CAMPBELLTOWN ROAD UPGRADE

LANDSCAPE HERITAGE ASSESSMENT

OCTOBER 2013

Report to:

RMS

JOB NO: 13-106S

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Executive summary

Taylor Brammer Landscape Architects Pty Ltd has been engaged by Roads and Maritime Services (RMS) to prepare a heritage landscape assessment for Campbelltown Road between the Cross Roads at Casula and Brooks Road at Denham Court. This assessment will inform the decision on the Review of Environmental Factors (REF) being prepared by RMS for the proposed upgrade of Campbelltown Road. This assessment is to be read in conjunction with *Campbelltown Road Upgrade – Camden Valley Way to Brooks Road Non Aboriginal Heritage Assessment and Statement of Heritage Impacts* (Artefact 2013a) and *Supplementary Statement of Heritage Impact for Campbelltown Road Upgrade* (Artefact 2013b).

Campbelltown Road was for a period of time part of the Great Southern Road and provided an alternative to Cowpastures Road and Camden Valley Way, these roads also known as the Great Southern Road. The way by Cowpastures Road led through the higher ground of the Razorback Range while the alternative of Campbelltown Road stayed largely close to Bunbury Curran Creek and would have come boggier more readily. Campbelltown Road predated the Great Southern Road and there is no evidence that the road was upgraded along the lines of the newly built sections of the great roads.

Much of the existing road within the study area follows its original alignment; however, the landscape through which the road passes has experienced evolutionary change. Originally wooded hills, substantial clearing in Colonial times during the late 18th and early 19th centuries led to a characteristic 19th century Cumberland Plain landscape of cleared pasture, rolling hills and remnant groups of trees. The establishment of the Ingleburn Army Camp during WWII marked a substantial institutional use to the area. In the latter part of the 20th century, changes in landuse to more recreational uses has occurred and with these different uses, the landscape has evolved. An example of this has been the regrowth of native vegetation along Campbelltown Road and the development of a cultural landscape of both native and exotic species across the extent of the former army camp. Native trees, shrubs and grasses have colonised the road reserve leading to a strongly enclosed visual character in the location of the former camp. This visual character also extends to the present location of Ingleburn Gardens, a contemporary residential development.

This consolidation and growth of roadside vegetation, combined with fencing and cultural plantings within adjacent properties such as Denham Court, has led to restricted view lines from the road, varying the visual relationship of the road and its surroundings to a more constrained and focused environment. In relation to the Denham Court homestead, the visual relationship of the house and garden to the road has been retained by clear sight lines under the existing boundary tree planting and low fencing. This visual relationship is more typical of the landscape patterns of the 19th century than much of the study area. To the south of the intersection between Campbelltown Road and Denham Court Road, views are gained of

the landscape over the adjacent pastoral landscape as the road traverses the ridge leading to the Hume Highway; this character is typical of the landscape patterns of the 19th century.

Key recommendations are as follows:

- Retain the relationship of the road with its immediate landscape setting.
- Recognise the historic role of the road as an early road of the area connecting Campbelltown to the Camden Valley Way and the former Great Southern Road.
- Retain the relationship of the road with the State significant former Ingleburn Army Camp and its immediate surroundings.
- Retain the social and historic association of the State significant Denham Court House with the road by retaining the visual connection of the house and garden with the tree-lined road.
- Retain the tree-lined character of the road with an emphasis on the intensification of the vegetated form associated with the former Ingleburn Army Barracks.
- Retain the section of road to the south of the intersection of Denham Court Road and Campbelltown Road in its present character as an opportunity to interpret the 19th century pastoral patterns of the place.
- All substantial roadside vegetation should be retained where possible. New plantings of native Eucalypts should be undertaken to maintain an informal presence to the road and to acknowledge the existing relationship of the road and its surroundings.
- The pastoral land use patterns should be retained where possible as evidence of the 19th Century historic and aesthetic values of place as it is visually prominent and has a strong association with the road in its present form.
- That the natural vegetation patterns of Cumberland Woodland and Alluvial Woodland be retained where possible for scientific values as remnant natural vegetation stands of the Cumberland Plain.
- RMS should consider the inclusion of Campbelltown Road (or a portion thereof) on its s170 Heritage and Conservation Register.

Documentation Register

ISSUE	ISSUE DATE	ISSUED TO
Issue P1	17 September 2013	RMS
Issue P2	10 October 2013	RMS
Issue P3	15 October 2013	RMS
Issue P4	29 October 2013	RMS

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1 Introduction

1.1 Preamble / author & client identification

This report provides a landscape heritage assessment of Campbelltown Road, focusing on the area between The Cross Roads at Casula and Brooks Road at Denham Court. This report involves the assessment of the existing Campbelltown Road and its relationship to the surrounding landscape and is to be read in conjunction with *Campbelltown Road Upgrade – Camden Valley Way to Brooks Road Non Aboriginal Heritage Assessment and Statement of Heritage Impacts* (Artefact 2013a), *Supplementary Statement of Heritage Impact for Campbelltown Road Upgrade* (Artefact 2013b), and other relevant reports that have been prepared by specialist consultants in relation to the road.

Taylor Brammer Landscape Architects Pty Ltd has been engaged by Roads and Maritime Services (RMS) to prepare a heritage landscape assessment. The author of this report is D. Matthew Taylor, BLArch MBEnv (Cons) AILA Registered Landscape Architect and specialist heritage landscape consultant with Dr. Roy Lumby providing background research on the road and its environs.

1.2 Study area identification

The study area for this report includes Campbelltown Road and its immediate environs between the Cross Roads at Casula and the Hume Highway at Denham Court (**Figures 1** and **2**). The proposal area for the widening of Campbelltown Road is contained within the study area, and extends from the Cross Roads in the north to the intersection of Brooks Road in the south.

The study area incorporates the road and its associated landscape elements, particularly the State Heritage Register-listed items of Denham Court homestead and the Ingleburn Military Heritage Precinct and Mont St Quentin Oval. Where large-scale natural features such as hills or creeks abut or are outside the nominated study area, these landscape components are noted as a landscape feature and are incorporated for their aesthetic importance. It is noted that the established roadside trees within much of the road corridor constrain views out to the surrounding landscape in the study area.

Figure 1 Regional context of Campbelltown Road (SIX Lite- Land and Property Information).

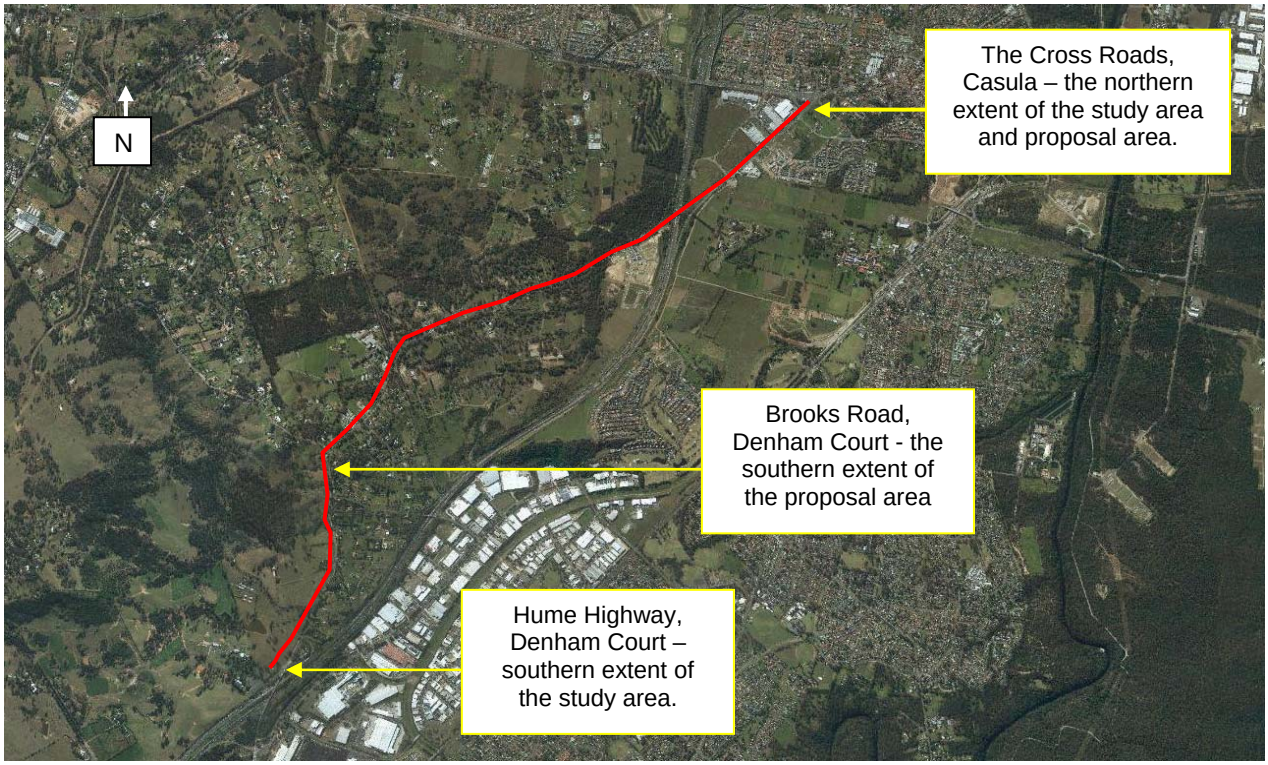


Figure 2 Aerial view of the study area (in red) - Campbelltown Road from The Cross Roads, Casula to Hume Highway, Denham Court. The proposal area is located between The Cross Roads in the north and Brooks Road in the south.
(SIX Lite- Land and Property Information).

1.3 Objectives

The objectives of this report are to identify and assess the heritage significance of Campbelltown Road, with consideration given to its relationship with the surrounding landscape, and where required, to provide appropriate heritage conservation recommendations.

1.4 Summary of previous work

In April 2013, Artefact Pty Ltd prepared a Non-Aboriginal Heritage Assessment and Statement of Heritage Impact for the proposal area as part of the environmental impact assessment of the proposed Campbelltown Road Upgrade. That report forms Appendix M of RMS' *Campbelltown Road Upgrade: Camden Valley Way to Brooks Road, Review of Environmental Factors Report* (April 2013). It is the intention of this report that the description and discussion of heritage items addressed by Artefact Pty Ltd will be referred to but not repeated verbatim, where relevant.

1.5 Assessment tasks

The tasks identified for this report were the following:

- Assess the heritage significance of Campbelltown Road and its associated landscape elements. While the assessment focus is on the proposal area, it also considers the route and the road in its entirety. Associated landscape elements include the built environment and the natural environment. The current trafficked road is the subject of this assessment; however, an understanding of bypassed sections (if any) are relevant to discussing the survival of fabric.
- Identify any components that may contribute to the overall heritage significance of Campbelltown Road, and assign to them a grading of significance in accordance with the Heritage Office's 'Assessing Heritage Significance' (NSW Heritage Office 2001).
- Describe the development of the road, and modifications that have occurred over time (e.g. change of alignment).
- Undertake a comparative analysis of other similar historic roads, to assist in determining the significance of Campbelltown Road.
- Undertake an assessment of the possible survival and archaeological potential of the original road fabric and its associated elements.

1.6 Research methods

The methods used in the assessment of the landscape heritage were to review and supplement the thematic history prepared by Artefact Pty Ltd. Further reference is made to *Ingleburn Defence Site:*

Heritage Analysis prepared by Godden Mackay Logan in 2001 and *Edmondson Park South Part 3A Concept Plan – Statement of Heritage Impacts* prepared by Tanner Architects in 2010 in relation to the former Army Camp at Ingleburn. Further, a *Landscape Character and Visual Impact Assessment- Proposed Campbelltown Road Upgrade – Between Camden Valley Way and Brooks Road* prepared by Johnson Pilton Walker for RMS dated February 2013 was referred to in relation to the present day landscape components of the study area.

Three sources of information were used to assess the historical development of the road. These were:

- Aerial photographs of the sections of proposed road. These aerial photographs showed existing and proposed alignments of the road duplication.
- Topographic maps
- Historic aerial photographs dated 1947, 1951, 1965, and contemporary aerial photographs.

The historic themes relevant to the landscape heritage assessment are; Connecting Settlements and Colonies, Constructing Road and Works, Pastoralism and Land Tenure and Defence, as these themes have a direct impact on the form and character of the found landscape in the field.

1.7 Survey methods

The survey methods employed were to drive and walk the study area and surrounds. This was undertaken on 16 September 2013. Note was made of typical landscape patterns, both natural, remnant roadside vegetation and cultural plantings, with notes also taken of the topographic or other features outside the study area. These landscape patterns were compared to historic aerial photographs particularly the extent and character of the vegetation within the road corridor and the broader surroundings.

1.8 Significance assessment criteria

The heritage values of Campbelltown Road have been assessed in accordance with the Guidelines of the Burra Charter, wherein significance means 'aesthetic, historic, scientific and social value for the past, present and future generations'. These values are based on the following criteria using the Heritage Office, Department of Planning's *Assessing Heritage Significance* (2001) and applied broadly to the landscape heritage values of the place based on the further thematic history and research undertaken in relation to the heritage values of Campbelltown Road. These are as follows:

a) **Criterion A - An item is important in the course, or pattern, of NSW's cultural or natural history** (or the cultural or natural history of the local area) where it includes evidence

of human activity related to the history of settlement in NSW and where the roads' alignment and place in the landscape is contributing to our understanding of the place.

b) **Criterion B - An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history** (or the cultural or natural history of the local area) in relating to the concept of cultural routes through the landscape.

c) **Criterion C - An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW** (or the local area) in that landscape is derived from the experience of the environment and particular natural and cultural attributes and that the road has an interactive association with the past (even if it is imaginary).

d) **Criterion D - An item has strong or special association with a particular community or cultural group in NSW (or local area) for social, cultural or spiritual reasons.** Within the study area, this relates to items of landscape that if they were damaged or destroyed would cause the community a sense of loss such as landmarks and features that can act as local iconic features that many individuals attach their own associations and meaning related to place.

e) **Criterion E - An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history** (or the cultural or natural history of the local area) In the study area, a line of road may be significant if it contributes to the general understanding of people's perception of the landscape

f) **Criterion F - An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history** (or the cultural or natural history of the local area). Areas that may come under these criteria may be the abandoned sections of Campbelltown Road. Given that the road has marginal deviations from its original alignment, it is not expected that this criteria would apply.

g) **Criterion G - An item is important on 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 the cultural and natural environments. This may be demonstrated in that the principal character of the much of the study area exhibited the road in a relatively unaltered original alignment.

2 Statutory and non-statutory heritage listings

2.1 Statutory Heritage Listings

- **The World Heritage List**

World Heritage List properties are sites that are recognised under the World Heritage Convention as being of international significance because of their outstanding natural and/or cultural values. All Australian properties that are on the World Heritage List are automatically 'declared World Heritage properties' and therefore protected by the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

No sites in or near the study area are included on the World Heritage List.

- **National Heritage List**

The National Heritage List has been established to list places of outstanding heritage significance to Australia. It includes natural, historic and Indigenous places that are of outstanding national heritage value to the Australian nation. Places on the list are protected under the EPBC Act, which requires that approval be obtained by the Minister of the Environment before any action takes place that could have a significant impact on the national heritage values of a listed place.

No sites in or near the study area are included on the National Heritage List.

- **The State Heritage Register**

The State Heritage Register is a list of places and objects of particular importance to the people of NSW. Listing on the State Heritage Register means that the heritage item:

- Is of particular importance to the people of NSW
- Is legally protected as a heritage item under the NSW *Heritage Act 1977*
- Requires approval from the Heritage Council of NSW for major changes
- Is eligible for financial incentives from the NSW and Commonwealth governments.

Two items are listed on the State Heritage Register within the study area (**Table 1**).

