built in c. 1886 in which Rossmore Provisional School and Public School was first held (see Figure 4.7). The church/parish hall remained on the property until it was demolished in 1987 (see also Figure 3.2). A dwelling was originally planned to be located on Lot 3 DP 117688 as shown on the Land Grant (Volume CLXVII Folio 83) in which '2 roods for a dwelling house, garden and other Appurtenances for the Clergyman' was set aside (Noel Bell *et al* 1989) and also shown on the 1848 survey as ½ acre for a Parsonage (see Figure 4.8), however as shown on the 1947 aerial photograph, the house was built to the south of Lot 3 on Lot 15 DP 2217. The house was built next door to the hall in 1930 on land bordering Bringelly Road purchased from the church (City of Liverpool and District Historical Society Journal 1982). The early house located on Lot 15 DP 2217 has now been replaced by a new residence (see Figure 4.8).

From overlaying the 1947 aerial on modern mapping, it appears that the former Church/Parish Hall was located within the cleared area on Lot 2 DP 117688 which is located within the study area and would be impacted by proposed works.

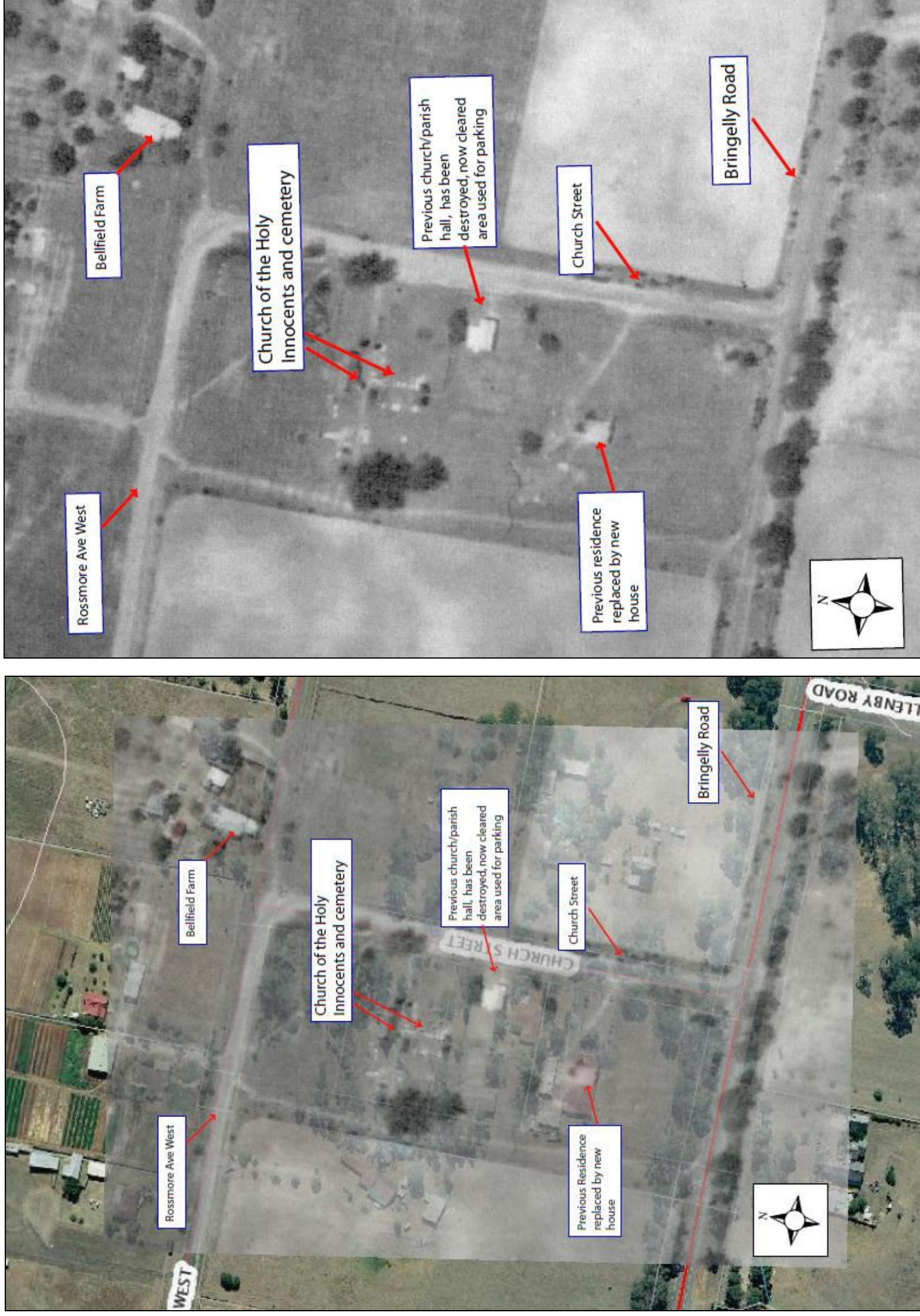


Figure 4.7: The photo on the left shows the 1947 aerial photograph overlaid on the Sixviewer base. The location of the Holy Innocents Church and the previous church/parish hall is identified. The photo to the right is the 1947 aerial photograph only to better view the details. A house was built next door to the hall in 1930 on land bordering Bringelly Road purchased by the church. (Source: 1947 Aerial Photograph Ref Liverpool (Co. Cumberland) Run 23 Jan47 55-71 and Sixviewer © NSW Department of Lands).



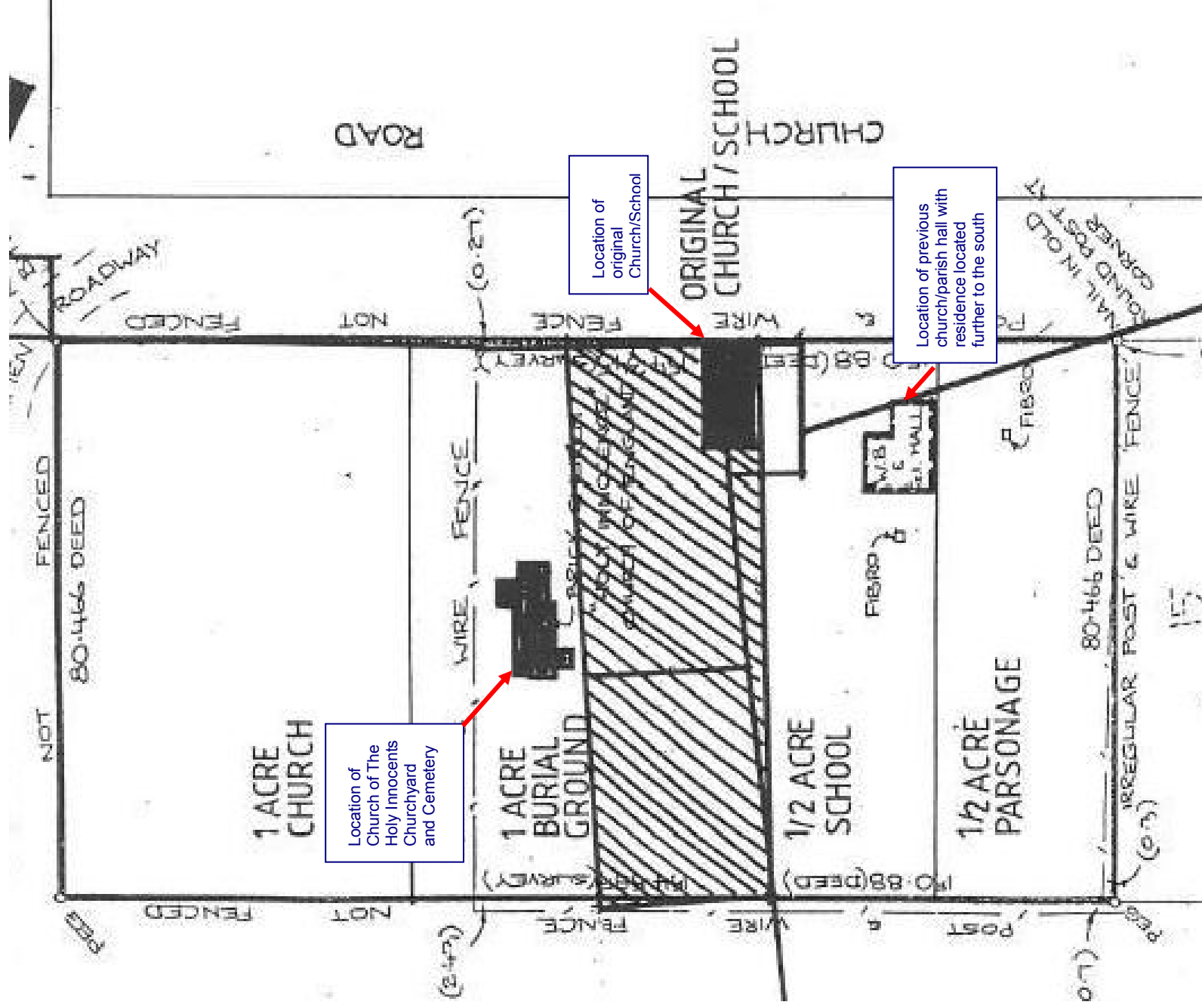


Figure 4.8: The image on the left shows the location of the earlier church/parish hall previously situated within Lot 2 DP117688 (as indicated by yellow property outline) and the original early 1800s slab timber/log building school/church hall located within Lot 4 DP 117688 (as indicated by green property outline) the Holy Innocents Church and Cemetery grounds. Please note the new residence located within Lot 15 DP 2217 which replaced the earlier house is indicated by the yellow arrow. The image on the right shows the detail of the Holy Innocents Church grounds and the location of the church/parish hall. (Source: Noel Bell, Ridley Smith & Partners Architects 1989:1 and Sixviewer © NSW Department of Lands).

## 5 HISTORICAL THEMES

The Heritage Council of NSW identifies a variety of Australian and NSW historical themes via which the historical and/or archaeological record of a site can be interpreted. The use of historical themes is valuable in order to provide a basis for comparison between different sites which demonstrate the same historical themes. Historical themes also allow the site to be placed within a local, state, and national historical context. In the case of the Church of the Holy Innocents some of the themes that could be relevant to investigations are those which reflect and relate to the evolution of the site and its usage over time. These might include:

**Table 5.1: Historical Themes for The Church of the Holy Innocents Group.**

<b>Australian Theme</b>	<b>New South Wales Theme</b>	<b>Local Theme</b>
Culture – developing cultural institutions and ways of life	Religion – activities associated with particular systems of faith and worship	Making places for worship  Worshipping together  Maintaining religious traditions and ceremonies
Phases of Life – Marking the phases of life	Dying – activities associated with the final stages of human life and disposal of the dead	Dealing with human remains  Remembering the dead

Source: The NSW State Heritage Inventory.

The Church of the Holy Innocents Churchyard and Cemetery demonstrates the theme of developing cultural institutions and way of life through the construction of the church and cemetery in October 1850.

Even before funding was made available to build the Church of the Holy Innocents, the Anglicans were meeting fortnightly in the timber slab school house as recorded in 1836, reflecting the local themes of ‘Making places for worship’, ‘Worshipping together’ and ‘Maintaining religious traditions and ceremonies’.

The theme of ‘Marking the Phases of Life – ‘Dying’ and ‘Dealing with human remains’ relates directly to the Church of the Holy Innocents Cemetery which was in use as a burial ground since the first recorded burial in 1829. A full register of burials was kept after 1851 with the cemetery still in use today.

The theme of ‘Remembering the dead’ is reflected in the long associations with local families in the memorials in the cemetery.

There is also the potential to gain further information on the site from further architectural, archaeological and documentary research (NSW State Heritage Inventory 2010).



## **6 ASSESSMENT OF SIGNIFICANCE**

### **6.1 INTRODUCTION**

An assessment of cultural significance seeks to establish the importance that a place has to the community. The concept of cultural significance is intrinsically tied to the fabric of the place, its history, setting and its relationship to other items in its surrounds and the response it evokes from the community.

The assessment of cultural significance with respect to archaeological sites can present difficulties because the nature and extent of the “relics” are often indeterminate and value judgements therefore need to be made on the basis of potential attributes. The element of judgement can be greatly reduced by historical or other research, as has been completed for the current study. Archaeological deposits and features provide important evidence of the history and settlement of New South Wales. These heritage items may include deposits containing material culture (artefacts) that can be analysed to yield information regarding early urban development that is unavailable from other sources. Archaeological investigations can reveal much about technology, industry, past economic and social conditions and people's lives.

Sites that contain these elements therefore have scientific value that may be of considerable significance when analysed in association with documentary evidence. It is through this potential to reveal information about the past use of a place that archaeological sites have heritage significance.

### **6.2 BASIS FOR ASSESSMENT**

The Burra Charter of Australia ICOMOS was formulated in 1979 (revised 1999), based largely on the Venice Charter (for International Heritage) of 1966. The Burra Charter is the standard adopted by most heritage practitioners in Australia. The Charter divides significance into four categories for the purpose of assessment. They are: Aesthetic, Historical, Scientific/Technical, and Social significance.

The Heritage Council of NSW has established a set of seven criteria to be used in assessing cultural heritage significance in NSW. These are published in the Heritage Council's *Assessing Heritage Significance* guidelines (2001). The Heritage Council's criteria incorporate those of the Burra Charter, but are expanded to include rarity, representative value, and associative value.

In order to assess the rarity and representative value of the site, a comparative analysis with similar sites is critical (Section 6.3 below). The identification of historical themes (Section 5.0) is important to establish the parameters of the comparative analysis.

### **6.3 COMPARATIVE ANALYSIS**

A number of heritage investigations have been undertaken in the areas surrounding the suburbs of Bringelly, Rossmore and Leppington, located within the current study area of the Bringelly Road Upgrade. Most of the reports have included a historical and archaeological assessment that have related to the heritage significance of historical items throughout the area.

Following are brief descriptions of the investigations which are relevant to the Church of the Holy Innocents:

#### **6.3.1 A HISTORY OF THE SUBURBS OF LIVERPOOL**

A summary outlining a brief history of the early settlement of the suburbs in the Liverpool region was undertaken by L. Tan in 1979 which includes the suburb of Rossmore and is relevant to the historic background of the Church of the Holy Innocents.

### **6.3.2 SOUTH CREEK VALLEY HERITAGE STUDY – FINAL REPORT**

Perumal Murphy Pty Ltd undertook a study of the environmental heritage of the South Creek Valley in 1990 on behalf of the Department of Planning in order to provide information to the department for the future implementation of the urban release of land in the South Creek catchment area. The study area included the greater part of South Creek's natural drainage basin, excluding the site proposed for Badgery's Creek airport.

The objectives of the report were to identify and analyse the environmental heritage of South Creek Valley as well as to make recommendations for the conservation and management of the environmental heritage in a regional environmental plan (Perumal Murphy 1990: 6).

The study was divided into components consisting of the thematic history, inventory, analysis and planning and implementation of the South Creek Valley study area.

The study area of the Bringelly Road Upgrade falls within the South Creek Valley region and items and sites of heritage significance were identified within this report that are relevant to the Bringelly Road study area. The Church of the Holy Innocents is included in the Inventory Forms (Item B15) of the South Creek Valley Heritage Study.

### **6.3.3 LIVERPOOL HERITAGE STUDY**

A heritage study of the City of Liverpool was prepared by Neustein & Associates in 1992 on behalf of the Liverpool City Council. Section 6 'Urban Form' of the study included an analysis of the history of the growth of Liverpool; an appraisal of the residential settlements developed some distance from the town of Liverpool and the settlement of the rural district within the South Creek valley. Historic information on the successive subdivisions of land from the original land grants into smaller farming units located within the suburbs such as Rossmore is relevant to the historic background of the Church of the Holy Innocents.

### **6.3.4 HOLY INNOCENTS ANGLICAN CHURCH ROSSMORE CONSERVATION STUDY**

In 1989, Noel Bell, Ridley Smith & Partners Architects undertook a Conservation Study that included historical information on the Church of the Holy Innocents Anglican Church (also referred to in this report as the Church of the Holy Innocents, Rossmore) that included a chronology of significant events, the Rectors of the Parish 1850-1988 and architectural information for the church. The study also included information on the churchyard and cemetery and conservation measures for the church.

### **6.3.5 SUMMARY**

The reports discussed above in Section 6.3.1, 6.3.2, and 6.3.3 were helpful in gaining an overview of the historical significance of items/elements of the Liverpool Local Government Area.

The Conservation Study discussed in Section 6.3.4 was very helpful in providing background information on the significant events surrounding the construction of the church as well as providing information on the churchyard and cemetery. The study is however targeted specifically to the conservation of the church itself and is not a conservation management plan for the entire site.

## **6.4 SIGNIFICANCE ASSESSMENT**

### **6.4.1 ASSESSMENT CRITERIA**

The following section addresses the significance of the heritage resources of the study area in accordance with the criteria specified in the Heritage Council's *Assessing Heritage Significance* guidelines (2001). Where items have an existing significance assessment and/or statement it has been quoted below with the source given at the end of the entry.

## **6.4.2 CHURCH OF THE HOLY INNOCENTS CHURCHYARD AND CEMETERY**

### **CRITERION (A) (HISTORIC)**

***AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The site demonstrates the history of the initial foundation and development of the Anglican Church after settlement in the Colony.

- The Church of the Holy Innocents Churchyard and Cemetery is of State Historic significance.

### **CRITERION (B) (ASSOCIATIVE)**

***AN ITEM HAS STRONG OR SPECIAL ASSOCIATION WITH THE LIFE OR WORKS OF A PERSON, OR GROUP OF PERSONS, OF IMPORTANCE IN NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The site is associated with the original "Bellfied" grant with the foundation stone being laid by Bishop Broughton and the architect possibly having been John Verge or John Bibb. The plans were also modified with the help of the Colonial Architect (Edmund Blacket) to suit the local conditions. Edmund Blacket also regularly inspected the construction works on the church. The principal benefactor was Robert Lowe of 'Birling'. There are long associations with local families to the memorials in the church and cemetery.

- The Church of the Holy Innocents Churchyard and Cemetery is of State Associative significance.

### **CRITERION (C) (AESTHETIC)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING AESTHETIC CHARACTERISTICS AND/OR A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT IN NSW (OR THE LOCAL AREA)***

The site consists of numerous monument types and intact grave furniture displaying a level of technical achievement in their creativity. The churchyard and cemetery is set in landscape that contains important remnants of native vegetation of the area that is aesthetically pleasing.

- The Church of the Holy Innocents Churchyard and Cemetery is of State Aesthetic significance.

### **CRITERION (E) (SCIENTIFIC)**

***AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

There is the potential to gain more information on the site from further architectural, archaeological and documentary research.

- The potential archaeological resource of the site is of Local Scientific significance.

### **CRITERION (F) (RARITY)**

***AN ITEM POSSESSES UNCOMMON, RARE OR ENDANGERED ASPECTS OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The site demonstrates a degree of rarity due to the intact nature of its setting.

- The Church of the Holy Innocents Churchyard and Cemetery has Local Rarity value.

## **STATEMENT OF SIGNIFICANCE**

The Church of the Holy Innocents Churchyard and Cemetery is considered to be an important part of the cultural landscape which consists of a well designed rural parish Church in good condition located within an attractive rural setting. The churchyard includes the remnants of

formal landscaping including two old fence posts. The cemetery contains the burials of the original local residents and their relatives giving significant historic and social associations regarding the early settlement of the Rossmore area. The cemetery provides early documentation of the local community and includes inscriptions that pre-date the introduction of civil registration in 1856. The cemetery also provides various examples of well executed monument designs and styles which illustrate the technical accomplishments of the 19<sup>th</sup> century. In 1990 the site was assessed (Perumal Murphy A1) to be of State significance and it was also nominated for the State Heritage Register in 2005; to date, however, it has not been listed on the State Heritage Register. (Source for this entry: NSW State Heritage Inventory 2010; Perumal Murphy 1990: A1, B15).

## **7 ASSESSMENT OF IMPACT**

This section identifies the predicted impact of the proposed works on the Church of the Holy Innocents Churchyard and Cemetery.

### **7.1 CHURCH OF THE HOLY INNOCENTS**

The Church of the Holy Innocents Group, church and churchyard (i.e. the entirety of Lots 1-4 DP 117688) are identified as heritage items on the *Liverpool LEP 2008*. There would be no direct impacts to the church or cemetery from the proposed road upgrade works to Church Street (see Figures 7.1 and 7.2). The study area is bordering on Lot 4 which contains the cemetery and the location of the original early 1800s slab timber/log building school/church hall. There may be a possible reduction in the size of the curtilage to Lots 2 and 3. Lot 2 is the previous location of the church/parish hall and Lot 3 contains half of the current church hall toward the rear (west) of the property and a new residence.

While it is difficult to assess the exact degree of impact from the concept design, it is likely that the proposed works would reduce the distance between the road boundary and the heritage curtilage. This may create visual, aural and vibratory impacts and lead to a loss of amenity.

Other features of the church grounds that may be impacted by the widening of Church Street would be two original fence posts. One post is located on the corner between Lot 2 and Lot 3 to the south of the driveway to the car park and the second post is located at the south-east corner of Lot 3. Both original fence posts are located within the area to be impacted by proposed works.





Figure 7.1: Proposed concept design (in red and yellow) overlaid on heritage curtilage (four lots on DP 117688) outlined in green). Note two fence posts (indicated by the green and orange arrows) and the church/parish hall archaeological site (indicated by the pink arrow) are located in direct impact zone. The Church of the Holy Innocents (indicated with dark blue arrow) and the original early 1800s church/schoolhouse timber slab/log building site is indicated by the light blue arrow and would not be impacted. (Source: RTA Proposed Concept Design May 2011).

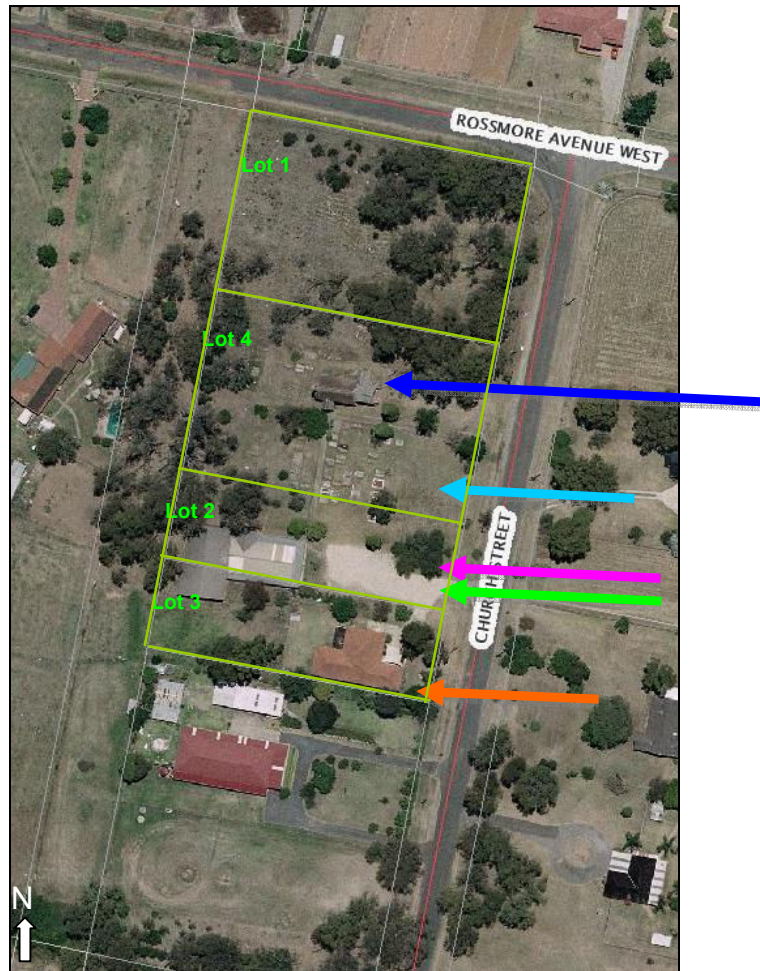


Figure 7.2: Same plan as Figure 7.1 with overlay removed to more clearly show the position of the heritage items. Note two fence posts (indicated by the green and orange arrows) and the church/parish hall archaeological site (indicated by the pink arrow). The Church of the Holy Innocents is indicated with dark blue arrow and the original early 1800s church/schoolhouse timber slab/log building site is indicated by the light blue arrow. (Source: Sixviewer © NSW Department of Lands).

## 7.2 ASSESSMENT OF IMPACT SUMMARY

The potential heritage impact of the proposed development is considered below utilising the format recommended in the *NSW Heritage Manual* guidelines document 'Statements of Heritage Impact'.

### **WHAT ASPECTS OF THE PROPOSAL RESPECT OR ENHANCE THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?**

Whilst the proposal does not enhance the heritage significance of the Church of the Holy Innocents and church grounds, it arguably does respect its significance to a degree by minimising the degree of impact required to achieve the necessary upgrade requirements.

### **WHAT ASPECTS OF THE PROPOSAL COULD HAVE A DETRIMENTAL EFFECT ON THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?**

The proposal requires the widening of Church Street which would widen the old alignment and have a minor impact on the setting of the church. The main impact to the **Church of the Holy Innocents** Group would be a slight reduction in the size of the curtilage to Lots 2 and 3. There may be direct impacts to the two remnant fence posts and possibly the archaeological site of the church/parish hall located under the current car park on Lot 2.

**HAVE MORE SYMPATHETIC OPTIONS BEEN CONSIDERED AND DISCOUNTED?**

Yes. Although the road upgrade has been planned for a number of years, alternative routes were considered as part of the current planning exercise. In the case of the Church of the Holy Innocents, it may be possible to reduce the degree of road widening of Church Street and/or realign the road to the east so that impacts to the fence posts and archaeological site on Lot 2 are avoided or reduced.

**Table 7.1: The Church of the Holy Innocents Group Summary of Impacts Table.**

Element	Significance of Element	Physical Impact	Visual Impact	Heritage Impact
Church	High	No direct impact	Yes	Minimal impact would not adversely affect the heritage significance of the item.
Cemetery	High	No direct impact	Yes	Minimal impact would not adversely affect the heritage significance of the item.
Setting	High	No direct impact	Yes	Minimal impact would not adversely affect the heritage significance of the item.
Church/Parish Hall site on Lot 2	Low archaeological	Possible impact from road widening	NA	Impact to potential archaeological resource. Consider adjustment to avoid site. If not possible, impact would be acceptable subject to prior investigation and recording of the site.
Slab church / schoolhouse site	Low archaeological	No direct impact	NA	No impact.
Old original Fence Posts	Low	Possible impact from road widening and removal required	NA	Impact to heritage items. Consider adjustment to avoid site. If not possible, impact to heritage items would be acceptable subject to archival recording.

**7.3 MITIGATION OF DEVELOPMENT IMPACT/STATEMENT OF COMMITMENT**

The RTA has undertaken to meet all statutory requirements in regard to the known heritage issues to ensure that the historic cultural heritage values of the study area are identified and maintained as far as possible within the essential development parameters. When the exact degree of impact has been finalised, mitigative measures including protective fencing should be erected as a protective barrier to Lot 2, 3 and 4 DP 117688 prior to construction works to minimise any impacts from the proposed road upgrade works. An exclusion zone should then be created surrounding the curtilage of the heritage listed property prior to and during construction works.

Mitigative measures are to be addressed in the Construction Environmental Management Plan (CEMP) which would be compiled during the detailed design phase of the Bringelly Road Upgrade works. The timing for the construction at the western end of Bringelly Road (beyond King Street to The Northern Road intersection) is unknown at this time and is estimated to be approximately 10+ years.

## 7.4 PREDICTED OUTCOME

The proposed development programme would generally have only localised impacts within the Bringelly Road and Church Street corridor. In the case of the Church of the Holy Innocents Churchyard and Cemetery, the impacts would mainly be to the curtilage, the two old fence posts and possibly an archaeological site on Lot 2. Currently there is an approximate 8 metre nature strip between the Church of the Holy Innocents curtilage boundary and the existing alignment of Church Street (see Figures 4.4 and 4.5) which may allow the RTA to realign the proposed road works and reduce the impact to the curtilage.

## 8 CONCLUSIONS AND RECOMMENDATIONS

Having reviewed the history of the study area, as well as having assessed its significance and archaeological potential it is concluded that the proposed road widening of Bringelly Road and Church Street is likely to have a low impact on the overall heritage values of the study area and have mainly visual impacts and cause some loss of amenity to the Church of the Holy Innocents Group, including church and churchyard (Lots 1 - 4 DP 117688).

The section of the curtilage of the Church of the Holy Innocents that is to be impacted by the proposed Church Street upgrade works has been assessed to have low archaeological potential.

The two original fence posts still present have been assessed to be of low significance.

It is considered that the impacts can be adequately managed through the mitigative actions recommended below and that the benefits to the community through the widening of Bringelly Road and Church Street are likely to outweigh the adverse impacts to the heritage values of the area.

### RECOMMENDATIONS:

12. The RTA should endeavour to minimise any impacts to the Church of the Holy Innocents Group, including church and churchyard (Lots 1 - 4 DP 117688) when undertaking works for the proposed Bringelly Road and Church Street widening.
13. The RTA should if possible avoid the predicted impact to the old fence posts on Lots 2 and 3 and below-ground impact to Lot 2 of the Church of the Holy Innocents. If below ground works are required to be undertaken within Lot 2, 3 and/or 4 of the church site, this Statement of Heritage Impact would require updating. This would determine if an archaeological Excavation or Exception Permit is necessary. If so a Section 140 or Exception application should be lodged with the NSW Heritage Council.
14. When the exact degree of impact has been finalised, mitigative measures such as protective fencing should be erected as a protective barrier to Lot 2, 3 and 4 DP 117688 prior to construction works to minimise any impacts from the proposed road upgrade works. An exclusion zone should then be created surrounding the curtilage of the heritage listed property prior to and during construction works.
15. This Statement of Heritage Impact has found that impacts to the Church of the Holy Innocents Group are likely to be minor. As such there is no requirement for the RTA to further consult with the Liverpool Council. Provision of a copy of this SoHI to the Council however, would constitute best heritage management practice.
16. As required by the *NSW Heritage Act 1977*, if historical archaeological relics not predicted by this report are found during the works, all works in the immediate vicinity are to cease immediately and a qualified archaeologist be contacted to assess the situation and consult with the Heritage Branch, in the Office of Environment and Heritage regarding the most appropriate course of action. It is also recommended that all construction personnel should undertake a heritage induction prior to construction works commencing.



17. In the event that Aboriginal cultural deposits and/or objects are encountered, all excavation work in the immediate vicinity is to be halted. The client should then consult with an archaeologist and the Office of Environment and Heritage (formerly referred to as the Department of Environment, Climate Change and Water) to determine an appropriate course of action.

**APPENDIX 7 – ROSSMORE PUBLIC SCHOOL STATEMENT OF HERITAGE  
IMPACT**



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**MR 647 Bringelly Road Upgrade**  
Camden Valley Way, Leppington to The Northern Road, Bringelly  
**Statement of Heritage Impact**  
**Rossmore Public School**

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Prepared by  
Austral Archaeology Pty Ltd  
Archaeological & Cultural Heritage Consultants

For  
Roads and Traffic Authority

June 2011  
Job No: 1002

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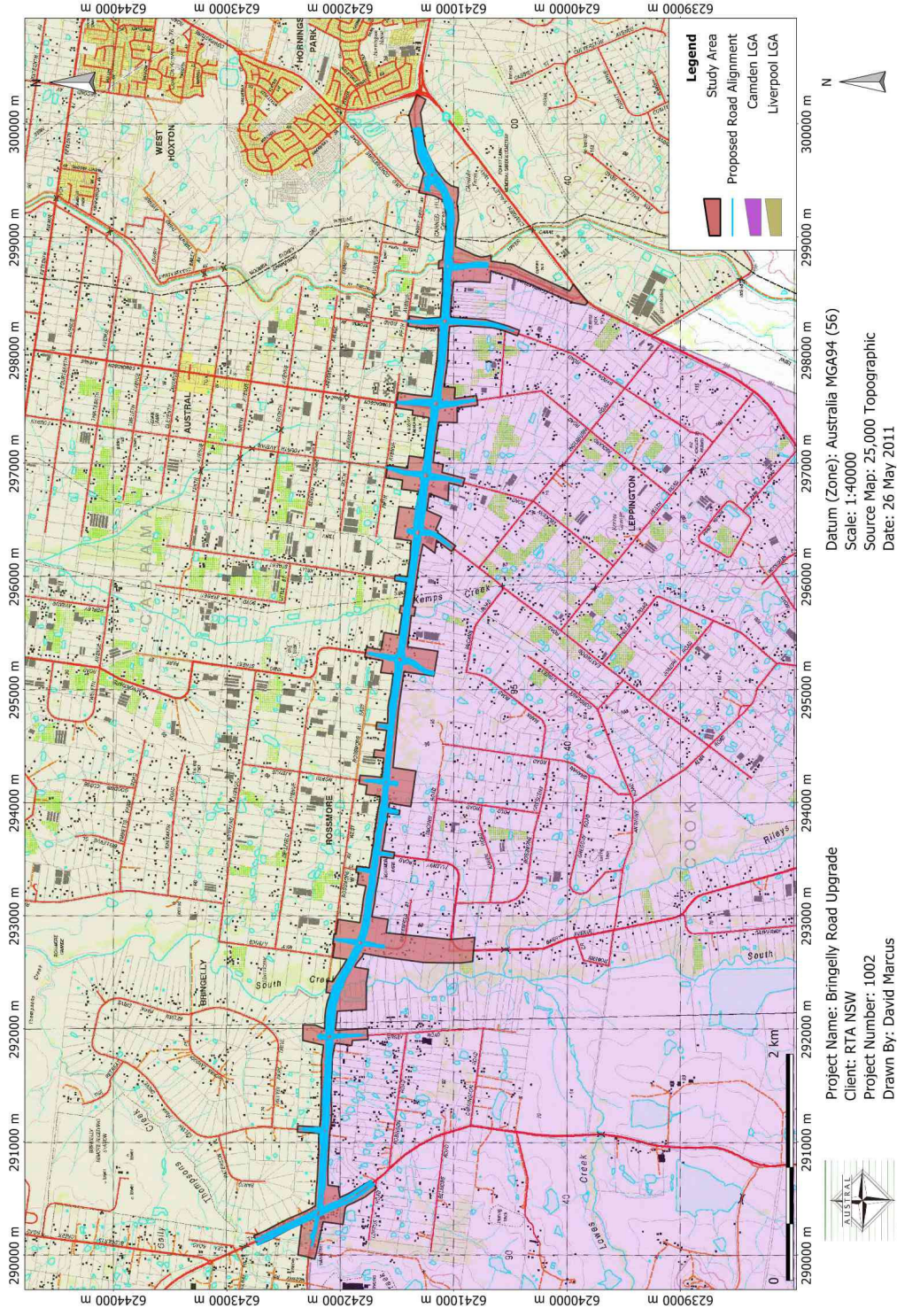


## 1 BACKGROUND

The NSW Roads and Traffic Authority (RTA) proposes to undertake the widening and upgrade of a 10.1 km section of Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly.

Bringelly Road is located in the South West Growth Centre (SWGCC) of Sydney between The Northern Road and the intersection of Cowpasture Road and Camden Valley Way at the eastern extent. Bringelly Road is located on the border between both Camden Council Local Government Area (LGA) and Liverpool City Council LGA and falls within both the Camden Council LGA and the Liverpool LGA (Figure 1.1). Bringelly Road is also located within the suburbs of West Hoxton, Austral, Leppington, Rossmore and Bringelly. Bringelly Road is categorised as a Principal Arterial Road within the South West Growth Centre Road Structure Plan.

As part of the development process, legislative requirements necessitate the preparation of a Review of Environmental Factors (REF) under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act); this is also in accordance with *State Environmental Planning Policy (Infrastructure) 2007*. As a result, Austral Archaeology Pty Ltd has been commissioned by the RTA to produce a Heritage Assessment of the Bringelly Road corridor. In addition the RTA has commissioned a Statement of Heritage Impact (SoHI) for the heritage listed Rossmore Public School that addresses the possible impacts upon the heritage listed buildings due to the Bringelly Road upgrade works.



**Figure 1.1:** Location Map for Bringelly Road Upgrade Study Area showing Camden Council LGA and Liverpool City Council LGA.



## 1.1 STUDY AREA

The Bringelly Road Upgrade study area falls within the Cumberland Plain region of Western Sydney, NSW. The region is generally flat to undulating and located within the South Creek sub-catchment of the Hawkesbury-Nepean with the eastern most section of the study area located within the Sydney Catchment.

The RTA Concept Design dated May 2011 that includes the entire study area for the Bringelly Road Upgrade extends 20 m west of the intersection at Bringelly Road and Camden Valley Way, Leppington along the existing route of Bringelly Road to 20 m west of the intersection to the west with The Northern Road, Bringelly, a total of 10.1 km in length. The Concept Design is reproduced in Figure 1.1.

## 1.2 LEGISLATION

The following section summarises the relevant statutory context, including heritage listings, Acts, and Environmental Planning Instruments (EPIs), which are relevant to the study area and Rossmore Public School.

The Bringelly Road Upgrade study area is located within the land defined by both the *Camden Local Environmental Plan 2010* and the *Liverpool Local Environmental Plan 2008*.

Rossmore Public School is listed in the *Camden Local Environmental Plan (LEP) 2010* which includes 'Rossmore Public School (including three timber weatherboard school buildings, but excludes all other buildings and grounds) as Item No. 1138 located within the study area at 629 Bringelly Road (Lot 2, DP 222510) Rossmore NSW 2557 (see Figure 1.2). The Rossmore Public School is considered to be of Local Significance.

Heritage items are afforded protection by the *Camden LEP 2010* under Part 5.10 Heritage Conservation. Heritage items, heritage conservation areas and archaeological sites (if any) are shown on the Heritage Map in the LEP. The location and nature of any such item, area or site is also described in Schedule 5 Environmental Heritage.



**Figure 1.2:** The three timber weatherboard school buildings at Rossmore Public School are located within the study area at 629 Bringelly Road (Lot 2, DP 222510), Rossmore (as indicated by orange outlined property and orange arrow). (Source: Sixviewer © NSW Department of Lands).

## **1.2.1 NSW HERITAGE ACT, 1977**

### **1.2.1.1 HERITAGE AND CONSERVATION REGISTER (SECTION 170 REGISTER)**

Under Section 170 of the *Heritage Act*, government instrumentalities must keep a Heritage and Conservation Register (a Section 170 Register) which contains items under the control or ownership of the agency and which are, or could be, listed as heritage items (of State or Local significance). Listing of a heritage asset on a heritage and conservation register does not in itself create an obligation to obtain the Heritage Council's approval for works. The Heritage Council's approval would only be required for assets listed on the State Heritage Register, or subject to an interim heritage order under the *Heritage Act*.

**Rossmore Public School is listed on the Section 170 Register of the NSW Department of Education and Training.**

Under Section 170A of the *Heritage Act*, a government agency must provide a minimum of 14 days notice to the Heritage Council before removing any item from its Section 170 Register, transferring ownership of any item, ceasing to occupy or demolish an item. The agency is also required to maintain and manage the item in accordance with any principles or guidelines approved by the Minister or the Heritage Council.

The current relevant guidelines are the Heritage Council's *State Agency Heritage Guide*:

[http://www.heritage.nsw.gov.au/docs/StateAgency\\_HeritageGuide.pdf](http://www.heritage.nsw.gov.au/docs/StateAgency_HeritageGuide.pdf)

## **1.2.2 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979**

An Environmental Planning Instrument (EPI) is made under the *Environmental Planning and Assessment Act, 1979* (EPA Act). An EPI can be a Local Environmental Plan (LEP), a Development Control Plan (DCP), a Regional Environmental Plan (REP), or a State Environmental Planning Policy (SEPP). Please note that from the 1<sup>st</sup> July 2009, REPs were no longer part of the hierarchy of EPIs in NSW and existing REPs were from that date deemed to be SEPPs.

The applicable EPIs in this instance are the:

- *Camden Local Environmental Plan 2010*
- *Camden Development Control Plan 2011*
- *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP 2007)

### **1.2.2.1 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007**

In this instance however, the *State Environmental Planning Policy (Infrastructure) 2007* overrides the controls outlined in the *Camden DCP 2011* and the *Camden LEP 2010*. Under this SEPP, the RTA is required to consult with the Councils on heritage matters that may "...have an impact that is not minor or inconsequential..." as stated in Clause 14 of the SEPP.

The ISEPP was gazetted in 2007 to streamline the development of infrastructure projects undertaken by state agencies. In most instances, where there is a clash with other planning instruments, the ISEPP 2007 prevails.

### **1.2.2.2 CAMDEN DEVELOPMENT CONTROL PLAN (DCP) 2011 – PART B – GENERAL LAND USE CONTROLS – SECTION B3 – ENVIRONMENTAL HERITAGE – B3.1.5 CULTURAL AND VISUAL LANDSCAPES**

A description of the Potential Heritage Items – Cultural and Visual Landscapes is included in the *Camden DCP* (2011: B42) as follows: 'the Camden area demonstrates a mixture of natural and cultural landscapes which are considered to be significant to the character of the area. These are most evident in iconic visual landscapes, views and vistas in the Camden LGA'. The Cultural and Visual Landscapes have been recognised in the DCP and are included in Table 1.1 below.



Items within the study area that are included in the *Camden DCP 2011* Table B5 – Potential Heritage Items – Cultural and Visual Landscapes are shown below in Table 1.1:

**Table 1.1: Camden DCP 2011 Potential Heritage Items Cultural and Visual Landscapes.**

Suburb	Item Name	Address	View Description
Bringelly and Greendale	Cultural Landscape	Bringelly Road/Greendale Road	Rural Cultural Landscape
Camden to Leppington	Cultural Landscape	Camden Valley Way	The former “Cowpastures Road” road corridor including trees and sequential vistas and view corridors to historical properties and pastoral landscapes

**This report indicates the relevant clauses in the DCP and LEPs in regard to identified heritage items; however in this instance, Council’s approval powers are over-ridden by the ISEPP 2007 and the RTA is just required to consult with the Council. See Recommendation 5 of this report.**

## 2 PROPOSED WORK

The NSW Roads and Traffic Authority (RTA) propose to upgrade Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly.