Table 1: State Heritage Register details for heritage items within the vicinity of the study

Suburb	Item	Lot/DP	Significance (according to LEP listing)
Denham Court	Denham Court Group (Denham Court house and surrounds, St Mary the Virgin Church) **Note:** Although the item name for the SHR listing is 'Denham Court and Chapel' the listing does not include the chapel (otherwise known as St Mary the Virgin Church), which is located on Church Road, Denham Court.	Lot 392, DP 564854	State
	The Ingleburn Military Heritage Precinct and Mont St Quentin Oval	Part of Lot 2 DP 831150 Part Lot 2, DP 831152	State

- **Campbelltown (Urban Area) Local Environmental Plan (LEP) 2002**

Schedule 1 of the Campbelltown LEP lists heritage items and conservation areas within the Campbelltown local government area. Four heritage items in the vicinity of the study area are listed on the Campbelltown (LEP) 2002 (**Table 2**).

Table 2: Campbelltown LEP 2002 details for heritage items within the vicinity of the study.

Suburb	Item	Lot/DP	Significance (according to LEP listing)
Denham Court	Denham Court Group (Denham Court house and surrounds, St Mary the Virgin Church)	Lot 392, DP 564854	State
Various (unspecified)	Milestones, Campbelltown Road. The listing includes all six of the known milestones, however, only three of these (referred to in this report as M1, M2 and M3) are located within the study area.		Local
Edmondson Park	Mont St Quentin Oval, including entry gates	Part of Lot 2 DP 831150	National
	Mess Hall, Ingleburn Army Camp	Part of Lot 2 DP 831150	National

- **Liverpool Local Environmental Plan (LEP) 2008**

Schedule 5 of the Liverpool LEP lists the environmental heritage Three heritage items within the study area are listed on the Liverpool Local Environmental Plan (LEP) (**Table 3**).

Table 3: Liverpool LEP 2008 details for heritage items within the vicinity of the study.

Suburb	Item	Lot/DP	Significance (according to LEP listing)	LEP Item number
Denham Court	St Mary the Virgin Church and Cemetery Group, including church and churchyard	Lot 19, DP 725739	State	23
Ingleburn	Ingleburn Military Heritage Precinct	Part Lot 2, DP 831152	State	37
	Ingleburn Village site and lecture hall building (Nissen hut)	Part Lots 1 & 2, DP 831152	Local	36

- **Roads and Maritime Services Section 170 Heritage and Conservation Register**

In accordance with Section 170A of the *Heritage Act 1977*, RMS is required to keep a heritage and conservation register of heritage assets in its ownership or control.

No sites in or near the study area are included on the RMS S170 Register.

2.2 Non-statutory Heritage Listings

Register of the National Trust

The listing under the National Trust generally reflects community values, however has no statutory force.

A number of items within the study area are included in the register (**Table 4**).

Table 4: Register of the National Trust details for heritage items within the vicinity of the study.

Item	Listing ID
Denham Court and Curtilage	S7313
St Mary the Virgin Church	S9893
Milestone group along Campbelltown Road, comprising obelisk and five associated milestones (three of the milestones are located within the study area, two are also listed as separate listings below as S8975 and S8976)	S9001
Milestone on Campbelltown Road, near Zouch Road	S8975
Milestone on Campbelltown Road, near Dickson Road	S8976

3 History of the study area

3.1 Development of the Cowpasture region

In December 1803 Governor and Mrs King visited the area known as the Cowpastures (the present-day Camden district). By 1804 much of the Cumberland Plain had been settled and Governor King began looking for other regions in the colony for favourable arable land. The only suitable land within the Cumberland Plain was the area known as the Cowpastures, located in the southwestern "corner" of the Plain. The track to the Cowpastures led from Prospect; on 17 September 1805 James Meehan, under instructions from the Governor King, commenced a survey of the track from Prospect to the Nepean Crossing and a rough road followed the marked line. This became known as Cowpasture Road, later the Great Southern Road and Hume Highway, with the southern part of the road renamed the Camden Valley Way.

Several visits to the area by the colonial gentry took place at this time. They saw the area as containing very good grazing land. John Macarthur received the first land grant in the Cowpastures region in 1805. Macarthur also organised an 809 hectare grant for his friend Walter Davidson. Other early grants were in the Parishes of Minto and adjoining Evan, Bringelly, Narellan and Cook.[1]

Simeon Lord was granted three adjacent allotments in January 1810 on the southeast side of Cowpasture Road (now Camden Valley Way), north of its intersection with Denham Court Road.[2] In 1809, 200 hectares were granted to deputy judge advocate Richard Atkins. He was recalled in 1810 and his land was acquired by Captain Richard Brooks in 1812 as settlement of a debt. Brooks also acquired adjoining grants including land owned by Simeon Lord. (**Figure 5**) He settled on the land in the mid 1820s although Liston states that there was a small cottage at Denham Court by 1821.[3] The house known as Denham Court was designed by John Verge and built around 1832-33. After planning the main front of Denham Court, architect John Verge designed the small Chapel of St Mary the Virgin built in 1833 and standing slightly to the west of the house on the other side of the highway (now on Church Road).

Robert Townson, a scholar, scientist and settler, was also granted a substantial holding of land in the locality in 1809, two years after landing in Sydney. James Meehan surveyed what was to become Varroville in August 1809 and made mention of a road to be reserved on its south-east side. The grant was ready in November 1809, but was re-granted by Governor Macquarie in May 1811. It was known initially as

[1] SHR listing for Denham Court.
[2] Cosmos Archaeology, Camden Valley Way Road Upgrade, Cobbitty Road to Cowpasture Road: Statement of Heritage Impact, May 2010, p.27

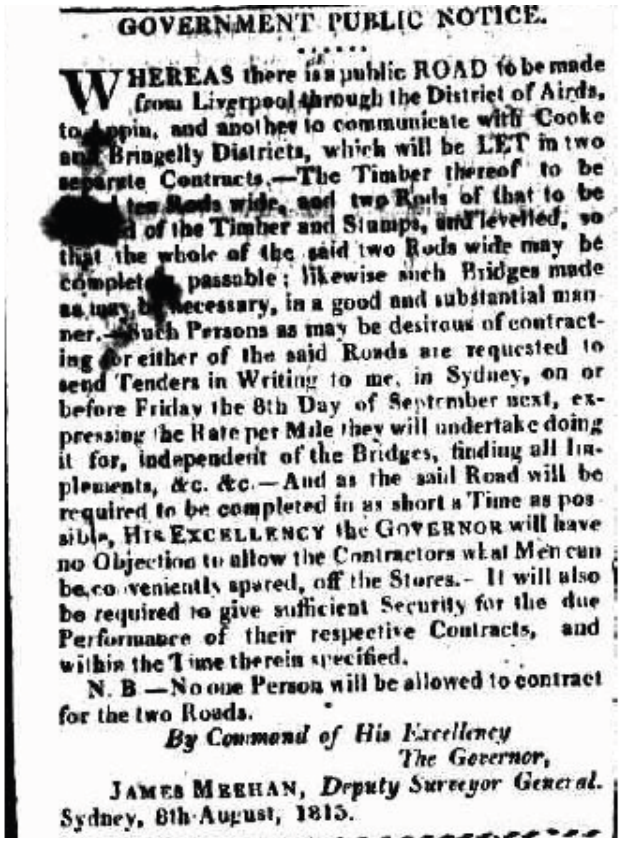
Bunbury Curran. Townson subsequently named it Varroville.[4] He pressed Governor Macquarie fairly incessantly to have the road constructed, but to little avail.[5]

3.2 Development of regional roads

Governor Macquarie visited the district in 1810, travelling along the Cowpasture Road. At some time he ordered the construction of a road from Sydney to Liverpool and its extension to the future town of Campbelltown.[6] On February 22, 1814 the new road between Liverpool and Sydney was officially opened by Governor Macquarie accompanied by Lieutenant Governor George Molle and the Governor's suite. The road (now Woodville Road) extended 19 miles from the Parramatta Road to Liverpool.[7]

The Minto area between Liverpool and Campbelltown was viewed favourably by Macquarie, who commented on the relatively high quality of the pasturage on farms in the district. Liverpool was a "core settlement" in the Sydney region from 1815-1818 onwards. After completion of the Liverpool Road (Woodville Road), contracts were made for making two new roads. A Government Notice dated 8 August 1815 invited tenders for the construction of a public road "from Liverpool through the District of Airds, to Appin, and another to communicate with Cooke and Bringelly Districts" (Refer to **Figure 3**). The Campbelltown Road was at this time referred to as the Airds Road.

[3] Colleen Morris and Geoffrey Britton, Colonial Landscapes of the Cumberland Plain and Camden, NSW, p.124.
[4] State Heritage Register Inventory for Varroville.
[5] Olive Havard, "Townson of Varroville, Part 2", reprinted in *Journal of the Royal Australian Historical Society*, Volume 91 Part 2, December 2005, pp.186-187.
[6] William Bayley, *The Story of Campbelltown*, p.21.
[7] See *The Sydney Gazette and New South Wales Advertiser*, 26 February 1814, p.2.



GOVERNMENT PUBLIC NOTICE.

WHEREAS there is a public ROAD to be made from Liverpool through the District of Airds, to Appin, and another to communicate with Cooke and Bringelly Districts, which will be LET in two separate Contracts.—The Timber thereof to be [illegible] ten Rods wide, and two Rods of that to be [illegible]d of the Timber and Stumps, and levelled, so that the whole of the said two Rods wide may be completely passable; likewise such Bridges made as may be necessary, in a good and substantial manner.—Such Persons as may be desirous of contracting for either of the said Roads are requested to send Tenders in Writing to me, in Sydney, on or before Friday the 8th Day of September next, expressing the Rate per Mile they will undertake doing it for, independent of the Bridges, finding all Implements, &c. &c.—And as the said Road will be required to be completed in as short a Time as possible, HIS EXCELLENCY the GOVERNOR will have no Objection to allow the Contractors what Men can be conveniently spared, off the Stores.- It will also be required to give sufficient Security for the due Performance of their respective Contracts, and within the Time therein specified.

N. B.—No one Person will be allowed to contract for the two Roads.

By Command of His Excellency The Governor,

JAMES MEEHAN, *Deputy Surveyor General.*

Sydney, 8th August, 1815.

Figure 3 Extract from the *Sydney Gazette and New South Wales Advertiser*, 12 August 1815, p.1 calling for tenders for roads from Liverpool through Airds to Appin and to the Cooke and Bringelly Districts.

Macquarie may have reserved the site of Campbelltown as early as 1815, when the road between Liverpool and Appin was surveyed.[8] There appears to have been a linking road of about 4 miles length from Liverpool to the commencement of the Airds Road (Campbelltown Road), at the junction of which was the Wheelwright's Arms Inn (current location of The Cross Roads).[9]

When giving evidence at Governor Bigge's inquiry into Macquarie in 1819 or 1820, Surveyor Meehan said that work on the road had been finished about four years ago. Therefore, according to this, completion is likely to have been circa 1815-16. The road was built by a contractor by the name of Roberts.[10] However, this suggests an extremely short construction time. There is evidence in the form of an advertisement

[8] Carol Liston, *Campbelltown: the Bicentennial history*, p.28.
[9] G H P, "The Great South Road. Liverpool to Camden", *Sydney Morning Herald*, 16 July 1904.
[10] Havard, pp.186-187.

published in *The Sydney Gazette* in July 1818 to suggest that the Airds Road may have been completed in the district not long before the middle of 1818:

> "The Provost Marshal will Cause to be set up and SOLD by Public Auction … on Friday, the 10th Day of July inst. … all that capital FARM of LAND, containing 105 acres; 30 of which are cleared, with the DWELLING HOUSE and PREMISES thereon, situate in the District of Airds, bounded by O'Brian's Farm, Thompson's Farm, and Lilly's Farm; and on the East side by the new Airds Road …"[11]

Surveyor-general Sir Thomas Mitchell reported that the colony to the south was more open and favourable for roads in the southern direction than to the west. The route to the south started to develop as a major highway from the 1820s as younger colonists travelled south towards Goulburn and Braidwood.[12] Governor Macquarie marked out the town of Campbelltown on 1 December 1820. With his return to England in 1822 it was not until the arrival of Governor Darling in 1827 that plans were again reinstated and the first settlers were allowed to take possession of their town land in 1831. Camden was established in 1836.

3.3 Campbelltown Road and the Great Roads

The name of Campbelltown Road appears to have been formally adopted for the road after Campbelltown was officially founded on 1 Dec 1820. It was one of several important colonial roads to be maintained at public expense in the first half of the 1830s, enshrined in the *Act for making, altering and improving the Roads throughout the Colony of New South Wales, and for opening and improving the Streets in the Towns thereof* of 1833.[13]

Macquarie's so-called Great Roads were public highways intended to open the country up to settlement at government expense and used a macadamized system adapted to local conditions. Their purpose was to traverse the "broken country" along the Great Divide and guarantee internal communication between Sydney and its outstations.[14] Construction of the Great Western Road began in 1827 while work on the Great North Road commenced during 1826. The Great Southern Road was the last to be completed. In the early 1830s the Great Western and the Great Southern Roads were considered the two principal roads of the colony.[15]

[11] *The Sydney Gazette and New South Wales Advertiser*, 4 July 1818, p.2.
[12] Morris and Britton, pp.12-13.
[13] "Anno Quarto. Gulielmi Quarti Regis. (No. 11)", *Sydney Herald*, 19 September 1833, p.1S.
[14] Rosemary Broomham, *Vital Connections*, p.49.
[15] "Original Correspondence", *Sydney Herald*, 7 June 1832 p.4.

Campbelltown Road was for a period of time part of the Great Southern Road and provided an alternative to Cowpastures Road and Camden Valley Way, these roads also known as the Great Southern Road. The way by Cowpastures Road led through the higher ground of the Razorback Range while the alternative of Campbelltown Road stayed largely close to Bunbury Curran Creek and would have come boggier more readily. Campbelltown Road predated the Great Southern Road and there is no evidence that the road was upgraded along the lines of the newly built sections of the great roads.

"Two miles beyond the junction of the Campbelltown and Great South roads was the property of Dr McLeod …"[16] - although many during the middle of the 19th century some thought there were compelling reasons why it should have been. The Great South Road was progressively opened between 1830 and 1843. There were complaints about its appalling condition even in the earliest days while many were perplexed by the decision to construct an inconvenient, long and difficult section via the Razorback rather than the shorter and easier route via the Campbelltown Road.[17] It would seem that the section over the Razorback Range deviated from the original intentions:

> "The Southern road leads farther than any other road, and may indeed be said to present the only direction in which a good wheat country is accessible by land from Port Jackson. It says but little either for the public spirit of the people or the wisdom of the rulers, that the only thoroughfare in use to this day crosses a range upwards of a thousand feet high, and is a deviation of nine miles from the direct line marked out twenty years ago by Commissioners appointed for that purpose. And this is not all. The public not only climb needlessly the Razor Back Range, but leave on one side several towns where the only good reason the population of these places had for building houses there was, this intended line of thoroughfare.
>
> The Commissioners appointed to make all such reserves saw the importance of determining the true line for the Southern road. Their special reports embraced the whole line from Sydney to the southward; and the best test of the accuracy of their survey and selection of the route has been furnished by the Railway surveys recently made, which, both between Sydney and Liverpool and between Liverpool and Mittagong, take the same direction nearly for "The Central Line."
>
> The proper road was intended to pass straight to Lupton's Inn, through Liverpool, Campbelltown, Appin, and across East and West Bargo; and could easily have been opened in the days of convict labour, had not the construction of a road across Razor Back Range been proposed and urged on the attention of Government, and undertaken on very different grounds from those of its ever becoming the Great Southern Road. The origin over Razor Back Range

[16] *G H P.*

> may be traced to a mere right of way, or rather of two ways, claimed by the public through certain estates, which the Government was requested to define for the public convenience. The other road of the two, namely, the first cart-road was that by Douglas Hill, and this was so bad, that in case of emergency the road over Razor Back was made passable for wool-drays by means of iron-gangs, in six weeks in the year 1833. But nobody ever imagined then that this was to continue for so long after as the only carriage-way to Goulburn. The proper great road for Argyle has only been made as far down as Lupton's Inn, and was to have been continued by Colonel Barney through to Appin in the year 1843, when the Towrang Stockade was broken up, and the gangs were removed to the Bathurst road.
>
> Hence, it has unfortunately happened that the thoroughfare to the South has been left in so imperfect and unsatisfactory a state. This is the more surprising, considering that it is the most important road of all, for it leads into the only direction from Sydney, not obstructed by either an estuary or a mountain range …"[18]

One of the advantages of the Campbelltown Road and its relationship to the Great South Road, therefore, was that it passed through Campbelltown and allowed travelers to avoid the Razorback. Both the Campbelltown Road and the Great Southern Road could be accessed at The Cross Roads.[19] Nevertheless it wasn't all that clearly defined. The Campbelltown Road was obviously important to the locals but also because it was a link in the way south. There were major celebrations in Campbelltown on the evening of 28 July 1851 after Governor Fitzroy sanctioned the opening of the Great Southern Road "through Campbelltown by Appin to Lupton's Inn".[20] While Bourke may have sanctioned the integration of Campbelltown Road and the Great Southern Road, the reality seems to have been that the route across Razorback remained pre-eminent.

[17] "The Southern Road", *Sydney Gazette and New South Wales Advertiser*, 31 March 1842, p.2.
[18] "The Great Southern Road", *Goulburn Herald*, 19 October 1850 (reprinted from the *Sydney Courier*, 12 October 1850)
[19] "The Great Southern Road", *Empire*, 1 March 1853, p.2.
[20] "News From The Interior. Campbelltown", *Sydney Morning Herald*, 2 August 1851, p.3.

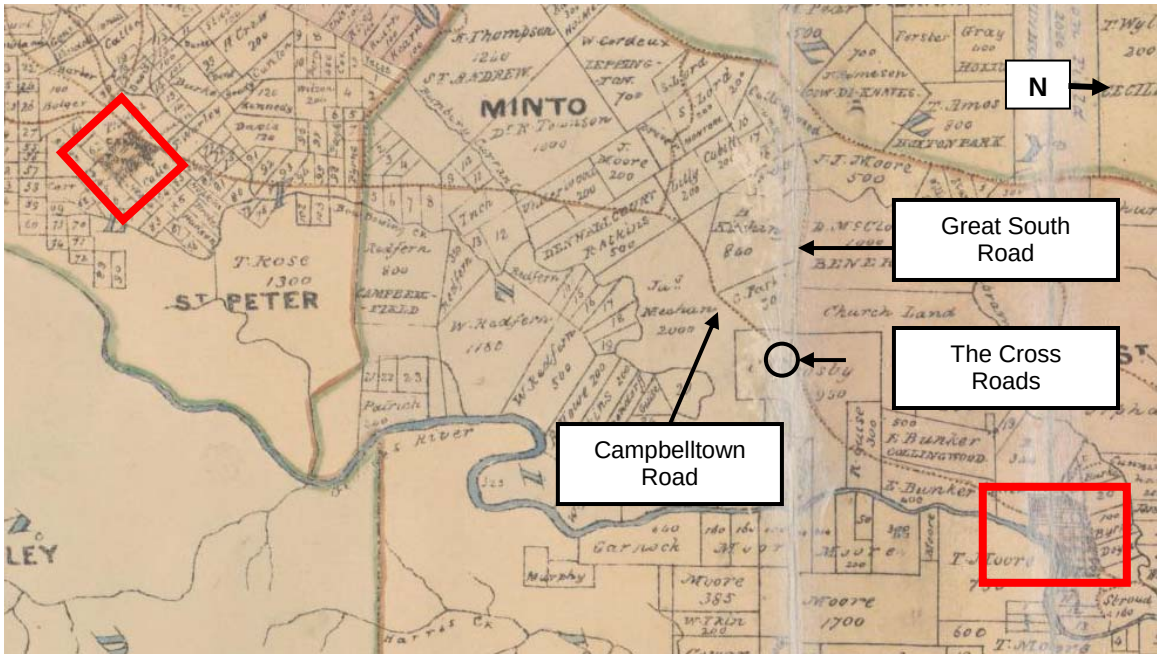


Figure 4 The Campbelltown Road in the mid 1840s, indicated as a brown line. The locations of Campbelltown (left) and Liverpool (right) are highlighted in red (National Library of Australia, Baker's Australian Country Atlas 1843-1846, nla.map_raa8-52-v)

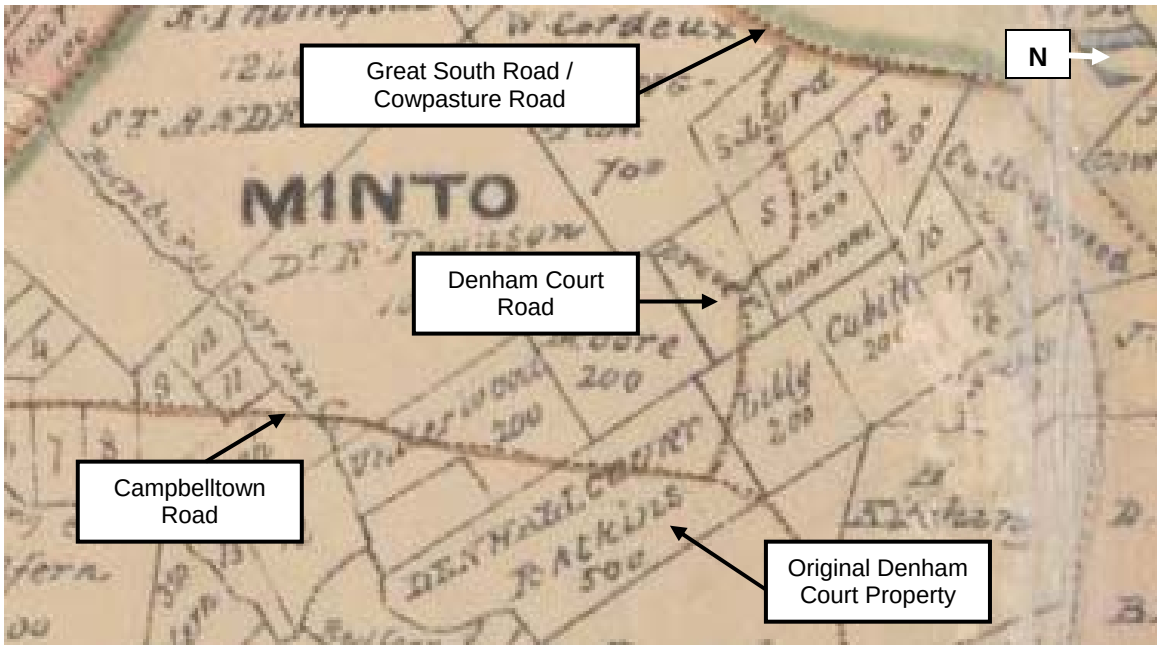


Figure 5 Enlargement of a portion of Figure 4 showing the relationship of the Campbelltown Road with Atkin's Denham Court and Townson's Bunbury Curran (Varroville) grants.

In 1848 legislation was passed that enabled local trustees to maintain district roads. The Campbelltown Road Trust was appointed in December 1849. At the same time, a toll gate was established at Denham Court. It was linked to a toll gate at Carnes Hill by Cordeaux's Lane (Denham Court Road). The Trust received the rents from the toll gate.[21] Milestones were installed by the Trust in 1854.

The large estates that flanked Cowpasture Road (later the Great Southern Road, then Camden Valley Way) and the Northern Road were run largely as sheep and cattle farms, with wheat and other grain crops being grown as well until the 1850s. The houses were often built on surrounding ridges or hills, providing sweeping views of the countryside and ensuring that any passing traveller could appreciate the owner's status by viewing their impressive country mansions from the road. This land use pattern of large farm estates and small towns, established in the 19th century, remained largely the pattern of development of the area up until the late 1990s.

After World War I the three Great Roads and the historically important individuals and properties associated with them became the subject of a wave of literature devoted to the rediscovery and exploration of the Colonial era in NSW, tinged with nostalgia and romance. This is reflected by newspaper articles such as William Freame's "The Romance of Denham Court"[22] and books such as Eirene Mort's *The Old Roads* (1931) and James Valentine's *Then and Now: historic roads round Sydney* (1939).

[21] Liston, pp.86-87.
[22] *Windsor and Richmond Gazette*, 9 May, 1919, p.10

Figure 6 Series of photographs showing works on the Great Southern Road, between Carnes Hill and Narellan, circa 1924. The nature of the landscape in the vicinity of the Campbelltown Road is suggested (State Library of NSW).

Figure 7 Photographs describing works on the Great Southern Road, between Carnes Hill and Narellan, circa 1924 (State Library of NSW).

3.3 Former Ingleburn Defence Site

The major item of heritage significance from the twentieth century along the Campbelltown Road is the former Ingleburn Defence Site. The following historical summary is extracted from the historical overview in the Statement of Heritage Impact: Edmonson Park Southern Part 3A – Project Plan Application:[23]

> The former Ingleburn Defence site is located in an area that was originally known as Camden. Permanent settlement commenced during the early years of the nineteenth century. Explorer and naturalist George Caley passed through the district during 1807; in 1816 the first of four land grants that are incorporated into the Defence site was made to James Meehan, which was named Macquarie Fields. The other grants were Charles Parker's "Parker's Farm" (1817), Henry Kitchen's "Claremont" (1819) and William Lily's "Swaffham".

During the 1880's, initial suburban development commenced in the locality around Ingleburn, but by 1906 it remained sparsely settled. During the early 20th century the principle industry within the district around Campbelltown (which included Ingleburn) was dairying, although it seems unlikely that the defence site was used for this purpose.

After the declaration of war on 3 September 1939 specifications were prepared for what was termed the "Ingleburn Military Camp", which was to be the first purpose-built army camp for training Australian infantry in World War II. The Army appears to have started occupying the site by October 1939 as its development as an embarkation camp commenced early that month. The Army did not acquire the land, some 277 hectares in extent, until 1940. Two hundred and fifty three buildings were initially erected to accommodate the newly formed 2nd Australian Imperial Force (AIF) but not long after eighty more were

[23] Tanner Architects, *Statement of Heritage Impact: Edmonson Park South Part 3A – Project Plan Application,* August 2010

constructed. The basic building unit was a prefabricated structure manufactured by Sydney Williams & Co, which had been manufacturing prefabricated buildings since the 1890s. Although primarily an infantry camp, Ingleburn served other Corps, including engineers, transport, signals and anti-aircraft units. It was also an assembly point for a number of Army brigades.

Figure 8 Soldiers at the Cross Roads, marching between Liverpool and Ingleburn Army Camps, November 1939 (State Library of NSW)

From 1945 to 1951, the years spanning the end of World War II and Australian participation in the Korean War, sections of land were leased to farmers. However, the onset of Australian involvement in the Korean War during 1950 caused changes to the use and the size of the camp. Another 46.5 hectares were acquired to the west of Zouch Road in 1951, followed by another 92.7 hectares two years later, which land was subsequently sold. During the Korean War battalions destined for duty were stationed at the camp.

National Service, which had been in operation during World War II, was reintroduced in 1951 and by 1954 Ingleburn had become a major centre for the country's National Service Program. The facilities within the camp had also expanded so that by 1959 a number of playing fields and larger buildings such as

mess halls and training complex had been constructed while a large part of the married quarters (Ingleburn Village) had been built. The village consisted of imported pre-fabricated dwellings, Riley-Newsum cottages from Britain and Amals Sagverks Aktiebolag cottages from Sweden.

A kindergarten was established by wives of servicemen in 1952. Once again Sidney Williams prefabricated huts featured prominently albeit in a modified and more flexible form.

The main purpose of the Defence site between 1951 and 1972 was the training of National Service Recruits. It became a focus of public attention after compulsory military training was introduced by the Commonwealth in 1964 and conscripts were sent abroad to fight. After the abolition of National Service in 1972 the Defence site became headquarters of the Second Training Group of the Army Reserves.

In 1988 the administration of the Married Quarters, which included Ingleburn Village, was transferred to the Defence Housing Authority. Two years later almost 93 hectares to the north of the Bardia Barracks were sold to Landcom NSW. From the middle of the 1990's, activity began to wind down and as buildings became vacant they were demolished. Further attrition resulted from vandalism and arson. In 2001 a core set of remaining buildings in the Bardia Barracks and a section of the site identified as Area G were proposed for a permanent memorial. This resulted in the listing of the Ingleburn Military Heritage Precinct by Campbelltown City Council on its LEP.

Apart from this the Ingleburn Defence site has great social significance. It is a symbol of the service given by the generations of soldiers who trained here and as a place where respect for and remembrance of that service is maintained. To the local community it is a landmark that symbolises the important historical and contemporary role played by the Army within the area and as a place where links were forged between civilians and Army.

4 Description of the study area

4.1 Introduction

The landscape surrounding Campbelltown Road is typical of the Cumberland Plain with rolling hills and small creeks that are located between the north south aligned ridge lines. Campbelltown Road follows a major ridgeline leading to a broad valley where Campbelltown is situated. The *Landscape Character and Visual Impact Assessment: Campbelltown Road Upgrade* report prepared by Johnson Pilton Walker for RMS divides the road into eight landscape character precincts. These precincts vary from open grassland to an enclosed tree-lined corridor. For the purposes of the heritage assessment of Campbelltown Road, these eight landscape character precincts have been amalgamated into five sections (**Figure 9**) that reflect the broader cultural landscape patterns of the road.

The five sections are:

- Section 1 - Cross Roads to Hume Highway (Edmondson Park)
- Section 2 - Area associated with Ingleburn Gardens Estate
- Section 3 - The former Ingleburn Army camp
- Section 4 - Denham Court
- Section 5 - Ridge to Hume Highway (Denham Court)

Figure 9 Extent of study area indicating the cultural landscape sections

4.2 Section 1 – Cross Roads to Hume Highway (Edmondson Park)

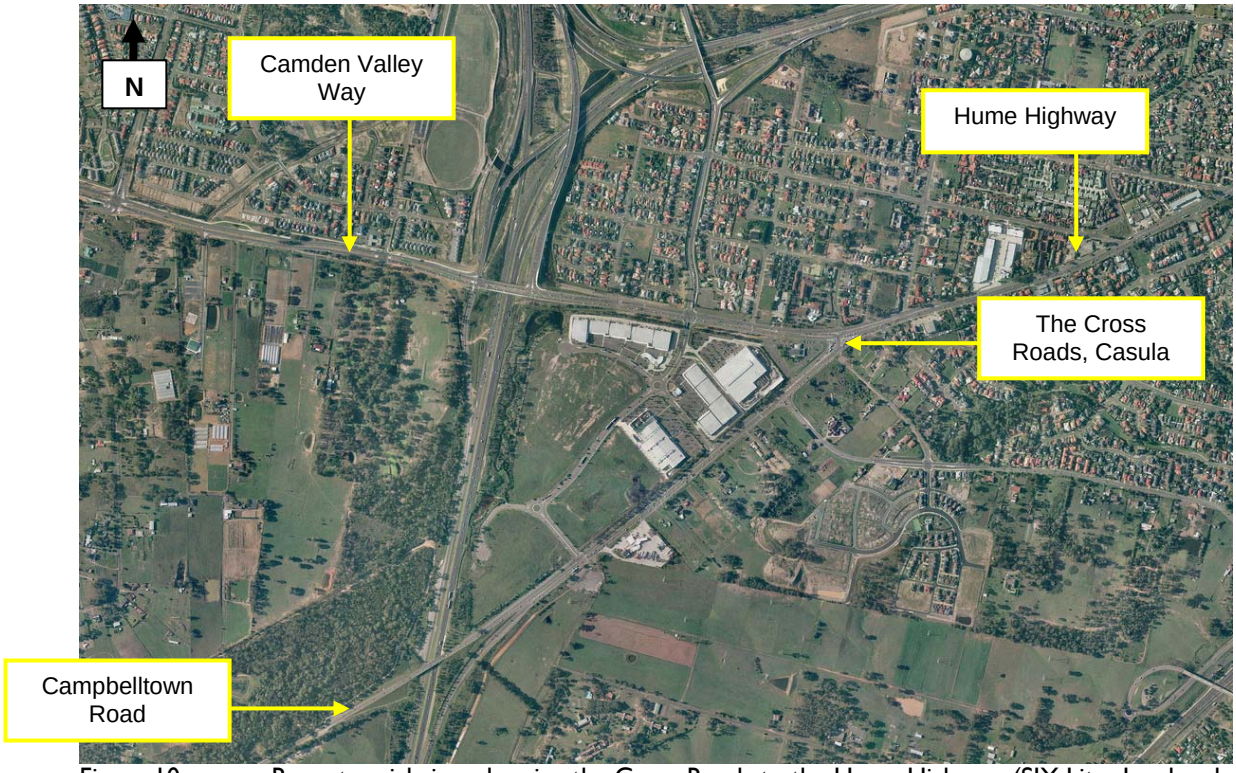


Figure 10 Recent aerial view showing the Cross Roads to the Hume Highway. (SIX Lite- Land and Property Information)

4.2.1 Description of Section 1

Section 1 is located between the Cross Roads, Casula and the bridge over the Hume Highway north of Ingleburn. This Section may be described as a shallow valley consisting of a mixture of former pasture, residential and mixed commercial use. Much of the commercial built form is located behind an established vegetated corridor adjacent to the western side of Campbelltown Road. The road consists of a 4-6 lane dual carriageway with a broad grassed median strip in the centre. Sight lines are broadly uncontained to the eastern side with the established trees on the western side containing views along the road. The southern end of this Section leads to a single carriage way concrete vehicular bridge where Campbelltown Road crosses over the Hume Highway; the road reduces in width to a two way single carriageway from this point.