In its current condition, Bringelly Road provides one eastbound and one westbound lane as a two lane undivided carriageway, with the provision of one left hand slip lane into Cowpasture Road. The upgrade would provide four lanes for through traffic initially, with capacity to upgrade to six lanes in the future, and a posted speed limit of 80km/h.

The proposed road works would include the construction of signalised intersections; the construction of new bridges over the Sydney Water Supply Channel and South Creek as well as the upgrading of culverts located underneath the road carriageway. The upgrade would also provide shared pedestrian and bicycle paths and bus facilities.

The study area encompasses a corridor along Bringelly Road, generally between Camden Valley Way and The Northern Road, potentially affected by the upgrading works as shown in Figure 1.1.

The current Proposed Road Concept Design (dated May 2011) indicates that Bringelly Road is to be widened within the vicinity of Rossmore Public School.

Construction activities associated with the upgrade of Bringelly Road that may have specific impacts upon the Rossmore Public School heritage listed buildings would include the following:

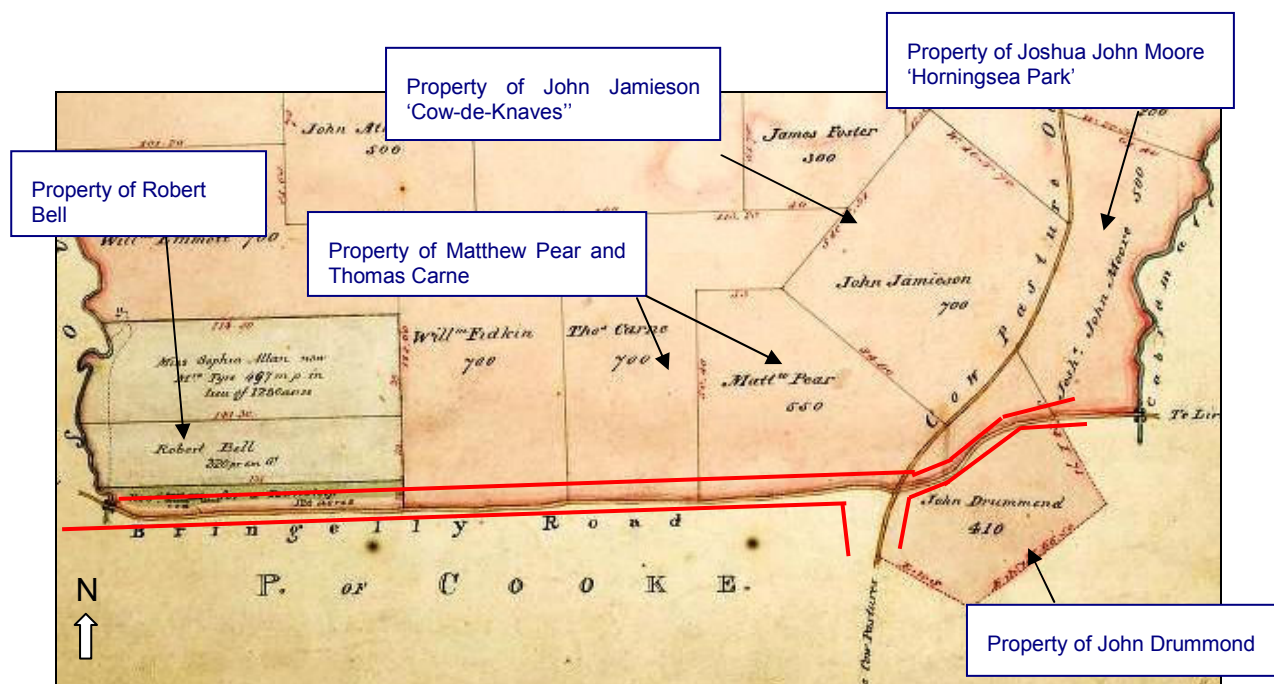
- Excavation and disturbance of soils to allow for road construction.
- Landform alteration to allow for site preparation, battering of embankments, etc.
- Potential for the construction of access roads.
- Potential for excavated materials to be stockpiled on site.

The impacts to the local landscape due to location of stockpiles would be temporary and would be mitigated by landscaping following the completion of the Bringelly Road upgrade.

In the following section, an RTA Concept Design of the proposed Bringelly Road upgrade is constantly referred to. The Concept Design, provided by the RTA for the purposes of this assessment, is entitled "Bringelly Road Upgrade from The Northern Road to Camden Valley Way - Proposed Road Concept Design May 2011". The Concept Design is reproduced in Figure 1.1.

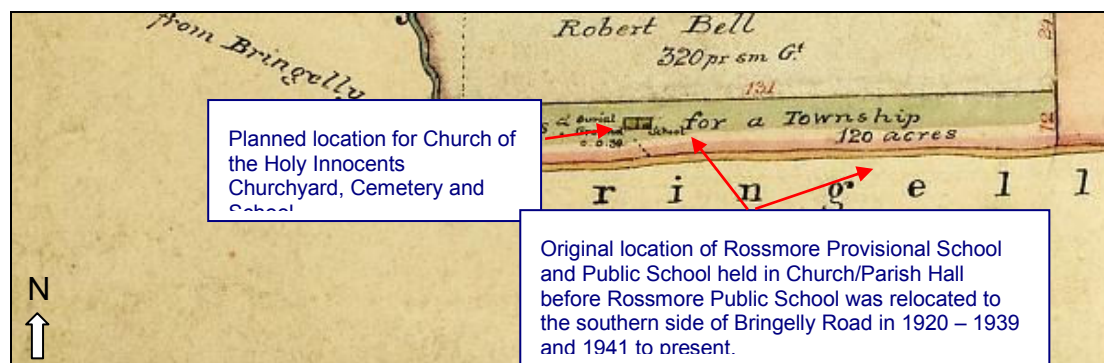
### 3 HISTORY

The Parish Map of Cabramatta as shown in Figure 3.1 illustrates the location of early land grants bordering the northern side of Bringelly Road between South Creek and Cowpasture Road in the central and eastern sections of the study area. The properties owned by Robert Bell, William Fidkin, Thomas Carne, Matthew Pear, John Jamieson, Joshua John Moore and John Drummond are amongst the early land grants of this region.



**Figure 3.1:** Detail from the Parish Map of Cabramatta (no date on map) showing the names of the land holders bordering the north side of Bringelly Rd from South Creek to Cowpasture Rd. Note study area is indicated by red line. (Source: Department of Lands Parish Maps 14070601).

The early subdivision of Robert Bell's holding into the proposed location of the Church of the Holy Innocents Churchyard and Cemetery and the location of Rossmore Provisional School (1902 – 1911 and 1939 – 1941) and Public School (1912 – 1921) located in the Church/Parish Hall is illustrated in Figure 3.2. In 1827, the church and school were both held in an early slab timber school/church hall until a new hall was built in c. 1886. In the 1880s, Robert Bell's property which included Bellfield Farm Homestead was retained and the remainder sold as small lots (see Figure 3.6), later to be known as Rossmore Farms which today forms part of the village of Rossmore (Perumal Murphy 1990: 13).

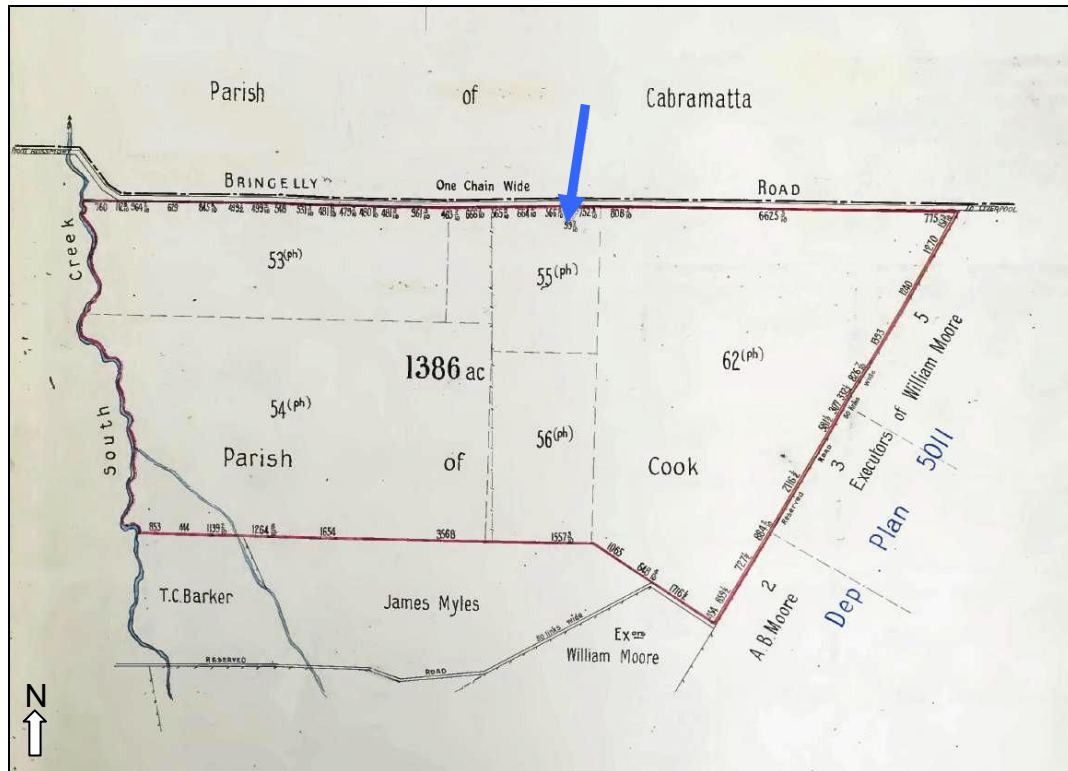


**Figure 3.2:** Detail from the Parish Map of Cabramatta (no date on map) showing the early subdivision of Robert Bell's holding to the proposed location of the Church of the Holy Innocents Churchyard, Cemetery and School. Rossmore Provisional School (1902 – 1911 and 1939 – 1941) and Public School (1912 – 1921) was located in the Church Hall built in c. 1886 (Rossmore Public School was relocated in 1920 – 1939 and 1941 to present to the south side of Bringelly Road where the school is located today). (Source: Department of Lands Parish Maps 14070601).

Rossmore Public School is located today on land that originally formed part of the 100 acre land grant in the name of John Hosking as shown in Figure 3.3. The Certificate of Title (Volume 1936 Folio 199) dated 29 December 1908 recorded the purchase of land in Joint Tenancy of Thomas Charles Burnell of Bathurst and Gustav Hugo Leibus of Sydney, Solicitor in the piece of land containing one thousand three hundred and eighty six acres situated in the Shire of Nepean, Parish of Cook and County of Cumberland. The land included 200 acres (Portion 53) originally granted to John Hosking by Crown Grant dated 25 August 1812; 400 acres (Portion 54) originally granted to William Shelley by Crown Grant dated the 25 August 1812; 100 acres (Portion 55) originally granted to John Hosking by Crown Grant dated 17 August 1819; 100 acres (Portion 56) originally granted to William Hosking by Crown Grant dated 17 August 1819 and part of 1,060 acres (Portion 62) originally granted to Matthew Dysert Hunter by Crown Grant dated 26 July 1841 (see Figure 3.4). The Portion numbers to indicate land allocations were adopted in March 1893, and therefore John Hosking's property was then referred to as Portion 55, parish of Cook, county of Cumberland.



**Figure 3.3:** Detail from early Parish Map of Cook showing the location of Portion 55, John Hosking's property (indicated by blue arrow). This was later to become the location of Rossmore Public School in the 1900s. (Source: Department of Lands Parish Maps 14069601).

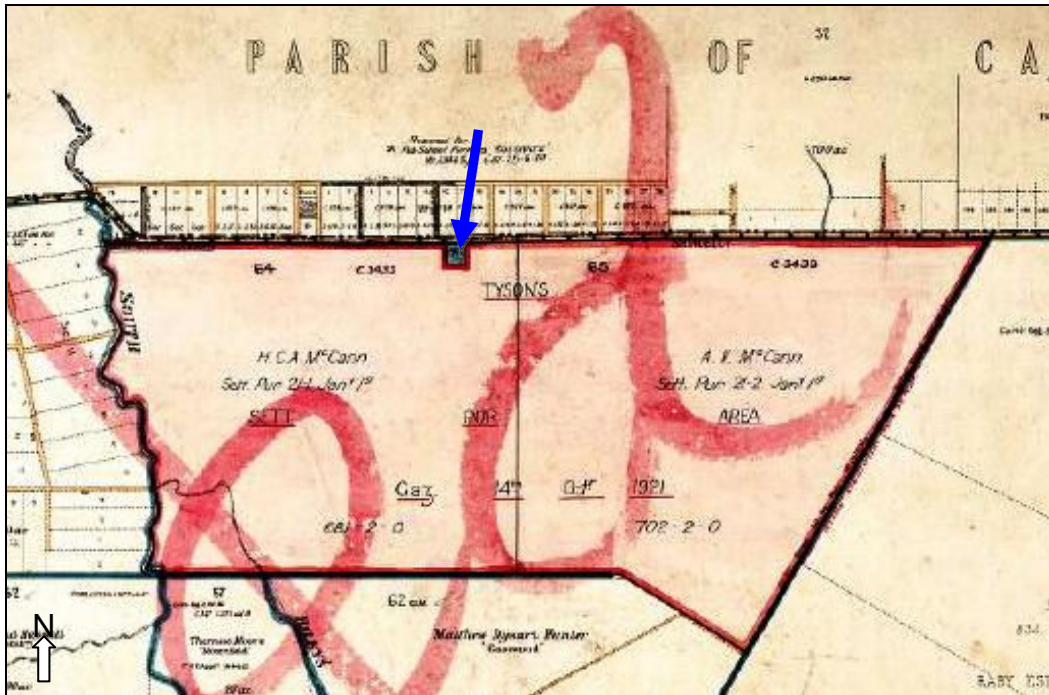


**Figure 3.4:** Detail from early plan included in Certificate of Title Volume 1936 Folio 199 detailing the purchase of 1,386 acres of land that included Portion 55, John Hosking's property (indicated by blue arrow) - the later location of Rossmore Public School in the 1900s. (Source: Department of Lands Parish Maps 14069601).

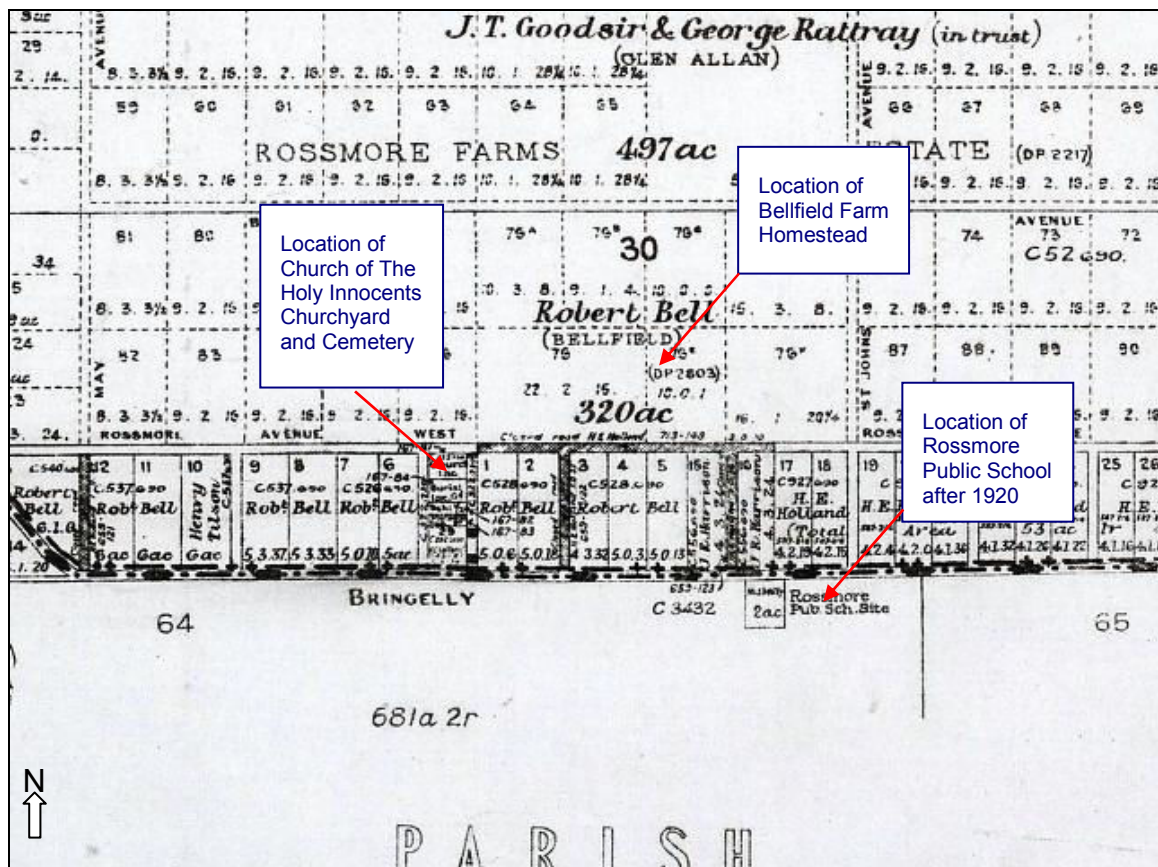
The property jointly owned by Thomas Charles Burnell and Gustav Hugo Leibius was then transferred (Transfer No. A88905) dated 2<sup>nd</sup> March 1914 to Philip Staughton of Dellapool, Grazier. Philip Staughton then transferred his ownership of the property to Katherine Tyson, wife of Charles Tyson of Croydon, Grazier on the 18 September 1919 (Transfer No. A497172). A section of this property that included Portion 55 was resumed (Notice of Resumption No. A738689) as provided by section 141 of the Public Works Act 1912, and in pursuance of the Gazette Notice dated 10<sup>th</sup> October 1921 (see Figure 3.5).

On the 1<sup>st</sup> January 1921, when the McCann family, on behalf of H C A McCann and A V McCann, purchased the land from Katherine Tyson, the Portion numbers had been reallocated to Portion 64 and 65, Parish of Cook, County of Cumberland which was gazetted on the 14<sup>th</sup> October 1921.





**Figure 3.5:** Detail from the 1914 Parish Map of Cook showing the location of the McCann family property (H C A McCann and A V McCann) on Portion 64 purchased 1 Jan 1921 and gazetted 14 October 1921. Rossmore Public School (indicated by blue arrow) was located on the land in the name of H C A McCann purchased from Katherine Tyson and later resumed. (Source: Department of Lands Parish Maps 14090501).



**Figure 3.6:** Detail from the 1923 Parish Map of Cabramatta showing the locations of the Church of the Holy Innocents Churchyard and Cemetery, Bellfield Farm Homestead and Rossmore Public School. (Source: Department of Lands Parish Maps 14031202).

Prior to the opening of the Rossmore Public School in 1912, a log-built school house/church hall located within the grounds of the Church of the Holy Innocents, was operating as the temporary school premises within the terms of the Church and School Lands Corporation for the local Rossmore residents (Noel Bell, Ridley Smith & Partners 1989: 1; Liverpool City Council website). The building had the capacity to hold 60 persons for services with the acting school master being the Rev. A. Lideliard (Noel Bell *et al* 1989: 1). Established in 1826, the Church and School Lands Corporation's main objective was to provide simple school houses and rectories in rural areas rather than building large churches.

In 1832, Bishop Broughton had written to the Rev. Hassall to advise him that the school hall located at Cabramatta had to be repaired or demolished as the building had fallen into disrepair (Noel Bell *et al* 1989: 2). Substantial repairs were undertaken in December 1832 to make the building more suitable for use as a church by Joseph Heron under instructions by Rev. Hassall (Noel Bell *et al* 1989: 2).

A survey was undertaken on the 17<sup>th</sup> March 1848 of 'three acres of land being the site for a Church of England, burial ground and parsonage' in the Parish of Cabramatta, County of Cumberland being passed by the Surveyor General (see Figure 3.7). The original trustees of the church were John Campbell, James John Riley and Edward Lummas Moore (Rossall 1992: 1). Included in the original Land Grant was a description for a portion of the property as follows:

"A grant of 2 roods were made for a School House in connection with the United Church of England and Ireland. Volume CLXVII Folio 82 (Noel Bell *et al* 1989)".

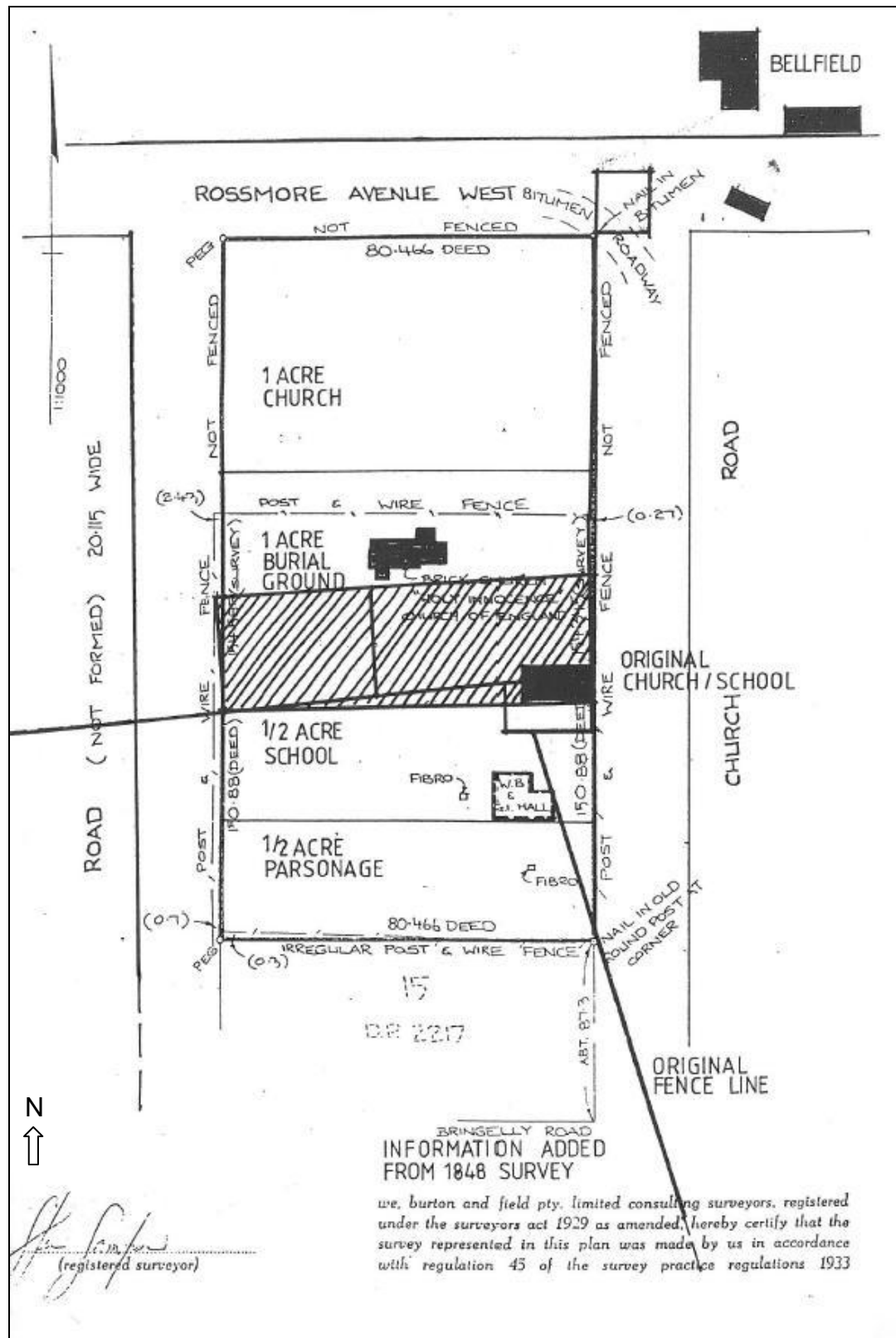


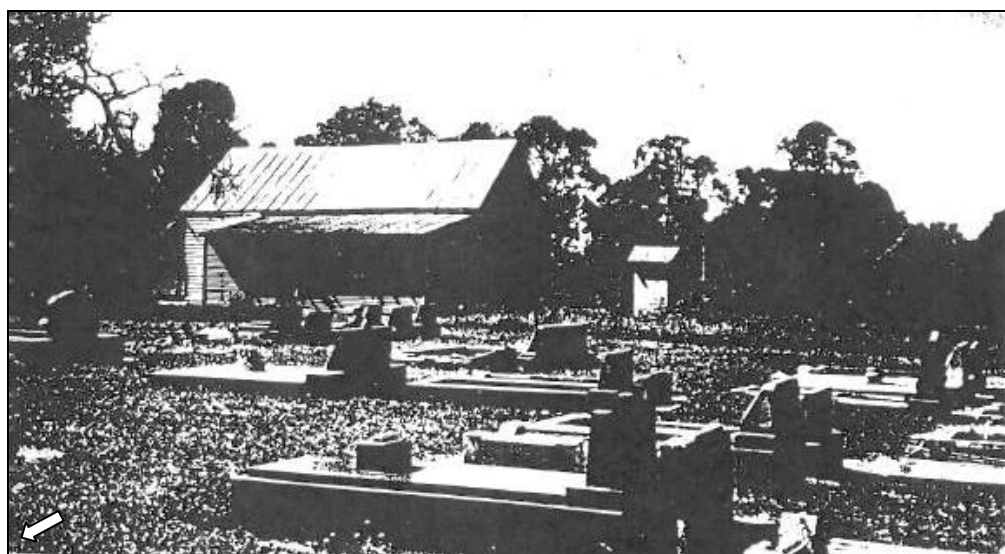
Figure 3.7: Survey Plan (1848) of the Church of the Holy Innocents showing layout of church, church yard and cemetery and early buildings and fencing. (Source: Noel Bell, Ridley Smith & Partners Architects 1989:1).

As reported in the Cambridge Camden Society journal 'The Ecclesiologist' (New Series Volume IX 1851 as cited in Noel Bell *et al* 1989: 8), the foundation stone of the church was laid "with the accustomed ceremonies", by the Bishop of Sydney on Thursday the 28<sup>th</sup> December 1848 (Holy Innocents Day) followed by a description of the site:

"the site is on the north side of the Bringelly Road on a portion of land granted by Government nearly adjoining the old school house erected by the Church Corporation in which the congregation has during a long lapse of years assembled for public worship."

The Church of the Holy Innocents was completed by October 1850 and consecrated by Bishop Broughton on the 7<sup>th</sup> November 1850.

A new church/parish hall was later built in approximately 1886 during the early years that Rossmore was under the management of Narellan-Cobbity Parish in order to hold community gatherings with the hall also being in use as a school (Figure 3.8). With the attendance gradually dropping, the Council of Education decided to withdraw certification and school was closed in 1877 (Bringelly Historic Notes).



**Figure 3.8: View to the southeast of the weatherboard and galvanised iron Church/Parish Hall demolished in 1987. White arrow indicates North. (Source: Noel Bell, Ridley Smith & Partners 1989).**

In 1902, a provisional school (a full time school with an average attendance of 10 to 20 students) was established in the church hall by the Department of Public Instruction with consent from the Sydney Diocesan Registry. This followed an application by residents for a local school to save their children having to travel to either Bringelly Public School (which had opened in 1878) and Austral Public School (which had opened in 1893) (McPherson 1999: 2; NSW State Records Item No. 5/17523.1). In 1902 the church hall was described by Inspector W George Thomas to be:

"40 ft x 20 ft, in very good repair, airy, roomy and in every way suitable, at a nominal rent. The only outlay they ask from the [Education] Department is a small grant towards cost of material for an additional W.C. The building is equipped with chairs, forms, and table. The Department would have to supply 6 desk tops, each 7-1/2 ft long, and a book press with lock" (McPherson 1999: 2).

The church hall was in use as a provisional school until 1911 and was then established as a public school (average attendance a minimum of 20 students) in January 1912. In March 1912, the teacher, Emily Pratt boarded at Bringelly Post Office as she was unable to obtain accommodation nearer to the school (McPherson 1999: 5).



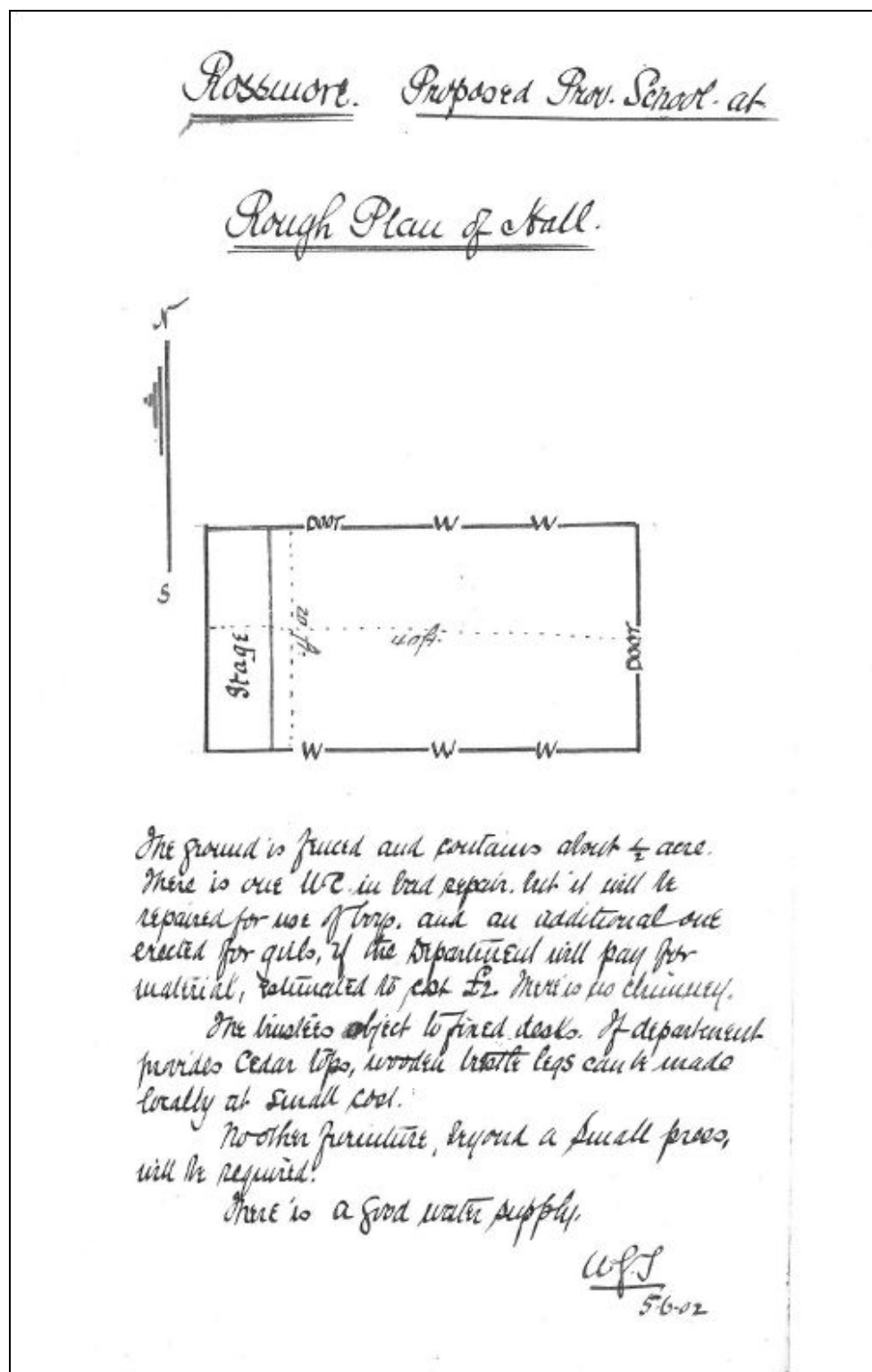


Figure 3.9: Rough plan of Church/Parish Hall for use as Rossmore Provisional School. Plan dated 5 June 1902. (Source: NSW State Records Item No. 5/17523.1).

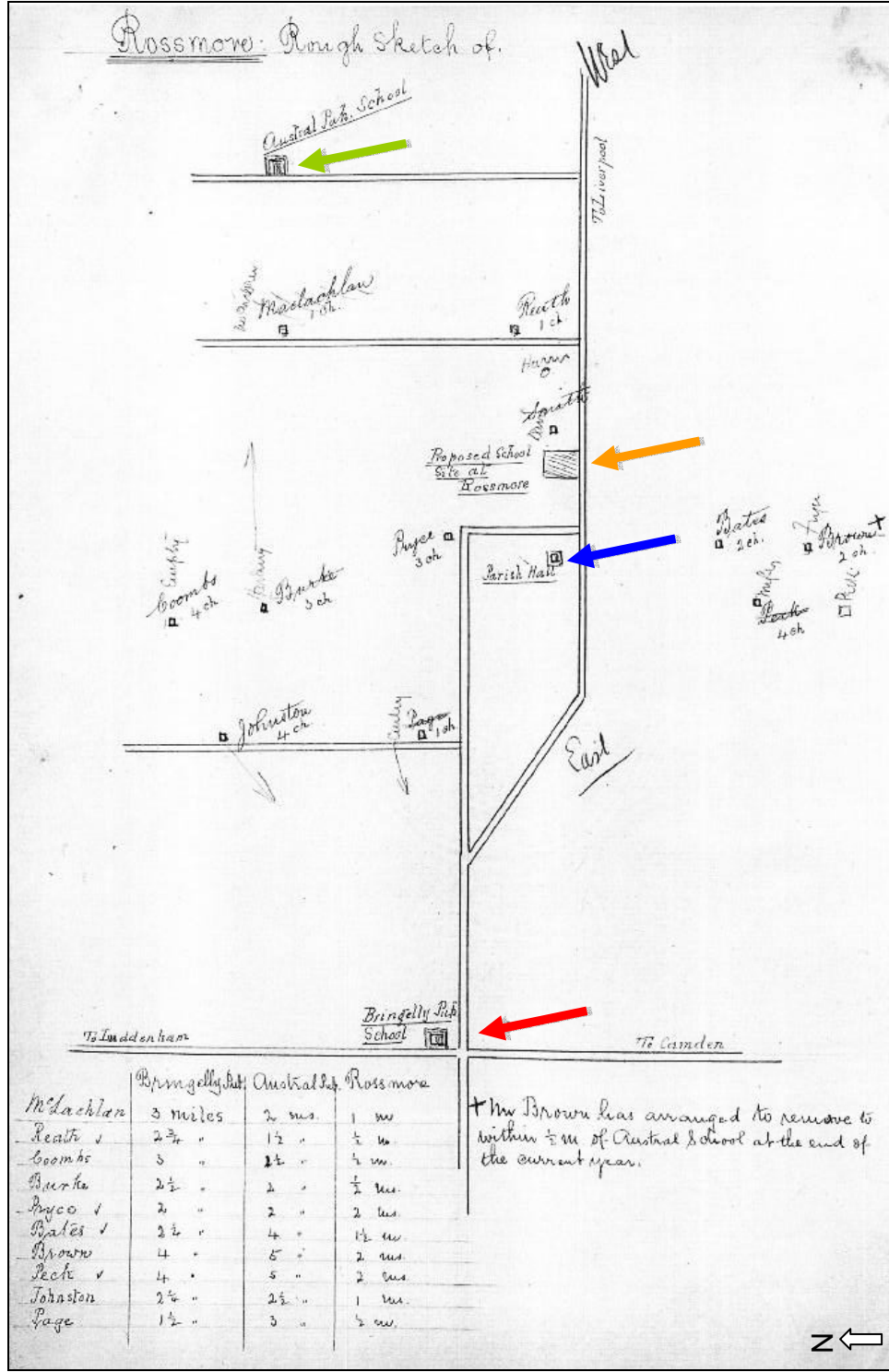


Figure 3.10: Rough map of location of Church/Parish Hall (indicated by blue arrow) in relation to the location of Bringelly Public School (indicated by red arrow), Austral Public School (indicated by green arrow) and the proposed new site for Rossmore Public School (indicated by orange arrow). Note that the proposed site for Rossmore Public School as shown above is to the north of Bringelly Road but was later relocated to the south of Bringelly Road. Map dated c. 1902-15. (Source: NSW State Records Item No. 5/17523.1).

In October 1920, a two-acre site, part of Portion 55, Parish of Cook, County of Cumberland, located opposite the Rossmore Post Office on Bringelly Road was resumed from Katherine Tyson for a new school site (McPherson 1999: 6; Murphy 1990: B2). The land now owned by Katherine Tyson was originally part of the 100 acre land grant in the name of John Hosking (Volume 1936 Folio 199) as shown in Figure 3.11.

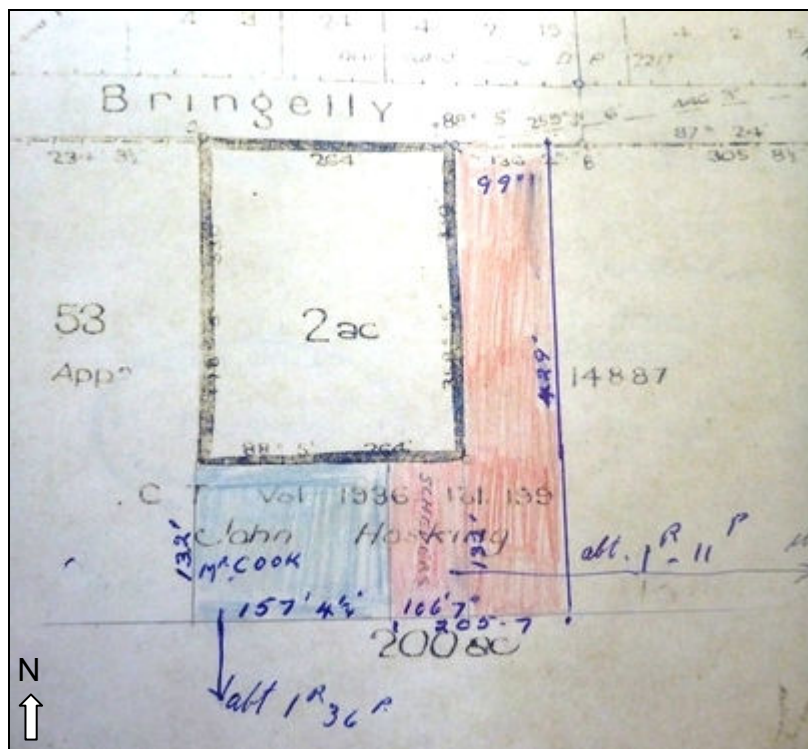


Figure 3.11: Map of location of two-acre site resumed for Rossmore Public School from Katherine Tyson, originally in the name of John Hosking. Plan dated 1962 showing acquisition of additional land to be purchased from adjoining properties later owned in 1962 by Mr and Mrs Cook (as indicated in blue) and Mr Schevers (as indicated in red). (Source: NSW State Records Item No. 5/17523.1).

Inspector George Cotterill recommended that the school house previously in use at Kemps Creek School be moved to Rossmore onto the two-acre site, after the closing of the Kemps Creek School in 1915 (McPherson 1999: 6). Inspector Cotterill stated in his report of September 1920 that the present church hall was unsuitable for school purposes as the hall was ill-lit, unsuitably shaped for school use and that the students were unable to establish a garden on the property as the grounds were used on Sundays for the depasturing of horses (McPherson 1999: 6).

Inspector Cotterill noted that the new school site was to be located immediately in front of the Post Office and the only store in the settlement, and would be right in the centre of the population. The new site was located half-a-mile further from Bringelly Public School than the previous school hall location and would be located closer to the Raby Estate for the families residing there. It was considered that the children from the Raby Estate were quite as worthy of consideration as those who lived closer to the Bringelly Public School. Cotterill stated that another reason for changing the location of the present school was the objection that the present school was located too close to Bringelly Public School (McPherson 1999: 6).