Figure 11 View of Campbelltown Road looking South-West. Note the growth of trees to the western side of the road.

Figure 12 View of Campbelltown Road looking North-East.

The Cross Roads is an elevated entry point where Campbelltown Road commences from the intersection of Camden Valley Way. It forms a southern topographic threshold leading down Campbelltown Road towards the intersection with Glenfield Road and to the vehicular bridge over the Hume Highway.

The road character and landscape in Section 1 has been subject to substantial change over time. As evidenced in the aerial photographs of 1951 1965 and contemporary aerial images, it is noted that the road was a single carriageway and traversed an open pastoral landscape with scattered trees for much of the 20th century. The existing environmental character along this line of Campbelltown Road is of a mixed nature and reflects the ongoing development of the periphery of Liverpool local government area (LGA) with a range of development from residential dwellings, large lot commercial and retail built form. A line of established trees screens in part much of the present built form.

The intersection at the Cross Roads with Camden Valley Way has undergone substantial upgrading in the late 20th century with multiple lanes and signalisation and a gradual accumulation of built form. Because of its elevated position, the Cross Roads retains vistas over the immediate surrounding area, underlying its important location as a turning point to both Campbelltown and the Hume Highway, or to the south west along Camden Valley Way to the South West Growth Centre and to Camden and Bringelly.

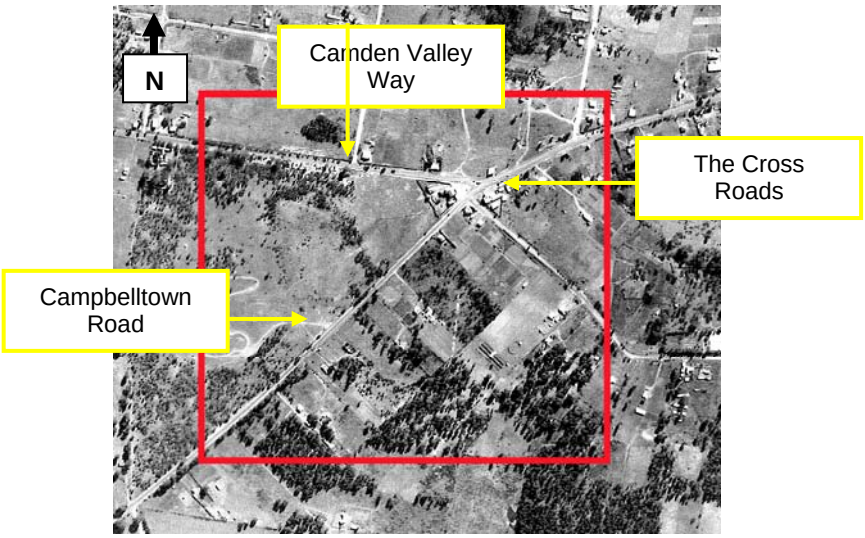


Figure 13 1951 Aerial showing the Cross Roads to the Hume Highway. Note the grouping of vegetation in relation to pastoral activities that is a response to overall management practices. (Land and Property Information)

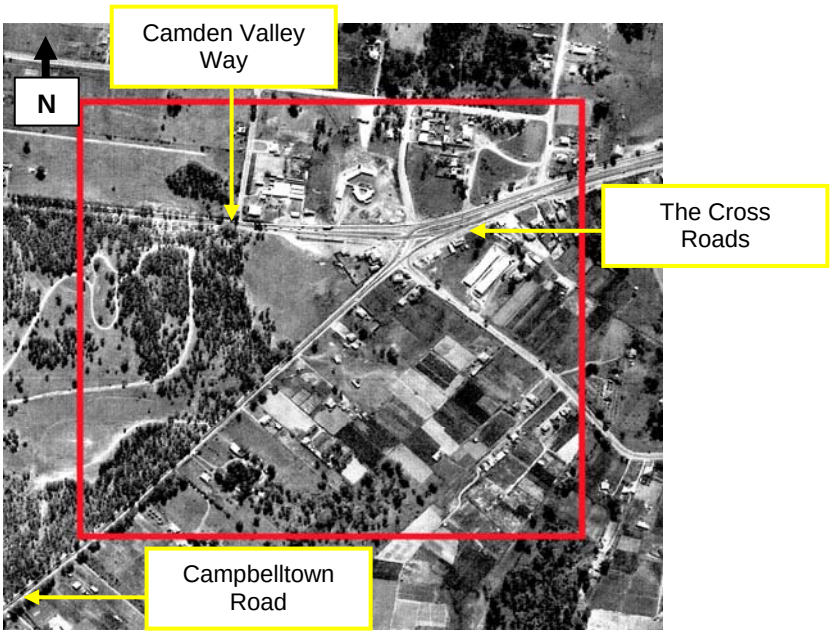


Figure 14 1965 Aerial showing the Cross Roads to the Hume Highway. Note the development of the Cross Roads as a major road intersection and the intensification of the regrowth to the northern side of Campbelltown Road. (Land and Property Information)

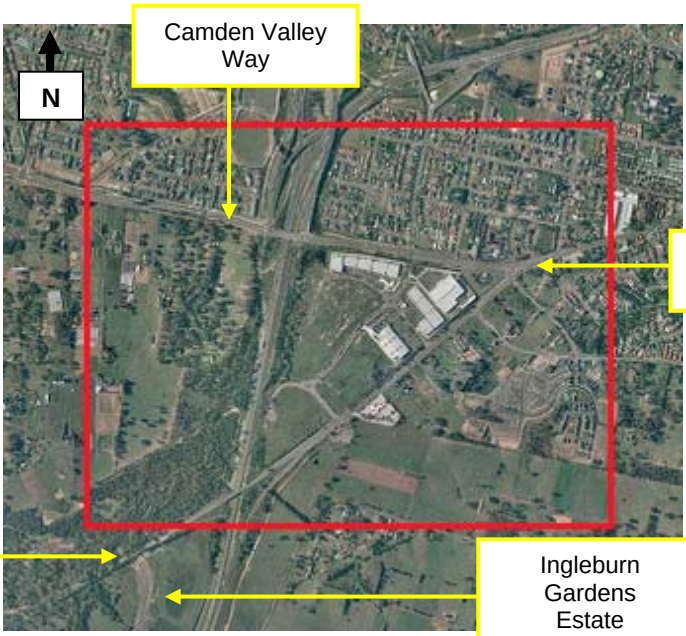


Figure 15 Recent aerial view showing the Cross Roads to the Hume Highway. Clearing of native vegetation has occurred to the northern side of Campbelltown Road with large scale built environment. (SIX Lite- Land and Property Information)

4.2.2 Known heritage items in Section 1

One known heritage item is located in this section.

Item: Milestone #3

Significance: Local (Exceptional)

Location: 115 metres south west of Glenfield Road, Easting 304523.142; Northing 6238533.594

Listing: Campbelltown LEP; Register of the National Trust

Description: Stone milestone erected in 1854 as part of the roadworks by the Commissioners of the Road Trust inscribed with Roman numerals showing distances to Sydney and Campbelltown on either side.

Figures 16a and 16b Milestone #3

4.3 Section 2 – Ingleburn Gardens Estate

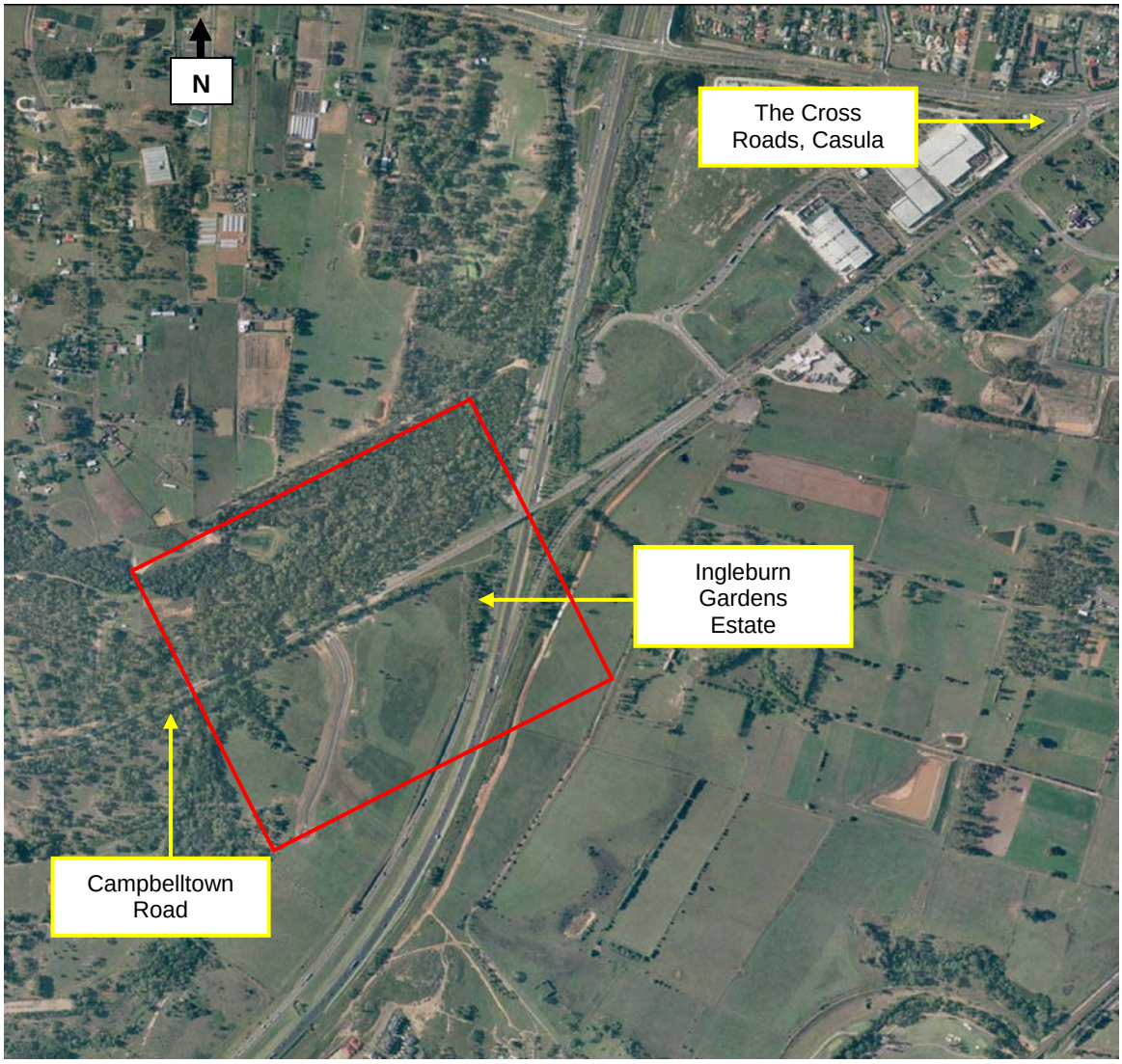


Figure 17 Recent aerial showing Ingleburn Gardens Estate.
(SIX Lite- Land and Property Information)

4.3.1 Description of Section 2

The road in Section 2 consists of a two lane single carriageway. The road character is characterised by the mature vegetation of Alluvial Woodland consisting of Eucalypts and supplementary groups of Casuarina and shrubs that form dense vegetated stands to the northern side of Campbelltown Road and groups to the southern side of the road.

On the southern side of the road is the medium density two storey residential built forms of the first stages of Ingleburn Gardens housing estate. The buildings are separated from Campbelltown Road with a

partially vegetated setback and timber paling fence. To the south of Ingleburn Gardens is cleared pasture zoned for future housing. The landscape character of dense tree planting along this section of road contrasts to the open grassed and treed character of Section 1. This contrast is characterised by the substantial undergrowth of the Alluvial Woodland to the north western side of the road forming a dense vegetated screen. The South West Rail Link, consisting of an elevated concrete bridge crosses the road at this point.

The density of the roadside vegetation confines views from within the road corridor along the road forming a rural bushland landscape experience, which is the result of the growth of the Alluvial Woodland character in the latter part of the 20th century.

Figure 18: View looking west along Campbelltown Road in the vicinity of Ingleburn Gardens housing estate. Note the established roadside vegetation.

Figure 19: View looking east from Campbelltown Road to Ingleburn Gardens housing estate.

The evolution of the road environment has seen the accretion and the consolidation of natural regrowth along much of the road corridor. Early views of the area show cleared hillsides, open flats and scattered trees - in general, an open pastoral landscape. Campbelltown Road historically has been defined in part by roadside vegetation that varies in its density, having landscape patterns that are typical natural regrowth over time. This contrast between the areas of bushland and the open grassed landscape of the paddocks is evident in the historical aerial photographs. (**Figures 18 and 19**) The bushland evident in these images is currently zoned as Regional Park as part of a conservation agreement under the Commonwealth *Environment Protection and Biodiversity Conservation Act* 1999. This environmental character was typical of the roadside vegetation both in the local area and more broadly on the Cumberland Plain. The vegetation consists mainly of remnant native Eucalypt.

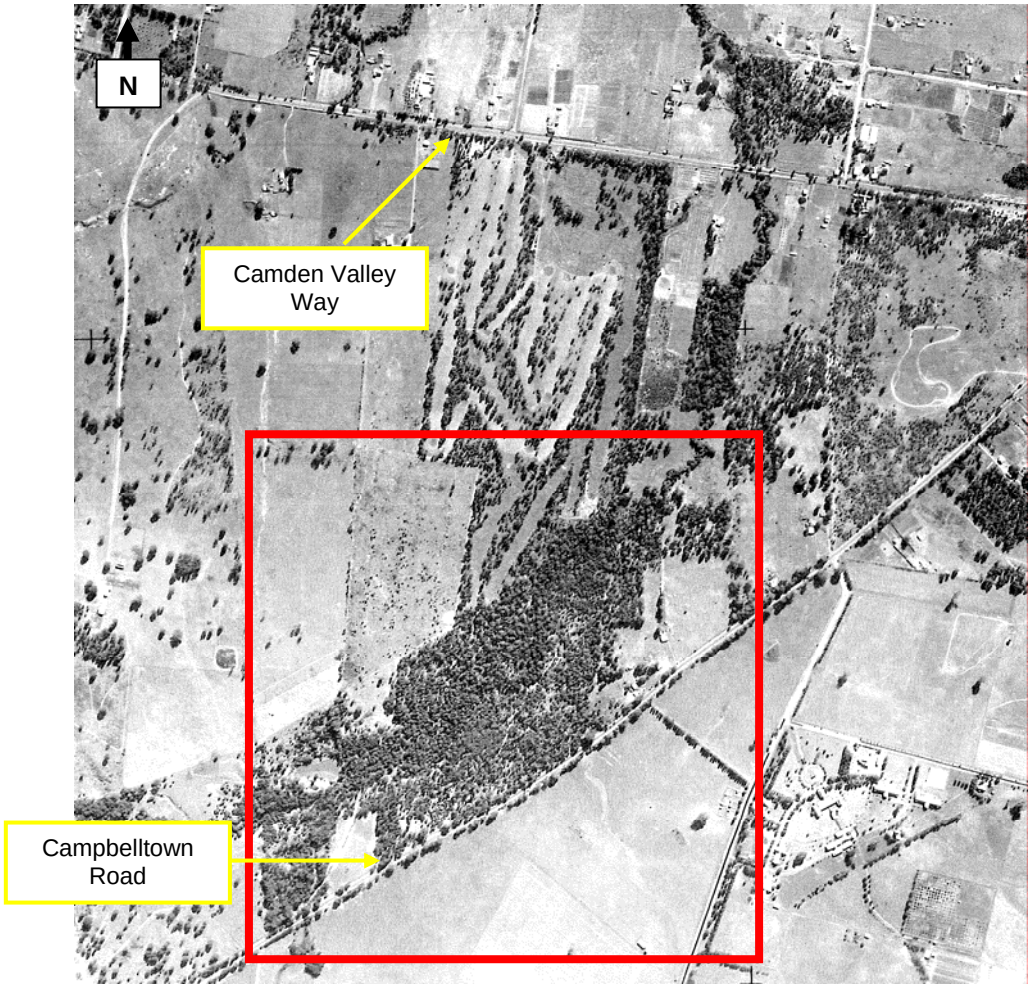


Figure 20 1951 aerial showing the area around the present Ingleburn Gardens housing estate. Note the native remnant roadside trees to the east of the road and cleared pasture contrasting to the native vegetation to the west of the road. (Land and Property Information)

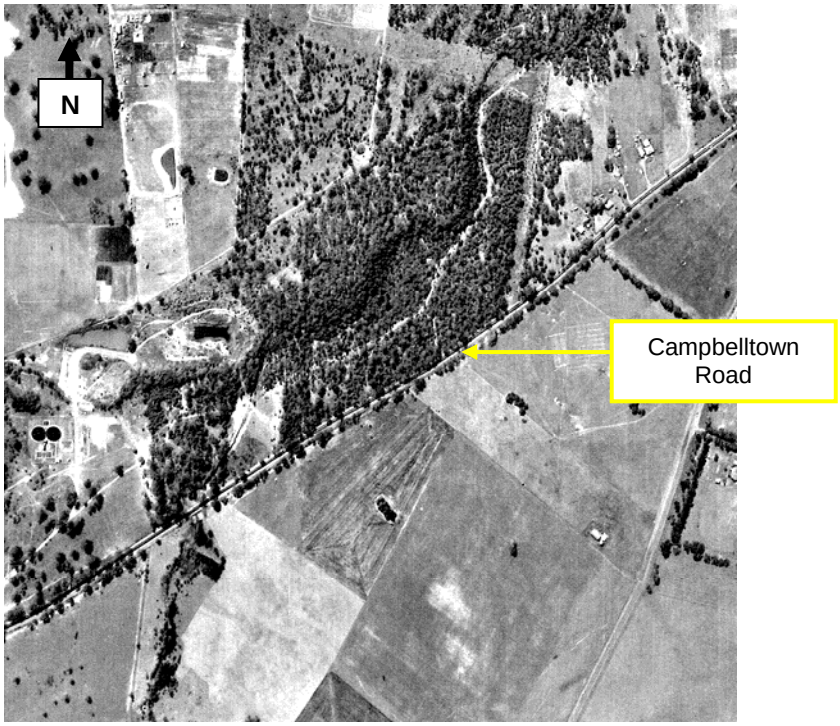


Figure 21 1965 aerial view of Campbelltown Road in the vicinity of Ingleburn Gardens. Note the retention of the existing landscape patterns with remnant native road-side trees to the east and native vegetation to the west of the road. (Land and Property Information)

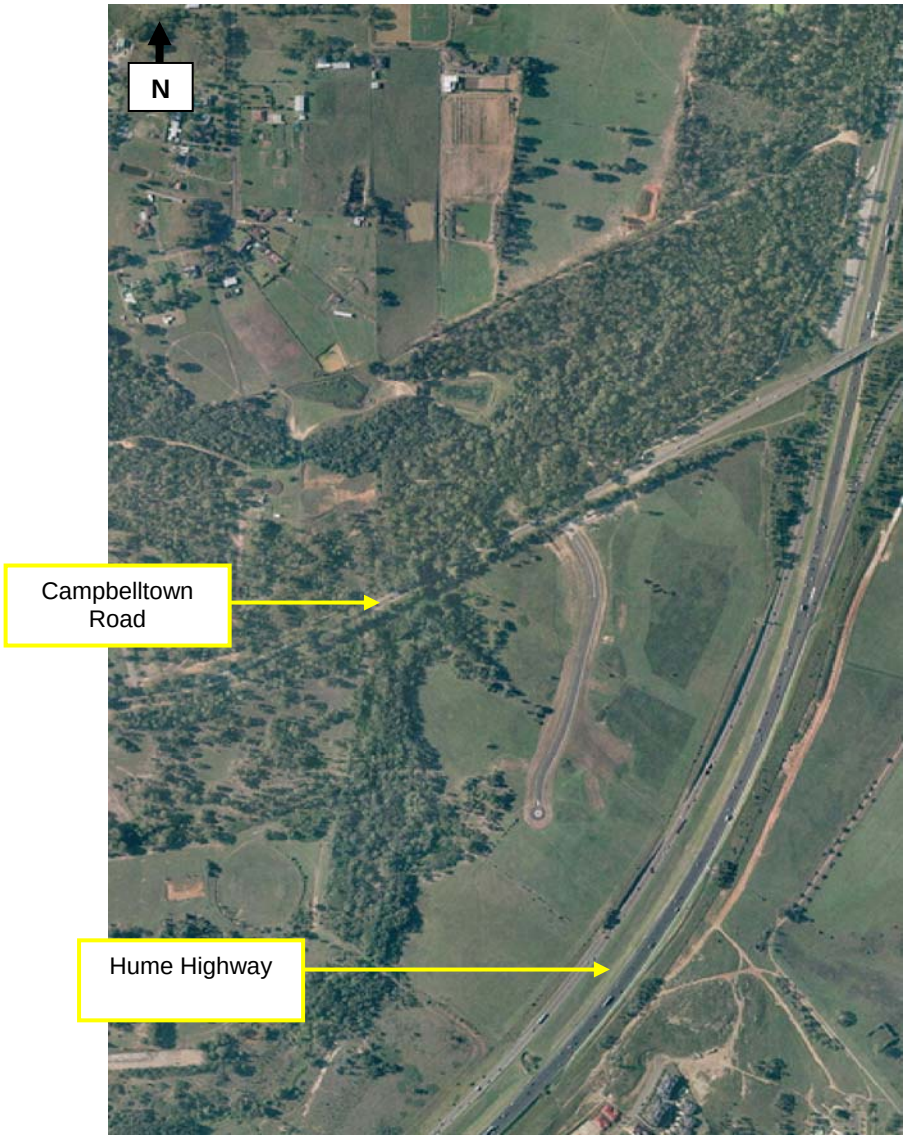


Figure 22 Recent aerial view of Campbelltown Road showing remnant native roadside trees to the east of Campbelltown Road following the original alignment in the vicinity of the present Ingleburn Gardens. (SIX Lite-Land and Property Information)

4.3.2 Known heritage items in Section 2

There are no items of heritage in this Section. There are no items of potential heritage in this Section.

4.4 Section 3 - Ingleburn Military Heritage Precinct

4.4.1 Description of Section 3

Section 3 of Campbelltown Road rises in elevation from Section 2 (Ingleburn Gardens) to an environment associated with the Ingleburn Military Heritage Precinct. This section consists of mature vegetation of Eucalypts and additional native planting along Campbelltown Road with trees and vegetation associated

with the former army barracks creating supplementary layers within the site. This vegetative quality contributes to the semi-rural character of this precinct. This Section creates an enclosed tree-lined corridor in places.

Section 3 is distinctive as it consists of a cultural landscape that combines the remnant native roadside vegetation with the plantings associated with the former army camp. Cultural plantings mark the Bardia Barracks entry gate (within the Ingleburn Military Heritage Precinct) which contrasts with the native treed canopy and under-storey along Campbelltown Road and through the former site.

Figure 23 View of Mont St Quentin Oval showing the pedestrian entry gates and trees to the periphery to the oval that form its curtilage.

Figure 24 View of road-side vegetation in the vicinity of Bardia Barracks. Note the density of vegetation lining the precinct.

Mont St Quentin Oval entry is located opposite the barracks entry. The oval is an open space with an informal ring of trees, marked with minor return walls at its entry. The gap in the roadside vegetation at this location demarcates the formal relationship between the oval entry and the barracks entry across Campbelltown Road.

From Campbelltown Road, restricted views are gained into the Ingleburn Military Heritage Precinct, contrasting to the open views across Mont St Quentin Oval opposite. Native trees on the periphery of the oval filter views to a residential development currently under construction to the east of the oval as part of the development of the South West Growth Centre.

The curtilage of the former Ingleburn Military Heritage Precinct is demarcated by the remnant mature native vegetation along its boundary with Campbelltown Road. This has formed a distinguishing landscape of mature trees both through the former army camp and the adjacent road corridor. As noted by

Godden Mackay Logan[24] the mature Eucalypt trees along Campbelltown Road are considered by the local community to mark the extent of the former army camp.

The landscape character of the road corridor in this section is a result of both deliberate plantings associated with the former barracks and natural regrowth of native vegetation. Many of the mature trees along the roadside predate the establishment of the camp in 1939. These trees contrast with the other landscape patterns of the area, including cleared paddocks, residential development and selected cultural plantings. The evolving landscape patterns are evident in the 1947 aerial photograph centered on the then recently established army camp. These landscape patterns have consolidated over time incorporating natural regrowth along the road and in creek areas and the creation of formal cultural landscape patterns.

This changing nature of the landscape is clearly seen in the 1965 aerial photograph with consolidation of the landscape through the army camp, the aggregation of the roadside trees with natural regrowth that combine to form the contemporary landscape patterns of today.

[24] Godden Mackay Logan (2001) *Ingleburn Defence Site: Heritage Analysis.* Report to Department of Defence, Major Property Disposal Unit

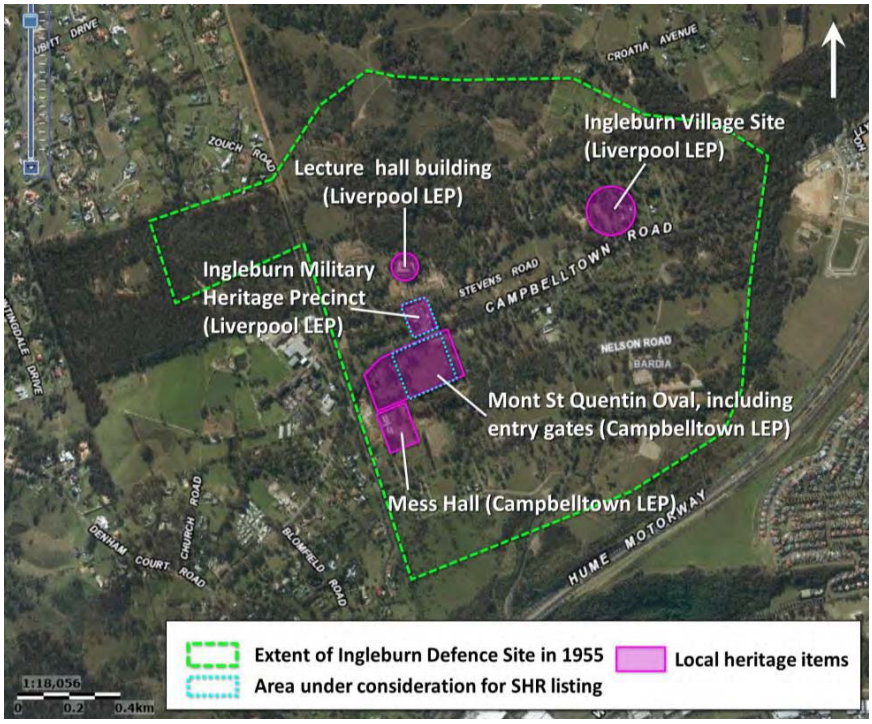


Figure 25 Extent of former Ingleburn Defence Site and heritage listed portions of the site (Artefact, 2013, pg 50)

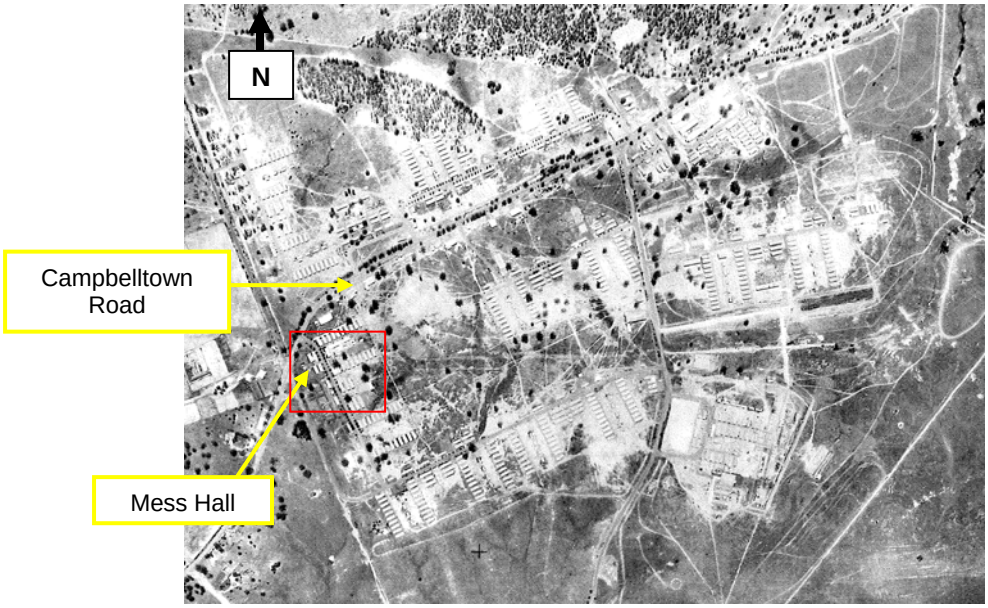


Figure 26 1947 Aerial showing the extent of the Ingleburn Army Camp. Note the line of pre-existing road-side trees and the absence of any substantial vegetation in the peripheral areas of the road and camp. (Land and Property Information)