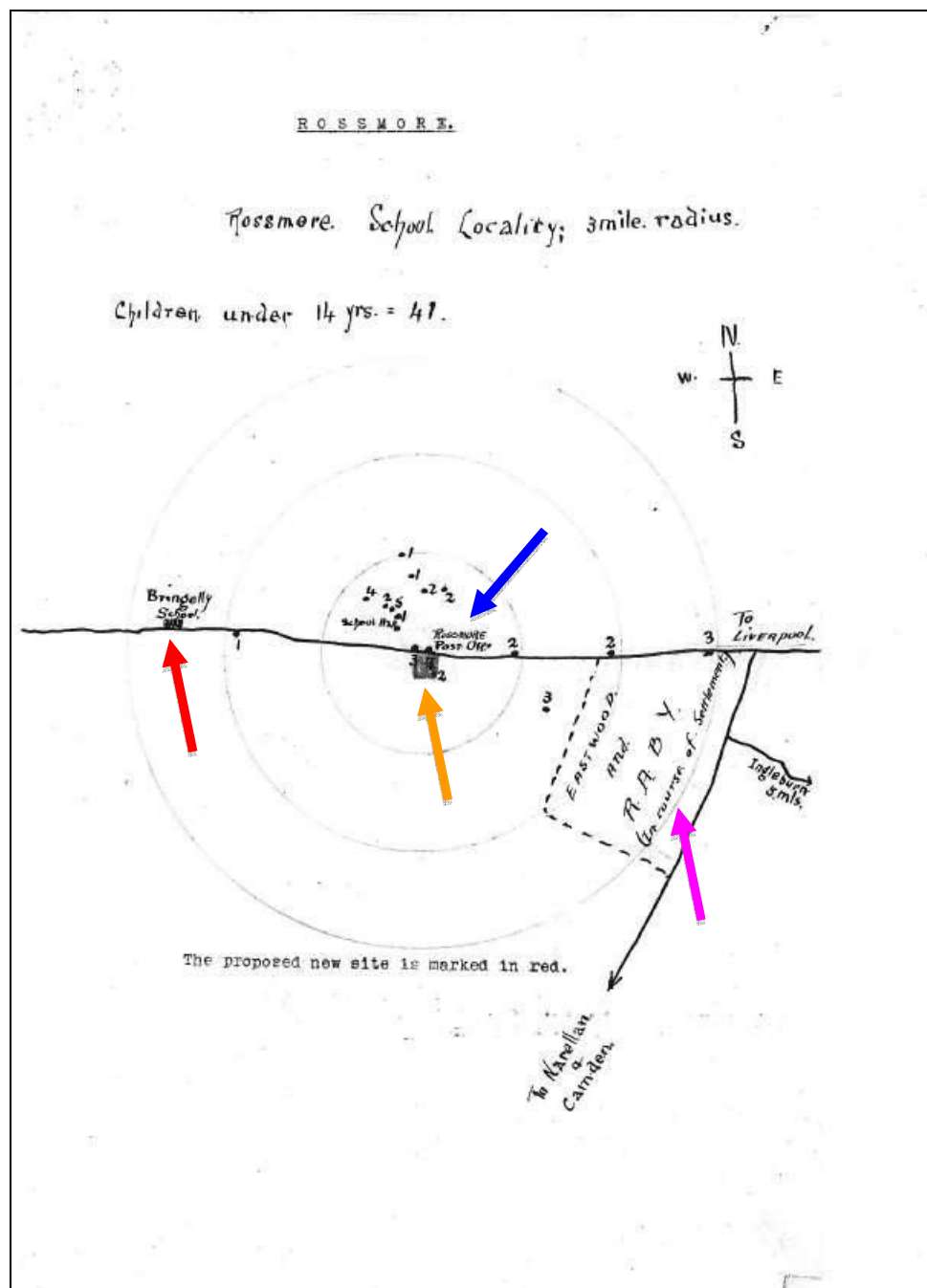


Figure 3.12: Map of location of proposed site resumed for Rossmore Public School (indicated by orange arrow) in relation to Rossmore Post Office (indicated by blue arrow), Bringelly School (indicated by red arrow) and the Raby Estate (indicated by pink arrow). Plan dated c. 1920. (Source: NSW State Records Item No. 5/17523.1).

The school building at Kemps Creek was moved the six to seven miles along the bush track to Rossmore in 1921 with the supervising architect reporting in November 1921 that the building would be ready for use within three weeks (McPherson 1999: 7).

In March 1922, the secretary of the Parents and Citizens Association complained to the Education Department that the school building was too small (18 ft x 14 ft) to accommodate the thirty one children attending the school. The Education Department did not consider the matter urgent as it was noted that a school would soon be established at the Raby Estate. The Raby School, later known as Leppington School, was opened in 1923 (McPherson 1999: 7). In 1928, the school grounds, gardens and fencing were upgraded.



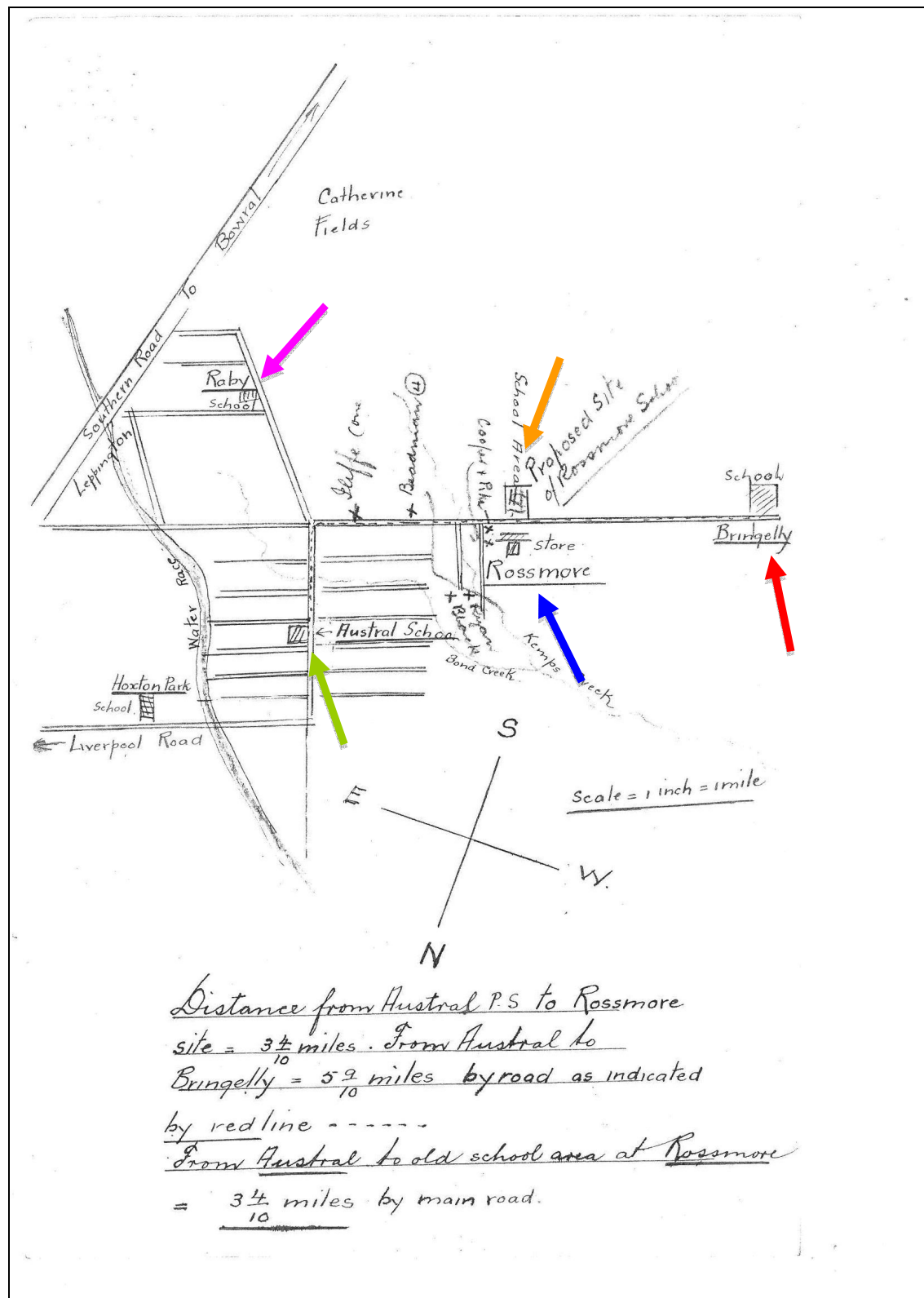


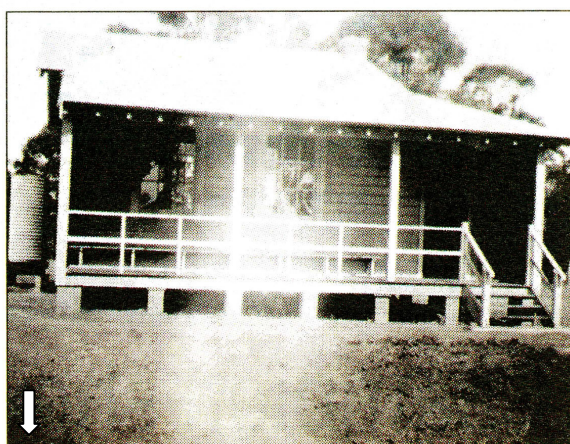
Figure 3.13: Map of location of proposed site resumed for Rossmore Public School (indicated by orange arrow) in relation to Rossmore Post Office/Store (indicated by blue arrow), Bringelly School (indicated by red arrow), Austral Public School (indicated by green arrow) and the Raby Estate (indicated by pink arrow). The school building for Rossmore was relocated from Kemps Creek. Plan dated c. 1920. Please note direction of North on map. (Source: NSW State Records Item No. 5/17523.1).

Rossmore Public School closed in June 1933 due to the low number of students enrolled at there. The school teacher, George Prentice, reported in 1933 that many of the children were now older and had enrolled at high school or that new people that had moved into the area had older children or no children (McPherson 1999: 7). After the closing of the school, the building was moved in December 1935/January 1936 to be relocated at Austral School (McPherson 1999: 8). It was noted during an inspection of the property in 1939 with the school building having been removed, that the block was cleared, except for the existing fencing and contained a tennis court with no other buildings present except a small tennis shelter (NSW State Records Item No. 5/17523.1).

The Provisional School reopened on 3 October 1939 in the Church of England Holy Innocent parish hall after several residents sent application forms to the Education Department for a local school to be reopened in Rossmore (McPherson 1999: 8).

In February 1940, James Murphy, the teacher of the Provisional School, reported to the Education Department that a new school building should be erected due to the lack of heating in the current building, the disrepair of the building, the inconvenience of other functions being held in the same building and the cleaning of the building involving a lot of work owing to its size and the roughness of the floor boards (McPherson 1999: 9).

The construction of a new 'Stock 2A building' that consisted of an 18 ft by 18 ft classroom plus hat room and verandah on the northern side was approved by the Education Department with the current school hall being vacated on the 25 July 1941 and the new building then occupied on 28 July 1941 at the previous location across from the Rossmore Post Office (McPherson 1999: 9).



**As it was:** In 1941, the new Rossmore Public School building came complete with a hat room. **Picture supplied**

**Figure 3.14:** Photo of the new Rossmore Public School building built in 1941 located across from the Rossmore Post Office. White arrow indicates North. (Source: South West Advertiser 29 June 2005 Rossmore Local Studies Folder Camden Council Library).

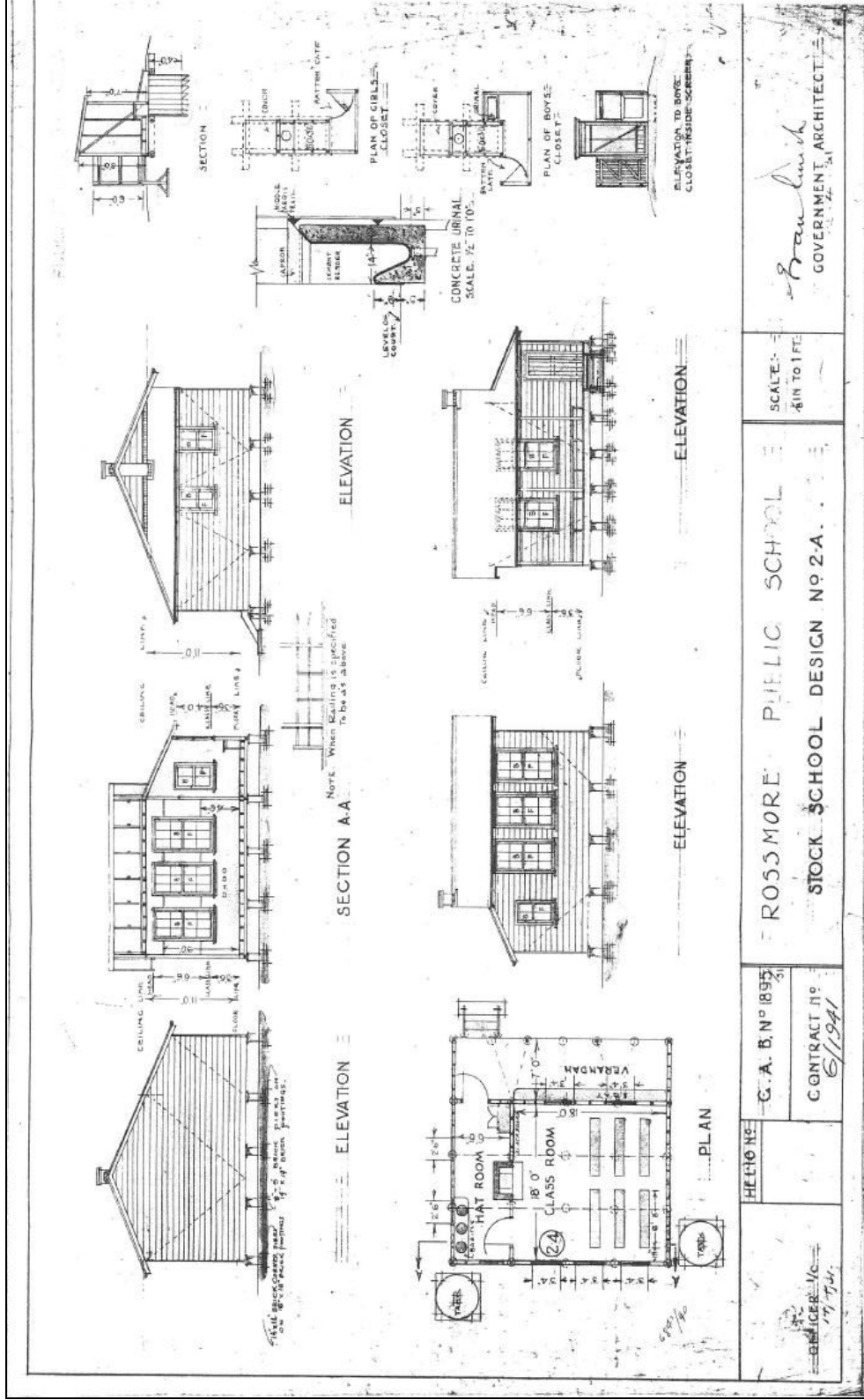


Figure 3.15: Rossmore Public School Design. Plan dated June 1941. (Source: NSW State Records Item No. 1417824)

Land inspection officers inspected the school site in June 1962 and it was suggested that the school site should be extended due to the considerable subdivision and development being undertaken in the area (McPherson 1999: 10). The present site consisted of 2 acres with approximately 1 chain of the full width to be obtained by the Department of Main Roads for a proposed dual highway planned for Bringelly Road (McPherson 1999: 10). A portion of Lot 3 DP 204127, the land (approximately half an acre) located to the south of the present site owned by Mr E J and Mrs A Cook, was to be acquired to extend the school grounds as indicated by Figure 3.11. An Agreement for Sale was signed by the Valuer General in September 1963 for the purchase of a portion of Lot 3 DP 204127 (NSW State Records Item No. 14/7824).

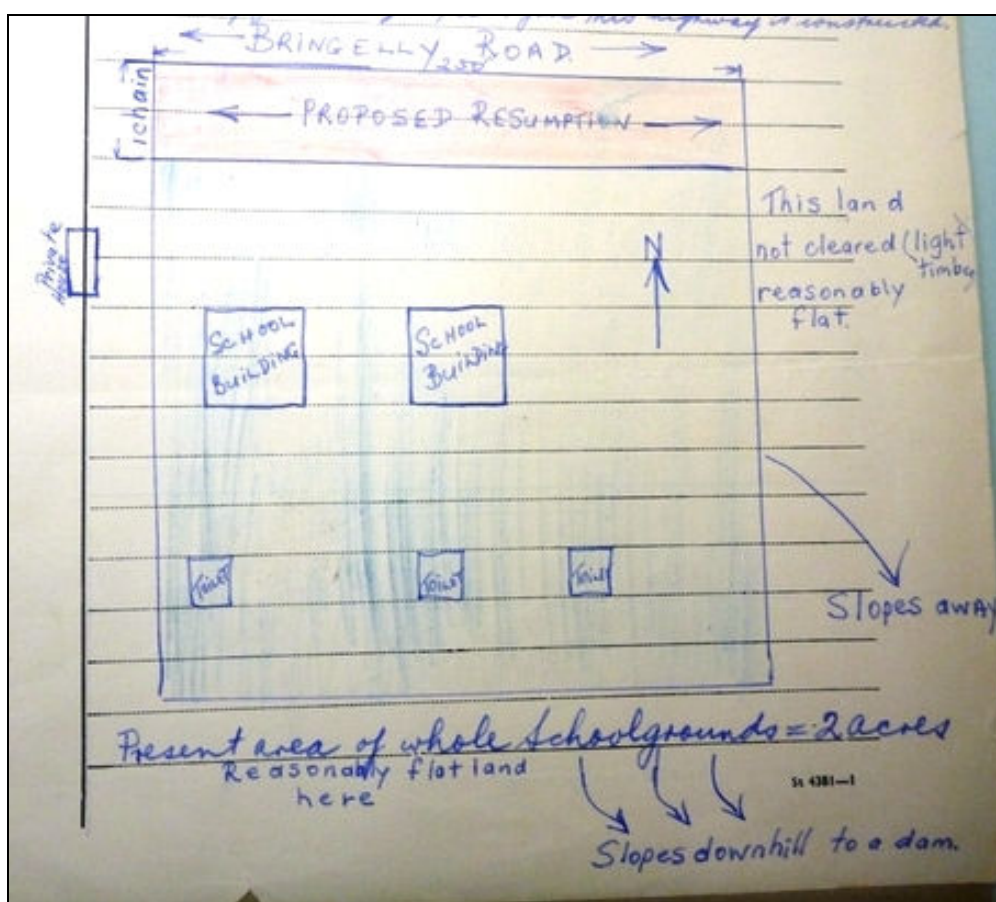


Figure 3.16: Rough sketch of layout of Rossmore Public School before school site was extended showing two school buildings and three toilet blocks as well as the land to be resumed by the Department of Main Roads for the Bringelly Road upgrade to a dual highway. Plan dated 23 March 1962. (Source: NSW State Records Item No. 14/7824).



In September 1962 it was further recommended by Mr Evans, the Area Director, that additional land be acquired by the Education Department to further extend the Rossmore Public School grounds. A portion of Lot 4 DP 204127 with a 99 foot frontage to Bringelly Road with a depth of 6-1/2 chains with rear boundary of 205 feet 7 inches parallel to Bringelly Road, was to be acquired to the east of the present Rossmore School site with the land to be purchased from Mr A Schevers through C H Degotardi & Co (McPherson 1999: 10).

In December 1964 a survey of the portion of Lot 3 and Lot 4 DP 204127 to be purchased was undertaken by Morrow & Williams (NSW State Records Item No. 14/7824).

The Director for the Department of Education Sydney (Western) Area, Mr R G Jeffery, inquired on the 10<sup>th</sup> March 1964 if the acquisition of portions of Lot 3 and Lot 4 DP 204127 had been acquired for school purposes (NSW State Records Item No. 14/7824).

The Crown Solicitors Office responded on the 13<sup>th</sup> May 1965 to a letter addressed to the Crown Solicitor from Messrs George Bourne, Bowen & Packham Solicitors, acting solicitors for Mr A Schevers, informing them that they were aware that Mr Schevers was unable to complete the terms of the contract dated 7<sup>th</sup> August 1963, in respect to the sale of part of Lot 4 DP 204127. The Crown Solicitors Office therefore stated that the Education Department would now take the action necessary to acquire the land by way of resumption (NSW State Records Item No. 14/7824).

The Certificate of Title (Volume 9034 Folio 72) dated 20 October 1961 recorded Rossmore Projects Pty Limited as the Registered Proprietor of Lot 4 DP 204127, who was still listed as the Registered Proprietor when the resumption was undertaken in 1965, showing that Mr Schevers was unable to purchase the property between 1962 to 1965 as previously discussed.

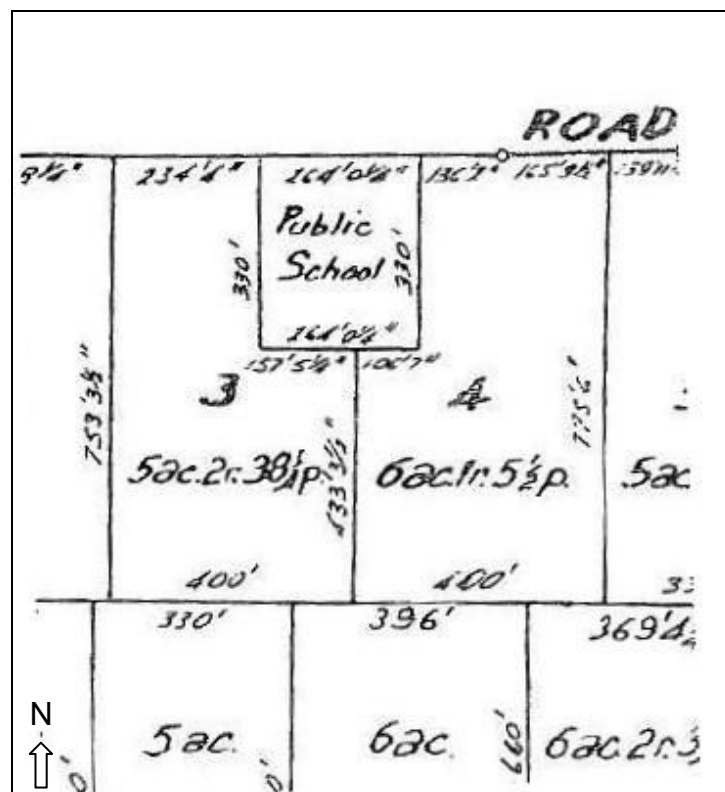


Figure 3.17: Close up of additional land (Lot 3 and 4 DP 204127) to be acquired bordering Rossmore Public School from Subdivision Plan of Rossmore Farms Estate as shown in Figure 3.18. (Source: NSW State Records Item No. 14/7824).

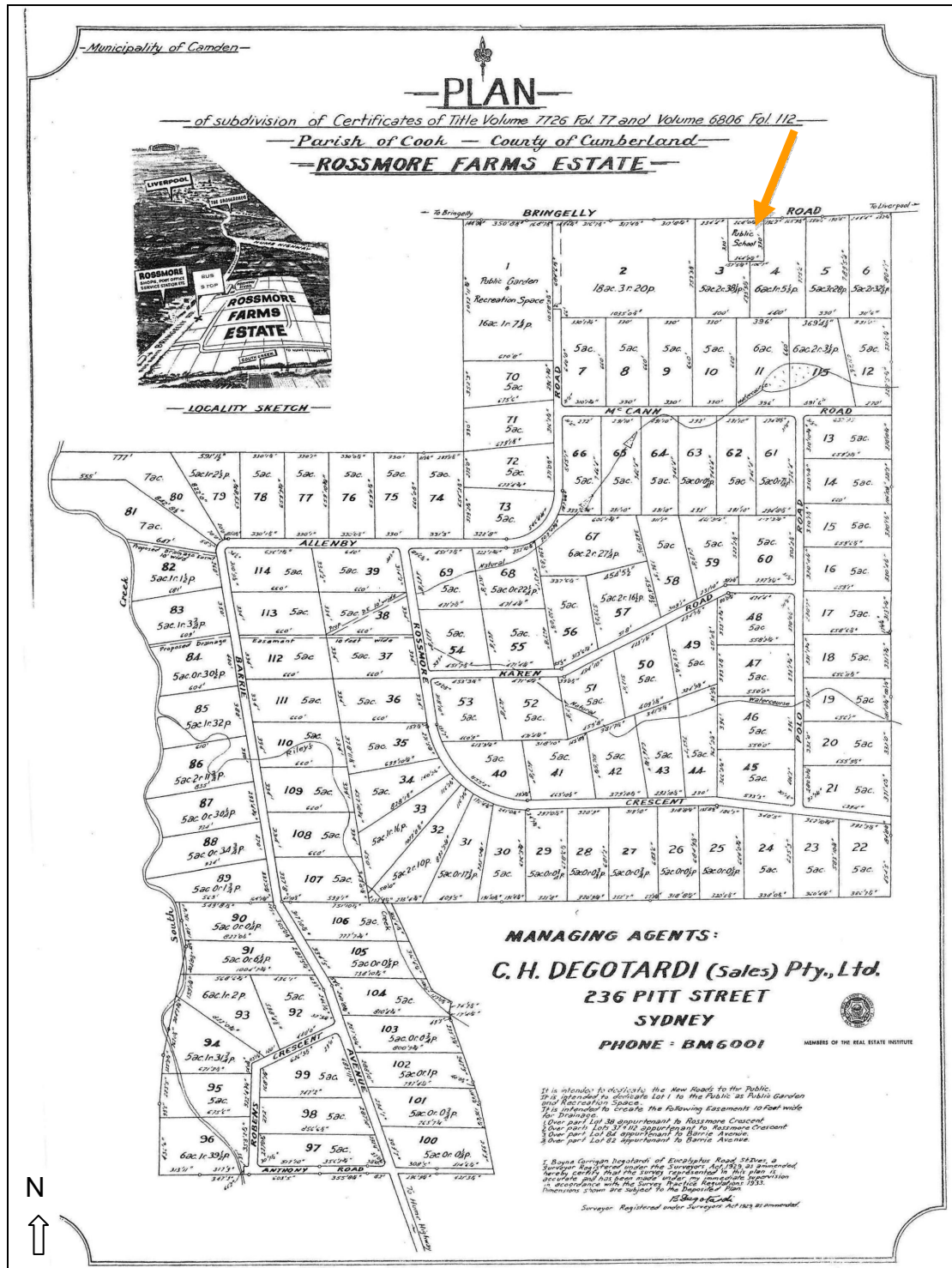


Figure 3.18: Subdivision Plan of Rossmore Farms Estate south of Bringelly Road bordering Rossmore Public School and indicated by orange arrow. Land sold by Managing Agents, C H Degotardi & Co. Plan from Certificate of Title Volume 9034 Folio 72 dated 20 October 1961. (Source: NSW State Records Item No. 14/7824).

In September 1965, a Notification of Resumption of Land under the Public Works Act, 1912, as Amended appeared in the Sydney Morning Herald with the new land title details as follows:

'a piece or parcel of land situated in the Municipality of Camden, parish of Cook and county of Cumberland, being Lot 2 DP 222510 having an area of 1 acre, 1 rood, 20-1/4 perches or thereabouts and said to be in the possession of Rossmore Projects Pty Ltd' (NSW State Records Item No. 14/7824).

The Certificate of Title (Volume 9947 Folio 35) issued 12 March 1965 recorded the Rossmore Projects Pty Limited, as the Registered Proprietor as well as The Minister for Education (excepting mines and deposits specified in Section 141 Public Works Act, 1912) freed from all other interests (entered 2 February 1966); as part of the original Lot 4 DP 204127 was now registered as Lot 2 DP 222510. See Figure 3.17 for plan from the Certificate of Title (Volume 9947 Folio 35).

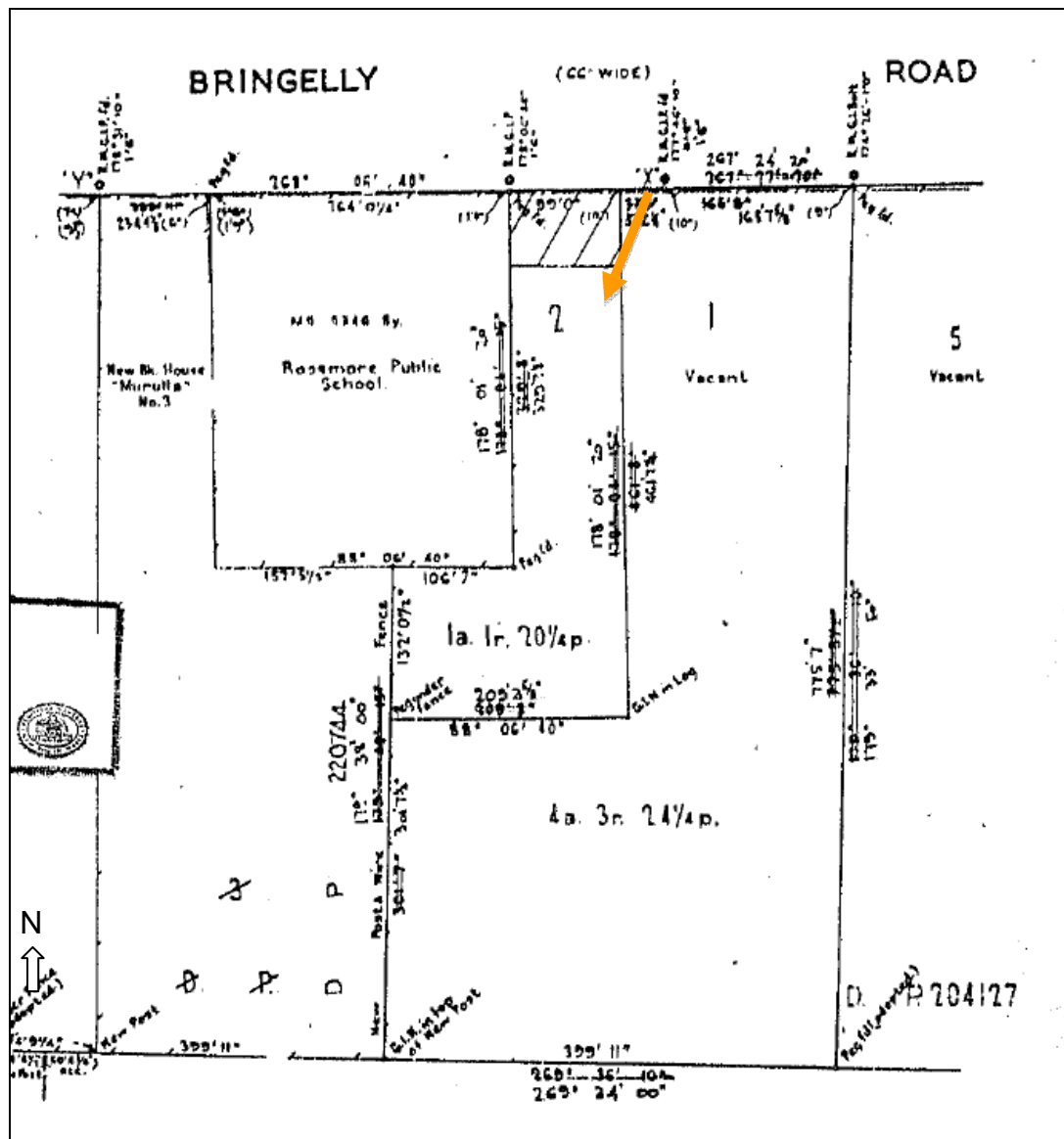


Figure 3.19: Plan of Rossmore Public School from Certificate of Title (Volume 9947 Folio 35) showing current land title details for Lot 2 DP 222510 dated 12 March 1965 (as indicated by orange arrow). Two of the three heritage listed timber weatherboard school buildings are located within Lot 2 DP 222510 of Rossmore Public School grounds. (Source: Land and Property Management Authority).

Note also in Figure 3.19 above, that the land shown by black hatching on the plan was subject to a restriction in use due to the Main Roads Act 1924 – 1965, entered on the Certificate of Title (Volume 9947 Folio 35) 14 November 1966. This black hatched area today represents an asphalted area as shown in Figure 7.2 that is located to the immediate north of the three heritage listed school buildings.

The Certificate of Title (Volume 9947 Folio 35) also recorded a previous mortgage on the property to James Vernon Haig McCann of Rossmore, Dairyman (dated 4 September 1961) which was discharged. The McCann family purchased the property from Katherine Tyson in 1921 and James McCann was also listed as the previous Registered Proprietor for Allenby House which was located nearby on Lot 2 DP 204127 (see Figure 3.18 and also Allenby House Statement of Heritage Impact for further detailed information).

A development plan was prepared for the Department of Education in 1969 for new administration units and classrooms to be constructed at Rossmore Public School. At this time it was noted that there were three existing timber classrooms located on the school grounds (NSW State Records Item No. S6688/4). In 1973 it was reported by Chris Davis of the Department of Public Works that the three timber classrooms should be removed or demolished and stated that the original school building constructed in 1941 was still in good condition but too small to be used as a classroom and should be put to alternative use or demolished. The second timber building (the middle of the three buildings) was also undersized for a classroom and was in bad condition and should be demolished. It was recommended that the third timber building should be retained (NSW State Records Item No. S6688/4).



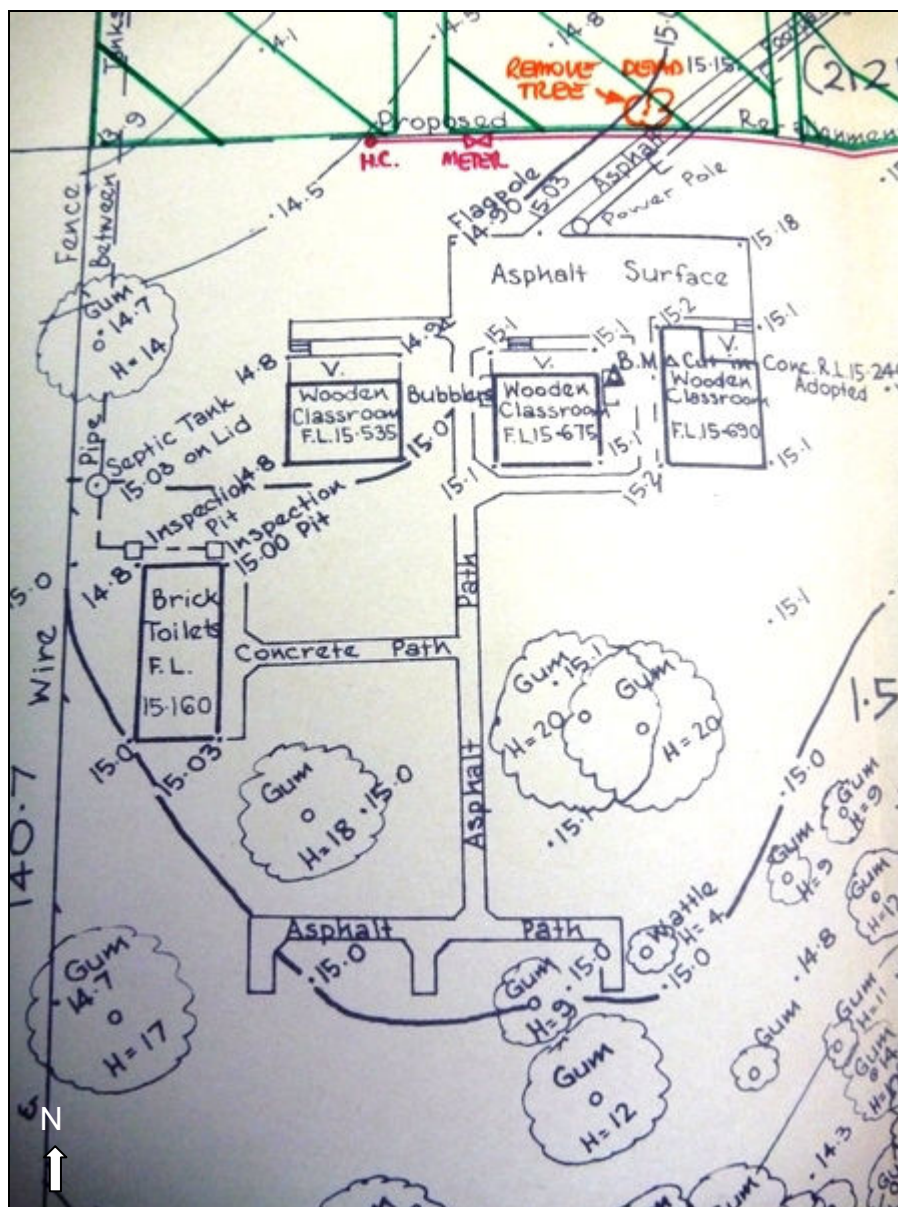


Figure: 3.20: Layout of Rossmore Public School c. 1971 showing the three heritage listed wooden (timber) buildings with new brick toilet block and concrete/asphalt pathways. (Source: NSW State Records Item No. S6688/4).

The Rossmore Public School grounds were again inspected by the Department of Public Works in August 1974 and it was noted that the site now consisted of three timber buildings as well as two recently constructed brick buildings (NSW State Records Item No. S6688/4).

A new development plan was produced by the Department of Public Works and submitted to the Department of Education in November 1974 for the construction of an additional two-storey classroom block and new administration block (NSW State Records Item No. S6688/4).

Rossmore Public School is today located on Lot 2 DP 222510, the location of the early timber school buildings as listed on the Draft Camden LEP; Lot 3 DP 220744, the location of the school grounds; Lot 1 DP 170985, the location of the new school buildings and Lot 57 DP 225206, the front of the school grounds and parking area bordering Bringelly Road (Figure 7.1).

## 4 SITE ANALYSIS

The study area had previously been inspected in 1990 as part of the South Creek Valley Heritage Study undertaken by Perumal Murphy, the Liverpool Heritage Study in 1992 by Neustein & Associates, the Thematic History of the City of Liverpool undertaken by Terry Kass in 2004, the Camden Council Heritage Study Review 2006 and the Liverpool Heritage Study Review in 2005 by FORM Architects Aust Pty Ltd. These resulted in some buildings being listed in the Local Environment Plans of Camden and Liverpool City Councils.

### 4.1 INSPECTION OF ROSSMORE PUBLIC SCHOOL

The site survey was undertaken in three stages – an initial inspection of the study area by car on 14 January 2010 to gain an appreciation of the area and to inspect the identified local and state registered heritage items, and a two day field study (16 and 18 February 2010) where more detailed inspections of potential heritage items were undertaken.

In July 2010, the RTA enlarged the existing study area surveyed earlier in the year and therefore another field study was undertaken on 22 July 2010 with the survey results included within this report.

Further fieldwork was undertaken on the 22 July 2010, 27 January 2011 and 25 May 2011 due to ongoing changes to the scope of the RTA proposed concept design with the survey results included within the main report and SoHIs.

There are three timber weatherboard buildings located within Rossmore Public School that are heritage listed in the Camden Local Environmental Plan 2010. All three buildings have stylistic variations reflecting different ages and functions and are setback from the road behind the carpark located adjacent to Bringelly Road. The eastern building, being the original school building, has a low pitched gabled form with skillion verandah on the western and southern sides with multi-paned windows and wide architraves. The central building also has a simple gabled design. The western building has a gambrel roof on one side and a recessed porch in one corner. Given its form, materials and style it is obviously the most recent of the three. Historical records indicate that the timber building located to the east was constructed in 1941 with the central building estimated to be constructed in the mid to late 1940s and the third building located to the west, constructed c. mid to late 1960s.



**Figure 4.1:** One of the three LEP heritage listed buildings at Rossmore Public School, 629 Bringelly Road, Rossmore (Lot 2 DP 222510). Two of the buildings are early classrooms; this building was erected in 1941 and is now in use as the kindergarten. White arrow indicates North. (Source: Austral Archaeology Pty Ltd DSCN 2861, 2868).





**Figure 4.2:** The second LEP heritage listed building at Rossmore Public School, 629 Bringelly Road, Rossmore (Lot 2 DP 222510). This building was erected by 1962 and is now used for storage. White arrow indicates North. (Source: Austral Archaeology Pty Ltd DSCN 2858, 2870).



**Figure 4.3:** The third LEP heritage listed building at Rossmore Public School, 629 Bringelly Road, Rossmore (Lot 1 DP 170985). This building was erected between 1962 and 1969. White arrow indicates North. (Source: Austral Archaeology Pty Ltd DSCN 2865, 201).



**Figure 4.4:** Rossmore Public School, 629 Bringelly Road, Rossmore. The two timber buildings on the right are located on Lot 2 DP 222510 while the one on the left of the group is located on Lot 1 DP 170985. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2864).



**Figure 4.5:** Rossmore Public School, 629 Bringelly Road, Rossmore showing the front of the three heritage listed buildings. View from Bringelly Road to the south. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 202).





**Figure 4.6:** Photo on the left is a view to the west and shows the covered play area in front of the heritage listed buildings at Rossmore Public School. The photo on the right is a view to the east and shows the parking area to the immediate left (west) of the heritage buildings. The play area is indicated by the yellow arrow and the heritage buildings by the red arrow. White arrow indicates North. Source Austral Archaeology Pty Ltd DSCN 024, 030.



**Figure 4.7:** Photo on the left is a view to the east and shows Bringelly Road in proximity to the parking area in front of Rossmore Public School and the photo on the right shows the parking area in proximity to the covered play area (as indicated by the yellow arrow) and the heritage buildings (as indicated by the red arrows). White arrow indicates North. Source Austral Archaeology Pty Ltd DSCN 026, 028.



**Figure 4.8:** These photos show the property located to the immediate west (Lot 21 DP 531868 and Lot 56 DP 225206) of Rossmore Public School which would be impacted by proposed road upgrade works. See Figures 7.1 and 7.2 for further detail. The buildings shown in the left hand photo are the newer 1970s buildings located within Rossmore Public School. White arrow indicates North. Source Austral Archaeology Pty Ltd DSCN 026, 028.



**Figure 4.9:** The left photo shows the wide verge currently located between Bringelly Road and Rossmore Public School. The right photo shows the current Bringelly Road alignment and school crossing in front of Rossmore Public School. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 189, 199).