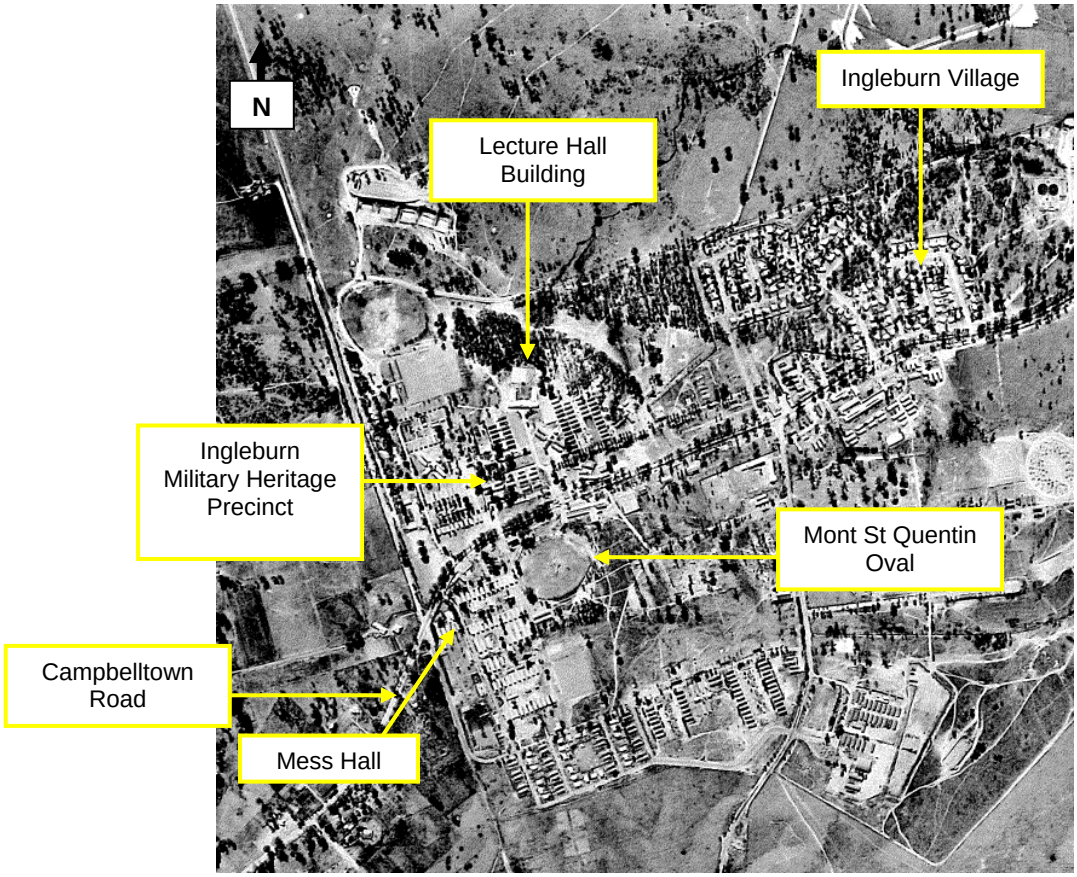


Figure 27 1965 Aerial view of the Ingleburn Army Camp. Note the consolidation of the road side planting along Campbelltown Road and the cultural planting and regrowth within the site. (Land and Property Information)

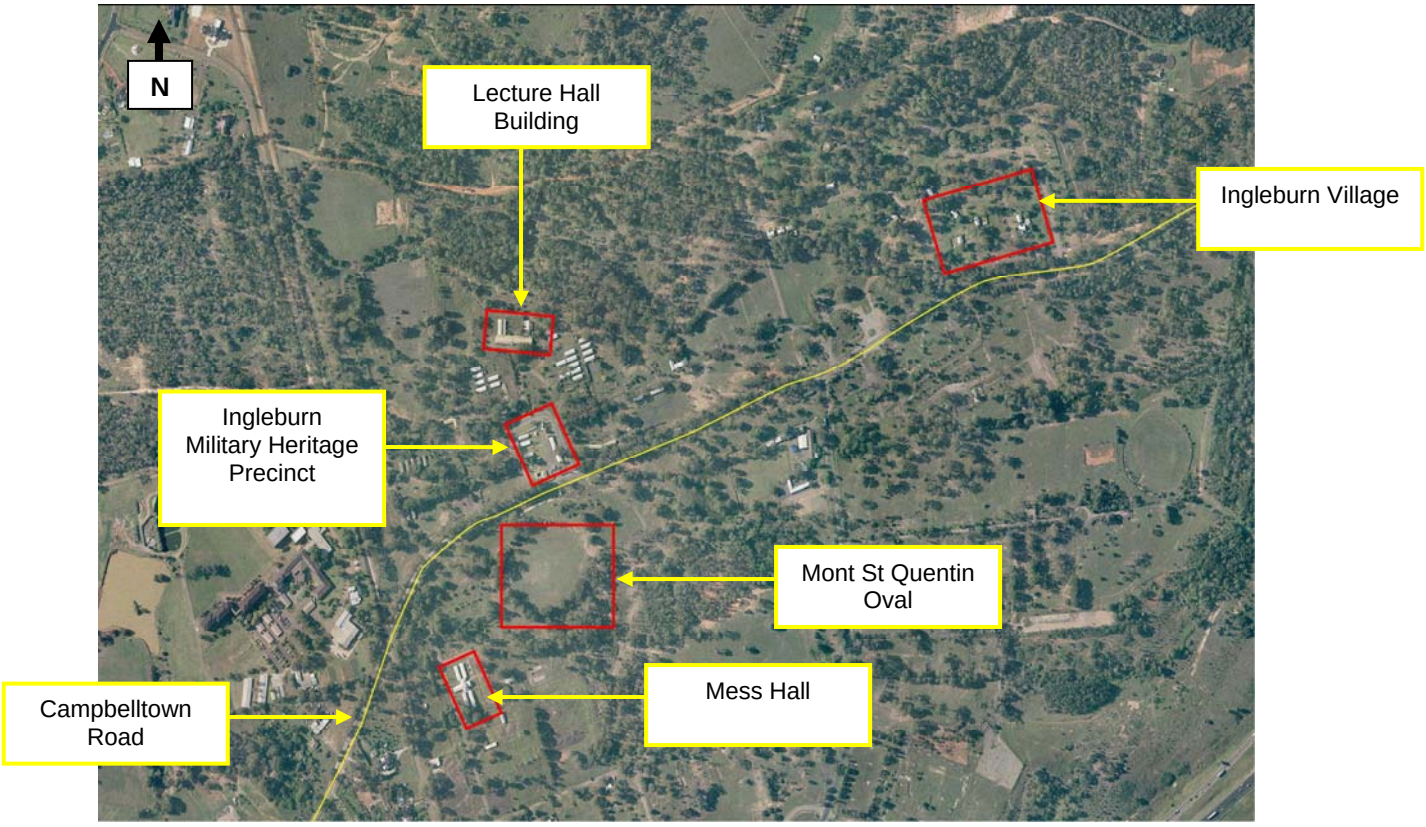


Figure 28 Recent Aerial View of the former Ingleburn Army Camp. Note the consolidation of the vegetation across the site including the creek line to the east and the density of the road-side planting. (SIX Lite-Land and Property Information)

4.4.2 Known heritage items in Section 3

Two known heritage items are in this section.

Item: The Ingleburn Military Heritage Precinct and Mont St Quentin Oval

Significance: State

Location: Campbelltown Road, Ingleburn; Lat: -33.97680793 Long: 150.85316621

Listing: State Heritage Register; Campbelltown LEP; Liverpool LEP

Description: The listing includes Bardia Barracks and Mont St Quentin Oval. The following is an excerpt from Godden Mackay Logan's Statement of Significance for the surviving elements of the former Ingleburn Defence Site:

> *"The Ingleburn Military Heritage Precinct and Mont St Quentin Oval is of heritage significance as the entry point and command precinct of the first purpose built military training camp for WWII. The camp later became known as Ingleburn Defence site. The Ingleburn Defence site was also the place from where the first Australian troops to see active service in WWII at the town of Bardia, (the 16th Brigade of the 6th Division of the Second AIF) formed up. The Mont St Quentin Oval was most likely to be initially utilised as a parade*

ground for WWII troops at the site and was where the troops were formally farewelled before being shipped overseas, prior to the construction of official parade grounds . It is also of significance as one of the States key defence sites which coordinated the formation, training and dispatch of troops for most theatres of warfare during the 20th century. It is of State heritage significance for its association with generations of ex-servicemen who have passed through the site either en route to active service in overseas theatres of war or for National Service training. Items within the precinct and the Mont St Quentin are imbued with symbolic meaning for those associated with the place.The Bardia Barracks Entrance Gates symbolise the entrance to army life and the brick sentry boxes are symbolic of the long term military presence on site.

Mont St Quentin Oval

The Mont St Quentin Oval, entry gates and flagpole are of historical significance. The oval served as the original parade ground for WWII troops, and was the location from which troops were formally farewelled and welcomed on return from service overseas.

Bardia Barracks and entry gates

The Bardia Barracks entrance precinct (including entrance gates, Guard House and Cell Block, Chaplain's Office and Post Office) is significant as a landmark for the local community symbolising the important role played by the Army in this area. The area symbolises the entry into Army life, an event which was formative in the lives of many thousands of people who served at Ingleburn.

Figure 29 Road-side trees adjacent to Ingleburn Military Heritage Precinct to the northern side of the road contrasts to the open space of Mont St Quentin Oval.

Figure 30 View of Bardia Barracks entry gate from Campbelltown Road.

Item: Milestone #2

Significance: Local (Exceptional)

Location: 170 metres east of Bardia Barracks entry gate, Campbelltown Road, Easting 3011868.108; Northing 6238533.594

Listing: Campbelltown LEP; Register of the National Trust

Description: Stone milestone erected in 1854 as part of the roadworks by the Commissioners of the Road Trust inscribed with Roman numerals showing distances to Sydney and Campbelltown on either side.

Figure 31 Milestone #2

4.5 Section 4 - Denham Court

4.5.1 Description of Section 4

Section 4 is a cultivated landscape that consists of a series of substantial houses set in a broad semi-rural setting. Generally, cultural plantings occur in limited zones through the study area and are associated with private housing that lines Campbelltown Road. The road environment is characterised by a series of high fences that focus views along the road. There is a wide unformed grassed nature strip.

Denham Court homestead is situated at the southern end of this section and the roadside interface is distinguished by a line of mature Eucalypt trees, an open rural fence and low supplementary planting. There are clear sight lines into the property from the road. The existing roadside trees are clearly seen on the 1947 aerial photograph and would appear to mark the roadside to the Denham Court property. Subsequent planting and natural regrowth along the road corridor has somewhat moderated what would

have been their landmark aesthetic value. The siting of the house on the top of the ridge to the east of the road is further consolidated by the specimen trees and plantings around the house.

Campbelltown Road traverses through what was part of the original land holding of Denham Court Estate (**Figure 5**); the relationship of the house and road being a long standing one. The road currently traverses what is the rear of the house, with the formal frontage looking to the south east over Campbelltown and its environs. The current entry from Campbelltown Road has been created in recent times with prior access to the property being off Dickson Road. The existing entry off Campbelltown Road is via the outbuildings to the rear of the house.

The siting of the house generally follows the landscape principles espoused by Humphry Repton's *Observations on the Theory and Practice of Landscape Gardening* (1803) and *Enquiry into the Changes of Taste in Landscape Gardening* (1806). That is, Denham Court house is located on the high point of the ridge taking advantage of broad pastoral views to the south east over what is now Campbelltown. As noted in *Colonial Landscapes of the Cumberland Plain and Camden*[25] the primary factor affecting settlement patterns in the Cumberland Plain was the underlying geology and soils, with Denham Court taking advantage of these natural attributes. Campbelltown Road is located to the western side and subordinate side of the ridge and addresses the service side of the house, the formal south east elevation away from the road. The road is deliberately supplementary to this formal composition with views contained by the landscape and built form of Denham Court Homestead combined with mature plantings either side of the road containing views along the road.

Figure 32 Present entry to Denham Court house from Campbelltown Road.

Figure 33 Invasive vegetation opposite Denham Court house consisting of dense African Olive.

[25] Colleen Morris, Geoffrey Britten for the National Trust of Australia (NSW), 1999

Figure 34 View along Denham Court frontage showing existing trees and fence.

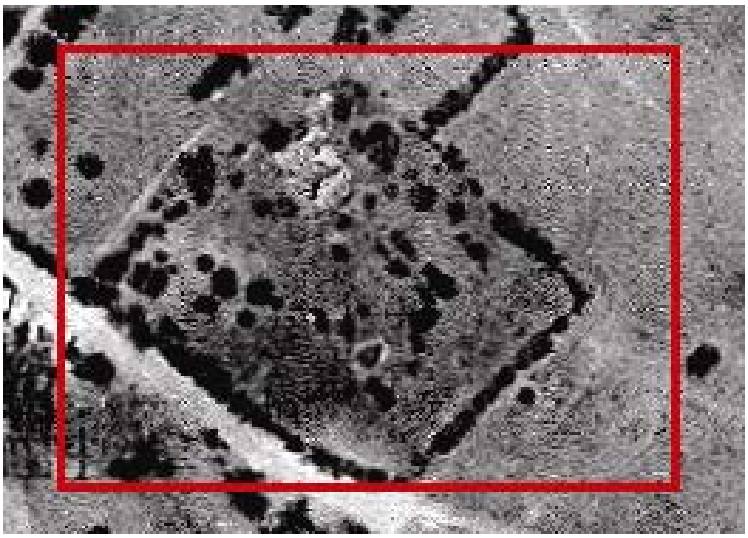


Figure 35 1947 Aerial showing Denham Court house and the southern section of Ingleburn Army Camp. Note the established road-side planting adjacent to Denham Court house and the open pastoral nature of much of the surroundings. (Land and Property Information)

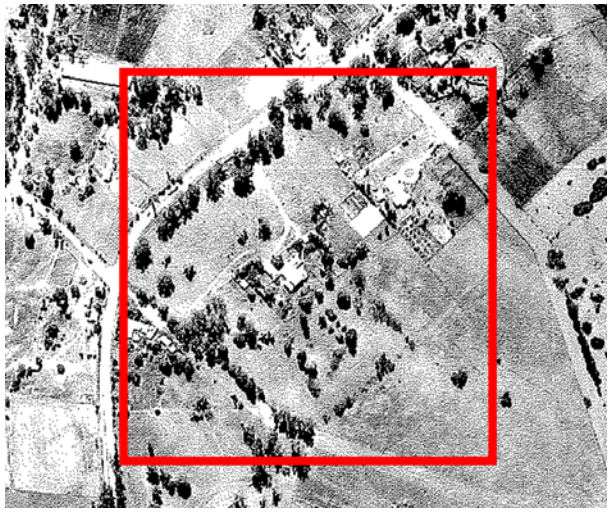


Figure 36 1965 Aerial showing Denham Court house and the southern area of the former Ingleburn Army Camp. Note the prominence of the road-side planting to Denham Court house and the open pastoral nature of the surroundings. (Land and Property Management)

Figure 37 Recent aerial photograph showing Denham Court house and its surroundings. Note the retention of road-side planting and the consolidation of vegetation patterns as part of the evolving landscape character. (SIX-Lite Land)

4.5.2 Known heritage items in Section 4

Two known heritage items are in this area.

Item: Denham Court

Significance: State

Location: 238 Campbelltown Road, Denham Court, Lot 392, DP 564854

Listings: State Heritage Listing; Campbelltown LEP; Register of the National Trust

Description: The Denham Court property was granted to Judge-Advocate Richard Atkins and was later acquired by Captain Richard Brooks, a trader operating in the Indian and Pacific Oceans. He applied to become a free settler and arrived in NSW with his family in 1814. The family came to Denham Court in 1820. The rear buildings at Denham Court are thought to have been built before 1820. The main part of the house, the two-storey front section was designed by John Verge in 1832. The garden contains some remnant colonial and Victorian era plantings, including an informal avenue planting east of the house and a palo alto (Picconia excelsa) tree, which is a rare species nationally. [26]

Figure 38: Front of Denham Court house, facing north-west.

[26] Heritage Office, Database Number: 5045222, File Number: S90/06060 & HC 32232

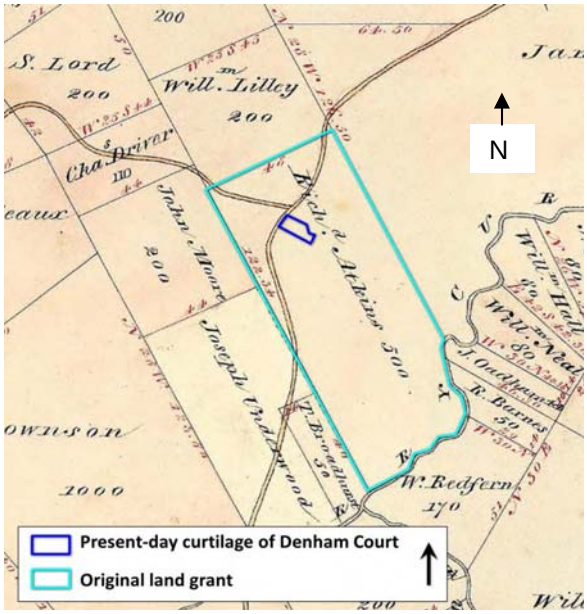


Figure 39: Current and original curtilages for the Denham Court property.

Item: St Mary the Virgin Church and Cemetery Group

Significance: Local (Exceptional)

Location: Lot 19, DP 725739, on the corner of Denham Court Road and Church Road.

Listings: Liverpool LEP; Register of the National Trust

Description: The church is separated from Denham Court Road by around 150 metres of remnant bushland, within a fenced area of roughly one acre. The church is a small country church, originally built as a private chapel. It is a one storey building, oriented east-west, and built in a Picturesque Gothic style with some Tudor influences. The exterior walls are now rendered but were originally finished with red face brick and featured recesses painted white. Buttresses were later added. The short, square tower at the west end of the church was originally topped with an ogee dome but now has a simple crenelated top. The large lancet windows along the nave walls contain stained glass windows erected as memorials to various church members during the early years of the church's life. [27]

[27] *Campbelltown Road Upgrade – Camden Valley Way to Brooks Road Non Aboriginal Heritage Assessment and Statement of Heritage Impacts* (Artefact Pty Ltd: 2013)

Figure 40: St Mary the Virgin Church

4.6 Section 5 - Ridge to Hume Highway (Denham Court)

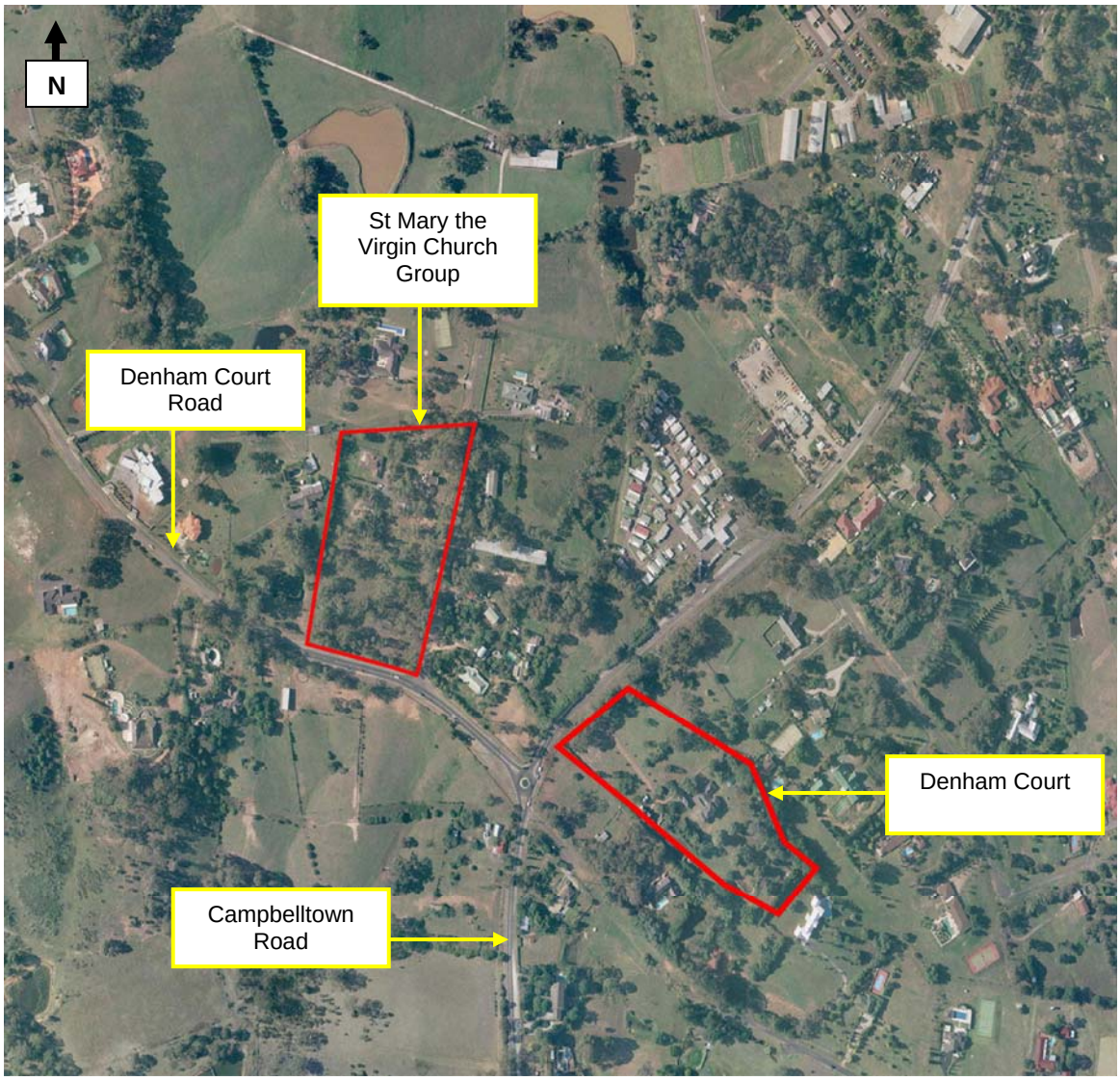


Figure 41 Recent aerial view showing the Ridge to the Hume Highway. (SIX Lite- Land and Property Information)

4.6.1 Description of Section 5

Section 5 consists of a cultivated landscape that commences south of the intersection with Denham Court Road and terminates at the Hume Highway leading to Campbelltown. The enclosed landscape character of the previous Section evolves to open vistas between hedging and trees of the surrounding hills. These views are facilitated from the road as it traverses the ridge from Denham Court to Campbelltown. The cultivated paddocks adjacent to the road and in the wider context have not altered to a significant degree from the mid-20th century (as evidenced by the historical aerial photographs), the land use patterns of

extensive colonial farm estates remaining largely intact. Larger lot residential developments are located to the north of the road and are generally visually subservient to the road, the road taking the fairly narrow ridge and the residences located on the slopes below the road. This section of road contrasts to the rest of the study area where the relationship of the road and the surroundings retain an open pastoral character characteristic of the colonial land use patterns. This is particularly evident to the south of the road with roadside trees retained in informal groups providing visual access to the surroundings.

Figure 42 View from Campbelltown road showing clear site lines under trees to pastoral landscape.

Figure 43 Typical view of Campbelltown Road showing open landscape character.

4.6.2 Known heritage items in Section 5

One known heritage item occurs in this area.

Item: Milestone #1

Significance: Local (Exceptional)

Location: 70 metres south of roundabout at the intersection of Campbelltown Road and Denham Court Road, Easting 300885.339; Northing 6237404.164

Listings: Campbelltown LEP; Register of the National Trust

Description: Stone milestone erected in 1854 as part of the roadworks by the Commissioners of the Road Trust inscribed with Roman numerals showing distances to Sydney and Campbelltown on either side.

Figure 44 Milestone #1.

5 Comparative analysis

5.1 Introduction

This section of the report compares Campbelltown Road with other historic roads in the local area and in the Cumberland Plain. The purpose of this is to assist in determining the potential rarity and representative values of the road.

5.2 Development of roads in Sydney

The construction of roads commenced at an early date in colonial NSW. Between 1789 and 1791 a track extended between Sydney and Parramatta and in 1805 the importance of the two main roads of the colony was such that a voluntary committee was formed to collect contributions so that they could be maintained to a high standard.

As time passed the road network began to expand. In 1810 work commenced on a road from Parramatta to the Hawkesbury region, and in 1811 the road to South Head was completed. During 1813-14 the road linking Sydney to Liverpool was nearing completion and what was to become known as the Dog Trap Road (now Woodville Road), connecting Liverpool to the Parramatta Road was underway. The following year the road to Bathurst had been completed.

In October 1819 work commenced on the road to the south, commencing from Picton. Ten years later the Great North Road, linking Castle Hill to Wollombi Creek and crossing the Hawkesbury near Wiseman's Ferry had been completed. The new road alignment at Mt Victoria was completed in 1832.

According to the RMS' S170 Heritage and Conservation Register entry for Windsor and Old Windsor Road, its significance relates to the following:

> "The Windsor and Old Windsor Roads, as first laid out in 1794 and re-aligned in 1812-1813, are of State and national significance. They incorporate the second road to be laid out in the colony and played an important role in the settlement of the Hawkesbury region and the development of the colony of NSW.
>
> The Windsor and Old Windsor Roads retain characteristics evocative of the historic, rural character of the Cumberland plain, both within the current road reserve and in redundant sections outside the reserve. Together they are vital in understanding the cultural landscapes of the region.

Remaining historic road fabric, both inside and outside the current road reserve, demonstrates the methods of road construction and maintenance over two centuries."

Significant elements of the Old Windsor Road remain, including bypassed sections, boundary stones and alignment markers. It is considered to be highly significant, possibly of national significance.[28]

The early roads were important keys in the settlement of the colony. For instance, the completion of the road to Liverpool (now Woodville Road) in 1814 was followed over the next 15 years by development along it. Land was grated and inns constructed to serve travelers. Like so many roads, it became the front boundary for many properties.[29]

Many of the early roads have remained in use and have been altered and widened over time, often accompanied by realignments.

5.3 Comparative roads

This section looks at a number of roads that are comparable with Campbelltown Road.

5.3.1 Denham Court Road

Denham Court Road, linking Campbelltown Road and Camden Valley Way, was certainly established by the early 1840s as indicated on Baker's Australian Country Atlas 1843-1846. The road is an undulating single-lane carriageway that appears to follow the original road alignment. The undulations of the road and the generally rural/pastoral outlook reinforce the rural quality of this road and allow for an appreciation of the rural landscape, much of which remains of a pastoral character and evidence of 19th century land use patterns. Denham Court Road has a close parallel to Campbelltown Road, being a secondary road linking Camden Valley Way to Campbelltown Road. The undulating country contrasts to the broader ridge that Campbelltown Road passes through. Denham Court Road has remained essentially a rural connecting road that has not had the substantial influence of the institutional use of the former Ingleburn Army camp. Both Springhill Farm and St Mary the Virgin Church Group are accessed from Denham Court Road.

5.3.2 Old Windsor Road and Windsor Road Heritage Precincts

Sections of Windsor Road and Old Windsor Road have been assessed on RMS' S170 Heritage and Conservation Register as having state heritage significance, and they are primarily considered to be some of the first major roads having been laid out in 1794. The Windsor Road alignment is noted for its historical significance as one of Greater Sydney's early examples of a major road and for its contribution to the development of the settlement of the Hawkesbury farming lands. While some sections of the

[28] Terry Kass, RTA Thematic History, p.12.

Roads are considered to retain sufficient fabric and setting to be listed as state-significant heritage precincts, the remainder is principally considered to be of historical importance when assessed within the context of the entire alignment of the road. Areas around listed items such as Rouse Hill have particular significance as part of the Rouse Hill visual curtilage. The road retains characteristics of the historic and rural character of the Cumberland Plain and contributes to the understanding of cultural landscapes of the region. Old Windsor Road has been substantially upgraded over the last 15 years with duplication and widening of the road to 4-6 lanes. This upgrading has modified the original landscape amenity of road side trees. With the road upgrading, new landscape plantings have been instigated creating roadside plantations.

5.3.3 Camden Valley Way

Camden Valley Way formed part of the Great Southern Road, (as well as the former route of the Cowpasture Road) which was progressively opened between 1803 and 1843. Camden Valley Road forms a significant transport link to the immediate areas around Camden and to the large estates that fronted the road such as Gledswood. Camden Valley Way retained until recent times a rural single carriageway character with remnant native roadside planting similar to the character described in Section 5 of the present Campbelltown Road. Currently the road is subject to upgrading to four lanes with a two-land median as part of the South West Growth Centre where the roadside trees have been extensively removed. It is understood that there will be roadside plantings to complement the built form of the road widening works.

5.3.4 Appin Road

Appin Road links Campbelltown to Appin. It may be described as a dual lane road and appears to follow for much of its route, the original alignment. The immediate visual curtilage is characterised by roadside vegetation consisting of native regrowth for much of its extent. Much of the surroundings that the road passes through consists of semi-rural to pastoral outlook that reinforces the rural quality of much of this road. It is a well-preserved example of the alignment and original configuration in a rural setting. Appin road has much the same character as Campbelltown Road and in a less developed setting.

[29] Kass, pp. 12-13.

6 Heritage assessment of Campbelltown Road

The heritage significance of Campbelltown Road has been assessed in accordance with the Heritage Office, Department of Planning's *Assessing Heritage Significance* (2001), as described in Section 1.8 of this report.

6.1 Assessment of significance

Criterion A

An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)

Campbelltown Road is an early colonial road, and one of the earliest main roads in the Campbelltown region. It has changed little since its formation in the early 19th century and retains its original alignment. Along with other early main roads in the region (such as Cowpasture Road/Great Southern Road and Denham Court Road), Campbelltown Road has the ability to demonstrate patterns of early land use and transportation networks.

The route of Campbelltown Road reflects a complex history of dealings between private landowners/grantees in the local area, and provided formal access to key properties including Varroville and Denham Court. Campbelltown Road was one of several important colonial roads to be maintained at public expense in the first half of the 1830s, enshrined in the *Act for making, altering and improving the Roads throughout the Colony of New South Wales, and for opening and improving the Streets in the Towns thereof* of 1833.

The construction of Campbelltown Road assisted in the establishment and consolidation of the city of Campbelltown and in the settlement of the district. Campbelltown Road was part of the Great South Road from 1832, and acted as an alternative to the Great South Road by way of Cowpastures Road and the Razorback Range. Campbelltown Road predated the Great South Road by about 20 years and there is no evidence that the road was upgraded along the lines of the newly built sections of the great roads.

Campbelltown Road is significant at a local level.

Criterion B

An item that 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

Campbelltown Road was surveyed in 1817 by Deputy Surveyor-General , James Meehan, a former convict who was appointed acting Surveyor-General by Governor Macquarie. He was one of the foremost surveyor's during the Macquarie period and was involved in the construction of many early roads in the colony.

Campbelltown Road is associated with Captain Richard Brooks who built Denham Court house and Robert Townson who built Varroville, both properties gaining access from the road. Townson is significant because of his agricultural and viticultural pursuits.

Campbelltown Road is also associated with the Australian Defence Force in the use of the road for the purposes of the development of Ingleburn Military Heritage Precinct with access gained for the army camp from both Liverpool and Campbelltown. There is an important relationship between the Bardia Barracks entry gates, Campbelltown Road and the Mont St Quentin Oval that is still (relatively) intact and allows interpretation of the former Army Camp and related historic activities.

Campbelltown Road is significant at a local level.

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)

Campbelltown Road passes through a landscape that is still essentially rural in character. Remnant native roadside trees reflect the pastoral patterns of the 19th century in the region, while the later roadside plantings and consolidation of natural vegetation patterns around the site of the Ingleburn Military Heritage Precinct are important evidence of significant 20th century activities. The informal corridor of trees along much of the road corridor contributes to the aesthetic value of the road, and enhances its association with the Denham Court property.

The Cross Roads is historically significant in the formation of the Great Southern Road and as a landmark road junction for many years. The Cross Roads appears on the 1854 map of the area and as such has been extant as a turn-off point for a century and a half. The Cross Roads is an identified place in relation to the

concept of the establishment of cultural routes through the landscape and a division off the Great Southern Road.

The three milestones along Campbelltown Road provide important evidence of the activities and role of the Campbelltown Road Trust during the mid-19th century and more generally the part that local trustees played in the maintenance of district roads in NSW.

Campbelltown Road is significant at a local level.

Criterion D (Social Significance)

An item has strong or special association with a particular community or cultural group in NSW (or local area) for social, cultural or spiritual reasons.

The local community holds the roadside trees associated with the former Ingleburn Army Camp in high esteem as they mark the extent of the army camp. The roadside trees that line the road at Denham Court house mark the locality as a place associated with the surrounding former pastoral activities.

The original relationship of Campbelltown Road and the house by architect John Verge at Denham Court is still intact. It provides an important opportunity to interpret this historically significant cultural landscape and associated buildings.

Campbelltown Road is significant because of its associations with the historically important former Ingleburn Army Camp. The plantings along the road reflect different land uses during the 20th century and the impacts of the Army Camp on the cultural landscape.

Local community groups have indicated a strong association with the road for its historical associations and aesthetic value. This is evident by a recent Interim Heritage Order request to the Heritage Branch, Office of Environment and Heritage, by the Scenic Hills Association for the road.