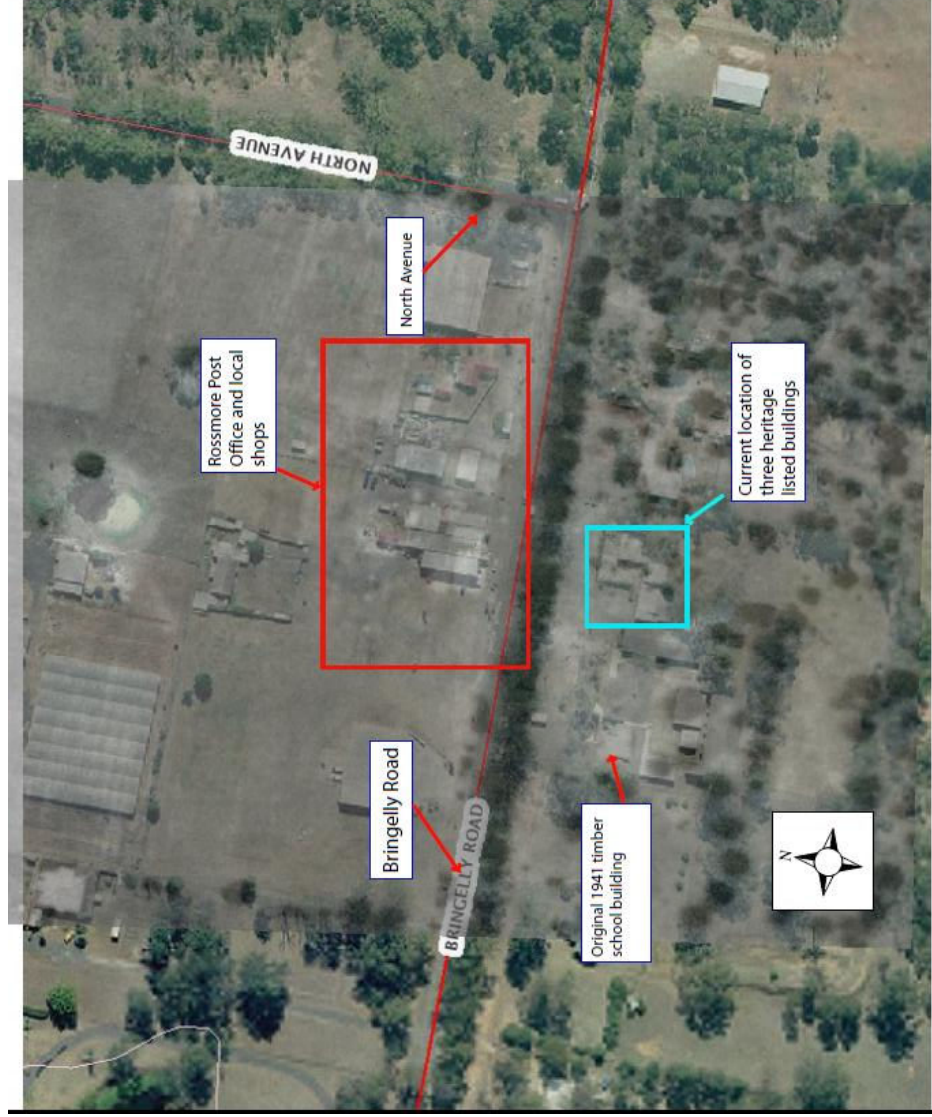


**Figure 4.10:** Rossmore Public School, 629 Bringelly Road, Rossmore showing the front of the new section of 1970s school buildings located to the west of the three heritage listed buildings as well as the current road alignment. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 195).

From overlaying the 1947 aerial photo on modern mapping (see Figure 4.11), it appears that the 1941 school building was originally located to the west of its present position – i.e. roughly in the position of the current c. 1974 classroom and administration block (see Figure 4.10) situated within Lot 1 DP 170985. This area (Lot 1 DP 170985) was the two-acre site, located opposite the Rossmore Post Office that was resumed for a new school site from Katherine Tyson in 1920, see also Figures 3.11 and 3.19.

The 1961 aerial photo overlay shows that the 1941 timber building was still located in the same area as shown in the 1947 aerial with the addition of another timber building (see Figure 4.12). Both timber school buildings were relocated in the 1970s to their present location.

A copy of the 1947 and 1961 aerial photographs are included in Attachment One of the Rossmore Public School SoHI.



**Figure 4.11:** The 1947 aerial photograph overlaid on the modern Sixview base. The original 1941 school building was later relocated to the east (to its current position) so that a new classroom and administration block could be constructed c. 1974. The current location of the three heritage buildings is within Lot 2 DP 222510. (Source: 1947 Aerial Photograph Ref Liverpool (Co. Cumberland) Run 23 Jan47 55-71 and Sixviewer © NSW Department of Lands).





**Figure 4.12:** The 1961 aerial photograph overlaid on the modern Sixview base. The original school building plus an additional timber school building is now visible and still located within the same area as shown in the 1947 aerial. The current location of the three heritage buildings is to the east within Lot 2 DP 222510. (Source: 1961 Aerial Photograph Ref Liverpool (Co. Cumberland) Run 1961 Series 40W and Sixviewer © NSW Department of Lands).

## 5 HISTORICAL THEMES

The Heritage Council of NSW identifies a variety of Australian and NSW historical themes via which the historical and/or archaeological record of a site can be interpreted. The use of historical themes is valuable in order to provide a basis for comparison between different sites which demonstrate the same historical themes. Historical themes also allow the site to be placed within a local, state, and national historical context. In the case of Rossmore Public School some of the themes that could be relevant to investigations (as shown in Table 5.1) are those which reflect and relate to the evolution of the site and its usage over time. These might include:

**Table 5.1: Rossmore Public School Historical Themes.**

<b>Australian Theme</b>	<b>New South Wales Theme</b>	<b>Local Theme</b>
Educating – educating	Education – activities associated with teaching and learning by children and adults, formally and informally	Establishing schools

The establishment of Rossmore Public School is reflected in the theme of ‘Education’ and establishing local schools as required by the growth of population in the region during the early twentieth century.

Rossmore Public School was first established as a Provisional School (1902 – 1911 and 1939 - 1941) and then Public School (1912 – 1921) located in the Church/Parish Hall of the Church of the Holy Innocents Churchyard and Cemetery, Rossmore. Prior to the establishment of the Provisional School, the church and school were both held in an early slab timber school/church hall as recorded in 1827 until a new hall was built in c. 1886.

Rossmore Public School was later established in 1921 - 1939 and reopened in 1941 to the present, where it is located today on land that originally formed part of the 100 acre land grant in the name of John Hosking (Certificate of Title Volume 1936 Folio 199) dated 29 December 1908.

The three school timber buildings are representative of the simple, functional design of educational buildings from the mid twentieth century.

## 6 ASSESSMENT OF SIGNIFICANCE

### 6.1 INTRODUCTION

An assessment of cultural significance seeks to establish the importance that a place has to the community. The concept of cultural significance is intrinsically tied to the fabric of the place, its history, setting and its relationship to other items in its surrounds and the response it evokes from the community.

The assessment of cultural significance with respect to archaeological sites can present difficulties because the nature and extent of the “relics” are often indeterminate and value judgements therefore need to be made on the basis of potential attributes. The element of judgement can be greatly reduced by historical or other research, as has been completed for the current study. Archaeological deposits and features provide important evidence of the history and settlement of New South Wales. These heritage items may include deposits containing material culture (artefacts) that can be analysed to yield information regarding early urban development that is unavailable from other sources. Archaeological investigations can reveal much about technology, industry, past economic and social conditions and people’s lives.

Sites that contain these elements therefore have scientific value that may be of considerable significance when analysed in association with documentary evidence. It is through this potential to reveal information about the past use of a place that archaeological sites have heritage significance.

## **6.2 BASIS FOR ASSESSMENT**

The Burra Charter of Australia ICOMOS was formulated in 1979 (revised 1999), based largely on the Venice Charter (for International Heritage) of 1966. The Burra Charter is the standard adopted by most heritage practitioners in Australia. The Charter divides significance into four categories for the purpose of assessment. They are: Aesthetic, Historical, Scientific/Technical, and Social significance.

The Heritage Council of NSW has established a set of seven criteria to be used in assessing cultural heritage significance in NSW. These are published in the Heritage Council's *Assessing Heritage Significance* guidelines (2001). The Heritage Council's criteria incorporate those of the Burra Charter, but are expanded to include rarity, representative value, and associative value.

In order to assess the rarity and representative value of the site, a comparative analysis with similar sites is critical (Section 6.3 below). The identification of historical themes (Section 5.0) is important to establish the parameters of the comparative analysis.

## **6.3 COMPARATIVE ANALYSIS**

A number of heritage investigations have been undertaken in the areas surrounding the suburbs of Bringelly, Rossmore and Leppington, located within the current study area of the Bringelly Road Upgrade. Most of the reports have included a historical and archaeological assessment that have related to the heritage significance of historical items throughout the area.

Following are brief descriptions of the investigations which are relevant to Rossmore Public School Group:

### **6.3.1 A HISTORY OF THE SUBURBS OF LIVERPOOL**

A summary outlining a brief history of the early settlement of the suburbs in the Liverpool region was undertaken by L. Tan in 1979 which includes the suburb of Rossmore and is relevant to the construction of the Rossmore Public School.

### **6.3.2 SOUTH CREEK VALLEY HERITAGE STUDY – FINAL REPORT**

Perumal Murphy Pty Ltd undertook a study of the environmental heritage of the South Creek Valley in 1990 on behalf of the Department of Planning in order to provide information to the department for the future implementation of the urban release of land in the South Creek catchment area. The study area included the greater part of South Creek's natural drainage basin, excluding the site proposed for Badgery's Creek airport.

The objectives of the report were to identify and analyse the environmental heritage of South Creek Valley as well as to make recommendations for the conservation and management of the environmental heritage in a regional environmental plan (Perumal Murphy 1990: 6).

The study was divided into components consisting of the thematic history, inventory, analysis and planning and implementation of the South Creek Valley study area.

The study area of the Bringelly Road Upgrade falls within the South Creek Valley region and items and sites of heritage significance were identified within this report that are relevant to the Bringelly Road study area. Rossmore Public School is included in the Inventory Forms (Item B2) of The South Creek Valley Heritage Study.

### **6.3.3 LIVERPOOL HERITAGE STUDY**

A heritage study of the City of Liverpool was prepared by Neustein & Associates in 1992 on behalf of the Liverpool City Council. Section 6 'Urban Form' of the study included an analysis of

the history of the growth of Liverpool; an appraisal of the residential settlements developed some distance from the town of Liverpool and the settlement of the rural district within the South Creek valley. Historic information on the successive subdivisions of land of the original land grants into smaller farming units located within the suburbs such as Rossmore is relevant to the construction of Rossmore Public School.

#### **6.3.4 SUMMARY**

The booklet and report discussed above in Section 6.3.1, 6.3.2 and 6.3.3 were helpful in gaining an overview of the historical significance of items/elements of the Camden Local Government Area.

## **6.4 Significance Assessment**

### **6.4.1 ASSESSMENT CRITERIA**

The following section addresses the significance of the heritage resources of the study area in accordance with the criteria specified in the Heritage Council's *Assessing Heritage Significance* guidelines (2001). Where items have an existing significance assessment and/or statement it has been quoted below with the source given at the end of the entry.

#### **6.4.2 ROSSMORE PUBLIC SCHOOL**

##### **CRITERION (A) (HISTORIC)**

***AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The site demonstrates the history of the initial foundation and development of formal education in the region. The school was built on part of a holding originally owned by Tysons and was not included in the original village subdivision confined to the northern side of Bringelly Road (Perumal Murphy 1990: B2).

- The Rossmore Public School is of Local Historic significance.

##### **CRITERION (C) (AESTHETIC)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING AESTHETIC CHARACTERISTICS AND/OR A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT IN NSW (OR THE LOCAL AREA)***

The group of three weatherboard buildings is an aesthetically pleasing example of early 20<sup>th</sup> century semi-rural school complex that forms an important visual component of Rossmore village.

- The Rossmore Public School is of Local Aesthetic significance.

##### **CRITERION (E) (SCIENTIFIC)**

***AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

There is the potential to gain more information on the site from further architectural, archaeological and documentary research.

- The potential archaeological resource of the site is of Local Scientific significance.

##### **CRITERION (G) (REPRESENTATIVENESS)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING THE PRINCIPAL CHARACTERISTICS OF A CLASS OF NSW'S***

- *CULTURAL OR NATURAL PLACES; OR*
- *CULTURAL OR NATURAL ENVIRONMENTS.*

***(OR A CLASS OF THE LOCAL AREA'S***



- **CULTURAL OR NATURAL PLACES; OR**
- **CULTURAL OR NATURAL ENVIRONMENTS.)**

The site is representative of the simple, functional design of the educational buildings from the early 20<sup>th</sup> century.

- The Rossmore Public School has Local Representative value.

### **STATEMENT OF SIGNIFICANCE**

The site is representative of the history of education and settlement within the region. The buildings represent the simple design of educational buildings from the early 20<sup>th</sup> century with stylistic variations reflected in different periods and functions (Perumal Murphy 1990: B2). There is the potential to gain further information from the site through further architectural, archaeological and documentary research. The Rossmore Public School site has been assessed as being Locally significant. (Source for this entry: NSW State Heritage Inventory 2010; Perumal Murphy 1990: B2).

## **7 ASSESSMENT OF IMPACT**

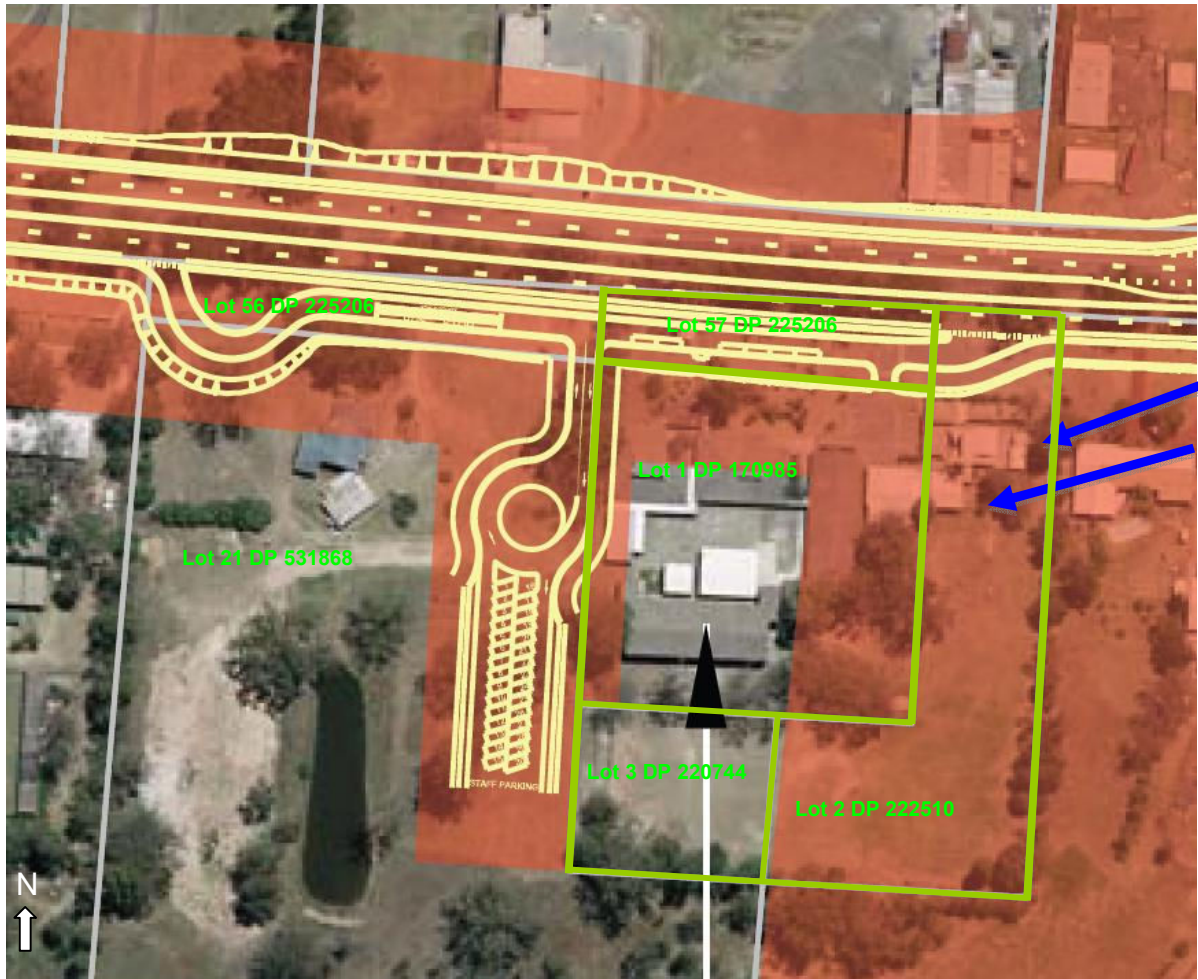
This section identifies the predicted impact of the proposed works on Rossmore Public School heritage listed buildings.

### **7.1 ROSSMORE PUBLIC SCHOOL**

Three of the early buildings on the school campus are identified as heritage items on the Camden LEP 2010. All three of these buildings appear to have been school rooms. None of these buildings would be directly impacted by the proposed roadworks as shown on the concept plan. While it is difficult to assess the exact degree of impact from the concept design, it is clear that the proposed works would significantly reduce the existing distance between the road boundary and the heritage buildings (see Figure 7.1). It appears that the new road boundary would be located right on the edge of the covered play area immediately to the north of the heritage listed 1941 building i.e. only approximately 6 metres from the building (see Figure 4.6 for the position and width of the covered play area). This would create visual and aural impacts and lead to a loss of amenity.

The concept plan also shows a large proportion of the school allotment around the heritage listed buildings as coloured red indicating it is part of the study area. It is not clear from the concept plan if there are to be any more impacts other than the road widening.

If the three heritage listed buildings are still in their current location and utilised for the same purposes as at present, the RTA have stated that they would carefully consider the proposed impacts upon them and treat them appropriately when the upgrade works are undertaken. The timing of the upgrade however within this section is unknown, and likely to be in the medium term future (+10 years at least). Therefore there is the possibility that Rossmore Public School may be subject to other factors during that period such as the possible relocation of the school.



**Figure 7.1:** Proposed concept design (in red and yellow) overlaid on school property (boundary outlined in green). The location of Rossmore Public School heritage listed buildings is indicated by blue arrows. There would be no direct impacts to these buildings but the proximity of the realigned road can clearly be seen. (Source: RTA Concept Design May 2011).



**Figure 7.2:** More detailed view of Rossmore Public School and heritage listed buildings (indicated by blue arrows) showing the positions of the asphalted parking area, covered play area (located in front of heritage listed buildings) and trees that may be impacted by the proposed works. The green line shows the existing school boundary. (Source: Sixviewer © NSW Department of Lands).

## 7.2 ASSESSMENT OF IMPACT SUMMARY

The potential heritage impact of the proposed development is considered below utilising the format recommended in the *NSW Heritage Manual* guidelines document ‘Statements of Heritage Impact’.

### **WHAT ASPECTS OF THE PROPOSAL RESPECT OR ENHANCE THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?**

Whilst the proposal does not enhance the heritage significance of Rossmore Public School it arguably does respect its significance to a degree by minimising the degree of impact required to achieve the necessary upgrade requirements.

### **WHAT ASPECTS OF THE PROPOSAL COULD HAVE A DETRIMENTAL EFFECT ON THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?**

The proposal requires the widening of Bringelly Road which would widen the old alignment and in the case of some of the Local heritage items such as Rossmore Public School, it would bring the road boundary much closer to the heritage listed school buildings. There would be visual and aural impacts to the heritage listed buildings resulting in loss of amenity.

### **HAVE MORE SYMPATHETIC OPTIONS BEEN CONSIDERED AND DISCOUNTED?**

Yes. Although the road upgrade has been planned for a number of years, alternative routes were considered as part of the current planning exercise. In the case of Rossmore Public School, there are no viable alternatives if the required degree of road widening is to be achieved.

**Table 7.1: Rossmore Public School Summary of Impacts Table.**

Element	Significance of Element	Physical Impact	Visual Impact	Heritage Impact
Eastern heritage listed timber weatherboard school building	High	No direct impact. Indirect impacts via visual, vibratory, loss of amenity.	Yes	Minimal impact would not adversely affect the heritage significance of the item.
Central heritage listed timber weatherboard school building	High	No direct impact. Indirect impacts via visual, vibratory, loss of amenity.	Yes	Minimal impact would not adversely affect the heritage significance of the item.
Western heritage listed timber weatherboard school building	High	No direct impact. Indirect impacts via visual, vibratory, loss of amenity.	Yes	Minimal impact would not adversely affect the heritage significance of the item.
Setting	Low	Possible impact from road widening. Indirect impact via loss of amenity.	Yes	Minimal impact would not adversely affect the heritage significance of the item.

## 7.3 MITIGATION OF DEVELOPMENT IMPACT/STATEMENT OF COMMITMENT

The RTA has undertaken to meet all statutory requirements in regard to the known heritage issues to ensure that the historic cultural heritage values of the study area are identified and maintained as far as possible within the essential development parameters. At Rossmore Public School mitigative measures including fencing and vegetative screening would be considered to



minimize impacts to the heritage listed buildings (in particular the eastern building being the original school building of the group of three). An exclusion zone should then be created surrounding the Rossmore Public School property prior to and during construction works.

Mitigative measures are to be addressed in the Construction Environmental Management Plan (CEMP) which would be compiled during the detailed design phase of the Bringelly Road Upgrade works. The timing for the construction at the western end of Bringelly Road (beyond King Street to The Northern Road intersection) is unknown at this time and is estimated to be approximately 10+ years.

#### **7.4 PREDICTED OUTCOME**

The proposed development programme would generally have only localised impacts within the Bringelly Road road corridor. In the case of the Rossmore Public School heritage listed buildings, the impacts would mainly be confined to visual and/or vibratory impacts and the widening of the road alignment itself. Currently there is a large separation area between Bringelly Road and the eastern heritage listed building consisting of an asphalted parking area, children's covered play area, road verge and existing fence line (see Figures 4.6, 4.7 and 4.9).

### **8 CONCLUSIONS AND RECOMMENDATIONS**

Having reviewed the history of the study area, as well as having assessed its significance and archaeological potential it is concluded that the proposed road widening of Bringelly Road is likely to have mainly visual and vibratory impacts and cause loss of amenity to the Rossmore Public School heritage listed buildings.

The area of the Rossmore Public School property that is to be impacted by the proposed road upgrade works has been assessed to have low archaeological potential.

It is considered that the impacts can be adequately managed through the mitigative actions recommended below and that the benefits to the community through the widening of the road are likely to outweigh the adverse impacts to the heritage values of the area.

#### **RECOMMENDATIONS:**

18. The RTA should endeavour to minimise impacts to the Rossmore Public School heritage listed buildings when undertaking works for the proposed road widening.
19. The RTA should advise the Department Education and Training of proposed works in relation to the Rossmore Public School heritage listed buildings as they are listed on that agency's s170 register.
20. Mitigative measures such as fencing (using a design appropriate to the heritage buildings) and possibly vegetative screening should be considered for the heritage listed school buildings. An exclusion zone should then be created surrounding the Rossmore Public School heritage buildings (in particular the eastern building which is located closest to the road upgrade works) prior to and during construction works.
21. If there is a danger of the eastern original school building being adversely affected by the proposed construction works, then it is recommended that the RTA consider relocating the eastern or all three of the heritage listed school buildings further to the south on Rossmore Public School grounds.
22. This Statement of Heritage Impact has found that impacts to the Rossmore Public School heritage listed buildings are likely to be minor. As such there is no requirement for the RTA to further consult with the Camden Council. Provision of a copy of this SoHI to the Council however, would constitute best heritage management practice.
23. As required by the *NSW Heritage Act 1977*, if historical archaeological relics not predicted by this report are found during the works, all works in the immediate vicinity are to cease immediately and a qualified archaeologist be contacted to assess the situation

- and consult with the Heritage Branch, in the Office of Environment and Heritage regarding the most appropriate course of action. It is also recommended that all construction personnel should undertake a heritage induction prior to construction works commencing.
24. In the event that Aboriginal cultural deposits and/or objects are encountered, all excavation work in the immediate vicinity is to be halted. The client should then consult with an archaeologist and the Office of Environment and Heritage (formerly referred to as the Department of Environment, Climate Change and Water) to determine an appropriate course of action.

## **ATTACHMENT ONE – AERIAL PHOTOGRAPHS**



Figure A1.1: Rossmore Public School 1947 Aerial Photograph (Source: 1947 Aerial Photograph Ref Liverpool (Co. Cumberland) Run 23 Jan47 55-71.



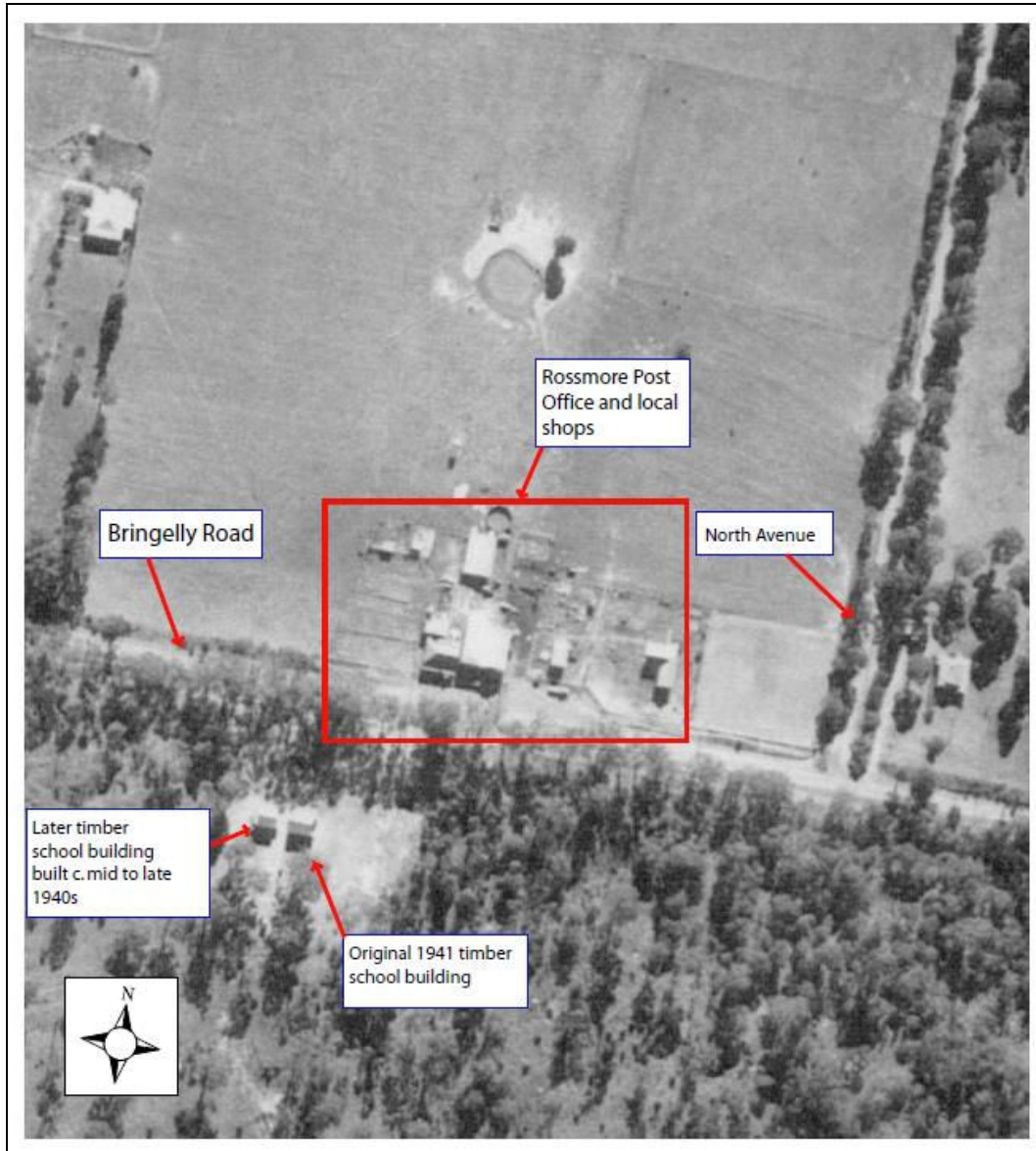


Figure A1.2: Rossmore Public School 1961 Aerial Photograph (Source: 1961 Aerial Photograph Ref Liverpool (Co. Cumberland) Run 1961 Series 40W).

## **APPENDIX 8 – UPPER CANAL STATEMENT OF HERITAGE IMPACT**

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**MR 647 Bringelly Road Upgrade**  
Camden Valley Way, Leppington to The Northern Road, Bringelly  
**Statement of Heritage Impact**  
**Upper Canal**

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Prepared by  
Austral Archaeology Pty Ltd  
Archaeological & Cultural Heritage Consultants

For  
Roads and Traffic Authority

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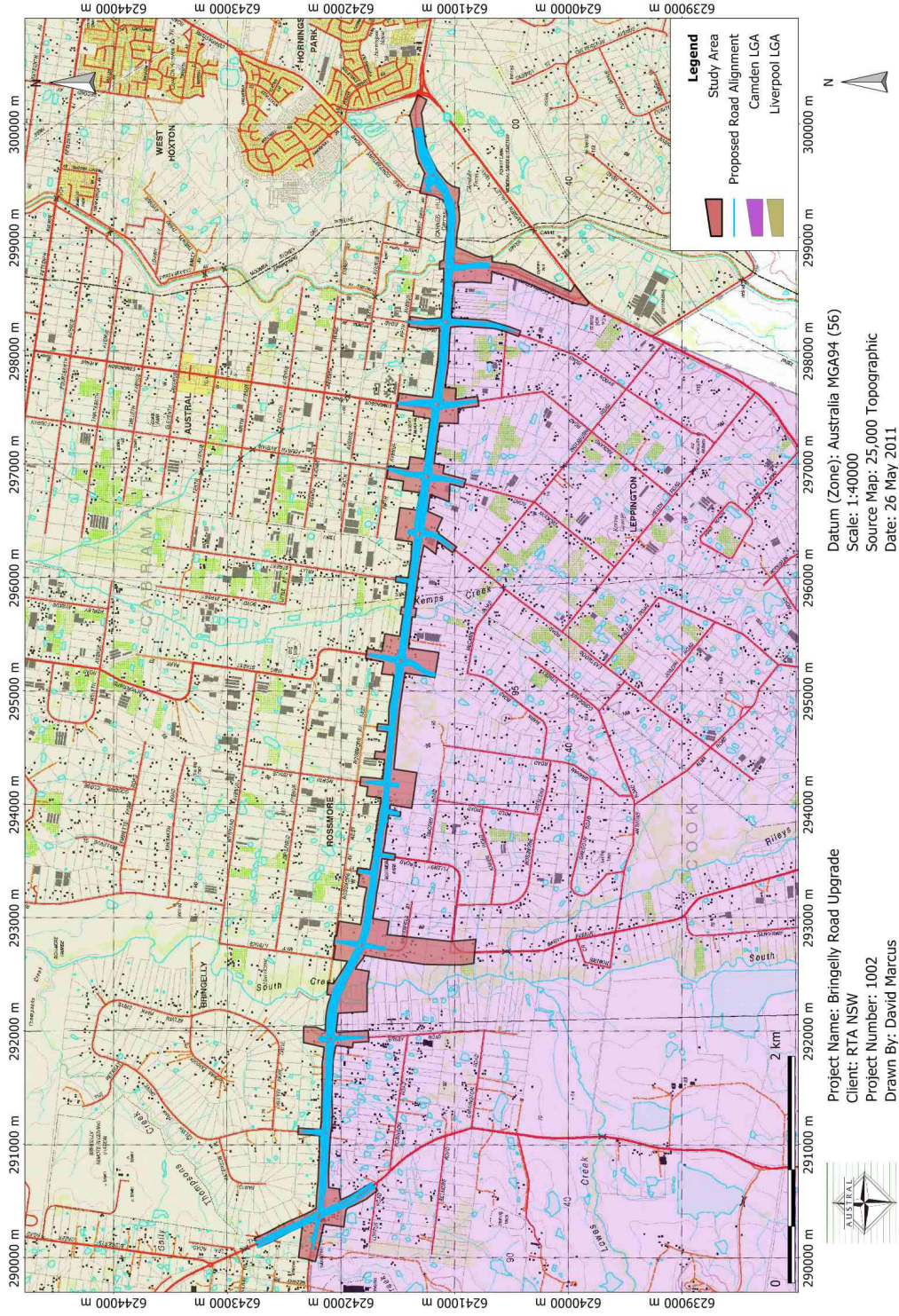


## 1 BACKGROUND

The NSW Roads and Traffic Authority (RTA) proposes to undertake the widening and upgrade of a 10.1 km section of Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly.

Bringelly Road is located in the South West Growth Centre (SWGC) of Sydney between The Northern Road and the intersection of Cowpasture Road and Camden Valley Way at the eastern extent. Bringelly Road is located on the border between both Camden Council Local Government Area (LGA) and Liverpool City Council LGA and falls within both the Camden Council LGA and the Liverpool City Council LGA (Figure 1.1). Bringelly Road is also located within the suburbs of West Hoxton, Austral, Leppington, Rossmore and Bringelly. Bringelly Road is categorised as a Principal Arterial Road within the South West Growth Centre Road Structure Plan.

As part of the development process, legislative requirements necessitate the preparation of a Review of Environmental Factors (REF) under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act); this is also in accordance with *State Environmental Planning Policy (Infrastructure) 2007*. As a result, Austral Archaeology Pty Ltd has been commissioned by the RTA to produce a Heritage Assessment of the Bringelly Road corridor. In addition the RTA has commissioned a Statement of Heritage Impact (SoHI) for the heritage listed Upper Canal that addresses the possible impacts upon the identified heritage items and associated infrastructure located within the Upper Canal allotments (Lot 1 DP 596355 and Lot 1 DP 725231) due to the Bringelly Road upgrade works.



**Figure 1.1:** Location Map for Bringelly Road Upgrade Study Area showing Camden Council LGA and Liverpool City Council LGA.



## 1.1 STUDY AREA

The Bringelly Road Upgrade study area falls within the Cumberland Plain region of Western Sydney, NSW. The region is generally flat to undulating and located within the South Creek sub-catchment of the Hawkesbury-Nepean with the eastern most section of the study area located within the Sydney Catchment.

The RTA Concept Design dated May 2011 that includes the entire study area for the Bringelly Road Upgrade extends 20 m west of the intersection at Bringelly Road and Camden Valley Way, Leppington along the existing route of Bringelly Road to 20 m west of the intersection to the west with The Northern Road, Bringelly, a total of 10.1 km in length. The Concept Design is reproduced in Figure 1.1 above.

## 1.2 LEGISLATION

The following section summarises the relevant statutory context, including heritage listings, Acts, and Environmental Planning Instruments (EPIs), which are relevant to the study area and the Upper Canal.

The Bringelly Road Upgrade study area is located within the land defined by both the *Camden Local Environmental Plan 2010* and the *Liverpool Local Environmental Plan 2008*.

The Upper Canal is listed in the *Liverpool Local Environmental Plan (LEP) 2008* under 'Sydney Water Supply Upper Canal' as Item No. 15. The section in the study area is located between the suburbs of Denham Court and Cecil Hills. Although there are numerous lots cited on the LEP listing, the applicable ones are Lot 1, DP 596355 and Lot 1, DP 725231 (see Figures 1.2 and 1.3). The Upper Canal is considered to be of State Significance and is listed on the SHR.

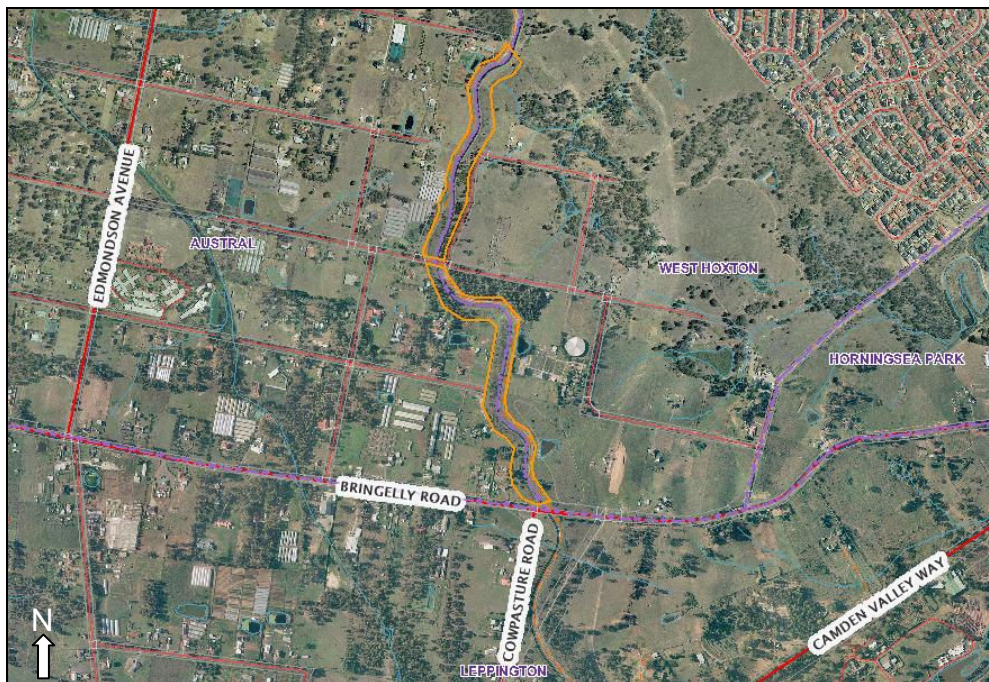
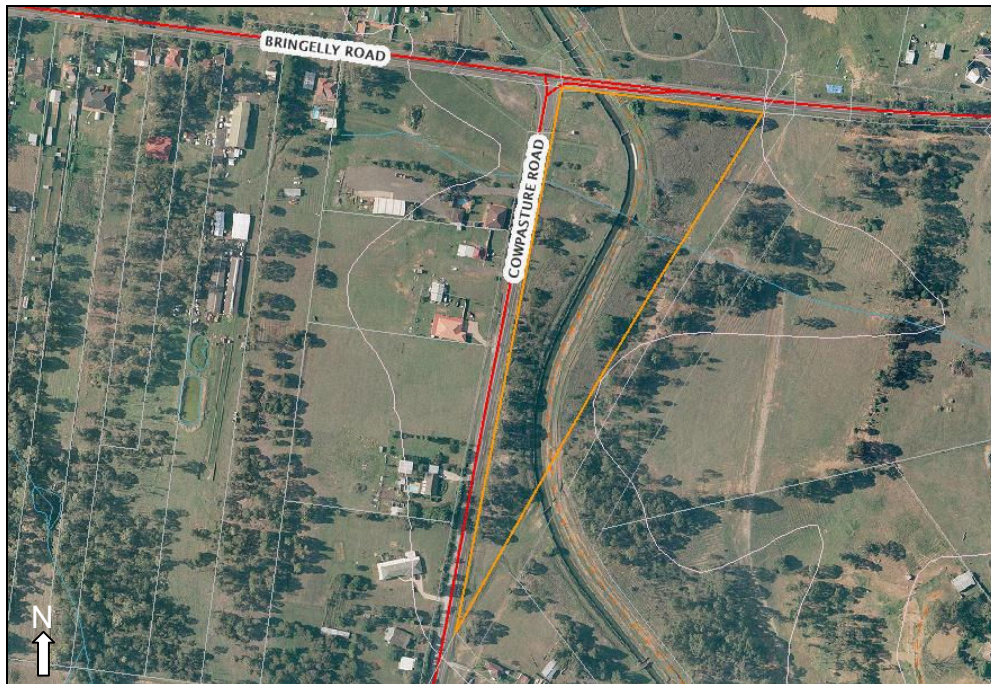


Figure 1.2: State heritage listed Upper Canal infrastructure and allotment (Lot 1 DP 596355 – the northern allotment) located within the study area north of Bringelly Road. (Source: Sixviewer © NSW Department of Lands).



**Figure 1.3: State heritage listed Upper Canal infrastructure and allotment (Lot 1 DP 725231 - the southern allotment) located within the study area south of Bringelly Road. (Source: Sixviewer © NSW Department of Lands).**

### 1.2.1 NSW HERITAGE ACT, 1977

The Heritage Council is the approval authority under the *Heritage Act* for works to a State Heritage Register (SHR) item. Section 57(1) of *the Act* identifies the works for which Heritage Council approval is required:

- (a) demolish the building or work;
- (b) damage or despoil the place, precinct or land, or any part of the place, precinct or land,
- (c) move, damage or destroy the relic or moveable object,
- (d) excavate any land for the purpose of exposing or moving the relic,
- (e) carry out any development in relation to the land on which the building, work or relic is situated, the land that comprises the place, or land within the precinct,
- (f) alter the building, work, relic or moveable object,
- (g) display any notice or advertisement on the place, building, work, relic, moveable object or land, or in the precinct,
- (h) damage or destroy any tree or other vegetation on or remove any tree or other vegetation from the place, precinct or land

To obtain approval for any of the above works, an application must be made to the Heritage Council (a Section 60 application).

Demolition of a State Heritage Register item (in whole) is *prohibited* under the *Heritage Act*, unless the item constitutes a danger to its occupants or the public. A component of an SHR item may only be demolished if it does not contribute to the significance of the item.

Section 57(1) of *the Act* also applies to archaeological remains (relics) within an SHR site, and excavation can only proceed subject to approval of a Section 60 application. Archaeological remains on sites not listed on the SHR are addressed under another part of *the Act* (Section 139).



The Upper Canal and associated infrastructure are listed on the State Heritage Register (Item No 01373) and the Upper Canal Conservation Management Plan (CMP) – Part 3 Section 8 Inventory 18, 25, 51. As such, Section 57(1) of the *Heritage Act* applies. To obtain approval for any of the above works, a Section 60 application must be made to the NSW Heritage Council. The Row of Bunya Pines are within the curtilage of the Upper Canal, which is State Heritage listed and are noted in the Upper Canal CMP – Part 3 Section 8 Inventory 30 (Avenue of pines, Old Cowpastures Rd). Therefore they should be considered part of the State Heritage item. The Upper Canal Conservation Management Plan (CMP) was endorsed by the Heritage Council of New South Wales in 2003. The conservation policies, guidelines and recommendations were designed by Higginbotham & Associates (2002: v) for the future management of the Upper Canal by the Sydney Catchment Authority which include the procedures for routine maintenance and operation; the conservation and maintenance of heritage items associated with the Upper Canal and infrastructure.

### **1.2.2 HERITAGE AND CONSERVATION REGISTER (SECTION 170 REGISTER)**

Under Section 170 of the *Heritage Act*, government instrumentalities must keep a Heritage and Conservation Register (a Section 170 Register) which contains items under the control or ownership of the agency and which are, or could be, listed as heritage items (of State or Local significance). Listing of a heritage asset on a heritage and conservation register does not in itself create an obligation to obtain the Heritage Council's approval for works. The Heritage Council's approval would only be required for assets listed on the State Heritage Register, or subject to an interim heritage order under the *Heritage Act*.

**The Upper Canal is listed on the Draft Sydney Catchment Authority Section 170 Register as Item No. 4580005.**

Under Section 170A of the *Heritage Act*, a government agency must provide a minimum of 14 days notice to the Heritage Council before removing any item from its Section 170 Register, transferring ownership of any item, ceasing to occupy or demolish an item. The agency is also required to maintain and manage the item in accordance with any principles or guidelines approved by the Minister or the Heritage Council.

The current relevant guidelines are the Heritage Council's *State Agency Heritage Guide*:

[http://www.heritage.nsw.gov.au/docs/StateAgency\\_HeritageGuide.pdf](http://www.heritage.nsw.gov.au/docs/StateAgency_HeritageGuide.pdf)

### **1.2.3 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979**

Note: There are no specific references to Bringelly Road in the *Liverpool Development Control Plan (DCP) 2008*. However, as the study area is located within both the Camden Council LGA and Liverpool City Council LGA (see Figure 1.1) the *Camden DCP 2011* has been included as an applicable Environmental Planning Instrument (EPI) for Bringelly Road and the Upper Canal.

An Environmental Planning Instrument (EPI) is made under the *Environmental Planning and Assessment Act, 1979* (EPA Act). An EPI can be a Local Environmental Plan (LEP), a Development Control Plan (DCP), a Regional Environmental Plan (REP), or a State Environmental Planning Policy (SEPP). Please note that from the 1<sup>st</sup> July 2009, REPs were no longer part of the hierarchy of EPIs in NSW and existing REPs were from that date deemed to be SEPPs.

The applicable EPIs in this instance are the:

- *Liverpool Local Environmental Plan 2008*
- *Camden Development Control Plan 2011*
- *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP 2007)

**1.2.3.1 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007**

In this instance however, the *State Environmental Planning Policy (Infrastructure) 2007* overrides the controls outlined in the *Camden DCP 2011* and the *Liverpool LEP 2008*. Under this SEPP, the RTA is required to consult with the Councils on heritage matters that may "...have an impact that is not minor or inconsequential..." as stated in Clause 14 of the SEPP.

The ISEPP was gazetted in 2007 to streamline the development of infrastructure projects undertaken by state agencies. In most instances, where there is a clash with other planning instruments, the *ISEPP 2007* prevails.

**1.2.3.2 CAMDEN DEVELOPMENT CONTROL PLAN (DCP) 2011 – PART B – GENERAL LAND USE CONTROLS –**

**SECTION B1 – ENVIRONMENTAL MANAGEMENT – B1.14 DEVELOPMENT ADJOINING SYDNEY CATCHMENT AUTHORITY CONTROLLED AREAS – THE UPPER CANAL**

The *Camden Development Control Plan* adopted in February 2011, identified the Upper Canal and adjacent land as a *controlled area* under the provisions of the *Sydney Water Catchment Management Act*. This *Act* is administered by the Sydney Catchment Authority. The objective is to ensure the Upper Canal and associated corridor is taken into account in siting, designing and constructing any proposed development adjoining or in the vicinity of the Canal that can potentially impact on the security of the infrastructure and associated corridor including fencing.

The *Camden DCP 2011* states that:

- (a) Development proposals adjacent to or bordering the Water Supply Canal and associated corridor with the potential to impact on the Canal, should be prepared in liaison with the Sydney Catchment Authority prior to lodging a development application.
- (b) All development shall include the provision of appropriate security/delineation fencing and/or other mitigation strategies in the consultation with the Sydney Catchment Authority.

**SECTION B3 – ENVIRONMENTAL HERITAGE – B3.1.5 CULTURAL AND VISUAL LANDSCAPES**

A description of the Potential Heritage Items – Cultural and Visual Landscapes is included in the *Camden DCP* (2011: B42) as follows: 'the Camden area demonstrates a mixture of natural and cultural landscapes which are considered to be significant to the character of the area. These are most evident in iconic visual landscapes, views and vistas in the Camden LGA'. The Cultural and Visual Landscapes have been recognised in the DCP and are included in Table 1.1 below.

Items within the study area that are included in the *Camden DCP 2011* Table B5 – Potential Heritage Items – Cultural and Visual Landscapes are:

**Table 1.1: Camden DCP 2011 Potential Heritage Items Cultural and Visual Landscapes.**

Suburb	Item Name	Address	View Description
Bringelly and Greendale	Cultural Landscape	Bringelly Road/Greendale Road	Rural Cultural Landscape

Camden to Leppington	Cultural Landscape	Camden Valley Way	The former “Cowpastures Road” road corridor including trees and sequential vistas and view corridors to historical properties and pastoral landscapes
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**This report indicates the relevant clauses in the DCP and LEPs in regard to identified heritage items; however in this instance, Council’s approval powers are over-ridden by the ISEPP 2007 and the RTA is just required to consult with the Council. See Recommendation 6 of this report.**

## 2 PROPOSED WORK

The NSW Roads and Traffic Authority (RTA) propose to upgrade Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly.

In its current condition, Bringelly Road provides one eastbound and one westbound lane as a two lane undivided carriageway, with the provision of one left hand slip lane into Cowpasture Road. The upgrade would provide four lanes for through traffic initially, with capacity to upgrade to six lanes in the future, and a posted speed limit of 80km/h.

The proposed road works would include the construction of signalised intersections; the construction of new bridges over the Sydney Water Supply Channel and South Creek as well as the upgrading of culverts located underneath the road carriageway. The upgrade would also provide shared pedestrian and bicycle paths and bus facilities.

The study area encompasses a corridor along Bringelly Road, generally between Camden Valley Way and The Northern Road, potentially affected by the upgrading works as shown in Figure 1.1.

The current Proposed Road Concept Design (dated May 2011) indicates that Bringelly Road is to be widened on the northern side of Bringelly Road within the vicinity of the Upper Canal and Bringelly Road and current Cowpasture Road intersection, therefore the main impacts are therefore likely to occur to the State heritage listed Upper Canal infrastructure and allotment on the northern side of Bringelly Road (Lot 1 DP 596355 - the northern allotment).

Construction activities associated with the upgrade of Bringelly Road would include the following:

- Excavation and disturbance of soils to allow for road construction.
- Landform alteration to allow for site preparation, battering of embankments, etc.
- Removal of existing canal overbridge located near Bringelly Road and current Cowpasture Road intersection and the construction of a new wider bridge within the same canal overbridge location.
- Potential for the construction of access roads.
- Potential for excavated materials to be stockpiled on site.

On the southern side of Bringelly Road the proposed road widening works appears to impinge less within the State heritage listed Upper Canal infrastructure and allotment (Lot 1 DP 725231 - the southern allotment).

There would also be construction activities involved in the re-alignment of a section of Cowpasture Road at the intersection with Bringelly Road. This would rejoin the original alignment

of the Cowpasture Road further south of the intersection where a new canal overbridge is to be constructed as part of the South West Rail Link (SWRL) project undertaken by the Transport Construction Authority (TCA).

The impacts to the local landscape due to location of stockpiles would be temporary and would be mitigated by landscaping following the completion of the Bringelly Road upgrade.

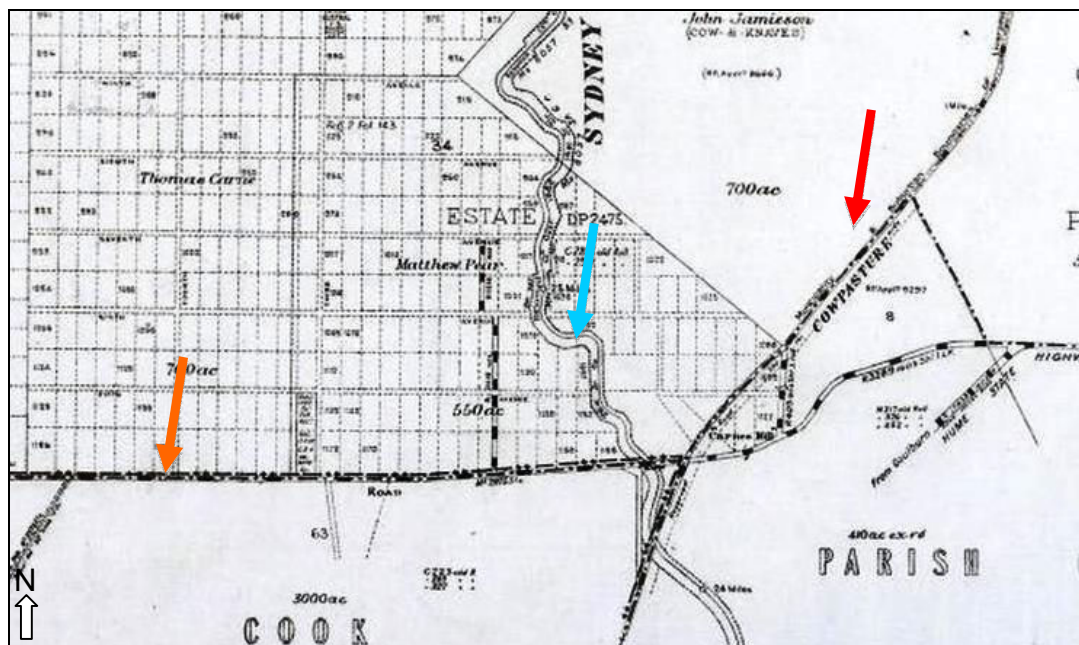
In the following section, an RTA Concept Design of the proposed Bringelly Road upgrade is constantly referred to. The Concept Design, provided by the RTA for the purposes of this assessment, is entitled “Bringelly Road Upgrade from The Northern Road to Camden Valley Way - Proposed Road Concept Design May 2011”. The Concept Design is reproduced in Figure 1.1.

### 3 HISTORY

Established in the 1880s by the Metropolitan Water, Sewerage and Drainage Board, the Sydney Water Supply system linked dams in the Upper Nepean catchment to the Sydney water supply, and saw the construction of the Prospect Reservoir and its associated infrastructure, including the Upper Canal system, part of which is located within the study area.

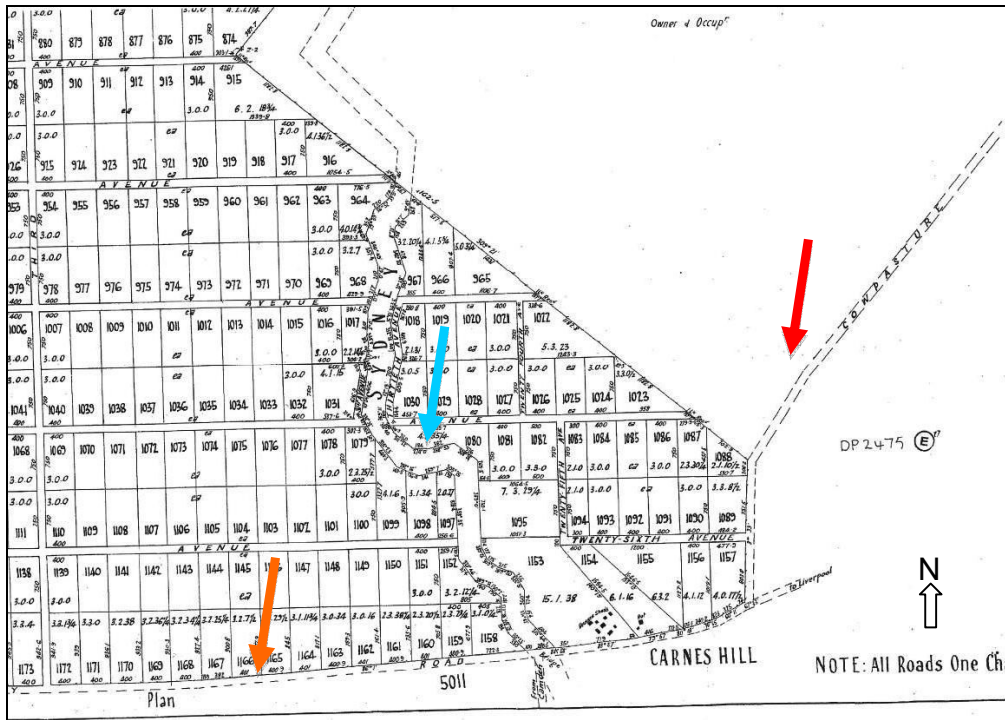
The Upper Canal was constructed between 1880 and 1888 as part of the Upper Nepean Scheme as Sydney's fourth water supply source. The section of the Upper Canal located north of Bringelly Road was originally located within Matthew Pear's 550 acre property. After 1819, Pear's grant was acquired by Thomas Carne, who already owned the neighbouring 700 acre property “Belle-Vue” (see Figure 3.1) in the area known as Carne's Hill (Hoxton Park Public School Centenary Committee 1982: 6).

In 1887, a land syndicate under the name of ‘Phillips & Co’ bought much of the land from landowners in the area, including Thomas Carne. The syndicate named the area Hoxton Park (see Figure 3.1) after the property of Thomas S Amos (Kass 1992: 3.18; Tan 1979: 4).



**Figure 3.1: Parish Map of Cabramatta (c. 1923) showing part of the Upper Canal located north of Bringelly Road located originally within Matthew Pear's 550 acre property which later formed part of the Hoxton Park Estate. The Upper Canal indicated by a light blue arrow, Bringelly Road indicated by an orange arrow and the Old Cowpasture Road indicated by a red arrow. (Source: Department of Lands Parish Maps 14031202).**

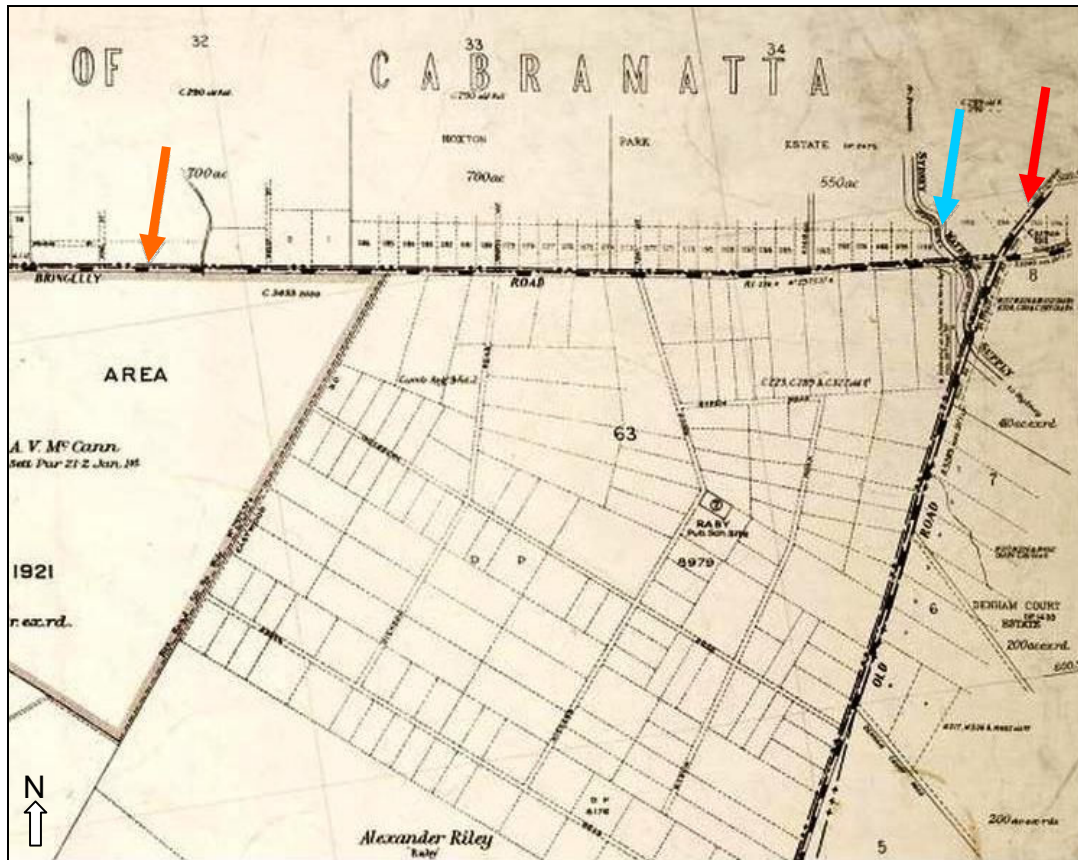




**Figure 3.2: Detail from the Deposited Plan 2475 of Hoxton Park, Parish of Cabramatta, County of Cumberland (dated 1887) showing part of the Upper Canal located north of Bringelly Road within the Hoxton Park Estate next to Carnes Hill. The Upper Canal is indicated by a light blue arrow, Bringelly Road indicated by an orange arrow and the Old Cowpasture Road indicated by red arrow. (Source: Department of Lands DP 2475).**

The section of the Upper Canal located south of Bringelly Road was originally located within Alexander Riley’s estate which he called “Raby” (Leppington Historic Notes 1983). The Raby estate formed part of a 1215 hectare (3,000 acres) grant to Alexander Riley in 1816 as illustrated in Figure 3.3. The Raby estate became a well established pastoral holding from the 1820s with the original homestead being replaced in the 1860s. The original Raby estate gained prominence due to its colonial rural holdings that pioneered the breeding of the Saxon merino breed, imported and developed by Alexander Raby Riley (NSW State Heritage Inventory 2010). The “Raby” property has been in continual use through three main families since 1816 and therefore has a historical association to the Australian sheep and cattle breeding industries in a continuous form (NSW State Heritage Inventory 2010).

Alexander Riley’s homestead “Raby” is a later building with the property being reduced in size; however, the connection is still strong with the original homestead (Perumal Murphy 1990: 21).



**Figure 3.3:** Detail from the 1928 Parish Map of Cook showing the Upper Canal located south of Bringelly Road within the Raby Estate previously owned by Alexander Riley and now subdivided into smaller properties. The Upper Canal indicated by a light blue arrow, Bringelly Road indicated by an orange arrow and the alignment of the Old Cowpasture Road indicated by a red arrow. (Source: Department of Lands Parish Maps 14013302).

In 1907, Barrington Moore acquired 1,756 acres of the Raby estate with the remainder of the estate being sold to the real estate agent, Arthur Rickard in 1914. Rickard then subdivided his property into 5-10 acre lots (Leppington Public School 1972: 13). The land was surveyed and roads and dams were constructed and these smaller properties were sold as part of the 'Raby Estate'.

With the beginnings of settlement in Sydney's south-western district, the early transport routes were navigated initially by river transportation and then by the roads which followed (Kass 2004: 15). Cowpasture Road was built in 1806 followed by the completion of the main southern road to Liverpool in 1815 (Tanner & Associates 1999: 9; Kass 2004: 15). By 1826, there was a network of roads in place that included Bringelly Road, The Northern Road (between Camden and Richmond), the Old Cowpasture Road, another road to the north of Bringelly Road linking The Northern Road with the Old Cowpasture Road, as well as the main southern road passing through Liverpool (Kass 2004: 16). The majority of the traffic within the region travelled along the old Cowpasture Road and The Northern Road which were the main transport arteries (Kass 2004: 16).

The larger scale plantings (the three Bunya Pines along Bringelly Road terminating with a Peppercorn Tree – CMP Item 32 and the Avenue of Pines along the canal – CMP Item 30) dating to either the late 19<sup>th</sup> or early 20<sup>th</sup> century, are the remnants of major landscape design elements planted to visually reinforce the area associated with the junction of Bringelly Road and the Old Cowpasture Road (Higginbotham & Associates 2002). There were also former colonial estates

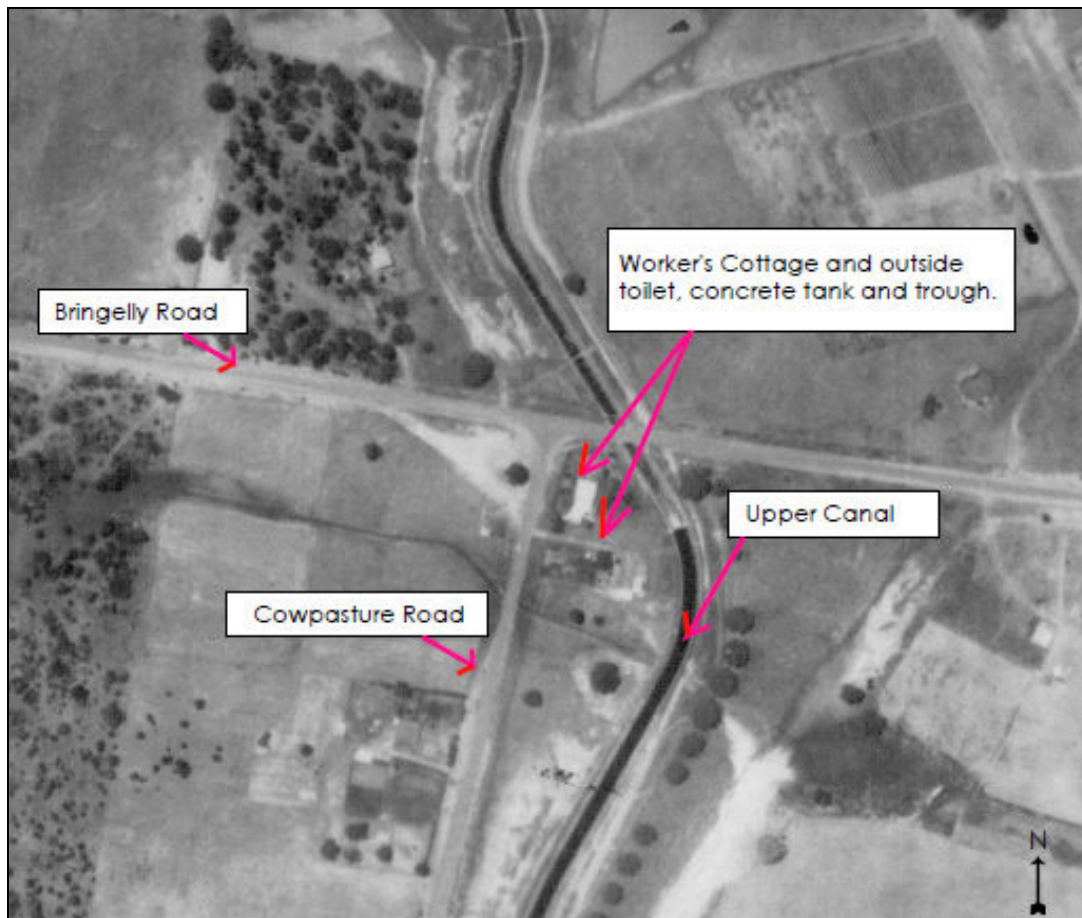
nearby - 'Leppington' to the south and 'Horningsea Park' to the north - as well as the local topographic landmark, Carnes Hill, located to the immediate north.

The Upper Canal is the conduit to move the water stored in the Upper Nepean Catchment dams (Cataract, Cordeaux, Avon and Nepean) to Prospect Reservoir, the major service reservoir for much of metropolitan Sydney (NSW State Heritage Inventory 2010). The Upper Canal consists of approximately 58 km of tunnels, aqueducts and open channels of various cross-sections that divert the flow of the Nepean River, after the junction with the Avon and Cordeaux Rivers at Pheasant's Pass, to Prospect Reservoir (NSW State Heritage Inventory 2010). The Upper Nepean Scheme was to be Sydney's fourth water supply system, following the Tank Stream, Busby's Bore and the Botany (Lachlan) Swamps. Designed and constructed by the Public Works Department of NSW, Prospect Reservoir was built during the 1880s and completed in 1888. Credit for the Upper Nepean Scheme is largely given to Edward Orpen Moriarty, the Engineer in Chief of the Harbours and Rivers Branch of the Public Works Department from 1858-88 (NSW State Heritage Inventory 2010).

The form of construction of the canal is variable and depends on the type of landform through which it passes. It is comprised of unlined tunnels through stable sandstone, or brick lined tunnels through shale formation (Higginbotham & Associates 2002: 8). Open lengths of the canal in stable sandstone are unlined, while in earth areas, the canal has battered walls of locally quarried rubble masonry or in areas with poor quality ground walls, concrete or rubble was set in cement mortar (NSW State Heritage Inventory 2010). Sections 8, 9 and 10 of the Upper Canal pass through the Liverpool City Council LGA with Section 8 of the Upper Canal situated within the study area.

This section of the Upper Canal commences near the Denham Court Road Overbridge (43 km or 27 miles from Pheasant's Nest Weir) and continues to the 48km or 30-3/8 mile point, where another canal overbridge is located (Higginbotham & Associates 2002: 65; NSW State Heritage Inventory 2010).

In this section, the canal is comprised of a concrete flume (canal) usually with a trapezoidal section up to nearly 6 m wide at the top and a water depth of 2 m (NSW State Heritage Inventory 2010). Also situated within this section of the canal was a former worker's cottage and outside toilet. Each of the eleven maintenance sections along the canal was originally assigned an inspector and other maintenance men. The Inspectors were housed in cottages constructed by the Water Board and each maintenance section has a surviving cottage site (Higginbotham & Associates 2002: 86). The CMP has a set of drawings of a typical canal maintenance workers cottage (CMP Figure 2.8 also see Upper Canal SoHI Attachment Two). The former worker's cottage is visible in a 1947 aerial photograph as shown in Figure 3.4.



**Figure 3.4:** Aerial photograph (1947) of Upper Canal at the intersection of Bringelly Road and Cowpasture Road showing the former worker's cottage, outside toilet, concrete tank and trough. Source: Department of Lands Liverpool Co. Cumberland Run 23 January 47.

#### 4 SITE ANALYSIS

The study area had previously been inspected in 1990 as part of the South Creek Valley Heritage Study undertaken by Perumal Murphy, the Liverpool Heritage Study in 1992 by Neustein & Associates, the Thematic History of the City of Liverpool undertaken by Terry Kass in 2004, the Camden Council Heritage Study Review 2006 and the Liverpool Heritage Study Review in 2005 by FORM Architects Aust Pty Ltd. These resulted in some buildings being listed in the Local Environment Plans of Camden and Liverpool City Councils. The Canal system was studied in detail by Higginbotham 2002 which resulted in a State heritage listing for the whole system.

The part of the Upper Canal located within the study area contains a number of identifiable structures and some low level archaeological features, all of which are protected under its State heritage listing. This includes the Pepper tree and three Bunya Pines as well as The Avenue of Pines which are specifically mentioned in the conservation policies of the Upper Canal CMP (Higginbotham 2002). The memorial to Lieutenant William Brown and relocated water trough are located on the same allotment but are not related to the canal and appear to only be listed in the Liverpool LEP. A number of features were identified in the site survey. These have the item numbers from the 2002 CMP in parenthesis.

- The canal (CMP Item 25) located within Lot 1 DP 596355 and Lot 1 DP 725231.



- Stop boards (CMP Item 31) located within Lot 1 DP 725231.
- The concrete road bridge (CMP Item 33) part of Bringelly Road canal overbridge.
- A culvert and offtake chamber (CMP Item 28 & 29) located within Lot 1 DP 725231.
- A steel and concrete pipe flume (CMP Item 35) located within Lot 1 DP 596355.
- Water pipe (flume) that crosses the canal (CMP Item 26) located within an unidentified lot that was the previous alignment of Old Cowpasture Road bordering Lot 1 DP 725231.
- Stone culvert (CMP Item 27) located within an unidentified lot that was the previous alignment of Old Cowpasture Road bordering Lot 1 DP 725231.
- A pepper tree and 3 Bunya pines in a row (CMP Item 32) located within Lot 1 DP 725231.
- Avenue of Pines, Old Cowpasture Road (CMP Item 30) located within Lot 1 DP 725231.
- Old fence lines and fence posts (some old concrete and some timber) located within Lot 1 DP 725231.
- A riveted iron gate and fence with concrete posts (CMP Item 34) located on north side of Bringelly Road within road verge and also south side of Bringelly Road within Lot 1 DP 725231.
- Plantings including two old quince trees located within Lot 1 DP 725231.
- A concrete sump and a concrete trough (CMP Item 32) located within Lot 1 DP 725231.
- An old style weatherboard toilet with a gabled corrugated galvanized iron roof; this was associated with the former worker's cottage that has since been removed (CMP Item 32) located within Lot 1 DP 725231.
- The W. Brown memorial and relocated water trough located within Lot 1 DP 725231.
- The Old Cowpasture Road alignment that crosses the canal within the Upper Canal study area (located within an unidentified lot – forming part of Lot 1072 DP 1155678 - and bordering Lot 1 DP 725231).

#### **4.1 INSPECTION OF UPPER CANAL**

The site survey was undertaken in three stages – an initial inspection of the study area by car on 14 January 2010 to gain an appreciation of the area and to inspect the identified local and state registered heritage items, and a two day field study (16 and 18 February 2010) where more detailed inspections of potential heritage items were undertaken.

Further fieldwork was undertaken on the 22 July 2010, 27 January 2011 and 25 May 2011 due to ongoing changes to the scope of the RTA proposed concept design with the survey results included within the main report and SoHIs.

The section of the Upper Canal located to the south of Bringelly Road (Figure 4.1) at 145 Bringelly Road Leppington (Lot 1 DP 725231) also contains a Stop Board (Figure 4.1); Access Road Gate and Canal Overbridge (Figure 4.1); Brick Culvert (Figure 4.2); the memorial to Lieutenant William Brown and a relocated water trough (Figures 4.3 and 4.4); the former worker's cottage site, outside toilet and associated items (septic tank, remnant fencing and concrete tank and trough – Figures 4.5 to 4.8); a row of three Bunya Pines and a Peppercorn tree (Figure 4.9) and Avenue of Pines (Figure 4.10) located to the east of the canal; and a Concrete Pipe Flume and Stone Culvert (Figure 4.11).

The section of the Upper Canal located to the north of Bringelly Road (Figure 4.13 and 4.14) at 145 Bringelly Road Leppington (Lot 1 DP 596355) also contains a Steel and Concrete Pipe Flume (Figure 4.13) and Access Road Gate and Canal Overbridge (Figure 4.15).



**Figure 4.1:** Photo on the left shows the canal to the south of Bringelly Road; it also shows the Stop Board as indicated by yellow arrow (CMP Item 31) and an Avenue of Pines in the background as indicated by blue arrow (CMP Item 30). The photo on the right shows the current access road gates to the canal (CMP Item 34) as indicated by the purple arrow on the south side of Bringelly Road (Lot 1 DP 725231). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2827, 2843).



**Figure 4.2:** The Brick Culvert (CMP Item 28 – photo on the left) and Canal Overbridge located on Bringelly Road built c. 1950s to 1960s (CMP Item 33 – photo on the right). Both items are part of the State heritage listing for the Upper Canal that passes through the study area (Lot 1, DP 725231 on south side of Bringelly Road). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2822, 2828).





**Figure 4.3:** The LEP heritage listed memorial to Lieutenant William Brown and the relocated water trough at 145 Bringelly Road Leppington (Lot 1 DP 725231). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2803, 2806).



**Figure 4.4:** The placard commemorating the service of Lieutenant William Brown located within the fence of the Upper Canal grounds (photo on the left) with the memorial and the relocated water trough in the background indicated by yellow arrow (photo on the right) at 145 Bringelly Road Leppington (Lot 1 DP 725231). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2807, 2808).



**Figure 4.5:** Also situated within this section of the Upper Canal south of Bringelly Road is the site of a former worker's cottage, an outside toilet and septic tank (CMP Item 32 - photo on the left) and associated remnant fencing (photo on the right). There are no visible structural remains of the worker's cottage and it is now only considered to be an archaeological site. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2809, 2810).



**Figure 4.6:** Close up view of the archaeological site of a former worker's cottage (as indicated by red circle), in front of the outside toilet and septic tank (CMP Item 32). Note also the location of the Lieutenant William Brown memorial as indicated by the yellow arrow. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 033).





**Figure 4.7:** Photos of the former worker's cottage site and outside toilet in relation to the other heritage items located within the Upper Canal grounds. The photo on the left is a view toward the southwest and shows the site in relation to the canal. The photo on the right is a view toward the north east and shows the site in relation to the Bunya Pines in the background (blue arrow). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2814, 3030405).



**Figure 4.8:** Further remnant items associated with the former worker's cottage site (CMP Item 32 - photo on the left) and concrete tank (sump) and trough (CMP Item 32 - photo on the right). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2814, 2819).



**Figure 4.9:** Also situated within the study area to the east of the Upper Canal are three Bunya Pines (CMP Item 32) that are part of an Avenue of Pines located at the junction of Bringelly Road and the Old Cowpasture Road (CMP Item 30). View to the southeast of the Bunya Pines and Bringelly Road (photo on the left) and view to the northeast of Bunya Pines (photo on the right). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2824, 2840).



**Figure 4.10:** Also situated within the study area to the east of the Upper Canal are the Avenue of Pines consisting of Stone Pines located at the junction of Bringelly Road and the Old Cowpasture Road (CMP Item 30). View to the south of the Avenue of Pines (photo on the left) and view to the east of Avenue of Pines (photo on the right). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2824, 2840).





**Figure 4.11:** Photo on the left is a view to the east and is of the Iron and Concrete Pipe Flume (CMP Item 26) and the Stone Culvert (CMP Item 27) as well as fencing that relates to the former alignment of the Old Cowpasture Road which crossed the Upper Canal at this location. Photo on the right is a view to the north and shows the current fencing located at the intersection of the current alignment of Cowpasture Road and the previous alignment of Old Cowpasture Road (see also Figure 4.20). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 253, 259).



**Figure 4.12:** Photo is a view to the east showing the landscape features such as sections of remnant fencing located to the east of the Upper Canal and the Avenue of Pines (CMP Item 30) that relates to the former alignment of the Old Cowpasture Road heading north towards the intersection with Bringelly Road (Lot 1, DP 725231 on south side of Bringelly Road). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 259).

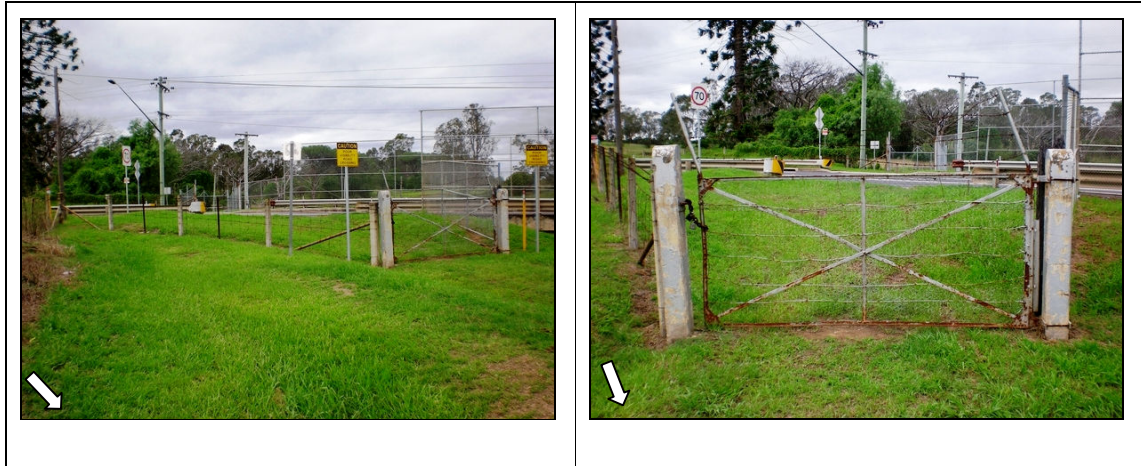


**Figure 4.13:** Photo on the left is a view to the west and shows a number of flumes that form part of the Upper Canal infrastructure along the north side of Bringelly Road and the photo on the right is a view to the west that shows the steel and concrete pipe flume dated c. 1960s (recorded in CMP (2002) to be intrusive and out of keeping with construction along the Upper Canal) (CMP Item 35). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2832, 2834).



**Figure 4.14:** The photo on the left is a view to the south and shows several of the recorded items such as the flumes located within the Upper Canal that passes through the study area that includes CMP Item 35 (indicated by orange arrow); the Canal Overbridge located on Bringelly Road CMP Item 33 (indicated by blue arrow) and also shown in the photo to the right. Note former worker's cottage outside toilet in the background (indicated by red arrow) and location of access road gate CMP Item 34 (indicated by pink arrow) and also shown in Figure 4.15. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2835, 2836).





**Figure 4.15:** The photo on the left is a view to the south and shows the current access road gate and associated fencing to the canal (CMP Item 34) with a close up view to the southeast of the gate in the photo on the right; part of the State heritage listing for the Upper Canal that passes through the study area (Lot 1 DP 596355 on the north side of Bringelly Road). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 2835, 2836).



**Figure 4.16:** The photo on the left shows the Canal Overbridge (CMP Item 33) and associated fencing crossing over the Upper Canal in relation to the current alignment of Bringelly Road (view to the west). Note also the access road gate (CMP Item 34) located to the north (indicated by pink arrow). The photo to the right is the view to the north of the Canal Overbridge (CMP Item 33) in relation to the current alignment of Bringelly Road. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 038, P2110874).



**Figure 4.17:** The photo on the left is a view to the east and shows the fencing for the Upper Canal as well as the Bunya Pines CMP Item 32 (indicated by dark blue arrow) on the south side of Bringelly Road in proximity to the current alignment of Bringelly Road. The photo on the right is a view to the northeast and shows the proximity of the Bunya Pines CMP Item 32 (indicated by the dark blue arrow) and the memorial to Lieutenant William Brown (indicated by the yellow arrow) in relation to the Canal Overbridge CMP Item 33 and Bringelly Road (indicated by light blue arrow). White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 032, 035).



**Figure 4.18:** The photo is a view to the south and shows the former worker's cottage site (CMP Item 32) and the fencing for the Upper Canal in relation to the current alignment of Cowpasture Road, to the south of the intersection with Bringelly Road. White arrow indicates North. (Source Austral Archaeology Pty Ltd DSCN 032, 035).

The Access Road Gate (south side) (CMP Item 34) consists of a central vertical bar, two diagonal braces, a small fish plate and is strung across with wire with the original posts missing. The small

curlicue finial is also missing. The gate has been modified by the addition of steel piping to the top for the stringing of barbed wire (Higginbotham 2002: Section 8 Inventory Item No. 34). The Access Road Gate (north side) (CMP Item 34) consists of a central vertical bar, two diagonal braces, a small fish plate and is strung across with wire with two reinforced concrete posts with rounded top. The small curlicue finial is missing but the spring latch is intact. The gate has been modified by the addition of steel piping to the top for the stringing of barbed wire (Higginbotham 2002: Section 8 Inventory Item No. 34).

As previously mentioned, Section 8 of the Upper Canal contains a number of other heritage items in addition to the canal. Higginbotham (2002: 66-102) recommended these be maintained and preserved due their significance, as summarised below:

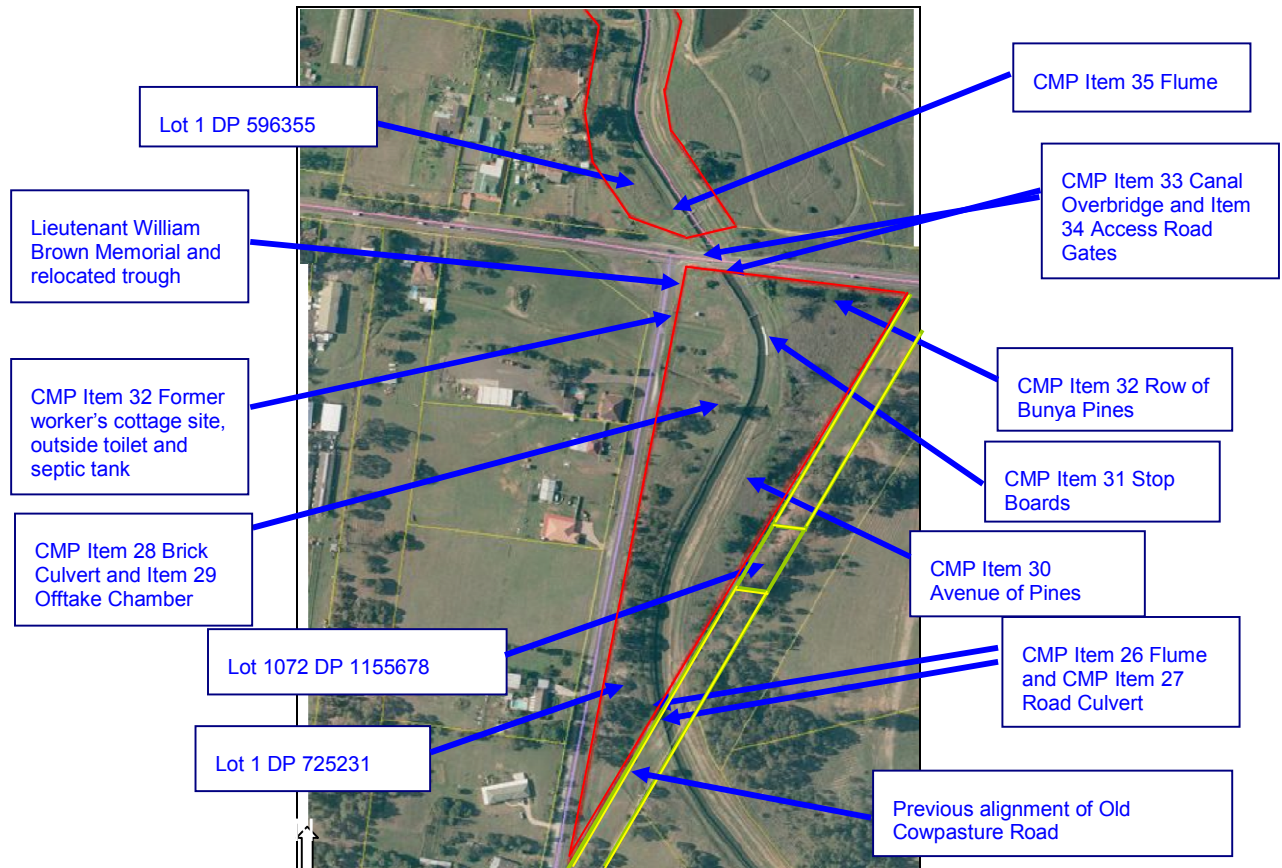
- Access roads should be maintained and preserved as a single lane road.
- Road culverts, road culvert aprons and stone lined open drains should be conserved as only a number of road culverts were individually listed in the inventory of the CMP (2002) and were considered to be good examples of culvert construction. The road culvert (CMP Item 27) in the study area was listed as having exceptional significance.
- There are a wide variety of culverts under the canal and they all possess a high level of significance. The brick culvert (CMP Item 28) in the study area was considered to be of exceptional significance.
- As there are a wide variety of flumes with varying levels of significance, the flume (CMP Item 35) located within the Upper Canal north of Bringelly Road, was considered to have some significance. It was recorded that the concrete brick or concrete block wingwalls were intrusive and out of keeping with the construction along the Upper Canal.
- As the whole of the route from Pheasants Nest Weir to Prospect Reservoir originally would have possessed an access road alongside the canal, the access road would have been gated at various locations such as maintenance cottages and road crossings. The canal access road was gated on one or both sides of the canal as required with the original fencing type being split post and rail with many examples of gates and gate posts still remaining in situ. There are a number of variations on the original wrought iron gates used along the canal but the original gateposts appear to have been squared timber posts with rolled tops. The spring catches of the gates were designed so that they were able to be opened and closed without dismounting from horseback. Both of the access road gates on the south and north side of Bringelly Road (CMP Item 34) were considered by Higginbotham to be of considerable significance even though they are now corroded and damaged.
- The boundaries of the Upper Canal were originally fenced using split post and rail fencing with the posts varying from timber to concrete, star picket or re-used sections of railway line. The fencing consisted of wire, barbed wire, or wire mesh. It was recommended that the agricultural style of boundary fencing should be maintained as the fencing is replaced over the years, as required.
- There are a number of bridges across the canal and along the access road. They are constructed using a variety of materials and techniques. The majority of bridges are of concrete deck and steel girder construction and, with the exception of modern concrete bridges, are of significance. The Canal Overbridge (CMP Item 33) in the study area consists of a reinforced concrete slab deck, is of a two lane width, supported on concrete abutments with Armco railings and cyclone fencing on the sides. It was considered to be of little or no significance.
- Each of the eleven maintenance sections of the Upper Canal has a surviving cottage site. The sites of cottages and outbuildings possess archaeological significance and it was considered that their recording and archaeological investigation would reveal details of the living and working conditions of the Maintenance Officers and their families. The Former Cottage Site (CMP Item 32) in the study area consists of a surviving outside toilet of

weatherboard with corrugated iron gable roof, and a circular, concrete septic tank. No remains of the actual cottage are evident but may be obscured by the grass cover. The CMP has a set of drawings of a typical canal maintenance workers cottage (CMP Figure 2.8 also see Upper Canal SoHI Attachment Two). To the south of the outside toilet is the location of the rectangular concrete tank in the ground and a rectangular concrete trough with another concrete slab located to the east. There is also remnant fencing located to the south of the outside toilet and remains of a former garden plantings. The cottage site and its associated plantings were considered to be of considerable importance and it was recommended that the site should not be disturbed. If however, the site is to be disturbed, an excavation permit should be obtained under Section 60 of the *Heritage Act*.