Campbelltown Road is significant at a local level.

Criterion E (Research Potential)

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)

It is possible that remains of the former road surfaces survive beneath the existing road. There is a section of the road to the south and adjacent to the Hume Highway where the road alignment has been changed

so as to allow for the road's fabric demonstrating the development of road building from the road's inception.

Campbelltown Road generally retains its original alignment, and historical information in the form of plans, notes and published articles are available that record the location and development of the road.

Campbelltown Road is unlikely to have significance under this criterion.

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).

Comparison with other early colonial roads establishes that Campbelltown Road is a rare surviving section of Colonial era road that has retained its original alignment and still enables interpretation of the cultural landscape from the first half of the nineteenth century. Other colonial era roads generally have been extensively modified or are remnants that are no longer in use. The road retains for its southern extent its original relationship with the pastoral landscapes that provides an opportunity for interpretation of the character of colonial landscapes.

The road is significance at a local level.

Criterion G

An item is important on demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments

Campbelltown Road is representative of the early main roads in the Cumberland Plain that were established in the Macquarie era. The roadside vegetation includes remnant Cumberland Plain Woodland and Alluvial Woodland, which is becoming less prevalent with the urban development of the Cumberland Plain.

The road is representative of colonial era roads because of the important role it played in the growth and development of Campbelltown and its environs. The road is significant at a local level in demonstrating the form and character of early local roads and its association with early properties and homesteads. .

6.2 Statement of significance

Campbelltown Road is representative of the early main roads in the Cumberland Plain that were established in the Macquarie era. It is a rare surviving section of Colonial era road that has retained much of its original alignment and still enables interpretation of the cultural landscape from the first half of the

nineteenth century. The road retains characteristics expressive of the historic rural character of the Cumberland Plain due to the remnant roadside trees both within the road reservation and in the surrounding landscape. Later roadside plantings around the Ingleburn Military Heritage Precinct are important evidence of significant 20th century activities. Campbelltown Road is associated with the Australian Defence Force in the use of the road for the purposes of the development of Ingleburn Army Camp with access gained for the army camp from both Liverpool and Campbelltown.

Campbelltown Road is assessed as having heritage significance at a local level.

6.3 Grading of significance

The road consists of a number of components that contribute to its heritage significance (**Table 5**). The existing built and landscape elements, spaces, components and elements predominantly relate to the road as a link between The Cross Roads at Liverpool and to the Hume Highway south of Denham Court.

Table 5: Summary of significant elements for Campbelltown RoadItem		**Recommendations**
Trees along the road at the Ingleburn Military Heritage Precinct	Exceptional – The trees contribute to the local significance of Campbelltown Road under criteria c), d), f) and g).	Retain and conserve. Seek to maintain the defined visual curtilage of the Ingleburn Military Heritage Precinct by maintaining a border of native eucalypt trees.
Ingleburn Military Heritage Precinct and Mont St Quentin Oval	Exceptional – The precinct contributes to the local significance of Campbelltown Road under criteria b), c) and d).	Maintain the physical and visual relationship of the precinct with Campbelltown Road. Retain the direct relationship of the Bardia Barracks entry gates with the Mont St Quentin Oval gates. Maintain the form and location of the Bardia Barracks entry gates along the road.
Denham Court House	Exceptional – The Denham Court property contributes to the local significance of Campbelltown Road under criteria a), b), c), d), f) and g).	Maintain the physical and visual relationship of the Denham Court property with Campbelltown Road. Seek to maintain the defined visual curtilage of Denham Court by maintaining the informal line of trees, fence line and entry gate along the road. Where possible, maintain views from the road to Denham Court house and garden. Ensure that an appropriate curtilage is

		maintained to conserve the historic and aesthetic values of the property.
Milestones M1, M2 and M3	Exceptional – The milestones contribute to the local significance of Campbelltown Road under criteria a), c) and f).	Retain and conserve. Retain the milestones at an appropriate distance along Campbelltown Road. Should the milestones require relocation in the future, they should be reinstated alongside the road at their correct location along the road.
Alignment of road	High – The historic alignment of road contributes to the local significance of Campbelltown Road under criteria a), f) and g)	Retain and conserve where possible. Should the realignment of the road be required in the future, consideration should be given to maintaining a portion of the original alignment for the purposes of interpretation.
General roadside trees	High – The roadside trees contribute to the local significance of Campbelltown Road under criteria a), c), d) and g).	Retain where possible. If the trees are required to be removed in the future, every attempt should be made to replace the trees with the same or similar species, so that the aesthetic character of the road is conserved.
Pastoral landscape south of Denham Court Road	High – The pastoral landscape south of Denham Court Road contributes to the local significance of Campbelltown Road under criteria c) and f)	Retain and conserve.
Cross Roads at Casula	Moderate – The Cross Roads contribute to the local significance of Campbelltown Road under criteria c)	Maintain visual prominence of the Cross Roads in relation to views gained of both Campbelltown Road and Camden Valley Way

7 Conclusion and recommendations

7.1 Conclusion

This report undertook a heritage landscape assessment of Campbelltown Road. It concluded that the road was a local significance and representative of early colonial roads of the Cumberland Plain. The following recommendations have been developed to ensure that its identified heritage values are conserved.

7.2 Recommendations

- Retain the relationship of the road with its immediate landscape setting.
- Retain the relationship of the road with the state significant Ingleburn Military Heritage Precinct and Mont St Quentin Oval, and its immediate surroundings.
- Retain the social and historic association of the state significant Denham Court house with the road by retaining the visual connection of the house and garden with the tree-lined road.
- Retain the tree-lined character of the road with an emphasis on the intensification of the vegetated form associated with the Ingleburn Military Heritage Precinct.
- Retain the section of road to the south of the intersection of Denham Court Road in its present character as an opportunity to interpret the 19th century pastoral patterns of the place.
- All substantial roadside vegetation should be retained where possible. New planting of existing native Eucalypts should be undertaken to maintain an informal presence to the road and to acknowledge the existing relationship of the road and its surroundings.
- The pastoral land use patterns evident should be retained as evidence of the 19th century historic and aesthetic values of place as it is visually prominent and has a strong association with the road in its present form.
- Retain, the remnant natural vegetation stands of Cumberland Woodland and Alluvial Woodland .
- RMS should consider the inclusion of Campbelltown Road (or a portion thereof) on its s170 Heritage and Conservation Register.

8 Endnotes

1. SHR listing for Denham Court.
2. Cosmos Archaeology, Camden Valley Way Road Upgrade, Cobbitty Road to Cowpasture Road: Statement of Heritage Impact, May 2010, p.27
3. Colleen Morris and Geoffrey Britton, Colonial Landscapes of the Cumberland Plain and Camden, NSW, p.124.
4. State Heritage Register Inventory for Varroville.
5. Olive Havard, "Townson of Varroville, Part 2", reprinted in *Journal of the Royal Australian Historical Society*, Volume 91 Part 2, December 2005, pp.186-187.
6. William Bayley, *The Story of Campbelltown*, p.21.
7. See *The Sydney Gazette and New South Wales Advertiser*, 26 February 1814, p.2.
8. Carol Liston, *Campbelltown: the Bicentennial history*, p.28.
9. G H P, "The Great South Road. Liverpool to Camden", *Sydney Morning Herald*, 16 July 1904.
10. Havard, pp.186-187.
11. *The Sydney Gazette and New South Wales Advertiser*, 4 July 1818, p.2.
12. Morris and Britton, pp.12-13.
13. "Anno Quarto. Gulielmi Quarti Regis. (No. 11)", *Sydney Herald*, 19 September 1833, p.1S.
14. Rosemary Broomham, *Vital Connections*, p.49.
15. "Original Correspondence", *Sydney Herald*, 7 June 1832 p.4.
16. *G H P.*
17. "The Southern Road", *Sydney Gazette and New South Wales Advertiser*, 31 March 1842, p.2.
18. "The Great Southern Road", *Goulburn Herald*, 19 October 1850 (reprinted from the *Sydney Courier*, 12 October 1850)
19. "The Great Southern Road", *Empire*, 1 March 1853, p.2.1
20. "News From The Interior. Campbelltown", *Sydney Morning Herald*, 2 August 1851, p.3.
21. Liston, pp.86-87.
22. *Windsor and Richmond Gazette*, 9 May, 1919, p.10
23. Tanner Architects, *Statement of Heritage Impact: Edmonson Park South Part 3A – Project Plan Application,* August 2010
24. Godden Mackay Logan (2001) *Ingleburn Defence Site: Heritage Analysis.* Report to Department of Defence, Major Property Disposal Unit
25. Colleen Morris, Geoffrey Britten for the National Trust of Australia (NSW), 1999
26. Heritage Office, Database Number: 5045222, File Number: S90/06060 & HC 32232
27. *Campbelltown Road Upgrade – Camden Valley Way to Brooks Road Non Aboriginal Heritage Assessment and Statement of Heritage Impacts* (Artefact Pty Ltd: 2013)
28. Terry Kass, RTA Thematic History, p.12.
29. Kass, pp. 12-13.

9 References

1. Walker, Johnson Pilton. (2013) *Landscape Character and Visual Impact Assessment: Campbelltown Road Upgrade* report prepared for RMS
2. Cosmos Archaeology, *Camden Valley Way Road Upgrade, Cobbitty Road to Cowpasture Road: Statement of Heritage Impact,* May 2010.
3. Colleen Morris and Geoffrey Britton, *Colonial Landscapes of the Cumberland Plain and Camden, NSW.*
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6. William Bayley, *The Story of Campbelltown*.
7. See *The Sydney Gazette and New South Wales Advertiser*, 26 February 1814
8. Carol Liston, *Campbelltown: the Bicentennial history*.
9. G H P, "The Great South Road. Liverpool to Camden", *Sydney Morning Herald*, 16 July 1904.
10. Havard, pp.186-187.
11. *The Sydney Gazette and New South Wales Advertiser*, 4 July 1818, p.2.
12. Morris and Britton, pp.12-13.
13. "Anno Quarto. Gulielmi Quarti Regis. (No. 11)", *Sydney Herald*, 19 September 1833, p.1S.
14. Rosemary Broomham, *Vital Connections*, p.49.
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16. "The Southern Road", *Sydney Gazette and New South Wales Advertiser*, 31 March 1842, p.2.
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22. Artefact Pty Ltd (2013) *Campbelltown Road Upgrade – Camden Valley Way to Brooks Road Non Aboriginal Heritage Assessment and Statement of Heritage Impacts*
23. Terry Kass, RTA Thematic History, p.12.
24. Artefact Pty Ltd (2013) *Campbelltown Road Upgrade – Camden Valley Way to Brooks Road Non Aboriginal Heritage Assessment and Statement of Heritage Impacts*
25. "Anno Quarto. Gulielmi Quarti Regis. (No. 11)", *Sydney Herald*, 19 September 1833, p.1S.
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37. Rosemary Broomham, *Vital Connections*, p.49.
38. See *The Sydney Gazette and New South Wales Advertiser*, 26 February 1814
39. State Heritage Register Inventory for Varroville.
40. "The Great Southern Road", *Goulburn Herald*, 19 October 1850 (reprinted from the *Sydney Courier*, 12 October 1850)
41. "The Great Southern Road", *Empire*, 1 March 1853, p.2.
42. "The Southern Road", *Sydney Gazette and New South Wales Advertiser*, 31 March 1842, p.2.
43. *The Sydney Gazette and New South Wales Advertiser*, 4 July 1818, p.2
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45. William Bayley, *The Story of Campbelltown*.

Appendix A - Definitions

The definitions for terms used in this report are those adopted by Australia ICOMOS in The Burra Charter (The Australia ICOMOS Charter for Places of Cultural Significance) (1999).

Place means site, area, land, landscape, building or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the *place* itself, its *fabric*, *setting*, *use*, *associations*, *meanings*, records, *related places* and *related objects*.

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

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

Maintenance means the continuous protective care of the *fabric*, and *setting* of a *place*, and is to be distinguished from repair. Repair involves *restoration* or *reconstruction*.

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

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

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

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

Use means the functions of a *place*, as well as the activities and practices that may occur at the place.

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

Setting means the area around a *place*, which may include the visual catchment.

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

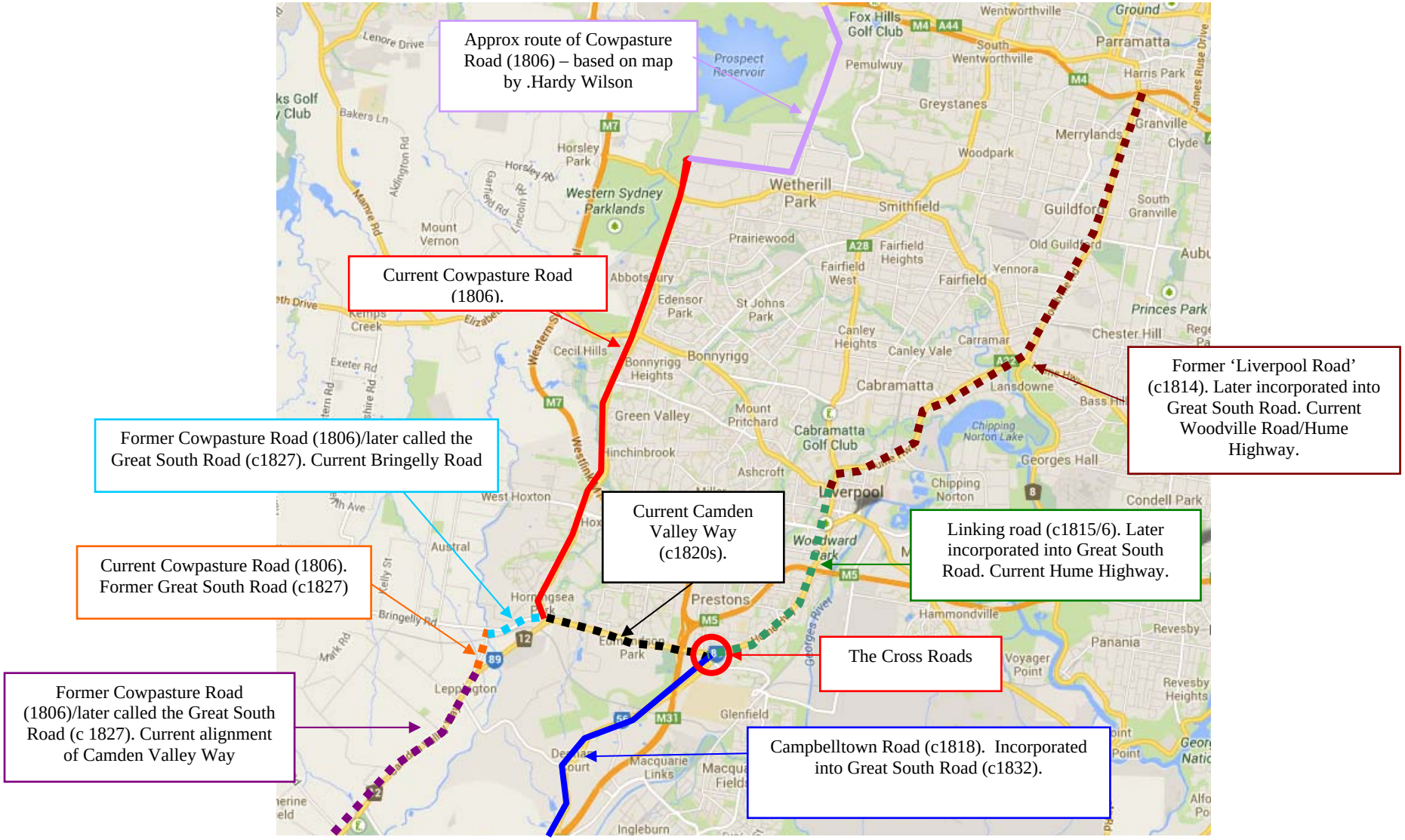
Related object means an object that contributes to the *cultural significance* of a *place* but is not at the place.

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

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

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

Appendix B – Plan of key roads mentioned in the report



Appendix A: Plan of key roads mentioned in report (Base map: Google Maps 28.10.13)