- In regards to the historical landscape and its plantings, the Old Cowpasture Road crossing and cottage site, the Avenue of Pines (CMP Item 30) located on the eastern side of the canal at the junction of Bringelly Road and the Old Cowpasture Road and the Bunya Pines (CMP Item 32) located on the south side of Bringelly Road and terminating with a Peppercorn Tree, are remnants of a major landscape design element dating to either the late 19<sup>th</sup> or early 20<sup>th</sup> century. These were established with the clear intention of reinforcing the area visually. The area has a strong historical association with the original Old Cowpasture Road and adjacent colonial estates – ‘Leppington’ to the south and ‘Horningsea Park’ located to the north-east as well as being the local topographic landmark for Carnes Hill to the immediate north. The historical landscape and plantings were considered to be of exceptional significance and it was recommended to conserve the remnant avenue of trees as well as the other site plantings and the memorial site.
- Stop boards were located at intervals along the Upper Canal and were used to either stop water flow or to bank up the water for an offtake. Many stop board sites have been abandoned and their superstructure dismantled. The stop board (CMP Item 31) structure has been left in situ but the stop boards have been removed allowing for minimal maintenance of the structure. The stop board was considered to be of considerable significance and it was recommended that the item should be maintained and conserved.

The Upper Canal has been the subject of a detailed study as part of a CMP (Higginbotham 2002) and no detailed recording was necessary as part of this project. In the CMP, the portion of the canal that is located within the study area is designated Section 8. A plan of Section 8 of the Upper Canal showing the main identified features is included in Figure 4.20 and shown below in Figure 4.19 within the current mapping of the Upper Canal.





**Figure 4.19:** Location of State listed heritage item, the Upper Canal System. The property consists of two allotments as indicated by red outline (Lot 1 DP 725231 south of Bringelly Road and Lot 1 DP 596355 north of Bringelly Road). Note CMP Items 26 and 27 are located within the study area in an unidentified lot that was the previous alignment of Old Cowpasture Road (as indicated by yellow outline) – also part of Lot 1072 DP 1155678, as indicated by green outline. (Source: Sixviewer © NSW Department of Lands).

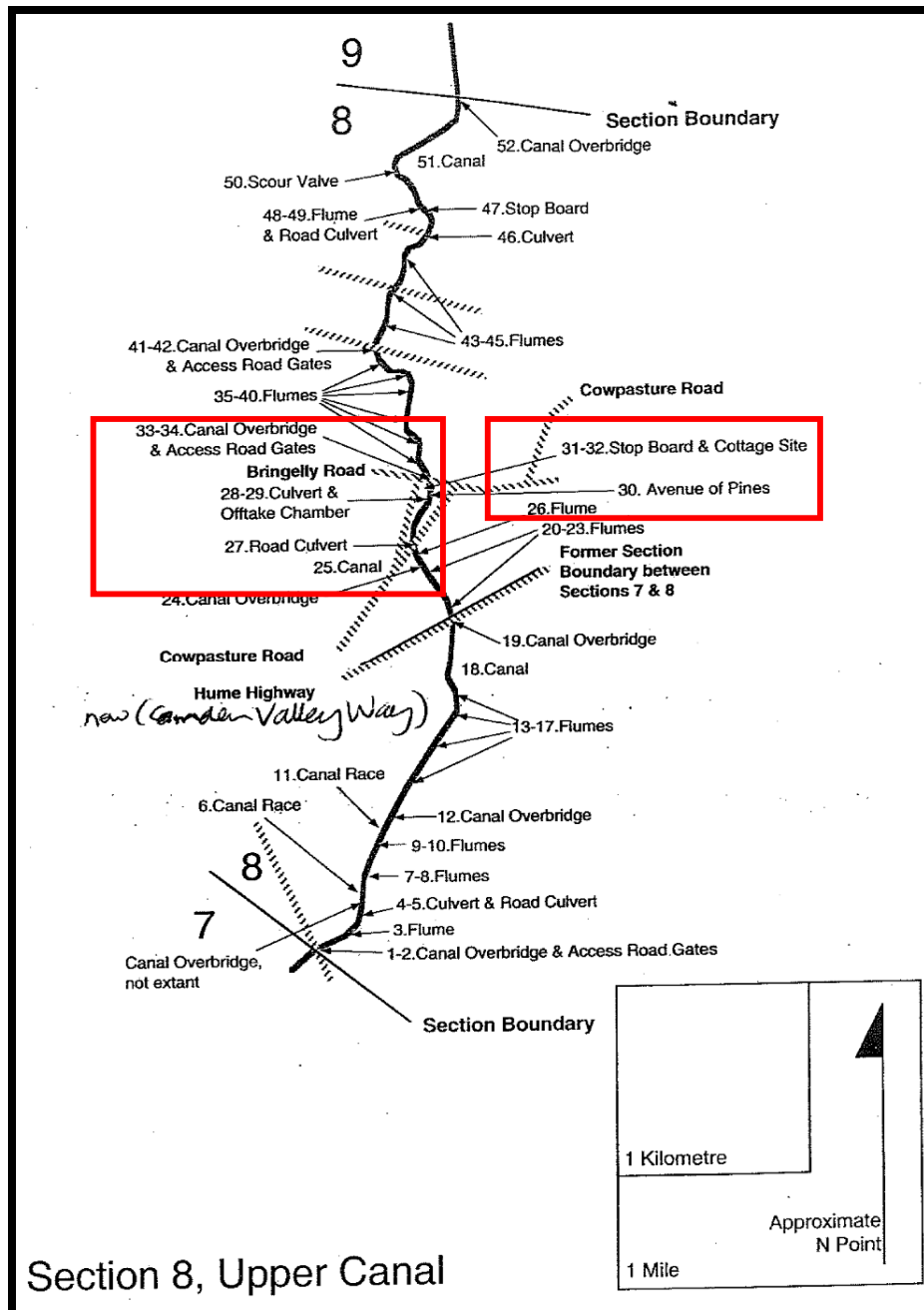
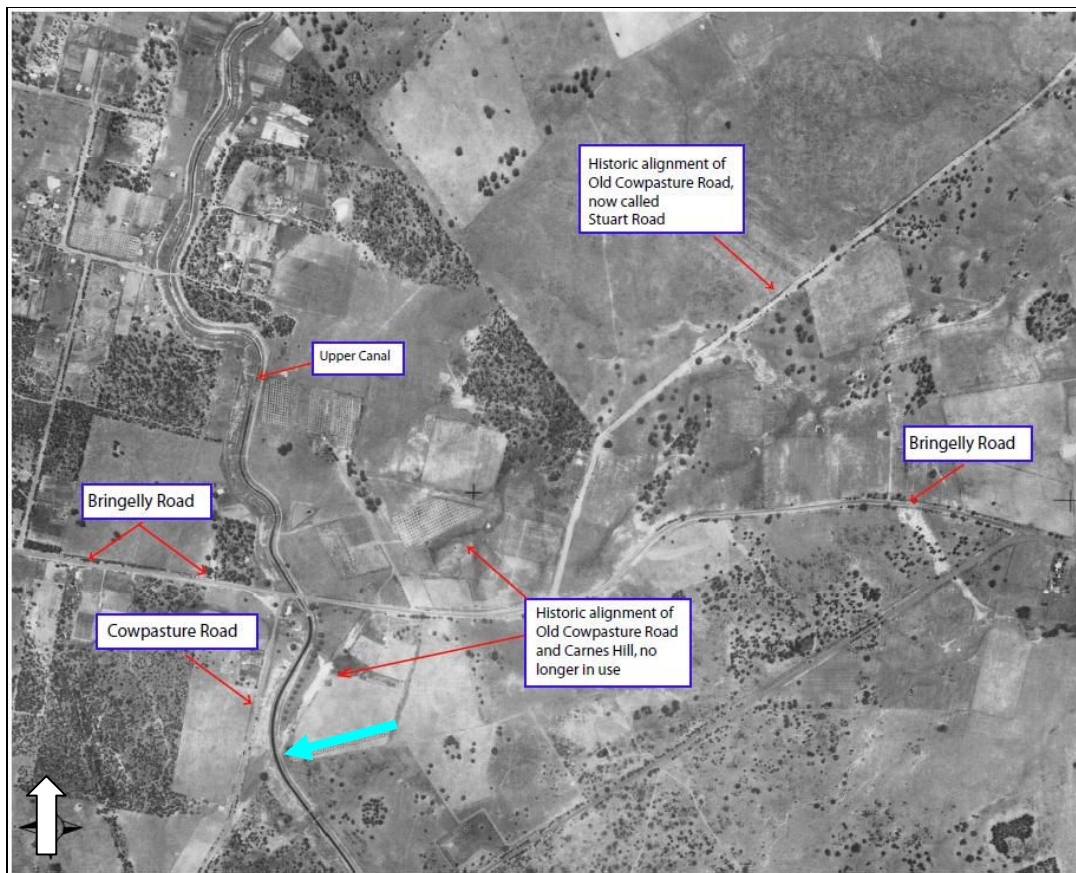


Figure 4.20: Plan of Section 8 of Upper Canal from CMP showing the section of the Upper Canal that is located within the study area. (Source: Higginbotham 2002: 78).

The current alignment of Cowpasture Road ends at Bringelly Road to the west of the Upper Canal and then continues to the east at the intersection of Camden Valley Way and Bringelly Road. A section of the Old Cowpasture Road (north of Bringelly Road) is still in use today and is

now called Stuart Road. As is shown in the 1947 aerial photograph (Figure 4.21), the section of Cowpasture Road that was built across Carnes Hill was no longer then in use.



**Figure 4.21:** 1947 aerial photograph shows the historic road alignment of Cowpasture Road no longer remaining as previously constructed at Carnes Hill. Note the blue arrow indicates the location of the Road Culvert (CMP Item 27) that may relate to the former alignment of the Old Cowpasture Road which crossed the Upper Canal at this location. (Source: Department of Lands Liverpool Co. Cumberland Run 23 January 47).

It is suggested by Higginbotham (2002) that the angle of the stone drain and culvert (CMP Item 27) may relate to the former alignment of the Old Cowpasture Road which crossed the Upper Canal at this location (see Figures 4.11 and 4.21). There are no other structures such as a previous overbridge across the canal remaining today. There are however other landscape features in the immediate area such as sections of remnant fencing (see Figure 4.12) including old post and rail fencing and a line of mature tree plantings (Stone Pines – CMP Item 30) that may relate to the former Old Cowpasture Road alignment (Higginbotham 2002: CMP Item 27). There may also be the potential for physical evidence associated with the early construction of Old Cowpasture Road to be present within the original and current road easements as also discussed in the report by Australian Museum Business Services (AMBS) (2010: 43).

The significance of the 'remnant rural landscape comprising agricultural and pastoral fields and prominent houses' was identified in the Heritage Concepts report (2006: 25-26) and discussed further in the AMBS report (2010: 13-14) in particular the landscape surrounding the Upper Canal on the alignments of the Campbelltown and Cowpasture Roads (formerly Old Cowpasture Road) and Camden Valley Way which has remained largely unchanged. The Upper Canal is aesthetically significant as it takes a serpentine route through a rural bushland setting complementing the landscape. The former Cowpasture Road road corridor including trees and

sequential vistas and view corridors to historical properties and pastoral landscapes is listed in the *Camden Council DCP 2011* as a potential heritage item – ‘cultural and visual landscapes’. Bringelly Road has also remained largely unchanged between the suburbs of Bringelly and Leppington and is also listed as a potential heritage item – ‘cultural and visual landscapes’ in the *Camden Council DCP 2011*.

## 5 HISTORICAL THEMES

The Heritage Council of NSW identifies a variety of Australian and NSW historical themes via which the historical and/or archaeological record of a site can be interpreted. The use of historical themes is valuable in order to provide a basis for comparison between different sites which demonstrate the same historical themes. Historical themes also allow the site to be placed within a local, state, and national historical context. In the case of the Upper Canal some of the themes that could be relevant to investigations (as shown in Table 5.1) are those which reflect and relate to the evolution of the site and its usage over time. These might include:

**Table 5.1: Historical Themes for the Upper Canal.**

<b>Australian Theme</b>	<b>New South Wales Theme</b>	<b>Local Theme</b>
Economy – Developing local, regional and national economies	Technology – associated with the knowledge or use of mechanical arts and applied sciences  Pastoralism – associated with the breeding, raising, processing and distribution of livestock for human use  Agriculture – activities relating to the cultivation and rearing of plant and animal species, usually for commercial purposes, can include aquaculture	Water Supply System  Remnant rural landscape comprising agricultural and pastoral fields and prominent houses
Settlement – Building settlements, towns and cities	Utilities – activities associated with the provision of services, in particular on a communal basis  Accommodation – activities associated with the provision of accommodation, and particular types of accommodation – does not include architectural styles	Providing a water supply/drinking water  Accommodating workers in workers’ housing
Governing - Governing	Government and Administration – activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs – includes	Building and operating public infrastructure  Developing roles for government – public –



Australian Theme	New South Wales Theme	Local Theme
	both principled and corrupt activities	water supply

The twin themes of ‘Agriculture’ and ‘Pastoralism’ relate to the nineteenth and twentieth century usage of the study area for a variety of farming and pastoral activities that contributes to the rural character of the landscape surrounding the Upper Canal and the local theme of ‘Remnant rural landscape comprising agricultural and pastoral fields and prominent houses’. As much of the study area relates to both of the themes of ‘Agriculture’ and ‘Pastoralism’, there is the potential to learn from archaeological research in relation to these themes.

The Upper Canal is representative of ‘technology’ in demonstrating the techniques of canal building and evidence of engineering practice. In its scope and execution, it is a unique and excellent example of the ingenuity of late 19th century hydraulic engineering in Australia, in particular for its design as a gravity-fed water supply system (NSW State Heritage Inventory 2010). The scheme also consists of many varying elements of infrastructure which are considered to be of world and national renown in technological and engineering terms (NSW State Heritage Inventory 2010). The Upper Canal provides detailed and varied evidence of the engineering construction techniques prior to the revolution inspired by reinforced concrete construction with the evolution of techniques over time (such as the replacement of timber flumes with wrought iron and then concrete flumes), and is an example of the early use of concrete for many engineering purposes throughout the canal system (NSW State Heritage Inventory 2010).

The theme of ‘accommodation’ relates to the Upper Canal for the provision of accommodation for the inspectors for each of the maintenance sections along the canal. The Inspectors were housed in cottages constructed by the Water Board and each maintenance section has a surviving cottage site (Higginbotham & Associates 2002: 86).

The theme of ‘Utilities’ relates to the Upper Canal as it has functioned as a unique part of the main water supply system for Sydney for over 100 years, and has changed little in its basic principles since the day it was completed (NSW State Heritage Inventory 2010).

The theme of ‘Governing’ relates to the appointment of a Commission in 1867 by the Governor of NSW to recommend a scheme for Sydney's water supply which by 1869 recommended that construction should commence on the Upper Nepean Scheme (NSW State Heritage Inventory 2010). The Upper Nepean Scheme consisted of two diversion weirs, located at Pheasant's Nest and Broughton's Pass, in the Upper Nepean River catchment, with water feeding into a series of tunnels, canals and aqueducts known as the Upper Canal (NSW State Heritage Inventory 2010). Designed and constructed by the Public Works Department of NSW, Prospect Reservoir was built during the 1880s and completed in 1888 (NSW State Heritage Inventory 2010).

## 6 ASSESSMENT OF SIGNIFICANCE

### 6.1 INTRODUCTION

An assessment of cultural significance seeks to establish the importance that a place has to the community. The concept of cultural significance is intrinsically tied to the fabric of the place, its history, setting and its relationship to other items in its surrounds and the response it evokes from the community.

The assessment of cultural significance with respect to archaeological sites can present difficulties because the nature and extent of the “relics” are often indeterminate and value judgements therefore need to be made on the basis of potential attributes. The element of judgement can be greatly reduced by historical or other research, as has been completed for the

current study. Archaeological deposits and features provide important evidence of the history and settlement of New South Wales. These heritage items may include deposits containing material culture (artefacts) that can be analysed to yield information regarding early urban development that is unavailable from other sources. Archaeological investigations can reveal much about technology, industry, past economic and social conditions and people's lives.

Sites that contain these elements therefore have scientific value that may be of considerable significance when analysed in association with documentary evidence. It is through this potential to reveal information about the past use of a place that archaeological sites have heritage significance.

## **6.2 BASIS FOR ASSESSMENT**

The Burra Charter of Australia ICOMOS was formulated in 1979 (revised 1999), based largely on the Venice Charter (for International Heritage) of 1966. The Burra Charter is the standard adopted by most heritage practitioners in Australia. The Charter divides significance into four categories for the purpose of assessment. They are: Aesthetic, Historical, Scientific/Technical, and Social significance.

The Heritage Council of NSW has established a set of seven criteria to be used in assessing cultural heritage significance in NSW. These are published in the Heritage Council's *Assessing Heritage Significance* guidelines (2001). The Heritage Council's criteria incorporate those of the Burra Charter, but are expanded to include rarity, representative value, and associative value.

In order to assess the rarity and representative value of the site, a comparative analysis with similar sites is critical (Section 6.3 below). The identification of historical themes (Section 5.0) is important to establish the parameters of the comparative analysis.

## **6.3 COMPARATIVE ANALYSIS**

A number of heritage investigations have been undertaken in the areas surrounding the suburbs of Bringelly, Rossmore and Leppington, located within the current study area of the Bringelly Road Upgrade. Most of the reports have included a historical and archaeological assessment that have related to the heritage significance of historical items throughout the area.

Following are brief descriptions of the investigations which are relevant to the Upper Canal:

### **6.3.1 A HISTORY OF THE SUBURBS OF LIVERPOOL**

A summary outlining a brief history of the early settlement of the suburbs in the Liverpool region was undertaken by L. Tan in 1979 which includes the suburbs of Bringelly, Rossmore and Leppington and is relevant to the Upper Canal and the surrounding remnant rural landscape comprising agricultural and pastoral fields and prominent houses as the land was settled and farmed from 1806-1888 creating the demand for a reliable source of water to the region.

### **6.3.2 SOUTH CREEK VALLEY HERITAGE STUDY – FINAL REPORT**

Perumal Murphy Pty Ltd undertook a study of the environmental heritage of the South Creek Valley in 1990 on behalf of the Department of Planning in order to provide information to the department for the future implementation of the urban release of land in the South Creek catchment area. The study area included the greater part of South Creek's natural drainage basin, excluding the site proposed for Badgery's Creek airport.

The objectives of the report were to identify and analyse the environmental heritage of South Creek Valley as well as to make recommendations for the conservation and management of the environmental heritage in a regional environmental plan (Perumal Murphy 1990: 6).

The study was divided into components consisting of the thematic history, inventory, analysis and planning and implementation of the South Creek Valley study area.

The study area of the Bringelly Road Upgrade falls within the South Creek Valley region and items and sites of heritage significance were identified within this report that are relevant to the settlement of the area and the demand for a reliable source of water to the region.

### **6.3.3 LIVERPOOL HERITAGE STUDY**

A heritage study of the City of Liverpool was prepared by Neustein & Associates in 1992 on behalf of the Liverpool City Council. Section 6 'Urban Form' of the study included an analysis of the history of the growth of Liverpool; an appraisal of the residential settlements developed some distance from the town of Liverpool and the settlement of the rural district within the South Creek valley. The Upper Canal is listed as a heritage item within the heritage schedule of the Liverpool Local Environmental Plan and therefore the heritage study of Liverpool is relevant to the settlement of the area and the demand for a reliable source of water to the region.

### **6.3.4 HERITAGE STUDY OF THE UPPER CANAL, PROSPECT RESERVOIR AND LOWER CANAL (UPPER NEPEAN SCHEME), VOLUME 1 – HISTORICAL AND ARCHAEOLOGICAL ASSESSMENT**

Higginbotham, E., Kass, T., Murphy, V., Collocott, J., Flander, T. and Lavelle, S undertook this study on behalf of the Water Board in 1992 as part of a heritage study of the Upper Canal, Prospect Reservoir & Lower Canal (Upper Nepean Scheme). The authors provided the report in three sections: Volume 1 – Historical and Archaeological Assessment; Volume 2 – Inventory (Prospect Reservoir, Lower Canal and Pipehead); and Volume 3 – Conservation Policy.

Part of the Upper Canal is situated within the current study area and is identified as Section 8 within the Heritage Study. The heritage study, inventory and conservation plan for the Upper Canal was revised in the Conservation Management Plan undertaken by Higginbotham & Associates in 2002.

### **6.3.5 CONSERVATION MANAGEMENT PLAN FOR THE UPPER CANAL, PHEASANT'S NEST TO PROSPECT RESERVOIR, NSW. VOLUME 1 – HISTORY, SURVEY AND SIGNIFICANCE; VOLUME 2 – CONSERVATION AND MANAGEMENT POLICIES, GUIDELINES AND RECOMMENDATIONS; VOLUME 3 – INVENTORY UPPER CANAL**

In 2002, Edward Higginbotham & Associates developed a Conservation Management Plan on behalf of the Sydney Catchment Authority to manage the Upper Canal, Pheasant's Nest to Prospect Reservoir, NSW. The Plan was endorsed by the Heritage Council of New South Wales in 2003.

Figure 4.16 identifies the historical places and features that Higginbotham & Associates identified within Section 8 of the Upper Canal some of which are located within the study area.

As stated by Higginbotham & Associates (2002: v), the Upper Nepean Scheme as a whole is of State heritage significance even though the Upper Canal is not on the State Heritage Register. The Conservation Management Plan includes a historical background, an inventory of all significant items along the route of the Upper Canal as well as an assessment and Statement of Significance and conservation policies, guidelines and recommendations (Higginbotham & Associates 2002: v).

The conservation policies, guidelines and recommendations were designed by Higginbotham & Associates (2002: v) for the future management of the Upper Canal by the Sydney Catchment Authority which include the procedures for routine maintenance and operation; the conservation and maintenance of heritage items; guidelines for Strategic Planning and policies for interpretation and display, including movable relics and significant landscapes.

The heritage items and conservation policies that directly relate to Section 8 of the Upper Canal located within the study area are listed in Section 4 of this report.

**6.3.6 AUSTRALIAN MUSEUM BUSINESS SERVICES (AMBS) 2010 SOUTH WEST RAIL LINK – GLENFIELD TO LEPPINGTON RAIL LINE: HISTORIC HERITAGE IMPACT ASSESSMENT. PREPARED FOR PARSONS BRINCKERHOFF AUSTRALIA PTY LTD ON BEHALF OF TRANSPORT INFRASTRUCTURE DEVELOPMENT CORPORATION**

Australian Museum Business Services (AMBS) undertook a Historic Heritage Impact Assessment (HIA) in May 2010 for Parsons Brinckerhoff Australia Pty Ltd on behalf of the Transport Infrastructure Development Corporation (TIDC) in order to provide information to the TIDC of the potential impacts to heritage items in regards to the construction of the South West Rail Link (SWRL) Glenfield to Leppington. The study area was located to the south of Bringelly Road which included Section 8 of the Upper Canal.

The heritage study included information on the planned construction of the bridge spanning the Upper Canal and Cowpasture Road (located within Section 8 of the Upper Canal) and also discusses the significance of the historic road alignments of Campbelltown Road, Camden Valley Way and Cowpasture Road in understanding the historic regional development. The HIA developed recommendations designed to protect and mitigate impacts to identified heritage significance and heritage values arising from the SWRL project to accompany the Construction Environmental Management Plan (CEMP).

Two sections of the SWRL project study area was located within the study area of the Bringelly Road Upgrade and was therefore relevant to gaining an overall understanding of other proposed impacts to the Bringelly Road Upgrade study area.

**6.3.7 BIOSIS (2010) CAMDEN GAS PROJECT NORTHERN EXPANSION PART 3A HISTORIC CULTURAL HERITAGE ASSESSMENT. PREPARED FOR AECOM ON BEHALF OF AGL GAS PRODUCTION (CAMDEN) PTY LIMITED**

Biosis undertook a Historic Cultural Heritage Assessment in August 2010 for AECOM on behalf of AGL Gas Production (Camden) Pty Limited. The Historic Heritage was investigated in relation to the development of well surface locations and associated gas gathering lines and access tracks in regards to the proposed Camden Gas Project to be included in AECOM's Environmental Assessment (EA). The study area was located south of the Denham Court Road and Camden Valley Way intersection to the immediate south of the Upper Canal study area (located at Cowpasture Road and Camden Valley Way intersection) of the Bringelly Road Upgrade study area.

Five potential archaeological sites were also identified, four of which were cottage sites associated with the maintenance of the Upper Canal. The field survey also located a number of potential heritage items within, or in close proximity to, the proposed works. Recommendations and mitigation measures were proposed for the Upper Canal for items located in Section 6 and 7 (Lot 1 DP 610146). Mitigation measures to protect the structural integrity of the Upper Canal were also included in the report.

The Camden Gas Project Northern Expansion Historic Cultural Heritage Assessment was relevant to the Bringelly Road Upgrade project in gaining an understanding of other future infrastructure works being undertaken close to the study area that would also have similar potential impacts to the State Heritage listed Upper Canal as the Bringelly Road Upgrade.

**6.3.8 SUMMARY**

All of the above-named reports directly relate to the current investigation. In particular the reports discussed in Sections 6.3.4, 6.3.5, 6.3.6 and 6.3.7 were very useful in providing information about Section 8 of the Upper Canal that is located within the Bringelly Road Upgrade study area (east) as well as other pending infrastructure projects that may potentially impact the Upper Canal.

The specified reports were also helpful in gaining an overview of the historical significance of items/elements of the Camden and Liverpool Local Government Areas.



## **6.4 SIGNIFICANCE ASSESSMENT**

### **6.4.1 ASSESSMENT CRITERIA**

The following section addresses the significance of the heritage resources of the study area in accordance with the criteria specified in the Heritage Council's *Assessing Heritage Significance* guidelines (2001). Where items have an existing significance assessment and/or statement it has been quoted below with the source given at the end of the entry.

### **6.4.2 UPPER CANAL SYSTEM (PHEASANTS NEST WEIR TO PROSPECT RESERVOIR)**

#### **CRITERION (A) (HISTORIC)**

***AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The Upper Canal forms a major component of the Upper Nepean Scheme, which also includes the Prospect Reservoir and the Lower Canal. Prospect Reservoir Site is significant for its role in the history of water supply in Sydney, where it was one of the key components of the system from 1888 (Sydney Water Section 170 Register 2010). The Upper Canal is considered one of several important elements contributing to the State level of Significance of the Prospect Reservoir. The Upper Canal commences by tunnel from Pheasant's Nest Weir on the Nepean River and extends through the Local Government Area's of Wollondilly, Liverpool, Holroyd, Fairfield, Campbelltown and Camden. The Upper Canal is significant as a major component of the Upper Nepean Scheme. As an element of this Scheme, the Canal has functioned as part of Sydney's main water supply system for over 120 years. Apart from maintenance and other improvements, the Upper Canal has remained mostly unchanged.

- The Upper Canal System (Pheasants Nest Weir to Prospect Reservoir) is of State Historic significance.

#### **CRITERION (C) (AESTHETIC)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING AESTHETIC CHARACTERISTICS AND/OR A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT IN NSW (OR THE LOCAL AREA)***

The Canal is aesthetically significant, running in a serpentine route through a rural bushland setting as an impressive landscape element with sandstone and concrete-lined edges (NSW State Heritage Inventory 2010).

- The Upper Canal System (Pheasants Nest Weir to Prospect Reservoir) is of State Aesthetic significance.

#### **CRITERION (E) (SCIENTIFIC)**

***AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The Upper Canal System is significant as a major component of the Upper Nepean Scheme as it contains elements of potential for further understanding of the cultural history of the water industry and specific technological processes in NSW. There is the potential to gain more information on the site from further architectural, archaeological and documentary research.

- The potential archaeological resource of the site is of Local Scientific significance.

#### **CRITERION (F) (RARITY)**

***AN ITEM POSSESSES UNCOMMON, RARE OR ENDANGERED ASPECTS OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The site is assessed to be rare within the Liverpool LGA and New South Wales.

- The Upper Canal System (Pheasants Nest Weir to Prospect Reservoir) has State Rarity value.

## **STATEMENT OF SIGNIFICANCE**

As a major element of the Upper Nepean Scheme, the Upper Canal has functioned as part of Sydney's main water supply system for over 120 years. The Upper Canal has remained mainly unchanged. The Canal is aesthetically significant as it is placed in a serpentine route through a rural bushland setting complementing the landscape. The Upper Canal is significant as it demonstrates the technical aspect of canal building and is evidence of the skills of the engineers. The Upper Canal as a whole element is an excellent example of 19<sup>th</sup> century hydraulic engineering, including the use of gravity to feed water along the canal. The Upper Canal has been assessed to being of State significance. (Source of information for this entry: NSW State Heritage Inventory 2010).

## **7 ASSESSMENT OF IMPACT**

This section identifies the predicted impact of the proposed works on the Upper Canal and associated infrastructure.

### **7.1 UPPER CANAL**

The current Proposed Road Concept Design (dated May 2011) indicates that Bringelly Road is to be widened on the northern side of the road. The road widening would require removal of the existing canal overbridge (CMP Item 33) and the construction of a new wider bridge. The main impacts are therefore likely to occur to the infrastructure on the northern side of Bringelly Road Lot 1 DP 596355 (the northern allotment). Items likely to be affected are the existing canal overbridge (CMP Item 33), the old riveted iron gate and fence line (CMP Item 34) (i.e. the main vehicle entrance on the north side of the canal), the flume (CMP Item 35) and gas and water pipes which cross the canal. These items would need to be removed.

On the southern side of Bringelly Road the proposed road widening works appear to impinge little within the listed allotment Lot 1 DP 725231 (the southern allotment). It appears that the row of trees comprised of the pepper tree and the three Bunya pines (CMP Item 32) would lie right on the edge of the battered embankment of the southern side of the widened road but not be directly impacted. There would be an impact to the south where the re-routed section of Cowpasture Road rejoins the original alignment of the Old Cowpasture Road. The Old Cowpasture Road alignment south of Bringelly Road borders the Upper Canal allotment and continues until the intersection with Cowpasture Road. There is the potential for remains associated with the early construction of this road to be present within the original and current road easements. There is a flume (CMP Item 26) and Stone Culvert (CMP Item 27) that crosses the canal just to the north east of this point. These are indicated in RTA documentation to be in the impact zone but the nature and extent of proposed works are not specified so impacts cannot be quantified.

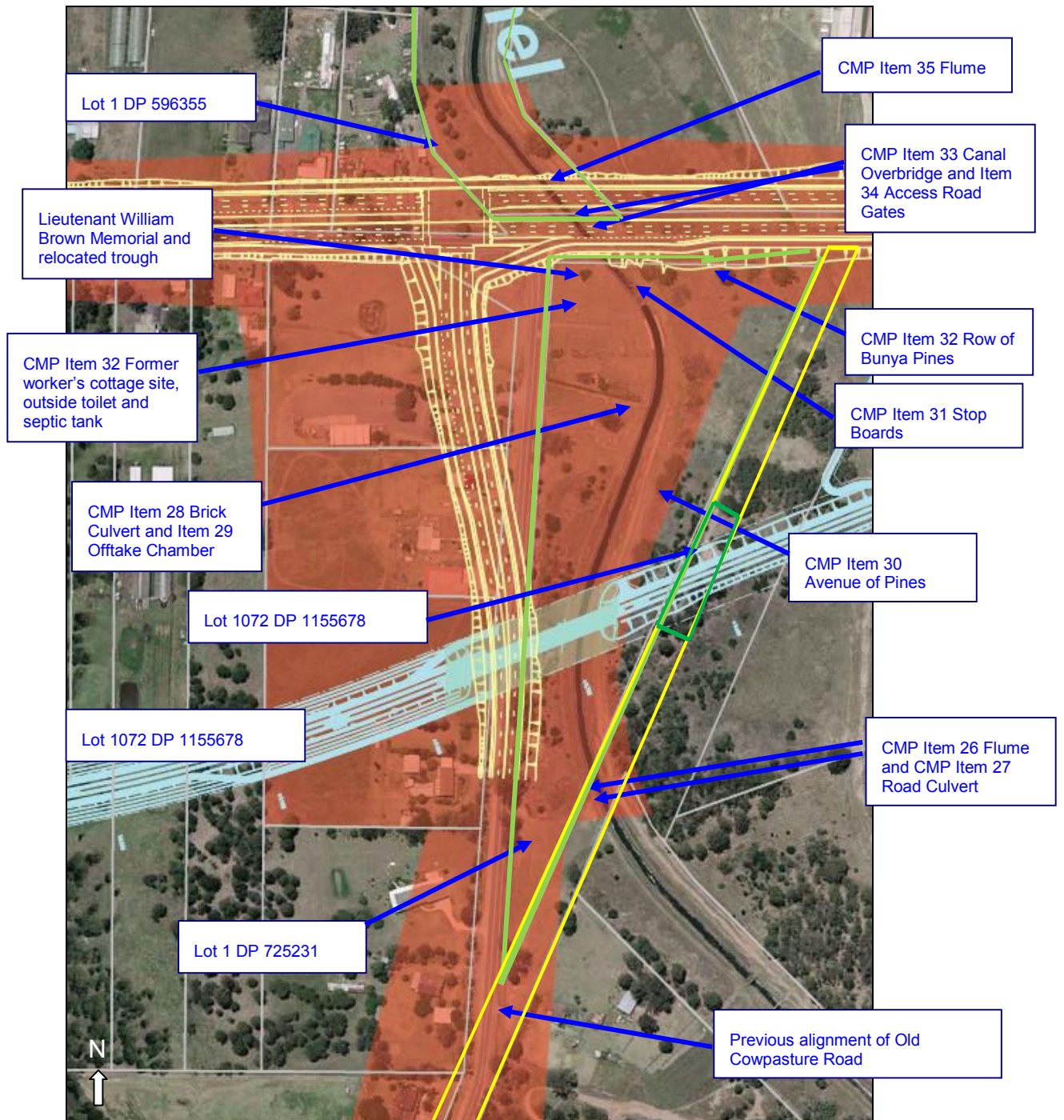
Overall, once the Bringelly Road canal overbridge is replaced by a much wider modern bridge it would have a large visual impact on the aesthetic values of the cultural landscape that includes the Upper Canal, Cowpasture Road, Old Cowpasture Road, Bunya Pines and Avenue of Pines. There may also be vibratory impacts on the canal fabric from the construction activities associated with the construction of the new bridge.

The concept design shows a large proportion of the canal allotments shaded red indicating that they are part of the current study area. All the features noted in the survey lie within the red shaded zone. The nature of proposed works within this zone is not clear from the concept design. There may also be impacts to the parts of the study area traversed by the South West Rail Link (SWRL). These may compound the visual impacts to the cultural landscape made by the widening of Bringelly Road.



**Figure 7.1:** Proposed concept design (in red and yellow) overlaid on heritage curtilage of Upper Canal (outlined in green) showing that the existing bridge and roadside infrastructure along Bringelly Road would be directly impacted by the works. It is not clear from the concept design what the nature of any other impacts in the red shaded areas would be. Please note the SWRL project corridor is indicated by the light blue/green shaded area. (Source: RTA Proposed Road Concept Design May 2011).





**Figure 7.2:** Proposed concept design (in red and yellow) overlaid on heritage curtilage of Upper Canal (outlined in light green) (Lot 1 DP 725231 south of Bringelly Road and Lot 1 DP 596355 north of Bringelly Road). Note CMP Items 26 and 27 are located within the study area in an unidentified lot that was the previous alignment of Old Cowpasture Road (as indicated by yellow outline) – also part of Lot 1072 DP 1155678, as indicated by dark green outline. (Source: Sixviewer © NSW Department of Lands).



There would also be impacts to Lot 1 DP 725231 of the Upper Canal located south of Bringelly Road according to the Historic Heritage Impact Assessment (HIA) undertaken by AMBS (2010) due to the proposed works for the SWRL project. The identified impacts to the Upper Canal in that report (AMBS HIA [2010: 46]) include the construction of a railway bridge that would span both Cowpasture Road and the Upper Canal (see Figure 7.1 light blue/green shaded area). The design for that bridge was undertaken in consultation with the Heritage Branch and Sydney Catchment Authority (SCA) (AMBS HIA [2010: 46]).

## 7.2 ASSESSMENT OF IMPACT SUMMARY

The potential heritage impact of the proposed development is considered below utilising the format recommended in the *NSW Heritage Manual* guidelines document 'Statements of Heritage Impact'.

### **WHAT ASPECTS OF THE PROPOSAL RESPECT OR ENHANCE THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?**

Whilst the proposal does not enhance the heritage significance of the Upper Canal it arguably does respect its significance to a degree by minimising the degree of impact required to achieve the necessary upgrade requirements. The concept design shows that most of the works would occur on the north side of the existing road bridge which would preserve the archaeological site of the cottage on the south side.

### **WHAT ASPECTS OF THE PROPOSAL COULD HAVE A DETRIMENTAL EFFECT ON THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?**

Direct impacts on the heritage significance of the portion of Section 8 of the State listed Upper Canal System in the study area would be restricted to the removal of the existing road bridge, removal or relocation of some fencing and gates and possibly relocation of gas, water and storm water pipes which cross the canal at various points. This part of the canal would still retain its heritage significance after the proposed works are completed. It appears unlikely that there would be other impacts to possible archaeological features within the Canal property boundaries. The row of trees comprising the pepper tree, Bunya Pines and Avenue of Pines are unlikely to be impacted.

The water trough and memorial to W Brown are unlikely to be impacted hence their heritage significance would not be affected. If necessary these items can be relocated.

### **HAVE MORE SYMPATHETIC OPTIONS BEEN CONSIDERED AND DISCOUNTED?**

Yes. Although the road upgrade has been planned for a number of years, alternative routes were considered as part of the current planning exercise. In the case of the Upper Canal, there are no viable alternatives if the required degree of road widening is to be achieved.

**Table 7.1: The Upper Canal Summary of Impacts Table.**

Element	Significance of Element	Physical Impact	Visual Impact	Heritage Impact
The canal (CMP Item 25)	High	No direct impact	Yes	Removal of bridge would adversely affect the setting and heritage significance of the Upper Canal in this area
Stop boards (CMP Item 31)	High	No direct impact	Yes	Removal of bridge would adversely affect the setting and heritage significance of the Upper Canal in this area
The concrete road bridge (CMP Item 33)	High	Direct impact: total removal of item	Yes	Bridge would lose its heritage significance. Removal of bridge would adversely affect the setting and heritage significance of the Upper Canal in this area

A culvert and offtake chamber (CMP Item 28 & 29)	High	No direct impact	Yes	Minor impact
A steel and concrete pipe flume (CMP Item 35)	Moderate	Direct impact, possible removal and/or relocation of item		Item recorded in CMP that the concrete brick or concrete block wingwalls were intrusive and out of keeping with the construction along the Upper Canal
Gas and water pipes (flume) that cross the canal (CMP Item 26)	High	Unknown - not specified		Unknown
Stone culvert (CMP Item 27)	High	Unknown - not specified		Unknown
Avenue of Pines (CMP Item 30)	High	No direct impact	Yes	Minor impact
A pepper tree and 3 Bunya pines in a row (CMP Item 32)	High	No direct impact	Yes	Substantial impact to setting of the trees which would adversely affect their heritage significance
Old fence lines and fence posts (some old concrete and some timber)	High	No direct impact	Yes	Minor impact
A riveted iron gate and fence with concrete posts (CMP Item 34)	High	Direct impact: total removal of item	Yes	Gate would lose its heritage significance. Removal of gate would adversely affect the setting and heritage significance of the Upper Canal in this area
Plantings including two old quince trees	High	No direct impact	Yes	Minor impact
A concrete sump and a concrete trough (CMP part of Item 32)	High	No direct impact	Yes	Minor impact
An old style weatherboard toilet with a gabled corrugated galvanized iron roof; this was associated with a cottage that has since been removed (CMP part of Item 32)	High	No direct impact	Yes	Minor impact
The W. Brown memorial and relocated water trough (the State listing does not apply to these two features)	Low	No direct impact	Yes	Minor impact
Bringelly Road (a potential heritage item – cultural and visual landscape as listed in the Camden Council DCP 2011)	High	No direct impact	Yes	Substantial impact to form and scale of road would adversely affect the visual and cultural landscape significance

### 7.3 MITIGATION OF DEVELOPMENT IMPACT/STATEMENT OF COMMITMENT

The RTA has undertaken to meet all statutory requirements in regard to the known heritage issues to ensure that the historic cultural heritage values of the study area are identified and maintained as far as possible within the essential development parameters. At the Upper Canal

mitigative measures such as archival recording should be undertaken for the canal overbridge in accordance with Conservation Policy 6.14 of the CMP (Higginbotham 2002: 36) and the NSW Heritage Guidelines prior to any works occurring. Protective fencing for the Bunya Pines, Pepper Tree, Avenue of Pines and archaeological site of the cottage should be erected prior to and during construction works as discussed further below as well as the relocation of fencing, access road gates, pipes and drains. The Sydney Catchment Authority (SCA) should be consulted in regards to any impact and relocation of heritage items and a mitigation strategy should be considered in accordance with the management recommendations of the CMP for the Upper Canal (Higginbotham 2002).

Mitigative measures are to be addressed in the Construction Environmental Management Plan (CEMP) which would be compiled during the detailed design phase of the Bringelly Road Upgrade works. The timing for the construction at the western end of Bringelly Road (beyond King Street to The Northern Road intersection) is unknown at this time and is estimated to be approximately 10+ years.

#### **7.4 PREDICTED OUTCOME**

There would be a visual impact on the aesthetic values of the cultural landscape that includes the Upper Canal, Cowpasture Road, Old Cowpasture Road, Pepper Tree and Bunya Pines. There may also be vibratory impacts from the construction activities to the structure of the Upper Canal. There is the potential for remains associated with the early construction of Old Cowpasture Road to be present within the original and current road easements and if so these could be impacted.

In the case of the Upper Canal System which is State heritage listed, there are potential major impacts to significant fabric such as the existing canal overbridge (CMP Item 33), fencing and access road gates (CMP Item 34), and some pipes and drains (on the north side of Bringelly Road) that cross the canal and are not listed in the CMP. It is considered that these impacts can be mitigated through either archival recording (in the case of the canal overbridge); protective fencing (in the case of the Bunya Pines and Avenue of Pines) and relocation (in the case of the fence, access road gates, pipes and drains). The concept design indicates that the highly significant row of trees (pepper tree and three Bunya Pines – CMP Item 32 and Avenue of Pines – CMP Item 30) would not be impacted (other than visually) by the proposed works.

### **8 CONCLUSIONS AND RECOMMENDATIONS**

This Statement of Heritage Impact has identified the following items in the study area to have heritage significance:

- The canal (CMP Item 25).
- Stop boards (CMP Item 31).
- The concrete road bridge (CMP Item 33).
- A culvert and offtake chamber (CMP Item 28 & 29).
- A steel and concrete pipe flume (CMP Item 35).
- Gas and water pipes (flume) that cross the canal (CMP Item 26).
- Stone culvert (CMP Item 27).
- Avenue of Pines (CMP Item 30).
- A pepper tree and 3 Bunya pines in a row (CMP Item 32).
- Old fence lines and fence posts (some old concrete and some timber).
- A riveted iron gate and fence with concrete posts (CMP Item 34).
- Plantings including two old quince trees.

- A concrete sump and a concrete trough (CMP part of Item 32).
- An old style weatherboard toilet with a gabled corrugated galvanized iron roof; this was associated with a cottage that has since been removed (CMP part of Item 32).
- The W. Brown memorial and relocated water trough (the State listing does not apply to these two features).
- Bringelly Road (a potential heritage item – cultural and visual landscape as listed in the Camden Council DCP 2011).
- Old Cowpasture Road road corridor including trees and sequential vistas and view corridors to historical properties and pastoral landscapes (a potential heritage item – cultural and visual landscape as listed in the Camden Council DCP 2011).

This report has identified three potential archaeological sites in the study area:

- The former maintenance worker's cottage site.
- The potential for other archaeological sites to be located within the Upper Canal allotment related to the early construction and operation of the canal (high potential).
- The potential for remains associated with the early construction of Old Cowpasture Road to be present within the original and current road easements.

Having reviewed the history of the study area, as well as having assessed its significance and archaeological potential it is concluded that the proposed road widening of Bringelly Road is likely to:

- Have direct adverse impacts to some elements of the State listed Upper Canal namely removal of the road bridge and some fencing and gates and possibly some drains and pipes.
- Have a visual impact on the row of trees (pepper tree and 3 Bunya pines - CMP Item 32) mainly through changes to their immediate setting.
- Have a general visual impact on the cultural landscape of the Upper Canal area including sequential vistas and view corridors.

It is considered that the major impact would be the removal of the existing road bridge and the substantial widening of the road across the canal and this cannot be avoided or mitigated. The impacts to other items can generally be adequately managed through the mitigative actions recommended below. Overall the heritage significance of the item would not be greatly diminished and would mainly be noticed through the changes to its setting. The benefits to the community through the widening of the road however, are likely to outweigh the adverse impacts to the heritage values of the area.

#### **RECOMMENDATIONS:**

25. Consultation should be undertaken with the Sydney Catchment Authority (SCA) and Heritage Branch in the Office of Environment and Heritage in regards to the design and construction footprint of the new/upgraded canal overbridge located on Bringelly Road.
26. Any works that would affect the State listed Upper Canal area (including the row of significant trees CMP Items 30 and 32) would require lodgement of a Section 60 application to the NSW Heritage Council. The application should be accompanied by an updated version of this Statement of Heritage Impact that clearly sets out the precise nature of the predicted impacts and the recommended mitigative actions (see below).
27. If possible, the RTA should endeavour to avoid or minimise any impacts to the identified heritage items and associated infrastructure located within the Upper Canal allotments (Lot 1 DP 596355 and Lot 1 DP 725231). It is considered that these impacts can be mitigated through archival recording in accordance with Conservation Policy 6.14 of the



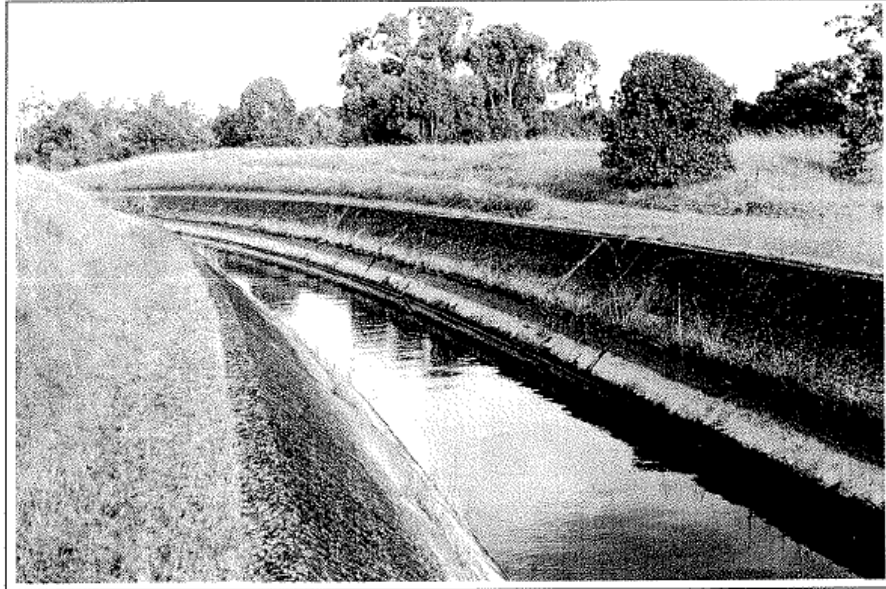
- CMP (Higginbotham 2002: 36) and the NSW Heritage Guidelines prior to any works occurring (in the case of the canal overbridge – CMP Item 33), protective fencing (in the case of the Bunya Pines – CMP Item 32 and Avenue of Pines – CMP Item 30) and relocation (in the case of the fence, access road gates – CMP Item 34, pipes and drains). The Sydney Catchment Authority (SCA) should be consulted in regards to any impact and relocation of heritage items and a mitigation strategy should be considered in accordance with the management recommendations of the CMP for the Upper Canal (Higginbotham 2002).
28. An exclusion zone should be created surrounding the listed CMP heritage items such as the former cottage site (CMP Item 32) and other listed heritage items and infrastructure located within the Upper Canal allotments (Lot 1 DP 596355 and Lot 1 DP 725231) that would not be impacted by the proposed works.
  29. If below ground works (other than the bridge works) are required to be undertaken within the Upper Canal area, there may be a need to undertake archaeological test excavation and/or archaeological monitoring. The updated Statement of Heritage Impact mentioned at point 2 above would determine if such an excavation is necessary.
  30. Copies of this report should be forwarded to the Camden and Liverpool Councils as this constitutes best heritage management practice.
  31. As required by the *NSW Heritage Act 1977*, if historical archaeological relics not predicted by this report are found during the works, all works in the immediate vicinity are to cease immediately and a qualified archaeologist be contacted to assess the situation and consult with the Heritage Branch in the Office of Environment and Heritage regarding the most appropriate course of action. It is also recommended that all construction personnel should undertake a heritage induction prior to construction works commencing.
  32. In the event that Aboriginal cultural deposits and/or objects are encountered, all excavation work in the immediate vicinity is to be halted. The client should then consult with an archaeologist and the Office of Environment and Heritage (formerly referred to as the Department of Environment, Climate Change and Water) to determine an appropriate course of action.

**ATTACHMENT 1 – INVENTORY OF LISTED HERITAGE ITEMS FOR UPPER  
CANAL SECTION 8**

Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 25



**Caption** Canal, concrete repair.

**Film** 15      **Frame** 32

<b>Item name</b>	Canal - Concrete lined	<b>Item type</b>	Canal
<b>Location</b>	Just north of 28 1/2 miles	<b>Date from</b>	1896
<b>Item description</b>	Open canal construction which has sloping sides with a V-shaped cross- section. Concrete repair with width of 19 feet (5.7 metres) at the top and a 7 feet (2.4 m) depth of water. Gradient is 1 in 2640 or 2 feet per mile.		
	Concrete lining commenced in 1896 and continued sporadically to 1916 or later.		
	This appears to concur with the Handbook asserting the change to V Section at 28 9/16 miles.		
	For a short distance just south of this change a concrete capping also was laid along the edges of the masonry V Section canal.		

**Significance** Exceptional

**References** Water Board, Official Handbook 1913, 36.

**Notes on significance**

**Condition**

Conservation Management Plan, Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 26



**Caption** Iron and concrete pipe flume.

**Film** 15      **Frame** 33

**Item name** Flume      **Item type** Flume  
**Location** 28 1/2 to 28 5/8 miles      **Date from** c1960s      **Date to**  
**Item description** Circular iron pipe, lined with concrete and clad with cement render. Concrete aprons and concrete and concrete block wing walls directing water flow. Diameter 30 inches.

**Significance** Some      **References**  
 Intrusive

**Notes on significance** Concrete brick or concrete block wingwalls intrusive and out of keeping with construction along the Upper Canal.

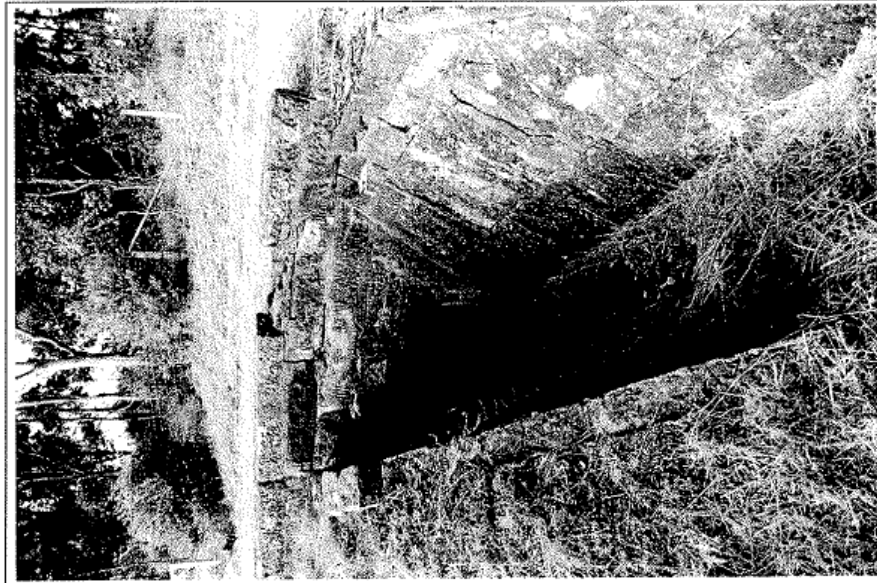
**Condition**



Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 27



**Caption** Sandstone box culvert.

**Film 15 Frame 34**

**Item name** Culvert - Stone

**Item type** Road Culvert

**Location** Near 28 3/8 miles (Cowpasture Road)

**Date from** c 1880s ?      **Date to**

**Item description** Stone box culvert beneath the present grassed canal roadway on the east side of the Upper Canal. The culvert crosses under the roadway at an oblique angle. The culvert is fed by channels with battered sides, constructed of coursed masonry. The culvert itself is constructed of mortared, sandstone coursed ashlar masonry and is approximately 1 foot 9 1/2 inches high and 2 feet 4 inches high (53 x 71 cm). Masonry retaining walls sit over the entrance and exit. The culvert discharges to the iron and concrete pipe flume across the Upper Canal (see preceding entry).

The angle of the stone drain and culvert suggests that it may relate to the former alignment of the Old Cowpasture Road which crossed the Upper Canal at this point, the culvert possibly having been fed by side drains from this road. No other remains of structures possibly associated with this road alignment, which is shown on the Upper Canal Maintenance Plan, were noted in this location. For example there appear to be no remains of any previous overbridge across the canal. Other landscape features nearby, which are not on Water Board property, are sections of old post and rail fencing and a line of mature tree plantings (Stone Pines).

**Significance** Exceptional

**References**

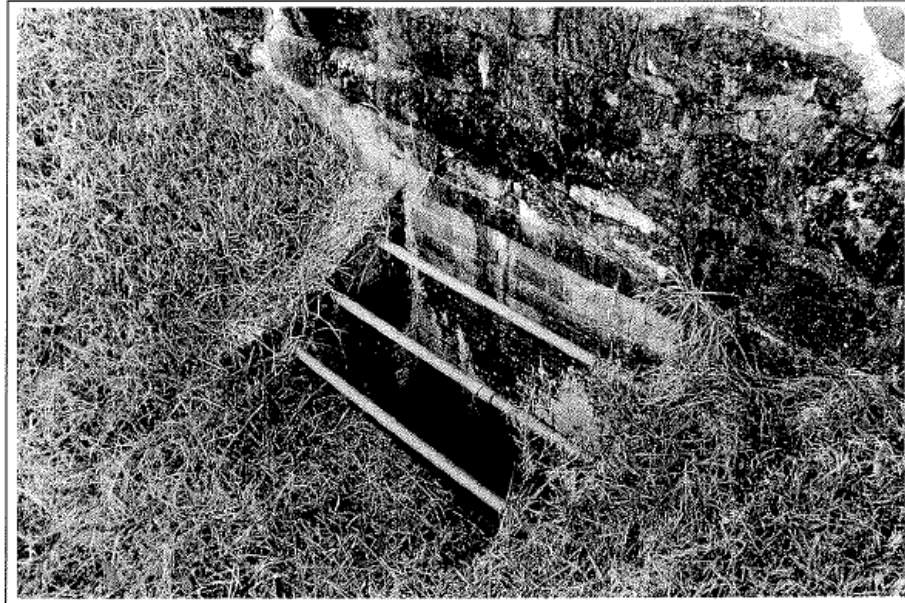
**Notes on significance**

**Condition**

Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 28



**Caption** Culvert, brick.

**Film** 15      **Frame** 35

**Item name** Culvert - Brick

**Item type** Culvert

**Location** 28 3/4 miles

**Date from** 1880s

**Date to**

**Item description** Inverted syphon sandstock brick culvert and drain running below Upper Canal. 3 ring arched brick inlet with headwall of English bond brick and brick on edge coping above. Straight brick sidewalls with cement rendered top. Additional coursed and mortared masonry retaining wall above the coping. Concave base of brick stretchers forms the actual drain or debouching tunnel. Galvanised bars as trash rack across the inlet / mouth.  
 Culvert width ranges: 24 ", 30 ", 36 ", 42 ", 48 ", 51 ", 54 ", 60 ", 72 ".

**Significance** Exceptional

**References**

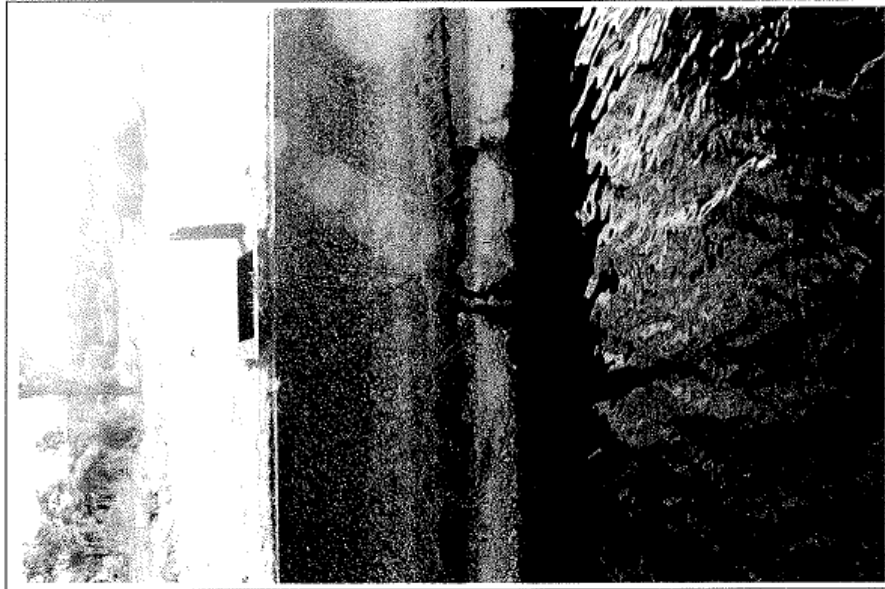
**Notes on significance**

**Condition**

Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 29



Caption Offtake chamber.

Film 15 Frame 36

Item name Offtake Chamber

Item type Offtake

Location 28 3/4 miles

Date from

Date to

Item description Square concrete offtake chamber (lid missing), probably associated with nearby maintenance cottage.

Significance Some

References

Notes on significance

Condition

Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 30



Caption Avenue of pines.

Film 15 Frame 37

Item name Avenue of Pines, Old Cowpasture Road.

Item type Landscape Feature

Location c. 28 3/4 miles

Date from

Date to

Item description This site has a high degree of local prominence at the junction of Bringelly Road and the Old Cowpasture Road though probably having had more exposure in earlier years before the extension of Camden Valley Way through to Horningsea Park. The canal junction is near the site of the former colonial homestead 'Leppington' off Denham Court Road to the south as well as the extant colonial homestead 'Horningsea Park' to the north-east and the local topographic landmark Carnes Hill to the north.

The larger scale plantings are on the eastern side of the canal (and south of Bringelly Road) and include a line of three Bunya Pines along Bringelly Road terminating with a Peppercorn Tree; and a longer line of Stone Pines along the canal. Unlike the Stone Pines at Narellan Road, Kenny Hill, these trees have not fared as well with several needing removal and replacing and an unknown number already removed in the past and needing replacement.

Significance Exceptional

References



Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 31



**Caption** Stop boards.

Film 16 Frame 1

<b>Item name</b>	Stop Boards	<b>Item type</b>	Stop Board
<b>Location</b>	Just north of 28 3/4 miles (Bringelly Road)	<b>Date from</b>	c1917
		<b>Date to</b>	1919
<b>Item description</b>	Stop-boards with iron slots guides in the canal sides, stop valve and super- structure formed by two concrete piers and two girders framing a concrete deck with angle iron posts and iron pipe rail. This stop boards lacks the later elements added and painted red. The site is approached on the east side by a path of sandstone flagstones of which one acts as a drain cap. The Maintenance Plans mark this site as Weir No.14.		

**Significance** Considerable

**References** T Kass, Historical Report - Chronology 1991

**Notes on significance**

**Condition**

Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 32



**Caption** Former cottage site, outside toilet and septic tank.

Film 16 Frame 2

**Item name** Former Cottage Site      **Item type** Cottage Site / Landscape Feature

**Location** S side Bringelly Rd, in Water Board property, W side of canal.

**Date from** c1900s      **Date to**

**Item description** The cottage site is located to the west of Weir number 14. The site of the cottage for Maintenance Section No.8 is marked by a surviving outside toilet of weatherboard with corrugated iron gable roof, and by a circular, concrete septic tank. No remains of the actual cottage are evident but may be obscured by grass cover. South of the outside toilet are located a rectangular concrete tank in the ground and a rectangular concrete trough. To the east there is also part of a concrete slab. An older style wrought iron gate reported in the 1992 inventory as giving access into the cottage site from the western side from the Cowpasture Road is no longer extant. Remnants of former garden plantings include Jonquil bulbs, an old Indian Hawthorne (*Raphiolepis indica*), a Willow (*Salix* sp.) and a Japonica hedge (*Chaenomeles speciosa*) along the southern fenceline. Sited close to the Indian Hawthorne is a concrete horse trough and a memorial to a soldier who had served in WWII.

**Significance** Considerable

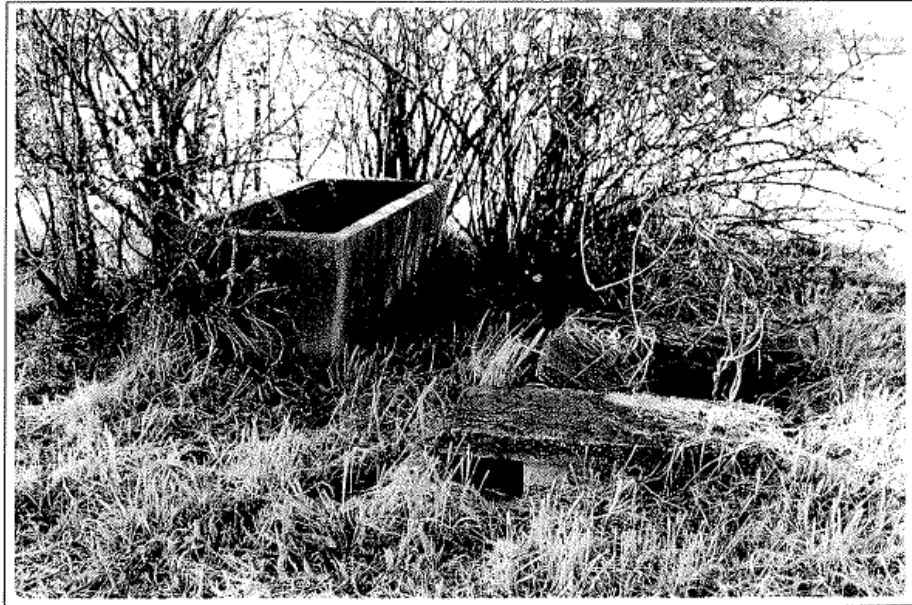
**References**

**Notes on significance** The cottage site and its associated plantings are of considerable importance.

Conservation Management Plan, Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 32



**Caption 2** *Former cottage site, concrete tank and trough.*

Film 16 Frame 3



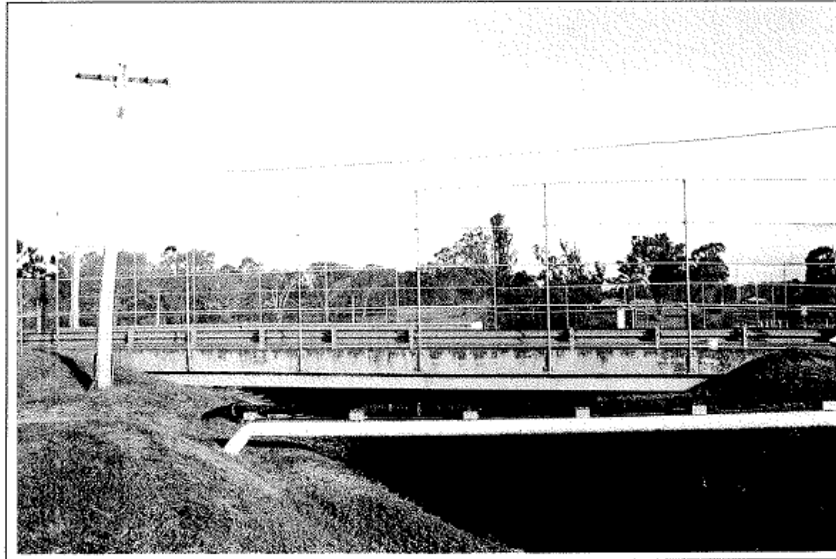
**Caption 3** *Bunyah pines on Bringelly Road.*

Film 16 Frame 4

Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 33



**Caption** Canal overbridge.

**Film** 16    **Frame** 6

**Item name** Canal Overbridge      **Item type** Canal Overbridge  
**Location** Bringelly Road      **Date from** 1950s      **Date to** 1960s  
**Item description** Bridge with reinforced concrete slab deck, two lane width, supported on RSJs with concrete abutments. "Armco" railings and cyclone fencing on the sides.

As with the modern motorway bridges further south, the telephone wires here are diverted under the bridge.

**Significance** Little or no significance      **References**

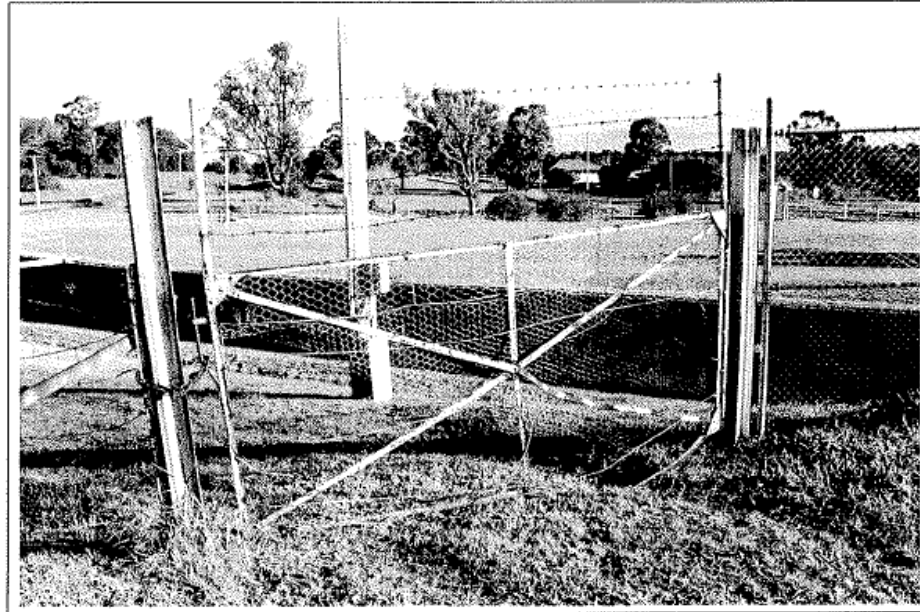
**Notes on** Mains adjacent downstream (one with pipe marked 1937) not significant.



Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 34



**Caption** Access road gate (south side).

**Film 16 Frame 5**

<b>Item name</b>	Access Road Gates	<b>Item type</b>	Gate
<b>Location</b>	Bringelly Road (east side of canal)	<b>Date from</b>	<b>Date to</b>
<b>Item description</b>	Two Type 2 gates with central vertical bar, two diagonal braces, small fish plates and strung across with wire. Small curlicue finials missing from both, spring latch intact on the south gate. Both gates modified by addition of steel piping to top for stringing barbed wire. Original posts missing on south side, two reinforced concrete posts with rounded top on north side.		

**Significance** Considerable

**References**

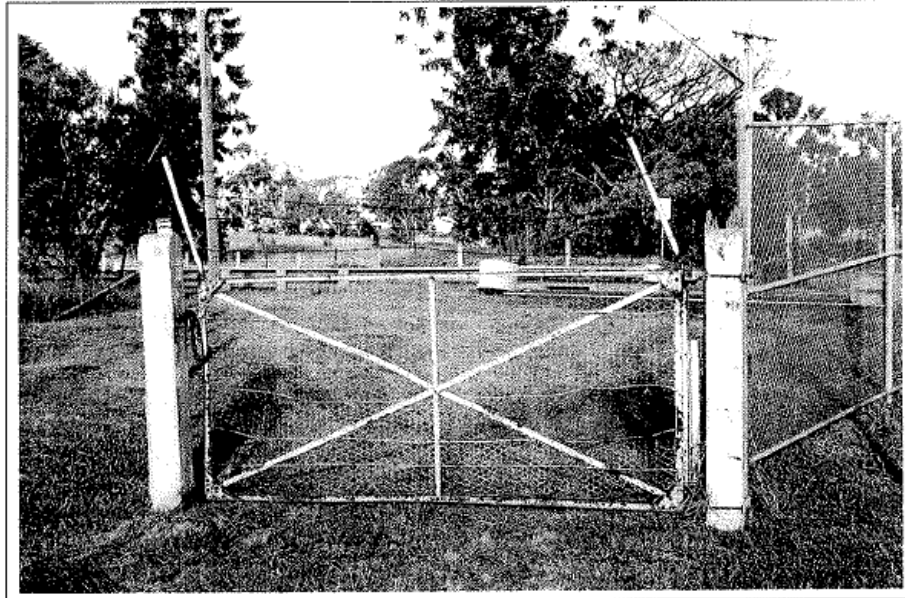
**Notes on significance**

**Condition** Corrosion apparent. Damaged.

Conservation Management Plan. Upper Canal.

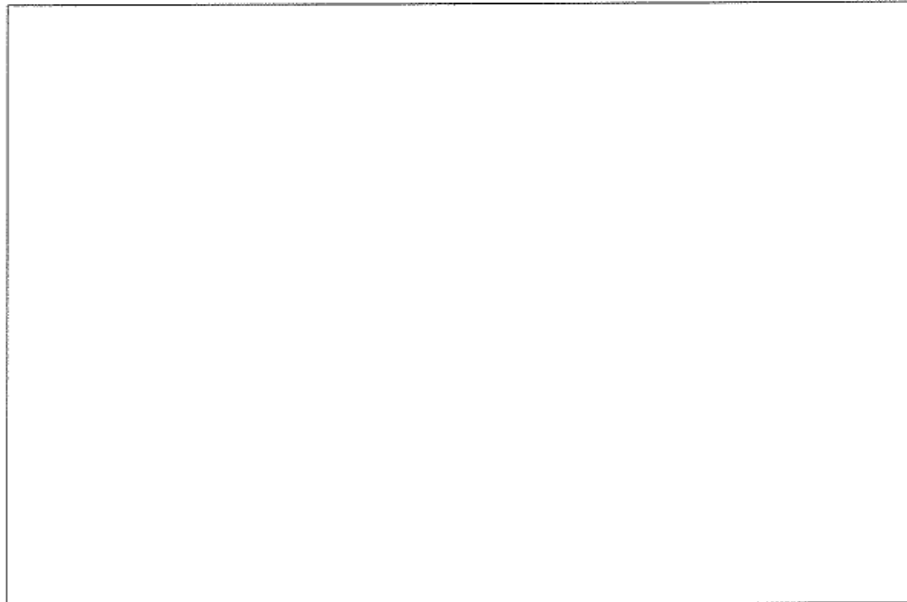
Inventory form

Precinct no      Precinct      Locality    Upper Canal      Section 8      Inventory 34



**Caption 2** Access road gate (north side).

**Film 16    Frame 7**



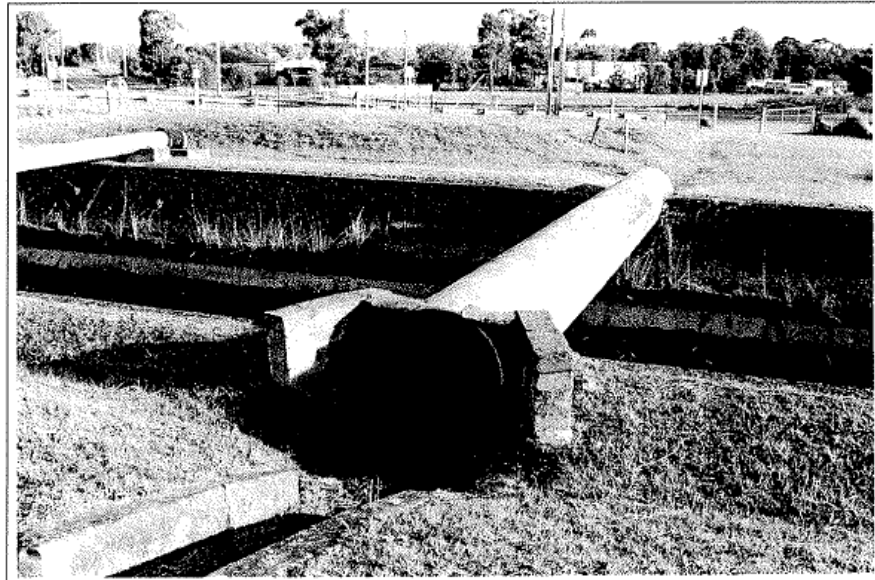
**Caption 3**

**Film      Frame**

Conservation Management Plan. Upper Canal.

Inventory form

Precinct no      Precinct      Locality Upper Canal      Section 8      Inventory 35



**Caption** Steel and concrete pipe flume.

Film 16 Frame 8

<b>Item name</b>	Flume	<b>Item type</b>	Flume
<b>Location</b>	28 7/8 miles	<b>Date from</b>	c1960s
		<b>Date to</b>	1980s
<b>Item description</b>	Circular, mild steel pipe flume with concrete lining. Pipe sections welded. Set into top of canal. Concrete aprons and concrete and concrete brick wing walls directing stormwater flow. Diameter 30 inches. Associated road causeway and feeder channel with concrete apron and low side walls.		

**Significance** Some Intrusive

**References**

**Notes on significance** Concrete brick or concrete block wingwalls intrusive and out of keeping with construction along the Upper Canal.

**Condition**

## **ATTACHMENT 2 – UPPER CANAL MAINTENANCE WORKER'S COTTAGE**



Edward Higginbotham & Associates Pty Ltd. (02) 9716-5154.

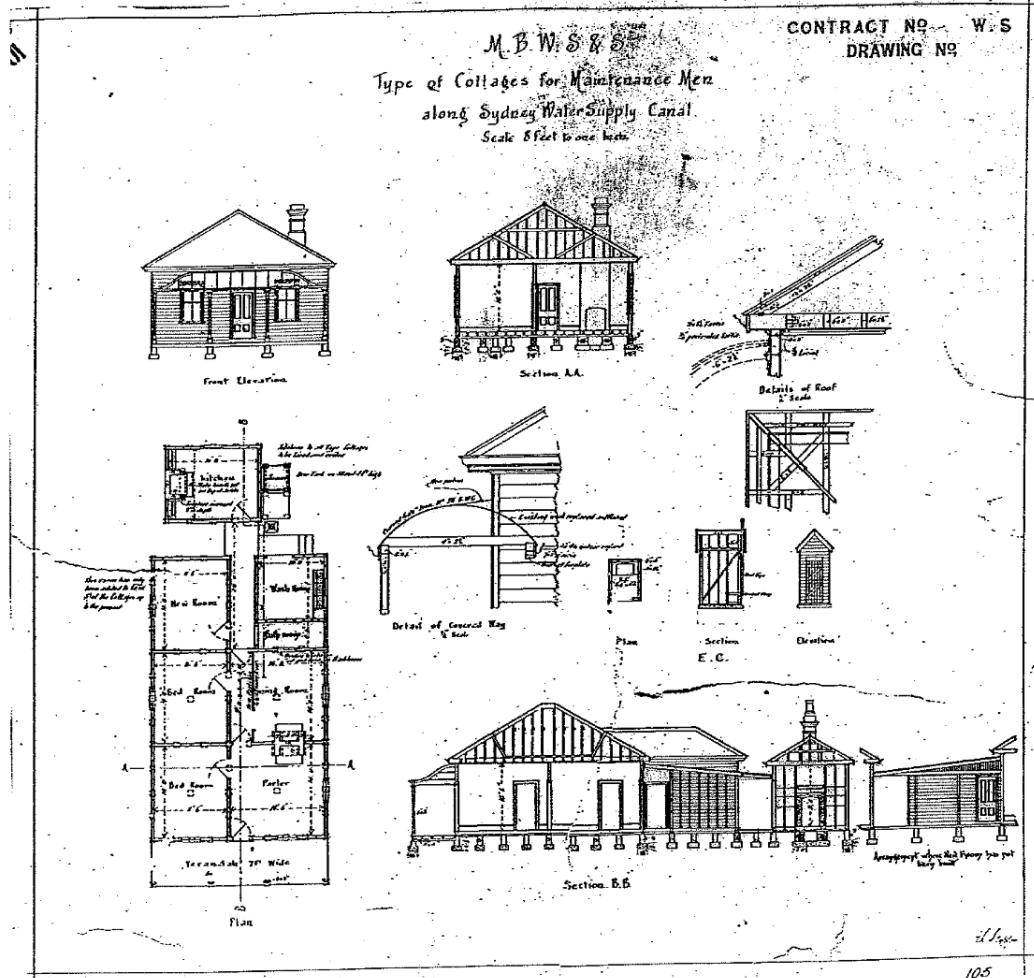


Figure 2.8. One of many plans of buildings along the Canal, this one showing the standard plans of a cottage for the maintenance men.  
Source: Plan no. 105/22. Sydney Water Plans Room.

Source: Higginbotham & Associates 2002: 50.

## **APPENDIX 9 – W A ROGERS HOUSE STATEMENT OF HERITAGE IMPACT**



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MR 647 Bringelly Road Upgrade  
Camden Valley Way, Leppington to The Northern Road, Bringelly  
Statement of Heritage Impact  
W A Rogers House

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Prepared by  
Austral Archaeology Pty Ltd  
Archaeological & Cultural Heritage Consultants

For  
Roads and Traffic Authority

June 2011  
Job No: 1002

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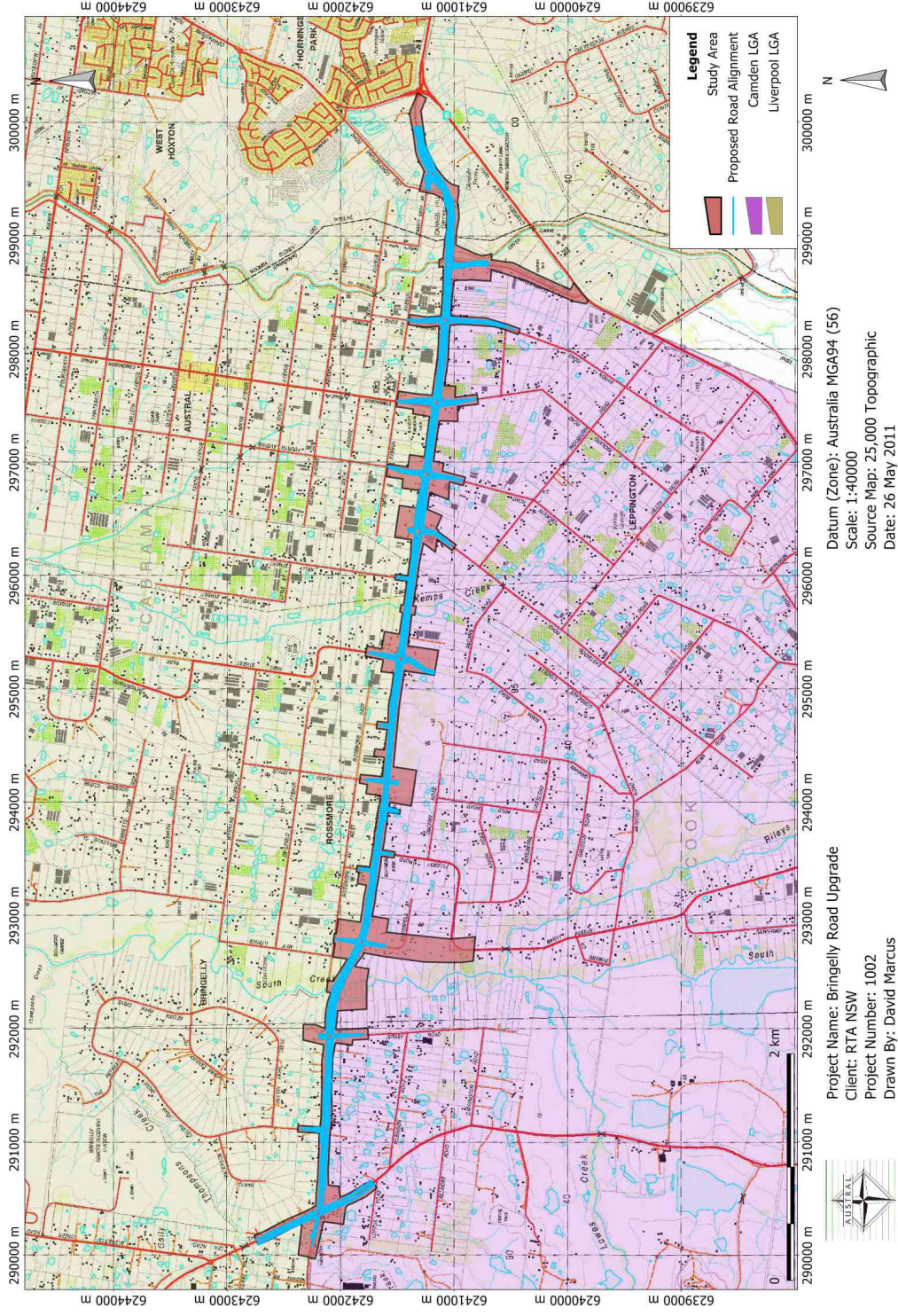


## 1 BACKGROUND

The NSW Roads and Traffic Authority (RTA) propose to undertake the widening and upgrade of a 10.1 km section of Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly.

Bringelly Road is located in the South West Growth Centre (SWGC) of Sydney between The Northern Road and the intersection of Cowpasture Road and Camden Valley Way at the eastern extent. Bringelly Road is located on the border between both Camden Council Local Government Area (LGA) and Liverpool City Council LGA and falls within both the Camden Council LGA and the Liverpool LGA (Figure 1.1). Bringelly Road is also located within the suburbs of West Hoxton, Austral, Leppington, Rossmore and Bringelly. Bringelly Road is categorised as a Principal Arterial Road within the South West Growth Centre Road Structure Plan.

As part of the development process, legislative requirements necessitate the preparation of a Review of Environmental Factors (REF) under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act); this is also in accordance with *State Environmental Planning Policy (Infrastructure) 2007*. As a result, Austral Archaeology Pty Ltd has been commissioned by the RTA to produce a Heritage Assessment of the Bringelly Road corridor. In addition the RTA has commissioned a Statement of Heritage Impact (SoHI) for the heritage listed W A Rogers House that addresses the possible impacts upon the house and its curtilage due to the Bringelly Road upgrade works.



**Figure 1.1:** Location Map for Bringelly Road Upgrade Study Area showing Camden Council LGA and Liverpool City Council LGA.



## 1.1 STUDY AREA

The Bringelly Road Upgrade study area falls within the Cumberland Plain region of Western Sydney, NSW. The region is generally flat to undulating and located within the South Creek sub-catchment of the Hawkesbury-Nepean with the eastern most section of the study area located within the Sydney Catchment.

The RTA Concept Design dated May 2011 that includes the entire study area for the Bringelly Road Upgrade extends 20 m west of the intersection at Bringelly Road and Camden Valley Way, Leppington along the existing route of Bringelly Road to 20 m west of the intersection to the west with The Northern Road, Bringelly, a total of 10.1 km in length. The Concept Design is reproduced in Figure 1.1 above.

## 1.2 LEGISLATION

The following section summarises the relevant statutory context, including heritage listings, Acts, and Environmental Planning Instruments (EPIs), which are relevant to the study area and the W A Rogers House.

The Bringelly Road Upgrade study area is located within the land defined by both the *Camden Local Environmental Plan 2010* and the *Liverpool Local Environmental Plan 2008*.

The W A Rogers House listed in the *Camden Local Environmental Plan (LEP) 2010* under “cottage” as Item No. 12 and is located within the study area at 1186 The Northern Road (Lot 4, DP 173593) Bringelly NSW 2556 (see Figure 1.2). The W A Rogers House is considered to be of Local Significance.

Heritage items are afforded protection by the *Camden LEP 2010* under Part 5.10 Heritage Conservation. Heritage items, heritage conservation areas and archaeological sites (if any) are shown on the Heritage Map in the LEP. The location and nature of any such item, area or site is also described in Schedule 5 Environmental Heritage.



**Figure 1.2:** Heritage listed W A Rogers House is located within the study area at 1186 The Northern Road (Lot 4, DP 173593), Bringelly (as indicated by orange outlined property). (Source: Sixviewer © NSW Department of Lands).

### 1.2.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

An Environmental Planning Instrument (EPI) is made under the *Environmental Planning and Assessment Act, 1979* (EPA Act). An EPI can be a Local Environmental Plan (LEP), a Development Control Plan (DCP), a Regional Environmental Plan (REP), or a State Environmental Planning Policy (SEPP). Please note that from the 1<sup>st</sup> July 2009, REPs were no longer part of the hierarchy of EPIs in NSW and existing REPs were from that date deemed to be SEPPs

The applicable EPIs in this instance are the:

- *Camden Local Environmental Plan 2010*
- *Camden Development Control Plan 2011*
- *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP 2007)

#### 1.2.1.1 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

In this instance however, the *State Environmental Planning Policy (Infrastructure) 2007* overrides the controls outlined in the *Camden DCP* and the *Camden LEP 2010*. Under this SEPP, the RTA is required to consult with the Councils on heritage matters that may "...have an impact that is not minor or inconsequential..." as stated in Clause 14 of the SEPP.

The ISEPP was gazetted in 2007 to streamline the development of infrastructure projects undertaken by state agencies. In most instances, where there is a clash with other planning instruments, the ISEPP 2007 prevails.

#### 1.2.1.2 CAMDEN DEVELOPMENT CONTROL PLAN (DCP) 2011 – PART B – GENERAL LAND USE CONTROLS – SECTION B3 – ENVIRONMENTAL HERITAGE – B3.1.5 CULTURAL AND VISUAL LANDSCAPES

A description of the Potential Heritage Items – Cultural and Visual Landscapes is included in the *Camden DCP* (2011: B42) as follows: 'the Camden area demonstrates a mixture of natural and cultural landscapes which are considered to be significant to the character of the area. These are most evident in iconic visual landscapes, views and vistas in the Camden LGA'. The Cultural and Visual Landscapes have been recognised in the DCP and are included in the table below.

Items within the study area that are included in the *Camden DCP 2011* Table B5 – Potential Heritage Items – Cultural and Visual Landscapes are shown below in Table 1.1:

**Table 1.1: Camden DCP 2011 Potential Heritage Items Cultural and Visual Landscapes.**

Suburb	Item Name	Address	View Description
Bringelly and Greendale	Cultural Landscape	Bringelly Road/Greendale Road	Rural Cultural Landscape
Camden to Leppington	Cultural Landscape	Camden Valley Way	The former "Cowpastures Road" road corridor including trees and sequential vistas and view corridors to historical properties and pastoral landscapes



**This report indicates the relevant clauses in the DCP and LEPs in regard to identified heritage items; however in this instance, Council's approval powers are over-ridden by the ISEPP 2007 and the RTA is just required to consult with the Council. See Recommendation 3 of this report.**

## **2 PROPOSED WORK**

The NSW Roads and Traffic Authority (RTA) propose to upgrade Bringelly Road between Camden Valley Way, Leppington and The Northern Road, Bringelly.

In its current condition, Bringelly Road provides one eastbound and one westbound lane as a two lane undivided carriageway, with the provision of one left hand slip lane into Cowpasture Road. The upgrade would provide four lanes for through traffic initially, with capacity to upgrade to six lanes in the future, and a posted speed limit of 80km/h.

The proposed road works would include the construction of signalised intersections; the construction of new bridges over the Sydney Water Supply Channel and South Creek as well as the upgrading of culverts located underneath the road carriageway. The upgrade would also provide shared pedestrian and bicycle paths and bus facilities.

The study area encompasses a corridor along Bringelly Road, generally between Camden Valley Way and The Northern Road, potentially affected by the upgrading works as shown in Figure 1.1.

The current Proposed Road Concept Design (dated May 2011) indicates that both Bringelly Road and The Northern Road are to be widened within the vicinity of the W A Rogers House.

Construction activities associated with the upgrade of The Northern Road that may have specific impacts upon the W A Rogers House would include the following:

- Excavation and disturbance of soils to allow for road construction.
- Landform alteration to allow for site preparation, battering of embankments, etc.
- Potential for the construction of access roads.
- Potential for excavated materials to be stockpiled on site.

The impacts to the local landscape due to location of stockpiles would be temporary and would be mitigated by landscaping following the completion of The Northern Road and Bringelly Road upgrade.

In the following section, an RTA Concept Design of the proposed Bringelly Road and The Northern Road upgrade is constantly referred to. The Concept Design, provided by the RTA for the purposes of this assessment, is entitled "Bringelly Road Upgrade from The Northern Road to Camden Valley Way - Proposed Road Concept Design May 2011". The Concept Design is reproduced in Figure 1.1.

## **3 HISTORY**

The house identified today as the W A Rogers house is located within the study area at 1186 The Northern Road (Lot 4, DP 173593) in Bringelly. The house was built on land first granted to William Hutchinson on 13<sup>th</sup> January 1818 as shown in Figure 3.1 (Bringelly Historic Notes). The immediate area of Bringelly village consisted of a number of grants held by William Hutchinson (Deposited Plan 2650 Application 8264 1550ac) and known as "Cowpasture Farms" (see Figure 3.1) which was a speculative venture to be let to tenant farmers (Perumal Murphy 1990: 13). Eventually, Hutchinson's holdings were subdivided into separate titles which were then later re-subdivided again as shown in Figures 3.2 and 3.3 (Perumal Murphy 1990: 21).

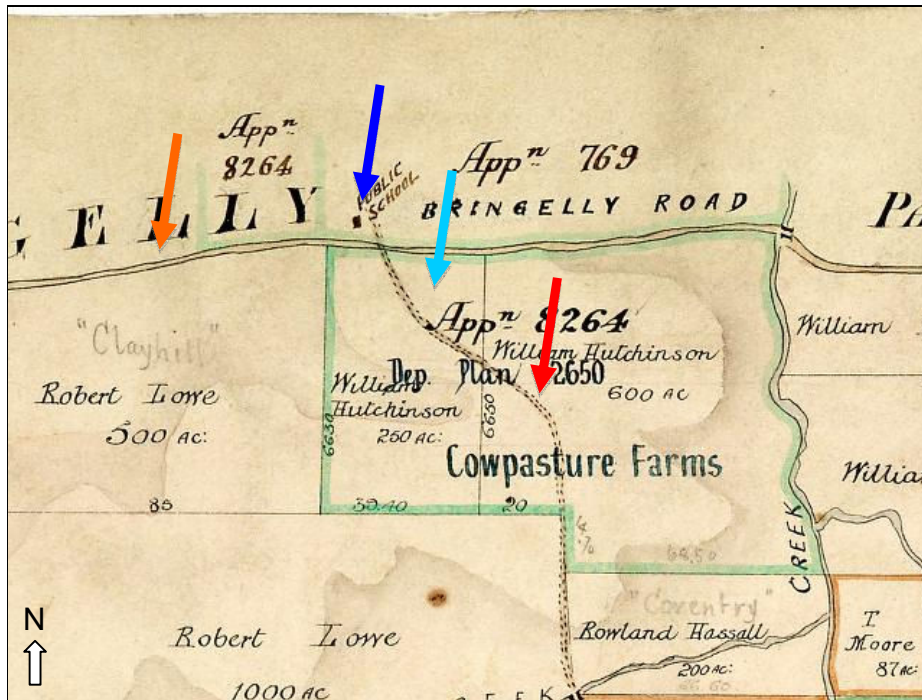


Figure 3.1: Detail from the Parish Map of Bringelly (c. 1909) showing part of William Hutchinson's holding "Cowpasture Farms" with the location of the house of W A Rogers (indicated by light blue arrow) located south of Bringelly Road. Bringelly Road indicated by orange arrow, Bringelly Public School indicated by dark blue arrow and The Northern Road indicated by red arrow. (Source: Department of Lands Parish Maps 14069601).

**THE COWPASTURE ESTATE**

**AND**

**CECIL PARK FARMS**

For Auction Sale  
 AT THE PARISH HALL  
**ROSSMORE**  
 OR  
**SATURDAY**  
**31<sup>ST</sup> MARCH 1906**  
 AT 3 P.M.  
**RAINE & HORNE**  
 AUCTIONEERS  
 86 PITT ST SYDNEY

By order of **THE PERPETUAL TRUSTEE COY LTD.**  
 EXECUTORS & TRUSTEES UNDER THE WILL OF THE LATE T. H. KELLY.

**TORRENS TITLE**

**TERMS**  
 One fifth cash and the balance in eight equal half-yearly payments bearing interest at the rate of 5% from date of contract, calculated on the balance owing from time to time. The purchaser to have the right of paying off the whole amount at any time with interest to date of such payment.

Note Shaded Lots are Sold.

Sole Auctioneer  
**S. R. DORRIS**  
 Auctioneer  
 86 Pitt Street  
 Sydney

Sketch

CECIL PARK FARMS

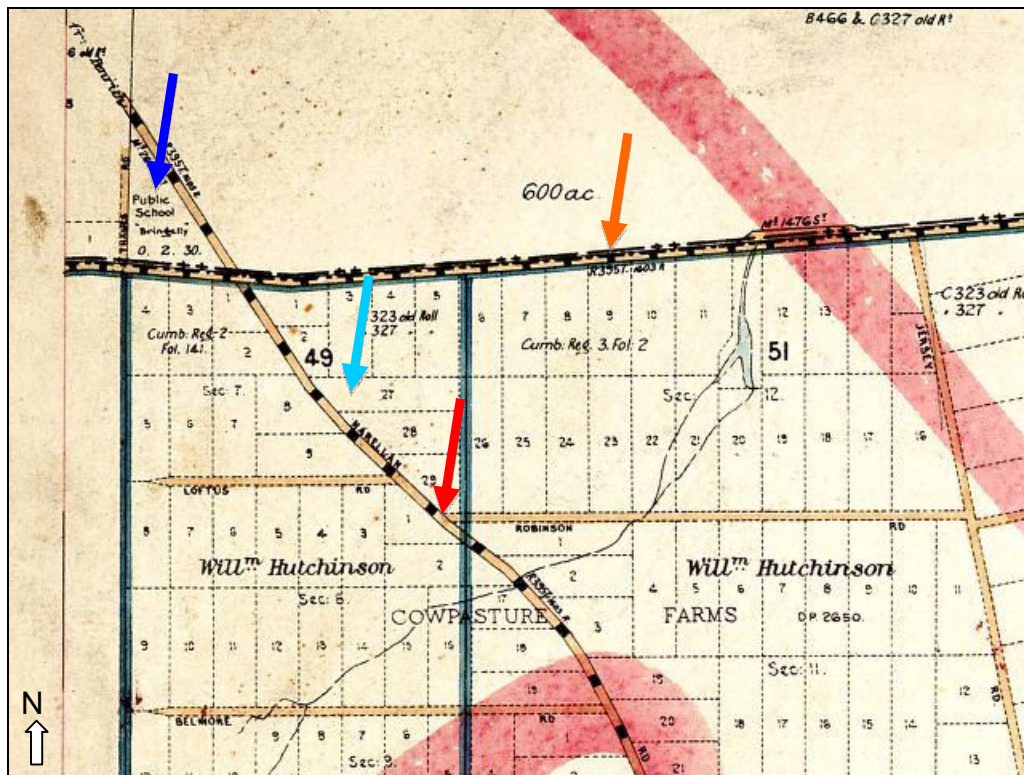
DENGATE

JOSEPH THOMPSON  
 Valuer & Assessor  
 86 Pitt Street  
 Sydney

Note. All areas & descriptions subject to Department Plan.

Figure 3.2: Advertisement for the Cowpasture Estate land sale from The Perpetual Trustee Co Ltd with the location of the house of W A Rogers (indicated by light blue arrow). Dated March 1906. (Source: Sydney Subdivision Plans – Mitchell Library L/10/17).





**Figure 3.3:** Detail from the Parish Map of Bringelly (c. 1914) showing the later subdivision of William Hutchinson's holding "Cowpasture Farms" with the location of the house of W A Rogers (indicated by light blue arrow). Bringelly Road indicated by orange arrow, Bringelly Public School indicated by dark blue arrow and The Northern Road indicated by red arrow. (Source: Department of Lands Parish Maps 14090501).

The W A Rogers house, built in 1923 as the Shire Clerk's residence, was located across the road from the Nepean Shire Council Chambers located at 1185 The Northern Road (Lot 21 DP 531414 - see Figure 3.4). John Karl Gwynne Williams was recorded to be the Shire Clerk on the Certificate of Custodian of Deeds No. BY86640 dated 9<sup>th</sup> April 1929 by the Registrar General as stated on the Certificate of Title (Volume 1265 Folio 29) for Lot 2 DP 918331, the location of the early Bringelly Methodist/Wesleyan Church. The house has been owned by the current owners – the Rogers – since 1950 (Pers. comm. Mrs Rogers, 1186 The Northern Rd, Bringelly 16 Feb 2010) with the Registered Proprietor listed in the Certificate of Title (Volume 3429 Folio 151) in the name of Mrs Valerie Rogers. The Methodist/Wesleyan Church previously located on Lot 2 DP 918331 in Bringelly was situated at the corner of Bringelly Road and Northern Road (see Figure 3.4), just to the north of the Edwardian house owned by the Rogers (Cuthe 1978: 46).

The W A Rogers House is shown in an aerial photograph (1947) of Bringelly Village and its immediate surroundings.





**Figure 3.4:** Aerial photograph (1947) of Bringelly Village and immediate surroundings showing location of house of W A Rogers in relation to Bringelly Village. (Source: Department of Lands Liverpool Co. Cumberland Run 23 Jan. 47).

#### 4 SITE ANALYSIS

The study area had previously been examined as part of earlier heritage studies. These include the South Creek Valley Heritage Study undertaken by Perumal Murphy (1990), the Liverpool Heritage Study by Neustein & Associates (1992), the Thematic History of the City of Liverpool undertaken by Terry Kass (2004), the Liverpool Heritage Study Review by FORM Architects Aust Pty Ltd (2005) and the Camden Council Heritage Study Review (2006). These studies resulted in some buildings being listed in the Local Environment Plans of Camden and Liverpool City Councils.

#### 4.1 INSPECTION OF W A ROGERS HOUSE

The site survey was undertaken in three stages – an initial inspection of the study area by car on 14 January 2010 to gain an appreciation of the area and to inspect the identified local and state registered heritage items, and a two day field study (16 and 18 February 2010) where more detailed inspections of potential heritage items were undertaken.

In July 2010, the RTA enlarged the existing study area surveyed earlier in the year and therefore another field study was undertaken on 22 July 2010 with the survey results included within this report.

Further fieldwork was undertaken on the 22 July 2010, 27 January 2011 and 25 May 2011 due to ongoing changes to the scope of the RTA proposed concept design with the survey results included within the main report and SoHIs.

The home belonging to W A Rogers Pty Ltd is representative of a modest, standard Edwardian style house built of brick with an iron roof. The house is set back from the roadway with the residence's main orientation being to the north, towards Bringelly Road with the entrance to the driveway positioned on The Northern Road. The house mostly remains in original form with slight alterations and is in good condition. The home is significant as an example of one of the few recognisable Edwardian or Federation period homes to survive in good condition and relatively intact in Bringelly village.

Other than the Bellfield Farm Group, which is thought to date from the 1840s, the oldest listed residences located within the study area appear to be Allenby (a circa 1920 house located at 661 Bringelly Road) and this house (1923) – both of which are locally heritage listed.



**Figure 4.1:** The LEP heritage listed house and grounds at 1186 The Northern Road (Rogers) (Lot 4 DP 173593). Originally the Shire Clerk's residence, this is a good example of an Edwardian house and outbuildings. Left view is to southwest while right view is to southeast and shows detached garage. White arrow indicates North. Source Austral Archaeology Pty Ltd DSCN 5411, 5413.



**Figure 4.2:** The LEP heritage listed house and grounds at 1186 The Northern Road (Rogers) (Lot 4 DP 173593). Left view is to southeast while right view is to west. White arrow indicates North. Source Austral Archaeology Pty Ltd DSCN 5412, 3030360.



**Figure 4.3:** The driveway entrance to the W A Rogers House on The Northern Road featuring red brick pillars and a simple post and rail fence. White arrow indicates North. Source Austral Archaeology Pty Ltd DSCN 3030367.





**Figure 4.4:** Photo on the left shows the entranceway to 1186 The Northern Road (W A Rogers House) in relation to The Northern Road. Photo on the right shows a close up of the entranceway brick pillar and fence bordering The Northern Road. White arrow indicates North. Source Austral Archaeology Pty Ltd DSCN 013, 014.

## 5 HISTORICAL THEMES

The Heritage Council of NSW identifies a variety of Australian and NSW historical themes via which the historical and/or archaeological record of a site can be interpreted. The use of historical themes is valuable in order to provide a basis for comparison between different sites which demonstrate the same historical themes. Historical themes also allow the site to be placed within a local, state, and national historical context. In the case of the W A Rogers House some of the themes that could be relevant to investigations (as shown in Table 5.1) are those which reflect and relate to the evolution of the site and its usage over time. These might include:

**Table 5.1: W A Rogers House Historical Themes.**

Australian Theme	New South Wales Theme	Local Theme
Developing local, regional and national economies	Agriculture/Pastoralism	Remnant rural landscape comprising agricultural and pastoral fields and prominent houses
Governing - Governing	Government and Administration – activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs – includes both principled and corrupt activities	Developing local government authorities
Phases of Life – Marking the phases of life	Persons – activities of, and associations with, identifiable individuals, families and communal groups	Associations with William Hutchinson and local Shire Clerks



The twin themes of 'Agriculture' and 'Pastoralism' relate to the late eighteenth, nineteenth and twentieth century usage of the study area for a variety of farming and pastoral activities that contributes to the rural character of the landscape surrounding the W A Rogers House.

The local theme of 'Remnant rural landscape comprising agricultural and pastoral fields and prominent houses' applies to the W A Rogers House as it is situated on land that was previously leased in the late nineteenth and early twentieth century to local graziers for pastoral activities before being subdivided in the twentieth century.

As much of the study area relates to both of the themes of 'Agriculture' and 'Pastoralism', there is the potential to learn from archaeological research in relation to the themes of agriculture and pastoralism.

The W A Rogers House was associated with William Hutchinson who held a number of land grants in the Bringelly area known as "Cowpasture Farms" which resulted in the subdivision of the land to be let to tenant farmers during the late nineteenth and early twentieth centuries. In 1817, Hutchinson was appointed a Director of the new Bank of New South Wales and was also known for his other business ventures as well as becoming a well-known landlord in Sydney.

The theme of 'Governing' relates to the New South Wales theme of government and administration and the local theme in relation to the establishment of the Shire of Nepean Council. The Shire of Nepean consisted of the districts of Cobbity, Hoxton Park, Austral, parts of Luddenham and Narellan (Cuthel 1978: 51). The Nepean Shire Council was formed in 1906 after the ratification of the Local Government Act of the same year. Prior to the formation of the Nepean Shire Council, this area had not been bound to any municipality or council (Cuthel 1978: 51). The Shire Council continued the administration of the district until 31<sup>st</sup> December 1948, when the district was divided between Liverpool, Penrith and Camden Councils (Cuthel 1978: 51). The W A Rogers house, built in 1923 as the Shire Clerk's residence, was located across the road from the Nepean Shire Council Chambers located at 1185 The Northern Road (Lot 21 DP 531414). John Karl Gwynne Williams was recorded to be the Shire Clerk on the Certificate of Custodian of Deeds No. BY86640 dated 9<sup>th</sup> April 1929 by the Registrar General as stated on the Certificate of Title (Volume 1265 Folio 29) for Lot 2 DP 918331, the location of the early Bringelly Methodist/Wesleyan Church. The W A Rogers house is therefore relevant to both the theme of 'Governing' as well as the theme of 'Persons - identifiable individuals' in regards to the house being a previous residence for the Nepean Shire Council Clerks.

## **6 ASSESSMENT OF SIGNIFICANCE**

### **6.1 INTRODUCTION**

An assessment of cultural significance seeks to establish the importance that a place has to the community. The concept of cultural significance is intrinsically tied to the fabric of the place, its history, setting and its relationship to other items in its surrounds and the response it evokes from the community.

The assessment of cultural significance with respect to archaeological sites can present difficulties because the nature and extent of the "relics" are often indeterminate and value judgements therefore need to be made on the basis of potential attributes. The element of judgement can be greatly reduced by historical or other research, as has been completed for the current study. Archaeological deposits and features provide important evidence of the history and settlement of New South Wales. These heritage items may include deposits containing material culture (artefacts) that can be analysed to yield information regarding early urban development that is unavailable from other sources. Archaeological investigations can reveal much about technology, industry, past economic and social conditions and people's lives.

Sites that contain these elements therefore have scientific value that may be of considerable significance when analysed in association with documentary evidence. It is through this potential to reveal information about the past use of a place that archaeological sites have heritage significance.

## **6.2 BASIS FOR ASSESSMENT**

The Burra Charter of Australia ICOMOS was formulated in 1979 (revised 1999), based largely on the Venice Charter (for International Heritage) of 1966. The Burra Charter is the standard adopted by most heritage practitioners in Australia. The Charter divides significance into four categories for the purpose of assessment. They are: Aesthetic, Historical, Scientific/Technical, and Social significance.

The Heritage Council of NSW has established a set of seven criteria to be used in assessing cultural heritage significance in NSW. These are published in the Heritage Council's *Assessing Heritage Significance* guidelines (2001). The Heritage Council's criteria incorporate those of the Burra Charter, but are expanded to include rarity, representative value, and associative value.

In order to assess the rarity and representative value of the site, a comparative analysis with similar sites is critical (Section 6.3 below). The identification of historical themes (Section 5.0) is important to establish the parameters of the comparative analysis.

## **6.3 COMPARATIVE ANALYSIS**

A number of heritage investigations have been undertaken in the areas surrounding the suburbs of Bringelly, Rossmore and Leppington, located within the current study area of the Bringelly Road Upgrade. Most of the reports have included a historical and archaeological assessment that have related to the heritage significance of historical items throughout the area.

Following are brief descriptions of the investigations which are relevant to the W A Rogers House:

### **6.3.1 A HISTORY OF THE SUBURBS OF LIVERPOOL**

A summary outlining a brief history of the early settlement of the suburbs in the Liverpool region was undertaken by L. Tan in 1979 which includes the suburb of Bringelly and is relevant to the W A Rogers House.

### **6.3.2 SOUTH CREEK VALLEY HERITAGE STUDY – FINAL REPORT**

Perumal Murphy Pty Ltd undertook a study of the environmental heritage of the South Creek Valley in 1990 on behalf of the Department of Planning in order to provide information to the department for the future implementation of the urban release of land in the South Creek catchment area. The study area included the greater part of South Creek's natural drainage basin, excluding the site proposed for Badgery's Creek airport.

The objectives of the report were to identify and analyse the environmental heritage of South Creek Valley as well as to make recommendations for the conservation and management of the environmental heritage in a regional environmental plan (Perumal Murphy 1990: 6).

The study was divided into components consisting of the thematic history, inventory, analysis and planning and implementation of the South Creek Valley study area.

The study area of the Bringelly Road Upgrade falls within the South Creek Valley region and items and sites of heritage significance were identified within this report that are relevant to the Bringelly Road study area. The W A Rogers House is included in the Inventory Forms (Item B7) of The South Creek Valley Heritage Study.

### **6.3.3 LIVERPOOL HERITAGE STUDY**

A heritage study of the City of Liverpool was prepared by Neustein & Associates in 1992 on behalf of the Liverpool City Council. Section 6 'Urban Form' of the study included an analysis of the history of the growth of Liverpool; an appraisal of the residential settlements developed some distance from the town of Liverpool and the settlement of the rural district within the South Creek valley. Historic information on the successive subdivisions of land from the original land grants into smaller farming units located within the suburbs such as Bringelly is relevant to W A Rogers House.

#### **6.3.4 SUMMARY**

The reports discussed above in Section 6.3.1, 6.3.2, and 6.3.3 was helpful in gaining an overview of the historical significance of items/elements of the Camden Local Government Area.

### **6.4 SIGNIFICANCE ASSESSMENT**

#### **6.4.1 ASSESSMENT CRITERIA**

The following section addresses the significance of the heritage resources of the study area in accordance with the criteria specified in the Heritage Council's *Assessing Heritage Significance* guidelines (2001). Where items have an existing significance assessment and/or statement it has been quoted below with the source given at the end of the entry.

#### **6.4.2 HOUSE (W A ROGERS PTY LTD)**

##### **CRITERION (A) (HISTORIC)**

***AN ITEM IS IMPORTANT IN THE COURSE, OR PATTERN, OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

This house is situated on land originally owned by William Hutchinson whose property was known as the "Cowpasture Farms", one of the earliest land grants in Bringelly and demonstrates the history of settlement of Bringelly village. It was built in 1923 as the Shire Clerk's residence.

- The house is of Local Historic significance.

##### **CRITERION (B) (ASSOCIATIVE)**

***AN ITEM HAS STRONG OR SPECIAL ASSOCIATION WITH THE LIFE OR WORKS OF A PERSON, OR GROUP OF PERSONS, OF IMPORTANCE IN NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

The site is associated with William Hutchinson.

- The house is of Local Associative significance.

##### **CRITERION (C) (AESTHETIC)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING AESTHETIC CHARACTERISTICS AND/OR A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT IN NSW (OR THE LOCAL AREA)***

The site consists of an Edwardian style house and outbuildings set well back from the roadway and is aesthetically pleasing.

- The house is of Local Aesthetic significance.

##### **CRITERION (E) (SCIENTIFIC)**

***AN ITEM HAS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

There is the potential to gain information about the site from further archaeological, architectural and documentary research.

- The potential archaeological resource of the site is of Local Scientific significance.

##### **CRITERION (F) (RARITY)**

***AN ITEM POSSESSES UNCOMMON, RARE OR ENDANGERED ASPECTS OF NSW'S CULTURAL OR NATURAL HISTORY (OR THE CULTURAL OR NATURAL HISTORY OF THE LOCAL AREA)***

In 1990 the site was assessed (Perumal Murphy B7) to demonstrate rarity as being one of the best Federation period houses to survive in good condition in Bringelly village.

- The house has Local Rarity value.

**CRITERION (G)**

**(REPRESENTATIVENESS)**

***AN ITEM IS IMPORTANT IN DEMONSTRATING THE PRINCIPAL CHARACTERISTICS OF A CLASS OF NSW'S***

- ***CULTURAL OR NATURAL PLACES; OR***
- ***CULTURAL OR NATURAL ENVIRONMENTS.***

***(OR A CLASS OF THE LOCAL AREA'S***

- ***CULTURAL OR NATURAL PLACES; OR***
- ***CULTURAL OR NATURAL ENVIRONMENTS.)***

The site is a representative example of an Edwardian or Federation style house.

- The house has Local Representative value.

**STATEMENT OF SIGNIFICANCE**

The home belonging to W A Rogers Pty Ltd is representative of a modest, standard Edwardian style house built of brick with an iron roof. It was originally built for the Shire Clerk in 1923. The house mostly remains in original form with slight alterations and is in good condition. The home is significant as an example of one of the few recognisable Edwardian or Federation period homes to survive in good condition and relatively intact in Bringelly village. The W A Rogers Pty Ltd home site has been assessed as being Locally significant. (Source for this entry: Perumal Murphy 1990: B7).

**7 ASSESSMENT OF IMPACT**

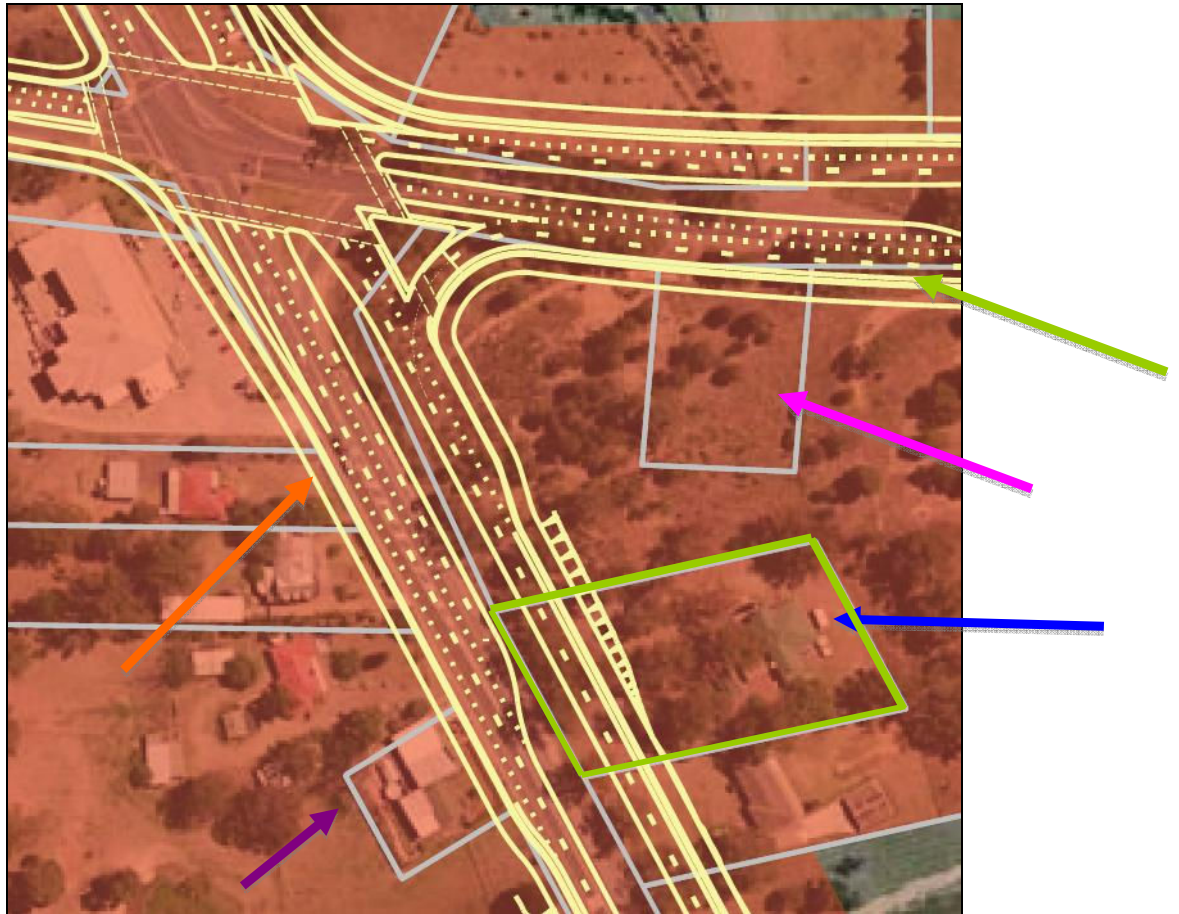
This section identifies the predicted impact of the proposed works on the W A Rogers house.

**7.1 W A ROGERS HOUSE**

This house is identified as a heritage item in the *Camden LEP 2010*. The Northern Road widening would encroach substantially upon the house and garage but there would not be a direct impact on these items; there would however be a loss of amenity through aural and visual impacts. The mature roadside trees and some of those in the front yard would be directly impacted by the widening, as would the front fence and brick pillars.

The large reduction in the size of the front yard of the property and removal of the fencing, brick pillars and mature trees would result in visual impacts to the house and its setting.





**Figure 7.1:** Concept design of Bringelly Road and The Northern Road upgrade showing study area (indicated by yellow and red shaded area) at the intersection of Bringelly Road (indicated by green arrow) and The Northern Road (indicated by orange arrow) that includes the heritage item located at 1186 The Northern Road (Lot 4 DP 173593) (W A Rogers House) as indicated by blue arrow. Note the former location of the Wesleyan/Methodist Church, 991 Bringelly Road (Lot 2 DP 918331) as indicated by the pink arrow and the location of the former Nepean Shire Council Chambers building, 1185 The Northern Road (Lot 21 DP 531414) as indicated by the purple arrow. (Source: RTA Proposed Concept Plan May 2011).



**Figure 7.2:** Location of listed heritage house (W A Rogers House) at 1186 The Northern Road (Lot 4 DP 173593) and impact of proposed road works. The existing allotment boundary is indicated in green. The house and garage would not be directly impacted however the relocation of the brick pillars (indicated by blue circle) and fence in the driveway entrance located along The Northern Road would be required as well as the removal of some of the trees in the front yard and along the eastern side of The Northern Road. (Source: RTA Proposed Concept Design May 2011).

## 7.2 ASSESSMENT OF IMPACT SUMMARY

The potential heritage impact of the proposed development is considered below utilising the format recommended in the *NSW Heritage Manual* guidelines document 'Statements of Heritage Impact'.

### ***WHAT ASPECTS OF THE PROPOSAL RESPECT OR ENHANCE THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?***

Whilst the proposal does not enhance the heritage significance of the W A Rogers House, it arguably does respect its significance to a degree by minimising the degree of impact required to achieve the necessary upgrade requirements.

### ***WHAT ASPECTS OF THE PROPOSAL COULD HAVE A DETRIMENTAL EFFECT ON THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?***

The proposal requires the widening of Bringelly Road and The Northern Road which would widen the old alignment and in the case of some of the Local heritage items such as the W A Rogers House, it would bring the road boundary closer to the listed structures. There would be a large reduction in the size of the front yard of the property and removal of mature trees resulting in loss of curtilage and visual impacts to the house and its setting.

The necessary foreshortening of the driveway and the boundary of the W A Rogers House that has a long setback from The Northern Road would diminish the significance of its setting.

Direct impacts on the heritage significance of the W A Rogers House would be confined to the driveway entrance which requires the removal of the brick pillars and fence located along The

Northern Road and removal of the roadside trees and those in the front yard. The fencing however could be relocated to the new boundary and this would mitigate the impact to some degree.

**HAVE MORE SYMPATHETIC OPTIONS BEEN CONSIDERED AND DISCOUNTED?**

Yes. Although the road upgrade has been planned for a number of years, alternative routes were considered as part of the current planning exercise. In the case of the W A Rogers House, there are no viable alternatives if the required degree of road widening is to be achieved.

**Table 7.1: W A Rogers House Summary of Impacts Table.**

Element	Significance of Element	Physical Impact	Visual Impact	Heritage Impact
House	High	No direct impact	Yes	Minimal impact (some loss of curtilage) would not adversely affect the heritage significance of the item.
Brick pillars and fence (driveway entrance)	Low	Impact from road widening and relocation of elements required	NA	Relocation of the entrance way elements would not adversely affect the heritage significance of the house.
Setting	High	Possible impact from road widening	Yes	Some loss of curtilage. Minimal impact would not adversely affect the overall heritage significance of the house and setting.

**7.3 MITIGATION OF DEVELOPMENT IMPACT/STATEMENT OF COMMITMENT**

The RTA has undertaken to meet all statutory requirements in regard to the known heritage issues to ensure that the historic cultural heritage values of the study area are identified and maintained as far as possible within the essential development parameters. At the W A Rogers House mitigative measures including the relocation of the brick pillars and fence should be undertaken prior to construction works to minimise any impacts to these items. An exclusion zone should then be created surrounding the curtilage of the heritage listed property prior to and during construction works.

Mitigative measures are to be addressed in the Construction Environmental Management Plan (CEMP) which would be compiled during the detailed design phase of the Bringelly Road Upgrade works. The timing for the construction at the western end of Bringelly Road (beyond King Street to The Northern Road intersection) is unknown at this time and is estimated to be approximately 10+ years.

**7.4 PREDICTED OUTCOME**

The proposed development programme would generally have only localised impacts within the Bringelly Road and The Northern Road corridors. In the case of the W A Rogers House, the impacts would mainly be visual, the loss of some of the curtilage and confined to the widening of the road alignment itself. Currently there is an 8 metre cleared area (road verge/nature strip) between the fence line and the existing alignment of The Northern Road which should reduce the loss in curtilage to the W A Rogers House due to the road upgrade (see Figure 4.4).

**8 CONCLUSIONS AND RECOMMENDATIONS**

Having reviewed the history of the study area, as well as having assessed its significance and archaeological potential it is concluded that the proposed road widening of Bringelly Road and The Northern Road is likely to have a low impact on the overall heritage values of the study area and have mainly visual impacts and cause some loss of amenity to the W A Rogers House.

The section of the curtilage of the W A Rogers House that is to be impacted by the proposed The Northern Road upgrade works has been assessed to have low archaeological potential.

It is considered that the impacts can be adequately managed through the mitigative actions recommended below and that the benefits to the community through the widening of Bringelly Road and The Northern Road are likely to outweigh the adverse impacts to the heritage values of the area.

**RECOMMENDATIONS:**

33. The RTA should endeavour to minimise any impacts to the W A Rogers House and its curtilage when undertaking works for the proposed Bringelly Road and The Northern Road widening.
34. Mitigative measures such as the relocation of the brick pillars and fencing located at the entrance of the W A Rogers House to the new front property boundary should be undertaken prior to the commencement of construction works to minimise any impacts to these items. An exclusion zone should then be created surrounding the curtilage of the heritage listed property prior to and during construction works.
35. This Statement of Heritage Impact has found that impacts to the W A Rogers House are likely to be minor. As such there is no requirement for the RTA to further consult with the Camden Council. Provision of a copy of this SoHI to the Council however, would constitute best heritage management practice.
36. As required by the *NSW Heritage Act 1977*, if historical archaeological relics not predicted by this report are found during the works, all works in the immediate vicinity are to cease immediately and a qualified archaeologist be contacted to assess the situation and consult with the Heritage Branch, in the Office of Environment and Heritage regarding the most appropriate course of action. It is also recommended that all construction personnel should undertake a heritage induction prior to construction works commencing.
37. In the event that Aboriginal cultural deposits and/or objects are encountered, all excavation work in the immediate vicinity is to be halted. The client should then consult with an archaeologist and the Office of Environment and Heritage (formerly referred to as the Department of Environment, Climate Change and Water) to determine an appropriate course of action.